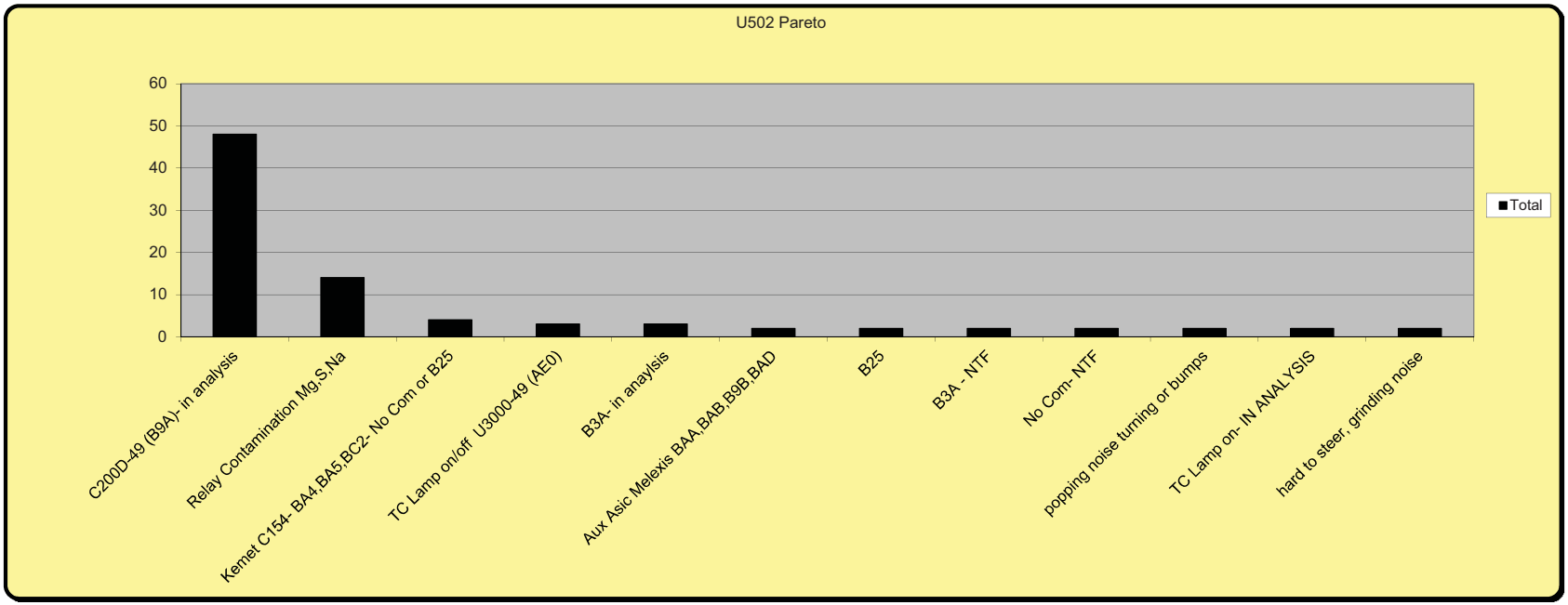

updated to 10/12/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
C200D-49 (B9A)- in analysis	UR0030,45,47, 48,58,59,60,61, 62,63,64,65,66, 67,68,69,70,71, 73,75,76,77,79, 80,81,82,83,84, 85,86,87,88,89, 92,95,96,98,99, 100,101,103,10 4,105,108,109, 111,113,114					1	5	3	21	12	5	1					48			8/22- hall effect & encoder differential. More testing needed to find root cause
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26,38				9	1	1	2	1								14	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
TC Lamp on/off U3000-49 (AE0)	UR0023,52,78						1		1				1				3		Non TRW issue	Both gears tested with NTF, on one vehicle the new gear did not fix U3000-49. vehicle could not be fixed shorting the CAN circuits would duplicate the symptoms.
B3A- in anaylsis	UR0041,56,90					1					1		1				3			NTF after relay contact analysis at Tyco
Aux Asic Melexis BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
B3A - NTF	UR0008,09				2												2			
No Com- NTF	UR0031, 33									1	1						2		NTF	will keep in pending to see if we get a duplicate issue
popping noise turning or bumps	UR0057, UR0093											2					2		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
TC Lamp on- IN ANALYSIS	UR0094,112										2						2			
hard to steer, grinding noise	UR0102, 107										1	1					2			hard to turn input shaft
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location

updated to 10/12/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
ps delay after startup-U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1	7/22/2011- EOL test	4/14/2012-PSD mask	9/14- OnSemi ASIC Jitter
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1			
Broken Pulley	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
B6C	UR0050										1						1			
swerve LF suddenly	UR0072								1								1			
BD1,BD3	UR0074							1									1			
BBA,B7F	UR0091								1								1			
noise intermittent rh frt side while turning	UR0097						1										1		Non-TRW Issue	tech replacd the EPAS gear and same noise occurred
B31	UR0106							1									1			
No Com- IN ANALYSIS	UR0110														1		1			
																	0			
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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date	Part ETA
UR0021	U3000-49 U3000-96	BAA,BAB,B9B,BAD	EPP	in eval Melexis	8/15- Geoff to review Melexis 8D and check for further information to finalize.	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry	03073 Mullinax Ford	03735	1FMHK8B88BG[redacted]	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011			
UR0025	U3000-49	B25	EPP	In eval 26 Mile	9/12- tri-temp ignition cycling at 26mile NTF	5/26- pulled stored & EFF data shipped to MAO for further testing 6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps.	20609 Orange Motor Co	00008	1FMHK7D89BG[redacted]	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011			
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor. 8/15- UK motors grp did full teardown and did not find any flux density fault. Will put on hold until the other warranty returns are examined and tested.shipping	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43 Celsius. To be shipped to UK 6/24- Sergio to send PFR to	05559 Villa Ford	07839	1FMHK8F82BG[redacted]	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011	9/17/2010		
UR0032 RUA #4978	U3000-49	BFF,BFC,B1C	EPP	In Eval UK	7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis. 8/1- check with Mike on updates 8/8-part has arrived to the UK.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return.	07590 Van Bortel Ford	03003	1FMHK8F85BG[redacted]	3/4/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/9/2011			
UR0034	U2011-61 U3000-96	B95	TS	In Eval Hella	8/31-: Frequency variation on channel 2 without torque--> Failure description: PWM2 jitter, the ASIC has received at Onsemi and the analysis is ongoing, first results are possible on 2th of September.	7/1- pulled stored and EFF data, shipped to MAO for analysis 8/1-Checked with oscilloscope. Unstable Channel 2 PWM when no torque is applied. You can see a varation in channel 2 . Bobby to ship part to Hella	00210 Sunny King Ford	02707	1FMHK7D80BG[redacted]	1/20/2011	1/15/2011	11/16/2010	12/2/2010	3.5L wo/APA	5/11/2011			
UR0035 RUA# 4979	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In Eval UK	8/8- part has not arrived yet in the UK for further testing check with Anting for update	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/25-MAO reproduced B23-found a a low impedance between pin96 and pin97 on main micro IC3. It seems a problem on the soldering.	04161 Eddie Yaklin Ford	04625	1FMHK7D8XBG[redacted]	12/8/2010	12/6/2010	10/1/2010	10/21/2010	3.5L wo/APA	5/31/2011			
UR0036	C200B-2F C200C-2F	BD0-BD3	TS	In Eval Hella	8/31- No channel 2--> Function test on application level at all temperatures: The function test was passed. No Conspicuousness were found. Short durability / lifetime test shows no deviation, currently we will reproduce the failure according the information from Sergio.	8/1- BD3 fault is raised when IPA is fully turned CCW. Reference EPP used. Fault travelling with IPA. IPA signals are scoped. Observed a voltage drop in 5V supply. After a while fault is replicated, there was no signal on channel 2. bobby to ship to Hella.	M1626 Sanchez Auto	00008	1FMHK7F82BG[redacted]	4/13/2011	4/7/2011	12/7/2010	12/11/2010	3.5L wo/APA	6/2/2011			
					8/8- found broken pulley from					[redacted]1/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011			

REDACTED FOR RELEVANCE

UR0040	U3000-49	BAE,BAB,BAD	EPP	In eval 26mile	8/10- MAO to hold onto EPP until UK is done testing the three gears with similar codes. 9/12- 26mile done tri-temp testing was able to get to reset once. Benched tested was able to get to fail possible aux. ASIC issue testing still ongoing.	8/1- raise RUA and ship to UK for further analysis. faults not replicating even when in hot testing. Fault not replicating in lab after hot test over ASIC and IC17. During analysis part failing with BA4 , B3A rep B7E. Power module swapped with a reference on.	08811 Sentry Ford	02050	1FMHK8D83BG[redacted]	2/14/2011	2/7/2011	12/13/2010	12/19/2010	3.5L wo/APA	6/16/2011			
UR0041 RUA# 4980	U2011-49	B3A	EPP	In Eval Tyco	8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco 10/6- Andy Partridge to check results when he is back off vacation.	8/1- Phase1 motor relay contact not closing.raise RUA and ship to UK 8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco	02199 Bob Gillingham Ford	05016	1FMHK8B88BG[redacted]	12/2/2010	11/23/2010	9/14/2010	9/16/2010	3.5L wo/APA	6/13/2011			
UR0042	C200C-2F	BD3	TS	In Eval 26mile	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing.	8/1-passed EOL & bench testing 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing	01273 Fred Beans Ford	04301	1FMHK8D84BG[redacted]	3/14/2011	3/7/2011	1/20/2011	1/29/2011	3.5L wo/APA	6/20/2011			
UR0043 RUA #4981	U3000-49	BAE,BAB,BAD,BAA	EPP	In Eval UK	8/8- UK received the part today for further testing. 8/22- comfirmed IC17, get reply from Anting and ship to Maxium.	8/1- raise RUA and ship to UK for further analysis.AA I sense working fine and Isense IC17 output incorrect. Signal coming from AA is OK but IC17 output is not good. IC17 temperature sensitive. did not swap Component Same failure	05319 Rusty Eck Ford	05191	1FMHK8F84BG[redacted]	2/22/2011	2/17/2011	12/11/2010	12/16/2010	3.5L w/APA	6/27/2011			
UR0045	C200D-49	B9A	EPP	In Eval UK	8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders are re-synchronised, ran overnight with ign permanently on NFF, test repeated with ign. cycling for two hrs, NFF	8/1- hot and ambient testing done NTF. cold testing next step	05928 Premier Ford	01695	1FMHK7D8XBG[redacted]	3/28/2011	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011	12/27/2010		
UR0046	C200B-62	BD4	TS	In Eval 26mile	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing	8/1- NTF on bench testing, or EOL testing. 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing	04927 J.C. Lewis Ford	01410	1FMHK7F87BG[redacted]	5/10/2011	5/1/2011	3/24/2011	3/26/2011	3.5L wo/APA	6/16/2011			
UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and encoder, more testing needed to define cause.	8/2- pulled stored & EFF data shipped to 26 mile for further information. 8/12- Chris bench tested with NTF with start the tri-temp testing to see if B9A resets 8/15- now able to duplicate the B9A will send Geoff the information on the scope and test set-up.	06700 Majic City Ford	03447	1FMHK8F87BH[redacted]	3/29/2011	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011	12/28/2010		
UR0048	C200D-49	B9A	EPP	In eval 26mile	9/12- performed tri-temp ignition cycling and could not reproduce code NTF 9/21-been uploaded with SW and gone through various test on the dynamometer, the unit has not failed at this time, more testing ongoing	8/2- pulled stored & EFF data shipped to MAO for further information 8/31- Not reproducable Cold	08211 Robinson Brothers Ford	03163	1FMHK7D84BG[redacted]	4/5/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011			

UR0050 RUA# 5048	U3000-49	B6C	EPP	In process MAO-To be sent to UK	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly. 8/29-To be sent to UK	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly. 8/29-To be sent to UK	03334 Charles Gabus Ford	04666	1FMHK8F85BG[redacted]	5/2/2011	4/19/2011	2/17/2011	2/24/2011	3.5L w/APA	7/11/2011				
UR0051	U3000-49	B25	EPP	In eval MAO	9/12- ambient testing complete with NTF, next step cold testing.	8/2- pulled stored & EFF data shipped to MAO for further information 8/29-Ambient testing did not duplicate. Will Cold test next 8/31-Cold testing raised BAA, BAB intermittent. Raised twice and did not repeat.	04921 Bozard Ford	02124	1FMHK7D89BG[redacted]	2/25/2011	2/21/2011	1/4/2011	1/7/2011	3.5L wo/APA	6/23/2011				
UR0054	No Com	No codes		at WPAC will ship out to MAO for analysis	9/12- gear not at MAO at this time I will check WPAC tomorrow.	8/19- tech was not able to get the tc lamp on or get the vehicle to act up but states he could not communicate with the PSCM using his IDS. Unknow if this was an IDS issue because there would be lamps on and no steering if he was not able to comminicate with the PSCM. I had no trouble pulling data when gear arrived.	03776 Legacy Ford	00016	1FMHK8B82BG[redacted]	5/22/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	6/29/2011				
UR0055	U3000-49	BA4,BA5,B45,B9C, B6C,B71	EPP	Shipping to MAO	9/12- able to reproduce codes, possible monitor micro- testing ongoing	8/19- pulled EFF & stored data shipped to MAO for further analysis	06787 Lake Elsinore Ford	02584	1FMHK7D87BG[redacted]	5/13/2011	5/4/2011	3/16/2011	3/19/2011	3.5L wo/APA	714/2011				
UR0056	U2011-49	B3A	EPP	in process Tyco	9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing	8/19- pulled EFF & stored data shipped to MAO for further analysis	06338 Shults Ford	00105	1FMHK7B86BG[redacted]	5/12/2011	5/3/2011	2/28/2011	3/17/2011	3.5L wo/APA	7/11/2011				
UR0058	C200D-49	B9A	EPP	In Eval 26mile	9/21- this unit is in teardown, flex density test, air gap measurement, hall effects swi. Threshold, encoder switching 10/2- x-ray of the motor PCB	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	02486 Five Star Ford	06543	1FMHK7D86BG[redacted]	3/24/2011	3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA	7/8/2011	12/28/2010			
UR0059	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	02953	1FMHK7F86BG[redacted]	3/31/2011	3/22/2011	1/24/2011	1/29/2011	3.5L wo/APA	7/1/2011	12/28/2010			
UR0060	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		09580 Tracy Langston Ford	03191	1FMHK7D86BG[redacted]	5/3/2011	4/28/2011	3/16/2011	3/18/2011	3.5L wo/APA	8/5/2011				
UR0061	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		05947 Cannon Ford	04020	1FMHK7D87BGA[redacted]	3/15/2011	3/9/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/2/2011	12/27/2010			
UR0062	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	10437	1FMHK8D89BG[redacted]	3/18/2011	3/12/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/10/2011	12/28/2010			
UR0063	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm NTF. Pull EOL data when gear was new and compare results with non-B9A failure.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	04921 Bozard Ford	14031	1FMHK7F8XBG[redacted]	3/10/2011	3/5/2011	12/25/2010	12/29/2010	3.5L w/APA	8/15/2011				
UR0064	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		11293 Camelback Ford	04655	1FMHK7F88BG[redacted]	3/10/2011	3/4/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/10/2011				
UR0065	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm NTF. Pull EOL data when gear was new and compare results with non-B9A failure.		02709 Tom Holzer Ford	05447	1FMHK8F8XBG[redacted]	4/11/2011	4/5/2011	12/23/2010	12/25/2010	3.5L wo/APA	8/10/2011				

UR0066	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm NTF. Pull EOL data when gear was new and compare results with non-B9A failure.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	02405 Park Cities Ford	05234	1FMHK7D80BG[redacted]	1/13/2011	12/14/2010	11/11/2010	11/13/2010	3.5L wo/APA	7/28/2011	
UR0067	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm NTF. Pull EOL data when gear was new and compare results with non-B9A failure.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	00469 Bondy's Ford	05426	1FMHK7D89BG[redacted]	3/22/2011	3/15/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/4/2011	
UR0068	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		M2686 Fema Automotriz	16576	1FMHK8F83BG[redacted]	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	8/22/2011	
UR0069	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06293 Haldeman	09557	1FMHK7D82BG[redacted]	1/19/2011	1/7/2011	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	
UR0070	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm NTF. Pull EOL data when gear was new and compare results with non-B9A failure.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	07986 Henderson Ford	02775	1FMHK8B89BG[redacted]	3/24/2011	3/20/2011	1/24/2011	1/28/2011	3.5L wo/APA	8/15/2011	
UR0071	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		00643 Buster Miles Ford	05112	1FMHK7D83BG[redacted]	5/2/2011	4/25/2011	2/28/2011	3/3/2011	3.5L wo/APA	8/12/2011	
UR0072	Frt end will swerve to LF suddenly	no codes		In Eval MAO	9/9- no damage to gear and rack move smooth stop to stop no codes in the stored or EFF data. Shipped to MAO for analysis		05417 Kemp Ford	10075	1FMHK7F88BG[redacted]	3/8/2011	3/3/2011		1/13/2011	3.5L wo/APA	8/19/2011	
UR0073	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		09469 Randall Reed's Ford	01856	1FMHK7F83BG[redacted]	4/28/2011	4/25/2011	3/16/2011	3/17/2011	3.5L wo/APA	8/1/2011	
UR0074	C200C-2F	BD1,BD3	TS	In Eval MAO	9/21- channel 1 failure Rogersville shipped to Hella for analysis	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing	08990 Quirk Ford	10839	1FMHK8D81BG[redacted]	2/10/2011	2/1/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/16/2011	
UR0075	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		07398 Al Packer's Ford	04286	1FMHK8F87BG[redacted]	4/25/2011	4/15/2011	2/12/2011	2/14/2011	3.5L wo/APA	8/8/2011	
UR0076	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		06938 Fox Ford	02989	1FMHK8F81BG[redacted]	4/13/2011	4/7/2011	1/26/2011	1/29/2011	3.5L wo/APA	8/3/2011	
UR0077	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		02890 Russ Milne Ford	09977	1FMHK8D89BG[redacted]	2/23/2011	2/18/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/22/2011	
UR0079	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing 8/31- Not reproducable Cold		05613 Lance Cunningham Ford	06993	1FMHK7D81BG[redacted]	3/29/2011	3/24/2011	12/7/2010	2/17/2011	3.5L wo/APA	8/10/2011	
UR0080	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing		08006 Joe Machens	06386	1FMHK8D85BG[redacted]	5/6/2011	4/30/2011	2/17/2011	2/18/2011	3.5L wo/APA	8/25/2011	
UR0081	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06063 Smith Ford	09014	1FMHK8F87BG[redacted]	3/31/2011	3/27/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/16/2011	12/23/2010
UR0082	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		01730 Mike Fitzpatrick Ford	10293	1FMHK7D84BG[redacted]	3/4/2011	3/1/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/15/2011	12/24/2010
UR0083	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		03924 Crown Ford	23203	1FMHK7F87BG[redacted]	12/16/2010	12/11/2011	11/13/2010	11/14/2010	3.5L wo/APA	9/1/2011	10/27/2010
UR0084	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		00478 Wade Ford	07238	1FMHK7D80BG[redacted]	4/4/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	9/7/2011	12/4/2010
UR0085	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02645 Prince-Gnade Ford	04583	1FMHK8F8XBG[redacted]	4/12/2011	4/5/2011	12/1/2010	12/4/2010	3.5L wo/APA	9/2/2011	11/8/2010
UR0086	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	05025	1FMHK7F84BG[redacted]	4/27/2011	4/19/2011	2/24/2011	3/4/2011	3.5L w/APA	9/2/2011	1/3/2011
UR0087	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		00406 Collier Ford	03228	1FMHK7D8XBG[redacted]	4/6/2011	4/2/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/29/2011	12/27/2011

UR0088	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		09989 Mark Martin Ford	11159	1FMHK8D82BG[redacted]	2/10/2011	2/2/2011	12/13/2011	9/9/2011	3.5L wo/APA	8/30/2011	11/11/2010		
UR0089	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		04870 Al Packer Ford	05997	1FMHK7D88BG[redacted]	3/9/2011	3/4/2011	1/13/2011	1/14/2011	3.5L wo/APA	8/29/2011	12/23/2011		
UR0090	U2011-49	B3A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06672 Battlefield Ford	00636	1FMHK7D81CG[redacted]	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011		
UR0091	U2011-49 U3000-49 U3000-96	BBA,B7F	EPP	In process MAO			01545 Fox Valley Ford	02926	1FMHK7D89BG[redacted]	3/10/2011	3/5/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/1/2011	12/24/2011		
UR0092	C200D-49	B9A	EPP	In Eval MAO	9/30- pulled stored & EFF data from the gear and shipped to MAO for further testing		08190 All American Ford	11798	1FMHK8b88BG[redacted]	3/9/2011	3/5/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/18/2011	11/12/2010		
UR0094	TC Lamp on	No codes		At WPAC	10/3- pulled stored and EFF data and shipped to MAO for further diagnosis		02346 Caranfa Ford	02600	1FMHK7D87BG[redacted]	5/25/2011	5/19/2011	3/26/2011	3/27/2011	3.5L wo/APA	8/5/2011			
UR0095	C200D-49	B9A	EPP	In Eval MAO	10/3- pulled stored & EFF data from the gear and shipped to MAO for further testing		05928 Premier Ford	05159	1FMHK7D81BG[redacted]	3/14/2011	3/7/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/8/2011	12/25/2010		
UR0096	U2011-61 C200D-49 U3000-96	B92,B9A	EPP	in process MAO	10/12- sergio perform limit & profile testing see if code resets	10/4- pulled stored and EFF data, shipped to MAO for further analysis	02694 Dean Sellars Inc	10986	1FMHK8F87BG[redacted]	4/21/2011	4/14/2011	2/16/2011	3/4/2011	3.5L w/APA	9/2/2011	1/20/2011		
REDACTED FOR RELEVANCE																		
											1/10/2011		11/20/2011	3.5L wo/APA	8/20/2011			
UR0098	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		04871 Metro Ford	05127	1FMHK7F84BG[redacted]	1/31/2011	1/26/2011	12/16/2011	12/17/2011	3.5L wo/APA	8/20/2011	11/11/2010		
UR0099	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		02459 Sam Pack's Five Star Ford	15697	1FMHK7D82BG[redacted]	2/15/2011	2/8/2011	12/6/2010	12/11/2010	3.5L wo/APA	8/22/2011	11/10/2010		
UR0100	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		04450 Rodriguez Ford	06288	1FMHK7D86BG[redacted]	5/21/2011	5/16/2011	3/30/2011	3/31/2011	3.5L wo/APA	9/13/2011	2/12/2011		
UR0101	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		08951 Ford of Clermont	08900	1FMHK7D85BG[redacted]	5/3/2011	4/26/2011	3/15/2011	3/17/2011	3.5L wo/APA	9/7/2011	1/24/2011		
REDACTED FOR RELEVANCE																		
					moisture in gear									3.5L w/APA	9/20/2011			
UR0103	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		01471 Springfield Ford	06513	1FMHK8D80BG[redacted]	5/12/2011	5/4/2011	1/24/2011	1/28/2011	3.5L wo/APA	9/14/2011	12/272011		
UR0104	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		06359 Thornhill Ford	06114	1FMHK8D89BG[redacted]	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	7/21/2011	12/23/2011		
UR0105	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		04163 Elvria Ford	11483	1FMHK7F88BG[redacted]	4/13/2011	4/6/2011	2/4/2011	2/11/2011	3.5L wo/APA	9/2/2011	12/29/2011		
UR0106	U3000-49 U3000-96	B31	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		04871 Metro Ford	04756	1FMHK7D81BG[redacted]	2/16/2011	2/8/2011	12/8/2010	12/11/2010	3.5L wo/APA	7/20/2011			
REDACTED FOR RELEVANCE																		
											5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	8/25/2011			
UR0108	C200D-49	B9A	EPP	In process MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		01125 Palmetto Ford	05696	1FMHK7B8XBG[redacted]	3/2/2011	2/25/2011	1/4/2011	1/8/2011	3.5L wo/APA	8/30/2011	12/24/2011		
UR0109	C200D-49	B9A	EPP	In process MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		02459 Sam Pack's Five Star Ford	07642	1FMHK7D85BG[redacted]	1/13/2011	12/13/2010	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/25/2010		
UR0110	No Assist	No Com	EPP	In process MAO	10/7- could not pull any data from gear no communication with canape shipped to MAO for further testing		01281 Haldeman Ford	00372	1FMHK8D85CG[redacted]	9/4/2011	8/30/2011	7/14/2011	7/15/2011	3.5L wo/APA	9/22/2011			

UR0111	C200D-49	B9A	EPP	In process MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		02549 Silsbee Ford	08861	1FMHK7F88BG[redacted]	4/21/2011	4/14/2011	1/13/2011	1/15/2011	3.5L wo/APA	9/1/2011	12/23/2010		
UR0112	TC Lamp on	BD2,BD3	TS	In process MAO	10/7- tech only mentions TC lamp on and no communication with the PSCM. I had no problem communicating with the PSCM. Does have multiple A & E codes in stored data		20028 Bryden Ford	05876	1FMHK8D84BG[redacted]	5/10/2011	5/1/2011	3/20/2011	3/21/2011	3.5L wo/APA	8/16/2011			
UR0113	C200D-49	B9A	EPP	In process MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing		00469 Bondy's Ford	06897	1FMHK7D89BG[redacted]	3/21/2011	3/15/2011	1/15/2011	1/16/2011	3.5L wo/APA	8/29/2011	12/23/2011		
UR0114	C200D-49	B9A	EPP	In process MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing		00469 Bondy's Ford	07379	1FMHK7F87BG[redacted]	3/15/2011	3/9/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/24/2011	12/27/2010		

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP					1FMHK8F81BG[redacted]	3/16/2011				3.5L w/APA	3/16/2011			
0KM BGA30310	No Assist	?		CAP	no returned part from CAP										3.5L w/APA				
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned, should be tomorrow. Then part should arrive at WPAC by Monday 2/14.		07955 Ron Dupratt Ford	15	1FMHK8D87BG[redacted]	1/24/2011	1/17/2011	11/16/2010	11/22/2010	3.5L wo/APA	2/2/2011			
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts	CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO	00089 Koons Ford	303	1FMHK8F8XBG[redacted]	1/20/2011	1/19/2011	12/1/2010	12/4/2010	3.5L w/APA	2/12/2011			
[redacted]											/31/2011				3.5L wo/APA	3/2/2011			
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled.		Lease management vehicle- Steve	1661	1FMHK8D86BG[redacted]	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any		Lease management vehicle- Doug White	3984	1FMHK8D88BG[redacted]	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.		06700 Magic City Ford	5155	1FMHK8F84BG[redacted]	1/19/2011	1/11/2011	10/13/2010	10/30/2010	3.5L wo/APA	4/19/2011			

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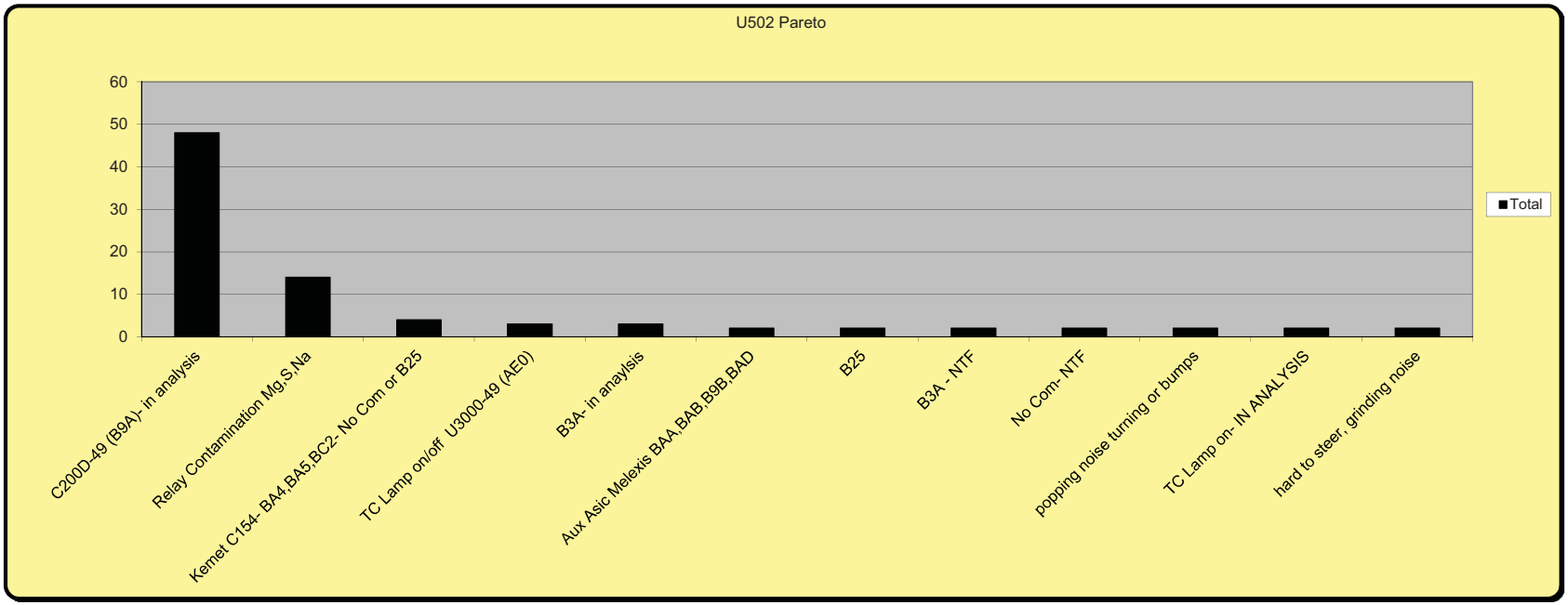
UR0031 RUA#497 7	No Com	No Com	EPP	In Eval UK	8/3- raise RUA and ship to UK for further testing. 8/8- part has not arrived yet in the UK check Anting for update 9/30- UK did a visual inspection did not find anything on the board or with the soldered pin. Feels no point with further action due to NTF from MAO.	7/1- could not pull any Ford or Canape data, verified equipment does work, shipped to MAO for analysis. 7/25- It was found a low impedance between pin2 IC14 and ground. IC14 circuit open pin 2 of IC14 still present resoldered pin 2 and everything is working nomal at this time. ECU fixed Sergio did notice some marks close to		02459 Sam Pack's Ford	11	1FMHK7D85BG[redacted]	5/9/2011	4/29/2011	2/24/2011	3/4/2011	3.5L wo/APA	5/18/2011			
0KM BGA8571 2	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.														

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA32423	U3000-49	B25,BB8, B95	EPP	In Eval (26mile)	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in this wednesdays				1FMHK8F81BG[redacted]	3/2/2011				3.5L wo/APA	3/2/2011			
0KM BGA56776		B25,BB8		MAO	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign				BG[redacted]			1/25/2011	2/25/2011		4/13/2011			
REDACTED FOR RELEVANCE														3/2/2011		4/27/2011			
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi	CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2	09618 Brown Motors	18	1FMHK8D83BG[redacted]	12/16/2010				3.5L wo/APA	1/12/2011			
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil	CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-	02071 I-77 Ford	10	1FMHK8D83BG[redacted]	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when		Ford Management Lease Car- Chicago	1700	1FMHK8F88BG[redacted]	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after		Ford PDC Fleet vehicle- Taras Palczynski	2010	1FMHK7D89BG[redacted]	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to		lease management vehicle WHQ VSC	1838	1FMHK8F89BG[redacted]	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			

UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.		04331 Brondes Ford		1FMHK7F87BG[redacted]	2/24/2011				3.5L wo/APA	3/28/2011			
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with		02058 Beechmo nt Ford	1425	1FMHK8F83BG[redacted]	11/22/2010								
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to		00807 Crest Ford	115	1FMHK8F85BG[redacted]	2/16/2011				3.5L w/APA	3/9/2011			
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK		03820 Landers Ford	3096	1FMHK8F8XBG[redacted]	11/3/2010				3.5L w/APA	3/5/2011			
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate		00807 Crest Ford	1356	1FMHK7B87BG[redacted]	11/16/2010				3.5L wo/APA	2/25/2011			
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change			02761 Southgate Ford	249	1FMHK7D82BG[redacted]	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011			
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING	02731 Atchinson Ford	111	1FMHK8D89BG[redacted]	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011			
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET	05646 Crown Ford	30	1FMHK7D85BG[redacted]	3/8/2011				3.5L wo/APA	4/6/2011			
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex		02058 Beechmo nt Ford	13	1FMK8F80BG[redacted]	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253		WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING	07737 Serramote Ford	611	1FMHK8D89BG[redacted]	2/15/2011	2/7/2011			3.5L wo/APA	3/23/2011			

UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing		05126 Gary Crossley Ford	4475	1FMHK8F80BG[redacted]	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011			
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week		06081 San Francisco Ford	14	1FMHK8D81BG[redacted]	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011			
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.		02694 Dean Sellers	3754	1FMHK8F8XBG[redacted]	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-		08305 Evergreen Ford	49	1FMHK8F84BG[redacted]	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011			
UR0028	rubbing noise while turning at stop	no codes	NVH	in process MAO	6/10- No problem found EOL EDF/NVH testing. Did find a couple of impact markes on the OBH & EPP. Unsure what the tech moved or changed during gear replacement to fix noise. NPF- unknown cause	6/6- no codes in fault store, did not notice any noise turning input shaft back & forth from center. Shipped to MAO for EDF/NVH testing	CONCERN: FRONT END MAKES RUBBING SOUND FROM FRONT WHEN TURNING IN A PARKING LOT. DIAGNOSTICS: N/A PARTS REPLACED:N/A TECH QUESTION: ANY KNOWN CONCERNS? WERE YOU ABLE TO VERIFY THE CONCERN? YES AT WHAT SPEED DOES THIS OCCUR? WHEN VEHICLE IS STOPPED AND TURNING WHEEL MOST FREQUENTLY. AT WHAT RPM DOES THIS OCCUR? 750 CUSTOMER STATES CHEKC FOR NOISE WHEN TURNING WHEEL VERIFY NOISE WHEN TURNING. ISOLATE NOISE TO RACK ASSY.	20636 Schultz Ford	5475	1FMHK8D8XBG[redacted]	1/20/2011	1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011			
UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.		5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER	08868 John C. Stewart & Son	17	1FMHK8D83BG[redacted]	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011			
UR0033	No Com	No Com	EPP	In Eval MAO	7/26- No problem found with EPP communication, pulled normal data from the EPP. Still testing NTF. Unknown if tech mis-diagnosed vehicle for this front abs sensor issue.	7/1- was able to get into Canape data. After new EPAS gear installed vehicle returned 14 miles later with ABS & TC lamp coming on found shorted harness for abs frt sensor.		08452 New Brighton Ford	872	1FMHK7B80BG[redacted]	4/18/2011	4/9/2011	12/25/2010	12/31/2010	3.5L wo/APA	6/4/2011			
REDACTED FOR RELEVANCE									6773	1FMHK8D84BG[redacted]	1/31/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011			
UR0038 RUA#4997	U2011-49 U3000-96	B3A	EPP	In Eval UK	9/21-confirmed from tycothis is a Mg,Na,S contamination issue	8/1- MAO working on ambient and hot testing. 8/8- MAO testing still ongoing 8/11- cannot duplicate code fits the Mg,Na contamination dates shipped to UK then Tyco week 25 relay build		07563 Riser Ford	9727	1FMHK7F83BG[redacted]	11/23/2010	11/17/2010	9/10/2010	9/16/2010	3.5L w/APA	5/2/2011			

UR0039	No Com	No Com	EPP	In eval MAO	8/10-confirmed C154 Kemet Cap	7/25- no other claims on this vehicle		03591 Matthews-Currie Ford	1484	1FMHK7B81BG[redacted]	3/29/2011	3/27/2011	1/7/2011	1/9/2011	3.5L wo/APA	6/13/2011			
UR0044	Wheels lock TC lamp on C1B00-64	No codes		At WPAC	7/25-tech did not follow proper diagnostic's vehicle equipped with auto park C1B00-64 leads to SWA sensor in column. Hotliner requested to replace the RCM Chargeback dealer.			01472 Gullo Ford	3702	1FMHK7F87BG[redacted]	3/3/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/11/2011			
UR0049	U3000-49	BA4,BA5, BC2	EPP	In process MAO - Cap shipped to Kemet	8/29-Kemet C154 capacitor issue(cold weld issue)	8/2- pulled stored & EFF data shipped to MAO for further information 8/2- pulled stored & EFF data shipped to MAO for further information.		08862 Portsmouth Ford	457	1FMHK7F82BG[redacted]	5/13/2011	5/5/2011	3/23/2011	3/24/2011	3.5L wo/APA	6/28/2011			
UR0052	Check eng lamp on U3000-49	AE0		At WPAC	8/10- ship gear out of WPAC and test gear at MAO. If NTF to close case. 9/12- all testing passed, NTF	8/2- could not pull any codes only had a AEO code(CAN message fault)in PSCM check CQIS case dealer replaced EPAS gear and same codes set(U3000-49) no change, dealer could not fix vehicle and vehicle was bought back. Int no		00149 Waldrof Ford	1343	1FMHK8D81BG[redacted]	3/7/2011	3/2/2011	12/26/2010	12/30/2010	3.5L wo/APA	4/15/2011			
UR0053	U3000-49	BA4,BA5, BC2		in eval MAO	9/9- confirmed C154 Kemet Cap	8/19- pulled EFF & stored data does fit the signature of a Kemet C154 failure shipped to MAO to confirm		01928 Bert Wolfe Ford	629	1FMHK8D81BG[redacted]	5/20/2011	5/12/2011	2/11/2011	2/14/2011	3.5L wo/APA	7/6/2011			
UR0057	popping noise frt-end turning	no codes, lamps or noise from the gear		dealer chargebac k	8/19- checked the history on this gear because I did not find any thing wrong with the gear physically or internal codes. Found out a bumper beam weld broke and causing the noise. Will chargeback the gear to the dealer			04544 Red McCombs Ford	1108	1FMHK7F89BG[redacted]	6/3/2011	5/26/2011		4/21/2011	3.5L wo/APA	7/6/2011			
UR0078	TC Lamp on	No codes		In process MAO	9/9- tech installed new PSCM vehicle still will not communicate. Non-TRW issue. Wiring issue. According to CQIS report.			02265 Mathews Ford	85	1FMHK8D83BG[redacted]	7/12/2011	6/24/2011	4/6/2011	4/7/2011	3.5L wo/APA	8/24/2011			
REDACTED FOR RELEVANCE																				
								07815 Frank Jackson Ford			1323	1FMHK7F878	6/13/2011	6/7/2011	4/6/2011	4/9/2011	3.5L wo/APA	9/12/2011	
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	5/5- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for				1FMHK8D81BG[redacted]	3/14/2011				3.5L wo/APA	3/2/2011			



updated to 10/12/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
C200D-49 (B9A)- in analysis	UR0030,45,47, 48,58,59,60,61, 62,63,64,65,66, 67,68,69,70,71, 73,75,76,77,79, 80,81,82,83,84, 85,86,87,88,89, 92,95,96,98,99, 100,101,103,10 4,105,108,109, 111,113,114					1	5	3	21	12	5	1					48			8/22- hall effect & encoder differential. More testing needed to find root cause
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26,38				9	1	1	2	1								14	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
TC Lamp on/off U3000-49 (AE0)	UR0023,52,78						1		1				1				3		Non TRW issue	Both gears tested with NTF, on one vehicle the new gear did not fix U3000-49. vehicle could not be fixed shorting the CAN circuits would duplicate the symptoms.
B3A- in anaylsis	UR0041,56,90					1					1		1				3			NTF after relay contact analysis at Tyco
Aux Asic Melexis BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
B3A - NTF	UR0008,09				2												2			
No Com- NTF	UR0031, 33									1	1						2		NTF	will keep in pending to see if we get a duplicate issue
popping noise turning or bumps	UR0057, UR0093											2					2		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
TC Lamp on- IN ANALYSIS	UR0094,112										2						2			
hard to steer, grinding noise	UR0102, 107										1	1					2			hard to turn input shaft
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location

updated to 10/12/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
ps delay after startup-U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1	7/22/2011- EOL test	4/14/2012-PSD mask	9/14- OnSemi ASIC Jitter
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1			
Broken Pulley	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
B6C	UR0050										1						1			
swerve LF suddenly	UR0072								1								1			
BD1,BD3	UR0074							1									1			
BBA,B7F	UR0091								1								1			
noise intermittent rh frt side while turning	UR0097						1										1		Non-TRW Issue	tech replacd the EPAS gear and same noise occurred
B31	UR0106							1									1			
No Com- IN ANALYSIS	UR0110														1		1			
																	0			
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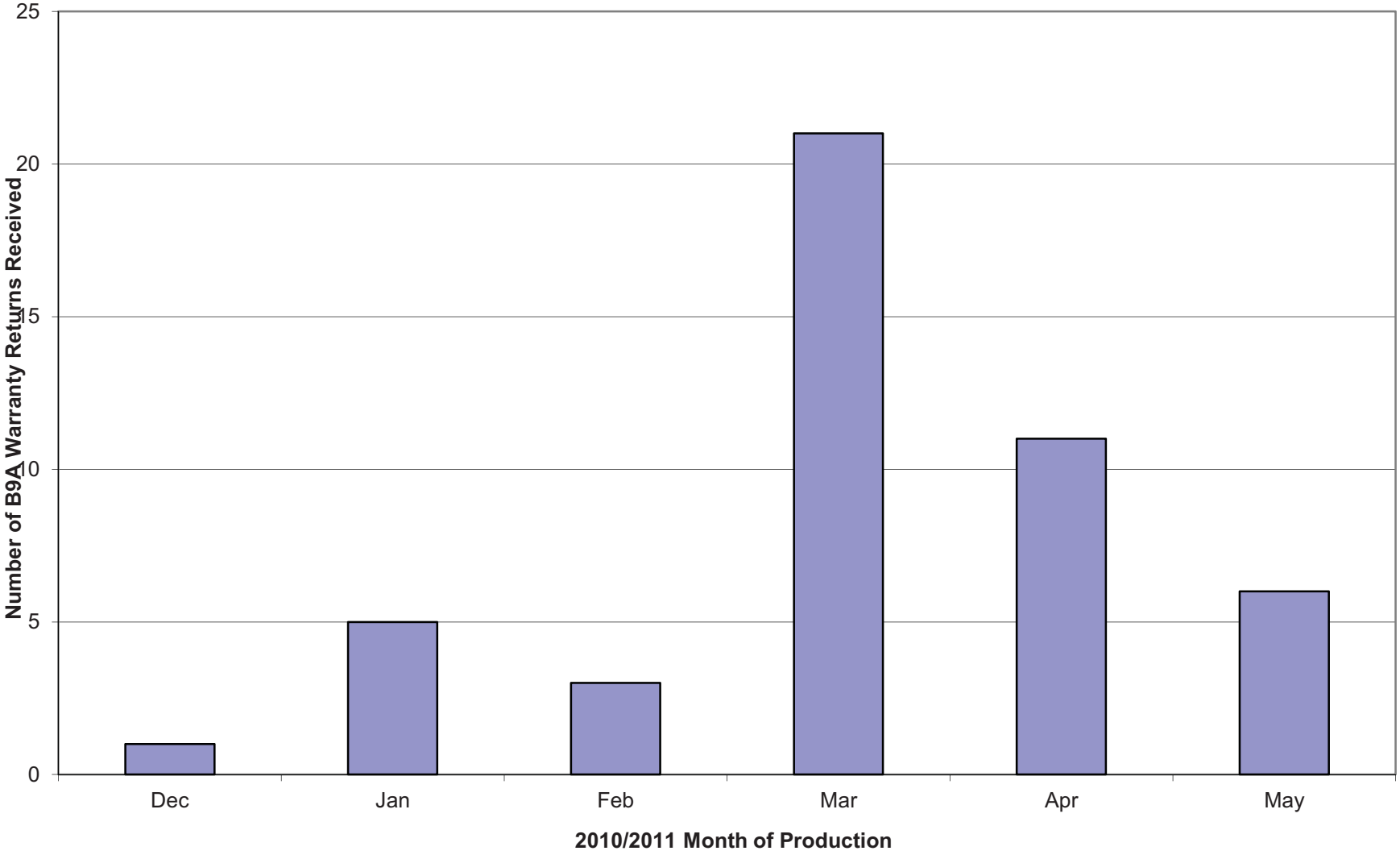
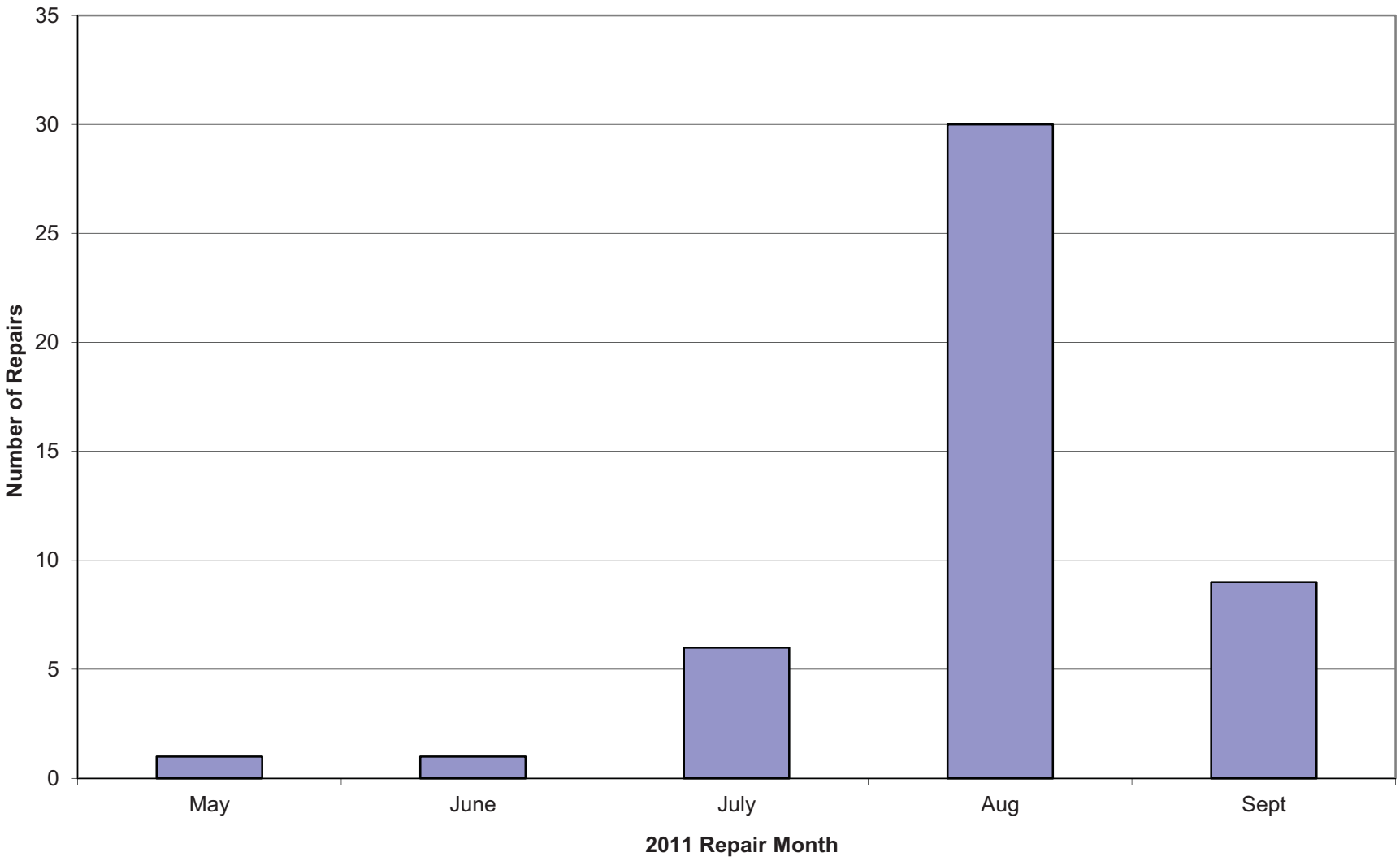
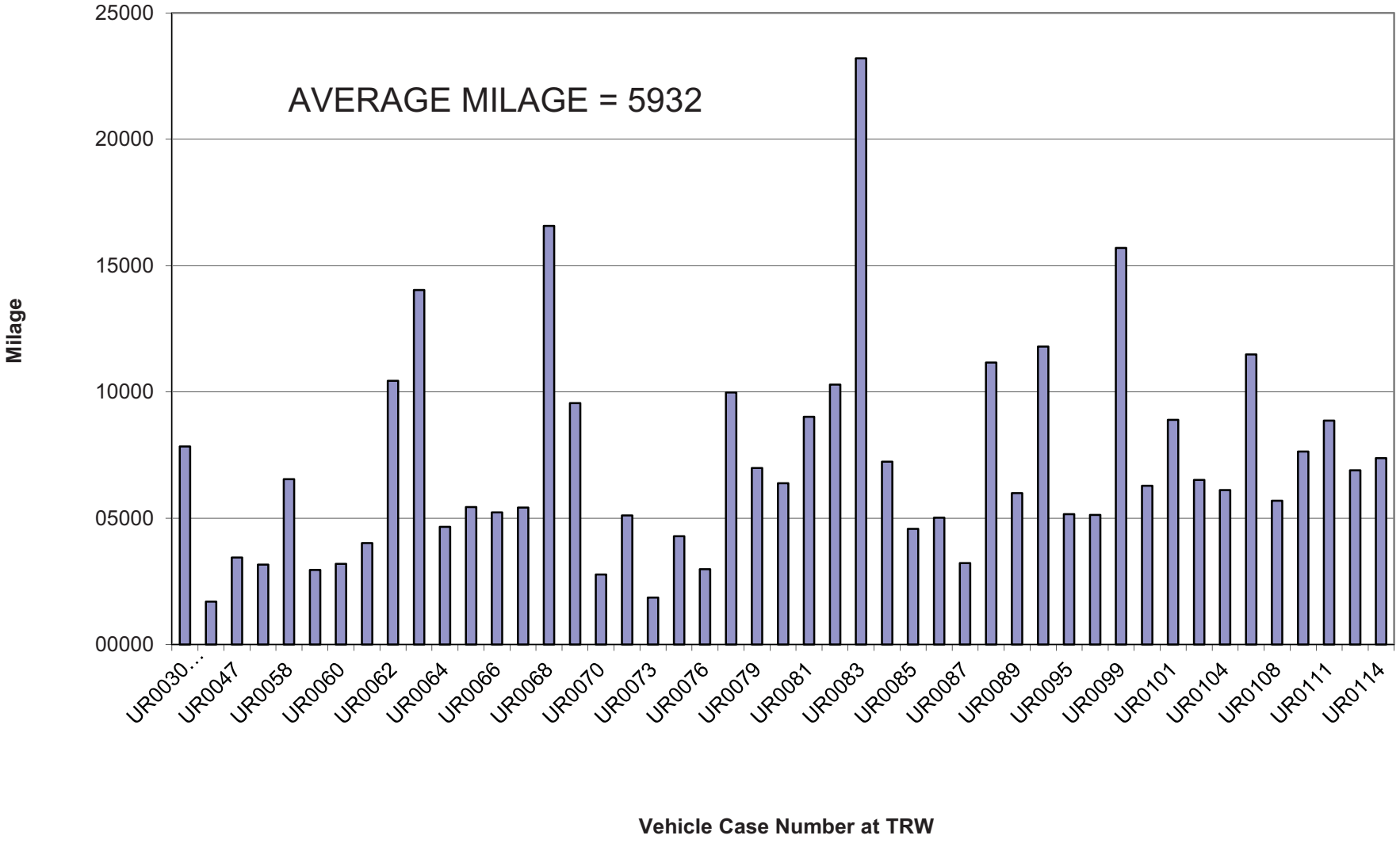
U502 Vehicle Production Month of B9A Warranty Returns



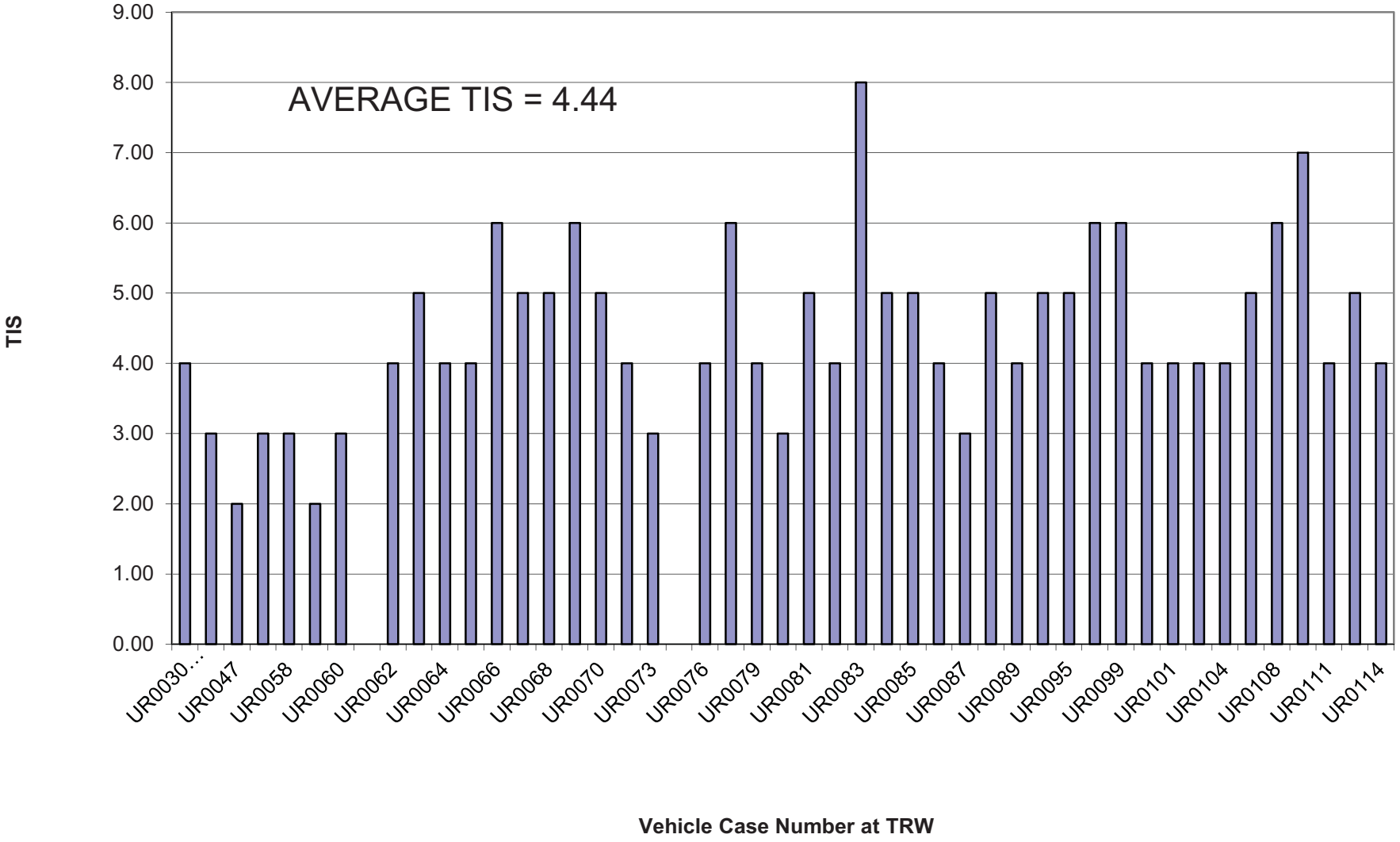
U502 Repair Month of B9A Warranty Returns



U502 Milage at Time of B9A Failure



U502 Time in Service (TIS) until B9A Failure



Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Date of Repair	Month of Vehicle Repair	May	June	July	Aug	Sept	Months betw Build and Repair	State	TIS	Month of Vehicle Build	Dec	Jan	Feb	Mar	Apr
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor. 8/15- UK motors grp did full teardown and did not find any flux density fault. Will put on hold until the other warranty returns are examined and tested.shipping other parts out to suppliers for testing	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43 Celsius. To be shipped to UK 6/24- Sergio to send PFR to Geoff for analysis. 6/28- Sergio shipped EPP to UK for testing. 7/8- EPP in the thermo chamber ignition cycling, should have results on Monday 7/15-NTF on the thermo chamber, put on the PU/PD rig over the weekend, NTF on the PU/PD rig. Determine next steps. 8/1- email Mike Molloy for update on testing 8/2- tested this unit extensively. Over a week of thermal/ignition cycling, plus two repetitions (4 days total) of the Power-Up Power-Down test cycle. We have not seen any repetition of the B9A fault.Geoff's suggestion is that we submit	05559 Villa Ford	07839	1FMHK8F82BG[redacted]	1/19/2011	5/13/2011	May	1						4.00	CA	4.00	Jan		1			
UR0045	C200D-49	B9A	EPP	In Eval UK	8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders are re-synchronised, ran overnight with ign permanently on NFF, test repeated with ign. cycling for two hrs, NFF	8/1- hot and ambient testing done NTF. cold testing next step	05928 Premier Ford	01695	1FMHK7D8XBG[redacted]	3/28/2011	7/1/2011	July			1			4.00	MS	3.00	Mar				1	
UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and encoder, more testing needed to define cause.	8/2- pulled stored & EFF data shipped to 26 mile for further information. 8/12- Chris bench tested with NTF with start the tri-temp testing to see if B9A resets 8/15- now able to duplicate the B9A will send Geoff the information on the scope and test set-up.	06700 Majic City Ford	03447	1FMHK8F87BG[redacted]	3/29/2011	7/14/2011	July			1			3.50	VA	2.00	Mar				1	
UR0048	C200D-49	B9A	EPP	In eval 26mile	9/12- performed tri-temp ignition cycling and could not reproduce code NTF 9/21-been uploaded with SW and gone through various test on the dynamometer, the unit has not failed at this time, more testing ongoing	8/2- pulled stored & EFF data shipped to MAO for further information 8/31- Not reproducable Cold	08211 Robinson Brothers Ford	03163	1FMHK7D84BG[redacted]	4/5/2011	6/23/2011	June		1				2.00	LA	3.00	Apr					1
UR0058	C200D-49	B9A	EPP	In Eval 26mile	9/21- this unit is in teardown, flex density test, air gap measurement, hall effects swi. Threshold, encoder switching 10/2- x-ray of the motor PCB	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	02486 Five Star Ford	06543	1FMHK7D86BG[redacted]	3/24/2011	7/8/2011	July			1			3.00	TX	3.00	Mar				1	

UR0059	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	02953	1FMHK7F86BG[redacted]	3/31/2011	7/1/2011	July			1			3.00	TX	2.00	Mar				1	
UR0060	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		09580 Tracy Langston Ford	03191	1FMHK7D86BG[redacted]	5/3/2011	8/5/2011	Aug				1		3.00	TN	3.00	May					
UR0061	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		05947 Cannon Ford	04020	1FMHK7D87BGA[redacted]	3/15/2011	8/2/2011	Aug				1		5.00			Mar				1	
UR0062	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	10437	1FMHK8D89BG[redacted]	3/18/2011	8/10/2011	Aug				1		4.00	TX	4.00	Mar				1	
UR0063	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm NTF. Pull EOL data when gear was new and compare results with non-B9A failure.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	04921 Bozard Ford	14031	1FMHK7F8XBG[redacted]	3/10/2011	8/15/2011	Aug				1		5.00	TX	5.00	Mar				1	
UR0064	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		11293 Camelback Ford	04655	1FMHK7F88BG[redacted]	3/10/2011	8/10/2011	Aug				1		5.00	AZ	4.00	Mar				1	
UR0065	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm NTF. Pull EOL data when gear was new and compare results with non-B9A failure.		02709 Tom Holzer Ford	05447	1FMHK8F8XBG[redacted]	4/11/2011	8/10/2011	Aug				1		4.00	MI	4.00	Apr					1
UR0066	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm NTF. Pull EOL data when gear was new and compare results with non-B9A failure.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	02405 Park Cities Ford	05234	1FMHK7D80BG[redacted]	1/13/2011	7/28/2011	July			1			6.00	TX	6.00	Jan		1			
UR0067	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm NTF. Pull EOL data when gear was new and compare results with non-B9A failure.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	00469 Bondy's Ford	05426	1FMHK7D89BG[redacted]	3/22/2011	8/4/2011	Aug				1		5.00	AL	5.00	Mar				1	
UR0068	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		M2686 Fema Automotriz	16576	1FMHK8F83BG[redacted]	3/1/2011	8/22/2011	Aug				1		6.00	MX	5.00	Mar				1	
UR0069	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06293 Haldeman	09557	1FMHK7D82BG[redacted]	1/19/2011	8/24/2011	Aug				1		7.00	NJ	6.00	Jan		1			
UR0070	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm NTF. Pull EOL data when gear was new and compare results with non-B9A failure.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	07986 Henderson Ford	02775	1FMHK8B89BG[redacted]	3/24/2011	8/15/2011	Aug				1		5.00	NY	5.00	Mar				1	
UR0071	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		00643 Buster Miles Ford	05112	1FMHK7D83BG[redacted]	5/2/2011	8/12/2011	Aug				1		3.00	AL	4.00	May					
UR0073	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		09469 Randall Reed's Ford	01856	1FMHK7F83BG[redacted]	4/28/2011	8/1/2011	Aug				1		3.00	TX	3.00	Apr					1
UR0075	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		07398 Al Packer's Ford	04286	1FMHK8F87BGA[redacted]	4/25/2011	8/8/2011	Aug				1		3.00			Apr					1
UR0076	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		06938 Fox Ford	02989	1FMHK8F81BG[redacted]	4/13/2011	8/3/2011	Aug				1		4.00	MI	4.00	Apr					1
UR0077	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		02890 Russ Milne Ford	09977	1FMHK8D89BG[redacted]	2/23/2011	8/22/2011	Aug				1		6.00	MI	6.00	Feb			1		
UR0079	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing 8/31- Not reproducable Cold		05613 Lance Cunningham Ford	06993	1FMHK7D81BG[redacted]	3/29/2011	8/10/2011	Aug				1		5.00	TN	4.00	Mar				1	
UR0080	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing		08006 Joe Machens	06386	1FMHK8D85BG[redacted]	5/6/2011	8/25/2011	Aug				1		3.00	MO	3.00	May					
UR0081	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06063 Smith Ford	09014	1FMHK8F87BG[redacted]	3/31/2011	8/16/2011	Aug				1		4.50	AR	5.00	Mar				1	

UR0082	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		01730 Mike Fitzpatrick Ford	10293	1FMHK7D84BG[redacted]	3/4/2011	8/15/2011	Aug				1		5.00	GA	4.00	Mar				1	
UR0083	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		03924 Crown Ford	23203	1FMHK7F87BG[redacted]	12/16/2010	9/1/2011	Sept					1	9.00	NC	8.00	Dec	1				
UR0084	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		00478 Wade Ford	07238	1FMHK7D80BG[redacted]	4/4/2011	9/7/2011	Sept					1	5.00	GA	5.00	Apr					1
UR0085	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02645 Prince-Gnade Ford	04583	1FMHK8F8XBG[redacted]	4/12/2011	9/2/2011	Sept					1	5.00	MO	5.00	Apr					1
UR0086	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	05025	1FMHK7F84BG[redacted]	4/27/2011	9/2/2011	Sept					1	5.00	TX	4.00	Apr					1
UR0087	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		00406 Collier Ford	03228	1FMHK7D8XBG[redacted]	4/6/2011	8/29/2011	Aug				1		5.00	AL	3.00	Apr					1
UR0088	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		09989 Mark Martin Ford	11159	1FMHK8D82BG[redacted]	2/10/2011	8/30/2011	Aug				1		6.00	AR	5.00	Feb			1		
UR0089	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		04870 Al Packer Ford	05997	1FMHK7D88BG[redacted]	3/9/2011	8/29/2011	Aug				1		5.00	FL	4.00	Mar				1	
UR0092	C200D-49	B9A	EPP	In Eval MAO	9/30- pulled stored & EFF data from the gear and shipped to MAO for further testing		08190 All American Ford	11798	1FMHK8b88BG[redacted]	3/9/2011	8/18/2011	Aug				1		5.00	NJ	5.00	Mar				1	
UR0095	C200D-49	B9A	EPP	In Eval MAO	10/3- pulled stored & EFF data from the gear and shipped to MAO for further testing		05928 Premier Ford	05159	1FMHK7D81BG[redacted]	3/14/2011	8/8/2011	Aug				1		5.00	MS	5.00	Mar				1	
UR0098	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		04871 Metro Ford	05127	1FMHK7F84BG[redacted]	1/31/2011	8/20/2011	Aug				1		7.00	FL	6.00	Jan		1			
UR0099	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		02459 Sam Pack's Five Star Ford	15697	1FMHK7D82BG[redacted]	2/15/2011	8/22/2011	Aug				1		6.00	TX	6.00	Feb			1		
UR0100	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		04450 Rodriguez Ford	06288	1FMHK7D86BG[redacted]	5/21/2011	9/13/2011	Sept					1	4.00	TX	4.00	May					
UR0101	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		08951 Ford of Clermont	08900	1FMHK7D85BG[redacted]	5/3/2011	9/7/2011	Sept					1	4.00	FL	4.00	May					
UR0103	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		01471 Springfield Ford	06513	1FMHK8D80BG[redacted]	5/12/2011	9/14/2011	Sept					1	4.00	PA	4.00	May					
UR0104	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		06359 Thornhill Ford	06114	1FMHK8D89BG[redacted]	3/1/2011	7/21/2011	July			1			4.00	WV	4.00	Mar				1	
UR0105	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		04163 Elvria Ford	11483	1FMHK7F88BG[redacted]	4/13/2011	9/2/2011	Sept					1	5.00	OH	5.00	Apr					1
UR0108	C200D-49	B9A	EPP	In process MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		01125 Palmetto Ford	05696	1FMHK7B8XBG[redacted]	3/2/2011	8/30/2011	Aug				1		6.00	SC	6.00	Mar				1	
UR0109	C200D-49	B9A	EPP	In process MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		02459 Sam Pack's Five Star Ford	07642	1FMHK7D85BG[redacted]	1/13/2011	8/24/2011	Aug				1		7.00	TX	7.00	Jan		1			
UR0111	C200D-49	B9A	EPP	In process MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		02549 Silsbee Ford	08861	1FMHK7F88BG[redacted]	4/21/2011	9/1/2011	Sept					1	5.00	TX	4.00	Apr					1
UR0113	C200D-49	B9A	EPP	In process MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing		00469 Bondy's Ford	06897	1FMHK7D89BG[redacted]	3/21/2011	8/29/2011	Aug				1		5.00	AL	5.00	Mar				1	
UR0114	C200D-49	B9A	EPP	In process MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing		00469 Bondy's Ford	07379	1FMHK7F87BG[redacted]	3/15/2011	8/24/2011	Aug				1		5.00	AL	4.00	Mar				1	
								05932					1	1	6	30	9	4.74		4.44		1	5	3	21	11
								01695																			
								23203																			

May	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date	Part ETA
	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011	9/17/2010		
	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011	12/27/2010		
	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011	12/28/2010		
	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011			
	3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA	7/8/2011	12/28/2010		

	3/22/2011	1/24/2011	1/29/2011	3.5L wo/APA	7/1/2011	12/28/2010		
1	4/28/2011	3/16/2011	3/18/2011	3.5L wo/APA	8/5/2011			
	3/9/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/2/2011	12/27/2010		
	3/12/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/10/2011	12/28/2010		
	3/5/2011	12/25/2010	12/29/2010	3.5L w/APA	8/15/2011			
	3/4/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/10/2011			
	4/5/2011	12/23/2010	12/25/2010	3.5L wo/APA	8/10/2011			
	12/14/2010	11/11/2010	11/13/2010	3.5L wo/APA	7/28/2011			
	3/15/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/4/2011			
	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	8/22/2011			
	1/7/2011	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011			
	3/20/2011	1/24/2011	1/28/2011	3.5L wo/APA	8/15/2011			
1	4/25/2011	2/28/2011	3/3/2011	3.5L wo/APA	8/12/2011			
	4/25/2011	3/16/2011	3/17/2011	3.5L wo/APA	8/1/2011			
	4/15/2011	2/12/2011	2/14/2011	3.5L wo/APA	8/8/2011			
	4/7/2011	1/26/2011	1/29/2011	3.5L wo/APA	8/3/2011			
	2/18/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/22/2011			
	3/24/2011	12/7/2010	2/17/2011	3.5L wo/APA	8/10/2011			
1	4/30/2011	2/17/2011	2/18/2011	3.5L wo/APA	8/25/2011			
	3/27/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/16/2011	12/23/2010		

	3/1/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/15/2011	12/24/2010		
	12/11/2011	11/13/2010	11/14/2010	3.5L wo/APA	9/1/2011	10/27/2010		
	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	9/7/2011	12/4/2010		
	4/5/2011	12/1/2010	12/4/2010	3.5L wo/APA	9/2/2011	11/8/2010		
	4/19/2011	2/24/2011	3/4/2011	3.5L w/APA	9/2/2011	1/3/2011		
	4/2/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/29/2011	12/27/2011		
	2/2/2011	12/13/2011	9/9/2011	3.5L wo/APA	8/30/2011	11/11/2010		
	3/4/2011	1/13/2011	1/14/2011	3.5L wo/APA	8/29/2011	12/23/2011		
	3/5/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/18/2011	11/12/2010		
	3/7/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/8/2011	12/25/2010		
	1/26/2011	12/16/2011	12/17/2011	3.5L wo/APA	8/20/2011	11/11/2010		
	2/8/2011	12/6/2010	12/11/2010	3.5L wo/APA	8/22/2011	11/10/2010		
1	5/16/2011	3/30/2011	3/31/2011	3.5L wo/APA	9/13/2011	2/12/2011		
1	4/26/2011	3/15/2011	3/17/2011	3.5L wo/APA	9/7/2011	1/24/2011		
1	5/4/2011	1/24/2011	1/28/2011	3.5L wo/APA	9/14/2011	12/272011		
	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	7/21/2011	12/23/2011		
	4/6/2011	2/4/2011	2/11/2011	3.5L wo/APA	9/2/2011	12/29/2011		
	2/25/2011	1/4/2011	1/8/2011	3.5L wo/APA	8/30/2011	12/24/2011		
	12/13/2010	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/25/2010		
	4/14/2011	1/13/2011	1/15/2011	3.5L wo/APA	9/1/2011	12/23/2010		
	3/15/2011	1/15/2011	1/16/2011	3.5L wo/APA	8/29/2011	12/23/2011		
	3/9/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/24/2011	12/27/2010		
6								

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP					1FMHK8F81BG[redacted]	3/16/2011				3.5L w/APA	3/16/2011			
0KM BGA30310	No Assist	?		CAP	no returned part from CAP										3.5L w/APA				
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned, should be tomorrow. Then part should arrive at WPAC by Monday 2/14.		07955 Ron Dupratt Ford	15	1FMHK8D87BG[redacted]	1/24/2011	1/17/2011	11/16/2010	11/22/2010	3.5L wo/APA	2/2/2011			
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts	CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO	00089 Koons Ford	303	1FMHK8F8XBG[redacted]	1/20/2011	1/19/2011	12/1/2010	12/4/2010	3.5L w/APA	2/12/2011			
[redacted]											1/31/2011				3.5L wo/APA	3/2/2011			
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled.		Lease management vehicle- Steve	1661	1FMHK8D86BG[redacted]	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any		Lease management vehicle- Doug White	3984	1FMHK8D88BG[redacted]	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.		06700 Magic City Ford	5155	1FMHK8F84BG[redacted]	1/19/2011	1/11/2011	10/13/2010	10/30/2010	3.5L wo/APA	4/19/2011			

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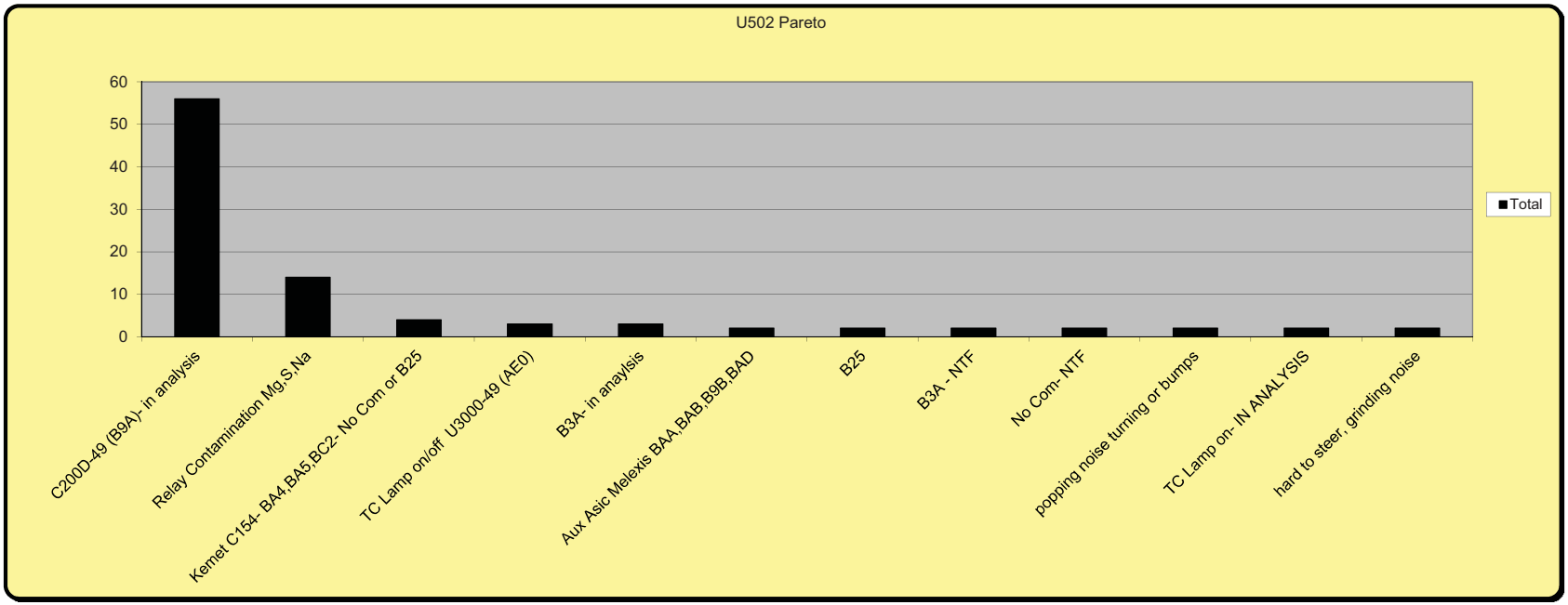
UR0031 RUA#497 7	No Com	No Com	EPP	In Eval UK	8/3- raise RUA and ship to UK for further testing. 8/8- part has not arrived yet in the UK check Anting for update 9/30- UK did a visual inspection did not find anything on the board or with the soldered pin. Feels no point with further action due to NTF from MAO.	7/1- could not pull any Ford or Canape data, verified equipment does work, shipped to MAO for analysis. 7/25- It was found a low impedance between pin2 IC14 and ground. IC14 circuit open pin 2 of IC14 still present resoldered pin 2 and everything is working nomal at this time. ECU fixed Sergio did notice some marks close to		02459 Sam Pack's Ford	11	1FMHK7D85BG[redacted]	5/9/2011	4/29/2011	2/24/2011	3/4/2011	3.5L wo/APA	5/18/2011			
0KM BGA8571 2	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.													

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA32423	U3000-49	B25,BB8, B95	EPP	In Eval (26mile)	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in this wednesdays				1FMHK8F81BG[redacted]	3/2/2011				3.5L wo/APA	3/2/2011			
0KM BGA56776		B25,BB8		MAO	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign				BG[redacted]			1/25/2011	2/25/2011		4/13/2011			
REDACTED FOR RELEVANCE									34	BG[redacted]				3/2/2011		4/27/2011			
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi	CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2	09618 Brown Motors	18	1FMHK8D83BG[redacted]	12/16/2010				3.5L wo/APA	1/12/2011			
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil	CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-	02071 I-77 Ford	10	1FMHK8D83BG[redacted]	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when		Ford Management Lease Car- Chicago	1700	1FMHK8F88BG[redacted]	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after		Ford PDC Fleet vehicle- Taras Palczynski	2010	1FMHK7D89BG[redacted]	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to		lease management vehicle WHQ VSC	1838	1FMHK8F89BG[redacted]	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			

UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.		04331 Brondes Ford		1FMHK7F87BG[redacted]	2/24/2011				3.5L wo/APA	3/28/2011			
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with		02058 Beechmo nt Ford	1425	1FMHK8F83BG[redacted]	11/22/2010								
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to		00807 Crest Ford	115	1FMHK8F85BG[redacted]	2/16/2011				3.5L w/APA	3/9/2011			
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK		03820 Landers Ford	3096	1FMHK8F8XBG[redacted]	11/3/2010				3.5L w/APA	3/5/2011			
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate		00807 Crest Ford	1356	1FMHK7B87BG[redacted]	11/16/2010				3.5L wo/APA	2/25/2011			
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change			02761 Southgate Ford	249	1FMHK7D82BG[redacted]	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011			
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING	02731 Atchinson Ford	111	1FMHK8D89BG[redacted]	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011			
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET	05646 Crown Ford	30	1FMHK7D85BG[redacted]	3/8/2011				3.5L wo/APA	4/6/2011			
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex		02058 Beechmo nt Ford	13	1FMK8F80BG[redacted]	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253		WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING	07737 Serramote Ford	611	1FMHK8D89BG[redacted]	2/15/2011	2/7/2011			3.5L wo/APA	3/23/2011			

UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing		05126 Gary Crossley Ford	4475	1FMHK8F80BG[redacted]	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011			
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week		06081 San Francisco Ford	14	1FMHK8D81BG[redacted]	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011			
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.		02694 Dean Sellers	3754	1FMHK8F8XBG[redacted]	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-		08305 Evergreen Ford	49	1FMHK8F84BG[redacted]	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011			
REDACTED FOR RELEVANCE										1FMHK8D8XBG[redacted]	1/20/2011	1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011			
UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.		5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER	08868 John C. Stewart & Son	17	1FMHK8D83BG[redacted]	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011			
UR0033	No Com	No Com	EPP	In Eval MAO	7/26- No problem found with EPP communication, pulled normal data from the EPP. Still testing NTF. Unknown if tech mis-diagnosed vehicle for this front abs sensor issue.	7/1- was able to get into Canape data. After new EPAS gear installed vehicle returned 14 miles later with ABS & TC lamp coming on found shorted harness for abs frt sensor.		08452 New Brighton Ford	872	1FMHK7B80BG[redacted]	4/18/2011	4/9/2011	12/25/2010	12/31/2010	3.5L wo/APA	6/4/2011			
REDACTED FOR RELEVANCE									6773	1FMHK8D84BG[redacted]	1/31/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011			
UR0038 RUA#4997	U2011-49 U3000-96	B3A	EPP	In Eval UK	9/21-confirmed from tycothis is a Mg,Na,S contamination issue	8/1- MAO working on ambient and hot testing. 8/8- MAO testing still ongoing 8/11- cannot duplicate code fits the Mg,Na contamination dates shipped to UK then Tyco week 25 relay build		07563 Riser Ford	9727	1FMHK7F83BG[redacted]	11/23/2010	11/17/2010	9/10/2010	9/16/2010	3.5L w/APA	5/2/2011			

UR0039	No Com	No Com	EPP	In eval MAO	8/10-confirmed C154 Kemet Cap	7/25- no other claims on this vehicle		03591 Matthews-Currie Ford	1484	1FMHK7B81BG[redacted]	3/29/2011	3/27/2011	1/7/2011	1/9/2011	3.5L wo/APA	6/13/2011			
UR0044	Wheels lock TC lamp on C1B00-64	No codes		At WPAC	7/25-tech did not follow proper diagnostic's vehicle equipped with auto park C1B00-64 leads to SWA sensor in column. Hotliner requested to replace the RCM Chargeback dealer.			01472 Gullo Ford	3702	1FMHK7F87BG[redacted]	3/3/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/11/2011			
UR0049	U3000-49	BA4,BA5, BC2	EPP	In process MAO - Cap shipped to Kemet	8/29-Kemet C154 capacitor issue(cold weld issue)	8/2- pulled stored & EFF data shipped to MAO for further information 8/2- pulled stored & EFF data shipped to MAO for further information.		08862 Portsmouth Ford	457	1FMHK7F82BG[redacted]	5/13/2011	5/5/2011	3/23/2011	3/24/2011	3.5L wo/APA	6/28/2011			
UR0052	Check eng lamp on U3000-49	AE0		At WPAC	8/10- ship gear out of WPAC and test gear at MAO. If NTF to close case. 9/12- all testing passed, NTF	8/2- could not pull any codes only had a AEO code(CAN message fault)in PSCM check CQIS case dealer replaced EPAS gear and same codes set(U3000-49) no change, dealer could not fix vehicle and vehicle was bought back. Int no		00149 Waldrof Ford	1343	1FMHK8D81BG[redacted]	3/7/2011	3/2/2011	12/26/2010	12/30/2010	3.5L wo/APA	4/15/2011			
UR0053	U3000-49	BA4,BA5, BC2		in eval MAO	9/9- confirmed C154 Kemet Cap	8/19- pulled EFF & stored data does fit the signature of a Kemet C154 failure shipped to MAO to confirm		01928 Bert Wolfe Ford	629	1FMHK8D81BG[redacted]	5/20/2011	5/12/2011	2/11/2011	2/14/2011	3.5L wo/APA	7/6/2011			
UR0057	popping noise frt-end turning	no codes, lamps or noise from the gear		dealer chargebac k	8/19- checked the history on this gear because I did not find any thing wrong with the gear physically or internal codes. Found out a bumper beam weld broke and causing the noise. Will chargeback the gear to the dealer			04544 Red McCombs Ford	1108	1FMHK7F89BG[redacted]	6/3/2011	5/26/2011		4/21/2011	3.5L wo/APA	7/6/2011			
UR0078	TC Lamp on	No codes		In process MAO	9/9- tech installed new PSCM vehicle still will not communicate. Non-TRW issue. Wiring issue. According to CQIS report.			02265 Mathews Ford	85	1FMHK8D83BG[redacted]	7/12/2011	6/24/2011	4/6/2011	4/7/2011	3.5L wo/APA	8/24/2011			
UR0093	bumps can hear noise from frt-end	No codes	NVH	At WPAC	9/30- dealer had same noise after EPAS gear replacement after FSE assistance found LF subframe mount grounding, then vehicle returned week later found bumber bar noise that fixed the vehicle. NTF with Gear					07815 Frank Jackson Ford	1323	1FMHK7F878	6/13/2011	6/7/2011	4/6/2011	4/9/2011	3.5L wo/APA	9/12/2011	
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	5/5- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for				1FMHK8D81BG[redacted]	3/14/2011				3.5L wo/APA	3/2/2011			



updated to 11/2/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
C200D-49 (B9A)- in analysis	UR0030,45,47, 48,58,59,60,61, 62,63,64,65,66, 67,68,69,70,71, 73,75,76,77,79, 80,81,82,83,84, 85,86,87,88,89, 92,95,96,98,99, 100,101,103,10 4,105,108,109, 111,113,114,11 5,116,117,118, 119,120,123,12 4					1	6	3	24	12	8	2					56			8/22- hall effect & encoder differential. More testing needed to find root cause
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26,38				9	1	1	2	1								14	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
TC Lamp on/off U3000-49 (AE0)	UR0023,52,78						1		1				1				3		Non TRW issue	Both gears tested with NTF, on one vehicle the new gear did not fix U3000-49. vehicle could not be fixed shorting the CAN circuits would duplicate the symptoms.
B3A- in anaylsis	UR0041,56,90					1					1		1				3			NTF after relay contact analysis at Tyco
Aux Asic Melexis BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
B3A - NTF	UR0008,09				2												2			
No Com- NTF	UR0031, 33									1	1						2		NTF	will keep in pending to see if we get a duplicate issue
popping noise turning or bumps	UR0057, UR0093											2					2		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
TC Lamp on- IN ANALYSIS	UR0094,112										2						2			
hard to steer, grinding noise	UR0102, 107										1	1					2			hard to turn input shaft

updated to 11/2/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
ps delay after startup-U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1	7/22/2011- EOL test	4/14/2012-PSD mask	9/14- OnSemi ASIC Jitter
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1			
Broken Pulley	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
B6C	UR0050										1						1			
swerve LF suddenly	UR0072								1								1			
BD1,BD3	UR0074							1									1			
BBA,B7F	UR0091								1								1			shorted PM
noise intermittent rh frt side while turning	UR0097						1										1		Non-TRW Issue	tech replacd the EPAS gear and same noise occurred
B31	UR0106							1									1			
No Com- IN ANALYSIS	UR0110														1		1			
BD3,BD4,B90	UR0121											1					1			
BD3,BD4	UR0122											1					1			
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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date	Part ETA
UR0021	U3000-49 U3000-96	BAA,BAB,B9B,BAD	EPP	in eval Melexis	8/15- Geoff to review Melexis 8D and check for further information to finalize.	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry	03073 Mullinax Ford	03735	1FMHK8B88BG[redacted]	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011			
UR0025	U3000-49	B25	EPP	In eval 26 Mile	9/12- tri-temp ignition cycling at 26mile NTF	5/26- pulled stored & EFF data shipped to MAO for further testing 6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps.	20609 Orange Motor Co	00008	1FMHK7D89BG[redacted]	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011			
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor. 8/15- UK motors grp did full teardown and did not find any flux density fault. Will put on hold until the other warranty returns are examined and tested.shipping other parts out to	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43 Celsius. To be shipped to UK 6/24- Sergio to send PFR to	05559 Villa Ford	7839	1FMHK8F82BG[redacted]	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011	9/17/2010		
UR0032 RUA #4978	U3000-49	BFF,BFC,B1C	EPP	In Eval UK	7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis. 8/1- check with Mike on updates 8/8-part has arrived to the UK.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return.	07590 Van Bortel Ford	03003	1FMHK8F85BG[redacted]	3/4/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/9/2011			
UR0035 RUA# 4979	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In Eval UK	8/8- part has not arrived yet in the UK for further testing check with Anting for update	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/25-MAO reproduced B23- found a a low impedance between pin96 and pin97 on main micro IC3. It seems a problem on the soldering.	04161 Eddie Yaklin Ford	04625	1FMHK7D8XBG[redacted]	12/8/2010	12/6/2010	10/1/2010	10/21/2010	3.5L wo/APA	5/31/2011			
UR0036	C200B-2F C200C-2F	BD0-BD3	TS	In Eval Hella	8/31- No channel 2--> Function test on application level at all temperatures: The function test was passed. No Conspicuousness were found. Short durability / lifetime test shows no deviation, currently we will reproduce the failure according the information from Sergio.	8/1- BD3 fault is raised when IPA is fully turned CCW. Reference EPP used. Fault travelling with IPA. IPA signals are scoped. Observed a voltage drop in 5V supply. After a while fault is replicated, there was no signal on channel 2. bobby to ship to Hella.	M1626 Sanchez Auto	00008	1FMHK7F82BG[redacted]	4/13/2011	4/7/2011	12/7/2010	12/11/2010	3.5L wo/APA	6/2/2011			
[redacted]										1/31/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011			
UR0040	U3000-49	BAE,BAB,BAD	EPP	In eval 26mile	8/10- MAO to hold onto EPP until UK is done testing the three gears with similar codes. 9/12- 26mile done tri-temp testing was able to get to reset once. Benched tested was able to get to fail possible aux. ASIC issue testing still ongoing.	8/1- raise RGA and ship to UK for further analysis. faults not replicating even when in hot testing. Fault not replicating in lab after hot test over ASIC and IC17. During analysis part failing with BA4 , B3A rep B7E. Power module swapped with a reference on.	08811 Sentry Ford	02050	1FMHK8D83BG[redacted]	2/14/2011	2/7/2011	12/13/2010	12/19/2010	3.5L wo/APA	6/16/2011			

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UR0041 RUA# 4980	U2011-49	B3A	EPP	In Eval Tyco	8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco 10/6- Andy Partridge to check results when he is back off vacation. 10/26- still under analysis.	8/1- Phase1 motor relay contact not closing.raise RUA and ship to UK 8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco	02199 Bob Gillingham Ford	05016	1FMHK8B88BG[redacted]	12/2/2010	11/23/2010	9/14/2010	9/16/2010	3.5L wo/APA	6/13/2011			
UR0042	C200C-2F	BD3	TS	In Eval 26mile	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing.	8/1-passed EOL & bench testing 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing	01273 Fred Beans Ford	04301	1FMHK8D84BG[redacted]	3/14/2011	3/7/2011	1/20/2011	1/29/2011	3.5L wo/APA	6/20/2011			
UR0043 RUA #4981	U3000-49	BAE,BAB,BAD,BAA	EPP	In Eval UK	8/8- UK received the part today for further testing. 8/22- comfirmed IC17, get reply from Anting and ship to Maxium.	8/1- raise RUA and ship to UK for further analysis.AA I sense working fine and Isense IC17 output incorrect. Signal coming from AA is OK but IC17 output is not good. IC17 temperature sensitive. did not swap Component Same failure mode as CR0030 in which after swapping Pin 5 is found broken.	05319 Rusty Eck Ford	05191	1FMHK8F84BG[redacted]	2/22/2011	2/17/2011	12/11/2010	12/16/2010	3.5L w/APA	6/27/2011			
UR0045	C200D-49	B9A	EPP	In Eval UK	8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders are re-synchronised, ran overnight with ign permanently on NFF, test repeated with ign. cycling for two hrs, NFF	8/1- hot and ambient testing done NTF. cold testing next step 8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders	05928 Premier Ford	1695	1FMHK7D8XBG[redacted]	3/28/2011	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011	12/27/2010		
UR0046	C200B-62	BD4	TS	In Eval 26mile	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing	8/1- NTF on bench testing, or EOL testing. 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing	04927 J.C. Lewis Ford	01410	1FMHK7F87BG[redacted]	5/10/2011	5/1/2011	3/24/2011	3/26/2011	3.5L wo/APA	6/16/2011			
UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and encoder, more testing needed to define cause.	8/2- pulled stored & EFF data shipped to 26 mile for further information. 8/12- Chris bench tested with NTF with start the tri-temp testing to see if B9A resets 8/15- now able to duplicate the B9A will send Geoff the information on the scope and test set-up.	06700 Majic City Ford	3447	1FMHK8F87BG[redacted]	3/29/2011	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011	12/28/2010		
UR0048	C200D-49	B9A	EPP	In eval 26mile	9/12- performed tri-temp ignition cycling and could not reproduce code NTF 9/21-been uploaded with SW and gone through various test on the dynamometer, the unit has not failed at this time, more testing ongoing	8/2- pulled stored & EFF data shipped to MAO for further information 8/31- Not reproducable Cold	08211 Robinson Brothers Ford	3163	1FMHK7D84BG[redacted]	4/5/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011	12/4/2010		

UR0050 RUA# 5048	U3000-49	B6C	EPP	In Eval Freescale	10/26- found micro failure in analysis with Freescale	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly. 8/29-To be sent to UK	03334 Charles Gabus Ford	04666	1FMHK8F85BG[redacted]	5/2/2011	4/19/2011	2/17/2011	2/24/2011	3.5L w/APA	7/11/2011			
UR0051	U3000-49	B25	EPP	In eval MAO	9/12- ambient testing complete with NTF, next step cold testing. 10/26- cold testing complete with NTF, next step to ship to 26 mile for tri-temp testing.	8/2- pulled stored & EFF data shipped to MAO for further information 8/29- Ambient testing did not duplicate. Will Cold test next 8/31-Cold testing raised BAA, BAB intermittent. Raised twice and did not repeat.	04921 Bozard Ford	02124	1FMHK7D89BG[redacted]	2/25/2011	2/21/2011	1/4/2011	1/7/2011	3.5L wo/APA	6/23/2011			
UR0054	No Com	No codes		at WPAC will ship out to MAO for analysis	9/12- gear not at MAO at this time I will check WPAC tomorrow. 10/26- still cannot locate the gear will check WPAC	8/19- tech was not able to get the tc lamp on or get the vehicle to act up but states he could not communicate with the PSCM using his IDS. Unknow if this was an IDS issue because there would be lamps on and no steering if he was not able to commincate with the PSCM. I had no trouble pulling data when gear arrived.	03776 Legacy Ford	00016	1FMHK8B82BG[redacted]	5/22/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	6/29/2011			
UR0055 RUA# 5176	U3000-49	BA4,BA5,B45,B9C, B6C,B71	EPP	in eval UK	10/17- VSW scoped, cannot communicate with ECU. Potential main micro. Waiting on UK for next steps good chance to swap micro and test. 10/26- in analysis of the micro and confirm failure before removing.	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- able to reproduce codes, possible monitor micro- testing ongoing	06787 Lake Elsinore Ford	02584	1FMHK7D87BG[redacted]	5/13/2011	5/4/2011	3/16/2011	3/19/2011	3.5L wo/APA	714/2011			
UR0056 RUA# 5160	U2011-49	B3A	EPP	in Eval Tyco	9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing 10/26- at Tyco waiting for update	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing	06338 Shults Ford	00105	1FMHK7B86BG[redacted]	5/12/2011	5/3/2011	2/28/2011	3/17/2011	3.5L wo/APA	7/11/2011			
UR0058	C200D-49	B9A	EPP	In Eval 26mile	9/21- this unit is in teardown, flex density test, air gap measurement, hall effects swi. Threshold, encoder switching 10/2- x-ray of the motor PCB	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	02486 Five Star Ford	6543	1FMHK7D86BG[redacted]	3/24/2011	3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA	7/8/2011	12/28/2010		
UR0059	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	02486 Five Star Ford	2953	1FMHK7F86BG[redacted]	3/31/2011	3/22/2011	1/24/2011	1/29/2011	3.5L wo/APA	7/1/2011	12/28/2010		
UR0060	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	09580 Tracy Langston Ford	3191	1FMHK7D86BG[redacted]	5/3/2011	4/28/2011	3/16/2011	3/18/2011	3.5L wo/APA	8/5/2011	1/25/2011		
UR0061	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	05947 Cannon Ford	4020	1FMHK7D87BG[redacted]	3/15/2011	3/9/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/2/2011	12/27/2010		
UR0062	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	02486 Five Star Ford	10437	1FMHK8D89BG[redacted]	3/18/2011	3/12/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/10/2011	12/28/2010		
UR0063 RUA# 5238	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and	04921 Bozard Ford	14031	1FMHK7F8XBG[redacted]	3/10/2011	3/5/2011	12/25/2010	12/29/2010	3.5L w/APA	8/15/2011	12/6/2010		
UR0064 RUA# 5239	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and	11293 Camelback Ford	4655	1FMHK7F88BG[redacted]	3/10/2011	3/4/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/10/2011	12/24/2010		

UR0065 RUA# 5240	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further	02709 Tom Holzer Ford	5447	1FMHK8F8XBG[redacted]	4/11/2011	4/5/2011	12/23/2010	12/25/2010	3.5L wo/APA	8/10/2011	12/24/2010
UR0066 RUA# 5235	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas	8/26- pulled stored & EFF data from the gear and	02405 Park Cities Ford	5234	1FMHK7D80BG[redacted]	1/13/2011	12/14/2010	11/11/2010	11/13/2010	3.5L wo/APA	7/28/2011	10/27/2010
UR0067 RUA# 5236	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas	8/26- pulled stored & EFF data from the gear and shipped to MAO for further	00469 Bondy's Ford	5426	1FMHK7D89BG[redacted]	3/22/2011	3/15/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/4/2011	12/13/2010
UR0068 RUA# 5237	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas	8/26- pulled stored & EFF data from the gear and shipped to MAO for further	M2686 Fema Automotriz	16576	1FMHK8F83BG[redacted]	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	8/22/2011	12/23/2010
UR0069	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas	8/26- pulled stored & EFF data from the gear and shipped to MAO for further	06293 Haldeman	9557	1FMHK7D82BG[redacted]	1/19/2011	1/7/2011	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/7/2010
UR0070 RUA# 5241	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further	07986 Henderson Ford	2775	1FMHK8B89BG[redacted]	3/24/2011	3/20/2011	1/24/2011	1/28/2011	3.5L wo/APA	8/15/2011	12/28/2010
UR0071	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		00643 Buster Miles Ford	5112	1FMHK7D83BG[redacted]	5/2/2011	4/25/2011	2/28/2011	3/3/2011	3.5L wo/APA	8/12/2011	1/20/2011
UR0072	Frt end will swerve to LF suddenly	no codes		In Eval MAO	9/9- no damage to gear and rack move smooth stop to stop no codes in the stored or EFF data. Shipped to MAO for analysis		05417 Kemp Ford	10075	1FMHK7F88BG[redacted]	3/8/2011	3/3/2011		1/13/2011	3.5L wo/APA	8/19/2011	
UR0073	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		09469 Randall Reed's Ford	1856	1FMHK7F83BG[redacted]	4/28/2011	4/25/2011	3/16/2011	3/17/2011	3.5L wo/APA	8/1/2011	1/24/2011
UR0074	C200C-2F	BD1,BD3	TS	In Eval MAO	9/21- NTF with ambient testing. Next step is to run EOL testing.	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing	08990 Quirk Ford	10839	1FMHK8D81BG[redacted]	2/10/2011	2/1/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/16/2011	
UR0075	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		07398 Al Packer's Ford	4286	1FMHK8F87BG[redacted]	4/25/2011	4/15/2011	2/12/2011	2/14/2011	3.5L wo/APA	8/8/2011	
UR0076	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		06938 Fox Ford	2989	1FMHK8F81BG[redacted]	4/13/2011	4/7/2011	1/26/2011	1/29/2011	3.5L wo/APA	8/3/2011	12/27/2010
UR0077	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		02890 Russ Milne Ford	9977	1FMHK8D89BG[redacted]	2/23/2011	2/18/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/22/2011	12/24/2010
UR0079	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing 8/31- Not reproducable Cold		05613 Lance Cunningham Ford	6993	1FMHK7D81BG[redacted]	3/29/2011	3/24/2011	12/7/2010	2/17/2011	3.5L wo/APA	8/10/2011	
UR0080	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing		08006 Joe Machens	6386	1FMHK8D85BG[redacted]	5/6/2011	4/30/2011	2/17/2011	2/18/2011	3.5L wo/APA	8/25/2011	
UR0081	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06063 Smith Ford	9014	1FMHK8F87BG[redacted]	3/31/2011	3/27/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/16/2011	12/23/2010
UR0082	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		01730 Mike Fitzpatrick Ford	10293	1FMHK7D84BG[redacted]	3/4/2011	3/1/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/15/2011	12/24/2010
UR0083	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		03924 Crown Ford	23203	1FMHK7F87BG[redacted]	12/16/2010	12/11/2011	11/13/2010	11/14/2010	3.5L wo/APA	9/1/2011	10/27/2010
UR0084	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		00478 Wade Ford	7238	1FMHK7D80BG[redacted]	4/4/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	9/7/2011	12/4/2010
UR0085	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02645 Prince-Gnade Ford	4583	1FMHK8F8XBG[redacted]	4/12/2011	4/5/2011	12/1/2010	12/4/2010	3.5L wo/APA	9/2/2011	11/8/2010
UR0086	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	5025	1FMHK7F84BG[redacted]	4/27/2011	4/19/2011	2/24/2011	3/4/2011	3.5L w/APA	9/2/2011	1/3/2011
UR0087	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		00406 Collier Ford	3228	1FMHK7D8XBG[redacted]	4/6/2011	4/2/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/29/2011	12/27/2011
UR0088	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		09989 Mark Martin Ford	11159	1FMHK8D82BG[redacted]	2/10/2011	2/2/2011	12/13/2011	9/9/2011	3.5L wo/APA	8/30/2011	11/11/2010

UR0089	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		04870 Al Packer Ford	5997	1FMHK7D88BG[redacted]	3/9/2011	3/4/2011	1/13/2011	1/14/2011	3.5L wo/APA	8/29/2011	12/23/2011	
UR0090 RUA# 5175	U2011-49	B3A	EPP	In process Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	06672 Battlefield Ford	00636	1FMHK7D81CG[redacted]	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011	
UR0091	U2011-49 U3000-49 U3000-96	BBA,B7F	EPP	In eval MAO	shorted phase 3 to 0volt. damaged PM 10/26- close out shorted FET is prior to the containment date		01545 Fox Valley Ford	02926	1FMHK7D89BG[redacted]	3/10/2011	3/5/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/1/2011	12/24/2011	
UR0092	C200D-49	B9A	EPP	In Eval MAO	9/30- pulled stored & EFF data from the gear and shipped to MAO for further testing		08190 All American Ford	11798	1FMHK8B88BG[redacted]	3/9/2011	3/5/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/18/2011	11/12/2010	
UR0094	TC Lamp on	No codes		In Eval MAO	10/26- ambient testing no codes or LIC's set NTF.	10/3- pulled stored and EFF data and shipped to MAO for further diagnosis	02346 Caranfa Ford	02600	1FMHK7D87BG[redacted]	5/25/2011	5/19/2011	3/26/2011	3/27/2011	3.5L wo/APA	8/5/2011		
UR0095	C200D-49	B9A	EPP	In Eval MAO	10/3- pulled stored & EFF data from the gear and shipped to MAO for further testing		05928 Premier Ford	5159	1FMHK7D81BG[redacted]	3/14/2011	3/7/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/8/2011	12/25/2010	
UR0096	U2011-61 C200D-49 U3000-96	B92,B9A	EPP	in vehicle test Gary Smith	10/12- sergio perform limit & profile testing see if code resets. 10/17- NTF on the bully test and passed limit testing 10/18 gear shipped to PDC to be installed in Gary Smith's vehicle 10/20- gear installed into vehicle and laura to hookup data recorder.	10/4- pulled stored and EFF data, shipped to MAO for further analysis	02694 Dean Sellars Inc	10986	1FMHK8F87BG[redacted]	4/21/2011	4/14/2011	2/16/2011	3/4/2011	3.5L w/APA	9/2/2011	1/20/2011	
REDACTED FOR RELEVANCE										1/25/2011	1/10/2011		11/20/2011	3.5L wo/APA	8/20/2011		
UR0098	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		04871 Metro Ford	5127	1FMHK7F84BG[redacted]	1/31/2011	1/26/2011	12/16/2011	12/17/2011	3.5L wo/APA	8/20/2011	11/11/2010	
UR0099	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		02459 Sam Pack's Five Star Ford	15697	1FMHK7D82BG[redacted]	2/15/2011	2/8/2011	12/6/2010	12/11/2010	3.5L wo/APA	8/22/2011	11/10/2010	
UR0100	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		04450 Rodriguez Ford	6288	1FMHK7D86BG[redacted]	5/21/2011	5/16/2011	3/30/2011	3/31/2011	3.5L wo/APA	9/13/2011	2/12/2011	
UR0101	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		08951 Ford of Clermont	8900	1FMHK7D85BG[redacted]	5/3/2011	4/26/2011	3/15/2011	3/17/2011	3.5L wo/APA	9/7/2011	1/24/2011	
REDACTED FOR RELEVANCE										9/20/2011				3.5L w/APA	9/20/2011		
UR0103	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		01471 Springfield Ford	6513	1FMHK8D80BG[redacted]	5/12/2011	5/4/2011	1/24/2011	1/28/2011	3.5L wo/APA	9/14/2011	12/272011	
UR0104	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		06359 Thornhill Ford	6114	1FMHK8D89BG[redacted]	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	7/21/2011	12/23/2011	
UR0105	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		04163 Elvria Ford	11483	1FMHK7F88BG[redacted]	4/13/2011	4/6/2011	2/4/2011	2/11/2011	3.5L wo/APA	9/2/2011	12/29/2011	
UR0106	U3000-49 U3000-96	B31	EPP	In Eval MAO	10/17- ambient testing passed, next step is to perform hot testing. 10/26- still in progress	10/7- pulled stored & EFF data from the gear and shipped to MAO for further	04871 Metro Ford	04756	1FMHK7D81BG[redacted]	2/16/2011	2/8/2011	12/8/2010	12/11/2010	3.5L wo/APA	7/20/2011		
REDACTED FOR RELEVANCE										5/23/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	8/25/2011		
UR0108	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		01125 Palmetto Ford	5696	1FMHK7B8XBG[redacted]	3/2/2011	2/25/2011	1/4/2011	1/8/2011	3.5L wo/APA	8/30/2011	12/24/2011	
UR0109	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		02459 Sam Pack's Five Star Ford	7642	1FMHK7D85BG[redacted]	1/13/2011	12/13/2010	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/25/2010	

UR0110	No Assist	No Com	EPP	In Eval MAO	10/17-Confirmed Kemet cap C154 10/26- get approval from Anting to ship C154 back to Kemet for analysis.	10/7- could not pull any data from gear no communication with canape shipped to MAO for further testing	01281 Haldeman Ford	00372	1FMHK8D85CG[redacted]	9/4/2011	8/30/2011	7/14/2011	7/15/2011	3.5L wo/APA	9/22/2011			
UR0111	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		02549 Silsbee Ford	8861	1FMHK7F88BG[redacted]	4/21/2011	4/14/2011	1/13/2011	1/15/2011	3.5L wo/APA	9/1/2011	12/23/2010		
UR0112	TC Lamp on	BD2,BD3	TS	In Eval MAO	10/26- shipped from WPAC to MAO	10/7- tech only mentions TC lamp on and no communication with the PSCM. I had no problem communicating with the PSCM. Does have multiple A & E codes in stored data	20028 Bryden Ford	05876	1FMHK8D84BG[redacted]	5/10/2011	5/1/2011	3/20/2011	3/21/2011	3.5L wo/APA	8/16/2011			
UR0113	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing		00469 Bondy's Ford	6897	1FMHK7D89BG[redacted]	3/21/2011	3/15/2011	1/15/2011	1/16/2011	3.5L wo/APA	8/29/2011	12/23/2011		
UR0114	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing		00469 Bondy's Ford	7379	1FMHK7F87BG[redacted]	3/15/2011	3/9/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/24/2011	12/27/2010		
UR0115	C200D-49	B9A	EPP	in process MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		00389 Mountain View Ford	12040	1FMHK8D88BG[redacted]	3/25/2011	3/23/2011	1/24/2011	1/29/2011	3.5L wo/APA	9/22/2011	12/27/2010		
UR0116	C200D-49	B9A	EPP	in process MAO	10/20- gear installed in Matt Surella's 2012 U502 for B9A canape recording	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing	02980 Shamaley Ford	07119	1FMHK7D89BG[redacted]	1/26/2011	1/18/2011	12/4/2010	12/4/2010	3.5L wo/APA	9/2/2011	10/27/2010		
UR0117	C200D-49	B9A, BD0-BD3	EPP	in process MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		04424 Jennings Anderson Ford	3010	1FMHK7D85BG[redacted]	3/17/2011	3/11/2011	1/25/2011	1/28/2011	3.5L wo/APA	7/2/2011	12/28/2011		
UR0118	C200D-49	B9A	EPP	in process MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		04283 Varsity Ford	6217	1FMHK7F87BG[redacted]	5/10/2011	5/5/2011	2/24/2011	3/8/2011	3.5L w/APA	8/19/2011	1/2/2011		
UR0119	C200D-49	B9A	EPP	in process MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		01015 Fort Mill Ford	9320	1FMHK7D83BG[redacted]	3/18/2011	3/14/2011	1/4/2011	1/7/2011	3.5L wo/APA	9/8/2011	12/24/2010		
UR0120	C200D-49	B9A	EPP	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		02704 Fairway Ford	5395	1FMHK7D81BG[redacted]	5/21/2011	5/16/2011	3/30/2011	4/1/2011	3.5L wo/APA	9/21/2011	2/15/2011		
UR0121	C200C-C200B-62	BD3, BD4, B90	TS	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		04863 Duval Ford	1713	1FMHK7B88BG[redacted]	6/17/2011	6/10/2011	4/24/2011	4/27/2011	3.5L wo/APA	8/25/2011			
UR0122	C200C-C200B-63	BD3, BD4	TS	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing. No damage to TS harness		09452 Ted Britt Ford	167	1FMHK7D85BG[redacted]	6/10/2011	6/7/2011	4/7/2011	4/8/2011	3.5L wo/APA	7/25/2011			
UR0123	C200D-49	B9A	EPP	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		01232 John Kennedy Ford	3735	1FMHK8D8XBG[redacted]	6/2/2011	5/26/2011	4/13/2011	4/15/2011	3.5L wo/APA	9/28/2011	3/14/2011		
UR0124	C200D-49	B9A	EPP	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		20527 Malouf Ford	2621	1FMHK8B81BG[redacted]	6/3/2011	5/31/2011	3/31/2011	3/31/2011	3.5L wo/APA	9/27/2011	2/14/2011		

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP					1FMHK8F81BG[redacted]	3/16/2011				3.5L w/APA	3/16/2011			
0KM BGA30310	No Assist	?		CAP	no returned part from CAP										3.5L w/APA				
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned, should be tomorrow. Then part should arrive at WPAC by Monday 2/14.		07955 Ron Dupratt Ford	15	1FMHK8D87BG[redacted]	1/24/2011	1/17/2011	11/16/2010	11/22/2010	3.5L wo/APA	2/2/2011			
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts	CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO	00089 Koons Ford	303	1FMHK8F8XBG[redacted]	1/20/2011	1/19/2011	12/1/2010	12/4/2010	3.5L w/APA	2/12/2011			
[redacted]															3.5L wo/APA	3/2/2011			
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled.		Lease management vehicle- Steve	1661	1FMHK8D86BG[redacted]	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any		Lease management vehicle- Doug White	3984	1FMHK8D88BG[redacted]	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.		06700 Magic City Ford	5155	1FMHK8F84BG[redacted]	1/19/2011	1/11/2011	10/13/2010	10/30/2010	3.5L wo/APA	4/19/2011			

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UR0031 RUA#497 7	No Com	No Com	EPP	In Eval UK	8/3- raise RUA and ship to UK for further testing. 8/8- part has not arrived yet in the UK check Anting for update 9/30- UK did a visual inspection did not find anything on the board or with the soldered pin. Feels no point with further action due to NTF from MAO.	7/1- could not pull any Ford or Canape data, verified equipment does work, shipped to MAO for analysis. 7/25- It was found a low impedance between pin2 IC14 and ground. IC14 circuit open pin 2 of IC14 still present resoldered pin 2 and everything is working nomal at this time. ECU fixed Sergio did notice some marks close to		02459 Sam Pack's Ford	11	1FMHK7D85BG[redacted]	5/9/2011	4/29/2011	2/24/2011	3/4/2011	3.5L wo/APA	5/18/2011			
0KM BGA8571 2	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.													

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA32423	U3000-49	B25,BB8, B95	EPP	In Eval (26mile)	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in this wednesdays				1FMHK8F81BC[redacted]	3/2/2011				3.5L wo/APA	3/2/2011			
0KM BGA56776		B25,BB8		MAO	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign				BC[redacted]			1/25/2011	2/25/2011		4/13/2011			
					5/9- mark on the ITR that indicates the ITR	5/2- shipped direct to 26mile								3/2/2011		4/27/2011			
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi	CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2	09618 Brown Motors	18	1FMHK8D83BC[redacted]	12/16/2010				3.5L wo/APA	1/12/2011			
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil	CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-	02071 I-77 Ford	10	1FMHK8D83BC[redacted]	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when		Ford Management Lease Car- Chicago	1700	1FMHK8F88BC[redacted]	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after		Ford PDC Fleet vehicle- Taras Palczynski	2010	1FMHK7D89BC[redacted]	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to		lease management vehicle WHQ VSC	1838	1FMHK8F89BC[redacted]	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			

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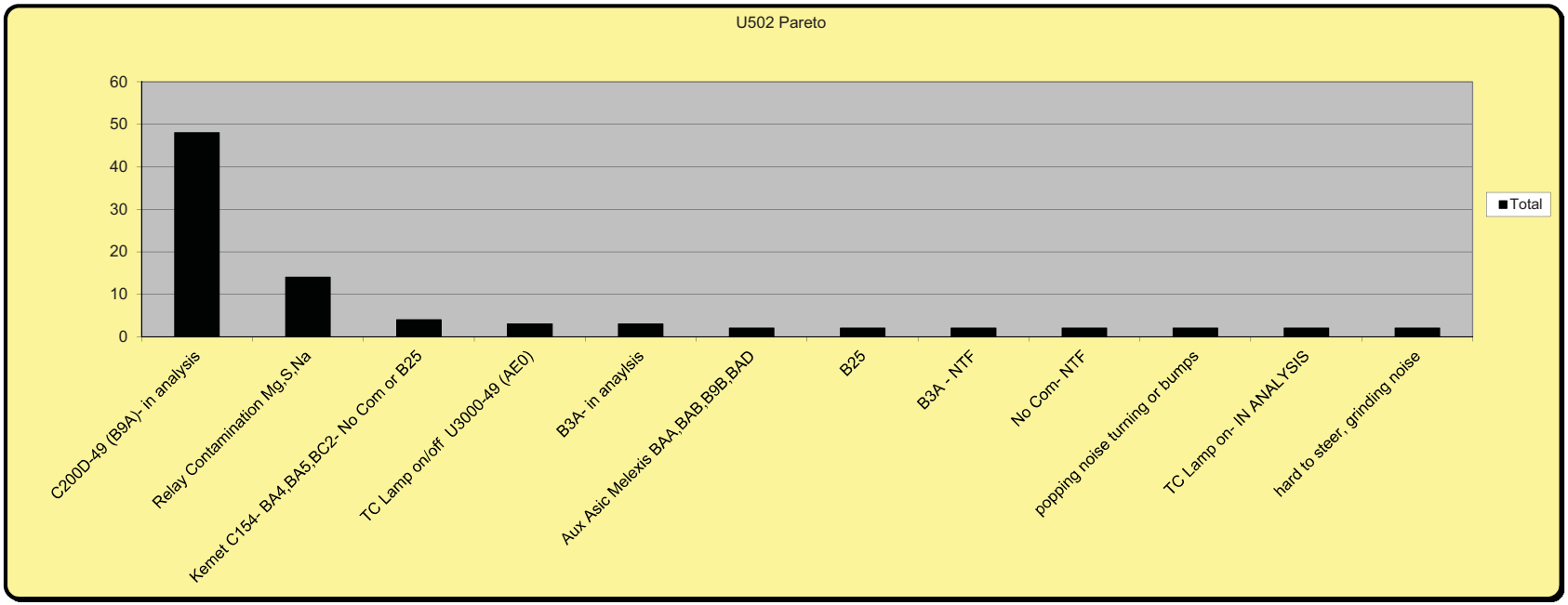
UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.		04331 Brondes Ford		1FMHK7F87BG[redacted]	2/24/2011				3.5L wo/APA	3/28/2011			
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with		02058 Beechmo nt Ford	1425	1FMHK8F83BG[redacted]	11/22/2010								
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to		00807 Crest Ford	115	1FMHK8F85BG[redacted]	2/16/2011				3.5L w/APA	3/9/2011			
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK		03820 Landers Ford	3096	1FMHK8F8XBG[redacted]	11/3/2010				3.5L w/APA	3/5/2011			
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate		00807 Crest Ford	1356	1FMHK7B87BG[redacted]	11/16/2010				3.5L wo/APA	2/25/2011			
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change			02761 Southgate Ford	249	1FMHK7D82BG[redacted]	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011			
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING	02731 Atchinson Ford	111	1FMHK8D89[redacted]	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011			
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET	05646 Crown Ford	30	1FMHK7D85BG[redacted]	3/8/2011				3.5L wo/APA	4/6/2011			
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex		02058 Beechmo nt Ford	13	1FMK8F80BG[redacted]	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253		WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING	07737 Serramote Ford	611	1FMHK8D89BG[redacted]	2/15/2011	2/7/2011			3.5L wo/APA	3/23/2011			

UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing		05126 Gary Crossley Ford	4475	1FMHK8F80BG[redacted]	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011			
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week		06081 San Francisco Ford	14	1FMHK8D81BG[redacted]	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011			
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.		02694 Dean Sellers	3754	1FMHK8F8XBG[redacted]	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-		08305 Evergreen Ford	49	1FMHK8F84BG[redacted]	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011			
REDACTED FOR RELEVANCE												1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011			
UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.		5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER	08868 John C. Stewart & Son	17	1FMHK8D83BG[redacted]	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011			
UR0033	No Com	No Com	EPP	In Eval MAO	7/26- No problem found with EPP communication, pulled normal data from the EPP. Still testing NTF. Unknown if tech mis-diagnosed vehicle for this front abs sensor issue.	7/1- was able to get into Canape data. After new EPAS gear installed vehicle returned 14 miles later with ABS & TC lamp coming on found shorted harness for abs frt sensor.		08452 New Brighton Ford	872	1FMHK7B80BG[redacted]	4/18/2011	4/9/2011	12/25/2010	12/31/2010	3.5L wo/APA	6/4/2011			
UR0034	U2011-61 U3000-96	B95	TS	In Eval Hella	8/31-: Frequency variation on channel 2 without torque--> Failure description: PWM2 jitter, the ASIC has received at Onsemi and the analysis is ongoing, first results are possible on 2th of September.	7/1- pulled stored and EFF data, shipped to MAO for analysis 8/1-Checked with oscilloscope. Unstable Channel 2 PWM when no torque is applied. You can see a varation in channel 2 . Bobby to ship part to Hella				00210 Sunny King Ford	02707	1FMHK7D80BG[redacted]	1/20/2011	1/15/2011	########	12/2/2010	3.5L wo/APA	5/11/2011			
UR0037	Making noise no assist	A19	NVH	In Eval 26mile	8/8- found broken pulley from Capstan, submitted presentation to Ford. When 8D is completed will send out to Ford.			00169 Pittsville Motors	6773	1FMHK8D84BG[redacted]	1/31/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011			

UR0038 RUA#4997	U2011-49 U3000-96	B3A	EPP	In Eval UK	9/21-confirmed from tycothis is a Mg,Na,S contamination issue	8/1- MAO working on ambient and hot testing. 8/8- MAO testing still ongoing 8/11- cannot duplicate code fits the Mg,Na contamination dates shipped to UK then Tyco week 25 relay build		07563 Riser Ford	9727	1FMHK7F83BG[redacted]	11/23/2010	11/17/2010	9/10/2010	9/16/2010	3.5L w/APA	5/2/2011			
UR0039	No Com	No Com	EPP	In eval MAO	8/10-confirmed C154 Kemet Cap	7/25- no other claims on this vehicle		03591 Matthews-Currie Ford	1484	1FMHK7B81BG[redacted]	3/29/2011	3/27/2011	1/7/2011	1/9/2011	3.5L wo/APA	6/13/2011			
UR0044	Wheels lock TC lamp on C1B00-64	No codes		At WPAC	7/25-tech did not follow proper diagnostic's vehicle equipped with auto park C1B00-64 leads to SWA sensor in column. Hotliner requested to replace the RCM Chargeback dealer.			01472 Gullo Ford	3702	1FMHK7F87BG[redacted]	3/3/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/11/2011			
UR0049	U3000-49	BA4,BA5, BC2	EPP	In process MAO - Cap shipped to Kemet	8/29-Kemet C154 capacitor issue(cold weld issue)	8/2- pulled stored & EFF data shipped to MAO for further information 8/2- pulled stored & EFF data shipped to MAO for further information.		08862 Portsmouth Ford	457	1FMHK7F82BG[redacted]	5/13/2011	5/5/2011	3/23/2011	3/24/2011	3.5L wo/APA	6/28/2011			
UR0052	Check eng lamp on U3000-49	AE0		At WPAC	8/10- ship gear out of WPAC and test gear at MAO. If NTF to close case. 9/12- all testing passed, NTF	8/2- could not pull any codes only had a AEO code(CAN message fault)in PSCM check CQIS case dealer replaced EPAS gear and same codes set(U3000-49) no change, dealer could not fix vehicle and vehicle was bought back. Int no		00149 Waldrof Ford	1343	1FMHK8D81BG[redacted]	3/7/2011	3/2/2011	12/26/2010	12/30/2010	3.5L wo/APA	4/15/2011			
UR0053	U3000-49	BA4,BA5, BC2		in eval MAO	9/9- confirmed C154 Kemet Cap	8/19- pulled EFF & stored data does fit the signature of a Kemet C154 failure shipped to MAO to confirm		01928 Bert Wolfe Ford	629	1FMHK8D81BG[redacted]	5/20/2011	5/12/2011	2/11/2011	2/14/2011	3.5L wo/APA	7/6/2011			
UR0057	popping noise frt-end turning	no codes, lamps or noise from the gear		dealer chargeback	8/19- checked the history on this gear because I did not find any thing wrong with the gear physically or internal codes. Found out a bumper beam weld broke and causing the noise. Will chargeback the gear to the dealer			04544 Red McCombs Ford	1108	1FMHK7F89BG[redacted]	6/3/2011	5/26/2011		4/21/2011	3.5L wo/APA	7/6/2011			
UR0078	TC Lamp on	No codes		In process MAO	9/9- tech installed new PSCM vehicle still will not communicate. Non-TRW issue. Wiring issue. According to CQIS report.			02265 Mathews Ford	85	1FMHK8D83BG[redacted]	7/12/2011	6/24/2011	4/6/2011	4/7/2011	3.5L wo/APA	8/24/2011			
REDACTED FOR RELEVANCE											1323	1FMHK7F87[redacted]	6/13/2011	6/7/2011	4/6/2011	4/9/2011	3.5L wo/APA	9/12/2011	
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for				1FMHK8D81BG[redacted]	3/14/2011				3.5L wo/APA	3/2/2011			



updated to 10/12/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
C200D-49 (B9A)- in analysis	UR0030,45,47, 48,58,59,60,61, 62,63,64,65,66, 67,68,69,70,71, 73,75,76,77,79, 80,81,82,83,84, 85,86,87,88,89, 92,95,96,98,99, 100,101,103,10 4,105,108,109, 111,113,114					1	5	3	21	12	5	1					48			8/22- hall effect & encoder differential. More testing needed to find root cause
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26,38				9	1	1	2	1								14	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
TC Lamp on/off U3000-49 (AE0)	UR0023,52,78						1		1				1				3		Non TRW issue	Both gears tested with NTF, on one vehicle the new gear did not fix U3000-49. vehicle could not be fixed shorting the CAN circuits would duplicate the symptoms.
B3A- in anaylsis	UR0041,56,90					1					1		1				3			NTF after relay contact analysis at Tyco
Aux Asic Melexis BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
B3A - NTF	UR0008,09				2												2			
No Com- NTF	UR0031, 33									1	1						2		NTF	will keep in pending to see if we get a duplicate issue
popping noise turning or bumps	UR0057, UR0093											2					2		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
TC Lamp on- IN ANALYSIS	UR0094,112										2						2			
hard to steer, grinding noise	UR0102, 107										1	1					2			hard to turn input shaft
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location

updated to 10/12/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
ps delay after startup-U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1	7/22/2011- EOL test	4/14/2012-PSD mask	9/14- OnSemi ASIC Jitter
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1			
Broken Pulley	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
B6C	UR0050										1						1			
swerve LF suddenly	UR0072								1								1			
BD1,BD3	UR0074							1									1			
BBA,B7F	UR0091								1								1			
noise intermittent rh frt side while turning	UR0097						1										1		Non-TRW Issue	tech replacd the EPAS gear and same noise occurred
B31	UR0106							1									1			
No Com- IN ANALYSIS	UR0110														1		1			
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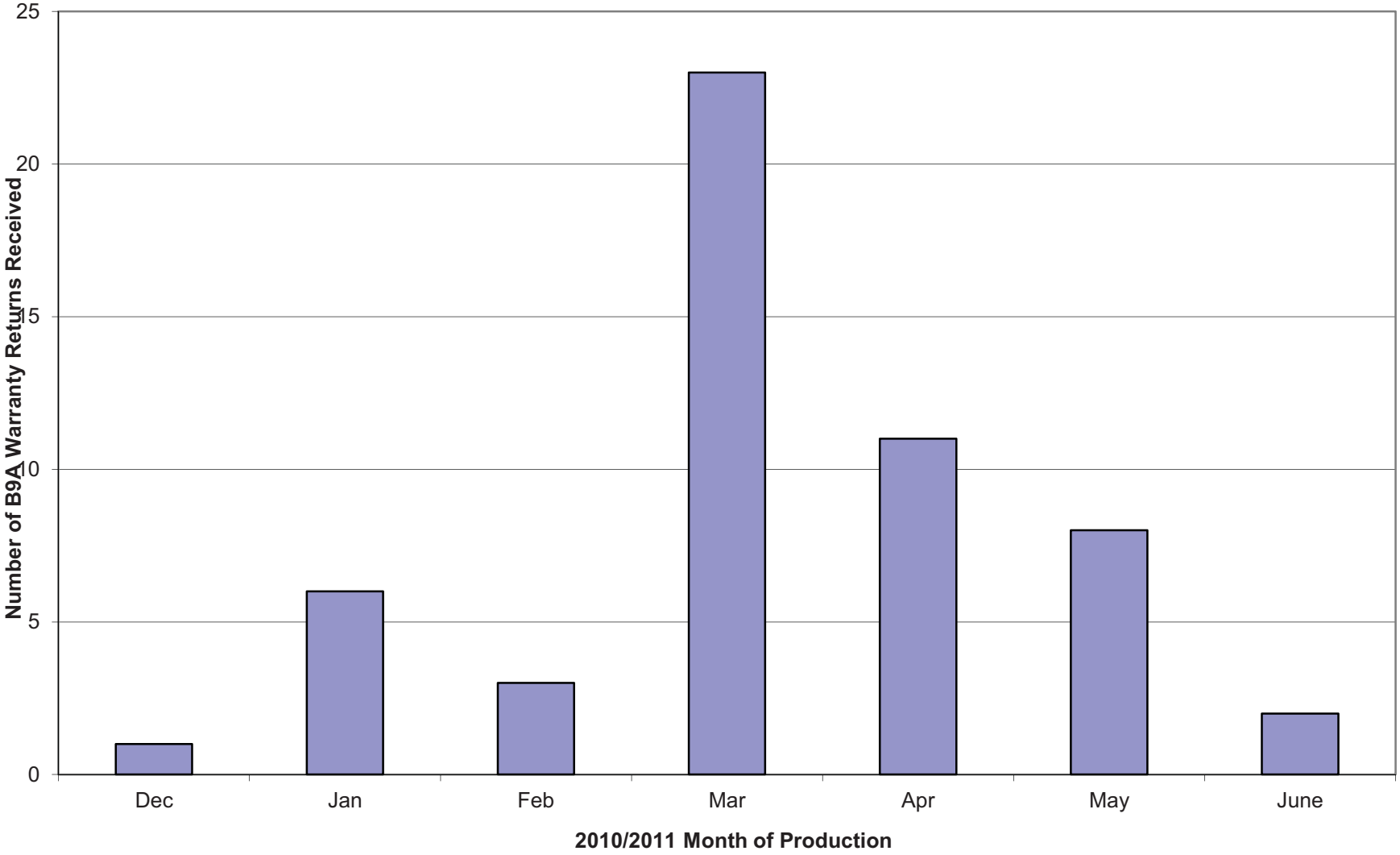
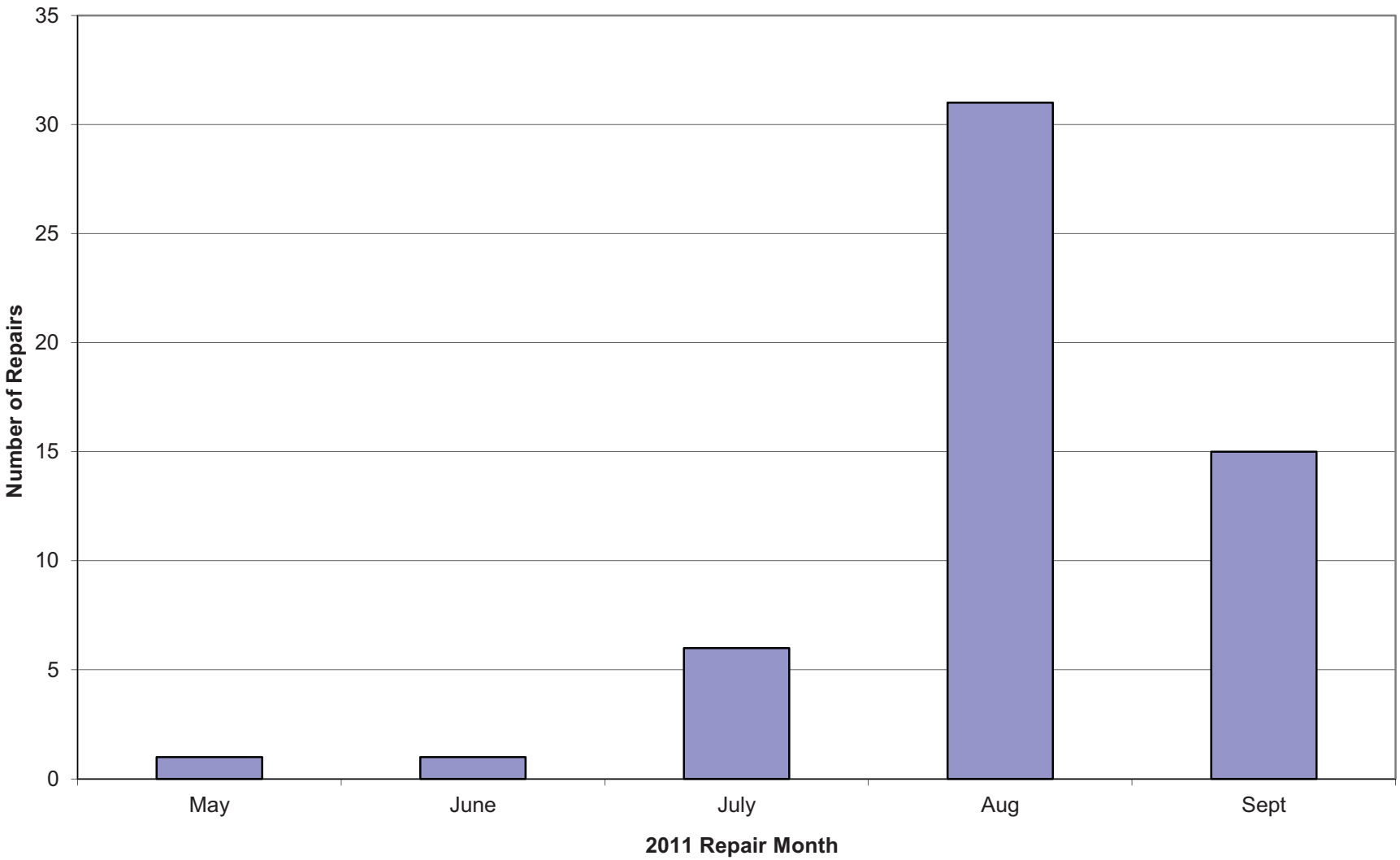
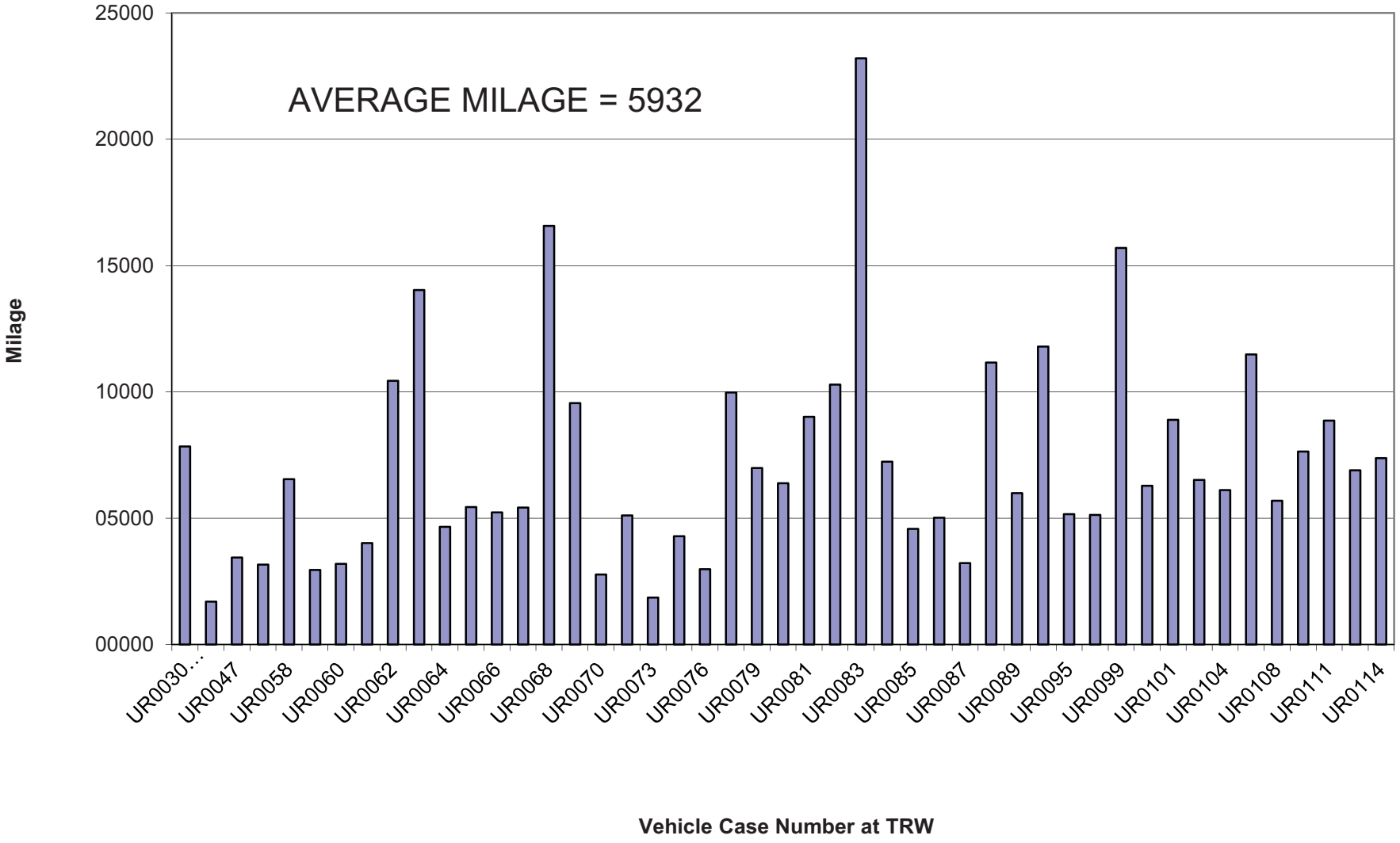
U502 Vehicle Production Month of B9A Warranty Returns



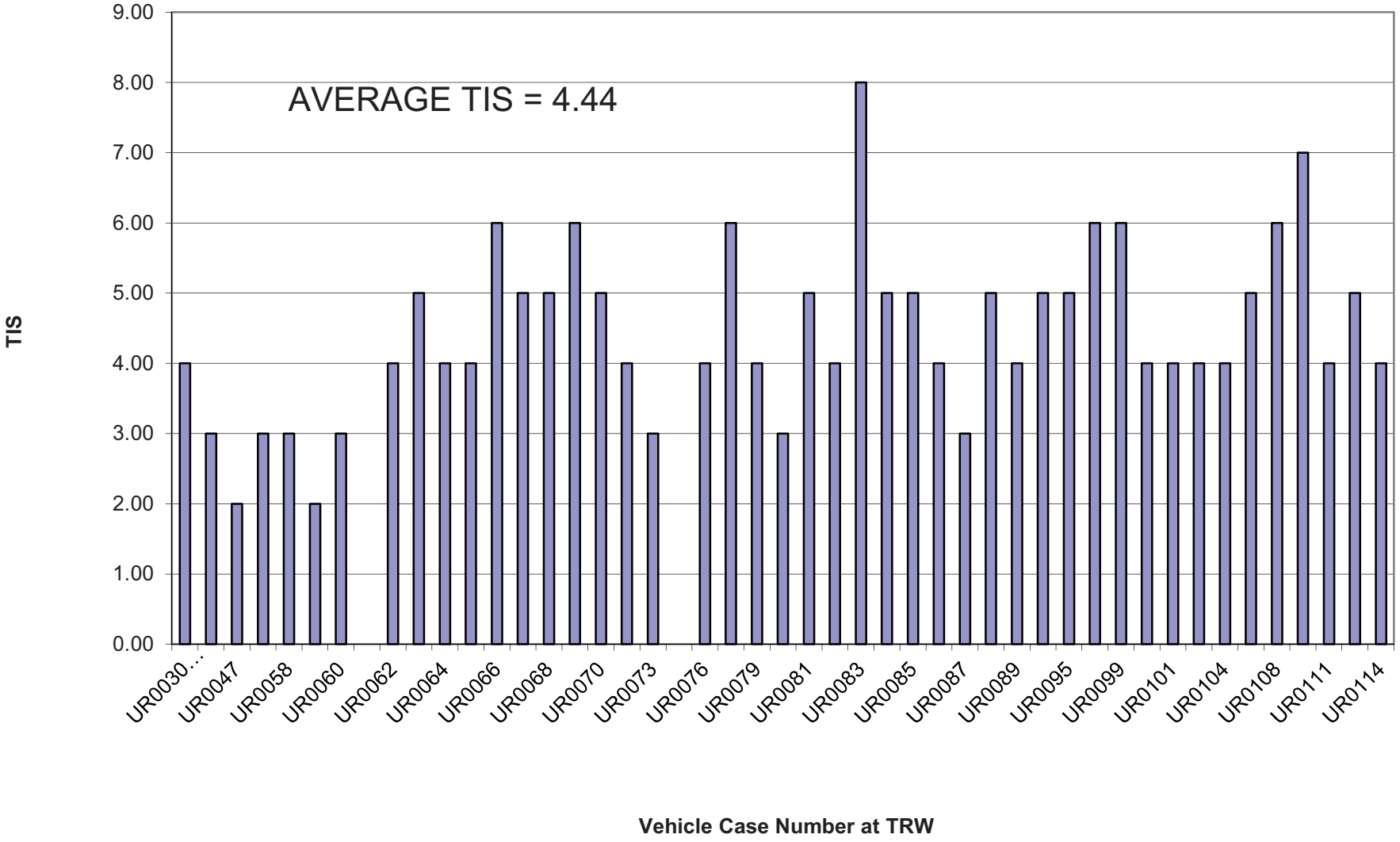
U502 Repair Month of B9A Warranty Returns



U502 Milage at Time of B9A Failure



U502 Time in Service (TIS) until B9A Failure



Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Date of Repair	Month of Vehicle Repair	May	June	July	Aug	Sept	Months betw Build and Repair	State	TIS
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor. 8/15- UK motors grp did full teardown and did not find any flux density fault. Will put on hold until the other warranty returns are examined and tested.shipping other parts out to suppliers for testing	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43 Celsius. To be shipped to UK 6/24- Sergio to send PFR to Geoff for analysis. 6/28- Sergio shipped EPP to UK for testing. 7/8- EPP in the thermo chamber ignition cycling, should have results on Monday 7/15-NTF on the thermo chamber, put on the PU/PD rig over the weekend, NTF on the PU/PD rig. Determine next steps. 8/1- email Mike Molloy for update on testing 8/2- tested this unit extensively. Over a week of thermal/ignition cycling, plus two repetitions (4 days total) of the Power-Up Power-Down test cycle. We have not seen any repetition of the B9A fault.Geoff's suggestion is that we submit				05559 Villa Ford	07839	1FMHK8F82BG[redacted]	1/19/2011	5/13/2011	May	1					4.00	CA	4.00
UR0045	C200D-49	B9A	EPP	In Eval UK	8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders are re-synchronised, ran overnight with ign permanently on NFF, test repeated with ign. cycling for two hrs, NFF	8/1- hot and ambient testing done NTF. cold testing next step				05928 Premier Ford	01695	1FMHK7D8XBG[redacted]	3/28/2011	7/1/2011	July			1			4.00	MS	3.00
UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and encoder, more testing needed to define cause.	8/2- pulled stored & EFF data shipped to 26 mile for further information. 8/12- Chris bench tested with NTF with start the tri-temp testing to see if B9A resets 8/15- now able to duplicate the B9A will send Geoff the information on the scope and test set-up.				06700 Majic City Ford	03447	1FMHK8F87BG[redacted]	3/29/2011	7/14/2011	July			1			3.50	VA	2.00
UR0048	C200D-49	B9A	EPP	In eval 26mile	9/12- performed tri-temp ignition cycling and could not reproduce code NTF 9/21-been uploaded with SW and gone through various test on the dynamometer, the unit has not failed at this time, more testing ongoing	8/2- pulled stored & EFF data shipped to MAO for further information 8/31- Not reproducable Cold				08211 Robinson Brothers Ford	03163	1FMHK7D84BG[redacted]	4/5/2011	6/23/2011	June		1				2.00	LA	3.00
UR0058	C200D-49	B9A	EPP	In Eval 26mile	9/21- this unit is in teardown, flex density test, air gap measurement, hall effects swi. Threshold, encoder switching 10/2- x-ray of the motor PCB	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				02486 Five Star Ford	06543	1FMHK7D86BG[redacted]	3/24/2011	7/8/2011	July			1			3.00	TX	3.00

UR0059	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing					02486 Five Star Ford	02953	1FMHK7F86BG[redacted]	3/31/2011	7/1/2011	July			1			3.00	TX	2.00
UR0060	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing					09580 Tracy Langston Ford	03191	1FMHK7D86BG[redacted]	5/3/2011	8/5/2011	Aug				1		3.00	TN	3.00
UR0061	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing					05947 Cannon Ford	04020	1FMHK7D87BGA[redacted]	3/15/2011	8/2/2011	Aug				1		5.00		
UR0062	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing					02486 Five Star Ford	10437	1FMHK8D89BG[redacted]	3/18/2011	8/10/2011	Aug				1		4.00	TX	4.00
UR0063	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm NTF. Pull EOL data when gear was new and compare results with non-B9A failure.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				04921 Bozard Ford	14031	1FMHK7F8XBG[redacted]	3/10/2011	8/15/2011	Aug				1		5.00	TX	5.00
UR0064	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing					11293 Camelback Ford	04655	1FMHK7F88BG[redacted]	3/10/2011	8/10/2011	Aug				1		5.00	AZ	4.00
UR0065	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm NTF. Pull EOL data when gear was new and compare results with non-B9A failure.					02709 Tom Holzer Ford	05447	1FMHK8F8XBG[redacted]	4/11/2011	8/10/2011	Aug				1		4.00	MI	4.00
UR0066	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm NTF. Pull EOL data when gear was new and compare results with non-B9A failure.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				02405 Park Cities Ford	05234	1FMHK7D80BG[redacted]	1/13/2011	7/28/2011	July			1			6.00	TX	6.00
UR0067	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm NTF. Pull EOL data when gear was new and compare results with non-B9A failure.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				00469 Bondy's Ford	05426	1FMHK7D89BG[redacted]	3/22/2011	8/4/2011	Aug				1		5.00	AL	5.00
UR0068	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing					M2686 Fema Automotriz	16576	1FMHK8F83BG[redacted]	3/1/2011	8/22/2011	Aug				1		6.00	MX	5.00
UR0069	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing					06293 Haldeman	09557	1FMHK7D82BG[redacted]	1/19/2011	8/24/2011	Aug				1		7.00	NJ	6.00
UR0070	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm NTF. Pull EOL data when gear was new and compare results with non-B9A failure.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				07986 Henderson Ford	02775	1FMHK8B89BG[redacted]	3/24/2011	8/15/2011	Aug				1		5.00	NY	5.00
UR0071	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing					00643 Buster Miles Ford	05112	1FMHK7D83BG[redacted]	5/2/2011	8/12/2011	Aug				1		3.00	AL	4.00
UR0073	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing					09469 Randall Reed's Ford	01856	1FMHK7F83BG[redacted]	4/28/2011	8/1/2011	Aug				1		3.00	TX	3.00
UR0075	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing					07398 Al Packer's Ford	04286	1FMHK8F87BG[redacted]	4/25/2011	8/8/2011	Aug				1		3.00		
UR0076	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing					06938 Fox Ford	02989	1FMHK8F81BG[redacted]	4/13/2011	8/3/2011	Aug				1		4.00	MI	4.00
UR0077	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing					02890 Russ Milne Ford	09977	1FMHK8D89BG[redacted]	2/23/2011	8/22/2011	Aug				1		6.00	MI	6.00
UR0079	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing 8/31- Not reproducable Cold					05613 Lance Cunningham Ford	06993	1FMHK7D81BG[redacted]	3/29/2011	8/10/2011	Aug				1		5.00	TN	4.00
UR0080	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing					08006 Joe Machens	06386	1FMHK8D85BG[redacted]	5/6/2011	8/25/2011	Aug				1		3.00	MO	3.00
UR0081	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing					06063 Smith Ford	09014	1FMHK8F87BG[redacted]	3/31/2011	8/16/2011	Aug				1		4.50	AR	5.00

UR0082	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing					01730 Mike Fitzpatrick Ford	10293	1FMHK7D84BG[redacted]	3/4/2011	8/15/2011	Aug				1		5.00	GA	4.00
UR0083	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing					03924 Crown Ford	23203	1FMHK7F87BG[redacted]	12/16/2010	9/1/2011	Sept					1	9.00	NC	8.00
UR0084	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing					00478 Wade Ford	07238	1FMHK7D80BG[redacted]	4/4/2011	9/7/2011	Sept					1	5.00	GA	5.00
UR0085	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing					02645 Prince-Gnade Ford	04583	1FMHK8F8XBG[redacted]	4/12/2011	9/2/2011	Sept					1	5.00	MO	5.00
UR0086	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing					02486 Five Star Ford	05025	1FMHK7F84BG[redacted]	4/27/2011	9/2/2011	Sept					1	5.00	TX	4.00
UR0087	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing					00406 Collier Ford	03228	1FMHK7D8XBG[redacted]	4/6/2011	8/29/2011	Aug				1		5.00	AL	3.00
UR0088	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing					09989 Mark Martin Ford	11159	1FMHK8D82BG[redacted]	2/10/2011	8/30/2011	Aug				1		6.00	AR	5.00
UR0089	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing					04870 Al Packer Ford	05997	1FMHK7D88BG[redacted]	3/9/2011	8/29/2011	Aug				1		5.00	FL	4.00
UR0092	C200D-49	B9A	EPP	In Eval MAO	9/30- pulled stored & EFF data from the gear and shipped to MAO for further testing					08190 All American Ford	11798	1FMHK8b88BG[redacted]	3/9/2011	8/18/2011	Aug				1		5.00	NJ	5.00
UR0095	C200D-49	B9A	EPP	In Eval MAO	10/3- pulled stored & EFF data from the gear and shipped to MAO for further testing					05928 Premier Ford	05159	1FMHK7D81BG[redacted]	3/14/2011	8/8/2011	Aug				1		5.00	MS	5.00
UR0098	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing					04871 Metro Ford	05127	1FMHK7F84BG[redacted]	1/31/2011	8/20/2011	Aug				1		7.00	FL	6.00
UR0099	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing					02459 Sam Pack's Five Star Ford	15697	1FMHK7D82BG[redacted]	2/15/2011	8/22/2011	Aug				1		6.00	TX	6.00
UR0100	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing					04450 Rodriguez Ford	06288	1FMHK7D86BG[redacted]	5/21/2011	9/13/2011	Sept					1	4.00	TX	4.00
UR0101	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing					08951 Ford of Clermont	08900	1FMHK7D85BG[redacted]	5/3/2011	9/7/2011	Sept					1	4.00	FL	4.00
UR0103	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing					01471 Springfield Ford	06513	1FMHK8D80BG[redacted]	5/12/2011	9/14/2011	Sept					1	4.00	PA	4.00
UR0104	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing					06359 Thornhill Ford	06114	1FMHK8D89BG[redacted]	3/1/2011	7/21/2011	July			1			4.00	WV	4.00
UR0105	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing					04163 Elvria Ford	11483	1FMHK7F88BG[redacted]	4/13/2011	9/2/2011	Sept					1	5.00	OH	5.00
UR0108	C200D-49	B9A	EPP	In process MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing					01125 Palmetto Ford	05696	1FMHK7B8XBG[redacted]	3/2/2011	8/30/2011	Aug				1		6.00	SC	6.00
UR0109	C200D-49	B9A	EPP	In process MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing					02459 Sam Pack's Five Star Ford	07642	1FMHK7D85BG[redacted]	1/13/2011	8/24/2011	Aug				1		7.00	TX	7.00
UR0111	C200D-49	B9A	EPP	In process MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing					02549 Silsbee Ford	08861	1FMHK7F88BG[redacted]	4/21/2011	9/1/2011	Sept					1	5.00	TX	4.00
UR0113	C200D-49	B9A	EPP	In process MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing					00469 Bondy's Ford	06897	1FMHK7D89BG[redacted]	3/21/2011	8/29/2011	Aug				1		5.00	AL	5.00
UR0114	C200D-49	B9A	EPP	In process MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing					00469 Bondy's Ford	07379	1FMHK7F87BG[redacted]	3/15/2011	8/24/2011	Aug				1		5.00	AL	4.00
UR0115	C200D-49	B9A	EPP	in process MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing					00389 Mountain View Ford	12040	1FMHK8D88BG[redacted]	3/25/2011	9/22/2011	Sept					1	6.00		

UR0116	C200D-49	B9A	EPP	in process MAO	10/20- gear installed in Matt Surella's 2012 U502 for B9A canape recording	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing				02980 Shamaley Ford	07119	1FMHK7D89BG[redacted]	1/26/2011	9/2/2011	Sept					1	7.00		
UR0118	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing				04283 Varsity Ford	6217	1FMHK7F87BG[redacted]	5/10/2011	8/19/2011	Aug				1		3.00		
UR0119	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing				01015 Fort Mill Ford	9320	1FMHK7D83BG[redacted]	3/18/2011	9/8/2011	Sept					1	6.00		
UR0120	C200D-49	B9A	EPP	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing					02704 Fairway Ford	5395	1FMHK7D81BG[redacted]	5/21/2011	9/21/2011	Sept					1	4.00		
UR0123	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing				01232 John Kennedy Ford	3735	1FMHK8D8XBG[redacted]	6/2/2011	9/28/2011	Sept					1	4.00		
UR0124	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing				20527 Malouf Ford	2621	1FMHK8B81BG[redacted]	6/3/2011	9/27/2011	Sept					1	4.00		
											06566					1	1	6	31	15	4.74		4.44
											01695												
											23203												

UR0115	C200D-49	B9A	EPP	in process MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing					00389 Mountain View Ford	12040	1FMHK8D88BG[redacted]	3/25/2011	9/22/2011	Sept					1	6.00		
UR0116	C200D-49	B9A	EPP	in process MAO	10/20- gear installed in Matt Surella's 2012 U502 for B9A canape recording	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing				02980 Shamaley Ford	07119	1FMHK7D89BG[redacted]	1/26/2011	9/2/2011	Sept					1	7.00		
UR0118	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing				04283 Varsity Ford	6217	1FMHK7F87BG[redacted]	5/10/2011	8/19/2011	Aug				1		3.00		
UR0119	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing				01015 Fort Mill Ford	9320	1FMHK7D83BG[redacted]	3/18/2011	9/8/2011	Sept					1	6.00		
UR0120	C200D-49	B9A	EPP	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing					02704 Fairway Ford	5395	1FMHK7D81BG[redacted]	5/21/2011	9/21/2011	Sept					1	4.00		
UR0123	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing				01232 John Kennedy Ford	3735	1FMHK8D8XBG[redacted]	6/2/2011	9/28/2011	Sept					1	4.00		
UR0124	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing				20527 Malouf Ford	2621	1FMHK8B81BG[redacted]	6/3/2011	9/27/2011	Sept					1	4.00		

Month of Vehicle Build	Dec	Jan	Feb	Mar	Apr	May	June	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date	Part ETA
Jan		1						1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011	9/17/2010		
Mar				1				3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011	12/27/2010		
Mar				1				3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011	12/28/2010		
Apr					1			3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011			
Mar				1				3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA	7/8/2011	12/28/2010		

Mar				1				3/22/2011	1/24/2011	1/29/2011	3.5L wo/APA	7/1/2011	12/28/2010		
May						1		4/28/2011	3/16/2011	3/18/2011	3.5L wo/APA	8/5/2011			
Mar				1				3/9/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/2/2011	12/27/2010		
Mar				1				3/12/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/10/2011	12/28/2010		
Mar				1				3/5/2011	12/25/2010	12/29/2010	3.5L w/APA	8/15/2011			
Mar				1				3/4/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/10/2011			
Apr					1			4/5/2011	12/23/2010	12/25/2010	3.5L wo/APA	8/10/2011			
Jan		1						12/14/2010	11/11/2010	11/13/2010	3.5L wo/APA	7/28/2011			
Mar				1				3/15/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/4/2011			
Mar				1				2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	8/22/2011			
Jan		1						1/7/2011	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011			
Mar				1				3/20/2011	1/24/2011	1/28/2011	3.5L wo/APA	8/15/2011			
May						1		4/25/2011	2/28/2011	3/3/2011	3.5L wo/APA	8/12/2011			
Apr					1			4/25/2011	3/16/2011	3/17/2011	3.5L wo/APA	8/1/2011			
Apr					1			4/15/2011	2/12/2011	2/14/2011	3.5L wo/APA	8/8/2011			
Apr					1			4/7/2011	1/26/2011	1/29/2011	3.5L wo/APA	8/3/2011			
Feb			1					2/18/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/22/2011			
Mar				1				3/24/2011	12/7/2010	2/17/2011	3.5L wo/APA	8/10/2011			
May						1		4/30/2011	2/17/2011	2/18/2011	3.5L wo/APA	8/25/2011			
Mar				1				3/27/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/16/2011	12/23/2010		

Mar				1				3/1/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/15/2011	12/24/2010			
Dec	1							12/11/2011	11/13/2010	11/14/2010	3.5L wo/APA	9/1/2011	10/27/2010			
Apr					1			3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	9/7/2011	12/4/2010			
Apr					1			4/5/2011	12/1/2010	12/4/2010	3.5L wo/APA	9/2/2011	11/8/2010			
Apr					1			4/19/2011	2/24/2011	3/4/2011	3.5L w/APA	9/2/2011	1/3/2011			
Apr					1			4/2/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/29/2011	12/27/2011			
Feb			1					2/2/2011	12/13/2011	9/9/2011	3.5L wo/APA	8/30/2011	11/11/2010			
Mar				1				3/4/2011	1/13/2011	1/14/2011	3.5L wo/APA	8/29/2011	12/23/2011			
Mar				1				3/5/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/18/2011	11/12/2010			
Mar				1				3/7/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/8/2011	12/25/2010			
Jan		1						1/26/2011	12/16/2011	12/17/2011	3.5L wo/APA	8/20/2011	11/11/2010			
Feb			1					2/8/2011	12/6/2010	12/11/2010	3.5L wo/APA	8/22/2011	11/10/2010			
May						1		5/16/2011	3/30/2011	3/31/2011	3.5L wo/APA	9/13/2011	2/12/2011			
May						1		4/26/2011	3/15/2011	3/17/2011	3.5L wo/APA	9/7/2011	1/24/2011			
May						1		5/4/2011	1/24/2011	1/28/2011	3.5L wo/APA	9/14/2011	12/272011			
Mar				1				2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	7/21/2011	12/23/2011			
Apr					1			4/6/2011	2/4/2011	2/11/2011	3.5L wo/APA	9/2/2011	12/29/2011			
Mar				1				2/25/2011	1/4/2011	1/8/2011	3.5L wo/APA	8/30/2011	12/24/2011			
Jan		1						12/13/2010	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/25/2010			
Apr					1			4/14/2011	1/13/2011	1/15/2011	3.5L wo/APA	9/1/2011	12/23/2010			
Mar				1				3/15/2011	1/15/2011	1/16/2011	3.5L wo/APA	8/29/2011	12/23/2011			
Mar				1				3/9/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/24/2011	12/27/2010			
Mar				1				3/23/2011	1/24/2011	1/29/2011	3.5L wo/APA	9/22/2011	12/27/2010			

Jan		1						1/18/2011	12/4/2010	12/4/2010	3.5L wo/APA	9/2/2011	10/27/2010		
May						1		5/5/2011	2/24/2011	3/8/2011	3.5L w/APA	8/19/2011	1/2/2011		
Mar				1				3/14/2011	1/4/2011	1/7/2011	3.5L wo/APA	9/8/2011	12/24/2010		
May						1		5/16/2011	3/30/2011	4/1/2011	3.5L wo/APA	9/21/2011	2/15/2011		
June							1	5/26/2011	4/13/2011	4/15/2011	3.5L wo/APA	9/28/2011	3/14/2011		
June							1	5/31/2011	3/31/2011	3/31/2011	3.5L wo/APA	9/27/2011	2/14/2011		
	1	6	3	23	11	8	2								

Mar				1				3/23/2011	1/24/2011	1/29/2011	3.5L wo/APA	9/22/2011	12/27/2010		
Jan		1						1/18/2011	12/4/2010	12/4/2010	3.5L wo/APA	9/2/2011	10/27/2010		
May						1		5/5/2011	2/24/2011	3/8/2011	3.5L w/APA	8/19/2011	1/2/2011		
Mar				1				3/14/2011	1/4/2011	1/7/2011	3.5L wo/APA	9/8/2011	12/24/2010		
May						1		5/16/2011	3/30/2011	4/1/2011	3.5L wo/APA	9/21/2011	2/15/2011		
June							1	5/26/2011	4/13/2011	4/15/2011	3.5L wo/APA	9/28/2011	3/14/2011		
June							1	5/31/2011	3/31/2011	3/31/2011	3.5L wo/APA	9/27/2011	2/14/2011		

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP					1FMHK8F81BG[redacted]	3/16/2011				3.5L w/APA	3/16/2011			
0KM BGA30310	No Assist	?		CAP	no returned part from CAP										3.5L w/APA				
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned, should be tomorrow. Then part should arrive at WPAC by Monday 2/14.		07955 Ron Dupratt Ford	15	1FMHK8D87BG[redacted]	1/24/2011	1/17/2011	11/16/2010	11/22/2010	3.5L wo/APA	2/2/2011			
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts	CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO	00089 Koons Ford	303	1FMHK8F8XBG[redacted]	1/20/2011	1/19/2011	12/1/2010	12/4/2010	3.5L w/APA	2/12/2011			
					5/3- found out the gear was	3/3- talked to tech states	WEB FORM DATA - CONCERN:								3.5L wo/APA	3/2/2011			
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled.		Lease management vehicle- Steve	1661	1FMHK8D86BG[redacted]	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any		Lease management vehicle- Doug White	3984	1FMHK8D88BG[redacted]	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.		06700 Magic City Ford	5155	1FMHK8F84BG[redacted]	1/19/2011	1/11/2011	10/13/2010	10/30/2010	3.5L wo/APA	4/19/2011			

REDACTED FOR RELEVANCE

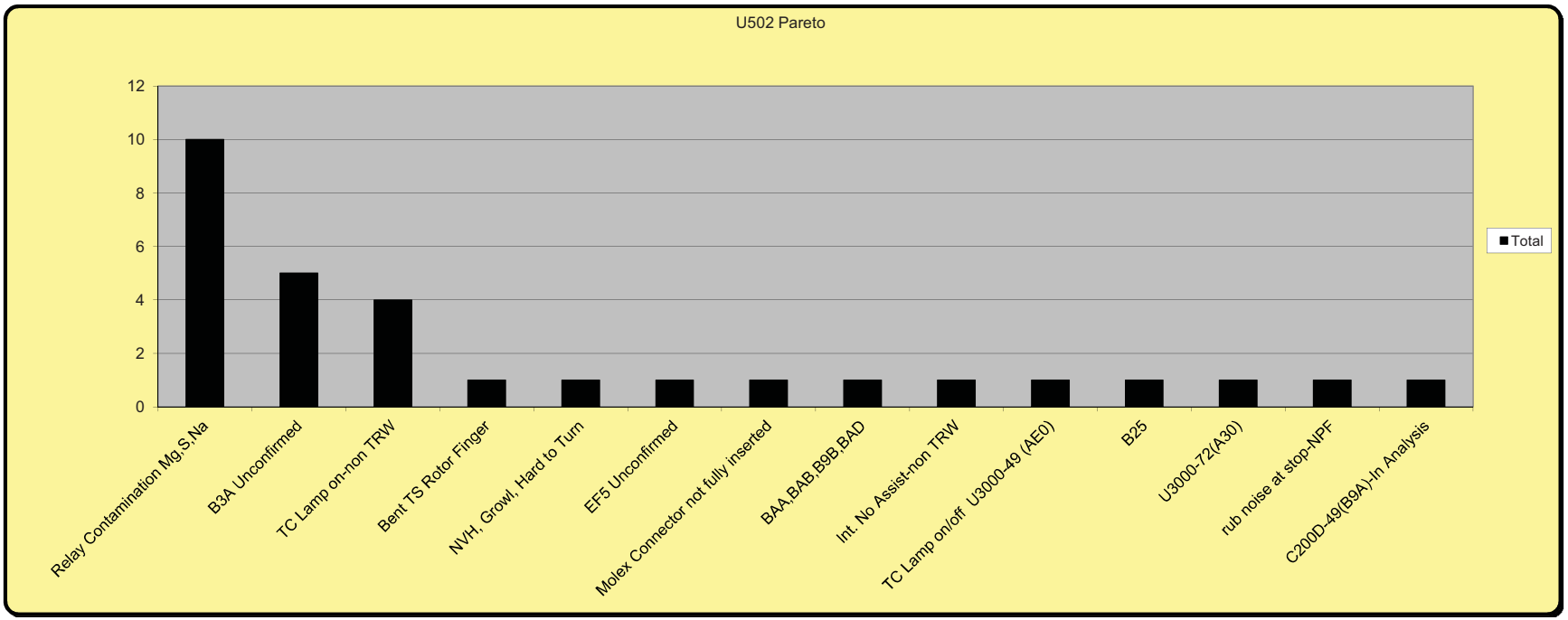
UR0031 RUA#497 7	No Com	No Com	EPP	In Eval UK	8/3- raise RUA and ship to UK for further testing. 8/8- part has not arrived yet in the UK check Anting for update 9/30- UK did a visual inspection did not find anything on the board or with the soldered pin. Feels no point with further action due to NTF from MAO.	7/1- could not pull any Ford or Canape data, verified equipment does work, shipped to MAO for analysis. 7/25- It was found a low impedance between pin2 IC14 and ground. IC14 circuit open pin 2 of IC14 still present resoldered pin 2 and everything is working nomal at this time. ECU fixed Sergio did notice some marks close to		02459 Sam Pack's Ford	11	1FMHK7D85BG[redacted]	5/9/2011	4/29/2011	2/24/2011	3/4/2011	3.5L wo/APA	5/18/2011			
0KM BGA8571 2	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.														

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA32423	U3000-49	B25,BB8, B95	EPP	In Eval (26mile)	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in this wednesdays				1FMHK8F81BG[redacted]	3/2/2011				3.5L wo/APA	3/2/2011			
0KM BGA56776		B25,BB8		MAO	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign				BGA56776			1/25/2011	2/25/2011		4/13/2011			
REDACTED FOR RELEVANCE																			
														3/2/2011		4/27/2011			
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi	CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2	09618 Brown Motors	18	1FMHK8D83BG[redacted]	12/16/2010				3.5L wo/APA	1/12/2011			
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil	CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-	02071 I-77 Ford	10	1FMHK8D83BG[redacted]	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when		Ford Management Lease Car- Chicago	1700	1FMHK8F88BG[redacted]	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after		Ford PDC Fleet vehicle- Taras Palczynski	2010	1FMHK7D89BG[redacted]	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to		lease management vehicle WHQ VSC	1838	1FMHK8F89BG[redacted]	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			

UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.		04331 Brondes Ford		1FMHK7F87BG[redacted]	2/24/2011				3.5L wo/APA	3/28/2011			
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with		02058 Beechmo nt Ford	1425	1FMHK8F83BG[redacted]	11/22/2010								
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to		00807 Crest Ford	115	1FMHK8F85BG[redacted]	2/16/2011				3.5L w/APA	3/9/2011			
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK		03820 Landers Ford	3096	1FMHK8F8XBG[redacted]	11/3/2010				3.5L w/APA	3/5/2011			
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate		00807 Crest Ford	1356	1FMHK7B87BG[redacted]	11/16/2010				3.5L wo/APA	2/25/2011			
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change			02761 Southgate Ford	249	1FMHK7D82BG[redacted]	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011			
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING	02731 Atchinson Ford	111	1FMHK8D89BG[redacted]	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011			
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET	05646 Crown Ford	30	1FMHK7D85BG[redacted]	3/8/2011				3.5L wo/APA	4/6/2011			
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex		02058 Beechmo nt Ford	13	1FMK8F80BG[redacted]	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253		WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING	07737 Serramote Ford	611	1FMHK8D89BG[redacted]	2/15/2011	2/7/2011			3.5L wo/APA	3/23/2011			

UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing		05126 Gary Crossley Ford	4475	1FMHK8F80BG[redacted]	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011			
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week		06081 San Francisco Ford	14	1FMHK8D81BG[redacted]	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011			
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.		02694 Dean Sellers	3754	1FMHK8F8XBG[redacted]	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-		08305 Evergreen Ford	49	1FMHK8F84BG[redacted]	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011			
UR0028	rubbing noise while turning at stop	no codes	NVH	in process MAO	6/10- No problem found EOL EDF/NVH testing. Did find a couple of impact markes on the OBH & EPP. Unsure what the tech moved or changed during gear replacement to fix noise. NPF- unknown cause	6/6- no codes in fault store, did not notice any noise turning input shaft back & forth from center. Shipped to MAO for EDF/NVH testing	CONCERN: FRONT END MAKES RUBBING SOUND FROM FRONT WHEN TURNING IN A PARKING LOT. DIAGNOSTICS: N/A PARTS REPLACED:N/A TECH QUESTION: ANY KNOWN CONCERNS? WERE YOU ABLE TO VERIFY THE CONCERN? YES AT WHAT SPEED DOES THIS OCCUR? WHEN VEHICLE IS STOPPED AND TURNING WHEEL MOST FREQUENTLY. AT WHAT RPM DOES THIS OCCUR? 750 CUSTOMER STATES CHEKC FOR NOISE WHEN TURNING WHEEL VERIFY NOISE WHEN TURNING. ISOLATE NOISE TO RACK ASSY.	20636 Schultz Ford	5475	1FMHK8D8XBG[redacted]	1/20/2011	1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011			
UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.		5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER	08868 John C. Stewart & Son	17	1FMHK8D83BG[redacted]	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011			
UR0033	No Com	No Com	EPP	In Eval MAO	7/26- No problem found with EPP communication, pulled normal data from the EPP. Still testing NTF. Unknown if tech mis-diagnosed vehicle for this front abs sensor issue.	7/1- was able to get into Canape data. After new EPAS gear installed vehicle returned 14 miles later with ABS & TC lamp coming on found shorted harness for abs frt sensor.		08452 New Brighton Ford	872	1FMHK7B80BG[redacted]	4/18/2011	4/9/2011	12/25/2010	12/31/2010	3.5L wo/APA	6/4/2011			
REDACTED FOR RELEVANCE																				
									6773	1FMHK8D84BG[redacted]	1/31/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011			
UR0038 RUA#4997	U2011-49 U3000-96	B3A	EPP	In Eval UK	9/21-confirmed from tycothis is a Mg,Na,S contamination issue	8/1- MAO working on ambient and hot testing. 8/8- MAO testing still ongoing 8/11- cannot duplicate code fits the Mg,Na contamination dates shipped to UK then Tyco week 25 relay build		07563 Riser Ford	9727	1FMHK7F83BG[redacted]0	11/23/2010	11/17/2010	9/10/2010	9/16/2010	3.5L w/APA	5/2/2011			

UR0039	No Com	No Com	EPP	In eval MAO	8/10-confirmed C154 Kemet Cap	7/25- no other claims on this vehicle		03591 Matthews-Currie Ford	1484	1FMHK7B81BG[redacted]	3/29/2011	3/27/2011	1/7/2011	1/9/2011	3.5L wo/APA	6/13/2011			
UR0044	Wheels lock TC lamp on C1B00-64	No codes		At WPAC	7/25-tech did not follow proper diagnostic's vehicle equipped with auto park C1B00-64 leads to SWA sensor in column. Hotliner requested to replace the RCM Chargeback dealer.			01472 Gullo Ford	3702	1FMHK7F87BG[redacted]	3/3/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/11/2011			
UR0049	U3000-49	BA4,BA5, BC2	EPP	In process MAO - Cap shipped to Kemet	8/29-Kemet C154 capacitor issue(cold weld issue)	8/2- pulled stored & EFF data shipped to MAO for further information 8/2- pulled stored & EFF data shipped to MAO for further information.		08862 Portsmouth Ford	457	1FMHK7F82BG[redacted]	5/13/2011	5/5/2011	3/23/2011	3/24/2011	3.5L wo/APA	6/28/2011			
UR0052	Check eng lamp on U3000-49	AE0		At WPAC	8/10- ship gear out of WPAC and test gear at MAO. If NTF to close case. 9/12- all testing passed, NTF	8/2- could not pull any codes only had a AEO code(CAN message fault)in PSCM check CQIS case dealer replaced EPAS gear and same codes set(U3000-49) no change, dealer could not fix vehicle and vehicle was bought back. Int no		00149 Waldrof Ford	1343	1FMHK8D81BG[redacted]	3/7/2011	3/2/2011	12/26/2010	12/30/2010	3.5L wo/APA	4/15/2011			
UR0053	U3000-49	BA4,BA5, BC2		in eval MAO	9/9- confirmed C154 Kemet Cap	8/19- pulled EFF & stored data does fit the signature of a Kemet C154 failure shipped to MAO to confirm		01928 Bert Wolfe Ford	629	1FMHK8D81BG[redacted]	5/20/2011	5/12/2011	2/11/2011	2/14/2011	3.5L wo/APA	7/6/2011			
UR0057	popping noise frt-end turning	no codes, lamps or noise from the gear		dealer chargebac k	8/19- checked the history on this gear because I did not find any thing wrong with the gear physically or internal codes. Found out a bumper beam weld broke and causing the noise. Will chargeback the gear to the dealer			04544 Red McCombs Ford	1108	1FMHK7F89BG[redacted]	6/3/2011	5/26/2011		4/21/2011	3.5L wo/APA	7/6/2011			
UR0078	TC Lamp on	No codes		In process MAO	9/9- tech installed new PSCM vehicle still will not communicate. Non-TRW issue. Wiring issue. According to CQIS report.			02265 Mathews Ford	85	1FMHK8D83BG[redacted]	7/12/2011	6/24/2011	4/6/2011	4/7/2011	3.5L wo/APA	8/24/2011			
REDACTED FOR RELEVANCE																				
										07815 Frank Jackson Ford	1323	1FMHK7F878	6/13/2011	6/7/2011	4/6/2011	4/9/2011	3.5L wo/APA	9/12/2011	
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	5/5- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for				1FMHK8D81BG[redacted]	3/14/2011				3.5L wo/APA	3/2/2011			



updated to 6/13/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15				6	1	1	2									10	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
B3A Unconfirmed	UR0008,9,20,24,26				4				1								5			
TC Lamp on-non TRW	UR0016,17,18, 29								4								4	5/17/11	Non-TRW Issue	RCM causing TC lamp on for C1B00 code ISM 5/17/2011 & workshop manual corrected for this issue
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1			gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error
BAA,BAB,B9B,BAD	UR0021						1										1			5/19-ship from 26mile to MAO
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
TC Lamp on/off U3000-49 (AE0)	UR0023						1										1			5/23- ship gear back to Marion for analysis
B25	UR0025								1								1			5/31- testing still ongoing to duplicate the code. Ambient testing done
U3000-72(A30)	UR0027								1								1			6/10- high voltage events caused A30 to set
rub noise at stop-NPF	UR0028						1										1			6/10- NPF EOL test, unknown cause
C200D-49(B9A)-In Analysis	UR0030						1										1			6/10- in process to MAO
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updated to 6/13/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN
0KM BGA32423	U3000-49	B25,BB8,B95	EPP	In Eval (26mile)	5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign voltage spikes at start-up. Lead time 3-5 week around 6/17 for return on rig 2. after that is returned they will send the other	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in										1FMHK8F81BG[redacted]
0KM BGA56776		B25,BB8		MAO	5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign voltage spikes at start-up. Lead time 3-5 week around 6/17 for return on rig 2. after that is	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink										BG[redacted]
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex conn. Reinstall and function test IPA. 5/23- reinstalled connector gear passed all testing	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC						02058 Beechmont Ford	13			1FMK8F80BG[redacted]
UR0020 RUA# 4743	U2011-49	B3A	EPP	in process (UK)	5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing suspicious EPPs due to contamination. Surrogate relay test then ship to UK to forward to Tyco for further analysis in week 24 workshop	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3						05126 Gary Crossley Ford	4475			1FMHK8F80BG[redacted]
UR0021	U3000-49 U3000-96	BAA,BAB, B9B,BAD	EPP	in Eval UK	5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is disabled periodically. Ship to UK for further testing	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3						03073 Mullinax Ford	3735			1FMHK8B88BG[redacted]
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/6- Laura to check with Rob Kostadina on history of AE0 code	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on.						06700 Magic City Ford	5155			1FMHK8F84BG[redacted]
UR0024 RUA# 4827	U2011-49	B3A	EPP	In process Tyco	6/8- shipped relay to Tyco for relay workshop next week	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop						06081 San Francisco Ford	14			1FMHK8D81BG[redacted]
UR0025	U3000-49	B25	EPP	In eval MAO	6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time.	5/26- pulled stored & EFF data shipped to MAO for further testing						20609 Orange Motor Co	8			1FMHK7D89BG[redacted]

UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In process MAO	6/9- shipped relay out to Tyco for relay workshop next week.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011						02694 Dean Sellers	3754			1FMHK8F8XBG[redacted]
UR0027	U3000-72	A30	EPP	in process Tyco	6/13- to check the history on this vehicle to see if it returns with the same code & symptoms for high voltage issue. Sergio to remove the link relay and send out to Tyco for analysis.	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-00(CAN engine speed absent), U3000-72(A30) link relay open. code reset according to tech that made the tech replace the gear. I will ship gear to MAO this week. 6/10- checking the EFF data the vehicle had 16.8v that caused the codes to set, no codes set at normal 8-15v power feed. NPF at this time.						08305 Evergreen Ford	49			1FMHK8F84BG[redacted]
REDACTED FOR RELEVANCE												20636 Schultz Ford	5475			1FMHK8D8XBG[redacted]
UR0030	C200D-49	B9A	EPP	In process MAO	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle							05559 Villa Ford	7839			1FMHK8F82BG[redacted]

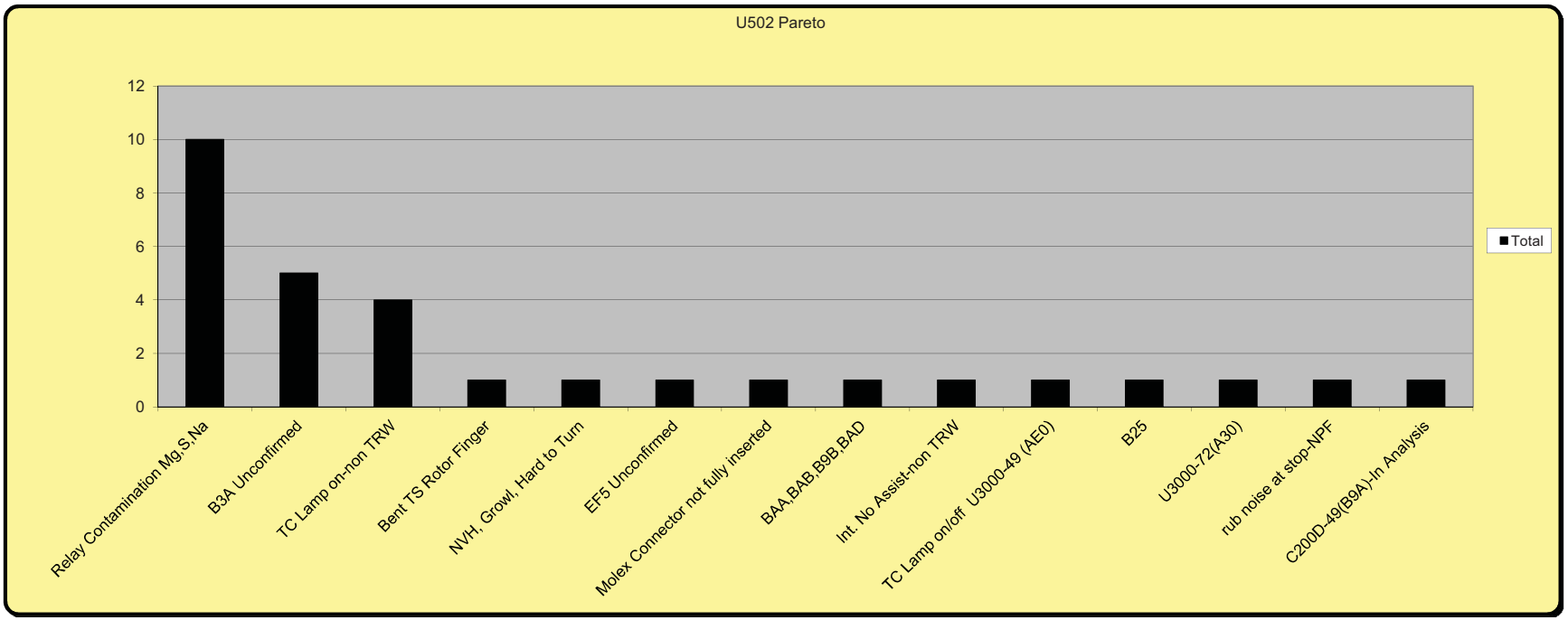
Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
3/2/2011				3.5L wo/APA	3/2/2011			
		1/25/2011	2/25/2011		4/13/2011			
2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
11/5/2010	10/22/2010			3.5L w/APA	4/18/2011			
1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011			
1/19/2011	1/11/2011	10/13/2010	10/30/2010	3.5L wo/APA	4/19/2011			
3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011			
3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011			

11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			
3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011			
1/20/2011	1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011			
1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP											1FMHK8F81BGA	3/16/2011				3.5L w/APA	3/16/2011			
0KM BGA30310	No Assist	?		CAP	no returned part from CAP																3.5L w/APA				
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned, should be tomorrow. Then part should arrive at WPAC by Monday 2/14.						07955 Ron Dupratt Ford	15			1FMHK8D87B[redacted]	1/24/2011	1/17/2011	########	########	3.5L wo/APA	2/2/2011			
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts			CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO			00089 Koons Ford	303			1FMHK8F8XBG[redacted]	1/20/2011	1/19/2011	12/1/2010	12/4/2010	3.5L w/APA	2/12/2011			
REDACTED FOR RELEVANCE																									
												08398 Don Aadsen Ford	18			1FMHK8F86BG[redacted]	1/31/2011				3.5L wo/APA	3/2/2011			
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled.						Lease management vehicle- Steve	1661			1FMHK8D86BG[redacted]	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any						Lease management vehicle- Doug White	3984			1FMHK8D88BG[redacted]	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
REDACTED FOR RELEVANCE																									
													34			BGA59863				3/2/2011		4/27/2011			
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi			CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2			09618 Brown Motors	18			1FMHK8D83BC[redacted]	12/16/2010				3.5L wo/APA	1/12/2011			
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil			CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-			02071 I-77 Ford	10			1FMHK8D83BC[redacted]	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when						Ford Management Lease Car- Chicago	1700			1FMHK8F88BC[redacted]	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after						Ford PDC Fleet vehicle- Taras Palczynski	2010			1FMHK7D89BC[redacted]	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to						lease management vehicle WHQ VSC	1838			1FMHK8F89BC[redacted]	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			
UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.						04331 Brondes Ford				1FMHK7F87BC[redacted]	2/24/2011				3.5L wo/APA	3/28/2011			
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with						02058 Beechmont Ford	1425			1FMHK8F83BC[redacted]	11/22/2010								
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to						00807 Crest Ford	115			1FMHK8F85BC[redacted]	2/16/2011				3.5L w/APA	3/9/2011			

UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK						03820 Landers Ford	3096			1FMHK8F8XBG[redacted]	11/3/2010				3.5L w/APA	3/5/2011			
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate						00807 Crest Ford	1356			1FMHK7B87BG[redacted]	11/16/2010				3.5L wo/APA	2/25/2011			
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change							02761 Southgate Ford	249			1FMHK7D82BGA[redacted]	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011			
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change			CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING			02731 Atchinson Ford	111			1FMHK8D89BG[redacted]	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011			
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change			WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET			05646 Crown Ford	30			1FMHK7D85BG[redacted]	3/8/2011				3.5L wo/APA	4/6/2011			
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253			WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING			07737 Serramote Ford	611			1FMHK8D89BG[redacted]	2/15/2011	2/7/2011			3.5L wo/APA	3/23/2011			
UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.			5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER			08868 John C. Stewart & Son	17			1FMHK8D83BG[redacted]	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011			
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/13- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for										1FMHK8D81BG[redacted]	3/14/2011				3.5L wo/APA	3/2/2011			



updated to 6/13/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15				6	1	1	2									10	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
B3A Unconfirmed	UR0008,9,20,24,26				4				1								5			
TC Lamp on-non TRW	UR0016,17,18, 29								4								4	5/17/11	Non-TRW Issue	RCM causing TC lamp on for C1B00 code ISM 5/17/2011 & workshop manual corrected for this issue
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1			gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error
BAA,BAB,B9B,BAD	UR0021						1										1			5/19-ship from 26mile to MAO
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
TC Lamp on/off U3000-49 (AE0)	UR0023						1										1			5/23- ship gear back to Marion for analysis
B25	UR0025								1								1			5/31- testing still ongoing to duplicate the code. Ambient testing done
U3000-72(A30)	UR0027								1								1			6/10- high voltage events caused A30 to set
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
C200D-49(B9A)-In Analysis	UR0030						1										1			6/10- in process to MAO
																	0			
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updated to 6/13/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
																	0			
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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA32423	U3000-49	B25,BB8,B95	EPP	In Eval (26mile)	6/20- No failures seen since on this test head, however this is not really long enough to be conclusive that we have fixed the problem as it has been very intermittent and we can have a slight lag on failure analysis data. I think we need to see another week or two of data to be really sure.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in										1FMHK8F81BC[redacted]	3/2/2011				3.5L wo/APA	3/2/2011			
0KM BGA56776		B25,BB8		MAO	6/20- No failures seen since on this test head, however this is not really long enough to be conclusive that we have fixed the problem as it has been very intermittent and we can have a slight lag on failure analysis data. I think we need to see another week	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the										BC[redacted]			1/25/2011	2/25/2011		4/13/2011			
0KM BGA85712	C200B U3000				6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.																			
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector.	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator						02058 Beechmont Ford	13			1FMK8F80BC[redacted]	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
UR0020 RUA# 4743	U2011-49	B3A	EPP	in process (UK)	5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing suspicious EPPs due to contamination. Surrogate relay test then ship to UK to forward to Tyco for further analysis in week 24 workshop	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3						05126 Gary Crossley Ford	4475			1FMHK8F80BC[redacted]	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011			
UR0021	U3000-49 U3000-96	BAA,BAB, B9B,BAD	EPP	in Eval UK	5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is disabled periodically. Ship to UK for further testing	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3						03073 Mullinax Ford	3735			1FMHK8B88BC[redacted]	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011			
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. 6/22- will need to get other similar gears back with PSCM "A"codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.						06700 Magic City Ford	5155			1FMHK8F84BC[redacted]	1/19/2011	1/11/2011	10/13/2010	10/30/2010	3.5L wo/APA	4/19/2011			
UR0024 RUA# 4827	U2011-49	B3A	EPP	In process Tyco	6/8- shipped relay to Tyco for relay workshop next week	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop						06081 San Francisco Ford	14			1FMHK8D81BC[redacted]	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011			

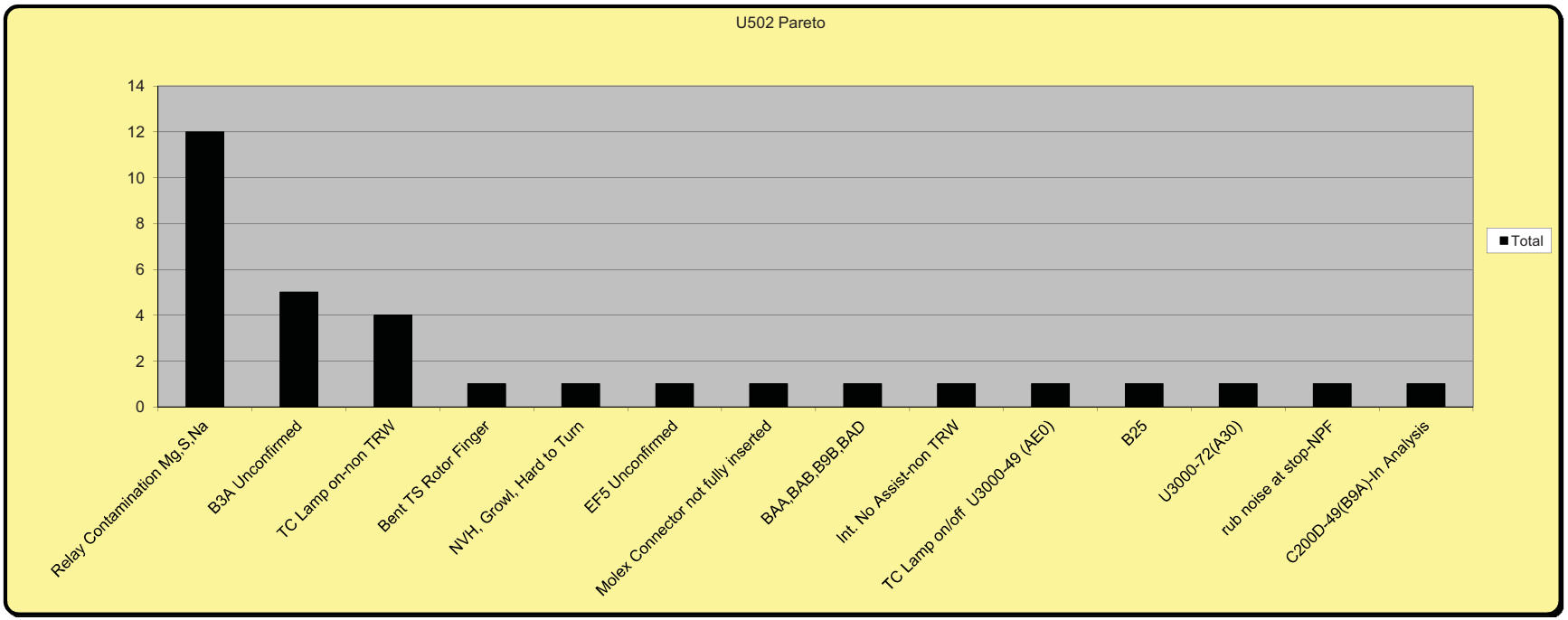
UR0025	U3000-49	B25	EPP	In eval MAO	6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time.	5/26- pulled stored & EFF data shipped to MAO for further testing						20609 Orange Motor Co	8			1FMHK7D89BG[redacted]	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011			
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In process MAO	6/9- shipped relay out to Tyco for relay workshop next week.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011						02694 Dean Sellers	3754			1FMHK8F8XBG[redacted]	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			
UR0027	U3000-72	A30	EPP	in process Tyco	6/13- to check the history on this vehicle to see if it returns with the same code & symptoms for high voltage issue. Sergio to remove the link relay and send out to Tyco for analysis.	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68,						08305 Evergreen Ford	49			1FMHK8F84BG[redacted]	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011			
UR0030	C200D-49	B9A	EPP	In process MAO	6/20- Sergio to finish testing and ship to UK if he cannot duplicate the B9A code.	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle						05559 Villa Ford	7839			1FMHK8F82BG[redacted]	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP											1FMHK8F81BGA	3/16/2011				3.5L w/APA	3/16/2011			
0KM BGA30310	No Assist	?		CAP	no returned part from CAP																3.5L w/APA				
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned, should be tomorrow. Then part should arrive at WPAC by Monday 2/14. 4/6- need to discuss next						07955 Ron Dupratt Ford	15			1FMHK8D87B[redacted]	1/24/2011	1/17/2011	########	########	3.5L wo/APA	2/2/2011			
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts			CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO			00089 Koons Ford	303			1FMHK8F8XBG[redacted]	1/20/2011	1/19/2011	12/1/2010	12/4/2010	3.5L w/APA	2/12/2011			
REDACTED FOR RELEVANCE																									
												08398 Don Aadsen Ford	18			1FMHK8F86B[redacted]	1/31/2011				3.5L wo/APA	3/2/2011			
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled.						Lease management vehicle- Steve	1661			1FMHK8D86B[redacted]	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any						Lease management vehicle- Doug White	3984			1FMHK8D88BG[redacted]	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
REDACTED FOR RELEVANCE																									
													34			BGA59863				3/2/2011		4/27/2011			
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi			CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2			09618 Brown Motors	18			1FMHK8D83BC[redacted]	12/16/2010				3.5L wo/APA	1/12/2011			
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil			CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-			02071 I-77 Ford	10			1FMHK8D83BC[redacted]	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when						Ford Management Lease Car- Chicago	1700			1FMHK8F88BC[redacted]	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after						Ford PDC Fleet vehicle- Taras Palczynski	2010			1FMHK7D89BC[redacted]	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to						lease management vehicle WHQ VSC	1838			1FMHK8F89BC[redacted]	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			
UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.						04331 Brondes Ford				1FMHK7F87BC[redacted]	2/24/2011				3.5L wo/APA	3/28/2011			
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with						02058 Beechmont Ford	1425			1FMHK8F83BC[redacted]	11/22/2010								
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to						00807 Crest Ford	115			1FMHK8F85BC[redacted]	2/16/2011				3.5L w/APA	3/9/2011			

UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK						03820 Landers Ford	3096			1FMHK8F8XBG[redacted]	11/3/2010				3.5L w/APA	3/5/2011			
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate						00807 Crest Ford	1356			1FMHK7B87BG[redacted]	11/16/2010				3.5L wo/APA	2/25/2011			
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change							02761 Southgate Ford	249			1FMHK7D82BGA[redacted]	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011			
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING			02731 Atchinson Ford	111			1FMHK8D89BG[redacted]	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011			
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET			05646 Crown Ford	30			1FMHK7D85BG[redacted]	3/8/2011				3.5L wo/APA	4/6/2011			
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253				WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING			07737 Serramote Ford	611			1FMHK8D89BG[redacted]	2/15/2011	2/7/2011			3.5L wo/APA	3/23/2011			
UR0028	rubbing noise while turning at stop	no codes	NVH	in process MAO	6/10- No problem found EOL EDF/NVH testing. Did find a couple of impact markes on the OBH & EPP. Unsure what the tech moved or changed during gear replacement to fix noise. NPF- unknown cause	6/6- no codes in fault store, did not notice any noise turning input shaft back & forth from center. Shipped to MAO for EDF/NVH testing			CONCERN: FRONT END MAKES RUBBING SOUND FROM FRONT WHEN TURNING IN A PARKING LOT. DIAGNOSTICS: N/A PARTS REPLACED:N/A TECH QUESTION: ANY KNOWN CONCERNS? WERE YOU ABLE TO VERIFY THE CONCERN? YES AT WHAT SPEED DOES THIS OCCUR? WHEN VEHICLE IS STOPPED AND TURNING WHEEL MOST FREQUENTLY. AT WHAT RPM DOES THIS OCCUR? 750 CUSTOMER STATES CHEKC FOR NOISE WHEN TURNING WHEEL VERIFY NOISE WHEN TURNING. ISOLATE NOISE TO RACK ASSY.			20636 Schultz Ford	5475			1FMHK8D8XBG[redacted]	1/20/2011	1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011			
UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.				5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO			08868 John C. Stewart & Son	17			1FMHK8D83BG[redacted]	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011			

0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/13- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for										1FMHK8D81BG[redacted]	3/14/2011				3.5L wo/APA	3/2/2011			



updated to 6/13/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15, 24,26				7	1	1	2	1								12	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
B3A Unconfirmed	UR0008,9,20,				4				1								5			
TC Lamp on-non TRW	UR0016,17,18, 29								4								4	5/17/11	Non-TRW Issue	RCM causing TC lamp on for C1B00 code ISM 5/17/2011 & workshop manual corrected for this issue
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1			gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error
BAA,BAB,B9B,BAD	UR0021						1										1			5/19-ship from 26mile to MAO
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
TC Lamp on/off U3000-49 (AE0)	UR0023						1										1			5/23- ship gear back to Marion for analysis
B25	UR0025								1								1			5/31- testing still ongoing to duplicate the code. Ambient testing done
U3000-72(A30)	UR0027								1								1			6/10- high voltage events caused A30 to set
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
C200D-49(B9A)-In Analysis	UR0030						1										1			6/10- in process to MAO
																	0			
																	0			
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																	0			
																	0			

updated to 6/13/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
																	0			
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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA32423	U3000-49	B25,BB8,B95	EPP	In Eval (26mile)	6/20- No failures seen since on this test head, however this is not really long enough to be conclusive that we have fixed the problem as it has been very intermittent and we can have a slight lag on failure analysis data. I think we need to see another week or two of data to be really sure. There has only been 1 failure since the change and this was on a different test head	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in this wednesdays meeting about B25. 3/30- Andy will report out										1FMHK8F81BC[redacted]	3/2/2011				3.5L wo/APA	3/2/2011			
0KM BGA56776		B25,BB8		MAO	6/20- No failures seen since on this test head, however this is not really long enough to be conclusive that we have fixed the problem as it has been very intermittent and we can have a slight lag on failure analysis data. I think we need to see another week	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the										B[redacted]			1/25/2011	2/25/2011		4/13/2011			
0KM BGA85712	C200B U3000				6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.																			
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector.	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator						02058 Beechmont Ford	13			1FMK8F80BC[redacted]	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - seeking clarification from Tyco as to the type of contamination.	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found						05126 Gary Crossley Ford	4475			1FMHK8F80BC[redacted]	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011			
UR0021	U3000-49 U3000-96	BAA,BAB, B9B,BAD	EPP	in Eval UK	5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is disabled periodically. Ship to UK for further testing	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3						03073 Mullinax Ford	3735			1FMHK8B88BC[redacted]	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011			
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.						06700 Magic City Ford	5155			1FMHK8F84BC[redacted]	1/19/2011	1/11/2011	10/13/2010	10/30/2010	3.5L wo/APA	4/19/2011			

UR0025	U3000-49	B25	EPP	In eval MAO	6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time.	5/26- pulled stored & EFF data shipped to MAO for further testing						20609 Orange Motor Co	8			1FMHK7D89BG[redacted]	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011			
UR0027	U3000-72	A30	EPP	in process UK	6/13- to check the history on this vehicle to see if it returns with the same code & symptoms for high voltage issue. 6/20-Sergio to remove the link relay and send out to Tyco for analysis. 6/24- Sergio to send PFR to Geoff for analysis	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68,						08305 Evergreen Ford	49			1FMHK8F84BG[redacted]	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011			
UR0030	C200D-49	B9A	EPP	In process MAO	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle. 6/24- Sergio to send PFR to Geoff for analysis.	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle						05559 Villa Ford	7839			1FMHK8F82BG[redacted]	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP											1FMHK8F81BGA	3/16/2011				3.5L w/APA	3/16/2011			
0KM BGA30310	No Assist	?		CAP	no returned part from CAP																3.5L w/APA				
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned, should be tomorrow. Then part should arrive at WPAC by Monday 2/14.						07955 Ron Dupratt Ford	15			1FMHK8D87B[redacted]	1/24/2011	1/17/2011	########	########	3.5L wo/APA	2/2/2011			
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts			CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO			00089 Koons Ford	303			1FMHK8F8XBG[redacted]	1/20/2011	1/19/2011	12/1/2010	12/4/2010	3.5L w/APA	2/12/2011			
												08398 Don Aadsen Ford	18			1FMHK8F86BG[redacted]	1/31/2011				3.5L wo/APA	3/2/2011			
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled.						Lease management vehicle- Steve	1661			1FMHK8D86B[redacted]	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any						Lease management vehicle- Doug White	3984			1FMHK8D88BG[redacted]	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			

REDACTED FOR RELEVANCE

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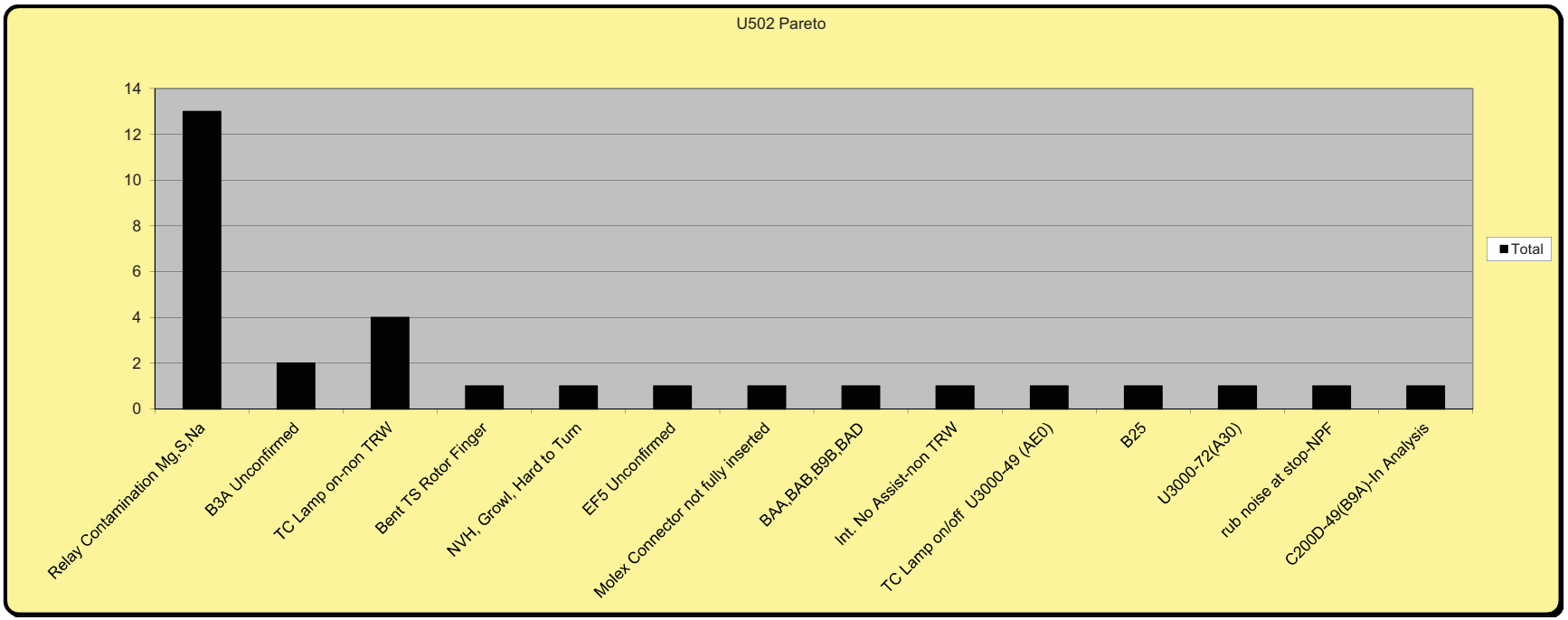
Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
													34			BC[redacted]				3/2/2011		4/27/2011			
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi			CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2			09618 Brown Motors	18			1FMHK8D83BC[redacted]	12/16/2010				3.5L wo/APA	1/12/2011			
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil			CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-			02071 I-77 Ford	10			1FMHK8D83BC[redacted]	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when						Ford Management Lease Car- Chicago	1700			1FMHK8F88BC[redacted]	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after						Ford PDC Fleet vehicle- Taras Palczynski	2010			1FMHK7D89BC[redacted]	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to						lease management vehicle WHQ VSC	1838			1FMHK8F89BC[redacted]	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			
UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.						04331 Brondes Ford				1FMHK7F87BC[redacted]	2/24/2011				3.5L wo/APA	3/28/2011			
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with						02058 Beechmont Ford	1425			1FMHK8F83BC[redacted]	11/22/2010								
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to						00807 Crest Ford	115			1FMHK8F85BC[redacted]	2/16/2011				3.5L w/APA	3/9/2011			

UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK						03820 Landers Ford	3096			1FMHK8F8XBG[redacted]	11/3/2010				3.5L w/APA	3/5/2011			
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate						00807 Crest Ford	1356			1FMHK7B87BG[redacted]	11/16/2010				3.5L wo/APA	2/25/2011			
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change							02761 Southgate Ford	249			1FMHK7D82BGA[redacted]	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011			
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING			02731 Atchinson Ford	111			1FMHK8D89BG[redacted]	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011			
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET			05646 Crown Ford	30			1FMHK7D85BG[redacted]	3/8/2011				3.5L wo/APA	4/6/2011			
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253				WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING			07737 Serramote Ford	611			1FMHK8D89BG[redacted]	2/15/2011	2/7/2011			3.5L wo/APA	3/23/2011			
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week						06081 San Francisco Ford	14			1FMHK8D81BG[redacted]	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011			
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.						02694 Dean Sellers	3754			1FMHK8F8XBG[redacted]	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			
UR0028	rubbing noise while turning at stop	no codes	NVH	in process MAO	6/10- No problem found EOL EDF/NVH testing. Did find a couple of impact markes on the OBH & EPP. Unsure what the tech moved or changed during gear replacement to fix noise. NPF- unknown cause	6/6- no codes in fault store, did not notice any noise turning input shaft back & forth from center. Shipped to MAO for EDF/NVH testing			CONCERN: FRONT END MAKES RUBBING SOUND FROM FRONT WHEN TURNING IN A PARKING LOT. DIAGNOSTICS: N/A PARTS REPLACED:N/A TECH QUESTION: ANY KNOWN CONCERNS? WERE YOU ABLE TO VERIFY THE CONCERN? YES AT WHAT SPEED DOES THIS OCCUR? WHEN VEHICLE IS STOPPED AND TURNING WHEEL MOST FREQUENTLY. AT WHAT RPM DOES THIS OCCUR? 750 CUSTOMER STATES CHEKC FOR NOISE WHEN TURNING WHEEL VERIFY NOISE WHEN TURNING. ISOLATE NOISE TO RACK ASSY.			20636 Schultz Ford	5475			1FMHK8D8XBG[redacted]	1/20/2011	1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011			

UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.				5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER			08868 John C. Stewart & Son	17			1FMHK8D83BG[redacted]	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011			
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/15- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for 96 hrs with no A34's, E66's at									1FMHK8D81BGA[redacted]	3/14/2011				3.5L wo/APA	3/2/2011			



updated to 6/28/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26				8	1	1	2	1								13	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
B3A Unconfirmed	UR0008,9				2												2			NTF after relay contact analysis at Tyco
TC Lamp on-non TRW	UR0016,17,18, 29								4								4	5/17/11	Non-TRW Issue	RCM causing TC lamp on for C1B00 code ISM 5/17/2011 & workshop manual corrected for this issue
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1			gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error
BAA,BAB,B9B,BAD	UR0021						1										1			6/29- Aux ASIC ship to Melexis for analysis
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
TC Lamp on/off U3000-49 (AE0)	UR0023						1										1			5/23- ship gear back to Marion for analysis
B25	UR0025								1								1			5/31- testing still ongoing to duplicate the code. Ambient testing done
U3000-72(A30)	UR0027								1								1			6/10- high voltage events caused A30 to set
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
C200D-49(B9A)-In Analysis	UR0030						1										1			6/10- in process to MAO
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updated to 6/28/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
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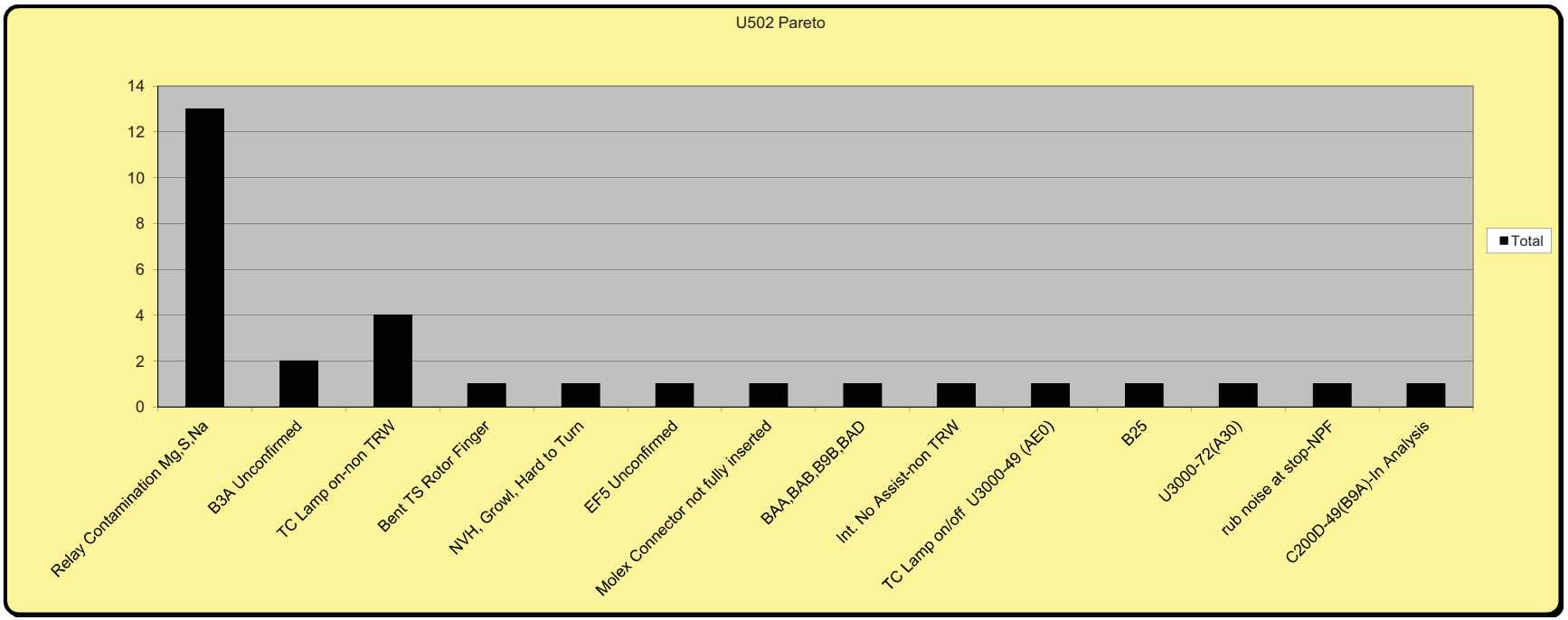
Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA32423	U3000-49	B25,BB8,B95	EPP	In Eval (26mile)	6/20- No failures seen since on this test head, however this is not really long enough to be conclusive that we have fixed the problem as it has been very intermittent and we can have a slight lag on failure analysis data. I think we need to see another week or two of data to be really sure.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in										1FMHK8F81BG[redacted]	3/2/2011				3.5L wo/APA	3/2/2011			
0KM BGA56776		B25,BB8		MAO	6/20- No failures seen since on this test head, however this is not really long enough to be conclusive that we have fixed the problem as it has been very intermittent and we can have a slight lag on failure analysis data. I think we need to see another week	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the										BG[redacted]			1/25/2011	2/25/2011		4/13/2011			
0KM BGA85712	C200B U3000				6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.																			
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector.	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator						02058 Beechmont Ford	13			1FMK8F80BG[redacted]	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
UR0021	U3000-49 U3000-96	BAA,BAB, B9B,BAD	EPP	in process Melexis	6/29- found faulty Aux. ASIC in the ECU, Anting to contact Melexis so UK and ship out for analysis.	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is disabled periodically. Ship to UK for further testing						03073 Mullinax Ford	3735			1FMHK8B88BG[redacted]	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011			
UR0025	U3000-49	B25	EPP	In eval MAO	6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time.	5/26- pulled stored & EFF data shipped to MAO for further testing						20609 Orange Motor Co	8			1FMHK7D89BG[redacted]	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011			
UR0027	U3000-72	A30	EPP	in process UK	6/28- Sergio shipped part to UK	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68,						08305 Evergreen Ford	49			1FMHK8F84BG[redacted]	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011			
UR0030	C200D-49	B9A	EPP	In process UK	6/28- Sergio shipped EPP to UK for testing.	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/10- pulled stored & EFF data shipped to MAO for						05559 Villa Ford	7839			1FMHK8F82BG[redacted]	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP											1FMHK8F81BGA	3/16/2011				3.5L w/APA	3/16/2011			
0KM BGA30310	No Assist	?		CAP	no returned part from CAP																3.5L w/APA				
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned, should be tomorrow. Then part should arrive at WPAC by Monday 2/14.						07955 Ron Dupratt Ford	15			1FMHK8D87B[redacted]	1/24/2011	1/17/2011	########	########	3.5L wo/APA	2/2/2011			
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts			CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO			00089 Koons Ford	303			1FMHK8F8XBG[redacted]	1/20/2011	1/19/2011	12/1/2010	12/4/2010	3.5L w/APA	2/12/2011			
												08398 Don Aadsen Ford	18			1FMHK8F86B[redacted]	1/31/2011				3.5L wo/APA	3/2/2011			
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled.						Lease management vehicle- Steve	1661			1FMHK8D86B[redacted]	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any						Lease management vehicle- Doug White	3984			1FMHK8D88B[redacted]	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.						06700 Magic City Ford	5155			1FMHK8F84B[redacted]	1/19/2011	1/11/2011	########	########	3.5L wo/APA	4/19/2011			

REDACTED FOR RELEVANCE

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi			CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2			09618 Brown Motors	18			1FMHK8D83BG[redacted]	12/16/2010				3.5L wo/APA	1/12/2011			
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil			CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-			02071 I-77 Ford	10			1FMHK8D83BG[redacted]	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when						Ford Management Lease Car- Chicago	1700			1FMHK8F88BG[redacted]	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after						Ford PDC Fleet vehicle- Taras Palczynski	2010			1FMHK7D89BG[redacted]	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to						lease management vehicle WHQ VSC	1838			1FMHK8F89BG[redacted]	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			
UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.						04331 Brondes Ford				1FMHK7F87BG[redacted]	2/24/2011				3.5L wo/APA	3/28/2011			
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to						00807 Crest Ford	115			1FMHK8F85BG[redacted]	2/16/2011				3.5L w/APA	3/9/2011			
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK						03820 Landers Ford	3096		`	1FMHK8F8XBG[redacted]	11/3/2010				3.5L w/APA	3/5/2011			
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate						00807 Crest Ford	1356			1FMHK7B87BG[redacted]	11/16/2010				3.5L wo/APA	2/25/2011			
UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing						05126 Gary Crossley Ford	4475			1FMHK8F80BG[redacted]	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011			

UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week						06081 San Francisco Ford	14			1FMHK8D81BC[redacted]	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011			
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.						02694 Dean Sellers	3754			1FMHK8F8XBC[redacted]	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	5/13- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for 96 hrs with no A21's, E66's at										1FMHK8D81BC[redacted]	3/14/2011				3.5L wo/APA	3/2/2011			



updated to 6/28/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26				8	1	1	2	1								13	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
B3A Unconfirmed	UR0008,9				2												2			NTF after relay contact analysis at Tyco
TC Lamp on-non TRW	UR0016,17,18, 29								4								4	5/17/11	Non-TRW Issue	RCM causing TC lamp on for C1B00 code ISM 5/17/2011 & workshop manual corrected for this issue
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1			gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error
BAA,BAB,B9B,BAD	UR0021						1										1			6/29- Aux ASIC ship to Melexis for analysis
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
TC Lamp on/off U3000-49 (AE0)	UR0023						1										1			5/23- ship gear back to Marion for analysis
B25	UR0025								1								1			5/31- testing still ongoing to duplicate the code. Ambient testing done
U3000-72(A30)	UR0027								1								1			6/10- high voltage events caused A30 to set
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
C200D-49(B9A)-In Analysis	UR0030						1										1			6/10- in process to MAO
																	0			
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updated to 6/28/11

		Vehicle Build Month																	
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
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0KM BGA32423	U3000-49	B25,BB8,B95	EPP	In Eval (26mile)	6/20- No failures seen since on this test head, however this is not really long enough to be conclusive that we have fixed the problem as it has been very intermittent and we can have a slight lag on failure analysis data. I think we need to see another week or two of data to be really sure.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in										1FMHK8F81BG[redacted]	3/2/2011				3.5L wo/APA	3/2/2011			
0KM BGA56776		B25,BB8		MAO	6/20- No failures seen since on this test head, however this is not really long enough to be conclusive that we have fixed the problem as it has been very intermittent and we can have a slight lag on failure analysis data. I think we need to see another week	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the										BG[redacted]			1/25/2011	2/25/2011		4/13/2011			
0KM BGA85712	C200B U3000				6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.																			
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector.	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator						02058 Beechmont Ford	13			1FMK8F80BG[redacted]	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
UR0021	U3000-49 U3000-96	BAA,BAB, B9B,BAD	EPP	in process Melexis	6/29- found faulty Aux. ASIC in the ECU, Anting to contact Melexis so UK and ship out for analysis.	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is disabled periodically. Ship to UK for further testing						03073 Mullinax Ford	3735			1FMHK8B88BG[redacted]	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011			
UR0025	U3000-49	B25	EPP	In eval MAO	6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time.	5/26- pulled stored & EFF data shipped to MAO for further testing						20609 Orange Motor Co	8			1FMHK7D89BG[redacted]	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011			
UR0027	U3000-72	A30	EPP	in process UK	6/28- Sergio shipped part to UK	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68,						08305 Evergreen Ford	49			1FMHK8F84BG[redacted]	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011			
UR0030	C200D-49	B9A	EPP	In process UK	6/28- Sergio shipped EPP to UK for testing.	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/10- pulled stored & EFF data shipped to MAO for						05559 Villa Ford	7839			1FMHK8F82BG[redacted]	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011			

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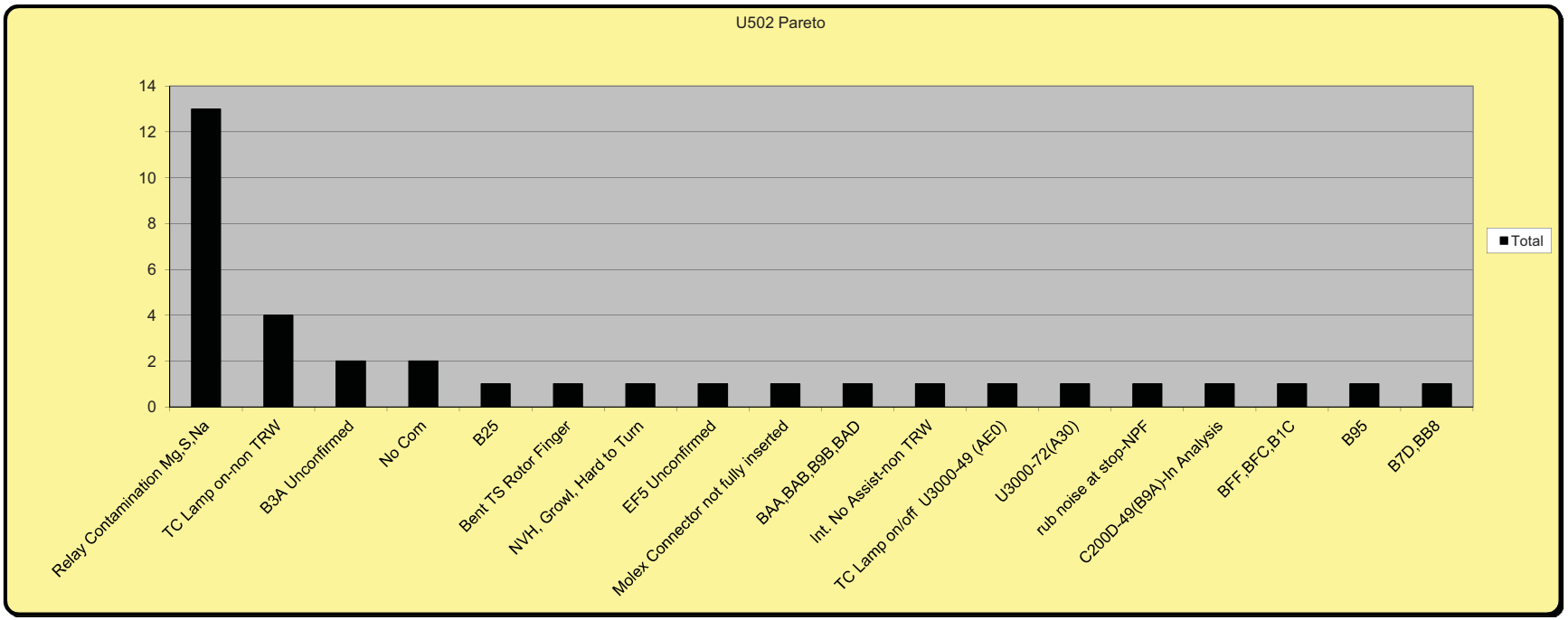
0KM BGA30310	No Assist	?		CAP	no returned part from CAP																3.5L w/APA				
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned, should be tomorrow. Then part should arrive at WPAC by Monday 2/14.						07955 Ron Dupratt Ford	15			1FMHK8D87BG[redacted]	1/24/2011	1/17/2011	########	########	3.5L wo/APA	2/2/2011			
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts			CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO			00089 Koons Ford	303			1FMHK8F8XBG[redacted]	1/20/2011	1/19/2011	12/1/2010	12/4/2010	3.5L w/APA	2/12/2011			
												08398 Don Aadsen Ford	18			1FMHK8F86BG[redacted]	1/31/2011				3.5L wo/APA	3/2/2011			
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled.						Lease management vehicle- Steve	1661			1FMHK8D86BG[redacted]	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any						Lease management vehicle- Doug White	3984			1FMHK8D88BG[redacted]	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.						06700 Magic City Ford	5155			1FMHK8F84BG[redacted]	1/19/2011	1/11/2011	########	########	3.5L wo/APA	4/19/2011			

REDACTED FOR RELEVANCE

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi			CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2			09618 Brown Motors	18			1FMHK8D83BG[redacted]	12/16/2010				3.5L wo/APA	1/12/2011			
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil			CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-			02071 I-77 Ford	10			1FMHK8D83BG[redacted]	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when						Ford Management Lease Car- Chicago	1700			1FMHK8F88BG[redacted]	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after						Ford PDC Fleet vehicle- Taras Palczynski	2010			1FMHK7D89BG[redacted]	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to						lease management vehicle WHQ VSC	1838			1FMHK8F89BG[redacted]	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			
UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.						04331 Brondes Ford				1FMHK7F87BG[redacted]	2/24/2011				3.5L wo/APA	3/28/2011			
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to						00807 Crest Ford	115			1FMHK8F85BG[redacted]	2/16/2011				3.5L w/APA	3/9/2011			
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK						03820 Landers Ford	3096		`	1FMHK8F8XBG[redacted]	11/3/2010				3.5L w/APA	3/5/2011			
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate						00807 Crest Ford	1356			1FMHK7B87BG[redacted]	11/16/2010				3.5L wo/APA	2/25/2011			
UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing						05126 Gary Crossley Ford	4475			1FMHK8F80BG[redacted]	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011			

UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week						06081 San Francisco Ford	14			1FMHK8D81BC[redacted]	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011			
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.						02694 Dean Sellers	3754			1FMHK8F8XBC[redacted]	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	5/13- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for 96 hrs with no A31s, E66's at										1FMHK8D81BGA[redacted]	3/14/2011				3.5L wo/APA	3/2/2011			



updated to 7/7/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26				8	1	1	2	1								13	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
TC Lamp on-non TRW	UR0016,17,18, 29								4								4	5/17/11	Non-TRW Issue	RCM causing TC lamp on for C1B00 code ISM 5/17/2011 & workshop manual corrected for this issue
B3A Unconfirmed	UR0008,9				2												2			NTF after relay contact analysis at Tyco
No Com	UR0031,33									1	1						2			7/1- No Com
B25	UR0025								1								1			5/31- testing still ongoing to duplicate the code. Ambient testing done
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1			gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error
BAA,BAB,B9B,BAD	UR0021						1										1			6/29- Aux ASIC ship to Melexis for analysis
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
TC Lamp on/off U3000-49 (AE0)	UR0023						1										1			5/23- ship gear back to Marion for analysis
U3000-72(A30)	UR0027								1								1			6/10- high voltage events caused A30 to set
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
C200D-49(B9A)-In Analysis	UR0030						1										1			6/10- in process to MAO
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1			
B7D,BB8	UR0035					1											1			
																	0			
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updated to 7/7/11		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA32423	U3000-49	B25,BB8,B95	EPP	In Eval (26mile)	6/20- No failures seen since on this test head, however this is not really long enough to be conclusive that we have fixed the problem as it has been very intermittent and we can have a slight lag on failure analysis data. I think we need to see another week or two of data to be really sure.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in							1FMHK8F81BG[redacted]	3/2/2011				3.5L wo/APA	3/2/2011			
0KM BGA56776		B25,BB8		MAO	6/20- No failures seen since on this test head, however this is not really long enough to be conclusive that we have fixed the problem as it has been very intermittent and we can have a slight lag on failure analysis data. I think we need to see another week	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the							BG[redacted]			1/25/2011	2/25/2011		4/13/2011			
0KM BGA85712	C200B U3000				7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the manual assembly.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.																
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator			02058 Beechmont Ford	13			1FMK8F80BG[redacted]	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
UR0021	U3000-49 U3000-96	BAA,BAB, B9B,BAD	EPP	in process Melexis	6/29- found faulty Aux. ASIC in the ECU, Anting to contact Melexis so UK and ship out for analysis. 7/4- ASIC arrived in Melexis	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is disabled periodically. Ship to UK for further testing			03073 Mullinax Ford	3735			1FMHK8B88BG[redacted]	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011			
UR0025	U3000-49	B25	EPP	In eval MAO	6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps.	5/26- pulled stored & EFF data shipped to MAO for further testing			20609 Orange Motor Co	8			1FMHK7D89BG[redacted]	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011			
UR0027 RUA#4879	U3000-72	A30	EPP	in eval UK	6/28- Sergio shipped link relay to UK then forward to Tyco. 7/11- UK still testing relay before shipping to Tyco. 7/19- link relay sent to Tyco	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68,			08305 Evergreen Ford	49			1FMHK8F84BG[redacted]	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011			

UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	7/8- EPP in the thermo chamber ignition cycling, should have results on Monday 7/15-NTF on the thermo chamber, put on the PU/PD rig over the weekend, NTF on the PU/PD rig. Determine next steps.	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43			05559 Villa Ford	7839			1FMHK8F82BG[redacted]	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011			
UR0031	No Com	No Com	EPP	In process MAO	7/1- could not pull any Ford or Canape data, verified equipment does work, shipped to MAO for analysis.				02459 Sam Pack's Ford	11			1FMHK7D85BG[redacted]	5/9/2011	4/29/2011	2/24/2011	3/4/2011	3.5L wo/APA	5/18/2011			
UR0032	U3000-49	BFF,BFC, B1C	EPP	In process UK	7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return.			07590 Van Bortel Ford	3003			1FMHK8F85BG[redacted]	3/4/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/9/2011			
UR0033	No Com	No Com	EPP	In process MAO	7/1- was able to get into Canape data but did not show SW information				08452 New Brighton Ford	872			1FMHK7B80BG[redacted]	4/18/2011	4/9/2011	12/25/2010	12/31/2010	3.5L wo/APA	6/4/2011			
UR0034	U2011-61 U3000-96	B95	EPP	In process MAO	7/1- pulled stored and EFF data, shipped to MAO for analysis				00210 Sunny King Ford	2707			1FMHK7D80BG[redacted]	1/20/2011	1/15/2011	11/16/2010	12/2/2010	3.5L wo/APA	5/11/2011			
UR0035	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In process MAO	7/1- pulled stored and EFF data, shipped to MAO for analysis.				04161 Eddie Yaklin Ford	4625			1FMHK7D8XBG[redacted]	12/8/2010	12/6/2010	10/1/2010	10/21/2010	3.5L wo/APA	5/31/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP											1FMHK8F81BGA	3/16/2011				3.5L w/APA	3/16/2011			
0KM BGA30310	No Assist	?		CAP	no returned part from CAP																3.5L w/APA				
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned, should be tomorrow. Then part should arrive at WPAC by Monday 2/14.						07955 Ron Dupratt Ford	15			1FMHK8D87BG[redacted]	1/24/2011	1/17/2011	########	########	3.5L wo/APA	2/2/2011			
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts			CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO			00089 Koons Ford	303			1FMHK8F8XBG[redacted]	1/20/2011	1/19/2011	12/1/2010	12/4/2010	3.5L w/APA	2/12/2011			
REDACTED FOR RELEVANCE												08398 Don Aadsen Ford	18			1FMHK8F86BG[redacted]	1/31/2011				3.5L wo/APA	3/2/2011			
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled.						Lease management vehicle- Steve	1661			1FMHK8D86BG[redacted]	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any						Lease management vehicle- Doug White	3984			1FMHK8D88BG[redacted]	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.						06700 Magic City Ford	5155			1FMHK8F84BGA17589	1/19/2011	1/11/2011	########	########	3.5L wo/APA	4/19/2011			

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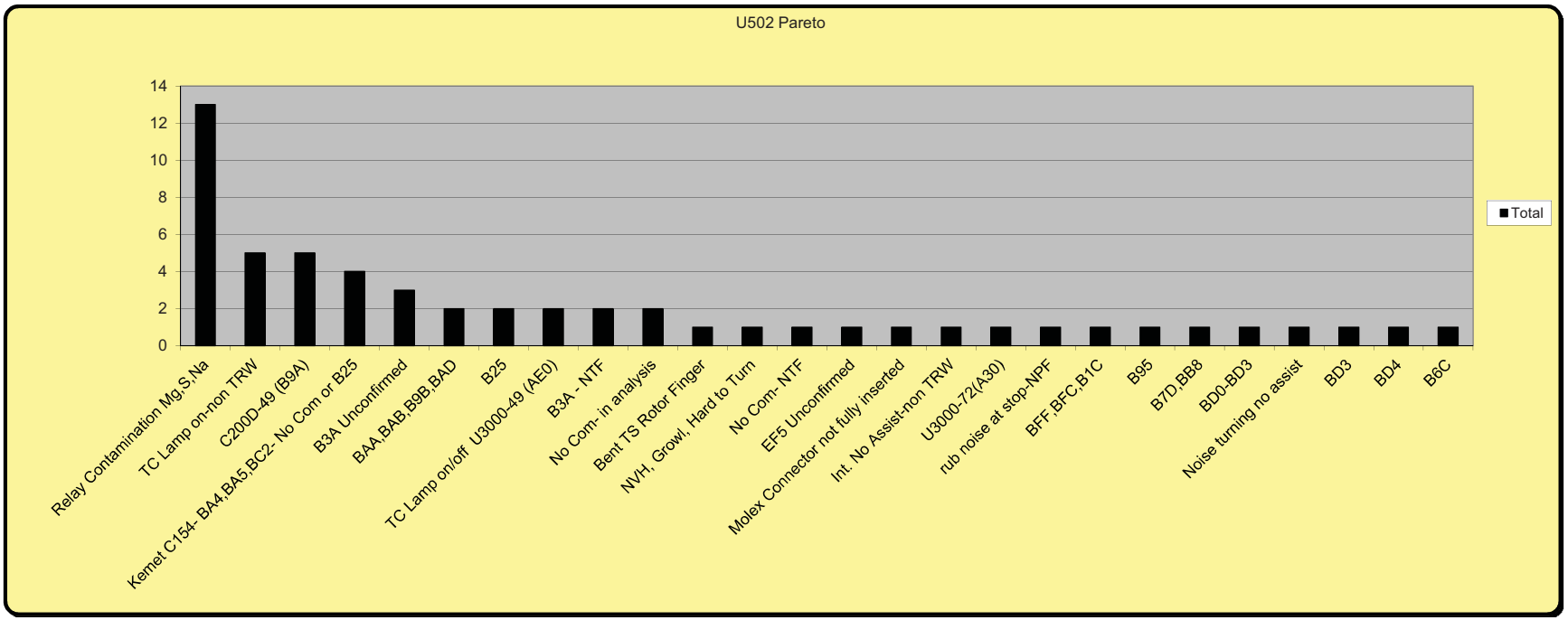
REDACTED FOR RELEVANCE																									
													34			BC[redacted]				3/2/2011		4/27/2011			
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi			CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2			09618 Brown Motors	18			1FMHK8D83BC[redacted]	12/16/2010				3.5L wo/APA	1/12/2011			
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil			CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-			02071 I-77 Ford	10			1FMHK8D83BC[redacted]	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when						Ford Management Lease Car- Chicago	1700			1FMHK8F88BC[redacted]	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after						Ford PDC Fleet vehicle- Taras Palczynski	2010			1FMHK7D89BC[redacted]	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to						lease management vehicle WHQ VSC	1838			1FMHK8F89BC[redacted]	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			
UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.						04331 Brondes Ford				1FMHK7F87BC[redacted]	2/24/2011				3.5L wo/APA	3/28/2011			
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with						02058 Beechmont Ford	1425			1FMHK8F83BC[redacted]	11/22/2010								
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to						00807 Crest Ford	115			1FMHK8F85BC[redacted]	2/16/2011				3.5L w/APA	3/9/2011			

UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK						03820 Landers Ford	3096			1FMHK8F8XBG[redacted]	11/3/2010				3.5L w/APA	3/5/2011			
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate						00807 Crest Ford	1356			1FMHK7B87BG[redacted]	11/16/2010				3.5L wo/APA	2/25/2011			
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change							02761 Southgate Ford	249			1FMHK7D82BGA[redacted]	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011			
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING			02731 Atchinson Ford	111			1FMHK8D89BG[redacted]	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011			
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET			05646 Crown Ford	30			1FMHK7D85BG[redacted]	3/8/2011				3.5L wo/APA	4/6/2011			
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253				WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING			07737 Serramote Ford	611			1FMHK8D89BG[redacted]	2/15/2011	2/7/2011			3.5L wo/APA	3/23/2011			
UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing						05126 Gary Crossley Ford	4475			1FMHK8F80BG[redacted]	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011			
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week						06081 San Francisco Ford	14			1FMHK8D81BG[redacted]	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011			
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.						02694 Dean Sellers	3754			1FMHK8F8XBG[redacted]	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			

REDACTED FOR RELEVANCE

												20636 Schultz Ford	5475			1FMHK8D8XBG[redacted]	1/20/2011	1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011			
UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.				5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER			08868 John C. Stewart & Son	17			1FMHK8D83BG[redacted]	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011			
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/15- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for										1FMHK8D81BG[redacted]	3/14/2011				3.5L wo/APA	3/2/2011			



updated to 8/22/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26				8	1	1	2	1								13	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
TC Lamp on-non TRW	UR0016,17,18, 29,44								5								5	5/17/11	Non-TRW Issue	RCM causing TC lamp on for C1B00 code ISM 5/17/2011 & workshop manual corrected for this issue
C200D-49 (B9A)	UR0030,45,47, 48,58						1		3	1							5			8/22- hall effect & encoder differential. More testing needed to find root cause
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
B3A Unconfirmed	UR0038,41,56				1	1					1						3			NTF after relay contact analysis at Tyco
BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
TC Lamp on/off U3000-49 (AE0)	UR0023,52						1		1								2			5/23- ship gear back to Marion for analysis
B3A - NTF	UR0008,9				2												2			
No Com- in analysis	UR0035, 54										2						2			7/1- No Com
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location
No Com- NTF	UR0033									1							1			7/1- No Com
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF

updated to 8/22/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1			
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1			
Noise turning no assist	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
B6C	UR0050										1						1			
popping noise turning	UR0057											1					1		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
																	0			
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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date
UR0034	U2011-61 U3000-96	B95	TS	In Eval Hella	8/1Checked with oscilloscope. Unstable Channel 2 PWM when no torque is applied. You can see a varation in channel 2 . Bobby to ship part to Hella	7/1- pulled stored and EFF data, shipped to MAO for analysis			00210 Sunny King Ford	2707			1FMHK7D80BG[redacted]	1/20/2011	1/15/2011	11/16/2010	12/2/2010	3.5L wo/APA	5/11/2011		

Part ETA

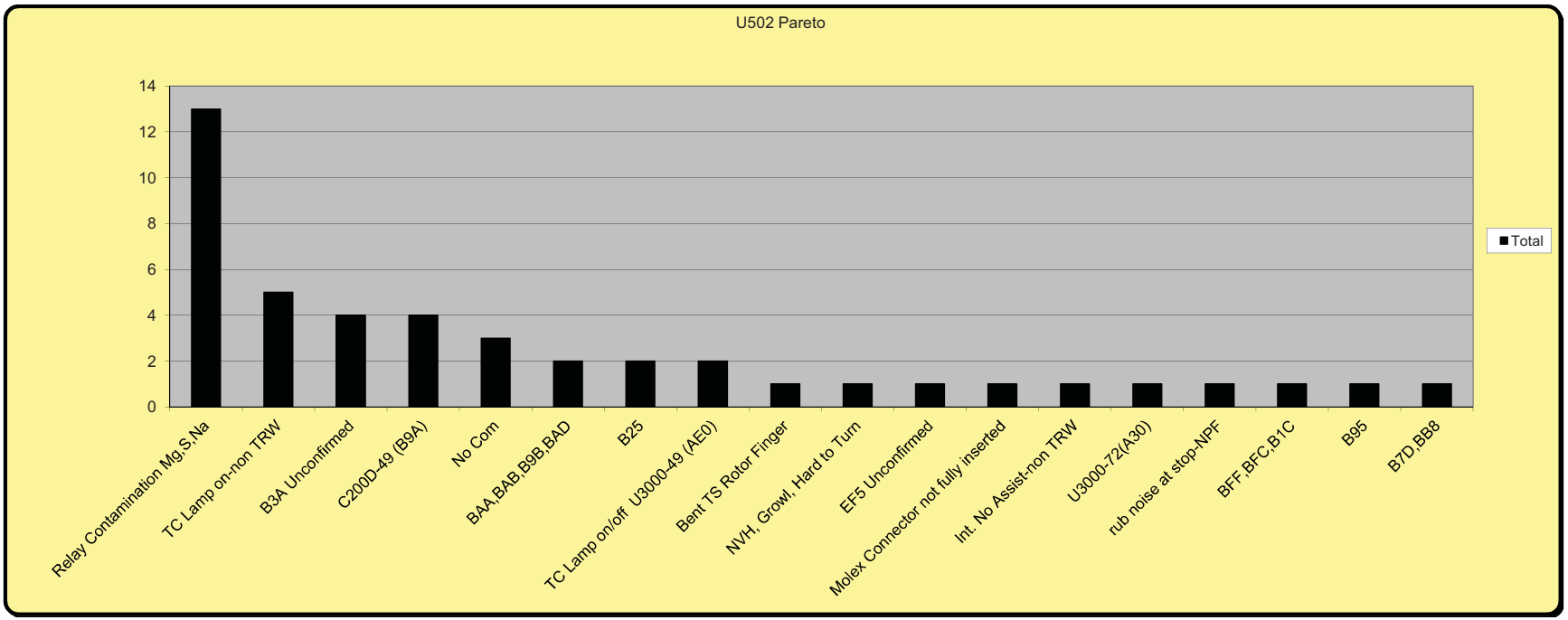
Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP											1FMHK8F81BG[redacted]	3/16/2011				3.5L w/APA	3/16/2011			
0KM BGA30310	No Assist	?		CAP	no returned part from CAP																3.5L w/APA				
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned, should be tomorrow. Then part should arrive at WPAC by Monday 2/14.						07955 Ron Dupratt Ford	15			1FMHK8D87BG[redacted]	1/24/2011	1/17/2011	########	########	3.5L wo/APA	2/2/2011			
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts			CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO			00089 Koons Ford	303			1FMHK8F8XBG[redacted]	1/20/2011	1/19/2011	12/1/2010	12/4/2010	3.5L w/APA	2/12/2011			
REDACTED FOR RELEVANCE												08398 Don Aadsen Ford	18			1FMHK8F86BG[redacted]	1/31/2011				3.5L wo/APA	3/2/2011			
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled.						Lease management vehicle- Steve	1661			1FMHK8D86BG[redacted]	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any						Lease management vehicle- Doug White	3984			1FMHK8D88BG[redacted]	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.						06700 Magic City Ford	5155			1FMHK8F84BG[redacted]	1/19/2011	1/11/2011	########	########	3.5L wo/APA	4/19/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA32423	U3000-49	B25,BB8, B95	EPP	In Eval (26mile)	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in this wednesday										1FMHK8F81BC[redacted]	3/2/2011				3.5L wo/APA	3/2/2011			
0KM BGA56776		B25,BB8		MAO	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign										BC[redacted]			1/25/2011	2/25/2011		4/13/2011			
REDACTED FOR RELEVANCE																BC[redacted]				3/2/2011		4/27/2011			
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi			CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2			09618 Brown Motors	18			1FMHK8D83BC[redacted]	12/16/2010				3.5L wo/APA	1/12/2011			
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil			CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-			02071 I-77 Ford	10			1FMHK8D83BC[redacted]	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when										1FMHK8F88BC[redacted]	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after						Ford PDC Fleet vehicle- Taras Palczynski	2010			1FMHK7D89BC[redacted]	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to						lease management vehicle WHQ VSC	1838			1FMHK8F89BC[redacted]	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			

UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.						04331 Brondes Ford				1FMHK7F87BG[redacted]	2/24/2011				3.5L wo/APA	3/28/2011			
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with						02058 Beechmo nt Ford	1425			1FMHK8F83BC[redacted]	11/22/2010								
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to						00807 Crest Ford	115			1FMHK8F85BC[redacted]	2/16/2011				3.5L w/APA	3/9/2011			
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK						03820 Landers Ford	3096		`	1FMHK8F8XBC[redacted]	11/3/2010				3.5L w/APA	3/5/2011			
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate						00807 Crest Ford	1356			1FMHK7B87BC[redacted]	11/16/2010				3.5L wo/APA	2/25/2011			
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change							02761 Southgate Ford	249			1FMHK7D82BG[redacted]	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011			
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING			02731 Atchinson Ford	111			1FMHK8D89BC[redacted]	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011			
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET			05646 Crown Ford	30			1FMHK7D85BC[redacted]	3/8/2011				3.5L wo/APA	4/6/2011			
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex						02058 Beechmo nt Ford	13			1FMK8F80BG[redacted]	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253				WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING			07737 Serramote Ford	611			1FMHK8D89BC[redacted]	2/15/2011	2/7/2011			3.5L wo/APA	3/23/2011			

UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing						05126 Gary Crossley Ford	4475			1FMHK8F80BC[redacted]	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011			
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week						06081 San Francisco Ford	14			1FMHK8D81BC[redacted]	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011			
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.						02694 Dean Sellers	3754			1FMHK8F8XBC[redacted]	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-						08305 Evergreen Ford	49			1FMHK8F84BC[redacted]	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011			
REDACTED FOR RELEVANCE												20636 Schultz Ford	5475			1FMHK8D8XBC[redacted]	1/20/2011	1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011			
UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.				5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER				08868 John C. Stewart & Son	17			1FMHK8D83BC[redacted]	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011			
UR0033	No Com	No Com	EPP	In Eval MAO	7/26- No problem found with EPP communication, pulled normal data from the EPP. Still testing NTF. Unknown if tech mis-diagnosed vehicle for this front abs sensor issue.	7/1- was able to get into Canape data. After new EPAS gear installed vehicle returned 14 miles later with ABS & TC lamp coming on found shorted harness for abs frt sensor.						08452 New Brighton Ford	872			1FMHK7B80BC[redacted]	4/18/2011	4/9/2011	12/25/2010	12/31/2010	3.5L wo/APA	6/4/2011			
UR0039	No Com	No Com	EPP	In eval MAO	8/10-confirmed C154 Kemet Cap	7/25- no other claims on this vehicle						03591 Matthews-Currie Ford	1484			1FMHK7B81BC[redacted]	3/29/2011	3/27/2011	1/7/2011	1/9/2011	3.5L wo/APA	6/13/2011			
UR0044	Wheels lock TC lamp on C1B00-64	No codes		At WPAC	7/25-tech did not follow proper diagnostic's vehicle equipped with auto park C1B00-64 leads to SWA sensor in column. Hotliner requested to replace the RCM Chargeback dealer.							01472 Gullo Ford	3702			1FMHK7F87BC[redacted]	3/3/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/11/2011			

0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/13- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for										1FMHK8D81BG[redacted]	3/14/2011				3.5L wo/APA	3/2/2011			



updated to 8/3/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26				8	1	1	2	1								13	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
TC Lamp on-non TRW	UR0016,17,18, 29,44								5								5	5/17/11	Non-TRW Issue	RCM causing TC lamp on for C1B00 code ISM 5/17/2011 & workshop manual corrected for this issue
B3A Unconfirmed	UR0008,9, 38,41				3	1											4			NTF after relay contact analysis at Tyco
C200D-49 (B9A)	UR0030,45,47, 48						1		2	1							4			6/10- in process to MAO
No Com	UR0031,33,39									1	2						3			7/1- No Com
BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
TC Lamp on/off U3000-49 (AE0)	UR0023,52						1		1								2			5/23- ship gear back to Marion for analysis
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1			gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
U3000-72(A30)	UR0027								1								1			6/10- high voltage events caused A30 to set
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1			
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1			
Noise turning no assist	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			

updated to 8/3/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
BA4,BA5,BC2	UR0049										1						1	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
B6C	UR0050										1						1			
																	0			
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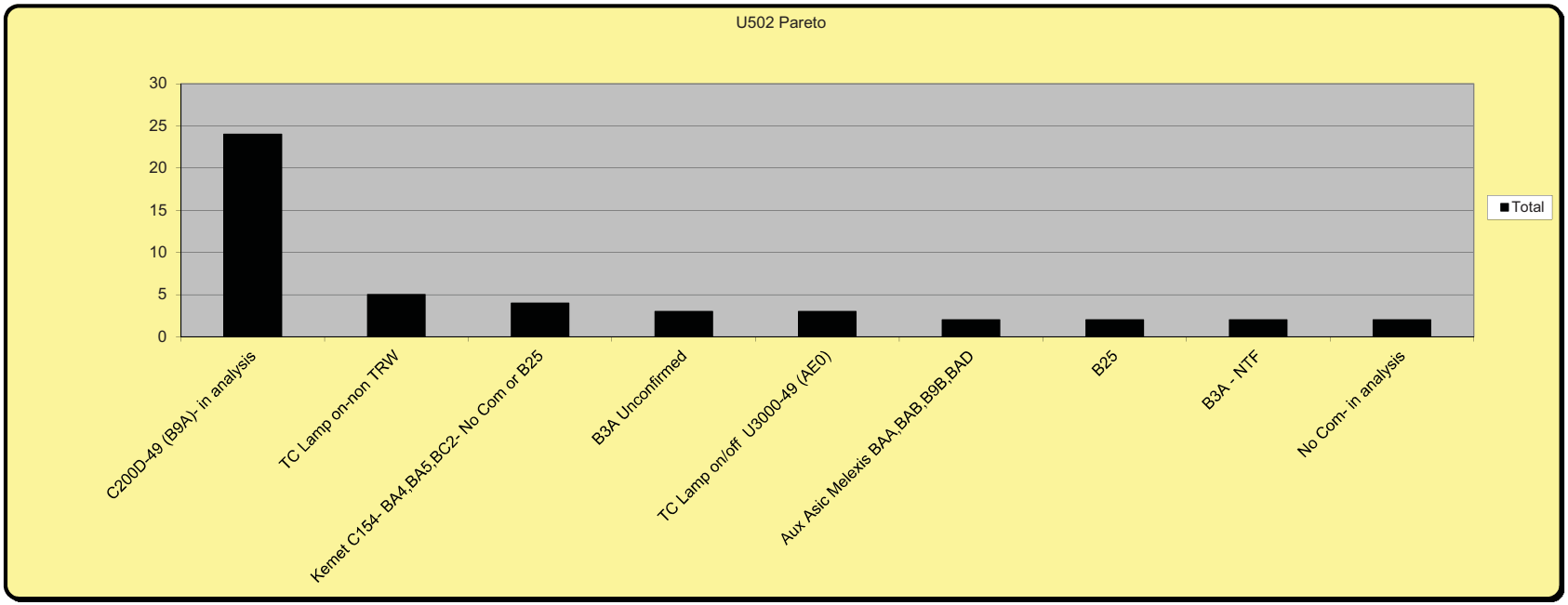
Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
UR0034	U2011-61 U3000-96	B95	EPP	In Eval MAO	8/1Checked with oscilloscope. Unstable Channel 2 PWM when no torque is applied. You can see a varation in channel 2 . Bobby to ship part to Hella	7/1- pulled stored and EFF data, shipped to MAO for analysis			00210 Sunny King Ford	2707			1FMHK7D80BG[redacted]	1/20/2011	1/15/2011	11/16/2010	12/2/2010	3.5L wo/APA	5/11/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP											1FMHK8F81BG[redacted]	3/16/2011				3.5L w/APA	3/16/2011			
0KM BGA30310	No Assist	?		CAP	no returned part from CAP																3.5L w/APA				
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned, should be tomorrow. Then part should arrive at WPAC by Monday 2/14.						07955 Ron Dupratt Ford	15			1FMHK8D87BG[redacted]	1/24/2011	1/17/2011	########	########	3.5L wo/APA	2/2/2011			
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts			CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO			00089 Koons Ford	303			1FMHK8F8XBG[redacted]	1/20/2011	1/19/2011	12/1/2010	12/4/2010	3.5L w/APA	2/12/2011			
REDACTED FOR RELEVANCE																									
												08398 Don Aadsen Ford	18			1FMHK8F86BG[redacted]	1/31/2011				3.5L wo/APA	3/2/2011			
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled.						Lease management vehicle- Steve	1661			1FMHK8D86BG[redacted]	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any						Lease management vehicle- Doug White	3984			1FMHK8D88BG[redacted]	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.						06700 Magic City Ford	5155			1FMHK8F84BG[redacted]	1/19/2011	1/11/2011	########	########	3.5L wo/APA	4/19/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA32423	U3000-49	B25,BB8, B95	EPP	In Eval (26mile)	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in this wednesday's										1FMHK8F81BG[redacted]	3/2/2011				3.5L wo/APA	3/2/2011			
0KM BGA56776		B25,BB8		MAO	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign										BG[redacted]			1/25/2011	2/25/2011		4/13/2011			
REDACTED FOR RELEVANCE																BG[redacted]				3/2/2011		4/27/2011			
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi			CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2			09618 Brown Motors	18			1FMHK8D83BG[redacted]	12/16/2010				3.5L wo/APA	1/12/2011			
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil			CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-			02071 I-77 Ford	10			1FMHK8D83BG[redacted]	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when						Ford Management Lease Car- Chicago	1700			1FMHK8F88BG[redacted]	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after						Ford PDC Fleet vehicle- Taras Palczynski	2010			1FMHK7D89BG[redacted]	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to						lease management vehicle WHQ VSC	1838			1FMHK8F89BG[redacted]	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			

UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.						04331 Brondes Ford				1FMHK7F87BGA31464	2/24/2011				3.5L wo/APA	3/28/2011			
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with						02058 Beechmo nt Ford	1425			1FMHK8F83BGA02503	11/22/2010								
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to						00807 Crest Ford	115			1FMHK8F85BGA27421	2/16/2011				3.5L w/APA	3/9/2011			
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK						03820 Landers Ford	3096		`	1FMHK8F8XBGA01168	11/3/2010				3.5L w/APA	3/5/2011			
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate						00807 Crest Ford	1356			1FMHK7B87BGA02763	11/16/2010				3.5L wo/APA	2/25/2011			
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change							02761 Southgate Ford	249			1FMHK7D82BGA353313	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011			
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING			02731 Atchinson Ford	111			1FMHK8D89BGA31491	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011			
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET			05646 Crown Ford	30			1FMHK7D85BGA37461	3/8/2011				3.5L wo/APA	4/6/2011			
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex						02058 Beechmo nt Ford	13			1FMK8F80BGA24572	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253				WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING			07737 Serramote Ford	611			1FMHK8D89BGA26078	2/15/2011	2/7/2011			3.5L wo/APA	3/23/2011			

UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing						05126 Gary Crossley Ford	4475			1FMHK8F80BGA03852	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011			
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week						06081 San Francisco Ford	14			1FMHK8D81BGA36412	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011			
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.						02694 Dean Sellers	3754			1FMHK8F8XBGA03566	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			
REDACTED FOR RELEVANCE												20636 Schultz Ford	5475			1FMHK8D8XBGA17003	1/20/2011	1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011			
UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.				5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER			08868 John C. Stewart & Son	17			1FMHK8D83BGA29218	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011			
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	5/13- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for 36 hrs with no A24's, F66's or										1FMHK8D81BGA39357	3/14/2011				3.5L wo/APA	3/2/2011			



updated to 9/20/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
C200D-49 (B9A)- in analysis	UR0030,45,47, 48,58,59,60,61, 62,63,64,65,66, 67,68,69,70,71, 73,75,76,77,79, 80						3	1	12	5	2	1					24			8/22- hall effect & encoder differential. More testing needed to find root cause
TC Lamp on-non TRW	UR0016,17,18, 29,44								5								5	5/17/11	Non-TRW Issue	RCM causing TC lamp on for C1B00 code ISM 5/17/2011 & workshop manual corrected for this issue
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
B3A Unconfirmed	UR0038,41,56				1	1					1						3			NTF after relay contact analysis at Tyco
TC Lamp on/off U3000-49 (AE0)	UR0023,52,78						1		1				1				3		Non TRW issue	Both gears tested with NTF, on one vehicle the new gear did not fix U3000-49. vehicle could not be fixed shorting the CAN circuits would duplicate the symptoms.
Aux Asic Melexis BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
B3A - NTF	UR0008,9				2												2			
No Com- in analysis	UR0035, 54										2						2			7/1- No Com
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location
No Com- NTF	UR0033									1							1			7/1- No Com
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
NTF-U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause

updated to 9/20/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1	7/22/2011- EOL test	4/14/2012-PSD mask	9/14- OnSemi ASIC Jitter
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1			
Broken Pulley	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
B6C	UR0050										1						1			
popping noise turning	UR0057											1					1		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
swerve LF siddenly	UR0072								1								1			
BD1,BD3	UR0074							1									1			
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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
UR0021	U3000-49 U3000-96	BAA,BAB,B9B,BAD	EPP	in eval Melexis	8/15- Geoff to review Melexis 8D and check for further information to finalize.	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is			03073 Mullinax Ford	3735			1FMHK8B88BGA14250	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011			
UR0025	U3000-49	B25	EPP	In eval 26 Mile	9/12- tri-temp ignition cycling at 26mile NTF	5/26- pulled stored & EFF data shipped to MAO for further testing 6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps. 8/3- Sergio to send PFR to Andy/Geoff/Mike Molloy			20609 Orange Motor Co	8			1FMHK7D89BGA44512	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011			
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor. 8/15- UK motors grp did full teardown and did not find any flux density fault. Will put on hold until the other warranty returns are examined and tested.	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43 Celsius. To be shipped to UK 6/24- Sergio to send PFR to Geoff for analysis.			05559 Villa Ford	7839			1FMHK8F82BGA15758	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011			
UR0031 RUA#4977	No Com	No Com	EPP	In Eval UK	8/3- raise RUA and ship to UK for further testing. 8/8- part has not arrived yet in the UK check Anting for update	7/1- could not pull any Ford or Canape data, verified equipment does work, shipped to MAO for analysis. 7/25- It was found a low impedance between pin2 IC14 and ground. IC14 circuit open pin 2 of IC14 still present resoldered pin 2 and everything is working nomal at this time. ECU fixed Sergio did notice some marks close to pin 2 and the ground plane. Testing still ongoing			02459 Sam Pack's Ford	11			1FMHK7D85BGA64725	5/9/2011	4/29/2011	2/24/2011	3/4/2011	3.5L wo/APA	5/18/2011			
UR0032 RUA #4978	U3000-49	BFF,BFC,B1C	EPP	In Eval UK	7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis. 8/1- check with Mike on updates 8/8-part has arrived to the UK.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return.			07590 Van Bortel Ford	3003			1FMHK8F85BGA29508	3/4/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/9/2011			
UR0034	U2011-61 U3000-96	B95	TS	In Eval Hella	8/31-: Frequency variation on channel 2 without torque--> Failure description: PWM2 jitter, the ASIC has received at Onsemi and the analysis is ongoing, first results are possible on 2th of September.	7/1- pulled stored and EFF data, shipped to MAO for analysis 8/1-Checked with oscilloscope. Unstable Channel 2 PWM when no torque is applied. You can see a varation in channel 2 . Bobby to ship part to Hella			00210 Sunny King Ford	2707			1FMHK7D80BGA17232	1/20/2011	1/15/2011	11/16/2010	12/2/2010	3.5L wo/APA	5/11/2011			
UR0035 RUA# 4979	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In Eval UK	8/8- part has not arrived yet in the UK for further testing check with Anting for update	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/25-MAO reproduced B23- found a a low impedance between pin96 and pin97 on main micro IC3. It seems a problem on the soldering.			04161 Eddie Yaklin Ford	4625			1FMHK7D8XBGA11017	12/8/2010	12/6/2010	10/1/2010	10/21/2010	3.5L wo/APA	5/31/2011			
UR0036	C200B-2F C200C-2F	BD0-BD3	TS	In Eval Hella	8/31- No channel 2--> Function test on application level at all temperatures: The function test was passed. No Conspicuousness were found. Short durability / lifetime test shows no deviation, currently we will reproduce the failure according the information from Sergio.	8/1- BD3 fault is raised when IPA is fully turned CCW. Reference EPP used. Fault travelling with IPA. IPA signals are scoped. Observed a voltage drop in 5V supply. After a while fault is replicated, there was no signal on channel 2. bobby to ship to Hella.			M1626 Sanchez Auto	8			1FMHK7F82BGA54876	4/13/2011	4/7/2011	12/7/2010	12/11/2010	3.5L wo/APA	6/2/2011			

REDACTED FOR RELEVANCE

					[illegible] send out to Ford.				Motors				1FMHK8D84BGA14498	1/31/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011			
UR0038 RUA#4997	U2011-49 U3000-96	B3A	EPP	In Eval UK	8/8- MAO testing still ongoing 8/11- cannot duplicate code fits the Mg,Na contamination dates shipped to UK then Tyco week 25 relay build	8/1- MAO working on ambient and hot testing.			07563 Riser Ford	9727			1FMHK7F83BGA04990	11/23/2010	11/17/2010	9/10/2010	9/16/2010	3.5L w/APA	5/2/2011			
UR0040	U3000-49	BAE,BAB,BAD	EPP	In eval 26mile	8/10- MAO to hold onto EPP until UK is done testing the three gears with similar codes. 9/12- 26mile done tri-temp testing was able to get to reset once. Benched tested was able to get to fail possible aux. ASIC issue testing still ongoing.	8/1- raise RUA and ship to UK for further analysis. faults not replicating even when in hot testing. Fault not replicating in lab after hot test over ASIC and IC17. During analysis part failing with BA4 , B3A rep B7E. Power module swapped with a reference on.			08811 Sentry Ford	2050			1FMHK8D83BGA25329	2/14/2011	2/7/2011	12/13/2010	12/19/2010	3.5L wo/APA	6/16/2011			
UR0041 RUA# 4980	U2011-49	B3A	EPP	In Eval UK	8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco	8/1- Phase1 motor relay contact not closing.raise RUA and ship to UK			02199 Bob Gillingham Ford	5016			1FMHK8B88BGA10215	12/2/2010	11/23/2010	9/14/2010	9/16/2010	3.5L wo/APA	6/13/2011			
UR0042	C200C-2F	BD3	TS	In Eval 26mile	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing.	8/1-passed EOL & bench testing 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing			01273 Fred Beans Ford	4301			1FMHK8D84BGA37263	3/14/2011	3/7/2011	1/20/2011	1/29/2011	3.5L wo/APA	6/20/2011			
UR0043 RUA #4981	U3000-49	BAE,BAB,BAD,BAA	EPP	In Eval UK	8/8- UK received the part today for further testing. 8/22- comfirmed IC17, get reply from Anting and ship to Maxium.	8/1- raise RUA and ship to UK for further analysis.AA I sense working fine and Isense IC17 output incorrect. Signal coming from AA is OK but IC17 output is not good. IC17 temperature sensitive. did not swap Component Same failure mode as CR0030 in which after swapping Pin 5 is found broken.			05319 Rusty Eck Ford	5191			1FMHK8F84BGA32125	2/22/2011	2/17/2011	12/11/2010	12/16/2010	3.5L w/APA	6/27/2011			
UR0045	C200D-49	B9A	EPP	In Eval UK	8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives.	8/1- hot and ambient testing done NTF. cold testing next step			05928 Premier Ford	1695			1FMHK7D8XBGA45135	3/28/2011	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011			
UR0046	C200B-62	BD4	TS	In Eval 26mile	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing	8/1- NTF on bench testing, or EOL testing. 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing			04927 J.C. Lewis Ford	1410			1FMHK7F87BGA66103	5/10/2011	5/1/2011	3/24/2011	3/26/2011	3.5L wo/APA	6/16/2011			
UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and encoder, more testing needed to define cause.	8/2- pulled stored & EFF data shipped to 26 mile for further information. 8/12- Chris bench tested with NTF with start the tri-temp testing to see if B9A resets 8/15- now able to duplicate the B9A will send Geoff the information on the scope and test set-up.			06700 Majic City Ford	3447			1FMHK8F87BFA45404	3/29/2011	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011			
UR0048	C200D-49	B9A	EPP	Shipping to MAO	9/12- performed tri-temp ignition cycling and could not reproduce code NTF	8/2- pulled stored & EFF data shipped to MAO for further information 8/31- Not reproducable Cold			08211 Robinson Brothers Ford	3163			1FMHK7D84BGA48810	4/5/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011			
UR0050 RUA# 5048	U3000-49	B6C	EPP	In process MAO-To be sent to UK	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly. 8/29-To be sent to UK	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly. 8/29-To be sent to UK			03334 Charles Gabus Ford	4666			1FMHK8F85BGA61262	5/2/2011	4/19/2011	2/17/2011	2/24/2011	3.5L w/APA	7/11/2011			

UR0051	U3000-49	B25	EPP	In eval MAO	9/12- ambient testing complete with NTF, next step cold testing.	8/2- pulled stored & EFF data shipped to MAO for further information 8/29-Ambient testing did not duplicate. Will Cold test next 8/31-Cold testing raised BAA, BAB intermittent. Raised twice and did not repeat.			04921 Bozard Ford	2124			1FMHK7D89BGA30447	2/25/2011	2/21/2011	1/4/2011	1/7/2011	3.5L wo/APA	6/23/2011			
UR0054	No Com	No codes		at WPAC will ship out to MAO for analysis	9/12- gear not at MAO at this time I will check WPAC tomorrow.	8/19- tech was not able to get the tc lamp on or get the vehicle to act up but states he could not communicate with the PSCM using his IDS. Unknow if this was an IDS issue because there would be lamps on and no steering if he was not able to commincate with the PSCM. I had no trouble pulling data when gear arrived.			03776 Legacy Ford	16			1FMHK8B82BGA73844	5/22/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	6/29/2011			
UR0055	U3000-49	BA4,BA5,B45,B9C, B6C,B71		Shipping to MAO	9/12- able to reproduce codes, possible monitor micro- testing ongoing	8/19- pulled EFF & stored data shipped to MAO for further analysis			06787 Lake Elsinore Ford	2584			1FMHK7D87BGA68632	5/13/2011	5/4/2011	3/16/2011	3/19/2011	3.5L wo/APA	714/2011			
UR0056	U2011-49	B3A		Shipping to MAO	9/12- NTF at this time need to perform the 5amp resistance testing.	8/19- pulled EFF & stored data shipped to MAO for further analysis			06338 Shults Ford	105			1FMHK7B86BGA69841	5/12/2011	5/3/2011	2/28/2011	3/17/2011	3.5L wo/APA	7/11/2011			
UR0058	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				02486 Five Star Ford	6543			1FMHK7D86BGA42569	3/24/2011	3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA	7/8/2011			
UR0059	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				02486 Five Star Ford	2953			1FMHK7F86BGA46280	3/31/2011	3/22/2011	1/24/2011	1/29/2011	3.5L wo/APA	7/1/2011			
UR0060	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				09580 Tracy Langston Ford	3191			1FMHK7D86BGA63793	5/3/2011	4/28/2011	3/16/2011	3/18/2011	3.5L wo/APA	8/5/2011			
UR0061	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				05947 Cannon Ford	4020			1FMHK7D87BGA375526	3/15/2011	3/9/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/2/2011			
UR0062	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				02486 Five Star Ford	10437			1FMHK8D89BGA42572	3/18/2011	3/12/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/10/2011			
UR0063	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				04921 Bozard Ford	14031			1FMHK7F8XBGA37615	3/10/2011	3/5/2011	12/25/2010	12/29/2010	3.5L w/APA	8/15/2011			
UR0064	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				11293 Camelback Ford	4655			1FMHK7F88BGA38892	3/10/2011	3/4/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/10/2011			
UR0065	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				02709 Tom Holzer Ford	5447			1FMHK8F8XBGA56316	4/11/2011	4/5/2011	12/23/2010	12/25/2010	3.5L wo/APA	8/10/2011			
UR0066	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				02405 Park Cities Ford	5234			1FMHK7D80BGA15156	1/13/2011	12/14/2010	11/11/2010	11/13/2010	3.5L wo/APA	7/28/2011			
UR0067	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				00469 Bondy's Ford	5426			1FMHK7D89BGA44963	3/22/2011	3/15/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/4/2011			
UR0068	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				M2686 Fema Automotriz	16576			1FMHK8F83BGA34710	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	8/22/2011			
UR0069	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				06293 Haldeman	9557			1FMHK7D82BGA13781	1/19/2011	1/7/2011	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011			
UR0070	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				07986 Henderson Ford	2775			1FMHK8B89BGA45684	3/24/2011	3/20/2011	1/24/2011	1/28/2011	3.5L wo/APA	8/15/2011			
UR0071	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				00643 Buster Miles Ford	5112			1FMHK7D83BGA59152	5/2/2011	4/25/2011	2/28/2011	3/3/2011	3.5L wo/APA	8/12/2011			
UR0072	Frt end will swerve to LF suddenly	no codes		In process MAO	9/9- no damage to gear and rack move smooth stop to stop no codes in the stored or EFF data. Shipped to MAO for analysis				05417 Kemp Ford	10075			1FMHK7F88BGA35989	3/8/2011	3/3/2011		1/13/2011	3.5L wo/APA	8/19/2011			
UR0073	C200D-49	B9A		In process MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing				09469 Randall Reed's Ford	1856			1FMHK7F83BGA60637	4/28/2011	4/25/2011	3/16/2011	3/17/2011	3.5L wo/APA	8/1/2011			

UR0074	C200C-2F	BD1,BD3		In process MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing				08990 Quirk Ford	10839			1FMHK8D81BGA20601	2/10/2011	2/1/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/16/2011
UR0075	C200D-47	B9A		In process MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing				07398 Al Packer's Ford	4286			1FMHK8F87BGA596688	4/25/2011	4/15/2011	2/12/2011	2/14/2011	3.5L wo/APA	8/8/2011
UR0076	C200D-48	B9A		In process MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing				06938 Fox Ford	2989			1FMHK8F81BGA56480	4/13/2011	4/7/2011	1/26/2011	1/29/2011	3.5L wo/APA	8/3/2011
UR0077	C200D-49	B9A		In process MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing				02890 Russ Milne Ford	9977			1FMHK8D89BGA31409	2/23/2011	2/18/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/22/2011
UR0078	TC Lamp on	No codes		In process MAO	9/9- tech installed new PSCM vehicle still will not communicate. Non-TRW issue. Wiring issue. According to CQIS report.				02265 Mathews Ford	85			1FMHK8D83BGA91749	7/12/2011	6/24/2011	4/6/2011	4/7/2011	3.5L wo/APA	8/24/2011
UR0079	C200D-49	B9A		In process MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing 8/31- Not reproducable Cold				05613 Lance Cunningham Ford	6993			1FMHK7D81BGA48392	3/29/2011	3/24/2011	12/7/2010	2/17/2011	3.5L wo/APA	8/10/2011
UR0080	C200D-49	B9A		In process MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing				08006 Joe Machens	6386			1FMHK8D85BGA65251	5/6/2011	4/30/2011	2/17/2011	2/18/2011	3.5L wo/APA	8/25/2011

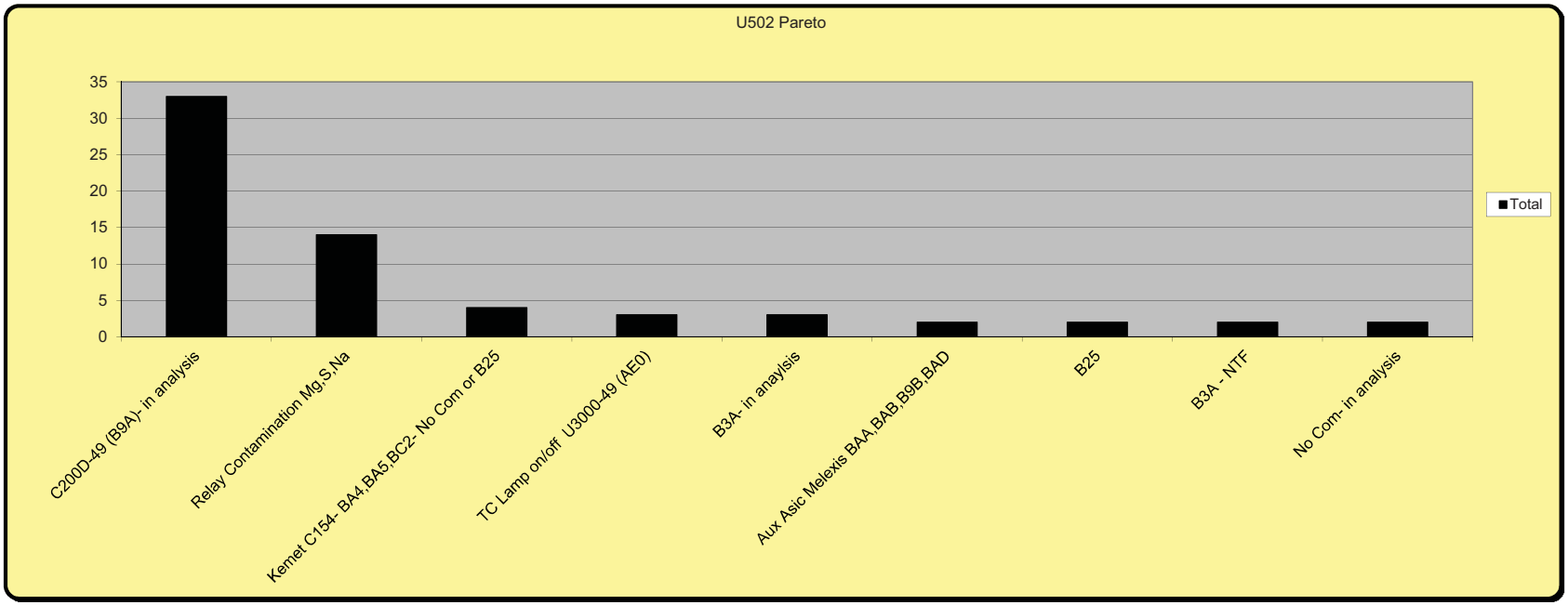
Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP											1FMHK8F81BGA41610	3/16/2011				3.5L w/APA	3/16/2011			
0KM BGA30310	No Assist	?		CAP	no returned part from CAP																3.5L w/APA				
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned, should be tomorrow. Then part should arrive at WPAC by Monday 2/14.						07955 Ron Dupratt Ford	15			1FMHK8D87BGA18724	1/24/2011	1/17/2011	########	########	3.5L wo/APA	2/2/2011			
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts			CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO			00089 Koons Ford	303			1FMHK8F8XBGA17032	1/20/2011	1/19/2011	12/1/2010	12/4/2010	3.5L w/APA	2/12/2011			
REDACTED FOR RELEVANCE												08398 Don Aadsen Ford	18			1FMHK8F86BGA21885	1/31/2011				3.5L wo/APA	3/2/2011			
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled.						Lease management vehicle- Steve	1661			1FMHK8D86BGA00523	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any						Lease management vehicle- Doug White	3984			1FMHK8D88BGA01995	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.						06700 Magic City Ford	5155			1FMHK8F84BGA17589	1/19/2011	1/11/2011	########	########	3.5L wo/APA	4/19/2011			
0KM BGA85712	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.																		

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA32423	U3000-49	B25,BB8, B95	EPP	In Eval (26mile)	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in this wednesdays									1FMHK8F81BGA32423	3/2/2011				3.5L wo/APA	3/2/2011			
0KM BGA56776		B25,BB8		MAO	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign									BGA56776			1/25/2011	2/25/2011		4/13/2011			
REDACTED FOR RELEVANCE													34			BGA59863				3/2/2011		4/27/2011			
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi			CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2			09618 Brown Motors	18			1FMHK8D83BGA10846	12/16/2010				3.5L wo/APA	1/12/2011			
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil			CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-			02071 I-77 Ford	10			1FMHK8D83BGA14928	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when							Ford Management Lease Car- Chicago	1700			1FMHK8F88BGA02366	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after							Ford PDC Fleet vehicle- Taras Palczynski	2010			1FMHK7D89BGA02812	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to							lease management vehicle WHQ VSC	1838			1FMHK8F89BGA03591	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			

UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.						04331 Brondes Ford				1FMHK7F87BGA31464	2/24/2011				3.5L wo/APA	3/28/2011			
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with						02058 Beechmo nt Ford	1425			1FMHK8F83BGA02503	11/22/2010								
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to						00807 Crest Ford	115			1FMHK8F85BGA27421	2/16/2011				3.5L w/APA	3/9/2011			
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK						03820 Landers Ford	3096		`	1FMHK8F8XBGA01168	11/3/2010				3.5L w/APA	3/5/2011			
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate						00807 Crest Ford	1356			1FMHK7B87BGA02763	11/16/2010				3.5L wo/APA	2/25/2011			
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change							02761 Southgate Ford	249			1FMHK7D82BGA353313	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011			
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING			02731 Atchinson Ford	111			1FMHK8D89BGA31491	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011			
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET			05646 Crown Ford	30			1FMHK7D85BGA37461	3/8/2011				3.5L wo/APA	4/6/2011			
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex						02058 Beechmo nt Ford	13			1FMK8F80BGA24572	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253				WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING			07737 Serramote Ford	611			1FMHK8D89BGA26078	2/15/2011	2/7/2011			3.5L wo/APA	3/23/2011			

UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing						05126 Gary Crossley Ford	4475			1FMHK8F80BGA03852	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011			
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week						06081 San Francisco Ford	14			1FMHK8D81BGA36412	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011			
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.						02694 Dean Sellers	3754			1FMHK8F8XBGA03566	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-						08305 Evergreen Ford	49			1FMHK8F84BGA17589	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011			
REDACTED FOR RELEVANCE												20636 Schultz Ford	5475			1FMHK8D8XBGA17003	1/20/2011	1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011			
UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.				5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER			08868 John C. Stewart & Son	17			1FMHK8D83BGA29218	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011			
UR0033	No Com	No Com	EPP	In Eval MAO	7/26- No problem found with EPP communication, pulled normal data from the EPP. Still testing NTF. Unknown if tech mis-diagnosed vehicle for this front abs sensor issue.	7/1- was able to get into Canape data. After new EPAS gear installed vehicle returned 14 miles later with ABS & TC lamp coming on found shorted harness for abs frt sensor.						08452 New Brighton Ford	872			1FMHK7B80BGA53778	4/18/2011	4/9/2011	12/25/2010	12/31/2010	3.5L wo/APA	6/4/2011			
REDACTED FOR RELEVANCE												00169 Pittsville Motors	6773			1FMHK8D84BGA14498	1/31/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011			
UR0039	No Com	No Com	EPP	In eval MAO	8/10-confirmed C154 Kemet Cap	7/25- no other claims on this vehicle						03591 Matthews-Currie Ford	1484			1FMHK7B81BGA45298	3/29/2011	3/27/2011	1/7/2011	1/9/2011	3.5L wo/APA	6/13/2011			
UR0044	Wheels lock TC lamp on C1B00-64	No codes		At WPAC	7/25-tech did not follow proper diagnostic's vehicle equipped with auto park C1B00-64 leads to SWA sensor in column. Hotliner requested to replace the RCM Chargeback dealer.							01472 Gullo Ford	3702			1FMHK7F87BGA31870	3/3/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/11/2011			

UR0049	U3000-49	BA4,BA5, BC2	EPP	In process MAO - Cap shipped to Kemet	8/29-Kemet C154 capacitor issue(cold weld issue)	8/2- pulled stored & EFF data shipped to MAO for further information 8/2- pulled stored & EFF data shipped to MAO for further information.						08862 Portsmouth Ford	457			1FMHK7F82BGA69667	5/13/2011	5/5/2011	3/23/2011	3/24/2011	3.5L wo/APA	6/28/2011			
UR0052	Check eng lamp on U3000-49	AE0		At WPAC	8/10- ship gear out of WPAC and test gear at MAO. If NTF to close case. 9/12- all testing passed, NTF	8/2- could not pull any codes only had a AEO code(CAN message fault)in PSCM check CQIS case dealer replaced EPAS gear and same codes set(U3000-49) no change, dealer could not fix vehicle and vehicle was bought back. Int no						00149 Waldrof Ford	1343			1FMHK8D81BGA30528	3/7/2011	3/2/2011	12/26/2010	12/30/2010	3.5L wo/APA	4/15/2011			
UR0053	U3000-49	BA4,BA5, BC2		in eval MAO	9/9- confirmed C154 Kemet Cap	8/19- pulled EFF & stored data does fit the signature of a Kemet C154 failure shipped to MAO to confirm						01928 Bert Wolfe Ford	629			1FMHK8D81BGA73685	5/20/2011	5/12/2011	2/11/2011	2/14/2011	3.5L wo/APA	7/6/2011			
UR0057	popping noise frt-end turning	no codes, lamps or noise from the gear		dealer chargeback	8/19- checked the history on this gear because I did not find any thing wrong with the gear physically or internal codes. Found out a bumper beam weld broke and causing the noise. Will chargeback the gear to the dealer							04544 Red McCombs Ford	1108			1FMHK7F89BGA79774	6/3/2011	5/26/2011		4/21/2011	3.5L wo/APA	7/6/2011			
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/15- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for 26 hrs with no A34's, F66's at										1FMHK8D81BGA39357	3/14/2011				3.5L wo/APA	3/2/2011			



updated to 9/21/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
C200D-49 (B9A)- in analysis	UR0030,45,47, 48,58,59,60,61, 62,63,64,65,66, 67,68,69,70,71, 73,75,76,77,79, 80,81,82,83,84, 85,86,87,88,89					1	3	2	15	9	2	1					33			8/22- hall effect & encoder differential. More testing needed to find root cause
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26,38				9	1	1	2	1								14	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
TC Lamp on/off U3000-49 (AE0)	UR0023,52,78						1		1				1				3		Non TRW issue	Both gears tested with NTF, on one vehicle the new gear did not fix U3000-49. vehicle could not be fixed shorting the CAN circuits would duplicate the symptoms.
B3A- in anaylsis	UR0041,56,90					1					1		1				3			NTF after relay contact analysis at Tyco
Aux Asic Melexis BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
B3A - NTF	UR0008,9				2												2			
No Com- in analysis	UR0035, 54										2						2			7/1- No Com
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location
No Com- NTF	UR0033									1							1			7/1- No Com
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix

updated to 9/21/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
NTF-U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1	7/22/2011- EOL test	4/14/2012-PSD mask	9/14- OnSemi ASIC Jitter
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1			
Broken Pulley	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
B6C	UR0050										1						1			
popping noise turning	UR0057											1					1		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
swerve LF siddenly	UR0072								1								1			
BD1,BD3	UR0074							1									1			
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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date	Part ETA
UR0021	U3000-49 U3000-96	BAA,BAB,B9B,BAD	EPP	in eval Melexis	8/15- Geoff to review Melexis 8D and check for further information to finalize.	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is			03073 Mullinax Ford	3735			1FMHK8B88BGA14250	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011			
UR0025	U3000-49	B25	EPP	In eval 26 Mile	9/12- tri-temp ignition cycling at 26mile NTF	5/26- pulled stored & EFF data shipped to MAO for further testing 6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps. 8/3- Sergio to send PFR to Andy/Geoff/Mike Molloy.			20609 Orange Motor Co	8			1FMHK7D89BGA44512	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011			
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor. 8/15- UK motors grp did full teardown and did not find any flux density fault. Will put on hold until the other warranty returns are examined and tested.	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43 Celsius. To be shipped to UK 6/24- Sergio to send PFR to Geoff for analysis.			05559 Villa Ford	7839			1FMHK8F82BGA15758	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011			
UR0031 RUA#4977	No Com	No Com	EPP	In Eval UK	8/3- raise RUA and ship to UK for further testing. 8/8- part has not arrived yet in the UK check Anting for update	7/1- could not pull any Ford or Canape data, verified equipment does work, shipped to MAO for analysis. 7/25- It was found a low impedance between pin2 IC14 and ground. IC14 circuit open pin 2 of IC14 still present resoldered pin 2 and everything is working nomal at this time. ECU fixed Sergio did notice some marks close to pin 2 and the ground plane. Testing still ongoing			02459 Sam Pack's Ford	11			1FMHK7D85BGA64725	5/9/2011	4/29/2011	2/24/2011	3/4/2011	3.5L wo/APA	5/18/2011			
UR0032 RUA #4978	U3000-49	BFF,BFC,B1C	EPP	In Eval UK	7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis. 8/1- check with Mike on updates 8/8-part has arrived to the UK.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return.			07590 Van Bortel Ford	3003			1FMHK8F85BGA29508	3/4/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/9/2011			
UR0034	U2011-61 U3000-96	B95	TS	In Eval Hella	8/31-: Frequency variation on channel 2 without torque--> Failure description: PWM2 jitter, the ASIC has received at Onsemi and the analysis is ongoing, first results are possible on 2th of September.	7/1- pulled stored and EFF data, shipped to MAO for analysis 8/1-Checked with oscilloscope. Unstable Channel 2 PWM when no torque is applied. You can see a varation in channel 2 . Bobby to ship part to Hella			00210 Sunny King Ford	2707			1FMHK7D80BGA17232	1/20/2011	1/15/2011	11/16/2010	12/2/2010	3.5L wo/APA	5/11/2011			
UR0035 RUA# 4979	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In Eval UK	8/8- part has not arrived yet in the UK for further testing check with Anting for update	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/25-MAO reproduced B23- found a a low impedance between pin96 and pin97 on main micro IC3. It seems a problem on the soldering.			04161 Eddie Yaklin Ford	4625			1FMHK7D8XBGA11017	12/8/2010	12/6/2010	10/1/2010	10/21/2010	3.5L wo/APA	5/31/2011			
UR0036	C200B-2F C200C-2F	BD0-BD3	TS	In Eval Hella	8/31- No channel 2--> Function test on application level at all temperatures: The function test was passed. No Conspicuousness were found. Short durability / lifetime test shows no deviation, currently we will reproduce the failure according the information from Sergio.	8/1- BD3 fault is raised when IPA is fully turned CCW. Reference EPP used. Fault travelling with IPA. IPA signals are scoped. Observed a voltage drop in 5V supply. After a while fault is replicated, there was no signal on channel 2. bobby to ship to Hella.			M1626 Sanchez Auto	8			1FMHK7F82BGA54876	4/13/2011	4/7/2011	12/7/2010	12/11/2010	3.5L wo/APA	6/2/2011			

UR0037	Making noise no assist	A19	NVH	In Eval 26mile	8/8- found broken pulley from Capstan, submitted presentation to Ford. When 8D is completed will send out to Ford.				00169 Pittsville Motors	6773			1FMHK8D84BGA14498	1/31/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011			
UR0040	U3000-49	BAE,BAB,BAD	EPP	In eval 26mile	8/10- MAO to hold onto EPP until UK is done testing the three gears with similar codes. 9/12- 26mile done tri-temp testing was able to get to reset once. Benched tested was able to get to fail possible aux. ASIC issue testing still ongoing.	8/1- raise RUA and ship to UK for further analysis. faults not replicating even when in hot testing. Fault not replicating in lab after hot test over ASIC and IC17. During analysis part failing with BA4 , B3A rep B7E. Power module swapped with a reference on.			08811 Sentry Ford	2050			1FMHK8D83BGA25329	2/14/2011	2/7/2011	12/13/2010	12/19/2010	3.5L wo/APA	6/16/2011			
UR0041 RUA# 4980	U2011-49	B3A	EPP	In Eval Tyco	8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco	8/1- Phase1 motor relay contact not closing.raise RUA and ship to UK			02199 Bob Gillingham Ford	5016			1FMHK8B88BGA10215	12/2/2010	11/23/2010	9/14/2010	9/16/2010	3.5L wo/APA	6/13/2011			
UR0042	C200C-2F	BD3	TS	In Eval 26mile	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing.	8/1-passed EOL & bench testing 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing			01273 Fred Beans Ford	4301			1FMHK8D84BGA37263	3/14/2011	3/7/2011	1/20/2011	1/29/2011	3.5L wo/APA	6/20/2011			
UR0043 RUA #4981	U3000-49	BAE,BAB,BAD,BAA	EPP	In Eval UK	8/8- UK received the part today for further testing. 8/22- comfirmed IC17, get reply from Anting and ship to Maxium.	8/1- raise RUA and ship to UK for further analysis.AA I sense working fine and Isense IC17 output incorrect. Signal coming from AA is OK but IC17 output is not good. IC17 temperature sensitive. did not swap Component Same failure mode as CR0030 in which after swapping Pin 5 is found broken.			05319 Rusty Eck Ford	5191			1FMHK8F84BGA32125	2/22/2011	2/17/2011	12/11/2010	12/16/2010	3.5L w/APA	6/27/2011			
UR0045	C200D-49	B9A	EPP	In Eval UK	8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders are re-synchronised, ran overnight with ign permanently on NFF, test repeated with ign. cycling for two hrs, NFF	8/1- hot and ambient testing done NTF. cold testing next step			05928 Premier Ford	1695			1FMHK7D8XBGA45135	3/28/2011	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011			
UR0046	C200B-62	BD4	TS	In Eval 26mile	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing	8/1- NTF on bench testing, or EOL testing. 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing			04927 J.C. Lewis Ford	1410			1FMHK7F87BGA66103	5/10/2011	5/1/2011	3/24/2011	3/26/2011	3.5L wo/APA	6/16/2011			
UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and encoder, more testing needed to define cause.	8/2- pulled stored & EFF data shipped to 26 mile for further information. 8/12- Chris bench tested with NTF with start the tri-temp testing to see if B9A resets 8/15- now able to duplicate the B9A will send Geoff the information on the scope and test set-up.			06700 Majic City Ford	3447			1FMHK8F87BFA45404	3/29/2011	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011			
UR0048	C200D-49	B9A	EPP	Shipping to MAO	9/12- performed tri-temp ignition cycling and could not reproduce code NTF 9/21-been uploaded with SW and gone through various test on the dynamometer, the unit has not failed at this time, more testing ongoing	8/2- pulled stored & EFF data shipped to MAO for further information 8/31- Not reproducable Cold			08211 Robinson Brothers Ford	3163			1FMHK7D84BGA48810	4/5/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011			

UR0050 RUA# 5048	U3000-49	B6C	EPP	In process MAO-To be sent to UK	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly. 8/29-To be sent to UK	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly. 8/29-To be sent to UK			03334 Charles Gabus Ford	4666			1FMHK8F85BGA61262	5/2/2011	4/19/2011	2/17/2011	2/24/2011	3.5L w/APA	7/11/2011			
UR0051	U3000-49	B25	EPP	In eval MAO	9/12- ambient testing complete with NTF, next step cold testing.	8/2- pulled stored & EFF data shipped to MAO for further information 8/29-Ambient testing did not duplicate. Will Cold test next 8/31-Cold testing raised BAA, BAB intermittent. Raised twice and did not repeat.			04921 Bozard Ford	2124			1FMHK7D89BGA30447	2/25/2011	2/21/2011	1/4/2011	1/7/2011	3.5L wo/APA	6/23/2011			
UR0054	No Com	No codes		at WPAC will ship out to MAO for analysis	9/12- gear not at MAO at this time I will check WPAC tomorrow.	8/19- tech was not able to get the tc lamp on or get the vehicle to act up but states he could not communicate with the PSCM using his IDS. Unknow if this was an IDS issue because there would be lamps on and no steering if he was not able to commincate with the PSCM. I had no trouble pulling data when gear arrived.			03776 Legacy Ford	16			1FMHK8B82BGA73844	5/22/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	6/29/2011			
UR0055	U3000-49	BA4,BA5,B45,B9C, B6C,B71		Shipping to MAO	9/12- able to reproduce codes, possible monitor micro- testing ongoing	8/19- pulled EFF & stored data shipped to MAO for further analysis			06787 Lake Elsinore Ford	2584			1FMHK7D87BGA68632	5/13/2011	5/4/2011	3/16/2011	3/19/2011	3.5L wo/APA	714/2011			
UR0056	U2011-49	B3A		in process Tyco	9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing	8/19- pulled EFF & stored data shipped to MAO for further analysis			06338 Shults Ford	105			1FMHK7B86BGA69841	5/12/2011	5/3/2011	2/28/2011	3/17/2011	3.5L wo/APA	7/11/2011			
UR0058	C200D-49	B9A		In Eval MAO	9/21- this unit is in teardown, flex density test, air gap measurement, hall effects swi. Threshold, encoder switching	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			02486 Five Star Ford	6543			1FMHK7D86BGA42569	3/24/2011	3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA	7/8/2011			
UR0059	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				02486 Five Star Ford	2953			1FMHK7F86BGA46280	3/31/2011	3/22/2011	1/24/2011	1/29/2011	3.5L wo/APA	7/1/2011			
UR0060	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				09580 Tracy Langston Ford	3191			1FMHK7D86BGA63793	5/3/2011	4/28/2011	3/16/2011	3/18/2011	3.5L wo/APA	8/5/2011			
UR0061	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				05947 Cannon Ford	4020			1FMHK7D87BGA375526	3/15/2011	3/9/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/2/2011			
UR0062	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				02486 Five Star Ford	10437			1FMHK8D89BGA42572	3/18/2011	3/12/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/10/2011			
UR0063	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				04921 Bozard Ford	14031			1FMHK7F8XBGA37615	3/10/2011	3/5/2011	12/25/2010	12/29/2010	3.5L w/APA	8/15/2011			
UR0064	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				11293 Camelback Ford	4655			1FMHK7F88BGA38892	3/10/2011	3/4/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/10/2011			
UR0065	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				02709 Tom Holzer Ford	5447			1FMHK8F8XBGA56316	4/11/2011	4/5/2011	12/23/2010	12/25/2010	3.5L wo/APA	8/10/2011			
UR0066	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				02405 Park Cities Ford	5234			1FMHK7D80BGA15156	1/13/2011	12/14/2010	11/11/2010	11/13/2010	3.5L wo/APA	7/28/2011			
UR0067	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				00469 Bondy's Ford	5426			1FMHK7D89BGA44963	3/22/2011	3/15/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/4/2011			
UR0068	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				M2686 Fema Automotriz	16576			1FMHK8F83BGA34710	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	8/22/2011			
UR0069	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				06293 Haldeman	9557			1FMHK7D82BGA13781	1/19/2011	1/7/2011	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011			
UR0070	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				07986 Henderson Ford	2775			1FMHK8B89BGA45684	3/24/2011	3/20/2011	1/24/2011	1/28/2011	3.5L wo/APA	8/15/2011			

UR0071	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				00643 Buster Miles Ford	5112			1FMHK7D83BGA59152	5/2/2011	4/25/2011	2/28/2011	3/3/2011	3.5L wo/APA	8/12/2011	
UR0072	Frt end will swerve to LF suddenly	no codes		In Eval MAO	9/9- no damage to gear and rack move smooth stop to stop no codes in the stored or EFF data. Shipped to MAO for analysis				05417 Kemp Ford	10075			1FMHK7F88BGA35989	3/8/2011	3/3/2011		1/13/2011	3.5L wo/APA	8/19/2011	
UR0073	C200D-49	B9A		In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing				09469 Randall Reed's Ford	1856			1FMHK7F83BGA60637	4/28/2011	4/25/2011	3/16/2011	3/17/2011	3.5L wo/APA	8/1/2011	
UR0074	C200C-2F	BD1,BD3		In Eval MAO	9/21- channel 1 failure Rogersville shipped to Hella for analysis	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			08990 Quirk Ford	10839			1FMHK8D81BGA20601	2/10/2011	2/1/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/16/2011	
UR0075	C200D-49	B9A		In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing				07398 Al Packer's Ford	4286			1FMHK8F87BGA596688	4/25/2011	4/15/2011	2/12/2011	2/14/2011	3.5L wo/APA	8/8/2011	
UR0076	C200D-49	B9A		In process MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing				06938 Fox Ford	2989			1FMHK8F81BGA56480	4/13/2011	4/7/2011	1/26/2011	1/29/2011	3.5L wo/APA	8/3/2011	
UR0077	C200D-49	B9A		In process MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing				02890 Russ Milne Ford	9977			1FMHK8D89BGA31409	2/23/2011	2/18/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/22/2011	
UR0079	C200D-49	B9A		In process MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing 8/31- Not reproducable Cold				05613 Lance Cunningham Ford	6993			1FMHK7D81BGA48392	3/29/2011	3/24/2011	12/7/2010	2/17/2011	3.5L wo/APA	8/10/2011	
UR0080	C200D-49	B9A		In process MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing				08006 Joe Machens	6386			1FMHK8D85BGA65251	5/6/2011	4/30/2011	2/17/2011	2/18/2011	3.5L wo/APA	8/25/2011	
UR0081	C200D-49	B9A		In process MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				06063 Smith Ford	9014			1FMHK8F87BGA48934	3/31/2011	3/27/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/16/2011	12/23/2010
UR0082	C200D-49	B9A		In process MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				01730 Mike Fitzpatrick Ford	10293			1FMHK7D84BGA30033	3/4/2011	3/1/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/15/2011	12/24/2010
UR0083	C200D-49	B9A		In process MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				03924 Crown Ford	23203			1FMHK7F87BGA12381	12/16/2010	12/11/2011	11/13/2010	11/14/2010	3.5L wo/APA	9/1/2011	10/27/2010
UR0084	C200D-49	B9A		In process MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				00478 Wade Ford	7238			1FMHK7D80BGA48268	4/4/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	9/7/2011	12/4/2010
UR0085	C200D-49	B9A		In process MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				02645 Prince-Gnade Ford	4583			1FMHK8F8XBGA56705	4/12/2011	4/5/2011	12/1/2010	12/4/2010	3.5L wo/APA	9/2/2011	11/8/2010
UR0086	C200D-49	B9A		In process MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				02486 Five Star Ford	5025			1FMHK7F84BGA60646	4/27/2011	4/19/2011	2/24/2011	3/4/2011	3.5L w/APA	9/2/2011	1/3/2011
UR0087	C200D-49	B9A		In process MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				00406 Collier Ford	3228			1FMHK7D8XBGA44969	4/6/2011	4/2/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/29/2011	12/27/2011
UR0088	C200D-49	B9A		In process MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				09989 Mark Martin Ford	11159			1FMHK8D82BGA20946	2/10/2011	2/2/2011	12/13/2011	9/9/2011	3.5L wo/APA	8/30/2011	11/11/2010
UR0089	C200D-49	B9A		In process MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				04870 Al Packer Ford	5997			1FMHK7D88BGA39351	3/9/2011	3/4/2011	1/13/2011	1/14/2011	3.5L wo/APA	8/29/2011	12/23/2011
UR0090	U2011-49	B3A		In process MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				06672 Battlefield Ford	636			1FMHK7D81CGA03857	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011

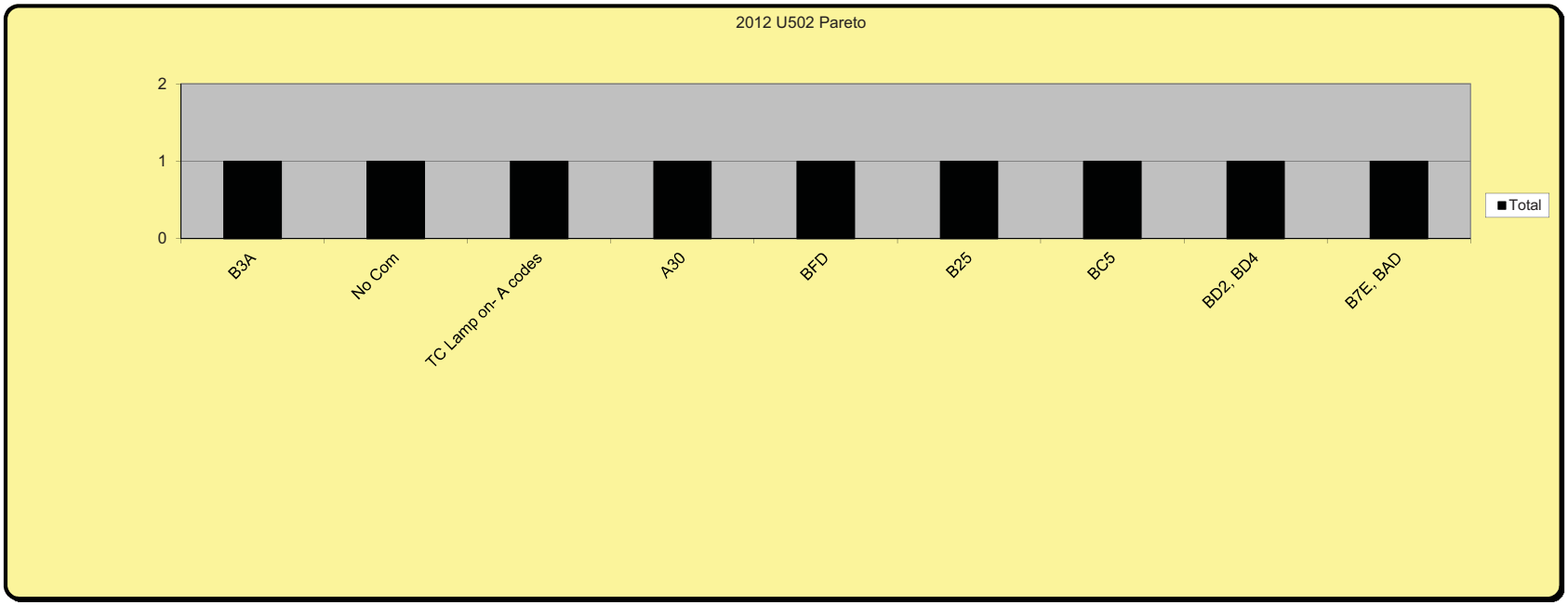
Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KMBGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP											1FMHK8F81BGA41610	3/16/2011				3.5L w/APA	3/16/2011			
0KMBGA30310	No Assist	?		CAP	no returned part from CAP																3.5L w/APA				
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned, should be tomorrow. Then part should arrive at WPAC by Monday 2/14.						07955 Ron Dupratt Ford	15			1FMHK8D87BGA18724	1/24/2011	1/17/2011	########	########	3.5L wo/APA	2/2/2011			
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts			CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO			00089 Koons Ford	303			1FMHK8F8XBGA17032	1/20/2011	1/19/2011	12/1/2010	12/4/2010	3.5L w/APA	2/12/2011			
UR0007	loud growl noise gear hard to turn		NVH	At CAP, unknown location	5/3- found out the gear was shipped to CAP unknown who has the gear at this time.	3/3- talked to tech states vehicle is hard to turn the wheel even on the hoist, no boot damage only code tech states he had U0253 which is not a PSCM code advise tech to call back with more			WEB FORM DATA - CONCERN: STEERING ASSIST IS INOP, LOUD GROWLING NOISE WHEN ATTEMPTING TO TURN THE STEERING WHEEL DIAGNOSTICS: VISUAL INSPECTION IS OK, NO VISIBLE SIGNS OF CAUSE, GROWLING			08398 Don Aadsen Ford	18			1FMHK8F86BGA21885	1/31/2011				3.5L wo/APA	3/2/2011			
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled.						Lease management vehicle- Steve	1661			1FMHK8D86BGA00523	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any						Lease management vehicle- Doug White	3984			1FMHK8D88BGA01995	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unkown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.						06700 Magic City Ford	5155			1FMHK8F84BGA17589	1/19/2011	1/11/2011	########	########	3.5L wo/APA	4/19/2011			
0KMBGA85712	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.																		

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA32423	U3000-49	B25,BB8, B95	EPP	In Eval (26mile)	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in this wednesdays									1FMHK8F81BGA32423	3/2/2011				3.5L wo/APA	3/2/2011			
0KM BGA56776		B25,BB8		MAO	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign									BGA56776			1/25/2011	2/25/2011		4/13/2011			
0KM BGA59863	steering noise on full left stop		NVH	in Eval (26mile)	5/9- mark on the ITR that indicates the ITR over articulated. the gear was dropped or impacted before assembly in the vehicle. Marion,ZF or MAP the gear could be dropped. No marks on the EPAS housing. Unknown source at this time.	5/2- shipped direct to 26mile from CAP 5/4- found right side tie rod bent, cannot find out how this happen, waiting for Ford to instruct next steps.							34			BGA59863				3/2/2011		4/27/2011			
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi			CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2			09618 Brown Motors	18			1FMHK8D83BGA10846	12/16/2010				3.5L wo/APA	1/12/2011			
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil			CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-			02071 I-77 Ford	10			1FMHK8D83BGA14928	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when						Ford Management Lease Car- Chicago	1700			1FMHK8F88BGA02366	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after						Ford PDC Fleet vehicle- Taras Palczynski	2010			1FMHK7D89BGA02812	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to						lease management vehicle WHQ VSC	1838			1FMHK8F89BGA03591	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			

UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.						04331 Brondes Ford				1FMHK7F87BGA31464	2/24/2011				3.5L wo/APA	3/28/2011			
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with						02058 Beechmo nt Ford	1425			1FMHK8F83BGA02503	11/22/2010								
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to						00807 Crest Ford	115			1FMHK8F85BGA27421	2/16/2011				3.5L w/APA	3/9/2011			
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK						03820 Landers Ford	3096		`	1FMHK8F8XBGA01168	11/3/2010				3.5L w/APA	3/5/2011			
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate						00807 Crest Ford	1356			1FMHK7B87BGA02763	11/16/2010				3.5L wo/APA	2/25/2011			
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change							02761 Southgate Ford	249			1FMHK7D82BGA353313	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011			
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING			02731 Atchinson Ford	111			1FMHK8D89BGA31491	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011			
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET			05646 Crown Ford	30			1FMHK7D85BGA37461	3/8/2011				3.5L wo/APA	4/6/2011			
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex						02058 Beechmo nt Ford	13			1FMK8F80BGA24572	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253				WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING			07737 Serramote Ford	611			1FMHK8D89BGA26078	2/15/2011	2/7/2011			3.5L wo/APA	3/23/2011			

UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing						05126 Gary Crossley Ford	4475			1FMHK8F80BGA03852	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011			
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week						06081 San Francisco Ford	14			1FMHK8D81BGA36412	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011			
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.						02694 Dean Sellers	3754			1FMHK8F8XBGA03566	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-						08305 Evergreen Ford	49			1FMHK8F84BGA17589	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011			
REDACTED FOR RELEVANCE												20636 Schultz Ford	5475			1FMHK8D8XBGA17003	1/20/2011	1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011			
UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.				5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER				08868 John C. Stewart & Son	17			1FMHK8D83BGA29218	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011			
UR0033	No Com	No Com	EPP	In Eval MAO	7/26- No problem found with EPP communication, pulled normal data from the EPP. Still testing NTF. Unknown if tech mis-diagnosed vehicle for this front abs sensor issue.	7/1- was able to get into Canape data. After new EPAS gear installed vehicle returned 14 miles later with ABS & TC lamp coming on found shorted harness for abs frt sensor.						08452 New Brighton Ford	872			1FMHK7B80BGA53778	4/18/2011	4/9/2011	12/25/2010	12/31/2010	3.5L wo/APA	6/4/2011			
UR0037	Making noise no assist	A19	NVH	In Eval 26mile	8/8- found broken pulley from Capstan, submitted presentation to Ford. When 8D is completed will send out to Ford.							00169 Pittsville Motors	6773			1FMHK8D84BGA14498	1/31/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011			
UR0038 RUA#4997	U2011-49 U3000-96	B3A	EPP	In Eval UK	9/21-confirmed from tycothis is a Mg,Na,S contamination issue	8/1- MAO working on ambient and hot testing. 8/8- MAO testing still ongoing 8/11- cannot duplicate code fits the Mg,Na contamination dates shipped to UK then Tyco week 25 relay build						07563 Riser Ford	9727			1FMHK7F83BGA04990	11/23/2010	11/17/2010	9/10/2010	9/16/2010	3.5L w/APA	5/2/2011			

UR0039	No Com	No Com	EPP	In eval MAO	8/10-confirmed C154 Kemet Cap	7/25- no other claims on this vehicle						03591 Matthews-Currie Ford	1484			1FMHK7B81BGA45298	3/29/2011	3/27/2011	1/7/2011	1/9/2011	3.5L wo/APA	6/13/2011			
UR0044	Wheels lock TC lamp on C1B00-64	No codes		At WPAC	7/25-tech did not follow proper diagnostic's vehicle equipped with auto park C1B00-64 leads to SWA sensor in column. Hotliner requested to replace the RCM Chargeback dealer.							01472 Gullo Ford	3702			1FMHK7F87BGA31870	3/3/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/11/2011			
UR0049	U3000-49	BA4,BA5, BC2	EPP	In process MAO - Cap shipped to Kemet	8/29-Kemet C154 capacitor issue(cold weld issue)	8/2- pulled stored & EFF data shipped to MAO for further information 8/2- pulled stored & EFF data shipped to MAO for further information.						08862 Portsmouth Ford	457			1FMHK7F82BGA69667	5/13/2011	5/5/2011	3/23/2011	3/24/2011	3.5L wo/APA	6/28/2011			
UR0052	Check eng lamp on U3000-49	AE0		At WPAC	8/10- ship gear out of WPAC and test gear at MAO. If NTF to close case. 9/12- all testing passed, NTF	8/2- could not pull any codes only had a AEO code(CAN message fault)in PSCM check CQIS case dealer replaced EPAS gear and same codes set(U3000-49) no change, dealer could not fix vehicle and vehicle was bought back. Int no						00149 Waldrof Ford	1343			1FMHK8D81BGA30528	3/7/2011	3/2/2011	12/26/2010	12/30/2010	3.5L wo/APA	4/15/2011			
UR0053	U3000-49	BA4,BA5, BC2		in eval MAO	9/9- confirmed C154 Kemet Cap	8/19- pulled EFF & stored data does fit the signature of a Kemet C154 failure shipped to MAO to confirm						01928 Bert Wolfe Ford	629			1FMHK8D81BGA73685	5/20/2011	5/12/2011	2/11/2011	2/14/2011	3.5L wo/APA	7/6/2011			
UR0057	popping noise frt-end turning	no codes, lamps or noise from the gear		dealer chargebac k	8/19- checked the history on this gear because I did not find any thing wrong with the gear physically or internal codes. Found out a bumper beam weld broke and causing the noise. Will chargeback the gear to the dealer							04544 Red McCombs Ford	1108			1FMHK7F89BGA79774	6/3/2011	5/26/2011		4/21/2011	3.5L wo/APA	7/6/2011			
UR0078	TC Lamp on	No codes		In process MAO	9/9- tech installed new PSCM vehicle still will not communicate. Non-TRW issue. Wiring issue. According to CQIS report.							02265 Mathews Ford	85			1FMHK8D83BGA91749	7/12/2011	6/24/2011	4/6/2011	4/7/2011	3.5L wo/APA	8/24/2011			
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/13- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for [illegible]										1FMHK8D81BGA39357	3/14/2011				3.5L wo/APA	3/2/2011			



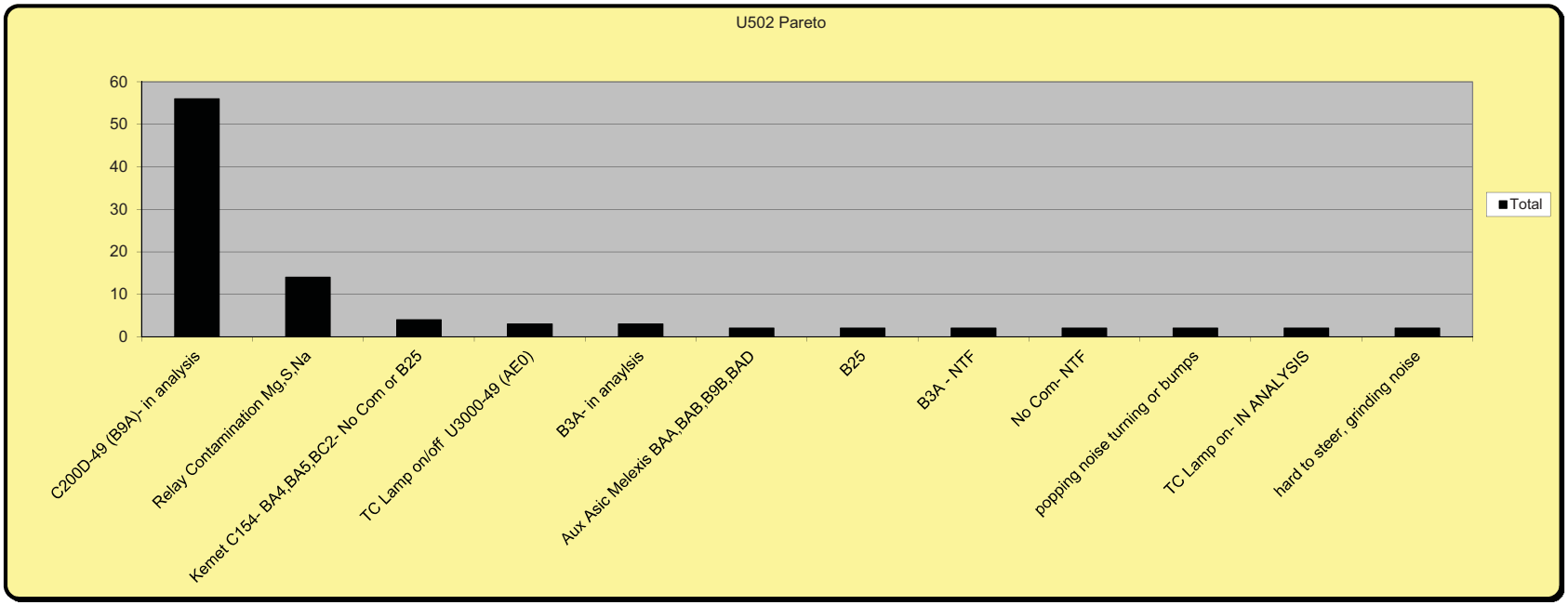
updated to 11/15/11

		Vehicle Build Month																		
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments
B3A	UR0090	1															1			Shipped motor relay to Tyco
No Com	UR0110			1													1	5/30/11	9/12/2011	Confirmed Kemet C154 capacitor Hot test(ICA) Vision system(PCA)
TC Lamp on- A codes	UR0125		1														1			
A30	UR0126		1														1			
BFD	UR0127		1														1			
B25	UR0128		1														1			
BC5	UR0129		1														1			
BD2, BD4	UR0130		1														1			
B7E, BAD	UR0131			1													1			

updated to 11/15/11

		Vehicle Build Month																		
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date	Part ETA
UR0090 RUA# 5175	U2011-49	B3A	EPP	In process Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06672 Battlefield Ford	00636	1FMHK7D81CGA03857	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011		
UR0125	U3000-49	A16		in process MAO	11/11- all a codes set no stored b-codes vehicle only set the TC lamp on it did not lose assist. PPT lead to gear replacement with resetting U3000-49, shipped gear to MAO. No ther parts replaced			05340 Royal Oak Ford	183	1FMHK7D82CGA16391	8/17/2011	8/13/2011	12/6/2010	12/10/2010	3.5L wo/APA	10/7/2011	5/17/2011		
UR0126	U3000-72	A30, E30	EPP	in process MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			04664 Jordan Ford	523	1FMHK8F8XCGA24483	8/30/2011	8/26/2011	7/5/2011	7/7/2011	3.5L wo/APA	9/24/2011			
UR0127	U0300-00	BFD	EPP	in process MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			00165 Gene Latta Ford	50	1FMHK8F82CGA19049	8/29/2011	8/24/2011	7/6/2011	7/8/2011	3.5L wo/APA	10/6/2011			
UR0128	U3000-49	B25	EPP	in process MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			07852 Fairview Ford	20	1FMHK7F83CGA25713	8/31/2011	8/27/2011	7/7/2011	7/9/2011	3.5L w/APA	9/14/2011			
UR0129	U3000-49	BC5	EPP	in process MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			04332 Armstrong Ford	5	1FMHK7F88CGA15615	8/23/2011	8/18/2011	6/29/2011	7/2/2011	3.5L w/APA	9/7/2011			
UR0130	C200B-2F C200B-62	BD2,BD4	TS	in process MAO	11/11- no damage to the ts harness. pulled stored and EFF data from gear, shipped to MAO for analysis			09179 Inver Grove Ford	146	1FMHK8F85CGA13391	8/17/2011	8/12/2011	6/16/2011	6/20/2011	3.5L w/APA	9/30/2011			
UR0131	U3000-49 U3000-96	B7E,BAD	EPP	in process MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			01741 Lakeland Ford	71	1FMHK7F89CGA30625	9/16/2011	9/12/2011	7/21/2011	7/21/2011	3.5L wo/APA	10/24/2011			



updated to 11/2/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
C200D-49 (B9A)- in analysis	UR0030,45,47, 48,58,59,60,61, 62,63,64,65,66, 67,68,69,70,71, 73,75,76,77,79, 80,81,82,83,84, 85,86,87,88,89, 92,95,96,98,99, 100,101,103,10 4,105,108,109, 111,113,114,11 5,116,117,118, 119,120,123,12 4					1	6	3	24	12	8	2					56			8/22- hall effect & encoder differential. More testing needed to find root cause
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26,38				9	1	1	2	1								14	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
TC Lamp on/off U3000-49 (AE0)	UR0023,52,78						1		1				1				3		Non TRW issue	Both gears tested with NTF, on one vehicle the new gear did not fix U3000-49. vehicle could not be fixed shorting the CAN circuits would duplicate the symptoms.
B3A- in anaylsis	UR0041,56,90					1					1		1				3			NTF after relay contact analysis at Tyco
Aux Asic Melexis BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
B3A - NTF	UR0008,09				2												2			
No Com- NTF	UR0031, 33									1	1						2		NTF	will keep in pending to see if we get a duplicate issue
popping noise turning or bumps	UR0057, UR0093											2					2		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
TC Lamp on- IN ANALYSIS	UR0094,112										2						2			
hard to steer, grinding noise	UR0102, 107										1	1					2			hard to turn input shaft

updated to 11/2/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
ps delay after startup-U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1	7/22/2011- EOL test	4/14/2012-PSD mask	9/14- OnSemi ASIC Jitter
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1		NTF	Full testing done at Hella optical and performance testing lead to NTF
Broken Pulley	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
B6C	UR0050										1						1			
swerve LF suddenly	UR0072								1								1			
BD1,BD3	UR0074							1									1			
BBA,B7F	UR0091								1								1			shorted PM
noise intermittent rh frt side while turning	UR0097						1										1		Non-TRW Issue	tech replacd the EPAS gear and same noise occurred
B31	UR0106							1									1			
No Com- IN ANALYSIS	UR0110														1		1			
BD3,BD4,B90	UR0121											1					1			
BD3,BD4	UR0122											1					1			
																	0			
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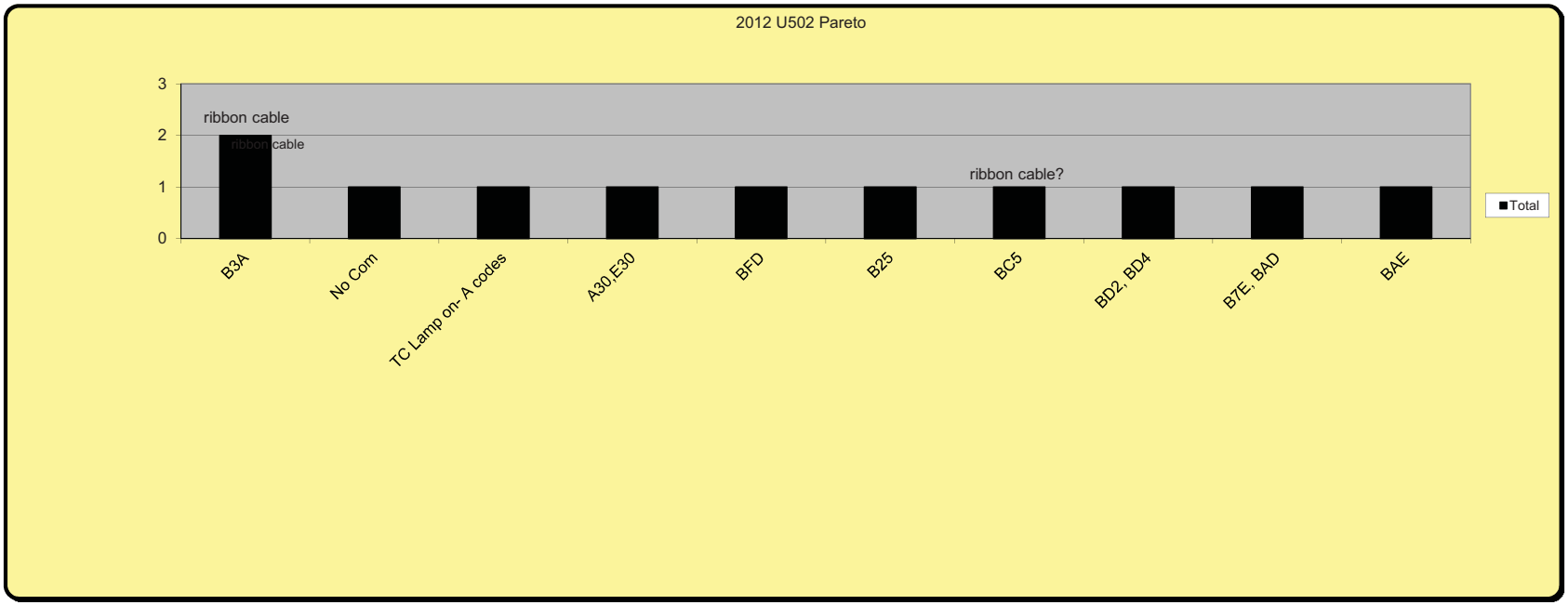
Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date	Part ETA
UR0042	C200C-2F	BD3	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1-passed EOL & bench testing 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		01273 Fred Beans Ford	04301	1FMHK8D84BGA37263	3/14/2011	3/7/2011	1/20/2011	1/29/2011	3.5L wo/APA	6/20/2011			
UR0046	C200B-62	BD4	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1- NTF on bench testing, or EOL testing. 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		04927 J.C. Lewis Ford	01410	1FMHK7F87BGA66103	5/10/2011	5/1/2011	3/24/2011	3/26/2011	3.5L wo/APA	6/16/2011			
UR0074	C200C-2F	BD1,BD3	TS	In Eval MAO	9/21- NTF with ambient testing. Next step is to run EOL testing.	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		08990 Quirk Ford	10839	1FMHK8D81BGA20601	2/10/2011	2/1/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/16/2011			
UR0112	TC Lamp on	BD2,BD3	TS	In Eval MAO	10/26- shipped from WPAC to MAO	10/7- tech only mentions TC lamp on and no communication with the PSCM. I had no problem communicating with the PSCM. Does have multiple A & E codes in stored data		20028 Bryden Ford	05876	1FMHK8D84BGA71980	5/10/2011	5/1/2011	3/20/2011	3/21/2011	3.5L wo/APA	8/16/2011			
UR0121	C200C-C200B-62	BD3, BD4, B90	TS	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			04863 Duval Ford	1713	1FMHK7B88BGA86091	6/17/2011	6/10/2011	4/24/2011	4/27/2011	3.5L wo/APA	8/25/2011			
UR0122	C200C-C200B-62	BD3, BD4	TS	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing. No damage to TS harness			09452 Ted Britt Ford	167	1FMHK7D85BGA84070	6/10/2011	6/7/2011	4/7/2011	4/8/2011	3.5L wo/APA	7/25/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KMBGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP					1FMHK8F81BGA41610	3/16/2011				3.5L w/APA	3/16/2011			
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned, should be tomorrow. Then part should arrive at WPAC by Monday 2/14. 4/6- need to discuss next		07955 Ron Dupratt Ford	15	1FMHK8D87BGA18724	1/24/2011	1/17/2011	11/16/2010	11/22/2010	3.5L wo/APA	2/2/2011			
0KMBGA85712	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.													

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA		
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor 7/15- it was agreed that there is visual evidence of the pins showing if the molex conn is not fully inserted. operator instructions does cover the visual inspection.	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex conn. Reinstall and function test IPA. 5/23- reinstalled connector gear passed all testing 6/22-Greg Austin checking with		02058 Beechmont Ford	13	1FMK8F80BGA24572	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011						
UR0034	U2011-61 U3000-96	B95	TS	In Eval Hella	8/31-: Frequency variation on channel 2 without torque--> Failure description: PWM2 jitter, the ASIC has received at Onsemi and the analysis is ongoing, first results are possible on 2th of September.	7/1- pulled stored and EFF data, shipped to MAO for analysis 8/1-Checked with oscilloscope. Unstable Channel 2 PWM when no torque is applied. You can see a varation in channel 2				00210 Sunny King Ford	02707	1FMHK7D80 BGA17232	1/20/2011	1/15/2011	########	12/2/2010	3.5L wo/APA	5/11/2011			
UR0036	C200B-2F C200C-2F	BD0-BD3	TS	In Eval Hella	8/31- No channel 2--> Function test on application level at all temperatures: The function test was passed. No Conspicuousness were found. Short durability / lifetime test shows no deviation, currently we will reproduce the failure according the information from Sergio. 9/21- Full testing and optical inspections lead to NTF. case closed as NTF	8/1- BD3 fault is raised when IPA is fully turned CCW. Reference EPP used. Fault travelling with IPA. IPA signals are scoped. Observed a voltage drop in 5V supply. After a while fault is replicated, there was no signal on channel 2. bobby to ship to Hella.				M1626 Sanchez Auto	00008	1FMHK7F82 BGA54876	4/13/2011	4/7/2011	12/7/2010	########	3.5L wo/APA	6/2/2011			



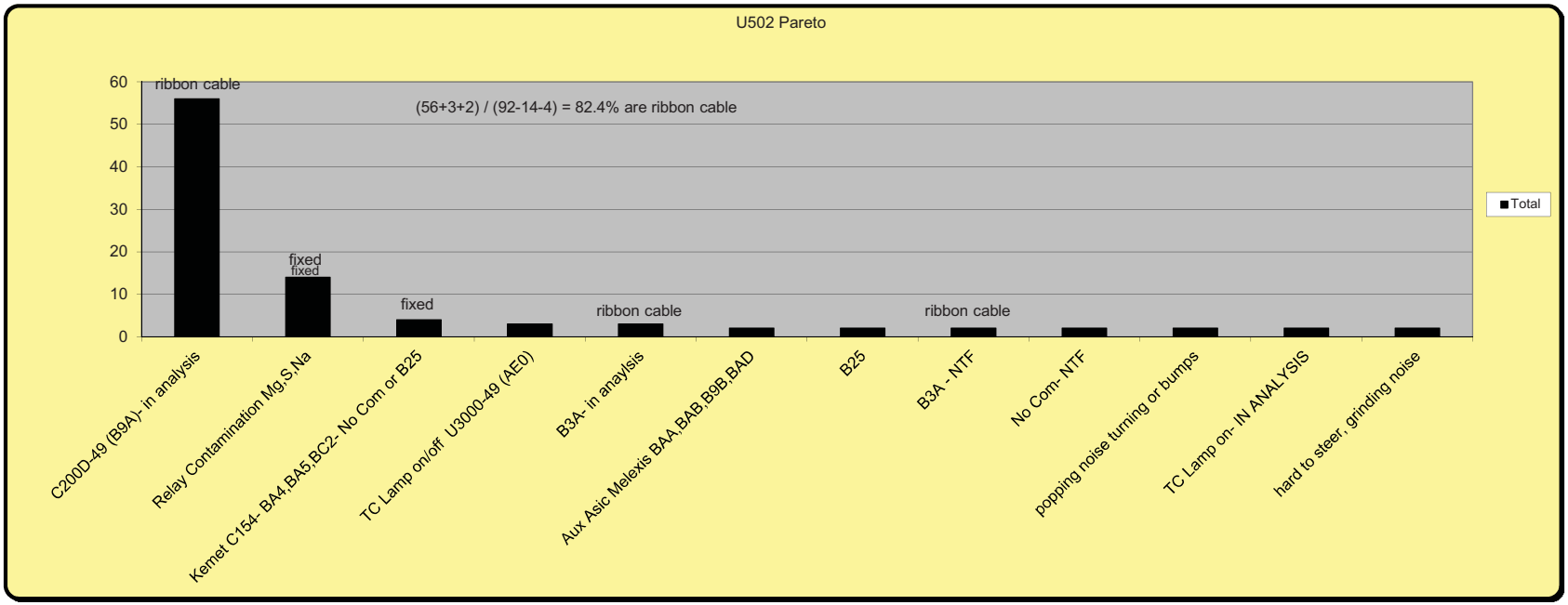
updated to 11/30/11

		Vehicle Build Month																		
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments
B3A	UR0090, 0133	1		1													2			Shipped motor relay to Tyco
No Com	UR0110			1													1	5/30/11	9/12/2011	Confirmed Kemet C154 capacitor Hot test(ICA) Vision system(PCA)
TC Lamp on- A codes	UR0125		1														1			
A30,E30	UR0126		1														1			
BFD	UR0127		1														1			
B25	UR0128		1														1			
BC5	UR0129		1														1			
BD2, BD4	UR0130		1														1			
B7E, BAD	UR0131			1													1			
BAE	UR0132				1												1			

updated to 11/30/11

		Vehicle Build Month																		
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date	Part ETA
UR0090 RUA# 5175	U2011-49	B3A	EPP	In eval Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06672 Battlefield Ford	00636	1FMHK7D81CGA03857	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011		
UR0125	U3000-49	A16		in process MAO	11/11- all a codes set no stored b-codes vehicle only set the TC lamp on it did not lose assist. PPT lead to gear replacement with resetting U3000-49, shipped gear to MAO. No ther parts replaced			05340 Royal Oak Ford	183	1FMHK7D82CGA16391	8/17/2011	8/13/2011	12/6/2010	12/10/2010	3.5L wo/APA	10/7/2011	5/17/2011		
UR0126	U3000-72	A30, E30	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			04664 Jordan Ford	523	1FMHK8F8XCGA24483	8/30/2011	8/26/2011	7/5/2011	7/7/2011	3.5L wo/APA	9/24/2011			
UR0127	U0300-00	BFD	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			00165 Gene Latta Ford	50	1FMHK8F82CGA19049	8/29/2011	8/24/2011	7/6/2011	7/8/2011	3.5L wo/APA	10/6/2011			
UR0128	U3000-49	B25	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			07852 Fairview Ford	20	1FMHK7F83CGA25713	8/31/2011	8/27/2011	7/7/2011	7/9/2011	3.5L w/APA	9/14/2011			
UR0129	U3000-49	BC5	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			04332 Armstrong Ford	5	1FMHK7F88CGA15615	8/23/2011	8/18/2011	6/29/2011	7/2/2011	3.5L w/APA	9/7/2011			
UR0130	C200B-2F C200B-62	BD2,BD4	TS	in eval MAO	11/11- no damage to the ts harness. pulled stored and EFF data from gear, shipped to MAO for analysis			09179 Inver Grove Ford	146	1FMHK8F85CGA13391	8/17/2011	8/12/2011	6/16/2011	6/20/2011	3.5L w/APA	9/30/2011			
UR0131	U3000-49 U3000-96	B7E,BAD	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			01741 Lakeland Ford	71	1FMHK7F89CGA30625	9/16/2011	9/12/2011	7/21/2011	7/21/2011	3.5L wo/APA	10/24/2011			
UR0132	U3000-49 U3000-96	BAE	EPP	in process MAO	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis			05167 Bob Allen Ford	309	1FMHK8D83CGA43136	10/4/2011	9/25/2011	8/17/2011	8/19/2011	3.5L wo/APA	11/4/2011			
UR0133	U2011-49	B3A	EPP	in process MAO	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis			01185 McKay Ford	180	1FMHK7D89CGA36136	9/23/2011	9/20/2011	8/4/2011	8/5/2011	3.5L wo/APA	10/26/2011	6/8/2011		



updated to 11/2/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
C200D-49 (B9A)- in analysis	UR0030,45,47,48,58,59,60,61,62,63,64,65,66,67,68,69,70,71,73,75,76,77,79,80,81,82,83,84,85,86,87,88,89,92,95,96,98,99,100,101,103,104,105,108,109,111,113,114,115,116,117,118,119,120,123,124					1	6	3	24	12	8	2					56			8/22- hall effect & encoder differential. More testing needed to find root cause
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26,38				9	1	1	2	1								14	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
TC Lamp on/off U3000-49 (AE0)	UR0023,52,78						1		1				1				3		Non TRW issue	Both gears tested with NTF, on one vehicle the new gear did not fix U3000-49. vehicle could not be fixed shorting the CAN circuits would duplicate the symptoms.
B3A- in anaylsis	UR0041,56,90					1					1		1				3			NTF after relay contact analysis at Tyco
Aux Asic Melexis BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
B3A - NTF	UR0008,09				2												2			
No Com- NTF	UR0031, 33									1	1						2		NTF	will keep in pending to see if we get a duplicate issue
popping noise turning or bumps	UR0057, UR0093											2					2		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
TC Lamp on- IN ANALYSIS	UR0094,112										2						2			
hard to steer, grinding noise	UR0102, 107										1	1					2			hard to turn input shaft

updated to 11/2/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
ps delay after startup-U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1	7/22/2011- EOL test	4/14/2012-PSD mask	9/14- OnSemi ASIC Jitter
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1		NTF	Full testing done at Hella optical and performance testing lead to NTF
Broken Pulley	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
B6C	UR0050										1						1			
swerve LF suddenly	UR0072								1								1			
BD1,BD3	UR0074							1									1			
BBA,B7F	UR0091								1								1			shorted PM
noise intermittent rh frt side while turning	UR0097						1										1		Non-TRW Issue	tech replacd the EPAS gear and same noise occurred
B31	UR0106							1									1			
No Com- IN ANALYSIS	UR0110														1		1			
BD3,BD4,B90	UR0121											1					1			
BD3,BD4	UR0122											1					1			
																	0			
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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date
UR0021	U3000-49 U3000-96	BAA,BAB,B9B,BAD	EPP	in eval Melexis	8/15- Geoff to review Melexis 8D and check for further information to finalize.	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is disabled periodically. Ship to UK for further testing 6/29- found faulty Aux. ASIC in the ECU, Anting to contact Melexis so UK and ship out for analysis. 7/4- Aux ASIC arrived in Melexis		03073 Mullinax Ford	03735	1FMHK8B88BGA14250	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011	
UR0025	U3000-49	B25	EPP	In eval 26 Mile	9/12- tri-temp ignition cycling at 26mile NTF	5/26- pulled stored & EFF data shipped to MAO for further testing 6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps.		20609 Orange Motor Co	00008	1FMHK7D89BGA44512	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011	
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor. 8/15- UK motors grp did full teardown and did not find any flux density fault. Will put on hold until the other warranty returns are examined and tested.shipping other parts out to	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43 Celsius. To be shipped to UK 6/24- Sergio to send PFR to		05559 Villa Ford	7839	1FMHK8F82BGA15758	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011	9/17/2010
UR0032 RUA #4978	U3000-49	BFF,BFC,B1C	EPP	In Eval UK	7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis. 8/1- check with Mike on updates 8/8-part has arrived to the UK.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return.		07590 Van Bortel Ford	03003	1FMHK8F85BGA29508	3/4/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/9/2011	
UR0035 RUA# 4979	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In Eval UK	8/8- part has not arrived yet in the UK for further testing check with Anting for update	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/25-MAO reproduced B23-found a a low impedance between pin96 and pin97 on main micro IC3. It seems a problem on the soldering.		04161 Eddie Yaklin Ford	04625	1FMHK7D8XBGA11017	12/8/2010	12/6/2010	10/1/2010	10/21/2010	3.5L wo/APA	5/31/2011	
REDACTED FOR RELEVANCE								00169 Pittsville Motors	06773	1FMHK8D84BGA14498	1/31/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011	

UR0040	U3000-49	BAE,BAB,BAD	EPP	In eval 26mile	8/10- MAO to hold onto EPP until UK is done testing the three gears with similar codes. 9/12- 26mile done tri-temp testing was able to get to reset once. Benched tested was able to get to fail possible aux. ASIC testing still ongoing.	8/1- raise RUA and ship to UK for further analysis. faults not replicating even when in hot testing. Fault not replicating in lab after hot test over ASIC and IC17. During analysis part failing with BA4 , B3A rep B7E. Power module swapped with a reference on.		08811 Sentry Ford	02050	1FMHK8D83BGA25329	2/14/2011	2/7/2011	12/13/2010	12/19/2010	3.5L wo/APA	6/16/2011	
UR0041 RUA# 4980	U2011-49	B3A	EPP	In Eval Tyco	8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco 10/6- Andy Partridge to check results when he is back off vacation. 10/26- still under analysis.	8/1- Phase1 motor relay contact not closing.raise RUA and ship to UK 8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco		02199 Bob Gillingham Ford	05016	1FMHK8B88BGA10215	12/2/2010	11/23/2010	9/14/2010	9/16/2010	3.5L wo/APA	6/13/2011	
UR0042	C200C-2F	BD3	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1-passed EOL & bench testing 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		01273 Fred Beans Ford	04301	1FMHK8D84BGA37263	3/14/2011	3/7/2011	1/20/2011	1/29/2011	3.5L wo/APA	6/20/2011	
UR0043 RUA #4981	U3000-49	BAE,BAB,BAD,BAA	EPP	In Eval UK	8/8- UK received the part today for further testing. 8/22- comfirmed IC17, get reply from Anting and ship to Maxium. 11/7- IC17 damaged removing device from the PCB cannot be tested.	8/1- raise RUA and ship to UK for further analysis.AA I sense working fine and Isense IC17 output incorrect. Signal coming from AA is OK but IC17 output is not good. IC17 temperature sensitive. did not swap Component Same failure mode as CR0030 in which after swapping Pin 5 is found broken.		05319 Rusty Eck Ford	05191	1FMHK8F84BGA32125	2/22/2011	2/17/2011	12/11/2010	12/16/2010	3.5L w/APA	6/27/2011	
UR0045	C200D-49	B9A	EPP	In Eval UK	8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders are re-synchronised, ran overnight with ign permanently on NFF, test repeated with ign. cycling for two hrs, NFF	8/1- hot and ambient testing done NTF. cold testing next step 8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders		05928 Premier Ford	1695	1FMHK7D8XBGA45135	3/28/2011	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011	12/27/2010

UR0046	C200B-62	BD4	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1- NTF on bench testing, or EOL testing. 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		04927 J.C. Lewis Ford	01410	1FMHK7F87BGA66103	5/10/2011	5/1/2011	3/24/2011	3/26/2011	3.5L wo/APA	6/16/2011	
UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and encoder, more testing needed to define cause. 11/3- motor PCB at Allegro Simon Malsbury overlooking the analysis.	8/2- pulled stored & EFF data shipped to 26 mile for further information. 8/12- Chris bench tested with NTF with start the tri-temp testing to see if B9A resets 8/15- now able to duplicate the B9A will send Geoff the information on the scope and test set-up.		06700 Majic City Ford	3447	1FMHK8F87BGA45404	3/29/2011	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011	12/28/2010
UR0048	C200D-49	B9A	EPP	In eval 26mile	9/12- performed tri-temp ignition cycling and could not reproduce code NTF 9/21-been uploaded with SW and gone through various test on the dynamometer, the unit has not failed at this time, more testing ongoing	8/2- pulled stored & EFF data shipped to MAO for further information 8/31- Not reproducable Cold		08211 Robinson Brothers Ford	3163	1FMHK7D84BGA48810	4/5/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011	12/4/2010
UR0050 RUA# 5048	U3000-49	B6C	EPP	In Eval Freescale	10/26- found micro failure in analysis with Freescale	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly. 8/29-To be sent to UK		03334 Charles Gabus Ford	04666	1FMHK8F85BGA61262	5/2/2011	4/19/2011	2/17/2011	2/24/2011	3.5L w/APA	7/11/2011	
UR0051	U3000-49	B25	EPP	In eval MAO	9/12- ambient testing complete with NTF, next step cold testing. 10/26- cold testing complete with NTF, next step to ship to 26 mile for tri-temp testing.	8/2- pulled stored & EFF data shipped to MAO for further information 8/29-Ambient testing did not duplicate. Will Cold test next 8/31-Cold testing raised BAA, BAB intermittent. Raised twice and did not repeat.		04921 Bozard Ford	02124	1FMHK7D89BGA30447	2/25/2011	2/21/2011	1/4/2011	1/7/2011	3.5L wo/APA	6/23/2011	
UR0054	No Com	No codes		at WPAC will ship out to MAO for analysis	9/12- gear not at MAO at this time I will check WPAC tomorrow. 10/26- still cannot locate the gear will check WPAC	8/19- tech was not able to get the tc lamp on or get the vehicle to act up but states he could not communicate with the PSCM using his IDS. Unknow if this was an IDS issue because there would be lamps on and no steering if he was not able to commincate with the PSCM. I had no trouble pulling data when gear arrived.		03776 Legacy Ford	00016	1FMHK8B82BGA73844	5/22/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	6/29/2011	

UR0055 RUA# 5176	U3000-49	BA4,BA5,B45,B9C, B6C,B71	EPP	in eval UK	10/17- VSW scoped, cannot communicate with ECU. Potential main micro. Waiting on UK for next steps good chance to swap micro and test. 10/26- in analysis of the micro and confirm failure before removing.	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- able to reproduce codes, possible monitor micro- testing ongoing		06787 Lake Elsinore Ford	02584	1FMHK7D87BGA68632	5/13/2011	5/4/2011	3/16/2011	3/19/2011	3.5L wo/APA	714/2011	
UR0056 RUA# 5160	U2011-49	B3A	EPP	in Eval Tyco	9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing 10/26- at Tyco waiting for update	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing		06338 Shults Ford	00105	1FMHK7B86BGA69841	5/12/2011	5/3/2011	2/28/2011	3/17/2011	3.5L wo/APA	7/11/2011	
UR0058	C200D-49	B9A	EPP	In Eval 26mile	9/21- this unit is in teardown, flex density test, air gap measurement, hall effects swi. Threshold, encoder switching 10/2- x-ray of the motor PCB	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	6543	1FMHK7D86BGA42569	3/24/2011	3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA	7/8/2011	12/28/2010
UR0059	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	2953	1FMHK7F86BGA46280	3/31/2011	3/22/2011	1/24/2011	1/29/2011	3.5L wo/APA	7/1/2011	12/28/2010
UR0060	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		09580 Tracy Langston Ford	3191	1FMHK7D86BGA63793	5/3/2011	4/28/2011	3/16/2011	3/18/2011	3.5L wo/APA	8/5/2011	1/25/2011
UR0061	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		05947 Cannon Ford	4020	1FMHK7D87BGA37526	3/15/2011	3/9/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/2/2011	12/27/2010
UR0062	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	10437	1FMHK8D89BGA42572	3/18/2011	3/12/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/10/2011	12/28/2010
UR0063 RUA# 5238	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and		04921 Bozard Ford	14031	1FMHK7F8XBGA37615	3/10/2011	3/5/2011	12/25/2010	12/29/2010	3.5L w/APA	8/15/2011	12/6/2010
UR0064 RUA# 5239	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and		11293 Camelback Ford	4655	1FMHK7F88BGA38892	3/10/2011	3/4/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/10/2011	12/24/2010
UR0065 RUA# 5240	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis. 11/14- large amount of conformal coat	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		02709 Tom Holzer Ford	5447	1FMHK8F8XBGA56316	4/11/2011	4/5/2011	12/23/2010	12/25/2010	3.5L wo/APA	8/10/2011	12/24/2010
UR0066 RUA# 5235	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and		02405 Park Cities Ford	5234	1FMHK7D80BGA15156	1/13/2011	12/14/2010	11/11/2010	11/13/2010	3.5L wo/APA	7/28/2011	10/27/2010
UR0067 RUA# 5236	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		00469 Bondy's Ford	5426	1FMHK7D89BGA44963	3/22/2011	3/15/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/4/2011	12/13/2010
UR0068 RUA# 5237	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		M2686 Fema Automotriz	16576	1FMHK8F83BGA34710	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	8/22/2011	12/23/2010
UR0069	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06293 Haldeman	9557	1FMHK7D82BGA13781	1/19/2011	1/7/2011	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/7/2010

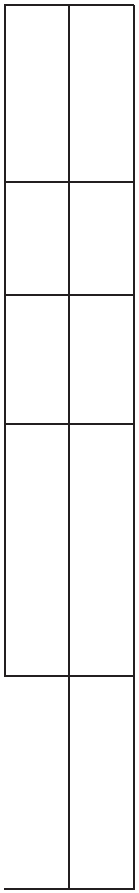
UR0070 RUA# 5241	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		07986 Henderson Ford	2775	1FMHK8B89BGA45684	3/24/2011	3/20/2011	1/24/2011	1/28/2011	3.5L wo/APA	8/15/2011	12/28/2010
UR0071	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			00643 Buster Miles Ford	5112	1FMHK7D83BGA59152	5/2/2011	4/25/2011	2/28/2011	3/3/2011	3.5L wo/APA	8/12/2011	1/20/2011
UR0072	Frt end will swerve to LF suddenly	no codes		In Eval MAO	9/9- no damage to gear and rack move smooth stop to stop no codes in the stored or EFF data. Shipped to MAO for analysis			05417 Kemp Ford	10075	1FMHK7F88BGA35989	3/8/2011	3/3/2011		1/13/2011	3.5L wo/APA	8/19/2011	
UR0073	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			09469 Randall Reed's Ford	1856	1FMHK7F83BGA60637	4/28/2011	4/25/2011	3/16/2011	3/17/2011	3.5L wo/APA	8/1/2011	1/24/2011
UR0074	C200C-2F	BD1,BD3	TS	In Eval MAO	9/21- NTF with ambient testing. Next step is to run EOL testing.	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		08990 Quirk Ford	10839	1FMHK8D81BGA20601	2/10/2011	2/1/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/16/2011	
UR0075	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			07398 Al Packer's Ford	4286	1FMHK8F87BGA59688	4/25/2011	4/15/2011	2/12/2011	2/14/2011	3.5L wo/APA	8/8/2011	12/30/2010
UR0076	C200D-49	B9A	EPP	In Eval MAO	11/8- was able to duplicate the B9A twice simulated hwy driving conditions on the bench. Sergio getting instructions from Geoff Jacks	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		06938 Fox Ford	2989	1FMHK8F81BGA56480	4/13/2011	4/7/2011	1/26/2011	1/29/2011	3.5L wo/APA	8/3/2011	12/27/2010
UR0077	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			02890 Russ Milne Ford	9977	1FMHK8D89BGA31409	2/23/2011	2/18/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/22/2011	12/24/2010
UR0079	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing 8/31- Not reproducable Cold			05613 Lance Cunningham Ford	6993	1FMHK7D81BGA48392	3/29/2011	3/24/2011	12/7/2010	2/17/2011	3.5L wo/APA	8/10/2011	12/30/2010
UR0080	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing			08006 Joe Machens	6386	1FMHK8D85BGA65251	5/6/2011	4/30/2011	2/17/2011	2/18/2011	3.5L wo/APA	8/25/2011	12/30/2010
UR0081	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			06063 Smith Ford	9014	1FMHK8F87BGA48934	3/31/2011	3/27/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/16/2011	12/23/2010
UR0082	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			01730 Mike Fitzpatrick Ford	10293	1FMHK7D84BGA30033	3/4/2011	3/1/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/15/2011	12/24/2010
UR0083	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			03924 Crown Ford	23203	1FMHK7F87BGA12381	12/16/2010	12/11/2011	11/13/2010	11/14/2010	3.5L wo/APA	9/1/2011	10/27/2010
UR0084	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			00478 Wade Ford	7238	1FMHK7D80BGA48268	4/4/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	9/7/2011	12/4/2010
UR0085	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			02645 Prince-Gnade Ford	4583	1FMHK8F8XBGA56705	4/12/2011	4/5/2011	12/1/2010	12/4/2010	3.5L wo/APA	9/2/2011	11/8/2010
UR0086	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			02486 Five Star Ford	5025	1FMHK7F84BGA60646	4/27/2011	4/19/2011	2/24/2011	3/4/2011	3.5L w/APA	9/2/2011	1/3/2011
UR0087	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			00406 Collier Ford	3228	1FMHK7D8XBGA44969	4/6/2011	4/2/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/29/2011	12/27/2011
UR0088	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			09989 Mark Martin Ford	11159	1FMHK8D82BGA20946	2/10/2011	2/2/2011	12/13/2011	9/9/2011	3.5L wo/APA	8/30/2011	11/11/2010

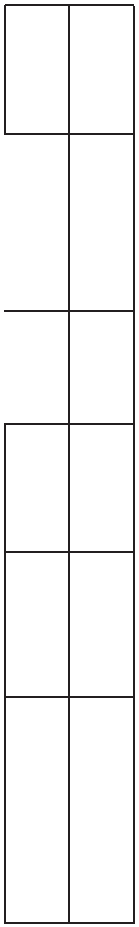
UR0089	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			04870 Al Packer Ford	5997	1FMHK7D88BGA39351	3/9/2011	3/4/2011	1/13/2011	1/14/2011	3.5L wo/APA	8/29/2011	12/23/2011
UR0090 RUA# 5175	U2011-49	B3A	EPP	In process Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06672 Battlefield Ford	00636	1FMHK7D81CGA03857	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011
UR0091	U2011-49 U3000-49 U3000-96	BBA,B7F	EPP	In eval MAO	shorted phase 3 to 0volt. damaged PM 10/26- close out shorted FET is prior to the containment date			01545 Fox Valley Ford	02926	1FMHK7D89BGA38225	3/10/2011	3/5/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/1/2011	12/24/2011
UR0092	C200D-49	B9A	EPP	In Eval MAO	9/30- pulled stored & EFF data from the gear and shipped to MAO for further testing			08190 All American Ford	11798	1FMHK8B88BGA36961	3/9/2011	3/5/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/18/2011	11/12/2010
UR0094	TC Lamp on	No codes		In Eval MAO	10/26- ambient testing no codes or LIC's set NTF.	10/3- pulled stored and EFF data and shipped to MAO for further diagnosis		02346 Caranfa Ford	02600	1FMHK7D87BGA75807	5/25/2011	5/19/2011	3/26/2011	3/27/2011	3.5L wo/APA	8/5/2011	
UR0095	C200D-49	B9A	EPP	In Eval MAO	10/3- pulled stored & EFF data from the gear and shipped to MAO for further testing			05928 Premier Ford	5159	1FMHK7D81BGA37523	3/14/2011	3/7/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/8/2011	12/25/2010
UR0096	U2011-61 C200D-49 U3000-96	B92,B9A	EPP	in vehicle test Gary Smith	10/12- sergio perform limit & profile testing see if code resets. 10/17- NTF on the bully test and passed limit testing 10/18 gear shipped to PDC to be installed in Gary Smith's vehicle 10/20- gear installed into vehicle and laura to hookup data recorder.	10/4- pulled stored and EFF data, shipped to MAO for further analysis		02694 Dean Sellars Inc	10986	1FMHK8F87BGA57861	4/21/2011	4/14/2011	2/16/2011	3/4/2011	3.5L w/APA	9/2/2011	1/20/2011
REDACTED FOR RELEVANCE								03073 Mullinax Ford	07412	1FMHK7F80BGA17468	1/25/2011	1/10/2011		11/20/2011	3.5L wo/APA	8/20/2011	
UR0098	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			04871 Metro Ford	5127	1FMHK7F84BGA19532	1/31/2011	1/26/2011	12/16/2011	12/17/2011	3.5L wo/APA	8/20/2011	11/11/2010
UR0099	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			02459 Sam Pack's Five Star Ford	15697	1FMHK7D82BGA25879	2/15/2011	2/8/2011	12/6/2010	12/11/2010	3.5L wo/APA	8/22/2011	11/10/2010
UR0100	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			04450 Rodriguez Ford	6288	1FMHK7D86BGA72610	5/21/2011	5/16/2011	3/30/2011	3/31/2011	3.5L wo/APA	9/13/2011	2/12/2011
UR0101	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			08951 Ford of Clermont	8900	1FMHK7D85BGA59640	5/3/2011	4/26/2011	3/15/2011	3/17/2011	3.5L wo/APA	9/7/2011	1/24/2011
REDACTED FOR RELEVANCE								05353 Alexander Ford	01570	1FMHK8F84BGA89781	9/20/2011				3.5L w/APA	9/20/2011	
UR0103	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			01471 Springfield Ford	6513	1FMHK8D80BGA67568	5/12/2011	5/4/2011	1/24/2011	1/28/2011	3.5L wo/APA	9/14/2011	12/272011
UR0104	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			06359 Thornhill Ford	6114	1FMHK8D89BGA31202	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	7/21/2011	12/23/2011
UR0105	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			04163 Elvria Ford	11483	1FMHK7F88BGA56115	4/13/2011	4/6/2011	2/4/2011	2/11/2011	3.5L wo/APA	9/2/2011	12/29/2011

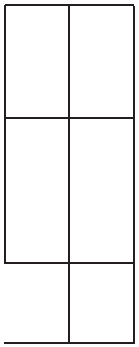
UR0106	U3000-49 U3000-96	B31	EPP	In Eval MAO	10/17- ambient testing passed, next step is to perform hot testing. 10/26- still in progress	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		04871 Metro Ford	04756	1FMHK7D81BGA27087	2/16/2011	2/8/2011	12/8/2010	12/11/2010	3.5L wo/APA	7/20/2011	
REDACTED FOR RELEVANCE								09923 Boone Ford	06601	1FMHK8B84BGA77331	5/23/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	8/25/2011	
UR0108	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			01125 Palmetto Ford	5696	1FMHK7B8XBGA29939	3/2/2011	2/25/2011	1/4/2011	1/8/2011	3.5L wo/APA	8/30/2011	12/24/2011
UR0109	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			02459 Sam Pack's Five Star Ford	7642	1FMHK7D85BGA15184	1/13/2011	12/13/2010	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/25/2010
UR0110	No Assist	No Com	EPP	In Eval MAO	10/17-Confirmed Kemet cap C154 10/26- get approval from Anting to ship C154 back to Kemet for analysis.	10/7- could not pull any data from gear no communication with canape shipped to MAO for further testing		01281 Haldeman Ford	00372	1FMHK8D85CGA27536	9/4/2011	8/30/2011	7/14/2011	7/15/2011	3.5L wo/APA	9/22/2011	
UR0111	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			02549 Silsbee Ford	8861	1FMHK7F88BGA50881	4/21/2011	4/14/2011	1/13/2011	1/15/2011	3.5L wo/APA	9/1/2011	12/23/2010
UR0112	TC Lamp on	BD2,BD3	TS	In Eval MAO	10/26- shipped from WPAC to MAO	10/7- tech only mentions TC lamp on and no communication with the PSCM. I had no problem communicating with the PSCM. Does have multiple A & E codes in stored data		20028 Bryden Ford	05876	1FMHK8D84BGA71980	5/10/2011	5/1/2011	3/20/2011	3/21/2011	3.5L wo/APA	8/16/2011	
UR0113	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			00469 Bondy's Ford	6897	1FMHK7D89BGA41111	3/21/2011	3/15/2011	1/15/2011	1/16/2011	3.5L wo/APA	8/29/2011	12/23/2011
UR0114	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			00469 Bondy's Ford	7379	1FMHK7F87BGA37393	3/15/2011	3/9/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/24/2011	12/27/2010
UR0115	C200D-49	B9A	EPP	in process MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			00389 Mountain View Ford	12040	1FMHK8D88BGA44944	3/25/2011	3/23/2011	1/24/2011	1/29/2011	3.5L wo/APA	9/22/2011	12/27/2010
UR0116	C200D-49	B9A	EPP	in process MAO	10/20- gear installed in Matt Surella's 2012 U502 for B9A canape recording	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		02980 Shamaley Ford	07119	1FMHK7D89BGA18251	1/26/2011	1/18/2011	12/4/2010	12/4/2010	3.5L wo/APA	9/2/2011	10/27/2010
UR0117	C200D-49	B9A, BD0-BD3	EPP	in process MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			04424 Jennings Anderson Ford	3010	1FMHK7D85BGA42627	3/17/2011	3/11/2011	1/25/2011	1/28/2011	3.5L wo/APA	7/2/2011	12/28/2011
UR0118	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		04283 Varsity Ford	6217	1FMHK7F87BGA64870	5/10/2011	5/5/2011	2/24/2011	3/8/2011	3.5L w/APA	8/19/2011	1/2/2011
UR0119	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		01015 Fort Mill Ford	9320	1FMHK7D83BGA41041	3/18/2011	3/14/2011	1/4/2011	1/7/2011	3.5L wo/APA	9/8/2011	12/24/2010
UR0120	C200D-49	B9A	EPP	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			02704 Fairway Ford	5395	1FMHK7D81BGA72692	5/21/2011	5/16/2011	3/30/2011	4/1/2011	3.5L wo/APA	9/21/2011	2/15/2011
UR0121	C200C-C200B-62	BD3, BD4, B90	TS	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			04863 Duval Ford	1713	1FMHK7B88BGA86091	6/17/2011	6/10/2011	4/24/2011	4/27/2011	3.5L wo/APA	8/25/2011	

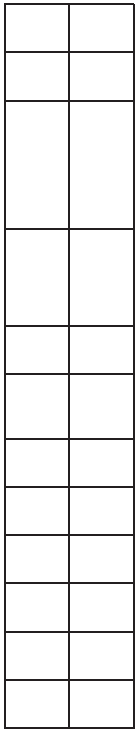
UR0122	C200C-C200B-62	BD3, BD4	TS	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing. No damage to TS harness			09452 Ted Britt Ford	167	1FMHK7D85BGA84070	6/10/2011	6/7/2011	4/7/2011	4/8/2011	3.5L wo/APA	7/25/2011	
UR0123	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		01232 John Kennedy Ford	3735	1FMHK8D8XBGA78416	6/2/2011	5/26/2011	4/13/2011	4/15/2011	3.5L wo/APA	9/28/2011	3/14/2011
UR0124	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		20527 Malouf Ford	2621	1FMHK8B81BGA74581	6/3/2011	5/31/2011	3/31/2011	3/31/2011	3.5L wo/APA	9/27/2011	2/14/2011

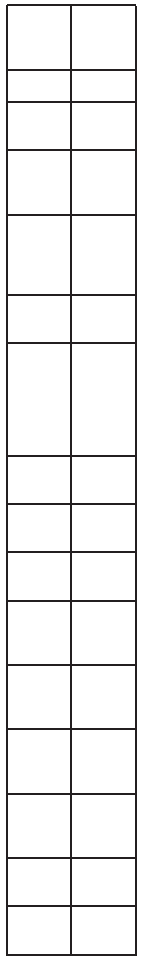
Date	Part ETA

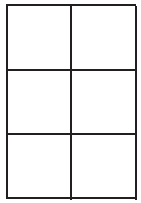










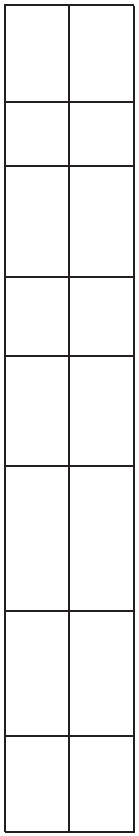


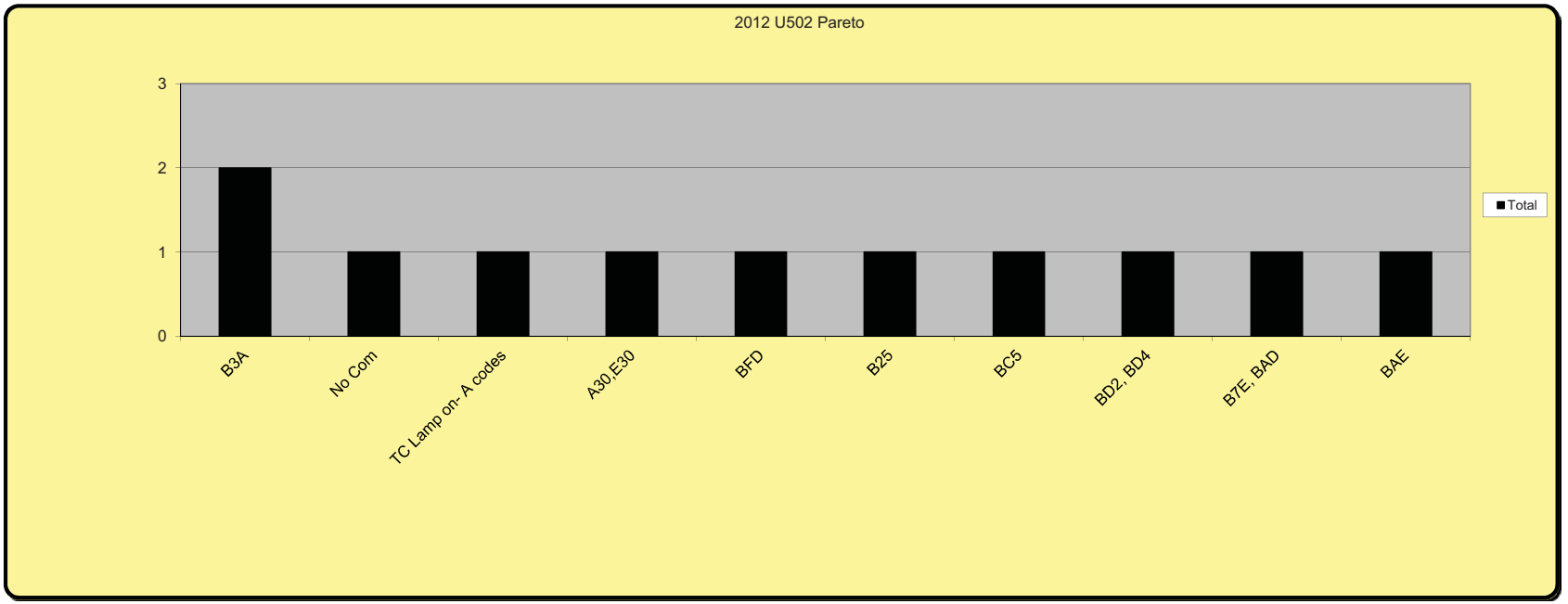
Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KMBGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP					1FMHK8F81BGA41610	3/16/2011				3.5L w/APA	3/16/2011			
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned		07955 Ron Dupratt Ford	15	1FMHK8D87BGA18724	1/24/2011	1/17/2011	11/16/2010	11/22/2010	3.5L wo/APA	2/2/2011			
0KMBGA85712	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.												

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi	CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2	09618 Brown Motors	18	1FMHK8D83BGA10846	12/16/2010				3.5L wo/APA	1/12/2011	
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil	CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-	02071 I-77 Ford	10	1FMHK8D83BGA14928	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011	
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when		Ford Management Lease Car- Chicago	1700	1FMHK8F88BGA02366	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011	
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after		Ford PDC Fleet vehicle- Taras Palczynski	2010	1FMHK7D89BGA02812	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011	
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to		lease management vehicle WHQ VSC	1838	1FMHK8F89BGA03591	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010	
UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.		04331 Brondes Ford		1FMHK7F87BGA31464	2/24/2011				3.5L wo/APA	3/28/2011	
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with		02058 Beechmont Ford	1425	1FMHK8F83BGA02503	11/22/2010						
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to		00807 Crest Ford	115	1FMHK8F85BGA27421	2/16/2011				3.5L w/APA	3/9/2011	

UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK		03820 Landers Ford	3096	1FMHK8F8XBGA01168	11/3/2010				3.5L w/APA	3/5/2011	
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate		00807 Crest Ford	1356	1FMHK7B87BGA02763	11/16/2010				3.5L wo/APA	2/25/2011	
UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing		05126 Gary Crossley Ford	4475	1FMHK8F80BGA03852	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011	
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week		06081 San Francisco Ford	14	1FMHK8D81BGA36412	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011	
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.		02694 Dean Sellers	3754	1FMHK8F8XBGA03566	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011	
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-		08305 Evergreen Ford	49	1FMHK8F84BGA17589	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011	
UR0038 RUA#4997	U2011-49 U3000-96	B3A	EPP	In Eval UK	9/21-confirmed from tycothis is a Mg,Na,S contamination issue	8/1- MAO working on ambient and hot testing. 8/8- MAO testing still ongoing 8/11- cannot duplicate code fits the Mg,Na contamination dates shipped to UK then Tyco week 25 relay build		07563 Riser Ford	9727	1FMHK7F83BGA04990	11/23/2010	11/17/2010	9/10/2010	9/16/2010	3.5L w/APA	5/2/2011	
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	5/13- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for 36 hrs with no A24's, E66's or				1FMHK8D81BGA39357	3/14/2011				3.5L wo/APA	3/2/2011	

Date	Part ETA





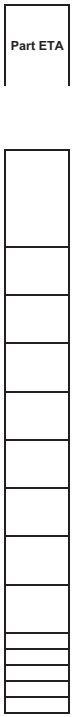
updated to 11/30/11

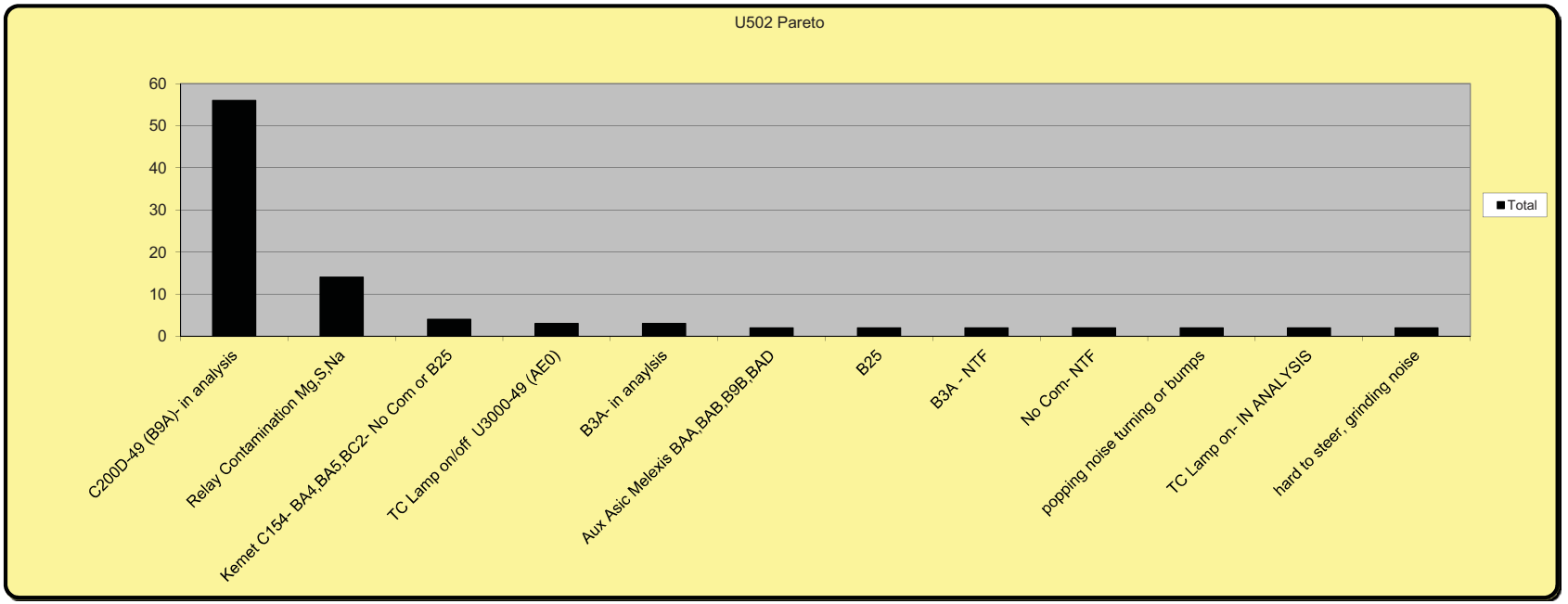
		Vehicle Build Month																		
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments
B3A	UR0090, 0133	1		1													2			Shipped motor relay to Tyco
No Com	UR0110			1													1	5/30/11	9/12/2011	Confirmed Kemet C154 capacitor Hot test(ICA) Vision system(PCA)
TC Lamp on- A codes	UR0125		1														1			
A30,E30	UR0126		1														1			
BFD	UR0127		1														1			
B25	UR0128		1														1			
BC5	UR0129		1														1			
BD2, BD4	UR0130		1														1			
B7E, BAD	UR0131			1													1			
BAE	UR0132				1												1			

updated to 11/30/11

		Vehicle Build Month																		
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date
UR0090 RUA# 5175	U2011-49	B3A	EPP	In eval Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06672 Battlefield Ford	00636	1FMHK7D81CGA03857	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011	
UR0125	U3000-49	A16		in process MAO	11/11- all a codes set no stored b-codes vehicle only set the TC lamp on it did not lose assist. PPT lead to gear replacement with resetting U3000-49, shipped gear to MAO. No ther parts replaced			05340 Royal Oak Ford	183	1FMHK7D82CGA16391	8/17/2011	8/13/2011	12/6/2010	12/10/2010	3.5L wo/APA	10/7/2011	5/17/2011	
UR0126	U3000-72	A30, E30	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			04664 Jordan Ford	523	1FMHK8F8XCGA24483	8/30/2011	8/26/2011	7/5/2011	7/7/2011	3.5L wo/APA	9/24/2011		
UR0127	U0300-00	BFD	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			00165 Gene Latta Ford	50	1FMHK8F82CGA19049	8/29/2011	8/24/2011	7/6/2011	7/8/2011	3.5L wo/APA	10/6/2011		
UR0128	U3000-49	B25	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			07852 Fairview Ford	20	1FMHK7F83CGA25713	8/31/2011	8/27/2011	7/7/2011	7/9/2011	3.5L w/APA	9/14/2011		
UR0129	U3000-49	BC5	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			04332 Armstrong Ford	5	1FMHK7F88CGA15615	8/23/2011	8/18/2011	6/29/2011	7/2/2011	3.5L w/APA	9/7/2011		
UR0130	C200B-2F C200B-62	BD2,BD4	TS	in eval MAO	11/11- no damage to the ts harness. pulled stored and EFF data from gear, shipped to MAO for analysis			09179 Inver Grove Ford	146	1FMHK8F85CGA13391	8/17/2011	8/12/2011	6/16/2011	6/20/2011	3.5L w/APA	9/30/2011		
UR0131	U3000-49 U3000-96	B7E,BAD	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			01741 Lakeland Ford	71	1FMHK7F89CGA30625	9/16/2011	9/12/2011	7/21/2011	7/21/2011	3.5L wo/APA	10/24/2011		
UR0132	U3000-49 U3000-96	BAE	EPP	in process MAO	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis			05167 Bob Allen Ford	309	1FMHK8D83CGA43136	10/4/2011	9/25/2011	8/17/2011	8/19/2011	3.5L wo/APA	11/4/2011		
UR0133	U2011-49	B3A	EPP	in process MAO	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis			01185 McKay Ford	180	1FMHK7D89CGA36136	9/23/2011	9/20/2011	8/4/2011	8/5/2011	3.5L wo/APA	10/26/2011	6/8/2011	


Part ETA



updated to 11/2/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
C200D-49 (B9A)- in analysis	UR0030,45,47, 48,58,59,60,61, 62,63,64,65,66, 67,68,69,70,71, 73,75,76,77,79, 80,81,82,83,84, 85,86,87,88,89, 92,95,96,98,99, 100,101,103,10 4,105,108,109, 111,113,114,11 5,116,117,118, 119,120,123,12 4					1	6	3	24	12	8	2					56			8/22- hall effect & encoder differential. More testing needed to find root cause
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26,38				9	1	1	2	1								14	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
TC Lamp on/off U3000-49 (AE0)	UR0023,52,78						1		1				1				3		Non TRW issue	Both gears tested with NTF, on one vehicle the new gear did not fix U3000-49. vehicle could not be fixed shorting the CAN circuits would duplicate the symptoms.
B3A- in anaylsis	UR0041,56,90					1					1		1				3			NTF after relay contact analysis at Tyco
Aux Asic Melexis BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
B3A - NTF	UR0008,09				2												2			
No Com- NTF	UR0031, 33									1	1						2		NTF	will keep in pending to see if we get a duplicate issue
popping noise turning or bumps	UR0057, UR0093											2					2		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
TC Lamp on- IN ANALYSIS	UR0094,112										2						2			
hard to steer, grinding noise	UR0102, 107										1	1					2			hard to turn input shaft

updated to 11/2/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
ps delay after startup-U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1	7/22/2011- EOL test	4/14/2012-PSD mask	9/14- OnSemi ASIC Jitter
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1		NTF	Full testing done at Hella optical and performance testing lead to NTF
Broken Pulley	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
B6C	UR0050										1						1			
swerve LF suddenly	UR0072								1								1			
BD1,BD3	UR0074							1									1			
BBA,B7F	UR0091								1								1			shorted PM
noise intermittent rh frt side while turning	UR0097						1										1		Non-TRW Issue	tech replacd the EPAS gear and same noise occurred
B31	UR0106							1									1			
No Com- IN ANALYSIS	UR0110														1		1			
BD3,BD4,B90	UR0121											1					1			
BD3,BD4	UR0122											1					1			
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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date
UR0021	U3000-49 U3000-96	BAA,BAB,B9B,BAD	EPP	in eval Melexis	8/15- Geoff to review Melexis 8D and check for further information to finalize.	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is disabled periodically. Ship to UK for further testing 6/29- found faulty Aux. ASIC in the ECU, Anting to contact Melexis so UK and ship out for analysis. 7/4- Aux ASIC arrived in Melexis		03073 Mullinax Ford	03735	1FMHK8B88BGA14250	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011	
UR0025	U3000-49	B25	EPP	In eval 26 Mile	9/12- tri-temp ignition cycling at 26mile NTF	5/26- pulled stored & EFF data shipped to MAO for further testing 6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps.		20609 Orange Motor Co	00008	1FMHK7D89BGA44512	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011	
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor. 8/15- UK motors grp did full teardown and did not find any flux density fault. Will put on hold until the other warranty returns are examined and tested.shipping other parts out to	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43 Celsius. To be shipped to UK 6/24- Sergio to send PFR to		05559 Villa Ford	7839	1FMHK8F82BGA15758	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011	9/17/2010
UR0032 RUA #4978	U3000-49	BFF,BFC,B1C	EPP	In Eval UK	7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis. 8/1- check with Mike on updates 8/8-part has arrived to the UK.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return.		07590 Van Bortel Ford	03003	1FMHK8F85BGA29508	3/4/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/9/2011	
UR0035 RUA# 4979	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In Eval UK	8/8- part has not arrived yet in the UK for further testing check with Anting for update	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/25-MAO reproduced B23-found a a low impedance between pin96 and pin97 on main micro IC3. It seems a problem on the soldering.		04161 Eddie Yaklin Ford	04625	1FMHK7D8XBGA11017	12/8/2010	12/6/2010	10/1/2010	10/21/2010	3.5L wo/APA	5/31/2011	
REDACTED FOR RELEVANCE								00169 Pittsville Motors	06773	1FMHK8D84BGA14498	1/31/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011	

UR0040	U3000-49	BAE,BAB,BAD	EPP	In eval 26mile	8/10- MAO to hold onto EPP until UK is done testing the three gears with similar codes. 9/12- 26mile done tri-temp testing was able to get to reset once. Benched tested was able to get to fail possible aux. ASIC testing still ongoing.	8/1- raise RUA and ship to UK for further analysis. faults not replicating even when in hot testing. Fault not replicating in lab after hot test over ASIC and IC17. During analysis part failing with BA4 , B3A rep B7E. Power module swapped with a reference on.		08811 Sentry Ford	02050	1FMHK8D83BGA25329	2/14/2011	2/7/2011	12/13/2010	12/19/2010	3.5L wo/APA	6/16/2011	
UR0041 RUA# 4980	U2011-49	B3A	EPP	In Eval Tyco	8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco 10/6- Andy Partridge to check results when he is back off vacation. 10/26- still under analysis.	8/1- Phase1 motor relay contact not closing.raise RUA and ship to UK 8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco		02199 Bob Gillingham Ford	05016	1FMHK8B88BGA10215	12/2/2010	11/23/2010	9/14/2010	9/16/2010	3.5L wo/APA	6/13/2011	
UR0042	C200C-2F	BD3	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1-passed EOL & bench testing 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		01273 Fred Beans Ford	04301	1FMHK8D84BGA37263	3/14/2011	3/7/2011	1/20/2011	1/29/2011	3.5L wo/APA	6/20/2011	
UR0043 RUA #4981	U3000-49	BAE,BAB,BAD,BAA	EPP	In Eval UK	8/8- UK received the part today for further testing. 8/22- comfirmed IC17, get reply from Anting and ship to Maxium. 11/7- IC17 damaged removing device from the PCB cannot be tested.	8/1- raise RUA and ship to UK for further analysis.AA I sense working fine and Isense IC17 output incorrect. Signal coming from AA is OK but IC17 output is not good. IC17 temperature sensitive. did not swap Component Same failure mode as CR0030 in which after swapping Pin 5 is found broken.		05319 Rusty Eck Ford	05191	1FMHK8F84BGA32125	2/22/2011	2/17/2011	12/11/2010	12/16/2010	3.5L w/APA	6/27/2011	
UR0045	C200D-49	B9A	EPP	In Eval UK	8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders are re-synchronised, ran overnight with ign permanently on NFF, test repeated with ign. cycling for two hrs, NFF	8/1- hot and ambient testing done NTF. cold testing next step 8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders		05928 Premier Ford	1695	1FMHK7D8XBGA45135	3/28/2011	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011	12/27/2010

UR0046	C200B-62	BD4	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1- NTF on bench testing, or EOL testing. 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		04927 J.C. Lewis Ford	01410	1FMHK7F87BGA66103	5/10/2011	5/1/2011	3/24/2011	3/26/2011	3.5L wo/APA	6/16/2011	
UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and encoder, more testing needed to define cause. 11/3- motor PCB at Allegro Simon Malsbury overlooking the analysis.	8/2- pulled stored & EFF data shipped to 26 mile for further information. 8/12- Chris bench tested with NTF with start the tri-temp testing to see if B9A resets 8/15- now able to duplicate the B9A will send Geoff the information on the scope and test set-up.		06700 Majic City Ford	3447	1FMHK8F87BGA45404	3/29/2011	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011	12/28/2010
UR0048	C200D-49	B9A	EPP	In eval 26mile	9/12- performed tri-temp ignition cycling and could not reproduce code NTF 9/21-been uploaded with SW and gone through various test on the dynamometer, the unit has not failed at this time, more testing ongoing	8/2- pulled stored & EFF data shipped to MAO for further information 8/31- Not reproducable Cold		08211 Robinson Brothers Ford	3163	1FMHK7D84BGA48810	4/5/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011	12/4/2010
UR0050 RUA# 5048	U3000-49	B6C	EPP	In Eval Freescale	10/26- found micro failure in analysis with Freescale	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly. 8/29-To be sent to UK		03334 Charles Gabus Ford	04666	1FMHK8F85BGA61262	5/2/2011	4/19/2011	2/17/2011	2/24/2011	3.5L w/APA	7/11/2011	
UR0051	U3000-49	B25	EPP	In eval MAO	9/12- ambient testing complete with NTF, next step cold testing. 10/26- cold testing complete with NTF, next step to ship to 26 mile for tri-temp testing.	8/2- pulled stored & EFF data shipped to MAO for further information 8/29-Ambient testing did not duplicate. Will Cold test next 8/31-Cold testing raised BAA, BAB intermittent. Raised twice and did not repeat.		04921 Bozard Ford	02124	1FMHK7D89BGA30447	2/25/2011	2/21/2011	1/4/2011	1/7/2011	3.5L wo/APA	6/23/2011	
UR0054	No Com	No codes		at WPAC will ship out to MAO for analysis	9/12- gear not at MAO at this time I will check WPAC tomorrow. 10/26- still cannot locate the gear will check WPAC	8/19- tech was not able to get the tc lamp on or get the vehicle to act up but states he could not communicate with the PSCM using his IDS. Unknow if this was an IDS issue because there would be lamps on and no steering if he was not able to commincate with the PSCM. I had no trouble pulling data when gear arrived.		03776 Legacy Ford	00016	1FMHK8B82BGA73844	5/22/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	6/29/2011	

UR0055 RUA# 5176	U3000-49	BA4,BA5,B45,B9C, B6C,B71	EPP	in eval UK	10/17- VSW scoped, cannot communicate with ECU. Potential main micro. Waiting on UK for next steps good chance to swap micro and test. 10/26- in analysis of the micro and confirm failure before removing.	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- able to reproduce codes, possible monitor micro- testing ongoing		06787 Lake Elsinore Ford	02584	1FMHK7D87BGA68632	5/13/2011	5/4/2011	3/16/2011	3/19/2011	3.5L wo/APA	714/2011	
UR0056 RUA# 5160	U2011-49	B3A	EPP	in Eval Tyco	9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing 10/26- at Tyco waiting for update	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing		06338 Shults Ford	00105	1FMHK7B86BGA69841	5/12/2011	5/3/2011	2/28/2011	3/17/2011	3.5L wo/APA	7/11/2011	
UR0058	C200D-49	B9A	EPP	In Eval 26mile	9/21- this unit is in teardown, flex density test, air gap measurement, hall effects swi. Threshold, encoder switching 10/2- x-ray of the motor PCB	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	6543	1FMHK7D86BGA42569	3/24/2011	3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA	7/8/2011	12/28/2010
UR0059	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	2953	1FMHK7F86BGA46280	3/31/2011	3/22/2011	1/24/2011	1/29/2011	3.5L wo/APA	7/1/2011	12/28/2010
UR0060	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		09580 Tracy Langston Ford	3191	1FMHK7D86BGA63793	5/3/2011	4/28/2011	3/16/2011	3/18/2011	3.5L wo/APA	8/5/2011	1/25/2011
UR0061	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		05947 Cannon Ford	4020	1FMHK7D87BGA37526	3/15/2011	3/9/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/2/2011	12/27/2010
UR0062	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	10437	1FMHK8D89BGA42572	3/18/2011	3/12/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/10/2011	12/28/2010
UR0063 RUA# 5238	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and		04921 Bozard Ford	14031	1FMHK7F8XBGA37615	3/10/2011	3/5/2011	12/25/2010	12/29/2010	3.5L w/APA	8/15/2011	12/6/2010
UR0064 RUA# 5239	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and		11293 Camelback Ford	4655	1FMHK7F88BGA38892	3/10/2011	3/4/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/10/2011	12/24/2010
UR0065 RUA# 5240	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis. 11/14- large amount of conformal coat	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		02709 Tom Holzer Ford	5447	1FMHK8F8XBGA56316	4/11/2011	4/5/2011	12/23/2010	12/25/2010	3.5L wo/APA	8/10/2011	12/24/2010
UR0066 RUA# 5235	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and		02405 Park Cities Ford	5234	1FMHK7D80BGA15156	1/13/2011	12/14/2010	11/11/2010	11/13/2010	3.5L wo/APA	7/28/2011	10/27/2010
UR0067 RUA# 5236	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		00469 Bondy's Ford	5426	1FMHK7D89BGA44963	3/22/2011	3/15/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/4/2011	12/13/2010
UR0068 RUA# 5237	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		M2686 Fema Automotriz	16576	1FMHK8F83BGA34710	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	8/22/2011	12/23/2010
UR0069	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06293 Haldeman	9557	1FMHK7D82BGA13781	1/19/2011	1/7/2011	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/7/2010

UR0070 RUA# 5241	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		07986 Henderson Ford	2775	1FMHK8B89BGA45684	3/24/2011	3/20/2011	1/24/2011	1/28/2011	3.5L wo/APA	8/15/2011	12/28/2010
UR0071	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			00643 Buster Miles Ford	5112	1FMHK7D83BGA59152	5/2/2011	4/25/2011	2/28/2011	3/3/2011	3.5L wo/APA	8/12/2011	1/20/2011
UR0072	Frt end will swerve to LF suddenly	no codes		In Eval MAO	9/9- no damage to gear and rack move smooth stop to stop no codes in the stored or EFF data. Shipped to MAO for analysis			05417 Kemp Ford	10075	1FMHK7F88BGA35989	3/8/2011	3/3/2011		1/13/2011	3.5L wo/APA	8/19/2011	
UR0073	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			09469 Randall Reed's Ford	1856	1FMHK7F83BGA60637	4/28/2011	4/25/2011	3/16/2011	3/17/2011	3.5L wo/APA	8/1/2011	1/24/2011
UR0074	C200C-2F	BD1,BD3	TS	In Eval MAO	9/21- NTF with ambient testing. Next step is to run EOL testing.	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		08990 Quirk Ford	10839	1FMHK8D81BGA20601	2/10/2011	2/1/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/16/2011	
UR0075	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			07398 Al Packer's Ford	4286	1FMHK8F87BGA59688	4/25/2011	4/15/2011	2/12/2011	2/14/2011	3.5L wo/APA	8/8/2011	12/30/2010
UR0076	C200D-49	B9A	EPP	In Eval MAO	11/8- was able to duplicate the B9A twice simulated hwy driving conditions on the bench. Sergio getting instructions from Geoff Jacks	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		06938 Fox Ford	2989	1FMHK8F81BGA56480	4/13/2011	4/7/2011	1/26/2011	1/29/2011	3.5L wo/APA	8/3/2011	12/27/2010
UR0077	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			02890 Russ Milne Ford	9977	1FMHK8D89BGA31409	2/23/2011	2/18/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/22/2011	12/24/2010
UR0079	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing 8/31- Not reproducable Cold			05613 Lance Cunningham Ford	6993	1FMHK7D81BGA48392	3/29/2011	3/24/2011	12/7/2010	2/17/2011	3.5L wo/APA	8/10/2011	12/30/2010
UR0080	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing			08006 Joe Machens	6386	1FMHK8D85BGA65251	5/6/2011	4/30/2011	2/17/2011	2/18/2011	3.5L wo/APA	8/25/2011	12/30/2010
UR0081	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			06063 Smith Ford	9014	1FMHK8F87BGA48934	3/31/2011	3/27/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/16/2011	12/23/2010
UR0082	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			01730 Mike Fitzpatrick Ford	10293	1FMHK7D84BGA30033	3/4/2011	3/1/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/15/2011	12/24/2010
UR0083	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			03924 Crown Ford	23203	1FMHK7F87BGA12381	12/16/2010	12/11/2011	11/13/2010	11/14/2010	3.5L wo/APA	9/1/2011	10/27/2010
UR0084	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			00478 Wade Ford	7238	1FMHK7D80BGA48268	4/4/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	9/7/2011	12/4/2010
UR0085	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			02645 Prince-Gnade Ford	4583	1FMHK8F8XBGA56705	4/12/2011	4/5/2011	12/1/2010	12/4/2010	3.5L wo/APA	9/2/2011	11/8/2010
UR0086	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			02486 Five Star Ford	5025	1FMHK7F84BGA60646	4/27/2011	4/19/2011	2/24/2011	3/4/2011	3.5L w/APA	9/2/2011	1/3/2011
UR0087	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			00406 Collier Ford	3228	1FMHK7D8XBGA44969	4/6/2011	4/2/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/29/2011	12/27/2011
UR0088	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			09989 Mark Martin Ford	11159	1FMHK8D82BGA20946	2/10/2011	2/2/2011	12/13/2011	9/9/2011	3.5L wo/APA	8/30/2011	11/11/2010

UR0089	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			04870 Al Packer Ford	5997	1FMHK7D88BGA39351	3/9/2011	3/4/2011	1/13/2011	1/14/2011	3.5L wo/APA	8/29/2011	12/23/2011
UR0090 RUA# 5175	U2011-49	B3A	EPP	In process Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06672 Battlefield Ford	00636	1FMHK7D81CGA03857	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011
UR0091	U2011-49 U3000-49 U3000-96	BBA,B7F	EPP	In eval MAO	shorted phase 3 to 0volt. damaged PM 10/26- close out shorted FET is prior to the containment date			01545 Fox Valley Ford	02926	1FMHK7D89BGA38225	3/10/2011	3/5/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/1/2011	12/24/2011
UR0092	C200D-49	B9A	EPP	In Eval MAO	9/30- pulled stored & EFF data from the gear and shipped to MAO for further testing			08190 All American Ford	11798	1FMHK8B88BGA36961	3/9/2011	3/5/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/18/2011	11/12/2010
UR0094	TC Lamp on	No codes		In Eval MAO	10/26- ambient testing no codes or LIC's set NTF.	10/3- pulled stored and EFF data and shipped to MAO for further diagnosis		02346 Caranfa Ford	02600	1FMHK7D87BGA75807	5/25/2011	5/19/2011	3/26/2011	3/27/2011	3.5L wo/APA	8/5/2011	
UR0095	C200D-49	B9A	EPP	In Eval MAO	10/3- pulled stored & EFF data from the gear and shipped to MAO for further testing			05928 Premier Ford	5159	1FMHK7D81BGA37523	3/14/2011	3/7/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/8/2011	12/25/2010
UR0096	U2011-61 C200D-49 U3000-96	B92,B9A	EPP	in vehicle test Gary Smith	10/12- sergio perform limit & profile testing see if code resets. 10/17- NTF on the bully test and passed limit testing 10/18 gear shipped to PDC to be installed in Gary Smith's vehicle 10/20- gear installed into vehicle and laura to hookup data recorder.	10/4- pulled stored and EFF data, shipped to MAO for further analysis		02694 Dean Sellars Inc	10986	1FMHK8F87BGA57861	4/21/2011	4/14/2011	2/16/2011	3/4/2011	3.5L w/APA	9/2/2011	1/20/2011
UR0097	Rh frt making noise turning	No codes	NVH	At WPAC	10/10- found out in the CQIS report that the vehicle was making the same noise or preactivation after a new EPAS gear was replaced. Unknown what the noise or fault is while turning. NTF at level 1 testing.	10/4- no damage smooth stop to stop turning input shaft no noise and no codes. Check history of this gear		03073 Mullinax Ford	07412	1FMHK7F80BGA17468	1/25/2011	1/10/2011		11/20/2011	3.5L wo/APA	8/20/2011	
UR0098	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			04871 Metro Ford	5127	1FMHK7F84BGA19532	1/31/2011	1/26/2011	12/16/2011	12/17/2011	3.5L wo/APA	8/20/2011	11/11/2010
UR0099	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			02459 Sam Pack's Five Star Ford	15697	1FMHK7D82BGA25879	2/15/2011	2/8/2011	12/6/2010	12/11/2010	3.5L wo/APA	8/22/2011	11/10/2010
UR0100	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			04450 Rodriguez Ford	6288	1FMHK7D86BGA72610	5/21/2011	5/16/2011	3/30/2011	3/31/2011	3.5L wo/APA	9/13/2011	2/12/2011
UR0101	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			08951 Ford of Clermont	8900	1FMHK7D85BGA59640	5/3/2011	4/26/2011	3/15/2011	3/17/2011	3.5L wo/APA	9/7/2011	1/24/2011
REDACTED FOR RELEVANCE								05353 Alexander Ford	01570	1FMHK8F84BGA89781	9/20/2011				3.5L w/APA	9/20/2011	
UR0103	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			01471 Springfield Ford	6513	1FMHK8D80BGA67568	5/12/2011	5/4/2011	1/24/2011	1/28/2011	3.5L wo/APA	9/14/2011	12/272011
UR0104	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			06359 Thornhill Ford	6114	1FMHK8D89BGA31202	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	7/21/2011	12/23/2011
UR0105	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			04163 Elvria Ford	11483	1FMHK7F88BGA56115	4/13/2011	4/6/2011	2/4/2011	2/11/2011	3.5L wo/APA	9/2/2011	12/29/2011

UR0106	U3000-49 U3000-96	B31	EPP	In Eval MAO	10/17- ambient testing passed, next step is to perform hot testing. 10/26- still in progress	10/7- pulled stored & EFF data from the gear and shipped to MAO for further		04871 Metro Ford	04756	1FMHK7D81BGA27087	2/16/2011	2/8/2011	12/8/2010	12/11/2010	3.5L wo/APA	7/20/2011	
REDACTED FOR RELEVANCE																		
								09923 Boone Ford	06601	1FMHK8B84BGA77331	5/23/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	8/25/2011	
UR0108	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			01125 Palmetto Ford	5696	1FMHK7B8XBGA29939	3/2/2011	2/25/2011	1/4/2011	1/8/2011	3.5L wo/APA	8/30/2011	12/24/2011
UR0109	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			02459 Sam Pack's Five Star Ford	7642	1FMHK7D85BGA15184	1/13/2011	12/13/2010	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/25/2010
UR0110	No Assist	No Com	EPP	In Eval MAO	10/17-Confirmed Kemet cap C154 10/26- get approval from Anting to ship C154 back to Kemet for analysis.	10/7- could not pull any data from gear no communication with canape shipped to MAO for further testing		01281 Haldeman Ford	00372	1FMHK8D85CGA27536	9/4/2011	8/30/2011	7/14/2011	7/15/2011	3.5L wo/APA	9/22/2011	
UR0111	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			02549 Silsbee Ford	8861	1FMHK7F88BGA50881	4/21/2011	4/14/2011	1/13/2011	1/15/2011	3.5L wo/APA	9/1/2011	12/23/2010
UR0112	TC Lamp on	BD2,BD3	TS	In Eval MAO	10/26- shipped from WPAC to MAO	10/7- tech only mentions TC lamp on and no communication with the PSCM. I had no problem communicating with the PSCM. Does have multiple A & E codes in stored data		20028 Bryden Ford	05876	1FMHK8D84BGA71980	5/10/2011	5/1/2011	3/20/2011	3/21/2011	3.5L wo/APA	8/16/2011	
UR0113	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			00469 Bondy's Ford	6897	1FMHK7D89BGA41111	3/21/2011	3/15/2011	1/15/2011	1/16/2011	3.5L wo/APA	8/29/2011	12/23/2011
UR0114	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			00469 Bondy's Ford	7379	1FMHK7F87BGA37393	3/15/2011	3/9/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/24/2011	12/27/2010
UR0115	C200D-49	B9A	EPP	in process MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			00389 Mountain View Ford	12040	1FMHK8D88BGA44944	3/25/2011	3/23/2011	1/24/2011	1/29/2011	3.5L wo/APA	9/22/2011	12/27/2010
UR0116	C200D-49	B9A	EPP	in process MAO	10/20- gear installed in Matt Surella's 2012 U502 for B9A canape recording	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		02980 Shamaley Ford	07119	1FMHK7D89BGA18251	1/26/2011	1/18/2011	12/4/2010	12/4/2010	3.5L wo/APA	9/2/2011	10/27/2010
UR0117	C200D-49	B9A, BD0-BD3	EPP	in process MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			04424 Jennings Anderson Ford	3010	1FMHK7D85BGA42627	3/17/2011	3/11/2011	1/25/2011	1/28/2011	3.5L wo/APA	7/2/2011	12/28/2011
UR0118	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		04283 Varsity Ford	6217	1FMHK7F87BGA64870	5/10/2011	5/5/2011	2/24/2011	3/8/2011	3.5L w/APA	8/19/2011	1/2/2011
UR0119	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		01015 Fort Mill Ford	9320	1FMHK7D83BGA41041	3/18/2011	3/14/2011	1/4/2011	1/7/2011	3.5L wo/APA	9/8/2011	12/24/2010
UR0120	C200D-49	B9A	EPP	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			02704 Fairway Ford	5395	1FMHK7D81BGA72692	5/21/2011	5/16/2011	3/30/2011	4/1/2011	3.5L wo/APA	9/21/2011	2/15/2011
UR0121	C200C-C200B-62	BD3, BD4, B90	TS	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			04863 Duval Ford	1713	1FMHK7B88BGA86091	6/17/2011	6/10/2011	4/24/2011	4/27/2011	3.5L wo/APA	8/25/2011	

UR0122	C200C-C200B-62	BD3, BD4	TS	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing. No damage to TS harness			09452 Ted Britt Ford	167	1FMHK7D85BGA84070	6/10/2011	6/7/2011	4/7/2011	4/8/2011	3.5L wo/APA	7/25/2011	
UR0123	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		01232 John Kennedy Ford	3735	1FMHK8D8XBGA78416	6/2/2011	5/26/2011	4/13/2011	4/15/2011	3.5L wo/APA	9/28/2011	3/14/2011
UR0124	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		20527 Malouf Ford	2621	1FMHK8B81BGA74581	6/3/2011	5/31/2011	3/31/2011	3/31/2011	3.5L wo/APA	9/27/2011	2/14/2011

Date	Part ETA

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.
0KM BGA85712	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates.

Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles
2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned		07955 Ron Dupratt Ford	15
6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.			

VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year
1FMHK8F81BGA41610	3/16/2011				3.5L w/APA	3/16/2011	
1FMHK8D87BGA18724	1/24/2011	1/17/2011	11/16/2010	11/22/2010	3.5L wo/APA	2/2/2011	

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Date	Part ETA

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.
UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.

UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.
UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF

UR0038 RUA#4997	U2011-49 U3000-96	B3A	EPP	In Eval UK	9/21-confirmed from tycothis is a Mg,Na,S contamination issue
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.

Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles
2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi	CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2	09618 Brown Motors	18
2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil	CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-	02071 I-77 Ford	10
3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when		Ford Management Lease Car- Chicago	1700
3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after		Ford PDC Fleet vehicle- Taras Palczynsk	2010
4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to		lease management vehicle WHQ VSC	1838
3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.		04331 Brondes Ford	

4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with		02058 Beechmo nt Ford	1425
4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to		00807 Crest Ford	115
4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK		03820 Landers Ford	3096
4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate		00807 Crest Ford	1356
5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing		05126 Gary Crossley Ford	4475
5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week		06081 San Francisco Ford	14
5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.		02694 Dean Sellers	3754
5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-		08305 Evergreen Ford	49

8/1- MAO working on ambient and hot testing. 8/8- MAO testing still ongoing 8/11- cannot duplicate code fits the Mg,Na contamination dates shipped to UK then Tyco week 25 relay build		07563 Riser Ford	9727
3/15- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for 36 hrs with no A3A's, F66's or			

VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair
1FMHK8D83BGA10846	12/16/2010				3.5L wo/APA	1/12/2011
1FMHK8D83BGA14928	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011
1FMHK8F88BGA02366	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011
1FMHK7D89BGA02812	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011
1FMHK8F89BGA03591	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010
1FMHK7F87BGA31464	2/24/2011				3.5L wo/APA	3/28/2011

1FMHK8F83BGA02503	11/22/2010					
1FMHK8F85BGA27421	2/16/2011				3.5L w/APA	3/9/2011
1FMHK8F8XBGA01168	11/3/2010				3.5L w/APA	3/5/2011
1FMHK7B87BGA02763	11/16/2010				3.5L wo/APA	2/25/2011
1FMHK8F80BGA03852	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011
1FMHK8D81BGA36412	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011
1FMHK8F8XBGA03566	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011
1FMHK8F84BGA17589	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011

1FMHK7F83BGA04990	11/23/2010	11/17/2010	9/10/2010	9/16/2010	3.5L w/APA	5/2/2011
1FMHK8D81BGA39357	3/14/2011				3.5L wo/APA	3/2/2011

Model Year	Date	Part ETA

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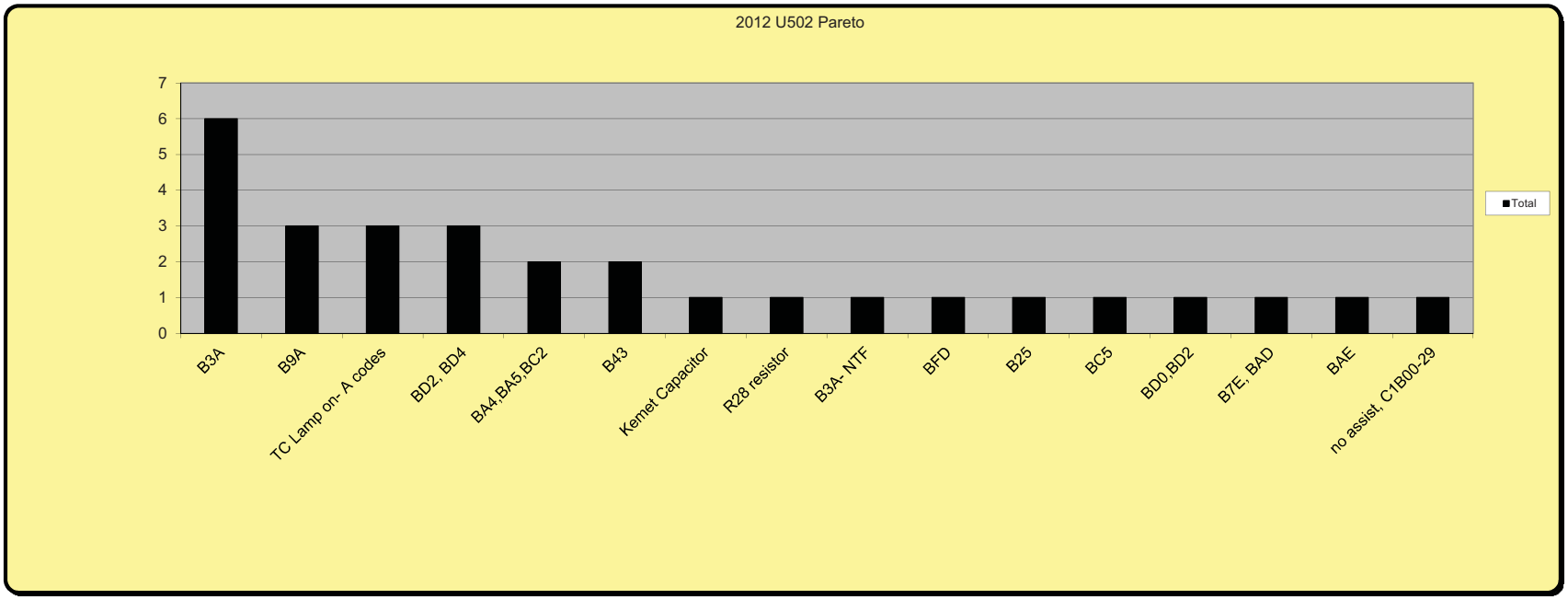


updated to 1/20/2012

		Vehicle Build Month																		
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments
B3A	UR0133,137,145, 147,149,157			3	1	1	1										6	Hot Puma script 11/18/2011	wo/APA- 1/13/2011 w/APA- 1/30/2011	CuS contamination on relay contacts, machine adj. & contact inspection.
B9A	UR0140,153,156	1	1	1													3	12/11/2011- tooling	1/19/2012- visual con coat	changes to tooling to prevent misalignment and changes to application of con coat and UV light
TC Lamp on- A codes	UR0125,134,136		2	1													3			UR0136 installed new gear same TC lamp on and U-code set, unknown fix.
BD2, BD4	UR0130,151,158		1		1	1											3			
BA4,BA5,BC2	UR0142,150	1			1												2			
B43	UR0138,143		1	1													2			
Kemet Capacitor	UR0110			1													1	5/30/11	9/12/2011	Confirmed Kemet C154 capacitor Hot test(ICA) Vision system(PCA)
R28 resistor	UR0126		1														1			Found R28 resistor on ECU defective UK to further test
B3A- NTF	UR0090	1															1			
BFD	UR0127		1														1			
B25	UR0128		1														1			
BC5	UR0129		1														1			
BD0,BD2	UR0135				1												1			
B7E, BAD	UR0131			1													1			
BAE	UR0132				1												1			
no assist, C1B00-29	UR0139				1												1			
chargeback	UR0144		1														1			
int. no com	UR0146		1														1			
B24,BB9	UR0148					1											1			
noise in gear	UR0152		1														1			
BA4,B40	UR0154		1														1			
TC Lamp on- int. no assist	UR0155		1														1			

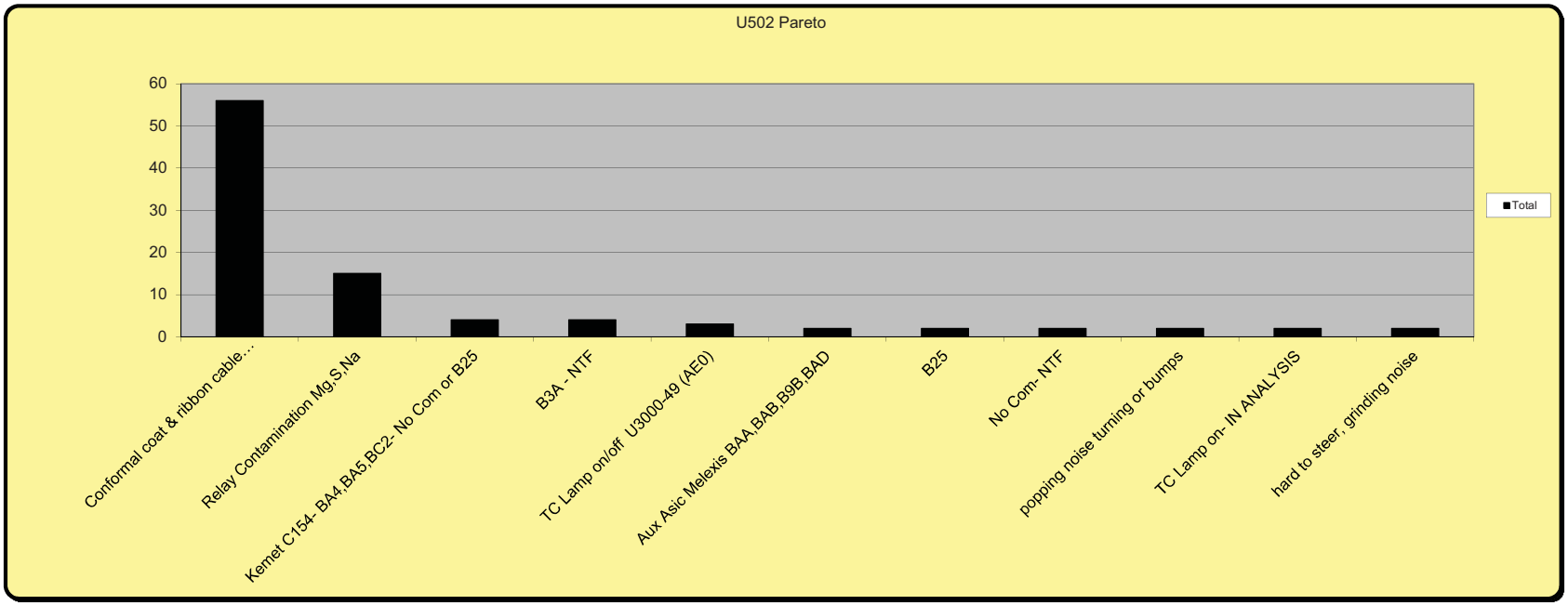
updated to 1/20/2012

		Vehicle Build Month																		
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Dealer Information	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor build date
UR0090 RUA# 5175	U2011-49	B3A	EPP	In eval Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco 12-7- Tyco found NTF with the relay. SEM on contacts some material found on the contacts that does not affect the operation.	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		NTF	06672 Battlefield Ford	00636	1FMHK7D81CGA03857	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011
UR0125	U3000-49	A16		in eval MAO	11/11- all a codes set no stored b-codes vehicle only set the TC lamp on it did not lose assist. PPT lead to gear replacement with resetting U3000-49, shipped gear to MAO. No ther parts replaced				05340 Royal Oak Ford	183	1FMHK7D82CGA16391	8/17/2011	8/13/2011	12/6/2010	12/10/2010	3.5L wo/APA	10/7/2011	5/17/2011
UR0126 RUA# 5408	U3000-72	A30, E30	EPP	in process UK	12/6-fault following ECU found low resistance on R28 generating incorrect Vbatt readings on ECU. 1/10- Sergio to raise RUA ship to UK.	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		R28 resistor	04664 Jordan Ford	523	1FMHK8F8XCGA24483	8/30/2011	8/26/2011	7/5/2011	7/7/2011	3.5L wo/APA	9/24/2011	
UR0127	U0300-00	BFD	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis				00165 Gene Latta Ford	50	1FMHK8F82CGA19049	8/29/2011	8/24/2011	7/6/2011	7/8/2011	3.5L wo/APA	10/6/2011	
UR0128	U3000-49	B25	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis				07852 Fairview Ford	20	1FMHK7F83CGA25713	8/31/2011	8/27/2011	7/7/2011	7/9/2011	3.5L w/APA	9/14/2011	
UR0129	U3000-49	BC5	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis				04332 Armstrong Ford	5	1FMHK7F88CGA15615	8/23/2011	8/18/2011	6/29/2011	7/2/2011	3.5L w/APA	9/7/2011	
UR0130	C200B-2F C200B-62	BD2,BD4	TS	in eval MAO	11/11- no damage to the ts harness. pulled stored and EFF data from gear, shipped to MAO for analysis				09179 Inver Grove Ford	146	1FMHK8F85CGA13391	8/17/2011	8/12/2011	6/16/2011	6/20/2011	3.5L w/APA	9/30/2011	
UR0131	U3000-49 U3000-96	B7E,BAD	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis				01741 Lakeland Ford	71	1FMHK7F89CGA30625	9/16/2011	9/12/2011	7/21/2011	7/21/2011	3.5L wo/APA	10/24/2011	
UR0132	U3000-49 U3000-96	BAE	EPP	in process MAO	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis				05167 Bob Allen Ford	309	1FMHK8D83CGA43136	10/4/2011	9/25/2011	8/17/2011	8/19/2011	3.5L wo/APA	11/4/2011	
UR0133 RUA# 5364	U2011-49 U3000-96	B3A	EPP	in process UK	12/13- could duplicate B3A failure in lab. surrogate relay test OK, ribbon cable wiggle test ok, 5amp test done found faulty motor relay. Save for workshop next year.	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis		motor relay	01185 McKay Ford	180	1FMHK7D89CGA36136	9/23/2011	9/20/2011	8/4/2011	8/5/2011	3.5L wo/APA	10/26/2011	6/8/2011
UR0134	TC lamp on	mult can codes A2A		in eval MAO	12/9- Tech states intermittent TC lamp on while driving could not get the lamp to come on but tech states he lost communication with the PSCM unknow if he had IDS issues hotline advised to replace PSCM if all the wiring was tested.				04013 Manhatten Ford	1699	1FMHK8B83CGA11161	8/8/2011					11/14/2011	
UR0135	C200B-2F	BD0, BD2	TS	in eval MAO	12/9- pulled stored and EFF data shipped to MAO for analysis				06552 Central Ford	148	1FMHK7B83CGA44509	10/6/2011	9/30/2011		3/24/2011	3.5L wo/APA	11/5/2011	
UR0136	TC lamp on	mult can codes		in eval MAO	12/9- tech replaced the steering gear for C1B00 and mult can codes in all modules and vehicle came back with same TC lamp on in the CQIS report. Unknown what the fix was tech did not mention what was done to fix this issue in AWS, most likely CAN electrical connection issue.				03208 Stone Motors	947	1FMHK8F85CGA25556	9/6/2011					10/25/2011	
UR0137 RUA# 5414	U2011-49	B3A	EPP	in Eval Tyco	12/20- surrogate relay test ok, wiggle ribbon cable ok, 5amp test cannot find any problems with link relay	12/9- pulled stored and EFF data shipped to MAO for analysis		motor relay	02709 Tom Holzer Ford	444	1FMHK8D85CGA40125	9/28/2011	9/22/2011	7/28/2011	7/29/2011	3.5L wo/APA	10/28/2011	9/22/2011
UR0138 RUA# 5406	U3000-49	B43	EPP	in Eval Tyco	12/20- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on link relay	12/9- pulled stored and EFF data shipped to MAO for analysis		link relay	05579 Fuller Ford	483	1FMHK7B81CGA25750	8/27/2011	8/24/2011	7/7/2011	7/9/2011	3.5L wo/APA	11/5/2011	5/19/2011

UR0139	C1B00-29 no assist	no stored A or B codes		in eval MAO	12/9- pulled stored and EFF data shipped no codes had one E66 code shipped to MAO for analysis Tech states that there are 8-9 modules that fail the network test then tech states no communication with the PSCM. I had no problems with the communication.				07749 Future Ford	2	1FMHK8D87CGA52633	10/19/2011	10/14/2011			3.5L wo/APA	11/1/2011	
UR0140	C200D-49	B9A	EPP	in eval MAO	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.				04515 Boggus Ford	2476	1FMHK7B84CGA31476	9/19/2011	9/6/2011	7/22/2011	7/22/2011	3.5L wo/APA	11/17/2011	
UR0142	U3000-49	BA4,BA5,BC2	EPP	in eval MAO	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.				04867 Mike Shad Ford	4131	1FMHK7D89CGA01807	7/18/2011	6/23/2011	4/7/2011	4/8/2011	3.5L wo/APA	11/22/2011	
UR0143	U3000-49 U3000-96	B43,B25	EPP	in eval MAO	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.				06582 Don Bohn Ford	2831	1FMHK7D85CGA23514	9/2/2011	8/29/2011	7/14/2011	7/15/2011	3.5L wo/APA	12/1/2011	6/5/2011
UR0144	PS in/op	no codes		chargeback	12/19- found out dealer replaced two EPAS gears, this was the first did not find anything wrong with the gear. Tech states in the cqis report that this vehicle had a u3000-96 after pulling codes the gear never had a u3000-96. to chargeback the gear.				05700 Champion Ford	1546	1FMHK7F90CGA12488	8/22/2011				3.5L wo/APA	10/15/2011	
UR0145	U2011-49	B3A	EPP	in eval MAO	12/19- pulled EFF and stored data, had E66,A66 & A3A codes. going to freight ship to MAO on 1/6.				01980 Beau Townsend Ford	3126	1FMHK8F83CGA28357	9/10/2011	9/7/2011	7/22/2011	7/22/2011	3.5L wo/APA	11/25/2011	
UR0146	Int. No Com	no codes		in eval MAO	12/19- tech states he has intermittent no communication in the CQIS report. After 15min road test lost communication, problem int. with can bus				08223 Link Ford	1192	1FMHK7F80CGA13258	8/18/2011	8/13/2011	12/17/2010	12/12/2010	3.5L wo/APA	10/7/2011	
UR0147	U2011-49	B3A	EPP	in eval MAO	12/21- pulled EFF & stored data, relay code ship to MAO for analysis				03614 Smith Cairns Ford	390	1FMHK8F82CGA46316	10/14/2011	10/6/2011	8/10/2011	8/11/2011	3.5L w/APA	12/9/2011	6/28/2011
UR0148	U3000-49 U3000-96	B24, BB9	EPP	in eval MAO	12/21- inspection and pulled EFF & stored data, ship to MAO for analysis				01521 Friendly Ford	16	1FMHK7B88CGA68787	11/18/2011	11/15/2011	9/28/2011	9/30/2011	3.5L wo/APA	12/1/2011	
UR0149	U2011-49 U3000-96	B3A	EPP	in process MAO	1/17- pulled EFF & stored codes found relay code only set				02710 Huntington Ford	2	1FMHK8D85CGA82116	12/23/2011	12/20/2011	10/22/2011	10/23/2011	3.5L wo/APA	1/5/2012	9/24/2011
UR0150	U3000-49 U3000-96	BA4,BA5,BC2,BC1	EPP	in process MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.				09003 Bailey Brothers	5	1FMHK8F8XCGA53854	10/26/2011	10/21/2011	8/26/2010	8/28/2010	3.5L wo/APA	11/15/2011	
UR0151	C200B-2F C200B-62 U3000-96	BD2,BD4	TS	in process MAO	1/18- inspect TS harness ok, pulled EFF & stored data, ship to MAO for further analysis				04462 Randall Reed's Planet Ford	6	1FMHK7F82CGA67810	11/18/2011	11/9/2011	11/17/2010	11/19/2010	3.5L w/APA	12/26/2011	
UR0152	Dragging noise from column	no codes	NVH	in process MAO	11/18- turning input shaft could hear internal gear noise, ship to MAO for test and tear down.				10359 Reineke Ford	6338	1FMHK8F87CGA12775	8/16/2011	8/9/2011	5/4/2011	5/5/2011	3.5L w/APA	12/22/2011	
UR0153	C200D-49	B9A	EPP	in process MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.				02865 Ford of Ocala	2837	1FMHK7B84CGA15679	8/15/2011	8/11/2011	6/17/2011	6/23/2011	3.5L wo/APA	12/12/2011	4/23/2011
UR0154	U3000-49 U3000-96	BA4,B40	EPP	in process MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.				20167 Franklin Ford	12	1FMHK8D81CGA16047	8/22/2011	8/16/2011	6/17/2011	6/27/2011	3.5L wo/APA	11/10/2011	
UR0155	TC lamp on no assist	no codes		in process MAO	1/18- inspected and pulled EFF & stored data, no TRW or Ford codes listed, vehicle has been into the dealer twice before the gear was replaced, ship to MAO for further analysis.				08922 Fremont Motors	5816	1FMHK8F86CGA09348	8/2/2011	7/28/2011	5/18/2011	5/19/2011	3.5L wo/APA	12/8/2011	
UR0156	C200D-49	B9A	EPP	in process MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.				09581 Gus Machado Ford	4974	1FMHK7F86CGA01096	7/18/2011	6/27/2011	4/4/2011	4/6/2011	3.5L wo/APA	12/14/2011	3/4/2011

UR0157	U2011-49	B3A	EPP	in process MAO	1/19- inspected and pulled EFF & stored data, ship to MAO for further analysis.				04546 Jordan Ford	482	1FMHK7F80CGA60306	11/4/2011	11/1/2011	9/15/2011	9/21/2011	3.5L wo/APA	1/7/2011	5/30/2011
UR0158	C200B-2F C200B-62	BD2,BD4,B90	TS	in process MAO	1/19- inspect TS harness ok, pulled EFF & stored data, ship to MAO for further analysis				05739 Ted Russell Ford	2176	1FMHK8F8XCGA40229	10/3/2011	9/27/2011		12/19/2010	3.5L wo/APA	12/29/2011	



updated to 11/30/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Conformal coat & ribbon cable misalignment- C200D-49 (B9A)	UR0030,45,47,48,58,59,60,61,62,63,64,65,66,67,68,69,70,71,73,75,76,77,79,80,81,82,83,84,85,86,87,88,89,92,95,96,98,99,100,101,103,104,105,108,109,111,113,114,115,116,117,118,119,120,123,124					1	6	3	24	12	8	2					56	12/11/2011- tooling	1/16/2012- visual con coat	changes to tooling to prevent misalignment and changes to application of con coat and UV light inspections. Plus reject EOL B9A LICs
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26,38,41				9	2	1	2	1								15	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
B3A - NTF	UR0008,09,56, 90				2						1		1				4			NTF with testing at TRW plant & Tyco
TC Lamp on/off U3000-49 (AE0)	UR0023,52,78						1		1				1				3		Non TRW issue	Both gears tested with NTF, on one vehicle the new gear did not fix U3000-49. vehicle could not be fixed shorting the CAN circuits would duplicate the symptoms.
Aux Asic Melexis BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis continuous radom defectivity improvements second to third to fourth quarters ASIC production dates of the 2010 builds at Melexis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
No Com- NTF	UR0031, 33									1	1						2		NTF	will keep in pending to see if we get a duplicate issue
popping noise turning or bumps	UR0057, UR0093											2					2		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
TC Lamp on- IN ANALYSIS	UR0094,112										2						2			

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		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
hard to steer, grinding noise	UR0102, 107										1	1					2			hard to turn input shaft
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
ps delay after startup-U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1	7/22/2011- EOL test	4/14/2012-PSD mask	9/14- OnSemi ASIC Jitter
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1		NTF	Full testing done at Hella optical and performance testing lead to NTF
Broken Pulley	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
B6C	UR0050										1						1			
swerve LF suddenly	UR0072								1								1			
BD1,BD3	UR0074							1									1			
BBA,B7F	UR0091								1								1			shorted PM
noise intermittent rh frt side while turning	UR0097						1										1		Non-TRW Issue	tech replacd the EPAS gear and same noise occurred
B31	UR0106							1									1			
No Com- IN ANALYSIS	UR0110														1		1			
BD3,BD4,B90	UR0121											1					1			
BD3,BD4	UR0122											1					1			
3-PIN conn damaged	UR0141																0			
																	0			
																	0			
																	0			
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																	0			
																	0			
																	0			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Dealer Information	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date
UR0021	U3000-49 U3000-96	BAA,BAB,B9B,BAD	EPP	in eval Melexis	8/15- Geoff to review Melexis 8D and check for further information to finalize. Poly shorted to substrate from random gate oxide defectivity from the wafer fab. Continuous inprovements plans in 2010 has decreased the defectivity throughout the year, no specific date listed	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is disabled periodically. Ship to UK for further testing 6/29- found faulty Aux. ASIC in the ECU, Anting to contact Melexis so UK and ship out for analysis. 7/4- Aux ASIC arrived in Melexis		Aux ASIC	03073 Mullinax Ford	3735	1FMHK8B88BGA14250	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011		
UR0025	U3000-49	B25	EPP	In eval 26 Mile	9/12- tri-temp ignition cycling at 26mile NTF	5/26- pulled stored & EFF data shipped to MAO for further testing 6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps.			20609 Orange Motor Co	8	1FMHK7D89BGA44512	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011		
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor. 8/15- UK motors grp did full teardown and did not find any flux density fault. Will put on hold until the other warranty returns are examined and tested.shipping other parts out to suppliers for testing	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43 Celsius. To be shipped to UK 6/24- Sergio to send PFR to		NTF	05559 Villa Ford	7839	1FMHK8F82BGA15758	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011	9/17/2010	
UR0032 RUA #4978	U3000-49	BFF,BFC,B1C	EPP	In Eval UK	7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis. 8/1- check with Mike on updates 8/8-part has arrived to the UK.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return.			07590 Van Bortel Ford	3003	1FMHK8F85BGA29508	3/4/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/9/2011		
UR0035 RUA# 4979	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In Eval UK	8/8- part has not arrived yet in the UK for further testing check with Anting for update	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/25-MAO reproduced B23- found a a low impedance between pin96 and pin97 on main micro IC3. It seems a problem on the soldering.		Main Micro IC3 pin 96	04161 Eddie Yaklin Ford	4625	1FMHK7D8XBGA11017	12/8/2010	12/6/2010	10/1/2010	10/21/2010	3.5L wo/APA	5/31/2011		
UR0040	U3000-49	BAE,BAB,BAD	EPP	In eval 26mile	8/10- MAO to hold onto EPP until UK is done testing the three gears with similar codes. 9/12- 26mile done tri-temp testing was able to get to reset once. Benched tested was able to get to fail possible aux. ASIC testing still ongoing.	8/1- raise RUA and ship to UK for further analysis. faults not replicating even when in hot testing. Fault not replicating in lab after hot test over ASIC and IC17. During analysis part failing with BA4 , B3A rep B7E. Power module swapped with a reference on.			08811 Sentry Ford	2050	1FMHK8D83BGA25329	2/14/2011	2/7/2011	12/13/2010	12/19/2010	3.5L wo/APA	6/16/2011		

UR0042	C200C-2F	BD3	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1-passed EOL & bench testing 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		NTF	01273 Fred Beans Ford	4301	1FMHK8D84BGA37263	3/14/2011	3/7/2011	1/20/2011	1/29/2011	3.5L wo/APA	6/20/2011		
UR0043 RUA #4981	U3000-49	BAE,BAB,BAD,BAA	EPP	In Eval UK	8/8- UK received the part today for further testing. 8/22- comfirmed IC17, get reply from Anting and ship to Maxium. 11/7- IC17 damaged removing device from the PCB cannot be tested.	8/1- raise RUA and ship to UK for further analysis.AA I sense working fine and Isense IC17 output incorrect. Signal coming from AA is OK but IC17 output is not good. IC17 temperature sensitive. did not swap Component Same failure mode as CR0030 in which after swapping Pin 5 is found broken.		IC17	05319 Rusty Eck Ford	5191	1FMHK8F84BGA32125	2/22/2011	2/17/2011	12/11/2010	12/16/2010	3.5L w/APA	6/27/2011		
UR0045	C200D-49	B9A	EPP	In Eval UK	8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders are re-synchronised, ran overnight with ign permanently on NFF, test repeated with ign. cycling for two hrs, NFF. 10/7- cannot locate EPP for any further testing	8/1- hot and ambient testing done NTF. cold testing next step 8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders		NTF	05928 Premier Ford	1695	1FMHK7D8XBGA45135	3/28/2011	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011	12/27/2010	
UR0046	C200B-62	BD4	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1- NTF on bench testing, or EOL testing. 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		NTF	04927 J.C. Lewis Ford	1410	1FMHK7F87BGA66103	5/10/2011	5/1/2011	3/24/2011	3/26/2011	3.5L wo/APA	6/16/2011		
UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and encoder, more testing needed to define cause. 11/3- motor PCB at Allegro Simon Malsbury overlooking the analysis. 11/18- cannot locate ribbon cable to check for conformal coat or misalignment	8/2- pulled stored & EFF data shipped to 26 mile for further information. 8/12- Chris bench tested with NTF with start the tri-temp testing to see if B9A resets 8/15- now able to duplicate the B9A will send Geoff the information on the scope and test set-up.		NTF	06700 Majic City Ford	3447	1FMHK8F87BGA45404	3/29/2011	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011	12/28/2010	
UR0048	C200D-49	B9A	EPP	In eval 26mile	9/12- performed tri-temp ignition cycling and could not reproduce code NTF 9/21-been uploaded with SW and gone through various test on the dynamometer, the unit has not failed at this time, more testing ongoing. 12/2- found conformal coat in motor relay ribbon cable connector	8/2- pulled stored & EFF data shipped to MAO for further information 8/31- Not reproducable Cold		conformal coat	08211 Robinson Brothers Ford	3163	1FMHK7D84BGA48810	4/5/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011	12/4/2010	

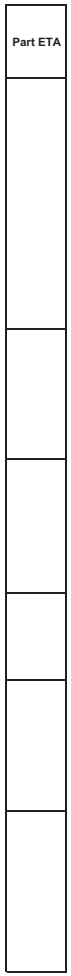
UR0050 RUA# 5048	U3000-49	B6C	EPP	In Eval Freescale	10/26- found micro failure in analysis with Freescale 12/14- RAM failure comfirmed by Freescale, failed ATE fault , have 8D to close off claim. Randon via defectivity	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP		main micro	03334 Charles Gabus Ford	4666	1FMHK8F85BGA61262	5/2/2011	4/19/2011	2/17/2011	2/24/2011	3.5L w/APA	7/11/2011		
UR0051	U3000-49	B25	EPP	In eval MAO	9/12- ambient testing complete with NTF, next step cold testing. 10/26- cold testing complete with NTF, next step to ship to 26 mile for tri-temp testing.	8/2- pulled stored & EFF data shipped to MAO for further information 8/29-Ambient testing did not duplicate. Will Cold test next 8/31-Cold testing raised BAA, BAB intermittent. Raised twice and did not repeat.			04921 Bozard Ford	2124	1FMHK7D89BGA30447	2/25/2011	2/21/2011	1/4/2011	1/7/2011	3.5L wo/APA	6/23/2011		
UR0054	No Com	No codes		at WPAC will ship out to MAO for analysis	9/12- gear not at MAO at this time I will check WPAC tomorrow. 10/26- still cannot locate the gear will check WPAC	8/19- tech was not able to get the tc lamp on or get the vehicle to act up but states he could not communicate with the PSCM using his IDS. Unknow if this was an IDS issue because there would be lamps on and no steering if he was not able to commincate with the PSCM. I had no trouble pulling data when gear arrived.			03776 Legacy Ford	16	1FMHK8B82BGA73844	5/22/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	6/29/2011		
UR0055 RUA# 5176	U3000-49	BA4,BA5,B45,B9C, B6C,B71	EPP	in eval UK	10/17- VSW scoped, cannot communicate with ECU. Potential main micro. Waiting on UK for next steps good chance to swap micro and test. 10/26- in analysis of the micro and confirm failure before removing.	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- able to reproduce codes, possible monitor micro- testing ongoing		main micro	06787 Lake Elsinore Ford	2584	1FMHK7D87BGA68632	5/13/2011	5/4/2011	3/16/2011	3/19/2011	3.5L wo/APA	714/2011		
UR0056 RUA# 5160	U2011-49	B3A	EPP	in Eval Tyco	9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing 10/26- at Tyco waiting for update 11/2- NTF with testing	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing			06338 Shults Ford	105	1FMHK7B86BGA69841	5/12/2011	5/3/2011	2/28/2011	3/17/2011	3.5L wo/APA	7/11/2011		
UR0058	C200D-49	B9A	EPP	In Eval 26mile	9/21- this unit is in teardown, flex density test, air gap measurement, hall effects swi. Threshold, encoder switching 10/2- x-ray of the motor PCB 11/18- cannot locate the motor PCB and ribbon cable	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			02486 Five Star Ford	6543	1FMHK7D86BGA42569	3/24/2011	3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA	7/8/2011	12/28/2010	
UR0059	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	02486 Five Star Ford	2953	1FMHK7F86BGA46280	3/31/2011	3/22/2011	1/24/2011	1/29/2011	3.5L wo/APA	7/1/2011	12/28/2010	
UR0060	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	09580 Tracy Langston Ford	3191	1FMHK7D86BGA63793	5/3/2011	4/28/2011	3/16/2011	3/18/2011	3.5L wo/APA	8/5/2011	1/25/2011	
UR0061	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	05947 Cannon Ford	4020	1FMHK7D87BGA37526	3/15/2011	3/9/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/2/2011	12/27/2010	

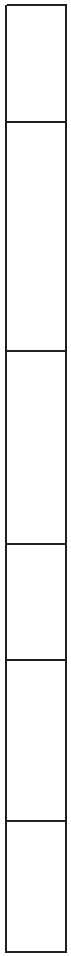
UR0062	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	02486 Five Star Ford	10437	1FMHK8D89BGA42572	3/18/2011	3/12/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/10/2011	12/28/2010
UR0063 RUA# 5238	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		conformal coat	04921 Bozard Ford	14031	1FMHK7F8XBGA37615	3/10/2011	3/5/2011	12/25/2010	12/29/2010	3.5L w/APA	8/15/2011	12/6/2010
UR0064 RUA# 5239	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and		ribbon cable misalignment	T1293 Camelback Ford	4655	1FMHK7F88BGA38892	3/10/2011	3/4/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/10/2011	12/24/2010
UR0065 RUA# 5240	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis. 11/14- large amount of conformal coat	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		conformal coat	02709 Tom Holzer Ford	5447	1FMHK8F8XBGA56316	4/11/2011	4/5/2011	12/23/2010	12/25/2010	3.5L wo/APA	8/10/2011	12/24/2010
UR0066 RUA# 5235	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and		conformal coat	02405 Park Cities Ford	5234	1FMHK7D80BGA15156	1/13/2011	12/14/2010	11/11/2010	11/13/2010	3.5L wo/APA	7/28/2011	10/27/2010
UR0067 RUA# 5236	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		conformal coat	00469 Bondy's Ford	5426	1FMHK7D89BGA44963	3/22/2011	3/15/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/4/2011	12/13/2010
UR0068 RUA# 5237	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		conformal coat	M2686 Fema Automotriz	16576	1FMHK8F83BGA34710	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	8/22/2011	12/23/2010
UR0069	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			06293 Haldeman	9557	1FMHK7D82BGA13781	1/19/2011	1/7/2011	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/7/2010
UR0070 RUA# 5241	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		ribbon cable misalignment	07986 Henderson Ford	2775	1FMHK8B89BGA45684	3/24/2011	3/20/2011	1/24/2011	1/28/2011	3.5L wo/APA	8/15/2011	12/28/2010
UR0071	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00643 Buster Miles Ford	5112	1FMHK7D83BGA59152	5/2/2011	4/25/2011	2/28/2011	3/3/2011	3.5L wo/APA	8/12/2011	1/20/2011
UR0072	Frt end will swerve to LF suddenly	no codes		In Eval MAO	9/9- no damage to gear and rack move smooth stop to stop no codes in the stored or EFF data. Shipped to MAO for analysis			NTF	05417 Kemp Ford	10075	1FMHK7F88BGA35989	3/8/2011	3/3/2011		1/13/2011	3.5L wo/APA	8/19/2011	
UR0073	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	09469 Randall Reed's Ford	1856	1FMHK7F83BGA60637	4/28/2011	4/25/2011	3/16/2011	3/17/2011	3.5L wo/APA	8/1/2011	1/24/2011
UR0074	C200C-2F	BD1,BD3	TS	In Eval MAO	9/21- NTF with ambient testing. Next step is to run EOL testing.	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			08990 Quirk Ford	10839	1FMHK8D81BGA20601	2/10/2011	2/1/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/16/2011	
UR0075	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	07398 Al Packer's Ford	4286	1FMHK8F87BGA59688	4/25/2011	4/15/2011	2/12/2011	2/14/2011	3.5L wo/APA	8/8/2011	12/30/2010
UR0076	C200D-49	B9A	EPP	In Eval MAO	11/8- was able to duplicate the B9A twice simulated hwy driving conditions on the bench. Sergio getting instructions from Geoff Jacks	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	06938 Fox Ford	2989	1FMHK8F81BGA56480	4/13/2011	4/7/2011	1/26/2011	1/29/2011	3.5L wo/APA	8/3/2011	12/27/2010
UR0077	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02890 Russ Milne Ford	9977	1FMHK8D89BGA31409	2/23/2011	2/18/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/22/2011	12/24/2010
UR0079	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing 8/31- Not reproducable Cold			ribbon cable misalignment	05613 Lance Cunningham Ford	6993	1FMHK7D81BGA48392	3/29/2011	3/24/2011	12/7/2010	2/17/2011	3.5L wo/APA	8/10/2011	12/30/2010
UR0080	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	08006 Joe Machens	6386	1FMHK8D85BGA65251	5/6/2011	4/30/2011	2/17/2011	2/18/2011	3.5L wo/APA	8/25/2011	12/30/2010
UR0081	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	06063 Smith Ford	9014	1FMHK8F87BGA48934	3/31/2011	3/27/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/16/2011	12/23/2010
UR0082	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	01730 Mike Fitzpatrick Ford	10293	1FMHK7D84BGA30033	3/4/2011	3/1/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/15/2011	12/24/2010

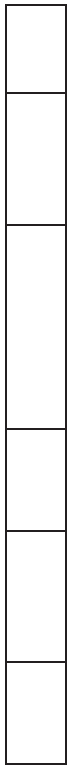
UR0083	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	03924 Crown Ford	23203	1FMHK7F87BGA12381	12/16/2010	12/11/2011	11/13/2010	11/14/2010	3.5L wo/APA	9/1/2011	10/27/2010	
UR0084	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00478 Wade Ford	7238	1FMHK7D80BGA48268	4/4/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	9/7/2011	12/4/2010	
UR0085	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02645 Prince-Gnade Ford	4583	1FMHK8F8XBGA56705	4/12/2011	4/5/2011	12/1/2010	12/4/2010	3.5L wo/APA	9/2/2011	11/8/2010	
UR0086	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02486 Five Star Ford	5025	1FMHK7F84BGA60646	4/27/2011	4/19/2011	2/24/2011	3/4/2011	3.5L w/APA	9/2/2011	1/3/2011	
UR0087	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	00406 Collier Ford	3228	1FMHK7D8XBGA44969	4/6/2011	4/2/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/29/2011	12/27/2010	
UR0088	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	09989 Mark Martin Ford	11159	1FMHK8D82BGA20946	2/10/2011	2/2/2011	12/13/2011	9/9/2011	3.5L wo/APA	8/30/2011	11/11/2010	
UR0089	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04870 Al Packer Ford	5997	1FMHK7D88BGA39351	3/9/2011	3/4/2011	1/13/2011	1/14/2011	3.5L wo/APA	8/29/2011	12/23/2010	
UR0090 RUA# 5175	U2011-49	B3A	EPP	In process Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco 11/9- Tyco NFF with all testing done to relay	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		NTF	06672 Battlefield Ford	636	1FMHK7D81CGA03857	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011	
UR0091	U2011-49 U3000-49 U3000-96	BBA,B7F	EPP	In eval MAO	shorted phase 3 to 0volt. damaged PM 10/26- close out shorted FET is prior to the containment date	shorted phase 3 to 0volt. damaged PM 10/26- close out shorted FET		power module	01545 Fox Valley Ford	2926	1FMHK7D89BGA38225	3/10/2011	3/5/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/1/2011	12/24/2011	
UR0092	C200D-49	B9A	EPP	In Eval MAO	9/30- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	08190 All American Ford	11798	1FMHK8B88BGA36961	3/9/2011	3/5/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/18/2011	11/12/2010	
UR0094	TC Lamp on	No codes		In Eval MAO	10/26- ambient testing no codes or LIC's set NTF.	10/3- pulled stored and EFF data and shipped to MAO for further diagnosis		NTF	02346 Caranfa Ford	2600	1FMHK7D87BGA75807	5/25/2011	5/19/2011	3/26/2011	3/27/2011	3.5L wo/APA	8/5/2011		
UR0095	C200D-49	B9A	EPP	In Eval MAO	10/3- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	05928 Premier Ford	5159	1FMHK7D81BGA37523	3/14/2011	3/7/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/8/2011	12/25/2010	
UR0096	U2011-61 C200D-49 U3000-96	B92,B9A	EPP	in vehicle test Gary Smith	12/19- found conformal coat on the ribbon cable	10/4- pulled stored and EFF data, shipped to MAO for further analysis 10/12- sergio perform limit & profile testing see if code		conformal coat	02694 Dean Sellars Inc	10986	1FMHK8F87BGA57861	4/21/2011	4/14/2011	2/16/2011	3/4/2011	3.5L w/APA	9/2/2011	1/20/2011	
UR0097	Rh frt making noise turning	No codes	NVH	At WPAC	10/10- found out in the CQIS report that the vehicle was making the same noise or preactivation after a new EPAS gear was replaced. Unknown what the noise or fault is while turning. NTF at level 1 testing.	10/4- no damage smooth stop to stop turning input shaft no noise and no codes. Check history of this gear		non TRW issue	03073 Mullinax Ford	7412	1FMHK7F80BGA17468	1/25/2011	1/10/2011		11/20/2011	3.5L wo/APA	8/20/2011		
UR0098	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04871 Metro Ford	5127	1FMHK7F84BGA19532	1/31/2011	1/26/2011	12/16/2011	12/17/2011	3.5L wo/APA	8/20/2011	11/11/2010	
UR0099	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02459 Sam Pack's Five Star Ford	15697	1FMHK7D82BGA25879	2/15/2011	2/8/2011	12/6/2010	12/11/2010	3.5L wo/APA	8/22/2011	11/10/2010	
UR0100	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04450 Rodriguez Ford	6288	1FMHK7D86BGA72610	5/21/2011	5/16/2011	3/30/2011	3/31/2011	3.5L wo/APA	9/13/2011	2/12/2011	
UR0101	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	08951 Ford of Clermont	8900	1FMHK7D85BGA59640	5/3/2011	4/26/2011	3/15/2011	3/17/2011	3.5L wo/APA	9/7/2011	1/24/2011	
UR0102	Steers hard grind noise turning	No codes	NVH	In Eval MAO	10/13- no grease applied between ITR and bellows	10/7- no visible damage to the boots. gear hard to turn, ship to MAO to leak check and see if moisture in gear		water ingress	05353 Alexander Ford	1570	1FMHK8F84BGA89781	9/20/2011				3.5L w/APA	9/20/2011		

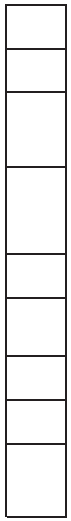
UR0103	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	01471 Springfield Ford	6513	1FMHK8D80BGA67568	5/12/2011	5/4/2011	1/24/2011	1/28/2011	3.5L wo/APA	9/14/2011	12/272010	
UR0104	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	06359 Thornhill Ford	6114	1FMHK8D89BGA31202	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	7/21/2011	12/23/2010	
UR0105	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04163 Elvria Ford	11483	1FMHK7F88BGA56115	4/13/2011	4/6/2011	2/4/2011	2/11/2011	3.5L wo/APA	9/2/2011	12/29/2010	
UR0106	U3000-49 U3000-96	B31	EPP	In Eval MAO	10/17- ambient testing passed, next step is to perform hot testing. 10/26- still in progress	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			04871 Metro Ford	4756	1FMHK7D81BGA27087	2/16/2011	2/8/2011	12/8/2010	12/11/2010	3.5L wo/APA	7/20/2011		
REDACTED FOR RELEVANCE								water ingress	09923 Boone Ford	6601	1FMHK8B84BGA77331	5/23/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	8/25/2011		
UR0108	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	01125 Palmetto Ford	5696	1FMHK7B8XBGA29939	3/2/2011	2/25/2011	1/4/2011	1/8/2011	3.5L wo/APA	8/30/2011	12/24/2010	
UR0109	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02459 Sam Pack's Five Star Ford	7642	1FMHK7D85BGA15184	1/13/2011	12/13/2010	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/25/2010	
UR0110	No Assist	No Com	EPP	In Eval MAO	10/17-Confirmed Kemet cap C154 10/26- get approval from Anting to ship C154 back to Kemet for analysis.	10/7- could not pull any data from gear no communication with canape shipped to MAO for further testing		C154 cold weld	01281 Haldeman Ford	372	1FMHK8D85CGA27536	9/4/2011	8/30/2011	7/14/2011	7/15/2011	3.5L wo/APA	9/22/2011		
UR0111	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02549 Silsbee Ford	8861	1FMHK7F88BGA50881	4/21/2011	4/14/2011	1/13/2011	1/15/2011	3.5L wo/APA	9/1/2011	12/23/2010	
UR0112	TC Lamp on	BD2,BD3	TS	In Eval MAO	10/26- shipped from WPAC to MAO	10/7- tech only mentions TC lamp on and no communication with the PSCM. I had no problem communicating with the PSCM. Does have multiple A & E codes in stored data			20028 Bryden Ford	5876	1FMHK8D84BGA71980	5/10/2011	5/1/2011	3/20/2011	3/21/2011	3.5L wo/APA	8/16/2011		
UR0113	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00469 Bondy's Ford	6897	1FMHK7D89BGA41111	3/21/2011	3/15/2011	1/15/2011	1/16/2011	3.5L wo/APA	8/29/2011	12/23/2010	
UR0114	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00469 Bondy's Ford	7379	1FMHK7F87BGA37393	3/15/2011	3/9/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/24/2011	12/27/2010	
UR0115	C200D-49	B9A	EPP	In Eval MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00389 Mountain View Ford	12040	1FMHK8D88BGA44944	3/25/2011	3/23/2011	1/24/2011	1/29/2011	3.5L wo/APA	9/22/2011	12/27/2010	
UR0116	C200D-49	B9A	EPP	In Eval MAO	10/20- gear installed in Matt Surella's 2012 U502 for B9A canape recording 12/19- found conformal coat on the ribbon cable	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	02980 Shamaley Ford	7119	1FMHK7D89BGA18251	1/26/2011	1/18/2011	12/4/2010	12/4/2010	3.5L wo/APA	9/2/2011	10/27/2010	
UR0117	C200D-49	B9A, BD0-BD3	EPP	In Eval MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	04424 Jennings Anderson Ford	3010	1FMHK7D85BGA42627	3/17/2011	3/11/2011	1/25/2011	1/28/2011	3.5L wo/APA	7/2/2011	12/28/2010	
UR0118	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	04283 Varsity Ford	6217	1FMHK7F87BGA64870	5/10/2011	5/5/2011	2/24/2011	3/8/2011	3.5L w/APA	8/19/2011	1/2/2011	
UR0119	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			01015 Fort Mill Ford	9320	1FMHK7D83BGA41041	3/18/2011	3/14/2011	1/4/2011	1/7/2011	3.5L wo/APA	9/8/2011	12/24/2010	
UR0120	C200D-49	B9A	EPP	In Eval MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	02704 Fairway Ford	5395	1FMHK7D81BGA72692	5/21/2011	5/16/2011	3/30/2011	4/1/2011	3.5L wo/APA	9/21/2011	2/15/2011	

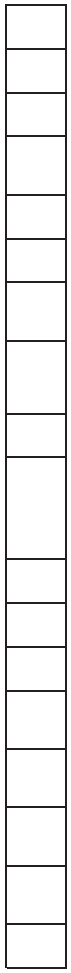
UR0121	C200C-C200B-62	BD3, BD4, B90	TS	In Eval MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing				04863 Duval Ford	1713	1FMHK7B88BGA86091	6/17/2011	6/10/2011	4/24/2011	4/27/2011	3.5L wo/APA	8/25/2011		
UR0122	C200C-C200B-62	BD3, BD4	TS	In Eval MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing. No damage to TS harness				09452 Ted Britt Ford	167	1FMHK7D85BGA84070	6/10/2011	6/7/2011	4/7/2011	4/8/2011	3.5L wo/APA	7/25/2011		
UR0123	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			01232 John Kennedy Ford	3735	1FMHK8D8XBGA78416	6/2/2011	5/26/2011	4/13/2011	4/15/2011	3.5L wo/APA	9/28/2011	3/14/2011	
UR0124	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			20527 Malouf Ford	2621	1FMHK8B81BGA74581	6/3/2011	5/31/2011	3/31/2011	3/31/2011	3.5L wo/APA	9/27/2011	2/14/2011	
UR0141	No Com	No Com	EPP	At WPAC computers down	12/19- could not plug in the 3-pin conn. Ign. feed terminal damaged have pictures. Freight ship to MAO on 1/6. This is a 2011 vehicle			non TRW issue	11192 City World Ford	16590	1FMHK8D87BGA39668	3/11/2011	10/6/2011	8/9/2011	8/11/2011	3.5L wo/APA	11/7/2011		

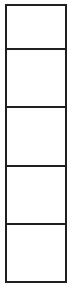

Part ETA











Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP						1FMHK8F81BGA41610	3/16/2011				3.5L w/APA	3/16/2011			
0KM BGA30310	No Assist	?		CAP	no returned part from CAP											3.5L w/APA				
0KM	C200B-2F C200C-2F	BD0-BD3, B90	TS	in eval Hella	12/19- cutting process issue, 8D sent to Ford, looking to get a two step cutting process approved for the torque ring templates.	12/6- found metalic fiber shorting on PCB swapped ECU and harness to verify IPA assembly. To ship IPA assem. To Hella			CAP							3.5L wo/APA				
0KM RUA# 5366	U2011-49	B3A	EPP	in eval MAO	1/10- Geoff to carry relay to Tyco for the workshop in week 4.	12/13- could duplicate B3A failure in lab. surrogate relay test OK, ribbon cable wiggle test ok, 5amp test done found			CAP						7/13/2011	3.5L wo/APA				
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned		Torque ring bent finger	07955 Ron Dupratt Ford	15	1FMHK8D87BGA18724	1/24/2011	1/17/2011	11/16/2010	11/22/2010	3.5L wo/APA	2/2/2011			
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts	CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO	NTF	00089 Koons Ford	303	1FMHK8F8XBGA17032	1/20/2011	1/19/2011	12/1/2010	12/4/2010	3.5L w/APA	2/12/2011			
REDACTED FOR RELEVANCE									08398 Don Aadsen Ford	18	1FMHK8F86BGA21885	1/31/2011				3.5L wo/APA	3/2/2011			
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled.		NTF	Lease management vehicle- Steve	1661	1FMHK8D86BGA00523	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any		NTF	Lease management vehicle- Doug White	3984	1FMHK8D88BGA01995	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.		NTF	06700 Magic City Ford	5155	1FMHK8F84BGA17589	1/19/2011	1/11/2011	10/13/2010	10/30/2010	3.5L wo/APA	4/19/2011			

UR0031 RUA#4977	No Com	No Com	EPP	In Eval UK	8/3- raise RUA and ship to UK for further testing. 8/8- part has not arrived yet in the UK check Anting for update 9/30- UK did a visual inspection did not find anything on the board or with the soldered pin. Feels no point with further action due to NTF from MAO.	7/1- could not pull any Ford or Canape data, verified equipment does work, shipped to MAO for analysis. 7/25- It was found a low impedance between pin2 IC14 and ground. IC14 circuit open pin 2 of IC14 still present resoldered pin 2 and everything is working nomal at this time. ECU fixed Sergio did notice some marks close to			02459 Sam Pack's Ford	11	1FMHK7D85BGA64725	5/9/2011	4/29/2011	2/24/2011	3/4/2011	3.5L wo/APA	5/18/2011			
0KM BGA85712	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.														

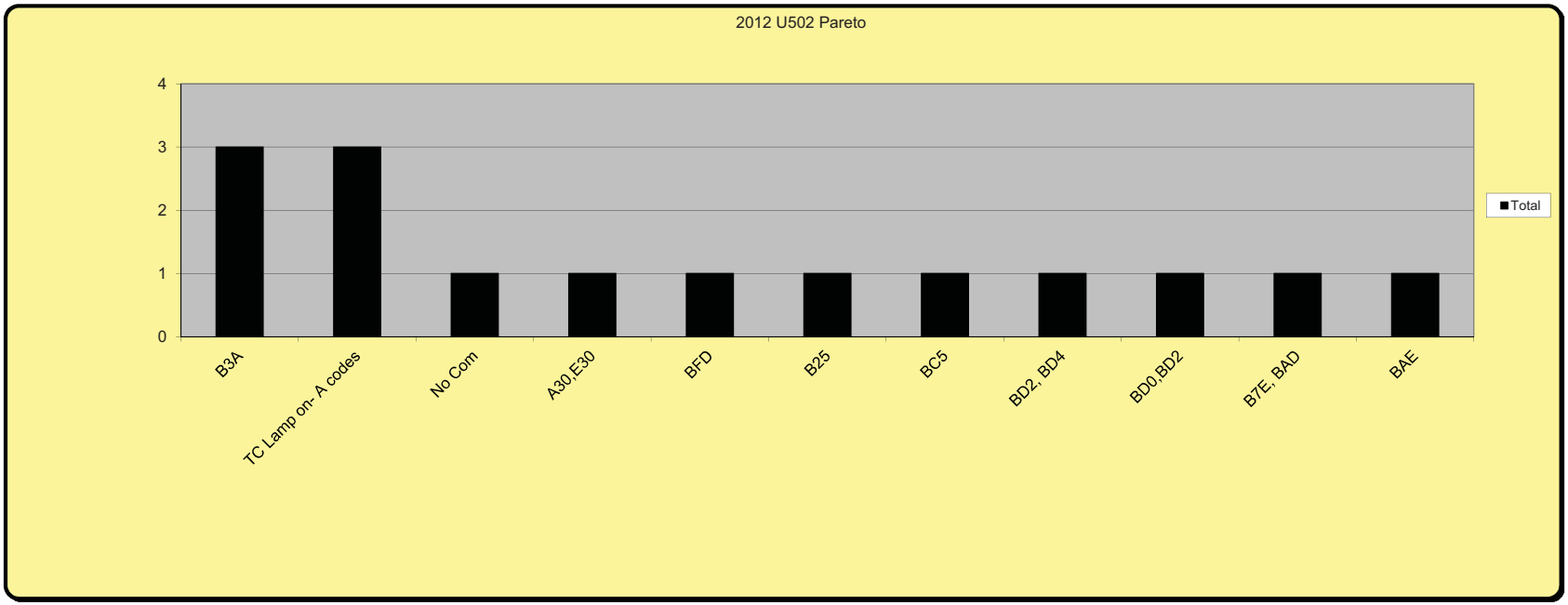
Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Dealer Information	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA32423	U3000-49	B25,BB8, B95	EPP	In Eval (26mile)	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in this weekend's					1FMHK8F81BGA32423	3/2/2011				3.5L wo/APA	3/2/2011			
0KM BGA56776		B25,BB8		MAO	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign					BGA56776			1/25/2011	2/25/2011		4/13/2011			
REDACTED FOR RELEVANCE										34	BGA59863				3/2/2011		4/27/2011			
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi	CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2	motor relay contamination (Mg,S,Na)	09618 Brown Motors	18	1FMHK8D83BGA10846	12/16/2010				3.5L wo/APA	1/12/2011			
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil	CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-	motor relay contamination (Mg,S,Na)	02071 I-77 Ford	10	1FMHK8D83BGA14928	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when		motor relay contamination (Mg,S,Na)	Ford Management Lease Car- Chicago	1700	1FMHK8F88BGA02366	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after		motor relay contamination (Mg,S,Na)	Ford PDC Fleet vehicle- Taras Palczynsk	2010	1FMHK7D89BGA02812	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to		motor relay contamination (Mg,S,Na)	lease management vehicle WHQ VSC	1838	1FMHK8F89BGA03591	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			

UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.		motor relay contamination (Mg,S,Na)	04331 Brondes Ford		1FMHK7F87BGA31464	2/24/2011				3.5L wo/APA	3/28/2011			
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with		motor relay contamination (Mg,S,Na)	02058 Beechmo nt Ford	1425	1FMHK8F83BGA02503	11/22/2010								
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay		motor relay contamination (Mg,S,Na)	00807 Crest Ford	115	1FMHK8F85BGA27421	2/16/2011				3.5L w/APA	3/9/2011			
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK		motor relay contamination (Mg,S,Na)	03820 Landers Ford	3096	1FMHK8F8XBGA01168	11/3/2010				3.5L w/APA	3/5/2011			
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate		motor relay contamination (Mg,S,Na)	00807 Crest Ford	1356	1FMHK7B87BGA02763	11/16/2010				3.5L wo/APA	2/25/2011			
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change			Non TRW issue	02761 Southgate Ford	249	1FMHK7D82BGA353313	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011			
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING	Non TRW issue	02731 Atchinson Ford	111	1FMHK8D89BGA31491	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011			
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET	Non TRW issue	05646 Crown Ford	30	1FMHK7D85BGA37461	3/8/2011				3.5L wo/APA	4/6/2011			
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor 7/15- it was agreed that there is visual evidence of the pins showing if the molex conn is not fully inserted. operator instructions does cover the visual inspection.	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex conn. Reinstall and function test IPA. 5/23- reinstalled connector gear passed all testing 6/22-Greg Austin checking with		Molex connector not fully engaged	02058 Beechmo nt Ford	13	1FMK8F80BGA24572	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253		WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING	Non TRW issue	07737 Serramot e Ford	611	1FMHK8D89BGA26078	2/15/2011	2/7/2011			3.5L wo/APA	3/23/2011			

UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing		motor relay contamination (Mg,S,Na)	05126 Gary Crossley Ford	4475	1FMHK8F80BGA03852	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011				
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week		motor relay contamination (Mg,S,Na)	06081 San Francisco Ford	14	1FMHK8D81BGA36412	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011				
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.		motor relay contamination (Mg,S,Na)	02694 Dean Sellers	3754	1FMHK8F8XBGA03566	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011				
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-		NTF	08305 Evergreen Ford	49	1FMHK8F84BGA17589	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011				
REDACTED FOR RELEVANCE																						
								NTF	20636 Schultz Ford	5475	1FMHK8D8XBGA17003	1/20/2011	1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011				
UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.		5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO	Non TRW issue	08868 John C. Stewart & Son	17	1FMHK8D83BGA29218	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011				
UR0033	No Com	No Com	EPP	In Eval MAO	7/26- No problem found with EPP communication, pulled normal data from the EPP. Still testing NTF. Unknown if tech mis-diagnosed vehicle for this front abs sensor issue.	7/1- was able to get into Canape data. After new EPAS gear installed vehicle returned 14 miles later with ABS & TC lamp coming on found shorted harness for abs frt sensor.		NTF	08452 New Brighton Ford	872	1FMHK7B80BGA53778	4/18/2011	4/9/2011	12/25/2010	12/31/2010	3.5L wo/APA	6/4/2011				
UR0034	U2011-61 U3000-96	B95	TS	In Eval Hella	8/31-: Frequency variation on channel 2 without torque--> Failure description: PWM2 jitter, the ASIC has received at Onsemi and the analysis is ongoing, first results are possible on 2th of September.	7/1- pulled stored and EFF data, shipped to MAO for analysis 8/1-Checked with oscilloscope. Unstable Channel 2 PWM when no torque is applied. You can see a varation in channel 2		TS ASIC jitter	00210 Sunny King Ford	2707	1FMHK7D80BGA17232	1/20/2011	1/15/2011	11/16/2010	12/2/2010	3.5L wo/APA	5/11/2011				

UR0036	C200B-2F C200C-2F	BD0-BD3	TS	In Eval Hella	8/31- No channel 2--> Function test on application level at all temperatures: The function test was passed. No Conspicuousness were found. Short durability / lifetime test shows no deviation, currently we will reproduce the failure according the information from Sergio. 9/21- Full testing and optical inspections lead to NTF. case closed as NTF	8/1- BD3 fault is raised when IPA is fully turned CCW. Reference EPP used. Fault travelling with IPA. IPA signals are scoped. Observed a voltage drop in 5V supply. After a while fault is replicated, there was no signal on channel 2. bobby to ship to Hella.		NTF	M1626 Sanchez Auto	8	1FMHK7F82BGA54876	4/13/2011	4/7/2011	12/7/2010	12/11/2010	3.5L wo/APA	6/2/2011					
REDACTED FOR RELEVANCE								cracked belt pully	00169 Pittsville Motors	6773	1FMHK8D84BGA14498	1/31/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011					
UR0038 RUA#4997	U2011-49 U3000-96	B3A	EPP	In Eval UK	9/21-confirmed from tycothis is a Mg,Na,S contamination issue	8/1- MAO working on ambient and hot testing. 8/8- MAO testing still ongoing 8/11- cannot duplicate code fits the Mg,Na contamination dates shipped to UK then Tyco week 25 relay build		motor relay contamination (Mg,S,Na)	07563 Riser Ford	9727	1FMHK7F83BGA04990	11/23/2010	11/17/2010	9/10/2010	9/16/2010	3.5L w/APA	5/2/2011					
UR0039	No Com	No Com	EPP	In eval MAO	8/10-confirmed C154 Kemet Cap	7/25- no other claims on this vehicle		C154 cold weld	03591 Matthews-Currie Ford	1484	1FMHK7B81BGA45298	3/29/2011	3/27/2011	1/7/2011	1/9/2011	3.5L wo/APA	6/13/2011					
UR0041 RUA# 4980	U2011-49	B3A	EPP	In Eval Tyco	10/26- still under analysis. 11/8- Tyco confirmed Mg, Na, S contamination.	8/1- Phase1 motor relay contact not closing.raise RUA and ship to UK 8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco 10/6- Andy Partridge to check results when he is back off vacation. 10/26- still under analysis.		motor relay contamination (Mg,S,Na)	02199 Bob Gillingham Ford	5016	1FMHK8B88BGA10215	12/2/2010	11/23/2010	9/14/2010	9/16/2010	3.5L wo/APA	6/13/2011					
UR0044	Wheels lock TC lamp on C1B00-64	No codes		At WPAC	7/25-tech did not follow proper diagnostic's vehicle equipped with auto park C1B00-64 leads to SWA sensor in column. Hotliner requested to replace the RCM Chargeback dealer.			Non TRW issue	01472 Gullo Ford	3702	1FMHK7F87BGA31870	3/3/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/11/2011					
UR0049	U3000-49	BA4,BA5, BC2	EPP	In process MAO - Cap shipped to Kemet	8/29-Kemet C154 capacitor issue(cold weld issue)	8/2- pulled stored & EFF data shipped to MAO for further information 8/2- pulled stored & EFF data shipped to MAO for further information.		C154 cold weld	08862 Portsmouth Ford	457	1FMHK7F82BGA69667	5/13/2011	5/5/2011	3/23/2011	3/24/2011	3.5L wo/APA	6/28/2011					
UR0052	Check eng lamp on U3000-49	AE0		At WPAC	8/10- ship gear out of WPAC and test gear at MAO. If NTF to close case. 9/12- all testing passed, NTF	8/2- could not pull any codes only had a AEO code(CAN message fault)in PSCM check CQIS case dealer replaced EPAS gear and same codes set(U3000-49) no change, dealer could not fix vehicle and vehicle was bought back. Int		NTF	00149 Waldrof Ford	1343	1FMHK8D81BGA30528	3/7/2011	3/2/2011	12/26/2010	12/30/2010	3.5L wo/APA	4/15/2011					
UR0053	U3000-49	BA4,BA5, BC2		in eval MAO	9/9- confirmed C154 Kemet Cap	8/19- pulled EFF & stored data does fit the signature of a Kemet C154 failure shipped to MAO to confirm		C154 cold weld	01928 Bert Wolfe Ford	629	1FMHK8D81BGA73685	5/20/2011	5/12/2011	2/11/2011	2/14/2011	3.5L wo/APA	7/6/2011					
UR0057	popping noise frt-end turning	no codes, lamps or noise from the gear		dealer chargeback	8/19- checked the history on this gear because I did not find any thing wrong with the gear physically or internal codes. Found out a bumper beam weld broke and causing the noise. Will chargeback the gear to the dealer			Non TRW issue	04544 Red McCombs Ford	1108	1FMHK7F89BGA79774	6/3/2011	5/26/2011		4/21/2011	3.5L wo/APA	7/6/2011					
UR0078	TC Lamp on	No codes		In process MAO	9/9- tech installed new PSCM vehicle still will not communicate. Non-TRW issue. Wiring issue. According to CQIS report.			Non TRW issue	02265 Mathews Ford	85	1FMHK8D83BGA91749	7/12/2011	6/24/2011	4/6/2011	4/7/2011	3.5L wo/APA	8/24/2011					

UR0093	bumps can hear noise from frt-end	No codes	NVH	At WPAC	9/30- dealer had same noise after EPAS gear replacement after FSE assistance found LF subframe mount grounding, then vehicle returned week later found bumber bar noise that fixed the vehicle. NTF with Gear			Non TRW issue	07815 Frank Jackson Ford	1323	1FMHK7F87BGA81877	6/13/2011	6/7/2011	4/6/2011	4/9/2011	3.5L wo/APA	9/12/2011			
UR0110	No Assist	No Com	EPP	In Eval MAO	10/17-Confirmed Kemet cap C154 10/26- get approval from Anting to ship C154 back to Kemet for analysis.	10/7- could not pull any data from gear no communication with canape shipped to MAO for further testing		C154 cold weld	01281 Haldeman Ford	372	1FMHK8D85CGA27536	9/4/2011	8/30/2011	7/14/2011	7/15/2011	3.5L wo/APA	9/22/2011			
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/18- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for 36 hrs with no A3A's, F66's		motor relay contamination (Mg,S,Na)			1FMHK8D81BGA39357	3/14/2011				3.5L wo/APA	3/2/2011			



updated to 12/12/11

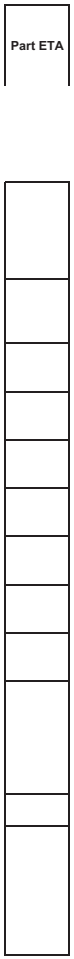
		Vehicle Build Month																		
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments
B3A	UR0090, 0133, 137	1		2													3			Shipped motor relay to Tyco UR0090 tested at Tyco with NTF
TC Lamp on- A codes	UR0125,134,136		2	1													3			UR0136 installed new gear same TC lamp on and U-code set, unknown fix.
No Com	UR0110			1													1	5/30/11	9/12/2011	Confirmed Kemet C154 capacitor Hot test(ICA) Vision system(PCA)
A30,E30	UR0126		1														1			Found R28 resistor on ECU defective UK to further test
BFD	UR0127		1														1			
B25	UR0128		1														1			
BC5	UR0129		1														1			
BD2, BD4	UR0130		1														1			
BD0,BD2	UR0135				1												1			
B7E, BAD	UR0131			1													1			
BAE	UR0132				1												1			
B43	UR0138		1														1			
no assist, C1B00-29	UR0139				1												1			

updated to 12/12/11

		Vehicle Build Month																		
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date
UR0090 RUA# 5175	U2011-49	B3A	EPP	In eval Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco 12-7- Tyco found NTF with the relay. SEM on contacts some material found on the contacts that does not affect the operation.	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06672 Battlefield Ford	00636	1FMHK7D81CGA03857	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011	
UR0125	U3000-49	A16		in eval MAO	11/11- all a codes set no stored b-codes vehicle only set the TC lamp on it did not lose assist. PPT lead to gear replacement with resetting U3000-49, shipped gear to MAO. No ther parts replaced			05340 Royal Oak Ford	183	1FMHK7D82CGA16391	8/17/2011	8/13/2011	12/6/2010	12/10/2010	3.5L wo/APA	10/7/2011	5/17/2011	
UR0126	U3000-72	A30, E30	EPP	in process UK	12/6-fault following ECU found low resistance on R28 generating incorrect Vbatt readings on ECU. Sergio to ship to UK	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		04664 Jordan Ford	523	1FMHK8F8XCGA24483	8/30/2011	8/26/2011	7/5/2011	7/7/2011	3.5L wo/APA	9/24/2011		
UR0127	U0300-00	BFD	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			00165 Gene Latta Ford	50	1FMHK8F82CGA19049	8/29/2011	8/24/2011	7/6/2011	7/8/2011	3.5L wo/APA	10/6/2011		
UR0128	U3000-49	B25	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			07852 Fairview Ford	20	1FMHK7F83CGA25713	8/31/2011	8/27/2011	7/7/2011	7/9/2011	3.5L w/APA	9/14/2011		
UR0129	U3000-49	BC5	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			04332 Armstrong Ford	5	1FMHK7F88CGA15615	8/23/2011	8/18/2011	6/29/2011	7/2/2011	3.5L w/APA	9/7/2011		
UR0130	C200B-2F C200B-62	BD2,BD4	TS	in eval MAO	11/11- no damage to the ts harness. pulled stored and EFF data from gear, shipped to MAO for analysis			09179 Inver Grove Ford	146	1FMHK8F85CGA13391	8/17/2011	8/12/2011	6/16/2011	6/20/2011	3.5L w/APA	9/30/2011		
UR0131	U3000-49 U3000-96	B7E,BAD	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			01741 Lakeland Ford	71	1FMHK7F89CGA30625	9/16/2011	9/12/2011	7/21/2011	7/21/2011	3.5L wo/APA	10/24/2011		
UR0132	U3000-49 U3000-96	BAE	EPP	in process MAO	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis			05167 Bob Allen Ford	309	1FMHK8D83CGA43136	10/4/2011	9/25/2011	8/17/2011	8/19/2011	3.5L wo/APA	11/4/2011		
UR0133	U2011-49 U3000-96	B3A	EPP	in process MAO	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis			01185 McKay Ford	180	1FMHK7D89CGA36136	9/23/2011	9/20/2011	8/4/2011	8/5/2011	3.5L wo/APA	10/26/2011	6/8/2011	
UR0134	TC lamp on	mult can codes A2A		in process MAO	12/9- Tech states intermittent TC lamp on while driving could not get the lamp to come on but tech states he lost communication with the PSCM unknow if he had IDS issues hotline advised to replace PSCM if all the wiring was tested.			04013 Manhatten Ford	1699	1FMHK8B83CGA11161	8/8/2011					11/14/2011		
UR0135	C200B-2F	BD0, BD2	TS	in process MAO	12/9- pulled stored and EFF data shipped to MAO for analysis			06552 Central Ford	148	1FMHK7B83CGA44509	10/6/2011	9/30/2011		3/24/2011	3.5L wo/APA	11/5/2011		
UR0136	TC lamp on	mult can codes		in process MAO	12/9- tech replaced the steering gear for C1B00 and mult can codes in all modules and vehicle came back with same TC lamp on in the CQIS report. Unknown what the fix was tech did not mention what was done to fix this issue in AWS, most likely CAN electrical connection issue.			03208 Stone Motors	947	1FMHK8F85CGA25556	9/6/2011					10/25/2011		

UR0137	U2011-49	B3A	EPP	in process MAO	12/9- pulled stored and EFF data shipped to MAO for analysis			02709 Tom Holzer Ford	444	1FMHK8D85CGA40125	9/28/2011	9/22/2011	7/28/2011	7/29/2011	3.5L wo/APA	10/28/2011	9/22/2011	
UR0138	U3000-49	B43	EPP	in process MAO	12/9- pulled stored and EFF data shipped to MAO for analysis			05579 Fuller Ford	483	1FMHK7B81CGA25750	8/27/2011	8/24/2011	7/7/2011	7/9/2011	3.5L wo/APA	11/5/2011	5/19/2011	
UR0139	C1B00-29 no assist	no stored A or B codes		in process MAO	12/9- pulled stored and EFF data shipped no codes had one E66 code shipped to MAO for analysis Tech states that there are 8-9 modules that fail the network test then tech states no communication with the PSCM. I had no problems with the communication.			07749 Future Ford	2	1FMHK8D87CGA52633	10/19/2011	10/14/2011			3.5L wo/APA	11/1/2011		
0KM	C200B-2F C200C-2F	BD0-BD3, B90	TS	in process MAO	12/6- found metalic fiber shorting on PCB swapped ECU and harness to verify IPA assembly. To ship IPA assem. To Hella			CAP										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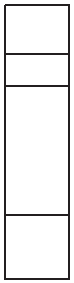

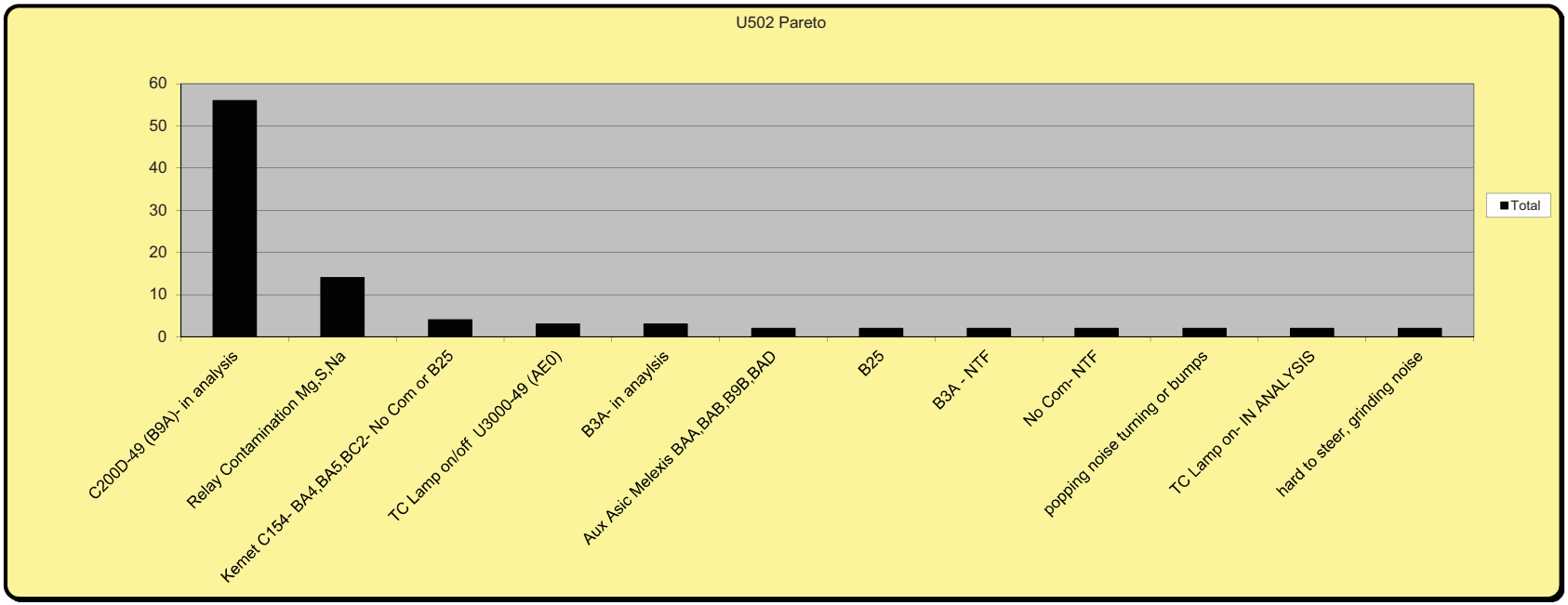

updated to 11/30/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
C200D-49 (B9A)- in analysis	UR0030,45,47, 48,58,59,60,61, 62,63,64,65,66, 67,68,69,70,71, 73,75,76,77,79, 80,81,82,83,84, 85,86,87,88,89, 92,95,96,98,99, 100,101,103,10 4,105,108,109, 111,113,114,11 5,116,117,118, 119,120,123,12 4					1	6	3	24	12	8	2					56			8/22- hall effect & encoder differential. More testing needed to find root cause
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26,38				9	1	1	2	1								14	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
TC Lamp on/off U3000-49 (AE0)	UR0023,52,78						1		1				1				3		Non TRW issue	Both gears tested with NTF, on one vehicle the new gear did not fix U3000-49. vehicle could not be fixed shorting the CAN circuits would duplicate the symptoms.
B3A- in anaylsis	UR0041,56,90					1					1		1				3			NTF after relay contact analysis at Tyco
Aux Asic Melexis BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
B3A - NTF	UR0008,09				2												2			
No Com- NTF	UR0031, 33									1	1						2		NTF	will keep in pending to see if we get a duplicate issue
popping noise turning or bumps	UR0057, UR0093											2					2		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
TC Lamp on- IN ANALYSIS	UR0094,112										2						2			
hard to steer, grinding noise	UR0102, 107										1	1					2			hard to turn input shaft

updated to 11/30/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
ps delay after startup-U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1	7/22/2011- EOL test	4/14/2012-PSD mask	9/14- OnSemi ASIC Jitter
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1		NTF	Full testing done at Hella optical and performance testing lead to NTF
Broken Pulley	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
B6C	UR0050										1						1			
swerve LF suddenly	UR0072								1								1			
BD1,BD3	UR0074							1									1			
BBA,B7F	UR0091								1								1			shorted PM
noise intermittent rh frt side while turning	UR0097						1										1		Non-TRW Issue	tech replacd the EPAS gear and same noise occurred
B31	UR0106							1									1			
No Com- IN ANALYSIS	UR0110														1		1			
BD3,BD4,B90	UR0121											1					1			
BD3,BD4	UR0122											1					1			
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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date	Part ETA
UR0021	U3000-49 U3000-96	BAA,BAB,B9B,BAD	EPP	in eval Melexis	8/15- Geoff to review Melexis 8D and check for further information to finalize.	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is disabled periodically. Ship to UK for further testing 6/29- found faulty Aux. ASIC in the ECU, Anting to contact Melexis so UK and ship out for analysis. 7/4- Aux ASIC arrived in Melexis		03073 Mullinax Ford	03735	1FMHK8B88BGA14250	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011			
UR0025	U3000-49	B25	EPP	In eval 26 Mile	9/12- tri-temp ignition cycling at 26mile NTF	5/26- pulled stored & EFF data shipped to MAO for further testing 6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps.		20609 Orange Motor Co	00008	1FMHK7D89BGA44512	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011			
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor. 8/15- UK motors grp did full teardown and did not find any flux density fault. Will put on hold until the other warranty returns are examined and tested.shipping other parts out to suppliers for testing	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43 Celsius. To be shipped to UK 6/24- Sergio to send PFR to		05559 Villa Ford	7839	1FMHK8F82BGA15758	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011	9/17/2010		
UR0032 RUA #4978	U3000-49	BFF,BFC,B1C	EPP	In Eval UK	7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis. 8/1- check with Mike on updates 8/8-part has arrived to the UK.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return.		07590 Van Bortel Ford	03003	1FMHK8F85BGA29508	3/4/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/9/2011			
UR0035 RUA# 4979	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In Eval UK	8/8- part has not arrived yet in the UK for further testing check with Anting for update	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/25-MAO reproduced B23- found a a low impedance between pin96 and pin97 on main micro IC3. It seems a problem on the soldering.		04161 Eddie Yaklin Ford	04625	1FMHK7D8XBGA11017	12/8/2010	12/6/2010	10/1/2010	10/21/2010	3.5L wo/APA	5/31/2011			
REDACTED FOR RELEVANCE						8/8- found broken pulley from Capstan		00169 Pittsville Motors	06773	1FMHK8D84BGA14498	1/31/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011			

UR0040	U3000-49	BAE,BAB,BAD	EPP	In eval 26mile	8/10- MAO to hold onto EPP until UK is done testing the three gears with similar codes. 9/12- 26mile done tri-temp testing was able to get to reset once. Benched tested was able to get to fail possible aux. ASIC testing still ongoing.	8/1- raise RUA and ship to UK for further analysis. faults not replicating even when in hot testing. Fault not replicating in lab after hot test over ASIC and IC17. During analysis part failing with BA4 , B3A rep B7E. Power module swapped with a reference on.		08811 Sentry Ford	02050	1FMHK8D83BGA25329	2/14/2011	2/7/2011	12/13/2010	12/19/2010	3.5L wo/APA	6/16/2011			
UR0041 RUA# 4980	U2011-49	B3A	EPP	In Eval Tyco	8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco 10/6- Andy Partridge to check results when he is back off vacation. 10/26- still under analysis.	8/1- Phase1 motor relay contact not closing.raise RUA and ship to UK 8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco		02199 Bob Gillingham Ford	05016	1FMHK8B88BGA10215	12/2/2010	11/23/2010	9/14/2010	9/16/2010	3.5L wo/APA	6/13/2011			
UR0042	C200C-2F	BD3	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1-passed EOL & bench testing 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		01273 Fred Beans Ford	04301	1FMHK8D84BGA37263	3/14/2011	3/7/2011	1/20/2011	1/29/2011	3.5L wo/APA	6/20/2011			
UR0043 RUA #4981	U3000-49	BAE,BAB,BAD,BAA	EPP	In Eval UK	8/8- UK received the part today for further testing. 8/22- comfirmed IC17, get reply from Anting and ship to Maxium. 11/7- IC17 damaged removing device from the PCB cannot be tested.	8/1- raise RUA and ship to UK for further analysis.AA I sense working fine and Isense IC17 output incorrect. Signal coming from AA is OK but IC17 output is not good. IC17 temperature sensitive. did not swap Component Same failure mode as CR0030 in which after swapping Pin 5 is found broken.		05319 Rusty Eck Ford	05191	1FMHK8F84BGA32125	2/22/2011	2/17/2011	12/11/2010	12/16/2010	3.5L w/APA	6/27/2011			
UR0045	C200D-49	B9A	EPP	In Eval UK	8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders are re-synchronised, ran overnight with ign permanently on NFF, test repeated with ign. cycling for two hrs, NFF	8/1- hot and ambient testing done NTF. cold testing next step 8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders		05928 Premier Ford	1695	1FMHK7D8XBGA45135	3/28/2011	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011	12/27/2010		
UR0046	C200B-62	BD4	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1- NTF on bench testing, or EOL testing. 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		04927 J.C. Lewis Ford	01410	1FMHK7F87BGA66103	5/10/2011	5/1/2011	3/24/2011	3/26/2011	3.5L wo/APA	6/16/2011			

UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and encoder, more testing needed to define cause. 11/3- motor PCB at Allegro Simon Malsbury overlooking the analysis.	8/2- pulled stored & EFF data shipped to 26 mile for further information. 8/12- Chris bench tested with NTF with start the tri-temp testing to see if B9A resets 8/15- now able to duplicate the B9A will send Geoff the information on the scope and test set-up.		06700 Majic City Ford	3447	1FMHK8F87BGA45404	3/29/2011	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011	12/28/2010		
UR0048	C200D-49	B9A	EPP	In eval 26mile	9/12- performed tri-temp ignition cycling and could not reproduce code NTF 9/21-been uploaded with SW and gone through various test on the dynamometer, the unit has not failed at this time, more testing ongoing	8/2- pulled stored & EFF data shipped to MAO for further information 8/31- Not reproducable Cold		08211 Robinson Brothers Ford	3163	1FMHK7D84BGA48810	4/5/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011	12/4/2010		
UR0050 RUA# 5048	U3000-49	B6C	EPP	In Eval Freescale	10/26- found micro failure in analysis with Freescale	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly. 8/29-To be sent to UK		03334 Charles Gabus Ford	04666	1FMHK8F85BGA61262	5/2/2011	4/19/2011	2/17/2011	2/24/2011	3.5L w/APA	7/11/2011			
UR0051	U3000-49	B25	EPP	In eval MAO	9/12- ambient testing complete with NTF, next step cold testing. 10/26- cold testing complete with NTF, next step to ship to 26 mile for tri-temp testing.	8/2- pulled stored & EFF data shipped to MAO for further information 8/29-Ambient testing did not duplicate. Will Cold test next 8/31-Cold testing raised BAA, BAB intermittent. Raised twice and did not repeat.		04921 Bozard Ford	02124	1FMHK7D89BGA30447	2/25/2011	2/21/2011	1/4/2011	1/7/2011	3.5L wo/APA	6/23/2011			
UR0054	No Com	No codes		at WPAC will ship out to MAO for analysis	9/12- gear not at MAO at this time I will check WPAC tomorrow. 10/26- still cannot locate the gear will check WPAC	8/19- tech was not able to get the tc lamp on or get the vehicle to act up but states he could not communicate with the PSCM using his IDS. Unknow if this was an IDS issue because there would be lamps on and no steering if he was not able to commincate with the PSCM. I had no trouble pulling data when gear arrived.		03776 Legacy Ford	00016	1FMHK8B82BGA73844	5/22/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	6/29/2011			
UR0055 RUA# 5176	U3000-49	BA4,BA5,B45,B9C, B6C,B71	EPP	in eval UK	10/17- VSW scoped, cannot communicate with ECU. Potential main micro. Waiting on UK for next steps good chance to swap micro and test. 10/26- in analysis of the micro and confirm failure before removing.	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- able to reproduce codes, possible monitor micro- testing ongoing		06787 Lake Elsinore Ford	02584	1FMHK7D87BGA68632	5/13/2011	5/4/2011	3/16/2011	3/19/2011	3.5L wo/APA	714/2011			
UR0056 RUA# 5160	U2011-49	B3A	EPP	in Eval Tyco	9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing 10/26- at Tyco waiting for update	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing		06338 Shults Ford	00105	1FMHK7B86BGA69841	5/12/2011	5/3/2011	2/28/2011	3/17/2011	3.5L wo/APA	7/11/2011			

UR0058	C200D-49	B9A	EPP	In Eval 26mile	9/21- this unit is in teardown, flex density test, air gap measurement, hall effects swi. Threshold, encoder switching 10/2- x-ray of the motor PCB	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	6543	1FMHK7D86BGA42569	3/24/2011	3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA	7/8/2011	12/28/2010		
UR0059	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	2953	1FMHK7F86BGA46280	3/31/2011	3/22/2011	1/24/2011	1/29/2011	3.5L wo/APA	7/1/2011	12/28/2010		
UR0060	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		09580 Tracy Langston Ford	3191	1FMHK7D86BGA63793	5/3/2011	4/28/2011	3/16/2011	3/18/2011	3.5L wo/APA	8/5/2011	1/25/2011		
UR0061	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		05947 Cannon Ford	4020	1FMHK7D87BGA37526	3/15/2011	3/9/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/2/2011	12/27/2010		
UR0062	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	10437	1FMHK8D89BGA42572	3/18/2011	3/12/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/10/2011	12/28/2010		
UR0063 RUA# 5238	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and		04921 Bozard Ford	14031	1FMHK7F8XBGA37615	3/10/2011	3/5/2011	12/25/2010	12/29/2010	3.5L w/APA	8/15/2011	12/6/2010		
UR0064 RUA# 5239	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and		11293 Camelback Ford	4655	1FMHK7F88BGA38892	3/10/2011	3/4/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/10/2011	12/24/2010		
UR0065 RUA# 5240	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis. 11/14- large amount of conformal coat	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		02709 Tom Holzer Ford	5447	1FMHK8F8XBGA56316	4/11/2011	4/5/2011	12/23/2010	12/25/2010	3.5L wo/APA	8/10/2011	12/24/2010		
UR0066 RUA# 5235	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and		02405 Park Cities Ford	5234	1FMHK7D80BGA15156	1/13/2011	12/14/2010	11/11/2010	11/13/2010	3.5L wo/APA	7/28/2011	10/27/2010		
UR0067 RUA# 5236	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		00469 Bondy's Ford	5426	1FMHK7D89BGA44963	3/22/2011	3/15/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/4/2011	12/13/2010		
UR0068 RUA# 5237	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		M2686 Fema Automotriz	16576	1FMHK8F83BGA34710	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	8/22/2011	12/23/2010		
UR0069	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06293 Haldeman	9557	1FMHK7D82BGA13781	1/19/2011	1/7/2011	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/7/2010		
UR0070 RUA# 5241	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		07986 Henderson Ford	2775	1FMHK8B89BGA45684	3/24/2011	3/20/2011	1/24/2011	1/28/2011	3.5L wo/APA	8/15/2011	12/28/2010		
UR0071	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			00643 Buster Miles Ford	5112	1FMHK7D83BGA59152	5/2/2011	4/25/2011	2/28/2011	3/3/2011	3.5L wo/APA	8/12/2011	1/20/2011		
UR0072	Frt end will swerve to LF suddenly	no codes		In Eval MAO	9/9- no damage to gear and rack move smooth stop to stop no codes in the stored or EFF data. Shipped to MAO for analysis			05417 Kemp Ford	10075	1FMHK7F88BGA35989	3/8/2011	3/3/2011		1/13/2011	3.5L wo/APA	8/19/2011			
UR0073	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			09469 Randall Reed's Ford	1856	1FMHK7F83BGA60637	4/28/2011	4/25/2011	3/16/2011	3/17/2011	3.5L wo/APA	8/1/2011	1/24/2011		
UR0074	C200C-2F	BD1,BD3	TS	In Eval MAO	9/21- NTF with ambient testing. Next step is to run EOL testing.	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		08990 Quirk Ford	10839	1FMHK8D81BGA20601	2/10/2011	2/1/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/16/2011			
UR0075	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			07398 Al Packer's Ford	4286	1FMHK8F87BGA59688	4/25/2011	4/15/2011	2/12/2011	2/14/2011	3.5L wo/APA	8/8/2011	12/30/2010		
UR0076	C200D-49	B9A	EPP	In Eval MAO	11/8- was able to duplicate the B9A twice simulated hwy driving conditions on the bench. Sergio getting instructions from Geoff Jacks	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		06938 Fox Ford	2989	1FMHK8F81BGA56480	4/13/2011	4/7/2011	1/26/2011	1/29/2011	3.5L wo/APA	8/3/2011	12/27/2010		

UR0077	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			02890 Russ Milne Ford	9977	1FMHK8D89BGA31409	2/23/2011	2/18/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/22/2011	12/24/2010			
UR0079	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing 8/31- Not reproducable Cold			05613 Lance Cunningham Ford	6993	1FMHK7D81BGA48392	3/29/2011	3/24/2011	12/7/2010	2/17/2011	3.5L wo/APA	8/10/2011	12/30/2010			
UR0080	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing			08006 Joe Machens	6386	1FMHK8D85BGA65251	5/6/2011	4/30/2011	2/17/2011	2/18/2011	3.5L wo/APA	8/25/2011	12/30/2010			
UR0081	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			06063 Smith Ford	9014	1FMHK8F87BGA48934	3/31/2011	3/27/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/16/2011	12/23/2010			
UR0082	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			01730 Mike Fitzpatrick Ford	10293	1FMHK7D84BGA30033	3/4/2011	3/1/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/15/2011	12/24/2010			
UR0083	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			03924 Crown Ford	23203	1FMHK7F87BGA12381	12/16/2010	12/11/2011	11/13/2010	11/14/2010	3.5L wo/APA	9/1/2011	10/27/2010			
UR0084	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			00478 Wade Ford	7238	1FMHK7D80BGA48268	4/4/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	9/7/2011	12/4/2010			
UR0085	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			02645 Prince-Gnade Ford	4583	1FMHK8F8XBGA56705	4/12/2011	4/5/2011	12/1/2010	12/4/2010	3.5L wo/APA	9/2/2011	11/8/2010			
UR0086	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			02486 Five Star Ford	5025	1FMHK7F84BGA60646	4/27/2011	4/19/2011	2/24/2011	3/4/2011	3.5L w/APA	9/2/2011	1/3/2011			
UR0087	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			00406 Collier Ford	3228	1FMHK7D8XBGA44969	4/6/2011	4/2/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/29/2011	12/27/2010			
UR0088	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			09989 Mark Martin Ford	11159	1FMHK8D82BGA20946	2/10/2011	2/2/2011	12/13/2011	9/9/2011	3.5L wo/APA	8/30/2011	11/11/2010			
UR0089	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			04870 Al Packer Ford	5997	1FMHK7D88BGA39351	3/9/2011	3/4/2011	1/13/2011	1/14/2011	3.5L wo/APA	8/29/2011	12/23/2010			
UR0090 RUA# 5175	U2011-49	B3A	EPP	In process Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06672 Battlefield Ford	00636	1FMHK7D81CGA03857	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011			
UR0091	U2011-49 U3000-49 U3000-96	BBA,B7F	EPP	In eval MAO	shorted phase 3 to 0volt. damaged PM 10/26- close out shorted FET is prior to the containment date			01545 Fox Valley Ford	02926	1FMHK7D89BGA38225	3/10/2011	3/5/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/1/2011	12/24/2011			
UR0092	C200D-49	B9A	EPP	In Eval MAO	9/30- pulled stored & EFF data from the gear and shipped to MAO for further testing			08190 All American Ford	11798	1FMHK8B88BGA36961	3/9/2011	3/5/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/18/2011	11/12/2010			
UR0094	TC Lamp on	No codes		In Eval MAO	10/26- ambient testing no codes or LIC's set NTF.	10/3- pulled stored and EFF data and shipped to MAO for further diagnosis		02346 Caranfa Ford	02600	1FMHK7D87BGA75807	5/25/2011	5/19/2011	3/26/2011	3/27/2011	3.5L wo/APA	8/5/2011			
UR0095	C200D-49	B9A	EPP	In Eval MAO	10/3- pulled stored & EFF data from the gear and shipped to MAO for further testing			05928 Premier Ford	5159	1FMHK7D81BGA37523	3/14/2011	3/7/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/8/2011	12/25/2010		
UR0096	U2011-61 C200D-49 U3000-96	B92,B9A	EPP	in vehicle test Gary Smith	10/12- sergio perform limit & profile testing see if code resets. 10/17- NTF on the bully test and passed limit testing 10/18 gear shipped to PDC to be installed in Gary Smith's vehicle 10/20- gear installed into vehicle and laura to hookup data recorder.	10/4- pulled stored and EFF data, shipped to MAO for further analysis		02694 Dean Sellars Inc	10986	1FMHK8F87BGA57861	4/21/2011	4/14/2011	2/16/2011	3/4/2011	3.5L w/APA	9/2/2011	1/20/2011		

UR0097	Rh frt making noise turning	No codes	NVH	At WPAC	10/10- found out in the CQIS report that the vehicle was making the same noise or preactivation after a new EPAS gear was replaced. Unknown what the noise or fault is while turning. NTF at level 1 testing.	10/4- no damage smooth stop to stop turning input shaft no noise and no codes. Check history of this gear		03073 Mullinax Ford	07412	1FMHK7F80BGA17468	1/25/2011	1/10/2011		11/20/2011	3.5L wo/APA	8/20/2011			
UR0098	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			04871 Metro Ford	5127	1FMHK7F84BGA19532	1/31/2011	1/26/2011	12/16/2011	12/17/2011	3.5L wo/APA	8/20/2011	11/11/2010		
UR0099	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			02459 Sam Pack's Five Star Ford	15697	1FMHK7D82BGA25879	2/15/2011	2/8/2011	12/6/2010	12/11/2010	3.5L wo/APA	8/22/2011	11/10/2010		
UR0100	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			04450 Rodriguez Ford	6288	1FMHK7D86BGA72610	5/21/2011	5/16/2011	3/30/2011	3/31/2011	3.5L wo/APA	9/13/2011	2/12/2011		
UR0101	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			08951 Ford of Clermont	8900	1FMHK7D85BGA59640	5/3/2011	4/26/2011	3/15/2011	3/17/2011	3.5L wo/APA	9/7/2011	1/24/2011		
REDACTED FOR RELEVANCE								05353 Alexander Ford	01570	1FMHK8F84BGA89781	9/20/2011				3.5L w/APA	9/20/2011			
UR0103	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			01471 Springfield Ford	6513	1FMHK8D80BGA67568	5/12/2011	5/4/2011	1/24/2011	1/28/2011	3.5L wo/APA	9/14/2011	12/272010		
UR0104	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			06359 Thornhill Ford	6114	1FMHK8D89BGA31202	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	7/21/2011	12/23/2010		
UR0105	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			04163 Elvria Ford	11483	1FMHK7F88BGA56115	4/13/2011	4/6/2011	2/4/2011	2/11/2011	3.5L wo/APA	9/2/2011	12/29/2010		
UR0106	U3000-49 U3000-96	B31	EPP	In Eval MAO	10/17- ambient testing passed, next step is to perform hot testing. 10/26- still in progress	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		04871 Metro Ford	04756	1FMHK7D81BGA27087	2/16/2011	2/8/2011	12/8/2010	12/11/2010	3.5L wo/APA	7/20/2011			
REDACTED FOR RELEVANCE								09923 Boone Ford	06601	1FMHK8B84BGA77331	5/23/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	8/25/2011			
UR0108	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			01125 Palmetto Ford	5696	1FMHK7B8XBGA29939	3/2/2011	2/25/2011	1/4/2011	1/8/2011	3.5L wo/APA	8/30/2011	12/24/2010		
UR0109	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			02459 Sam Pack's Five Star Ford	7642	1FMHK7D85BGA15184	1/13/2011	12/13/2010	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/25/2010		
UR0110	No Assist	No Com	EPP	In Eval MAO	10/17-Confirmed Kemet cap C154 10/26- get approval from Anting to ship C154 back to Kemet for analysis.	10/7- could not pull any data from gear no communication with canape shipped to MAO for further testing		01281 Haldeman Ford	00372	1FMHK8D85CGA27536	9/4/2011	8/30/2011	7/14/2011	7/15/2011	3.5L wo/APA	9/22/2011			
UR0111	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			02549 Silsbee Ford	8861	1FMHK7F88BGA50881	4/21/2011	4/14/2011	1/13/2011	1/15/2011	3.5L wo/APA	9/1/2011	12/23/2010		
UR0112	TC Lamp on	BD2,BD3	TS	In Eval MAO	10/26- shipped from WPAC to MAO	10/7- tech only mentions TC lamp on and no communication with the PSCM. I had no problem communicating with the PSCM. Does have multiple A & E codes in stored data		20028 Bryden Ford	05876	1FMHK8D84BGA71980	5/10/2011	5/1/2011	3/20/2011	3/21/2011	3.5L wo/APA	8/16/2011			
UR0113	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			00469 Bondy's Ford	6897	1FMHK7D89BGA41111	3/21/2011	3/15/2011	1/15/2011	1/16/2011	3.5L wo/APA	8/29/2011	12/23/2010		
UR0114	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			00469 Bondy's Ford	7379	1FMHK7F87BGA37393	3/15/2011	3/9/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/24/2011	12/27/2010		

UR0115	C200D-49	B9A	EPP	in process MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			00389 Mountain View Ford	12040	1FMHK8D88BGA44944	3/25/2011	3/23/2011	1/24/2011	1/29/2011	3.5L wo/APA	9/22/2011	12/27/2010		
UR0116	C200D-49	B9A	EPP	in process MAO	10/20- gear installed in Matt Surella's 2012 U502 for B9A canape recording	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		02980 Shamaley Ford	07119	1FMHK7D89BGA18251	1/26/2011	1/18/2011	12/4/2010	12/4/2010	3.5L wo/APA	9/2/2011	10/27/2010		
UR0117	C200D-49	B9A, BD0-BD3	EPP	in process MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			04424 Jennings Anderson Ford	3010	1FMHK7D85BGA42627	3/17/2011	3/11/2011	1/25/2011	1/28/2011	3.5L wo/APA	7/2/2011	12/28/2010		
UR0118	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		04283 Varsity Ford	6217	1FMHK7F87BGA64870	5/10/2011	5/5/2011	2/24/2011	3/8/2011	3.5L w/APA	8/19/2011	1/2/2011		
UR0119	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		01015 Fort Mill Ford	9320	1FMHK7D83BGA41041	3/18/2011	3/14/2011	1/4/2011	1/7/2011	3.5L wo/APA	9/8/2011	12/24/2010		
UR0120	C200D-49	B9A	EPP	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			02704 Fairway Ford	5395	1FMHK7D81BGA72692	5/21/2011	5/16/2011	3/30/2011	4/1/2011	3.5L wo/APA	9/21/2011	2/15/2011		
UR0121	C200C-C200B-62	BD3, BD4, B90	TS	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			04863 Duval Ford	1713	1FMHK7B88BGA86091	6/17/2011	6/10/2011	4/24/2011	4/27/2011	3.5L wo/APA	8/25/2011			
UR0122	C200C-C200B-62	BD3, BD4	TS	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing. No damage to TS harness			09452 Ted Britt Ford	167	1FMHK7D85BGA84070	6/10/2011	6/7/2011	4/7/2011	4/8/2011	3.5L wo/APA	7/25/2011			
UR0123	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		01232 John Kennedy Ford	3735	1FMHK8D8XBGA78416	6/2/2011	5/26/2011	4/13/2011	4/15/2011	3.5L wo/APA	9/28/2011	3/14/2011		
UR0124	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		20527 Malouf Ford	2621	1FMHK8B81BGA74581	6/3/2011	5/31/2011	3/31/2011	3/31/2011	3.5L wo/APA	9/27/2011	2/14/2011		

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP					1FMHK8F81BGA41610	3/16/2011				3.5L w/APA	3/16/2011			
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned		07955 Ron Dupratt Ford	15	1FMHK8D87BGA18724	1/24/2011	1/17/2011	11/16/2010	11/22/2010	3.5L wo/APA	2/2/2011			
0KM BGA85712	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.												

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.
UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.

UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.
UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF

UR0038 RUA#4997	U2011-49 U3000-96	B3A	EPP	In Eval UK	9/21-confirmed from tycothis is a Mg,Na,S contamination issue
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.

Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles
2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi	CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2	09618 Brown Motors	18
2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil	CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-	02071 I-77 Ford	10
3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when		Ford Management Lease Car- Chicago	1700
3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after		Ford PDC Fleet vehicle- Taras Palczynsk	2010
4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to		lease management vehicle WHQ VSC	1838
3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.		04331 Brondes Ford	

4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with		02058 Beechmont Ford	1425
4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to		00807 Crest Ford	115
4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK		03820 Landers Ford	3096
4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate		00807 Crest Ford	1356
5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing		05126 Gary Crossley Ford	4475
5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week		06081 San Francisco Ford	14
5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.		02694 Dean Sellers	3754
5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-		08305 Evergreen Ford	49

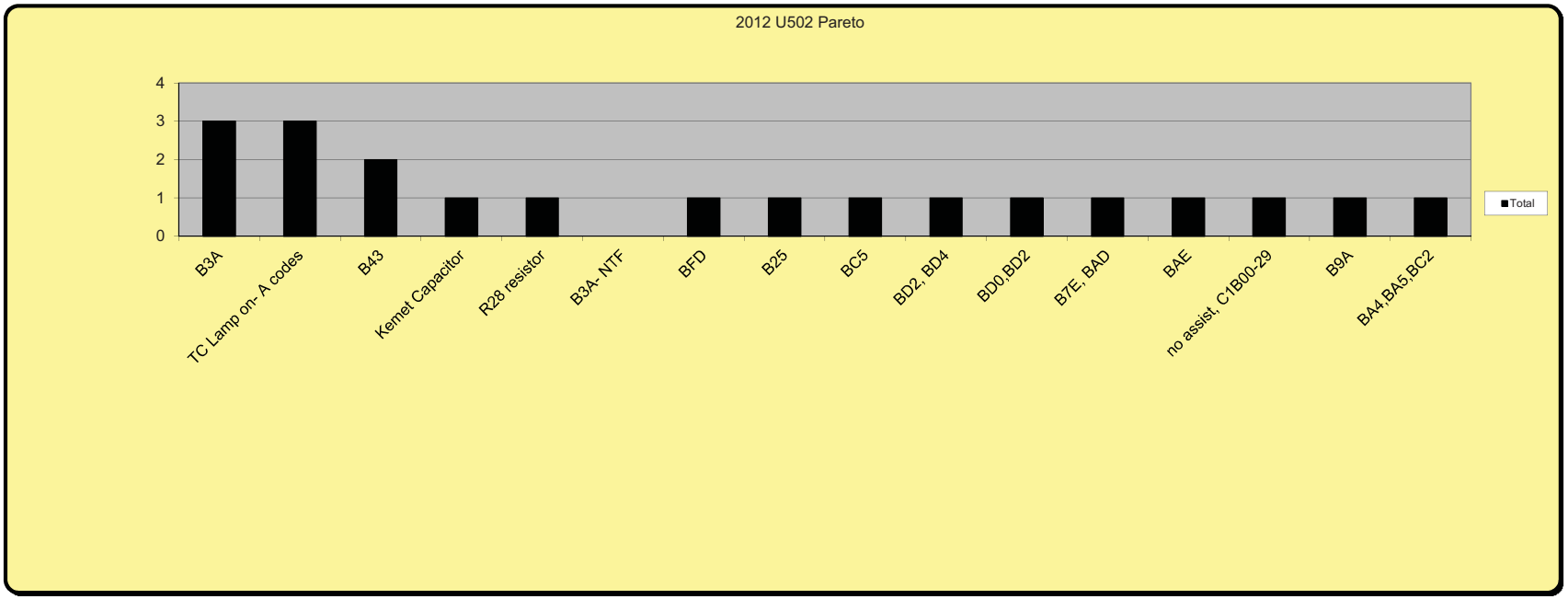
8/1- MAO working on ambient and hot testing. 8/8- MAO testing still ongoing 8/11- cannot duplicate code fits the Mg,Na contamination dates shipped to UK then Tyco week 25 relay build		07563 Riser Ford	9727
3/15- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for 36 hrs with no A3A's, F66's or			

VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair
1FMHK8D83BGA10846	12/16/2010				3.5L wo/APA	1/12/2011
1FMHK8D83BGA14928	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011
1FMHK8F88BGA02366	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011
1FMHK7D89BGA02812	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011
1FMHK8F89BGA03591	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010
1FMHK7F87BGA31464	2/24/2011				3.5L wo/APA	3/28/2011

1FMHK8F83BGA02503	11/22/2010					
1FMHK8F85BGA27421	2/16/2011				3.5L w/APA	3/9/2011
1FMHK8F8XBGA01168	11/3/2010				3.5L w/APA	3/5/2011
1FMHK7B87BGA02763	11/16/2010				3.5L wo/APA	2/25/2011
1FMHK8F80BGA03852	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011
1FMHK8D81BGA36412	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011
1FMHK8F8XBGA03566	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011
1FMHK8F84BGA17589	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011

1FMHK7F83BGA04990	11/23/2010	11/17/2010	9/10/2010	9/16/2010	3.5L w/APA	5/2/2011
1FMHK8D81BGA39357	3/14/2011				3.5L wo/APA	3/2/2011

Model Year	Date	Part ETA



updated to 1/5/2012

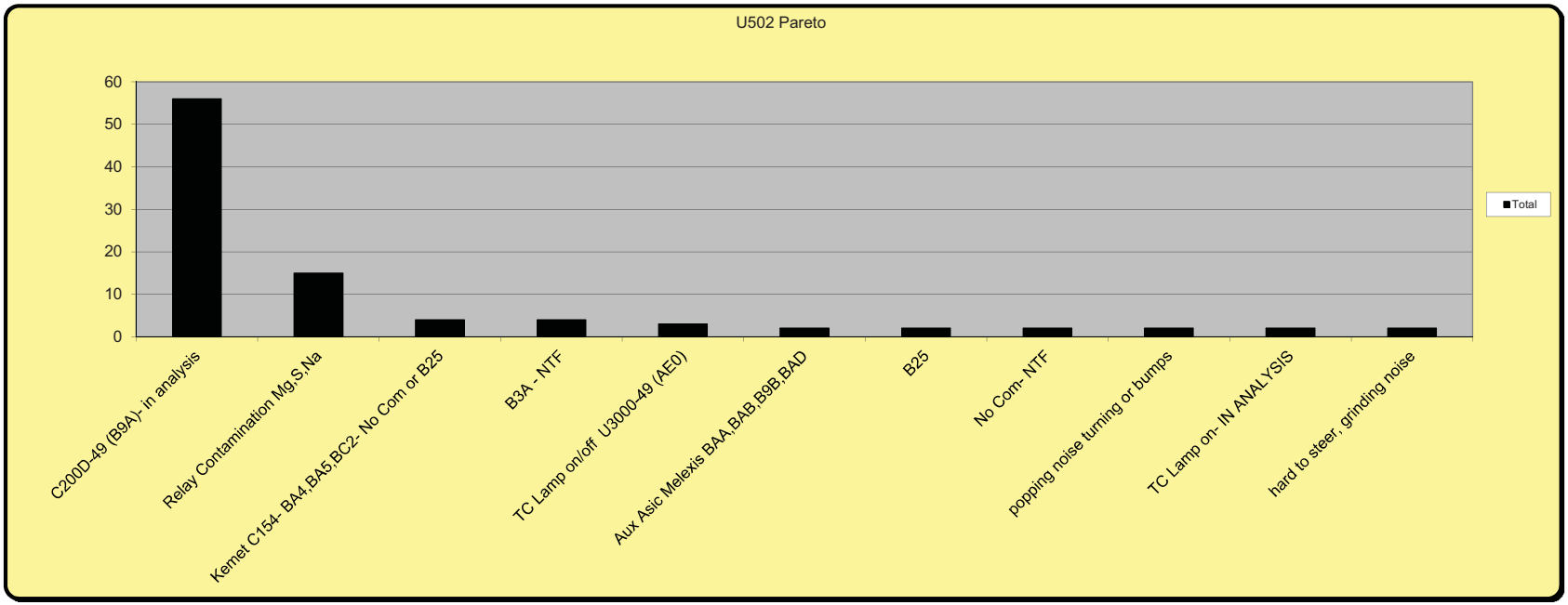
		Vehicle Build Month																		
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments
B3A	UR0133,137,145			3													3	Hot Puma script 11/18/2011		Shipped motor relay to Tyco UR0090 tested at Tyco with NTF
TC Lamp on- A codes	UR0125,134,136		2	1													3			UR0136 installed new gear same TC lamp on and U-code set, unknown fix.
B43	UR0138,143		1	1													2			
Kemet Capacitor	UR0110			1													1	5/30/11	9/12/2011	Confirmed Kemet C154 capacitor Hot test(ICA) Vision system(PCA)
R28 resistor	UR0126		1														1			Found R28 resistor on ECU defective UK to further test
B3A- NTF	UR0090	1																		
BFD	UR0127		1														1			
B25	UR0128		1														1			
BC5	UR0129		1														1			
BD2, BD4	UR0130		1														1			
BD0,BD2	UR0135				1												1			
B7E, BAD	UR0131			1													1			
BAE	UR0132				1												1			
no assist, C1B00-29	UR0139				1												1			
B9A	UR0140			1													1			
BA4,BA5,BC2	UR0142	1															1			
chargeback	UR0144		1														1			
int. no com	UR0146		1														1			

updated to 1/5/2012

		Vehicle Build Month																	
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor build date
UR0090 RUA# 5175	U2011-49	B3A	EPP	In eval Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco 12-7- Tyco found NTF with the relay. SEM on contacts some material found on the contacts that does not affect the operation.	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06672 Battlefield Ford	00636	1FMHK7D81CGA03857	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011
UR0125	U3000-49	A16		in eval MAO	11/11- all a codes set no stored b-codes vehicle only set the TC lamp on it did not lose assist. PPT lead to gear replacement with resetting U3000-49, shipped gear to MAO. No ther parts replaced			05340 Royal Oak Ford	183	1FMHK7D82CGA16391	8/17/2011	8/13/2011	12/6/2010	12/10/2010	3.5L wo/APA	10/7/2011	5/17/2011
UR0126	U3000-72	A30, E30	EPP	in process UK	12/6-fault following ECU found low resistance on R28 generating incorrect Vbatt readings on ECU. Sergio to ship to UK	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		04664 Jordan Ford	523	1FMHK8F8XCGA24483	8/30/2011	8/26/2011	7/5/2011	7/7/2011	3.5L wo/APA	9/24/2011	
UR0127	U0300-00	BFD	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			00165 Gene Latta Ford	50	1FMHK8F82CGA19049	8/29/2011	8/24/2011	7/6/2011	7/8/2011	3.5L wo/APA	10/6/2011	
UR0128	U3000-49	B25	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			07852 Fairview Ford	20	1FMHK7F83CGA25713	8/31/2011	8/27/2011	7/7/2011	7/9/2011	3.5L w/APA	9/14/2011	
UR0129	U3000-49	BC5	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			04332 Armstrong Ford	5	1FMHK7F88CGA15615	8/23/2011	8/18/2011	6/29/2011	7/2/2011	3.5L w/APA	9/7/2011	
UR0130	C200B-2F C200B-62	BD2,BD4	TS	in eval MAO	11/11- no damage to the ts harness. pulled stored and EFF data from gear, shipped to MAO for analysis			09179 Inver Grove Ford	146	1FMHK8F85CGA13391	8/17/2011	8/12/2011	6/16/2011	6/20/2011	3.5L w/APA	9/30/2011	
UR0131	U3000-49 U3000-96	B7E,BAD	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			01741 Lakeland Ford	71	1FMHK7F89CGA30625	9/16/2011	9/12/2011	7/21/2011	7/21/2011	3.5L wo/APA	10/24/2011	
UR0132	U3000-49 U3000-96	BAE	EPP	in process MAO	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis			05167 Bob Allen Ford	309	1FMHK8D83CGA43136	10/4/2011	9/25/2011	8/17/2011	8/19/2011	3.5L wo/APA	11/4/2011	
UR0133 RUA# 5364	U2011-49 U3000-96	B3A	EPP	in process UK	12/13- could duplicate B3A failure in lab. surrogate relay test OK, ribbon cable wiggle test ok, 5amp test done found faulty motor relay. Save for workshop next year.	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis		01185 McKay Ford	180	1FMHK7D89CGA36136	9/23/2011	9/20/2011	8/4/2011	8/5/2011	3.5L wo/APA	10/26/2011	6/8/2011
UR0134	TC lamp on	mult can codes A2A		in process MAO	12/9- Tech states intermittent TC lamp on while driving could not get the lamp to come on but tech states he lost communication with the PSCM unknow if he had IDS issues hotline advised to replace PSCM if all the wiring was tested.			04013 Manhatten Ford	1699	1FMHK8B83CGA11161	8/8/2011					11/14/2011	
UR0135	C200B-2F	BD0, BD2	TS	in process MAO	12/9- pulled stored and EFF data shipped to MAO for analysis			06552 Central Ford	148	1FMHK7B83CGA44509	10/6/2011	9/30/2011		3/24/2011	3.5L wo/APA	11/5/2011	

UR0136	TC lamp on	mult can codes		in process MAO	12/9- tech replaced the steering gear for C1B00 and mult can codes in all modules and vehicle came back with same TC lamp on in the CQIS report. Unknown what the fix was tech did not mention what was done to fix this issue in AWS, most likely CAN electrical connection issue.			03208 Stone Motors	947	1FMHK8F85CGA25556	9/6/2011					10/25/2011	
UR0137	U2011-49	B3A	EPP	in process MAO	12/9- pulled stored and EFF data shipped to MAO for analysis			02709 Tom Holzer Ford	444	1FMHK8D85CGA40125	9/28/2011	9/22/2011	7/28/2011	7/29/2011	3.5L wo/APA	10/28/2011	9/22/2011
UR0138	U3000-49	B43	EPP	in process MAO	12/9- pulled stored and EFF data shipped to MAO for analysis			05579 Fuller Ford	483	1FMHK7B81CGA25750	8/27/2011	8/24/2011	7/7/2011	7/9/2011	3.5L wo/APA	11/5/2011	5/19/2011
UR0139	C1B00-29 no assist	no stored A or B codes		in process MAO	12/9- pulled stored and EFF data shipped no codes had one E66 code shipped to MAO for analysis Tech states that there are 8-9 modules that fail the network test then tech states no communication with the PSCM. I had no problems with the communication.			07749 Future Ford	2	1FMHK8D87CGA52633	10/19/2011	10/14/2011			3.5L wo/APA	11/1/2011	
UR0140	C200D-49	B9A	EPP	At WPAC computers down	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.			04515 Boggus Ford	2476	1FMHK7B84CGA31476	9/19/2011	9/6/2011	7/22/2011	7/22/2011	3.5L wo/APA	11/17/2011	
UR0142	U3000-49	BA4,BA5,BC2	EPP	At WPAC computers down	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.			04867 Mike Shad Ford	4131	1FMHK7D89CGA01807	7/18/2011	6/23/2011	4/7/2011	4/8/2011	3.5L wo/APA	11/22/2011	
UR0143	U3000-49 U3000-96	B43,B25	EPP	At WPAC computers down	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.			06582 Don Bohn Ford	2831	1FMHK7D85CGA23514	9/2/2011	8/29/2011	7/14/2011	7/15/2011	3.5L wo/APA	12/1/2011	6/5/2011
UR0144	PS in/op	no codes		chargeback	12/19- found out dealer replaced two EPAS gears, this was the first did not find anything wrong with the gear. Tech states in the cqis report that this vehicle had a u3000-96 after pulling codes the gear never had a u3000-96. to chargeback the gear.			05700 Champion Ford	1546	1FMHK7F90CGA12488	8/22/2011				3.5L wo/APA	10/15/2011	
UR0145	U2011-49	B3A	EPP	At WPAC computers down	12/19- pulled EFF and stored data, had E66,A66 & A3A codes. going to freight ship to MAO on 1/6.			01980 Beau Townsend Ford	3126	1FMHK8F83CGA28357	9/10/2011	9/7/2011	7/22/2011	7/22/2011	3.5L wo/APA	11/25/2011	
UR0146	Int. No Com	no codes		At WPAC computers down	12/19- tech states he has intermittent no communication in the CQIS report. After 15min road test lost communication, problem int. with can bus			08223 Link Ford	1192	1FMHK7F80CGA13258	8/18/2011	8/13/2011	12/17/2010	12/12/2010	3.5L wo/APA	10/7/2011	
0KM	C200B-2F C200C-2F	BD0-BD3, B90	TS	in eval Hella	12/19- cutting process issue, 8D sent to Ford, looking to get a two step cutting process approved for the torque ring templates.	12/6- found metalic fiber shorting on PCB swapped ECU and harness to verify IPA assembly. To ship IPA assem. To Hella		CAP							3.5L wo/APA		
0KM RUA# 5366	U2011-49	B3A	EPP	in eval MAO	12/13- could duplicate B3A failure in lab. surrogate relay test OK, ribbon cable wiggle test ok, 5amp test done found faulty motor relay			CAP						7/13/2011	3.5L wo/APA		



updated to 11/30/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
C200D-49 (B9A)- in analysis	UR0030,45,47,48,58,59,60,61,62,63,64,65,66,67,68,69,70,71,73,75,76,77,79,80,81,82,83,84,85,86,87,88,89,92,95,96,98,99,100,101,103,104,105,108,109,111,113,114,115,116,117,118,119,120,123,124					1	6	3	24	12	8	2					56			8/22- hall effect & encoder differential. More testing needed to find root cause
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26,38,41				9	2	1	2	1								15	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
B3A - NTF	UR0008,09,56, 90				2						1		1				4			NTF with testing at TRW plant & Tyco
TC Lamp on/off U3000-49 (AE0)	UR0023,52,78						1		1				1				3		Non TRW issue	Both gears tested with NTF, on one vehicle the new gear did not fix U3000-49. vehicle could not be fixed shorting the CAN circuits would duplicate the symptoms.
Aux Asic Melexis BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
No Com- NTF	UR0031, 33									1	1						2		NTF	will keep in pending to see if we get a duplicate issue
popping noise turning or bumps	UR0057, UR0093											2					2		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
TC Lamp on- IN ANALYSIS	UR0094,112										2						2			
hard to steer, grinding noise	UR0102, 107										1	1					2			hard to turn input shaft
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb

updated to 11/30/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
ps delay after startup-U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1	7/22/2011- EOL test	4/14/2012-PSD mask	9/14- OnSemi ASIC Jitter
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1		NTF	Full testing done at Hella optical and performance testing lead to NTF
Broken Pulley	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
B6C	UR0050										1						1			
swerve LF suddenly	UR0072								1								1			
BD1,BD3	UR0074							1									1			
BBA,B7F	UR0091								1								1			shorted PM
noise intermittent rh frt side while turning	UR0097						1										1		Non-TRW Issue	tech replacd the EPAS gear and same noise occurred
B31	UR0106							1									1			
No Com- IN ANALYSIS	UR0110														1		1			
BD3,BD4,B90	UR0121											1					1			
BD3,BD4	UR0122											1					1			
3-PIN conn damaged	UR0141																0			
																	0			
																	0			
																	0			
																	0			
																	0			
																	0			
																	0			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date	Part ETA
UR0021	U3000-49 U3000-96	BAA,BAB,B9B,BAD	EPP	in eval Melexis	8/15- Geoff to review Melexis 8D and check for further information to finalize.	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is disabled periodically. Ship to UK for further testing 6/29- found faulty Aux. ASIC in the ECU, Anting to contact Melexis so UK and ship out for analysis. 7/4- Aux ASIC arrived in Melexis		03073 Mullinax Ford	03735	1FMHK8B88BGA14250	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011			
UR0025	U3000-49	B25	EPP	In eval 26 Mile	9/12- tri-temp ignition cycling at 26mile NTF	5/26- pulled stored & EFF data shipped to MAO for further testing 6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps		20609 Orange Motor Co	00008	1FMHK7D89BGA44512	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011			
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor. 8/15- UK motors grp did full teardown and did not find any flux density fault. Will put on hold until the other warranty returns are examined and tested.shipping other parts out to	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43 Celsius. To be shipped to UK 6/24- Sergio to send PFR to		05559 Villa Ford	7839	1FMHK8F82BGA15758	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011	9/17/2010		
UR0032 RUA #4978	U3000-49	BFF,BFC,B1C	EPP	In Eval UK	7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis. 8/1- check with Mike on updates 8/8-part has arrived to the UK.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return.		07590 Van Bortel Ford	03003	1FMHK8F85BGA29508	3/4/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/9/2011			
UR0035 RUA# 4979	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In Eval UK	8/8- part has not arrived yet in the UK for further testing check with Anting for update	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/25-MAO reproduced B23- found a a low impedance between pin96 and pin97 on main micro IC3. It seems a problem on the soldering.		04161 Eddie Yaklin Ford	04625	1FMHK7D8XBGA11017	12/8/2010	12/6/2010	10/1/2010	10/21/2010	3.5L wo/APA	5/31/2011			
REDACTED FOR RELEVANCE								00169 Pittsville Motors	06773	1FMHK8D84BGA14498	1/31/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011			
UR0040	U3000-49	BAE,BAB,BAD	EPP	In eval 26mile	8/10- MAO to hold onto EPP until UK is done testing the three gears with similar codes. 9/12- 26mile done tri-temp testing was able to get to reset once. Benched tested was able to get to fail possible aux. ASIC testing still ongoing.	8/1- raise RUA and ship to UK for further analysis. faults not replicating even when in hot testing. Fault not replicating in lab after hot test over ASIC and IC17. During analysis part failing with BA4 , B3A rep B7E. Power module swapped with a reference on.		08811 Sentry Ford	02050	1FMHK8D83BGA25329	2/14/2011	2/7/2011	12/13/2010	12/19/2010	3.5L wo/APA	6/16/2011			

UR0041 RUA# 4980	U2011-49	B3A	EPP	In Eval Tyco	10/26- still under analysis. 11/8- Tyco confirmed Mg, Na, S contamination.	8/1- Phase1 motor relay contact not closing.raise RUA and ship to UK 8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco 10/6- Andy Partridge to check results when he is back off vacation. 10/26- still under analysis.		02199 Bob Gillingham Ford	05016	1FMHK8B88BGA10215	12/2/2010	11/23/2010	9/14/2010	9/16/2010	3.5L wo/APA	6/13/2011			
UR0042	C200C-2F	BD3	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1-passed EOL & bench testing 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		01273 Fred Beans Ford	04301	1FMHK8D84BGA37263	3/14/2011	3/7/2011	1/20/2011	1/29/2011	3.5L wo/APA	6/20/2011			
UR0043 RUA #4981	U3000-49	BAE,BAB,BAD,BAA	EPP	In Eval UK	8/8- UK received the part today for further testing. 8/22- comfirmed IC17, get reply from Anting and ship to Maxium. 11/7- IC17 damaged removing device from the PCB cannot be tested.	8/1- raise RUA and ship to UK for further analysis.AA I sense working fine and Isense IC17 output incorrect. Signal coming from AA is OK but IC17 output is not good. IC17 temperature sensitive. did not swap Component Same failure mode as CR0030 in which after swapping Pin 5 is found broken.		05319 Rusty Eck Ford	05191	1FMHK8F84BGA32125	2/22/2011	2/17/2011	12/11/2010	12/16/2010	3.5L w/APA	6/27/2011			
UR0045	C200D-49	B9A	EPP	In Eval UK	8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders are re-synchronised, ran overnight with ign permanently on NFF, test repeated with ign. cycling for two hrs, NFF	8/1- hot and ambient testing done NTF. cold testing next step 8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders		05928 Premier Ford	1695	1FMHK7D8XBGA45135	3/28/2011	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011	12/27/2010		
UR0046	C200B-62	BD4	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1- NTF on bench testing, or EOL testing. 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		04927 J.C. Lewis Ford	01410	1FMHK7F87BGA66103	5/10/2011	5/1/2011	3/24/2011	3/26/2011	3.5L wo/APA	6/16/2011			
UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and encoder, more testing needed to define cause. 11/3- motor PCB at Allegro Simon Malsbury overlooking the analysis.	8/2- pulled stored & EFF data shipped to 26 mile for further information. 8/12- Chris bench tested with NTF with start the tri-temp testing to see if B9A resets 8/15- now able to duplicate the B9A will send Geoff the information on the scope and test set-up.		06700 Majic City Ford	3447	1FMHK8F87BGA45404	3/29/2011	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011	12/28/2010		
UR0048	C200D-49	B9A	EPP	In eval 26mile	9/12- performed tri-temp ignition cycling and could not reproduce code NTF 9/21-been uploaded with SW and gone through various test on the dynamometer, the unit has not failed at this time, more testing ongoing	8/2- pulled stored & EFF data shipped to MAO for further information 8/31- Not reproducable Cold		08211 Robinson Brothers Ford	3163	1FMHK7D84BGA48810	4/5/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011	12/4/2010		

UR0050 RUA# 5048	U3000-49	B6C	EPP	In Eval Freescale	10/26- found micro failure in analysis with Freescale 12/14- RAM failure comfirmed by Freescale, failed ATE fault , have 8D to close off claim.	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly. 8/29-To be sent to UK		03334 Charles Gabus Ford	04666	1FMHK8F85BGA61262	5/2/2011	4/19/2011	2/17/2011	2/24/2011	3.5L w/APA	7/11/2011			
UR0051	U3000-49	B25	EPP	In eval MAO	9/12- ambient testing complete with NTF, next step cold testing. 10/26- cold testing complete with NTF, next step to ship to 26 mile for tri-temp testing.	8/2- pulled stored & EFF data shipped to MAO for further information 8/29- Ambient testing did not duplicate. Will Cold test next 8/31-Cold testing raised BAA, BAB intermittent. Raised twice and did not repeat.		04921 Bozard Ford	02124	1FMHK7D89BGA30447	2/25/2011	2/21/2011	1/4/2011	1/7/2011	3.5L wo/APA	6/23/2011			
UR0054	No Com	No codes		at WPAC will ship out to MAO for analysis	9/12- gear not at MAO at this time I will check WPAC tomorrow. 10/26- still cannot locate the gear will check WPAC	8/19- tech was not able to get the tc lamp on or get the vehicle to act up but states he could not communicate with the PSCM using his IDS. Unknow if this was an IDS issue because there would be lamps on and no steering if he was not able to commincate with the PSCM. I had no trouble pulling data when gear arrived.		03776 Legacy Ford	00016	1FMHK8B82BGA73844	5/22/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	6/29/2011			
UR0055 RUA# 5176	U3000-49	BA4,BA5,B45,B9C, B6C,B71	EPP	in eval UK	10/17- VSW scoped, cannot communicate with ECU. Potential main micro. Waiting on UK for next steps good chance to swap micro and test. 10/26- in analysis of the micro and confirm failure before removing.	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- able to reproduce codes, possible monitor micro- testing ongoing		06787 Lake Elsinore Ford	02584	1FMHK7D87BGA68632	5/13/2011	5/4/2011	3/16/2011	3/19/2011	3.5L wo/APA	714/2011			
UR0056 RUA# 5160	U2011-49	B3A	EPP	in Eval Tyco	9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing 10/26- at Tyco waiting for update 11/2- NTF with testing	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing		06338 Shults Ford	00105	1FMHK7B86BGA69841	5/12/2011	5/3/2011	2/28/2011	3/17/2011	3.5L wo/APA	7/11/2011			
UR0058	C200D-49	B9A	EPP	In Eval 26mile	9/21- this unit is in teardown, flex density test, air gap measurement, hall effects swi. Threshold, encoder switching 10/2- x-ray of the motor PCB	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	6543	1FMHK7D86BGA42569	3/24/2011	3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA	7/8/2011	12/28/2010		
UR0059	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	2953	1FMHK7F86BGA46280	3/31/2011	3/22/2011	1/24/2011	1/29/2011	3.5L wo/APA	7/1/2011	12/28/2010		
UR0060	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		09580 Tracy Langston Ford	3191	1FMHK7D86BGA63793	5/3/2011	4/28/2011	3/16/2011	3/18/2011	3.5L wo/APA	8/5/2011	1/25/2011		
UR0061	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		05947 Cannon Ford	4020	1FMHK7D87BGA37526	3/15/2011	3/9/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/2/2011	12/27/2010		
UR0062	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	10437	1FMHK8D89BGA42572	3/18/2011	3/12/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/10/2011	12/28/2010		
UR0063 RUA# 5238	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and		04921 Bozard Ford	14031	1FMHK7F8XBGA37615	3/10/2011	3/5/2011	12/25/2010	12/29/2010	3.5L w/APA	8/15/2011	12/6/2010		
UR0064 RUA# 5239	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and		11293 Camelback Ford	4655	1FMHK7F88BGA38892	3/10/2011	3/4/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/10/2011	12/24/2010		

UR0065 RUA# 5240	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis. 11/14- large amount of conformal coat	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		02709 Tom Holzer Ford	5447	1FMHK8F8XBGA56316	4/11/2011	4/5/2011	12/23/2010	12/25/2010	3.5L wo/APA	8/10/2011	12/24/2010
UR0066 RUA# 5235	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and		02405 Park Cities Ford	5234	1FMHK7D80BGA15156	1/13/2011	12/14/2010	11/11/2010	11/13/2010	3.5L wo/APA	7/28/2011	10/27/2010
UR0067 RUA# 5236	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		00469 Bondy's Ford	5426	1FMHK7D89BGA44963	3/22/2011	3/15/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/4/2011	12/13/2010
UR0068 RUA# 5237	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		M2686 Fema Automotriz	16576	1FMHK8F83BGA34710	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	8/22/2011	12/23/2010
UR0069	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		06293 Haldeman	9557	1FMHK7D82BGA13781	1/19/2011	1/7/2011	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/7/2010
UR0070 RUA# 5241	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		07986 Henderson Ford	2775	1FMHK8B89BGA45684	3/24/2011	3/20/2011	1/24/2011	1/28/2011	3.5L wo/APA	8/15/2011	12/28/2010
UR0071	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			00643 Buster Miles Ford	5112	1FMHK7D83BGA59152	5/2/2011	4/25/2011	2/28/2011	3/3/2011	3.5L wo/APA	8/12/2011	1/20/2011
UR0072	Frt end will swerve to LF suddenly	no codes		In Eval MAO	9/9- no damage to gear and rack move smooth stop to stop no codes in the stored or EFF data. Shipped to MAO for analysis			05417 Kemp Ford	10075	1FMHK7F88BGA35989	3/8/2011	3/3/2011		1/13/2011	3.5L wo/APA	8/19/2011	
UR0073	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			09469 Randall Reed's Ford	1856	1FMHK7F83BGA60637	4/28/2011	4/25/2011	3/16/2011	3/17/2011	3.5L wo/APA	8/1/2011	1/24/2011
UR0074	C200C-2F	BD1,BD3	TS	In Eval MAO	9/21- NTF with ambient testing. Next step is to run EOL testing.	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		08990 Quirk Ford	10839	1FMHK8D81BGA20601	2/10/2011	2/1/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/16/2011	
UR0075	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			07398 Al Packer's Ford	4286	1FMHK8F87BGA59688	4/25/2011	4/15/2011	2/12/2011	2/14/2011	3.5L wo/APA	8/8/2011	12/30/2010
UR0076	C200D-49	B9A	EPP	In Eval MAO	11/8- was able to duplicate the B9A twice simulated hwy driving conditions on the bench. Sergio getting instructions from Geoff Jacks	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		06938 Fox Ford	2989	1FMHK8F81BGA56480	4/13/2011	4/7/2011	1/26/2011	1/29/2011	3.5L wo/APA	8/3/2011	12/27/2010
UR0077	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			02890 Russ Milne Ford	9977	1FMHK8D89BGA31409	2/23/2011	2/18/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/22/2011	12/24/2010
UR0079	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing 8/31- Not reproducable Cold			05613 Lance Cunningham Ford	6993	1FMHK7D81BGA48392	3/29/2011	3/24/2011	12/7/2010	2/17/2011	3.5L wo/APA	8/10/2011	12/30/2010
UR0080	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing			08006 Joe Machens	6386	1FMHK8D85BGA65251	5/6/2011	4/30/2011	2/17/2011	2/18/2011	3.5L wo/APA	8/25/2011	12/30/2010
UR0081	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			06063 Smith Ford	9014	1FMHK8F87BGA48934	3/31/2011	3/27/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/16/2011	12/23/2010
UR0082	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			01730 Mike Fitzpatrick Ford	10293	1FMHK7D84BGA30033	3/4/2011	3/1/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/15/2011	12/24/2010
UR0083	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			03924 Crown Ford	23203	1FMHK7F87BGA12381	12/16/2010	12/11/2011	11/13/2010	11/14/2010	3.5L wo/APA	9/1/2011	10/27/2010
UR0084	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			00478 Wade Ford	7238	1FMHK7D80BGA48268	4/4/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	9/7/2011	12/4/2010
UR0085	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			02645 Prince-Gnade Ford	4583	1FMHK8F8XBGA56705	4/12/2011	4/5/2011	12/1/2010	12/4/2010	3.5L wo/APA	9/2/2011	11/8/2010
UR0086	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			02486 Five Star Ford	5025	1FMHK7F84BGA60646	4/27/2011	4/19/2011	2/24/2011	3/4/2011	3.5L w/APA	9/2/2011	1/3/2011
UR0087	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			00406 Collier Ford	3228	1FMHK7D8XBGA44969	4/6/2011	4/2/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/29/2011	12/27/2010

UR0088	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			09989 Mark Martin Ford	11159	1FMHK8D82BGA20946	2/10/2011	2/2/2011	12/13/2011	9/9/2011	3.5L wo/APA	8/30/2011	11/11/2010		
UR0089	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			04870 Al Packer Ford	5997	1FMHK7D88BGA39351	3/9/2011	3/4/2011	1/13/2011	1/14/2011	3.5L wo/APA	8/29/2011	12/23/2010		
UR0090 RUA# 5175	U2011-49	B3A	EPP	In process Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco 11/9- Tyco NFF with all testing done to relay	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06672 Battlefield Ford	00636	1FMHK7D81CGA03857	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011		
UR0091	U2011-49 U3000-49 U3000-96	BBA,B7F	EPP	In eval MAO	shorted phase 3 to 0volt. damaged PM 10/26- close out shorted FET is prior to the containment date			01545 Fox Valley Ford	02926	1FMHK7D89BGA38225	3/10/2011	3/5/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/1/2011	12/24/2011		
UR0092	C200D-49	B9A	EPP	In Eval MAO	9/30- pulled stored & EFF data from the gear and shipped to MAO for further testing			08190 All American Ford	11798	1FMHK8B88BGA36961	3/9/2011	3/5/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/18/2011	11/12/2010		
UR0094	TC Lamp on	No codes		In Eval MAO	10/26- ambient testing no codes or LIC's set NTF.	10/3- pulled stored and EFF data and shipped to MAO for further diagnosis		02346 Caranfa Ford	02600	1FMHK7D87BGA75807	5/25/2011	5/19/2011	3/26/2011	3/27/2011	3.5L wo/APA	8/5/2011			
UR0095	C200D-49	B9A	EPP	In Eval MAO	10/3- pulled stored & EFF data from the gear and shipped to MAO for further testing			05928 Premier Ford	5159	1FMHK7D81BGA37523	3/14/2011	3/7/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/8/2011	12/25/2010		
UR0096	U2011-61 C200D-49 U3000-96	B92,B9A	EPP	in vehicle test Gary Smith	10/12- sergio perform limit & profile testing see if code resets. 10/17- NTF on the bully test and passed limit testing 10/18 gear shipped to PDC to be installed in Gary Smith's vehicle 10/20- gear installed into vehicle and laura to hookup data recorder.	10/4- pulled stored and EFF data, shipped to MAO for further analysis		02694 Dean Sellars Inc	10986	1FMHK8F87BGA57861	4/21/2011	4/14/2011	2/16/2011	3/4/2011	3.5L w/APA	9/2/2011	1/20/2011		
REDACTED FOR RELEVANCE						damage smooth top turning input noise and no codes. story of this gear		03073 Mullinax Ford	07412	1FMHK7F80BGA17468	1/25/2011	1/10/2011		11/20/2011	3.5L wo/APA	8/20/2011			
UR0098	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			04871 Metro Ford	5127	1FMHK7F84BGA19532	1/31/2011	1/26/2011	12/16/2011	12/17/2011	3.5L wo/APA	8/20/2011	11/11/2010		
UR0099	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			02459 Sam Pack's Five Star Ford	15697	1FMHK7D82BGA25879	2/15/2011	2/8/2011	12/6/2010	12/11/2010	3.5L wo/APA	8/22/2011	11/10/2010		
UR0100	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			04450 Rodriguez Ford	6288	1FMHK7D86BGA72610	5/21/2011	5/16/2011	3/30/2011	3/31/2011	3.5L wo/APA	9/13/2011	2/12/2011		
UR0101	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			08951 Ford of Clermont	8900	1FMHK7D85BGA59640	5/3/2011	4/26/2011	3/15/2011	3/17/2011	3.5L wo/APA	9/7/2011	1/24/2011		
REDACTED FOR RELEVANCE								05353 Alexander Ford	01570	1FMHK8F84BGA89781	9/20/2011				3.5L w/APA	9/20/2011			
UR0103	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			01471 Springfield Ford	6513	1FMHK8D80BGA67568	5/12/2011	5/4/2011	1/24/2011	1/28/2011	3.5L wo/APA	9/14/2011	12/272010		
UR0104	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			06359 Thornhill Ford	6114	1FMHK8D89BGA31202	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	7/21/2011	12/23/2010		
UR0105	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			04163 Elvria Ford	11483	1FMHK7F88BGA56115	4/13/2011	4/6/2011	2/4/2011	2/11/2011	3.5L wo/APA	9/2/2011	12/29/2010		
UR0106	U3000-49 U3000-96	B31	EPP	In Eval MAO	10/17- ambient testing passed, next step is to perform hot testing. 10/26- still in progress	10/7- pulled stored & EFF data from the gear and shipped to MAO for further		04871 Metro Ford	04756	1FMHK7D81BGA27087	2/16/2011	2/8/2011	12/8/2010	12/11/2010	3.5L wo/APA	7/20/2011			
REDACTED FOR RELEVANCE								09923 Boone Ford	06601	1FMHK8B84BGA77331	5/23/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	8/25/2011			
UR0108	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			01125 Palmetto Ford	5696	1FMHK7B8XBGA29939	3/2/2011	2/25/2011	1/4/2011	1/8/2011	3.5L wo/APA	8/30/2011	12/24/2010		
UR0109	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			02459 Sam Pack's Five Star Ford	7642	1FMHK7D85BGA15184	1/13/2011	12/13/2010	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/25/2010		

UR0110	No Assist	No Com	EPP	In Eval MAO	10/17-Confirmed Kemet cap C154 10/26- get approval from Anting to ship C154 back to Kemet for analysis.	10/7- could not pull any data from gear no communication with canape shipped to MAO for further testing		01281 Haldeman Ford	00372	1FMHK8D85CGA27536	9/4/2011	8/30/2011	7/14/2011	7/15/2011	3.5L wo/APA	9/22/2011			
UR0111	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			02549 Silsbee Ford	8861	1FMHK7F88BGA50881	4/21/2011	4/14/2011	1/13/2011	1/15/2011	3.5L wo/APA	9/1/2011	12/23/2010		
UR0112	TC Lamp on	BD2,BD3	TS	In Eval MAO	10/26- shipped from WPAC to MAO	10/7- tech only mentions TC lamp on and no communication with the PSCM. I had no problem communicating with the PSCM. Does have multiple A & E codes in stored data		20028 Bryden Ford	05876	1FMHK8D84BGA71980	5/10/2011	5/1/2011	3/20/2011	3/21/2011	3.5L wo/APA	8/16/2011			
UR0113	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			00469 Bondy's Ford	6897	1FMHK7D89BGA41111	3/21/2011	3/15/2011	1/15/2011	1/16/2011	3.5L wo/APA	8/29/2011	12/23/2010		
UR0114	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			00469 Bondy's Ford	7379	1FMHK7F87BGA37393	3/15/2011	3/9/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/24/2011	12/27/2010		
UR0115	C200D-49	B9A	EPP	in process MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			00389 Mountain View Ford	12040	1FMHK8D88BGA44944	3/25/2011	3/23/2011	1/24/2011	1/29/2011	3.5L wo/APA	9/22/2011	12/27/2010		
UR0116	C200D-49	B9A	EPP	in process MAO	10/20- gear installed in Matt Surella's 2012 U502 for B9A canape recording	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		02980 Shamaley Ford	07119	1FMHK7D89BGA18251	1/26/2011	1/18/2011	12/4/2010	12/4/2010	3.5L wo/APA	9/2/2011	10/27/2010		
UR0117	C200D-49	B9A, BD0-BD3	EPP	in process MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			04424 Jennings Anderson Ford	3010	1FMHK7D85BGA42627	3/17/2011	3/11/2011	1/25/2011	1/28/2011	3.5L wo/APA	7/2/2011	12/28/2010		
UR0118	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		04283 Varsity Ford	6217	1FMHK7F87BGA64870	5/10/2011	5/5/2011	2/24/2011	3/8/2011	3.5L w/APA	8/19/2011	1/2/2011		
UR0119	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		01015 Fort Mill Ford	9320	1FMHK7D83BGA41041	3/18/2011	3/14/2011	1/4/2011	1/7/2011	3.5L wo/APA	9/8/2011	12/24/2010		
UR0120	C200D-49	B9A	EPP	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			02704 Fairway Ford	5395	1FMHK7D81BGA72692	5/21/2011	5/16/2011	3/30/2011	4/1/2011	3.5L wo/APA	9/21/2011	2/15/2011		
UR0121	C200C-C200B-62	BD3, BD4, B90	TS	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			04863 Duval Ford	1713	1FMHK7B88BGA86091	6/17/2011	6/10/2011	4/24/2011	4/27/2011	3.5L wo/APA	8/25/2011			
UR0122	C200C-C200B-62	BD3, BD4	TS	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing. No damage to TS harness			09452 Ted Britt Ford	167	1FMHK7D85BGA84070	6/10/2011	6/7/2011	4/7/2011	4/8/2011	3.5L wo/APA	7/25/2011			
UR0123	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		01232 John Kennedy Ford	3735	1FMHK8D8XBGA78416	6/2/2011	5/26/2011	4/13/2011	4/15/2011	3.5L wo/APA	9/28/2011	3/14/2011		
UR0124	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		20527 Malouf Ford	2621	1FMHK8B81BGA74581	6/3/2011	5/31/2011	3/31/2011	3/31/2011	3.5L wo/APA	9/27/2011	2/14/2011		
UR0141	No Com	No Com	EPP	At WPAC computers down	12/19- could not plug in the 3-pin conn. Ign. feed terminal damaged have pictures. Freight ship to MAO on 1/6. This is a 2011 vehicle			11192 City World Ford	16590	1FMHK8D87BGA39668	3/11/2011	10/6/2011	8/9/2011	8/11/2011	3.5L wo/APA	11/7/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP					1FMHK8F81BGA41610	3/16/2011				3.5L w/APA	3/16/2011			
0KM BGA30310	No Assist	?		CAP	no returned part from CAP										3.5L w/APA				
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned		07955 Ron Dupratt Ford	15	1FMHK8D87BGA18724	1/24/2011	1/17/2011	11/16/2010	11/22/2010	3.5L wo/APA	2/2/2011			
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts	CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO	00089 Koons Ford	303	1FMHK8F8XBGA17032	1/20/2011	1/19/2011	12/1/2010	12/4/2010	3.5L w/APA	2/12/2011			
REDACTED FOR RELEVANCE								08398 Don Aadsen Ford	18	1FMHK8F86BGA21885	1/31/2011				3.5L wo/APA	3/2/2011			
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirned no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled.		Lease management vehicle- Steve	1661	1FMHK8D86BGA00523	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirned no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any		Lease management vehicle- Doug White	3984	1FMHK8D88BGA01995	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.		06700 Magic City Ford	5155	1FMHK8F84BGA17589	1/19/2011	1/11/2011	10/13/2010	10/30/2010	3.5L wo/APA	4/19/2011			

UR0031 RUA#4977	No Com	No Com	EPP	In Eval UK	8/3- raise RUA and ship to UK for further testing. 8/8- part has not arrived yet in the UK check Anting for update 9/30- UK did a visual inspection did not find anything on the board or with the soldered pin. Feels no point with further action due to NTF from MAO.	7/1- could not pull any Ford or Canape data, verified equipment does work, shipped to MAO for analysis. 7/25- It was found a low impedance between pin2 IC14 and ground. IC14 circuit open pin 2 of IC14 still present resoldered pin 2 and everything is working nomal at this time. ECU fixed Sergio did notice some marks close to pin		02459 Sam Pack's Ford	11	1FMHK7D85BGA64725	5/9/2011	4/29/2011	2/24/2011	3/4/2011	3.5L wo/APA	5/18/2011			
0KM BGA85712	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.													

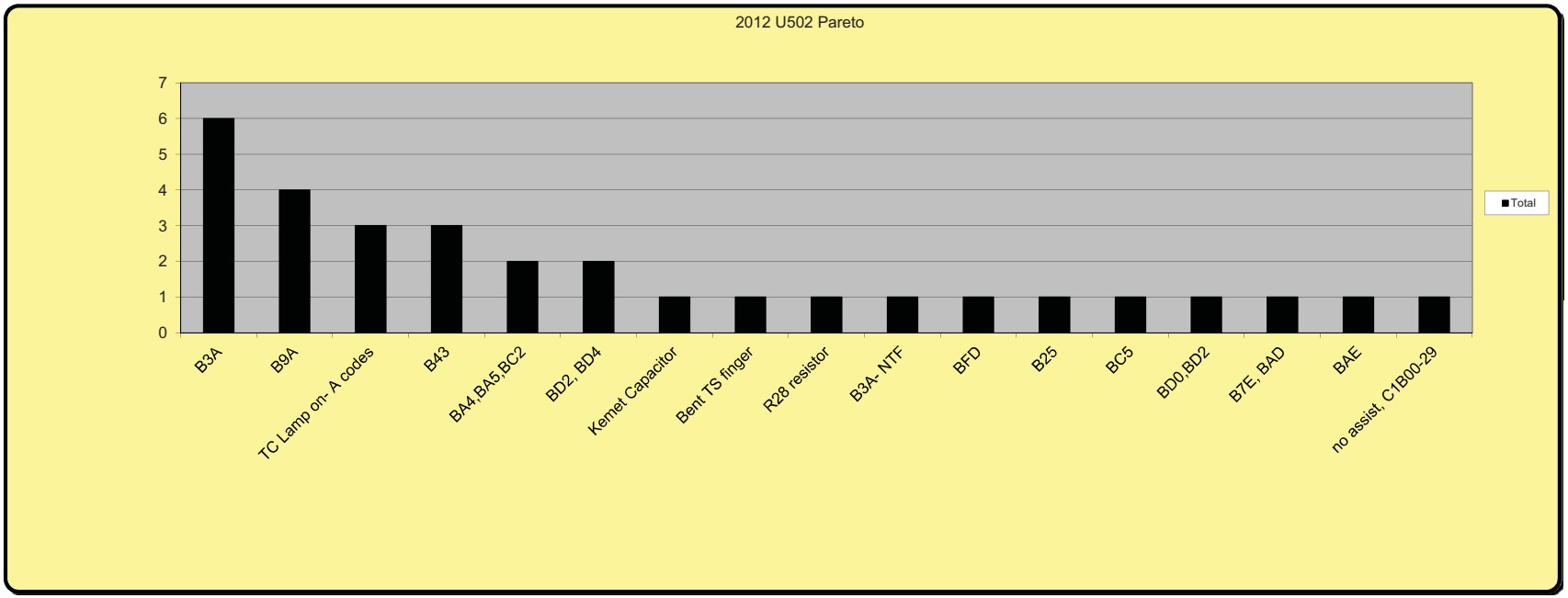
Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA32423	U3000-49	B25,BB8, B95	EPP	In Eval (26mile)	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in this wednesdays				1FMHK8F81BGA32423	3/2/2011				3.5L wo/APA	3/2/2011			
0KM BGA56776		B25,BB8		MAO	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign				BGA56776			1/25/2011	2/25/2011		4/13/2011			
REDACTED FOR RELEVANCE									34	BGA59863				3/2/2011		4/27/2011			
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi	CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2	09618 Brown Motors	18	1FMHK8D83BGA10846	12/16/2010				3.5L wo/APA	1/12/2011			
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil	CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-	02071 I-77 Ford	10	1FMHK8D83BGA14928	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when		Ford Management Lease Car- Chicago	1700	1FMHK8F88BGA02366	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after		Ford PDC Fleet vehicle- Taras Palczynski	2010	1FMHK7D89BGA02812	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Bumett will install surrogate relay and test ambient if testing passes will remove relay and ship to		lease management vehicle WHQ VSC	1838	1FMHK8F89BGA03591	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			

UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.		04331 Brondes Ford		1FMHK7F87BGA31464	2/24/2011				3.5L wo/APA	3/28/2011			
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with		02058 Beechmo nt Ford	1425	1FMHK8F83BGA02503	11/22/2010								
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to		00807 Crest Ford	115	1FMHK8F85BGA27421	2/16/2011				3.5L w/APA	3/9/2011			
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK		03820 Landers Ford	3096	1FMHK8F8XBGA01168	11/3/2010				3.5L w/APA	3/5/2011			
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate		00807 Crest Ford	1356	1FMHK7B87BGA02763	11/16/2010				3.5L wo/APA	2/25/2011			
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change			02761 Southgate Ford	249	1FMHK7D82BGA353313	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011			
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING	02731 Atchinson Ford	111	1FMHK8D89BGA31491	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011			
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET	05646 Crown Ford	30	1FMHK7D85BGA37461	3/8/2011				3.5L wo/APA	4/6/2011			
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor 7/15- it was agreed that there is visual evidence of the pins showing if the molex conn is not fully inserted. operator instructions does cover the visual inspection.	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex conn. Reinstall and function test IPA. 5/23- reinstalled connector gear passed all testing 6/22-Greg Austin checking with		02058 Beechmo nt Ford	13	1FMK8F80BGA24572	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253		WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING	07737 Serramote Ford	611	1FMHK8D89BGA26078	2/15/2011	2/7/2011			3.5L wo/APA	3/23/2011			

UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing		05126 Gary Crossley Ford	4475	1FMHK8F80BGA03852	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011						
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week		06081 San Francisco Ford	14	1FMHK8D81BGA36412	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011						
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.		02694 Dean Sellers	3754	1FMHK8F8XBGA03566	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011						
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-		08305 Evergreen Ford	49	1FMHK8F84BGA17589	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011						
REDACTED FOR RELEVANCE								20636 Schultz Ford	5475	1FMHK8D8XBGA17003	1/20/2011	1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011						
UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.		5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER	08868 John C. Stewart & Son	17	1FMHK8D83BGA29218	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011						
UR0033	No Com	No Com	EPP	In Eval MAO	7/26- No problem found with EPP communication, pulled normal data from the EPP. Still testing NTF. Unknown if tech mis-diagnosed vehicle for this front abs sensor issue.	7/1- was able to get into Canape data. After new EPAS gear installed vehicle returned 14 miles later with ABS & TC lamp coming on found shorted harness for abs frt sensor.		08452 New Brighton Ford	872	1FMHK7B80BGA53778	4/18/2011	4/9/2011	12/25/2010	12/31/2010	3.5L wo/APA	6/4/2011						
UR0034	U2011-61 U3000-96	B95	TS	In Eval Hella	8/31-: Frequency variation on channel 2 without torque--> Failure description: PWM2 jitter, the ASIC has received at Onsemi and the analysis is ongoing, first results are possible on 2th of September.	7/1- pulled stored and EFF data, shipped to MAO for analysis 8/1-Checked with oscilloscope. Unstable Channel 2 PWM when no torque is applied. You can see a varation in channel 2		00210 Sunny King Ford	02707	1FMHK7D80BGA17232	1/20/2011	1/15/2011	11/16/2010	12/2/2010	3.5L wo/APA	5/11/2011						

UR0036	C200B-2F C200C-2F	BD0-BD3	TS	In Eval Hella	8/31- No channel 2--> Function test on application level at all temperatures: The function test was passed. No Conspicuousness were found. Short durability / lifetime test shows no deviation, currently we will reproduce the failure according the information from Sergio. 9/21- Full testing and optical inspections lead to NTF. case closed as NTF	8/1- BD3 fault is raised when IPA is fully turned CCW. Reference EPP used. Fault travelling with IPA. IPA signals are scoped. Observed a voltage drop in 5V supply. After a while fault is replicated, there was no signal on channel 2. bobby to ship to Hella.		M1626 Sanchez Auto	00008	1FMHK7F82BGA54876	4/13/2011	4/7/2011	12/7/2010	12/11/2010	3.5L wo/APA	6/2/2011					
REDACTED FOR RELEVANCE								00169 Pittsville Motors	6773	1FMHK8D84BGA14498	1/31/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011					
UR0038 RUA#4997	U2011-49 U3000-96	B3A	EPP	In Eval UK	9/21-confirmed from tycothis is a Mg,Na,S contamination issue	8/1- MAO working on ambient and hot testing. 8/8- MAO testing still ongoing 8/11- cannot duplicate code fits the Mg,Na contamination dates shipped to UK then Tyco week 25 relay build		07563 Riser Ford	9727	1FMHK7F83BGA04990	11/23/2010	11/17/2010	9/10/2010	9/16/2010	3.5L w/APA	5/2/2011					
UR0039	No Com	No Com	EPP	In eval MAO	8/10-confirmed C154 Kemet Cap	7/25- no other claims on this vehicle		03591 Matthews-Currie Ford	1484	1FMHK7B81BGA45298	3/29/2011	3/27/2011	1/7/2011	1/9/2011	3.5L wo/APA	6/13/2011					
UR0044	Wheels lock TC lamp on C1B00-64	No codes		At WPAC	7/25-tech did not follow proper diagnostic's vehicle equipped with auto park C1B00-64 leads to SWA sensor in column. Hotliner requested to replace the RCM Chargeback dealer.			01472 Gullo Ford	3702	1FMHK7F87BGA31870	3/3/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/11/2011					
UR0049	U3000-49	BA4,BA5, BC2	EPP	In process MAO - Cap shipped to Kemet	8/29-Kemet C154 capacitor issue(cold weld issue)	8/2- pulled stored & EFF data shipped to MAO for further information 8/2- pulled stored & EFF data shipped to MAO for further information.		08862 Portsmouth Ford	457	1FMHK7F82BGA69667	5/13/2011	5/5/2011	3/23/2011	3/24/2011	3.5L wo/APA	6/28/2011					
UR0052	Check eng lamp on U3000-49	AE0		At WPAC	8/10- ship gear out of WPAC and test gear at MAO. If NTF to close case. 9/12- all testing passed, NTF	8/2- could not pull any codes only had a AEO code(CAN message fault)in PSCM check CQIS case dealer replaced EPAS gear and same codes set(U3000-49) no change, dealer could not fix vehicle and vehicle was bought back. Int no		00149 Waldrof Ford	1343	1FMHK8D81BGA30528	3/7/2011	3/2/2011	12/26/2010	12/30/2010	3.5L wo/APA	4/15/2011					
UR0053	U3000-49	BA4,BA5, BC2		in eval MAO	9/9- confirmed C154 Kemet Cap	8/19- pulled EFF & stored data does fit the signature of a Kemet C154 failure shipped to MAO to confirm		01928 Bert Wolfe Ford	629	1FMHK8D81BGA73685	5/20/2011	5/12/2011	2/11/2011	2/14/2011	3.5L wo/APA	7/6/2011					
UR0057	popping noise frt-end turning	no codes, lamps or noise from the gear		dealer chargeback	8/19- checked the history on this gear because I did not find any thing wrong with the gear physically or internal codes. Found out a bumper beam weld broke and causing the noise. Will chargeback the gear to the dealer			04544 Red McCombs Ford	1108	1FMHK7F89BGA79774	6/3/2011	5/26/2011		4/21/2011	3.5L wo/APA	7/6/2011					
UR0078	TC Lamp on	No codes		In process MAO	9/9- tech installed new PSCM vehicle still will not communicate. Non-TRW issue. Wiring issue. According to CQIS report.			02265 Mathews Ford	85	1FMHK8D83BGA91749	7/12/2011	6/24/2011	4/6/2011	4/7/2011	3.5L wo/APA	8/24/2011					
REDACTED FOR RELEVANCE								07815 Frank Jackson Ford	1323	1FMHK7F87BGA81877	6/13/2011	6/7/2011	4/6/2011	4/9/2011	3.5L wo/APA	9/12/2011					
UR0110	No Assist	No Com	EPP	In Eval MAO	10/17-Confirmed Kemet cap C154 10/26- get approval from Anting to ship C154 back to Kemet for analysis.	10/7- could not pull any data from gear no communication with canape shipped to MAO for further testing		01281 Haldeman Ford	00372	1FMHK8D85CGA27536	9/4/2011	8/30/2011	7/14/2011	7/15/2011	3.5L wo/APA	9/22/2011					

0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/15- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for				1FMHK8D81BGA39357	3/14/2011				3.5L wo/APA	3/2/2011				



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		Vehicle Build Month																		
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments
B3A	UR0133,137,145, 147,149,157			3	1	1	1										6	Hot Puma script 12/10/2011	wo/APA- 1/13/2011 w/APA- 1/30/2011	CuS contamination on relay contacts, machine adj. & contact inspection.
B9A	UR0140,153,156, 160	1	1	1	1												4	12/11/2011- tooling	1/19/2012- visual con coat	changes to tooling to prevent misalignment and changes to application of con coat and UV light
TC Lamp on- A codes	UR0125,134,136		2	1													3			UR0136 installed new gear same TC lamp on and U-code set, unknown fix.
B43	UR0138,143,159		1	1	1												3			
BA4,BA5,BC2	UR0142,150	1			1												2			
BD2, BD4	UR0151,158				1	1											2			
Kemet Capacitor	UR0110			1													1	5/30/11	9/12/2011	Confirmed Kemet C154 capacitor Hot test(ICA) Vision system(PCA)
Bent TS finger	UR0130		1														1	bent finger tester set-up for incoming		bent finger tester and visual inspection at MAO, discuss Rogersville testing
R28 resistor	UR0126		1														1			Found R28 resistor on ECU defective UK to further test
B3A- NTF	UR0090	1															1			
BFD	UR0127		1														1			
B25	UR0128		1														1			
BC5	UR0129		1														1			
BD0,BD2	UR0135				1												1			cannot duplicate codes At this time
B7E, BAD	UR0131			1													1			
BAE	UR0132				1												1			
no assist, C1B00-29	UR0139				1												1			
chargeback	UR0144		1														1			
int. no com	UR0146		1														1			
B24,BB9	UR0148					1											1			
noise in gear	UR0152		1														1			
BA4,B40	UR0154		1														1			
TC Lamp on- no assist	UR0155		1														1			

updated to 2/1/2012

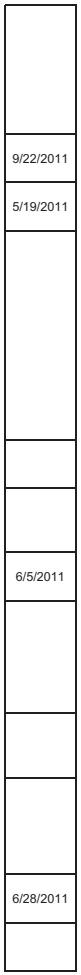
		Vehicle Build Month																		
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Dealer Information	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair
UR0125	U3000-49	A16		in eval MAO	1/23- full testing at MAO installed on EDF cycling rack no codes set has good communication. NTF	11/11- all a codes set no stored b-codes vehicle only set the TC lamp on it did not lose assist. PPT lead to gear replacement with resetting U3000-49, shipped gear to MAO. No ther parts replaced		NTF	05340 Royal Oak Ford	183	1FMHK7D82CGA16391	8/17/2011	8/13/2011	12/6/2010	12/10/2010	3.5L wo/APA	10/7/2011
UR0126 RUA# 5408	U3000-72	A30, E30	EPP	in process UK	12/6-fault following ECU found low resistance on R28 generating incorrect Vbatt readings on ECU. 1/10- Sergio to raise RUA ship to UK.	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		R28 resistor	04664 Jordan Ford	523	1FMHK8F8XCGA24483	8/30/2011	8/26/2011	7/5/2011	7/7/2011	3.5L wo/APA	9/24/2011
UR0127	U0300-00	BFD	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis				00165 Gene Latta Ford	50	1FMHK8F82CGA19049	8/29/2011	8/24/2011	7/6/2011	7/8/2011	3.5L wo/APA	10/6/2011
UR0128	U3000-49	B25	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis				07852 Fairview Ford	20	1FMHK7F83CGA25713	8/31/2011	8/27/2011	7/7/2011	7/9/2011	3.5L w/APA	9/14/2011
UR0129	U3000-49	BC5	EPP	in eval MAO	1/23- under suspect damage TRU6, sent PFR to UK for next steps, propose TRU6 swap.	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		TRU6?	04332 Armstrong Ford	5	1FMHK7F88CGA15615	8/23/2011	8/18/2011	6/29/2011	7/2/2011	3.5L w/APA	9/7/2011
UR0130	C200B-2F C200B-62	BD2,BD4	TS	in eval MAO	1/30- On floor in lab ready for test, more info by Wednesday. 2/1- found bent finger need to get the bent finger tester sent up at incoming material station and keep the visual check while loading IPA's into the	11/11- no damage to the ts harness. pulled stored and EFF data from gear, shipped to MAO for analysis		bent TS finger	09179 Inver Grove Ford	146	1FMHK8F85CGA13391	8/17/2011	8/12/2011	6/16/2011	6/20/2011	3.5L w/APA	9/30/2011
UR0131	U3000-49 U3000-96	B7E,BAD	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis				01741 Lakeland Ford	71	1FMHK7F89CGA30625	9/16/2011	9/12/2011	7/21/2011	7/21/2011	3.5L wo/APA	10/24/2011
UR0132	U3000-49 U3000-96	BAE	EPP	in process MAO	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis				05167 Bob Allen Ford	309	1FMHK8D83CGA43136	10/4/2011	9/25/2011	8/17/2011	8/19/2011	3.5L wo/APA	11/4/2011
UR0133 RUA# 5364	U2011-49 U3000-96	B3A	EPP	in Eval Tyco	12/13- could duplicate B3A failure in lab. surrogate relay test OK, ribbon cable wiggle test ok, 5amp test done found faulty motor relay. Shipped to UK. UK	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis		motor relay	01185 McKay Ford	180	1FMHK7D89CGA36136	9/23/2011	9/20/2011	8/4/2011	8/5/2011	3.5L wo/APA	10/26/2011
UR0134	TC lamp on	mult can codes A2A		in eval MAO	1/23- never lost communication, ran on EDF test stand and performed ambient cycling with no failure or codes. NTF	12/9- Tech states intermittent TC lamp on while driving could not get the lamp to come on but tech states he lost communication with the PSCM unknow if he had IDS issues hotline advised to replace PSCM if all the wiring was tested.		NTF	04013 Manhatten Ford	1699	1FMHK8B83CGA11161	8/8/2011					11/14/2011
UR0135	C200B-2F	BD0, BD2	TS	in eval MAO	2/1-cannot duplicate codes at ambient and repetitive Dynamic assist, ongoing testing	12/9- pulled stored and EFF data shipped to MAO for analysis			06552 Central Ford	148	1FMHK7B83CGA44509	10/6/2011	9/30/2011		3/24/2011	3.5L wo/APA	11/5/2011

UR0136	TC lamp on	mult can codes		in eval MAO	12/9- tech replaced the steering gear for C1B00 and mult can codes in all modules and vehicle came back with same TC lamp on in the CQIS report. Unknown what the fix was tech did not mention what was done to fix this issue in AWS, most likely CAN electrical connection issue.				03208 Stone Motors	947	1FMHK8F85CGA25556	9/6/2011					10/25/2011
UR0137 RUA# 5414	U2011-49	B3A	EPP	in Eval Tyco	12/20- surrogate relay test ok, wiggle ribbon cable ok, 5amp test cannot find any problems with link relay	12/9- pulled stored and EFF data shipped to MAO for analysis		motor relay	02709 Tom Holzer Ford	444	1FMHK8D85CGA40125	9/28/2011	9/22/2011	7/28/2011	7/29/2011	3.5L wo/APA	10/28/2011
UR0138 RUA# 5406	U3000-49	B43	EPP	in Eval Tyco	12/20- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on link relay	12/9- pulled stored and EFF data shipped to MAO for analysis		link relay	05579 Fuller Ford	483	1FMHK7B81CGA25750	8/27/2011	8/24/2011	7/7/2011	7/9/2011	3.5L wo/APA	11/5/2011
UR0139	C1B00-29 no assist	no stored A or B codes		in eval MAO	1/23- never lost communication, ran on EDF test stand and performed ambient cycling with no failure. NTF	12/9- pulled stored and EFF data shipped no codes had one E66 code shipped to MAO for analysis Tech states that there are 8-9 modules that fail the network test then tech states no communication with the PSCM. I had no problems with the communication. No history of other parts installed		NTF	07749 Future Ford	2	1FMHK8D87CGA52633	10/19/2011	10/14/2011			3.5L wo/APA	11/1/2011
UR0140	C200D-49	B9A	EPP	in eval MAO	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.			conformal coat & misalignment	04515 Boggus Ford	2476	1FMHK7B84CGA31476	9/19/2011	9/6/2011	7/22/2011	7/22/2011	3.5L wo/APA	11/17/2011
UR0142	U3000-49	BA4,BA5,BC2	EPP	in eval MAO	1/23- cold weld apply warm air over C154 and lose signal. Solder connection damaged removing from ECU board, no weld ball.	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.		C154 cold weld	04867 Mike Shad Ford	4131	1FMHK7D89CGA01807	7/18/2011	6/23/2011	4/7/2011	4/8/2011	3.5L wo/APA	11/22/2011
UR0143	U3000-49 U3000-96	B43,B25	EPP	in process UK	1/19- low ohm value on R28, ship to UK Graham to check.	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.		R28 resistor	06582 Don Bohn Ford	2831	1FMHK7D85CGA23514	9/2/2011	8/29/2011	7/14/2011	7/15/2011	3.5L wo/APA	12/1/2011
UR0144	PS in/op	no codes		chargeback	12/19- found out dealer replaced two EPAS gears, this was the first did not find anything wrong with the gear. Tech states in the cqis report that this vehicle had a u3000-96 after pulling codes the gear never had a u3000-96. to chargeback the gear.			Chargeback	05700 Champion Ford	1546	1FMHK7F90CGA12488	8/22/2011				3.5L wo/APA	10/15/2011
UR0145 RUA# 5474	U2011-49	B3A	EPP	in process UK	1/23- sets E66 code at MAO ship to UK	12/19- pulled EFF and stored data, had E66,A66 & A3A codes. going to freight ship to MAO on 1/6.		motor relay	01980 Beau Townsend Ford	3126	1FMHK8F83CGA28357	9/10/2011	9/7/2011	7/22/2011	7/22/2011	3.5L wo/APA	11/25/2011
UR0146	Int. No Com	no codes		in eval MAO	12/19- tech states he has intermittent no communication in the CQIS report. After 15min road test lost communication, problem int. with can bus	12/19- tech states he has intermittent no communication in the CQIS report. After 15min road test lost communication, problem int. with can bus			08223 Link Ford	1192	1FMHK7F80CGA13258	8/18/2011	8/13/2011	12/17/2010	12/12/2010	3.5L wo/APA	10/7/2011
UR0147 RUA# 5472	U2011-49	B3A	EPP	in process UK	1/23- not failing any tests at MAO, only one set B3A code in stored data	12/21- pulled EFF & stored data, relay code ship to MAO for analysis		motor relay	03614 Smith Cairns Ford	390	1FMHK8F82CGA46316	10/14/2011	10/6/2011	8/10/2011	8/11/2011	3.5L w/APA	12/9/2011
UR0148	U3000-49 U3000-96	B24, BB9	EPP	in eval MAO	1/30- B24 will set everytime you cycle the ignition. Possible IC3 voltage on VPH3 not in spec.	12/21- inspection and pulled EFF & stored data, ship to MAO for analysis		IC3 FET?	01521 Friendly Ford	16	1FMHK7B88CGA68787	11/18/2011	11/15/2011	9/28/2011	9/30/2011	3.5L wo/APA	12/1/2011

UR0149	U2011-49 U3000-96	B3A	EPP	in process MAO	1/17- pulled EFF & stored codes found relay code only set				02710 Huntington Ford	2	1FMHK8D85CGA82116	12/23/2011	12/20/2011	10/22/2011	10/23/2011	3.5L wo/APA	1/5/2012
UR0150	U3000-49 U3000-96	BA4,BA5,BC2,BC1	EPP	in process MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.				09003 Bailey Brothers	5	1FMHK8F8XCGA53854	10/26/2011	10/21/2011	8/26/2010	8/28/2010	3.5L wo/APA	11/15/2011
UR0151	C200B-2F C200B-62 U3000-96	BD2,BD4	TS	in process MAO	1/18- inspect TS harness ok, pulled EFF & stored data, ship to MAO for further analysis				04462 Randall Reed's Planet Ford	6	1FMHK7F82CGA67810	11/18/2011	11/9/2011	11/17/2010	11/19/2010	3.5L w/APA	12/26/2011
REDACTED FOR RELEVANCE																	
	column				and tear down.				10359 Reineke Ford	6338	1FMHK8F87CGA12775	8/16/2011	8/9/2011	5/4/2011	5/5/2011	3.5L w/APA	12/22/2011
UR0153	C200D-49	B9A	EPP	in process MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.				02865 Ford of Ocala	2837	1FMHK7B84CGA15679	8/15/2011	8/11/2011	6/17/2011	6/23/2011	3.5L wo/APA	12/12/2011
UR0154	U3000-49 U3000-96	BA4,B40	EPP	in process MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.				20167 Franklin Ford	12	1FMHK8D81CGA16047	8/22/2011	8/16/2011	6/17/2011	6/27/2011	3.5L wo/APA	11/10/2011
UR0155	TC lamp on no assist	no codes		in process MAO	1/18- inspected and pulled EFF & stored data, no TRW or Ford codes listed, vehicle has been into the dealer twice before the gear was replaced, ship to MAO for further analysis.				08922 Fremont Motors	5816	1FMHK8F86CGA09348	8/2/2011	7/28/2011	5/18/2011	5/19/2011	3.5L wo/APA	12/8/2011
UR0156	C200D-49	B9A	EPP	in process MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.				09581 Gus Machado Ford	4974	1FMHK7F86CGA01096	7/18/2011	6/27/2011	4/4/2011	4/6/2011	3.5L wo/APA	12/14/2011
UR0157	U2011-49	B3A	EPP	in process MAO	1/19- inspected and pulled EFF & stored data, ship to MAO for further analysis.				04546 Jordan Ford	482	1FMHK7F80CGA60306	11/4/2011	11/1/2011	9/15/2011	9/21/2011	3.5L wo/APA	1/7/2011
UR0158	C200B-2F C200B-62	BD2,BD4,B90	TS	in process MAO	1/19- inspect TS harness ok, pulled EFF & stored data, ship to MAO for further analysis				05739 Ted Russell Ford	2176	1FMHK8F8XCGA40229	10/3/2011	9/27/2011		12/19/2010	3.5L wo/APA	12/29/2011
UR0159	U3000-49 U3000-96	B43	EPP	At WPAC	1/20- inspected and pulled EFF & stored data, ship to MAO for further analysis.				08621 Seekins Ford	786	1FMHK8B83CGA52714	10/19/2011	10/14/2011	8/9/2011	8/11/2011	3.5L wo/APA	12/27/2011
UR0160	C200D-49	B9A	EPP	At WPAC	1/20- inspected and pulled EFF & stored data, ship to MAO for further analysis.				01131 Green Ford	2145	1FMHK7D84CGA48842	10/12/2011	10/7/2011	4/26/2011	4/26/2011	3.5L wo/APA	12/5/2011
0KM L030240	U3000-72	A30, E30	EPP	in process Tyco	2/1- Sergio found defective link relay, high resistance on contacts, ship to UK via Tyco.	EPP# 113361898H36123 link relay date code-1139611			CAP								1/30/2012
0KM RUA# 5366	U2011-49	B3A	EPP	in eval MAO	1/10- Geoff to carry relay to Tyco for the workshop in week 4.	12/13- could duplicate B3A failure in lab. surrogate relay test OK, ribbon cable wiggle test ok, 5amp test done		motor relay	CAP						7/13/2011	3.5L wo/APA	

Motor build date
5/17/2011
6/8/2011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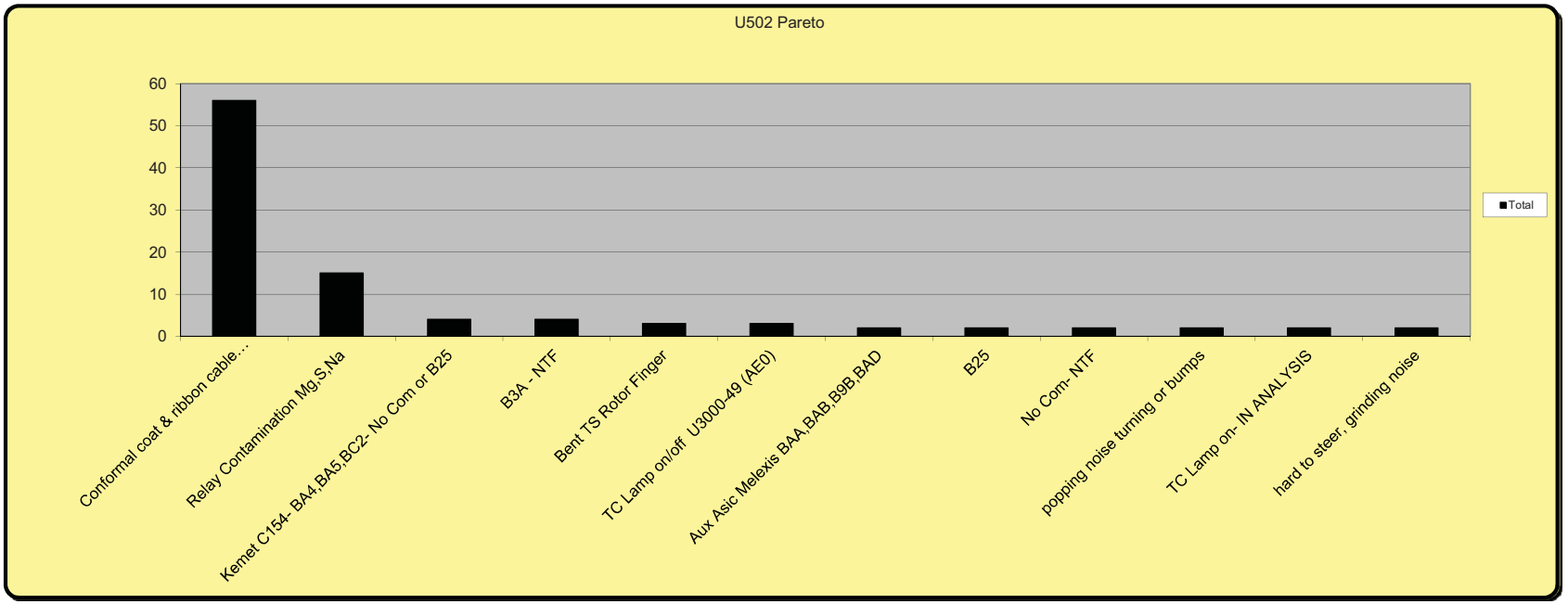


updated to 11/30/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Conformal coat & ribbon cable misalignment- C200D-49 (B9A)	UR0030,45,47, 48,58,59,60,61, 62,63,64,65,66, 67,68,69,70,71, 73,75,76,77,79, 80,81,82,83,84, 85,86,87,88,89, 92,95,96,98,99, 100,101,103,10 4,105,108,109, 111,113,114,11 5,116,117,118, 119,120,123,12 4					1	6	3	24	12	8	2					56	12/11/2011- tooling	1/16/2012- visual con coat	changes to tooling to prevent misalignment and changes to application of con coat and UV light inspections. Plus reject EOL B9A LICs
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26,38,41				9	2	1	2	1								15	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
B3A - NTF	UR0008,09,56, 90				2						1		1				4			NTF with testing at TRW plant & Tyco
Bent TS Rotor Finger	UR0003,121,12 2						1					2					3	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
TC Lamp on/off U3000-49 (AE0)	UR0023,52,78						1		1				1				3		Non TRW issue	Both gears tested with NTF, on one vehicle the new gear did not fix U3000-49. vehicle could not be fixed shorting the CAN circuits would duplicate the symptoms.
Aux Asic Melexis BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis continuous radom defectivity improvements second to third to fourth quarters ASIC production dates of the 2010 builds at Melexis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
No Com- NTF	UR0031, 33									1	1						2		NTF	will keep in pending to see if we get a duplicate issue

updated to 11/30/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
popping noise turning or bumps	UR0057, UR0093											2					2		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
TC Lamp on- IN ANALYSIS	UR0094,112										2						2			
hard to steer, grinding noise	UR0102, 107										1	1					2			hard to turn input shaft
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1		NTF	cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
ps delay after startup-U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1	7/22/2011- EOL test	4/14/2012-PSD mask	9/14- OnSemi ASIC Jitter
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1		NTF	Full testing done at Hella optical and performance testing lead to NTF
Broken Pulley	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
B6C	UR0050										1						1			
swerve LF suddenly	UR0072								1								1			
BD1,BD3	UR0074							1									1			
BBA,B7F	UR0091								1								1			shorted PM
noise intermittent rh frt side while turning	UR0097						1										1		Non-TRW Issue	tech replacd the EPAS gear and same noise occurred
B31	UR0106							1									1			
No Com- IN ANALYSIS	UR0110														1		1			
BD3,BD4,B90	UR0121											1					1			
BD3,BD4	UR0122											1					1			
3-PIN conn damaged	UR0141																0			
																	0			
																	0			
																	0			
																	0			
																	0			
																	0			
																	0			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Dealer Information	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair
UR0021	U3000-49 U3000-96	BAA,BAB,B9B,BAD	EPP	in eval Melexis	8/15- Geoff to review Melexis 8D and check for further information to finalize. Poly shorted to substrate from random gate oxide defectivity from the wafer fab. Continuous inprovements plans in 2010 has decreased the defectivity throughout the year, no specific date listed	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is disabled periodically. Ship to UK for further testing 6/29- found faulty Aux. ASIC in the ECU, Anting to contact Melexis so UK and ship out for analysis. 7/4- Aux ASIC arrived in Melexis		Aux ASIC	03073 Mullinax Ford	3735	1FMHK8B88BGA14250	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011
UR0025	U3000-49	B25	EPP	In eval 26 Mile	9/12- tri-temp ignition cycling at 26mile NTF	5/26- pulled stored & EFF data shipped to MAO for further testing 6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps.			20609 Orange Motor Co	8	1FMHK7D89BGA44512	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor. 8/15- UK motors grp did full teardown and did not find any flux density fault. Will put on hold until the other warranty returns are examined and tested.shipping other parts out to	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43 Celsius. To be shipped to UK 6/24- Sergio to send PFR to		NTF	05559 Villa Ford	7839	1FMHK8F82BGA15758	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011
UR0032 RUA #4978	U3000-49	BFF,BFC,B1C	EPP	In Eval UK	7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis. 8/1- check with Mike on updates 8/8-part has arrived to the UK.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return.			07590 Van Bortel Ford	3003	1FMHK8F85BGA29508	3/4/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/9/2011
UR0035 RUA# 4979	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In Eval UK	8/8- part has not arrived yet in the UK for further testing check with Anting for update	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/25-MAO reproduced B23- found a a low impedance between pin96 and pin97 on main micro IC3. It seems a problem on the soldering.		Main Micro IC3 pin 96	04161 Eddie Yaklin Ford	4625	1FMHK7D8XBGA11017	12/8/2010	12/6/2010	10/1/2010	10/21/2010	3.5L wo/APA	5/31/2011

UR0040	U3000-49	BAE,BAB,BAD	EPP	In eval 26mile	8/10- MAO to hold onto EPP until UK is done testing the three gears with similar codes. 9/12- 26mile done tri-temp testing was able to get to reset once. Benched tested was able to get to fail possible aux. ASIC testing still ongoing.	8/1- raise RUA and ship to UK for further analysis. faults not replicating even when in hot testing. Fault not replicating in lab after hot test over ASIC and IC17. During analysis part failing with BA4 , B3A rep B7E. Power module swapped with a reference on.			08811 Sentry Ford	2050	1FMHK8D83BGA25329	2/14/2011	2/7/2011	12/13/2010	12/19/2010	3.5L wo/APA	6/16/2011
UR0042	C200C-2F	BD3	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1-passed EOL & bench testing 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		NTF	01273 Fred Beans Ford	4301	1FMHK8D84BGA37263	3/14/2011	3/7/2011	1/20/2011	1/29/2011	3.5L wo/APA	6/20/2011
UR0043 RUA #4981	U3000-49	BAE,BAB,BAD,BAA	EPP	In Eval UK	8/8- UK received the part today for further testing. 8/22- comfirmed IC17, get reply from Anting and ship to Maxium. 11/7- IC17 damaged removing device from the PCB cannot be tested.	8/1- raise RUA and ship to UK for further analysis.AA I sense working fine and Isense IC17 output incorrect. Signal coming from AA is OK but IC17 output is not good. IC17 temperature sensitive. did not swap Component Same failure mode as CR0030 in which after swapping Pin 5 is found broken.		IC17	05319 Rusty Eck Ford	5191	1FMHK8F84BGA32125	2/22/2011	2/17/2011	12/11/2010	12/16/2010	3.5L w/APA	6/27/2011
UR0045	C200D-49	B9A	EPP	In Eval UK	8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders are re-synchronised, ran overnight with ign permanently on NFF, test repeated with ign. cycling for two hrs, NFF. 10/7- cannot locate EPP for any further testing	8/1- hot and ambient testing done NTF. cold testing next step 8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders		NTF	05928 Premier Ford	1695	1FMHK7D8XBGA45135	3/28/2011	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011
UR0046	C200B-62	BD4	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1- NTF on bench testing, or EOL testing. 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		NTF	04927 J.C. Lewis Ford	1410	1FMHK7F87BGA66103	5/10/2011	5/1/2011	3/24/2011	3/26/2011	3.5L wo/APA	6/16/2011

UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and encoder, more testing needed to define cause. 11/3- motor PCB at Allegro Simon Malsbury overlooking the analysis. 11/18- cannot locate ribbon cable to check for conformal coat or misalignment	8/2- pulled stored & EFF data shipped to 26 mile for further information. 8/12- Chris bench tested with NTF with start the tri-temp testing to see if B9A resets 8/15- now able to duplicate the B9A will send Geoff the information on the scope and test set-up.		NTF	06700 Majic City Ford	3447	1FMHK8F87BGA45404	3/29/2011	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011
UR0048	C200D-49	B9A	EPP	In eval 26mile	9/12- performed tri-temp ignition cycling and could not reproduce code NTF 9/21-been uploaded with SW and gone through various test on the dynamometer, the unit has not failed at this time, more testing ongoing. 12/2- found conformal coat in motor relay ribbon cable connector	8/2- pulled stored & EFF data shipped to MAO for further information 8/31- Not reproducable Cold		conformal coat	08211 Robinson Brothers Ford	3163	1FMHK7D84BGA48810	4/5/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011
UR0050 RUA# 5048	U3000-49	B6C	EPP	In Eval Freescale	10/26- found micro failure in analysis with Freescale 12/14- RAM failure comfirmed by Freescale, failed ATE fault , have 8D to close off claim. Randon via defectivity	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP		main micro	03334 Charles Gabus Ford	4666	1FMHK8F85BGA61262	5/2/2011	4/19/2011	2/17/2011	2/24/2011	3.5L w/APA	7/11/2011
UR0051	U3000-49	B25	EPP	In eval MAO	9/12- ambient testing complete with NTF, next step cold testing. 10/26- cold testing complete with NTF, next step to ship to 26 mile for tri-temp testing.	8/2- pulled stored & EFF data shipped to MAO for further information 8/29- Ambient testing did not duplicate. Will Cold test next 8/31-Cold testing raised BAA, BAB intermittent. Raised twice and did not repeat.			04921 Bozard Ford	2124	1FMHK7D89BGA30447	2/25/2011	2/21/2011	1/4/2011	1/7/2011	3.5L wo/APA	6/23/2011
UR0054	No Com	No codes		at WPAC will ship out to MAO for analysis	9/12- gear not at MAO at this time I will check WPAC tomorrow. 10/26- still cannot locate the gear will check WPAC	8/19- tech was not able to get the tc lamp on or get the vehicle to act up but states he could not communicate with the PSCM using his IDS. Unknow if this was an IDS issue because there would be lamps on and no steering if he was not able to commincate with the PSCM. I had no trouble pulling data when gear arrived.			03776 Legacy Ford	16	1FMHK8B82BGA73844	5/22/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	6/29/2011
UR0055 RUA# 5176	U3000-49	BA4,BA5,B45,B9C, B6C,B71	EPP	in eval UK	10/17- VSW scoped, cannot communicate with ECU. Potential main micro. Waiting on UK for next steps good chance to swap micro and test. 10/26- in analysis of the micro and confirm failure before removing.	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- able to reproduce codes, possible monitor micro- testing ongoing		main micro	06787 Lake Elsinore Ford	2584	1FMHK7D87BGA68632	5/13/2011	5/4/2011	3/16/2011	3/19/2011	3.5L wo/APA	714/2011

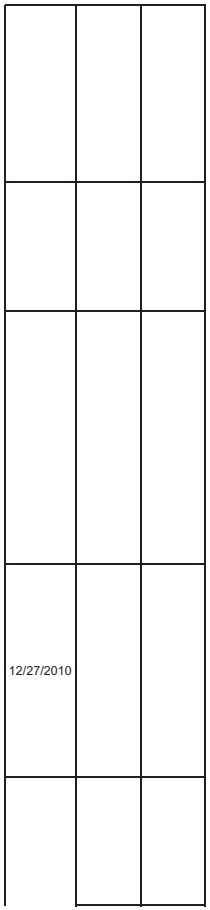
UR0056 RUA# 5160	U2011-49	B3A	EPP	in Eval Tyco	9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing 10/26- at Tyco waiting for update 11/2- NTF with testing	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing		NTF	06338 Shults Ford	105	1FMHK7B86BGA69841	5/12/2011	5/3/2011	2/28/2011	3/17/2011	3.5L wo/APA	7/11/2011
UR0058	C200D-49	B9A	EPP	In Eval 26mile	9/21- this unit is in teardown, flex density test, air gap measurement, hall effects swi. Threshold, encoder switching 10/2- x-ray of the motor PCB 11/18- cannot locate the motor PCB and ribbon cable	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		cannot locate ribbon cable & motor PCB	02486 Five Star Ford	6543	1FMHK7D86BGA42569	3/24/2011	3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA	7/8/2011
UR0059	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	02486 Five Star Ford	2953	1FMHK7F86BGA46280	3/31/2011	3/22/2011	1/24/2011	1/29/2011	3.5L wo/APA	7/1/2011
UR0060	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	09580 Tracy Langston Ford	3191	1FMHK7D86BGA63793	5/3/2011	4/28/2011	3/16/2011	3/18/2011	3.5L wo/APA	8/5/2011
UR0061	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	05947 Cannon Ford	4020	1FMHK7D87BGA37526	3/15/2011	3/9/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/2/2011
UR0062	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	02486 Five Star Ford	10437	1FMHK8D89BGA42572	3/18/2011	3/12/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/10/2011
UR0063 RUA# 5238	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and		conformal coat	04921 Bozard Ford	14031	1FMHK7F8XBGA37615	3/10/2011	3/5/2011	12/25/2010	12/29/2010	3.5L w/APA	8/15/2011
UR0064 RUA# 5239	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and		ribbon cable misalignment	11293 Camelback Ford	4655	1FMHK7F88BGA38892	3/10/2011	3/4/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/10/2011
UR0065 RUA# 5240	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis. 11/14- large amount of conformal coat	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		conformal coat	02709 Tom Holzer Ford	5447	1FMHK8F8XBGA56316	4/11/2011	4/5/2011	12/23/2010	12/25/2010	3.5L wo/APA	8/10/2011
UR0066 RUA# 5235	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and		conformal coat	02405 Park Cities Ford	5234	1FMHK7D80BGA15156	1/13/2011	12/14/2010	11/11/2010	11/13/2010	3.5L wo/APA	7/28/2011
UR0067 RUA# 5236	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		conformal coat	00469 Bondy's Ford	5426	1FMHK7D89BGA44963	3/22/2011	3/15/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/4/2011
UR0068 RUA# 5237	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		conformal coat	M2686 Fema Automotriz	16576	1FMHK8F83BGA34710	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	8/22/2011
UR0069	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK. At Tyco Speyer	8/26- pulled stored & EFF data from the gear and shipped to MAO for further			06293 Haldeman	9557	1FMHK7D82BGA13781	1/19/2011	1/7/2011	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011
UR0070 RUA# 5241	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		ribbon cable misalignment	07986 Henderson Ford	2775	1FMHK8B89BGA45684	3/24/2011	3/20/2011	1/24/2011	1/28/2011	3.5L wo/APA	8/15/2011
UR0071	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00643 Buster Miles Ford	5112	1FMHK7D83BGA59152	5/2/2011	4/25/2011	2/28/2011	3/3/2011	3.5L wo/APA	8/12/2011

UR0072	Frt end will swerve to LF suddenly	no codes		In Eval MAO	9/9- no damage to gear and rack move smooth stop to stop no codes in the stored or EFF data. Shipped to MAO for analysis			NTF	05417 Kemp Ford	10075	1FMHK7F88BGA35989	3/8/2011	3/3/2011		1/13/2011	3.5L wo/APA	8/19/2011
UR0073	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	09469 Randall Reed's Ford	1856	1FMHK7F83BGA60637	4/28/2011	4/25/2011	3/16/2011	3/17/2011	3.5L wo/APA	8/1/2011
UR0074	C200C-2F	BD1,BD3	TS	In Eval MAO	9/21- NTF with ambient testing. Next step is to run EOL testing.	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		NTF	08990 Quirk Ford	10839	1FMHK8D81BGA20601	2/10/2011	2/1/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/16/2011
UR0075	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	07398 Al Packer's Ford	4286	1FMHK8F87BGA59688	4/25/2011	4/15/2011	2/12/2011	2/14/2011	3.5L wo/APA	8/8/2011
UR0076	C200D-49	B9A	EPP	In Eval MAO	11/8- was able to duplicate the B9A twice simulated hwy driving conditions on the bench. Sergio getting instructions from Geoff Jacks	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	06938 Fox Ford	2989	1FMHK8F81BGA56480	4/13/2011	4/7/2011	1/26/2011	1/29/2011	3.5L wo/APA	8/3/2011
UR0077	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02890 Russ Milne Ford	9977	1FMHK8D89BGA31409	2/23/2011	2/18/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/22/2011
UR0079	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing 8/31- Not reproducable Cold			ribbon cable misalignment	05613 Lance Cunningham Ford	6993	1FMHK7D81BGA48392	3/29/2011	3/24/2011	12/7/2010	2/17/2011	3.5L wo/APA	8/10/2011
UR0080	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	08006 Joe Machens	6386	1FMHK8D85BGA65251	5/6/2011	4/30/2011	2/17/2011	2/18/2011	3.5L wo/APA	8/25/2011
UR0081	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	06063 Smith Ford	9014	1FMHK8F87BGA48934	3/31/2011	3/27/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/16/2011
UR0082	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	01730 Mike Fitzpatrick Ford	10293	1FMHK7D84BGA30033	3/4/2011	3/1/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/15/2011
UR0083	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	03924 Crown Ford	23203	1FMHK7F87BGA12381	12/16/2010	12/11/2011	11/13/2010	11/14/2010	3.5L wo/APA	9/1/2011
UR0084	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00478 Wade Ford	7238	1FMHK7D80BGA48268	4/4/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	9/7/2011
UR0085	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02645 Prince-Gnade Ford	4583	1FMHK8F8XBGA56705	4/12/2011	4/5/2011	12/1/2010	12/4/2010	3.5L wo/APA	9/2/2011
UR0086	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02486 Five Star Ford	5025	1FMHK7F84BGA60646	4/27/2011	4/19/2011	2/24/2011	3/4/2011	3.5L w/APA	9/2/2011
UR0087	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	00406 Collier Ford	3228	1FMHK7D8XBGA44969	4/6/2011	4/2/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/29/2011
UR0088	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	09989 Mark Martin Ford	11159	1FMHK8D82BGA20946	2/10/2011	2/2/2011	12/13/2011	9/9/2011	3.5L wo/APA	8/30/2011
UR0089	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04870 Al Packer Ford	5997	1FMHK7D88BGA39351	3/9/2011	3/4/2011	1/13/2011	1/14/2011	3.5L wo/APA	8/29/2011
UR0090 RUA# 5175	U2011-49	B3A	EPP	In process Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco 11/9- Tyco NFF with all testing done to relay	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		NTF	06672 Battlefield Ford	636	1FMHK7D81CGA03857	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011

UR0091	U2011-49 U3000-49 U3000-96	BBA,B7F	EPP	In eval MAO	shorted phase 3 to 0volt. damaged PM 10/26- close out shorted FET is prior to the containment date	shorted phase 3 to 0volt. damaged PM 10/26- close out shorted FET		power module	01545 Fox Valley Ford	2926	1FMHK7D89BGA38225	3/10/2011	3/5/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/1/2011
UR0092	C200D-49	B9A	EPP	In Eval MAO	9/30- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	08190 All American Ford	11798	1FMHK8B88BGA36961	3/9/2011	3/5/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/18/2011
UR0094	TC Lamp on	No codes		In Eval MAO	10/26- ambient testing no codes or LIC's set NTF.	10/3- pulled stored and EFF data and shipped to MAO for further diagnosis		NTF	02346 Caranfa Ford	2600	1FMHK7D87BGA75807	5/25/2011	5/19/2011	3/26/2011	3/27/2011	3.5L wo/APA	8/5/2011
UR0095	C200D-49	B9A	EPP	In Eval MAO	10/3- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	05928 Premier Ford	5159	1FMHK7D81BGA37523	3/14/2011	3/7/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/8/2011
UR0096	U2011-61 C200D-49 U3000-96	B92,B9A	EPP	in vehicle test Gary Smith	12/19- found conformal coat on the ribbon cable	10/4- pulled stored and EFF data, shipped to MAO for further analysis 10/12- sergio perform limit & profile testing see if code		conformal coat	02694 Dean Sellars Inc	10986	1FMHK8F87BGA57861	4/21/2011	4/14/2011	2/16/2011	3/4/2011	3.5L w/APA	9/2/2011
REDACTED FOR RELEVANCE								non TRW issue	03073 Mullinax Ford	7412	1FMHK7F80BGA17468	1/25/2011	1/10/2011		11/20/2011	3.5L wo/APA	8/20/2011
UR0098	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04871 Metro Ford	5127	1FMHK7F84BGA19532	1/31/2011	1/26/2011	12/16/2011	12/17/2011	3.5L wo/APA	8/20/2011
UR0099	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02459 Sam Pack's Five Star Ford	15697	1FMHK7D82BGA25879	2/15/2011	2/8/2011	12/6/2010	12/11/2010	3.5L wo/APA	8/22/2011
UR0100	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04450 Rodriguez Ford	6288	1FMHK7D86BGA72610	5/21/2011	5/16/2011	3/30/2011	3/31/2011	3.5L wo/APA	9/13/2011
UR0101	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	08951 Ford of Clermont	8900	1FMHK7D85BGA59640	5/3/2011	4/26/2011	3/15/2011	3/17/2011	3.5L wo/APA	9/7/2011
REDACTED FOR RELEVANCE								water ingress	05353 Alexander Ford	1570	1FMHK8F84BGA89781	9/20/2011				3.5L w/APA	9/20/2011
UR0103	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	01471 Springfield Ford	6513	1FMHK8D80BGA67568	5/12/2011	5/4/2011	1/24/2011	1/28/2011	3.5L wo/APA	9/14/2011
UR0104	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	06359 Thornhill Ford	6114	1FMHK8D89BGA31202	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	7/21/2011
UR0105	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04163 Elvria Ford	11483	1FMHK7F88BGA56115	4/13/2011	4/6/2011	2/4/2011	2/11/2011	3.5L wo/APA	9/2/2011
UR0106	U3000-49 U3000-96	B31	EPP	In Eval MAO	10/17- ambient testing passed, next step is to perform hot testing. 10/26- still in progress	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			04871 Metro Ford	4756	1FMHK7D81BGA27087	2/16/2011	2/8/2011	12/8/2010	12/11/2010	3.5L wo/APA	7/20/2011
REDACTED FOR RELEVANCE								water ingress	09923 Boone Ford	6601	1FMHK8B84BGA77331	5/23/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	8/25/2011
UR0108	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	01125 Palmetto Ford	5696	1FMHK7B8XBGA29939	3/2/2011	2/25/2011	1/4/2011	1/8/2011	3.5L wo/APA	8/30/2011

UR0109	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02459 Sam Pack's Five Star Ford	7642	1FMHK7D85BGA15184	1/13/2011	12/13/2010	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011
UR0110	No Assist	No Com	EPP	In Eval MAO	10/17-Confirmed Kemet cap C154 10/26- get approval from Anting to ship C154 back to Kemet for analysis.	10/7- could not pull any data from gear no communication with canape shipped to MAO for further testing		C154 cold weld	01281 Haldeman Ford	372	1FMHK8D85CGA27536	9/4/2011	8/30/2011	7/14/2011	7/15/2011	3.5L wo/APA	9/22/2011
UR0111	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02549 Silsbee Ford	8861	1FMHK7F88BGA50881	4/21/2011	4/14/2011	1/13/2011	1/15/2011	3.5L wo/APA	9/1/2011
UR0112	TC Lamp on	BD2,BD3	TS	In Eval MAO	10/26- shipped from WPAC to MAO 1/23- put through TTR with no codes, ambient cycling cannot get the gear to fail. NTF	10/7- tech only mentions TC lamp on and no communication with the PSCM. I had no problem communicating with the PSCM. Does have multiple A & E codes in stored data		NTF	20028 Bryden Ford	5876	1FMHK8D84BGA71980	5/10/2011	5/1/2011	3/20/2011	3/21/2011	3.5L wo/APA	8/16/2011
UR0113	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00469 Bondy's Ford	6897	1FMHK7D89BGA41111	3/21/2011	3/15/2011	1/15/2011	1/16/2011	3.5L wo/APA	8/29/2011
UR0114	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00469 Bondy's Ford	7379	1FMHK7F87BGA37393	3/15/2011	3/9/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/24/2011
UR0115	C200D-49	B9A	EPP	In Eval MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00389 Mountain View Ford	12040	1FMHK8D88BGA44944	3/25/2011	3/23/2011	1/24/2011	1/29/2011	3.5L wo/APA	9/22/2011
UR0116	C200D-49	B9A	EPP	In Eval MAO	10/20- gear installed in Matt Surella's 2012 U502 for B9A canape recording 12/19- found conformal coat on the ribbon cable	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	02980 Shamaley Ford	7119	1FMHK7D89BGA18251	1/26/2011	1/18/2011	12/4/2010	12/4/2010	3.5L wo/APA	9/2/2011
UR0117	C200D-49	B9A, BD0-BD3	EPP	In Eval MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	04424 Jennings Anderson Ford	3010	1FMHK7D85BGA42627	3/17/2011	3/11/2011	1/25/2011	1/28/2011	3.5L wo/APA	7/2/2011
UR0118	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	04283 Varsity Ford	6217	1FMHK7F87BGA64870	5/10/2011	5/5/2011	2/24/2011	3/8/2011	3.5L w/APA	8/19/2011
UR0119	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			01015 Fort Mill Ford	9320	1FMHK7D83BGA41041	3/18/2011	3/14/2011	1/4/2011	1/7/2011	3.5L wo/APA	9/8/2011
UR0120	C200D-49	B9A	EPP	In Eval MAO	12/1- misalignment of the ribbon cable	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	02704 Fairway Ford	5395	1FMHK7D81BGA72692	5/21/2011	5/16/2011	3/30/2011	4/1/2011	3.5L wo/APA	9/21/2011
UR0123	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			01232 John Kennedy Ford	3735	1FMHK8D8XBGA78416	6/2/2011	5/26/2011	4/13/2011	4/15/2011	3.5L wo/APA	9/28/2011
UR0124	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			20527 Malouf Ford	2621	1FMHK8B81BGA74581	6/3/2011	5/31/2011	3/31/2011	3/31/2011	3.5L wo/APA	9/27/2011
UR0141	No Com	No Com	EPP	At WPAC computers down	12/19- could not plug in the 3-pin conn. Ign. feed terminal damaged have pictures. Freight ship to MAO on 1/6. This is a 2011 vehicle			non TRW issue	11192 City World Ford	16590	1FMHK8D87BGA39668	3/11/2011	10/6/2011	8/9/2011	8/11/2011	3.5L wo/APA	11/7/2011

Motor Build Date	Date	Part ETA
9/17/2010		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10/27/2010		
12/28/2010		
1/2/2011		
12/24/2010		
2/15/2011		
3/14/2011		
2/14/2011		

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type

Date of Repair	Model Year	Date	Part ETA

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP
0KM BGA30310	No Assist	?		CAP	no returned part from CAP
0KM BGA32423	U3000-49	B25,BB8, B95	EPP	In Eval (26mile)	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.
0KM BGA56776		B25,BB8		MAO	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.
0KM BGA59863	steering noise on full left stop		NVH	in Eval (26mile)	5/9- mark on the ITR that indicates the ITR over articulated. the gear was dropped or impacted before assembly in the vehicle. Marion,ZF or MAP the gear could be dropped. No marks on the EPAS housing. Unknown source at this time.
0KM	C200B-2F C200C-2F	BD0-BD3, B90	TS	in eval Hella	12/19- cutting process issue, 8D sent to Ford, looking to get a two step cutting process approved for the torque ring templates.
0KM BGA85712	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates. 8/15 keep on hold till Don mattern & Matt Surrella make approval upon visit to MAO.

UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.
REDACTED FOR RELEVANCE					
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirned no fault found, contacts clean, no other testing can be done with relay cut out of the board

UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirned no fault found, contacts clean, no other testing can be done with relay cut out of the board
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.
UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change

UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor 7/15- it was agreed that there is visual evidence of the pins showing if the molex conn is not fully inserted. operator instructions does cover the visual inspection.
UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco

UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF

REDACTED FOR RELEVANCE

UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EPF data, no ford codes or TRW codes that would cause the TC lamp to come on.
UR0031 RUA#4977	No Com	No Com	EPP	In Eval UK	8/3- raise RUA and ship to UK for further testing. 8/8- part has not arrived yet in the UK check Anting for update 9/30- UK did a visual inspection did not find anything on the board or with the soldered pin. Feels no point with further action due to NTF from MAO.
UR0033	No Com	No Com	EPP	In Eval MAO	7/26- No problem found with EPP communication, pulled normal data from the EPP. Still testing NTF. Unknown if tech mis-diagnosed vehicle for this front abs sensor issue.
UR0034	U2011-61 U3000-96	B95	TS	In Eval Hella	8/31-: Frequency variation on channel 2 without torque--> Failure description: PWM2 jitter, the ASIC has received at Onsemi and the analysis is ongoing, first results are possible on 2th of September.

UR0036	C200B-2F C200C-2F	BD0-BD3	TS	In Eval Hella	8/31- No channel 2--> Function test on application level at all temperatures: The function test was passed. No Conspicuousness were found. Short durability / lifetime test shows no deviation, currently we will reproduce the failure according the information from Sergio. 9/21- Full testing and optical inspections lead to NTF. case closed as NTF

REDACTED FOR RELEVANCE

UR0038 RUA#4997	U2011-49 U3000-96	B3A	EPP	In Eval UK	9/21-confirmed from tycothis is a Mg,Na,S contamination issue
UR0039	No Com	No Com	EPP	In eval MAO	8/10-confirmed C154 Kemet Cap
UR0041 RUA# 4980	U2011-49	B3A	EPP	In Eval Tyco	10/26- still under analysis. 11/8- Tyco confirmed Mg, Na, S contamination.
UR0044	Wheels lock TC lamp on C1B00-64	No codes		At WPAC	7/25-tech did not follow proper diagnostic's vehicle equipped with auto park C1B00-64 leads to SWA sensor in column. Hotliner requested to replace the RCM Chargeback dealer.
UR0049	U3000-49	BA4,BA5, BC2	EPP	In process MAO - Cap shipped to Kemet	8/29-Kemet C154 capacitor issue(cold weld issue)

UR0052	Check eng lamp on U3000-49	AE0		At WPAC	8/10- ship gear out of WPAC and test gear at MAO. If NTF to close case. 9/12- all testing passed, NTF
UR0053	U3000-49	BA4,BA5, BC2		in eval MAO	9/9- confirmed C154 Kemet Cap
UR0057	popping noise frt-end turning	no codes, lamps or noise from the gear		dealer chargeback	8/19- checked the history on this gear because I did not find any thing wrong with the gear physically or internal codes. Found out a bumper beam weld broke and causing the noise. Will chargeback the gear to the dealer
UR0078	TC Lamp on	No codes		In process MAO	9/9- tech installed new PSCM vehicle still will not communicate. Non-TRW issue. Wiring issue. According to CQIS report.
UR0090 RUA# 5175	U2011-49	B3A	EPP	In eval Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco 12-7- Tyco found NTF with the relay. SEM on contacts some material found on the contacts that does not affect the operation.

REDACTED FOR RELEVANCE

UR0110	No Assist	No Com	EPP	In Eval MAO	10/17-Confirmed Kemet cap C154 10/26- get approval from Anting to ship C154 back to Kemet for analysis.
UR0121	C200C-C200B-62	BD3, BD4, B90	TS	In Eval MAO	1/23- starting unit with not reproduce code but after several tests on the EDF able to reproduce codes, need to EPP & harness swap to confirm IPA issue
UR0122	C200C-C200B-62	BD3, BD4	TS	In Eval MAO	1/23- starting unit with not reproduce code but after several tests on the EDF able to reproduce BD2, BD4, need to EPP & harness swap to confirm IPA issue
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.

Issue Status	Dealer Information	Root Cause
3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in this wednesdays		
4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign		
5/2- shipped direct to 26mile from CAP 5/4- found right side tie rod bent, cannot find out how this happen, waiting for Ford to instruct next steps.		
12/6- found metalic fiber shorting on PCB swapped ECU and harness to verify IPA assembly. To ship IPA assem. To Hella		metal fiber torque ring
6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.		IPA ribbon cable damage

2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi	CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2	motor relay contamination (Mg,S,Na)
2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil	CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-	motor relay contamination (Mg,S,Na)
3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when		motor relay contamination (Mg,S,Na)
3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after		motor relay contamination (Mg,S,Na)
3/3- talked to tech states vehicle is hard to turn the wheel even on the hoist, no boot damage only code tech states he had U0253 which is not a PSCM code advise tech to call back with more diagnostic's, all	WEB FORM DATA - CONCERN: STEERING ASSIST IS INOP, LOUD GROWLING NOISE WHEN ATTEMPTING TO TURN THE STEERING WHEEL DIAGNOSTICS: VISUAL INSPECTION IS OK, NO VISIBLE SIGNS OF CAUSE, GROWLING NOISE APPEARS TO BE COMING FROM ELECTRIC MOTOR ON STEERING RACK. HOO	cannot locate
3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled. 3/16- I pulled EFF and fault		NTF

3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any resetting codes.		NTF
4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to		motor relay contamination (Mg,S,Na)
3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.		motor relay contamination (Mg,S,Na)
4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with		motor relay contamination (Mg,S,Na)
4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to		motor relay contamination (Mg,S,Na)
4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK		motor relay contamination (Mg,S,Na)
4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate		motor relay contamination (Mg,S,Na)

Non TRW issue

	CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING APPROVAL CODE FOR RCM REPLACEMENT	Non TRW issue
	WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET AGIAN ANY KNOWN CONCERNS REPAIRS OR	Non TRW issue
5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex conn. Reinstall and function test IPA. 5/23- reinstalled connector gear passed all testing 6/22-Greg Austin checking with		Molex connector not fully engaged
5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing		motor relay contamination (Mg,S,Na)

	WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING	Non TRW issue
5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.		NTF
5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week		motor relay contamination (Mg,S,Na)
5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.		motor relay contamination (Mg,S,Na)
5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-		NTF

6/6- no codes in fault store, did not notice any noise turning input shaft back & forth from center. Shipped to MAO for EDF/NVH testing	CONCERN: FRONT END MAKES RUBBING SOUND FROM FRONT WHEN TURNING IN A PARKING LOT. DIAGNOSTICS: N/A PARTS REPLACED:N/A TECH QUESTION: ANY KNOWN CONCERNS? WERE YOU ABLE TO VERIFY THE CONCERN? YES AT WHAT SPEED DOES THIS OCCUR? WHEN VEHICLE IS STOPPED AND TURNING WHEEL MOST FREQUENTLY. AT WHAT RPM DOES THIS OCCUR? 750 CUSTOMER STATES CHEKC FOR NOISE WHEN TURNING WHEEL VERIFY NOISE WHEN TURNING. ISOLATE NOISE TO RACK ASSY.	NTF
	5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER	Non TRW issue
7/1- could not pull any Ford or Canape data, verified equipment does work, shipped to MAO for analysis. 7/25- It was found a low impedance between pin2 IC14 and ground. IC14 circuit open pin 2 of IC14 still present resoldered pin 2 and everything is working nomal at this time. ECU fixed Sergio did notice some marks close to pin 2 and		IC14
7/1- was able to get into Canape data. After new EPAS gear installed vehicle returned 14 miles later with ABS & TC lamp coming on found shorted harness for abs frt sensor.		NTF
7/1- pulled stored and EFF data, shipped to MAO for analysis 8/1-Checked with oscilloscope. Unstable Channel 2 PWM when no torque is applied. You can see a varation in channel 2		TS ASIC jitter

8/1- BD3 fault is raised when IPA is fully turned CCW. Reference EPP used. Fault travelling with IPA. IPA signals are scoped. Observed a voltage drop in 5V supply. After a while fault is replicated, there was no signal on channel 2. bobby to ship to Hella.		NTF
8/8- found broken pulley from Capstan, submitted presentation to Ford. When 8D is completed will send out to Ford.		cracked belt pully
8/1- MAO working on ambient and hot testing. 8/8- MAO testing still ongoing 8/11- cannot duplicate code fits the Mg,Na contamination dates shipped to UK then Tyco week 25 relay build		motor relay contamination (Mg,S,Na)
7/25- no other claims on this vehicle		C154 cold weld
8/1- Phase1 motor relay contact not closing.raise RUA and ship to UK 8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco 10/6- Andy Partridge to check results when he is back off vacation. 10/26- still under analysis.		motor relay contamination (Mg,S,Na)
		Non TRW issue
8/2- pulled stored & EFF data shipped to MAO for further information 8/2- pulled stored & EFF data shipped to MAO for further information.		C154 cold weld

8/2- could not pull any codes only had a AEO code(CAN message fault)in PSCM check CQIS case dealer replaced EPAS gear and same codes set(U3000-49) no change, dealer could not fix vehicle and vehicle was bought back. Int no		NTF
8/19- pulled EFF & stored data does fit the signature of a Kemet C154 failure shipped to MAO to confirm		C154 cold weld
		Non TRW issue
		Non TRW issue
9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		NTF
		Non TRW issue
10/7- could not pull any data from gear no communication with canape shipped to MAO for further testing		C154 cold weld
10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		bent TS finger
10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing. No damage to TS harness		bent TS finger
3/13- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for 36 hrs with no A3A's, E66's or		motor relay contamination (Mg,S,Na)

P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date
		1FMHK8F81BGA41610	3/16/2011			
		1FMHK8F81BGA32423	3/2/2011			
		BGA56776			1/25/2011	2/25/2011
	34	BGA59863				3/2/2011
CAP						

09618 Brown Motors	18	1FMHK8D83BGA10846	12/16/2010			
02071 I-77 Ford	10	1FMHK8D83BGA14928	1/12/2011		11/11/2010	11/13/2010
Ford Management Lease Car-Chicago	1700	1FMHK8F88BGA02366	11/22/2010	11/14/2010	9/21/2010	9/24/2010
Ford PDC Fleet vehicle-Taras Palczynski	2010	1FMHK7D89BGA02812	11/16/2010	11/9/2010	9/13/2010	9/16/2010
08398 Don Aadsen Ford	18	1FMHK8F86BGA21885	1/31/2011			
Lease management vehicle-Steve	1661	1FMHK8D86BGA00523	11/5/2010	10/23/2010	8/17/2010	8/27/2010

Lease management vehicle- Doug White	3984	1FMHK8D88BGA01995	11/12/2010	10/23/2010	8/17/2010	8/27/2010
lease management vehicle WHQ VSC	1838	1FMHK8F89BGA03591	11/18/2010	11/14/2010	9/21/2010	9/24/2010
04331 Brondes Ford		1FMHK7F87BGA31464	2/24/2011			
02058 Beechmont Ford	1425	1FMHK8F83BGA02503	11/22/2010			
00807 Crest Ford	115	1FMHK8F85BGA27421	2/16/2011			
03820 Landers Ford	3096	1FMHK8F8XBGA01168	11/3/2010			
00807 Crest Ford	1356	1FMHK7B87BGA02763	11/16/2010			
02761 Southgate Ford	249	1FMHK7D82BGA353313	3/8/2011	3/3/2011		

02731 Atchinson Ford	111	1FMHK8D89BGA31491	3/4/2011	3/1/2011		
05646 Crown Ford	30	1FMHK7D85BGA37461	3/8/2011			
02058 Beechmont Ford	13	1FMK8F80BGA24572	2/4/2011	1/22/2011	12/5/2011	12/8/2011
05126 Gary Crossley Ford	4475	1FMHK8F80BGA03852	11/5/2010	10/22/2010		

07737 Serramote Ford	611	1FMHK8D89BGA26078	2/15/2011	2/7/2011		
06700 Magic City Ford	5155	1FMHK8F84BGA17589	1/19/2011	1/11/2011	10/13/2010	10/30/2010
06081 San Francisco Ford	14	1FMHK8D81BGA36412	3/8/2011	3/2/2011		12/27/2010
02694 Dean Sellers	3754	1FMHK8F8XBGA03566	11/22/2010	11/11/2010	9/13/2010	9/16/2010
08305 Evergreen Ford	49	1FMHK8F84BGA17589	3/9/2011	2/28/2011	12/25/2010	12/29/2010

20636 Schultz Ford	5475	1FMHK8D8XBGA17003	1/20/2011	1/6/2011	9/27/2010	10/7/2010
08868 John C. Stewart & Son	17	1FMHK8D83BGA29218	3/8/2011	3/2/2011	1/5/2011	1/13/2011
02459 Sam Pack's Ford	11	1FMHK7D85BGA64725	5/9/2011	4/29/2011	2/24/2011	3/4/2011
08452 New Brighton Ford	872	1FMHK7B80BGA53778	4/18/2011	4/9/2011	12/25/2010	12/31/2010
00210 Sunny King Ford	2707	1FMHK7D80BGA17232	1/20/2011	1/15/2011	11/16/2010	12/2/2010

M1626 Sanchez Auto	8	1FMHK7F82BGA54876	4/13/2011	4/7/2011	12/7/2010	12/11/2010
00169 Pittsville Motors	6773	1FMHK8D84BGA14498	1/31/2011	1/24/2011	11/17/2010	11/19/2010
07563 Riser Ford	9727	1FMHK7F83BGA04990	11/23/2010	11/17/2010	9/10/2010	9/16/2010
03591 Matthews-Currie Ford	1484	1FMHK7B81BGA45298	3/29/2011	3/27/2011	1/7/2011	1/9/2011
02199 Bob Gillingham Ford	5016	1FMHK8B88BGA10215	12/2/2010	11/23/2010	9/14/2010	9/16/2010
01472 Gullo Ford	3702	1FMHK7F87BGA31870	3/3/2011	2/28/2011	12/5/2010	12/8/2010
08862 Portsmouth Ford	457	1FMHK7F82BGA69667	5/13/2011	5/5/2011	3/23/2011	3/24/2011

00149 Waldrof Ford	1343	1FMHK8D81BGA30528	3/7/2011	3/2/2011	12/26/2010	12/30/2010
01928 Bert Wolfe Ford	629	1FMHK8D81BGA73685	5/20/2011	5/12/2011	2/11/2011	2/14/2011
04544 Red McCombs Ford	1108	1FMHK7F89BGA79774	6/3/2011	5/26/2011		4/21/2011
02265 Mathews Ford	85	1FMHK8D83BGA91749	7/12/2011	6/24/2011	4/6/2011	4/7/2011
06672 Battlefield Ford	636	1FMHK7D81CGA03857	7/19/2011	7/14/2011	5/13/2011	5/14/2011
07815 Frank Jackson Ford	1323	1FMHK7F87BGA81877	6/13/2011	6/7/2011	4/6/2011	4/9/2011
01281 Haldeman Ford	372	1FMHK8D85CGA27536	9/4/2011	8/30/2011	7/14/2011	7/15/2011
04863 Duval Ford	1713	1FMHK7B88BGA86091	6/17/2011	6/10/2011	4/24/2011	4/27/2011
09452 Ted Britt Ford	167	1FMHK7D85BGA84070	6/10/2011	6/7/2011	4/7/2011	4/8/2011
		1FMHK8D81BGA39357	3/14/2011			

Eng. Type	Date of Repair	Model Year	Date	Part ETA
3.5L w/APA	3/16/2011			
3.5L w/APA				
3.5L wo/APA	3/2/2011			
	4/13/2011			
	4/27/2011			
3.5L wo/APA				

3.5L wo/APA	1/12/2011			
3.5L wo/APA	1/28/2011			
3.5L w/APA	3/1/2011			
3.5L wo/APA	3/7/2011			
3.5L wo/APA	3/2/2011			
3.5L wo/APA	3/7/2011			

3.5L wo/APA	3/9/2011			
3.5L w/APA	3/29/2010			
3.5L wo/APA	3/28/2011			
3.5L w/APA	3/9/2011			
3.5L w/APA	3/5/2011			
3.5L wo/APA	2/25/2011			
3.5L wo/APA	3/30/2011			

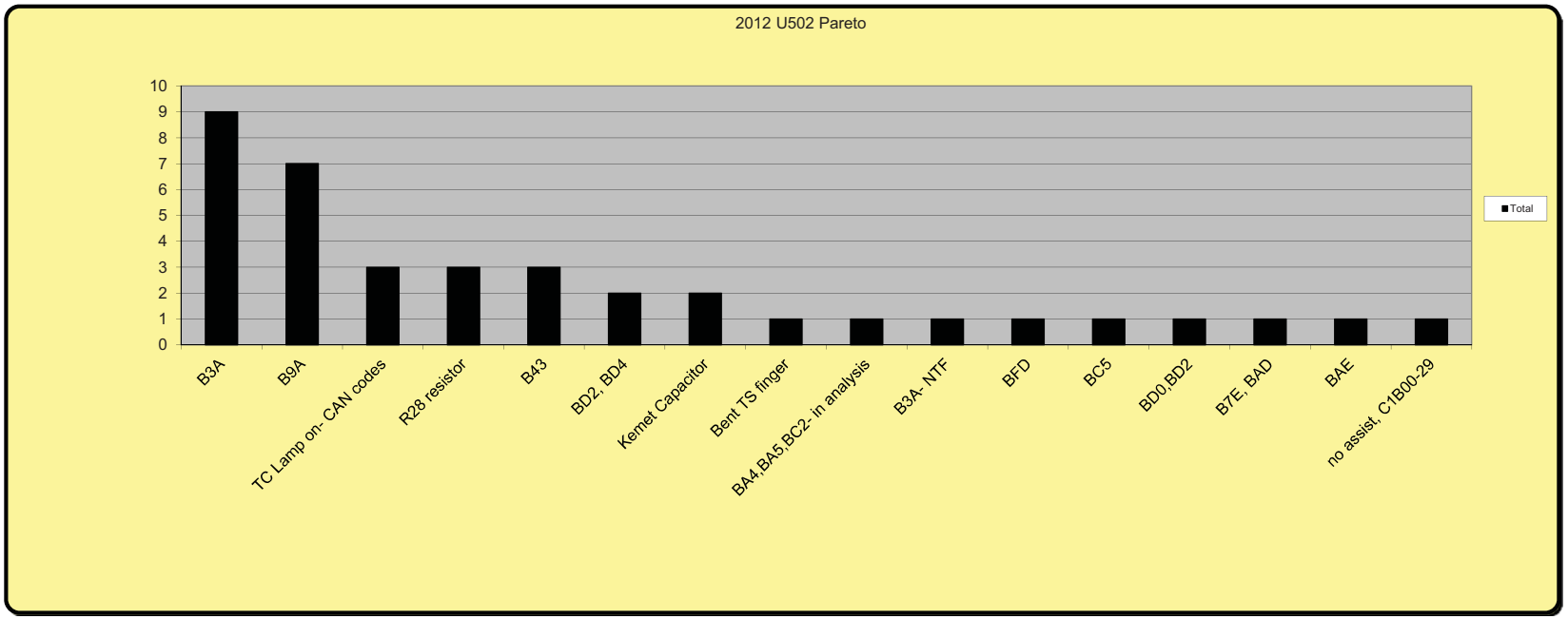
3.5L wo/APA	3/31/2011			
3.5L wo/APA	4/6/2011			
3.5L w/APA	4/27/2011			
3.5L w/APA	4/18/2011			

3.5L wo/APA	3/23/2011			
3.5L wo/APA	4/19/2011			
3.5L wo/APA	4/28/2011			
3.5L wo/APA	5/13/2011			
3.5L w/APA	5/10/2011			

3.5L wo/APA	5/18/2011					
3.5L wo/APA	5/6/2011					
3.5L wo/APA	5/18/2011					
3.5L wo/APA	6/4/2011					
3.5L wo/APA	5/11/2011					

3.5L wo/APA	6/2/2011					
3.5L wo/APA	5/25/2011					
3.5L w/APA	5/2/2011					
3.5L wo/APA	6/13/2011					
3.5L wo/APA	6/13/2011					
3.5L w/APA	6/11/2011					
3.5L wo/APA	6/28/2011					

3.5L wo/APA	4/15/2011			
3.5L wo/APA	7/6/2011			
3.5L wo/APA	7/6/2011			
3.5L wo/APA	8/24/2011			
3.5L wo/APA	8/22/2011	4/19/2011		
3.5L wo/APA	9/12/2011			
3.5L wo/APA	9/22/2011			
3.5L wo/APA	8/25/2011			
3.5L wo/APA	7/25/2011			
3.5L wo/APA	3/2/2011			



updated to 2/1/2012

		Vehicle Build Month																		
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments
B3A	UR0133,137,145, 147,149,157,164,1 65,167			4	3	1	1										9	wo/APA- 1/13/2012 w/APA- 1/30/2012	8/15/2012 massive silver contacts	CuS contamination on relay contacts, machine adj. & contact inspection.
B9A	UR0140,153,156, 160,162,166,169	1	2	2	1	1											7	12/11/2011- tooling	1/19/2012- visual con coat	changes to tooling to prevent misalignment and changes to application of con coat and UV light
TC Lamp on- CAN codes	UR0125,134,136		2	1													3		NTF	UR0136 installed new gear same TC lamp on and CAN-code set, found HS CAN wire repaired to fix vehicle
R28 resistor	UR0126,128,143		2	1													3			Found R28 resistor on ECU defective UK to further test
B43	UR0138,159,163	1	1		1												3			
BD2, BD4	UR0151,158				1	1											2			
Kemet Capacitor	UR0110,142	1		1													2	5/30/11	9/12/2011	Confirmed Kemet C154 capacitor Hot test(ICA) Vision system(PCA)
Bent TS finger	UR0130		1														1	2/13/2012		bent finger tester set-up 2/13/2012 and visual inspection at MAO, discuss Rogersville testing
BA4,BA5,BC2- in analysis	UR0150				1												1			Kemet?
B3A- NTF	UR0090	1															1			
BFD	UR0127		1														1		NTF	all testing at MAO could not get any codes to set not failing at this time
BC5	UR0129		1														1			suspect TRU6 damage
BD0,BD2	UR0135				1												1			cannot duplicate codes At this time
B7E, BAD	UR0131			1													1			power module damage
BAE	UR0132				1												1			
no assist, C1B00-29	UR0139				1												1			
chargeback	UR0144		1														1		non TRW issue	chargeback to dealer
int. no com	UR0146		1														1			
B24,BB9	UR0148					1											1			Possible IC3 voltage on VPH3 not in spec. measure on board
noise in gear	UR0152		1														1			
BA4,B40	UR0154		1														1			
TC Lamp on- no assist	UR0155		1														1			
wander on hwy	UR0161			1													1			
BD0-BD3	UR0168				1												1			

updated to 2/1/2012

		Vehicle Build Month																		
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments

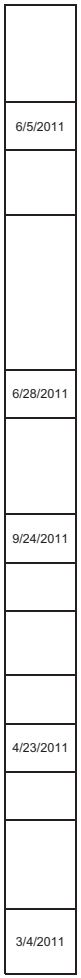
Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Dealer Information	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair
0KM L030240 RUA# 5490	U3000-72	A30, E30	EPP	in process Tyco	2/1- Sergio found defective link relay, high resistance on contacts, ship to UK via Tyco.	EPP# 113361898H36123 link relay date code-1139611		link relay	CAP								1/30/2012
0KM RUA# 5367	U2011-49	B3A	EPP	in eval MAO	1/10- Geoff to carry relay to Tyco for the workshop in week 4. 2/9- report does not list contamination on contact 4. unknown welding marks on contact 3.	12/13- could duplicate B3A failure in lab. surrogate relay test OK, ribbon cable wiggle test ok, 5amp test done found faulty motor relay		unknown contaminate contact 3	CAP						7/13/2011	3.5L wo/APA	
UR0126 RUA# 5408	U3000-72	A30, E30	EPP	in eval Anting	2/15- still waiting for update through Anting	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis 12/6-fault following ECU found low resistance on R28 generating incorrect Vbatt readings on ECU.		R28 resistor	04664 Jordan Ford	523	1FMHK8F8XCGA24483	8/30/2011	8/26/2011	7/5/2011	7/7/2011	3.5L wo/APA	9/24/2011
UR0128	U3000-49	B25	EPP	in eval MAO	2/1- high resistance across R28, ship to Anting for further supplier testing.	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		R28 resistor	07852 Fairview Ford	20	1FMHK7F83CGA25713	8/31/2011	8/27/2011	7/7/2011	7/9/2011	3.5L w/APA	9/14/2011
UR0129	U3000-49	BC5	EPP	in eval MAO	1/23- under suspect damage TRU6, sent PFR to UK for next steps, propose TRU6 swap. 2/6- Sergio and Mike Malloy working on this repair check R80 for int. open.	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		TRU6?	04332 Armstrong Ford	5	1FMHK7F88CGA15615	8/23/2011	8/18/2011	6/29/2011	7/2/2011	3.5L w/APA	9/7/2011
UR0131	U3000-49 U3000-96	B7E,BAD	EPP	in eval MAO	2/1- code does repeat located the problem in the power module	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		power module	01741 Lakeland Ford	71	1FMHK7F89CGA30625	9/16/2011	9/12/2011	7/21/2011	7/21/2011	3.5L wo/APA	10/24/2011
UR0132	U3000-49 U3000-96	BAE	EPP	in process MAO	12/10- code reproduced once at MAO, removed ECU from EPP and the never set again with multiple temp testing.	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis		NTF	05167 Bob Allen Ford	309	1FMHK8D83CGA43136	10/4/2011	9/25/2011	8/17/2011	8/19/2011	3.5L wo/APA	11/4/2011
UR0133 RUA# 5364	U2011-49 U3000-96	B3A	EPP	in Eval Tyco	12/13- could duplicate B3A failure in lab. surrogate relay test OK, ribbon cable wiggle test ok, 5amp test done found faulty motor relay. Shipped to UK. UK	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis		CuS contact contamination	01185 McKay Ford	180	1FMHK7D89CGA36136	9/23/2011	9/20/2011	8/4/2011	8/5/2011	3.5L wo/APA	10/26/2011
UR0135	C200B-2F	BD0, BD2	TS	in eval MAO	2/1-cannot duplicate codes at ambient and repetitive Dynamic assist, ongoing testing	12/9- pulled stored and EFF data shipped to MAO for analysis			06552 Central Ford	148	1FMHK7B83CGA44509	10/6/2011	9/30/2011		3/24/2011	3.5L wo/APA	11/5/2011
UR0137 RUA# 5414	U2011-49	B3A	EPP	in Eval Tyco	12/20- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on link relay 2/9- confirm CuS contact contamination at Tyco	12/9- pulled stored and EFF data shipped to MAO for analysis		CuS contact contamination	02709 Tom Holzer Ford	444	1FMHK8D85CGA40125	9/28/2011	9/22/2011	7/28/2011	7/29/2011	3.5L wo/APA	10/28/2011
UR0138 RUA# 5406	U3000-49	B43	EPP	in Eval Tyco	12/20- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on link relay 2/9- confirm CuS contact contamination at Tyco	12/9- pulled stored and EFF data shipped to MAO for analysis		CuS contact contamination	05579 Fuller Ford	483	1FMHK7B81CGA25750	8/27/2011	8/24/2011	7/7/2011	7/9/2011	3.5L wo/APA	11/5/2011

UR0142	U3000-49	BA4,BA5,BC2	EPP	in eval MAO	1/23- cold weld apply warm air over C154 and lose signal. Solder connection damaged removing from ECU board, no weld ball. 2/3-Kemet confirmed weld issue, precontainment c154.	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.		C154 cold weld	04867 Mike Shad Ford	4131	1FMHK7D89CGA01807	7/18/2011	6/23/2011	4/7/2011	4/8/2011	3.5L wo/APA	11/22/2011
UR0143	U3000-49 U3000-96	B43,B25	EPP	in process UK	1/19- low ohm value on R28, ship to UK Graham to check.	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.		R28 resistor	06582 Don Bohn Ford	2831	1FMHK7D85CGA23514	9/2/2011	8/29/2011	7/14/2011	7/15/2011	3.5L wo/APA	12/1/2011
UR0145 RUA# 5474	U2011-49	B3A	EPP	in process UK	1/23- sets E66 code at MAO ship to UK	12/19- pulled EFF and stored data, had E66,A66 & A3A codes. going to freight ship to MAO on 1/6.		motor relay	01980 Beau Townsend Ford	3126	1FMHK8F83CGA28357	9/10/2011	9/7/2011	7/22/2011	7/22/2011	3.5L wo/APA	11/25/2011
UR0146	Int. No Com	no codes		in eval MAO	1/24- extensive testing at MAO 2hrs ambient ign. cycling and TTR testing with NTF. Next steps thermo testing.	12/19- tech states he has intermittent no communication in the CQIS report. After 15min road test lost communication, problem int. with can bus	after 15 mile road test pulling onto the hwy the TC & ABS lamps on with no steering assist returned to the shop network test lead to no communication from the PSCM. Shutting off vehicle and sitting for 15minutes now	NTF	08223 Link Ford	1192	1FMHK7F80CGA13258	8/18/2011	8/13/2011	12/17/2010	12/12/2010	3.5L wo/APA	10/7/2011
UR0147 RUA# 5472	U2011-49	B3A	EPP	in process UK	1/23- not failing any tests at MAO, only one set B3A code in stored data	12/21- pulled EFF & stored data, relay code ship to MAO for analysis		motor relay	03614 Smith Cairns Ford	390	1FMHK8F82CGA46316	10/14/2011	10/6/2011	8/10/2011	8/11/2011	3.5L w/APA	12/9/2011
UR0148	U3000-49 U3000-96	B24, BB9	EPP	in process UK	1/30- B24 will set everytime you cycle the ignition. Possible IC3 voltage on VPH3 not in spec. measure on board, compare with good ECU. 2/15- Ship to UK for level 3 if C91 is not damaged.	12/21- inspection and pulled EFF & stored data, ship to MAO for analysis		IC3 FET?	01521 Friendly Ford	16	1FMHK7B88CGA68787	11/18/2011	11/15/2011	9/28/2011	9/30/2011	3.5L wo/APA	12/1/2011
UR0149	U2011-49 U3000-96	B3A	EPP	in eval MAO	1/17- pulled EFF & stored codes found relay code only set				02710 Huntington Ford	2	1FMHK8D85CGA82116	12/23/2011	12/20/2011	10/22/2011	10/23/2011	3.5L wo/APA	1/5/2012
UR0150	U3000-49 U3000-96	BA4,BA5,BC2,BC1	EPP	in eval MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.				09003 Bailey Brothers	5	1FMHK8F8XCGA53854	10/26/2011	10/21/2011	8/26/2010	8/28/2010	3.5L wo/APA	11/15/2011
UR0151	C200B-2F C200B-62 U3000-96	BD2,BD4	TS	in eval MAO	1/18- inspect TS harness ok, pulled EFF & stored data, ship to MAO for further analysis				04462 Randall Reed's Planet Ford	6	1FMHK7F82CGA67810	11/18/2011	11/9/2011	11/17/2010	11/19/2010	3.5L w/APA	12/26/2011
[redacted]									10359 Reineke Ford	6338	1FMHK8F87CGA12775	8/16/2011	8/9/2011	5/4/2011	5/5/2011	3.5L w/APA	12/22/2011
UR0153	C200D-49	B9A	EPP	in eval MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.				02865 Ford of Ocala	2837	1FMHK7B84CGA15679	8/15/2011	8/11/2011	6/17/2011	6/23/2011	3.5L wo/APA	12/12/2011
UR0154	U3000-49 U3000-96	BA4,B40	EPP	in eval MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.				20167 Franklin Ford	12	1FMHK8D81CGA16047	8/22/2011	8/16/2011	6/17/2011	6/27/2011	3.5L wo/APA	11/10/2011
UR0155	TC lamp on no assist	no codes		in eval MAO	1/18- inspected and pulled EFF & stored data, no TRW or Ford codes listed, vehicle has been into the dealer twice before the gear was replaced, ship to MAO for further analysis.	1/18- inspected and pulled EFF & stored data, no TRW or Ford codes listed, vehicle has been into the dealer twice before the gear was replaced, ship to MAO for			08922 Fremont Motors	5816	1FMHK8F86CGA09348	8/2/2011	7/28/2011	5/18/2011	5/19/2011	3.5L wo/APA	12/8/2011
UR0156	C200D-49	B9A	EPP	in eval MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.			09581 Gus Machado Ford	4974	1FMHK7F86CGA01096	7/18/2011	6/27/2011	4/4/2011	4/6/2011	3.5L wo/APA	12/14/2011

REDACTED FOR RELEVANCE

UR0157	U2011-49	B3A	EPP	in eval MAO	1/19- inspected and pulled EFF & stored data, ship to MAO for further analysis.				04546 Jordan Ford	482	1FMHK7F80CGA60306	11/4/2011	11/1/2011	9/15/2011	9/21/2011	3.5L wo/APA	1/7/2011
UR0158	C200B-2F C200B-62	BD2,BD4,B90	TS	in eval MAO	1/19- inspect TS harness ok, pulled EFF & stored data, ship to MAO for further analysis				05739 Ted Russell Ford	2176	1FMHK8F8XCGA40229	10/3/2011	9/27/2011		12/19/2010	3.5L wo/APA	12/29/2011
UR0159	U3000-49 U3000-96	B43	EPP	in process MAO	2/6- inspected and pulled EFF & stored data, ship to MAO for further analysis.				08621 Seekins Ford	786	1FMHK8B83CGA52714	10/19/2011	10/14/2011	8/9/2011	8/11/2011	3.5L wo/APA	12/27/2011
UR0160	C200D-49	B9A	EPP	in process MAO	1/20- inspected and pulled EFF & stored data, ship to MAO for further analysis.	1/20- inspected and pulled EFF & stored data, ship to MAO for further analysis.			01131 Green Ford	2145	1FMHK7D84CGA48842	10/12/2011	10/7/2011	4/26/2011	4/26/2011	3.5L wo/APA	12/5/2011
UR0161	wander on hwy	no codes			2/10- check history for any other issues or alignment problem	2/10- check history for any other issues or alignment problem. Onlt part installed compared against another car checked alignment and roatated tires.			04846 Sunrise Ford	1700	1FMHK7B89CGA35023	9/21/2011	9/17/2011			3.5L wo/APA	12/12/2011
UR0162	C200D-49	B9A	EPP	in process MAO	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.				04332 Armstrong Ford	10116	1FMHK7B80CGA27912	9/7/2011	9/1/2011	7/14/2011	7/16/2011		1/2/2011
UR0163	U3000-49 U3000-96	B43	EPP	in process MAO	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.				04864 Mike Davidson Ford	1134	1FMHK7D83CGA07473	7/29/2011	7/20/2011	5/5/2011	5/6/2011		12/2/2011
UR0164	U2011-49	B3A	EPP	in process MAO	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.				07262 McMullen Ford	1003	1FMHK8B84CGA50826	10/17/2011	10/12/2011	8/25/2011	8/26/2011		1/4/2012
UR0165	U2011-49 U3000-96	B3A	EPP	in process MAO	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.				08696 Porter Ford	4147	1FMK8F89CGA38410	9/30/2011	9/7/2011	7/21/2011	7/21/2011		1/21/2012
UR0166	C200D-49	B9A	EPP	in process MAO	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.				05319 Rusty Eck Ford	2001	1FMHK8F87CGA73012	11/15/2011	11/10/2011	9/15/2011	9/16/2011		1/11/2012
UR0167	U2011-49 U3000-96	B3A	EPP	in process MAO	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.				05224 Thoroughbred Ford	2369	1FMHK8D89CGA56280	10/25/2011		10/18/2010	11/4/2010		1/17/2012
UR0168	C200B-2F C200C-2F	BD0-BD3	TS	in process MAO	2/10- no damage to TS harness pulled stored and EFF data from PSCM, shipped to MAO for further analysis				06477 Legacy Ford	2166	1FMHK7F90CGA44065	10/5/2011			7/16/2011		1/17/2012
UR0169	C200D-49	B9A	EPP	in process MAO	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.				06477 Legacy Ford	5655	1FMHK7D83CGA08459	8/8/2011	7/28/2011	5/5/2011	5/5/2011		1/19/2012

Motor build date
relay date 9/28/2011
6/8/2011
9/22/2011
5/19/2011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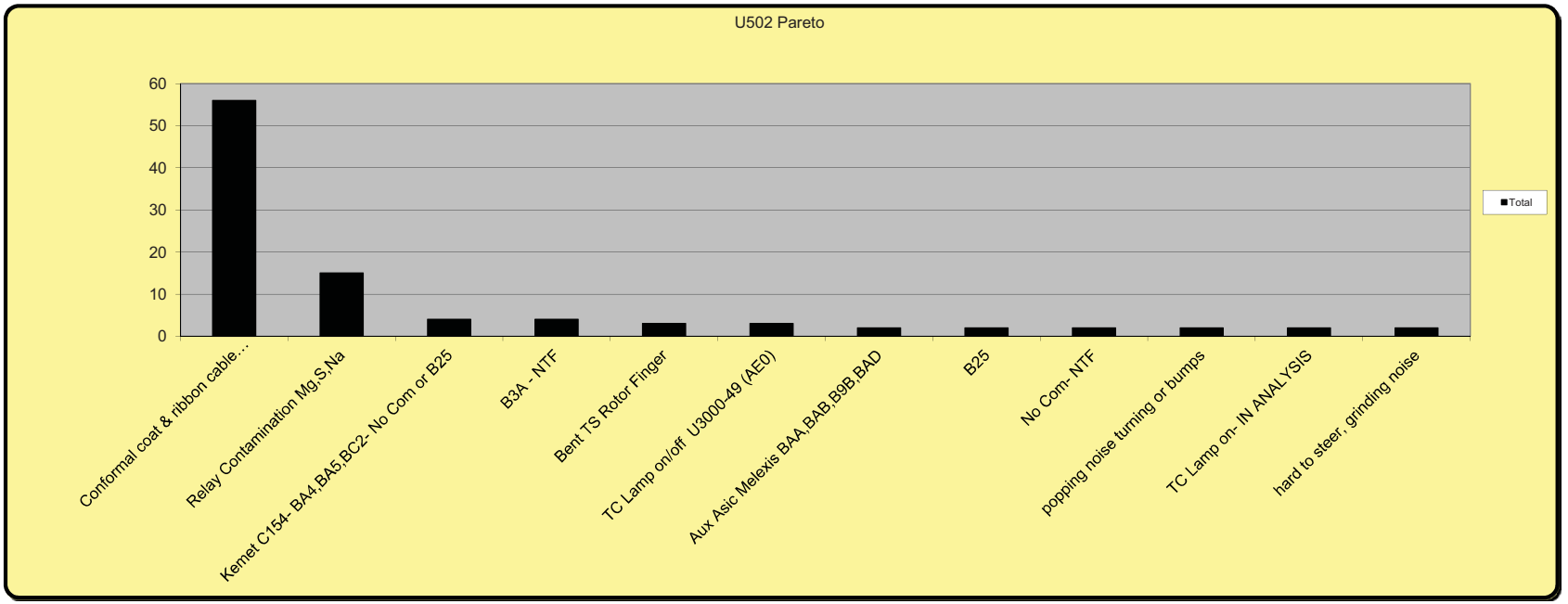

updated to 11/30/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Conformal coat & ribbon cable misalignment- C200D-49 (B9A)	UR0030,45,47, 48,58,59,60,61, 62,63,64,65,66, 67,68,69,70,71, 73,75,76,77,79, 80,81,82,83,84, 85,86,87,88,89, 92,95,96,98,99, 100,101,103,10 4,105,108,109, 111,113,114,11 5,116,117,118, 119,120,123,12 4					1	6	3	24	12	8	2					56	12/11/2011- tooling	1/16/2012- visual con coat	changes to tooling to prevent misalignment and changes to application of con coat and UV light inspections. Plus reject EOL B9A LICs
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26,38,41				9	2	1	2	1								15	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
B3A - NTF	UR0008,09,56, 90				2						1		1				4			NTF with testing at TRW plant & Tyco
Bent TS Rotor Finger	UR0003,121,12 2						1					2					3	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
TC Lamp on/off U3000-49 (AE0)	UR0023,52,78						1		1				1				3		Non TRW issue	Both gears tested with NTF, on one vehicle the new gear did not fix U3000-49. vehicle could not be fixed shorting the CAN circuits would duplicate the symptoms.
Aux Asic Melexis BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis continuous radom defectivity improvements second to third to fourth quarters ASIC production dates of the 2010 builds at Melexis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
No Com- NTF	UR0031, 33									1	1						2		NTF	will keep in pending to see if we get a duplicate issue

updated to 11/30/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
popping noise turning or bumps	UR0057, UR0093											2					2		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
TC Lamp on- IN ANALYSIS	UR0094,112										2						2			
hard to steer, grinding noise	UR0102, 107										1	1					2			hard to turn input shaft
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1		NTF	cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
ps delay after startup-U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1	7/22/2011- EOL test	4/14/2012-PSD mask	9/14- OnSemi ASIC Jitter
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1		NTF	Full testing done at Hella optical and performance testing lead to NTF
Broken Pulley	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
main micro defectivity	UR0050										1						1		2/6/12	baseline defectivity continuous improvements
swerve LF suddenly	UR0072								1								1			
BD1,BD3	UR0074							1									1			
BBA,B7F	UR0091								1								1			shorted PM
noise intermittent rh frt side while turning	UR0097						1										1		Non-TRW Issue	tech replacd the EPAS gear and same noise occurred
B31	UR0106							1									1			
No Com- IN ANALYSIS	UR0110														1		1			
BD3,BD4,B90	UR0121											1					1			
BD3,BD4	UR0122											1					1			
3-PIN conn damaged	UR0141																0			
																	0			
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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Dealer Information	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date
UR0021	U3000-49 U3000-96	BAA,BAB,B9B,BAD	EPP	in eval Melexis	8/15- Geoff to review Melexis 8D and check for further information to finalize. Poly shorted to substrate from random gate oxide defectivity from the wafer fab. Continuous inprovements plans in 2010 has decreased the defectivity throughout the year, no specific date listed	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is disabled periodically. Ship to UK for further testing 6/29- found faulty Aux. ASIC in the ECU, Anting to contact Melexis so UK and ship out for analysis. 7/4- Aux ASIC arrived in Melexis		Aux ASIC	03073 Mullinax Ford	3735	1FMHK8B88BGA14250	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011		
UR0025	U3000-49	B25	EPP	In eval 26 Mile	9/12- tri-temp ignition cycling at 26mile NTF	5/26- pulled stored & EFF data shipped to MAO for further testing 6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps.			20609 Orange Motor Co	8	1FMHK7D89BGA44512	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011		
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor. 8/15- UK motors grp did full teardown and did not find any flux density fault. Will put on hold until the other warranty returns are examined and tested.shipping other parts out to suppliers for testing	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43 Celsius. To be shipped to UK 6/24- Sergio to send PFR to		NTF	05559 Villa Ford	7839	1FMHK8F82BGA15758	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011	9/17/2010	
UR0032 RUA #4978	U3000-49	BFF,BFC,B1C	EPP	In Eval UK	7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis. 8/1- check with Mike on updates 8/8-part has arrived to the UK.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return.			07590 Van Bortel Ford	3003	1FMHK8F85BGA29508	3/4/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/9/2011		
UR0035 RUA# 4979	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In Eval UK	8/8- part has not arrived yet in the UK for further testing check with Anting for update	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/25-MAO reproduced B23-found a a low impedance between pin96 and pin97 on main micro IC3. It seems a problem on the soldering.		Main Micro IC3 pin 96	04161 Eddie Yaklin Ford	4625	1FMHK7D8XBGA11017	12/8/2010	12/6/2010	10/1/2010	10/21/2010	3.5L wo/APA	5/31/2011		
UR0040	U3000-49	BAE,BAB,BAD	EPP	In eval 26mile	8/10- MAO to hold onto EPP until UK is done testing the three gears with similar codes. 9/12- 26mile done tri-temp testing was able to get to reset once. Benched tested was able to get to fail possible aux. ASIC testing still ongoing.	8/1- raise RUA and ship to UK for further analysis. faults not replicating even when in hot testing. Fault not replicating in lab after hot test over ASIC and IC17. During analysis part failing with BA4 , B3A rep B7E. Power module swapped with a reference on.			08811 Sentry Ford	2050	1FMHK8D83BGA25329	2/14/2011	2/7/2011	12/13/2010	12/19/2010	3.5L wo/APA	6/16/2011		

UR0042	C200C-2F	BD3	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1-passed EOL & bench testing 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		NTF	01273 Fred Beans Ford	4301	1FMHK8D84BGA37263	3/14/2011	3/7/2011	1/20/2011	1/29/2011	3.5L wo/APA	6/20/2011		
UR0043 RUA #4981	U3000-49	BAE,BAB,BAD,BAA	EPP	In Eval UK	8/8- UK received the part today for further testing. 8/22- comfirmed IC17, get reply from Anting and ship to Maxium. 11/7- IC17 damaged removing device from the PCB cannot be tested.	8/1- raise RUA and ship to UK for further analysis.AA I sense working fine and Isense IC17 output incorrect. Signal coming from AA is OK but IC17 output is not good. IC17 temperature sensitive. did not swap Component Same failure mode as CR0030 in which after swapping Pin 5 is found broken.		IC17	05319 Rusty Eck Ford	5191	1FMHK8F84BGA32125	2/22/2011	2/17/2011	12/11/2010	12/16/2010	3.5L w/APA	6/27/2011		
UR0045	C200D-49	B9A	EPP	In Eval UK	8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders are re-synchronised, ran overnight with ign permanently on NFF, test repeated with ign. cycling for two hrs, NFF. 10/7- cannot locate EPP for any further testing	8/1- hot and ambient testing done NTF. cold testing next step 8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders		NTF	05928 Premier Ford	1695	1FMHK7D8XBGA45135	3/28/2011	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011	12/27/2010	
UR0046	C200B-62	BD4	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1- NTF on bench testing, or EOL testing. 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		NTF	04927 J.C. Lewis Ford	1410	1FMHK7F87BGA66103	5/10/2011	5/1/2011	3/24/2011	3/26/2011	3.5L wo/APA	6/16/2011		
UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and encoder, more testing needed to define cause. 11/3- motor PCB at Allegro Simon Malsbury overlooking the analysis. 11/18- cannot locate ribbon cable to check for conformal coat or misalignment	8/2- pulled stored & EFF data shipped to 26 mile for further information. 8/12- Chris bench tested with NTF with start the tri-temp testing to see if B9A resets 8/15- now able to duplicate the B9A will send Geoff the information on the scope and test set-up.		NTF	06700 Majic City Ford	3447	1FMHK8F87BGA45404	3/29/2011	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011	12/28/2010	
UR0048	C200D-49	B9A	EPP	In eval 26mile	9/12- performed tri-temp ignition cycling and could not reproduce code NTF 9/21-been uploaded with SW and gone through various test on the dynamometer, the unit has not failed at this time, more testing ongoing. 12/2- found conformal coat in motor relay ribbon cable connector	8/2- pulled stored & EFF data shipped to MAO for further information 8/31- Not reproducable Cold		conformal coat	08211 Robinson Brothers Ford	3163	1FMHK7D84BGA48810	4/5/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011	12/4/2010	

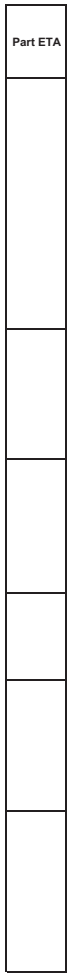
UR0050 RUA# 5048	U3000-49	B6C	EPP	In Eval Freescale	10/26- found micro failure in analysis with Freescale 12/14- RAM failure comfirmed by Freescale, failed ATE fault , have 8D to close off claim. Randon via defectivity	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP		main micro	03334 Charles Gabus Ford	4666	1FMHK8F85BGA61262	5/2/2011	4/19/2011	2/17/2011	2/24/2011	3.5L w/APA	7/11/2011		
UR0051	U3000-49	B25	EPP	In eval MAO	9/12- ambient testing complete with NTF, next step cold testing. 10/26- cold testing complete with NTF, next step to ship to 26 mile for tri-temp testing.	8/2- pulled stored & EFF data shipped to MAO for further information 8/29-Ambient testing did not duplicate. Will Cold test next 8/31-Cold testing raised BAA, BAB intermittent. Raised twice and did not repeat.			04921 Bozard Ford	2124	1FMHK7D89BGA30447	2/25/2011	2/21/2011	1/4/2011	1/7/2011	3.5L wo/APA	6/23/2011		
UR0054	No Com	No codes		at WPAC will ship out to MAO for analysis	9/12- gear not at MAO at this time I will check WPAC tomorrow. 10/26- still cannot locate the gear will check WPAC	8/19- tech was not able to get the tc lamp on or get the vehicle to act up but states he could not communicate with the PSCM using his IDS. Unknow if this was an IDS issue because there would be lamps on and no steering if he was not able to commincate with the PSCM. I had no trouble pulling data when gear arrived.			03776 Legacy Ford	16	1FMHK8B82BGA73844	5/22/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	6/29/2011		
UR0055 RUA# 5176	U3000-49	BA4,BA5,B45,B9C, B6C,B71	EPP	in eval UK	10/17- VSW scoped, cannot communicate with ECU. Potential main micro. Waiting on UK for next steps good chance to swap micro and test. 10/26- in analysis of the micro and confirm failure before removing.	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- able to reproduce codes, possible monitor micro- testing ongoing		main micro	06787 Lake Elsinore Ford	2584	1FMHK7D87BGA68632	5/13/2011	5/4/2011	3/16/2011	3/19/2011	3.5L wo/APA	714/2011		
UR0056 RUA# 5160	U2011-49	B3A	EPP	in Eval Tyco	9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing 10/26- at Tyco waiting for update 11/2- NTF with testing	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing		NTF	06338 Shults Ford	105	1FMHK7B86BGA69841	5/12/2011	5/3/2011	2/28/2011	3/17/2011	3.5L wo/APA	7/11/2011		
UR0058	C200D-49	B9A	EPP	In Eval 26mile	9/21- this unit is in teardown, flex density test, air gap measurement, hall effects swi. Threshold, encoder switching 10/2- x-ray of the motor PCB 11/18- cannot locate the motor PCB and ribbon cable	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		cannot locate ribbon cable & motor PCB	02486 Five Star Ford	6543	1FMHK7D86BGA42569	3/24/2011	3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA	7/8/2011	12/28/2010	
UR0059	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	02486 Five Star Ford	2953	1FMHK7F86BGA46280	3/31/2011	3/22/2011	1/24/2011	1/29/2011	3.5L wo/APA	7/1/2011	12/28/2010	
UR0060	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	09580 Tracy Langston Ford	3191	1FMHK7D86BGA63793	5/3/2011	4/28/2011	3/16/2011	3/18/2011	3.5L wo/APA	8/5/2011	1/25/2011	
UR0061	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	05947 Cannon Ford	4020	1FMHK7D87BGA37526	3/15/2011	3/9/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/2/2011	12/27/2010	

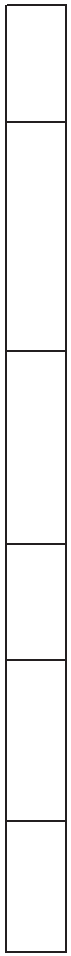
UR0062	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	02486 Five Star Ford	10437	1FMHK8D89BGA42572	3/18/2011	3/12/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/10/2011	12/28/2010
UR0063 RUA# 5238	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		conformal coat	04921 Bozard Ford	14031	1FMHK7F8XBGA37615	3/10/2011	3/5/2011	12/25/2010	12/29/2010	3.5L w/APA	8/15/2011	12/6/2010
UR0064 RUA# 5239	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and		ribbon cable misalignment	T1293 Camelback Ford	4655	1FMHK7F88BGA38892	3/10/2011	3/4/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/10/2011	12/24/2010
UR0065 RUA# 5240	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis. 11/14- large amount of conformal coat	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		conformal coat	02709 Tom Holzer Ford	5447	1FMHK8F8XBGA56316	4/11/2011	4/5/2011	12/23/2010	12/25/2010	3.5L wo/APA	8/10/2011	12/24/2010
UR0066 RUA# 5235	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and		conformal coat	02405 Park Cities Ford	5234	1FMHK7D80BGA15156	1/13/2011	12/14/2010	11/11/2010	11/13/2010	3.5L wo/APA	7/28/2011	10/27/2010
UR0067 RUA# 5236	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		conformal coat	00469 Bondy's Ford	5426	1FMHK7D89BGA44963	3/22/2011	3/15/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/4/2011	12/13/2010
UR0068 RUA# 5237	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		conformal coat	M2686 Fema Automotriz	16576	1FMHK8F83BGA34710	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	8/22/2011	12/23/2010
UR0069	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK. At Tyco Speyer	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			06293 Haldeman	9557	1FMHK7D82BGA13781	1/19/2011	1/7/2011	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/7/2010
UR0070 RUA# 5241	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		ribbon cable misalignment	07986 Henderson Ford	2775	1FMHK8B89BGA45684	3/24/2011	3/20/2011	1/24/2011	1/28/2011	3.5L wo/APA	8/15/2011	12/28/2010
UR0071	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00643 Buster Miles Ford	5112	1FMHK7D83BGA59152	5/2/2011	4/25/2011	2/28/2011	3/3/2011	3.5L wo/APA	8/12/2011	1/20/2011
UR0072	Frt end will swerve to LF suddenly	no codes		In Eval MAO	9/9- no damage to gear and rack move smooth stop to stop no codes in the stored or EFF data. Shipped to MAO for analysis			NTF	05417 Kemp Ford	10075	1FMHK7F88BGA35989	3/8/2011	3/3/2011		1/13/2011	3.5L wo/APA	8/19/2011	
UR0073	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	09469 Randall Reed's Ford	1856	1FMHK7F83BGA60637	4/28/2011	4/25/2011	3/16/2011	3/17/2011	3.5L wo/APA	8/1/2011	1/24/2011
UR0074	C200C-2F	BD1,BD3	TS	In Eval MAO	9/21- NTF with ambient testing. Next step is to run EOL testing.	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		NTF	08990 Quirk Ford	10839	1FMHK8D81BGA20601	2/10/2011	2/1/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/16/2011	
UR0075	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	07398 Al Packer's Ford	4286	1FMHK8F87BGA59688	4/25/2011	4/15/2011	2/12/2011	2/14/2011	3.5L wo/APA	8/8/2011	12/30/2010
UR0076	C200D-49	B9A	EPP	In Eval MAO	11/8- was able to duplicate the B9A twice simulated hwy driving conditions on the bench. Sergio getting instructions from Geoff Jacks	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	06938 Fox Ford	2989	1FMHK8F81BGA56480	4/13/2011	4/7/2011	1/26/2011	1/29/2011	3.5L wo/APA	8/3/2011	12/27/2010
UR0077	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02890 Russ Milne Ford	9977	1FMHK8D89BGA31409	2/23/2011	2/18/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/22/2011	12/24/2010
UR0079	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing 8/31- Not reproducable Cold			ribbon cable misalignment	05613 Lance Cunningham Ford	6993	1FMHK7D81BGA48392	3/29/2011	3/24/2011	12/7/2010	2/17/2011	3.5L wo/APA	8/10/2011	12/30/2010
UR0080	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	08006 Joe Machens	6386	1FMHK8D85BGA65251	5/6/2011	4/30/2011	2/17/2011	2/18/2011	3.5L wo/APA	8/25/2011	12/30/2010
UR0081	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	06063 Smith Ford	9014	1FMHK8F87BGA48934	3/31/2011	3/27/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/16/2011	12/23/2010
UR0082	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	01730 Mike Fitzpatrick Ford	10293	1FMHK7D84BGA30033	3/4/2011	3/1/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/15/2011	12/24/2010

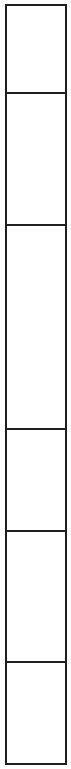
UR0083	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	03924 Crown Ford	23203	1FMHK7F87BGA12381	12/16/2010	12/11/2011	11/13/2010	11/14/2010	3.5L wo/APA	9/1/2011	10/27/2010	
UR0084	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00478 Wade Ford	7238	1FMHK7D80BGA48268	4/4/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	9/7/2011	12/4/2010	
UR0085	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02645 Prince-Gnade Ford	4583	1FMHK8F8XBGA56705	4/12/2011	4/5/2011	12/1/2010	12/4/2010	3.5L wo/APA	9/2/2011	11/8/2010	
UR0086	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02486 Five Star Ford	5025	1FMHK7F84BGA60646	4/27/2011	4/19/2011	2/24/2011	3/4/2011	3.5L w/APA	9/2/2011	1/3/2011	
UR0087	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	00406 Collier Ford	3228	1FMHK7D8XBGA44969	4/6/2011	4/2/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/29/2011	12/27/2010	
UR0088	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	09989 Mark Martin Ford	11159	1FMHK8D82BGA20946	2/10/2011	2/2/2011	12/13/2011	9/9/2011	3.5L wo/APA	8/30/2011	11/11/2010	
UR0089	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04870 Al Packer Ford	5997	1FMHK7D88BGA39351	3/9/2011	3/4/2011	1/13/2011	1/14/2011	3.5L wo/APA	8/29/2011	12/23/2010	
UR0090 RUA# 5175	U2011-49	B3A	EPP	In process Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco 11/9- Tyco NFF with all testing done to relay	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		NTF	06672 Battlefield Ford	636	1FMHK7D81CGA03857	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011	
UR0091	U2011-49 U3000-49 U3000-96	BBA,B7F	EPP	In eval MAO	shorted phase 3 to 0volt. damaged PM 10/26- close out shorted FET is prior to the containment date	shorted phase 3 to 0volt. damaged PM 10/26- close out shorted FET		power module	01545 Fox Valley Ford	2926	1FMHK7D89BGA38225	3/10/2011	3/5/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/1/2011	12/24/2011	
UR0092	C200D-49	B9A	EPP	In Eval MAO	9/30- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	08190 All American Ford	11798	1FMHK8B88BGA36961	3/9/2011	3/5/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/18/2011	11/12/2010	
UR0094	TC Lamp on	No codes		In Eval MAO	10/26- ambient testing no codes or LIC's set NTF.	10/3- pulled stored and EFF data and shipped to MAO for further diagnosis		NTF	02346 Caranfa Ford	2600	1FMHK7D87BGA75807	5/25/2011	5/19/2011	3/26/2011	3/27/2011	3.5L wo/APA	8/5/2011		
UR0095	C200D-49	B9A	EPP	In Eval MAO	10/3- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	05928 Premier Ford	5159	1FMHK7D81BGA37523	3/14/2011	3/7/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/8/2011	12/25/2010	
UR0096	U2011-61 C200D-49 U3000-96	B92,B9A	EPP	in vehicle test Gary Smith	12/19- found conformal coat on the ribbon cable	10/4- pulled stored and EFF data, shipped to MAO for further analysis 10/12- sergio perform limit & profile testing see if code		conformal coat	02694 Dean Sellars Inc	10986	1FMHK8F87BGA57861	4/21/2011	4/14/2011	2/16/2011	3/4/2011	3.5L w/APA	9/2/2011	1/20/2011	
UR0097	Rh frt making noise turning	No codes	NVH	At WPAC	10/10- found out in the CQIS report that the vehicle was making the same noise or preactivation after a new EPAS gear was replaced. Unknown what the noise or fault is while turning. NTF at level 1 testing.	10/4- no damage smooth stop to stop turning input shaft no noise and no codes. Check history of this gear		non TRW issue	03073 Mullinax Ford	7412	1FMHK7F80BGA17468	1/25/2011	1/10/2011		11/20/2011	3.5L wo/APA	8/20/2011		
UR0098	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04871 Metro Ford	5127	1FMHK7F84BGA19532	1/31/2011	1/26/2011	12/16/2011	12/17/2011	3.5L wo/APA	8/20/2011	11/11/2010	
UR0099	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02459 Sam Pack's Five Star Ford	15697	1FMHK7D82BGA25879	2/15/2011	2/8/2011	12/6/2010	12/11/2010	3.5L wo/APA	8/22/2011	11/10/2010	
UR0100	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04450 Rodriguez Ford	6288	1FMHK7D86BGA72610	5/21/2011	5/16/2011	3/30/2011	3/31/2011	3.5L wo/APA	9/13/2011	2/12/2011	
UR0101	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	08951 Ford of Clermont	8900	1FMHK7D85BGA59640	5/3/2011	4/26/2011	3/15/2011	3/17/2011	3.5L wo/APA	9/7/2011	1/24/2011	
REDACTED FOR RELEVANCE								water ingress	05353 Alexander Ford	1570	1FMHK8F84BGA89781	9/20/2011				3.5L w/APA	9/20/2011		

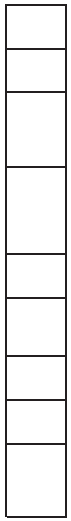
UR0103	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	01471 Springfield Ford	6513	1FMHK8D80BGA67568	5/12/2011	5/4/2011	1/24/2011	1/28/2011	3.5L wo/APA	9/14/2011	12/272010	
UR0104	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	06359 Thornhill Ford	6114	1FMHK8D89BGA31202	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	7/21/2011	12/23/2010	
UR0105	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04163 Elvria Ford	11483	1FMHK7F88BGA56115	4/13/2011	4/6/2011	2/4/2011	2/11/2011	3.5L wo/APA	9/2/2011	12/29/2010	
UR0106	U3000-49 U3000-96	B31	EPP	In Eval MAO	10/17- ambient testing passed, next step is to perform hot testing. 10/26- still in progress	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			04871 Metro Ford	4756	1FMHK7D81BGA27087	2/16/2011	2/8/2011	12/8/2010	12/11/2010	3.5L wo/APA	7/20/2011		
REDACTED FOR RELEVANCE								water ingress	09923 Boone Ford	6601	1FMHK8B84BGA77331	5/23/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	8/25/2011		
UR0108	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	01125 Palmetto Ford	5696	1FMHK7B8XBGA29939	3/2/2011	2/25/2011	1/4/2011	1/8/2011	3.5L wo/APA	8/30/2011	12/24/2010	
UR0109	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02459 Sam Pack's Five Star Ford	7642	1FMHK7D85BGA15184	1/13/2011	12/13/2010	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/25/2010	
UR0110	No Assist	No Com	EPP	In Eval MAO	10/17-Confirmed Kemet cap C154 10/26- get approval from Anting to ship C154 back to Kemet for analysis.	10/7- could not pull any data from gear no communication with canape shipped to MAO for further testing		C154 cold weld	01281 Haldeman Ford	372	1FMHK8D85CGA27536	9/4/2011	8/30/2011	7/14/2011	7/15/2011	3.5L wo/APA	9/22/2011		
UR0111	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02549 Silsbee Ford	8861	1FMHK7F88BGA50881	4/21/2011	4/14/2011	1/13/2011	1/15/2011	3.5L wo/APA	9/1/2011	12/23/2010	
UR0112	TC Lamp on	BD2,BD3	TS	In Eval MAO	10/26- shipped from WPAC to MAO 1/23- put through TTR with no codes, ambient cycling cannot get the gear to fail. NTF	10/7- tech only mentions TC lamp on and no communication with the PSCM. I had no problem communicating with the PSCM. Does have multiple A & E codes in stored data		NTF	20028 Bryden Ford	5876	1FMHK8D84BGA71980	5/10/2011	5/1/2011	3/20/2011	3/21/2011	3.5L wo/APA	8/16/2011		
UR0113	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00469 Bondy's Ford	6897	1FMHK7D89BGA41111	3/21/2011	3/15/2011	1/15/2011	1/16/2011	3.5L wo/APA	8/29/2011	12/23/2010	
UR0114	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00469 Bondy's Ford	7379	1FMHK7F87BGA37393	3/15/2011	3/9/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/24/2011	12/27/2010	
UR0115	C200D-49	B9A	EPP	In Eval MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00389 Mountain View Ford	12040	1FMHK8D88BGA44944	3/25/2011	3/23/2011	1/24/2011	1/29/2011	3.5L wo/APA	9/22/2011	12/27/2010	
UR0116	C200D-49	B9A	EPP	In Eval MAO	10/20- gear installed in Matt Surella's 2012 U502 for B9A canape recording 12/19- found conformal coat on the ribbon cable	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	02980 Shamaley Ford	7119	1FMHK7D89BGA18251	1/26/2011	1/18/2011	12/4/2010	12/4/2010	3.5L wo/APA	9/2/2011	10/27/2010	
UR0117	C200D-49	B9A, BD0-BD3	EPP	In Eval MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	04424 Jennings Anderson Ford	3010	1FMHK7D85BGA42627	3/17/2011	3/11/2011	1/25/2011	1/28/2011	3.5L wo/APA	7/2/2011	12/28/2010	
UR0118	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	04283 Varsity Ford	6217	1FMHK7F87BGA64870	5/10/2011	5/5/2011	2/24/2011	3/8/2011	3.5L w/APA	8/19/2011	1/2/2011	
UR0119	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			01015 Fort Mill Ford	9320	1FMHK7D83BGA41041	3/18/2011	3/14/2011	1/4/2011	1/7/2011	3.5L wo/APA	9/8/2011	12/24/2010	
UR0120	C200D-49	B9A	EPP	In Eval MAO	12/1- misalignment of the ribbon cable	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	02704 Fairway Ford	5395	1FMHK7D81BGA72692	5/21/2011	5/16/2011	3/30/2011	4/1/2011	3.5L wo/APA	9/21/2011	2/15/2011	

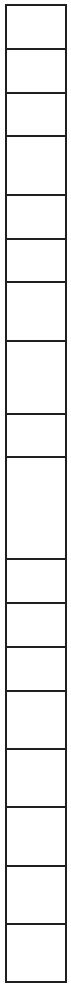
UR0123	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			01232 John Kennedy Ford	3735	1FMHK8D8XBGA78416	6/2/2011	5/26/2011	4/13/2011	4/15/2011	3.5L wo/APA	9/28/2011	3/14/2011	
UR0124	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			20527 Malouf Ford	2621	1FMHK8B81BGA74581	6/3/2011	5/31/2011	3/31/2011	3/31/2011	3.5L wo/APA	9/27/2011	2/14/2011	
UR0141	No Com	No Com	EPP	At WPAC	12/19- could not plug in the 3-pin conn. Ign. feed terminal damaged have pictures. Freight ship to MAO on 1/6. This is a 2011 vehicle			non TRW issue	11192 City World Ford	16590	1FMHK8D87BGA39668	3/11/2011	10/6/2011	8/9/2011	8/11/2011	3.5L wo/APA	11/7/2011		

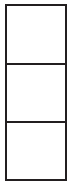

Part ETA











Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
UR0134	TC lamp on	mult can codes A2A		in eval MAO	1/23- never lost communication, ran on EDF test stand and performed ambient cycling with no failure or codes. NTF	12/9- Tech states intermittent TC lamp on while driving could not get the lamp to come on but tech states he lost communication with the PSCM unknow if he had IDS issues hotline advised to replace PSCM if all the wiring was tested.		NTF	04013 Manhatten Ford	1699	1FMHK8B83CGA11161	8/8/2011					########			
UR0139	C1B00-29 no assist	no stored A or B codes		in eval MAO	1/23- never lost communication, ran on EDF test stand and performed ambient cycling with no failure. NTF	12/9- pulled stored and EFF data shipped no codes had one E66 code shipped to MAO for analysis Tech states that there are 8-9 modules that fail the network test then tech states no communication with the PSCM. I had no problems with the communication. No history of other parts installed		NTF	07749 Future Ford	2	1FMHK8D87CGA52633	10/19/2011	10/14/2011			3.5L wo/APA	11/1/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Dealer Information	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP						1FMHK8F81BGA41610	3/16/2011				3.5L w/APA
0KM BGA30310	No Assist	?		CAP	no returned part from CAP											3.5L w/APA
0KM BGA32423	U3000-49	B25,BB8, B95	EPP	In Eval (26mile)	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in this wednesdays					1FMHK8F81BGA32423	3/2/2011				3.5L wo/APA
0KM BGA56776		B25,BB8		MAO	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign					BGA56776			1/25/2011	2/25/2011	
REDACTED FOR RELEVANCE										34	BGA59863				3/2/2011	
0KM	C200B-2F C200C-2F	BD0-BD3, B90	TS	in eval Hella	12/19- cutting process issue, 8D sent to Ford, looking to get a two step cutting process approved for the torque ring templates.	12/6- found metalic fiber shorting on PCB swapped ECU and harness to verify IPA assembly. To ship IPA assem. To Hella		metal fiber torque ring	CAP							3.5L wo/APA
0KM BGA85712	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates. 8/15 keep on hold till Don mattern & Matt Surrella make approval upon visit to MAO.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.		IPA ribbon cable damage								

UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi	CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2	motor relay contamination (Mg,S,Na)	09618 Brown Motors	18	1FMHK8D83BGA10846	12/16/2010				3.5L wo/APA
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil	CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-	motor relay contamination (Mg,S,Na)	02071 I-77 Ford	10	1FMHK8D83BGA14928	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when		motor relay contamination (Mg,S,Na)	Ford Management Lease Car- Chicago	1700	1FMHK8F88BGA02366	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after		motor relay contamination (Mg,S,Na)	Ford PDC Fleet vehicle- Taras Palczynski	2010	1FMHK7D89BGA02812	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA
REDACTED FOR RELEVANCE								cannot locate	08398 Don Aadsen Ford	18	1FMHK8F86BGA21885	1/31/2011				3.5L wo/APA
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirned no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled.		NTF	Lease managem ent vehicle- Steve	1661	1FMHK8D86BGA00523	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirned no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any resetting codes.		NTF	Lease managem ent vehicle- Doug White	3984	1FMHK8D88BGA01995	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to		motor relay contamination (Mg,S,Na)	lease managem ent vehicle WHQ VSC	1838	1FMHK8F89BGA03591	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA

UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.		motor relay contamination (Mg,S,Na)	04331 Brondes Ford		1FMHK7F87BGA31464	2/24/2011					3.5L wo/APA
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with		motor relay contamination (Mg,S,Na)	02058 Beechmon t Ford	1425	1FMHK8F83BGA02503	11/22/2010					
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to		motor relay contamination (Mg,S,Na)	00807 Crest Ford	115	1FMHK8F85BGA27421	2/16/2011					3.5L w/APA
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK		motor relay contamination (Mg,S,Na)	03820 Landers Ford	3096	1FMHK8F8XBGA01168	11/3/2010					3.5L w/APA
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate		motor relay contamination (Mg,S,Na)	00807 Crest Ford	1356	1FMHK7B87BGA02763	11/16/2010					3.5L wo/APA
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change			Non TRW issue	02761 Southgate Ford	249	1FMHK7D82BGA353313	3/8/2011	3/3/2011				3.5L wo/APA
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING APPROVAL CODE FOR RCM REPLACEMENT.	Non TRW issue	02731 Atchinson Ford	111	1FMHK8D89BGA31491	3/4/2011	3/1/2011				3.5L wo/APA
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET AGIAN ANY KNOWN CONCERNS REPAIRS OR	Non TRW issue	05646 Crown Ford	30	1FMHK7D85BGA37461	3/8/2011					3.5L wo/APA

UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor 7/15- it was agreed that there is visual evidence of the pins showing if the molex conn is not fully inserted. operator instructions does cover the visual inspection.	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex conn. Reinstall and function test IPA. 5/23- reinstalled connector gear passed all testing 6/22-Greg Austin checking with		Molex connector not fully engaged	02058 Beechmont Ford	13	1FMK8F80BGA24572	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA
UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing		motor relay contamination (Mg,S,Na)	05126 Gary Crossley Ford	4475	1FMHK8F80BGA03852	11/5/2010	10/22/2010			3.5L w/APA
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253		WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING	Non TRW issue	07737 Serramote Ford	611	1FMHK8D89BGA26078	2/15/2011	2/7/2011			3.5L wo/APA
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.		NTF	06700 Magic City Ford	5155	1FMHK8F84BGA17589	1/19/2011	1/11/2011	10/13/2010	10/30/2010	3.5L wo/APA
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week		motor relay contamination (Mg,S,Na)	06081 San Francisco Ford	14	1FMHK8D81BGA36412	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.		motor relay contamination (Mg,S,Na)	02694 Dean Sellers	3754	1FMHK8F8XBGA03566	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA

UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-		NTF	08305 Evergreen Ford	49	1FMHK8F84BGA17589	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA
REDACTED FOR RELEVANCE								NTF	20636 Schultz Ford	5475	1FMHK8D8XBGA17003	1/20/2011	1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA
UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.		5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER.	Non TRW issue	08868 John C. Stewart & Son	17	1FMHK8D83BGA29218	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA
UR0031 RUA#4977	No Com	No Com	EPP	In Eval UK	8/3- raise RUA and ship to UK for further testing. 8/8- part has not arrived yet in the UK check Anting for update 9/30- UK did a visual inspection did not find anything on the board or with the soldered pin. Feels no point with further action due to NTF from MAO.	7/1- could not pull any Ford or Canape data, verified equipment does work, shipped to MAO for analysis. 7/25- It was found a low impedance between pin2 IC14 and ground. IC14 circuit open pin 2 of IC14 still present resoldered pin 2 and everything is working nomal at this time. ECU fixed Sergio did notice some marks close to pin 2 and		IC14	02459 Sam Pack's Ford	11	1FMHK7D85BGA64725	5/9/2011	4/29/2011	2/24/2011	3/4/2011	3.5L wo/APA
UR0033	No Com	No Com	EPP	In Eval MAO	7/26- No problem found with EPP communication, pulled normal data from the EPP. Still testing NTF. Unknown if tech mis-diagnosed vehicle for this front abs sensor issue.	7/1- was able to get into Canape data. After new EPAS gear installed vehicle returned 14 miles later with ABS & TC lamp coming on found shorted harness for abs frt sensor.		NTF	08452 New Brighton Ford	872	1FMHK7B80BGA53778	4/18/2011	4/9/2011	12/25/2010	12/31/2010	3.5L wo/APA

UR0034	U2011-61 U3000-96	B95	TS	In Eval Hella	8/31-: Frequency variation on channel 2 without torque--> Failure description: PWM2 jitter, the ASIC has received at Onsemi and the analysis is ongoing, first results are possible on 2th of September.	7/1- pulled stored and EFF data, shipped to MAO for analysis 8/1-Checked with oscilloscope. Unstable Channel 2 PWM when no torque is applied. You can see a varation in channel 2		TS ASIC jitter	00210 Sunny King Ford	2707	1FMHK7D80BGA17232	1/20/2011	1/15/2011	11/16/2010	12/2/2010	3.5L wo/APA
UR0036	C200B-2F C200C-2F	BD0-BD3	TS	In Eval Hella	8/31- No channel 2--> Function test on application level at all temperatures: The function test was passed. No Conspicuousness were found. Short durability / lifetime test shows no deviation, currently we will reproduce the failure according the information from Sergio. 9/21- Full testing and optical inspections lead to NTF. case closed as NTF	8/1- BD3 fault is raised when IPA is fully turned CCW. Reference EPP used. Fault travelling with IPA. IPA signals are scoped. Observed a voltage drop in 5V supply. After a while fault is replicated, there was no signal on channel 2. bobby to ship to Hella.		NTF	M1626 Sanchez Auto	8	1FMHK7F82BGA54876	4/13/2011	4/7/2011	12/7/2010	12/11/2010	3.5L wo/APA
REDACTED FOR RELEVANCE								cracked belt pully	00169 Pittsville Motors	6773	1FMHK8D84BGA14498	1/31/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA
UR0038 RUA#4997	U2011-49 U3000-96	B3A	EPP	In Eval UK	9/21-confirmed from tycothis is a Mg,Na,S contamination issue	8/1- MAO working on ambient and hot testing. 8/8- MAO testing still ongoing 8/11- cannot duplicate code fits the Mg,Na contamination dates shipped to UK then Tyco week 25 relay build		motor relay contamination (Mg,S,Na)	07563 Riser Ford	9727	1FMHK7F83BGA04990	11/23/2010	11/17/2010	9/10/2010	9/16/2010	3.5L w/APA
UR0039	No Com	No Com	EPP	In eval MAO	8/10-confirmed C154 Kemet Cap	7/25- no other claims on this vehicle		C154 cold weld	03591 Matthews-Currie Ford	1484	1FMHK7B81BGA45298	3/29/2011	3/27/2011	1/7/2011	1/9/2011	3.5L wo/APA
UR0041 RUA# 4980	U2011-49	B3A	EPP	In Eval Tyco	10/26- still under analysis. 11/8- Tyco confirmed Mg, Na, S contamination.	8/1- Phase1 motor relay contact not closing.raise RUA and ship to UK 8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco 10/6- Andy Partridge to check results when he is back off vacation. 10/26- still under analysis.		motor relay contamination (Mg,S,Na)	02199 Bob Gillingham Ford	5016	1FMHK8B88BGA10215	12/2/2010	11/23/2010	9/14/2010	9/16/2010	3.5L wo/APA
UR0044	Wheels lock TC lamp on C1B00-64	No codes		At WPAC	7/25-tech did not follow proper diagnostic's vehicle equipped with auto park C1B00-64 leads to SWA sensor in column. Hotliner requested to replace the RCM Chargeback dealer.			Non TRW issue	01472 Gullo Ford	3702	1FMHK7F87BGA31870	3/3/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA
UR0049	U3000-49	BA4,BA5, BC2	EPP	In process MAO - Cap shipped to Kemet	8/29-Kemet C154 capacitor issue(cold weld issue)	8/2- pulled stored & EFF data shipped to MAO for further information 8/2- pulled stored & EFF data shipped to MAO for further information.		C154 cold weld	08862 Portsmouth Ford	457	1FMHK7F82BGA69667	5/13/2011	5/5/2011	3/23/2011	3/24/2011	3.5L wo/APA

UR0052	Check eng lamp on U3000-49	AE0		At WPAC	8/10- ship gear out of WPAC and test gear at MAO. If NTF to close case. 9/12- all testing passed, NTF	8/2- could not pull any codes only had a AEO code(CAN message fault)in PSCM check CQIS case dealer replaced EPAS gear and same codes set(U3000-49) no change, dealer could not fix vehicle and vehicle was bought back. Int no		NTF	00149 Waldrof Ford	1343	1FMHK8D81BGA30528	3/7/2011	3/2/2011	12/26/2010	12/30/2010	3.5L wo/APA
UR0053	U3000-49	BA4,BA5, BC2		in eval MAO	9/9- confirmed C154 Kemet Cap	8/19- pulled EFF & stored data does fit the signature of a Kemet C154 failure shipped to MAO to confirm		C154 cold weld	01928 Bert Wolfe Ford	629	1FMHK8D81BGA73685	5/20/2011	5/12/2011	2/11/2011	2/14/2011	3.5L wo/APA
UR0057	popping noise frt-end turning	no codes, lamps or noise from the gear		dealer chargebac k	8/19- checked the history on this gear because I did not find any thing wrong with the gear physically or internal codes. Found out a bumper beam weld broke and causing the noise. Will chargeback the gear to the dealer			Non TRW issue	04544 Red McCombs Ford	1108	1FMHK7F89BGA79774	6/3/2011	5/26/2011		4/21/2011	3.5L wo/APA
UR0078	TC Lamp on	No codes		In process MAO	9/9- tech installed new PSCM vehicle still will not communicate. Non-TRW issue. Wiring issue. According to CQIS report.			Non TRW issue	02265 Mathews Ford	85	1FMHK8D83BGA91749	7/12/2011	6/24/2011	4/6/2011	4/7/2011	3.5L wo/APA
UR0090 RUA# 5175	U2011-49	B3A	EPP	In eval Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco 12-7- Tyco found NTF with the relay. SEM on contacts some material found on the contacts that does not affect the operation.	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		NTF	06672 Battlefield Ford	636	1FMHK7D81CGA03857	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA
REDACTED FOR RELEVANCE								Non TRW issue	07815 Frank Jackson Ford	1323	1FMHK7F87BGA81877	6/13/2011	6/7/2011	4/6/2011	4/9/2011	3.5L wo/APA
UR0110	No Assist	No Com	EPP	In Eval MAO	10/17-Confirmed Kemet cap C154 10/26- get approval from Anting to ship C154 back to Kemet for analysis.precontainment c154	10/7- could not pull any data from gear no communication with canape shipped to MAO for further testing		C154 cold weld	01281 Haldeman Ford	372	1FMHK8D85CGA27536	9/4/2011	8/30/2011	7/14/2011	7/15/2011	3.5L wo/APA
UR0121	C200C-C200B-62	BD3, BD4, B90	TS	In Eval MAO	1/23- starting unit with not reproduce code but after several tests on the EDF able to reproduce codes, need to EPP & harness swap to confirm IPA issue	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		bent TS finger	04863 Duval Ford	1713	1FMHK7B88BGA86091	6/17/2011	6/10/2011	4/24/2011	4/27/2011	3.5L wo/APA
UR0122	C200C-C200B-62	BD3, BD4	TS	In Eval MAO	1/23- starting unit with not reproduce code but after several tests on the EDF able to reproduce BD2, BD4, need to EPP & harness swap to confirm IPA issue	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing. No damage to TS harness		bent TS finger	09452 Ted Britt Ford	167	1FMHK7D85BGA84070	6/10/2011	6/7/2011	4/7/2011	4/8/2011	3.5L wo/APA
UR0125	U3000-49	A16		in eval MAO	1/23- full testing at MAO installed on EDF cycling rack no codes set has good communication. NTF	11/11- all a codes set no stored b-codes vehicle only set the TC lamp on with mult. CAN codes. it did not lose assist. PPT lead to gear replacement with resetting U3000-49, shipped gear to MAO. No ther parts replaced		NTF	05340 Royal Oak Ford	183	1FMHK7D82CGA16391	8/17/2011	8/13/2011	12/6/2010	12/10/2010	3.5L wo/APA
UR0127	U0300-00 U3000-96	BFD	EPP	in eval MAO	12/10- cannot get the gear to fail at MAO ambient testing.	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		NTF	00165 Gene Latta Ford	50	1FMHK8F82CGA19049	8/29/2011	8/24/2011	7/6/2011	7/8/2011	3.5L wo/APA

UR0130	C200B-2F C200B-62	BD2,BD4	TS	in eval MAO	1/30- On floor in lab ready for test, more info by Wednesday. 2/1- found bent finger need to get the bent finger tester sent up at incoming material station and keep the visual check while loading IPA's into the station.	11/11- no damage to the ts harness. pulled stored and EFF data from gear, shipped to MAO for analysis		bent TS finger	09179 Inver Grove Ford	146	1FMHK8F85CGA13391	8/17/2011	8/12/2011	6/16/2011	6/20/2011	3.5L w/APA
UR0136	TC lamp on	mult can codes		in eval MAO	1/24- John tested at gear level on the TTR with no codes	12/9- tech replaced the steering gear for C1B00 and mult can codes in all modules and vehicle came back with same TC lamp on in the CQIS report. Unknown what the fix was tech did not mention what was done to fix this issue in AWS, most likely CAN electrical connection issue.	vehicle came into the dealer four times for TC lamp on, replaced the EPAS gear first time in and on the forth repair attemp they found a broken CAN wire(VDB04WHBU) near connector 139	non TRW issue	03208 Stone Motors	947	1FMHK8F85CGA25556	9/6/2011				
UR0140	C200D-49	B9A	EPP	in eval MAO	1/23- John performed testing and found both conformal coat and misalignment by the wires sticking out from pin 1.	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.		conformal coat & misalignment	04515 Boggus Ford	2476	1FMHK7B84CGA31476	9/19/2011	9/6/2011	7/22/2011	7/22/2011	3.5L wo/APA
UR0142	U3000-49	BA4,BA5, BC2	EPP	in eval MAO	1/23- cold weld apply warm air over C154 and lose signal. Solder connection damaged removing from ECU board, no weld ball. 2/3-Kemet confirmed weld issue, precontainment c154.	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.		C154 cold weld	04867 Mike Shad Ford	4131	1FMHK7D89CGA01807	7/18/2011	6/23/2011	4/7/2011	4/8/2011	3.5L wo/APA
UR0144	PS in/op	no codes		chargeback	12/19- found out dealer replaced two EPAS gears, this was the first did not find anything wrong with the gear. Tech states in the cqis report that this vehicle had a u3000-96 after pulling codes the gear never had a u3000-96. to chargeback the gear.			Chargeback	05700 Champion Ford	1546	1FMHK7F90CGA12488	8/22/2011				3.5L wo/APA
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/15- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for 26 hrs with no A2Ale, EOCIs or		motor relay contamination (Mg,S,Na)			1FMHK8D81BGA39357	3/14/2011				3.5L wo/APA

Date of Repair	Model Year	Date	Part ETA
3/16/2011			
3/2/2011			
4/13/2011			
4/27/2011			

1/12/2011			
1/28/2011			
3/1/2011			
3/7/2011			
3/2/2011			
3/7/2011			
3/9/2011			
3/29/2010			

3/28/2011			
3/9/2011			
3/5/2011			
2/25/2011			
3/30/2011			
3/31/2011			
4/6/2011			

4/27/2011			
4/18/2011			
3/23/2011			
4/19/2011			
4/28/2011			
5/13/2011			

5/10/2011			
5/18/2011			
5/6/2011			
5/18/2011			
6/4/2011			

5/11/2011					
6/2/2011					
5/25/2011					
5/2/2011					
6/13/2011					
6/13/2011					
6/11/2011					
6/28/2011					

4/15/2011			
7/6/2011			
7/6/2011			
8/24/2011			
8/22/2011	4/19/2011		
9/12/2011			
9/22/2011			
8/25/2011			
7/25/2011			
10/7/2011	5/17/2011		
10/6/2011			

9/30/2011			
########			
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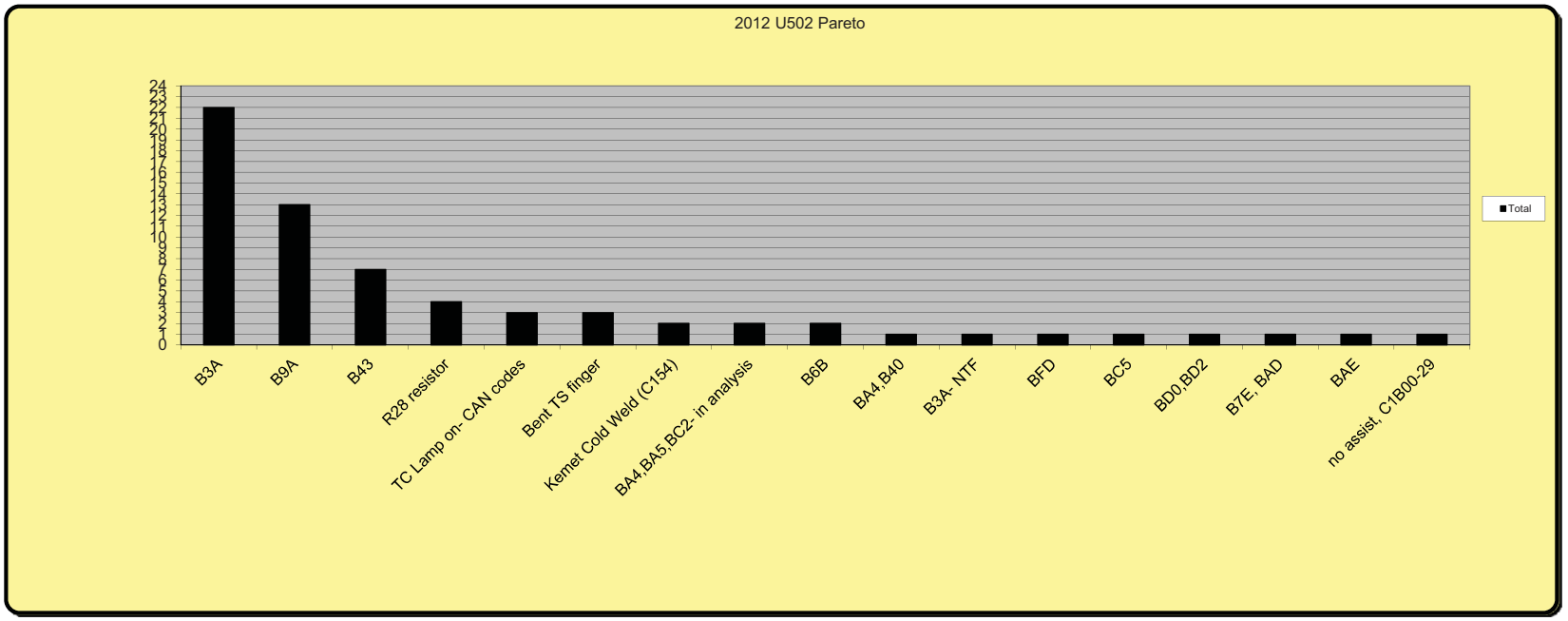
3/2/2011			



updated to 3/13/2012

		Vehicle Build Month																		
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments
B3A	UR0133,137,145,147,149,157,164,165,167,172,173,176,178,180,183,185,187,188,191,195,196,197		1	7	7	2	3	2									22	wo/APA- 1/13/2012 w/APA- 1/30/2012	8/15/2012 massive silver contacts	CuS contamination on relay contacts, machine adj. & contact inspection.
B9A	UR0140,153,156,160,162,166,169,170,179,189,190,194,199	1	2	6	3	1											13	12/11/2011- tooling	1/19/2012- visual con coat	changes to tooling to prevent misalignment and changes to application of con coat and UV light inspections. Plus reject EOL B9A LICs
B43	UR0138,159,163,171,186,192	1	1	2	2		1										7	wo/APA- 1/13/2012 w/APA- 1/30/2012	8/15/2012 massive silver contacts	CuS contamination on relay contacts, machine adj. & contact inspection.
R28 resistor	UR0126,128,143,154		3	1													4			Found R28 resistor on ECU defective UK to further test
TC Lamp on- CAN codes	UR0125,134,136		2	1													3		NTF	UR0136 installed new gear same TC lamp on and CAN-code set, found HS CAN wire repaired to fix vehicle
Bent TS finger	UR0130,151,158		1		1	1											3	3/2/2012		bent finger tester set-up 2/13/2012 and visual inspection at MAO, still in testing stage. discuss Rogersville testing.
Kemet Cold Weld (C154)	UR0110,142	1		1													2	9/12/11	5/22/2012	first machine#12 on 5/30/2011 fitted with vision system. last machine#11 to receive the vision system on 2/14/2012 at Kemet(PCA).
BA4,BA5,BC2- in analysis	UR0150,193				1		1										2			Kemet?
B6B	UR0184,200				1	1											2			
BA4,B40	UR0175					1											1			
B3A- NTF	UR0090	1															1			
BFD	UR0127		1														1		NTF	all testing at MAO could not get any codes to set not failing at this time
BC5	UR0129		1														1			suspect TRU6 damage
BD0,BD2	UR0135				1												1			cannot duplicate codes At this time
B7E, BAD	UR0131			1													1			power module damage
BAE	UR0132				1												1			
no assist, C1B00-29	UR0139				1												1			
chargeback	UR0144		1														1		non TRW issue	chargeback to dealer
int. no com	UR0146		1														1			

updated to 3/13/2012

		Vehicle Build Month																	
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments
B24,BB9	UR0148					1											1			Possible IC3 voltage on VPH3 not in spec. measure on board
noise in gear	UR0152		1														1			
TC Lamp on- no assist	UR0155		1														1			
wander on hwy	UR0161			1													1			
BD0-BD3	UR0168				1												1			
gear locked up cold	UR0174	1															1			
BA4,B7D,B7F	UR0177		1														1			
BD1,BD4	UR0181		1														1			
AF1	UR0182		1														1			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Dealer Information	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair
UR0126 RUA# 5408	U3000-72	A30, E30	EPP	in eval UK	2/15- still waiting for update through Anting	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis 12/6-fault following ECU found low resistance on R28 generating incorrect Vbatt readings on ECU.		R28 resistor	04664 Jordan Ford	523	1FMHK8F8XCGA24483	8/30/2011	8/26/2011	7/5/2011	7/7/2011	3.5L wo/APA	9/24/2011
UR0128	U3000-49	B25	EPP	in eval UK	2/1- high resistance across R28, ship to Anting for further supplier testing. 3/2- UK confirmed this is a R28 issue sent to supplier.	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		R28 resistor	07852 Fairview Ford	20	1FMHK7F83CGA25713	8/31/2011	8/27/2011	7/7/2011	7/9/2011	3.5L w/APA	9/14/2011
UR0129 RUA# 5577	U3000-49	BC5	EPP	in eval UK	1/23- under suspect damage TRU6, sent PFR to UK for next steps, propose TRU6 swap. 2/6- Sergio and Mike Malloy working on this repair check R80 for int. open.	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		TRU6?	04332 Armstrong Ford	5	1FMHK7F88CGA15615	8/23/2011	8/18/2011	6/29/2011	7/2/2011	3.5L w/APA	9/7/2011
UR0131	U3000-49 U3000-96	B7E,BAD	EPP	in eval MAO	2/1- code does repeat located the problem in the power module	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		power module	01741 Lakeland Ford	71	1FMHK7F89CGA30625	9/16/2011	9/12/2011	7/21/2011	7/21/2011	3.5L wo/APA	10/24/2011
UR0132	U3000-49 U3000-96	BAE	EPP	in process MAO	12/10- code reproduced once at MAO, removed ECU from EPP and the never set again with multiple temp testing.	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis		NTF	05167 Bob Allen Ford	309	1FMHK8D83CGA43136	10/4/2011	9/25/2011	8/17/2011	8/19/2011	3.5L wo/APA	11/4/2011
UR0135	C200B-2F	BD0, BD2	TS	in eval MAO	2/1-cannot duplicate codes at ambient and repetitive Dynamic assist, ongoing testing 3/2-	12/9- pulled stored and EFF data shipped to MAO for analysis			06552 Central Ford	148	1FMHK7B83CGA44509	10/6/2011	9/30/2011		3/24/2011	3.5L wo/APA	11/5/2011
UR0143	U3000-49 U3000-96	B43,B25	EPP	in process UK	1/19- low ohm value on R28, ship to UK Graham to check. Same issue as FR0154 ship to UK	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.		R28 resistor	06582 Don Bohn Ford	2831	1FMHK7D85CGA23514	9/2/2011	8/29/2011	7/14/2011	7/15/2011	3.5L wo/APA	12/1/2011
UR0145 RUA# 5474	U2011-49	B3A	EPP	in eval UK	1/23- sets E66 code at MAO ship to UK 2/10- found plastic melted around contact	12/19- pulled EFF and stored data, had E66,A66 & A3A codes. going to freight ship to MAO on 1/6.		plastic melting around base contact	01980 Beau Townsend Ford	3126	1FMHK8F83CGA28357	9/10/2011	9/7/2011	7/22/2011	7/22/2011	3.5L wo/APA	11/25/2011
UR0146	Int. No Com	no codes		in eval MAO	1/24- extensive testing at MAO 2hrs ambient ign. cycling and TTR testing with NTF. Next steps thermo testing. 3/2- need tri-temp testing MAO to test when tri-temp machine is set-up this month.	12/19- tech states he has intermittent no communication in the CQIS report. After 15min road test lost communication, problem int. with can bus	after 15 mile road test pulling onto the hwy the TC & ABS lamps on with no steering assist returned to the shop network test lead to no communication from the PSCM. Shutting off vehicle and sitting for	NTF	08223 Link Ford	1192	1FMHK7F80CGA13258	8/18/2011	8/13/2011	12/17/2010	12/12/2010	3.5L wo/APA	10/7/2011
UR0148	U3000-49 U3000-96	B24, BB9	EPP	in eval UK	1/30- B24 will set everytime you cycle the ignition. Possible IC3 voltage on VPH3 not in spec. measure on board, compare with good ECU. 2/15- Ship to UK for level 3 if C91 is not damaged.	12/21- inspection and pulled EFF & stored data, ship to MAO for analysis		IC3 FET?	01521 Friendly Ford	16	1FMHK7B88CGA68787	11/18/2011	11/15/2011	9/28/2011	9/30/2011	3.5L wo/APA	12/1/2011
UR0149 RUA# 5566	U2011-49 U3000-96	B3A	EPP	in eval UK	2/18- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on motor relay, ship to Tyco for further analysis	1/17- pulled EFF & stored codes found relay code only set			02710 Huntington Ford	2	1FMHK8D85CGA82116	12/23/2011	12/20/2011	10/22/2011	10/23/2011	3.5L wo/APA	1/5/2012

UR0150	U3000-49 U3000-96	BA4,BA5,BC2,BC1	EPP	in eval MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.			09003 Bailey Brothers	5	1FMHK8F8XCGA53854	10/26/2011	10/21/2011	8/26/2010	8/28/2010	3.5L wo/APA	11/15/2011
REDACTED FOR RELEVANCE																	
									10359 Reineke Ford	6338	1FMHK8F87CGA12775	8/16/2011	8/9/2011	5/4/2011	5/5/2011	3.5L w/APA	12/22/2011
UR0154	U3000-49 U3000-96	BA4,B40	EPP	in eval UK	2/23- same issue as FR0143 low reading on R28 resistor looking at PCB or other issues. Ship to UK for further analysis	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.		R28 resistor	20167 Franklin Ford	12	1FMHK8D81CGA16047	8/22/2011	8/16/2011	6/17/2011	6/27/2011	3.5L wo/APA	11/10/2011
UR0155	TC lamp on No Assist	no codes		in eval MAO	1/18- inspected and pulled EFF & stored data, no TRW or Ford codes listed, vehicle has been into the dealer twice before the gear was replaced, ship to MAO for further analysis.	1/18- inspected and pulled EFF & stored data, no TRW or Ford codes listed, vehicle has been into the dealer twice before the gear was replaced, ship to MAO for further analysis.			08922 Fremont Motors	5816	1FMHK8F86CGA09348	8/2/2011	7/28/2011	5/18/2011	5/19/2011	3.5L wo/APA	12/8/2011
UR0157	U2011-49	B3A	EPP	in eval UK	1/19- inspected and pulled EFF & stored data, ship to MAO for further analysis.	1/19- inspected and pulled EFF & stored data, ship to MAO for further analysis.			04546 Jordan Ford	482	1FMHK7F80CGA60306	11/4/2011	11/1/2011	9/15/2011	9/21/2011	3.5L wo/APA	1/7/2011
UR0159 RUA# 5532	U3000-49 U3000-96	B43	EPP	in process Tyco	3/3- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on link relay, ship to Tyco for further analysis	2/6- inspected and pulled EFF & stored data, ship to MAO for further analysis.			08621 Seekins Ford	786	1FMHK8B83CGA52714	10/19/2011	10/14/2011	8/9/2011	8/11/2011	3.5L wo/APA	12/27/2011
REDACTED FOR RELEVANCE																	
									04846 Sunrise Ford	1700	1FMHK7B89CGA35023	9/21/2011	9/17/2011			3.5L wo/APA	12/12/2011
UR0163 RUA# 5565	U3000-49 U3000-96	B43	EPP	in eval UK	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.			04864 Mike Davidson Ford	1134	1FMHK7D83CGA07473	7/29/2011	7/20/2011	5/5/2011	5/6/2011	3.5L wo/APA	12/2/2011
UR0165 RUA# 5631	U2011-49 U3000-96	B3A	EPP	in process Tyco	3/3- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on motor relay, ship to Tyco	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.			08696 Porter Ford	4147	1FMK8F89CGA38410	9/30/2011	9/7/2011	7/21/2011	7/21/2011	3.5L wo/APA	1/21/2012
UR0166	C200D-49	B9A	EPP	in eval MAO	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.				05319 Rusty Eck Ford	2001	1FMHK8F87CGA73012	11/15/2011	11/10/2011	9/15/2011	9/16/2011	3.5L wo/APA	1/11/2012
UR0167 RUA# 5629	U2011-49 U3000-96	B3A	EPP	in process Tyco	3/3- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on motor relay, ship to Tyco	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.			05224 Thoroughbre d Ford	2369	1FMHK8D89CGA56280	10/25/2011		10/18/2010	11/4/2010	3.5L wo/APA	1/17/2012
UR0168	C200B-2F C200C-2F	BD0-BD3	TS	in eval MAO	3/2- broken plastic finger guide for TS ribbon cable, this was from using the automated process which was approved and switched to the manual process. Will need to get a date that was changed.	2/10- no damage to TS harness pulled stored and EFF data from PSCM, shipped to MAO for further analysis			06477 Legacy Ford	2166	1FMHK7F90CGA44065	10/5/2011			7/16/2011	3.5L w/APA	1/17/2012
UR0169	C200D-49	B9A	EPP	in eval MAO	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.				06477 Legacy Ford	5655	1FMHK7D83CGA08459	8/8/2011	7/28/2011	5/5/2011	5/5/2011	3.5L wo/APA	1/19/2012
UR0170	C200D-49	B9A	EPP	in eval MAO	2/17- inspected and pulled EFF & stored data, ship to MAO for further analysis.				00751 David Wilson's Ford	5051	1FMHK7D84CGA31992	9/6/2011	8/31/2011	7/14/2011	7/15/2011	3.5L wo/APA	1/3/2012
UR0171 RUA# 5630	U3000-49	B43	EPP	in process Tyco	3/3- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on link relay, ship to Tyco for further analysis	2/17- inspected and pulled EFF & stored data, ship to MAO for further analysis.			04176 M.J. McGuire	2171	1FMHK8D81CGA35259	9/23/2011	9/20/2011	8/3/2011	8/4/2011	3.5L wo/APA	1/27/2012

REDACTED FOR RELEVANCE

										06242 Freedom Ford	9149	1FMHK8F83CGA04219	7/25/2011	7/13/2011		5/7/2011	3.5L w/APA	1/14/2012
UR0175	U3000-49	BA4	EPP	in eval MAO	3/2- not a C154 more testing needed to repeat code.	2/27- inspected and pulled EFF & stored data, ship to MAO for further analysis.			20546 Fette Ford	246	1FMHK7D82CGA70435	11/23/2011	11/18/2011	9/29/2011	9/30/2011	3.5L wo/APA	2/13/2011
UR0177	U3000-49	BA4,B7D,B7F	EPP	in eval MAO	3/12- found PM top FETs shorted, shipped to Fairchild in China	2/27- inspected and pulled EFF & stored data, ship to MAO for further analysis.		PM shorted FETs	08109 Jerseyville Motors	8224	1FMHK8F8XCGA25374	8/31/2011	8/28/2011	7/14/2011	7/16/2011	3.5L wo/APA	2/9/2012
UR0178 RUA# 5533	U2011-49 U3000-96	B3A, B95	EPP	in process Tyco	3/3- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on motor relay, ship to Tyco	2/27- inspected and pulled EFF & stored data, ship to MAO for further analysis.			08450 Summit Ford	3511	1FMHK8D82CGA60624	11/2/2011	10/26/2011	8/25/2011	9/7/2011	3.5L wo/APA	2/6/2012
UR0179	C200D-49	B9A	EPP	in eval MAO	2/27- inspected and pulled EFF & stored data, ship to MAO for further analysis.				04809 Bartow Ford	3890	1FMHK7B87CGA30600	9/8/2011	9/6/2011	7/21/2011	7/22/2011	3.5L wo/APA	1/26/2011
UR0180	U2011-49	B3A	EPP	in process MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				02331 Mathews Ford	9	1FMHK8F86CGA81120	12/22/2011	12/15/2011	7/21/2011	7/23/2011	3.5L w/APA	1/18/2012
UR0181	C200C-2F C200B-62	BD1,BD4	TS	in process MAO	3/5- TS wires are not damaged the conduit is burn't heating up the mounting bolt. inspected and pulled EFF & stored data, ship to MAO for further analysis.				08739 Banner Ford	2461	1FMHK7D94CGA16904	8/25/2011	8/18/2011	9/21/2011	10/2/2011	3.5L wo/APA	2/1/2012

REDACTED FOR RELEVANCE

					3/5- could not turn input shaft, no				09217 Apple Valley Ford	4652	1FMHK8F89CGA09442	8/2/2011	7/26/2011	5/17/2011	5/18/2011	3.5L wo/APA	2/2/2012
UR0183	U2011-49 U3000-96	B3A	EPP	in process MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				05761 Don Franklin Ford	10554	1FMHK8F83CGA24440	8/31/2011	8/27/2011	7/7/2011	7/9/2011	3.5L w/APA	1/23/2012
UR0184	U2011-49 U3000-96	B6B	EPP	in process MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				01376 Pacifico Ford	2673	1FMHK8F89CGA67826	11/7/2011	11/1/2011	9/22/2011	9/23/2011	3.5L wo/APA	2/2/2012
UR0185	U2011-49	B3A	EPP	in process MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				06943 Prime Ford	490	1FMHK8D84CGA22683	9/9/2011	9/6/2011	7/21/2011	7/22/2011	3.5L wo/APA	12/5/2011
UR0186	U3000-49 U3000-96	B43	EPP	in process MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				04970 Karl Flammer Ford	1458	1FMHK8D82CGA70506	12/2/2011	11/23/2011	10/22/2011	10/23/2011	3.5L wo/APA	1/16/2012
UR0187	U2011-49	B3A	EPP	in process MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				05848 Homer Skelton Ford	244	1FMHK7D83CGA91021	1/3/2012	12/21/2011	10/25/2011	10/26/2011	3.5L wo/APA	2/10/2012
UR0188	U2011-49 U3000-96	B3A	EPP	in process MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				09814 Waconia Ford	1991	1FMHK8D80CGA48259	10/13/2011	10/10/2011	8/25/2011	8/26/2011	3.5L wo/APA	1/19/2012
UR0189	C200D-49	B9A	EPP	in eval MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				05418 Gosch Ford	4864	1FMHK7D83CGA41266	9/30/2011		8/3/2011	8/4/2011	3.5L wo/APA	1/16/2012

UR0190	C200D-49	B9A	EPP	in eval MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				05965 Watson Quality Ford	10170	1FMHK7B8XCGA37170	9/22/2011	9/17/2011	8/4/2011	8/5/2011	3.5L wo/APA	1/30/2012
UR0191	U2011-49 U3000-96	B3A	EPP	in process MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				08621 Seekins Ford	1848	1FMHK8F85CGA44740	10/6/2011	9/28/2011	7/28/2011	7/29/2011	3.5L w/APA	1/31/2012
UR0192	U3000-49	B43	EPP	in process MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				02923 Maxwell Ford	2155	1FMHK7F88CGA51918	10/22/2011	10/18/2011	8/26/2011	8/28/2011	3.5L wo/APA	2/18/2012
UR0193	U3000-49	BA4,BA5,BC2	EPP	in process MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				20337 Holmes Tuttle Ford	450	1FMHK7F94CGA84357	12/15/2011	12/8/2011	10/25/2011	10/28/2011	3.5L wo/APA	2/8/2012
UR0194	C200D-49	B9A	EPP	in eval MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				07670 Mac Haik Ford	6135	1FMHK7F80CGA48754	10/12/2011	10/10/2011	2/7/2011	2/11/2011	3.5L wo/APA	2/22/2012
UR0195	U2011-49	B3A	EPP	in process MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				07923 Vista Ford	542	1FMHK8F8XCGA73361	12/2/2011	11/28/2011	9/1/2011	9/8/2011	3.5L w/APA	1/30/2012
UR0196	U2011-49	B3A	EPP	in process MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				05340 Royal Oak Ford	4952	1FMHK7D83CGA51618	10/18/2011	10/13/2011	8/9/2011	8/11/2011	3.5L wo/APA	1/27/2012
UR0197	U2011-49 U2011-61	B3A, B95	EPP	in process MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				06995 Quality Auto Mall	5691	1FMHK8B84CGA37154	9/23/2011	9/20/2011	7/21/2011	8/4/2011	3.5L wo/APA	2/2/2012
UR0198	C200D-49	B9A	EPP	in eval MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				08502 Courtesy Ford	1553	1FMHK8D89CGA48504	10/13/2011	10/7/2011	9/8/2011	9/18/2011	3.5L wo/APA	12/7/2011
UR0199	C200D-49	B9A	EPP	in eval MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				04587 Helfman Ford	9171	1FMHK7B80CGA37081	9/22/2011	9/20/2011	8/4/2011	8/5/2011	3.5L wo/APA	1/19/2011
UR0200	U2011-49 U3000-96	B6B	EPP	in process MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				20645 Verner-Cadby	4090	1FMHK8D81CGA46519	10/17/2011	10/12/2011	8/25/2011	8/26/2011	3.5L wo/APA	2/14/2011

Motor build date
6/5/2011
9/24/2011

5/30/2011
6/27/2011
3/31/2011
6/8/2011
8/2/2011
4/2/2011
6/4/2011
6/9/2011

5/29/2011
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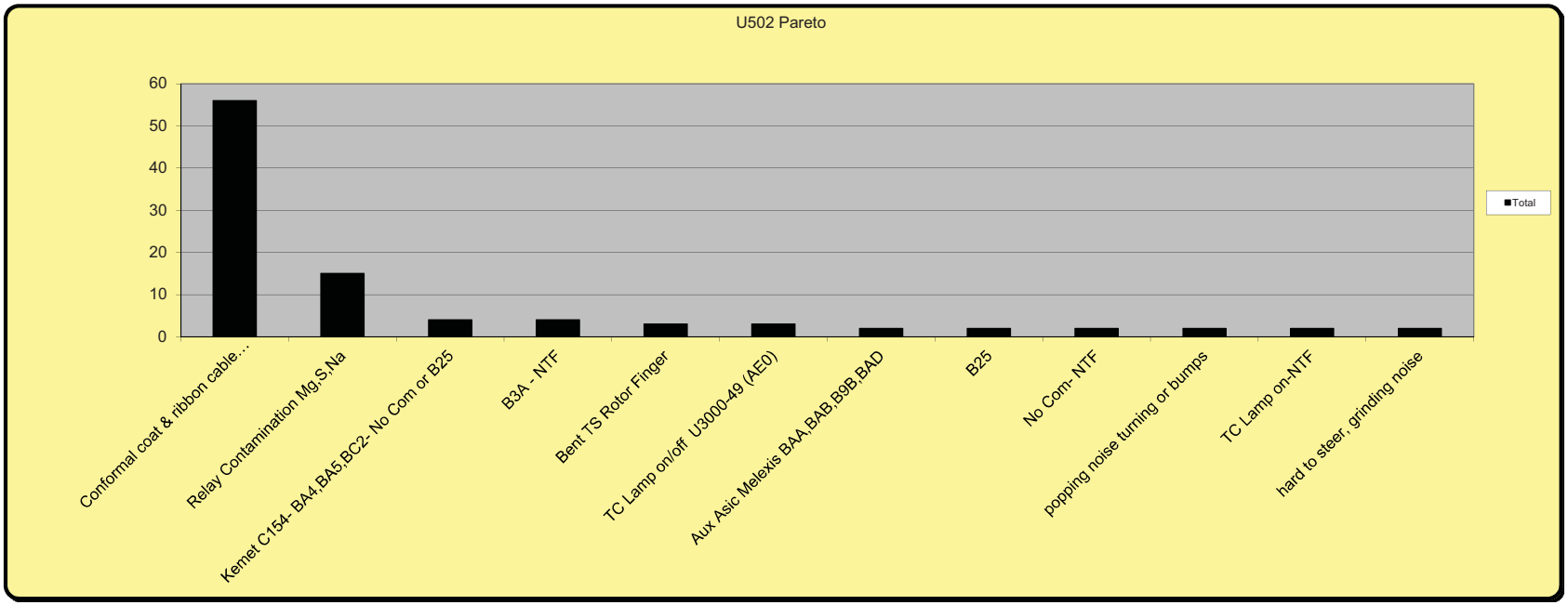
6/28/2011



updated to 11/30/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Conformal coat & ribbon cable misalignment- C200D-49 (B9A)	UR0030,45,47, 48,58,59,60,61, 62,63,64,65,66, 67,68,69,70,71, 73,75,76,77,79, 80,81,82,83,84, 85,86,87,88,89, 92,95,96,98,99, 100,101,103,10 4,105,108,109, 111,113,114,11 5,116,117,118, 119,120,123,12 4					1	6	3	24	12	8	2					56	12/11/2011- tooling	1/16/2012- visual con coat	changes to tooling to prevent misalignment and changes to application of con coat and UV light inspections. Plus reject EOL B9A LICs
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26,38,41				9	2	1	2	1								15	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
B3A - NTF	UR0008,09,56, 90				2						1		1				4			NTF with testing at TRW plant & Tyco
Bent TS Rotor Finger	UR0003,121,12 2						1					2					3	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
TC Lamp on/off U3000-49 (AE0)	UR0023,52,78						1		1				1				3		Non TRW issue	Both gears tested with NTF, on one vehicle the new gear did not fix U3000-49. vehicle could not be fixed shorting the CAN circuits would duplicate the symptoms.
Aux Asic Melexis BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis continuous radom defectivity improvements second to third to fourth quarters ASIC production dates of the 2010 builds at Melexis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
No Com- NTF	UR0031, 33									1	1						2		NTF	will keep in pending to see if we get a duplicate issue

updated to 11/30/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
popping noise turning or bumps	UR0057, UR0093											2					2		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
TC Lamp on-NTF	UR0094,112										2						2		NTF	
hard to steer, grinding noise	UR0102, 107										1	1					2			hard to turn input shaft
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1		NTF	cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
ps delay after startup-U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1	7/22/2011- EOL test	4/14/2012-PSD mask	9/14- OnSemi ASIC Jitter
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1		NTF	Full testing done at Hella optical and performance testing lead to NTF
Broken Pulley	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
main micro defectivity	UR0050										1						1		2/6/12	baseline defectivity continuous improvements
swerve LF suddenly	UR0072								1								1			
BD1,BD3	UR0074							1									1			
BBA,B7F	UR0091								1								1			shorted PM
noise intermittent rh frt side while turning	UR0097						1										1		Non-TRW Issue	tech replacd the EPAS gear and same noise occurred
B31	UR0106							1									1			
No Com- IN ANALYSIS	UR0110														1		1			
BD3,BD4,B90	UR0121											1					1			
BD3,BD4	UR0122											1					1			
3-PIN conn damaged	UR0141																0			
																	0			
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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Dealer Information	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair
UR0025	U3000-49	B25	EPP	In eval 26 Mile	9/12- tri-temp ignition cycling at 26mile NTF	5/26- pulled stored & EFF data shipped to MAO for further testing 6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps.			20609 Orange Motor Co	8	1FMHK7D89BGA44512	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011
UR0032 RUA #4978	U3000-49	BFF,BFC,B1C	EPP	In Eval UK	7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis. 8/1- check with Mike on updates 8/8-part has arrived to the UK.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return.			07590 Van Bortel Ford	3003	1FMHK8F85BGA29508	3/4/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/9/2011
UR0035 RUA# 4979	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In Eval UK	8/8- part has not arrived yet in the UK for further testing check with Anting for update	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/25-MAO reproduced B23- found a a low impedance		Main Micro IC3 pin 96	04161 Eddie Yaklin Ford	4625	1FMHK7D8XBGA11017	12/8/2010	12/6/2010	10/1/2010	10/21/2010	3.5L wo/APA	5/31/2011
UR0040	U3000-49	BAE,BAB,BAD	EPP	In eval 26mile	8/10- MAO to hold onto EPP until UK is done testing the three gears with similar codes. 9/12- 26mile done tri-temp testing was able to get to reset once. Benched tested was able to get to fail possible aux. ASIC testing still ongoing.	8/1- raise RUA and ship to UK for further analysis. faults not replicating even when in hot testing. Fault not replicating in lab after hot test over ASIC and IC17. During analysis part failing with BA4 , B3A rep			08811 Sentry Ford	2050	1FMHK8D83BGA25329	2/14/2011	2/7/2011	12/13/2010	12/19/2010	3.5L wo/APA	6/16/2011
UR0042	C200C-2F	BD3	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1-passed EOL & bench testing 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		NTF	01273 Fred Beans Ford	4301	1FMHK8D84BGA37263	3/14/2011	3/7/2011	1/20/2011	1/29/2011	3.5L wo/APA	6/20/2011
UR0046	C200B-62	BD4	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1- NTF on bench testing, or EOL testing. 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		NTF	04927 J.C. Lewis Ford	1410	1FMHK7F87BGA66103	5/10/2011	5/1/2011	3/24/2011	3/26/2011	3.5L wo/APA	6/16/2011
UR0051	U3000-49	B25	EPP	In eval MAO	9/12- ambient testing complete with NTF, next step cold testing. 10/26- cold testing complete with NTF, next step to ship to 26 mile for tri-temp testing.	8/2- pulled stored & EFF data shipped to MAO for further information 8/29- Ambient testing did not duplicate. Will Cold test next 8/31-Cold testing raised BAA, BAB intermittent. Raised twice and did not repeat.			04921 Bozard Ford	2124	1FMHK7D89BGA30447	2/25/2011	2/21/2011	1/4/2011	1/7/2011	3.5L wo/APA	6/23/2011

UR0054	No Com	No codes		at WPAC will ship out to MAO for analysis	9/12- gear not at MAO at this time I will check WPAC tomorrow. 10/26- still cannot locate the gear will check WPAC	8/19- tech was not able to get the tc lamp on or get the vehicle to act up but states he could not communicate with the PSCM using his IDS. Unknow if this was an IDS issue because there would			03776 Legacy Ford	16	1FMHK8B82BGA73844	5/22/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	6/29/2011
UR0055 RUA# 5176	U3000-49	BA4,BA5,B45,B9C, B6C,B71	EPP	in eval UK	10/17- VSW scoped, cannot communicate with ECU. Potential main micro. Waiting on UK for next steps good chance to swap micro and test. 10/26- in analysis of the micro and confirm failure before removing.	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- able to reproduce codes, possible monitor micro- testing ongoing		main micro	06787 Lake Elsinore Ford	2584	1FMHK7D87BGA68632	5/13/2011	5/4/2011	3/16/2011	3/19/2011	3.5L wo/APA	714/2011
UR0069	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK. At Tyco Speyer	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			06293 Haldeman	9557	1FMHK7D82BGA13781	1/19/2011	1/7/2011	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011
UR0119	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			01015 Fort Mill Ford	9320	1FMHK7D83BGA41041	3/18/2011	3/14/2011	1/4/2011	1/7/2011	3.5L wo/APA	9/8/2011
UR0123	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			01232 John Kennedy Ford	3735	1FMHK8D8XBGA78416	6/2/2011	5/26/2011	4/13/2011	4/15/2011	3.5L wo/APA	9/28/2011
UR0124	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			20527 Malouf Ford	2621	1FMHK8B81BGA74581	6/3/2011	5/31/2011	3/31/2011	3/31/2011	3.5L wo/APA	9/27/2011

Motor Build Date	Date	Part ETA

10/7/2010		
12/24/2010		
3/14/2011		
2/14/2011		

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM L030240 RUA# 5490	U3000-72	A30, E30	EPP	in process Tyco	2/1- Sergio found defective link relay, high resistance on contacts, ship to UK via Tyco. 3/9- Tyco confirmed NTF with relay all contacts clean. ECU or EPP at MAO cannot be located for further testing on components.	EPP# 113361898H36123 link relay date code-1139611		NTF	CAP								1/30/2012	relay date 9/28/2011		
0KM RUA# 5367	U2011-49	B3A	EPP	in eval MAO	1/10- Geoff to carry relay to Tyco for the workshop in week 4. 2/9- report does not list contamination on contact 4. unknown welding marks on	12/13- could duplicate B3A failure in lab. surrogate relay test OK, ribbon cable wiggle test ok, 5amp test done found faulty motor relay		unknown contaminate contact 3	CAP						7/13/2011	3.5L wo/APA				
UR0134	TC lamp on	mult can codes A2A		in eval MAO	1/23- never lost communication, ran on EDF test stand and performed ambient cycling with no failure or codes. NTF	12/9- Tech states intermittent TC lamp on while driving could not get the lamp to come on but tech states he lost communication with the PSCM unknow if he had IDS issues hotline advised to replace PSCM if all the wiring was tested.		NTF	04013 Manhatten Ford	1699	1FMHK8B83CGA11161	8/8/2011					########		
UR0139	C1B00-29 no assist	no stored A or B codes		in eval MAO	1/23- never lost communication, ran on EDF test stand and performed ambient cycling with no failure. NTF	12/9- pulled stored and EFF data shipped no codes had one E66 code shipped to MAO for analysis Tech states that there are 8-9 modules that fail the network test then tech states no communication with the PSCM. I had no problems with the communication. No history of other parts installed		NTF	07749 Future Ford	2	1FMHK8D87CGA52633	10/19/2011	10/14/2011			3.5L wo/APA	11/1/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Dealer Information	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP						1FMHK8F81BGA41610	3/16/2011				3.5L w/APA	3/16/2011	
0KM BGA30310	No Assist	?		CAP	no returned part from CAP											3.5L w/APA		
0KM BGA32423	U3000-49	B25,BB8, B95	EPP	In Eval (26mile)	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in this wednesdays					1FMHK8F81BGA32423	3/2/2011				3.5L wo/APA	3/2/2011	
0KM BGA56776		B25,BB8		MAO	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign					BGA56776			1/25/2011	2/25/2011		4/13/2011	
REDACTED FOR RELEVANCE										34	BGA59863				3/2/2011		4/27/2011	
0KM	C200B-2F C200C-2F	BD0-BD3, B90	TS	in eval Hella	12/19- cutting process issue, 8D sent to Ford, looking to get a two step cutting process approved for the torque ring templates.	12/6- found metalic fiber shorting on PCB swapped ECU and harness to verify IPA assembly. To ship IPA assem. To Hella		metal fiber torque ring	CAP							3.5L wo/APA		
0KM BGA85712	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates. 8/15 keep on hold till Don mattern & Matt Surrella make approval upon visit to MAO.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.		IPA ribbon cable damage									
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi	CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2	motor relay contamination (Mg,S,Na)	09618 Brown Motors	18	1FMHK8D83BGA10846	12/16/2010				3.5L wo/APA	1/12/2011	

UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil	CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-	motor relay contamination (Mg,S,Na)	02071 I-77 Ford	10	1FMHK8D83BGA14928	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011	
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when		motor relay contamination (Mg,S,Na)	Ford Management Lease Car- Chicago	1700	1FMHK8F88BGA02366	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011	
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after		motor relay contamination (Mg,S,Na)	Ford PDC Fleet vehicle- Taras Palczynski	2010	1FMHK7D89BGA02812	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011	
REDACTED FOR RELEVANCE								cannot locate	08398 Don Aadsen Ford	18	1FMHK8F86BGA21885	1/31/2011				3.5L wo/APA	3/2/2011	
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirned no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled.		NTF	Lease management vehicle- Steve	1661	1FMHK8D86BGA00523	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011	
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirned no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any resetting codes.		NTF	Lease management vehicle- Doug White	3984	1FMHK8D88BGA01995	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011	
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to		motor relay contamination (Mg,S,Na)	lease management vehicle WHQ VSC	1838	1FMHK8F89BGA03591	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010	
UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.		motor relay contamination (Mg,S,Na)	04331 Brondes Ford		1FMHK7F87BGA31464	2/24/2011				3.5L wo/APA	3/28/2011	
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with		motor relay contamination (Mg,S,Na)	02058 Beechmo nt Ford	1425	1FMHK8F83BGA02503	11/22/2010						
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to		motor relay contamination (Mg,S,Na)	00807 Crest Ford	115	1FMHK8F85BGA27421	2/16/2011				3.5L w/APA	3/9/2011	

UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK		motor relay contamination (Mg,S,Na)	03820 Landers Ford	3096	1FMHK8F8XBGA01168	11/3/2010				3.5L w/APA	3/5/2011	
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate		motor relay contamination (Mg,S,Na)	00807 Crest Ford	1356	1FMHK7B87BGA02763	11/16/2010				3.5L wo/APA	2/25/2011	
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change			Non TRW issue	02761 Southgate Ford	249	1FMHK7D82BGA353313	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011	
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING APPROVAL CODE FOR RCM REPLACEMENT.	Non TRW issue	02731 Atchinson Ford	111	1FMHK8D89BGA31491	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011	
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET	Non TRW issue	05646 Crown Ford	30	1FMHK7D85BGA37461	3/8/2011				3.5L wo/APA	4/6/2011	
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor 7/15- it was agreed that there is visual evidence of the pins showing if the molex conn is not fully inserted. operator instructions does cover the visual inspection.	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex conn. Reinstall and function test IPA. 5/23- reinstalled connector gear passed all testing 6/22-Greg Austin checking with		Molex connector not fully engaged	02058 Beechmo nt Ford	13	1FMK8F80BGA24572	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011	
UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing		motor relay contamination (Mg,S,Na)	05126 Gary Crossley Ford	4475	1FMHK8F80BGA03852	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011	

UR0021	U3000-49 U3000-96	BAA,BAB, B9B,BAD	EPP	in eval Melexis	8/15- Geoff to review Melexis 8D and check for further information to finalize. Poly shorted to substrate from random gate oxide defectivity from the wafer fab. Continuous inprovements plans in 2010 has decreased the defectivity throughout the year, no specific date listed	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is disabled periodically. Ship to UK for further testing 6/29- found faulty Aux. ASIC in		Aux ASIC	03073 Mullinax Ford	3735	1FMHK8B88BGA14250	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011	
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253		WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING	Non TRW issue	07737 Serramote Ford	611	1FMHK8D89BGA26078	2/15/2011	2/7/2011			3.5L wo/APA	3/23/2011	
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.		NTF	06700 Magic City Ford	5155	1FMHK8F84BGA17589	1/19/2011	1/11/2011	10/13/2010	10/30/2010	3.5L wo/APA	4/19/2011	
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week		motor relay contamination (Mg,S,Na)	06081 San Francisco Ford	14	1FMHK8D81BGA36412	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011	
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.		motor relay contamination (Mg,S,Na)	02694 Dean Sellers	3754	1FMHK8F8XBGA03566	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011	
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-		NTF	08305 Evergreen Ford	49	1FMHK8F84BGA17589	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011	

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								NTF	20636 Schultz Ford	5475	1FMHK8D8XBGA17003	1/20/2011	1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011	
UR0029	TC Lamp on	no codes		At WPAC	codes or TRW codes that would cause the TC lamp to come on.		OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER	Non TRW issue	08868 John C. Stewart & Son	17	1FMHK8D83BGA29218	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011	
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor. 8/15- UK motors grp did full teardown and did not find any flux density fault. Will put on hold until the other warranty returns are examined and tested.shipping other parts out to suppliers for testing	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43 Celsius. To be shipped to UK 6/24- Sergio to send PFR to		NTF	05559 Villa Ford	7839	1FMHK8F82BGA15758	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011	9/17/2010
UR0031 RUA#4977	No Com	No Com	EPP	In Eval UK	8/3- raise RUA and ship to UK for further testing. 8/8- part has not arrived yet in the UK check Anting for update 9/30- UK did a visual inspection did not find anything on the board or with the soldered pin. Feels no point with further action due to NTF from MAO.	7/1- could not pull any Ford or Canape data, verified equipment does work, shipped to MAO for analysis. 7/25- It was found a low impedance between pin2 IC14 and ground. IC14 circuit open pin 2 of IC14 still present resoldered pin 2 and everything is working nomal at this time. ECU fixed Sergio did notice some marks close to pin 2 and		IC14	02459 Sam Pack's Ford	11	1FMHK7D85BGA64725	5/9/2011	4/29/2011	2/24/2011	3/4/2011	3.5L wo/APA	5/18/2011	
UR0033	No Com	No Com	EPP	In Eval MAO	7/26- No problem found with EPP communication, pulled normal data from the EPP. Still testing NTF. Unknown if tech mis-diagnosed vehicle for this front abs sensor issue.	7/1- was able to get into Canape data. After new EPAS gear installed vehicle returned 14 miles later with ABS & TC lamp coming on found shorted harness for abs frt sensor.		NTF	08452 New Brighton Ford	872	1FMHK7B80BGA53778	4/18/2011	4/9/2011	12/25/2010	12/31/2010	3.5L wo/APA	6/4/2011	
UR0034	U2011-61 U3000-96	B95	TS	In Eval Hella	8/31-: Frequency variation on channel 2 without torque--> Failure description: PWM2 jitter, the ASIC has received at Onsemi and the analysis is ongoing, first results are possible on 2th of September.	7/1- pulled stored and EFF data, shipped to MAO for analysis 8/1-Checked with oscilloscope. Unstable Channel 2 PWM when no torque is applied. You can see a varation in channel 2 .		TS ASIC jitter	00210 Sunny King Ford	2707	1FMHK7D80BGA17232	1/20/2011	1/15/2011	11/16/2010	12/2/2010	3.5L wo/APA	5/11/2011	

UR0036	C200B-2F C200C-2F	BD0-BD3	TS	In Eval Hella	8/31- No channel 2--> Function test on application level at all temperatures: The function test was passed. No Conspicuousness were found. Short durability / lifetime test shows no deviation, currently we will reproduce the failure according the information from Sergio. 9/21- Full testing and optical inspections lead to NTF. case closed as NTF	8/1- BD3 fault is raised when IPA is fully turned CCW. Reference EPP used. Fault travelling with IPA. IPA signals are scoped. Observed a voltage drop in 5V supply. After a while fault is replicated, there was no signal on channel 2. bobby to ship to Hella.		NTF	M1626 Sanchez Auto	8	1FMHK7F82BGA54876	4/13/2011	4/7/2011	12/7/2010	12/11/2010	3.5L wo/APA	6/2/2011	
REDACTED FOR RELEVANCE									cracked belt pully	00169 Pittsville Motors	6773	1FMHK8D84BGA14498	1/31/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011	
UR0038 RUA#4997	U2011-49 U3000-96	B3A	EPP	In Eval UK	9/21-confirmed from tycothis is a Mg,Na,S contamination issue	8/1- MAO working on ambient and hot testing. 8/8- MAO testing still ongoing 8/11- cannot duplicate code fits the Mg,Na contamination dates shipped to UK then Tyco week 25 relay build		motor relay contamination (Mg,S,Na)	07563 Riser Ford	9727	1FMHK7F83BGA04990	11/23/2010	11/17/2010	9/10/2010	9/16/2010	3.5L w/APA	5/2/2011	
UR0039	No Com	No Com	EPP	In eval MAO	8/10-confirmed C154 Kemet Cap	7/25- no other claims on this vehicle		C154 cold weld	03591 Matthews-Currie Ford	1484	1FMHK7B81BGA45298	3/29/2011	3/27/2011	1/7/2011	1/9/2011	3.5L wo/APA	6/13/2011	
UR0041 RUA# 4980	U2011-49	B3A	EPP	In Eval Tyco	10/26- still under analysis. 11/8- Tyco confirmed Mg, Na, S contamination.	8/1- Phase1 motor relay contact not closing.raise RUA and ship to UK 8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco 10/6- Andy Partridge to check results when he is back off vacation. 10/26- still under analysis.		motor relay contamination (Mg,S,Na)	02199 Bob Gillingham Ford	5016	1FMHK8B88BGA10215	12/2/2010	11/23/2010	9/14/2010	9/16/2010	3.5L wo/APA	6/13/2011	
UR0043 RUA #4981	U3000-49	BAE,BAB, BAD,BAA	EPP	In Eval UK	8/8- UK received the part today for further testing. 8/22- comfirmed IC17, get reply from Anting and ship to Maxium. 11/7- IC17 damaged removing device from the PCB cannot be tested.	8/1- raise RUA and ship to UK for further analysis.AA I sense working fine and Isense IC17 output incorrect. Signal coming from AA is OK but IC17 output is not good. IC17 temperature sensitive, did not swap		IC17	05319 Rusty Eck Ford	5191	1FMHK8F84BGA32125	2/22/2011	2/17/2011	12/11/2010	12/16/2010	3.5L w/APA	6/27/2011	
UR0044	Wheels lock TC lamp on C1B00-64	No codes		At WPAC	7/25-tech did not follow proper diagnostic's vehicle equipped with auto park C1B00-64 leads to SWA sensor in column. Hotliner requested to replace the RCM Chargeback dealer.			Non TRW issue	01472 Gullo Ford	3702	1FMHK7F87BGA31870	3/3/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/11/2011	
UR0045	C200D-49	B9A	EPP	In Eval UK	8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders are re-synchronised, ran overnight with ign permanently on NFF, test repeated with ign. cycling for two hrs, NFF. 10/7- cannot locate EPP for any further testing	8/1- hot and ambient testing done NTF. cold testing next step 8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders are re-		NTF	05928 Premier Ford	1695	1FMHK7D8XBGA45135	3/28/2011	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011	########

UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and encoder, more testing needed to define cause. 11/3- motor PCB at Allegro Simon Malsbury overlooking the analysis. 11/18- cannot locate ribbon cable to check for conformal coat or misalignment	8/2- pulled stored & EFF data shipped to 26 mile for further information. 8/12- Chris bench tested with NTF with start the tri-temp testing to see if B9A resets 8/15- now able to duplicate the B9A will send Geoff the information on the scope and test set-up.		NTF	06700 Majic City Ford	3447	1FMHK8F87BGA45404	3/29/2011	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011	########
UR0048	C200D-49	B9A	EPP	In eval 26mile	9/12- performed tri-temp ignition cycling and could not reproduce code NTF 9/21-been uploaded with SW and gone through various test on the dynamometer, the unit has not failed at this time, more testing ongoing. 12/2- found conformal coat in motor relay ribbon cable connector	8/2- pulled stored & EFF data shipped to MAO for further information 8/31- Not reproducable Cold		conformal coat	08211 Robinson Brothers Ford	3163	1FMHK7D84BGA48810	4/5/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011	12/4/2010
UR0049	U3000-49	BA4,BA5, BC2	EPP	In process MAO - Cap shipped to Kemet	8/29-Kemet C154 capacitor issue(cold weld issue)	8/2- pulled stored & EFF data shipped to MAO for further information 8/2- pulled stored & EFF data shipped to MAO for further information.		C154 cold weld	08862 Portsmouth Ford	457	1FMHK7F82BGA69667	5/13/2011	5/5/2011	3/23/2011	3/24/2011	3.5L wo/APA	6/28/2011	
UR0050 RUA# 5048	U3000-49	B6C	EPP	In Eval Freescale	10/26- found micro failure in analysis with Freescale 12/14- RAM failure comfirmed by Freescale, failed ATE fault , have 8D to close off claim. Randon via defectivity	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly. 8/29-		main micro	03334 Charles Gabus Ford	4666	1FMHK8F85BGA61262	5/2/2011	4/19/2011	2/17/2011	2/24/2011	3.5L w/APA	7/11/2011	
UR0052	Check eng lamp on U3000-49	AE0		At WPAC	8/10- ship gear out of WPAC and test gear at MAO. If NTF to close case. 9/12- all testing passed, NTF	8/2- could not pull any codes only had a AEO code(CAN message fault)in PSCM check CQIS case dealer replaced EPAS gear and same codes set(U3000-49) no change, dealer could not fix vehicle and vehicle was bought back. Int no		NTF	00149 Waldrof Ford	1343	1FMHK8D81BGA30528	3/7/2011	3/2/2011	12/26/2010	12/30/2010	3.5L wo/APA	4/15/2011	
UR0053	U3000-49	BA4,BA5, BC2		in eval MAO	9/9- confirmed C154 Kemet Cap	8/19- pulled EFF & stored data does fit the signature of a Kemet C154 failure shipped to MAO to confirm		C154 cold weld	01928 Bert Wolfe Ford	629	1FMHK8D81BGA73685	5/20/2011	5/12/2011	2/11/2011	2/14/2011	3.5L wo/APA	7/6/2011	
UR0056 RUA# 5160	U2011-49	B3A	EPP	in Eval Tyco	9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing 10/26- at Tyco waiting for update 11/2- NTF with testing	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing		NTF	06338 Shults Ford	105	1FMHK7B86BGA69841	5/12/2011	5/3/2011	2/28/2011	3/17/2011	3.5L wo/APA	7/11/2011	
UR0057	popping noise frt-end turning	no codes, lamps or noise from the gear		dealer chargeback	8/19- checked the history on this gear because I did not find any thing wrong with the gear physically or internal codes. Found out a bumper beam weld broke and causing the noise. Will chargeback the gear to the dealer			Non TRW issue	04544 Red McCombs Ford	1108	1FMHK7F89BGA79774	6/3/2011	5/26/2011		4/21/2011	3.5L wo/APA	7/6/2011	
UR0058	C200D-49	B9A	EPP	In Eval 26mile	9/21- this unit is in teardown, flex density test, air gap measurement, hall effects swi. Threshold, encoder switching 10/2- x-ray of the motor PCB 11/18- cannot locate the motor PCB and ribbon cable	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		cannot locate ribbon cable & motor PCB	02486 Five Star Ford	6543	1FMHK7D86BGA42569	3/24/2011	3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA	7/8/2011	########
UR0059	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	02486 Five Star Ford	2953	1FMHK7F86BGA46280	3/31/2011	3/22/2011	1/24/2011	1/29/2011	3.5L wo/APA	7/1/2011	########

UR0060	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	09580 Tracy Langston Ford	3191	1FMHK7D86BGA63793	5/3/2011	4/28/2011	3/16/2011	3/18/2011	3.5L wo/APA	8/5/2011	1/25/2011
UR0061	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	05947 Cannon Ford	4020	1FMHK7D87BGA37526	3/15/2011	3/9/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/2/2011	########
UR0062	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	02486 Five Star Ford	10437	1FMHK8D89BGA42572	3/18/2011	3/12/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/10/2011	########
UR0063 RUA# 5238	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	04921 Bozard Ford	14031	1FMHK7F8XBGA37615	3/10/2011	3/5/2011	12/25/2010	12/29/2010	3.5L w/APA	8/15/2011	12/6/2010
UR0064 RUA# 5239	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	11293 Camelback Ford	4655	1FMHK7F88BGA38892	3/10/2011	3/4/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/10/2011	########
UR0065 RUA# 5240	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis. 11/14- large amount of conformal coat notice in	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	02709 Tom Holzer Ford	5447	1FMHK8F8XBGA56316	4/11/2011	4/5/2011	12/23/2010	12/25/2010	3.5L wo/APA	8/10/2011	########
UR0066 RUA# 5235	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	02405 Park Cities	5234	1FMHK7D80BGA15156	1/13/2011	12/14/2010	11/11/2010	11/13/2010	3.5L wo/APA	7/28/2011	########
UR0067 RUA# 5236	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	00469 Bondy's Ford	5426	1FMHK7D89BGA44963	3/22/2011	3/15/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/4/2011	########
UR0068 RUA# 5237	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing 10/3- ran B9A gears on EDF		conformal coat	M2686 Fema Automotriz	16576	1FMHK8F83BGA34710	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	8/22/2011	########
UR0070 RUA# 5241	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	07986 Henderson Ford	2775	1FMHK8B89BGA45684	3/24/2011	3/20/2011	1/24/2011	1/28/2011	3.5L wo/APA	8/15/2011	########
UR0071	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00643 Buster Miles Ford	5112	1FMHK7D83BGA59152	5/2/2011	4/25/2011	2/28/2011	3/3/2011	3.5L wo/APA	8/12/2011	1/20/2011
UR0072	Frt end will swerve to LF suddenly	no codes		In Eval MAO	9/9- no damage to gear and rack move smooth stop to stop no codes in the stored or EFF data. Shipped to MAO for analysis			NTF	05417 Kemp Ford	10075	1FMHK7F88BGA35989	3/8/2011	3/3/2011		1/13/2011	3.5L wo/APA	8/19/2011	
UR0073	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	09469 Randall Reed's Ford	1856	1FMHK7F83BGA60637	4/28/2011	4/25/2011	3/16/2011	3/17/2011	3.5L wo/APA	8/1/2011	1/24/2011
UR0074	C200C-2F	BD1,BD3	TS	In Eval MAO	9/21- NTF with ambient testing. Next step is to run EOL testing.	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		NTF	08990 Quirk Ford	10839	1FMHK8D81BGA20601	2/10/2011	2/1/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/16/2011	
UR0075	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	07398 Al Packer's Ford	4286	1FMHK8F87BGA59688	4/25/2011	4/15/2011	2/12/2011	2/14/2011	3.5L wo/APA	8/8/2011	########
UR0076	C200D-49	B9A	EPP	In Eval MAO	11/8- was able to duplicate the B9A twice simulated hwy driving conditions on the bench. Sergio getting instructions from Geoff Jacks	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	06938 Fox Ford	2989	1FMHK8F81BGA56480	4/13/2011	4/7/2011	1/26/2011	1/29/2011	3.5L wo/APA	8/3/2011	########
UR0077	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02890 Russ Milne Ford	9977	1FMHK8D89BGA31409	2/23/2011	2/18/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/22/2011	########
UR0078	TC Lamp on	No codes		In process MAO	9/9- tech installed new PSCM vehicle still will not communicate. Non-TRW issue. Wiring issue. According to CQIS report.			Non TRW issue	02265 Mathews Ford	85	1FMHK8D83BGA91749	7/12/2011	6/24/2011	4/6/2011	4/7/2011	3.5L wo/APA	8/24/2011	

UR0079	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing 8/31- Not reproducable Cold			ribbon cable misalignment	05613 Lance Cunningham Ford	6993	1FMHK7D81BGA48392	3/29/2011	3/24/2011	12/7/2010	2/17/2011	3.5L wo/APA	8/10/2011	########
UR0080	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	08006 Joe Machens	6386	1FMHK8D85BGA65251	5/6/2011	4/30/2011	2/17/2011	2/18/2011	3.5L wo/APA	8/25/2011	########
UR0081	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	06063 Smith Ford	9014	1FMHK8F87BGA48934	3/31/2011	3/27/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/16/2011	########
UR0082	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	01730 Mike Fitzpatrick Ford	10293	1FMHK7D84BGA30033	3/4/2011	3/1/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/15/2011	########
UR0083	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	03924 Crown Ford	23203	1FMHK7F87BGA12381	12/16/2010	12/11/2011	11/13/2010	11/14/2010	3.5L wo/APA	9/1/2011	########
UR0084	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00478 Wade Ford	7238	1FMHK7D80BGA48268	4/4/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	9/7/2011	12/4/2010
UR0085	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02645 Prince-Gnade Ford	4583	1FMHK8F8XBGA56705	4/12/2011	4/5/2011	12/1/2010	12/4/2010	3.5L wo/APA	9/2/2011	11/8/2010
UR0086	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02486 Five Star Ford	5025	1FMHK7F84BGA60646	4/27/2011	4/19/2011	2/24/2011	3/4/2011	3.5L w/APA	9/2/2011	1/3/2011
UR0087	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	00406 Collier Ford	3228	1FMHK7D8XBGA44969	4/6/2011	4/2/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/29/2011	########
UR0088	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	09989 Mark Martin Ford	11159	1FMHK8D82BGA20946	2/10/2011	2/2/2011	12/13/2011	9/9/2011	3.5L wo/APA	8/30/2011	########
UR0089	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04870 Al Packer Ford	5997	1FMHK7D88BGA39351	3/9/2011	3/4/2011	1/13/2011	1/14/2011	3.5L wo/APA	8/29/2011	########
UR0090 RUA# 5175	U2011-49	B3A	EPP	In eval Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco 12-7- Tyco found NTF with the relay. SEM on contacts some material found on the contacts that does not affect the operation.	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		NTF	06672 Battlefield Ford	636	1FMHK7D81CGA03857	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011
UR0091	U2011-49 U3000-49 U3000-96	BBA,B7F	EPP	In eval MAO	shorted phase 3 to 0volt. damaged PM 10/26- close out shorted FET is prior to the containment date	shorted phase 3 to 0volt. damaged PM 10/26- close out shorted FET is		power module	01545 Fox Valley Ford	2926	1FMHK7D89BGA38225	3/10/2011	3/5/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/1/2011	########
UR0092	C200D-49	B9A	EPP	In Eval MAO	9/30- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	08190 All American Ford	11798	1FMHK8B88BGA36961	3/9/2011	3/5/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/18/2011	########
REDACTED FOR RELEVANCE								Non TRW issue	07815 Frank Jackson Ford	1323	1FMHK7F87BGA81877	6/13/2011	6/7/2011	4/6/2011	4/9/2011	3.5L wo/APA	9/12/2011	
UR0094	TC Lamp on	No codes		In Eval MAO	10/26- ambient testing no codes or LIC's set NTF.	10/3- pulled stored and EFF data and shipped to MAO for further diagnosis		NTF	02346 Caranfa Ford	2600	1FMHK7D87BGA75807	5/25/2011	5/19/2011	3/26/2011	3/27/2011	3.5L wo/APA	8/5/2011	
UR0095	C200D-49	B9A	EPP	In Eval MAO	10/3- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	05928 Premier Ford	5159	1FMHK7D81BGA37523	3/14/2011	3/7/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/8/2011	########
UR0096	U2011-61 C200D-49 U3000-96	B92,B9A	EPP	in vehicle test Gary Smith	12/19- found conformal coat on the ribbon cable	10/4- pulled stored and EFF data, shipped to MAO for further analysis 10/12- sergio perform limit & profile testing see if code		conformal coat	02694 Dean Sellars Inc	10986	1FMHK8F87BGA57861	4/21/2011	4/14/2011	2/16/2011	3/4/2011	3.5L w/APA	9/2/2011	1/20/2011

REDACTED FOR RELEVANCE

								non TRW issue	03073 Mullinax Ford	7412	1FMHK7F80BGA17468	1/25/2011	1/10/2011		11/20/2011	3.5L wo/APA	8/20/2011	
UR0098	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04871 Metro Ford	5127	1FMHK7F84BGA19532	1/31/2011	1/26/2011	12/16/2011	12/17/2011	3.5L wo/APA	8/20/2011	########
UR0099	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02459 Sam Pack's Five Star Ford	15697	1FMHK7D82BGA25879	2/15/2011	2/8/2011	12/6/2010	12/11/2010	3.5L wo/APA	8/22/2011	########
UR0100	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04450 Rodriguez Ford	6288	1FMHK7D86BGA72610	5/21/2011	5/16/2011	3/30/2011	3/31/2011	3.5L wo/APA	9/13/2011	2/12/2011
UR0101	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	08951 Ford of Clermont	8900	1FMHK7D85BGA59640	5/3/2011	4/26/2011	3/15/2011	3/17/2011	3.5L wo/APA	9/7/2011	1/24/2011
UR0102	Steers hard grind noise turning	No codes	NVH	In Eval MAO	10/13- no grease applied between ITR and bellows	10/7- no visible damage to the boots. gear hard to turn, ship to MAO to leak check and see if moisture in gear		water ingress	05353 Alexander Ford	1570	1FMHK8F84BGA89781	9/20/2011				3.5L w/APA	9/20/2011	
UR0103	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	01471 Springfield Ford	6513	1FMHK8D80BGA67568	5/12/2011	5/4/2011	1/24/2011	1/28/2011	3.5L wo/APA	9/14/2011	12/272010
UR0104	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	06359 Thornhill Ford	6114	1FMHK8D89BGA31202	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	7/21/2011	########
UR0105	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04163 Elvria Ford	11483	1FMHK7F88BGA56115	4/13/2011	4/6/2011	2/4/2011	2/11/2011	3.5L wo/APA	9/2/2011	########
UR0106	U3000-49 U3000-96	B31	EPP	In Eval MAO	10/17- ambient testing passed, next step is to perform hot testing. 10/26- still in progress	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			04871 Metro Ford	4756	1FMHK7D81BGA27087	2/16/2011	2/8/2011	12/8/2010	12/11/2010	3.5L wo/APA	7/20/2011	

REDACTED FOR RELEVANCE

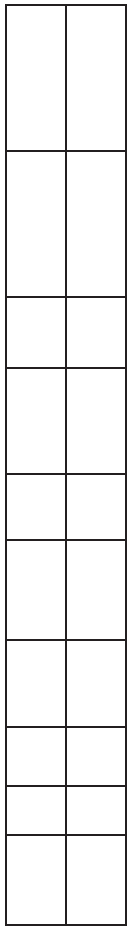
								water ingress	09923 Boone Ford	6601	1FMHK8B84BGA77331	5/23/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	8/25/2011	
UR0108	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	01125 Palmetto Ford	5696	1FMHK7B8XBGA29939	3/2/2011	2/25/2011	1/4/2011	1/8/2011	3.5L wo/APA	8/30/2011	########
UR0109	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02459 Sam Pack's Five Star Ford	7642	1FMHK7D85BGA15184	1/13/2011	12/13/2010	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	########
UR0110	No Assist	No Com	EPP	In Eval MAO	10/17-Confirmed Kemet cap C154 10/26- get approval from Anting to ship C154 back to Kemet for analysis.precontainment c154	10/7- could not pull any data from gear no communication with canape shipped to MAO for further testing		C154 cold weld	01281 Haldeman Ford	372	1FMHK8D85CGA27536	9/4/2011	8/30/2011	7/14/2011	7/15/2011	3.5L wo/APA	9/22/2011	
UR0111	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02549 Silsbee Ford	8861	1FMHK7F88BGA50881	4/21/2011	4/14/2011	1/13/2011	1/15/2011	3.5L wo/APA	9/1/2011	########
UR0112	TC Lamp on	BD2,BD3	TS	In Eval MAO	10/26- shipped from WPAC to MAO 1/23- put through TTR with no codes, ambient cycling cannot get the gear to fail. NTF	10/7- tech only mentions TC lamp on and no communication with the PSCM. I had no problem communicating with the PSCM. Does have multiple A & E codes in stored data		NTF	20028 Bryden Ford	5876	1FMHK8D84BGA71980	5/10/2011	5/1/2011	3/20/2011	3/21/2011	3.5L wo/APA	8/16/2011	
UR0113	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00469 Bondy's Ford	6897	1FMHK7D89BGA41111	3/21/2011	3/15/2011	1/15/2011	1/16/2011	3.5L wo/APA	8/29/2011	########
UR0114	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00469 Bondy's Ford	7379	1FMHK7F87BGA37393	3/15/2011	3/9/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/24/2011	########

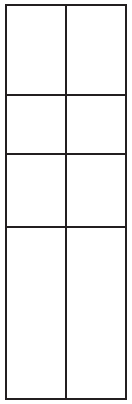
UR0115	C200D-49	B9A	EPP	In Eval MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00389 Mountain View Ford	12040	1FMHK8D88BGA44944	3/25/2011	3/23/2011	1/24/2011	1/29/2011	3.5L wo/APA	9/22/2011	########
UR0116	C200D-49	B9A	EPP	In Eval MAO	10/20- gear installed in Matt Surella's 2012 U502 for B9A canape recording 12/19- found conformal coat on the ribbon cable	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	02980 Shamaley Ford	7119	1FMHK7D89BGA18251	1/26/2011	1/18/2011	12/4/2010	12/4/2010	3.5L wo/APA	9/2/2011	########
UR0117	C200D-49	B9A, BD0-BD3	EPP	In Eval MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	04424 Jennings Anderson Ford	3010	1FMHK7D85BGA42627	3/17/2011	3/11/2011	1/25/2011	1/28/2011	3.5L wo/APA	7/2/2011	########
UR0118	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	04283 Varsity Ford	6217	1FMHK7F87BGA64870	5/10/2011	5/5/2011	2/24/2011	3/8/2011	3.5L w/APA	8/19/2011	1/2/2011
UR0120	C200D-49	B9A	EPP	In Eval MAO	12/1- misalignment of the ribbon cable	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	02704 Fairway Ford	5395	1FMHK7D81BGA72692	5/21/2011	5/16/2011	3/30/2011	4/1/2011	3.5L wo/APA	9/21/2011	2/15/2011
UR0121	C200C-C200B-62	BD3, BD4, B90	TS	In Eval MAO	1/23- starting unit with not reproduce code but after several tests on the EDF able to reproduce codes, need to EPP & harness swap to confirm IPA issue	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		bent TS finger	04863 Duval Ford	1713	1FMHK7B88BGA86091	6/17/2011	6/10/2011	4/24/2011	4/27/2011	3.5L wo/APA	8/25/2011	
UR0122	C200C-C200B-62	BD3, BD4	TS	In Eval MAO	1/23- starting unit with not reproduce code but after several tests on the EDF able to reproduce BD2, BD4, need to EPP & harness swap to confirm IPA issue	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing. No damage to TS harness		bent TS finger	09452 Ted Britt Ford	167	1FMHK7D85BGA84070	6/10/2011	6/7/2011	4/7/2011	4/8/2011	3.5L wo/APA	7/25/2011	
UR0125	U3000-49	A16		in eval MAO	1/23- full testing at MAO installed on EDF cycling rack no codes set has good communication. NTF	11/11- all a codes set no stored b-codes vehicle only set the TC lamp on with mult. CAN codes. it did not lose assist. PPT lead to gear replacement with resetting U3000-49, shipped gear to MAO. No ther parts replaced		NTF	05340 Royal Oak Ford	183	1FMHK7D82CGA16391	8/17/2011	8/13/2011	12/6/2010	12/10/2010	3.5L wo/APA	10/7/2011	5/17/2011
UR0127	U0300-00 U3000-96	BFD	EPP	in eval MAO	12/10- cannot get the gear to fail at MAO ambient testing.	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		NTF	00165 Gene Latta Ford	50	1FMHK8F82CGA19049	8/29/2011	8/24/2011	7/6/2011	7/8/2011	3.5L wo/APA	10/6/2011	
UR0130	C200B-2F C200B-62	BD2,BD4	TS	in eval MAO	1/30- On floor in lab ready for test, more info by Wednesday. 2/1- found bent finger need to get the bent finger tester sent up at incoming material station and keep the visual check while loading IPA's into the station.	11/11- no damage to the ts harness. pulled stored and EFF data from gear, shipped to MAO for analysis		bent TS finger	09179 Inver Grove Ford	146	1FMHK8F85CGA13391	8/17/2011	8/12/2011	6/16/2011	6/20/2011	3.5L w/APA	9/30/2011	
UR0133 RUA# 5364	U2011-49 U3000-96	B3A	EPP	in Eval Tyco	12/13- could duplicate B3A failure in lab. surrogate relay test OK, ribbon cable wiggle test ok, 5amp test done found faulty motor relay. Shipped to UK. UK	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis		CuS contact contamination	01185 McKay Ford	180	1FMHK7D89CGA36136	9/23/2011	9/20/2011	8/4/2011	8/5/2011	3.5L wo/APA	########	6/8/2011
UR0136	TC lamp on	mult can codes		in eval MAO	1/24- John tested at gear level on the TTR with no codes	12/9- tech replaced the steering gear for C1B00 and mult can codes in all modules and vehicle came back with same TC lamp on in the CQIS report. Unknown what the fix was tech did not mention what was done to fix this issue in AWS, most likely CAN electrical connection issue.	vehicle came into the dealer four times for TC lamp on, replaced the EPAS gear first time in and on the forth repair attemp they found a broken CAN wire(VDB04WHBU) near connector 139	Non TRW issue	03208 Stone Motors	947	1FMHK8F85CGA25556	9/6/2011					########	

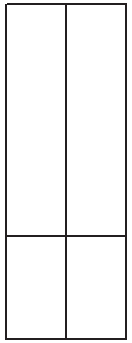
UR0137 RUA# 5414	U2011-49	B3A	EPP	in Eval Tyco	12/20- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on link relay 2/9- confirm CuS contact contamination at Tyco	12/9- pulled stored and EFF data shipped to MAO for analysis		CuS contact contamination	02709 Tom Holzer Ford	444	1FMHK8D85CGA40125	9/28/2011	9/22/2011	7/28/2011	7/29/2011	3.5L wo/APA	########	9/22/2011
UR0138 RUA# 5406	U3000-49	B43	EPP	in Eval Tyco	12/20- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on link relay 2/9- confirm CuS contact contamination at Tyco	12/9- pulled stored and EFF data shipped to MAO for analysis		CuS contact contamination	05579 Fuller Ford	483	1FMHK7B81CGA25750	8/27/2011	8/24/2011	7/7/2011	7/9/2011	3.5L wo/APA	11/5/2011	5/19/2011
UR0140	C200D-49	B9A	EPP	in eval MAO	1/23- John performed testing and found both conformal coat and misalignment by the wires sticking out from pin 1.	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.		conformal coat and misalignment	04515 Boggus Ford	2476	1FMHK7B84CGA31476	9/19/2011	9/6/2011	7/22/2011	7/22/2011	3.5L wo/APA	########	
UR0141	No Com	No Com	EPP	At WPAC	12/19- could not plug in the 3-pin conn. Ign. feed terminal damaged have pictures. Freight ship to MAO on 1/6. This is a 2011 vehicle			non TRW issue	11192 City World Ford	16590	1FMHK8D87BGA39668	3/11/2011	10/6/2011	8/9/2011	8/11/2011	3.5L wo/APA	11/7/2011	
UR0142	U3000-49	BA4,BA5, BC2	EPP	in eval MAO	1/23- cold weld apply warm air over C154 and lose signal. Solder connection damaged removing from ECU board, no weld ball. 2/3-Kemet confirmed weld issue, precontainment c154.	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.		C154 cold weld	04867 Mike Shad Ford	4131	1FMHK7D89CGA01807	7/18/2011	6/23/2011	4/7/2011	4/8/2011	3.5L wo/APA	########	
UR0144	PS in/op	no codes		chargeback	12/19- found out dealer replaced two EPAS gears, this was the first did not find anything wrong with the gear. Tech states in the cqis report that this vehicle had a u3000-96 after pulling codes the gear never had a u3000-96. to chargeback the gear.			Chargeback	05700 Champion Ford	1546	1FMHK7F90CGA12488	8/22/2011				3.5L wo/APA	########	
UR0147 RUA# 5472	U2011-49	B3A	EPP	in process UK	1/23- not failing any tests at MAO, only one set B3A code in stored data 2/17- Tyco to confirm CuS contamination	12/21- pulled EFF & stored data, relay code ship to MAO for analysis		CuS contact contamination	03614 Smith Cairns Ford	390	1FMHK8F82CGA46316	10/14/2011	10/6/2011	8/10/2011	8/11/2011	3.5L w/APA	12/9/2011	6/28/2011
UR0151	C200B-2F C200B-62 U3000-96	BD2,BD4	TS	in eval MAO	2/21- after testing passed removed IPA and found TS bent finger	1/18- inspect TS harness ok, pulled EFF & stored data, ship to MAO for further analysis		TS bent finger	04462 Randall Reed's Planet Ford	6	1FMHK7F82CGA67810	11/18/2011	11/9/2011	11/17/2010	11/19/2010	3.5L w/APA	########	
UR0153	C200D-49	B9A	EPP	in eval MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.			conformal coat and misalignment	02865 Ford of Ocala	2837	1FMHK7B84CGA15679	8/15/2011	8/11/2011	6/17/2011	6/23/2011	3.5L wo/APA	########	4/23/2011
UR0156	C200D-49	B9A	EPP	in eval MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.		conformal coat and misalignment	09581 Gus Machado Ford	4974	1FMHK7F86CGA01096	7/18/2011	6/27/2011	4/4/2011	4/6/2011	3.5L wo/APA	########	3/4/2011
UR0158	C200B-2F C200B-62	BD2,BD4, B90	TS	in eval MAO	2/21- after testing passed removed IPA and found TS bent finger	1/19- inspect TS harness ok, pulled EFF & stored data, ship to MAO for further analysis		TS bent finger	05739 Ted Russell Ford	2176	1FMHK8F8XCGA40229	10/3/2011	9/27/2011		12/19/2010	3.5L wo/APA	########	
UR0160	C200D-49	B9A	EPP	in process MAO	1/20- inspected and pulled EFF & stored data, ship to MAO for further analysis.	1/20- inspected and pulled EFF & stored data, ship to MAO for further analysis.		ribbon cable misalignment	01131 Green Ford	2145	1FMHK7D84CGA48842	10/12/2011	10/7/2011	4/26/2011	4/26/2011	3.5L wo/APA	12/5/2011	4/2/2011
UR0162	C200D-49	B9A	EPP	in process MAO	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.			conformal coat and misalignment	04332 Armstrong Ford	10116	1FMHK7B80CGA27912	9/7/2011	9/1/2011	7/14/2011	7/16/2011	3.5L wo/APA	1/2/2011	
UR0164	U2011-49	B3A	EPP	in process MAO	3/3- confirm CuS contact contamination at MAO fit week 22 relay build.	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	07262 McMullen Ford	1003	1FMHK8B84CGA50826	10/17/2011	10/12/2011	8/25/2011	8/26/2011	3.5L wo/APA	1/4/2012	6/30/2011
UR0172	U2011-49 U3000-96	B3A	EPP	in process MAO	3/3- confirm CuS contact contamination at MAO fit week 23 relay build.	2/17- inspected and pulled EFF & stored data, ship to MAO for further analysis. w/APA		CuS contact contamination	09578 Midway Ford	4	1FMHK8F86CGA94644	1/10/2012		10/27/2011	10/29/2011	3.5L w/APA	1/19/2012	
UR0173	U2011-49	B3A	EPP	in process MAO	3/3- confirm CuS contact contamination at MAO fit week 22 relay build.	2/17- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	12152 Uptown Motors	7309	1FMHK8F81CGA55220	10/27/2011	10/23/2011	8/30/2011	9/18/2011	3.5L w/APA	1/17/2012	7/1/2011

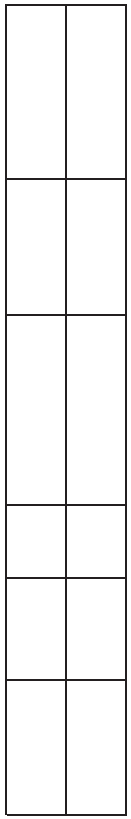
UR0176	U2011-49	B3A	EPP	in process MAO	3/3- confirm CuS contact contamination at MAO fit week 21 relay build.	2/27- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	02750 Avis Ford	5896	1FMHK7F80CGA27807	9/12/2011	9/8/2011	7/13/2011	7/22/2011	3.5L wo/APA	2/10/2012	6/8/2011
UR0180	U2011-49	B3A	EPP	in process MAO	3/3- confirm CuS contact contamination at MAO fit week 21 relay build.	2/27- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	2331	9	1FMHK8F86CGA81120	12/22/2011	12/15/2011	7/21/2011	7/23/2011	3.5L w/APA	1/18/2012	6/8/2011

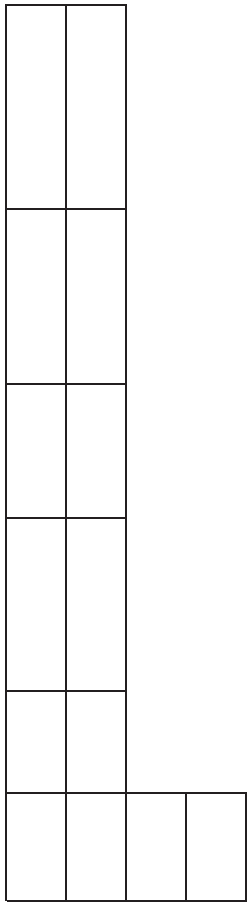
Date	Part ETA

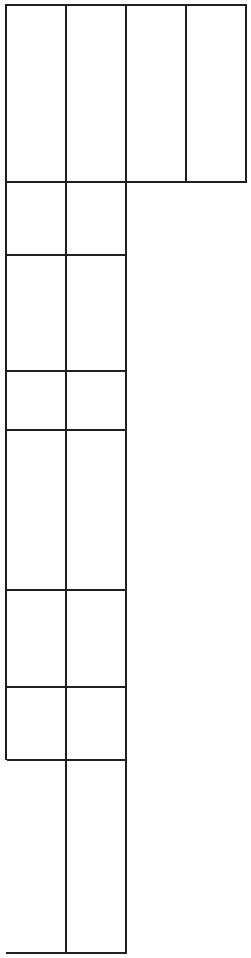


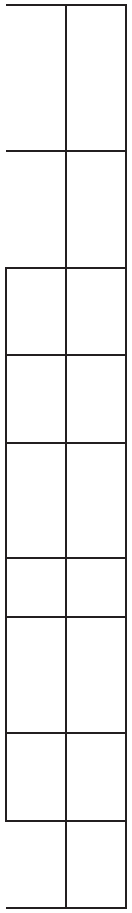


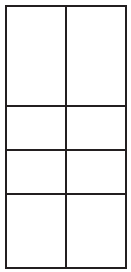


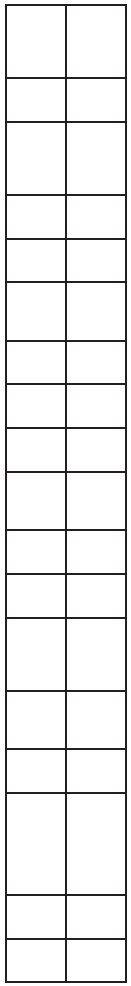


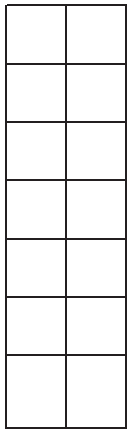


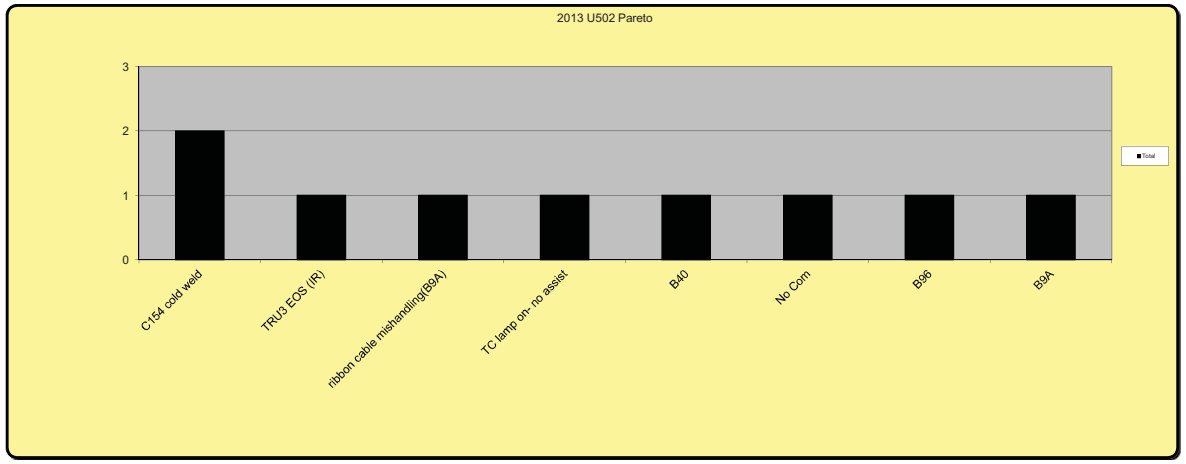












updated to 7/13/2012

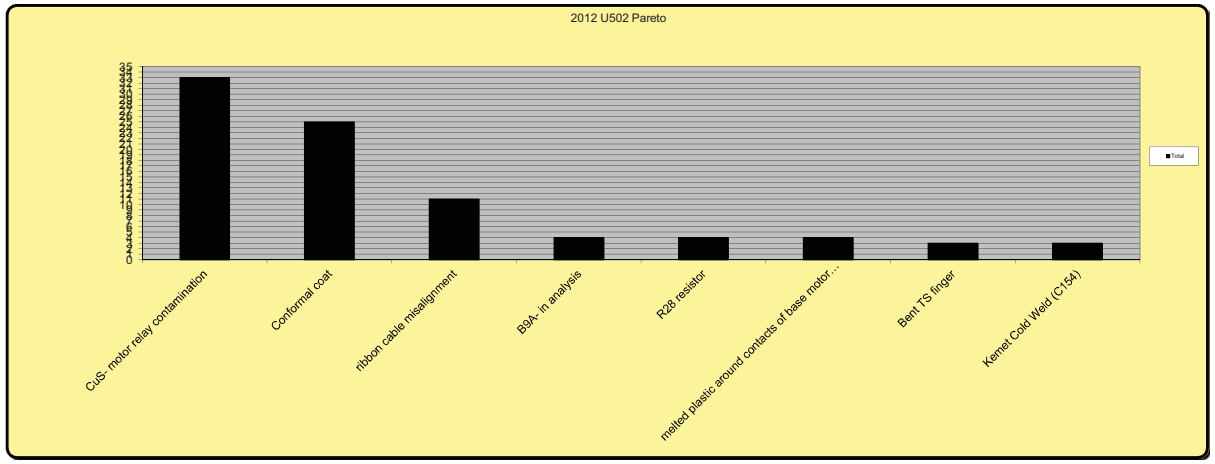
		Vehicle Build Month																		
	VIN/Seq#	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	O-12	N-12	D-12	J-13	F-13	M-13	A-13	Total	ICA for Marion	PCA for Marion	Comments
C154 cold weld	UR0256,257		1	1													2		5/22/12	last machine set-up with vision system to identify a poor weld
TRU3 EOS (IR)	UR0245	1															1		EOS unknown cause	6/18- IR could not determine cause after decapsulation of the TRU3 due to EOS. Have IR's 8D and pictures.
ribbon cable mishandling(B9A)	UR0252	1															1		2/13/12 QA-training/visual aids	ribbon cable mishandling issue at Anting. Andy Partidge there in week 2 to train and give visual aids to the operators that handle the motors. Build date on this gear is 2/10/12 still under the estimated time from Anting to MAO
TC lamp on- no assist	UR0253			1													1			
B40	UR0254	1															1			5/22- EPP shipped out of MAO to UK
No Com	UR0255			1													1			
B96	UR0258	1															1			
B9A	UR0259	1															1			

updated to 7/13/2012

		Vehicle Build Month																		
	VIN/Seq#	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	O-12	N-12	D-12	J-13	F-13	M-13	A-13	Total	ICA for Marion	PCA for Marion	Comments

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Dealer Information	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair
UR0245 RUA# 5967	U3000-49 U3000-96	B43	EPP	in eval IR	5/22- EPP shipped out of MAO to UK 6/15- TRU3(LSD) on the link relay shipped to IR	4/23- pulled EFF & stored data, shipped to MAO for further analysis 5/15- Found ECU issue that		TRU3 EOS	09357 Jersey City Ford	120	1FM5K7D89DGA02900	2/9/2012	2/1/2012	12/8/2011	12/14/2011	3.5L w/APA	3/27/2012
UR0252 RUA# 5928	C200D-49 U3000-96	B9A	EPP	in eval UK	6/14- TE found ribbon cable was pulled extremely hard to cause missing strands from one side, ribbon cable mishandling at Anting. We have corrective actions put in place using a QA alert at Anting when Andy Partridge was there earlier this year.	5/2- pulled stored and EFF data from the gear, shipped to 26mile for evaluation 5/7- confirmed misalignment, ribbon cable date 9/27/2011. resistance does vary while wiggling and can see protruding wires. Suspect ribbon cable from Tyco installed on new build 5/16- EPP in UK for ribbon cable evaluation before sending to TE for alignment cause.		ribbon cable handling	08183 Countryside Ford	1264	1FM5K8F80DGA03775	2/15/2012	2/10/2012		12/6/2011	3.5L wo/APA	4/3/2012
UR0253	TC lamp on no assist	A19,E66		in eval MAO	5/4- pulled EFF & stored data no B codes, unknown what caused the no assist at this time. shipped to MAO for further analysis		Dealer had PSCM codes of U3003-68(E11- batt. event code), C1B00-2F(A19-invalid RSP counter fault), U0415-00(A28- angle offset invalid)		03654 Tower Ford	13	1FM5K8D88DGA32587	4/4/2012	3/30/2012	2/17/2012	2/18/2012	3.5L wo/APA	4/24/2012
UR0254 RUA# 5966		B40	EPP	in process Anting	5/22- EPP shipped out of MAO to UK 6/18- R72 has a dry solder joint, ship to Anting for analysis.	5/4- pulled EFF & stored data, shipped to MAO for further analysis 5/18- found defective R72 resistor high resistance at 90k ohms and should be 9k ohms. To ship to UK for			03423 Woodhouse Ford	1116	1FM5K7D90DGA11025	2/27/2012	2/20/2012	12/15/2011	12/21/2011	3.5L wo/APA	4/16/2012
UR0255	No Com	No Com	EPP	in eval MAO	5/24- could not pull any CANape data from the EPP				06000 Country Ford	6	1FM5K8F83DGA38438	4/9/2012	4/3/2012	2/25/2012	2/27/2012	3.5L w/APA	5/2/2012
UR0256	U3000-49 U3000-96	BC2,BA5,BBA	EPP	in eval MAO	5/24- pulled EPP & stored data from the gear shipped to MAO for further analysis			C154 cold weld	04544 Red McCombs Ford	202	1FM5K7D86DGA37409	4/10/2012	4/6/2012	2/21/2012	2/24/2012	3.5L w/APA	5/7/2012
UR0257	U3000-49 U3000-97	BC2,BA5,BA4, BBA	EPP	in eval MAO	6/4- passing warm air over C154 capacitor goes open.	5/30- pulled EPP & stored data from the gear shipped to MAO for further analysis		C154 cold weld	07488 San Tan Ford	100	1FM5K8F82DGA21744	3/19/2012	3/13/2012	2/12/2012	2/16/2012	3.5L w/APA	4/19/2012
UR0258	C1B00 U3000 P07AE	B96	EPP	in eval MAO	6/19- pulled stored and EFF data did not see any friction data from the data, shipped gear to MAO for further analysis				01588 Rick Ridings Ford	2715	1FM5K8D81DGA02881	2/9/2012	1/31/2012	12/7/2011	12/17/2012	3.5L wo/APA	5/30/2012
UR0259	C200D-49	B9A	EPP	in eval MAO	6/19- pulled stored and EFF data, shipped gear to MAO for further analysis	6/19- pulled stored and EFF data, shipped gear to MAO for further analysis			05001 Pittsburg Ford	6276	1FM5K8B82DGA11303	2/28/2012	2/22/2012		1/8/2012	3.5L w/APA	5/30/2012

Motor build date
9/17/2011
12/2/2011
1/17/2012



updated to 6/25/2012

		Vehicle Build Month																		
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments
CuS- motor relay contamination	UR0133,137,138,147,149,157,163,164,171,172,173,176,180,184,185,186,187,188,191,195,196,197,200,203,205,208,211,213,217,221,237,238,239	1	1	9	10	6	4	2									33	3/3/12	9/4/2012 massive silver contacts	CuS contamination on relay contacts, machine adj. & contact inspection. FIFO issue at Tyco HK warehouse in China, it looks like the containment date for vehicles for the Copper/Sulphur Relay issue (B3A/B6B/B43 codes) at MAP is March 6, 2012.
Conformal coat	UR0140,153,156,162,166,198,199,204,210,212,215,218,219,220,222,223,224,226,229,230,231,232,236,243,247	3	8	10	3	1											25		12/26/2011- visual con coat	changes to application of con coat and UV light inspections. Plus reject EOL B9A LICs
ribbon cable misalignment	UR0160,169,170,179,216,225,189,190,235,244,248		2	6	2		1										11	1/9/2012- proper machine set-up using proper gages	6/27/2012- new vehicle build date due to FIFO issue in china	wedge height increase to prevent misalignment & proper machine set-up using gages everyday. 100% cable sort for protruding wires strands using magnification. Due to FIFO issues at the TE warehouse in HK the new containment date for MAP is 6/30/2012.
B9A- in analysis	UR0194,209,250,251	1		2	1												4		12/26/2011- visual con coat 1/9/2012- proper machine set-up using proper gages	In analysis will sort into conformal coat or misalignment.
R28 resistor	UR0126,128,143,192		2	1	1												4			Found R28 resistor on ECU defective UK to further test. R28 failed due to EOS from the vehicle.
melted plastic around contacts of base motor relay	UR0145,165,167,178			2	1	1											4			
Bent TS finger	UR0130,151,158		1		1	1											3	5/12/12	7/9/2012	emailed UD to TI on 3/23- inspections,training,equipment improvements(5/12). Improved torque ring packaging from Molex will prevent arrive at
Kemet Cold Weld (C154)	UR0110,142,193	1		1			1										3		5/22/2012	first machine#12 on 5/30/2011 fitted with vision system. last machine#11 to receive the vision system on 2/14/2012 at Kemet(PCA).
B43- in analysis	UR0207,214				1			1									2	wo/APA- 1/13/2012 w/APA- 1/30/2012	9/4/2012 massive silver contacts	CuS contamination on relay contacts, machine adj. & contact inspection.
noise in gear	UR0152,234		1	1													2			
chargeback	UR0144,227		1					1									2		non TRW issue	chargeback to dealer
B3A- in analysis	UR0183		1														1	wo/APA- 1/17/2012 w/APA- 2/3/2012	9/4/2012 massive silver contacts	CuS contamination on relay contacts, machine adj. & contact inspection.
BD0-BD3	UR0228		1														1			
BA4,BA5,BC2- in analysis	UR0150				1												1			Kemet?
BA4	UR0175					1											1			
B43- NTF	UR0159				1															
B3A- NTF	UR0090	1															1			
BFD- NTF	UR0127		1														1		NTF	all testing at MAO could not get any codes to set not failing at this time.
BC5- NTF	UR0129		1														1		NTF	suspect TRU6 damage
BD0,BD2	UR0135				1												1			cannot duplicate codes At this time
B7E, BAD	UR0131			1													1			power module damage
BAE	UR0132				1												1			
no assist, C1B00-29	UR0139				1												1			
int. no com	UR0146		1														1			
debris short ECU PCB and base plate	UR0148					1											1		8/14/12	UK found PCB issue, Anting found debris short from machines clean every two hours instead of per shift started 7/3/2012.
TC Lamp on- no assist	UR0155		1														1			
wander on hwy	UR0161			1													1			
water ingress-lack of grease at ITR groove and boot	UR0174	1															1		QA- 10/14/2011	lack of lube at the ITR groove & boot seal causing water ingress and internal ruted parts. Quality alerts have been at the stations, grease sensors
shorted PM FETs	UR0177		1														1			
TS Harness @ Molex not fully engaged	UR0181		1														1		QA- 9/16/2011	set up a quality alert at the IPA cover station to check installation
AF1	UR0182		1														1			
steering jerky	UR0201							1									1			
B24	UR0202							1									1			

updated to 6/25/2012

		Vehicle Build Month																		
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments
Noise front of vehicle	UR0206			1													1		non TRW issue	tech installed gear for whining noise no change found trans leak, cannot chargeback because hotline report.
2-3 shift hear pop noise	UR0241						1										1			
BA5,BC2,BFD	UR0240						1										1			
BAC,BAD	UR0242	1															1			
PCB short	UR0154		1														1		6/5/2012(Merix)	short traced at Merix the PCB supplier from the dust proof cloths, implement 6/5/2012 to wash cloths twice per month compared to once per month
A30,E30	UR0246				1												1			
clockspring broken wires	UR0168				1												1	5/23/2011-software change	8/31/2011-switch to manual process	check for rework process IPA

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Dealer Information	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build date
UR0131	U3000-49 U3000-96	B7E,BAD	EPP	in eval MAO	2/1- code does repeat located the problem in the power module	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		power module	01741 Lakeland Ford	71	1FMHK7F89CGA30625	9/16/2011	9/12/2011	7/21/2011	7/21/2011	3.5L wo/APA	10/24/2011	
UR0132	U3000-49 U3000-96	BAE	EPP	in eval MAO	12/10- code reproduced once at MAO, removed ECU from EPP and the never set again with multiple temp testing.	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis		NTF	05167 Bob Allen Ford	309	1FMHK8D83CGA43136	10/4/2011	9/25/2011	8/17/2011	8/19/2011	3.5L wo/APA	11/4/2011	
UR0135	C200B-2F	BD0, BD2	TS	in eval MAO	2/1-cannot duplicate codes at ambient and repetitive Dynamic assist, ongoing testing 3/2-	12/9- pulled stored and EFF data shipped to MAO for analysis		NTF	06552 Central Ford	148	1FMHK7B83CGA44509	10/6/2011	9/30/2011		3/24/2011	3.5L wo/APA	11/5/2011	
UR0145 RUA# 5474	U2011-49	B3A	EPP	in eval UK	1/23- sets E66 code at MAO ship to UK 2/10- found plastic melted around contact	12/19- pulled EFF and stored data, had E66,A66 & A3A codes. going to freight ship to MAO on 1/6.		melted plastic around base contacts	01980 Beau Townsend Ford	3126	1FMHK8F83CGA28357	9/10/2011	9/7/2011	7/22/2011	7/22/2011	3.5L wo/APA	11/25/2011	
UR0146	Int. No Com	no codes		in eval MAO	1/24- extensive testing at MAO 2hrs ambient ign. cycling and TTR testing with NTF. Next steps thermo testing. 3/2- need tri-temp testing MAO to test when tri-temp machine is set-up this month.	12/19- tech states he has intermittent no communication in the CQIS report. After 15min road test lost communication, problem int. with can bus	after 15 mile road test pulling onto the hwy the TC & ABS lamps on with no steering assist returned to the shop network	NTF	08223 Link Ford	1192	1FMHK7F80CGA13258	8/18/2011	8/13/2011	12/17/2010	12/12/2010	3.5L wo/APA	10/7/2011	
UR0148 RUA# 5576	U3000-49 U3000-96	B24, BB9	EPP	in eval UK	1/30- B24 will set everytime you cycle the ignition. Possible IC3 voltage on VPH3 not in spec. measure on board, compare with good ECU. 2/15- Ship to UK for level 3 if C91 is not damaged.	12/21- inspection and pulled EFF & stored data, ship to MAO for analysis		IC3 FET?	01521 Friendly Ford	16	1FMHK7B88CGA68787	11/18/2011	11/15/2011	9/28/2011	9/30/2011	3.5L wo/APA	12/1/2011	
UR0150	U3000-49 U3000-96	BA4,BA5,BC2, BC1	EPP	in eval MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.			09003 Bailey Brothers	5	1FMHK8F8XCGA53854	10/26/2011	10/21/2011	8/26/2010	8/28/2010	3.5L wo/APA	11/15/2011	
REDACTED FOR RELEVANCE									10359 Reineke Ford	6338	1FMHK8F87CGA12775	8/16/2011	8/9/2011	5/4/2011	5/5/2011	3.5L w/APA	12/22/2011	
UR0154	U3000-49 U3000-96	BA4,B40	EPP	in eval UK	4/20- UK found a fault with the PCB, analysis still on going	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis. 2/23- same issue as UR0143 low reading on R28 resistor looking at PCB or other issues. Ship to UK for further analysis			20167 Franklin Ford	12	1FMHK8D81CGA16047	8/22/2011	8/16/2011	6/17/2011	6/27/2011	3.5L wo/APA	11/10/2011	
UR0155	TC lamp on No Assist	no codes		in eval MAO	1/18- inspected and pulled EFF & stored data, no TRW or Ford codes listed, vehicle has been into the dealer twice before the gear was replaced, ship to MAO for further analysis.	1/18- inspected and pulled EFF & stored data, no TRW or Ford codes listed, vehicle has been into the dealer twice before the gear was replaced, ship to MAO for further analysis.			08922 Fremont Motors	5816	1FMHK8F86CGA09348	8/2/2011	7/28/2011	5/18/2011	5/19/2011	3.5L wo/APA	12/8/2011	

REDACTED FOR RELEVANCE

									04846 Sunrise Ford	1700	1FMHK7B89CGA35023	9/21/2011	9/17/2011			3.5L wo/APA	12/12/2011	
UR0165 RUA# 5631	U2011-49 U3000-96	B3A	EPP	in process Tyco	3/19- UK found melted plastic around contacts, shipped to Tyco in discussions with TRW to find CA.	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis. 3/3- surrogate relay test ok, wiggle ribbon cable ok, 5amp		melted plastic around base contacts	08696 Porter Ford	4147	1FMK8F89CGA38410	9/30/2011	9/7/2011	7/21/2011	7/21/2011	3.5L wo/APA	1/21/2012	6/8/2011
UR0167 RUA# 5629	U2011-49 U3000-96	B3A	EPP	in process Tyco	3/19- UK found melted plastic around contacts, shipped to Tyco in discussions with TRW to find CA.	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis. 3/3- surrogate relay test ok,		melted plastic around base contacts	05224 Thoroughbred Ford	2369	1FMHK8D89CGA56280	10/25/2011		10/18/2010	11/4/2010	3.5L wo/APA	1/17/2012	
UR0168	C200B-2F C200C-2F	BD0-BD3	TS	in eval MAO	4/23- need to check rework part instructions	2/10- no damage to TS harness pulled stored and EFF data from PSCM, shipped to MAO for further analysis 3/2- broken plastic finger guide for TS ribbon cable,		broken clockspring wires	06477 Legacy Ford	2166	1FMHK7F90CGA44065	10/5/2011			7/16/2011	3.5L w/APA	1/17/2012	
UR0175	U3000-49	BA4	EPP	in eval MAO	3/2- not a C154 more testing needed to repeat code. 5/25- next steps put tri-temp chamber	2/27- inspected and pulled EFF & stored data, ship to MAO for further analysis.			20546 Fette Ford	246	1FMHK7D82CGA70435	11/23/2011	11/18/2011	9/29/2011	9/30/2011	3.5L wo/APA	2/13/2011	
UR0177	U3000-49	BA4,B7D,B7F	EPP	in eval Fairchild	3/12- found PM top FETs shorted, shipped to Fairchild in China	2/27- inspected and pulled EFF & stored data, ship to MAO for further analysis.		PM shorted FETs	08109 Jerseyville Motors	8224	1FMHK8F8XCGA25374	8/31/2011	8/28/2011	7/14/2011	7/16/2011	3.5L wo/APA	2/9/2012	
UR0178 RUA# 5633	U2011-49 U3000-96	B3A, B95	EPP	in eval Tyco	3/19- UK found melted plastic around contacts, shipped to Tyco for analysis.	2/27- inspected and pulled EFF & stored data, ship to MAO for further analysis. 3/3- surrogate relay test ok		melted plastic around base contacts	08450 Summit Ford	3511	1FMHK8D82CGA60624	11/2/2011	10/26/2011	8/25/2011	9/7/2011	3.5L wo/APA	2/6/2012	5/29/2011

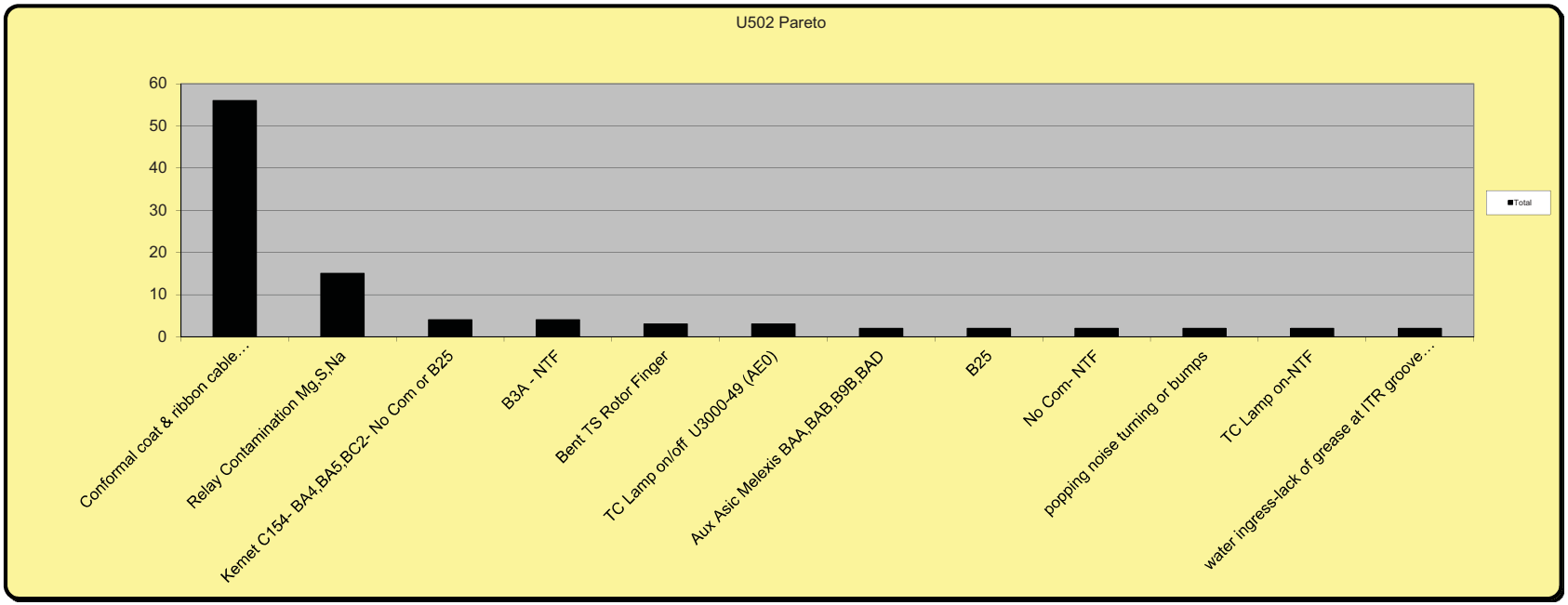
REDACTED FOR RELEVANCE

									09217 Apple Valley Ford	4652	1FMHK8F89CGA09442	8/2/2011	7/26/2011	5/17/2011	5/18/2011	3.5L wo/APA	2/2/2012	
UR0183	U2011-49 U3000-96	B3A	EPP	in eval MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis. 5/25- locate parts				05761 Don Franklin Ford	10554	1FMHK8F83CGA24440	8/31/2011	8/27/2011	7/7/2011	7/9/2011	3.5L w/APA	1/23/2012	6/4/2011
UR0194	C200D-49	B9A	EPP	in eval MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis. 5/25- locate parts				07670 Mac Haik Ford	6135	1FMHK7F80CGA48754	10/12/2011	10/10/2011	2/7/2011	2/11/2011	3.5L wo/APA	2/22/2012	12/29/2010

REDACTED FOR RELEVANCE

									08211 Robinson Brothers Ford	12	1FMHK7F87CGA79578	1/5/2012	1/2/2012	10/27/2011	11/5/2011	3.5L w/APA	1/30/2012	
UR0202	U3000-49 U3000-96	B24	EPP	in eval MAO	3/22- inspected and pulled EFF & stored data, ship to MAO for further analysis. 5/25- in lab at MAO				08619 Cal Worthington Ford	196	1FMHK8D81CGB03320	1/25/2012	1/17/2012	11/29/2011	12/2/2011	3.5L wo/APA	2/28/2012	
UR0203 RUA# 5903	U3000-49	B43	EPP	in process UK	5/9- ship link relay to UK for further testing, relay build week 35	3/22- inspected and pulled EFF & stored data, ship to MAO for further analysis.			09273 Deml Ford	169	1FMHK8D81CGA64518	11/10/2011	11/7/2011	10/5/2011	10/7/2011	3.5L wo/APA	2/27/2012	9/3/2011
UR0205 RUA# 5905	U2011-49 U3000-96	B6B	EPP	in process UK	5/9- ship motor relay to UK for further testing, relay build week 31	3/22- inspected and pulled EFF & stored data, ship to MAO for further analysis.			04283 Varsity Ford	6365	1FMHK9F9XCGA67823	11/16/2011	11/10/2011	9/22/2011	9/24/2011	3.5L wo/APA	2/27/2012	9/1/2011

UR0207 RUA# 5904	U3000-49	B43	EPP	in process UK	5/9- ship link relay to UK for further testing, relay build week 39	3/26- inspected and pulled EFF & stored data, ship to MAO for further analysis.			07792 Levittown Ford	380	1FMHK8D89CGA97508	1/28/2012	1/18/2012	11/22/2011	11/26/2011	3.5L wo/APA	3/5/2012	10/14/2011
UR0209	C200D-49	B9A	EPP	in eval MAO	3/26- inspected and pulled EFF & stored data, ship to MAO for further analysis.	3/26- inspected and pulled EFF & stored data, ship to MAO for further analysis.		conformal coat & mis alignment	06534 Estabrook Motor Co.	8021	1FMHK7D88CGA34782	9/21/2011	9/17/2011	8/4/4011	8/4/2011	3.5L wo/APA	2/24/2012	6/10/2011
UR0214	U3000-49	B43,BB5,BB7, B3A	EPP	in process UK	6/6- confirmed both link and motor relay failed, ship both to the UK	4/5- inspected and pulled EFF & stored data, ship to MAO for further analysis. 5/25- NTF with testing in MAO, still at EPP level to send Geoff email for next steps			08621 Seekins Ford	1747	1FMHK8B8XCGA52712	10/19/2011	10/14/2011			3.5L wo/APA	3/1/2012	6/30/2011
UR0228	C200B-2F C200C-2F	BD0-BD3, B90	TS	in process MAO	4/16- inspected the TS harness no damage, pulled the EFF & stored data, shipped to MAO for further testing	4/16- inspected the TS harness no damage, pilled the EFF & stored data, shipped to MAO for further testing		broken clockspring wires	04511 Mac Haik Ford	1877	1FMHK7D87CGA12840	8/19/2011	8/16/2011		7/2/2011	3.5L wo/APA	2/18/2012	
UR0233	TC lamp on & ABS lamp on C1B00-64	no codes		in process MAO	4/16- found absent CAN signal codes so unsure if the vehicle had a CAN BUS connection issue 5/25- EOL testing with NTF and ambient testing on bench in the lab.			NTF	06432 Grapevine Ford	2503	1FMHK7F86CGA26029	8/31/2011	8/27/2011			3.5L w/APA	3/26/2012	5/18/2011
REDACTED FOR RELEVANCE									08696 Porter Ford	11667	1FMHK7D83CGA30137	9/9/2011	9/6/2011			3.5L wo/APA	3/23/2012	
UR0240	U3000-49	BA5,BC2,BFD	EPP	in process MAO	4/18- inspected and pulled EFF & stored data, ship to MAO for further analysis. 5/25- locate EPP	4/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.			02741 Pat Milliken Ford	3835	1FMHK7D83CGA82139	12/12/2011	12/6/2011	10/22/2011	10/23/2011	3.5L wo/APA	4/4/2012	
REDACTED FOR RELEVANCE									04843 Maroone Ford	23	1FMHK7F84CGA86228	12/12/2011	12/6/2011			3.5L w/APA	3/8/2012	
UR0242	U3000-49	BAC,BAD	EPP	in process MAO	4/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.				08741 All American Ford	23582	1FMHK7F9XCGA03832	7/27/2011	7/21/2011	9/8/2011	9/11/2011	3.5L wo/APA	4/4/2012	
UR0246 RUA# 5949	U3000-72	A30, E30	EPP	in process UK	5/25- shipping link relay to the UK, week 25/11 build date	4/23- when vehicle started no assist until vehicle is driven. pulled EFF & stored data, no B-codes, shipped to MAO for further analysis	per Andy Partridge email 6/6/12	CuS Contamination	04283 Varsity Ford	7652	1FMHK7F81CGA44101	10/5/2011	9/28/2011		7/29/2011	3.5L w/APA	4/2/2012	6/9/2011
UR0249	TC lamp on	E98	EPP	in process MAO	4/27- pulled EFF & stored data, no B codes, does have CAN Bus Faults and one E98(relay deice code) shipped to MAO for further analysis				07809 Jones-West Ford	1280	1FMHK8F88CGA83676	12/14/2011	12/7/2011	10/5/2011	10/14/2011	3.5L wo/APA	3/30/2012	9/6/2011
UR0250	C200D-49	B9A	EPP	in process MAO	4/27- pulled EFF & stored data, shipped to MAO for further analysis				05475 Encinitas Ford	4094	1FMHK7F81CGA31932	9/14/2011	9/9/2011		7/21/2011	3.5L wo/APA	3/26/2012	6/10/2011
UR0251	C200D-49	B9A	EPP	in process MAO	4/27- pulled EFF & stored data, shipped to MAO for further analysis				05957 Mitchell County Ford	7865	1FMHK7B84CGA01006	7/19/2011	6/27/2011		5/11/2011	3.5L wo/APA	4/10/2012	4/20/2011



updated to 11/30/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Conformal coat & ribbon cable misalignment- C200D-49 (B9A)	UR0030,45,47, 48,58,59,60,61, 62,63,64,65,66, 67,68,69,70,71, 73,75,76,77,79, 80,81,82,83,84, 85,86,87,88,89, 92,95,96,98,99, 100,101,103,10 4,105,108,109, 111,113,114,11 5,116,117,118, 119,120,123,12 4					1	6	3	24	12	8	2					56	12/11/2011- tooling	1/19/2012- visual con coat	changes to tooling to prevent misalignment and changes to application of con coat and UV light inspections. Plus reject EOL B9A LICs
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26,38,41				9	2	1	2	1								15	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
B3A - NTF	UR0008,09,56, 90				2						1		1				4			NTF with testing at TRW plant & Tyco
Bent TS Rotor Finger	UR0003,121,12 2						1					2					3	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
TC Lamp on/off U3000-49 (AE0)	UR0023,52,78						1		1				1				3		Non TRW issue	Both gears tested with NTF, on one vehicle the new gear did not fix U3000-49. vehicle could not be fixed shorting the CAN circuits would duplicate the symptoms.
Aux Asic Melexis BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis continuous radom defectivity improvements second to third to fourth quarters ASIC production dates of the 2010 builds at Melexis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
No Com- NTF	UR0031, 33									1	1						2		NTF	will keep in pending to see if we get a duplicate issue

updated to 11/30/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
popping noise turning or bumps	UR0057, UR0093											2					2		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
TC Lamp on-NTF	UR0094,112										2						2		NTF	
water ingress-lack of grease at ITR groove and boot	UR0102, 107										1	1					2		QA- 10-14-2011	lack of lube at the ITR groove & boot seal causing water ingress and internal ruted parts. Quality alerts have been at the stations. grease
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1		NTF	cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
ps delay after startup-U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1	7/22/2011- EOL test	4/14/2012-PSD mask	9/14- OnSemi ASIC Jitter
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1		NTF	Full testing done at Hella optical and performance testing lead to NTF
Broken Pulley	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
main micro defectivity	UR0050										1						1		2/6/12	baseline defectivity continuous improvements
swerve LF suddenly	UR0072								1								1			
BD1,BD3	UR0074							1									1			
BBA,B7F	UR0091								1								1			shorted PM
noise intermittent rh frt side while turning	UR0097						1										1		Non-TRW Issue	tech replacd the EPAS gear and same noise occurred
B31	UR0106							1									1			
No Com- IN ANALYSIS	UR0110														1		1			
BD3,BD4,B90	UR0121											1					1			
BD3,BD4	UR0122											1					1			
3-PIN conn damaged	UR0141																0			
																	0			
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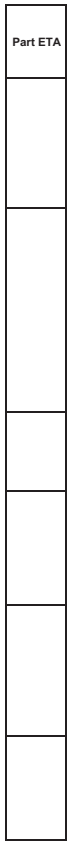
Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Dealer Information	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date
UR0025	U3000-49	B25	EPP	In eval 26 Mile	9/12- tri-temp ignition cycling at 26mile NTF	5/26- pulled stored & EFF data shipped to MAO for further testing 6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps.			20609 Orange Motor Co	8	1FMHK7D89BGA44512	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011		
UR0032 RUA #4978	U3000-49	BFF,BFC,B1C	EPP	In Eval UK	5/31/12- metal debris embedded, use CIP improvement process to reduce particles, close.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return. 7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis. 8/1- check with Mike on updates 8/8-part has arrived to the UK.			07590 Van Bortel Ford	3003	1FMHK8F85BGA29508	3/4/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/9/2011		
UR0035 RUA# 4979	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In Eval UK	8/8- part has not arrived yet in the UK for further testing check with Anting for update	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/25-MAO reproduced B23-found a a low impedance		Main Micro IC3 pin 96	04161 Eddie Yaklin Ford	4625	1FMHK7D8XBGA11017	12/8/2010	12/6/2010	10/1/2010	10/21/2010	3.5L wo/APA	5/31/2011		
UR0040	U3000-49	BAE,BAB,BAD	EPP	In eval 26mile	8/10- MAO to hold onto EPP until UK is done testing the three gears with similar codes. 9/12- 26mile done tri-temp testing was able to get to reset once. Benched tested was able to get to fail possible aux. ASIC testing still ongoing.	8/1- raise RUA and ship to UK for further analysis. faults not replicating even when in hot testing. Fault not replicating in lab after hot test over ASIC and IC17. During analysis part failing with BA4 , B3A rep			08811 Sentry Ford	2050	1FMHK8D83BGA25329	2/14/2011	2/7/2011	12/13/2010	12/19/2010	3.5L wo/APA	6/16/2011		
UR0051	U3000-49	B25	EPP	In eval MAO	9/12- ambient testing complete with NTF, next step cold testing. 10/26- cold testing complete with NTF, next step to ship to 26 mile for tri-temp testing.	8/2- pulled stored & EFF data shipped to MAO for further information 8/29-Ambient testing did not duplicate. Will Cold test next 8/31-Cold testing raised BAA, BAB intermittent. Raised twice and did not repeat.			04921 Bozard Ford	2124	1FMHK7D89BGA30447	2/25/2011	2/21/2011	1/4/2011	1/7/2011	3.5L wo/APA	6/23/2011		
UR0054	No Com	No codes		at WPAC will ship out to MAO for analysis	9/12- gear not at MAO at this time I will check WPAC tomorrow. 10/26- still cannot locate the gear will check WPAC	8/19- tech was not able to get the tc lamp on or get the vehicle to act up but states he could not communicate with the PSCM using his IDS. Unknow if this was an IDS issue because there would			03776 Legacy Ford	16	1FMHK8B82BGA73844	5/22/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	6/29/2011		


Part ETA

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM L030240 RUA# 5490	U3000-72	A30, E30	EPP	in process Tyco	2/1- Sergio found defective link relay, high resistance on contacts, ship to UK via Tyco. 3/9- Tyco confirmed NTF with relay all contacts clean. ECU or EPP at MAO cannot be located for further testing on components.	EPP# 113361898H36123 link relay date code-1139611		NTF	CAP								1/30/2012	relay date 9/28/2011		
0KM RUA# 5367	U2011-49	B3A	EPP	in eval MAO	1/10- Geoff to carry relay to Tyco for the workshop in week 4. 2/9- report does not list contamination on contact 4. unknown welding marks on contact	12/13- could duplicate B3A failure in lab. surrogate relay test OK, ribbon cable wiggle test ok, 5amp test done found faulty motor relay		unknown contaminate contact 3	CAP						7/13/2011	3.5L wo/APA				
UR0134	TC lamp on	mult can codes A2A		in eval MAO	1/23- never lost communication, ran on EDF test stand and performed ambient cycling with no failure or codes. NTF	12/9- Tech states intermittent TC lamp on while driving could not get the lamp to come on but tech states he lost communication with the PSCM unknow if he had IDS issues hotline advised to replace PSCM if all the wiring was tested.		NTF	04013 Manhatten Ford	1699	1FMHK8B83CGA11161	8/8/2011					########		
UR0139	C1B00-29 no assist	no stored A or B codes		in eval MAO	1/23- never lost communication, ran on EDF test stand and performed ambient cycling with no failure. NTF	12/9- pulled stored and EFF data shipped no codes had one E66 code shipped to MAO for analysis Tech states that there are 8-9 modules that fail the network test then tech states no communication with the PSCM. I had no problems with the communication. No history of other parts installed		NTF	07749 Future Ford	2	1FMHK8D87CGA52633	10/19/2011	10/14/2011			3.5L wo/APA	11/1/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Dealer Information	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA32423	U3000-49	B25,BB8, B95	EPP	In Eval (26mile)	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in this wednesdays meeting about B25. 3/30- Andy will report out on 4/13 after returning from Anting & Fairchild for this shorted PM 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign voltage spikes at start-up. Lead time 3-5 week around 6/17 for return on rig 2. after that is returned they will send the other PS out for modification on line 1. 6/20- No failures seen since on this test head, however this is not really long enough to be conclusive that we have fixed the problem as it has been very intermittent and we can have a slight lag on failure analysis					1FMHK8F81BGA32423	3/2/2011				3.5L wo/APA	3/2/2011			
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP						1FMHK8F81BGA41610	3/16/2011				3.5L w/APA	3/16/2011			
0KM	C200B-2F C200C-2F	BD0-BD3, B90	TS	in eval Hella	12/19- cutting process issue, 8D sent to Ford, looking to get a two step cutting process approved for the torque ring templates.	12/6- found metalic fiber shorting on PCB swapped ECU and harness to verify IPA assembly. To ship IPA assem. To Hella		metal fiber torque ring	CAP							3.5L wo/APA				
0KM BGA30310	No Assist	?		CAP	no returned part from CAP											3.5L w/APA				

0KM BGA56776		B25,BB8		MAO	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign voltage spikes at start-up. Lead					BGA56776			1/25/2011	2/25/2011		4/13/2011			
REDACTED FOR RELEVANCE										34	BGA59863				3/2/2011		4/27/2011			
0KM BGA85712	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates. 8/15 keep on hold till Don mattern & Matt Surrella make approval upon visit to MAO.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.		IPA ribbon cable damage											
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi	CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2	motor relay contamination (Mg,S,Na)	09618 Brown Motors	18	1FMHK8D83BGA10846	12/16/2010				3.5L wo/APA	1/12/2011			

UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil	CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-	motor relay contamination (Mg,S,Na)	02071 I-77 Ford	10	1FMHK8D83BGA14928	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when		motor relay contamination (Mg,S,Na)	Ford Management Lease Car- Chicago	1700	1FMHK8F88BGA02366	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after		motor relay contamination (Mg,S,Na)	Ford PDC Fleet vehicle- Taras Palczynski	2010	1FMHK7D89BGA02812	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
REDACTED FOR RELEVANCE																				
									08398 Don Aadsen Ford	18	1FMHK8F86BGA21885	1/31/2011				3.5L wo/APA	3/2/2011			
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled.		NTF	Lease management vehicle- Steve Baker	1661	1FMHK8D86BGA00523	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any resetting codes.		NTF	Lease management vehicle- Doug White	3984	1FMHK8D88BGA01995	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to		motor relay contamination (Mg,S,Na)	lease management vehicle WHQ VSC	1838	1FMHK8F89BGA03591	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			
UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.		motor relay contamination (Mg,S,Na)	04331 Brondes Ford		1FMHK7F87BGA31464	2/24/2011				3.5L wo/APA	3/28/2011			

UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with		motor relay contamination (Mg,S,Na)	02058 Beechmont Ford	1425	1FMHK8F83BGA02503	11/22/2010								
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to		motor relay contamination (Mg,S,Na)	00807 Crest Ford	115	1FMHK8F85BGA27421	2/16/2011				3.5L w/APA	3/9/2011			
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK		motor relay contamination (Mg,S,Na)	03820 Landers Ford	3096	1FMHK8F8XBGA01168	11/3/2010				3.5L w/APA	3/5/2011			
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate		motor relay contamination (Mg,S,Na)	00807 Crest Ford	1356	1FMHK7B87BGA02763	11/16/2010				3.5L wo/APA	2/25/2011			
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change			Non TRW issue	02761 Southgate Ford	249	1FMHK7D82BGA353313	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011			
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN. SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS	Non TRW issue	02731 Atchinson Ford	111	1FMHK8D89BGA31491	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011			
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROAD TEST	Non TRW issue	05646 Crown Ford	30	1FMHK7D85BGA37461	3/8/2011				3.5L wo/APA	4/6/2011			
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor 7/15- it was agreed that there is visual evidence of the pins showing if the molex conn is not fully inserted. operator instructions does cover the visual inspection.	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex conn. Reinstall and function test IPA. 5/23- reinstalled connector gear passed all testing 6/22-Greg Austin checking with		Molex connector not fully engaged	02058 Beechmont Ford	13	1FMK8F80BGA24572	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			

UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing		motor relay contamination (Mg,S,Na)	05126 Gary Crossley Ford	4475	1FMHK8F80BGA03852	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011			
UR0021	U3000-49 U3000-96	BAA,BAB, B9B,BAD	EPP	in eval Melexis	8/15- Geoff to review Melexis 8D and check for further information to finalize. Poly shorted to substrate from random gate oxide defectivity from the wafer fab. Continuous inprovements plans in 2010 has decreased the defectivity throughout the year, no specific date listed	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is disabled periodically. Ship to UK for further testing 6/29- found faulty Aux. ASIC in		Aux ASIC	03073 Mullinax Ford	3735	1FMHK8B88BGA14250	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011			
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253		WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR	Non TRW issue	07737 Serramote Ford	611	1FMHK8D89BGA26078	2/15/2011	2/7/2011			3.5L wo/APA	3/23/2011			
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.		NTF	06700 Magic City Ford	5155	1FMHK8F84BGA17589	1/19/2011	1/11/2011	10/13/2010	10/30/2010	3.5L wo/APA	4/19/2011			
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week		motor relay contamination (Mg,S,Na)	06081 San Francisco Ford	14	1FMHK8D81BGA36412	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011			
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.		motor relay contamination (Mg,S,Na)	02694 Dean Sellers	3754	1FMHK8F8XBGA03566	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-		NTF	08305 Evergreen Ford	49	1FMHK8F84BGA17589	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011			

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										20636 Schultz Ford	5475	1FMHK8D8XBGA17003	1/20/2011	1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011			
UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.		5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES	Non TRW issue	08868 John C. Stewart & Son	17	1FMHK8D83BGA29218	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011			

UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor. 8/15- UK motors grp did full teardown and did not find any flux density fault. Will put on hold until the other warranty returns are examined and tested.shipping other parts out to suppliers for testing	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43 Celsius. To be shipped to UK 6/24- Sergio to send PFR to		NTF	05559 Villa Ford	7839	1FMHK8F82BGA15758	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011	9/17/2010		
UR0031 RUA#4977	No Com	No Com	EPP	In Eval UK	8/3- raise RUA and ship to UK for further testing. 8/8- part has not arrived yet in the UK check Anting for update 9/30- UK did a visual inspection did not find anything on the board or with the soldered pin. Feels no point with further action due to NTF from MAO.	7/1- could not pull any Ford or Canape data, verified equipment does work, shipped to MAO for analysis. 7/25- It was found a low impedance between pin2 IC14 and ground. IC14 circuit open pin 2 of IC14 still present resoldered pin 2 and everything is working nomal at this time. ECU fixed Sergio did notice some marks close to pin 2 and		IC14	02459 Sam Pack's Ford	11	1FMHK7D85BGA64725	5/9/2011	4/29/2011	2/24/2011	3/4/2011	3.5L wo/APA	5/18/2011			
UR0033	No Com	No Com	EPP	In Eval MAO	7/26- No problem found with EPP communication, pulled normal data from the EPP. Still testing NTF. Unknown if tech mis-diagnosed vehicle for this front abs sensor issue.	7/1- was able to get into Canape data. After new EPAS gear installed vehicle returned 14 miles later with ABS & TC lamp coming on found shorted harness for abs frt sensor.		NTF	08452 New Brighton Ford	872	1FMHK7B80BGA53778	4/18/2011	4/9/2011	12/25/2010	12/31/2010	3.5L wo/APA	6/4/2011			
UR0034	U2011-61 U3000-96	B95	TS	In Eval Hella	8/31-: Frequency variation on channel 2 without torque--> Failure description: PWM2 jitter, the ASIC has received at Onsemi and the analysis is ongoing, first results are possible on 2th of September.	7/1- pulled stored and EFF data, shipped to MAO for analysis 8/1-Checked with oscilloscope. Unstable Channel 2 PWM when no torque is applied. You can see a varation in channel 2 .		TS ASIC jitter	00210 Sunny King Ford	2707	1FMHK7D80BGA17232	1/20/2011	1/15/2011	11/16/2010	12/2/2010	3.5L wo/APA	5/11/2011			
UR0036	C200B-2F C200C-2F	BD0-BD3	TS	In Eval Hella	8/31- No channel 2--> Function test on application level at all temperatures: The function test was passed. No Conspicuousness were found. Short durability / lifetime test shows no deviation, currently we will reproduce the failure according the information from Sergio. 9/21- Full testing and optical inspections lead to NTF. case closed as NTF	8/1- BD3 fault is raised when IPA is fully turned CCW. Reference EPP used. Fault travelling with IPA. IPA signals are scoped. Observed a voltage drop in 5V supply. After a while fault is replicated, there was no signal on channel 2. bobby to ship to Hella.		NTF	M1626 Sanchez Auto	8	1FMHK7F82BGA54876	4/13/2011	4/7/2011	12/7/2010	12/11/2010	3.5L wo/APA	6/2/2011			
REDACTED FOR RELEVANCE								belt pully	00169 Pittsville Motors	6773	1FMHK8D84BGA14498	1/31/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011			
UR0038 RUA#4997	U2011-49 U3000-96	B3A	EPP	In Eval UK	9/21-confirmed from tycothis is a Mg,Na,S contamination issue	8/1- MAO working on ambient and hot testing. 8/8- MAO testing still ongoing 8/11- cannot duplicate code fits the Mg,Na contamination dates shipped to UK then Tyco week 25 relay build		motor relay contamination (Mg,S,Na)	07563 Riser Ford	9727	1FMHK7F83BGA04990	11/23/2010	11/17/2010	9/10/2010	9/16/2010	3.5L w/APA	5/2/2011			
UR0039	No Com	No Com	EPP	In eval MAO	8/10-confirmed C154 Kemet Cap	7/25- no other claims on this vehicle		C154 cold weld	03591 Matthews-Currie Ford	1484	1FMHK7B81BGA45298	3/29/2011	3/27/2011	1/7/2011	1/9/2011	3.5L wo/APA	6/13/2011			

UR0041 RUA# 4980	U2011-49	B3A	EPP	In Eval Tyco	10/26- still under analysis. 11/8- Tyco confirmed Mg, Na, S contamination.	8/1- Phase1 motor relay contact not closing.raise RUA and ship to UK 8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco 10/6- Andy Partridge to check results when he is back off vacation. 10/26- still under analysis.		motor relay contamination (Mg,S,Na)	02199 Bob Gillingham Ford	5016	1FMHK8B88BGA10215	12/2/2010	11/23/2010	9/14/2010	9/16/2010	3.5L wo/APA	6/13/2011			
UR0043 RUA #4981	U3000-49	BAE,BAB, BAD,BAA	EPP	In Eval UK	8/8- UK received the part today for further testing. 8/22- comfirmed IC17, get reply from Anting and ship to Maxium. 11/7- Maxim report- IC17 damaged removing device from the PCB cannot be tested.	8/1- raise RUA and ship to UK for further analysis.AA I sense working fine and Isense IC17 output incorrect. Signal coming from AA is OK but IC17 output is not good. IC17 temperature sensitive, did not even		IC17	05319 Rusty Eck Ford	5191	1FMHK8F84BGA32125	2/22/2011	2/17/2011	12/11/2010	12/16/2010	3.5L w/APA	6/27/2011			
UR0044	Wheels lock TC lamp on C1B00-64	No codes		At WPAC	7/25-tech did not follow proper diagnostic's vehicle equipped with auto park C1B00-64 leads to SWA sensor in column. Hotliner requested to replace the RCM Chargeback dealer.			Non TRW issue	01472 Gullo Ford	3702	1FMHK7F87BGA31870	3/3/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/11/2011			
UR0045	C200D-49	B9A	EPP	In Eval UK	8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders are re-synchronised, ran overnight with ign permanently on NFF, test repeated with ign. cycling for two hrs, NFF. 10/7- cannot locate EPP for any further testing	8/1- hot and ambient testing done NTF. cold testing next step 8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders are re-		NTF	05928 Premier Ford	1695	1FMHK7D8XBGA45135	3/28/2011	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011	########		
UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and encoder, more testing needed to define cause. 11/3- motor PCB at Allegro Simon Malsbury overlooking the analysis. 11/18- cannot locate ribbon cable to check for conformal coat or misalignment	8/2- pulled stored & EFF data shipped to 26 mile for further information. 8/12- Chris bench tested with NTF with start the tri-temp testing to see if B9A resets 8/15- now able to duplicate the B9A will send Geoff the information on the scope and test set-up.		NTF	06700 Majic City Ford	3447	1FMHK8F87BGA45404	3/29/2011	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011	########		
UR0048	C200D-49	B9A	EPP	In eval 26mile	9/12- performed tri-temp ignition cycling and could not reproduce code NTF 9/21-been uploaded with SW and gone through various test on the dynamometer, the unit has not failed at this time, more testing ongoing. 12/2- found conformal coat in motor relay ribbon cable connector	8/2- pulled stored & EFF data shipped to MAO for further information 8/31- Not reproducable Cold		conformal coat	08211 Robinson Brothers Ford	3163	1FMHK7D84BGA48810	4/5/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011	12/4/2010		
UR0049	U3000-49	BA4,BA5, BC2	EPP	In process MAO - Cap shipped to Kemet	8/29-Kemet C154 capacitor issue(cold weld issue)	8/2- pulled stored & EFF data shipped to MAO for further information 8/2- pulled stored & EFF data shipped to MAO for further information.		C154 cold weld	08862 Portsmouth Ford	457	1FMHK7F82BGA69667	5/13/2011	5/5/2011	3/23/2011	3/24/2011	3.5L wo/APA	6/28/2011			
UR0050 RUA# 5048	U3000-49	B6C	EPP	In Eval Freescale	10/26- found micro failure in analysis with Freescale 12/14- RAM failure comfirmed by Freescale, failed ATE fault , have 8D to close off claim. Randon via defectivity	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly. 8/29-		main micro	03334 Charles Gabus Ford	4666	1FMHK8F85BGA61262	5/2/2011	4/19/2011	2/17/2011	2/24/2011	3.5L w/APA	7/11/2011			

UR0052	Check eng lamp on U3000-49	AE0		At WPAC	8/10- ship gear out of WPAC and test gear at MAO. If NTF to close case. 9/12- all testing passed, NTF	8/2- could not pull any codes only had a AEO code(CAN message fault)in PSCM check CQIS case dealer replaced EPAS gear and same codes set(U3000-49) no change, dealer could not fix vehicle and vehicle was bought back. Int no		NTF	00149 Waldrof Ford	1343	1FMHK8D81BGA30528	3/7/2011	3/2/2011	12/26/2010	12/30/2010	3.5L wo/APA	4/15/2011			
UR0053	U3000-49	BA4,BA5, BC2		in eval MAO	9/9- confirmed C154 Kemet Cap	8/19- pulled EFF & stored data does fit the signature of a Kemet C154 failure shipped to MAO to confirm		C154 cold weld	01928 Bert Wolfe Ford	629	1FMHK8D81BGA73685	5/20/2011	5/12/2011	2/11/2011	2/14/2011	3.5L wo/APA	7/6/2011			
UR0056 RUA# 5160	U2011-49	B3A	EPP	in Eval Tyco	9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing 10/26- at Tyco waiting for update 11/2- NTF with testing	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing		NTF	06338 Shults Ford	105	1FMHK7B86BGA69841	5/12/2011	5/3/2011	2/28/2011	3/17/2011	3.5L wo/APA	7/11/2011			
UR0057	popping noise frt-end turning	no codes, lamps or noise from the gear		dealer chargeback	8/19- checked the history on this gear because I did not find any thing wrong with the gear physically or internal codes. Found out a bumper beam weld broke and causing the noise. Will chargeback the gear to the dealer			Non TRW issue	04544 Red McCombs Ford	1108	1FMHK7F89BGA79774	6/3/2011	5/26/2011		4/21/2011	3.5L wo/APA	7/6/2011			
UR0058	C200D-49	B9A	EPP	In Eval 26mile	9/21- this unit is in teardown, flex density test, air gap measurement, hall effects swi. Threshold, encoder switching 10/2- x-ray of the motor PCB 11/18- cannot locate the motor PCB and ribbon cable	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		cannot locate ribbon cable & motor PCB	02486 Five Star Ford	6543	1FMHK7D86BGA42569	3/24/2011	3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA	7/8/2011	########		
UR0059	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	02486 Five Star Ford	2953	1FMHK7F86BGA46280	3/31/2011	3/22/2011	1/24/2011	1/29/2011	3.5L wo/APA	7/1/2011	########		
UR0060	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	09580 Tracy Langston Ford	3191	1FMHK7D86BGA63793	5/3/2011	4/28/2011	3/16/2011	3/18/2011	3.5L wo/APA	8/5/2011	1/25/2011		
UR0061	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	05947 Cannon Ford	4020	1FMHK7D87BGA37526	3/15/2011	3/9/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/2/2011	########		
UR0062	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	02486 Five Star Ford	10437	1FMHK8D89BGA42572	3/18/2011	3/12/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/10/2011	########		
UR0063 RUA# 5238	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and shipped to		conformal coat	04921 Bozard Ford	14031	1FMHK7F8XBGA37615	3/10/2011	3/5/2011	12/25/2010	12/29/2010	3.5L w/APA	8/15/2011	12/6/2010		
UR0064 RUA# 5239	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and shipped to		ribbon cable misalignment	11293 Camelback Ford	4655	1FMHK7F88BGA38892	3/10/2011	3/4/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/10/2011	########		
UR0065 RUA# 5240	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis. 11/14- large amount of conformal coat notice in	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	02709 Tom Holzer Ford	5447	1FMHK8F8XBGA56316	4/11/2011	4/5/2011	12/23/2010	12/25/2010	3.5L wo/APA	8/10/2011	########		
UR0066 RUA# 5235	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to		conformal coat	02405 Park Cities Ford	5234	1FMHK7D80BGA15156	1/13/2011	12/14/2010	11/11/2010	11/13/2010	3.5L wo/APA	7/28/2011	########		
UR0067 RUA# 5236	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	00469 Bondy's Ford	5426	1FMHK7D89BGA44963	3/22/2011	3/15/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/4/2011	########		
UR0068 RUA# 5237	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	M2686 Fema Automotriz	16576	1FMHK8F83BGA34710	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	8/22/2011	########		

UR0070 RUA# 5241	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	07986 Henderson Ford	2775	1FMHK8B89BGA45684	3/24/2011	3/20/2011	1/24/2011	1/28/2011	3.5L wo/APA	8/15/2011	########
UR0071	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00643 Buster Miles Ford	5112	1FMHK7D83BGA59152	5/2/2011	4/25/2011	2/28/2011	3/3/2011	3.5L wo/APA	8/12/2011	1/20/2011
UR0072	Frt end will swerve to LF suddenly	no codes		In Eval MAO	9/9- no damage to gear and rack move smooth stop to stop no codes in the stored or EFF data. Shipped to MAO for analysis			NTF	05417 Kemp Ford	10075	1FMHK7F88BGA35989	3/8/2011	3/3/2011		1/13/2011	3.5L wo/APA	8/19/2011	
UR0073	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	09469 Randall Reed's Ford	1856	1FMHK7F83BGA60637	4/28/2011	4/25/2011	3/16/2011	3/17/2011	3.5L wo/APA	8/1/2011	1/24/2011
UR0074	C200C-2F	BD1,BD3	TS	In Eval MAO	9/21- NTF with ambient testing. Next step is to run EOL testing.	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		NTF	08990 Quirk Ford	10839	1FMHK8D81BGA20601	2/10/2011	2/1/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/16/2011	
UR0075	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	07398 Al Packer's Ford	4286	1FMHK8F87BGA59688	4/25/2011	4/15/2011	2/12/2011	2/14/2011	3.5L wo/APA	8/8/2011	########
UR0076	C200D-49	B9A	EPP	In Eval MAO	11/8- was able to duplicate the B9A twice simulated hwy driving conditions on the bench. Sergio getting instructions from Geoff Jacks	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	06938 Fox Ford	2989	1FMHK8F81BGA56480	4/13/2011	4/7/2011	1/26/2011	1/29/2011	3.5L wo/APA	8/3/2011	########
UR0077	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02890 Russ Milne Ford	9977	1FMHK8D89BGA31409	2/23/2011	2/18/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/22/2011	########
UR0078	TC Lamp on	No codes		In process MAO	9/9- tech installed new PSCM vehicle still will not communicate. Non-TRW issue. Wiring issue. According to CQIS report.			Non TRW issue	02265 Mathews Ford	85	1FMHK8D83BGA91749	7/12/2011	6/24/2011	4/6/2011	4/7/2011	3.5L wo/APA	8/24/2011	
UR0079	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing 8/31- Not reproducable Cold			ribbon cable misalignment	05613 Lance Cunningham Ford	6993	1FMHK7D81BGA48392	3/29/2011	3/24/2011	12/7/2010	2/17/2011	3.5L wo/APA	8/10/2011	########
UR0080	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	08006 Joe Machens	6386	1FMHK8D85BGA65251	5/6/2011	4/30/2011	2/17/2011	2/18/2011	3.5L wo/APA	8/25/2011	########
UR0081	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	06063 Smith Ford	9014	1FMHK8F87BGA48934	3/31/2011	3/27/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/16/2011	########
UR0082	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	01730 Mike Fitzpatrick Ford	10293	1FMHK7D84BGA30033	3/4/2011	3/1/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/15/2011	########
UR0083	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	03924 Crown Ford	23203	1FMHK7F87BGA12381	12/16/2010	12/11/2011	11/13/2010	11/14/2010	3.5L wo/APA	9/1/2011	########
UR0084	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00478 Wade Ford	7238	1FMHK7D80BGA48268	4/4/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	9/7/2011	12/4/2010
UR0085	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02645 Prince-Gnade Ford	4583	1FMHK8F8XBGA56705	4/12/2011	4/5/2011	12/1/2010	12/4/2010	3.5L wo/APA	9/2/2011	11/8/2010
UR0086	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02486 Five Star Ford	5025	1FMHK7F84BGA60646	4/27/2011	4/19/2011	2/24/2011	3/4/2011	3.5L w/APA	9/2/2011	1/3/2011
UR0087	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	00406 Collier Ford	3228	1FMHK7D8XBGA44969	4/6/2011	4/2/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/29/2011	########
UR0088	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	09989 Mark Martin Ford	11159	1FMHK8D82BGA20946	2/10/2011	2/2/2011	12/13/2011	9/9/2011	3.5L wo/APA	8/30/2011	########

UR0089	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04870 Al Packer Ford	5997	1FMHK7D88BGA39351	3/9/2011	3/4/2011	1/13/2011	1/14/2011	3.5L wo/APA	8/29/2011	########		
UR0090 RUA# 5175	U2011-49	B3A	EPP	In eval Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco 12-7- Tyco found NTF with the relay. SEM on contacts some material found on the contacts that does not affect the operation.	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		NTF	06672 Battlefield Ford	636	1FMHK7D81CGA03857	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011		
UR0091	U2011-49 U3000-49 U3000-96	BBA,B7F	EPP	In eval MAO	shorted phase 3 to 0volt. damaged PM 10/26- close out shorted FET is prior to the containment date	shorted phase 3 to 0volt. damaged PM 10/26- close out shorted FET is		power module	01545 Fox Valley Ford	2926	1FMHK7D89BGA38225	3/10/2011	3/5/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/1/2011	########		
UR0092	C200D-49	B9A	EPP	In Eval MAO	9/30- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	08190 All American Ford	11798	1FMHK8B88BGA36961	3/9/2011	3/5/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/18/2011	########		
REDACTED FOR RELEVANCE									07815 Frank Jackson Ford	1323	1FMHK7F87BGA81877	6/13/2011	6/7/2011	4/6/2011	4/9/2011	3.5L wo/APA	9/12/2011			
UR0094	TC Lamp on	No codes		In Eval MAO	10/26- ambient testing no codes or LIC's set NTF.	10/3- pulled stored and EFF data and shipped to MAO for further diagnosis		NTF	02346 Caranfa Ford	2600	1FMHK7D87BGA75807	5/25/2011	5/19/2011	3/26/2011	3/27/2011	3.5L wo/APA	8/5/2011			
UR0095	C200D-49	B9A	EPP	In Eval MAO	10/3- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	05928 Premier Ford	5159	1FMHK7D81BGA37523	3/14/2011	3/7/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/8/2011	########		
UR0096	U2011-61 C200D-49 U3000-96	B92,B9A	EPP	in vehicle test Gary Smith	12/19- found conformal coat on the ribbon cable	10/4- pulled stored and EFF data, shipped to MAO for further analysis 10/12- sergio perform limit & profile testing see if code		conformal coat	02694 Dean Sellars Inc	10986	1FMHK8F87BGA57861	4/21/2011	4/14/2011	2/16/2011	3/4/2011	3.5L w/APA	9/2/2011	1/20/2011		
REDACTED FOR RELEVANCE									03073 Mullinax Ford	7412	1FMHK7F80BGA17468	1/25/2011	1/10/2011		11/20/2011	3.5L wo/APA	8/20/2011			
UR0098	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04871 Metro Ford	5127	1FMHK7F84BGA19532	1/31/2011	1/26/2011	12/16/2011	12/17/2011	3.5L wo/APA	8/20/2011	########		
UR0099	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02459 Sam Pack's Five Star Ford	15697	1FMHK7D82BGA25879	2/15/2011	2/8/2011	12/6/2010	12/11/2010	3.5L wo/APA	8/22/2011	########		
UR0100	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04450 Rodriguez Ford	6288	1FMHK7D86BGA72610	5/21/2011	5/16/2011	3/30/2011	3/31/2011	3.5L wo/APA	9/13/2011	2/12/2011		
UR0101	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	08951 Ford of Clermont	8900	1FMHK7D85BGA59640	5/3/2011	4/26/2011	3/15/2011	3/17/2011	3.5L wo/APA	9/7/2011	1/24/2011		
REDACTED FOR RELEVANCE									05353 Alexander Ford	1570	1FMHK8F84BGA89781	9/20/2011				3.5L w/APA	9/20/2011			
UR0103	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	01471 Springfield Ford	6513	1FMHK8D80BGA67568	5/12/2011	5/4/2011	1/24/2011	1/28/2011	3.5L wo/APA	9/14/2011	12/272010		
UR0104	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	06359 Thornhill Ford	6114	1FMHK8D89BGA31202	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	7/21/2011	########		
UR0105	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04163 Elvria Ford	11483	1FMHK7F88BGA56115	4/13/2011	4/6/2011	2/4/2011	2/11/2011	3.5L wo/APA	9/2/2011	########		
UR0106	U3000-49 U3000-96	B31	EPP	In Eval MAO	10/17- ambient testing passed, next step is to perform hot testing. 10/26- still in progress	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			04871 Metro Ford	4756	1FMHK7D81BGA27087	2/16/2011	2/8/2011	12/8/2010	12/11/2010	3.5L wo/APA	7/20/2011			

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UR0108	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	01125 Palmetto Ford	5696	1FMHK7B8XBGA29939	3/2/2011	2/25/2011	1/4/2011	1/8/2011	3.5L wo/APA	8/30/2011	########		
UR0109	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02459 Sam Pack's Five Star Ford	7642	1FMHK7D85BGA15184	1/13/2011	12/13/2010	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	########		
UR0110	No Assist	No Com	EPP	In Eval MAO	10/17-Confirmed Kemet cap C154 10/26- get approval from Anting to ship C154 back to Kemet for analysis.precontainment c154	10/7- could not pull any data from gear no communication with canape shipped to MAO for further testing		C154 cold weld	01281 Haldeman Ford	372	1FMHK8D85CGA27536	9/4/2011	8/30/2011	7/14/2011	7/15/2011	3.5L wo/APA	9/22/2011			
UR0111	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02549 Silsbee Ford	8861	1FMHK7F88BGA50881	4/21/2011	4/14/2011	1/13/2011	1/15/2011	3.5L wo/APA	9/1/2011	########		
UR0112	TC Lamp on	BD2,BD3	TS	In Eval MAO	10/26- shipped from WPAC to MAO 1/23- put through TTR with no codes, ambient cycling cannot get the gear to fail. NTF	10/7- tech only mentions TC lamp on and no communication with the PSCM. I had no problem communicating with the PSCM. Does have multiple A & E codes in stored data		NTF	20028 Bryden Ford	5876	1FMHK8D84BGA71980	5/10/2011	5/1/2011	3/20/2011	3/21/2011	3.5L wo/APA	8/16/2011			
UR0113	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00469 Bondy's Ford	6897	1FMHK7D89BGA41111	3/21/2011	3/15/2011	1/15/2011	1/16/2011	3.5L wo/APA	8/29/2011	########		
UR0114	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00469 Bondy's Ford	7379	1FMHK7F87BGA37393	3/15/2011	3/9/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/24/2011	########		
UR0115	C200D-49	B9A	EPP	In Eval MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00389 Mountain View Ford	12040	1FMHK8D88BGA44944	3/25/2011	3/23/2011	1/24/2011	1/29/2011	3.5L wo/APA	9/22/2011	########		
UR0116	C200D-49	B9A	EPP	In Eval MAO	10/20- gear installed in Matt Surella's 2012 U502 for B9A canape recording 12/19- found conformal coat on the ribbon cable	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	02980 Shamaley Ford	7119	1FMHK7D89BGA18251	1/26/2011	1/18/2011	12/4/2010	12/4/2010	3.5L wo/APA	9/2/2011	########		
UR0117	C200D-49	B9A, BD0-BD3	EPP	In Eval MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	04424 Jennings Anderson Ford	3010	1FMHK7D85BGA42627	3/17/2011	3/11/2011	1/25/2011	1/28/2011	3.5L wo/APA	7/2/2011	########		
UR0118	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	04283 Varsity Ford	6217	1FMHK7F87BGA64870	5/10/2011	5/5/2011	2/24/2011	3/8/2011	3.5L w/APA	8/19/2011	1/2/2011		
UR0120	C200D-49	B9A	EPP	In Eval MAO	12/1- misalignment of the ribbon cable	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	02704 Fairway Ford	5395	1FMHK7D81BGA72692	5/21/2011	5/16/2011	3/30/2011	4/1/2011	3.5L wo/APA	9/21/2011	2/15/2011		
UR0121	C200C-C200B-62	BD3, BD4, B90	TS	In Eval MAO	1/23- starting unit with not reproduce code but after several tests on the EDF able to reproduce codes, need to EPP & harness swap to confirm IPA issue	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		bent TS finger	04863 Duval Ford	1713	1FMHK7B88BGA86091	6/17/2011	6/10/2011	4/24/2011	4/27/2011	3.5L wo/APA	8/25/2011			
UR0122	C200C-C200B-62	BD3, BD4	TS	In Eval MAO	1/23- starting unit with not reproduce code but after several tests on the EDF able to reproduce BD2, BD4, need to EPP & harness swap to confirm IPA issue	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing. No damage to TS harness		bent TS finger	09452 Ted Britt Ford	167	1FMHK7D85BGA84070	6/10/2011	6/7/2011	4/7/2011	4/8/2011	3.5L wo/APA	7/25/2011			

UR0125	U3000-49	A16		in eval MAO	1/23- full testing at MAO installed on EDF cycling rack no codes set has good communication. NTF	11/11- all a codes set no stored b-codes vehicle only set the TC lamp on with mult. CAN codes. it did not lose assist. PPT lead to gear replacement with resetting U3000-49, shipped gear to MAO. No ther parts replaced		NTF	05340 Royal Oak Ford	183	1FMHK7D82CGA16391	8/17/2011	8/13/2011	12/6/2010	12/10/2010	3.5L wo/APA	10/7/2011	5/17/2011
UR0126 RUA# 5408	U3000-72	A30, E30	EPP	in eval KOA	3/13- KOA states there has been an overvoltage or surge voltage in one of the manufacturing plants. In KOA's manufacturing process the resistance is checked twice during the checking & taping process so this condition cannot happen at there plant.	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis 12/6-fault following ECU found low resistance on R28 generating incorrect Vbatt readings on ECU.		R28 resistor EOS	04664 Jordan Ford	523	1FMHK8F8XCGA24483	8/30/2011	8/26/2011	7/5/2011	7/7/2011	3.5L wo/APA	9/24/2011	
UR0127	U0300-00 U3000-96	BFD	EPP	in eval MAO	12/10- cannot get the gear to fail at MAO ambient testing.	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		NTF	00165 Gene Latta Ford	50	1FMHK8F82CGA19049	8/29/2011	8/24/2011	7/6/2011	7/8/2011	3.5L wo/APA	10/6/2011	
UR0128 RUA# 5575	U3000-49	B25	EPP	in eval UK	2/1- high resistance across R28, ship to Anting for further supplier testing. 3/2- UK confirmed this is a R28 issue sent to supplier.	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		R28 resistor EOS	07852 Fairview Ford	20	1FMHK7F83CGA25713	8/31/2011	8/27/2011	7/7/2011	7/9/2011	3.5L w/APA	9/14/2011	
UR0129 RUA# 5577	U3000-49	BC5	EPP	in eval UK	5/16- Infineon cannot duplicate the fault and the device is not in a condition(damaged during testing) to be retested by TRW. close as NTF	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis 1/23- under suspect damage TRU1, sent PFR to UK for next steps, propose TRU1 swap. 2/6- Sergio and Mike Malloy working on this repair check R80 for int. open.		NTF	04332 Armstrong Ford	5	1FMHK7F88CGA15615	8/23/2011	8/18/2011	6/29/2011	7/2/2011	3.5L w/APA	9/7/2011	
UR0130	C200B-2F C200B-62	BD2,BD4	TS	in eval MAO	1/30- On floor in lab ready for test, more info by Wednesday. 2/1- found bent finger need to get the bent finger tester sent up at incoming material station and keep the visual check while loading IPA's into the station.	11/11- no damage to the ts harness. pulled stored and EFF data from gear, shipped to MAO for analysis		bent TS finger	09179 Inver Grove Ford	146	1FMHK8F85CGA13391	8/17/2011	8/12/2011	6/16/2011	6/20/2011	3.5L w/APA	9/30/2011	
UR0133 RUA# 5364	U2011-49 U3000-96	B3A	EPP	in Eval Tyco	12/13- could duplicate B3A failure in lab. surrogate relay test OK, ribbon cable wiggle test ok, 5amp test done found faulty motor relay. Shipped to UK. UK	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis		CuS contact contamination	01185 McKay Ford	180	1FMHK7D89CGA36136	9/23/2011	9/20/2011	8/4/2011	8/5/2011	3.5L wo/APA	########	6/8/2011
UR0136	TC lamp on	mult can codes		in eval MAO	1/24- John tested at gear level on the TTR with no codes	12/9- tech replaced the steering gear for C1B00 and mult can codes in all modules and vehicle came back with same TC lamp on in the CQIS report. Unknown what the fix was tech did not mention what was done to fix this issue in AWS, most likely CAN electrical connection issue.	vehicle came into the dealer four times for TC lamp on, replaced the EPAS gear first time in and on the forth repair attemp they found a broken CAN wire(VDB04WHBU) near connector 139	Non TRW issue	03208 Stone Motors	947	1FMHK8F85CGA25556	9/6/2011					########	
UR0137 RUA# 5414	U2011-49	B3A	EPP	in Eval Tyco	12/20- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on link relay 2/9- confirm CuS contact contamination at Tyco	12/9- pulled stored and EFF data shipped to MAO for analysis		CuS contact contamination	02709 Tom Holzer Ford	444	1FMHK8D85CGA40125	9/28/2011	9/22/2011	7/28/2011	7/29/2011	3.5L wo/APA	########	9/22/2011
UR0138 RUA# 5406	U3000-49	B43	EPP	in Eval Tyco	12/20- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on link relay 2/9- confirm CuS contact contamination at Tyco	12/9- pulled stored and EFF data shipped to MAO for analysis		CuS contact contamination	05579 Fuller Ford	483	1FMHK7B81CGA25750	8/27/2011	8/24/2011	7/7/2011	7/9/2011	3.5L wo/APA	11/5/2011	5/19/2011

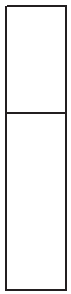
UR0140	C200D-49	B9A	EPP	in eval MAO	1/23- John performed testing and found both conformal coat and misalignment by the wires sticking out from pin 1.	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.		conformal coat	04515 Boggus Ford	2476	1FMHK7B84CGA31476	9/19/2011	9/6/2011	7/22/2011	7/22/2011	3.5L wo/APA	########			
UR0141	No Com	No Com	EPP	At WPAC	12/19- could not plug in the 3-pin conn. Ign. feed terminal damaged have pictures. Freight ship to MAO on 1/6. This is a 2011 vehicle			non TRW issue	11192 City World Ford	16590	1FMHK8D87BGA39668	3/11/2011	10/6/2011	8/9/2011	8/11/2011	3.5L wo/APA	11/7/2011			
UR0142	U3000-49	BA4,BA5, BC2	EPP	in eval MAO	1/23- cold weld apply warm air over C154 and lose signal. Solder connection damaged removing from ECU board, no weld ball. 2/3-Kemet confirmed weld issue, precontainment c154.	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.		C154 cold weld	04867 Mike Shad Ford	4131	1FMHK7D89CGA01807	7/18/2011	6/23/2011	4/7/2011	4/8/2011	3.5L wo/APA	########			
UR0143 RUA# 5574	U3000-49 U3000-96	B43,B25	EPP	in eval UK	1/19- low ohm value on R28, ship to UK Graham to check. Same issue as FR0154 ship to UK	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.		R28 resistor EOS	06582 Don Bohn Ford	2831	1FMHK7D85CGA23514	9/2/2011	8/29/2011	7/14/2011	7/15/2011	3.5L wo/APA	12/1/2011	6/5/2011		
UR0144	PS in/op	no codes		chargeback	12/19- found out dealer replaced two EPAS gears, this was the first did not find anything wrong with the gear. Tech states in the cqis report that this vehicle had a u3000-96 after pulling codes the gear never had a u3000-96. to chargeback the gear.			Chargeback	05700 Champion Ford	1546	1FMHK7F90CGA12488	8/22/2011				3.5L wo/APA	########			
UR0147 RUA# 5472	U2011-49	B3A	EPP	in process UK	1/23- not failing any tests at MAO, only one set B3A code in stored data 2/17- Tyco to confirm CuS contamination	12/21- pulled EFF & stored data, relay code ship to MAO for analysis		CuS contact contamination	03614 Smith Cairns Ford	390	1FMHK8F82CGA46316	10/14/2011	10/6/2011	8/10/2011	8/11/2011	3.5L w/APA	12/9/2011	6/28/2011		
UR0149 RUA# 5566	U2011-49 U3000-96	B3A	EPP	in eval Tyco	3/27- Tyco confirmed CuS contact contamination.	1/17- pulled EFF & stored codes found relay code only set 2/18- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on motor		CuS contact contamination	02710 Huntington Ford	2	1FMHK8D85CGA82116	12/23/2011	12/20/2011	10/22/2011	10/23/2011	3.5L wo/APA	1/5/2012	9/24/2011		
UR0151	C200B-2F C200B-62 U3000-96	BD2,BD4	TS	in eval MAO	2/21- after testing passed removed IPA and found TS bent finger	1/18- inspect TS harness ok, pulled EFF & stored data, ship to MAO for further analysis		TS bent finger	04462 Randall Reed's Planet Ford	6	1FMHK7F82CGA67810	11/18/2011	11/9/2011	11/17/2010	11/19/2010	3.5L w/APA	########			
UR0153	C200D-49	B9A	EPP	in eval MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.			conformal coat and misalignment	02865 Ford of Ocala	2837	1FMHK7B84CGA15679	8/15/2011	8/11/2011	6/17/2011	6/23/2011	3.5L wo/APA	########	4/23/2011		
UR0156	C200D-49	B9A	EPP	in eval MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.		conformal coat and misalignment	09581 Gus Machado Ford	4974	1FMHK7F86CGA01096	7/18/2011	6/27/2011	4/4/2011	4/6/2011	3.5L wo/APA	########	3/4/2011		
UR0157 RUA# 5567	U2011-49	B3A	EPP	in eval Tyco	3/19- Tyco found CuS contact contamination	1/19- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	04546 Jordan Ford	482	1FMHK7F80CGA60306	11/4/2011	11/1/2011	9/15/2011	9/21/2011	3.5L wo/APA	1/7/2011	5/30/2011		
UR0158	C200B-2F C200B-62	BD2,BD4, B90	TS	in eval MAO	2/21- after testing passed removed IPA and found TS bent finger	1/19- inspect TS harness ok, pulled EFF & stored data, ship to MAO for further analysis		TS bent finger	05739 Ted Russell Ford	2176	1FMHK8F8XCGA40229	10/3/2011	9/27/2011		12/19/2010	3.5L wo/APA	########			
UR0159 RUA# 5632	U3000-49 U3000-96	B43	EPP	in eval Tyco	3/21- Tyco could not confirm any faults with relay or relay contacts, NTF	2/6- inspected and pulled EFF & stored data, ship to MAO for further analysis. 3/3- surrogate relay test ok, wiggle ribbon cable ok, 5amp		NTF	08621 Seekins Ford	786	1FMHK8B83CGA52714	10/19/2011	10/14/2011	8/9/2011	8/11/2011	3.5L wo/APA	########	6/27/2011		
UR0160	C200D-49	B9A	EPP	in process MAO	1/20- inspected and pulled EFF & stored data, ship to MAO for further analysis.	1/20- inspected and pulled EFF & stored data, ship to MAO for further analysis.		ribbon cable misalignment	01131 Green Ford	2145	1FMHK7D84CGA48842	10/12/2011	10/7/2011	4/26/2011	4/26/2011	3.5L wo/APA	12/5/2011	4/2/2011		
UR0162	C200D-49	B9A	EPP	in process MAO	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.			conformal coat and misalignment	04332 Armstrong Ford	10116	1FMHK7B80CGA27912	9/7/2011	9/1/2011	7/14/2011	7/16/2011	3.5L wo/APA	1/2/2011			
UR0163 RUA# 5565	U3000-49 U3000-96	B43	EPP	in eval UK	3/19- under the suspect list for CuS contact contamination week 16.	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	04864 Mike Davidson Ford	1134	1FMHK7D83CGA07473	7/29/2011	7/20/2011	5/5/2011	5/6/2011	3.5L wo/APA	12/2/2011	3/31/2011		

UR0164	U2011-49	B3A	EPP	in process MAO	3/3- confirm CuS contact contamination at MAO fit week 22 relay build.	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	07262 McMullen Ford	1003	1FMHK8B84CGA50826	10/17/2011	10/12/2011	8/25/2011	8/26/2011	3.5L wo/APA	1/4/2012	6/30/2011
UR0166	C200D-49	B9A	EPP	in eval MAO	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.			conformal coat	05319 Rusty Eck Ford	2001	1FMHK8F87CGA73012	11/15/2011	11/10/2011	9/15/2011	9/16/2011	3.5L wo/APA	1/11/2012	8/2/2011
UR0169	C200D-49	B9A	EPP	in eval MAO	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.			ribbon cable misalignment	06477 Legacy Ford	5655	1FMHK7D83CGA08459	8/8/2011	7/28/2011	5/5/2011	5/5/2011	3.5L wo/APA	1/19/2012	4/2/2011
UR0170	C200D-49	B9A	EPP	in eval MAO	2/17- inspected and pulled EFF & stored data, ship to MAO for further analysis.			ribbon cable misalignment	00751 David Wilson's Ford	5051	1FMHK7D84CGA31992	9/6/2011	8/31/2011	7/14/2011	7/15/2011	3.5L wo/APA	1/3/2012	6/4/2011
UR0171 RUA# 5630	U3000-49	B43	EPP	in eval Tyco	3/3- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on link relay, ship to Tyco for further analysis 3/21- UK confirmed CuS contamination week 25 relay	2/17- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	04176 M.J. McGuire	2171	1FMHK8D81CGA35259	9/23/2011	9/20/2011	8/3/2011	8/4/2011	3.5L wo/APA	1/27/2012	6/9/2011
UR0172	U2011-49 U3000-96	B3A	EPP	in process MAO	3/3- confirm CuS contact contamination at MAO fit week 23 relay build.	2/17- inspected and pulled EFF & stored data, ship to MAO for further analysis. w/APA		CuS contact contamination	09578 Midway Ford	4	1FMHK8F86CGA94644	1/10/2012		10/27/2011	10/29/2011	3.5L w/APA	1/19/2012	
UR0173	U2011-49	B3A	EPP	in process MAO	3/3- confirm CuS contact contamination at MAO fit week 22 relay build.	2/17- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	12152 Uptown Motors	7309	1FMHK8F81CGA55220	10/27/2011	10/23/2011	8/30/2011	9/18/2011	3.5L w/APA	1/17/2012	7/1/2011
REDACTED FOR RELEVANCE									of ve 06242 Freedom Ford	9149	1FMHK8F83CGA04219	7/25/2011	7/13/2011		5/7/2011	3.5L w/APA	1/14/2012	
UR0176	U2011-49	B3A	EPP	in process MAO	3/3- confirm CuS contact contamination at MAO fit week 21 relay build.	2/27- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	02750 Avis Ford	5896	1FMHK7F80CGA27807	9/12/2011	9/8/2011	7/13/2011	7/22/2011	3.5L wo/APA	2/10/2012	6/8/2011
UR0179	C200D-49	B9A	EPP	in eval MAO	2/27- inspected and pulled EFF & stored data, ship to MAO for further analysis.			ribbon cable misalignment	04809 Bartow Ford	3890	1FMHK7B87CGA30600	9/8/2011	9/6/2011	7/21/2011	7/22/2011	3.5L wo/APA	1/26/2011	6/8/2011
UR0180	U2011-49	B3A	EPP	in process MAO	3/3- confirm CuS contact contamination at MAO fit week 21 relay build.	2/27- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	2331	9	1FMHK8F86CGA81120	12/22/2011	12/15/2011	7/21/2011	7/23/2011	3.5L w/APA	1/18/2012	6/8/2011
UR0181	C200C-2F C200B-62	BD1,BD4	TS	in eval MAO	4/25- found the molex connector was not fully seated, plugged in and the IPA is not setting any codes have a QA at the station to check connector is fully inserted before installing the IPA cover.	3/5- TS wires are not damaged the conduit is burn't heating up the mounting bolt. inspected and pulled EFF & stored data, ship to MAO for further analysis.		Molex connector not fully engaged	08739 Banner Ford	2461	1FMHK7D94CGA16904	8/25/2011	8/18/2011	9/21/2011	10/2/2011	3.5L wo/APA	2/1/2012	9/1/2011
UR0184	U2011-49 U3000-96	B6B	EPP	in eval MAO	4/11-confirmed CuS contamination	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	01376 Pacifico Ford	2673	1FMHK8F89CGA67826	11/7/2011	11/1/2011	9/22/2011	9/23/2011	3.5L wo/APA	2/2/2012	9/1/2011
UR0185	U2011-49	B3A	EPP	in eval MAO	4/25- relay on CuS suspent list with week 21 relay	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	06943 Prime Ford	490	1FMHK8D84CGA22683	9/9/2011	9/6/2011	7/21/2011	7/22/2011	3.5L wo/APA	12/5/2011	6/8/2011
UR0186	U3000-49 U3000-96	B43	EPP	in eval UK	5/3- shipped to UK for further testing with week 30 link relay build. 5/9- contirmed CuS contamination at UK	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	04970 Karl Flammer Ford	1458	1FMHK8D82CGA70506	12/2/2011	11/23/2011	10/22/2011	10/23/2011	3.5L wo/APA	1/16/2012	9/23/2011
UR0187	U2011-49	B3A	EPP	in eval UK	5/3- shipped to UK for further testing with week 35 link relay build. 5/9- confirmed CuS contamination	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	05848 Homer Skelton Ford	244	1FMHK7D83CGA91021	1/3/2012	12/21/2011	10/25/2011	10/26/2011	3.5L wo/APA	2/10/2012	9/25/2011
UR0188	U2011-49 U3000-96	B3A	EPP	in eval MAO	4/25- relay on CuS suspent list with week 23 relay	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	09814 Waconia Ford	1991	1FMHK8D80CGA48259	10/13/2011	10/10/2011	8/25/2011	8/26/2011	3.5L wo/APA	1/19/2012	6/28/2011

UR0189	C200D-49	B9A	EPP	in eval MAO	4/23- confirmed protruding wires for misalignment	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.		ribbon cable misalignment	05418 Gosch Ford	4864	1FMHK7D83CGA41266	9/30/2011		8/3/2011	8/4/2011	3.5L wo/APA	1/16/2012	
UR0190	C200D-49	B9A	EPP	in eval MAO	4/23- confirmed protruding wires for misalignment	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.		ribbon cable misalignment	05965 Watson Quality Ford	10170	1FMHK7B8XCGA37170	9/22/2011	9/17/2011	8/4/2011	8/5/2011	3.5L wo/APA	1/30/2012	6/10/2011
UR0191	U2011-49 U3000-96	B3A	EPP	in eval MAO	4/25- relay on CuS suspent list with week 21 relay	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	08621 Seekins Ford	1848	1FMHK8F85CGA44740	10/6/2011	9/28/2011	7/28/2011	7/29/2011	3.5L w/APA	1/31/2012	6/9/2011
UR0192	U3000-49	B43	EPP	in eval MAO	5/3- found another R28 issue at MAO grouped with the other R28 EOS issues caused by the vehicle.	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.		R28 resistor EOS	02923 Maxwell Ford	2155	1FMHK7F88CGA51918	10/22/2011	10/18/2011	8/26/2011	8/28/2011	3.5L wo/APA	2/18/2012	8/9/2011
UR0193	U3000-49	BA4,BA5, BC2	EPP	in eval MAO	5/4- confirmed Kemet C154 cold weld	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.		C154 cold weld	20337 Holmes Tuttle Ford	450	1FMHK7F94CGA84357	12/15/2011	12/8/2011	10/25/2011	10/28/2011	3.5L wo/APA	2/8/2012	9/25/2011
UR0195	U2011-49	B3A	EPP	in eval MAO	4/25- relay on CuS suspent list with week 22 relay	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	07923 Vista Ford	542	1FMHK8F8XCGA73361	12/2/2011	11/28/2011	9/1/2011	9/8/2011	3.5L w/APA	1/30/2012	7/1/2011
UR0196	U2011-49	B3A	EPP	in eval MAO	5/9- confirmed on the CuS suspect list with week 23 relay build			CuS contact contamination	05340 Royal Oak Ford	4952	1FMHK7D83CGA51618	10/18/2011	10/13/2011	8/9/2011	8/11/2011	3.5L wo/APA	1/27/2012	6/28/2011
UR0197	U2011-49 U2011-61	B3A, B95	EPP	in eval MAO	4/25- relay on CuS suspent list with week 21 relay	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	06995 Quality Auto Mall	5691	1FMHK8B84CGA37154	9/23/2011	9/20/2011	7/21/2011	8/4/2011	3.5L wo/APA	2/2/2012	6/8/2011
UR0198	C200D-49	B9A	EPP	in eval 26mile	4/19- confirmed conformal coat	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.		conformal coat	08502 Courtesy Ford	1553	1FMHK8D89CGA48504	10/13/2011	10/7/2011	9/8/2011	9/18/2011	3.5L wo/APA	12/7/2011	4/21/2011
UR0199	C200D-49	B9A	EPP	in eval 26mile	4/19- confirmed conformal coat	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.		conformal coat	04587 Helfman Ford	9171	1FMHK7B80CGA37081	9/22/2011	9/20/2011	8/4/2011	8/5/2011	3.5L wo/APA	1/19/2011	6/10/2011
UR0200 RUA# 5841	U2011-49 U3000-96	B6B	EPP	in eval UK	4/26- confirmed CuS contact contamination in UK, week 23 relay build	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis. 4/24- done with testing at MAO, ship to UK for further analysis.		CuS contact contamination	20645 Verner-Cadby	4090	1FMHK8D81CGA46519	10/17/2011	10/12/2011	8/25/2011	8/26/2011	3.5L wo/APA	2/14/2011	6/28/2011
UR0204	C200D-49	B9A	EPP	in eval 26mile	4/19- confirmed conformal coat	3/22- inspected and pulled EFF & stored data, ship to MAO for further analysis.		conformal coat	04963 Brandon Ford	11624	1FMHK8D87CGA16179	8/19/2011	8/15/2011	6/27/2011	7/1/2011	3.5L wo/APA	2/22/2012	5/16/2011
UR0206	whining noise when turning	no codes	NVH	cannot chargeback	3/22- no codes and no noise from gear while testing at WPAC, found out after EPAS replacement noise was still there hotline advised to hook up chassis ears to pinpoint location tech and SM states it was coming from gear so hotline advised to replace EPAS gear. EPAS gear does not make hydraulic whining noises, vehicle had transmission fluid leak at output seal low fluid level caused noise.			non TRW issue	01487 Don Chalmers Ford	5178	1FMHK8F84CGA36502	9/24/2011				3.5L wo/APA	2/7/2012	
UR0208	U2011-49	B3A	EPP	in eval MAO	5/9- confirmed on the CuS suspect list with week 23 relay build	3/26- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	01852 Barile Ford	3747	1FMHK8D83CGA353327	9/23/2011	9/20/2011	8/4/2011	8/5/2011	3.5L wo/APA	3/5/2012	6/28/2011
UR0210	C200D-49	B9A	EPP	in eval 26mile	4/19- confirmed conformal coat	3/26- inspected and pulled EFF & stored data, ship to MAO for further analysis.		conformal coat	07488 San Tan Ford	7553	1FMHK7D83CGA35922	9/27/2011	9/20/2011	8/4/2011	8/4/2011	3.5L wo/APA	2/29/2012	6/10/2011
UR0211	U2011-49	B3A	EPP	in eval MAO	5/9- confirmed on the CuS suspect list with week 21 relay build			CuS contact contamination	07846 Rodeo Ford	3397	1FMHK7D87CGA41366	9/21/2011	9/17/2011	7/21/2011	7/23/2011	3.5L wo/APA	3/2/2012	7/14/2011
UR0212	C200D-49	B9A	EPP	in eval 26mile	4/19- confirmed conformal coat	3/26- inspected and pulled EFF & stored data, ship to MAO for further analysis.		conformal coat	04462 Randall Reed's Planet Ford	7074	1FMHK7D8XCGA28515	9/7/2011	9/1/2011	7/14/2011	7/16/2011	3.5L wo/APA	3/8/2012	6/4/2011

UR0213	U2011-49	B3A	EPP	in eval MAO	5/9- confirmed on the CuS suspect list with week 23 relay build	3/26- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	03130 Phil Long Ford	5608	1FMHK8F84CGA40940	9/29/2011	9/24/2011	8/17/2011	8/19/2011	3.5L wo/APA	2/16/2012	6/27/2011
UR0215	C200D-49	B9A	EPP	in eval 26mile	4/19- confirmed conformal coat	4/5- inspected and pulled EFF & stored data, ship to 26mile for further analysis.		conformal coat	05520 Bob Wondries Ford	2926	1FMHK8F88CGA25874	8/31/2011	8/26/2011			3.5L wo/APA	3/7/2012	6/4/2011
UR0216	C200D-49 U3000-96	B9A	EPP	in eval 26mile	4/19- confirmed ribbon cable misalignment	4/5- inspected and pulled EFF & stored data, ship to 26mile for further analysis.		ribbon cable misalignment	08700 Tuttle Click Ford	1019	1FMHK7F92CGA75463	12/8/2011	12/1/2011			3.5L w/APA	3/6/2012	7/1/2011
UR0217 RUA# 5839	U2011-49 U3000-96	B6B	EPP	in eval UK	4/26- confirmed CuS contact contamination in UK, week 31 relay build	4/5- inspected and pulled EFF & stored data, ship to MAO for further analysis. 4/24- done with testing at MAO, ship to UK for further analysis.		CuS contact contamination	00733 Warren Midtown Motors	15424	1FMHK8B88CGA63739	11/8/2011	11/2/2011			3.5L wo/APA	3/16/2012	9/2/2011
UR0218	C200D-49	B9A	EPP	in eval 26mile	4/19- confirmed conformal coat	4/13- inspected and pulled EFF & stored data, ship to 26mile for further analysis.		conformal coat	06734 Don Jenkins Ford	6362	1FMHK8D86CGA38819	9/27/2011	9/22/2011			3.5L wo/APA	3/5/2012	6/9/2011
UR0219	C200D-49	B9A	EPP	in eval 26mile	4/19- confirmed conformal coat	413- inspected and pulled EFF & stored data, ship to 26mile for further analysis.		conformal coat	07690 Alan Jay Ford	2719	1FMHK7D8XCGA47081	10/4/2011	9/25/2011			3.5L wo/APA	2/27/2012	6/25/2011
UR0220	C200D-49	B9A	EPP	in eval 26mile	4/19- confirmed conformal coat	4/13- inspected and pulled EFF & stored data, ship to 26mile for further analysis.		conformal coat	06481 Hub City Ford	2619	1FMHK7F98CGA23609	9/2/2011	8/29/2011			3.5L wo/APA	3/16/2012	5/17/2011
UR0221	U2011-49	B3A	EPP	in process MAO	4/25- relay on CuS suspent list with week 21 relay	4/16- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	08150 Bever Ford	3612	1FMHK8F85CGA50196	10/24/2011	10/19/2011			3.5L w/APA	3/15/2012	7/1/2011
UR0222	C200D-49	B9A	EPP	in eval 26mile	4/19- confirmed conformal coat	4/16- inspected and pulled EFF & stored data, ship to MAO for further analysis.		conformal coat	03277 Mullinax Ford	16700	1FMK7F94CGA03762	7/25/2011	7/13/2011			3.5L w/APA	3/15/2012	4/1/2011
UR0223	C200D-49	B9A	EPP	in eval 26mile	4/19- confirmed conformal coat	4/16- inspected and pulled EFF & stored data, ship to MAO for further analysis.		conformal coat	05466 Drew Ford	9268	1FMHK8F81CGA13548	8/17/2011	8/15/2011			3.5L w/APA	3/9/2012	5/13/2011
UR0224	C200D-49	B9A	EPP	in eval 26mile	4/19- confirmed conformal coat	4/16- inspected and pulled EFF & stored data, ship to MAO for further analysis.		conformal coat	08736 Harris Ford	3223	1FMHK8F87CGA44707	10/8/2011			8/11/2011	3.5L w/APA	3/7/2012	
UR0225	C200D-49	B9A	EPP	in eval 26mile	4/19- confirmed ribbon cable misalignment	4/16- inspected and pulled EFF & stored data, ship to MAO for further analysis.		ribbon cable misalignment	08990 Quirk Ford	9929	1FMHK8B89CGA50045	10/18/2011	10/13/2011			3.5L wo/APA	3/26/2012	6/28/2011
UR0226	C200D-49	B9A	EPP	in eval 26mile	4/19- confirmed conformal coat	4/16- inspected and pulled EFF & stored data, ship to MAO for further analysis.		conformal coat	04808 Kelly Ford	4328	1FMHK7B81CGA11833	8/12/2011	8/8/2011			3.5L wo/APA	3/17/2012	4/23/2011
REDACTED FOR RELEVANCE								chargeback	05659 Oxmoor Ford	712	1FMHK8D81CGB00188	1/17/2012	1/10/2012			3.5L wo/APA	2/20/2012	
UR0229	C200D-49	B9A	EPP	in eval 26mile	4/19- confirmed conformal coat	4/16- inspected and pulled EFF & stored data, ship to MAO for further analysis.		conformal coat	04845 Sam Galloway Ford	9829	1FMHK7D80CGA11822	8/16/2011	8/11/2011			3.5L wo/APA	3/29/2012	########
UR0230	C200D-49	B9A	EPP	in eval 26mile	4/19- confirmed conformal coat	4/16- inspected and pulled EFF & stored data, ship to MAO for further analysis.		conformal coat	04984 Key Scales Ford	6397	1FMHK7D88CGA12572	8/8/2011	8/2/2011			3.5L wo/APA	3/20/2012	4/22/2011
UR0231	C200D-49	B9A, B93	EPP	in eval 26mile	4/19- confirmed conformal coat	4/16- inspected and pulled EFF & stored data, ship to MAO for further analysis.		conformal coat	04893 Midway Ford	5409	1FMHK7B89CGA06301	8/5/2011	7/27/2011			3.5L wo/APA	3/19/2012	4/22/2011
UR0232	C200D-49	B9A	EPP	in eval 26mile	4/19- confirmed conformal coat	4/16- inspected and pulled EFF & stored data, ship to MAO for further analysis.		conformal coat	01167 Sarasota Ford	7803	1FMHK7D84CGA33077	9/8/2011	9/6/2011			3.5L wo/APA	3/21/2012	6/8/2011
UR0235	C200D-49	B9A	EPP	in eval 26mile	4/23- confirmed protruding wires for misalignment	4/16- inspected and pulled EFF & stored data, ship to MAO for further analysis.		ribbon cable misalignment	04161 Eddie Yaklin Ford	13679	1FMHK7B88CGA40777	9/20/2011	9/17/2011			3.5L wo/APA	3/16/2012	4/22/2011

UR0236	C200D-49	B9A	EPP	in eval 26mile	4/19- confirmed conformal coat	4/16- inspected and pulled EFF & stored data, ship to MAO for further analysis.		conformal coat	04617 Champion Ford	4633	1FMHK7F89CGA40457	9/27/2011	9/23/2011			3.5L wo/APA	2/29/2012	6/10/2011
UR0237 RUA# 5840	C200D-49	B6B	EPP	in eval UK	4/26- confirmed CuS contact contamination in UK, week 31 relay build	4/16- inspected and pulled EFF & stored data, ship to MAO for further analysis. 4/24- done with testing at MAO, ship to UK for further analysis.		CuS contact contamination	01824 Zimmerma n Ford	8060	1FMHK8D83CGA80901	12/7/2011	12/1/2011			3.5L wo/APA	3/26/2012	9/2/2011
UR0238 RUA# 5842	C200D-49 U3000-96	B6B	EPP	in process UK	4/26- confirmed CuS contact contamination in UK, week 23 relay build	4/16- inspected and pulled EFF & stored data, ship to MAO for further analysis. 4/24- done with testing at MAO, ship to UK for further analysis.		CuS contact contamination	09981 Ganley Ford	16047	1FMHK8F80CGA44936	10/4/2011	9/26/2011			3.5L wo/APA	3/26/2012	6/28/2011
UR0239 RUA# 5843	U2011-49 U3000-96	B6B	EPP	in process UK	4/26- confirmed CuS contact contamination in UK, week 23 relay build	4/16- inspected and pulled EFF & stored data, ship to MAO for further analysis. 4/24- done with testing at MAO, ship to UK for further analysis.		CuS contact contamination	06527 Vicksburg Ford	9701	1FMHK7F81CGA45037	10/4/2011	9/28/2011			3.5L wo/APA	3/29/2012	9/28/2011
UR0243	C200D-49	B9A	EPP	in process MAO	4/23- confirmed conformal coat	4/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.		conformal coat	08828 Herb Chambers Ford	7716	1FMHK7B85CGA29865	9/7/2011	9/1/2011			3.5L wo/APA	4/9/2012	6/4/2011
UR0244	C200D-49	B9A	EPP	in process MAO	4/23- confirmed protruding wires for misalignment	4/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.		ribbon cable misalignment	05126 Gary Crossley Ford	19347	1FMHK8D82CGA40843	9/28/2011	9/23/2011			3.5L wo/APA	4/3/2012	6/10/2011
UR0247	C200D-49	B9A	EPP	in process MAO	4/23- confirmed conformal coat	4/27- pulled EFF & stored data, shipped to MAO for further analysis		conformal coat	04931 Gus Machado Ford	9066	1FMHK7F81CGA01099	7/19/2011	7/13/2011		5/7/2011	3.5L w/APA	3/26/2012	4/1/2011
UR0248	C200D-49	B9A	EPP	in process MAO	4/23- confirmed protruding wires for misalignment	4/27- pulled EFF & stored data, shipped to MAO for further analysis		ribbon cable misalignment	04431 Weber Motor Co.	7781	1FMHK7D89CGA12791	8/10/2011	8/3/2011		10/11/2010	3.5L wo/APA	3/7/2012	10/6/2010



Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Dealer Information	Root Cause	P&A Code/ Dealer Name/ Dealer	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	VIN	MY
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC		Molex connector not fully engaged	02058 Beechmont Ford	13	1FMK8F80BGA24572	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011	BGA24572	2011
UR0034	U2011-61 U3000-96	B95	TS	In Eval Hella	8/31-: Frequency variation on channel 2 without torque--> Failure description: PWM2 jitter, the ASIC has received at Oscmi and the analysis	7/1- pulled stored and EFF data, shipped to MAO for analysis 8/1-Checked with oscilloscope		TS ASIC jitter	00210 Sunny King Ford	2707	1FMHK7D80BGA17232	1/20/2011	1/15/2011	11/16/2010	12/2/2010	3.5L wo/APA	5/11/2011	BGA17232	2011
UR0036	C200B-2F C200C-2F	BD0-BD3	TS	In Eval Hella	8/31- No channel 2--> Function test on application level at all temperatures: The function test was passed. No Cassini awareness were found	8/1- BD3 fault is raised when IPA is fully turned CCW. Reference EPP used. Fault travelling with IPA, IPA signals		NTF	M1626 Sanchez Auto	8	1FMHK7F82BGA54876	4/13/2011	4/7/2011	12/7/2010	12/11/2010	3.5L wo/APA	6/2/2011	BGA54876	2011
UR0042	C200C-2F	BD3	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after	8/1-passed EOL & bench testing 8/3- ambient & cold testing done with NTF, next step hot		NTF	01273 Fred Beans Ford	4301	1FMHK8D84BGA37263	3/14/2011	3/7/2011	1/20/2011	1/29/2011	3.5L wo/APA	6/20/2011	BGA37263	2011
UR0046	C200B-62	BD4	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after	8/1- NTF on bench testing, or EOL testing. 8/3- ambient & cold testing done with NTF, next step hot		NTF	04927 J.C. Lewis Ford	1410	1FMHK7F87BGA66103	5/10/2011	5/1/2011	3/24/2011	3/26/2011	3.5L wo/APA	6/16/2011	BGA66103	2011
UR0074	C200C-2F	BD1,BD3	TS	In Eval MAO	9/21- NTF with ambient testing. Next step is to run EOL testing.	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		NTF	08990 Quirk Ford	10839	1FMHK8D81BGA20601	2/10/2011	2/1/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/16/2011	BGA20601	2011
UR0112	TC Lamp on	BD2,BD3	TS	In Eval MAO	10/26- shipped from WPAC to MAO 1/23- put through TTR with no codes, ambient cycling cannot get the gear to fail. NTF	10/7- tech only mentions TC lamp on and no communication with the PSCM. I had no problem communicating with		NTF	20028 Bryden Ford	5876	1FMHK8D84BGA71980	5/10/2011	5/1/2011	3/20/2011	3/21/2011	3.5L wo/APA	8/16/2011	BGA71980	2011
UR0121	C200C-C200B-62	BD3, BD4, B90	TS	In Eval MAO	1/23- starting unit with not reproduce code but after several tests on the EDF able to reproduce codes, need to EPP & harness swap to confirm IPA issue	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		TS bent finger	04863 Duval Ford	1713	1FMHK7B88BGA86091	6/17/2011	6/10/2011	4/24/2011	4/27/2011	3.5L wo/APA	8/25/2011	BGA86091	2011
UR0122	C200C-C200B-62	BD3, BD4	TS	In Eval MAO	1/23- starting unit with not reproduce code but after several tests on the EDF able to reproduce BD2, BD4, need to EPP & harness swap to confirm IPA issue	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing. No damage to TS harness		TS bent finger	09452 Ted Britt Ford	167	1FMHK7D85BGA84070	6/10/2011	6/7/2011	4/7/2011	4/8/2011	3.5L wo/APA	7/25/2011	BGA84070	2011
UR0130	C200B-2F C200B-62	BD2,BD4	TS	in eval MAO	1/30- On floor in lab ready for test, more info by Wednesday. 2/1- found bent finger need to get the bent finger tester sent up at incoming material	11/11- no damage to the ts harness. pulled stored and EFF data from gear, shipped to MAO for analysis		TS bent finger	09179 Inver Grove Ford	146	1FMHK8F85CGA13391	8/17/2011	8/12/2011	6/16/2011	6/20/2011	3.5L w/APA	9/30/2011	CGA13391	2012
UR0135	C200B-2F	BD0, BD2	TS	in eval MAO	2/1-cannot duplicate codes at ambient and repetitive Dynamic assist, ongoing testing 3/2-	12/9- pulled stored and EFF data shipped to MAO for analysis		NTF	06552 Central Ford	148	1FMHK7B83CGA44509	10/6/2011	9/30/2011		3/24/2011	3.5L wo/APA	11/5/2011	CGA44509	2012
UR0151	C200B-2F C200B-62 U3000-96	BD2,BD4	TS	in eval MAO	2/21- after testing passed removed IPA and found TS bent finger	1/18- inspect TS harness ok, pulled EFF & stored data, ship to MAO for further analysis		TS bent finger	04462 Randall Reed's Planet Ford	6	1FMHK7F82CGA67810	11/18/2011	11/9/2011	11/17/2010	11/19/2010	3.5L w/APA	12/26/2011	CGA67810	2012
UR0158	C200B-2F C200B-62	BD2,BD4, B90	TS	in eval MAO	2/21- after testing passed removed IPA and found TS bent finger	1/19- inspect TS harness ok, pulled EFF & stored data, ship to MAO for further analysis		TS bent finger	05739 Ted Russell Ford	2176	1FMHK8F8XCGA40229	10/3/2011	9/27/2011		12/19/2010	3.5L wo/APA	12/29/2011	CGA40229	2012
UR0168	C200B-2F C200C-2F	BD0-BD3	TS	in eval MAO	4/23- need to check rework part instructions	2/10- no damage to TS harness pulled stored and EFF data from PSCM, shipped to MAO for further analysis		broken clockspring wires	06477 Legacy Ford	2166	1FMHK7F90CGA44065	10/5/2011			7/16/2011	3.5L w/APA	1/17/2012	CGA44065	2012
UR0181	C200C-2F C200B-62	BD1,BD4	TS	in eval MAO	4/25- found the molex connector was not fully seated, plugged in and the IPA is not setting any codes have a QA at the station to check connector is fully inserted before installing the	3/5- TS wires are not damaged the conduit is burn't heating up the mounting bolt. inspected and pulled EFF & stored data		Molex connector not fully engaged	08739 Banner Ford	2461	1FMHK7D94CGA16904	8/25/2011	8/18/2011	9/21/2011	10/2/2011	3.5L wo/APA	2/1/2012	CGA16904	2012
UR0228	C200B-2F C200C-2F	BD0-BD3, B90	TS	in process MAO	4/16- inspected the TS harness no damage, pulled the EFF & stored data, shipped to MAO for further testing	4/16- inspected the TS harness no damage, pilled the EFF & stored data, shipped to MAO for further testing		broken clockspring wires	04511 Mac Haik Ford	1877	1FMHK7D87CGA12840	8/19/2011	8/16/2011		7/2/2011	3.5L wo/APA	2/18/2012	CGA12840	2012

Cube: Mgmt Lease - USA 2011MY 1MIS

Mgmt Lease - USA 2011MY 1MIS- through January Registrations | VE | VE Related

2011 Explorer (sample size 1103)

Sample and TGW per 1000 by Vehicle Powertrain by Vehicle Powertrain by Vehicle by Concern Codes by Concern

			U2-EXPLORER (NA-CAP)		
			T/KX-3.5L V6 CYCLONE TIVCT		
			4X4	FWD	Total
			TGW per 1000	TGW per 1000	TGW per 1000
		Sample	681	422	**1103**
Function	VFG	CCC			
F05 - ENGINEERING	REDACTED FOR RELEVANCE				

			U2-EXPLORER (NA-CAP)		
			T/KX-3.5L V6 CYCLONE TIVCT		
			4X4	FWD	Total
			TGW per 1000	TGW per 1000	**TGW per 1000**
		Sample	681	422	**1103**
Function	**VFG**	**CCC**			
		REDACTED FOR RELEVANCE			
F02 - CHASSIS	**V87 - STEERING**	H22 - STEERING - EFFORT (EXTRA/UNEVEN)	10	7	**9**
		REDACTED FOR RELEVANCE			
	V88 - TIRES				
	Total				
	V17 - ELECTRICAL ACCESSORIES FUNCTION				

	U2-EXPLORER (NA-CAP)		
	T/KX-3.5L V6 CYCLONE TIVCT		
	4X4	FWD	Total
	TGW per 1000	TGW per 1000	**TGW per 1000**
Sample	681	422	**1103**
Function	**VFG**		
F03 - ELECTRICAL			
	V19 - ELECTRICAL POWER		
	V81 - ENTERTAINMEN AND COMMUNICATIO		
	V83 - INSTRUMENTATION FUNCTION		
	Total		
	V23 - SPEED CONTRO		
	V25 - FUEL FILLING AND DELIVERY		
	V29 - CHECK ENGINE LIGHT		
	V40 - GOOD IDLE QUALITY		

REDACTED FOR RELEVANCE

			U2-EXPLORER (NA-CAP)		
			T/KX-3.5L V6 CYCLONE TIVCT		
			4X4	FWD	Total
		Sample	TGW per 1000	TGW per 1000	**TGW per 1000**
Function	**VFG**		681	422	**1103**
F04 - POWERTRAIN	**V44 - BASE ENGINE MALFUNCTION**				
	V45 - ENGINE COOLI				
	V47 - MANUAL TRANSMISSION				
	V48 - AUTOMATIC TRANSMISSION				
	V51 - DRIVETRAIN				
	V52 - DRIVEABILITY				
	V53 - EXHAUST SYST FUNCTION				
	Total				
	V01 - CORROSION				

REDACTED FOR RELEVANCE

			U2-EXPLORER (NA-CAP)		
			T/KX-3.5L V6 CYCLONE TIVCT		
			4X4	FWD	Total
		Sample	TGW per 1000	TGW per 1000	**TGW per 1000**
Function	**VFG**		681	422	**1103**
F06 - PAINT	**V33 - PAINT APPEARANCE**				
	Total				
	V03 - SEATING				
	V05 - OCCUPANT RESTRAINT				

REDACTED FOR RELEVANCE

			U2-EXPLORER (NA-CAP)		
			T/KX-3.5L V6 CYCLONE TIVCT		
			4X4	FWD	Total
			TGW per 1000	TGW per 1000	**TGW per 1000**
		Sample	681	422	**1103**
Function	**VFG**	**CCC**			
F07 - BODY INTERIOR	**V71 - I.P. AND CONSC FUNCTION**				
	V73 - INTERIOR TRIM FUNCTION (DOOR TR PANEL)				
	V74 - OTHER INTERIC TRIM				

REDACTED FOR RELEVANCE

			U2-EXPLORER (NA-CAP)		
			T/KX-3.5L V6 CYCLONE TIVCT		
			4X4	FWD	Total
			TGW per 1000	TGW per 1000	**TGW per 1000**
		Sample	681	422	**1103**
Function	**VFG**	**CCC**			
		REDACTED FOR RELEVANCE			
	V79 - CLIMATE CONTROL FUNCTION				
	Total				
F08 - BODY EXTERIOR	**V07 - LATCHING AND SECURITY**				
	V09 - MOVEABLE GLASS				
	V13 - MIRROR FUNCTION				
	V15 - GLASS WIPING & WASHING				
	V31 - SHEET METAL FUNCTION				

U2-EXPLORER (NA-CAP)		
T/KX-3.5L V6 CYCLONE TIVCT		
4X4	FWD	Total
TGW per 1000	TGW per 1000	**TGW per 1000**
681	422	**1103**

Sample

Function	VFG	C
	V37 - WATER LEAKS	R R R R R R **T**
	V75 - EXTERIOR TRIM AND BUMPER FUNCTION	B B B C B L B P B F (**T**
	V77 - LIGHTING	L L V L A L C L L **T**
	Total	
Total		

REDACTED FOR RELEVANCE

Report: Mgmt Lease USA - Performance Ratings and Expectations with Overall Vehicle Attributes
Cube: Mgmt Lease - USA 2011MY 1MIS

VE	VE Related	A&U

VE/VE related	Question	% 9-10 Rating

REDACTED FOR RELEVANCE

VE	VE Related	A&U

VE/VE related	Question	% 9-10 Rating

REDACTED FOR RELEVANCE

Export Date: 3/8/2011 12:57 PM

VE/VE Related	VRT	VFG	TGW	VerbEnglish	Tire Mfg	Tire Size	TGW	Wheel Code	AWS Veh	AWS Engine	Engine Disp
Y											
Y											
Y											
Y											
Y											
Y											
Y											
Y	F02-CHASSIS	V87-STEERING	H22-STEERING - EFFORT (EXTRA/UNEVEN)	Backing out of my driveway the steering warning light came on and I had no power assist. Had to shut off vehicle and re-start it to get it working.	*-[N/A]	D3HA8-P245/60R18 A/S BSW	H22-STEERING - EFFORT (EXTRA/UNEVEN)	D2UEH-18X8.0' ALUM PNTD EURO FLANGE	U2-EXPLORER (NA-CAP)	T/KX-3.5L V6 CYCLONE TIVCT	3.5
Y	F02-CHASSIS	V87-STEERING	H22-STEERING - EFFORT (EXTRA/UNEVEN)	One incident when weather was near zero, Power steering went out. The warning indicator did come on at the same time. The next time the vehicle started, the issue disappeared. No other issues since then, a one time event. It has not been taken in for review.	*-[N/A]	D3HA8-P245/60R18 A/S BSW	H22-STEERING - EFFORT (EXTRA/UNEVEN)	D2UEH-18X8.0' ALUM PNTD EURO FLANGE	U2-EXPLORER (NA-CAP)	T/KX-3.5L V6 CYCLONE TIVCT	3.5
											5
											5
											5

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

VE/VE Related	VRT	VFG	TGW	VerbEnglish	Tire Mfg	Tire Size	TGW	Wheel Code	AWS Veh	AWS Engine	Engine Disp
REDACTED FOR RELEVANCE											.5

AWS Drive	AWS Trans	AWS Series	Build Date	Sold Date	Checkbox	Respondent Number	Contact Phone	Contact Name	Id	Contact OK Email	Contact Email	Contact OK Phone	Contact OK	VIN	Model Year
REDACTED FOR RELEVANCE															2011
															2011
															2011
															2011
															2011
															2011
															2011
															2011
															2011
															2011
															2011
															2011

AWS Drive	AWS Trans	AWS Series	Build Date	Sold Date	Checkbox	Respondent Number	Contact Phone	Contact Name	Id	Contact OK Email	Contact Email	Contact OK Phone	Contact OK	VIN	Model Year
REDACTED FOR RELEVANCE															2011

Plant	Model	Body	Engine Fuel	Series	Survey Country	Trouble Count	QualRate	OVehRate	Miles
CHICAGO, IL	EXPLORER	WAGON	GAS	LIMITED	UNITED STATES	9	9	9	1800
CHICAGO, IL	EXPLORER	WAGON	GAS	LIMITED	UNITED STATES	2	8	9	1200
CHICAGO, IL	EXPLORER	WAGON	GAS	LIMITED	UNITED STATES	5	9	8	2200
CHICAGO, IL	EXPLORER	WAGON	GAS	LIMITED	UNITED STATES	8	7	9	1000
CHICAGO, IL	EXPLORER	WAGON	GAS	LIMITED	UNITED STATES	14	7	7	925
CHICAGO, IL	EXPLORER	WAGON	GAS	LIMITED	UNITED STATES	14	7	7	925
CHICAGO, IL	EXPLORER	WAGON	GAS	LIMITED	UNITED STATES	8	10	9	2250
CHICAGO, IL	EXPLORER	WAGON	GAS	LIMITED	UNITED STATES	8	10	9	2250
CHICAGO, IL	EXPLORER	WAGON	GAS	XLT	UNITED STATES	5	7	7	1652
CHICAGO, IL	EXPLORER	WAGON	GAS	XLT	UNITED STATES	1	9	9	850
CHICAGO, IL	EXPLORER	WAGON	GAS	LIMITED	UNITED STATES	3	8	8	3200
CHICAGO, IL	EXPLORER	WAGON	GAS	LIMITED	UNITED STATES	5	8	9	550
CHICAGO, IL	EXPLORER	WAGON	GAS	LIMITED	UNITED STATES	5	7	9	642

Plant	Model	Body	Engine Fuel	Series	Survey Country	Trouble Count	QualRate	OVehRate	Miles
CHICAGO, IL	EXPLORER	WAGON	GAS	XLT	UNITED STATES	6	8	7	2383

PE12-017 006216

From: Estes, Eric (E.E.)
Sent: Monday, December 12, 2011 5:13 PM
To: Surella, Matthew (M.M.); Napoli, Laura (L.); Flanagan, Thomas (T.P.); 'Anthony Fleenor' (Anthony.Fleenor@TRW.COM); Salim Semssar; Sergio Alvarez (Sergio.Alvarez@TRW.COM); Gregory Sheets (Gregory.Sheets@TRW.COM); Greg Austin; Pienta, Alan (A.)
Subject: 2012 U502 Warranty Tracker

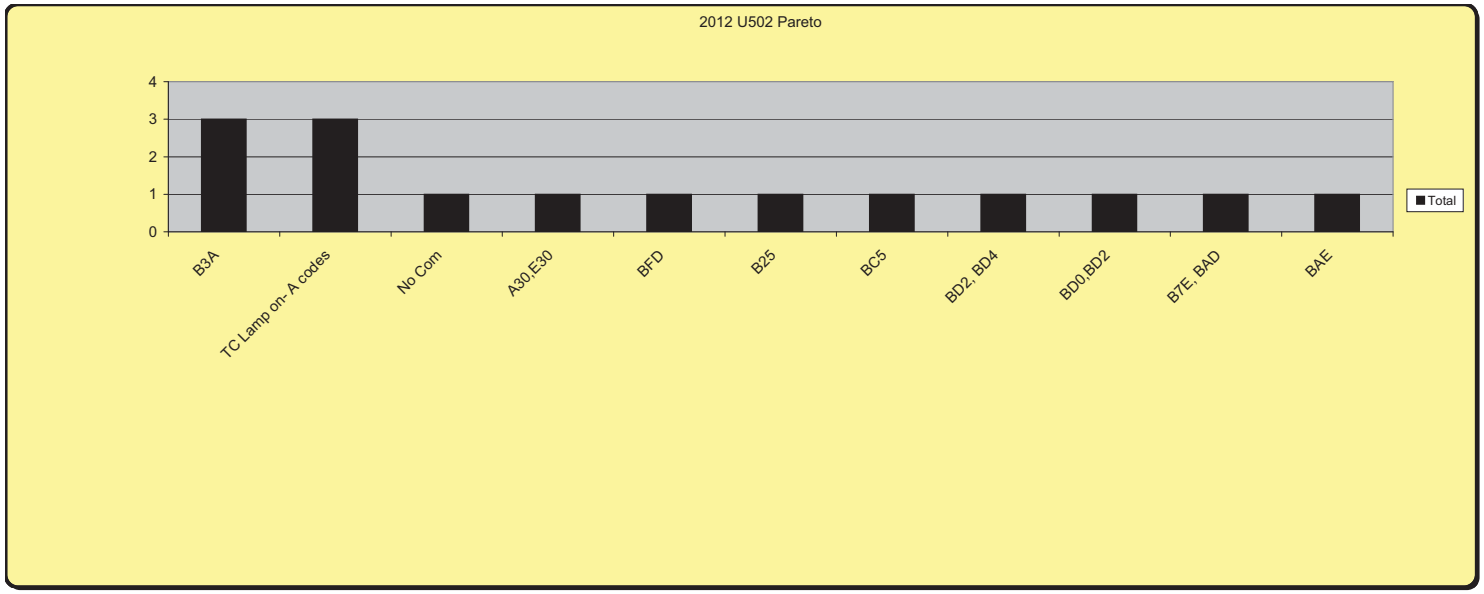
Attachments: 2011-12 U502 Warranty Tracker 12-12.xls

Here is the latest tracker
B3A & TC lamp on are the top hitters for 2012 at this time

2011-12 U502
Warranty Tracker ...

Eric J Estes

TRW EPAS Steering Systems
Quality Specialist
Hotline ph# 313-317-9358
Cell ph# 734-560-3493



updated to 12/12/11

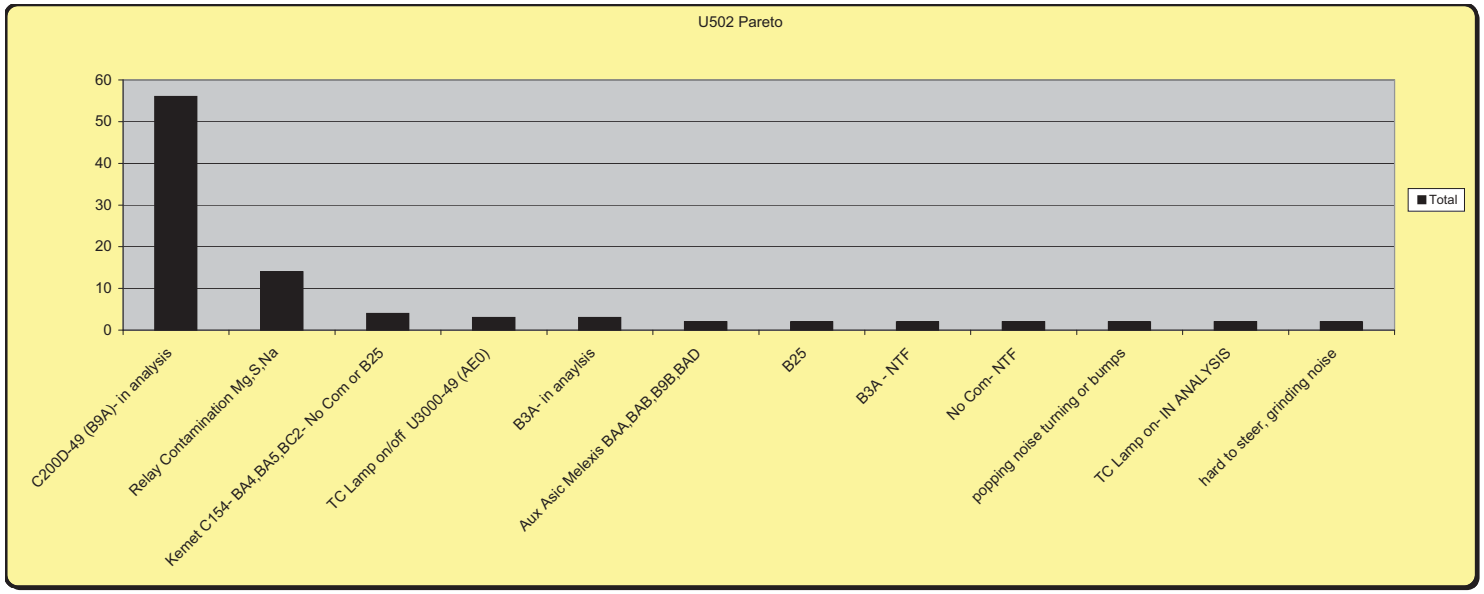
		Vehicle Build Month																		
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments
B3A	UR0090, 0133, 137	1		2													3			Shipped motor relay to Tyco UR0090 tested at Tyco with NTF
TC Lamp on- A codes	UR0125,134,136		2	1													3			UR0136 installed new gear same TC lamp on and U-code set, unknown fix.
No Com	UR0110			1													1	5/30/11	9/12/2011	Confirmed Kemet C154 capacitor Hot test(ICA) Vision system(PCA)
A30,E30	UR0126		1														1			Found R28 resistor on ECU defective UK to further test
BFD	UR0127		1														1			
B25	UR0128		1														1			
BC5	UR0129		1														1			
BD2, BD4	UR0130		1														1			
BD0,BD2	UR0135				1												1			
B7E, BAD	UR0131			1													1			
BAE	UR0132				1												1			
B43	UR0138		1														1			
no assist, C1B00-29	UR0139				1												1			

updated to 12/12/11

		Vehicle Build Month																			
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments

PE12-017 006219

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date	Part ETA
UR0090 RUA# 5175	U2011-49	B3A	EPP	In eval Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco 12-7- Tyco found NTF with the relay. SEM on contacts some material found on the contacts that does not affect the operation.	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06672 Battlefield Ford	00636	1FMHK7D81CGA03857	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011		
UR0125	U3000-49	A16		in eval MAO	11/11- all a codes set no stored b-codes vehicle only set the TC lamp on it did not lose assist. PPT lead to gear replacement with resetting U3000-49, shipped gear to MAO. No ther parts replaced			05340 Royal Oak Ford	183	1FMHK7D82CGA16391	8/17/2011	8/13/2011	12/6/2010	12/10/2010	3.5L wo/APA	10/7/2011	5/17/2011		
UR0126	U3000-72	A30, E30	EPP	in process UK	12/6-fault following ECU found low resistance on R28 generating incorrect Vbatt readings on ECU. Sergio to ship to UK	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		04664 Jordan Ford	523	1FMHK8F8XCGA24483	8/30/2011	8/26/2011	7/5/2011	7/7/2011	3.5L wo/APA	9/24/2011			
UR0127	U0300-00	BFD	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			00165 Gene Latta Ford	50	1FMHK8F82CGA19049	8/29/2011	8/24/2011	7/6/2011	7/8/2011	3.5L wo/APA	10/6/2011			
UR0128	U3000-49	B25	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			07852 Fairview Ford	20	1FMHK7F83CGA25713	8/31/2011	8/27/2011	7/7/2011	7/9/2011	3.5L w/APA	9/14/2011			
UR0129	U3000-49	BC5	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			04332 Armstrong Ford	5	1FMHK7F88CGA15615	8/23/2011	8/18/2011	6/29/2011	7/2/2011	3.5L w/APA	9/7/2011			
UR0130	C200B-2F C200B-62	BD2,BD4	TS	in eval MAO	11/11- no damage to the ts harness. pulled stored and EFF data from gear, shipped to MAO for analysis			09179 Inver Grove Ford	146	1FMHK8F85CGA13391	8/17/2011	8/12/2011	6/16/2011	6/20/2011	3.5L w/APA	9/30/2011			
UR0131	U3000-49 U3000-96	B7E,BAD	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			01741 Lakeland Ford	71	1FMHK7F89CGA30625	9/16/2011	9/12/2011	7/21/2011	7/21/2011	3.5L wo/APA	10/24/2011			
UR0132	U3000-49 U3000-96	BAE	EPP	in process MAO	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis			05167 Bob Allen Ford	309	1FMHK8D83CGA43136	10/4/2011	9/25/2011	8/17/2011	8/19/2011	3.5L wo/APA	11/4/2011			
UR0133	U2011-49 U3000-96	B3A	EPP	in process MAO	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis			01185 McKay Ford	180	1FMHK7D89CGA36136	9/23/2011	9/20/2011	8/4/2011	8/5/2011	3.5L wo/APA	10/26/2011	6/8/2011		
UR0134	TC lamp on	mult can codes A2A		in process MAO	12/9- Tech states intermittent TC lamp on while driving could not get the lamp to come on but tech states he lost communication with the PSCM unknow if he had IDS issues hotline advised to replace PSCM if all the wiring was tested.			04013 Manhatten Ford	1699	1FMHK8B83CGA11161	8/8/2011					11/14/2011			
UR0135	C200B-2F	BD0, BD2	TS	in process MAO	12/9- pulled stored and EFF data shipped to MAO for analysis			06552 Central Ford	148	1FMHK7B83CGA44509	10/6/2011	9/30/2011		3/24/2011	3.5L wo/APA	11/5/2011			
UR0136	TC lamp on	mult can codes		in process MAO	12/9- tech replaced the steering gear for C1B00 and mult can codes in all modules and vehicle came back with same TC lamp on in the CQIS report. Unknown what the fix was tech did not mention what was done to fix this issue in AWS, most likely CAN electrical connection issue.			03208 Stone Motors	947	1FMHK8F85CGA25556	9/6/2011					10/25/2011			
UR0137	U2011-49	B3A	EPP	in process MAO	12/9- pulled stored and EFF data shipped to MAO for analysis			02709 Tom Holzer Ford	444	1FMHK8D85CGA40125	9/28/2011	9/22/2011	7/28/2011	7/29/2011	3.5L wo/APA	10/28/2011	9/22/2011		
UR0138	U3000-49	B43	EPP	in process MAO	12/9- pulled stored and EFF data shipped to MAO for analysis			05579 Fuller Ford	483	1FMHK7B81CGA25750	8/27/2011	8/24/2011	7/7/2011	7/9/2011	3.5L wo/APA	11/5/2011	5/19/2011		
UR0139	C1B00-29 no assist	no stored A or B codes		in process MAO	12/9- pulled stored and EFF data shipped no codes had one E66 code shipped to MAO for analysis Tech states that there are 8-9 modules that fail the network test then tech states no communication with the PSCM. I had no problems with the communication.			07749 Future Ford	2	1FMHK8D87CGA52633	10/19/2011	10/14/2011			3.5L wo/APA	11/1/2011			
0KM	C200B-2F C200C-2F	BD0-BD3, B90	TS	in process MAO	12/6- found metalic fiber shorting on PCB swapped ECU and harness to verify IPA assembly. To ship IPA assem. To Hella			CAP											



updated to 11/30/11

		Vehicle Build Month																	
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
C200D-49 (B9A)- in analysis	UR0030,45,47, 48,58,59,60,61, 62,63,64,65,66, 67,68,69,70,71, 73,75,76,77,79, 80,81,82,83,84, 85,86,87,88,89, 92,95,96,98,99, 100,101,103,10 4,105,108,109, 111,113,114,11 5,116,117,118, 119,120,123,12 4					1	6	3	24	12	8	2					56			8/22- hall effect & encoder differential. More testing needed to find root cause
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26,38				9	1	1	2	1								14	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
TC Lamp on/off U3000-49 (AE0)	UR0023,52,78						1		1				1				3		Non TRW issue	Both gears tested with NTF, on one vehicle the new gear did not fix U3000-49. vehicle could not be fixed shorting the CAN circuits would duplicate the symptoms.
B3A- in anaylsis	UR0041,56,90					1					1		1				3			NTF after relay contact analysis at Tyco
Aux Asic Melexis BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
B3A - NTF	UR0008,09				2												2			
No Com- NTF	UR0031, 33									1	1						2		NTF	will keep in pending to see if we get a duplicate issue
popping noise turning or bumps	UR0057, UR0093											2					2		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
TC Lamp on- IN ANALYSIS	UR0094,112										2						2			

updated to 11/30/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
hard to steer, grinding noise	UR0102, 107										1	1					2			hard to turn input shaft
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
ps delay after startup-U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1	7/22/2011- EOL test	4/14/2012-PSD mask	9/14- OnSemi ASIC Jitter
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1		NTF	Full testing done at Hella optical and performance testing lead to NTF
Broken Pulley	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
B6C	UR0050										1						1			
swerve LF suddenly	UR0072								1								1			
BD1,BD3	UR0074							1									1			
BBA,B7F	UR0091								1								1			shorted PM
noise intermittent rh frt side while turning	UR0097						1										1		Non-TRW Issue	tech replacd the EPAS gear and same noise occurred
B31	UR0106							1									1			
No Com- IN ANALYSIS	UR0110														1		1			
BD3,BD4,B90	UR0121											1					1			
BD3,BD4 UR0122												1					1			
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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date	Part ETA
UR0021	U3000-49 U3000-96	BAA,BAB,B9B,BAD	EPP	in eval Melexis	8/15- Geoff to review Melexis 8D and check for further information to finalize.	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is disabled periodically. Ship to UK for further testing 6/29- found faulty Aux. ASIC in the ECU, Anting to contact Melexis so UK and ship out for analysis. 7/4- Aux ASIC arrived in Melexis		03073 Mullinax Ford	03735	1FMHK8B88BGA14250	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011			
UR0025	U3000-49	B25	EPP	In eval 26 Mile	9/12- tri-temp ignition cycling at 26mile NTF	5/26- pulled stored & EFF data shipped to MAO for further testing 6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps.		20609 Orange Motor Co	00008	1FMHK7D89BGA44512	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011			
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor. 8/15- UK motors grp did full teardown and did not find any flux density fault. Will put on hold until the other warranty returns are examined and tested.shipping other parts out to	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43 Celsius. To be shipped to UK 6/24- Sergio to send PFR to		05559 Villa Ford	7839	1FMHK8F82BGA15758	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011	9/17/2010		
UR0032 RUA #4978	U3000-49	BFF,BFC,B1C	EPP	In Eval UK	7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis. 8/1- check with Mike on updates 8/8-part has arrived to the UK.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return.		07590 Van Bortel Ford	03003	1FMHK8F85BGA29508	3/4/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/9/2011			
UR0035 RUA# 4979	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In Eval UK	8/8- part has not arrived yet in the UK for further testing check with Anting for update	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/25-MAO reproduced B23- found a a low impedance between pin96 and pin97 on main micro IC3. It seems a problem on the soldering.		04161 Eddie Yaklin Ford	04625	1FMHK7D8XBGA11017	12/8/2010	12/6/2010	10/1/2010	10/21/2010	3.5L wo/APA	5/31/2011			
REDACTED FOR RELEVANCE																			
UR0040	U3000-49	BAE,BAB,BAD	EPP	In eval 26mile	8/10- MAO to hold onto EPP until UK is done testing the three gears with similar codes. 9/12- 26mile done tri-temp testing was able to get to reset once. Benched tested was able to get to fail possible aux. ASIC testing still ongoing.	8/1- raise RUA and ship to UK for further analysis. faults not replicating even when in hot testing. Fault not replicating in lab after hot test over ASIC and IC17. During analysis part failing with BA4 , B3A rep B7E. Power module swapped with a reference on.		08811 Sentry Ford	02050	1FMHK8D83BGA25329	2/14/2011	2/7/2011	12/13/2010	12/19/2010	3.5L wo/APA	6/16/2011			
UR0041 RUA# 4980	U2011-49	B3A	EPP	In Eval Tyco	8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco 10/6- Andy Partridge to check results when he is back off vacation. 10/26- still under analysis.	8/1- Phase1 motor relay contact not closing.raise RUA and ship to UK 8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco		02199 Bob Gillingham Ford	05016	1FMHK8B88BGA10215	12/2/2010	11/23/2010	9/14/2010	9/16/2010	3.5L wo/APA	6/13/2011			

UR0042	C200C-2F	BD3	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1-passed EOL & bench testing 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		01273 Fred Beans Ford	04301	1FMHK8D84BGA37263	3/14/2011	3/7/2011	1/20/2011	1/29/2011	3.5L wo/APA	6/20/2011			
UR0043 RUA #4981	U3000-49	BAE,BAB,BAD,BAA	EPP	In Eval UK	8/8- UK received the part today for further testing. 8/22- comfirmed IC17, get reply from Anting and ship to Maxium. 11/7- IC17 damaged removing device from the PCB cannot be tested.	8/1- raise RUA and ship to UK for further analysis.AA I sense working fine and Isense IC17 output incorrect. Signal coming from AA is OK but IC17 output is not good. IC17 temperature sensitive. did not swap Component Same failure mode as CR0030 in which after swapping Pin 5 is found broken.		05319 Rusty Eck Ford	05191	1FMHK8F84BGA32125	2/22/2011	2/17/2011	12/11/2010	12/16/2010	3.5L w/APA	6/27/2011			
UR0045	C200D-49	B9A	EPP	In Eval UK	8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders are re-synchronised, ran overnight with ign permanently on NFF, test repeated with ign. cycling for two hrs, NFF	8/1- hot and ambient testing done NTF. cold testing next step 8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders		05928 Premier Ford	1695	1FMHK7D8XBGA45135	3/28/2011	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011	12/27/2010		
UR0046	C200B-62	BD4	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1- NTF on bench testing, or EOL testing. 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		04927 J.C. Lewis Ford	01410	1FMHK7F87BGA66103	5/10/2011	5/1/2011	3/24/2011	3/26/2011	3.5L wo/APA	6/16/2011			
UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and encoder, more testing needed to define cause. 11/3- motor PCB at Allegro Simon Malsbury overlooking the analysis.	8/2- pulled stored & EFF data shipped to 26 mile for further information. 8/12- Chris bench tested with NTF with start the tri-temp testing to see if B9A resets 8/15- now able to duplicate the B9A will send Geoff the information on the scope and test set-up.		06700 Majic City Ford	3447	1FMHK8F87BGA45404	3/29/2011	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011	12/28/2010		
UR0048	C200D-49	B9A	EPP	In eval 26mile	9/12- performed tri-temp ignition cycling and could not reproduce code NTF 9/21-been uploaded with SW and gone through various test on the dynamometer, the unit has not failed at this time, more testing ongoing	8/2- pulled stored & EFF data shipped to MAO for further information 8/31- Not reproducable Cold		08211 Robinson Brothers Ford	3163	1FMHK7D84BGA48810	4/5/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011	12/4/2010		
UR0050 RUA# 5048	U3000-49	B6C	EPP	In Eval Freescale	10/26- found micro failure in analysis with Freescale	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly. 8/29-To be sent to UK		03334 Charles Gabus Ford	04666	1FMHK8F85BGA61262	5/2/2011	4/19/2011	2/17/2011	2/24/2011	3.5L w/APA	7/11/2011			

UR0051	U3000-49	B25	EPP	In eval MAO	9/12- ambient testing complete with NTF, next step cold testing. 10/26- cold testing complete with NTF, next step to ship to 26 mile for tri-temp testing.	8/2- pulled stored & EFF data shipped to MAO for further information 8/29-Ambient testing did not duplicate. Will Cold test next 8/31-Cold testing raised BAA, BAB intermittent. Raised twice and did not repeat.		04921 Bozard Ford	02124	1FMHK7D89BGA30447	2/25/2011	2/21/2011	1/4/2011	1/7/2011	3.5L wo/APA	6/23/2011			
UR0054	No Com	No codes		at WPAC will ship out to MAO for analysis	9/12- gear not at MAO at this time I will check WPAC tomorrow. 10/26- still cannot locate the gear will check WPAC	8/19- tech was not able to get the tc lamp on or get the vehicle to act up but states he could not communicate with the PSCM using his IDS. Unknow if this was an IDS issue because there would be lamps on and no steering if he was not able to commincate with the PSCM. I had no trouble pulling data when gear arrived.		03776 Legacy Ford	00016	1FMHK8B82BGA73844	5/22/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	6/29/2011			
UR0055 RUA# 5176	U3000-49	BA4,BA5,B45,B9C,B6C,B71	EPP	in eval UK	10/17- VSW scoped, cannot communicate with ECU. Potential main micro. Waiting on UK for next steps good chance to swap micro and test. 10/26- in analysis of the micro and confirm failure before removing.	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- able to reproduce codes, possible monitor micro- testing ongoing		06787 Lake Elsinore Ford	02584	1FMHK7D87BGA68632	5/13/2011	5/4/2011	3/16/2011	3/19/2011	3.5L wo/APA	714/2011			
UR0056 RUA# 5160	U2011-49	B3A	EPP	in Eval Tyco	9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing 10/26- at Tyco waiting for update	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing		06338 Shults Ford	00105	1FMHK7B86BGA69841	5/12/2011	5/3/2011	2/28/2011	3/17/2011	3.5L wo/APA	7/11/2011			
UR0058	C200D-49	B9A	EPP	In Eval 26mile	9/21- this unit is in teardown, flex density test, air gap measurement, hall effects swi. Threshold, encoder switching 10/2- x-ray of the motor PCB	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	6543	1FMHK7D86BGA42569	3/24/2011	3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA	7/8/2011	12/28/2010		
UR0059	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	2953	1FMHK7F86BGA46280	3/31/2011	3/22/2011	1/24/2011	1/29/2011	3.5L wo/APA	7/1/2011	12/28/2010		
UR0060	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		09580 Tracy Langston Ford	3191	1FMHK7D86BGA63793	5/3/2011	4/28/2011	3/16/2011	3/18/2011	3.5L wo/APA	8/5/2011	1/25/2011		
UR0061	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		05947 Cannon Ford	4020	1FMHK7D87BGA37526	3/15/2011	3/9/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/2/2011	12/27/2010		
UR0062	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	10437	1FMHK8D89BGA42572	3/18/2011	3/12/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/10/2011	12/28/2010		
UR0063 RUA# 5238	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and		04921 Bozard Ford	14031	1FMHK7F8XBGA37615	3/10/2011	3/5/2011	12/25/2010	12/29/2010	3.5L w/APA	8/15/2011	12/6/2010		
UR0064 RUA# 5239	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and		11293 Camelback Ford	4655	1FMHK7F88BGA38892	3/10/2011	3/4/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/10/2011	12/24/2010		
UR0065 RUA# 5240	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis. 11/14- large amount of conformal coat	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		02709 Tom Holzer Ford	5447	1FMHK8F8XBGA56316	4/11/2011	4/5/2011	12/23/2010	12/25/2010	3.5L wo/APA	8/10/2011	12/24/2010		
UR0066 RUA# 5235	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and		02405 Park Cities Ford	5234	1FMHK7D80BGA15156	1/13/2011	12/14/2010	11/11/2010	11/13/2010	3.5L wo/APA	7/28/2011	10/27/2010		
UR0067 RUA# 5236	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		00469 Bondy's Ford	5426	1FMHK7D89BGA44963	3/22/2011	3/15/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/4/2011	12/13/2010		
UR0068 RUA# 5237	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		M2686 Fema Automotriz	16576	1FMHK8F83BGA34710	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	8/22/2011	12/23/2010		

UR0069	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06293 Haldeman	9557	1FMHK7D82BGA13781	1/19/2011	1/7/2011	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/7/2010
UR0070 RUA# 5241	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		07986 Henderson Ford	2775	1FMHK8B89BGA45684	3/24/2011	3/20/2011	1/24/2011	1/28/2011	3.5L wo/APA	8/15/2011	12/28/2010
UR0071	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			00643 Buster Miles Ford	5112	1FMHK7D83BGA59152	5/2/2011	4/25/2011	2/28/2011	3/3/2011	3.5L wo/APA	8/12/2011	1/20/2011
UR0072	Frt end will swerve to LF suddenly	no codes		In Eval MAO	9/9- no damage to gear and rack move smooth stop to stop no codes in the stored or EFF data. Shipped to MAO for analysis			05417 Kemp Ford	10075	1FMHK7F88BGA35989	3/8/2011	3/3/2011		1/13/2011	3.5L wo/APA	8/19/2011	
UR0073	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			09469 Randall Reed's Ford	1856	1FMHK7F83BGA60637	4/28/2011	4/25/2011	3/16/2011	3/17/2011	3.5L wo/APA	8/1/2011	1/24/2011
UR0074	C200C-2F	BD1,BD3	TS	In Eval MAO	9/21- NTF with ambient testing. Next step is to run EOL testing.	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		08990 Quirk Ford	10839	1FMHK8D81BGA20601	2/10/2011	2/1/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/16/2011	
UR0075	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			07398 Al Packer's Ford	4286	1FMHK8F87BGA59688	4/25/2011	4/15/2011	2/12/2011	2/14/2011	3.5L wo/APA	8/8/2011	12/30/2010
UR0076	C200D-49	B9A	EPP	In Eval MAO	11/8- was able to duplicate the B9A twice simulated hwy driving conditions on the bench. Sergio getting instructions from Geoff Jacks	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		06938 Fox Ford	2989	1FMHK8F81BGA56480	4/13/2011	4/7/2011	1/26/2011	1/29/2011	3.5L wo/APA	8/3/2011	12/27/2010
UR0077	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			02890 Russ Milne Ford	9977	1FMHK8D89BGA31409	2/23/2011	2/18/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/22/2011	12/24/2010
UR0079	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing 8/31- Not reproducable Cold			05613 Lance Cunningham Ford	6993	1FMHK7D81BGA48392	3/29/2011	3/24/2011	12/7/2010	2/17/2011	3.5L wo/APA	8/10/2011	12/30/2010
UR0080	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing			08006 Joe Machens	6386	1FMHK8D85BGA65251	5/6/2011	4/30/2011	2/17/2011	2/18/2011	3.5L wo/APA	8/25/2011	12/30/2010
UR0081	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			06063 Smith Ford	9014	1FMHK8F87BGA48934	3/31/2011	3/27/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/16/2011	12/23/2010
UR0082	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			01730 Mike Fitzpatrick Ford	10293	1FMHK7D84BGA30033	3/4/2011	3/1/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/15/2011	12/24/2010
UR0083	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			03924 Crown Ford	23203	1FMHK7F87BGA12381	12/16/2010	12/11/2011	11/13/2010	11/14/2010	3.5L wo/APA	9/1/2011	10/27/2010
UR0084	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			00478 Wade Ford	7238	1FMHK7D80BGA48268	4/4/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	9/7/2011	12/4/2010
UR0085	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			02645 Prince-Gnade Ford	4583	1FMHK8F8XBGA56705	4/12/2011	4/5/2011	12/1/2010	12/4/2010	3.5L wo/APA	9/2/2011	11/8/2010
UR0086	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			02486 Five Star Ford	5025	1FMHK7F84BGA60646	4/27/2011	4/19/2011	2/24/2011	3/4/2011	3.5L w/APA	9/2/2011	1/3/2011
UR0087	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			00406 Collier Ford	3228	1FMHK7D8XBGA44969	4/6/2011	4/2/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/29/2011	12/27/2010
UR0088	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			09989 Mark Martin Ford	11159	1FMHK8D82BGA20946	2/10/2011	2/2/2011	12/13/2011	9/9/2011	3.5L wo/APA	8/30/2011	11/11/2010
UR0089	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			04870 Al Packer Ford	5997	1FMHK7D88BGA39351	3/9/2011	3/4/2011	1/13/2011	1/14/2011	3.5L wo/APA	8/29/2011	12/23/2010
UR0090 RUA# 5175	U2011-49	B3A	EPP	In process Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06672 Battlefield Ford	00636	1FMHK7D81CGA03857	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011
UR0091	U2011-49 U3000-49 U3000-96	BBA,B7F	EPP	In eval MAO	shorted phase 3 to 0volt. damaged PM 10/26- close out shorted FET is prior to the containment date			01545 Fox Valley Ford	02926	1FMHK7D89BGA38225	3/10/2011	3/5/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/1/2011	12/24/2011
UR0092	C200D-49	B9A	EPP	In Eval MAO	9/30- pulled stored & EFF data from the gear and shipped to MAO for further testing			08190 All American Ford	11798	1FMHK8B88BGA36961	3/9/2011	3/5/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/18/2011	11/12/2010

UR0094	TC Lamp on	No codes		In Eval MAO	10/26- ambient testing no codes or LIC's set NTF.	10/3- pulled stored and EFF data and shipped to MAO for further diagnosis		02346 Caranfa Ford	02600	1FMHK7D87BGA75807	5/25/2011	5/19/2011	3/26/2011	3/27/2011	3.5L wo/APA	8/5/2011			
UR0095	C200D-49	B9A	EPP	In Eval MAO	10/3- pulled stored & EFF data from the gear and shipped to MAO for further testing			05928 Premier Ford	5159	1FMHK7D81BGA37523	3/14/2011	3/7/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/8/2011	12/25/2010		
UR0096	U2011-61 C200D-49 U3000-96	B92,B9A	EPP	in vehicle test Gary Smith	10/12- sergio perform limit & profile testing see if code resets. 10/17- NTF on the bully test and passed limit testing 10/18 gear shipped to PDC to be installed in Gary Smith's vehicle 10/20- gear installed into vehicle and laura to hookup data recorder	10/4- pulled stored and EFF data, shipped to MAO for further analysis		02694 Dean Sellars Inc	10986	1FMHK8F87BGA57861	4/21/2011	4/14/2011	2/16/2011	3/4/2011	3.5L w/APA	9/2/2011	1/20/2011		
REDACTED FOR RELEVANCE																				
UR0098	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			04871 Metro Ford	5127	1FMHK7F84BGA19532	1/31/2011	1/26/2011	12/16/2011	12/17/2011	3.5L wo/APA	8/20/2011	11/11/2010		
UR0099	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			02459 Sam Pack's Five Star Ford	15697	1FMHK7D82BGA25879	2/15/2011	2/8/2011	12/6/2010	12/11/2010	3.5L wo/APA	8/22/2011	11/10/2010		
UR0100	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			04450 Rodriguez Ford	6288	1FMHK7D86BGA72610	5/21/2011	5/16/2011	3/30/2011	3/31/2011	3.5L wo/APA	9/13/2011	2/12/2011		
UR0101	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			08951 Ford of Clermont	8900	1FMHK7D85BGA59640	5/3/2011	4/26/2011	3/15/2011	3/17/2011	3.5L wo/APA	9/7/2011	1/24/2011		
REDACTED FOR RELEVANCE																				
UR0103	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			01471 Springfield Ford	6513	1FMHK8D80BGA67568	5/12/2011	5/4/2011	1/24/2011	1/28/2011	3.5L wo/APA	9/14/2011	12/272010		
UR0104	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			06359 Thornhill Ford	6114	1FMHK8D89BGA31202	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	7/21/2011	12/23/2010		
UR0105	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			04163 Elvria Ford	11483	1FMHK7F88BGA56115	4/13/2011	4/6/2011	2/4/2011	2/11/2011	3.5L wo/APA	9/2/2011	12/29/2010		
UR0106	U3000-49 U3000-96	B31	EPP	In Eval MAO	10/17- ambient testing passed, next step is to perform hot testing. 10/26- still in progress	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		04871 Metro Ford	04756	1FMHK7D81BGA27087	2/16/2011	2/8/2011	12/8/2010	12/11/2010	3.5L wo/APA	7/20/2011			
REDACTED FOR RELEVANCE																				
UR0108	C200D-49	B9A	EPP	In Eval MAO	gear and shipped to MAO for further testing			Palmetto Ford	5696	1FMHK7B8XBGA29939	3/2/2011	2/25/2011	1/4/2011	1/8/2011	3.5L wo/APA	8/30/2011	12/24/2010		
UR0109	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			02459 Sam Pack's Five Star Ford	7642	1FMHK7D85BGA15184	1/13/2011	12/13/2010	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/25/2010		
UR0110	No Assist	No Com	EPP	In Eval MAO	10/17-Confirmed Kemet cap C154 10/26- get approval from Anting to ship C154 back to Kemet for analysis.	10/7- could not pull any data from gear no communication with canape shipped to MAO for further testing		01281 Haldeman Ford	00372	1FMHK8D85CGA27536	9/4/2011	8/30/2011	7/14/2011	7/15/2011	3.5L wo/APA	9/22/2011			
UR0111	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			02549 Silsbee Ford	8861	1FMHK7F88BGA50881	4/21/2011	4/14/2011	1/13/2011	1/15/2011	3.5L wo/APA	9/1/2011	12/23/2010		
UR0112	TC Lamp on	BD2,BD3	TS	In Eval MAO	10/26- shipped from WPAC to MAO	10/7- tech only mentions TC lamp on and no communication with the PSCM. I had no problem communicating with the PSCM. Does have multiple A & E codes in stored data		20028 Bryden Ford	05876	1FMHK8D84BGA71980	5/10/2011	5/1/2011	3/20/2011	3/21/2011	3.5L wo/APA	8/16/2011			
UR0113	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			00469 Bondy's Ford	6897	1FMHK7D89BGA41111	3/21/2011	3/15/2011	1/15/2011	1/16/2011	3.5L wo/APA	8/29/2011	12/23/2010		
UR0114	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			00469 Bondy's Ford	7379	1FMHK7F87BGA37393	3/15/2011	3/9/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/24/2011	12/27/2010		

UR0115	C200D-49	B9A	EPP	in process MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			00389 Mountain View Ford	12040	1FMHK8D88BGA44944	3/25/2011	3/23/2011	1/24/2011	1/29/2011	3.5L wo/APA	9/22/2011	12/27/2010		
UR0116	C200D-49	B9A	EPP	in process MAO	10/20- gear installed in Matt Surella's 2012 U502 for B9A canape recording	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		02980 Shamaley Ford	07119	1FMHK7D89BGA18251	1/26/2011	1/18/2011	12/4/2010	12/4/2010	3.5L wo/APA	9/2/2011	10/27/2010		
UR0117	C200D-49	B9A, BD0-BD3	EPP	in process MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			04424 Jennings Anderson Ford	3010	1FMHK7D85BGA42627	3/17/2011	3/11/2011	1/25/2011	1/28/2011	3.5L wo/APA	7/2/2011	12/28/2010		
UR0118	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		04283 Varsity Ford	6217	1FMHK7F87BGA64870	5/10/2011	5/5/2011	2/24/2011	3/8/2011	3.5L w/APA	8/19/2011	1/2/2011		
UR0119	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		01015 Fort Mill Ford	9320	1FMHK7D83BGA41041	3/18/2011	3/14/2011	1/4/2011	1/7/2011	3.5L wo/APA	9/8/2011	12/24/2010		
UR0120	C200D-49	B9A	EPP	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			02704 Fairway Ford	5395	1FMHK7D81BGA72692	5/21/2011	5/16/2011	3/30/2011	4/1/2011	3.5L wo/APA	9/21/2011	2/15/2011		
UR0121	C200C-C200B-62	BD3, BD4, B90	TS	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			04863 Duval Ford	1713	1FMHK7B88BGA86091	6/17/2011	6/10/2011	4/24/2011	4/27/2011	3.5L wo/APA	8/25/2011			
UR0122	C200C-C200B-62	BD3, BD4	TS	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing. No damage to TS harness			09452 Ted Britt Ford	167	1FMHK7D85BGA84070	6/10/2011	6/7/2011	4/7/2011	4/8/2011	3.5L wo/APA	7/25/2011			
UR0123	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		01232 John Kennedy Ford	3735	1FMHK8D8XBGA78416	6/2/2011	5/26/2011	4/13/2011	4/15/2011	3.5L wo/APA	9/28/2011	3/14/2011		
UR0124	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		20527 Malouf Ford	2621	1FMHK8B81BGA74581	6/3/2011	5/31/2011	3/31/2011	3/31/2011	3.5L wo/APA	9/27/2011	2/14/2011		

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP					1FMHK8F81BGA41610	3/16/2011				3.5L w/APA	3/16/2011			
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned		07955 Ron Dupratt Ford	15	1FMHK8D87BGA18724	1/24/2011	1/17/2011	11/16/2010	11/22/2010	3.5L wo/APA	2/2/2011			
0KM BGA85712	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.												

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi	CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2	09618 Brown Motors	18	1FMHK8D83BGA10846	12/16/2010				3.5L wo/APA	1/12/2011			
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil	CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-	02071 I-77 Ford	10	1FMHK8D83BGA14928	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when		Ford Management Lease Car- Chicago	1700	1FMHK8F88BGA02366	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after		Ford PDC Fleet vehicle- Taras Palczynski	2010	1FMHK7D89BGA02812	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to		lease management vehicle WHQ VSC	1838	1FMHK8F89BGA03591	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			
UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.		04331 Brondes Ford		1FMHK7F87BGA31464	2/24/2011				3.5L wo/APA	3/28/2011			
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with		02058 Beechmont Ford	1425	1FMHK8F83BGA02503	11/22/2010								
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to		00807 Crest Ford	115	1FMHK8F85BGA27421	2/16/2011				3.5L w/APA	3/9/2011			
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK		03820 Landers Ford	3096	1FMHK8F8XBGA01168	11/3/2010				3.5L w/APA	3/5/2011			
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate		00807 Crest Ford	1356	1FMHK7B87BGA02763	11/16/2010				3.5L wo/APA	2/25/2011			
UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing		05126 Gary Crossley Ford	4475	1FMHK8F80BGA03852	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011			

UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week		06081 San Francisco Ford	14	1FMHK8D81BGA36412	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011			
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.		02694 Dean Sellers	3754	1FMHK8F8XBGA03566	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-		08305 Evergreen Ford	49	1FMHK8F84BGA17589	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011			
UR0038 RUA#4997	U2011-49 U3000-96	B3A	EPP	In Eval UK	9/21-confirmed from tycothis is a Mg,Na,S contamination issue	8/1- MAO working on ambient and hot testing. 8/8- MAO testing still ongoing 8/11- cannot duplicate code fits the Mg,Na contamination dates shipped to UK then Tyco week 25 relay build		07563 Riser Ford	9727	1FMHK7F83BGA04990	11/23/2010	11/17/2010	9/10/2010	9/16/2010	3.5L w/APA	5/2/2011			
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/15- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for 24 hours with no A30's, ESCL on				1FMHK8D81BGA39357	3/14/2011				3.5L wo/APA	3/2/2011			

From: Napoli, Laura (L.)
Sent: Friday, March 16, 2012 4:19 PM
To: Farmer, Marty (M.F.)
Subject: REDACTED FOR RELEVANCE 2011-12 U502 Warranty Tracker 3-12-2012.xls

Attachments: REDACTED FOR RELEVANCE 2011-12 U502 Warranty Tracker 3-12-2012.xls

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2011-12 U502 Warranty Tracker ...

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

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2011-12 U502 Warranty Tracker 3-12-2012.xls

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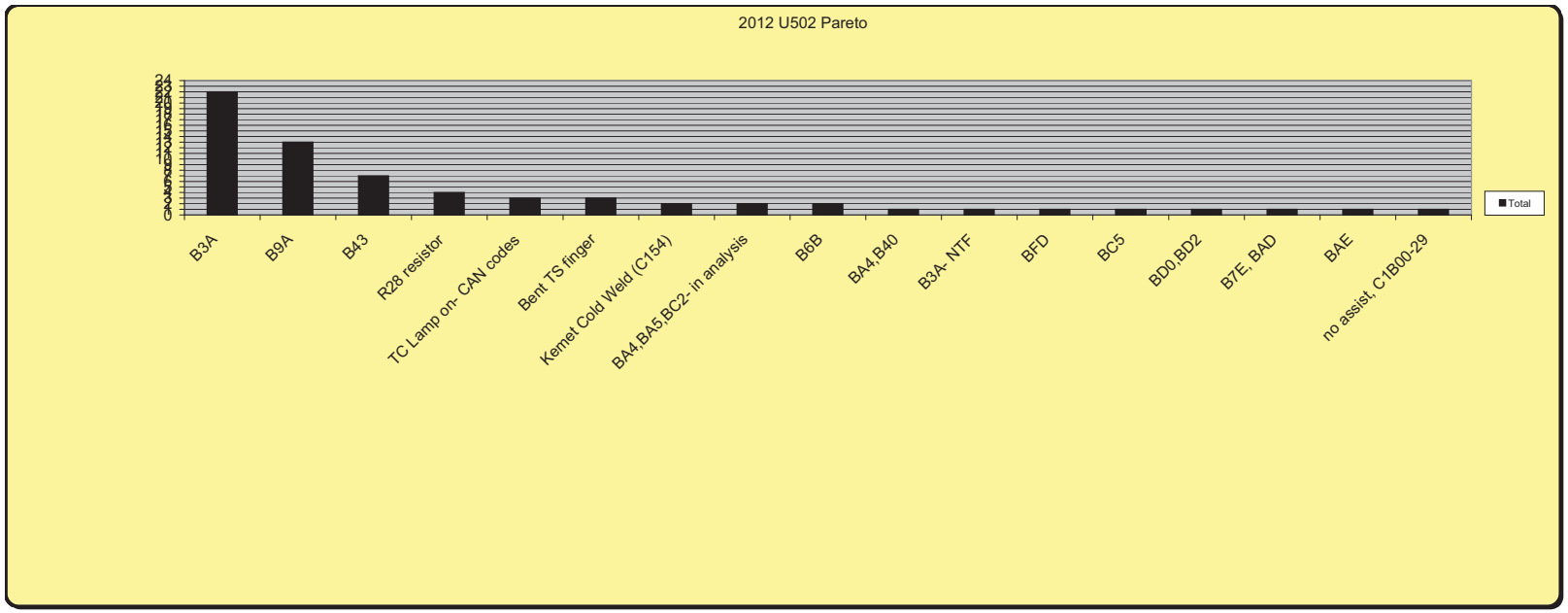


updated to 3/13/2012

		Vehicle Build Month																		
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments
B3A	UR0133,137,145,147,149,157,164,165,167,172,173,176,178,180,183,185,187,188,191,195,196,197		1	7	7	2	3	2									22	wo/APA- 1/13/2012 w/APA- 1/30/2012	8/15/2012 massive silver contacts	CuS contamination on relay contacts, machine adj. & contact inspection.
B9A	UR0140,153,156,160,162,166,169,170,179,189,190,194,199	1	2	6	3	1											13	12/11/2011- tooling	1/19/2012- visual con coat	changes to tooling to prevent misalignment and changes to application of con coat and UV light inspections. Plus reject EOL B9A LICs
B43	UR0138,159,163,171,186,192	1	1	2	2		1										7	wo/APA- 1/13/2012 w/APA- 1/30/2012	8/15/2012 massive silver contacts	CuS contamination on relay contacts, machine adj. & contact inspection.
R28 resistor	UR0126,128,143,154		3	1													4			Found R28 resistor on ECU defective UK to further test
TC Lamp on- CAN codes	UR0125,134,136		2	1													3		NTF	UR0136 installed new gear same TC lamp on and CAN-code set, found HS CAN wire repaired to fix vehicle
Bent TS finger	UR0130,151,158		1		1	1											3	3/2/2012		bent finger tester set-up 2/13/2012 and visual inspection at MAO, still in testing stage. discuss Rogersville testing.
Kemet Cold Weld (C154)	UR0110,142	1		1													2	9/12/11	5/22/2012	first machine#12 on 5/30/2011 fitted with vision system. last machine#11 to receive the vision system on 2/14/2012 at Kemet(PCA).
BA4,BA5,BC2- in analysis	UR0150,193				1		1										2			Kemet?
B6B	UR0184,200				1	1											2			
BA4,B40	UR0175					1											1			
B3A- NTF	UR0090	1															1			
BFD	UR0127		1														1		NTF	all testing at MAO could not get any codes to set not failing at this time
BC5	UR0129		1														1			suspect TRU6 damage

updated to 3/13/2012

		Vehicle Build Month																		
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments
BD0,BD2	UR0135				1												1			cannot duplicate codes At this time
B7E, BAD	UR0131			1													1			power module damage
BAE	UR0132				1												1			
no assist, C1B00-29	UR0139				1												1			
chargeback	UR0144		1														1		non TRW issue	chargeback to dealer
int. no com	UR0146		1														1			
B24,BB9	UR0148					1											1			Possible IC3 voltage on VPH3 not in spec. measure on board
noise in gear	UR0152		1														1			
TC Lamp on- no assist	UR0155		1														1			
wander on hwy	UR0161			1													1			
BD0-BD3	UR0168				1												1			
gear locked up cold	UR0174	1															1			
BA4,B7D,B7F	UR0177		1														1			
BD1,BD4	UR0181		1														1			
AF1	UR0182		1														1			

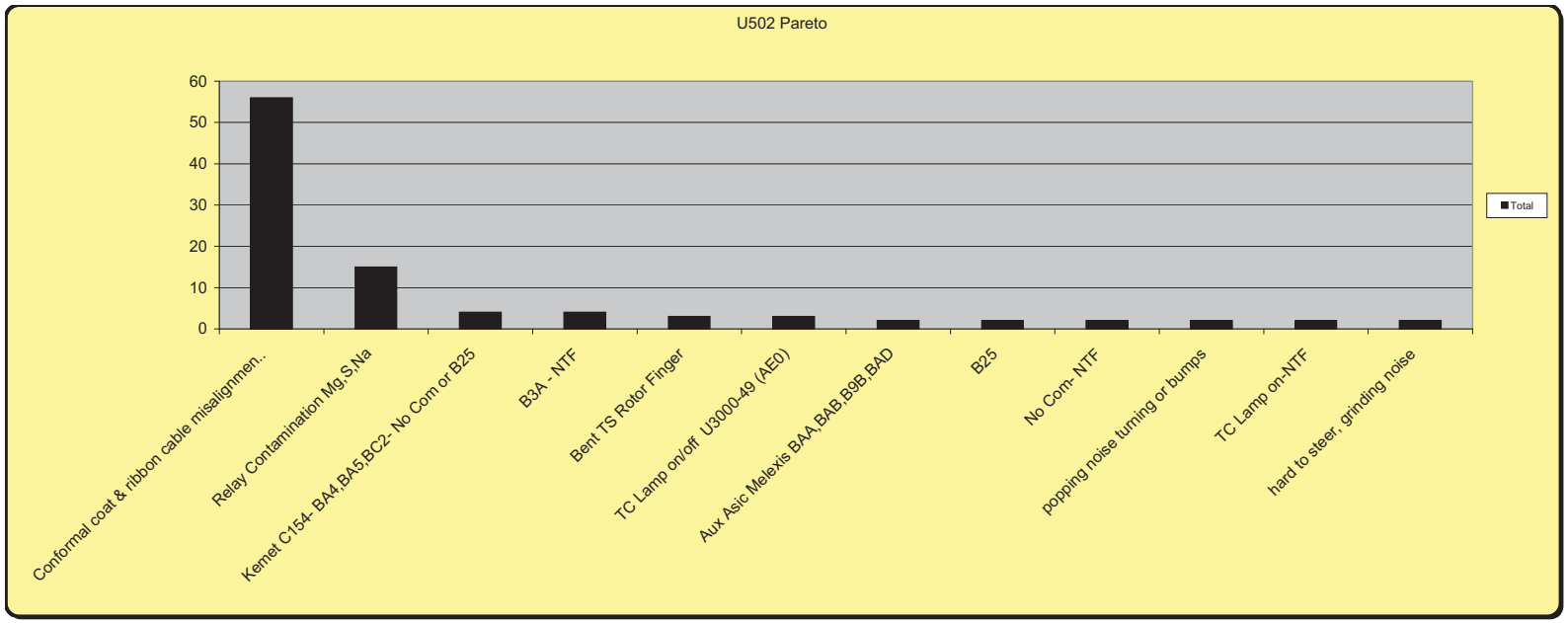
Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Dealer Information	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor build date
UR0126 RUA# 5408	U3000-72	A30, E30	EPP	in eval UK	2/15- still waiting for update through Anting	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis 12/6-fault following ECU found low resistance on R28 generating incorrect Vbatt readings on ECU.		R28 resistor	04664 Jordan Ford	523	1FMHK8F8XCGA24483	8/30/2011	8/26/2011	7/5/2011	7/7/2011	3.5L wo/APA	9/24/2011	
UR0128	U3000-49	B25	EPP	in eval UK	2/1- high resistance across R28, ship to Anting for further supplier testing. 3/2- UK confirmed this is a R28 issue sent to supplier.	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		R28 resistor	07852 Fairview Ford	20	1FMHK7F83CGA25713	8/31/2011	8/27/2011	7/7/2011	7/9/2011	3.5L w/APA	9/14/2011	
UR0129 RUA# 5577	U3000-49	BC5	EPP	in eval UK	1/23- under suspect damage TRU6, sent PFR to UK for next steps, propose TRU6 swap. 2/6- Sergio and Mike Malloy working on this repair check R80 for int. open.	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		TRU6?	04332 Armstrong Ford	5	1FMHK7F88CGA15615	8/23/2011	8/18/2011	6/29/2011	7/2/2011	3.5L w/APA	9/7/2011	
UR0131	U3000-49 U3000-96	B7E,BAD	EPP	in eval MAO	2/1- code does repeat located the problem in the power module	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		power module	01741 Lakeland Ford	71	1FMHK7F89CGA30625	9/16/2011	9/12/2011	7/21/2011	7/21/2011	3.5L wo/APA	10/24/2011	
UR0132	U3000-49 U3000-96	BAE	EPP	in process MAO	12/10- code reproduced once at MAO, removed ECU from EPP and the never set again with multiple temp testing.	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis		NTF	05167 Bob Allen Ford	309	1FMHK8D83CGA43136	10/4/2011	9/25/2011	8/17/2011	8/19/2011	3.5L wo/APA	11/4/2011	
UR0135	C200B-2F	BD0, BD2	TS	in eval MAO	2/1-cannot duplicate codes at ambient and repetitive Dynamic assist, ongoing testing 3/2-	12/9- pulled stored and EFF data shipped to MAO for analysis			06552 Central Ford	148	1FMHK7B83CGA44509	10/6/2011	9/30/2011		3/24/2011	3.5L wo/APA	11/5/2011	
UR0143	U3000-49 U3000-96	B43,B25	EPP	in process UK	1/19- low ohm value on R28, ship to UK Graham to check. Same issue as FR0154 ship to UK	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.		R28 resistor	06582 Don Bohn Ford	2831	1FMHK7D85CGA23514	9/2/2011	8/29/2011	7/14/2011	7/15/2011	3.5L wo/APA	12/1/2011	6/5/2011
UR0145 RUA# 5474	U2011-49	B3A	EPP	in eval UK	1/23- sets E66 code at MAO ship to UK 2/10- found plastic melted around contact	12/19- pulled EFF and stored data, had E66,A66 & A3A codes. going to freight ship to MAO on 1/6.		plastic melting around base contact	01980 Beau Townsend Ford	3126	1FMHK8F83CGA28357	9/10/2011	9/7/2011	7/22/2011	7/22/2011	3.5L wo/APA	11/25/2011	
UR0146	Int. No Com	no codes		in eval MAO	1/24- extensive testing at MAO 2hrs ambient ign. cycling and TTR testing with NTF. Next steps thermo testing. 3/2- need tri-temp testing MAO to test when tri-temp machine is set-up this month.	12/19- tech states he has intermittent no communication in the CQIS report. After 15min road test lost communication, problem int. with can bus	after 15 mile road test pulling onto the hwy the TC & ABS lamps on with no steering assist returned to the shop network test lead to no communication from the PSCM. Shutting off vehicle and sitting for	NTF	08223 Link Ford	1192	1FMHK7F80CGA13258	8/18/2011	8/13/2011	12/17/2010	12/12/2010	3.5L wo/APA	10/7/2011	
UR0148	U3000-49 U3000-96	B24, BB9	EPP	in eval UK	1/30- B24 will set everytime you cycle the ignition. Possible IC3 voltage on VPH3 not in spec. measure on board, compare with good ECU. 2/15- Ship to UK for level 3 if C91 is not damaged.	12/21- inspection and pulled EFF & stored data, ship to MAO for analysis		IC3 FET?	01521 Friendly Ford	16	1FMHK7B88CGA68787	11/18/2011	11/15/2011	9/28/2011	9/30/2011	3.5L wo/APA	12/1/2011	
UR0149 RUA# 5566	U2011-49 U3000-96	B3A	EPP	in eval UK	2/18- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on motor relay, ship to Tyco for further analysis	1/17- pulled EFF & stored codes found relay code only set			02710 Huntington Ford	2	1FMHK8D85CGA82116	12/23/2011	12/20/2011	10/22/2011	10/23/2011	3.5L wo/APA	1/5/2012	9/24/2011
UR0150	U3000-49 U3000-96	BA4,BA5,BC2,BC1	EPP	in eval MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.			09003 Bailey Brothers	5	1FMHK8F8XCGA53854	10/26/2011	10/21/2011	8/26/2010	8/28/2010	3.5L wo/APA	11/15/2011	
REDACTED FOR RELEVANCE																		
UR0154	U3000-49 U3000-96	BA4,B40	EPP	in eval UK	2/23- same issue as FR0143 low reading on R28 resistor looking at PCB or other issues. Ship to UK for further analysis	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.		R28 resistor	20167 Franklin Ford	12	1FMHK8D81CGA16047	8/22/2011	8/16/2011	6/17/2011	6/27/2011	3.5L wo/APA	11/10/2011	

UR0155	TC lamp on No Assist	no codes		in eval MAO	1/18- inspected and pulled EFF & stored data, no TRW or Ford codes listed, vehicle has been into the dealer twice before the gear was replaced, ship to MAO for further analysis.	1/18- inspected and pulled EFF & stored data, no TRW or Ford codes listed, vehicle has been into the dealer twice before the gear was replaced, ship to MAO for further analysis.			08922 Fremont Motors	5816	1FMHK8F86CGA09348	8/2/2011	7/28/2011	5/18/2011	5/19/2011	3.5L wo/APA	12/8/2011	
UR0157	U2011-49	B3A	EPP	in eval UK	1/19- inspected and pulled EFF & stored data, ship to MAO for further analysis.	1/19- inspected and pulled EFF & stored data, ship to MAO for further analysis.			04546 Jordan Ford	482	1FMHK7F80CGA60306	11/4/2011	11/1/2011	9/15/2011	9/21/2011	3.5L wo/APA	1/7/2011	5/30/2011
UR0159 RUA# 5532	U3000-49 U3000-96	B43	EPP	in process Tyco	3/3- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on link relay, ship to Tyco for further analysis	2/6- inspected and pulled EFF & stored data, ship to MAO for further analysis.			08621 Seekins Ford	786	1FMHK8B83CGA52714	10/19/2011	10/14/2011	8/9/2011	8/11/2011	3.5L wo/APA	12/27/2011	6/27/2011
REDACTED FOR RELEVANCE																		
UR0163 RUA# 5565	U3000-49 U3000-96	B43	EPP	in eval UK	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.			04864 Mike Davidson Ford	1134	1FMHK7D83CGA07473	7/29/2011	7/20/2011	5/5/2011	5/6/2011	3.5L wo/APA	12/2/2011	3/31/2011
UR0165 RUA# 5631	U2011-49 U3000-96	B3A	EPP	in process Tyco	3/3- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on motor relay, ship to Tyco	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.			08696 Porter Ford	4147	1FMK8F89CGA38410	9/30/2011	9/7/2011	7/21/2011	7/21/2011	3.5L wo/APA	1/21/2012	6/8/2011
UR0166	C200D-49	B9A	EPP	in eval MAO	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.				05319 Rusty Eck Ford	2001	1FMHK8F87CGA73012	11/15/2011	11/10/2011	9/15/2011	9/16/2011	3.5L wo/APA	1/11/2012	8/2/2011
UR0167 RUA# 5629	U2011-49 U3000-96	B3A	EPP	in process Tyco	3/3- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on motor relay, ship to Tyco	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.			05224 Thoroughbred Ford	2369	1FMHK8D89CGA56280	10/25/2011		10/18/2010	11/4/2010	3.5L wo/APA	1/17/2012	
UR0168	C200B-2F C200C-2F	BD0-BD3	TS	in eval MAO	3/2- broken plastic finger guide for TS ribbon cable, this was from using the automated process which was approved and switched to the manual process. Will need to get a date that was changed.	2/10- no damage to TS harness pulled stored and EFF data from PSCM, shipped to MAO for further analysis			06477 Legacy Ford	2166	1FMHK7F90CGA44065	10/5/2011			7/16/2011	3.5L w/APA	1/17/2012	
UR0169	C200D-49	B9A	EPP	in eval MAO	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.				06477 Legacy Ford	5655	1FMHK7D83CGA08459	8/8/2011	7/28/2011	5/5/2011	5/5/2011	3.5L wo/APA	1/19/2012	4/2/2011
UR0170	C200D-49	B9A	EPP	in eval MAO	2/17- inspected and pulled EFF & stored data, ship to MAO for further analysis.				00751 David Wilson's Ford	5051	1FMHK7D84CGA31992	9/6/2011	8/31/2011	7/14/2011	7/15/2011	3.5L wo/APA	1/3/2012	6/4/2011
UR0171 RUA# 5630	U3000-49	B43	EPP	in process Tyco	3/3- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on link relay, ship to Tyco for further analysis	2/17- inspected and pulled EFF & stored data, ship to MAO for further analysis.			04176 M.J. McGuire	2171	1FMHK8D81CGA35259	9/23/2011	9/20/2011	8/3/2011	8/4/2011	3.5L wo/APA	1/27/2012	6/9/2011
REDACTED FOR RELEVANCE																		
UR0175	U3000-49	BA4	EPP	in eval MAO	3/2- not a C154 more testing needed to repeat code.	2/27- inspected and pulled EFF & stored data, ship to MAO for further analysis.			20546 Fette Ford	246	1FMHK7D82CGA70435	11/23/2011	11/18/2011	9/29/2011	9/30/2011	3.5L wo/APA	2/13/2011	
UR0177	U3000-49	BA4,B7D,B7F	EPP	in eval MAO	3/12- found PM top FETs shorted, shipped to Fairchild in China	2/27- inspected and pulled EFF & stored data, ship to MAO for further analysis.		PM shorted FETs	08109 Jerseyville Motors	8224	1FMHK8F8XCGA25374	8/31/2011	8/28/2011	7/14/2011	7/16/2011	3.5L wo/APA	2/9/2012	
UR0178 RUA# 5533	U2011-49 U3000-96	B3A, B95	EPP	in process Tyco	3/3- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on motor relay, ship to Tyco	2/27- inspected and pulled EFF & stored data, ship to MAO for further analysis.			08450 Summit Ford	3511	1FMHK8D82CGA60624	11/2/2011	10/26/2011	8/25/2011	9/7/2011	3.5L wo/APA	2/6/2012	5/29/2011
UR0179	C200D-49	B9A	EPP	in eval MAO	2/27- inspected and pulled EFF & stored data, ship to MAO for further analysis.				04809 Bartow Ford	3890	1FMHK7B87CGA30600	9/8/2011	9/6/2011	7/21/2011	7/22/2011	3.5L wo/APA	1/26/2011	6/8/2011
UR0180	U2011-49	B3A	EPP	in process MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				02331 Mathews Ford	9	1FMHK8F86CGA81120	12/22/2011	12/15/2011	7/21/2011	7/23/2011	3.5L w/APA	1/18/2012	6/8/2011

UR0181	C200C-2F C200B-62	BD1,BD4	TS	in process MAO	3/5- TS wires are not damaged the conduit is burn't heating up the mounting bolt. inspected and pulled EFF & stored data, ship to MAO for further analysis.				08739 Banner Ford	2461	1FMHK7D94CGA16904	8/25/2011	8/18/2011	9/21/2011	10/2/2011	3.5L wo/APA	2/1/2012	9/1/2011

REDACTED FOR RELEVANCE

UR0183	U2011-49 U3000-96	B3A	EPP	in process MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				05761 Don Franklin Ford	10554	1FMHK8F83CGA24440	8/31/2011	8/27/2011	7/7/2011	7/9/2011	3.5L w/APA	1/23/2012	6/4/2011
UR0184	U2011-49 U3000-96	B6B	EPP	in process MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				01376 Pacifico Ford	2673	1FMHK8F89CGA67826	11/7/2011	11/1/2011	9/22/2011	9/23/2011	3.5L wo/APA	2/2/2012	9/1/2011
UR0185	U2011-49	B3A	EPP	in process MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				06943 Prime Ford	490	1FMHK8D84CGA22683	9/9/2011	9/6/2011	7/21/2011	7/22/2011	3.5L wo/APA	12/5/2011	6/8/2011
UR0186	U3000-49 U3000-96	B43	EPP	in process MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				04970 Karl Flammer Ford	1458	1FMHK8D82CGA70506	12/2/2011	11/23/2011	10/22/2011	10/23/2011	3.5L wo/APA	1/16/2012	9/23/2011
UR0187	U2011-49	B3A	EPP	in process MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				05848 Homer Skelton Ford	244	1FMHK7D83CGA91021	1/3/2012	12/21/2011	10/25/2011	10/26/2011	3.5L wo/APA	2/10/2012	9/25/2011
UR0188	U2011-49 U3000-96	B3A	EPP	in process MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				09814 Waconia Ford	1991	1FMHK8D80CGA48259	10/13/2011	10/10/2011	8/25/2011	8/26/2011	3.5L wo/APA	1/19/2012	6/28/2011
UR0189	C200D-49	B9A	EPP	in eval MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				05418 Gosch Ford	4864	1FMHK7D83CGA41266	9/30/2011		8/3/2011	8/4/2011	3.5L wo/APA	1/16/2012	
UR0190	C200D-49	B9A	EPP	in eval MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				05965 Watson Quality Ford	10170	1FMHK7B8XCGA37170	9/22/2011	9/17/2011	8/4/2011	8/5/2011	3.5L wo/APA	1/30/2012	6/10/2011
UR0191	U2011-49 U3000-96	B3A	EPP	in process MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				08621 Seekins Ford	1848	1FMHK8F85CGA44740	10/6/2011	9/28/2011	7/28/2011	7/29/2011	3.5L w/APA	1/31/2012	6/9/2011
UR0192	U3000-49	B43	EPP	in process MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				02923 Maxwell Ford	2155	1FMHK7F88CGA51918	10/22/2011	10/18/2011	8/26/2011	8/28/2011	3.5L wo/APA	2/18/2012	8/9/2011
UR0193	U3000-49	BA4,BA5,BC2	EPP	in process MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				20337 Holmes Tuttle Ford	450	1FMHK7F94CGA84357	12/15/2011	12/8/2011	10/25/2011	10/28/2011	3.5L wo/APA	2/8/2012	9/25/2011
UR0194	C200D-49	B9A	EPP	in eval MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				07670 Mac Haik Ford	6135	1FMHK7F80CGA48754	10/12/2011	10/10/2011	2/7/2011	2/11/2011	3.5L wo/APA	2/22/2012	12/29/2010
UR0195	U2011-49	B3A	EPP	in process MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				07923 Vista Ford	542	1FMHK8F8XCGA73361	12/2/2011	11/28/2011	9/1/2011	9/8/2011	3.5L w/APA	1/30/2012	7/1/2011
UR0196	U2011-49	B3A	EPP	in process MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				05340 Royal Oak Ford	4952	1FMHK7D83CGA51618	10/18/2011	10/13/2011	8/9/2011	8/11/2011	3.5L wo/APA	1/27/2012	6/28/2011
UR0197	U2011-49 U2011-61	B3A, B95	EPP	in process MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				06995 Quality Auto Mall	5691	1FMHK8B84CGA37154	9/23/2011	9/20/2011	7/21/2011	8/4/2011	3.5L wo/APA	2/2/2012	6/8/2011
UR0198	C200D-49	B9A	EPP	in eval MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				08502 Courtesy Ford	1553	1FMHK8D89CGA48504	10/13/2011	10/7/2011	9/8/2011	9/18/2011	3.5L wo/APA	12/7/2011	4/21/2011
UR0199	C200D-49	B9A	EPP	in eval MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				04587 Helfman Ford	9171	1FMHK7B80CGA37081	9/22/2011	9/20/2011	8/4/2011	8/5/2011	3.5L wo/APA	1/19/2011	6/10/2011
UR0200	U2011-49 U3000-96	B6B	EPP	in process MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				20645 Verner-Cadby	4090	1FMHK8D81CGA46519	10/17/2011	10/12/2011	8/25/2011	8/26/2011	3.5L wo/APA	2/14/2011	6/28/2011



updated to 11/30/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Conformal coat & ribbon cable misalignment- C200D-49 (B9A)	UR0030,45,47, 48,58,59,60,61, 62,63,64,65,66, 67,68,69,70,71, 73,75,76,77,79, 80,81,82,83,84, 85,86,87,88,89, 92,95,96,98,99, 100,101,103,10 4,105,108,109, 111,113,114,11 5,116,117,118, 119,120,123,12 4					1	6	3	24	12	8	2					56	12/11/2011- tooling	1/16/2012- visual con coat	changes to tooling to prevent misalignment and changes to application of con coat and UV light inspections. Plus reject EOL B9A LICs
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26,38,41				9	2	1	2	1								15	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
B3A - NTF	UR0008,09,56, 90				2						1		1				4			NTF with testing at TRW plant & Tyco
Bent TS Rotor Finger	UR0003,121,12 2						1					2					3	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
TC Lamp on/off U3000-49 (AE0)	UR0023,52,78						1		1				1				3		Non TRW issue	Both gears tested with NTF, on one vehicle the new gear did not fix U3000-49. vehicle could not be fixed shorting the CAN circuits would duplicate the symptoms.

updated to 11/30/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Aux Asic Melexis BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis continuous radom defectivity improvements second to third to fourth quarters ASIC production dates of the 2010 builds at Melexis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
No Com- NTF	UR0031, 33									1	1						2		NTF	will keep in pending to see if we get a duplicate issue
popping noise turning or bumps	UR0057, UR0093											2					2		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
TC Lamp on-NTF	UR0094,112										2						2		NTF	
hard to steer, grinding noise	UR0102, 107										1	1					2			hard to turn input shaft
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1		NTF	cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
ps delay after startup-U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1	7/22/2011- EOL test	4/14/2012-PSD mask	9/14- OnSemi ASIC Jitter
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1		NTF	Full testing done at Hella optical and performance testing lead to NTF
Broken Pulley	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
main micro defectivity	UR0050										1						1		2/6/12	baseline defectivity continuous improvements
swerve LF suddenly	UR0072								1								1			
BD1,BD3	UR0074							1									1			
BBA,B7F	UR0091								1								1			shorted PM
noise intermittent rh frt side while turning	UR0097						1										1		Non-TRW Issue	tech replacd the EPAS gear and same noise occurred
B31	UR0106							1									1			
No Com- IN ANALYSIS	UR0110														1		1			
BD3,BD4,B90	UR0121											1					1			
BD3,BD4 UR0122												1					1			
3-PIN conn damaged	UR0141																0			
																	0			
																	0			
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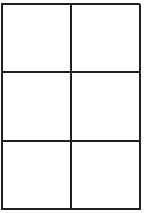
Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Dealer Information	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date
UR0025	U3000-49	B25	EPP	In eval 26 Mile	9/12- tri-temp ignition cycling at 26mile NTF	5/26- pulled stored & EFF data shipped to MAO for further testing 6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps.			20609 Orange Motor Co	8	1FMHK7D89BGA44512	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011	
UR0032 RUA #4978	U3000-49	BFF,BFC,B1C	EPP	In Eval UK	7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis. 8/1- check with Mike on updates 8/8-part has arrived to the UK.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return.			07590 Van Bortel Ford	3003	1FMHK8F85BGA29508	3/4/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/9/2011	
UR0035 RUA# 4979	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In Eval UK	8/8- part has not arrived yet in the UK for further testing check with Anting for update	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/25-MAO reproduced B23- found a a low impedance		Main Micro IC3 pin 96	04161 Eddie Yaklin Ford	4625	1FMHK7D8XBGA11017	12/8/2010	12/6/2010	10/1/2010	10/21/2010	3.5L wo/APA	5/31/2011	
UR0040	U3000-49	BAE,BAB,BAD	EPP	In eval 26mile	8/10- MAO to hold onto EPP until UK is done testing the three gears with similar codes. 9/12- 26mile done tri-temp testing was able to get to reset once. Benched tested was able to get to fail possible aux. ASIC testing still ongoing.	8/1- raise RUA and ship to UK for further analysis. faults not replicating even when in hot testing. Fault not replicating in lab after hot test over ASIC and IC17. During analysis part failing with BA4 , B3A rep			08811 Sentry Ford	2050	1FMHK8D83BGA25329	2/14/2011	2/7/2011	12/13/2010	12/19/2010	3.5L wo/APA	6/16/2011	
UR0042	C200C-2F	BD3	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1-passed EOL & bench testing 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		NTF	01273 Fred Beans Ford	4301	1FMHK8D84BGA37263	3/14/2011	3/7/2011	1/20/2011	1/29/2011	3.5L wo/APA	6/20/2011	
UR0046	C200B-62	BD4	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1- NTF on bench testing, or EOL testing. 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		NTF	04927 J.C. Lewis Ford	1410	1FMHK7F87BGA66103	5/10/2011	5/1/2011	3/24/2011	3/26/2011	3.5L wo/APA	6/16/2011	
UR0051	U3000-49	B25	EPP	In eval MAO	9/12- ambient testing complete with NTF, next step cold testing. 10/26- cold testing complete with NTF, next step to ship to 26 mile for tri-temp testing.	8/2- pulled stored & EFF data shipped to MAO for further information 8/29-Ambient testing did not duplicate. Will Cold test next 8/31-Cold testing raised BAA, BAB intermittent. Raised twice and did not repeat.			04921 Bozard Ford	2124	1FMHK7D89BGA30447	2/25/2011	2/21/2011	1/4/2011	1/7/2011	3.5L wo/APA	6/23/2011	
UR0054	No Com	No codes		at WPAC will ship out to MAO for analysis	9/12- gear not at MAO at this time I will check WPAC tomorrow. 10/26- still cannot locate the gear will check WPAC	8/19- tech was not able to get the tc lamp on or get the vehicle to act up but states he could not communicate with the PSCM using his IDS. Unknow if this was an IDS issue because there would			03776 Legacy Ford	16	1FMHK8B82BGA73844	5/22/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	6/29/2011	
UR0055 RUA# 5176	U3000-49	BA4,BA5,B45,B9C, B6C,B71	EPP	in eval UK	10/17- VSW scoped, cannot communicate with ECU. Potential main micro. Waiting on UK for next steps good chance to swap micro and test. 10/26- in analysis of the micro and confirm failure before removing.	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- able to reproduce codes, possible monitor micro- testing ongoing		main micro	06787 Lake Elsinore Ford	2584	1FMHK7D87BGA68632	5/13/2011	5/4/2011	3/16/2011	3/19/2011	3.5L wo/APA	714/2011	

UR0069	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK. At Tyco Speyer	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			06293 Haldeman	9557	1FMHK7D82BGA13781	1/19/2011	1/7/2011	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/7/2010
UR0119	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			01015 Fort Mill Ford	9320	1FMHK7D83BGA41041	3/18/2011	3/14/2011	1/4/2011	1/7/2011	3.5L wo/APA	9/8/2011	12/24/2010
UR0123	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			01232 John Kennedy Ford	3735	1FMHK8D8XBGA78416	6/2/2011	5/26/2011	4/13/2011	4/15/2011	3.5L wo/APA	9/28/2011	3/14/2011
UR0124	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			20527 Malouf Ford	2621	1FMHK8B81BGA74581	6/3/2011	5/31/2011	3/31/2011	3/31/2011	3.5L wo/APA	9/27/2011	2/14/2011

Date	Part ETA



Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date
0KM L030240 RUA# 5490	U3000-72	A30, E30	EPP	in process Tyco	2/1- Sergio found defective link relay, high resistance on contacts, ship to UK via Tyco. 3/9- Tyco confirmed NTF with relay all contacts clean. ECU or EPP at MAO cannot be located for further testing on components.	EPP# 113361898H36123 link relay date code-1139611		NTF	CAP								1/30/2012	relay date 9/28/2011	
0KM RUA# 5367	U2011-49	B3A	EPP	in eval MAO	1/10- Geoff to carry relay to Tyco for the workshop in week 4. 2/9- report does not list contamination on contact 4. unknown welding marks on contact	12/13- could duplicate B3A failure in lab. surrogate relay test OK, ribbon cable wiggle test ok, 5amp test done found faulty motor relay		unknown contaminate contact 3	CAP						7/13/2011	3.5L wo/APA			
UR0134	TC lamp on	mult can codes A2A		in eval MAO	1/23- never lost communication, ran on EDF test stand and performed ambient cycling with no failure or codes. NTF	12/9- Tech states intermittent TC lamp on while driving could not get the lamp to come on but tech states he lost communication with the PSCM unknow if he had IDS issues hotline advised to replace PSCM if all the wiring was tested.		NTF	04013 Manhatten Ford	1699	1FMHK8B83CGA11161	8/8/2011					########	
UR0139	C1B00-29 no assist	no stored A or B codes		in eval MAO	1/23- never lost communication, ran on EDF test stand and performed ambient cycling with no failure. NTF	12/9- pulled stored and EFF data shipped no codes had one E66 code shipped to MAO for analysis Tech states that there are 8-9 modules that fail the network test then tech states no communication with the PSCM. I had no problems with the communication. No history of other parts installed		NTF	07749 Future Ford	2	1FMHK8D87CGA52633	10/19/2011	10/14/2011			3.5L wo/APA	11/1/2011		

Part ETA

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Dealer Information	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP						1FMHK8F81BGA41610	3/16/2011				3.5L w/APA	3/16/2011
0KM BGA30310	No Assist	?		CAP	no returned part from CAP											3.5L w/APA	
0KM BGA32423	U3000-49	B25,BB8, B95	EPP	In Eval (26mile)	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in this wednesdays					1FMHK8F81BGA32423	3/2/2011				3.5L wo/APA	3/2/2011
0KM BGA56776		B25,BB8		MAO	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign					BGA56776			1/25/2011	2/25/2011		4/13/2011

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0KM	C200B-2F C200C-2F	BD0-BD3, B90	TS	in eval Hella	12/19- cutting process issue, 8D sent to Ford, looking to get a two step cutting process approved for the torque ring templates.	12/6- found metalic fiber shorting on PCB swapped ECU and harness to verify IPA assembly. To ship IPA assem. To Hella		metal fiber torque ring	CAP							3.5L wo/APA	
0KM BGA85712	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates. 8/15 keep on hold till Don mattern & Matt Surrella make approval upon visit to MAO.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.		IPA ribbon cable damage							
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi	CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2	motor relay contamination (Mg,S,Na)	09618 Brown Motors	18	1FMHK8D83BGA10846	12/16/2010				3.5L wo/APA	1/12/2011
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil	CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-	motor relay contamination (Mg,S,Na)	02071 I-77 Ford	10	1FMHK8D83BGA14928	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011

UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when		motor relay contamination (Mg,S,Na)	Ford Management Lease Car-Chicago	1700	1FMHK8F88BGA02366	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after		motor relay contamination (Mg,S,Na)	Ford PDC Fleet vehicle-Taras Palczynski	2010	1FMHK7D89BGA02812	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011
					5/2- found out the gear was shipped to CAP	3/3- talked to tech states	WEB FORM DATA - CONCERN: STEERING ASSIST										

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UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirned no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled. 3/16- pulled EFF and fault		NTF	Lease management vehicle-Steve	1661	1FMHK8D86BGA00523	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirned no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any resetting codes.		NTF	Lease management vehicle-Doug White	3984	1FMHK8D88BGA01995	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to		motor relay contamination (Mg,S,Na)	lease management vehicle WHQ VSC	1838	1FMHK8F89BGA03591	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010
UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.		motor relay contamination (Mg,S,Na)	04331 Brondes Ford		1FMHK7F87BGA31464	2/24/2011				3.5L wo/APA	3/28/2011
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with		motor relay contamination (Mg,S,Na)	02058 Beechmont Ford	1425	1FMHK8F83BGA02503	11/22/2010					
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to		motor relay contamination (Mg,S,Na)	00807 Crest Ford	115	1FMHK8F85BGA27421	2/16/2011				3.5L w/APA	3/9/2011
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK		motor relay contamination (Mg,S,Na)	03820 Landers Ford	3096	1FMHK8F8XBGA01168	11/3/2010				3.5L w/APA	3/5/2011
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate		motor relay contamination (Mg,S,Na)	00807 Crest Ford	1356	1FMHK7B87BGA02763	11/16/2010				3.5L wo/APA	2/25/2011
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change			Non TRW issue	02761 Southgate Ford	249	1FMHK7D82BGA353313	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011

UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00 64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING APPROVAL CODE FOR RCM REPLACEMENT.	Non TRW issue	02731 Atchinson Ford	111	1FMHK8D89BGA31491	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET AGIAN ANY KNOWN CONCERNS REPAIRS OR	Non TRW issue	05646 Crown Ford	30	1FMHK7D85BGA37461	3/8/2011				3.5L wo/APA	4/6/2011
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor 7/15- it was agreed that there is visual evidence of the pins showing if the molex conn is not fully inserted. operator instructions does cover the visual inspection.	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex conn. Reinstall and function test IPA. 5/23- reinstalled connector gear passed all testing 6/22-Greg Austin checking with		Molex connector not fully engaged	02058 Beechmon t Ford	13	1FMK8F80BGA24572	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011
UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing		motor relay contamination (Mg,S,Na)	05126 Gary Crossley Ford	4475	1FMHK8F80BGA03852	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011
UR0021	U3000-49 U3000-96	BAA,BAB, B9B,BAD	EPP	in eval Melexis	8/15- Geoff to review Melexis 8D and check for further information to finalize. Poly shorted to substrate from random gate oxide defectivity from the wafer fab. Continuous inprovements plans in 2010 has decreased the defectivity throughout the year, no specific date listed	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is disabled periodically. Ship to UK for further testing 6/29- found faulty Aux. ASIC in		Aux ASIC	03073 Mullinax Ford	3735	1FMHK8B88BGA14250	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253		WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING	Non TRW issue	07737 Serramote Ford	611	1FMHK8D89BGA26078	2/15/2011	2/7/2011			3.5L wo/APA	3/23/2011

UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.		NTF	06700 Magic City Ford	5155	1FMHK8F84BGA17589	1/19/2011	1/11/2011	10/13/2010	10/30/2010	3.5L wo/APA	4/19/2011
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week		motor relay contamination (Mg,S,Na)	06081 San Francisco Ford	14	1FMHK8D81BGA36412	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.		motor relay contamination (Mg,S,Na)	02694 Dean Sellers	3754	1FMHK8F8XBGA03566	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-		NTF	08305 Evergreen Ford	49	1FMHK8F84BGA17589	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011
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UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.		5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER.	Non TRW issue	08868 John C. Stewart & Son	17	1FMHK8D83BGA29218	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor. 8/15- UK motors grp did full teardown and did not find any flux density fault. Will put on hold until the other warranty returns are examined and tested.shipping other parts out to suppliers for testing	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43 Celsius. To be shipped to UK 6/24- Sergio to send PFR to		NTF	05559 Villa Ford	7839	1FMHK8F82BGA15758	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011

UR0031 RUA#4977	No Com	No Com	EPP	In Eval UK	8/3- raise RUA and ship to UK for further testing. 8/8- part has not arrived yet in the UK check Anting for update 9/30- UK did a visual inspection did not find anything on the board or with the soldered pin. Feels no point with further action due to NTF from MAO.	7/1- could not pull any Ford or Canape data, verified equipment does work, shipped to MAO for analysis. 7/25- It was found a low impedance between pin2 IC14 and ground. IC14 circuit open pin 2 of IC14 still present resoldered pin 2 and everything is working nomal at this time. ECU fixed Sergio did notice some marks close to pin 2 and		IC14	02459 Sam Pack's Ford	11	1FMHK7D85BGA64725	5/9/2011	4/29/2011	2/24/2011	3/4/2011	3.5L wo/APA	5/18/2011
UR0033	No Com	No Com	EPP	In Eval MAO	7/26- No problem found with EPP communication, pulled normal data from the EPP. Still testing NTF. Unknown if tech mis-diagnosed vehicle for this front abs sensor issue.	7/1- was able to get into Canape data. After new EPAS gear installed vehicle returned 14 miles later with ABS & TC lamp coming on found shorted harness for abs frt sensor.		NTF	08452 New Brighton Ford	872	1FMHK7B80BGA53778	4/18/2011	4/9/2011	12/25/2010	12/31/2010	3.5L wo/APA	6/4/2011
UR0034	U2011-61 U3000-96	B95	TS	In Eval Hella	8/31-: Frequency variation on channel 2 without torque--> Failure description: PWM2 jitter, the ASIC has received at Onsemi and the analysis is ongoing, first results are possible on 2th of September.	7/1- pulled stored and EFF data, shipped to MAO for analysis 8/1-Checked with oscilloscope. Unstable Channel 2 PWM when no torque is applied. You can see a varation in channel 2		TS ASIC jitter	00210 Sunny King Ford	2707	1FMHK7D80BGA17232	1/20/2011	1/15/2011	11/16/2010	12/2/2010	3.5L wo/APA	5/11/2011
UR0036	C200B-2F C200C-2F	BD0-BD3	TS	In Eval Hella	8/31- No channel 2--> Function test on application level at all temperatures: The function test was passed. No Conspicuousness were found. Short durability / lifetime test shows no deviation, currently we will reproduce the failure according the information from Sergio. 9/21- Full testing and optical inspections lead to NTF. case closed as NTF	8/1- BD3 fault is raised when IPA is fully turned CCW. Reference EPP used. Fault travelling with IPA. IPA signals are scoped. Observed a voltage drop in 5V supply. After a while fault is replicated, there was no signal on channel 2. bobby to ship to Hella.		NTF	M1626 Sanchez Auto	8	1FMHK7F82BGA54876	4/13/2011	4/7/2011	12/7/2010	12/11/2010	3.5L wo/APA	6/2/2011
					8/11- 12/14 Capstan has 100% resonant	8/8- found broken pulley from											

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UR0038 RUA#4997	U2011-49 U3000-96	B3A	EPP	In Eval UK	9/21-confirmed from tycothis is a Mg,Na,S contamination issue	8/1- MAO working on ambient and hot testing. 8/8- MAO testing still ongoing 8/11- cannot duplicate code fits the Mg,Na contamination dates shipped to UK then Tyco week 25 relay build		motor relay contamination (Mg,S,Na)	07563 Riser Ford	9727	1FMHK7F83BGA04990	11/23/2010	11/17/2010	9/10/2010	9/16/2010	3.5L w/APA	5/2/2011
UR0039	No Com	No Com	EPP	In eval MAO	8/10-confirmed C154 Kemet Cap	7/25- no other claims on this vehicle		C154 cold weld	03591 Matthews-Currie Ford	1484	1FMHK7B81BGA45298	3/29/2011	3/27/2011	1/7/2011	1/9/2011	3.5L wo/APA	6/13/2011
UR0041 RUA# 4980	U2011-49	B3A	EPP	In Eval Tyco	10/26- still under analysis. 11/8- Tyco confirmed Mg, Na, S contamination.	8/1- Phase1 motor relay contact not closing.raise RUA and ship to UK 8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco 10/6- Andy Partridge to check results when he is back off vacation. 10/26- still under analysis.		motor relay contamination (Mg,S,Na)	02199 Bob Gillingham Ford	5016	1FMHK8B88BGA10215	12/2/2010	11/23/2010	9/14/2010	9/16/2010	3.5L wo/APA	6/13/2011
UR0043 RUA #4981	U3000-49	BAE,BAB, BAD,BAA	EPP	In Eval UK	8/8- UK received the part today for further testing. 8/22- comfirmed IC17, get reply from Anting and ship to Maxium. 11/7- IC17 damaged removing device from the PCB cannot be tested.	8/1- raise RUA and ship to UK for further analysis.AA I sense working fine and Isense IC17 output incorrect. Signal coming from AA is OK but IC17 output is not good. IC17 temperature sensitive, did not swap		IC17	05319 Rusty Eck Ford	5191	1FMHK8F84BGA32125	2/22/2011	2/17/2011	12/11/2010	12/16/2010	3.5L w/APA	6/27/2011

UR0044	Wheels lock TC lamp on C1B00-64	No codes		At WPAC	7/25-tech did not follow proper diagnostic's vehicle equipped with auto park C1B00-64 leads to SWA sensor in column. Hotliner requested to replace the RCM Chargeback dealer.			Non TRW issue	01472 Gullo Ford	3702	1FMHK7F87BGA31870	3/3/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/11/2011
UR0045	C200D-49	B9A	EPP	In Eval UK	8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders are re-synchronised, ran overnight with ign permanently on NFF, test repeated with ign. cycling for two hrs, NFF. 10/7- cannot locate EPP for any further testing	8/1- hot and ambient testing done NTF. cold testing next step 8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders are re-		NTF	05928 Premier Ford	1695	1FMHK7D8XBGA45135	3/28/2011	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011
UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and encoder, more testing needed to define cause. 11/3- motor PCB at Allegro Simon Malsbury overlooking the analysis. 11/18- cannot locate ribbon cable to check for conformal coat or misalignment	8/2- pulled stored & EFF data shipped to 26 mile for further information. 8/12- Chris bench tested with NTF with start the tri-temp testing to see if B9A resets 8/15- now able to duplicate the B9A will send Geoff the information on the scope and test set-up.		NTF	06700 Majic City Ford	3447	1FMHK8F87BGA45404	3/29/2011	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011
UR0048	C200D-49	B9A	EPP	In eval 26mile	9/12- performed tri-temp ignition cycling and could not reproduce code NTF 9/21-been uploaded with SW and gone through various test on the dynamometer, the unit has not failed at this time, more testing ongoing. 12/2- found conformal coat in motor relay ribbon cable connector	8/2- pulled stored & EFF data shipped to MAO for further information 8/31- Not reproducable Cold		conformal coat	08211 Robinson Brothers Ford	3163	1FMHK7D84BGA48810	4/5/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011
UR0049	U3000-49	BA4,BA5, BC2	EPP	In process MAO - Cap shipped to Kemet	8/29-Kemet C154 capacitor issue(cold weld issue)	8/2- pulled stored & EFF data shipped to MAO for further information 8/2- pulled stored & EFF data shipped to MAO for further information.		C154 cold weld	08862 Portsmouth Ford	457	1FMHK7F82BGA69667	5/13/2011	5/5/2011	3/23/2011	3/24/2011	3.5L wo/APA	6/28/2011
UR0050 RUA# 5048	U3000-49	B6C	EPP	In Eval Freescale	10/26- found micro failure in analysis with Freescale 12/14- RAM failure comfirmed by Freescale, failed ATE fault , have 8D to close off claim. Randon via defectivity	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly. 8/29-		main micro	03334 Charles Gabus Ford	4666	1FMHK8F85BGA61262	5/2/2011	4/19/2011	2/17/2011	2/24/2011	3.5L w/APA	7/11/2011
UR0052	Check eng lamp on U3000-49	AE0		At WPAC	8/10- ship gear out of WPAC and test gear at MAO. If NTF to close case. 9/12- all testing passed, NTF	8/2- could not pull any codes only had a AEO code(CAN message fault)in PSCM check CQIS case dealer replaced EPAS gear and same codes set(U3000-49) no change, dealer could not fix vehicle and vehicle was bought back. Int no		NTF	00149 Waldrof Ford	1343	1FMHK8D81BGA30528	3/7/2011	3/2/2011	12/26/2010	12/30/2010	3.5L wo/APA	4/15/2011
UR0053	U3000-49	BA4,BA5, BC2		in eval MAO	9/9- confirmed C154 Kemet Cap	8/19- pulled EFF & stored data does fit the signature of a Kemet C154 failure shipped to MAO to confirm		C154 cold weld	01928 Bert Wolfe Ford	629	1FMHK8D81BGA73685	5/20/2011	5/12/2011	2/11/2011	2/14/2011	3.5L wo/APA	7/6/2011
UR0056 RUA# 5160	U2011-49	B3A	EPP	in Eval Tyco	9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing 10/26- at Tyco waiting for update 11/2- NTF with testing	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing		NTF	06338 Shults Ford	105	1FMHK7B86BGA69841	5/12/2011	5/3/2011	2/28/2011	3/17/2011	3.5L wo/APA	7/11/2011
UR0057	popping noise frt-end turning	no codes, lamps or noise from the gear		dealer chargeback	8/19- checked the history on this gear because I did not find any thing wrong with the gear physically or internal codes. Found out a bumper beam weld broke and causing the noise. Will chargeback the gear to the dealer			Non TRW issue	04544 Red McCombs Ford	1108	1FMHK7F89BGA79774	6/3/2011	5/26/2011	4/21/2011		3.5L wo/APA	7/6/2011

UR0058	C200D-49	B9A	EPP	In Eval 26mile	9/21- this unit is in teardown, flex density test, air gap measurement, hall effects swi. Threshold, encoder switching 10/2- x-ray of the motor PCB 11/18- cannot locate the motor PCB and ribbon cable	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		cannot locate ribbon cable & motor PCB	02486 Five Star Ford	6543	1FMHK7D86BGA42569	3/24/2011	3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA	7/8/2011
UR0059	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	02486 Five Star Ford	2953	1FMHK7F86BGA46280	3/31/2011	3/22/2011	1/24/2011	1/29/2011	3.5L wo/APA	7/1/2011
UR0060	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	09580 Tracy Langston Ford	3191	1FMHK7D86BGA63793	5/3/2011	4/28/2011	3/16/2011	3/18/2011	3.5L wo/APA	8/5/2011
UR0061	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	05947 Cannon Ford	4020	1FMHK7D87BGA37526	3/15/2011	3/9/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/2/2011
UR0062	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	02486 Five Star Ford	10437	1FMHK8D89BGA42572	3/18/2011	3/12/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/10/2011
UR0063 RUA# 5238	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	04921 Bozard Ford	14031	1FMHK7F8XBGA37615	3/10/2011	3/5/2011	12/25/2010	12/29/2010	3.5L w/APA	8/15/2011
UR0064 RUA# 5239	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	11293 Camelback Ford	4655	1FMHK7F88BGA38892	3/10/2011	3/4/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/10/2011
UR0065 RUA# 5240	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis. 11/14- large amount of conformal coat notice in	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	02709 Tom Holzer Ford	5447	1FMHK8F8XBGA56316	4/11/2011	4/5/2011	12/23/2010	12/25/2010	3.5L wo/APA	8/10/2011
UR0066 RUA# 5235	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	02405 Park Cities	5234	1FMHK7D80BGA15156	1/13/2011	12/14/2010	11/11/2010	11/13/2010	3.5L wo/APA	7/28/2011
UR0067 RUA# 5236	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	00469 Bondy's Ford	5426	1FMHK7D89BGA44963	3/22/2011	3/15/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/4/2011
UR0068 RUA# 5237	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing 10/3- ran B9A gears on EPF		conformal coat	M2686 Fema Automotriz	16576	1FMHK8F83BGA34710	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	8/22/2011
UR0070 RUA# 5241	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	07986 Henderson Ford	2775	1FMHK8B89BGA45684	3/24/2011	3/20/2011	1/24/2011	1/28/2011	3.5L wo/APA	8/15/2011
UR0071	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00643 Buster Miles Ford	5112	1FMHK7D83BGA59152	5/2/2011	4/25/2011	2/28/2011	3/3/2011	3.5L wo/APA	8/12/2011
UR0072	Frt end will swerve to LF suddenly	no codes		In Eval MAO	9/9- no damage to gear and rack move smooth stop to stop no codes in the stored or EFF data. Shipped to MAO for analysis			NTF	05417 Kemp Ford	10075	1FMHK7F88BGA35989	3/8/2011	3/3/2011		1/13/2011	3.5L wo/APA	8/19/2011
UR0073	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	09469 Randall Reed's Ford	1856	1FMHK7F83BGA60637	4/28/2011	4/25/2011	3/16/2011	3/17/2011	3.5L wo/APA	8/1/2011
UR0074	C200C-2F	BD1,BD3	TS	In Eval MAO	9/21- NTF with ambient testing. Next step is to run EOL testing.	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		NTF	08990 Quirk Ford	10839	1FMHK8D81BGA20601	2/10/2011	2/1/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/16/2011
UR0075	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	07398 Al Packer's Ford	4286	1FMHK8F87BGA59688	4/25/2011	4/15/2011	2/12/2011	2/14/2011	3.5L wo/APA	8/8/2011
UR0076	C200D-49	B9A	EPP	In Eval MAO	11/8- was able to duplicate the B9A twice simulated hwy driving conditions on the bench. Sergio getting instructions from Geoff Jacks	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	06938 Fox Ford	2989	1FMHK8F81BGA56480	4/13/2011	4/7/2011	1/26/2011	1/29/2011	3.5L wo/APA	8/3/2011
UR0077	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02890 Russ Milne Ford	9977	1FMHK8D89BGA31409	2/23/2011	2/18/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/22/2011
UR0078	TC Lamp on	No codes		In process MAO	9/9- tech installed new PSCM vehicle still will not communicate. Non-TRW issue. Wiring issue. According to CQIS report.			Non TRW issue	02265 Mathews Ford	85	1FMHK8D83BGA91749	7/12/2011	6/24/2011	4/6/2011	4/7/2011	3.5L wo/APA	8/24/2011

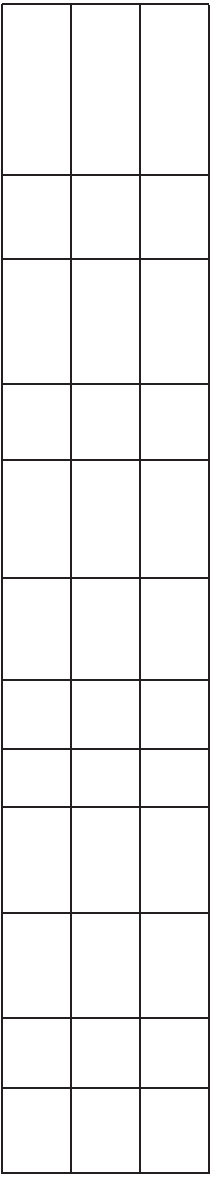
UR0079	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing 8/31- Not reproducable Cold			ribbon cable misalignment	05613 Lance Cunningham Ford	6993	1FMHK7D81BGA48392	3/29/2011	3/24/2011	12/7/2010	2/17/2011	3.5L wo/APA	8/10/2011
UR0080	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	08006 Joe Machens	6386	1FMHK8D85BGA65251	5/6/2011	4/30/2011	2/17/2011	2/18/2011	3.5L wo/APA	8/25/2011
UR0081	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	06063 Smith Ford	9014	1FMHK8F87BGA48934	3/31/2011	3/27/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/16/2011
UR0082	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	01730 Mike Fitzpatrick Ford	10293	1FMHK7D84BGA30033	3/4/2011	3/1/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/15/2011
UR0083	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	03924 Crown Ford	23203	1FMHK7F87BGA12381	12/16/2010	12/11/2011	11/13/2010	11/14/2010	3.5L wo/APA	9/1/2011
UR0084	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00478 Wade Ford	7238	1FMHK7D80BGA48268	4/4/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	9/7/2011
UR0085	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02645 Prince-Gnade Ford	4583	1FMHK8F8XBGA56705	4/12/2011	4/5/2011	12/1/2010	12/4/2010	3.5L wo/APA	9/2/2011
UR0086	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02486 Five Star Ford	5025	1FMHK7F84BGA60646	4/27/2011	4/19/2011	2/24/2011	3/4/2011	3.5L w/APA	9/2/2011
UR0087	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	00406 Collier Ford	3228	1FMHK7D8XBGA44969	4/6/2011	4/2/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/29/2011
UR0088	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	09989 Mark Martin Ford	11159	1FMHK8D82BGA20946	2/10/2011	2/2/2011	12/13/2011	9/9/2011	3.5L wo/APA	8/30/2011
UR0089	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04870 Al Packer Ford	5997	1FMHK7D88BGA39351	3/9/2011	3/4/2011	1/13/2011	1/14/2011	3.5L wo/APA	8/29/2011
UR0090 RUA# 5175	U2011-49	B3A	EPP	In eval Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco 12-7- Tyco found NTF with the relay. SEM on contacts some material found on the contacts that does not affect the operation.	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		NTF	06672 Battlefield Ford	636	1FMHK7D81CGA03857	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011
UR0091	U2011-49 U3000-49 U3000-96	BBA,B7F	EPP	In eval MAO	shorted phase 3 to 0volt. damaged PM 10/26- close out shorted FET is prior to the containment date	shorted phase 3 to 0volt. damaged PM 10/26- close out shorted FET is		power module	01545 Fox Valley Ford	2926	1FMHK7D89BGA38225	3/10/2011	3/5/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/1/2011
UR0092	C200D-49	B9A	EPP	In Eval MAO	9/30- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	08190 All American Ford	11798	1FMHK8B88BGA36961	3/9/2011	3/5/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/18/2011
REDACTED FOR RELEVANCE																	
UR0094	TC Lamp on	No codes		In Eval MAO	10/26- ambient testing no codes or LIC's set NTF.	10/3- pulled stored and EFF data and shipped to MAO for further diagnosis		NTF	02346 Caranfa Ford	2600	1FMHK7D87BGA75807	5/25/2011	5/19/2011	3/26/2011	3/27/2011	3.5L wo/APA	8/5/2011
UR0095	C200D-49	B9A	EPP	In Eval MAO	10/3- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	05928 Premier Ford	5159	1FMHK7D81BGA37523	3/14/2011	3/7/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/8/2011
UR0096	U2011-61 C200D-49 U3000-96	B92,B9A	EPP	in vehicle test Gary Smith	12/19- found conformal coat on the ribbon cable	10/4- pulled stored and EFF data, shipped to MAO for further analysis 10/12- sergio perform limit & profile testing see if code		conformal coat	02694 Dean Sellars Inc	10986	1FMHK8F87BGA57861	4/21/2011	4/14/2011	2/16/2011	3/4/2011	3.5L w/APA	9/2/2011
REDACTED FOR RELEVANCE																	
UR0098	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04871 Metro Ford	5127	1FMHK7F84BGA19532	1/31/2011	1/26/2011	12/16/2011	12/17/2011	3.5L wo/APA	8/20/2011

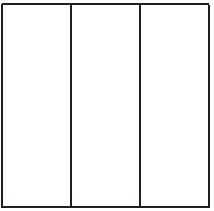
UR0099	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02459 Sam Pack's Five Star Ford	15697	1FMHK7D82BGA25879	2/15/2011	2/8/2011	12/6/2010	12/11/2010	3.5L wo/APA	8/22/2011
UR0100	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04450 Rodriguez Ford	6288	1FMHK7D86BGA72610	5/21/2011	5/16/2011	3/30/2011	3/31/2011	3.5L wo/APA	9/13/2011
UR0101	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	08951 Ford of Clermont	8900	1FMHK7D85BGA59640	5/3/2011	4/26/2011	3/15/2011	3/17/2011	3.5L wo/APA	9/7/2011
REDACTED FOR RELEVANCE																	
UR0103	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	01471 Springfield Ford	6513	1FMHK8D80BGA67568	5/12/2011	5/4/2011	1/24/2011	1/28/2011	3.5L wo/APA	9/14/2011
UR0104	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	06359 Thornhill Ford	6114	1FMHK8D89BGA31202	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	7/21/2011
UR0105	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04163 Elvria Ford	11483	1FMHK7F88BGA56115	4/13/2011	4/6/2011	2/4/2011	2/11/2011	3.5L wo/APA	9/2/2011
UR0106	U3000-49 U3000-96	B31	EPP	In Eval MAO	10/17- ambient testing passed, next step is to perform hot testing. 10/26- still in progress	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			04871 Metro Ford	4756	1FMHK7D81BGA27087	2/16/2011	2/8/2011	12/8/2010	12/11/2010	3.5L wo/APA	7/20/2011
REDACTED FOR RELEVANCE																	
UR0108	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	01125 Palmetto Ford	5696	1FMHK7B8XBGA29939	3/2/2011	2/25/2011	1/4/2011	1/8/2011	3.5L wo/APA	8/30/2011
UR0109	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02459 Sam Pack's Five Star Ford	7642	1FMHK7D85BGA15184	1/13/2011	12/13/2010	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011
UR0110	No Assist	No Com	EPP	In Eval MAO	10/17-Confirmed Kemet cap C154 10/26- get approval from Anting to ship C154 back to Kemet for analysis.precontainment c154	10/7- could not pull any data from gear no communication with canape shipped to MAO for further testing		C154 cold weld	01281 Haldeman Ford	372	1FMHK8D85CGA27536	9/4/2011	8/30/2011	7/14/2011	7/15/2011	3.5L wo/APA	9/22/2011
UR0111	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02549 Silsbee Ford	8861	1FMHK7F88BGA50881	4/21/2011	4/14/2011	1/13/2011	1/15/2011	3.5L wo/APA	9/1/2011
UR0112	TC Lamp on	BD2,BD3	TS	In Eval MAO	10/26- shipped from WPAC to MAO 1/23- put through TTR with no codes, ambient cycling cannot get the gear to fail. NTF	10/7- tech only mentions TC lamp on and no communication with the PSCM. I had no problem communicating with the PSCM. Does have multiple A & E codes in stored data		NTF	20028 Bryden Ford	5876	1FMHK8D84BGA71980	5/10/2011	5/1/2011	3/20/2011	3/21/2011	3.5L wo/APA	8/16/2011
UR0113	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00469 Bondy's Ford	6897	1FMHK7D89BGA41111	3/21/2011	3/15/2011	1/15/2011	1/16/2011	3.5L wo/APA	8/29/2011
UR0114	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00469 Bondy's Ford	7379	1FMHK7F87BGA37393	3/15/2011	3/9/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/24/2011
UR0115	C200D-49	B9A	EPP	In Eval MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00389 Mountain View Ford	12040	1FMHK8D88BGA44944	3/25/2011	3/23/2011	1/24/2011	1/29/2011	3.5L wo/APA	9/22/2011
UR0116	C200D-49	B9A	EPP	In Eval MAO	10/20- gear installed in Matt Surella's 2012 U502 for B9A canape recording 12/19- found conformal coat on the ribbon cable	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	02980 Shamaley Ford	7119	1FMHK7D89BGA18251	1/26/2011	1/18/2011	12/4/2010	12/4/2010	3.5L wo/APA	9/2/2011
UR0117	C200D-49	B9A, BD0-BD3	EPP	In Eval MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	04424 Jennings Anderson Ford	3010	1FMHK7D85BGA42627	3/17/2011	3/11/2011	1/25/2011	1/28/2011	3.5L wo/APA	7/2/2011

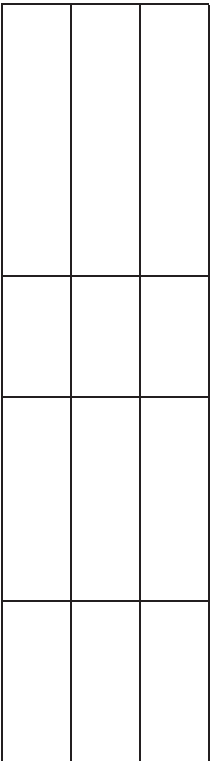
UR0118	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	04283 Varsity Ford	6217	1FMHK7F87BGA64870	5/10/2011	5/5/2011	2/24/2011	3/8/2011	3.5L w/APA	8/19/2011
UR0120	C200D-49	B9A	EPP	In Eval MAO	12/1- misalignment of the ribbon cable	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	02704 Fairway Ford	5395	1FMHK7D81BGA72692	5/21/2011	5/16/2011	3/30/2011	4/1/2011	3.5L wo/APA	9/21/2011
UR0121	C200C-C200B-62	BD3, BD4, B90	TS	In Eval MAO	1/23- starting unit with not reproduce code but after several tests on the EDF able to reproduce codes, need to EPP & harness swap to confirm IPA issue	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		bent TS finger	04863 Duval Ford	1713	1FMHK7B88BGA86091	6/17/2011	6/10/2011	4/24/2011	4/27/2011	3.5L wo/APA	8/25/2011
UR0122	C200C-C200B-62	BD3, BD4	TS	In Eval MAO	1/23- starting unit with not reproduce code but after several tests on the EDF able to reproduce BD2, BD4, need to EPP & harness swap to confirm IPA issue	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing. No damage to TS harness		bent TS finger	09452 Ted Britt Ford	167	1FMHK7D85BGA84070	6/10/2011	6/7/2011	4/7/2011	4/8/2011	3.5L wo/APA	7/25/2011
UR0125	U3000-49	A16		in eval MAO	1/23- full testing at MAO installed on EDF cycling rack no codes set has good communication. NTF	11/11- all a codes set no stored b-codes vehicle only set the TC lamp on with mult. CAN codes. it did not lose assist. PPT lead to gear replacement with resetting U3000-49, shipped gear to MAO. No ther parts replaced		NTF	05340 Royal Oak Ford	183	1FMHK7D82CGA16391	8/17/2011	8/13/2011	12/6/2010	12/10/2010	3.5L wo/APA	10/7/2011
UR0127	U0300-00 U3000-96	BFD	EPP	in eval MAO	12/10- cannot get the gear to fail at MAO ambient testing.	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		NTF	00165 Gene Latta Ford	50	1FMHK8F82CGA19049	8/29/2011	8/24/2011	7/6/2011	7/8/2011	3.5L wo/APA	10/6/2011
UR0130	C200B-2F C200B-62	BD2,BD4	TS	in eval MAO	1/30- On floor in lab ready for test, more info by Wednesday. 2/1- found bent finger need to get the bent finger tester sent up at incoming material station and keep the visual check while loading IPA's into the station.	11/11- no damage to the ts harness. pulled stored and EFF data from gear, shipped to MAO for analysis		bent TS finger	09179 Inver Grove Ford	146	1FMHK8F85CGA13391	8/17/2011	8/12/2011	6/16/2011	6/20/2011	3.5L w/APA	9/30/2011
UR0133 RUA# 5364	U2011-49 U3000-96	B3A	EPP	in Eval Tyco	12/13- could duplicate B3A failure in lab. surrogate relay test OK, ribbon cable wiggle test ok, 5amp test done found faulty motor relay. Shipped to UK. UK	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis		CuS contact contamination	01185 McKay Ford	180	1FMHK7D89CGA36136	9/23/2011	9/20/2011	8/4/2011	8/5/2011	3.5L wo/APA	########
UR0136	TC lamp on	mult can codes		in eval MAO	1/24- John tested at gear level on the TTR with no codes	12/9- tech replaced the steering gear for C1B00 and mult can codes in all modules and vehicle came back with same TC lamp on in the CQIS report. Unknown what the fix was tech did not mention what was done to fix this issue in AWS, most likely CAN electrical connection issue.	vehicle came into the dealer four times for TC lamp on, replaced the EPAS gear first time in and on the forth repair attemp they found a broken CAN wire(VDB04WHBU) near connector 139	Non TRW issue	03208 Stone Motors	947	1FMHK8F85CGA25556	9/6/2011					########
UR0137 RUA# 5414	U2011-49	B3A	EPP	in Eval Tyco	12/20- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on link relay 2/9- confirm CuS contact contamination at Tyco	12/9- pulled stored and EFF data shipped to MAO for analysis		CuS contact contamination	02709 Tom Holzer Ford	444	1FMHK8D85CGA40125	9/28/2011	9/22/2011	7/28/2011	7/29/2011	3.5L wo/APA	########
UR0138 RUA# 5406	U3000-49	B43	EPP	in Eval Tyco	12/20- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on link relay 2/9- confirm CuS contact contamination at Tyco	12/9- pulled stored and EFF data shipped to MAO for analysis		CuS contact contamination	05579 Fuller Ford	483	1FMHK7B81CGA25750	8/27/2011	8/24/2011	7/7/2011	7/9/2011	3.5L wo/APA	11/5/2011
UR0140	C200D-49	B9A	EPP	in eval MAO	1/23- John performed testing and found both conformal coat and misalignment by the wires sticking out from pin 1.	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.		conformal coat and misalignment	04515 Boggus Ford	2476	1FMHK7B84CGA31476	9/19/2011	9/6/2011	7/22/2011	7/22/2011	3.5L wo/APA	########
UR0141	No Com	No Com	EPP	At WPAC	12/19- could not plug in the 3-pin conn. Ign. feed terminal damaged have pictures. Freight ship to MAO on 1/6. This is a 2011 vehicle			non TRW issue	11192 City World Ford	16590	1FMHK8D87BGA39668	3/11/2011	10/6/2011	8/9/2011	8/11/2011	3.5L wo/APA	11/7/2011
UR0142	U3000-49	BA4,BA5, BC2	EPP	in eval MAO	1/23- cold weld apply warm air over C154 and lose signal. Solder connection damaged removing from ECU board, no weld ball. 2/3-Kemet confirmed weld issue, precontainment c154.	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.		C154 cold weld	04867 Mike Shad Ford	4131	1FMHK7D89CGA01807	7/18/2011	6/23/2011	4/7/2011	4/8/2011	3.5L wo/APA	########

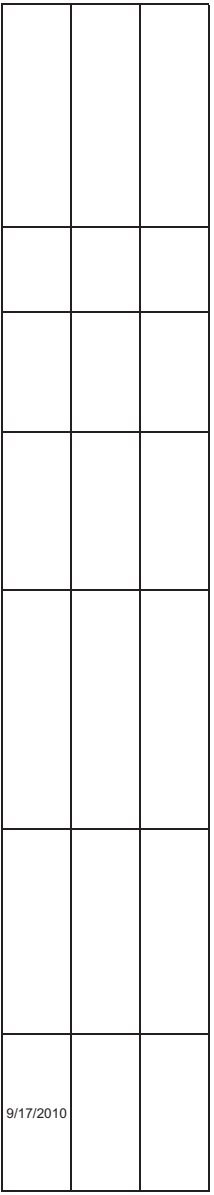
UR0144	PS in/op	no codes		chargeback	12/19- found out dealer replaced two EPAS gears, this was the first did not find anything wrong with the gear. Tech states in the cqis report that this vehicle had a u3000-96 after pulling codes the gear never had a u3000-96. to chargeback the gear.			Chargeback	05700 Champion Ford	1546	1FMHK7F90CGA12488	8/22/2011				3.5L wo/APA	########
UR0147 RUA# 5472	U2011-49	B3A	EPP	in process UK	1/23- not failing any tests at MAO, only one set B3A code in stored data 2/17- Tyco to confirm CuS contamination	12/21- pulled EFF & stored data, relay code ship to MAO for analysis		CuS contact contamination	03614 Smith Cairns Ford	390	1FMHK8F82CGA46316	10/14/2011	10/6/2011	8/10/2011	8/11/2011	3.5L w/APA	12/9/2011
UR0151	C200B-2F C200B-62 U3000-96	BD2,BD4	TS	in eval MAO	2/21- after testing passed removed IPA and found TS bent finger	1/18- inspect TS harness ok, pulled EFF & stored data, ship to MAO for further analysis		TS bent finger	04462 Randall Reed's Planet Ford	6	1FMHK7F82CGA67810	11/18/2011	11/9/2011	11/17/2010	11/19/2010	3.5L w/APA	########
UR0153	C200D-49	B9A	EPP	in eval MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.			conformal coat and misalignment	02865 Ford of Ocala	2837	1FMHK7B84CGA15679	8/15/2011	8/11/2011	6/17/2011	6/23/2011	3.5L wo/APA	########
UR0156	C200D-49	B9A	EPP	in eval MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.		conformal coat and misalignment	09581 Gus Machado Ford	4974	1FMHK7F86CGA01096	7/18/2011	6/27/2011	4/4/2011	4/6/2011	3.5L wo/APA	########
UR0158	C200B-2F C200B-62	BD2,BD4, B90	TS	in eval MAO	2/21- after testing passed removed IPA and found TS bent finger	1/19- inspect TS harness ok, pulled EFF & stored data, ship to MAO for further analysis		TS bent finger	05739 Ted Russell Ford	2176	1FMHK8F8XCGA40229	10/3/2011	9/27/2011		12/19/2010	3.5L wo/APA	########
UR0160	C200D-49	B9A	EPP	in process MAO	1/20- inspected and pulled EFF & stored data, ship to MAO for further analysis.	1/20- inspected and pulled EFF & stored data, ship to MAO for further analysis.		ribbon cable misalignment	01131 Green Ford	2145	1FMHK7D84CGA48842	10/12/2011	10/7/2011	4/26/2011	4/26/2011	3.5L wo/APA	12/5/2011
UR0162	C200D-49	B9A	EPP	in process MAO	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.			conformal coat and misalignment	04332 Armstrong Ford	10116	1FMHK7B80CGA27912	9/7/2011	9/1/2011	7/14/2011	7/16/2011	3.5L wo/APA	1/2/2011
UR0164	U2011-49	B3A	EPP	in process MAO	3/3- confirm CuS contact contamination at MAO fit week 22 relay build.	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	07262 McMullen Ford	1003	1FMHK8B84CGA50826	10/17/2011	10/12/2011	8/25/2011	8/26/2011	3.5L wo/APA	1/4/2012
UR0172	U2011-49 U3000-96	B3A	EPP	in process MAO	3/3- confirm CuS contact contamination at MAO fit week 23 relay build.	2/17- inspected and pulled EFF & stored data, ship to MAO for further analysis. w/APA		CuS contact contamination	09578 Midway Ford	4	1FMHK8F86CGA94644	1/10/2012		10/27/2011	10/29/2011	3.5L w/APA	1/19/2012
UR0173	U2011-49	B3A	EPP	in process MAO	3/3- confirm CuS contact contamination at MAO fit week 22 relay build.	2/17- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	12152 Uptown Motors	7309	1FMHK8F81CGA55220	10/27/2011	10/23/2011	8/30/2011	9/18/2011	3.5L w/APA	1/17/2012
UR0176	U2011-49	B3A	EPP	in process MAO	3/3- confirm CuS contact contamination at MAO fit week 21 relay build.	2/27- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	02750 Avis Ford	5896	1FMHK7F80CGA27807	9/12/2011	9/8/2011	7/13/2011	7/22/2011	3.5L wo/APA	2/10/2012
UR0180	U2011-49	B3A	EPP	in process MAO	3/3- confirm CuS contact contamination at MAO fit week 21 relay build.	2/27- inspected and pulled EFF & stored data, ship to MAO for further analysis.		CuS contact contamination	2331	9	1FMHK8F86CGA81120	12/22/2011	12/15/2011	7/21/2011	7/23/2011	3.5L w/APA	1/18/2012

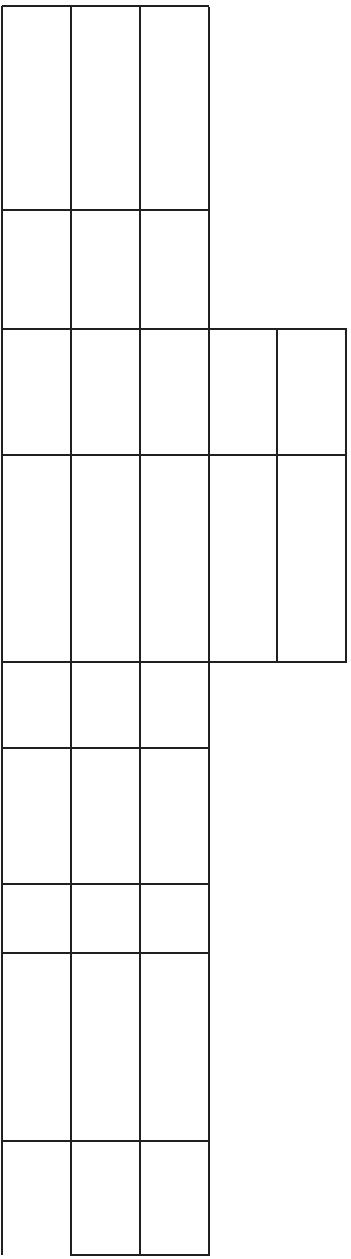
Model Year	Date	Part ETA








9/17/2010



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6/8/2011

EPP number	Fault code	Date found	Found	Diag rep	PFR Name	Root cause	Ad. Cont.	Perm. Act.	Model	Part loc	Next step	TRW resp.	Actions owner
094431177J30692	B3A	1/25/2010	Hot PUMA	1000311	094431177J30692B3A	FNR			CD3	QAO lab	FNR	S. Alvarez	S. Alvarez

OP Summary

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

J240339-4,	Lost of	TRW	Nidec					CD3 EPAS Warranty Reporter Chart and MOB Summary			1	1		2	Test to confirm the	Nov. 09	10/21/2010	10/23/2010	

J200

REDACTED FOR RELEVANCE

I2410

J030
J200

I2402

I2406

I2411

I2409

I2020

I2416

I2028

I2415

J034

I2402

No QR	Lost of	TRW	QAO									1 - Develop password	2/25/2010	2/25/2010		

CD3 EPAS Warranty Pareto Chart and MOR Summary

REDACTED FOR RELEVANCE

J2402
J2007
J2404
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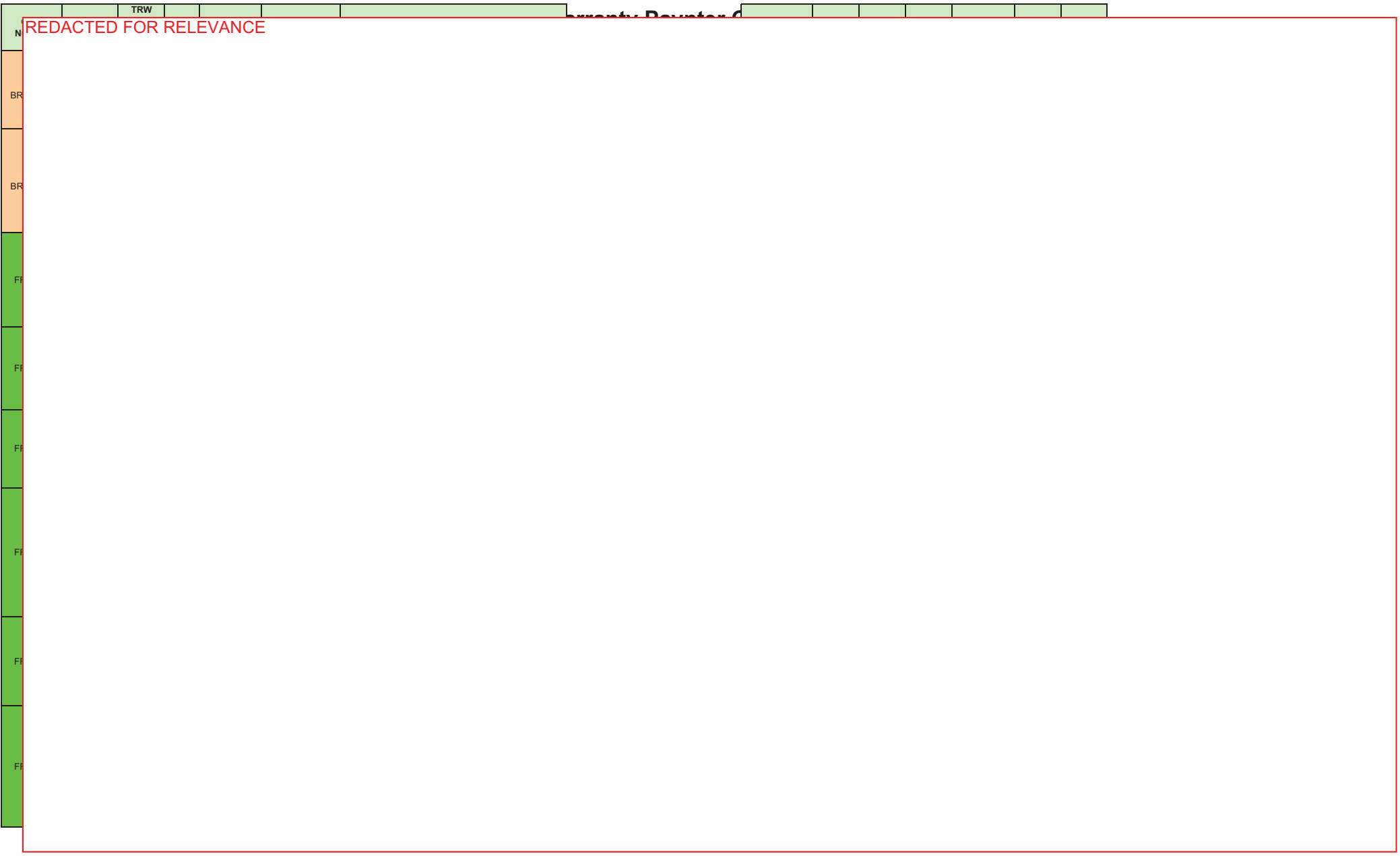
J2403
J2404

Chica
Oakv
Herm

CD3		TRW Confirmed	Status	Non-TRW	Analysis	8D stage	Comments

REDACTED FOR RELEVANCE


TRW
REDACTED FOR RELEVANCE

2/3- had a new operator for the rework process

REDACTED FOR RELEVANCE

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outside

REDACTED FOR RELEVANCE

						2.5L Gas			

REDACTED FOR RELEVANCE

CD3 EPAS Warranty Paynter Chart and MOP Summary

CD3 EPAS Warranty Paynter Chart and MOP Summary

CD3 EPAS Warranty Paynter Chart and MOP Summary

CD3 Total		24	16	1	76	1	14	0	1	2	2	9	8	3	1	3	2	3	2	1	54	3	13	22	2	1	20	67	16	21	46		15	471	1	30	1	1	1	1	2	37	0

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FR-0372 | 29462

REDACTED FOR RELEVANCE

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REDACTED FOR RELEVANCE

122	389	511	79			Failure Mode	Root Cause			Vehicle build date		Total		

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

1	B31	NTF	in pending hold if B31's resurface		8/8/2009		FR-0060	Loss of Assist	LOA - root cause TBD
1	der1 - 2010-12 CD3 D3 EPAS Warranty 3-2-2012.xls	cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/21/2009	FR-0130	Noise	8/14/2012 6:55 PM

1	[redacted]	TC lamp on	NTF	[illegible]		7/13/2009		FR-0131	Loss of Assist	LOA - root cause TBD

REDACTED FOR RELEVANCE

1	[redacted]	[illegible]	luster lamp cycling on/off	Dealer chargeback	Non-TRW Responsibility			FR-0198	t TRW Responsibil	8/14/2012 Responsibility

1	[redacted]	B6B	[redacted]	[redacted]		7/21/2009	6/7/2009 /	FR-0199	Loss of Assist	LOA - root cause TBD

REDACTED FOR RELEVANCE

1	[redacted]	1 [redacted]	No Com	CAN IC chip EOS	Non-TRW issue		9/19/2009	FR-0255		

1			Molex conn failure				10/15/2009		FR-0256	
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1		TC lamp on		8/7/2009		FR-0372

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PE12-017 006297

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REDACTED FOR RELEVANCE

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B9A
B43-
B6B
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C154 BA4,
BD1,
Nois
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BB9,
AF1-

updated to 3/13/2012

REDACTED FOR RELEVANCE

Vehicle Build Month

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A66,
No C

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

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REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

2/27- pulled EFF &

REDACTED FOR RELEVANCE

CD3 EPAS Warranty Paynter Chart and MOP Summary

REDACTED FOR RELEVANCE

updated to 11/4/11

REDACTED FOR RELEVANCE

updated to 11/4/11

CD3 EPAS Warranty Paynter Chart and MOP Summary

		Vehicle Build Month																		
	Case#	Jul'10	Aug '10	Sep '10	Oct '10	Nov '10	Dec '10	Jan '11	Feb '11	Mar '11	Apr '11	May '11	Jun '11	Jul'11	Aug'11	Sept'11	Total	ICA for Queretaro	PCA for Queretaro	Comments

PE12-017 006312

updated to 11/4/11

CD3 EPAS Warranty Paynter Chart and MOP Summary

		Vehicle Build Month																		
	Case#	Jul'10	Aug '10	Sep '10	Oct '10	Nov '10	Dec '10	Jan '11	Feb '11	Mar '11	Apr '11	May '11	Jun '11	Jul'11	Aug'11	Sept'11	Total	ICA for Queretaro	PCA for Queretaro	Comments

PE12-017 006313

TRW

REDACTED FOR RELEVANCE

PE12-017 006314

4/21- pulled EFF and stored

REDACTED FOR RELEVANCE

PE12-017 006315

8/5- pulled stored data and

REDACTED FOR RELEVANCE

FR	[redacted]	2011
FR RUA	[redacted]	2011
FR	[redacted]	1
FR	[redacted]	1
FR	[redacted]	1
FR RUA	[redacted]	1
FR	[redacted]	1
FR RUA	[redacted]	2
FR	[redacted]	2
FR	[redacted]	2
FR	[redacted]	2
FR	[redacted]	2
FR R	[redacted]	2
C Nu	[redacted]	**Year**

PE12-017 006316

Date	Part ETA

CD3 EPAS Warranty Paynter Chart and MOP Summary

CD3 EPAS Warranty Paynter Chart and MOP Summary

CD3 EPAS Warranty Paynter Chart and MOP Summary

Date	Part ETA

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

Case Number: Ford

CD3 EPAS Warranty Reporter Chart and MOP Summary

P&A Code/

REDACTED FOR RELEVANCE

FR RUA

FR RUA

FR RUA

FR RUA

FR RUA

REDACTED FOR RELEVANCE

Case Nu		TRW Code	Com	Gear					P&A Code/	
BR1										
BR3										
FR										
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REDACTED FOR RELEVANCE

					11/15- pulled EFF & stored data	11/15- pulled EFF & stored data shipped to							

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

FR				5/17- Unwelded terminal corresnponds 3/25- pulled EEF & stored data, shipped to component or PCB issue.							
FR RUA											
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8/19-perform standard test ign.

8/2- pulled EEE & stored data, also set many

CD3 EPAS Warranty Reuter Chart and MCP Summary

REDACTED FOR RELEVANCE

CD3 EPAS Warranty Paynter Chart and MOP Summary

CD3 EPAS Warranty Paynter Chart and MOP Summary

CD3 EPAS Warranty Paynter Chart and MOP Summary

CD3 EPAS Warranty Paynter Chart and MOP Summary

CD3 EPAS Warranty Paynter Chart and MOP Summary

EPAS Warranty Paynter Chart and MOP Summary

VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date Warranty Expires
						11/8/2010	2011	
						4/29/2011	2011	
3FAHP0JG2AR323595	2/25/2010	2/19/2010	11/13/2009	12/21/2009	3L	3/26/2010		
3FAHP0CG0AR119634	4/6/2009	4/1/2009	11/13/2008	11/21/2008	3L	4/27/2010		
3FAHP0HAXAR101873	2/13/2009	1/28/2009	10/16/2008	10/28/2008	2.5L Gas	5/18/2010		
3FAHP0JAXAR147312	5/26/2009	5/21/2009	11/18/2008	11/25/2008	2.5L Gas	5/5/2010		
3FAHP0HG9AR117762	4/4/2009	3/27/2009	11/18/2008	11/24/2008	3L	5/28/2010		
3FAHP0GA1AR110219	3/19/2009	3/11/2009	12/4/2008	1/19/2009	2.5L Gas	5/17/2010		
3FAHP0HA1AR157023	6/10/2009	6/2/2009	1/26/2009	4/19/2009	2.5L Gas	9/7/2010		
3FAHP0JG7BR102480	7/26/2010	7/16/2010	4/8/2010	5/27/2010	3L	10/11/2010	2011	
3FAHP0HA4AR417110	6/26/2010	6/17/2010	3/4/2010	4/24/2010	2.5L Gas	10/5/2010		

CD3 EPAS Warranty Paynter Chart and MOP Summary

3FADP0L32AR349364	3/23/2010	3/18/2010	12/16/2010	1/25/2010	2.5L Hybrid	9/24/2010	
3FAHP0HA7AR359493	4/17/2010	4/12/2010	1/26/2010	3/6/2010	2.5L Gas	9/20/2010	
3FADP0L32AR166157	6/16/2009	6/10/2009	2/10/2009	5/6/2009	2.5L Hybrid	10/5/2010	
3FAHP0HG7AR226219	9/24/2009	9/11/2009	6/25/2009	8/4/2009	3L	10/4/2010	
3FAHP0HA3AR115386	3/31/2009		12/5/2008	1/15/2009	2.5L Gas	10/25/2010	
3FAHP0GA3AR175637	7/15/2009	7/10/2009	3/11/2009	6/4/2009	2.5L Gas	11/3/2010	
3FAHP0HA8BR173334	10/18/2010	10/9/2010	4/22/2010	8/14/2010	2.5L Gas	11/12/2010	2011
3FAHP0JG3BR129109	8/28/2010		5/15/2010	7/13/2010	2.5L Gas	11/5/2010	2011
3FAHP0JA0AR120040	4/7/2009	4/2/2009	8/27/2008	10/20/2008	2.5L Gas	11/19/2010	
3MEHM0HA3BR601585	8/12/2010	8/4/2010	3/31/2010	6/12/2010	2.5L Gas	12/9/2010	2011
3FAHP0JG8BR190259	11/3/2010	10/30/2010	8/2/2010	9/9/2010	3L	12/23/2010	2011
3FAHP0CG6BR147827	9/21/2010	9/8/2010	4/6/2010	7/29/2010	3L	1/13/2011	2011
3FAHP0JA5BR145081	9/13/2010	8/31/2010	4/29/2010	7/24/2010	2.5L Gas	12/31/2010	2011
3FAHP0HA3AR164782	7/8/2009	6/30/2009	2/18/2009	5/12/2009	2.5L Gas	1/6/2011	
3FAHP0JA3BR224877	12/16/2010	12/13/2010	10/5/2010	10/25/2010	2.5L Gas	1/25/2011	2011
3FAHP0HA1BR233017	1/8/2011	12/22/2010	11/11/2010	11/11/2010?	2.5L Gas	2/8/2011	2011

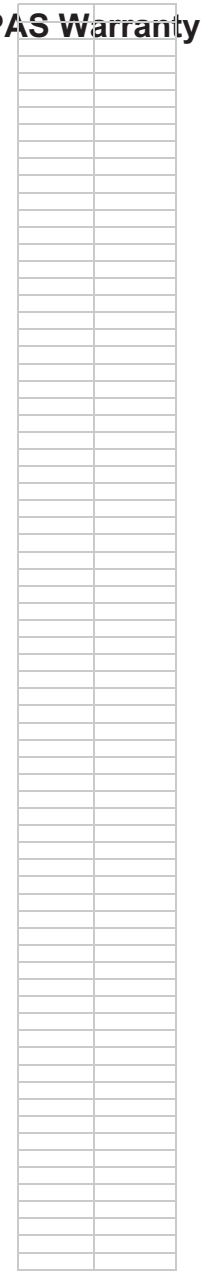
CD3 EPAS Warranty Paynter Chart and MOP Summary

3FAHP0HGXBR260477	2/15/2011	2/3/2011	12/25/2010	12/26/2010	3L	3/8/2011	2011
3MEHM0JG9BR606109	12/9/2010	12/13/2010	10/6/2010	10/19/2010	3L	3/11/2011	2011
3FAHP0JG9BR190156	11/30/2010	10/23/2010	6/14/2010	8/29/2010	3L	3/21/2011	2011
3FAHP0JGXBR159448	10/6/2010	9/25/2010	4/13/2010	8/7/2010	3L	3/31/2011	2011
3FAHP0GAXBR195496	11/19/2010	11/15/2010	8/2/2010	9/24/2010	2.5L Gas	3/31/2011	2011
3FAHP0JA8BR205595	12/1/2010	11/22/2010	9/24/2010	10/4/2010	2.5L Gas	4/11/2011	2011
3FAHP0HA0BR112043	7/29/2010	7/19/2010	3/24/2010	5/27/2010	2.5L Gas	4/29/2011	2011
3FAHP0JA7BR132459	8/31/2010	8/20/2010	5/24/2010	7/9/2010	2.5L Gas	5/2/2011	2011
3FAHP0JG2BR262038	2/17/2011	2/13/2011	1/3/2011	1/4/2011	3L	5/11/2011	2011
3FAHP0HA2BR233382	1/15/2011				2.5L	5/11/2011	2011
3FAHP0HA9BR278366	3/9/2011	2/28/2011	11/6/2010	1/20/2011	2.5L Gas	4/22/2011	2011
3FAHP0HA3BR267640	2/23/2011	2/12/2011			2.5L Gas	6/1/2011	2011
3FAHP0HA8BR250638	2/1/2011	1/29/2011		12/13/2011	2.5L Gas	6/10/2011	2011
3FAHP0HA0BR321797	5/11/2011	5/3/2011	3/9/2011	3/10/2011	2.5L Gas	6/3/2011	2011
3FAHP0GA3BR328082	5/13/2011	5/4/2011	3/13/2011	3/28/2011	2.5L Gas	6/2/2011	2011
3FAHP0HA1BR289538	3/22/2011	3/11/2011	1/31/2011	2/4/2011	2.5L Gas	6/21/2011	2011
3FAHP0JAXBR275583	3/4/2011	2/22/2011		1/11/2011	2.5L Gas	6/22/2011	2011
3FAHP0HA3BR207082	12/8/2010	11/30/2010	9/8/2010	10/6/2010	2.5L Gas	6/23/2011	2011
3FAHP0JA2BR325005	5/11/2011	4/30/2011	2/23/2011	3/6/2011	2.5L Gas	6/22/2011	2011

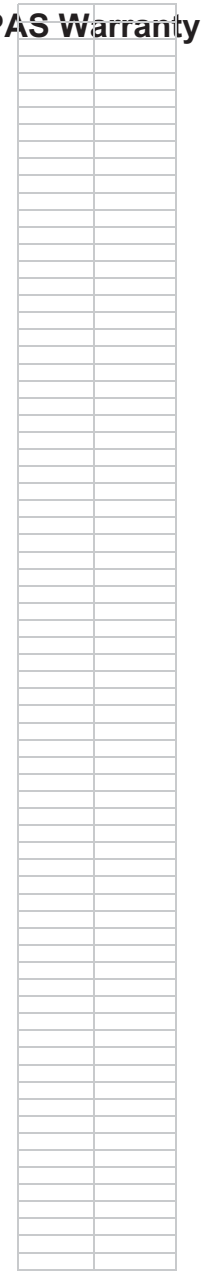
CD3 EPAS Warranty Paynter Chart and MOP Summary

3FAHP0HA6BR291723	3/25/2011				2.5L Gas	6/18/2011	2011
3FAHP0HA8BR255001	2/11/2011	2/1/2011	12/10/2010	12/13/2010	2.5L Gas	7/11/2011	2011
3FAHP0JA0BR327545	5/18/2011	5/6/2011	3/9/2011	3/10/2011	2.5L Gas	6/8/2011	2011
3FAHP0HA4BR336853	5/26/2011	5/17/2011		3/29/2011	2.5L Gas	7/6/2011	2011
3FAHP0HAXBR284726	3/14/2011	3/5/2011	1/22/2011	1/24/2011	2.5L Gas	7/19/2011	2011
3FADP0L32BR277499	3/15/2011	3/4/2011	1/23/2011	1/25/2011	2.5L Hybrid	6/16/2011	2011
3FAHP0HA0BR230741	1/11/2011	12/21/2010	10/29/2010	11/2/2010	2.5L Gas	7/22/2011	2011
3FAHP0HA0BR257261	2/10/2011	1/29/2011	12/10/2010	12/22/2010	2.5L Gas	7/15/2011	2011
3FAHP0HA3BR232290	1/15/2011	12/23/2010	11/10/2010	11/10/2010	2.5L Gas	7/8/2011	2011

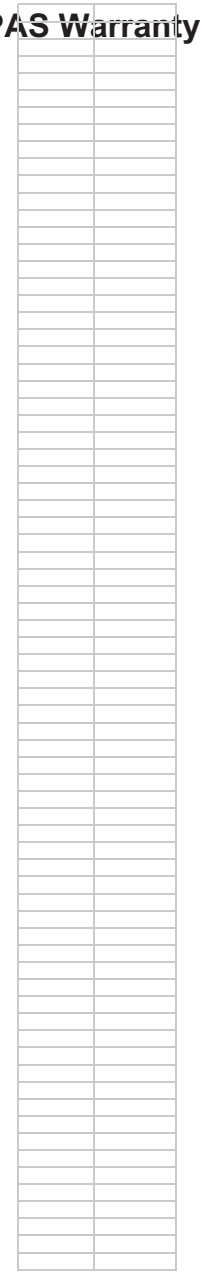
CD3 EPAS Warranty Paynter Chart and MOP Summary



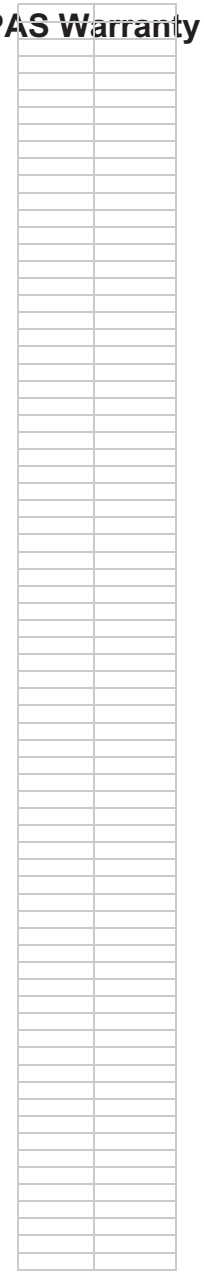
CD3 EPAS Warranty Paynter Chart and MOP Summary



CD3 EPAS Warranty Paynter Chart and MOP Summary



CD3 EPAS Warranty Paynter Chart and MOP Summary



CD3 EPAS Warranty Paynter Chart and MOP Summary

PE12-017 006341

REDACTED FOR RELEVANCE

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C139 term. 24

REDACTED FOR RELEVANCE

CD3 EPAS Warranty Paynter Chart and MOP Summary

CD3 EPAS Warranty Paynter Chart and MOP Summary

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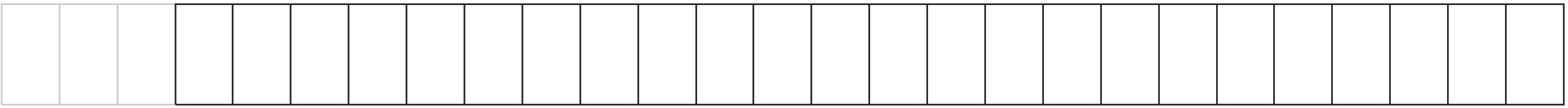
CD3 EPAS Warranty Paynter Chart and MOP Summary

CD3 EPAS Warranty Paynter Chart and MOP Summary

CD3 EPAS Warranty Paynter Chart and MOP Summary

CD3 EPAS Warranty Paynter Chart and MOP Summary

CD3 EPAS Warranty Paynter Chart and MOP Summary



Case Nu	Ford				CD3 EPAS Warranty Reporter Chart and MOB Summary			P&A Code/			Vehicle	Gear Build	ECU Build
FR													
FR													
FR													

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

6/16 - Dealer waiting on backorder gear

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

PE12-017 006360

7/3 - dealer replaced the gear

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

PINPOINT TEST. CLEARED

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

9/9- have not seen any B31 claims

9/8- Submit hot process request form

CK STEERING DTCS C1277

REDACTED FOR RELEVANCE

8/27- Pepe to locate ERR and report | 9/25- Submit hot process request back to WPAC, no

REDACTED FOR RELEVANCE

PE12-017 006367

REDACTED FOR RELEVANCE

11/11- called dealer back to find out

10/27- Submit hot process request form

REDACTED FOR RELEVANCE

PE12-017 006369

REDACTED FOR RELEVANCE

12/15- gears arrived in QAQ in

11/24- Submit hot process request form

CUSTOMER STATES THAT

CD3 EPAS Warranty Reynter Chart and MOR Summary

REDACTED FOR RELEVANCE

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PE12-017 006371

1/25- Tyco confirmed offset bridge | 12/4- Submit hot process request form

REDACTED FOR RELEVANCE

2/3- found Rev. C2 Cog in the PES 1/11- Pulled EFF & buffer data also pulled BB9 & BB5

REDACTED FOR RELEVANCE

2/25- Tyco confirmed offset bridge | 1/14 code cleared and did not reset, unknown why | VEHICLE HAS NO POWER

REDACTED FOR RELEVANCE

2/24- corrective actions have been | 1/21- Pulled EFF & Buffer Data, Pulled B9A & B38 with

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

5/19- Rob Mrozek & Tim Snider | 2/4- Pulled FFF & Buffer data shipped gear to QAO. | CUSTOMER STATES

CD3 EPAS Warranty Pareto Chart and MOR Summary

REDACTED FOR RELEVANCE

FF

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PE12-017 006377

REDACTED FOR RELEVANCE

3/24- Tyco confirmed this is an offset. 2/11- pulled EFF/buffer data, shipped to 26-mile

C S THAT ON TWO

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

3/15- noticed cricket noise while

REDACTED FOR RELEVANCE

3/21- damaged TS harness, same area

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

		HEARS NOISE			6/20-gears passed all NVH & EDF		4/19-did not notice any gear damage or noise turning	NOISE IN RIGHT FRONT WHEN											

REDACTED FOR RELEVANCE

8/11- passed all Tyco's testing &

4/26- pulled EFF Buffer data, shipped to 26mile for

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

PE12-017 006387

7/7- has double start-up issue

5/6- pulled EFF data and shipped to QAO for testing

REDACTED FOR RELEVANCE

9/7- during high pot testing to relay

5/7- pulled EFF buffer data & shipped to QAD

REDACTED FOR RELEVANCE

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REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

8/6- confirmed double start up, | 5/28- pulled EFF data, shipped gear to 26mile. No gear

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

PE12-017 006393

6/14- trans axle fluid down 2 qts from

VEHICLE IS MAKING LOUD

REDACTED FOR RELEVANCE

7/26- QAO confirmed overwound

6/14- pulled EFF data and shipped to QAO for analysis

REDACTED FOR RELEVANCE

11/12- target test date was pushed

6/30- Intermittent B60 code resets in message center

REDACTED FOR RELEVANCE

2/7- UK possible stressing diode

6/30- Also has codes BA4 & B7A- B60 stored in EFF

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

10/5- ship to Tyco should arrive on | 7/16- pulled EFF data shipped to 26mile for xray &

REDACTED FOR RELEVANCE

9/22- 24hr ign. Temp cycling to specs. 7/16- pulled EFF data shipped to 26mile for xray &

REDACTED FOR RELEVANCE

9/7- tri-temp ignition cycle cannot

7/30- pulled EFF data and shipped gear to 26mile for

CD3 EPAS Warranty Projector Chart and MOP Summary

REDACTED FOR RELEVANCE

8/27- xray indicate offset bridge and 7/30- pulled EFF data and shipped gear to 26mile for

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

10/25- the damage to R227 fits the 9/27- pulled EFF & stored data, shipped to QAO for

REDACTED FOR RELEVANCE

10/20- found broken wire in TS, under 10/5- pulled EFF & fault store data, shipped gear to

REDACTED FOR RELEVANCE

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REDACTED FOR RELEVANCE

11/5- Found damaged Loom harness

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

FR 0385 RUA				In Eval	2/9- raised rivet issue, shown on xray	1/10- pulled Eff & stored data, shipped gear to 26mile		Summa	04735							
FR																
FR RUA																
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FR RUA																
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REDACTED FOR RELEVANCE

					4/6- all x-rays & testing performed by		1/31- relay to ship to UK for Andy to take to the Tyco												

REDACTED FOR RELEVANCE

3/15- did have signature of regulator 2/28- Pulled stored & EFF data shipped gear to QAO

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

4/26- pulled the PFS and corrosion per 3/25- pulled EFF & stored data, shipped to QAO for

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

8/3- Hella did not find any problems with 6/3- pulled stored & EFF data from the gear shipped to

REDACTED FOR RELEVANCE

7/25- no leaks passed EPS/NVH

7/1 pulled friction code from gear, no visual damage

REDACTED FOR RELEVANCE

10/10- double start-up confirmed at [redacted] 7/22- pulled EFF & stored data, shipped to QAO

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

10/7- still cannot duplicate code with 8/3 was on Jose Chacon's desk pulled EFF & stored

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

10/3- leak tested ok, full EPS test with 3/3- input shafted turned smooth stop to stop, no

9/17- TS harness connector on the

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

					12/13- waiting on Raymond Qiu to	11/11- once gear arrives to QAO ship to UK for analysis.												

REDACTED FOR RELEVANCE

					relay tested and tear down with no	9/22- When the ignition key is turned ON, the Gear							

REDACTED FOR RELEVANCE

9/27- found PCB motor clearance

REDACTED FOR RELEVANCE

PE12-017 006429

8/18- confirmed PCB motor clearance, 7/27- just arrived at QAO testing, starting today

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

3/26- failed the flux density test. Get

12/14- able to duplicate code, looking at interaction

REDACTED FOR RELEVANCE

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PE12-017 006433

REDACTED FOR RELEVANCE

					3/3- teardown did find warped housing	2/5- Pulled Eff & Buffer data, gear binds when you turn	TECH/C 01/07/2010 08:45AM JON							

REDACTED FOR RELEVANCE

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PE12-017 006435

REDACTED FOR RELEVANCE

				7/12- sent Ford the teardown report	not process gear back to WPAC after replacement	CUSTOMER STATES NO	

REDACTED FOR RELEVANCE

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PE12-017 006437

REDACTED FOR RELEVANCE

					10/15- OnSemi came back and states	6/22- dealer to call back with hot process information to	CUST STATES POWER							

REDACTED FOR RELEVANCE

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PE12-017 006439

10/7- shipped to Columbus Warehouse 7/28- checked data found out after the steering gear was 07/01/2010 04:04PM WIH AM

REDACTED FOR RELEVANCE

PE12-017 006440

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

0KM 1029 3					gear sent back to MAC for analysis and														

REDACTED FOR RELEVANCE

CD[redacted]PAS Warranty [redacted]nter Chart and MOP Summary

EPP Build Date	Vehicle Type	Date of Repair	Model Year	Date	Part ETA
11/14/2008	2.5L Gas	4/9/2009	9DIAI062 ACR	5/8/2009	93
11/27/2008	3L	5/11/2009	9EKAV151 ACR		
12/4/2008	3L	5/11/2009	9EKAQ011 NHL		

1191

PE12-017 006444

CD3 EPAS Warranty Paynter Chart and MOP Summary

2/9/2009	2.5L Gas	6/12/2009	9EUAG112 NHL		1159
1/13/2009	2.5L Gas	5/25/2009	9E1AY065 ACR		
10/29/2008	2.5L Gas	6/2/2009	9FBAK121 NHL		
3/18/2009	3L	6/9/2009	9FJAG436 ACR		

CD3 EPAS Warranty Paynter Chart and MOP Summary

11/4/2008	2.5L Gas	6/8/2009	9GAAG067	7/24/2009	63
3/17/2009	2.5L Gas	6/11/2009			1160
11/30/2008	2.5L Gas	6/9/2009	9FIA2001 RTDAHL		1162
1/12/2009	2.5L Gas	6/15/2009	9FOBA005 NHL		1156
1/12/2009	2.5L Gas	6/17/2009	9FQAO156 NHL		1154
11/4/2008	2.5L Hybrid	6/22/2009	9FVAN041 NHL		

CD3 EPAS Warranty Paynter Chart and MOP Summary

12/1/2008	2.5L Hybrid	6/24/2009	9FXAP075 FCSDFS		
					1147
4/25/2009	2.5L Gas	6/30/2009		7/20/2009	67
11/18/2009	2.5L Gas	7/1/2009	9GAAG097 NHL	8/6/2009	112
3/31/2009	2.5L Gas	7/1/2009		7/21/2009	175
2/11/2009	2.5L Gas	6/8/2009			
4/2/2009	3L	6/24/2009			
	2.5L Gas	6/26/2009			

CD3 EPAS Warranty Paynter Chart and MOP Summary

11/13/2008	2.5L Gas	6/19/2009			
1/9/2009	2.5L Gas	6/30/2009			1141
3/24/2009	2.5L Gas	7/2/2009	9GBAL178 NHL		1139
11/28/2008	2.5L Gas	7/6/2009			1135
3/25/2009	2.5L Gas	7/6/2009	9GFAP001 NHL	7/15/2009	93

CD3 EPAS Warranty Paynter Chart and MOP Summary

12/3/2008	2.5L Hybrid	6/30/2009	9F4AJ295 NHL	8/3/2009	115
3/9/2009	2.5L Gas	7/14/2009	9GNAI053 NHL		1127
10/6/2008	2.5L Gas	7/13/2009		7/24/2009	130
6/15/2009	3L	7/17/2009	9GQBD009 NHL		1124
1/13/2009	2.5L Gas	7/21/2009			1120

CD3 EPAS Warranty Paynter Chart and MOP Summary

11/25/2008	2.5L Gas	7/21/2009		7/29/2009	125
5/25/2009	2.5L Hybrid	7/22/2009			
5/18/2009	2.5L Gas	7/23/2009			
5/5/2009	2.5L Gas	7/14/2009	9GNAI175 NHL	8/3/2009	57
5/18/2009	2.5L Gas	7/27/2009			
4/8/2009	3L	6/16/2009			
4/3/2009	2.5L Gas	8/1/2009	9HAAB012 NHL	8/25/2009	98
5/19/2009	2.5L Gas	7/31/2009	9G5A5016 NHL	8/12/2009	
5/6/2009	2.5L Gas	7/31/2009	9G5AK515 NHLDIG		

CD3 EPAS Warranty Paynter Chart and MOP Summary

5/3/2009	2.5L Hybrid	7/24/2009			
1/20/2009	2.5L Gas	7/23/2009		8/27/2009	96
11/13/2008	3L	8/7/2009			
4/19/2009	2.5L Gas	8/7/2009		8/25/2009	98
4/29/2009	2.5L Gas	8/10/2009	9HJAW015 NHL		
6/11/2009	2.5L Gas	8/11/2009		9/2/2009	90
3/27/2009	2.5L Gas	7/30/2009		8/12/2009	106
12/2/2008	3L	7/28/2009			
6/5/2009	2.5L Gas	8/4/2009		8/25/2009	64

CD3 EPAS Warranty Paynter Chart and MOP Summary

3/10/2009	2.5L Gas	6/25/2009		9/25/2009	33
3/10/2009	2.5L Gas	7/20/2009			
3/5/2009	2.5L Gas	8/12/2009			
12/3/2008	3L	8/20/2009		9/2/2009	90
3/31/2009	3L	8/20/2009		9/18/2009	74
4/25/2009	2.5L Gas	8/19/2009		9/4/2009	25
7/6/2009	2.5L Gas	8/20/2009		9/18/2009	74
12/4/2008	3L	8/27/2009		9/18/2009	74
	3L	8/28/2009			
5/13/2009	2.5L Gas	8/28/2009		9/9/2009	83

CD3 EPAS Warranty Paynter Chart and MOP Summary

6/23/2009	2.5L Gas	9/3/2009		9/18/2009	74
3/17/2009	2.5L Gas	9/8/2009		9/18/2009	40
1/26/2009	2.5L Hybrid	9/9/2009		9/24/2009	34
6/23/2009	2.5L Gas	9/4/2009		9/18/2009	40
6/5/2009	3L	9/15/2009	9IRAI161	10/5/2009	57
1/27/2009	2.5L Gas	9/16/2009	9IPDR020	9/25/2009	66
5/3/2009	2.5L Gas	9/1/2009	9IAAX031	9/24/2009	67
11/17/2008	2.5L Gas	8/28/2009	9H2AN211	9/24/2009	34

CD3 EPAS Warranty Paynter Chart and MOP Summary

1/27/2009	2.5L Gas	9/16/2009		10/5/2009	57
11/24/2008	2.5L Gas	9/24/2009			
	2.5L Gas	9/24/2009			
1/13/2009	2.5L Gas	9/25/2009	9IYDN006	10/5/2009	57
11/24/2008	2.5L Gas	9/28/2009		########	46
7/28/2009	2.5L Hybrid	10/1/2009		########	
7/25/2009	2.5L Hybrid	10/5/2009			

CD3 EPAS Warranty Paynter Chart and MOP Summary

7/14/2009	2.5L Gas	9/18/2009		
5/30/2009	2.5L Hybrid	10/2/2009		
7/1/2009	3L	10/1/2009		
3/31/2009	2.5L Gas	10/6/2009		
7/8/2009	2.5L Hybrid	10/12/2009		
5/23/2009	2.5L Hybrid	10/13/2009		
4/8/2009	3L	10/27/2009		

CD3 EPAS Warranty Paynter Chart and MOP Summary

	2.5L Gas	10/14/2009		
1/12/2009	2.5L Hybrid	10/19/2009		
12/1/2008	2.5L Gas	10/19/2009		
8/12/2009	2.5L Gas	10/19/2009		
7/23/2009	2.5L Gas	10/22/2009		
11/12/2009	2.5L Gas	10/19/2009		
10/22/2009	2.5L Gas	10/26/2009		
1/27/2009	2.5L Gas	10/30/2009		

CD3 EPAS Warranty Paynter Chart and MOP Summary

7/8/2009	3L	10/31/2009		
8/26/2009	3L	11/3/2009		
8/27/2009	2.5L Gas	10/30/2009		
9/3/2009	2.5L Gas	11/6/2009		
10/21/2008	2.5L Gas	11/3/2009		
8/25/2009	2.5L Gas	11/12/2009		
11/24/2008	2.5L Hybrid	11/9/2009		
6/22/2009	2.5L Gas	10/29/2009		

CD3 EPAS Warranty Paynter Chart and MOP Summary

4/27/2009	2.5L Gas	11/11/2009		
7/13/2009	3L	11/24/2009		
	2.5L Gas	11/23/2009		
6/25/2009	2.5L Hybrid	11/25/2009		
8/26/2009	2.5L Gas	11/23/2009		
4/9/2009	2.5L Gas	11/17/2009		
3/24/2009	2.5L Gas	11/25/2009		

CD3 EPAS Warranty Paynter Chart and MOP Summary

8/8/2009	2.5L Gas	11/25/2009	
8/4/2009	2.5L Hybrid	11/21/2009	
7/31/2009	2.5L Gas	11/18/2009	
11/26/2008	2.5L Gas	11/24/2009	
3/23/2009	2.5L Gas	11/12/2009	
9/17/2009	2.5L Gas	11/27/2009	

CD3 EPAS Warranty Paynter Chart and MOP Summary

10/29/2008	2.5L Hybrid	12/2/2009	
6/3/2009	2.5L Gas	12/5/2009	
8/17/2009	3L	12/21/2009	
9/21/2009	2.5L Gas	12/15/2009	
11/27/2009	2.5L Gas	12/14/2009	
8/5/2009	2.5L Gas	12/8/2009	
8/19/2009	2.5L Hybrid	12/9/2009	

CD3 EPAS Warranty Paynter Chart and MOP Summary

8/4/2009	2.5L Gas	11/24/2009	
8/6/2009	2.5L Gas	12/5/2009	
7/31/2009	3L	12/10/2009	
7/22/2009	2.5L Gas	12/21/2009	
2/9/2009	2.5L Hybrid	12/28/2009	
7/28/2009	2.5L Gas	12/15/2009	
8/10/2009	3L	12/29/2009	

CD3 EPAS Warranty Paynter Chart and MOP Summary

9/17/2009	2.5L Gas	12/7/2009	
9/23/2008	2.5L Hybrid	12/9/2009	
8/28/2009	2.5L Gas	11/24/2009	
7/21/2009	2.5L Gas	11/30/2009	
8/28/2009	2.5L Gas	11/28/2009	
6/27/2009	2.5L Gas	12/12/2009	

CD3 EPAS Warranty Paynter Chart and MOP Summary

8/5/2009	2.5L Hybrid	12/7/2009	
5/31/2009	3L	12/4/2009	
10/23/2008	2.5L Gas	1/7/2010	
8/18/2009	2.5L Gas	12/30/2009	
9/22/2009	3L	1/14/2009	
	2.5L Gas	12/15/2009	

CD3 EPAS Warranty Paynter Chart and MOP Summary

7/8/2009	2.5L Gas	1/4/2009	
10/30/2008	3L	1/4/2010	
1/29/2009	2.5L Gas	1/6/2010	
9/17/2009	2.5L Gas	12/22/2009	
8/7/2009	2.5L Hybrid	12/18/2009	

CD3 EPAS Warranty Paynter Chart and MOP Summary

10/11/2009	2.5L Gas	12/22/2009	
11/11/2009	2.5L Gas	1/15/2010	
9/10/2008	3L	1/12/2010	
7/30/2009	2.5L Gas	12/10/2009	
10/12/2009	2.5L Gas	12/28/2009	
7/27/2009	2.5L Hybrid	12/30/2009	

CD3 EPAS Warranty Paynter Chart and MOP Summary

8/4/2009	2.5L Gas	1/13/2010	
8/19/2009	2.5L Gas	12/16/2009	
	2.5L Gas	1/9/2010	
7/8/2009	2.5L Gas	1/25/2010	
7/17/2009	3L	1/11/2010	
1/19/2009	2.5L Gas	2/1/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

11/26/2008	2.5L Gas	1/12/2010	
7/23/2009	3L	1/4/2010	
12/9/2008	2.5L Gas	2/3/2010	
1/8/2009	3L	2/8/2010	
9/10/2009	2.5L Gas	2/15/2010	
10/18/2009	2.5L Hybrid	2/11/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

8/26/2009	2.5L Gas	1/26/2010	
		1/18/2010	
9/25/2009	2.5L Gas	2/24/2010	
11/25/2009	3L	2/23/2010	
1/20/2009	2.5L Gas	2/23/2010	
	3L	2/3/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

5/3/2009	2.5L Hybrid	2/23/2010	
9/15/2009	3L	2/10/2010	
10/19/2009	2.5L Gas	3/1/2010	
7/18/2009	3L	3/12/2010	
8/19/2009	2.5L Hybrid	2/22/2010	
11/12/2009	3L	3/9/2010	

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CD3 EPAS Warranty Paynter Chart and MOP Summary

8/8/2009	2.5L Hybrid	12/20/2009			
5/13/2009	2.5L Gas	2/25/2010			
9/27/2009	2.5L Gas	2/4/2010			
4/19/2009	2.5L Gas	3/4/2010			
10/21/2008	2.5L Gas	3/3/2010			
3/31/2009	2.5L Gas	2/18/2010			

CD3 EPAS Warranty Paynter Chart and MOP Summary

1/26/2009	2.5L Gas	3/10/2010	
7/2/2009	3L	2/22/2010	
10/28/2009	3L	2/25/2010	
7/28/2009	2.5L Gas	3/18/2010	
12/9/2009	2.5L Gas	3/15/2010	
11/11/2009	3L	3/30/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

7/23/2009	2.5L Gas	3/25/2010	
6/11/2009	2.5L Gas	3/24/2010	
	2.5L Gas	3/15/2010	
1/26/2009	2.5L Gas	3/15/2010	
4/19/2009	2.5L Gas	3/26/2010	
11/5/2008	2.5L Gas	3/11/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

12/15/2009	3L	3/9/2010	
7/14/2009	3L	2/16/2010	
11/18/2009	2.5L Gas	4/2/2010	
7/27/2009	2.5L Gas	3/5/2010	
	2.5L Hybrid	2/11/2010	
9/27/2009	2.5L Gas	3/20/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

9/25/2009	3L	4/6/2010	
	2.5L Gas	4/5/2010	
6/11/2009	2.5L Gas	4/17/2010	
9/29/2009	2.5L Gas	4/9/2010	
3/19/2009	2.5L Gas	3/29/2010	
10/22/2009	2.5L Gas	4/2/2010	
1/19/2010	2.5L Gas	4/1/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

9/5/2009	2.5L Gas	4/5/2010			
4/26/2009	2.5L Hybrid	4/1/2010			
12/9/2009	2.5L Gas	4/6/2010			
10/17/2009	2.5L Gas	3/29/2010			
	2.5L Gas	3/2/2010			
10/10/2009	2.5L Gas	4/12/2010			
7/14/2009	2.5L Gas	4/19/2010			
2/18/2009	2.5L Gas	4/1/2010			

CD3 EPAS Warranty Paynter Chart and MOP Summary

4/14/2009	3L	3/9/2010	
4/16/2009	2.5L Gas	4/14/2010	
11/10/2009	2.5L Gas	4/28/2010	
8/14/2009	3L	4/14/2010	
8/11/2009	3L	4/26/2009	
8/12/2009	2.5L Gas	4/2/2010	
	2.5L Gas	3/24/2010	
5/25/2009	2.5L Hybrid	4/15/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

5/13/2009	2.5L Gas	4/22/2010	
1/13/2009	3L	4/23/2010	
2/4/2009	2.5L Gas	4/20/2010	
	2.5L Gas	4/16/2010	
	3L	4/13/2010	
	2.5L Gas	4/15/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

8/3/2009	2.5L Gas	4/26/2009	
10/21/2009	2.5L Gas	5/3/2010	
1/16/2010	3L	4/14/2010	
11/3/2009	2.5L Gas	4/20/2010	
	2.5L Gas	4/5/2010	
12/18/2009	3L	4/26/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

11/2/2009	2.5L Gas	4/13/2010			
6/1/2009			2.5L Gas	4/15/2010	
10/27/2009	2.5L Gas	5/5/2010			
10/17/2009	2.5L Gas	5/21/2010			
5/13/2009	3/4/2009	4/2/2009	2.5L Gas	4/13/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

9/7/2009	2.5L Gas	3/25/2010			
12/23/2009	10/8/2009	11/6/2009	2.5L Gas	5/5/2010	
11/28/2009	10/12/2009	11/11/2009	3L	4/16/2010	
1/23/2009	2.5L Hybrid	5/17/2010			
6/1/2009	2.5L Gas	5/10/2010			
1/20/2010	2.5L Gas	5/18/2010			
1/25/2010	3L	5/1/2010			

CD3 EPAS Warranty Paynter Chart and MOP Summary

7/29/2009	2.5L Gas	4/26/2010		
11/24/2008	2.5L Gas	5/10/2010		
11/20/2009	2.5L Gas	5/10/2010		
4/20/2009	2.5L Gas	4/28/2010		
	2.5L Gas	4/24/2010		
1/23/2010	2.5L Gas	5/5/2010		

CD3 EPAS Warranty Paynter Chart and MOP Summary

3/23/2009	2.5L Gas	5/4/2010	
8/3/2009	2.5L Gas	5/1/2010	
9/2/2009	2.5L Gas	5/20/2010	
9/2/2009	2.5L Gas	5/7/2010	
1/15/2010	2.5L Gas	4/14/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

3/9/2010	2.5L Gas	5/19/2010	
12/24/2009	2.5L Hybrid	4/28/2010	
9/17/2010	2.5L Hybrid	5/14/2010	
1/14/2010	3L	5/17/2010	
12/8/2009	2.5L Gas	4/21/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

11/10/2009	2.5L Hybrid	5/15/2010	
12/24/2009	2.5L Gas	5/18/2010	
3/8/2010	2.5L Gas	5/20/2010	
6/5/2009	2.5L Hybrid	5/11/2010	
1/12/2010	3L	4/6/2010	
3/26/2010	2.5L Gas	6/2/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

10/20/2009	2.5L Gas	6/7/2010	
7/8/2009	3L	4/19/2010	
6/6/2009	2.5L Gas	5/27/2010	
3/19/2010	2.5L Gas	6/3/2010	
1/11/2010	2.5L Hybrid	5/26/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

12/2/2008	2.5L Gas	5/4/2010	
11/23/2009	2.5L Gas	5/28/2010	
8/26/2009	2.5L Gas	6/2/2010	
2/6/2010	2.5L Gas	6/1/2010	
2/2/2010	2.5L Gas	5/14/2010	
12/3/2008	2.5L Gas	6/7/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

7/22/2009	2.5L Gas	5/29/2010	
7/17/2009	3L	5/28/2010	
9/19/2009	3L	6/1/2010	
3/3/2010	3L	6/2/2010	
10/13/2009	2.5L Gas	6/1/2010	
4/24/2009	2.5L Gas	6/10/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

9/29/2009	3L	6/21/2010	
8/6/2009	2.5L Gas	6/16/2010	
5/2/2009	2.5L Gas	6/14/2010	
9/11/2008	2.5L Hybrid	6/14/2010	
5/18/2009	2.5L Gas	6/7/2010	
8/7/2009	2.5L Gas	6/18/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

7/31/2009	3L	6/11/2010	
9/24/2009	2.5L Gas	6/16/2010	
4/15/2009	2.5L Gas	6/16/2010	
11/1/2009	2.5L Gas	6/1/2010	
3/5/2009	2.5L Gas	7/7/2010	
2/11/2010	2.5L Gas	8/4/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

1/25/2010	2.5L Gas	8/11/2010			
3/8/2010	2.5L Gas	8/9/2010			
4/27/2010	2.5L Gas	8/7/2010			
11/5/2009	2.5L Hybrid	8/2/2010			
1/3/2010	3L	8/2/2010			
1/8/2010	10/14/2010	11/11/2009	2.5L Gas	8/9/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

9/19/2009	2.5L Gas	8/9/2010	
7/31/2009	2.5L Gas	8/11/2010	
5/25/2010	2.5L Gas	8/19/2010	
4/6/2010	2.5L Gas	8/16/2010	
4/27/2010	2.5L Gas	8/19/2010	
1/9/2010	2.5L Gas	8/11/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

4/24/2010	2.5L Gas	8/23/2010			
5/7/2009	2.5L Gas	8/23/2010			
4/25/2010	3L	8/12/2010			
4/7/2010	1/21/2010	2/27/2010	2.5L Gas	9/15/2010	
5/6/2010	2.5L Gas	8/16/2010			
1/16/2010	2.5L Gas	9/2/2010			

CD3 EPAS Warranty Paynter Chart and MOP Summary

3/23/2010	2.5L Gas	9/14/2010			
2/4/2010	2.5L Hybrid	8/25/2010			
4/1/2010	2.5L Hybrid	9/3/2010			
7/2/2010	3L	9/20/2010	2011		
4/10/2010	2.5L Gas	9/7/2010			
5/17/2010	2/19/2010	3/27/2010	2.5L Gas	8/27/2010	
4/5/2010	11/5/2009	1/31/2010	2.5L Hybrid	9/10/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

9/1/2010			
1/20/2009	2.5L Gas	8/9/2010	
2/28/2010	2.5L Hybrid	9/16/2010	
5/4/2009	2.5L Gas	10/4/2010	
5/15/2010	2.5L Gas	9/13/2010	
4/24/2010	2.5L Hybrid	9/27/2010	
2/10/2010	2.5L Gas	10/11/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

7/8/2010	2.5L Gas	10/7/2010	2011
5/23/2010	2.5L Gas	9/15/2010	
5/25/2010	2.5L Gas	10/5/2010	
6/21/2010	2.5L Hybrid	10/12/2010	2011
1/26/2009	2.5L Hybrid	10/6/2010	
	2.5L Gas	9/9/2010	
6/30/2010	2.5L Hybrid	10/14/2010	2011
8/18/2009	2.5L Gas	10/19/2010	
2/18/2009	2.5L Gas	10/25/2010	
6/23/2009	2.5L Gas	10/25/2010	
7/2/2010	2.5L Gas	10/27/2010	2011
7/17/2009	2.5L Gas	10/25/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

7/12/2010	2.5L Hybrid	11/17/2010	2011
4/10/2010	2.5L Hybrid	11/8/2010	
7/5/2010	2.5L Gas	12/10/2010	2011
7/27/2010	2.5L Gas	11/5/2010	2011
3/19/2009	2.5L Gas	11/3/2010	
3/21/2010	2.5L Gas	10/7/2010	
6/17/2010	2.5L Gas	11/21/2010	2011
3/23/2010	2.5L Hybrid	10/9/2010	
4/24/2010	2.5L Gas	10/29/2010	
6/26/2009	2.5 Hybrid	11/29/2010	
5/6/2010	2.5L Gas	11/15/2010	
3/23/2009	3L	11/15/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

6/24/2010	2.5L Hybrid	11/23/2010	2011		
8/12/2010	2.5L Gas	11/29/2010	2011		
6/24/2009	2.5L Gas	11/20/2010			
8/12/2010	2.5L Gas	12/2/2010	2011		
6/12/2010	2.5L Gas	12/9/2010	2011		
7/17/2010	2.5L Gas	12/15/2010	2011		
3/15/2010	2.5L Gas	9/21/2010			
10/17/2009	7/16/2009	9/10/2009	2.5L Gas	12/7/2010	
	4/29/2010	7/5/2010	2.5L Gas	########	2011
8/3/2010	2.5L Gas	12/13/2010	2011		
10/5/2010	2.5L Gas	12/20/2010	2011		
11/18/2008	2.5L Gas	12/6/2010			
6/10/2010	2.5L Gas	12/13/2010	2011		
5/26/2010	2.5L Gas	12/8/2010	2011		
8/3/2010	3L	11/19/2010	2011		

nter Chart and MOP Summary

12/2/2008	2.5L Gas	11/19/2010	
4/17/2009	2.5L Gas	11/30/2010	
6/12/2010	2.5L Gas	12/2/2010	2011
6/15/2010	3L	12/29/2010	2011
12/16/2010	2011		
6/9/2010	2.5L Gas	12/20/2010	2011
3/12/2010	2.5L Gas	12/27/2010	
9/18/2010	3L	12/14/2010	2011
9/4/2010	2.5L Gas	1/3/2011	2011
8/19/2010	3L	1/3/2011	2011
10/6/2010	3L	1/14/2011	2011

nter Chart and MOP Summary

9/1/2010	2.5L Gas	1/5/2011	2011
7/23/2010	3L	1/13/2011	2011
8/25/2010	2.5L Gas	1/14/2011	2011
9/9/2010	3L	12/23/2010	2011
1/14/2009	2.5L Gas	12/30/2010	
5/6/2010	2.5L Gas	1/3/2011	2011
	2.5L Gas	12/20/2010	
5/28/2010	2.5L Gas	1/25/2011	2011
8/20/2010	2.5L Gas	12/23/2010	2011
10/20/2010	2.5L Gas	1/26/2011	2011
8/12/2010	2.5L Gas	1/13/2011	2011
10/17/2010	2.5L Gas	1/28/2011	2011
10/13/2010	2.5L Gas	1/10/2011	2011

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CD3 EPAS Warranty Paynter Chart and MOP Summary

8/3/2010	3L	2/9/2010	2011
10/9/2010	2.5L Gas	2/9/2011	2011
11/11/2010?	2.5L Gas	2/8/2011	2011
11/16/2010	2.5L Gas	2/9/2011	2011
7/19/2010	3L	1/24/2011	2011
7/17/2010	2.5L Gas	1/31/2011	2011
6/15/2010	2.5L Gas	2/4/2011	2011
6/13/2010	2.5L Hybrid	2/9/2011	2011
7/28/2010	3L	2/3/2010	2011
12/21/2010	2.5L Gas	3/1/2010	2011
10/20/2010	2.5L Gas	3/2/2011	2011
12/13/2010	2.5L Gas	3/3/2011	2011

CD3 EPAS Warranty Paynter Chart and MOP Summary

12/15/2010	2.5L Gas	3/3/2011	2011
9/18/2010	3L	3/2/2011	2011
8/16/2010	2.5L Gas	3/7/2011	2011
9/28/2009	2.5L Gas	3/3/2011	2011
10/18/2010	2.5L Gas	3/8/2011	2011
11/23/2010	3L	3/2/2011	2011
7/17/2010	2.5L Gas	2/23/2011	2011
10/20/2010	3L	2/21/2011	2011
11/30/2010	2.5L Hybrid	3/8/2010	2011

CD3 EPAS Warranty Paynter Chart and MOP Summary

10/24/2010	2.5L Gas	3/8/2011	2011		
9/30/2010	5/5/2010	8/16/2010	2.5L Gas	3/7/2011	2011
9/8/2010	6/7/2010	7/17/2010	2.5L Gas	2/23/2011	2011
1/25/2011	11/28/2010	11/30/2010	2.5L Hybrid	3/8/2010	2011
10/19/2010	3L	3/11/2011	2011		
10/25/2010	2.5L Gas	3/17/2011	2011		
10/12/2010	2.5L Gas	3/21/2011	2011		
8/20/2010	3L	3/23/2011	2011		
8/18/2010	3L	3/22/2011	2011		
6/2/2010	2.5 Hybrid	3/21/2011	2011		
6/11/2010	2.5L Gas	3/28/2011	2011		
9/10/2010	2.5L Gas	1/29/2011	2011		
8/16/2010	3L	3/12/2011	2011		
9/3/2010	3L	3/24/2011	2011		
1/11/2011	2.5L Gas	4/2/2011	2011		

CD3 EPAS Warranty Paynter Chart and MOP Summary

7/30/2010	2.5L Gas	3/7/2011	2011
7/7/2010	2.5L Gas	3/28/2011	2011
1/12/2011	2.5L Gas	3/29/2011	2011
9/21/2010	3L	4/5/2011	2011
6/15/2010	2.5L Gas	3/21/2011	2011
1/2/2011	2.5L Gas	3/23/2011	2011
8/3/2010	3L	3/11/2011	2011
9/17/2010	3L	3/21/2011	2011
5/28/2010	2.5L Gas	3/4/2011	2011
	2.5L Gas	3/25/2011	2011
1/3/2011	2.5L Gas	4/13/2011	2011
1/12/2011	3L	4/16/2011	2011

CD3 EPAS Warranty Paynter Chart and MOP Summary

1/11/2011	2.5L Gas	4/21/2011	2011		
1/24/2011	2.5L Gas	3/29/2011	2011		
3/4/2011	1/22/2011	1/24/2011	2.5L Gas	3/29/2011	2011
1/2/2011	2.5L Gas	4/18/2011	2011		
12/15/2010	3L	3/27/2011	2011		
1/11/2011	3L	4/11/2011	2011		
2/1/2011	3L	4/20/2011	2011		
5/27/2010	2.5L Gas	4/29/2011	2011		
11/29/2010	2.5L Gas	3/24/2011	2011		
1/26/2011	3L	3/29/2011	2011		
7/9/2010	2.5L Gas	5/2/2011	2011		

CD3 EPAS Warranty Paynter Chart and MOP Summary

2/22/2011	2.5L Gas	5/19/2011	2011
1/12/2011	3L	5/12/2011	2011
2/28/2011	2.5L Gas	5/13/2011	2011
1/4/2011	3L	5/11/2011	2011
	2.5L	5/11/2011	2011
1/20/2011	2.5L Gas	4/22/2011	2011
2/16/2011	2.5L Gas	6/7/2011	2011
1/24/2011	2.5L Gas	5/26/2011	2011
2/14/2011	3L	6/10/2011	2011

CD3 EPAS Warranty Paynter Chart and MOP Summary

1/17/2011	3L	6/8/2010	2011		
3/10/2011	2.5L Gas	6/3/2011	2011		
		11/30/2010	3L	6/10/2011	2011
		1/15/2011	2.5L Gas	6/10/2011	2011
1/11/2011	2.5L Gas	6/22/2011	2011		
1/18/2011	2.5L Gas	6/21/2011	2011		
2/4/2011	2.5L Gas	7/5/2011	2011		
11/3/2010	2.5L Gas	6/10/2011	2011		
1/19/2011	2.5L Gas	6/22/2011	2011		
2/16/2011	2.5L Hybrid	7/2/2011	2011		

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CD3 EPAS Warranty Paynter Chart and MOP Summary

10/6/2010	2.5L Gas	6/23/2011	2011
12/23/2010	2.5L Gas	7/6/2011	2011
1/11/2011	2.5L Gas	6/20/2011	2011
1/17/2011	2.5L Gas	6/20/2011	2011
2/14/2011	2.5L Gas	6/14/2011	2011
1/18/2011	2.5L Gas	6/3/2011	2011
2/16/2011	2.5L Gas	6/15/2011	2011
1/24/2011	2.5L Gas	6/20/2011	2011
3/6/2011	2.5L Gas	6/22/2011	2011

CD3 EPAS Warranty Paynter Chart and MOP Summary

1/12/2011	2.5L Gas	6/21/2011	2011
1/5/2011	2.5L Gas	6/7/2011	2011
	2.5L Gas	6/18/2011	2011
12/13/2010	2.5L Gas	7/11/2011	2011
1/17/2011	2.5L Gas	6/22/2011	2011
2/4/2011	2.5L Gas	7/12/2011	2011
	2.5L Gas	6/29/2011	2011
3/7/2011	2.5L Gas	6/1/2011	2011

CD3 EPAS Warranty Paynter Chart and MOP Summary

3/10/2011	2.5L Gas	6/8/2011	2011
1/21/2011	3L	6/20/2011	2011
1/23/2011	2.5L Gas	5/30/2011	2011
2/3/2011	3L	7/2/2011	2011
3/29/2011	2.5L Gas	7/6/2011	2011
1/24/2011	2.5L Gas	7/19/2011	2011
3/1/2011	2.5L Gas	7/11/2011	2011
1/31/2011	2.5L Gas	7/14/2011	2011
1/20/2011	2.5L Gas	6/23/2011	2011

CD3 EPAS Warranty Paynter Chart and MOP Summary

1/23/2011	3L	6/30/2011	2011
1/20/2011	2.5L Gas	7/1/2011	2011
11/2/2010	2.5L Gas	7/22/2011	2011
1/20/2011	2.5L Hybrid	7/23/2011	2011
12/22/2010	2.5L Gas	7/15/2011	2011
		6/4/2011	2011
2/16/2011	2.5L Gas	7/22/2011	2011
11/2/2010	2.5L Gas	7/27/2011	2011
10/18/2010	2.5L Gas	7/22/2011	2011
11/11/2010	3L	7/25/2011	2011
1/25/2011	3L	7/28/2011	2011
12/29/2010	3L	8/20/2011	2011

CD3 EPAS Warranty Paynter Chart and MOP Summary

	2.5L	9/7/2011	2011		
11/2/2010	2.5L Gas	8/22/2011	2011		
9/4/2010	2.5L Gas	8/18/2011	2011		
11/17/2011	2.5L Gas	8/20/2011	2011		
12/7/2010	2.5L Gas	8/30/2011	11/4/2010		
3/8/2011	2.5L Gas	8/24/2011	2/9/2011		
11/15/2010	2.5L Gas	9/1/2011	10/15/2010		
11/15/2010	3L	8/8/2011	10/15/2010		
3/29/2011	3L	8/29/2011			
4/6/2011	2/13/2011	2/14/2011	2.5L Gas	7/19/2011	2011
5/5/2011	3L	9/28/2011	4/10/2011		
11/1/2010	2.5L Gas	8/17/2011	10/13/2010		
5/9/2011	2.5L Gas	9/22/2011	4/10/2011		
5/23/2011	2.5L Gas	9/10/2011			
5/21/2011	2.5L Hybrid	9/16/2011			
7/18/2011	2.5L Gas	10/10/2011	6/22/2011		
7/10/2011	2.5L Gas	10/18/2011	6/17/2011		
4/22/2011	2.5L Gas	9/29/2011			
4/24/2011	3L	10/5/2011			

CD3 EPAS Warranty Paynter Chart and MOP Summary

5/30/2011	2.5L Gas	10/24/2011			
7/4/2011	2.5L Hybrid	11/22/2011	6/15/2011		
8/19/2011	2.5L Gas	11/15/2011	7/27/2011		
6/7/2011	2.5L Gas	11/22/2011			
8/9/2011	2.5L Gas	11/11/2011			
4/22/2011	2.5L Gas	11/8/2011			
		12/8/2011			
		12/27/2011			
		11/8/2010	2011		
		4/29/2011	2011		

CD3 EPAS Warranty Paynter Chart and MOP Summary

4/4/2011		5/31/2011	2011
		1/27/2011	**2011**
		1/28/2011	2011
10/27/2010		1/5/2011	2011

CD3 EPAS Warranty Paynter Chart and MOP Summary

		11/8/2010	2011	
			2011	
		11/4/2010	2011	
			2011	
7/13/2010		9/13/2010	2011	
		10/15/2010	2011	

nter Chart and MOP Summary

			2011		
		7/29/2010			
5/20/2010		6/14/2010			
4/26/2010		7/5/2010			
		9/17/2010			
		12/15/2010			
		10/15/2010			

CD3 EPAS Warranty Paynter Chart and MOP Summary

7/15/2010		9/25/2010			
		9/25/2010			
5/27/2010		8/16/2010			
5/28/2010		8/16/2010			
5/26/2010		8/5/2010			

CD3 EPAS Warranty Paynter Chart and MOP Summary

		7/21/2010	
		4/6/2010	
		2/8/2010	

CD3 EPAS Warranty Paynter Chart and MOP Summary

		6/9/2010	
		3/13/2009	
	2.5L Gas	12/1/2009	
		5/8/2010	
	3.5L wo/APA	1/27/2011	

CD3 EPAS Warranty Paynter Chart and MOP Summary

5/14/2010		6/17/2010										
		1/31/2011	2011									
		11/16/2010	2011									
		11/19/2010	2011									
		2/23/2010										

CD3 EPAS Warranty Paynter Chart and MOP Summary

6/25/2009	MKS 3.5L GDTI with park assist	9/1/2009	9HTAS008		
2/2/2009	Taurus 3.5L GDTI w/o park assist	9/16/2009	9IPDR024		
1/6/2009	MKS 3.5L GDTI with park assist	9/18/2009	9IRCO031	########	128
1/7/2009	Taurus 3.5L GDTI w/o park assist	10/19/2009			

CD3 EPAS Warranty Paynter Chart and MOP Summary

	Taurus 3.5L GDTI w/o park assist	11/18/2009			
	MKT 3.5L GDTI w/o park assist	12/7/2009			
9/21/2009	MKT 3.5L GDTI w/o park assist	12/7/2009			
7/10/2009	MKT 3.5L GDTI w/park assist	12/31/2009			
2/2/2009	Taurus 3.5L GDTI w/o park assist	2/1/2009	2/2/2010		

CD3 EPAS Warranty Paynter Chart and MOP Summary

6/29/2009	Taurus 3.5L GDTI w/o park assist	1/4/2010			
		2/10/2010			
7/10/2009	MKT 3.7L with park assist	2/22/2010			

CD3 EPAS Warranty Paynter Chart and MOP Summary

1/4/2009	Taurus 3.5L GDTI w/o park assist	2/26/2010			
	MKS 3.5L GDTI with park assist	3/9/2010			
9/12/2009	Flex 3.5L GDTI with park assist	3/11/2010			
7/16/2009	MKT 3.5L GDTI with park assist	3/11/2010			
	Taurus 3.5L GDTI w/o park assist	3/22/2010			

CD3 EPAS Warranty Paynter Chart and MOP Summary

8/7/2009	Taurus 3.5L GDTI w/o park assist	4/6/2010			
	MKT 3.5L GDTI w/o park assist	4/5/2010			
11/16/2009	Taurus 3.5L GDTI w/o park assist	4/8/2010			
6/18/2009	Taurus 3.5L GDTI w/o park assist	4/27/2010			

CD3 EPAS Warranty Paynter Chart and MOP Summary

	MKT 3.5L GDTI with park assist	7/8/2010	2011		

CD3 EPAS Warranty Paynter Chart and MOP Summary

12/11/2009	Taurus 3.5L GDTI w/o park assist	6/14/2010			
6/19/2009	Taurus 3.5L GDTI w/o park assist	6/23/2010			
1/16/2009	MKS 3.5L GDTI w/o park assist	6/28/2010			
6/25/2009	MKT 3.5L GDTI with park assist	6/8/2010			
7/3/2009	MKT 3.5L GDTI with park assist	7/6/2010			

CD3 EPAS Warranty Paynter Chart and MOP Summary

	Taurus 3.5L GDTI w/o park assist	6/15/2010			
9/3/2009	MKT 3.5L GDTI w/o park assist	6/15/2010			
	Flex 3.5L GDTI w/o park assist	7/1/2010			
1/15/2009	MKT 3.5L GDTI w/ park assist	7/17/2010			
4/13/2009	Taurus 3.5L GDTI w/o park assist	7/6/2010			

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CD3 EPAS Warranty Paynter Chart and MOP Summary

1/13/2009	Taurus 3.5L GDTI w/o park assist				
7/30/2009	Flex 3.5L GDTI with park assist	8/10/2010			
	MKT 3.5L GDTI with park assist	9/22/2010			
12/9/2008	Taurus 3.5L GDTI w/o park assist	9/1/2010			
12/11/2009	Flex 3.5L GDTI w/o park assist	8/19/2010			
1/16/2009	Taurus 3.5L GDTI w/o park assist	8/31/2010			
11/24/2009	Flex 3.5L GDTI w/ park assist	10/8/2010			
3/30/2010	MKS 3.5L GDTI with park assist	10/26/2010	2011		

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CD3 EPAS Warranty Paynter Chart and MOP Summary

	Taurus 3.5L GDTI w/o park assist	3/16/2011	2011		
6/24/2010	Flex 3.5L GDTI w/o park assist	11/13/2010	2011		
9/17/2010	MKT 3.5L GDTI w/o park assist	4/4/2011	2011		
12/28/2009	MKS 3.5L GDTI w/ park assist	5/12/2011	2011		
11/12/2010	MKS 3.5L GDTI w/ park assist	5/16/2011	2011		
2/3/2010	MKS 3.5L GDTI w/ park assist	5/31/2011	2011		
5/5/2010		8/10/2010			
2/9/2010		5/1/2010			
	MKT 3.5L GDTI w/o park assist				
	Flex 3.5L GDTI w/o park assist				
1/19/2009		3/26/2010			
	MKT 3.5L GDTI w/o park assist				

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PE12-017 006532

From: Napoli, Laura (L.)
Sent: Wednesday, August 17, 2011 11:11 AM
To: Jackson, Bradley (B.G.)
Subject: Emailing: 2011 U502 Warranty Tracker 8-3.xls

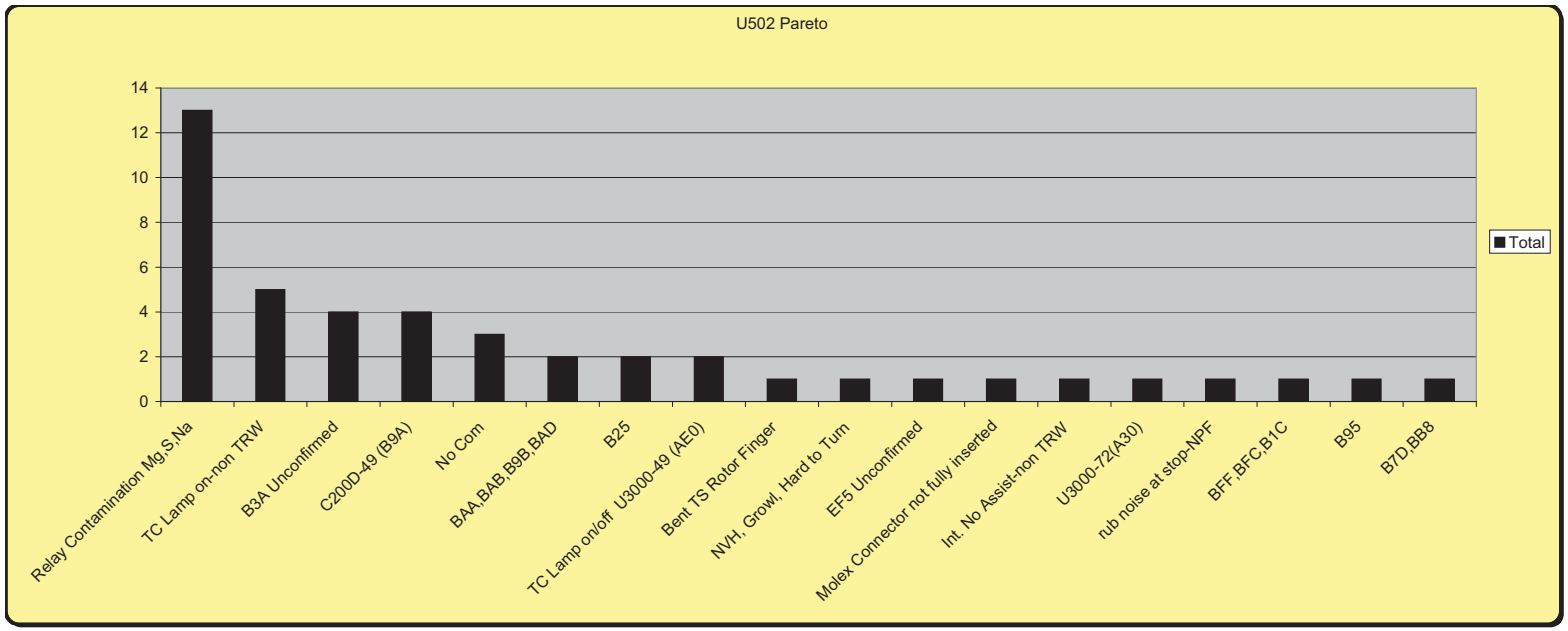
Attachments: 2011 U502 Warranty Tracker 8-3.xls

2011 U502
'arranty Tracker 8-3

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

2011 U502 Warranty Tracker 8-3.xls

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.



updated to 8/3/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26				8	1	1	2	1								13	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
TC Lamp on-non TRW	UR0016,17,18, 29,44								5								5	5/17/11	Non-TRW Issue	RCM causing TC lamp on for C1B00 code ISM 5/17/2011 & workshop manual corrected for this issue
B3A Unconfirmed	UR0008,9, 38,41				3	1											4			NTF after relay contact analysis at Tyco
C200D-49 (B9A)	UR0030,45,47, 48						1		2	1							4			6/10- in process to MAO
No Com	UR0031,33,39									1	2						3			7/1- No Com
BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
TC Lamp on/off U3000-49 (AE0)	UR0023,52						1		1								2			5/23- ship gear back to Marion for analysis
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1			gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
U3000-72(A30)	UR0027								1								1			6/10- high voltage events caused A30 to set
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1			
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1			
Noise turning no assist	UR0037						1										1			found broken pulley from Capstan

updated to 8/3/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
BD3	UR0042										1						1			
BD4	UR0046										1						1			
BA4,BA5,BC2	UR0049										1						1	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
B6C	UR0050										1						1			
																	0			
																	0			
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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA85712	C200B U3000				7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the manual assembly. 8/1- SREA submitted for the manual assembly process, will get the dates.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.															
UR0021	U3000-49 U3000-96	BAA,BAB,B9B,BAD	EPP	in process Melexis	6/29- found faulty Aux. ASIC in the ECU, Anting to contact Melexis so UK and ship out for analysis. 7/4- Aux ASIC arrived in Melexis 8/2- received 8D from Melexis the wafer fab sent to Melexis in Texas and target date will be Aug 9th with corrective actions.	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is disabled periodically. Ship to UK for further testing			03073 Mullinax Ford	3735			1FMHK8B88BG[redacted]	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011			
UR0025	U3000-49	B25	EPP	In eval MAO	8/3- Sergio to send PFR to Andy/Geoff/Mike Molloy	5/26- pulled stored & EFF data shipped to MAO for further testing 6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps.			20609 Orange Motor Co	8			1FMHK7D89BG[redacted]	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011			
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68,			08305 Evergreen Ford	49			1FMHK8F84BG[redacted]	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011			
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor.	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43			05559 Villa Ford	7839			1FMHK8F82BG[redacted]	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011			
UR0031 RUA# 04977	No Com	No Com	EPP	In process UK	8/3- raise RUA and ship to UK for further testing. 8/8- part has not arrived yet in the UK check Anting for update	7/1- could not pull any Ford or Canape data, verified equipment does work, shipped to MAO for analysis. 7/25- intermittent short in IC14 circuit open pin 2 of IC14 still present resoldered pin 2 and everything is working nomal at this time. ECU fixed Sergio did notice some marks close to pin 2 and the ground plane. Testing still ongoing 8/1- contact SQA in Anting for further updates and next steps.			02459 Sam Pack's Ford	11			1FMHK7D85BG[redacted]	5/9/2011	4/29/2011	2/24/2011	3/4/2011	3.5L wo/APA	5/18/2011			

UR0032 RUA #04978	U3000-49	BFF,BFC,B1C	EPP	In process UK	7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis. 8/1- check with Mike on updates 8/8-part has arrived to the UK.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return.			07590 Van Bortel Ford	3003			1FMHK8F85BG[redacted]	3/4/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/9/2011			
UR0033	No Com	No Com	EPP	In Eval MAO	7/26- No problem found with EPP communication, pulled normal data from the EPP. Still testing NTF. Unknown if tech mis-diagnosed vehicle for this front abs sensor issue.	7/1- was able to get into Canape data but did not show proper TRW SW build version. After new EPAS gear installed vehicle returned 14 miles later with ABS & TC lamp coming on found shorted harness for abs frt sensor.			08452 New Brighton Ford	872			1FMHK7B80BG[redacted]	4/18/2011	4/9/2011	12/25/2010	12/31/2010	3.5L wo/APA	6/4/2011			
UR0034	U2011-61 U3000-96	B95	EPP	In Eval MAO	8/1Checked with oscilloscope. Unstable Channel 2 PWM when no torque is applied. You can see a varation in channel 2 . Bobby to ship part to Hella	7/1- pulled stored and EFF data, shipped to MAO for analysis			00210 Sunny King Ford	2707			1FMHK7D80BG[redacted]	1/20/2011	1/15/2011	11/16/2010	12/2/2010	3.5L wo/APA	5/11/2011			
UR0035 RUA# 04979	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In process UK	8/8- part has not arrived yet in the UK for further testing check with Anting for update	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/25-MAO reproduced B23-looking at IC3 issue. Latent failure to check with Anting on next step.			04161 Eddie Yaklin Ford	4625			1FMHK7D8XBG[redacted]	12/8/2010	12/6/2010	10/1/2010	10/21/2010	3.5L wo/APA	5/31/2011			
UR0036	C200B-2F C200C-2F	BD0-BD3	TS	In Eval MAO	8/1- BD3 fault is raised when IPA is fully turned CCW. Reference EPP used. Fault travelling with IPA harness. IPA signals are scoped. Observed a voltage drop in 5V supply. After a while fault is replicated, there was no signal on channel 2. bobby to ship to Hella.				M1626 Sanchez Auto	8			1FMHK7F82BG[redacted]	4/13/2011	4/7/2011	12/7/2010	12/11/2010	3.5L wo/APA	6/2/2011			
REDACTED FOR RELEVANCE																					
UR0038 RUA#	U2011-49 U3000-96	B3A	EPP	In process UK	8/8- MAO testing still ongoing	8/1- MAO working on ambient and hot testing.			07563 Riser Ford	9727			1FMHK7F83BG[redacted]	11/23/2010	11/17/2010	9/10/2010	9/16/2010	3.5L w/APA	5/2/2011			
UR0039	No Com	No Com	EPP	In process MAO	7/25- no other claims on this vehicle				03591 Matthews-Currie Ford	1484			1FMHK7B81BG[redacted]	3/29/2011	3/27/2011	1/7/2011	1/9/2011	3.5L wo/APA	6/13/2011			
UR0040 RUA#	U3000-49	BAE,BAB,BAD	EPP	In process UK	8/1- raise RUA and ship to UK for further analysis				08811 Sentry Ford	2050			1FMHK8D83BG[redacted]	2/14/2011	2/7/2011	12/13/2010	12/19/2010	3.5L wo/APA	6/16/2011			
UR0041 RUA# 4980	U2011-49	B3A	EPP	In process UK	8/8- UK received the part today for further testing.motor relay found open contact on phase one	8/1- motor relay raise RUA and ship to UK			02199 Bob Gillingham Ford	5016			1FMHK8B88BG[redacted]	12/2/2010	11/23/2010	9/14/2010	9/16/2010	3.5L wo/APA	6/13/2011			
UR0042	C200C-2F	BD3	TS	In process MAO	8/3- ambient & cold testing done with NTF, next step hot testing.	8/1-passed EOL & bench testing			01273 Fred Beans Ford	4301			1FMHK8D84BG[redacted]	3/14/2011	3/7/2011	1/20/2011	1/29/2011	3.5L wo/APA	6/20/2011			
UR0043 RUA #04981	U3000-49	BAE,BAB,BAD,BAA	EPP	In process MAO	8/8- UK received the part today for further testing.	8/1- raise RUA and ship to UK for further analysis			05319 Rusty Eck Ford	5191			1FMHK8F84BG[redacted]	2/22/2011	2/17/2011	12/11/2010	12/16/2010	3.5L w/APA	6/27/2011			
UR0044	Wheels lock TC lamp on C1B00-64	No codes		At WPAC	7/25-tech did not follow proper diagnostic's vehicle equipped with auto park C1B00-64 leads to SWA sensor in column. Hotliner requested to replace the RCM Chargeback dealer.				01472 Gullo Ford	3702			1FMHK7F87BG[redacted]	3/3/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/11/2011			
UR0045	C200D-49	B9A	EPP	In Eval MAO	8/8- cold testing finished with NTF ship to UK for further testing	8/1- hot and ambient testing done NTF. cold testing next step			05928 Premier Ford	1695			1FMHK7D8XBG[redacted]	3/28/2011	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011			
UR0046	C200B-62	BD4	TS	In process MAO	8/3- ambient & cold testing done with NTF, next step hot testing.	8/1- NTF on bench testing, or EOL testing.			04927 J.C. Lewis Ford	1410			1FMHK7F87BG[redacted]	5/10/2011	5/1/2011	3/24/2011	3/26/2011	3.5L wo/APA	6/16/2011			

UR0047	C200D-49	B9A	EPP	In process 26mile	8/2- pulled stored & EFF data shipped to 26 mile for further information				06700 Majic City Ford	3447			1FMHK8F87BF[redacted]	3/29/2011	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011			
UR0048	C200D-49	B9A	EPP	In process MAO	8/2- pulled stored & EFF data shipped to MAO for further information				08211 Robinson Brothers Ford	3163			1FMHK7D84BG[redacted]	4/5/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011			
UR0049	U3000-49	BA4,BA5,BC2	EPP	In process MAO	8/2- pulled stored & EFF data shipped to MAO for further information				08862 Portsmouth Ford	457			1FMHK7F82BG[redacted]	5/13/2011	5/5/2011	3/23/2011	3/24/2011	3.5L wo/APA	6/28/2011			
UR0050	U3000-49	B6C	EPP	In process MAO	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly.				03334 Charles Gabus Ford	4666			1FMHK8F85BG[redacted]	5/2/2011	4/19/2011	2/17/2011	2/24/2011	3.5L w/APA	7/11/2011			
UR0051	U3000-49	B25	EPP	In process MAO	8/2- pulled stored & EFF data shipped to MAO for further information				04921 Bozard Ford	2124			1FMHK7D89BG[redacted]	2/25/2011	2/21/2011	1/4/2011	1/7/2011	3.5L wo/APA	6/23/2011			
UR0052	Check eng lamp on U3000-49	AE0		At WPAC	8/2- could not pull any codes only had a AEO code(CAN message fault)in PSCM check CQIS case dealer replaced EPAS gear and same codes set(U3000-49) no change, dealer could not fix vehicle and vehicle was bought back. Int no communication from the CAN				00149 Waldrof Ford	1343			1FMHK8D81BG[redacted]	3/7/2011	3/2/2011	12/26/2010	12/30/2010	3.5L wo/APA	4/15/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP											1FMHK8F81BG[redacted]	3/16/2011				3.5L w/APA
0KM BGA30310	No Assist	?		CAP	no returned part from CAP																3.5L w/APA
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned, should be tomorrow. Then part should arrive at WPAC by Monday 2/14. 4/6- need to discuss next week						07955 Ron Dupratt Ford	15			1FMHK8D87BG[redacted]	1/24/2011	1/17/2011	########	########	3.5L wo/APA
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts			CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO			00089 Koons Ford	303			1FMHK8F8XBG[redacted]	1/20/2011	1/19/2011	12/1/2010	12/4/2010	3.5L w/APA
REDACTED FOR RELEVANCE																					3.5L o/APA
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled. 3/16- I pulled EFF and fault						Lease management vehicle- Steve	1661			1FMHK8D86BG[redacted]	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any						Lease management vehicle- Doug White	3984			1FMHK8D88BG[redacted]	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AE0 code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.						06700 Magic City Ford	5155			1FMHK8F84BG[redacted]	1/19/2011	1/11/2011	########	########	3.5L wo/APA

Date of Repair	Model Year	Date	Part ETA
3/16/2011			
2/2/2011			
2/12/2011			
3/2/2011			
3/7/2011			
3/9/2011			
4/19/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date
0KM BGA32423	U3000-49	B25,BB8, B95	EPP	In Eval (26mile)	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in this wednesdays										1FMHK8F81BG[redacted]	3/2/2011	
0KM BGA56776		B25,BB8		MAO	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign										BG[redacted]		
REDACTED FOR RELEVANCE																		
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi			CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2			09618 Brown Motors	18			1FMHK8D83BG[redacted]	12/16/2010	
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil			CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-			02071 I-77 Ford	10			1FMHK8D83BG[redacted]	1/12/2011	
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when						Ford Management Lease Car- Chicago	1700			1FMHK8F88BG[redacted]	11/22/2010	11/14/2010
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after						Ford PDC Fleet vehicle- Taras Palczynski	2010			1FMHK7D89BG[redacted]	11/16/2010	11/9/2010
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to						lease management vehicle WHQ VSC	1838			1FMHK8F89BG[redacted]	11/18/2010	11/14/2010

UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.						04331 Brondes Ford				1FMHK7F87BG[redacted]	2/24/2011	
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with						02058 Beechmon t Ford	1425			1FMHK8F83BG[redacted]	11/22/2010	
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to						00807 Crest Ford	115			1FMHK8F85BG[redacted]	2/16/2011	
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK						03820 Landers Ford	3096		`	1FMHK8F8XBG[redacted]	11/3/2010	
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate						00807 Crest Ford	1356			1FMHK7B87BG[redacted]	11/16/2010	
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change							02761 Southgate Ford	249			1FMHK7D82BG[redacted]	3/8/2011	3/3/2011
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00 64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING APPROVAL CODE FOR RCM REPLACEMENT.			02731 Atchinson Ford	111			1FMHK8D89BG[redacted]	3/4/2011	3/1/2011
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET AGIAN ANY KNOWN CONCERNS REPAIRS OR			05646 Crown Ford	30			1FMHK7D85BG[redacted]	3/8/2011	
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex						02058 Beechmon t Ford	13			1FMK8F80BG[redacted]	2/4/2011	1/22/2011
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253				WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING			07737 Serramote Ford	611			1FMHK8D89BG[redacted]	2/15/2011	2/7/2011

UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing						05126 Gary Crossley Ford	4475			1FMHK8F80BG[redacted]	11/5/2010	10/22/2010
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week						06081 San Francisco Ford	14			1FMHK8D81BG[redacted]	3/8/2011	3/2/2011
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.						02694 Dean Sellers	3754			1FMHK8F8XBG[redacted]	11/22/2010	11/11/2010
REDACTED FOR RELEVANCE																		1
UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.				5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER.			08868 John C. Stewart & Son	17			1FMHK8D83BG[redacted]	3/8/2011	3/2/2011
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	5/13- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for 26 hrs with no A24As, F6Cls or										1FMHK8D81BG[redacted]	3/14/2011	

ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
		3.5L wo/APA	3/2/2011			
1/25/2011	2/25/2011		4/13/2011			
	3/2/2011		4/27/2011			
		3.5L wo/APA	1/12/2011			
11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			

		3.5L wo/APA	3/28/2011			
		3.5L w/APA	3/9/2011			
		3.5L w/APA	3/5/2011			
		3.5L wo/APA	2/25/2011			
		3.5L wo/APA	3/30/2011			
		3.5L wo/APA	3/31/2011			
		3.5L wo/APA	4/6/2011			
12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
		3.5L wo/APA	3/23/2011			

		3.5L w/APA	4/18/2011			
	12/27/2010	3.5L wo/APA	4/28/2011			
9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			
9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011			
1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011			
		3.5L wo/APA	3/2/2011			

BSAQ CURRENT MODEL QUALITY TRACKING

VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX Warranty

VEH

U2 - EXPLORER (NA-CAP)

V87-STEERING

GLOBAL - 02-Nov-2011 02.48.10

Rank	CONCERN GENERAL INFORMATION: Part (Item) / Concern / Type / POS. A / POS. B / POS. C / POS. D	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cpl/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	CONCERN STAT: A-Actual	Containment Status	Permanent Corrective Status	VALIDATION: Source	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	201109	201110	10/9/2011	10/16/2011	10/23/2011	10/30/2011	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
1	POWER STEERING MODULE DEFECTIVE, , , , REPLACED	VRT: F02 CCC: H22,H50,N58 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																					WAR	5	1	7	4	15	9	16	8	2	9	2	0						13		R	RL
																	Title: EPAS B3A motor relay contamination (U3000, U2011 codes)T210R TL: LNAPOLI SAQ2011161617 PDS: SP RS: JUST DO IT	C = 1. PUMA tool testing at TRW Marion EPAS gear assembly plant to detect B3A type motor relay contamination. 2. Doduco rivets built but not used at Tyco sent back to Doduco to re-clean through Sulfuric Acid wash. 3. Gear assys built with suspect Doduco contacts being quarantined at TRW and will not be shipped to CAP. P = Identify and implement process improvements to prevent contamination of EPAS electronics. 1. 5 micron filter added to rivet vacuum holder tube to prevent magnesium contamination to contacts at tier 3 supplier Duduco week 48 of 2010. 2. Better controls on bucket use at Doduco to avoid cross-contamination including washing empty bucket prior to each use. 3. Improve wash process at Doduco and Tyco.	2011-03-31 2011-07-12	A A	G	G						C			P														
	POWER STEERING MODULE DEFECTIVE, , , , REPLACED	VRT: F02 CCC: H22,H50,N58 Src: WAR,78 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT																					WAR	5	1	7	4	15	9	16	8	2	9	2	0						13			
			Contamination	A: M10 GFCPA D: 2011-01-03 2011-01-03		N/A N/A	4/27/2011	4/27/2011	4/27/2011	4/27/2011	4/27/2011	4/27/2011	4/27/2011	12	0	G									WCT	4	1	3	3														0			
																	Title: U502 EPAS gears with C200D DTC (B9A) TL: JHARR176 SAQ2011187769 PDS: SP RS: G8D	C = Stop PUMA testing at Anting (EPP assy mfg). Parts without Faults are being cleared of all LICs without being monitored. This test is already done at MAO and QAO (gear assy mfgs) and parts are 100% checked for any Faults or LICs as received from Anting. Parts take 7wks from Anting to CAP. P = TBD once root cause is found.	2011-12-05	P	R	R																								
	POWER STEERING MODULE DEFECTIVE, , , , REPLACED	VRT: F02 CCC: H22,H50,N58 Src: WAR,78 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT																					WAR	5	1	7	4	15	9	16	8	2	9	2	0						13			
3	POWER STEERING MODULE IMPROPER FUNCTION, , , , NO PROBLEM FOUND	VRT: F02 CCC: H22,H50 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																					WAR	0	0	0	0	1	0	1	2	0	2	0	0						2		G	G
																	Title: D3/U5 chassis no problem found project TL: BJACKSON SAQ2010153677 PDS: D RS: JUST DO IT	C = no problem found P = no problem found	2011-08-14 2011-08-14	A A	G	G									B														
	POWER STEERING MODULE IMPROPER FUNCTION, , , , NO PROBLEM FOUND	VRT: F02 CCC: H22,H50 Src: WAR,6 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT																					WAR	0	0	0	0	1	0	1	2	0	2	0	0						2			
6	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING, INPUT SHAFT	VRT: F02 CCC: H22,H50 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																					WAR	1	0	1	0	2	1	0	0	0	0	0	0						0		RL	G

PE12-017 006546

Rank	CONCERN GENERAL INFORMATION: Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D)	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator – Before	After	Critical X Status
	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING, INPUT SHAFT	VRT: F02 CCC: H22,H50 Src: WAR,5 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT														

Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	CONCERN STAT: Containment Status	Permanent Corrective Status
Title: D3/U502 EPAS defective torque sensor (C200B, C200C codes) TL: LNAPOLI SAQ2011167053 PDS: SP RS: 6-SIGMA - DMAIC	C = Per supplier's 8D: 1. Quality alert posted and explained to operators. 400% off-line visual inspection started at MAO, QAO, and Rogersville. All inspections in place at all locations before 5/12/2011. 2. Verify automated on-line dimension check is operating correctly. P = Per supplier's 8D: 1. Electrical preventive maintenance to verify correct axis alignment. 2. Preventive maintenance to verify correct clamp jaw position. 3. Reduce contact area of gap set tooling. 4. Redesign of the bearing pack for the pre assembly MP fixture to obtain a more robust fixture. 5. Investigate replacing 400% visual inspection with measurable gauge for gap check at all fingers at MAO. 6. 400% visual inspection approved as PCA. Rabbit parts run through system to verify all would be caught at each inspection point.	2011-03-18 2011-05-26	A A	G	G

VALIDATION: Source	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	201109	201110	10/9/2011	10/16/2011	10/23/2011	10/30/2011	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
					C		P														
WAR	1	0	1	0	2	1	0	0	0	0	0	0						0			

REDACTED FOR RELEVANCE

ENDOFDATA

ENDOFDATA

Source Validation: C = Containment | P = PCAI | B = Both

ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line Gı U2-EXPLORER (NA-CAP)
Region(s):
Market(s):
Assembly Plant(s):
VFG(s): V87-STEERING
VRT(s):
Function(s):
Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION
Plant(s):
Concern Open Date From: Conc
Action: Typı

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION							CONC ERN STAT		VALIDATION																								RANK STATUS	
												Phase 1			Phase 2		Phase 3																																					
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability		Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	201109	201110	10/9/2011	10/16/2011	10/23/2011	10/30/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D				Cp/Cpk								Before	After																														
Action Date From:							Actic																																										
Fixed Start Model Year From:							Fixe																																									
P-D-SD-SP(s):																																															
Lead Organization(s):																																															
Primary Indicato																																															
Affected Popula																																															
Origination Sou																																															
Top CCC From:	1						Top CCC To:		20																																									
Top WAR From:	1	Top	20																																													
Top GQR From:	1	Top	20																																													
Top QLS From:	1	Top	20																																													
Top Other From	0	Top	0																																													

Part(Item): ###
Repair: ###
Concern Type: ###
PositionA: ###
PositionB: ###

CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.

CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

PE12-017 006548

Top Verbatim Sort From: 1 Top Verbatim Sort To: 20

BSAQ CURRENT MODEL QUALITY TRACKING

VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX GQR

VEH

U2 - EXPLORER (NA-CAP)

V87-STEERING

GLOBAL - 02-Nov-2011 02.48.10

CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING				PROCESS VALIDATION Phase 1			PROCESS VALIDATION Phase 2		PROCESS VALIDATION Phase 3		VALIDATION VERIFICATION							CONCERN STAT	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item), Concern, Type, POS.A, POS.B, POS.C, POS.D)	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status
1	STEERING DISLIKE, ADJUSTMENT , , ELECTRIC STEERING,	VRT: F02 CCC: H21,H22 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
	STEERING DISLIKE, ADJUSTMENT , , ELECTRIC STEERING,	VRT: F02 CCC: H21,H22 Src: GQR,8 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT															Title: U502 polyurethane EPAS bushings TL: MPASQUAR SAQ2011179595 PDS: D RS: JUST DO IT	C = ICA=PCA P = Begin using EPAS gears with polyurethane bushing mounts.	2011-04-14 2011-04-14	A A	G	G
3	POWER STEERING EFFORT, , , ,	VRT: F02 CCC: H22 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				

Rank	Source	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	201109	201110	10/9/2011	10/16/2011	10/23/2011	10/30/2011	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS Containment Status	RANK STATUS Permanent Corrective Status
1	GQR	0	4	2	0	0	2	0	0	0	0	0	0							8	G	G
							B															
	GQR	0	4	2	0	0	2	0	0	0	0	0	0							8		
3	GQR	0	2	0	0	0	0	0	0	0	0	0	0							2	R	R

REDACTED FOR RELEVANCE

No Data No Data

Rank	Part (Item) / Concern	VRT / CCC / Src / PVL / LPT	Source	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	201109	201110	10/9/2011	10/16/2011	10/23/2011	10/30/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
11	POWER STEERING MODULE DEFECTIVE, , , , REPLACED	VRT: F02 CCC: H50 Src: PVL: U2-EXPLORER (NA-CAP) LPT:	GQR	0	1	0	0	0	0	0	0	0	0	0	0							1	R	R

No Data No Data

Created By: ahsu

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION								CONC ERN STAT		VALIDATION																						RANK STATUS	
												Phase 1			Phase 2		Phase 3																																					
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability		Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	201109	201110	10/6/2011	10/16/2011	10/23/2011	10/30/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS.A	POS.B	POS.C	POS.D				Cp/CpK								Before	After																														

ENDOFDATA

ENDOFDATA

Source Validation C = Containment P = PCAI B = Both

ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW

UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED

P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line Gr U2-EXPLORER (NA-CAP)
Region(s):
Market(s):
Assembly Plant(s):
VFG(s): V87-STEERING
VRT(s):
Function(s):
Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION
Plant(s):
Concern Open Date From: Conc
Action: Type
Action Date From: Actic
Fixed Start Model Year From: Fixe
P-D-SD-SP(s):
Lead Organization(s):
Primary Indicatc
Affected Popula
Origination Sou
Top CCC From: 1 Top CCC To: 20
Top WAR From: 1 Top 20
Top GQR From: 1 Top 20
Top QLS From: 1 Top 20
Top Other From 0 Top 0
Part(Item): ###
Repair: ###
Concern Type: ###

CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.

CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

Top Warranty Focus 1 Top Warranty No 20

BSAQ CURRENT MODEL QUALITY TRACKING

TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX Warranty

VEH

U2 - EXPLORER (NA-CAP)

F2-CHASSIS

GLOBAL - 04-Apr-2011 10.21.14

CONCERN GENERAL INFORMATION											CONCERN STAT		VALIDATION															RANK STATUS	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/13/2011	3/20/2011	3/27/2011	4/3/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type			POS. C	POS. D																											

REDACTED FOR RELEVANCE

CONCERN GENERAL INFORMATION							CONCERN STAT		VALIDATION																				RANK STATUS	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item), Concern, Type, POS. C, POS. D)	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/13/2011	3/20/2011	3/27/2011	4/3/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
REDACTED FOR RELEVANCE																														
2	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING,	VRT: F02 CCC: H22,H50,N58 Src: PVL: U2-EXPLORER (NA-CAP)							WAR	0	0	0	0	0	0	0	2	1	3	2	0						6		G	Y
			Title: EPAS B3A motor relay contamination (U3000, U2011 codes) TL: JHARR176 SAQ2011161617 PDS: SP RS: JUST DO IT	C = 1. PUMA tool testing at TRW Marion EPAS gear assembly plant to detect B3A type motor relay contamination. 2. Doduco rivets built but not used at Tyco sent back to Doduco to re-clean through Sulfuric Acid wash. 3. Gear assys built with suspect Doduco contacts being quarantined at TRW and will not be shipped to CAP. P = Identify and implement process improvements to prevent contamination of EPAS electronics. 1. 5 micron filter added to rivet vacuum holder tube to prevent magnesium contamination to contacts at tier 3 supplier Duduco week 48 of 2010. 2. Better controls on bucket use at Doduco to avoid cross-contamination including washing empty bucket prior to each use. 3. Improve wash process at Doduco and Tyco.	2011-03-18 2011-05-27	A P	G	Y													C									
	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING,	VRT: F02 CCC: H22,H50,N58 Src: WAR,8 PVL: U2-EXPLORER (NA-CAP)							WAR	0	0	0	0	0	0	0	2	1	3	2	0						6			

CONCERN GENERAL INFORMATION										CONCERN STAT		VALIDATION																	RANK STATUS	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D		VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/13/2011	3/20/2011	3/27/2011	4/3/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type			POS. C	POS. D																							

REDACTED FOR RELEVANCE

CONCERN GENERAL INFORMATION										CONCERN STAT		VALIDATION																RANK STATUS	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D		VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/13/2011	3/20/2011	3/27/2011	4/3/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type			POS. C	POS. D																								

REDACTED FOR RELEVANCE

CONCERN GENERAL INFORMATION											CONCERN STAT		VALIDATION																RANK STATUS	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/13/2011	3/20/2011	3/27/2011	4/3/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type			POS. C	POS. D																											

REDACTED FOR RELEVANCE

VRT(s):

VRT(s):

Created By: ahsu

CONCERN GENERAL INFORMATION												CONCERN STAT		VALIDATION																		RANK STATUS	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/13/2011	3/20/2011	3/27/2011	4/3/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type			POS. C	POS. D																											

Function(s): F2-CHASSIS
Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION
Plant(s):
Concern Open — Concern Open Date To:
Action: — Type:
Action Date Fro — Action Date To:
Fixed Start Moc — Fixed Start Model Year To:
P-D-SD-SP(s):
Lead Organizat
Primary Indicat
Affected Popul
Origination Sou
Top CCC From 1 Top 20
Top WAR From 1 Top 20
Top GQR From 1 Top 20
Top QLS From: 1 Top 20
Top Other Fron 0 Top 0
Part(Item): ###
Repair: ###
Concern Type: ###
PositionA: ###
PositionB: ###

CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.
CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

Created By: ahsu

BSAQ CURRENT MODEL QUALITY TRACKING

T TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX GQR

VEH

U2 - EXPLORER (NA-CAP)

F2-CHASSIS

GLOBAL - 04-Apr-2011 10.21.14

CONCERN GENERAL INFORMATION												CONC ERN STAT		VALIDATION																	RANK STATU S	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/13/2011	3/20/2011	3/27/2011	4/3/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type			POS. C	POS. D																											

ENDOFDATA

ENDOFDATA

Origination/Validation Source: ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
Concern Status: UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
Process-Design-Supplier: P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line C: U2-EXPLORER (NA-CAP)
Region(s):
Market(s):
Assembly Plant(s):
VFG(s):
VRT(s):
Function(s): F2-CHASSIS
Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION
Plant(s):
Concern Open: Concern Open Date To:
Action: Type:
Action Date Fro: Action Date To:
Fixed Start Moc: Fixed Start Model Year To:
P-D-SD-SP(s):
Lead Organizat:
Primary Indicat:
Affected Popula:
Origination Sou:
Top CCC From 1 Top 20

Created By: ahsu

CONCERN GENERAL INFORMATION											CONC ERN STAT		VALIDATION																		RANK STATUS	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/13/2011	3/20/2011	3/27/2011	4/3/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type			POS. C	POS. D																										

Top WAR From 1 Top 20
Top GQR From 1 Top 20
Top QLS From: 1 Top 20
Top Other From 0 Top 0

Part(Item): ###
Repair: ###
Concern Type: ###

CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.

CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

BSAQ CURRENT MODEL QUALITY TRACKING
VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX QLS
VEH
U2 - EXPLORER (NA-CAP)
F2-CHASSIS
GLOBAL - 04-Apr-2011 10.21.14

CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION							CONC ERN STAT		VALIDATION																		RANK STATUS	
							Phase 1			Phase 2		Phase 3																															
Rank	Part (Item) Concern / Concern Type Position A, B, C, D	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/13/2011	3/20/2011	3/27/2011	4/3/2011	Last 4 WKS	Last 4 MCPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Con Ty POS POS					Cp/C								Bef	Aft																												

REDACTED FOR RELEVANCE

PE12-017 006559

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																				RANK STATUS	
												Phase 1			Phase 2		Phase 3																															
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/13/2011	3/20/2011	3/27/2011	4/3/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type			POS. C	POS. D												Before	After																									

REDACTED FOR RELEVANCE

PE12-017 006560

CONCERN GENERAL INFORMATION					CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						VALIDATION																										RANK STATUS	
									Phase 1			Phase 2		Phase 3																																							
Rank	Part (Item) Concern / Concern Type Position A, B, C, D				Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/13/2011	3/20/2011	3/27/2011	4/3/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type		POS. C	POS. D		Cp/CpK								Before	After																															
	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant																																														

ENDOFDATA

ENDOFDATA

Source Validation C = Containment P = PCAI B = Both

Origination/Validation Source: ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW

Concern Status: UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED

Process-Design-Supplier: P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line Gr U2-EXPLORER (NA-CAP)
Region(s):
Market(s):
Assembly Plant(s):
VFG(s):
VRT(s):
Function(s): F2-CHASSIS
Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION
Plant(s):
Concern Open D Concern Open Date To:
Action: Type:
Action Date Fro Action Date To:
Fixed Start Mod Fixed Start Model Year To:
P-D-SD-SP(s):
Lead Organizati
Primary Indicato
Affected Popula
Origination Sour
Top CCC From: 1 Top 20
Top WAR From: 1 Top 20
Top GQR From: 1 Top 20
Top QLS From: 1 Top 20
Top Other From 0 Top 0
Part(Item): ### CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.
Repair: ### CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

BSAQ CURRENT MODEL QUALITY TRACKING
VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX Other Sort
VEH
U2 - EXPLORER (NA-CAP)
F2-CHASSIS
GLOBAL - 04-Apr-2011 10.21.14

CONCERN GENERAL INFORMATION							CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION							CONC ERN STAT		VALIDATION																		RANK STATUS	
											Phase 1			Phase 2		Phase 3																														
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability		Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/13/2011	3/20/2011	3/27/2011	4/3/2011	Last 4 WKS	Last 4 MCPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type			POS.C	POS.D					Cp/Cpk							Before	After																									

ENDOFDATA

ENDOFDATA

Source Validation C = Containment P = PCAI B = Both

Origination/Validation Source: ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
Concern Status: UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
Process-Design-Supplier: P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line Gr U2-EXPLORER (NA-CAP)
Region(s):
Market(s):
Assembly Plant(s):
VFG(s):
VRT(s):
Function(s): F2-CHASSIS
Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION
Plant(s):
Concern Open D Concern Open Date To:
Action: Type:
Action Date Fro Action Date To:
Fixed Start Mod Fixed Start Model Year To:
P-D-SD-SP(s):
Lead Organizati
Primary Indicato
Affected Popula
Origination Sour
Top CCC From: 1 Top 20
Top WAR From: 1 Top 20
Top GQR From: 1 Top 20
Top QLS From: 1 Top 20
Top Other From 0 Top 0
Part(Item): ### CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.
Repair: ### CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

BSAQ CURRENT MODEL QUALITY TRACKING
VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX CCC
VEH
U2 - EXPLORER (NA-CAP)
F2-CHASSIS
GLOBAL - 04-Apr-2011 10.21.14

CCC Type Records						CONC ERN STAT			CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																		RANK STATUS	
													Phase 1			Phase 2		Phase 3																						
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/13/2011	3/20/2011	3/27/2011	4/3/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part (Item) Concern Type POS. C POS. D		Audits	Insp/CP	Cp/CpK								Before After																					

REDACTED FOR RELEVANCE

PE12-017 006563

PAGES 14-53 REDACTED FOR RELEVANCE

CCC Type Records					CONCERN STAT			
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item) / Concern / Type / POS. C / POS. D)
	Title: D3/U502 road	C = road damage project						
REDACTED FOR RELEVANCE								
							CAP)	
228	VRT: F02 CCC: H50,STEERING GEAR/PUMP TROUBLES Src: PVL: LPT:							
	Title: D3/U502 EPAS defective torque sensor (C200B, C200C codes) TL: LNAPOLI SAQ2011167053 PDS: SP RS: 6-SIGMA - DMAIC	C = Per supplier's 8D: Quality alert posted and explained to operators. 400% off-line visual inspection started. Verify automated on-line dimension check is operating correctly. P = Per supplier's 8D: 1. Electrical preventive maintenance to verify correct axis alignment. 2. Preventive maintenance to verify correct clamp jaw position. 3. Reduce contact area of gap set tooling. 4. Redesign of the bearing pack for the pre assembly MP fixture to obtain a more robust fixture. 5. Replace 400% visual inspection with measurable gauge for gap check at all fingers at MAO.	2011-03-18 2011-05-02	A, P	G	Y	VRT: F02 CCC: H22,H50 Src: WAR,2 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING, INPUT SHAFT
	Title: Part not returned TL: BRICHA22 SAQ2009103463 PDS: D RS: G8D	C = part not returned. P = part not returned. unable to determine root cause.	2011-03-3 2011-03-3	A, A	G	G	VRT: F02 CCC: H39 Src: WAR,1 PVL: U2-EXPLORER (NA-CAP)	ANTI-LOCK BRAKING SYSTEM SENSOR DAMAGED, RIGHT, FRONT
							VRT: F02 CCC: N58 Src: WAR,3 PVL: U2-EXPLORER (NA-CAP)	BEARING NOISY, UNKNOWN LEFT, FRONT, , REPLACED
							VRT: F02 CCC: N58 Src: WAR,1 PVL: U2-EXPLORER (NA-CAP)	BEARING NOISY, UNKNOWN RIGHT, FRONT, , REPLACED

Row	Critical X	CONTAINMENT / MAPPING: Pre-Delivery A = Audit D = Date/Text (Audits)	Dept I = Insp/CP D = Date/Text (Insp/CP)	Capability (CpCpK)	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	After	Critical X Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/13/2011	3/20/2011	3/27/2011	4/3/2011	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
Title: D3/U502 road																											B									
228																																			Y	Y
Title: D3/U502 EPAS																											C									
F02 / H22,H50															WAR	0	0	0	0	0	0	0	1	0	1	0	0						1			
Title: Part not returned																											B									
F02 / H39															WAR	0	0	0	0	0	0	0	0	1	0	0	0						1			
F02 / N58 (WAR,3)															WAR	0	0	0	0	0	0	0	0	2	0	0	1						3			
F02 / N58 (WAR,1)															WAR	0	0	0	0	0	0	0	0	1	0	0	0						1			

CCC Type Records					CONC ERN STAT			CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																RANK STATUS	
												Phase 1			Phase 2		Phase 3																					
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	2010Q4	2010Q5	2010Q6	2010Q7	2010Q8	2010Q9	2010Q10	2010Q11	2010Q12	2011Q1	2011Q2	2011Q3	3/13/2011	3/20/2011	3/27/2011	4/3/2011	Last 4 WKS	Last 4 MOP'S	MYTD	Containment Status	Permanent Corrective Status
										Audits	Insp/CP	Cp/CpK								Before	After																			
			1 1				VRT: F02 CCC: B65 Src: WAR,1 PVL: U2-EXPLORER (NA-CAP)	WHEEL COVER LOOSE, , , ,														WAR	0	0	0	0	0	0	0	0	0	1	0	0						1		
							VRT: F02 CCC: TB6 Src: WAR,1 PVL: U2-EXPLORER (NA-CAP)	TIRE LEAK - AIR, RIGHT, REAR, HANKOOK, #28														WAR	0	0	0	0	0	0	0	0	1	0	0	0						1		
							VRT: F02 CCC: TA2 Src: WAR,1 PVL: U2-EXPLORER (NA-CAP)	TIRE LEAK - AIR, RIGHT, FRONT, HANKOOK, #28														WAR	0	0	0	0	0	0	0	0	1	0	0	0						1		
	Title: U502 C139 spread terminal stop ship project TL: BJACKSON SAQ2011160778 PDS: P RS: G8D	C = replace abs activation wand pins on all brake evac / fill stations with hardened pins that resist bending. P = Latest direction is to have dedicated evac/fill terminals within C139 connector that the vehicle does not use. This way, if a terminal spreads, it will not have an effect at the vehicle level. Proposed 2013MY action.	2011-01-23 2011-12-01	A, P	Y	Y																								C								
							VRT: None CCC: None Src: WAR,0 PVL: None LPT: AD-CHICAGO PLANT	UNDERHOOD LOOM TERMINAL DAMAGE, SPREAD , , , C 139														WAR	0	0	0	0	0	0	0	0	0	0	0	0						0		
	Title: EPAS B3A motor relay contamination (U3000, U2011 codes) TL: JHARR176 SAQ2011161617 PDS: SP RS: JUST DO IT	C = 1. PUMA tool testing at TRW Marion EPAS gear assembly plant to detect B3A type motor relay contamination. 2. Doduco rivets built but not used at Tyco sent back to Doduco to re-clean through Sulfuric Acid wash. 3. Gear assys built with suspect Doduco contacts being quarantined at TRW and will not be shipped to CAP. P = Identify and implement process improvements to prevent contamination of EPAS electronics. 1. 5 micron filter added to rivet vacuum holder tube to prevent magnesium contamination to contacts at tier 3 supplier Duduco week 48 of 2010. 2. Better controls on bucket use at Doduco to avoid cross-contamination including washing empty bucket prior to each use. 3. Improve wash process at Doduco and Tyco.	2011-03-18 2011-05-27	A, P	G	Y																								C								
							VRT: F02 CCC: H22,H50,N58 Src: WAR,8 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING,														WAR	0	0	0	0	0	0	0	0	2	1	3	2	0					6		
									Contamination	A: M10 GFCPA D: 2011-01-03 2011-01-03		N/A N/A							7	G																				
	Title: D-car/U502 EPAS NEGATIVE project TL: LNAPOLI SAQ2011167288 PDS: P RS: GLIDEPATH AD JUST	C = Adjust steering V87 glidepath NEGATIVE to account for EPAS gear problems in MY2011 D-car and U502. P = Adjust steering V87 glidepath NEGATIVE to account for EPAS gear problems in MY2011 D-car and U502.	2011-03-21 2011-03-21	A, A	G	G																								B								
	Title: D3/U5 chassis no problem found project TL: BJACKSON SAQ2010153677 PDS: D RS: JUST DO IT	C = no problem found P = no problem found																												B								
							VRT: F02 CCC: H50 Src: WAR,1 PVL: U2-EXPLORER (NA-CAP)	STEERING RACK DISLIKE, UNKNOWN , , ,														WAR	0	0	0	0	0	0	0	0	1	0	0	0	0					0		
							VRT: F02 CCC: B65 Src: WAR,1 PVL: U2-EXPLORER (NA-CAP)	TIRE DISLIKE, CONTENT OR FEATURE BOTH L R, BOTH F R, HANKOOK, #28														WAR	0	0	0	0	0	0	0	0	1	0	0	0	0					0		
			2011-02-21 2011-02-21	A, A	G	G	VRT: F02 CCC: B65 Src: WAR,1 PVL: U2-EXPLORER (NA-CAP)	VEHICLE IMPROPER LOCATION, , , ,														WAR	0	0	0	0	0	0	0	0	1	0	0	0	0					0		
							VRT: None CCC: None Src: WAR,0 PVL: None LPT: AD-CHICAGO PLANT	WHEEL BEARING NOISY, UNKNOWN LEFT, FRONT, LEFT FRONT, REPLACED														WAR	0	0	0	0	0	0	0	0	0	0	0	0	0					0		

CCC Type Records					CONCERN STAT.				CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION			VALIDATION																		RANK STATUS	
													Phase 1			Phase 2		Phase 3																								
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200904	200905	200906	200907	200908	200909	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	CpCpK								Before	After																							
							VRT: F02 CCC: H19,H39 Src: WAR,3 PVL: U2-EXPLORER (NA-CAP)	ANTI-LOCK BRAKING SYSTEM MODULE IMPROPER FUNCTION														WAR	0	0	0	0	0	0	1	0	1	1	0	0						2			
							VRT: F02 CCC: H15 Src: WAR,1 PVL: U2-EXPLORER (NA-CAP)	BRAKE PEDAL SOFT, , , , NO PROBLEM FOUND														WAR	0	0	0	0	0	0	0	1	0	0	0	0						0			

ENDOFDATA

Source Validation C = Containment P = PCAI B = Both

Origination/Validation Source: ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW

Concern Status: UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED

Process-Design-Supplier: P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line Grouping: U2-EXPLORER (NA-CAP)

Region(s):

Market(s):

Assembly Plant(s):

VFG(s):

VRT(s):

Function(s): F2-CHASSIS

Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION

Plant(s):

Concern Open Date From: Concern Open Date To:

Action: Type:

Action Date From: Action Date To:

Fixed Start Model Year From: Fixed Start Model Year To:

P-D-SD-SP(s):

Lead Organization(s):

Primary Indicator(s):

Affected Population Model Year(s):

Origination Source(s):

Top CCC From: 1 Top 20

Top WAR From: 1 Top 20

Top GQR From: 1 Top 20

Top QLS From: 1 Top 20

Top Other From: 0 Top 0

Part(Item): TRUE CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.

Repair: TRUE CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

PE12-017 006567

Top Warranty From: 1 Top Warranty To: 20

BSAQ CURRENT MODEL QUALITY TRACKING
VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX Warranty
VEH
U2 - EXPLORER (NA-CAP)
V87-STEERING
GLOBAL - 28-Mar-2011 04.47.25

CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING				PROCESS VALIDATION Phase 1			PROCESS VALIDATION Phase 2		PROCESS VALIDATION Phase 3		VALIDATION VERIFICATION							CONCERN STAT	
Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS. C, POS. D)	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / Cp/Cpk	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status
1	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING,	VRT: F02 CCC: H22,H50,N58 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING,	VRT: F02 CCC: H22,H50,N58 Src: WAR,9 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT	Contamination	A: M10 GFCPA D: 2011-01-03 2011-01-03		N/A N/A								7		G	Title: EPAS B3A motor relay contamination (U3000, U2011 codes) TL: RMROZEK SAQ2011161617 PDS: SP RS: JUST DO IT	C = PUMA tool testing at TRW Marion EPAS gear assembly plant to detect B3A type motor relay contamination. P = Identify and implement process improvements to prevent contamination of EPAS electronics. 5 micron filter added to rivet vacuum holder tube to prevent magnesium contamination to contacts at tier 3 supplier Duduco week 48 of 2010.	2011-02-22 2011-04-18	A P	G	Y
	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING,	VRT: F02 CCC: H22,H50,N58 Src: WAR,9 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT															Title: D3/U502 EPAS defective torque sensor (C200B, C200C codes) TL: LNAPOLI SAQ2011167053 PDS: SP RS: 6-SIGMA - DMAIC	C = Per supplier's 8D: Quality alert posted and explained to operators. 100% off-line visual inspection started. Verify automated on-line dimension check is operating correctly. P = Per supplier's 8D: Electrical preventive maintenance to verify correct axis alignment. Preventive maintenance to verify correct clamp jaw position. 100% visual end of line check. Reduce contact area of gap set tooling.	2011-03-18 2011-03-21	A P	G	Y
2	BEARING	VRT: F02																				

Rank	Item	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS Containment Status	RANK STATUS Permanent Corrective Status
1	STEERING RACK	WAR	0	0	0	0	0	0	0	2	1	4	2	0						7		G	Y
	STEERING RACK (EPAS B3A motor relay contamination)												C										
		WAR	0	0	0	0	0	0	0	2	1	4	2	0						7			
	STEERING RACK (D3/U502 EPAS defective torque sensor)													B									
		WAR	0	0	0	0	0	0	0	2	1	4	2	0						7			
2	BEARING	WAR	0	0	0	0	0	0	0	0	2	0	0	0						2		G	G

REDACTED FOR RELEVANCE

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONCERN STAT		VALIDATION																				RANK STATUS	
	Part (Item) Concern / Concern Type Position A, B, C, D												Phase 1			Phase 2		Phase 3		Replicated Internal Indicator																												
Rank	Part(Item)	Concern	Type			POS. C	POS. D	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / Cp/CpK	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Before	After	Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status

REDACTED FOR RELEVANCE

ENDOFDATA

ENDOFDATA

Source Validation: C = Containment | P = PCAI | B = Both

Origination/Validation Source: ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW

Concern Status: UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED

Process-Design-Supplier: P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line Gı U2-EXPLORER (NA-CAP)

Region(s):

Market(s):

Assembly Plant(s):

VFG(s): V87-STEERING

VRT(s):

Function(s):

Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION

Plant(s):

Concern Open [Concern Open Date To:

Action: Type:

Action Date Fro Action Date To:

Fixed Start Mod Fixed Start Model Year To:

P-D-SD-SP(s):

Lead Organizati

Primary Indicato

Affected Popula

Origination Sour

Top CCC From: 1 Top 20

Top WAR From: 1 Top ' 20

Top GQR From: 1 Top 20

Top QLS From: 1 Top 20

Top Other From 0 Top 0

Part(Item): ### CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.

Repair: ### CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

Concern Type: ###

PositionA: ###

BSAQ CURRENT MODEL QUALITY TRACKING
VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX GQR
VEH
U2 - EXPLORER (NA-CAP)
V87-STEERING
GLOBAL - 28-Mar-2011 04.47.25

CONCERN GENERAL INFORMATION							CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION							CONC ERN STAT		VALIDATION																		RANK STATUS	
											Phase 1			Phase 2		Phase 3																												
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability		Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MCPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type		POS.C	POS.D					Cp/CpK									Before	After																									
1	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING,						VRT: F02 CCC: H50 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				GQR	0	0	0	0	0	0	0	0	1	0	0	0							1	R	R

ENDOFDATA

ENDOFDATA

Source Validation C = Containment P = PCAI B = Both

Origination/Validation Source: ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
Concern Status: UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
Process-Design-Supplier: P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line Gr U2-EXPLORER (NA-CAP)
Region(s):
Market(s):
Assembly Plant(s):
VFG(s): V87-STEERING
VRT(s):
Function(s):
Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION
Plant(s):
Concern Open D Concern Open Date To:
Action: Type:
Action Date Fro Action Date To:
Fixed Start Mod Fixed Start Model Year To:
P-D-SD-SP(s):
Lead Organizati
Primary Indicato
Affected Popula
Origination Sour
Top CCC From: 1 Top 20
Top WAR From: 1 Top 20
Top GQR From: 1 Top 20
Top QLS From: 1 Top 20
Top Other From 0 Top 0
Part(Item): ### CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.
Repair: ### CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

PE12-017 006570

BSAQ CURRENT MODEL QUALITY TRACKING
VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX QLS
VEH
U2 - EXPLORER (NA-CAP)
V87-STEERING
GLOBAL - 28-Mar-2011 04.47.25

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONCERN STAT		VALIDATION																		RANK STATUS	
												Phase 1			Phase 2		Phase 3																												
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability		Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MCPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type			POS.C	POS.D				Cp/Cpk								Before	After																									

REDACTED FOR RELEVANCE

PE12-017 006571

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION							CONC ERN STAT		VALIDATION																				RANK STATUS	
												Phase 1			Phase 2		Phase 3																																	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability		Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status	
	Part(Item)	Concern	Type			POS. C	POS. D				Cp/CpK								Before	After																												
REDACTED FOR RELEVANCE																																															

No Data

No Data

Created By: eande181

PE12-017 006572

CONCERN GENERAL INFORMATION					CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						VALIDATION																									RANK STATUS	
									Phase 1			Phase 2		Phase 3																																						
Rank	Part (Item) Concern / Concern Type Position A, B, C, D				Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status	
	Part(Item)	Concern	Type		POS. C	POS. D		Cp/CpK								Before	After																															
ENDOFDATA																			ENDOFDATA																														

Source Validation C = Containment P = PCAI B = Both

Origination/Validation Source: ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
Concern Status: UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
Process-Design-Supplier: P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line Gr U2-EXPLORER (NA-CAP)
Region(s):
Market(s):
Assembly Plant(s):
VFG(s): V87-STEERING
VRT(s):
Function(s):
Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION
Plant(s):
Concern Open D Concern Open Date To:
Action: Type:
Action Date Fro Action Date To:
Fixed Start Mod Fixed Start Model Year To:
P-D-SD-SP(s):
Lead Organizati
Primary Indicato
Affected Popula
Origination Sour
Top CCC From: 1 Top 20
Top WAR From: 1 Top 20
Top GQR From: 1 Top 20
Top QLS From: 1 Top 20
Top Other From 0 Top 0
Part(Item): ### CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.
Repair: ### CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

BSAQ CURRENT MODEL QUALITY TRACKING
VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX Other Sort
VEH
U2 - EXPLORER (NA-CAP)
V87-STEERING
GLOBAL - 28-Mar-2011 04.47.25

CONCERN GENERAL INFORMATION							CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONCERN STAT			VALIDATION																				RANK STATUS	
											Phase 1			Phase 2		Phase 3																															
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability		Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MCPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type			POS.C	POS.D				Cp/CpK								Before	After																											

ENDOFDATA

ENDOFDATA

Source Validation C = Containment P = PCAI B = Both

Origination/Validation Source: ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
Concern Status: UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
Process-Design-Supplier: P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line Gr U2-EXPLORER (NA-CAP)
Region(s):
Market(s):
Assembly Plant(s):
VFG(s): V87-STEERING
VRT(s):
Function(s):
Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION
Plant(s):
Concern Open D Concern Open Date To:
Action: Type:
Action Date Fro Action Date To:
Fixed Start Mod Fixed Start Model Year To:
P-D-SD-SP(s):
Lead Organizati
Primary Indicato
Affected Popula
Origination Sour
Top CCC From: 1 Top 20
Top WAR From: 1 Top 20
Top GQR From: 1 Top 20
Top QLS From: 1 Top 20
Top Other From 0 Top 0
Part(Item): ### CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.
Repair: ### CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

PE12-017 006574

BSAQ CURRENT MODEL QUALITY TRACKING
VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX CCC
VEH
U2 - EXPLORER (NA-CAP)
V87-STEERING
GLOBAL - 28-Mar-2011 04.47.25

CCC Type Records						CONC ERN STAT		VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D					CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																						RANK STATUS	
																		Phase 1			Phase 2		Phase 3																													
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status			Part (Item)	Concern	Type			Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Source	200904	200905	200906	200907	200908	200909	200910	200911	200912	201001	201002	201003	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
									POS. C	POS. D					Audits	Insp/CP	Cp/CpK								Before	After																							
56	VRT: E02																																														RL	Y

REDACTED FOR RELEVANCE

PE12-017 006575

CCC Type Records					CONCERN STAT				CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION		
													Phase 1			Phase 2		Phase 3				
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item), Concern, Type, POS. C, POS. D)	Critical X	Pre-Delivery A = Audit D = Date/Text / Audits	Dept I = Insp/CP D = Date/Text / Insp/CP	Capability / CpCpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator: Before	Replicated Internal Indicator: After	Critical X Status
	project						VRT: F02	STEERING RACK														
REDACTED FOR RELEVANCE																						
105	VRT: F02 CCC: H22,STEERING REQUIRES EXTRA OR UNEVEN EFFORT Src: PVL: LPT:																					
	Title: D3/U502 EPAS defective torque sensor (C200B, C200C codes) TL: LNAPOLI SAQ2011167053 PDS: SP RS: 6-SIGMA - DMAIC	C = Per supplier's 8D: Quality alert posted and explained to operators. 100% off-line visual inspection started. Verify automated on-line dimension check is operating correctly. P = Per supplier's 8D: Electrical preventive maintenance to verify correct axis alignment. Preventive maintenance to verify correct clamp jaw position. 100% visual end of line check. Reduce contact area of gap set tooling.	2011-03-18 2011-03-21	A, P	G	Y	VRT: F02 CCC: H22,H50,N58 Src: WAR,9 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING,														
	Title: EPAS B3A motor relay contamination (U3000, U2011 codes) TL: RMROZEK SAQ2011161617 PDS: SP RS: JUST DO IT	C = PUMA tool testing at TRW Marion EPAS gear assembly plant to detect B3A type motor relay contamination. P = Identify and implement process improvements to prevent contamination of EPAS electronics. 5 micron filter added to rivet vacuum holder tube to prevent magnesium contamination to contacts at tier 3 supplier Duduco week 48 of 2010.	2011-02-22 2011-04-18	A, P	G	Y	VRT: F02 CCC: H22,H50,N58 Src: WAR,9 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING,	Contamination	A: M10 GFCPA D: 2011-01-03 2011-01-03		N/A N/A								7		G
	Title: Part not returned TL: BRICHA22 SAQ2009103463 PDS: D RS: G8D	C = part not returned. P = part not returned. unable to determine root cause.			G		VRT: F02 CCC: N58 Src: WAR,2 PVL: U2-EXPLORER (NA-CAP)	BEARING NOISY, UNKNOWN , , ,														

Row	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	36/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
project	WAR	0	0	0	0	0	0	0	1	0	0	0	0						0			
105																					G	Y
D3/U502 EPAS													B									
D3/U502 EPAS	WAR	0	0	0	0	0	0	0	2	1	4	2	0						7			
EPAS B3A motor												C										
EPAS B3A motor	WAR	0	0	0	0	0	0	0	2	1	4	2	0						7			
Part not returned												B										
Part not returned	WAR	0	0	0	0	0	0	0	0	2	0	0	0						2			

CCC Type Records					CONCERN STAT.			CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION															RANK STATUS	
												Phase 1			Phase 2		Phase 3																		
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MOP'S	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	CpCpK							Before After																				

REDACTED FOR RELEVANCE

PE12-017 006577

CCC Type Records					CONCERN STAT.			CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																RANK STATUS	
												Phase 1			Phase 2		Phase 3																				
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D				Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200904	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MOP'S	MYTD	Containment Status	Permanent Corrective Status
								Part(Item)	Concern	Type	POS. C	POS. D		Audits	Insp/CP	CpCpK							Before	After																				
TL: BRICHA22	P = part not returned. unable to determine root cause.																																												

REDACTED FOR RELEVANCE

CCC Type Records				CONCERN STAT					CONTAINMENT / MAPPING				PROCESS VALIDATION Phase 1			Phase 2		Phase 3		VALIDATION VERIFICATION			VALIDATION																				RANK STATUS	
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS. C / POS. D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability CpCpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	After	Critical X Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status

REDACTED FOR RELEVANCE

	Src: PVL: LPT:																																											
	Title: D3/U502 EPAS defective torque sensor (C200B, C200C codes) TL: LNAPOLI SAQ2011167053 PDS: SP RS: 6-SIGMA - DMAIC	C = Per supplier's 8D: Quality alert posted and explained to operators. 100% off-line visual inspection started. Verify automated on-line dimension check is operating correctly. P = Per supplier's 8D: Electrical preventive maintenance to verify correct axis alignment. Preventive maintenance to verify correct clamp jaw position. 100% visual end of line check. Reduce contact area of gap set tooling.	2011-03-18 2011-03-21	A, P	G	Y																													B									
							VRT: F02 CCC: H22,H50,N58 Src: WAR,9 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING,															WAR	0	0	0	0	0	0	0	2	1	4	2	0						7			
	Title: U502 C139 spread terminal stop ship project	C = replace abs activation wand pins on all brake evac / fill stations with hardened pins that resist bending. P = Latest direction is to have dedicated evac/fill																														C											

PE12-017 006579

CCC Type Records					CONCERN STAT.			CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																				RANK STATUS	
												Phase 1			Phase 2		Phase 3																								
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D				Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200904	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MOP'S	MYTD	Containment Status	Permanent Corrective Status
								Part(Item)	Concern	Type				POS. C	POS. D							Before	After																			
													Audits			Insp/CP																										
															CpCpK																										

REDACTED FOR RELEVANCE

PE12-017 006580

CCC Type Records					CONCERN STAT.			CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																RANK STATUS	
												Phase 1			Phase 2		Phase 3																				
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D				Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item)	Concern	Type	POS. C	POS. D		Audits	Insp/CP	CpCpK							Before	After																			

REDACTED FOR RELEVANCE

ENDOFDATA

Source Validation C = Containment P = PCAI B = Both

Origination/Validation Source:	ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
Concern Status:	UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
Process-Design-Supplier:	P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS
Vehicle Line(s) / Vehicle Line Grouping:	U2-EXPLORER (NA-CAP)
Region(s):	
Market(s):	
Assembly Plant(s):	
VFG(s):	V87-STEERING
VRT(s):	
Function(s):	
Status(s):	CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION
Plant(s):	
Concern Open Date From:	Concern Open Date To:
Action:	Type:
Action Date From:	Action Date To:
Fixed Start Model Year From:	Fixed Start Model Year To:
P-D-SD-SP(s):	
Lead Organization(s):	
Primary Indicator(s):	
Affected Population Model Year(s):	
Origination Source(s):	
Top CCC From:	1 Top 20
Top WAR From:	1 Top 20
Top GQR From:	1 Top 20
Top QLS From:	1 Top 20
Top Other From:	0 Top 0
Part(Item):	TRUE CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.
Repair:	TRUE CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

PE12-017 006581

Top Warranty From: 1 Top Warranty To: 20

BSAQ CURRENT MODEL QUALITY TRACKING
VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX Warranty
VEH
U2 - EXPLORER (NA-CAP)
V87-STEERING
GLOBAL - 29-Mar-2011 12.32.07

Rank	CONCERN GENERAL INFORMATION: Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS. C, POS. D)	VRT = Function/VRT; CCC - Cust. Concern Code; Src = Origin. Source, Count; PVL = Paynter Vehicle Lines; LPT = Linked Plant	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / Cp/Cpk	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	After	Critical X Status	TL = Team Leader; SAQ Number; PDS = Process /Supply/Design; RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	CONCERN STAT: Containment Status	Permanent Corrective Status
1	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING,	VRT: F02 CCC: H22,H50,N58 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING,	VRT: F02 CCC: H22,H50,N58 Src: WAR,7 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT	Contamination	A: M10 GFCPA D: 2011-01-03 2011-01-03		N/A N/A								7		G	Title: EPAS B3A motor relay contamination (U3000, U2011 codes) TL: RMROZEK SAQ2011161617 PDS: SP RS: JUST DO IT	C = PUMA tool testing at TRW Marion EPAS gear assembly plant to detect B3A type motor relay contamination. P = Identify and implement process improvements to prevent contamination of EPAS electronics. 5 micron filter added to rivet vacuum holder tube to prevent magnesium contamination to contacts at tier 3 supplier Duduco week 48 of 2010.	2011-02-22 2011-04-18	A P	G	Y

REDACTED FOR RELEVANCE

Rank	CONCERN GENERAL INFORMATION	VRT / CCC / Src / PVL / LPT	Critical X	Pre-Delivery	Dept	Capability	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Before	After	Critical X Status	TL / SAQ / PDS / RS	(C) / (P)	Date	A-Actual	Containment Status	Permanent Corrective Status
4	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING, INPUT SHAFT	VRT: F02 CCC: H22,H50 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
																		C = Per supplier's 8D: Quality alert posted and				

VALIDATION

Rank	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
1	WAR	0	0	0	0	0	0	0	1	1	3	2	0						6		G	Y
												C										
	WAR	0	0	0	0	0	0	0	1	1	3	2	0						6			
4	WAR	0	0	0	0	0	0	0	1	0	1	0	0						1		G	Y
													C									

CONCERN GENERAL INFORMATION							CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																				RANK STATUS	
											Phase 1			Phase 2		Phase 3																															
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability		Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	36/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type			POS. C	POS. D				Cp/CpK									Before	After																									
	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING, INPUT SHAFT							VRT: F02 CCC: H22,H50 Src: WAR,2 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT																Title: D3/U502 EPAS defective torque sensor (C200B, C200C codes) TL: LNAPOLI SAQ2011167053 PDS: SP RS: 6-SIGMA - DMAIC	explained to operators. 400% off-line visual inspection started. Verify automated on-line dimension check is operating correctly. P = Per supplier's 8D: 1. Electrical preventive maintenance to verify correct axis alignment. 2. Preventive maintenance to verify correct clamp jaw position. 3. Reduce contact area of gap set tooling. 4. Redesign of the bearing pack for the pre assembly MP fixture to obtain a more robust fixture. 5. Replace 400% visual inspection with measurable gauge for gap check at all fingers at MAO.	2011-03-18 2011-05-02	A P	G	Y	WAR	0	0	0	0	0	0	1	0	1	0	0						1			
								LPT: AD-CHICAGO PLANT															RS: JUST DO IT																									

REDACTED FOR RELEVANCE

ENDOFDATA

ENDOFDATA

Source Validation C = Containment P = PCAI B = Both

Origination/Validation Source: ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
Concern Status: UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
Process-Design-Supplier: P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line Gi U2-EXPLORER (NA-CAP)
Region(s):
Market(s):
Assembly Plant(s):
VFG(s): V87-STEERING
VRT(s):
Function(s):
Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION
Plant(s):
Concern Open I Concern Open Date To:
Action: Type:
Action Date Fro Action Date To:
Fixed Start Mod Fixed Start Model Year To:
P-D-SD-SP(s):
Lead Organizati
Primary Indicato
Affected Popula
Origination Sou
Top CCC From: 1 Top 20

Created By: eande181

PE12-017 006583

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION					CONC ERN STAT		VALIDATION																		RANK STATUS	
												Phase 1			Phase 2		Phase 3																												
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3&6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type			POS. C	POS. D				Cp/CpK								Before	After																								
Top WAR From:	1	Top	20																																								
Top GQR From:	1	Top	20																																								
Top QLS From:	1	Top	20																																								
Top Other From	0	Top	0																																								
Part(Item):	###							CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.																																							
Repair:	###							CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.																																							
Concern Type:	###																																											
PositionA:	###																																											
PositionB:	###																																											

BSAQ CURRENT MODEL QUALITY TRACKING
VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX GQR
VEH
U2 - EXPLORER (NA-CAP)
V87-STEERING
GLOBAL - 29-Mar-2011 12.32.07

CONCERN GENERAL INFORMATION							CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION							CONCERN STAT		VALIDATION																		RANK STATUS	
											Phase 1			Phase 2		Phase 3																												
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability		Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	20100 4	20100 5	20100 6	20100 7	20100 8	20100 9	20101 0	20101 1	20101 2	20101 01	20101 02	20101 03	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MCPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type			POS. C	POS. D					Cp/Cpk							Before	After																									
1	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING,							VRT: F02 CCC: H50 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																		GQR	0	0	0	0	0	0	0	1	0	0	0							1	R	R

ENDOFDATA

ENDOFDATA

Source Validation C = Containment P = PCAI B = Both

Origination/Validation Source: ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
Concern Status: UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
Process-Design-Supplier: P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line Gr U2-EXPLORER (NA-CAP)
Region(s):
Market(s):
Assembly Plant(s):
VFG(s): V87-STEERING
VRT(s):
Function(s):
Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION
Plant(s):
Concern Open D Concern Open Date To:
Action: Type:
Action Date Fro Action Date To:
Fixed Start Mod Fixed Start Model Year To:
P-D-SD-SP(s):
Lead Organizati
Primary Indicato
Affected Popula
Origination Sour
Top CCC From: 1 Top 20
Top WAR From: 1 Top 20
Top GQR From: 1 Top 20
Top QLS From: 1 Top 20
Top Other From 0 Top 0
Part(Item): ### CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.
Repair: ### CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

PE12-017 006585

BSAQ CURRENT MODEL QUALITY TRACKING
VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX QLS
VEH
U2 - EXPLORER (NA-CAP)
V87-STEERING
GLOBAL - 29-Mar-2011 12.32.07

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONCERN STAT			VALIDATION																				RANK STATUS	
												Phase 1			Phase 2		Phase 3																																	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability		Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MCPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type			POS.C	POS.D				Cp/Cpk								Before	After																												

REDACTED FOR RELEVANCE

PE12-017 006586

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION					CONC ERN STAT		VALIDATION																				RANK STATUS	
												Phase 1			Phase 2		Phase 3																														
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type			POS. C	POS. D				Cp/CpK								Before	After																										

REDACTED FOR RELEVANCE

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION Phase 1			Phase 2		Phase 3		VALIDATION VERIFICATION						CONC ERN STAT			VALIDATION																			RANK STATUS	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D: Part(Item)	Concern	Type			POS. C	POS. D	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	After	Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status

ENDOFDATA

ENDOFDATA

Source Validation C = Containment P = PCAI B = Both

Origination/Validation Source: ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
Concern Status: UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
Process-Design-Supplier: P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line Gı U2-EXPLORER (NA-CAP)
Region(s):
Market(s):
Assembly Plant(s):
VFG(s): V87-STEERING
VRT(s):
Function(s):
Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION
Plant(s):
Concern Open [Concern Open Date To:
Action: Type:
Action Date Fro Action Date To:
Fixed Start Mod Fixed Start Model Year To:
P-D-SD-SP(s):
Lead Organizati
Primary Indicatc
Affected Popula
Origination Sour
Top CCC From: 1 Top 20
Top WAR From: 1 Top 20
Top GQR From: 1 Top 20
Top QLS From: 1 Top 20
Top Other From 0 Top 0
Part(Item): ### CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.
Repair: ### CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

BSAQ CURRENT MODEL QUALITY TRACKING
VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX Other Sort
VEH
U2 - EXPLORER (NA-CAP)
V87-STEERING
GLOBAL - 29-Mar-2011 12.32.07

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONCERN STAT			VALIDATION																							RANK STATUS	
												Phase 1			Phase 2		Phase 3																																			
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability		Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MCPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type			POS. C	POS. D				Cp/CpK								Before	After																													

ENDOFDATA

ENDOFDATA

Source Validation C = Containment P = PCAI B = Both

Origination/Validation Source: ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
Concern Status: UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
Process-Design-Supplier: P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line Gr U2-EXPLORER (NA-CAP)
Region(s):
Market(s):
Assembly Plant(s):
VFG(s): V87-STEERING
VRT(s):
Function(s):
Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION
Plant(s):
Concern Open D Concern Open Date To:
Action: Type:
Action Date Fro Action Date To:
Fixed Start Mod Fixed Start Model Year To:
P-D-SD-SP(s):
Lead Organizati
Primary Indicato
Affected Popula
Origination Sour
Top CCC From: 1 Top 20
Top WAR From: 1 Top 20
Top GQR From: 1 Top 20
Top QLS From: 1 Top 20
Top Other From 0 Top 0
Part(Item): ### CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.
Repair: ### CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

PE12-017 006589

BSAQ CURRENT MODEL QUALITY TRACKING
VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX CCC
VEH
U2 - EXPLORER (NA-CAP)
V87-STEERING
GLOBAL - 29-Mar-2011 12.32.07

CCC Type Records						CONC ERN STAT			CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																RANK STATUS	
													Phase 1			Phase 2		Phase 3																				
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part (Item) Concern Type Position A, B, C, D		Audits	Insp/CP	Cp/Cpk							Before	After																				

REDACTED FOR RELEVANCE

PE12-017 006590

REDACTED FOR RELEVANCE

CCC Type Records					CONCERN STAT			CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																RANK STATUS	
												Phase 1			Phase 2		Phase 3																				
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D				Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Source	200904	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MOP'S	MYTD	Containment Status	Permanent Corrective Status
								Part(Item)	Concern	Type	POS. C	POS. D		Audits	Insp/CP	Cp/CpK									Before	After																	
109	VRT: F02 CCC: H22,STEERING REQUIRES EXTRA OR UNEVEN EFFORT Src: PVL: LPT:																																			G	Y
	Title: U502 V05 - Steering Wheel Loose (SQ) TL: RSOUSA19 SAQ2011165489 PDS: SP RS: G8D	C = Team decided to ship cavity 1 only parts as an interim until we can get parts from new core pins off of both cavities. Parts shipped from Autoliv Mexico 3/1. 8 day transit time plus sequencing center time -- parts should hit CAP 3/10. Parts from cavity 1 only are starting to hit CAP 3/14 and plant is containing with find and fix inspections on IP line, at lock to lock, at S&R and at gate release. First NBN of new stock: 6726 (3/14 night shift) P = Autoliv produced new core pins for both die cavities to get parts back in spec. First parts off of new core pins to arrive at the sequencing center 3/15. Due to # of parts already at sequencing center, it will take about a week for the new parts to hit CAP after they arrive.	2011-03-14 2011-03-22	A, P	G	Y																												B				
							VRT: None CCC: None Src: WAR,0 PVL: None LPT: AD-CHICAGO PLANT	STEERING WHEEL LOOSE, , , ,																																		
																																				WAR	0	0	0	0	0	0	0	0	0	0	0	0									0		
							VRT: None CCC: None Src: GQR,0 PVL: None LPT: AD-CHICAGO PLANT	STEERING WHEEL LOOSE, , , ,																																		
																																				GQR	0	0	0	0	0	0	0	0	0	0	0	0									0		
	Title: EPAS B3A motor relay contamination (U3000, U2011 codes) TL: RMROZEK SAQ2011161617 PDS: SP RS: JUST DO IT	C = PUMA tool testing at TRW Marion EPAS gear assembly plant to detect B3A type motor relay contamination. P = Identify and implement process improvements to prevent contamination of EPAS electronics. 5 micron filter added to rivet vacuum holder tube to prevent magnesium contamination to contacts at tier 3 supplier Duduco week 48 of 2010.	2011-02-22 2011-04-18	A, P	G	Y																											C				
							VRT: F02 CCC: H22,H50,N58 Src: WAR,7 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING,																																		
																																				WAR	0	0	0	0	0	0	0	1	1	3	2	0									6		
								Contamination		A: M10 GFCPA D: 2011-01-03 2011-01-03		N/A N/A										7		G																		

Created By: eande181

PE12-017 006591

CCC Type Records					CONCERN STAT.			CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																RANK STATUS	
												Phase 1			Phase 2		Phase 3																					
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D				Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Source	200904	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item)	Concern	Type	POS. C	POS. D		Audits	Insp/CP	CpCpK							Before	After																		

REDACTED FOR RELEVANCE

Sensor (C200B; started. Verify automated on-line dimension check is

PE12-017 006592

CCC Type Records					CONCERN STAT.				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																								
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200904	200905	200906	200907	200908	200909	200910	200911	200912	201001	201002	201003	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part (Item) / Concern / Type / POS. C / POS. D		Audits	Insp/CP	CpCpK							Before / After																							

REDACTED FOR RELEVANCE

PE12-017 006593

CCC Type Records				CONC ERN STAT					CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION			VALIDATION																RANK STATUS	
													Phase 1			Phase 2		Phase 3																						
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	CpCpK								Before After																						
	Title: U38X/U502	C = Warranty Claim: VIN #: BB[redacted] Production																													B									

REDACTED FOR RELEVANCE

PE12-017 006594

CCC Type Records				CONCERN STAT											CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION			VALIDATION																				RANK STATUS	
																			Phase 1			Phase 2		Phase 3																										
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D							Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Source	201004	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item	Concern	Type			POS. C	POS. D		Audits	Insp/CP	CpCpK								Before	After																							

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

CCC Type Records					CONC ERN STAT.		VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																							RANK STATUS	
																	Phase 1			Phase 2		Phase 3																											
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status		Part(Item)	Concern	Type		POS. C	POS. D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Audits	Insp/CP	Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Source	200904	200905	200906	200907	200908	200909	200910	200911	200912	201001	201002	201003	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
																												Before	After																			

REDACTED FOR RELEVANCE

Source Validation C = Containment P = PCAI B = Both

Origination/Validation Source: ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW

Concern Status: UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED

Process-Design-Supplier: P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line Grouping: U2-EXPLORER (NA-CAP)

Region(s):

Market(s):

Assembly Plant(s):

VFG(s): V87-STEERING

VRT(s):

Function(s):

Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION

Plant(s):

Concern Open Date From: Concern Open Date To:

Action: Type:

Action Date From: Action Date To:

Created By: eande181

PE12-017 006596

CCC Type Records					CONCERN STAT.				CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION		VALIDATION																		RANK STATUS	
													Phase 1			Phase 2		Phase 3																							
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200904	201005	201006	201007	201008	201009	201010	201011	201012	201101	201102	201103	3/6/2011	3/13/2011	3/20/2011	3/27/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	CpCpK								Before After																						

Fixed Start Model Year From: Fixed Start Model Year To:
P-D-SD-SP(s):
Lead Organization(s):
Primary Indicator(s):
Affected Population Model Year(s):
Origination Source(s):

Top CCC From:	1	Top20	
Top WAR From:	1	Top20	
Top GQR From:	1	Top20	
Top QLS From:	1	Top20	
Top Other From:	0	Top0	
Part(Item):	TRUE		CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.
Repair:	TRUE		CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

Top Warranty From: 1 Top Warranty To: 20

BSAQ CURRENT MODEL QUALITY TRACKING

VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX Warranty

VEH

U2 - EXPLORER (NA-CAP)

V87-STEERING

GLOBAL - 30-Oct-2011 11.36.49

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION								VALIDATION VERIFICATION						CONCERN STAT		VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																																	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	201109	201110	10/9/2011	10/16/2011	10/23/2011	10/30/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D					CpCpK								Before	After																											
1	POWER STEERING MODULE DEFECTIVE, , , , REPLACED							VRT: F02 CCC: H22,H50 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																					WAR	0	0	0	0	0	0	0	0	1	9	2	0						12		R	RL
																							Title: EPAS B3A motor relay contamination (U3000, U2011 codes)T210R TL: LNAPOLI SAQ2011161617 PDS: SP RS: JUST DO IT	C = 1. PUMA tool testing at TRW Marion EPAS gear assembly plant to detect B3A type motor relay contamination. 2. Doduco rivets built but not used at Tyco sent back to Doduco to re-clean through Sulfuric Acid wash. 3. Gear assys built with suspect Doduco contacts being quarantined at TRW and will not be shipped to CAP. P = Identify and implement process improvements to prevent contamination of EPAS electronics. 1. 5 micron filter added to rivet vacuum holder tube to prevent magnesium contamination to contacts at tier 3 supplier Duduco week 48 of 2010. 2. Better controls on bucket use at Doduco to avoid cross-contamination including washing empty bucket prior to each use. 3. Improve wash process at Doduco and Tyco.	2011-03-31 2011-07-12	A A	G	G						C				P																		
	POWER STEERING MODULE DEFECTIVE, , , , REPLACED							VRT: F02 CCC: H22,H50 Src: WAR,12 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT																					WAR	0	0	0	0	0	0	0	0	1	9	2	0						12			
										Contamination	A: M10 GFCPA D: 2011-01-03 2011-01-03		N/A N/A	4/27/2011	4/27/2011	4/27/2011	4/27/2011	4/27/2011	4/27/2011	4/27/2011	12	0	G																																			
																											WCT	4	1	3	3															0		
																							Title: U502 EPAS gears with C200D DTC (B9A) TL: JHARR176 SAQ2011187769 PDS: SP RS: G8D	C = Stop PUMA testing at Anting (EPP assy mfg). Parts without Faults are being cleared of all LICs without being monitored. This test is already done at MAO and QAO (gear assy mfgs) and parts are 100% checked for any Faults or LICs as received from Anting. Parts take 7wks from Anting to CAP. P = TBD once root cause is found.	2011-12-05	P	R	R																											
	POWER STEERING MODULE DEFECTIVE, , , , REPLACED							VRT: F02 CCC: H22,H50 Src: WAR,12 PVL: U2-EXPLORER (NA-CAP)																					WAR	0	0	0	0	0	0	0	0	1	9	2	0						12			

REDACTED FOR RELEVANCE

PE12-017 006598

Rank	CONCERN GENERAL INFORMATION: Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D)	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator – Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	CONCERN STAT: Containment Status	Permanent Corrective Status
	BEARING	VRT: F02															Title: C602 Strut Mount					
REDACTED FOR RELEVANCE																						
3	POWER STEERING MODULE IMPROPER FUNCTION, , , , NO PROBLEM FOUND	VRT: F02 CCC: H22,H50 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
	POWER STEERING MODULE IMPROPER FUNCTION, , , , NO PROBLEM FOUND	VRT: F02 CCC: H22,H50 Src: WAR,2 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT															Title: D3/U5 chassis no problem found project TL: BJACKSON SAQ2010153677 PDS: D RS: JUST DO IT	C = no problem found P = no problem found	2011-09-14 2011-09-14	A A	G	G
4	WHEEL BEARING DUST CAP LOOSE, , , ,	VRT: F02 CCC: N58 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				

Rank / Part	Source	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	201109	201110	10/9/2011	10/16/2011	10/23/2011	10/30/2011	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
BEARING	WAR	0	0	0	0	0	0	0	0	0	1	0	0						1			
REDACTED FOR RELEVANCE																						
3 POWER STEERING MODULE	WAR	0	0	0	0	0	0	0	0	0	2	0	0						2		G	G
(Source Validation)												B										
POWER STEERING MODULE	WAR	0	0	0	0	0	0	0	0	0	2	0	0						2			
4 WHEEL BEARING DUST CAP	WAR	0	0	0	0	0	0	0	0	0	1	0	0						1		R	R

ENDOFDATA

ENDOFDATA

Source Validation: C = Containment | P = PCAI | B = Both

ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION							CONCERN STAT		VALIDATION																										RANK STATUS	
													Phase 1			Phase 2		Phase 3																																					
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Part (Item) Concern / Concern Type Position A, B, C, D	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	CpiCpK	Workstation Analysis	Training\Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	201109	201110	10/9/2011	10/16/2011	10/23/2011	10/30/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status

Vehicle Line(s) / Vehicle Line : U2-EXPLORER (NA-CAP)
Region(s):
Market(s):
Assembly Plant(s):
VFG(s): V87-STEERING
VRT(s):
Function(s):
Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION
Plant(s):
Concern Open Date From: Con
Action: Typ
Action Date From: Actic
Fixed Start Model Year From: Fixe
P-D-SD-SP(s):
Lead Organization(s):
Primary Indicat
Affected Popul
Origination Sou
Top CCC From 1 Top CCC To: 20
Top WAR From 1 Top 20
Top GQR From 1 Top 20
Top QLS From 1 Top 20
Top Other From 0 Top 0
Part(Item): ##
Repair: ##
Concern Type: ##

CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.
CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

BSAQ CURRENT MODEL QUALITY TRACKING

VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX GQR

VEH

U2 - EXPLORER (NA-CAP)

V87-STEERING

GLOBAL - 30-Oct-2011 11.36.49

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION							CONCERN STAT		VALIDATION																						RANK STATUS	
												Phase 1			Phase 2		Phase 3																																				
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	201109	201110	10/9/2011	10/16/2011	10/23/2011	10/30/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D				CpCpK								Before	After																														

REDACTED FOR RELEVANCE

PE12-017 006601

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION					CONCERN STAT		VALIDATION																		RANK STATUS	
												Phase 1			Phase 2		Phase 3																												
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Part (Item) Concern / Concern Type Position A, B, C, D	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	20101	20102	20101	20102	20103	20104	20105	20106	20107	20108	20109	20110	10/9/2011	10/16/2011	10/23/2011	10/30/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
5	STABILIZER							VRT: F02																				GOR	1	0	0	0	0	0	0	0	0	0	0	0						1	R	R

REDACTED FOR RELEVANCE

ENDOFDATA

ENDOFDATA

Source Validation C = Containment P = PCAI B = Both

ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line U2-EXPLORER (NA-CAP)
Region(s):
Market(s):
Assembly Plant(s):
VFG(s): V87-STEERING
VRT(s):

Created By: bjackson

PE12-017 006602

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONCERN STAT		VALIDATION																				RANK STATUS	
												Phase 1			Phase 2		Phase 3																															
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Part (Item) Concern / Concern Type Position A, B, C, D	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	201109	201110	10/9/2011	10/16/2011	10/23/2011	10/30/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status

Function(s):
Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION
Plant(s):
Concern Open Date From: Con
Action: Typ
Action Date From: Actic
Fixed Start Model Year From: Fixe
P-D-SD-SP(s):
Lead Organization(s):
Primary Indicat
Affected Popul
Origination So
Top CCC From 1 Top CCC To: 20
Top WAR From 1 Top 20
Top GQR From 1 Top 20
Top QLS From 1 Top 20
Top Other Fror 0 Top 0
Part(Item): ##
Repair: ##
Concern Type: ##

CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.
CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

PE12-017 006603

BSAQ CURRENT MODEL QUALITY TRACKING
VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX QLS
VEH
U2 - EXPLORER (NA-CAP)
V87-STEERING
GLOBAL - 30-Oct-2011 11.36.49

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION							CONCERN STAT		VALIDATION																		RANK STATUS	
												Phase 1			Phase 2		Phase 3																															
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	201109	201110	10/9/2011	10/16/2011	10/23/2011	10/30/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D				CpCpK								Before	After																											
1	FRAME SHEAR BRACKET						VRT: F02																					QLS	0	2	34	35	28	72	62	58	45	65	46	43	45	16	1	0	32			R	R

REDACTED FOR RELEVANCE

PE12-017 006604

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION						CONCERN STAT		VALIDATION																RANK STATUS	
												Phase 1			Phase 2		Phase 3																										
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Part (Item) Concern / Concern Type Position A, B, C, D	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	20101	20102	20101	20102	20103	20104	20105	20106	20107	20108	20109	20110	10/9/2011	10/16/2011	10/23/2011	10/30/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
8	TIE ROD LOCK NUT							VRT: F02																				QLS	10	19	16	26	17	14	15	10	7	4	10	7	2	3	1	0	6			R	R

REDACTED FOR RELEVANCE

PE12-017 006605

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION								VALIDATION VERIFICATION						CONCERN STAT		VALIDATION																RANK STATUS	
												Phase 1			Phase 2		Phase 3																												
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Part (Item) Concern / Concern Type Position A, B, C, D	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	CpCpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	20101	20102	20103	20104	20105	20106	20107	20108	20109	20110	10/9/2011	10/16/2011	10/23/2011	10/30/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status

REDACTED FOR RELEVANCE

ENDOFDATA

ENDOFDATA

Source Validation C = Containment P = PCAI B = Both

ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line U2-EXPLORER (NA-CAP)
Region(s):
Market(s):
Assembly Plant(s):
VFG(s): V87-STEERING
VRT(s):
Function(s):
Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION
Plant(s):
Concern Open Date From: Con
Action: Typ
Action Date From: Actic
Fixed Start Model Year From: Fixe
P-D-SD-SP(s):
Lead Organization(s):
Primary Indicat
Affected Popul
Origination Sou
Top CCC From 1 Top CCC To: 20
Top WAR From 1 Top 20
Top GQR From 1 Top 20
Top QLS From 1 Top 20
Top Other From 0 Top 0
Part(Item): ## CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION							CONCERN STAT		VALIDATION																				RANK STATUS	
												Phase 1			Phase 2		Phase 3																																	
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	201109	201110	10/9/2011	10/16/2011	10/23/2011	10/30/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
											Cp/CpK								Before	After																												

Part (Item)
Concern / Concern Type
Position A, B, C, D

VRT = Function/VRT
CCC - Cust. Concern Code
Src = Origin. Source, Count
PVL = Paynter Vehicle Lines
LPT = Linked Plant

Repair: ##

Concern Type: ##

CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

PE12-017 006607

Top Other From: 0 Top Other To: 0

BSAQ CURRENT MODEL QUALITY TRACKING
VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX Other Sort
VEH
U2 - EXPLORER (NA-CAP)
V87-STEERING
GLOBAL - 30-Oct-2011 11.36.49

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONCERN STAT		VALIDATION															RANK STATUS	
												Phase 1			Phase 2		Phase 3																										
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Part (Item) Concern / Concern Type Position A, B, C, D	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability CpCpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	201109	201110	10/9/2011	10/16/2011	10/23/2011	10/30/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status

ENDOFDATA

ENDOFDATA

Source Validation: C = Containment | P = PCAI | B = Both

ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line U2-EXPLORER (NA-CAP)
Region(s):
Market(s):
Assembly Plant(s):
VFG(s): V87-STEERING
VRT(s):
Function(s):
Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION
Plant(s):
Concern Open Date From: Con
Action: Typ
Action Date From: Actic
Fixed Start Model Year From: Fixe
P-D-SD-SP(s):
Lead Organization(s):
Primary Indicat
Affected Popul
Origination Sou
Top CCC From 1 Top CCC To: 20
Top WAR From 1 Top 20
Top GQR From 1 Top 20
Top QLS From 1 Top 20
Top Other Fror 0 Top 0
Part(Item): ## CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.
Repair: ## CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.
Concern Type: ##

PE12-017 006608

BSAQ CURRENT MODEL QUALITY TRACKING
VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX CCC
VEH
U2 - EXPLORER (NA-CAP)
V87-STEERING
GLOBAL - 30-Oct-2011 11.36.49

CCC Type Records						CONCERN STAT			CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																								
Rank	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versability	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	201109	201110	40825	40832	10/23/2011	10/30/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. A POS. B POS. C POS. D		Audits	Insp/CP	Cp/CpK								Before After																						
43	VRT: F02 CCC: H22,STEERING REQUIRES EXTRA OR UNEVEN EFFORT Src: PVL: LPT:																																						R	R
	Title: U502 steering rack improper function project TL: BJACKSON SAQ2011187754 PDS: D RS: G8D	C = ICA = PCA P = holding project for steering racks replaced in the field while root cause analysis performed. once determined, claims will be binned to appropriate projects.	2011-08-17 2011-08-17	A, A	G	G																																		
	Title: U502 EPAS gear negative project - May 2011 TL: BJACKSON SAQ2011187500 PDS: D RS: GLIDEPATH ADJUST	C = glidepath adjust P = glidepath adjust	2011-05-01 2011-05-01	A, A	G	G																																		
	Title: U502 V87 glidepath adjust - March 2011 TL: BJACKSON SAQ2011197836 PDS: D RS: GLIDEPATH ADJUST	C = glidepath adjust P = glidepath adjust	2011-03-01 2011-03-01	A, A	G	G																																		

REDACTED FOR RELEVANCE

CCC Type Records					CONCERN STAT			CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																		RANK STATUS	
												Phase 1			Phase 2		Phase 3																							
Rank	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	201109	201110	40825	40832	10/23/2011	10/30/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. A POS. B POS. C POS. D		Audits	Insp/CP	Cp/CpK								Before After																					
							VRT: None	ANTI-LOCK BRAKING														GQR	0	0	0	0	0	0	0	0	0	0	0	0							0		

REDACTED FOR RELEVANCE

PE12-017 006610

PAGES 14 TO 51 REDACTED FOR RELEVANCE

Top Warranty From: 1 Top Warranty To: 20

BSAQ CURRENT MODEL QUALITY TRACKING

VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX Warranty

VEH

U2 - EXPLORER (NA-CAP)

V87-STEERING

GLOBAL - 31-Aug-2011 01.22.53

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION								VALIDATION VERIFICATION						CONCERN STAT		VALIDATION																						RANK STATUS	
													Phase 1			Phase 2		Phase 3																																			
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability		Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201009	201010	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	8/7/2011	8/14/2011	8/21/2011	8/28/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D					Cp/CpK								Before	After																													
1	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING, REPLACED							VRT: F02 CCC: H22,H50,N58 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																						WAR	0	0	5	1	7	4	15	8	10	1	0	0						11		RL	R
																																								C				P															
	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING, REPLACED							VRT: F02 CCC: H22,H50,N58 Src: WAR,51 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT																						WAR	0	0	5	1	7	4	15	8	10	1	0	0						11			
									Contamination	A: M10 GFCPA D: 2011-01-03 2011-01-03		N/A N/A	4/27/2011	4/27/2011	4/27/2011	4/27/2011	4/27/2011	4/27/2011	4/27/2011	12	0	G	Title: EPAS B3A motor relay contamination (U3000, U2011 codes)T210R TL: LNAPOLI SAQ2011161617 PDS: SP RS: JUST DO IT	C = 1. PUMA tool testing at TRW Marion EPAS gear assembly plant to detect B3A type motor relay contamination. 2. Doduco rivets built but not used at Tyco sent back to Doduco to re-clean through Sulfuric Acid wash. 3. Gear assys built with suspect Doduco contacts being quarantined at TRW and will not be shipped to CAP. P = Identify and implement process improvements to prevent contamination of EPAS electronics. 1. 5 micron filter added to rivet vacuum holder tube to prevent magnesium contamination to contacts at tier 3 supplier Duduco week 48 of 2010. 2. Better controls on bucket use at Doduco to avoid cross-contamination including washing empty bucket prior to each use. 3. Improve wash process at Doduco and Tyco.	2011-03-31 2011-07-12	A A	G	G	WCT	1		4	1	3	3											0			
	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING, REPLACED							VRT: F02 CCC: H22,H50,N58 Src: WAR,51 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT																		Title: U502 EPAS gears with C200D DTC TL: LNAPOLI SAQ2011187769 PDS: SP RS: G8D				R	R	WAR	0	0	5	1	7	4	15	8	10	1	0	0						11			

REDACTED FOR RELEVANCE

PE12-017 006612

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION							CONCERN STAT		VALIDATION																							RANK STATUS	
													Phase 1			Phase 2		Phase 3																																		
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201009	201010	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	8/7/2011	8/14/2011	8/21/2011	8/28/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
REDACTED FOR RELEVANCE																																																
4	STEERING RACK IMPROPER FUNCTION, , , ELECTRIC STEERING, NO PROBLEM FOUND							VRT: F02 CCC: H50 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				G	G	WAR	0	0	0	0	0	1	0	0	0	0	0					0				
																							C = no problem found P = no problem found														B											
	STEERING RACK IMPROPER FUNCTION, , , ELECTRIC STEERING, NO PROBLEM FOUND							VRT: F02 CCC: H50 Src: WAR,1 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT														Title: D3/U5 chassis no problem found project TL: BJACKSON SAQ2010153677 PDS: D RS: JUST DO IT		2011-08-17 2011-08-17	A A	G	G	WAR	0	0	0	0	0	0	1	0	0	0	0	0					0				
5	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING, INPUT SHAFT							VRT: F02 CCC: H22,H50 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				RL	G	WAR	0	0	1	0	1	0	2	1	0	0	0	0					0				
																							C = Per supplier's 8D: 1. Quality alert posted and												C		P											

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING					PROCESS VALIDATION							VALIDATION VERIFICATION		
														Phase 1			Phase 2		Phase 3				
Rank	Part (Item) Concern / Concern Type Position A, B, C, D	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / Cp/CpK	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	After	Critical X Status
	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING, INPUT SHAFT								VRT: F02 CCC: H22,H50 Src: WAR,5 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT														

Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	CONCERN STAT Containment Status	Permanent Corrective Status	VALIDATION Source	201009	201010	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	8/7/2011	8/14/2011	8/21/2011	8/28/2011	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS Containment Status	Permanent Corrective Status
Title: D3/U502 EPAS defective torque sensor (C200B, C200C codes) TL: LNAPOLI SAQ2011167053 PDS: SP RS: 6-SIGMA - DMAIC	explained to operators. 400% off-line visual inspection started at MAO, QAO, and Rogersville. All inspections in place at all locations before 5/12/2011. 2. Verify automated on-line dimension check is operating correctly. P = Per supplier's 8D: 1. Electrical preventive maintenance to verify correct axis alignment. 2. Preventive maintenance to verify correct clamp jaw position. 3. Reduce contact area of gap set tooling. 4. Redesign of the bearing pack for the pre assembly MP fixture to obtain a more robust fixture. 5. Investigate replacing 400% visual inspection with measurable gauge for gap check at all fingers at MAO. 6. 400% visual inspection approved as PCA. Rabbit parts run through system to verify all would be caught at each inspection point.	2011-03-18 2011-05-26	A A	G	G	WAR	0	0	1	0	1	0	2	1	0	0	0	0						0			

REDACTED FOR RELEVANCE

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION								CONCERN STAT		VALIDATION																				RANK STATUS	
	Part (Item) Concern / Concern Type Position A, B, C, D							VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant				Capability	Phase 1			Phase 2		Phase 3		Replicated Internal Indicator																															
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D		Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Cp/CpK	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201009	201010	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	8/7/2011	8/14/2011	8/21/2011	8/28/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status

REDACTED FOR RELEVANCE

ENDOFDATA

ENDOFDATA

Source Validation | C = Containment | P = PCAI | B = Both

ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line ‹ U2-EXPLORER (NA-CAP)
Region(s):
Market(s):
Assembly Plant(s):
VFG(s): V87-STEERING
VRT(s):
Function(s):
Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION
Plant(s):
Concern Open Date From: Con
Action: Typ
Action Date From: Actic
Fixed Start Model Year From: Fixe

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																		RANK STATUS	
												Phase 1			Phase 2		Phase 3																												
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Part (Item) Concern / Concern Type Position A, B, C, D	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Cp/CpK	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201009	201010	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	8/7/2011	8/14/2011	8/21/2011	8/28/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
																				Before	After																								

P-D-SD-SP(s):
Lead Organization(s):
Primary Indicat
Affected Popul
Origination Sou
Top CCC From: 1 Top CCC To: 20
Top WAR From: 1 Top 20
Top GQR From: 1 Top 20
Top QLS From: 1 Top 20
Top Other From: 0 Top 0
Part(Item): ##
Repair: ##
Concern Type: ##
PositionA: ##
PositionB: ##

CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.
CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

Top Verbatim Sort From: 1 Top Verbatim Sort To: 20

BSAQ CURRENT MODEL QUALITY TRACKING
VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX GQR
VEH
U2 - EXPLORER (NA-CAP)
V87-STEERING
GLOBAL - 31-Aug-2011 01.22.53

CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING				PROCESS VALIDATION: Phase 1			PROCESS VALIDATION: Phase 2		PROCESS VALIDATION: Phase 3		VALIDATION VERIFICATION						CONCERN STAT		
Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D)	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator: Before	Replicated Internal Indicator: After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status
REDACTED FOR RELEVANCE																						
No Data																	No Data					
3	POWER STEERING EFFORT, , , ,	VRT: F02 CCC: H22 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					
REDACTED FOR RELEVANCE																						
No Data																	No Data					

Rank	VALIDATION: Source	201009	201010	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	8/7/2011	8/14/2011	8/21/2011	8/28/2011	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	RANK STATUS: Permanent Corrective Status
REDACTED FOR RELEVANCE																						
3	GQR	0	0	0	2	0	0	0	0	0	0	0	0							2	R	R
REDACTED FOR RELEVANCE																						

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONCERN STAT		VALIDATION																		RANK STATUS	
												Phase 1			Phase 2		Phase 3																												
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Part (Item) Concern / Concern Type Position A, B, C, D	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201009	201010	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	8/7/2011	8/14/2011	8/21/2011	8/28/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status

REDACTED FOR RELEVANCE

ENDOFDATA

ENDOFDATA

Source Validation C = Containment P = PCAI B = Both

ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line U2-EXPLORER (NA-CAP)
Region(s):
Market(s):
Assembly Plant(s):
VFG(s): V87-STEERING
VRT(s):
Function(s):
Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION
Plant(s):
Concern Open Date From: Con
Action: Typ
Action Date From: Acti
Fixed Start Model Year From: Fixe
P-D-SD-SP(s):
Lead Organization(s):
Primary Indicat
Affected Popul
Origination Sou
Top CCC From 1 Top CCC To: 20
Top WAR From 1 Top 20
Top GQR From 1 Top 20
Top QLS From 1 Top 20
Top Other Fror 0 Top 0
Part(Item): ## CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																		RANK STATUS	
												Phase 1			Phase 2		Phase 3																												
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201009	201010	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	8/7/2011	8/14/2011	8/21/2011	8/28/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D				Cp/CpK								Before	After																								

Repair: ##

Concern Type: ##

CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

PE12-017 006619

Top QLS Sort From: 1 Top QLS Sort To: 20

BSAQ CURRENT MODEL QUALITY TRACKING
VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX QLS
VEH
U2 - EXPLORER (NA-CAP)
V87-STEERING
GLOBAL - 31-Aug-2011 01.22.53

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION							CONCERN STAT		VALIDATION																RANK STATUS	
												Phase 1			Phase 2		Phase 3																											
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201009	201010	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	8/7/2011	8/14/2011	8/21/2011	8/28/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D				CpCpK								Before	After																								

REDACTED FOR RELEVANCE

PE12-017 006620

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION						CONCERN STAT		VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																															
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201009	201010	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	8/7/2011	8/14/2011	8/21/2011	8/28/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D					Cp/CpK								Before	After																											
REDACTED FOR RELEVANCE																																														
No Data																																														
No Data																																														

PE12-017 006621

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION					CONCERN STAT		VALIDATION															RANK STATUS	
												Phase 1			Phase 2		Phase 3																									
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201009	201010	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	8/7/2011	8/14/2011	8/21/2011	8/28/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D				Cp/CpK								Before	After																							
17	STEERING COLUMN						VRT- F02																			QLS	0	1	0	5	1	2	72	115	64	3	7	2	2	0	0	0	2			R	R

REDACTED FOR RELEVANCE

No Data

No Data

ENDOFDATA

ENDOFDATA

Source Validation C = Containment P = PCAI B = Both

ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line U2-EXPLORER (NA-CAP)
Region(s):
Market(s):
Assembly Plant(s):
VFG(s): V87-STEERING
VRT(s):
Function(s):
Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION
Plant(s):
Concern Open Date From: Con
Action: Typ
Action Date From: Acti
Fixed Start Model Year From: Fixe
P-D-SD-SP(s):
Lead Organization(s):
Primary Indicat
Affected Popul
Origination Sou
Top CCC From 1 Top CCC To: 20
Top WAR From 1 Top 20
Top GQR From 1 Top 20
Top QLS From 1 Top 20
Top Other From 0 Top 0
Part(Item): ## CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																		RANK STATUS	
												Phase 1			Phase 2		Phase 3																												
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201009	201010	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	8/7/2011	8/14/2011	8/21/2011	8/28/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D				Cp/CpK								Before	After																								

Repair: ##

Concern Type: ##

CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

PE12-017 006623

Top Other From: 0 Top Other To: 0

BSAQ CURRENT MODEL QUALITY TRACKING
VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX Other Sort
VEH
U2 - EXPLORER (NA-CAP)
V87-STEERING
GLOBAL - 31-Aug-2011 01.22.53

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																		RANK STATUS	
												Phase 1			Phase 2		Phase 3																												
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201009	201010	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	8/7/2011	8/14/2011	8/21/2011	8/28/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D				CpCpK								Before	After																								

ENDOFDATA

ENDOFDATA

Source Validation: C = Containment | P = PCAI | B = Both

ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line: U2-EXPLORER (NA-CAP)
Region(s):
Market(s):
Assembly Plant(s):
VFG(s): V87-STEERING
VRT(s):
Function(s):
Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION
Plant(s):
Concern Open Date From: Con
Action: Typ
Action Date From: Actic
Fixed Start Model Year From: Fixe
P-D-SD-SP(s):
Lead Organization(s):
Primary Indicat
Affected Popul
Origination Sou
Top CCC From 1 Top CCC To: 20
Top WAR From 1 Top 20
Top GQR From 1 Top 20
Top QLS From 1 Top 20
Top Other Fror 0 Top 0
Part(Item): ##
Repair: ##
Concern Type: ##

CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.
CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

PE12-017 006624

BSAQ CURRENT MODEL QUALITY TRACKING
VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX CCC
VEH
U2 - EXPLORER (NA-CAP)
V87-STEERING
GLOBAL - 31-Aug-2011 01.22.53

CCC Type Records						CONCERN STAT				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																				RANK STATUS	
														Phase 1			Phase 2		Phase 3																									
Rank	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Part(Item) Concern Type POS A POS B POS C POS D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	201009	201010	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	8/7/2011	8/14/2011	8/21/2011	8/28/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
											Audits	Insp/CP	Cp/CpK								Before	After																						
58	VRT: F02 CCC: H22,STEERING REQUIRES EXTRA OR UNEVEN EFFORT Src: PVL: LPT:																																								RL	R
	Title: U502 steering rack improper function project TL: BJACKSON SAQ2011187754 PDS: D RS: G8D	C = ICA = PCA P = holding project for steering racks replaced in the field while root cause analysis performed. once determined, claims will be binned to appropriate projects.	2011-08-17 2011-08-17	A, A	G	G																										B									
	Title: U502 EPAS gear negative project - May 2011 TL: BJACKSON SAQ2011187500 PDS: D RS: GLIDEPATH ADJUST	C = glidepath adjust P = glidepath adjust	2011-05-01 2011-05-01	A, A	G	G																										B									
	Title: U502 polyurethane EPAS bushings TL: MPASQUAR SAQ2011179595 PDS: D RS: JUST DO IT	C = ICA=PCA P = Begin using EPAS gears with polyurethane bushing mounts.	2011-04-14 2011-04-14	A, A	G	G																										B									
							VRT: F02 CCC: H21,H22 Src: GQR,8 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT	STEERING DISLIKE, ADJUSTMENT , , ELECTRIC STEERING,																		GQR	0	0	0	4	2	0	0	2	0	0	0	0							8		
							VRT: F02 CCC: H21,H22 Src: GQR,2 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT	STEERING DISLIKE, UNKNOWN , , ,																		GQR	0	0	0	0	2	0	0	0	0	0	0	0							2		
							VRT: F02 CCC: N58 Src: WAR,1 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT	STEERING DISLIKE, UNKNOWN , , ,																		WAR	0	0	1	0	0	0	0	0	0	0	0	0						0			
	Title: D3/U502 Intermediate shaft to gear not secure TL: JLESINA	C = ALWAYS KEEP STATION C1B35E ENABLED IN ERRORPROOFING! USE QLS TO LOG VEHICLES THAT NEED REPAIR. P = ALWAYS KEEP STATION C1B35E ENABLED IN																																							

Rank	CCC Type Records: Title / Containment Production / Date	A-Actual P-Planned	CONCERN STAT: Containment Status	CONCERN STAT: Permanent Corrective Status	VRT = Function/VRT / Part (Item) Concern / Concern Type Position A, B, C, D	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text / Audits	Dept I = Insp/CP D = Date/Text / Insp/CP	Capability / Cp/Cpk	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	After	Critical X Status	VALIDATION: Source	201009	201010	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	8/7/2011	8/14/2011	8/21/2011	8/28/2011	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme (C) Containment Production (P) Permanent Corrective Action				Part(Item) / Concern / Type / POS. A / POS. B / POS. C / POS. D																																			
	SAQ2011183257 PDS: P RS: JUST DO IT ERRORPROOFING! USE QLS TO LOG VEHICLES THAT NEED REPAIR.		R	R	VRT: F02 CCC: H50 Src: WAR,2 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT																WAR	0	0	0	0	0	1	0	0	1	0	0	0						1			
	Title: U502 EPAS gears with C200D DTC TL: LNAPOLI SAQ2011187769 PDS: SP RS: G8D																																						
			R	R	VRT: F02 CCC: H22,H50,N58 Src: WAR,51 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING, REPLACED															WAR	0	0	5	1	7	4	15	8	10	1	0	0						11			
	Title: U502 V87 glidepath adjust - June 2011+ TL: BJACKSON SAQ2011187498 PDS: D RS: GLIDEPATH ADJUST C = glidepath adjust P = glidepath adjust	2011-06-01 2011-06-01	A, A	G	G																								B										
	Title: U502 V05 - Steering Wheel Loose (SQ) TL: RSOUSA19 SAQ2011165489 PDS: SP RS: G8D C = Team decided to ship cavity 1 only parts as an interim until we can get parts from new core pins off of both cavities. Parts shipped from Autoliv Mexico 3/1. 8 day transit time plus sequencing center time -- parts should hit CAP 3/10. Parts from cavity 1 only are starting to hit CAP 3/14 and plant is containing with find and fix inspections on IP line, at lock to lock, at S&R and at gate release. First NBN of new stock: 6726 (3/14 night shift) P = Autoliv produced new core pins for both die cavities to get parts back in spec. First parts off of new core pins to arrive at the sequencing center 3/15. Due to # of parts already at sequencing center, it will take about a week for the new parts to hit CAP after they arrive. {3/29} started receiving parts off of new core pins, but some slow runners are still using cavity 1 only stock. need to monitor until sl - *** TRUNCATED ***	2011-03-14 2011-04-04	A, A	G	G																							C	P										
					VRT: None CCC: None Src: WAR,0 PVL: None LPT: AD-CHICAGO PLANT	STEERING WHEEL LOOSE, , , ,															WAR	0	0	0	0	0	0	0	0	0	0	0	0						0			
					VRT: None CCC: None Src: GQR,0 PVL: None LPT: AD-CHICAGO PLANT	STEERING WHEEL LOOSE, , , ,	to test for loose steering wheel	A: EOL Chassis D: 3/14/2011	I: ip inspector D: 12/1/2010	N/A N/A	3/14/2011	3/14/2011	3/14/2011	3/14/2011	3/14/2011	3/14/2011	3/14/2011			G	GQR	0	0	0	0	0	0	0	0	0	0	0	0						0			
	Title: D-car/U502 EPAS NEGATIVE project TL: LNAPOLI SAQ2011167288 PDS: P RS: GLIDEPATH ADJUST C = Adjust steering V87 glidepath NEGATIVE to account for EPAS gear problems in MY2011 D-car and U502. P = Adjust steering V87 glidepath NEGATIVE to account for EPAS gear problems in MY2011 D-car and U502.	2011-03-21 2011-03-21	A, A	G	G																							B										
	Title: D3/U502 Intermediate shaft to gear fastener TL: OVENTURA SAQ2011186107 PDS: P RS: JUST DO IT C = ICA=PCA P = Verify that AIS box at C1B35E is working properly. Coach operator and group leaders to not put AIS box in bypass or turn off and to properly log units needing repair in QLS.	2011-08-01 2011-08-01	A, A	G	G																									B								
					VRT: F02 CCC: H50 Src: WAR,2 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT	STEERING INTERMEDIATE SHAFT NOT TORQUED TO SPEC, , , LOWER, SCREW															WAR	0	0	0	0	0	1	0	0	1	0	0	0						1			

CCC Type Records					CONC ERN STAT				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																						RANK STATUS	
													Phase 1			Phase 2		Phase 3																															
Rank	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	201009	201010	201011	201012	201101	201102	201103	201104	201105	201106	201107	201108	8/7/2011	8/14/2011	8/21/2011	8/28/2011	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. A POS. B POS. C POS. D		Audits	Insp/CP	Cp/CpK								Before After																										
	Title: EPAS B3A motor relay contamination (U3000, U2011 codes)T210R TL: LNAPOLI SAQ2011161617 PDS: SP RS: JUST DO IT	C = 1. PUMA tool testing at TRW Marion EPAS gear assembly plant to detect B3A type motor relay contamination. 2. Doduco rivets built but not used at Tyco sent back to Doduco to re-clean through Sulfuric Acid wash. 3. Gear assys built with suspect Doduco contacts being quarantined at TRW and will not be shipped to CAP. P = Identify and implement process improvements to prevent contamination of EPAS electronics. 1. 5 micron filter added to rivet vacuum holder tube to prevent magnesium contamination to contacts at tier 3 supplier Duduco week 48 of 2010. 2. Better controls on bucket use at Doduco to avoid cross-contamination including washing empty bucket prior to each use. 3. Improve wash process at Doduco and Tyco.	2011-03-31 2011-07-12	A, A	G	G																						C				P													
							VRT: F02 CCC: H22,H50,N58 Src: WAR,51 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING, REPLACED															WAR	0	0	5	1	7	4	15	8	10	1	0	0						11			
									Contamination	A: M10 GFCPA D: 2011-01-03 2011-01-03		N/A N/A	4/27/2011	4/27/2011	4/27/2011	4/27/2011	4/27/2011	4/27/2011	4/27/2011	12	0	G	WCT	1		4	1	3	3												0			

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PE12-017 006627

PAGES 17-46 REDACTED FOR RELEVANCE

Top Warranty From: 1 Top Warranty To: 20

BSAQ CURRENT MODEL QUALITY TRACKING

FUNCTION TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX Warranty

VEH

U2 - EXPLORER (NA-CAP)

V87-STEERING

GLOBAL - 31-Jan-2012 22:38:29 EST

CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING				PROCESS VALIDATION Phase 1			PROCESS VALIDATION Phase 2		PROCESS VALIDATION Phase 3		VALIDATION VERIFICATION							CONCERN STAT	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item) / Concern / Type / POS A / POS B / POS C / POS D)	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / Cp/CpK	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status
1	POWER STEERING MODULE DEFECTIVE, , , , REPLACED	Function: F2 CCC: H21,H22,H50,N58 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
	POWER STEERING MODULE DEFECTIVE, , , , REPLACED	Function: F2 CCC: H21,H22,H50,N58 Src: WAR,104 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT															Title: U502 EPAS B3A & B43 Relay Failures TL: AJAWED SAQ2012208065 PDS: SP RS: 6-SIGMA - DMAIC	C = 1. Check 10 rivet per bag (10,000/bag) under a microscope for evidence of cracks at Tyco. 2. Scrap first 1000 parts everytime cold weld press starts up at Doduco. It was found that cracks occur when press first starts up. 3. Clean feeder tube of any rivets after every set up/tool change after 1000 rivet scrap at Doduco. It was found that set up parts could potentially get into production.	2012-02-03 2012-03-30	P P	R	Y
	POWER STEERING MODULE DEFECTIVE, , , , REPLACED	Function: F2 CCC: H21,H22,H50,N58 Src: WAR,104 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT															Title: U502 EPAS gears with C200D DTC (B9A) - Conformal Coating TL: AJAWED SAQ2012206614 PDS: SP RS: G8D	C = 20% Effective: PUMA testing at Anting(EPP assy), Marion (U502/C346), and Queretaro (D3/CD3) updated to reject all parts with 1 B9A LIC. 80% effective: 400% visual inspections of the ribbon cable to look for misalignment (5x magnification), and 200% visual inspection of motor assy to look for conformal coat (UV light) were implemented at Tyco, Nidec, Anting, Shalke, and Nove Mesto starting on	2011-11-17 2012-01-23	A A	G	G
	POWER STEERING MODULE DEFECTIVE, , , , REPLACED	Function: F2 CCC: H21,H22,H50,N58 Src: WAR,104 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT															Title: U502 EPAS gears with C200D DTC (B9A) - Ribbon Misalignment TL: AJAWED SAQ2011187769 PDS: SP RS: G8D	C = 20% Effective: PUMA testing at Anting(EPP assy), Marion (U502/C346), and Queretaro (D3/CD3) updated to reject all parts with 1 B9A LIC. 80% effective: 400% visual inspections of the ribbon cable to look for misalignment (5x magnification), and 200% visual inspection of motor assy to look for conformal coat (UV light) were implemented at Tyco, Nidec, Anting, Shalke, and Nove Mesto starting on	2011-11-17 2011-12-19	A A	G	G
	POWER STEERING MODULE DEFECTIVE, , , , REPLACED	Function: F2 CCC: H21,H22,H50,N58 Src: WAR,104 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT															Title: EPAS B3A motor relay contamination (U3000, U2011 codes)T210R TL: LNAPOLI SAQ2011161617 PDS: SP RS: JUST DO IT	C = 1. PUMA tool testing at TRW Marion EPAS gear assembly plant to detect B3A type motor relay contamination. 2. Doduco rivets built but not used at Tyco sent back to Doduco to re-clean through Sulfuric Acid wash. 3. Gear assys built with suspect Doduco contacts being quarantined at TRW and will not be shipped to CAP. P = Identify and implement process improvements to prevent contamination of EPAS electronics. 1. 5 micron filter added to rivet vacuum holder tube to prevent magnesium contamination to contacts at tier 3 supplier Duduco week 48 of 2010. 2. Better controls on bucket use at	2011-03-31 2011-07-12	A A	G	G
			Contamination	A: M10 GFCPA D: 2011-01-03 2011-01-03		N/A N/A	4/27/2011	4/27/2011	4/27/2011	4/27/2011	4/27/2011	4/27/2011	4/27/2011	12	0	G						
2	POWER STEERING MODULE DEFECTIVE, , , , NO PROBLEM FOUND	Function: F2 CCC: H22,H50 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				

Row	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/8/2012	1/15/2012	1/22/2012	1/29/2012	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS Containment Status	RANK STATUS Permanent Corrective Status
1	WAR	4	15	9	17	8	4	15	10	15	6	1	0						22	50	R	Y
U502 EPAS B3A & B43 Relay Failures	WAR	4	15	9	17	8	4	15	10	15	6	1	0						22	50		
U502 EPAS gears with C200D DTC (B9A) - Conformal Coating											C		P									
	WAR	4	15	9	17	8	4	15	10	15	6	1	0						22	50		
U502 EPAS gears with C200D DTC (B9A) - Ribbon Misalignment											C	P										
	WAR	4	15	9	17	8	4	15	10	15	6	1	0						22	50		
EPAS B3A motor relay contamination			C				P															
	WAR	4	15	9	17	8	4	15	10	15	6	1	0						22	50		
	WCT	3																	0			
2	WAR	0	0	0	0	0	1	2	1	3	0	0	0						3	7	R	R

REDACTED FOR RELEVANCE

Created By: msurella

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																		RANK STATUS	
												Phase 1			Phase 2		Phase 3																													
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability		Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/8/2012	1/15/2012	1/22/2012	1/29/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part (Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D				Cp/CpK								Before	After																									
5	STEERING RACK						Function: F2																				WAR	0	0	0	0	0	0	0	0	1	0	0	0					1	1	R	R

REDACTED FOR RELEVANCE

No Data

No Data

PE12-017 006630

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION Phase 1			PROCESS VALIDATION Phase 2		PROCESS VALIDATION Phase 3		VALIDATION VERIFICATION						CONCERN STAT			VALIDATION																			RANK STATUS	
Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D: Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator: Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/8/2012	1/15/2012	1/22/2012	1/29/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status

REDACTED FOR RELEVANCE

ENDOFDATA

ENDOFDATA

Source Validation	C = Containment	P = PCAI	B = Both

SSP:STOP SHIP,ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
GA:GLIDEPATH ADJUST, P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Top CCC From:		Top CCC To:	
Top WAR From:	1	Top	20
Top GQR From:	1	Top	20
Top QLS From:	1	Top	20
Top Other From:	0	Top	0
Part(Item):	###		
Repair:	###		
Concern Type:	###		
PositionA:	###		
PositionB:	###		
PositionC:	###		
PositionD:	###		
WAR CCC:	Binned		
GQR CCC:	Binned		
WAR Model Year:			
GQR Model Year:			
GQR Survey Year:			
Sort by GQR M‹	###		
QLS Model Year:			
Counted as TG\	B		
Display Zero 12	###		
Resolution Sche	6SF, 6SM, FRM, 8D, JDI, NFDM		
Parent Code(s):			
Site Code(s):	T210R		
Concern Type:	PRT		

CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.
CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.
PCAI DATE STATUS CRITERIA: NO CONTAINMENT DATE = RED; CONTAINMENT PLAN DATE = YELLOW; CONTAINMENT ACTUAL DATE = GREEN.

Top Verbatim Sort From: 1 Top Verbatim Sort To: 20

BSAQ CURRENT MODEL QUALITY TRACKING
FUNCTION TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX GQR
VEH
U2 - EXPLORER (NA-CAP)
V87-STEERING
GLOBAL - 31-Jan-2012 22:38:29 EST

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC ERN STAT			VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																																
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/8/2012	1/15/2012	1/22/2012	1/29/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS A	POS B	POS C	POS D					Cp/Cpk								Before	After																													

REDACTED FOR RELEVANCE

No Data

No Data

ENDOFDATA

ENDOFDATA

Source Validation: C = Containment | P = PCAI | B = Both

SSP:STOP SHIP,ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
GA:GLIDEPATH ADJUST, P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Top CCC From:	Top CCC To:	
Top WAR From:	1 Top '	20
Top GQR From:	1 Top	20
Top QLS From:	1 Top	20
Top Other From:	0 Top	0
Part(Item):	###	

Created By: msurella

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING					PROCESS VALIDATION							VALIDATION VERIFICATION						CONCERN STAT			VALIDATION																		RANK STATUS	
														Phase 1			Phase 2		Phase 3																											
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability		Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/8/2012	1/15/2012	1/22/2012	1/29/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D					Cp/CpK									Before	After																												

Repair: ###
Concern Type: ###
PositionA: ###
PositionB: ###
PositionC: ###
PositionD: ###
WAR CCC: Binned
GQR CCC: Binned
WAR Model Year:
GQR Model Year:
GQR Survey Year:
Sort by GQR Mo ###
QLS Model Year:
Counted as TG\ B
Display Zero 12 ###
Resolution Sche 6SF, 6SM, FRM, 8D, JDI, NFDM
Parent Code(s):
Site Code(s): T210R

CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.

Concern Type: PRT

CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

PCAI DATE STATUS CRITERIA: NO CONTAINMENT DATE = RED; CONTAINMENT PLAN DATE = YELLOW; CONTAINMENT ACTUAL DATE = GREEN.

Top QLS Sort From: 1 Top QLS Sort To: 20

BSAQ CURRENT MODEL QUALITY TRACKING
FUNCTION TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX QLS
VEH
U2 - EXPLORER (NA-CAP)
V87-STEERING
GLOBAL - 31-Jan-2012 22:38:29 EST

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION							CONCERN STAT		VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3		Replicated Internal Indicator																														
Rank	Part (Item) Concern / Concern Type Position A, B, C, D: Part(Item)	Concern	Type	POS A	POS B	POS C	POS D	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/8/2012	1/15/2012	1/22/2012	1/29/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status

REDACTED FOR RELEVANCE

Created By: msurella

PE12-017 006634

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																						RANK STATUS	
												Phase 1			Phase 2		Phase 3																																	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/8/2012	1/15/2012	1/22/2012	1/29/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS.A	POS.B	POS.C	POS.D													Before	After																											

REDACTED FOR RELEVANCE

No Data

No Data

PE12-017 006635

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION Phase 1			PROCESS VALIDATION Phase 2		PROCESS VALIDATION Phase 3		VALIDATION VERIFICATION						CONC ERN STAT			VALIDATION																			RANK STATUS	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D: Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator: Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/8/2012	1/15/2012	1/22/2012	1/29/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status

REDACTED FOR RELEVANCE

ENDOFDATA

ENDOFDATA

Source Validation | C = Containment | P = PCAI | B = Both

SSP:STOP SHIP,ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
GA:GLIDEPATH ADJUST, P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Top CCC From:		Top CCC To:	
Top WAR From:	1	Top '	20
Top GQR From:	1	Top	20
Top QLS From:	1	Top	20
Top Other From:	0	Top	0
Part(Item):	###		
Repair:	###		
Concern Type:	###		
PositionA:	###		
PositionB:	###		
PositionC:	###		
PositionD:	###		
WAR CCC:	Binned		
GQR CCC:	Binned		
WAR Model Year:			
GQR Model Year:			
GQR Survey Year:			
Sort by GQR Mc	###		
QLS Model Year:			
Counted as TG\	B		
Display Zero 12	###		
Resolution Sche	6SF, 6SM, FRM, 8D, JDI, NFDM		
Parent Code(s):			
Site Code(s):	T210R		
Concern Type:	PRT		

CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.
CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.
PCAI DATE STATUS CRITERIA: NO CONTAINMENT DATE = RED; CONTAINMENT PLAN DATE = YELLOW; CONTAINMENT ACTUAL DATE = GREEN.

Top Other From: 0 Top Other To: 0

BSAQ CURRENT MODEL QUALITY TRACKING

FUNCTION TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX Other Sort

VEH

U2 - EXPLORER (NA-CAP)

V87-STEERING

GLOBAL - 31-Jan-2012 22:38:29 EST

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																														RANK STATUS	
													Phase 1			Phase 2		Phase 3																																							
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cpl/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/8/2012	1/15/2012	1/22/2012	1/29/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status

ENDOFDATA

ENDOFDATA

Source Validation C = Containment P = PCAI B = Both

SSP:STOP SHIP,ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
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Top CCC From:		Top CCC To:	
Top WAR From:	1	Top '	20
Top GQR From:	1	Top	20
Top QLS From:	1	Top	20
Top Other From:	0	Top	0
Part(Item):	###		
Repair:	###		
Concern Type:	###		
PositionA:	###		
PositionB:	###		
PositionC:	###		
PositionD:	###		
WAR CCC:	Binned		
GQR CCC:	Binned		
WAR Model Year:			
GQR Model Year:			
GQR Survey Year:			
Sort by GQR Mc	###		
QLS Model Year:			
Counted as TG\	B		
Display Zero 12	###		
Resolution Sche	6SF, 6SM, FRM, 8D, JDI, NFDM		
Parent Code(s):			
Site Code(s):	T210R		
Concern Type:	PRT		

CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.
CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.
PCAI DATE STATUS CRITERIA: NO CONTAINMENT DATE = RED; CONTAINMENT PLAN DATE = YELLOW; CONTAINMENT ACTUAL DATE = GREEN.

PE12-017 006637

From: Snider, Tim (T.O.)
Sent: Thursday, January 27, 2011 8:57 AM
To: Mrozek, Robert (R.M.)
Cc: Napoli, Laura (L.); Bahena, Miguel (Mike.); Diez, Timothy (T.P.); Rossi, Roberto (R.A.)
Subject: FW: 2010-11 TRW Warranty Tracker

Rob M,

Here is the latest U502 warranty information we can review with Marty today, in addition to the stop ship summary and feedback from opening the CAN circuit in the Explorer at Building 5.

Regards,
Tim Snider (tsnider1@ford.com)
CD3/C489 Steering Engineering
Ford Motor Company
Cell 313-805-3201
2B-L18 Product Development Center
Dearborn, MI 48124 USA

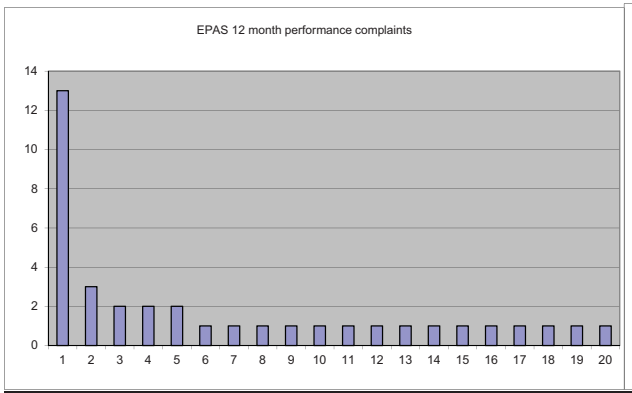
From: Estes, Eric (E.E.)
Sent: Thursday, January 27, 2011 8:54 AM
To: Snider, Tim (T.O.)
Cc: Napoli, Laura (L.)
Subject: 2010-11 TRW Warranty Tracker

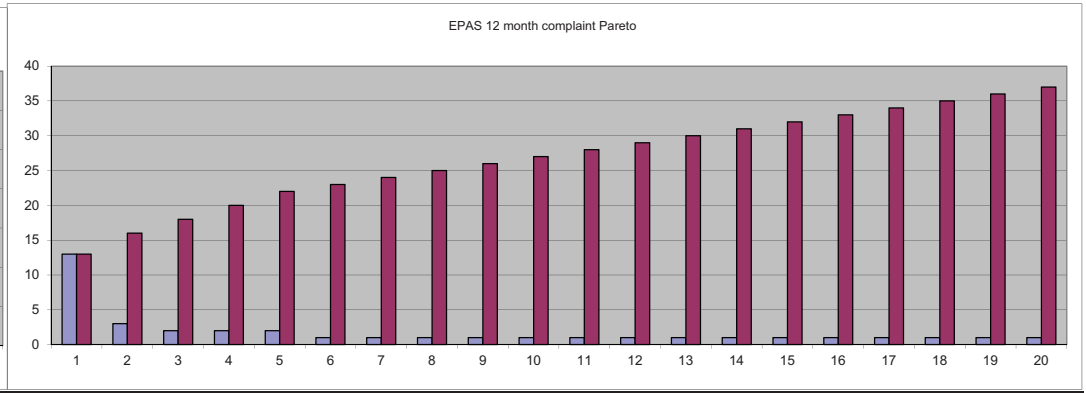
Tim here is the latest warranty tracker sheet

Eric

PE12-017 006638

EPP number	Fault code	Date found	Found	Diag rep	PFR Name	Root cause	Ad. Cont.	Perm. Act.	Model	Part loc	Next step	TRW resp.	Actions owner
100271177J31114	BD4	23-03-2010	EOLT2	1000Limpieza 1		Yes	Yes	Under anal	CD3			G. Zarate	TRW Rog.





QR number	Description	Liability	Liability Tier	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Total	Actions taken	PCA date	PCA @ QAO	PCA @ Ford	Recurrence
I240208, I240512, I240760, I031437, I241013, I241151, I241124, I241277, I241469, I241496, I241663, No QR, J240339-3	Lost of assistance / Relay related																				
	Raised Rivet	TRW	Tyco	3									1			4	- Modify lower punch from flat to a cone shape for a more robust rivet - Installation of vision system to confirm post-rivet geometry. Improve EOL cotact resistance testing	5/19/2009	8/11/2009	8/18/2009	
	Offset spring	TRW	Tyco					1								1	- Vision camera installed to prevent missaligned bridge. - Install feature to guide the spring during welding process	9/11/2009 10/9/2009	1/8/2010	1/15/2010	
	Sulphur contamination	TRW	Tyco													0	- Contact laser cleaning on week 40/08 - Test effectiveness to be more rep. of the application (low current testing) at Tyco and Nidec	Sept. 2008 4/2/2009	6/25/2009	7/2/2009	
	Link relay armature weld failure	TRW	Tyco			1	2									3	- Laser sampling / Lens cleaning. - Welding station PM change	10/9/2009 10/22/2009	1/8/2010	1/15/2010	

	Plastic contamination	TRW	Tyco			1		1		1		1		1		5	- Close back of riveting machine and buffer before and after cleaning. -Molding dept. particle reduction. New ionizatrion bars on coil body, cover and base plate.	9/30/2009 11/7/2009 12/11/2009	3/5/2010	3/12/2010	
	Loose plastic tab	TRW	Tyco		1											1	- Improved alignment of base to armature. - 2 cameras installed to check for tab presence. - Blow and vacuum cleaning installation	8/6/2009	10/29/2009	11/5/2009	
I240504, I240786, I241589	Noisy gear due to input shat loose on IPA / Missing input shaft bushing	TRW	Rogersville	1					1							2	- Poke yoke system installation to prevent non stacked shafts to be passed through before bushing is installed	1/8/2010	1/15/2010	1/22/2010	
J240339-4, J200776-C	Lost of assistance PCB clerance related	TRW	Nidec										1	1		2	- Test to confirm the impedance level between 0V and signal pins in the ribbon cable. - EC to cut back the 0V plane in the PCB artwork, to remove the potential for this overlap	Nov. 09 EC ongoing	10/21/2010	10/23/2010	
I241036, I241386	Missing mounting bushing	TRW	QAO			1		1								2	- Vision camera to detect missing bushings intalled in assy. line	Oct. 2009	Oct. 2009	Oct. 2009	
J030323, J200386	Wrong ECU delivery part number	TRW	QAO									15				15	- Investigate feasibility to run cross check verification of correct software info. Between Bully and NVH machine. - Improve line programming to add new part numbers by minimizing manual intervention	2/15/2010 3/1/2010	2/15/2010 3/1/2010	3/8/2010	
I240259	No communication	TRW	QAO													0	- Recirculation process set up. - Operators retraining	3/31/2009	3/31/2009	4/7/2009	
I240647	Bushing off position	TRW	Tenneco													0	- Rubber process cleaning improvement at supplier	5/12/2009	5/26/2009	6/2/2009	

I241180	Failure codes U0100, U2101	TRW	QAO				41									41	- Activation test process change - Woodpecker process improvement	9/4/2009 9/13/2009	9/4/2009 9/13/2009	9/20/2009	
I240929	Sensor harness contamination in connector	TRW	Delphi		2											2	- Process audit improvement at supplier	10/30/2009	11/6/2009	11/13/2009	
I202093	Hex nut bushing without threads	TRW	ENA				1									1	- Visual camera system	11/30/2009	11/30/2009	12/5/2009	
I241645	Missing tie rods	TRW	QAO						1							1	- Poka yoke installation to assure programming of the part number to be produced into the data base	1/15/2010	1/15/2010	1/22/2010	
I202814	Housing's slot over spec	TRW	Sensus							1						1	- Materials handling improvement to remove set up parts	12/12/2009	1/15/2010	1/22/2010	
I241503	Cricket noise	TRW	Rogersville					84								84	- Return to Job 1 sensor design. Install guide in op. 60 to turn IPA's input shaft 45 degrees and assure finger retainer in properly installed	12/19/2009	12/19/2009	12/26/2009	
J034027	Containment bolt on bushing	TRW	QAO									1				1	- Bolt removal at SL station added	2/17/2010	2/17/2010	12/26/2009	
I240225	Noisy gear due to input shat loose on IPA	TRW	Rogersville													0	- Add bushing on "t" bar and pinion union. - Change to a new grease	Mar. 2009	Mar. 2009	Apr. 2009	
No QR	Lost of Asistance. Part recirculated that didn't passed through testing stations	TRW	QAO									1				1	- Develop password that locks ability to operators to define station to send recirculated parts. Develop traveling card system for recirculated parts	2/25/2010	2/25/2010		
J240232	Belt sliding while teeth are not well formed	TRW	Gates										1			1	- Supplier to remove tape to hold rubber in mandreel. - Molds are being inspected twice (a) 100% at the stripper after demold operation of the slab and (b) at the cooling station prior to placing the next jacket on the m	3/29/2010	4/15/2010	TBD	

J200776-C	Damaged ribbon cable / Tear down	TRW	QAO										1			1	- Develop the usage of one individual centering tool for the tear down operation	3/30/2010	3/30/2010	4/7/2010	
J240482	Bent finger on IPA	TRW	QAO											1		1	- Desing and implement a Christmas tree tool base to avoid using IPA's container to place this tool	5/25/2010	5/25/2010		
No QR	ECU R227 open circuit. C17 damaged or missing	TRW	Anting												1	1	TBD				
J240339, J240482	Lost of assistance. TBD	TRW	TBD										2	2	3	7	TBD				

Chicago QR's / If Number-C it means that rejections stayed at QC
Oakville QR's / If Number-C it means that rejections stayed at QC
Hermosillo QR's

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

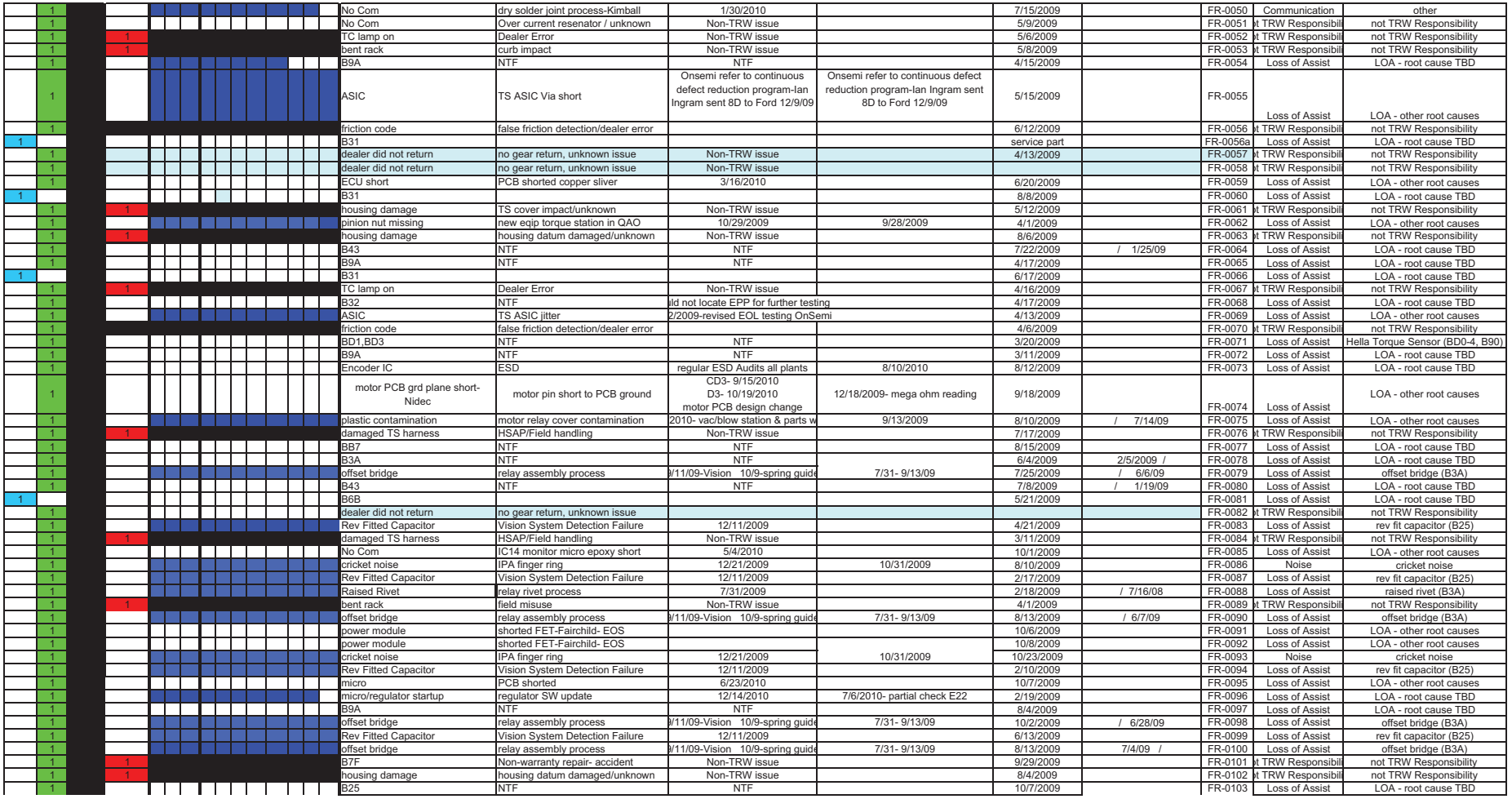
REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

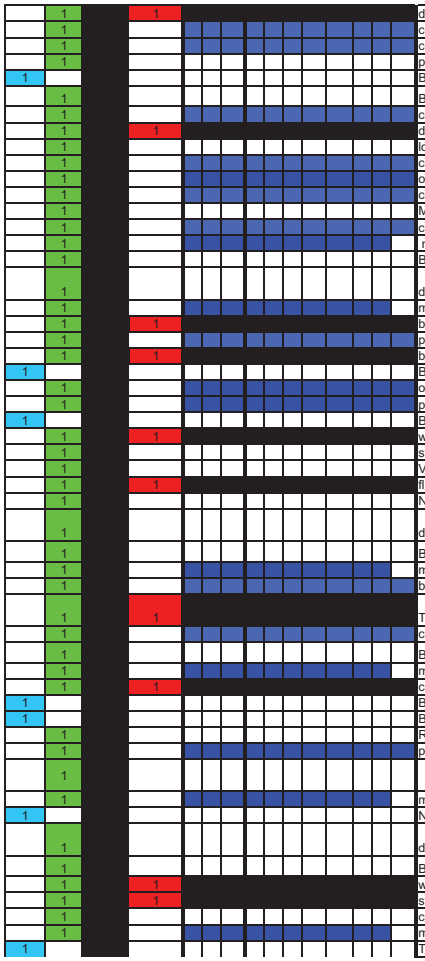
| U502 Total | | 0 | 0 | | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0

104	296	400	66												Failure Mode	Root Cause			Vehicle build date		Total		
Open	Clsd	Total	Non-TRW	A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8	Failure Mode	Root Cause	PCA Clean Date	ICA	Vehicle build date	motor / relay date	Case #		
	1		1												No Com	Broken hard shell C1010	Non-TRW issue		5/11/2009		N/A	t TRW Responsibili	not TRW Responsibility
	1		1												No Com	harness short	Non-TRW issue		5/23/2009		N/A	t TRW Responsibili	not TRW Responsibility
	1		1												No Com	harness short	Non-TRW issue		3/20/2009		N/A	t TRW Responsibili	not TRW Responsibility
	1		1												No Com	harness short	Non-TRW issue		3/9/2009		N/A	t TRW Responsibili	not TRW Responsibility
	1		1												No Com	harness short	Non-TRW issue		3/30/2009		N/A	t TRW Responsibili	not TRW Responsibility
	1														BA4	Mon Micro test	11/23/2009		2/14/2009		FR-0001	Loss of Assist	LOA - other root causes
	1														Raised Rivet	relay rivet process	7/31/2009		4/13/2009	9/22/08 / 7/18/2008	FR-0002	Loss of Assist	raised rivet (B3A)
	1														Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		4/13/2009		FR-0003	Loss of Assist	rev fit capacitor (B25)
	1														Ribbon Cable conn. bent pins	Anting operator assembly error-	1/28/2011-alignment fixture	8/17/2009- work instruction updated	4/30/2009		FR-0004	Loss of Assist	LOA - other root causes
	1														Loose screw in EPP	Schalke Handling	5/8/2009	5/5/2009	4/3/2009		FR-0005	Loss of Assist	LOA - other root causes
	1														Raised Rivet	relay rivet process	7/31/2009		2/17/2009		FR-0006	Loss of Assist	raised rivet (B3A)
	1														Raised Rivet	relay rivet process	7/31/2009		5/7/2009	11/20/08 / 11/7/2008	FR-0007	Loss of Assist	raised rivet (B3A)
	1														ASIC	Aux Asic Isense Pin	1/15/2009		3/12/2009		FR-0008	Loss of Assist	LOA - other root causes
	1														Code cleared	no gear replaced, NTF at dealer	No gear replaced		3/10/2009		FR-0009	t TRW Responsibili	not TRW Responsibility
	1														Raised Rivet	relay rivet process	7/31/2009		5/7/2009	11/20/08 / 11/7/2008	FR-0010	Loss of Assist	raised rivet (B3A)
	1														Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		5/23/2009		FR-0011	Loss of Assist	rev fit capacitor (B25)
	1														Raised Rivet	relay rivet process	7/31/2009		3/19/2009		FR-0012	Loss of Assist	raised rivet (B3A)
	1														Loose screw in EPP	Schalke Handling	5/8/2009	5/5/2009	3/14/2009		FR-0013	Loss of Assist	LOA - other root causes
	1		1												damaged TS harness	HSAP/Field handling	Non-TRW issue		3/12/2009		FR-0014	t TRW Responsibili	not TRW Responsibility
	1		1												TS unplug & ign cycled	FCSD TS unplugged	Non-TRW issue		4/14/2009		FR-0015	t TRW Responsibili	not TRW Responsibility
	1														FET(TRU6)	epoxy splash- purging process	1/20/2010		6/11/2009		FR-0016	Communication	other
	1														B32	NTF	NTF		4/15/2009		FR-0017	Loss of Assist	LOA - other root causes
	1														BD0-BD4	NTF	NTF		5/18/2009		FR-0018	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
	1														loose RBN ball	QAO handling- rack/RBN fixture	8/5/2009	7/20/2009	4/23/2009		FR-0019	Loss of Assist	LOA - other root causes
	1														lack of solder on PCB	solder process	7/30/2009		5/19/2009		FR-0020	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
	1		1												fluid leak	No gear replaced			4/6/2009		FR-0021	not TRW Responsibility	not TRW Responsibility
	1														Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		4/8/2009		FR-0022	Loss of Assist	rev fit capacitor (B25)
	1														Raised Rivet	relay rivet process	7/31/2009		3/12/2009	10/7/08 / 9/8/08	FR-0023	Loss of Assist	raised rivet (B3A)
	1														Raised Rivet	relay rivet process	7/31/2009		6/1/2009	1/12/09 / 11/27/08	FR-0024	Loss of Assist	raised rivet (B3A)
	1														Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		3/19/2009		FR-0025	Loss of Assist	rev fit capacitor (B25)
	1														Vstar pin	Weld process	1/4/2010		5/15/2009		FR-0026	Loss of Assist	LOA - other root causes
	1														No Com	Resonator cutting process	4/23/2010		4/15/2009		FR-0027	Communication	other
	1														Code cleared	no gear replaced, NTF at dealer	No gear replaced		5/14/2009		FR-0028	t TRW Responsibili	not TRW Responsibility
	1		1												No Com	Dealer Error	Non-TRW issue		5/6/2009		FR-0029	t TRW Responsibili	not TRW Responsibility
	1														B9A	NTF	NTF		3/11/2009		FR-0030	Loss of Assist	LOA - root cause TBD
	1														bent TS tooth	TS harness retainer installer tool	/2010 -tray for harness retainer t	8/4/2009	7/7/2009		FR-0031	Loss of Assist	LOA - other root causes
	1														Raised Rivet	relay rivet process	7/31/2009		5/28/2009	/ 11/7/08	FR-0032	Loss of Assist	raised rivet (B3A)
	1														B9A	NTF	NTF		4/15/2009		FR-0033	Loss of Assist	LOA - root cause TBD
	1														Raised Rivet	relay rivet process	7/31/2009		6/26/2009	/ 11/27/08	FR-0034	Loss of Assist	raised rivet (B3A)
	1														Raised Rivet	relay rivet process	7/31/2009		6/19/2009		FR-0035	Loss of Assist	raised rivet (B3A)
	1														ASIC	TS ASIC jitter	2/2009-revised EOL testing OnSemi		6/15/2009		FR-0036	Loss of Assist	LOA - other root causes
	1														Raised Rivet	relay rivet process	7/31/2009		6/20/2009		FR-0037	Loss of Assist	raised rivet (B3A)
	1														Raised Rivet	relay rivet process	7/31/2009		5/22/2009		FR-0038	Loss of Assist	raised rivet (B3A)
	1														BBA	NTF	NTF		6/15/2009		FR-0039	Loss of Assist	LOA - root cause TBD
	1		1												bent rack	curb impact	Non-TRW issue		6/19/2009		FR-0040	t TRW Responsibili	not TRW Responsibility
	1														Raised Rivet	relay rivet process	7/31/2009		6/16/2009		FR-0041	Loss of Assist	raised rivet (B3A)
	1		1												damaged TS harness	HSAP/Field handling	Non-TRW issue		6/16/2009		FR-0042	t TRW Responsibili	not TRW Responsibility
	1														TS short	debris after weld/punch process	3/3/2010	12/10/2009	3/23/2009		FR-0043	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
	1														Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		4/13/2009		FR-0044	Loss of Assist	rev fit capacitor (B25)
	1														TS short	debris after weld/punch process	3/3/2010	12/10/2009	6/9/2009		FR-0045	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
	1														Raised Rivet	relay rivet process	7/31/2009		6/13/2009		FR-0046	Loss of Assist	raised rivet (B3A)
1															micro	main micro			7/24/2009		FR-0047	Loss of Assist	LOA - root cause TBD
	1														No Com	NTF	NTF		6/9/2009		FR-0048	Communication	other
	1														Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		4/14/2009		FR-0049	Loss of Assist	rev fit capacitor (B25)



	1										No Com	dry solder joint process-Kimball	1/30/2010		7/15/2009		FR-0050	Communication	other
	1										No Com	Over current resenator / unknown	Non-TRW issue		5/9/2009		FR-0051	t TRW Responsibili	not TRW Responsibility
	1			1							TC lamp on	Dealer Error	Non-TRW issue		5/6/2009		FR-0052	t TRW Responsibili	not TRW Responsibility
	1			1							bent rack	curb impact	Non-TRW issue		5/8/2009		FR-0053	t TRW Responsibili	not TRW Responsibility
	1										B9A	NTF	NTF		4/15/2009		FR-0054	Loss of Assist	LOA - root cause TBD
	1										ASIC	TS ASIC Via short	Onsemi refer to continuous defect reduction program-Ian Ingram sent 8D to Ford 12/9/09	Onsemi refer to continuous defect reduction program-Ian Ingram sent 8D to Ford 12/9/09	5/15/2009		FR-0055	Loss of Assist	LOA - other root causes
	1										friction code	false friction detection/dealer error			6/12/2009		FR-0056	t TRW Responsibili	not TRW Responsibility
1											B31				service part		FR-0056a	Loss of Assist	LOA - root cause TBD
	1										dealer did not return	no gear return, unknown issue	Non-TRW issue		4/13/2009		FR-0057	t TRW Responsibili	not TRW Responsibility
	1										dealer did not return	no gear return, unknown issue	Non-TRW issue				FR-0058	t TRW Responsibili	not TRW Responsibility
	1										ECU short	PCB shorted copper sliver	3/16/2010		6/20/2009		FR-0059	Loss of Assist	LOA - other root causes
1											B31				8/8/2009		FR-0060	Loss of Assist	LOA - root cause TBD
	1			1							housing damage	TS cover impact/unknown	Non-TRW issue		5/12/2009		FR-0061	t TRW Responsibili	not TRW Responsibility
	1										pinion nut missing	new eqip torque station in QAO	10/29/2009	9/28/2009	4/1/2009		FR-0062	Loss of Assist	LOA - other root causes
	1			1							housing damage	housing datum damaged/unknown	Non-TRW issue		8/6/2009		FR-0063	t TRW Responsibili	not TRW Responsibility
	1										B43	NTF	NTF		7/22/2009	/ 1/25/09	FR-0064	Loss of Assist	LOA - root cause TBD
	1										B9A	NTF	NTF		4/17/2009		FR-0065	Loss of Assist	LOA - root cause TBD
1											B31				6/17/2009		FR-0066	Loss of Assist	LOA - root cause TBD
	1			1							TC lamp on	Dealer Error	Non-TRW issue		4/16/2009		FR-0067	t TRW Responsibili	not TRW Responsibility
	1										B32	NTF	ld not locate EPP for further testing		4/17/2009		FR-0068	Loss of Assist	LOA - root cause TBD
	1										ASIC	TS ASIC jitter	2/2009-revised EOL testing OnSemi		4/13/2009		FR-0069	Loss of Assist	LOA - other root causes
	1										friction code	false friction detection/dealer error			4/6/2009		FR-0070	t TRW Responsibili	not TRW Responsibility
	1										BD1,BD3	NTF	NTF		3/20/2009		FR-0071	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
	1										B9A	NTF	NTF		3/11/2009		FR-0072	Loss of Assist	LOA - root cause TBD
	1										Encoder IC	ESD	regular ESD Audits all plants	8/10/2010	8/12/2009		FR-0073	Loss of Assist	LOA - root cause TBD
	1										motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	9/18/2009		FR-0074	Loss of Assist	LOA - other root causes
	1										plastic contamination	motor relay cover contamination	2010- vac/blow station & parts w	9/13/2009	8/10/2009	/ 7/14/09	FR-0075	Loss of Assist	LOA - other root causes
	1			1							damaged TS harness	HSAP/Field handling	Non-TRW issue		7/17/2009		FR-0076	t TRW Responsibili	not TRW Responsibility
	1										BB7	NTF	NTF		8/15/2009		FR-0077	Loss of Assist	LOA - root cause TBD
	1										B3A	NTF	NTF		6/4/2009	2/5/2009 /	FR-0078	Loss of Assist	LOA - root cause TBD
	1										offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	7/25/2009	/ 6/6/09	FR-0079	Loss of Assist	offset bridge (B3A)
	1										B43	NTF	NTF		7/8/2009	/ 1/19/09	FR-0080	Loss of Assist	LOA - root cause TBD
1											B6B				5/21/2009		FR-0081	Loss of Assist	LOA - root cause TBD
	1										dealer did not return	no gear return, unknown issue					FR-0082	t TRW Responsibili	not TRW Responsibility
	1										Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		4/21/2009		FR-0083	Loss of Assist	rev fit capacitor (B25)
	1			1							damaged TS harness	HSAP/Field handling	Non-TRW issue		3/11/2009		FR-0084	t TRW Responsibili	not TRW Responsibility
	1										No Com	IC14 monitor micro epoxy short	5/4/2010		10/1/2009		FR-0085	Loss of Assist	LOA - other root causes
	1										cricket noise	IPA finger ring	12/21/2009	10/31/2009	8/10/2009		FR-0086	Noise	cricket noise
	1										Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		2/17/2009		FR-0087	Loss of Assist	rev fit capacitor (B25)
	1										Raised Rivet	relay rivet process	7/31/2009		2/18/2009	/ 7/16/08	FR-0088	Loss of Assist	raised rivet (B3A)
	1			1							bent rack	field misuse	Non-TRW issue		4/1/2009		FR-0089	t TRW Responsibili	not TRW Responsibility
	1										offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	8/13/2009	/ 6/7/09	FR-0090	Loss of Assist	offset bridge (B3A)
	1										power module	shorted FET-Fairchild- EOS			10/6/2009		FR-0091	Loss of Assist	LOA - other root causes
	1										power module	shorted FET-Fairchild- EOS			10/8/2009		FR-0092	Loss of Assist	LOA - other root causes
	1										cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/23/2009		FR-0093	Noise	cricket noise
	1										Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		2/10/2009		FR-0094	Loss of Assist	rev fit capacitor (B25)
	1										micro	PCB shorted	6/23/2010		10/7/2009		FR-0095	Loss of Assist	LOA - other root causes
	1										micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	2/19/2009		FR-0096	Loss of Assist	LOA - root cause TBD
	1										B9A	NTF	NTF		8/4/2009		FR-0097	Loss of Assist	LOA - root cause TBD
	1										offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	10/2/2009	/ 6/28/09	FR-0098	Loss of Assist	offset bridge (B3A)
	1										Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		6/13/2009		FR-0099	Loss of Assist	rev fit capacitor (B25)
	1										offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	8/13/2009	7/4/09 /	FR-0100	Loss of Assist	offset bridge (B3A)
	1			1							B7F	Non-warranty repair- accident	Non-TRW issue		9/29/2009		FR-0101	t TRW Responsibili	not TRW Responsibility
	1			1							housing damage	housing datum damaged/unknown	Non-TRW issue		8/4/2009		FR-0102	t TRW Responsibili	not TRW Responsibility
	1										B25	NTF	NTF		10/7/2009		FR-0103	Loss of Assist	LOA - root cause TBD

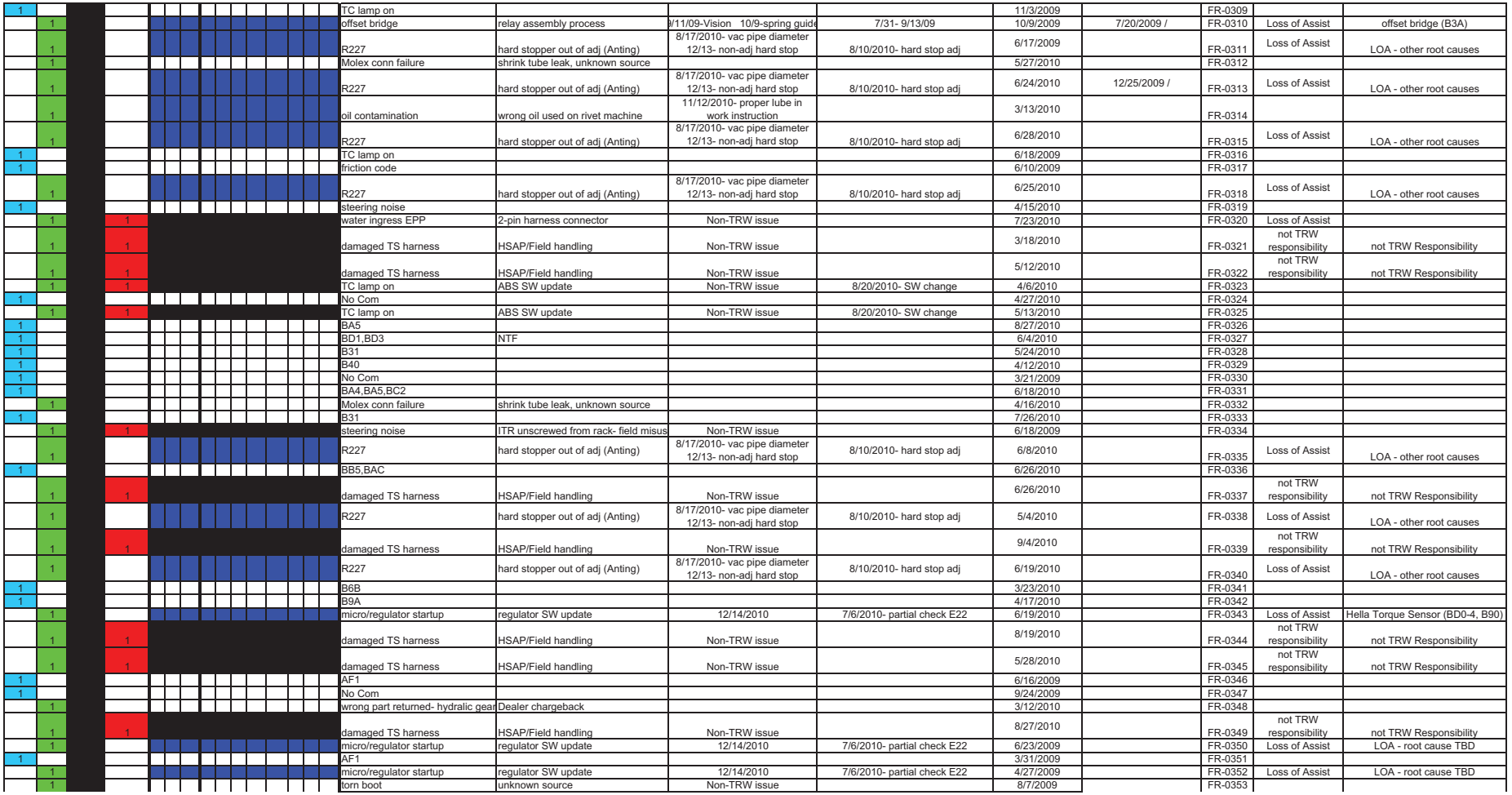
	1		Raised Rivet	relay rivet process	7/31/2009		5/21/2009	12/16/08 / 11/7/08	FR-0104	Loss of Assist	raised rivet (B3A)
	1		plastic contamination	motor relay cover contamination	2010- vac/blow station & parts w	9/13/2009	5/20/2009	11/26/08 / 3/3/2008	FR-0105	Loss of Assist	LOA - root cause TBD
	1		offset bridge	relay assembly process	)/11/09-Vision 10/9-spring guide	7/31- 9/13/09	9/30/2009	7/27/09 / 6/8/09	FR-0106	Loss of Assist	offset bridge (B3A)
1			No Com	R281 damaged	NTF		9/18/2009		FR-0107	Loss of Assist	LOA - other root causes
	1		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/17/2009		FR-0108	Loss of Assist	LOA - root cause TBD
	1		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	3/30/2009		FR-0109	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
	1		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	5/26/2009		FR-0110	Loss of Assist	LOA - root cause TBD
	1		B3A	NTF	NTF		11/7/2009	9/9/09 / week 36	FR-0111	Loss of Assist	LOA - other root causes
	1		Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		3/11/2009		FR-0112	Loss of Assist	rev fit capacitor (B25)
	1		ASIC	master ASIC- failing gates in digital	5/22/2010 OnSemi Vstress 10/26/2010 Hella Vstress ICT		6/4/2009		FR-0113	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
	1		TC lamp on	NTF	NTF		10/3/2009		FR-0114	Loss of Assist	LOA - root cause TBD
	1		TC lamp on	NTF	NTF		11/4/2009		FR-0115	ɔt TRW Responsibili	not TRW Responsibility
	1		Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		4/13/2009		FR-0116	Loss of Assist	rev fit capacitor (B25)
	1		cricket noise	IPA finger ring	12/21/2009	10/31/2009	9/30/2009		FR-0117	Noise	cricket noise
	1		cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/3/2009		FR-0118	Noise	cricket noise
	1		offset bridge	relay assembly process	)/11/09-Vision 10/9-spring guide	7/31-9/13/09	11/22/2009	7/21/09 /	FR-0119	Loss of Assist	offset bridge (B3A)
	1		cricket noise	IPA finger ring	12/21/2009	10/31/2009	9/19/2009		FR-0120	Noise	cricket noise
	1		offset bridge	relay assembly process	)/11/09-Vision 10/9-spring guide	7/31-9/13/09	9/24/2009	7/20/09 /	FR-0121	Loss of Assist	offset bridge (B3A)
	1		cricket noise	IPA finger ring	12/21/2009	10/31/2009	9/16/2009		FR-0122	Noise	cricket noise
	1	1	damaged TS harness	HSAP/Field handling	Non-TRW issue	Shop manual change 2011 & 2010m/y	4/23/2009		FR-0123	ɔt TRW Responsibili	not TRW Responsibility
	1		TC lamp on	NTF	NTF		9/17/2009		FR-0124	ɔt TRW Responsibili	not TRW Responsibility
	1		Cold weld	link relay- armature weld failure	10/9/09(laser samp.-lens cleaning)	9/30/2009	9/23/2009		FR-0125	Loss of Assist	LOA - other root causes
1			Flux Density-Halls	Flux Density-Halls		4/28/2010	11/3/2009		FR-0126	Loss of Assist	LOA - other root causes
	1	1	TC lamp on	Dealer Error	Non-TRW issue		2/13/2009		FR-0127	ɔt TRW Responsibili	not TRW Responsibility
1			B6B				10/11/2009	8/16/09 /	FR-0128	Loss of Assist	LOA - root cause TBD
	1		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/8/2009		FR-0129	Loss of Assist	LOA - other root causes
	1		cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/21/2009		FR-0130	Noise	cricket noise
	1		TC lamp on	NTF			7/13/2009		FR-0131	Loss of Assist	LOA - root cause TBD
	1		cricket noise	IPA finger ring	12/21/2009	10/31/2009	9/25/2009		FR-0132	Noise	cricket noise
	1		vclip in IPA bore	vclip bent TS tooth	4/8/2010	3/29/2010 QA	7/16/2009		FR-0133	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
	1		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	2/13/2009		FR-0134	Loss of Assist	LOA - root cause TBD
	1		water ingress EPP	2-pin harness connector	Non-TRW issue		10/2/2009		FR-0135	Loss of Assist	LOA - other root causes
	1		ECU short	Sliver short ECU terminals at ribbon cable	/10-brush station / 4/20/10 vac/b	12/1/2009	11/4/2009		FR-0136	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
	1	1	fluid leak	Dealer chargeback	Non-TRW issue	dealer error , mis-diagnosis			FR-0137	ɔt TRW Responsibili	not TRW Responsibility
1			ASIC	TS ASIC jitter	2/2009-revised EOL testing OnSemi		8/26/2009		FR-0138	Loss of Assist	LOA - other root causes
1			micro	monitor micro			2/18/2009		FR-0139	Loss of Assist	LOA - root cause TBD
	1	1	fluid leak	Dealer chargeback	Non-TRW issue	dealer error , mis-diagnosis			FR-0140	ɔt TRW Responsibili	not TRW Responsibility
	1		motor PCB solder conn.	Solder in hole plating	4/23/2010- Santis to IM to Nidec	00% optical inspection at IM-5/19/201(	10/29/2009		FR-0141	Loss of Assist	LOA - other root causes
	1		cricket noise	IPA finger ring	12/21/2009	10/31/2009	9/30/2009		FR-0142	Noise	cricket noise
	1		cricket noise	IPA finger ring	12/21/2009	10/31/2009	11/17/2009		FR-0143	Noise	cricket noise
	1		plastic contamination	link relay- plastic contamination	2010- vac/blow station & parts w	9/13/2009	12/5/2009	/ 8/24/2009	FR-0144	Loss of Assist	LOA - other root causes
	1		Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		12/4/2008		FR-0145	Loss of Assist	rev fit capacitor (B25)
	1		motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	10/17/2009		FR-0146	Loss of Assist	LOA - other root causes
	1		No Com	NTF	NTF		11/26/2009		FR-0147	Communication	other
	1	1	damaged TS harness	HSAP/Field handling	Non-TRW issue				FR-0148	ɔt TRW Responsibili	not TRW Responsibility
	1		offset bridge	relay assembly process	)/11/09-Vision 10/9-spring guide	7/31- 9/13/09	9/24/2009	7/22/2009 / 6/6/2009	FR-0149	Loss of Assist	offset bridge (B3A)
	1		cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/2/2009		FR-0150	Noise	cricket noise
	1		B3A	NTF	NTF		3/19/2009	9/29/2008 / 2/22/2008	FR-0151	Loss of Assist	LOA - root cause TBD
1			ASIC	TS ASIC short			7/27/2009		FR-0152	Loss of Assist	LOA - other root causes
	1		plastic contamination	link relay- plastic contamination	2010- vac/blow station & parts w	9/13/2009	8/28/2009	7/5/2009 /	FR-0153	Loss of Assist	LOA - root cause TBD
	1		Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009	10/31/2009	4/16/2009		FR-0154	Loss of Assist	rev fit capacitor (B25)
	1		friction code	false friction detection/dealer error			4/4/2009		FR-0155	Loss of Assist	LOA - root cause TBD
	1	1	damaged TS harness	HSAP/Field handling	Non-TRW issue				FR-0156	ɔt TRW Responsibili	not TRW Responsibility
	1		B3A	NTF	NTF		3/30/2009	10/5/2008 / 2/22/2008	FR-0157	Loss of Assist	LOA - root cause TBD
	1		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	5/8/2009		FR-0158	Loss of Assist	LOA - root cause TBD
	1		cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/29/2009		FR-0159	Noise	cricket noise



	1		1		damaged TS harness	HSAP/Field handling	Non-TRW issue		11/26/2009		FR-0160	t TRW Responsibili	not TRW Responsibility
	1				cricket noise	IPA finger ring	12/21/2009	10/30/2009	10/12/2009		FR-0161	Noise	cricket noise
	1				cricket noise	IPA finger ring	12/21/2009	10/30/2009	9/26/2009		FR-0162	Noise	cricket noise
	1				power module	shorted FET-Fairchild- EOS			11/12/2009		FR-0163	Loss of Assist	LOA - root cause TBD
1					B6B				1/19/2010	11/12/2009 /	FR-0164	Loss of Assist	LOA - root cause TBD
	1				B3A	NTF	NTF		3/27/2009	10/15/2008 / 2/24/2008	FR-0165	Loss of Assist	LOA - root cause TBD
	1				cricket noise	IPA finger ring	12/21/2009	10/31/2009	9/18/2009		FR-0166	Noise	cricket noise
	1		1		damaged TS harness	HSAP/Field handling	Non-TRW issue		6/20/2009		FR-0167	t TRW Responsibili	not TRW Responsibility
	1				loose RBN ball	QAO handling- rack/RBN fixture	8/5/2009	7/20/2009	11/4/2009		FR-0168	Loss of Assist	LOA - other root causes
	1				cricket noise	IPA finger ring	12/21/2009	10/31/2009	12/17/2009		FR-0169	Noise	cricket noise
	1				offset bridge	relay assembly process	/11/09-Vision 10/9-spring guide	7/31- 9/13/09	8/31/2009		FR-0170	Loss of Assist	offset bridge (B43)
	1				cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/3/2009		FR-0171	Noise	cricket noise
	1				Molex conn failure	wire strain/ impact			12/8/2009		FR-0172	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
	1				cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/1/2009		FR-0173	Noise	cricket noise
	1				micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	6/24/2009		FR-0174	Loss of Assist	LOA - root cause TBD
	1				B6B	NTF			11/6/2009		FR-0175	Loss of Assist	LOA - root cause TBD
	1				damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	6/10/2009		FR-0176	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
	1				micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	2/10/2009		FR-0177	Loss of Assist	LOA - root cause TBD
	1		1		bent rack	field misuse	Non-TRW issue		6/4/2009		FR-0178	Noise	other
	1				pinion nut missing	new eqip torque station in QAO	10/29/2009	9/28/2009	4/1/2009		FR-0179	Loss of Assist	LOA - other root causes
	1		1		bent rack	field misuse	Non-TRW issue		8/25/2009		FR-0180	Noise	other
1					B43				12/18/2009	10/18/2009 /	FR-0181	Loss of Assist	LOA - root cause TBD
	1				offset bridge	relay assembly process	/11/09-Vision 10/9-spring guide	7/31- 9/13/09	9/12/2009	7/17/2009 / 6/7/2009	FR-0182	Loss of Assist	offset bridge (B3A)
	1				plastic contamination	motor relay- plastic contamination	2010- vac/blow station & parts w	9/13/2009	1/30/2009	12/8/2009 / 11/1/2009	FR-0183	Loss of Assist	LOA - root cause TBD
1					BC5				4/2/2009	8/27/08 /	FR-0184	Loss of Assist	LOA - root cause TBD
	1		1		water ingress EPP	2-pin harness connector	Non-TRW issue		12/4/2009		FR-0185	Loss of Assist	LOA - root cause TBD
	1				steering noise	NTF	NTF		9/15/2009		FR-0186	Noise	other
	1				Vcc signal open	broken ferrite core at the small segme	10/2/2009		7/24/2009		FR-0187	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
	1		1		fluid leak	Dealer chargeback	Non-TRW issue	dealer error , mis-diagnosis	8/28/2009		FR-0188	t TRW Responsibili	not TRW Responsibility
	1				No Com	NTF	NTF		4/1/2009		FR-0189	Communication	other
	1				damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	6/10/2009		FR-0190	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
	1				B3A	NTF	NTF		2/11/2010	11/23/2009 /	FR-0191	Loss of Assist	LOA - root cause TBD
	1				micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/3/2009		FR-0192	Loss of Assist	LOA - root cause TBD
	1				bent TS tooth	TS harness retainer installer tool	/2010 -tray for harness retainer tool		1/14/2010		FR-0193	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
	1		1		TC lamp on	Dealer Error	Non-TRW issue		8/12/2009		FR-0194	not TRW Responsibility	not TRW Responsibility
	1				cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/9/2009		FR-0195	Noise	cricket noise
	1				B3A	NTF	NTF		11/12/2009	11/6/2009 /	FR-0196	Loss of Assist	LOA - root cause TBD
	1				micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22			FR-0197	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
	1		1		cluster lamp cycling on/off	Dealer chargeback	Non-TRW issue				FR-0198	t TRW Responsibili	not TRW Responsibility
1					B6B				7/21/2009	6/7/2009 /	FR-0199	Loss of Assist	LOA - root cause TBD
1					B6B				11/24/2009	9/21/2009 /	FR-0200	Loss of Assist	LOA - root cause TBD
	1				Raised Rivet	relay rivet process	7/31/2009		5/13/2009	11/21/2008 /	FR-0201	Loss of Assist	LOA - root cause TBD
	1				plastic contamination	motor relay- plastic contamination	2010- vac/blow station & parts w	9/13/2009	12/12/2009	10/14/2009 /	FR-0202	Loss of Assist	LOA - root cause TBD
	1				motor PCB grd plane short- Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010	12/18/2009- mega ohm reading	3/16/2010		FR-0203	Loss of Assist	LOA - root cause TBD
	1				micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	10/28/2009		FR-0204	Loss of Assist	LOA - root cause TBD
1					No Com	under analysis			2/25/2010		FR-0205	Communication	other
	1				damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	6/12/2009		FR-0206	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
	1				B3A	NTF	NTF		1/30/2010	11/21/2009 /	FR-0207	Loss of Assist	LOA - root cause TBD
	1		1		water ingress EPP	2-pin harness connector	Non-TRW issue		12/3/2009		FR-0208	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
	1		1		steering binding	Dealer chargeback	Non-TRW issue				FR-0209	t TRW Responsibili	not TRW Responsibility
	1				clockspring assembly	lost root cause shipping CS to TYCO	NTF		11/14/2009		FR-0210	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
	1				micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	8/10/2009		FR-0211	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
1					TC lamp on				4/27/2009		FR-0212		

	1	[redacted]			motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	5/27/2009	12/12/2008 /	FR-0213	Loss of Assist	LOA - root cause TBD
1		[redacted]			B6B, B3A				6/9/2009	2/18/2009 /	FR-0214	Loss of Assist	LOA - root cause TBD
1		[redacted]			TC lamp on						FR-0215		
	1	[redacted]			micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22			FR-0216	Loss of Assist	LOA - root cause TBD
	1	[redacted]			offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	10/9/2009	7/29/2009 /	FR-0217	Loss of Assist	offset bridge (B3A)
1		[redacted]			B6B	in analysis 26mile					FR-0218	Loss of Assist	LOA - root cause TBD
	1	[redacted]			cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/1/2009		FR-0219	Noise	cricket noise
	1	[redacted]			Cold weld	link relay- bridge weld failure	10/9/09(laser samp.-lens cleaning) 10/22/09(weld station PM change) 10/30/09(DOE)	9/30/2009			FR-0220	Loss of Assist	LOA - root cause TBD
	1	[redacted]			damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010			FR-0221	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
	1	[redacted]			B3A	NTF	NTF				FR-0222	Loss of Assist	LOA - root cause TBD
	1	[redacted]			friction code	false friction detection/dealer error					FR-0223	Noise	
	1	[redacted]			plastic contamination	motor relay- plastic contamination	2010- vac/blow station & parts w	9/13/2009	2/17/2010	12/2/2009 / 11/1/2009	FR-0224	Loss of Assist	LOA - root cause TBD
	1	[redacted]	1	[redacted]	TC lamp on	Dealer chargeback	Non-TRW issue				FR-0225	not TRW Responsibility	not TRW Responsibility
	1	[redacted]	1	[redacted]	damaged TS harness	HSAP/Field handling	Non-TRW issue				FR-0226	ot TRW Responsibili	not TRW Responsibility
	1	[redacted]			offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	10/7/2009	7/21/2009 /	FR-0227	Loss of Assist	offset bridge (B43)
1		[redacted]			B6B				12/10/2009	10/13/2009 /	FR-0228		
1		[redacted]			Motor PCB Clearance				3/23/2010	1/6/2010	FR-0229		
	1	[redacted]	1	[redacted]	water ingress EPP	2-pin harness connector	Non-TRW issue		1/8/2010		FR-0230	Loss of Assist	
	1	[redacted]			steering noise	NTF	NTF		4/24/2009		FR-0231		
	1	[redacted]			oil contamination	wrong lube used on rivet machine	2/2010- proper lube in work instruction		2/13/2010	12/1/2009 /	FR-0232		
	1	[redacted]			micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	1/11/2010		FR-0233	Loss of Assist	LOA - root cause TBD
1		[redacted]			B9A				4/6/2009	9/20/2008 /	FR-0234		
1		[redacted]			friction code	housing bent			6/9/2009		FR-0235		
	1	[redacted]	1	[redacted]	TC lamp on	ABS rear speed sen wires crossed	Non-TRW issue				FR-0236	not TRW Responsibility	not TRW Responsibility
1		[redacted]			B6B				12/21/2009	10/17/2009 /	FR-0237		
	1	[redacted]	1	[redacted]	damaged TS harness	HSAP/Field handling	Non-TRW issue		11/27/2009		FR-0238	ot TRW Responsibili	not TRW Responsibility
1		[redacted]			housing damage	unknown source			5/19/2009		FR-0239		
	1	[redacted]			cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/23/2009		FR-0240	Noise	cricket noise
1		[redacted]			B43				1/7/2010		FR-0241		
1		[redacted]			B25				12/5/2009		FR-0242		
1		[redacted]			B9A				3/20/2009		FR-0243		
1		[redacted]			B9A				2/13/2009		FR-0244		
1		[redacted]			B4E				7/10/2009		FR-0245		
1		[redacted]			B43				4/9/2010		FR-0246		
1		[redacted]			No Com	main micro- silicon defectivity	Continuous Improvement Plan		3/27/2010		FR-0247		
	1	[redacted]	1	[redacted]	fluid leak	Dealer chargeback	Non-TRW issue	dealer error , mis-diagnosis	9/9/2009		FR-0248	ot TRW Responsibili	not TRW Responsibility
1		[redacted]			B9A				2/16/2009		FR-0249		
	1	[redacted]	1	[redacted]	damaged TS harness	HSAP/Field handling	Non-TRW issue		1/21/2010		FR-0250	ot TRW Responsibili	not TRW Responsibility
	1	[redacted]			friction code	QAO assembly process- station 70	4/19/2010		6/10/2009		FR-0251		
	1	[redacted]	1	[redacted]	TC lamp on	poor conn at ABS module	Non-TRW issue				FR-0252	not TRW Responsibility	not TRW Responsibility
	1	[redacted]			motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	3/20/2010		FR-0253	Loss of Assist	LOA - root cause TBD
	1	[redacted]			damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	5/26/2009		FR-0254	Loss of Assist	
1		[redacted]	1	[redacted]	No Com	CAN IC chip EOS	Non-TRW issue		9/19/2009		FR-0255		
	1	[redacted]			Molex conn failure	shrink tube leak, unknown source			10/15/2009		FR-0256		
	1	[redacted]			ASIC	TS ASIC- latent defect	2009- Chamber "A" removed(OnSemi)		10/29/2009		FR-0257		
	1	[redacted]			motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	3/22/2010		FR-0258	Loss of Assist	LOA - root cause TBD

1				micro	ADC fault			4/21/2010		FR-0259		
	1		1	TC lamp on	CAN bus repair	Non-TRW issue		2/26/2010		FR-0260	not TRW Responsibility	not TRW Responsibility
1				B6B				10/31/2009	9/5/2009 /	FR-0261		
	1			B3A	NTF	NTF		3/13/2010	12/28/2009 /	FR-0262		
	1			glass fiber contamination	motor relay- Glass fiber	2010- vac/blow station & parts w	9/13/2009	2/6/2010	11/19/2009 / 11/1/2009	FR-0263		
1				diode				12/8/2009		FR-0264		
1				B9A				5/26/2009		FR-0265		
	1			micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	2/20/2010		FR-0266	Loss of Assist	LOA - root cause TBD
	1			Molex conn failure				4/28/2010		FR-0267		
	1			micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	7/22/2009		FR-0268	Loss of Assist	LOA - root cause TBD
	1			motor PCB grd plane short- Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	3/9/2010		FR-0269	Loss of Assist	LOA - root cause TBD
	1			R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	5/15/2010		FR-0270	Loss of Assist	LOA - other root causes
1				B6B				12/16/2009	10/14/2009 /	FR-0271		
	1			offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	8/14/2009	7/1/2009 / 6/7/2009	FR-0272	Loss of Assist	offset bridge (B3A)
1				B6B				7/7/2009	6/2/2009 /	FR-0273		
	1			B3A	NTF	NTF		5/12/2010	3/2/2010 / 1/30/2010	FR-0274		
	1		1	fluid leak	Dealer chargeback	Non-TRW issue	dealer error , mis-diagnosis			FR-0275	t TRW Responsibili	not TRW Responsibility
	1			TC lamp on	NTF			3/6/2010		FR-0276		
	1			B3A	NTF			4/16/2009	9/29/2008 /	FR-0277		
1				B6B				12/9/2009	11/9/2009 /	FR-0278		
	1			offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	10/10/2009	8/12/2009 /	FR-0279	Loss of Assist	offset bridge (B3A)
	1			R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	5/6/2010		FR-0280	Loss of Assist	LOA - other root causes
1				B43				3/27/2010		FR-0281		
1				B9A				4/4/2009		FR-0282		
1				B9A				4/9/2009		FR-0283		
1				B6B				9/12/2009	7/10/2009 /	FR-0284		
	1			steering over sensitive	NTF	e bump steer issue design change 2011		9/5/2009		FR-0285		
	1			housing damage	unknown source			11/3/2009		FR-0286		
1				B9A				4/20/2010		FR-0287		
1				B6B				11/18/2009	10/3/2009 /	FR-0288		
	1			outside Ford's testing range	DNT			6/9/2009		FR-0289		
1				B6B				11/24/2009	9/21/2009 /	FR-0290		
	1			outside Ford's testing range	DNT			10/13/2009		FR-0291		
	1			outside Ford's testing range	DNT			6/17/2009		FR-0292		
	1		1	damaged TS harness	HSAP/Field handling	Non-TRW issue		12/15/2008		FR-0293	not TRW responsibility	not TRW Responsibility
	1			damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	6/19/2009		FR-0294	Loss of Assist	
	1			offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	9/28/2009	7/27/2009 / 6/8/2009	FR-0295	Loss of Assist	offset bridge (B3A)
	1			offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	9/28/2009	7/21/2009 / 6/8/2009	FR-0296	Loss of Assist	offset bridge (B3A)
	1		1	bent rack	field misuse	Non-TRW issue		11/14/2009		FR-0297		
	1			damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	5/27/2009		FR-0298	Loss of Assist	
1				B9A				3/19/2009		FR-0299		
	1			bent rack	field misuse	Non-TRW issue		12/3/2009		FR-0300		
	1			Molex conn failure	shrink tube leak, unknown source			6/3/2009		FR-0301		
	1		1	hole drilled in IPA cover- moisture	field misuse	Non-TRW issue		4/8/2010		FR-0302		
	1			micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	3/23/2010		FR-0303	Loss of Assist	LOA - root cause TBD
1				BD2,BD4	NTF			4/21/2010		FR-0304		
	1			R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	7/1/2010		FR-0305	Loss of Assist	LOA - other root causes
	1			No Com	sliver beteen legs of regulator	8/2010- heat slug caused reg. sliver		1/7/2010		FR-0306		
1				TC lamp on				3/2/2010		FR-0307		
1				steering noise				1/14/2010		FR-0308		



1					TC lamp on					11/3/2009		FR-0309		
	1				offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09		10/9/2009	7/20/2009 /	FR-0310	Loss of Assist	offset bridge (B3A)
	1				R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj		6/17/2009		FR-0311	Loss of Assist	LOA - other root causes
	1				Molex conn failure	shrink tube leak, unknown source				5/27/2010		FR-0312		
	1				R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj		6/24/2010	12/25/2009 /	FR-0313	Loss of Assist	LOA - other root causes
	1				oil contamination	wrong oil used on rivet machine	11/12/2010- proper lube in work instruction			3/13/2010		FR-0314		
	1				R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj		6/28/2010		FR-0315	Loss of Assist	LOA - other root causes
1					TC lamp on					6/18/2009		FR-0316		
1					friction code					6/10/2009		FR-0317		
	1				R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj		6/25/2010		FR-0318	Loss of Assist	LOA - other root causes
1					steering noise					4/15/2010		FR-0319		
	1		1		water ingress EPP	2-pin harness connector	Non-TRW issue			7/23/2010		FR-0320	Loss of Assist	
	1		1		damaged TS harness	HSAP/Field handling	Non-TRW issue			3/18/2010		FR-0321	not TRW responsibility	not TRW Responsibility
	1		1		damaged TS harness	HSAP/Field handling	Non-TRW issue			5/12/2010		FR-0322	not TRW responsibility	not TRW Responsibility
	1		1		TC lamp on	ABS SW update	Non-TRW issue	8/20/2010- SW change		4/6/2010		FR-0323		
1					No Com					4/27/2010		FR-0324		
	1		1		TC lamp on	ABS SW update	Non-TRW issue	8/20/2010- SW change		5/13/2010		FR-0325		
1					BA5					8/27/2010		FR-0326		
1					BD1,BD3	NTF				6/4/2010		FR-0327		
1					B31					5/24/2010		FR-0328		
1					B40					4/12/2010		FR-0329		
1					No Com					3/21/2009		FR-0330		
1					BA4,BA5,BC2					6/18/2010		FR-0331		
	1				Molex conn failure	shrink tube leak, unknown source				4/16/2010		FR-0332		
1					B31					7/26/2010		FR-0333		
	1		1		steering noise	ITR unscrewed from rack- field misus	Non-TRW issue			6/18/2009		FR-0334		
	1				R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj		6/8/2010		FR-0335	Loss of Assist	LOA - other root causes
1					BB5,BAC					6/26/2010		FR-0336		
	1		1		damaged TS harness	HSAP/Field handling	Non-TRW issue			6/26/2010		FR-0337	not TRW responsibility	not TRW Responsibility
	1				R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj		5/4/2010		FR-0338	Loss of Assist	LOA - other root causes
	1		1		damaged TS harness	HSAP/Field handling	Non-TRW issue			9/4/2010		FR-0339	not TRW responsibility	not TRW Responsibility
	1				R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj		6/19/2010		FR-0340	Loss of Assist	LOA - other root causes
1					B6B					3/23/2010		FR-0341		
1					B9A					4/17/2010		FR-0342		
	1				micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22		6/19/2010		FR-0343	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
	1		1		damaged TS harness	HSAP/Field handling	Non-TRW issue			8/19/2010		FR-0344	not TRW responsibility	not TRW Responsibility
	1		1		damaged TS harness	HSAP/Field handling	Non-TRW issue			5/28/2010		FR-0345	not TRW responsibility	not TRW Responsibility
1					AF1					6/16/2009		FR-0346		
1					No Com					9/24/2009		FR-0347		
	1				wrong part returned- hydralic gear	Dealer chargeback				3/12/2010		FR-0348		
	1		1		damaged TS harness	HSAP/Field handling	Non-TRW issue			8/27/2010		FR-0349	not TRW responsibility	not TRW Responsibility
	1				micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22		6/23/2009		FR-0350	Loss of Assist	LOA - root cause TBD
1					AF1					3/31/2009		FR-0351		
	1				micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22		4/27/2009		FR-0352	Loss of Assist	LOA - root cause TBD
	1				torn boot	unknown source	Non-TRW issue			8/7/2009		FR-0353		

	1														micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	8/31/2010		FR-0354	Loss of Assist	LOA - root cause TBD
	1		1												car wondering in the road	dealer misdiagnosis- chargeback	Non-TRW issue		8/29/2009		FR-0355		
1															BA4,BA5,BC2				9/4/2010		FR-0356		
1															AF1-B6A				7/15/2009		FR-0357		
1															B6C				10/18/2010		FR-0358		
	1		1												damaged TS harness	HSAP/Field handling	Non-TRW issue		6/4/2010		FR-0359	Not TRW responsibility	not TRW Responsibility
1															B9A				9/28/2010		FR-0360		
1															B31				8/28/2010		FR-0361		
	1		1												friction code	boot damage	Non-TRW issue		5/7/2009		FR-0362		
	1														micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	5/19/2010		FR-0363		
	1														micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	8/14/2010		FR-0364		
1															BD2,BD3,B90				6/2/2010		FR-0365		
1															BB5,BB7				6/28/2010		FR-0366		
1															B9A				7/14/2009		FR-0367		
1															BAA,BAB,BAE				7/23/2010		FR-0368		
	1														damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	5/26/2009		FR-0369		
	1		1												Hole drilled in EPP	HSAP/Field handling	Non-TRW issue		8/26/2010		FR-0370	Not TRW responsibility	
	1														micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	10/2/2010		FR-0371		
1															TC lamp on				8/7/2009		FR-0372		
1															Friction code				4/7/2009		FR-0373		
1															B9A				10/2/2010		FR-0374		
1															binding on turns				10/22/2009		FR-0375		
1															B6C				9/3/2010		FR-0376		
1															B9A				8/12/2010		FR-0377		
1															BD0-BD3				9/23/2010		FR-0378		
1															B3A				9/30/2010	7/10/2010 /	FR-0379		
1															B3A				11/26/2010	9/7/2010 /	FR-0380		
1															friction code				2/19/2009		FR-0381		
1															micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	8/16/2010	5/17/2010 /	FR-0382		
1															BAA,BAB,BAE				8/3/2010		FR-0383		
1															BD0-BD3				9/23/2010		FR-0384		
1															B3A				4/15/2009	4/7/2009 /	FR-0385		
1															binding on turns				6/10/2009		FR-0386		
1															B3A				8/13/2010	5/31/2010 /	FR-0387		
1															B9A				8/5/2010		FR-0388		
1															BA4,BA5,BC2				12/1/2010		FR-0389		
1															BD0, BD2, BD4				11/11/2010		FR-0390		
1															BAA, B9B, BAD				5/13/2010		FR-0391		
1															A19				11/16/2010		FR-0392		
1															BA4,BA5,BC2				11/4/2010		FR-0393		
1															B3A				10/14/2010	7/29/2010 /	FR-0394		
104	296	400	66																				
Open	Clsd			A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8									
Status			Non-TRW	Anaylsis			8D stage									Root Cause	PCA Clean Date	ICA	Vehicle build date	motor/relay date			
12	33	45	16																		Total		

PE12-017 006663

Open	Clsd	Total	Non-TRW	A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8									
	1														intermittent steering pull	NTF			7/13/2009		DR0001		
	1		1												steering noise	boot damage from, PP bubble wrap d	Non-TRW Issue	7/16/2009 new dunnage started	7/1/2009		DR0002	t TRW Responsibil	not TRW Responsibility
	1														No Com	main micro- silicon defectivity	1/3/2011		7/13/2009		DR0003	Communication	other
1															micro/regulator startup	regulator SW update		7/6/2010- partial check E22	7/2/2009		DR0004	Communication	other
	1														B3A	code reset did not return	No gear replaced		7/14/2009		DR0005	t TRW Responsibil	not TRW Responsibility
	1		1												vehicle accident	Non- warranty	Non-TRW Issue				DR0006	t TRW Responsibil	not TRW Responsibility
	1														No Com	NTF gear testing			10/1/2009		DR0007	Communication	other
	1														R281 solder joint	insufficient solder	2/1/2011		11/18/2009		DR0008	Loss of Assist	LOA - root cause TBD
	1		1												B99	Non- production code set Magna test	Non-TRW Issue		8/31/2009		DR0009	t TRW Responsibil	not TRW Responsibility
	1		1												No Com	hardshell broken lock tab C145- ign. I	Non-TRW Issue		12/1/2009		DR0010	t TRW Responsibil	not TRW Responsibility
	1														damaged TS clockspring	TS clockspring not centered QAO rework process	3/30/2010	3/30/2010	7/7/2009		DR0011	Loss of Assist	other
	1		1												bent rack	field misuse	Non-TRW issue				DR0012	t TRW Responsibil	not TRW Responsibility
1															power module	PM bond wire not centered in groove					DR0013	Loss of Assist	LOA - root cause TBD
	1														offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31-9/13/09	10/15/2009	6/29/2009 / 6/8/2009	DR0014	Loss of Assist	
	1														damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010			DR0015	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
	1		1												steering noise	boot damage from, PP bubble wrap d	Non-TRW Issue	7/16/2009 new dunnage started	6/23/2009		DR0016	t TRW Responsibil	not TRW Responsibility
	1		1												TC lamp on	Tech misdiagnosis-update manual	Non-TRW Issue				DR0017	t TRW Responsibil	not TRW Responsibility
1															BBB	NTF					DR0018	Loss of Assist	
	1														offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31-9/13/09	10/15/2009	7/23/2009 /	DR0019	Loss of Assist	LOA - root cause TBD
	1		1												bent rack	field misuse	Non-TRW issue				DR0020		
	1		1												damaged TS harness	plant or field issue	Non-TRW Issue				DR0021	t TRW Responsibil	not TRW Responsibility
	1														Ribbon Cable conn. bent pins	Anting operator assembly error-	1/28/2011-alignment fixture	8/17/2009- work instruction updated	2/12/2010		DR0022	Loss of Assist	
	1		1												steering noise	hub bearing confirmed causing noise	Non-TRW Issue				DR0023		
	1														steering noise	NTF	Dealer misdiagnosis				DR0024		
1															B6B	analysis still on going 26mile					DR0025		
	1		1												steering noise	hole in OBH boot / unknown	Non-TRW Issue				DR0026		
1															No Com	diode over current			3/9/2010		DR0027		
1															steering noise	rack & ballnut shipped to INA			9/14/2009		DR0028		
1															B97	analysis still on going QAO					DR0029		
	1														steering noise	missing cord in belt	9/1- 9/7/2010- (at Gates)	9/7/2010- 100% sorts at QAO, Marion	7/12/2009		DR0030		
	1														power module	EOS					DR0031		
	1		1												steering noise	dealer mis-diagnosis	Non-TRW Issue				DR0032		
1															B9A	analysis still on going QAO			10/23/2009		DR0033		
	1		1												TC lamp on	dealer mis-diagnosis	Non-TRW Issue				DR0034		
1															BD3	NTF at this time, analysis at 26mile					DR0035		
	1														offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31-9/13/09	4/15/2010	7/8/2008 / 6/2008	DR0036		
	1		1												steering noise	dealer mis-diagnosis	Non-TRW Issue				DR0037		
1															B9A	analysis still on going QAO			11/5/2009		DR0038		
	1														in process WPAC						DR0039		
	1														Raised Rivet	relay rivet process	7/31/2009		7/15/2009		DR0040		
1															steering noise				3/3/2010		DR0041		
	1		1												steering noise	dealer mis-diagnosis	Non-TRW Issue		3/31/2010		DR0042		
	1		1												TC lamp on	dealer mis-diagnosis	Non-TRW Issue		2/4/2010		DR0043		
1															B6B				9/10/2010		DR0044		
																					DR0045		
	1														damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	8/19/2010- IPA rework done on 2/8/2010		DR0046		
12	33	45	16																				

Open	Clsd			A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8
0	0	0	0											
Open	Clsd	Total	Non-TRW	A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8

Failure Mode	Root Cause	PCA Clean Date	ICA	Vehicle build date	motor / relay date	Total Case #		
B3A				12/16/2010		UR0001		
No Com				12/9/2010		UR0002		
C139 term 24 poor conn	Evav/Fill conn spread can bus term		1/23/2011- new pins in eval/fill conn	12/12/2010		UR0003		
C139 term 24 poor conn	Evav/Fill conn spread can bus term		1/23/2011- new pins in eval/fill conn	12/13/2010		UR0004		
C139 term 24 poor conn	Evav/Fill conn spread can bus term		1/23/2011- new pins in eval/fill conn	1/11/2011		UR0005		
U2011-49	code reset did not return	No gear replaced		11/22/2010		UR0006		

2	4	6	3											
Open	Clsd			A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Issue	Status Open/Closed	current status
0KM BR198102	C200B-62 U3000-96	BD4	TS	In Eval (QAO)	Open	1/19- provided pictures of the dunnage to Ford. Found by reducing the contact area of the gap set tool will decrease the potential of bending a finger, target date 2/28 installed & PPAP . Rogersville still inspection 100% at EOL and offline inspections before shipping to QAO and have not found any bent fingers
0KM BR198415	rattle under dash	No Codes	TS	In Eval (Rogersville)	Open	1/26- no approvals at this time will check with Scott Little to verify the timing.
FR-0304	C200B-2F C200B-61	BD2, BD4	TS	In Eval (Farmington)	Open	1/24- Hella performed the complete analysis with NTF to the sensor.
FR-0327	C200C-2F	BD1, BD3	TS	In process (Farmington)	Open	1/26- Joel has received the TS harness late yesterday still needs to perform the x-ray & pressure test.
FR-0365	C200B-2F C200C-2F C200B-61	BD2, BD3,B90	TS	In Eval (QAO)	Open	1/25- did TRI TEMP and ignition cycling and Hot testing as well and no faults observed. Next step to pull on bully tester 5 times.
FR-0377	C200B-2F C200C-2F	BD0-BD3	TS	In process (QAO)	Open	1/19- has signature's of a regulator issue need to scope regulator to check for double start-up

Case Number	Ford DTCs	Symptom	Component	Issue	status	Engine
FR-0014	C200B-C200C-2F U3000-96		TS	TS harness damage	Closed	2.5L Hybrid
FR-0018	C200B-62 U3000-96	BD0-BD4	TS	8D Complete (Hella)	Pending	
FR-0020	U200B-2F U200C-2F	BD0-BD3	TS	TS solder joint	Closed	
FR-0031	C200B-62 U3000-96	BD4	TS	Bent TS finger	Closed	
FR-0036	U2011-61 U3000-96	B95	TS	TS ASIC	Closed	
FR-0042	U3000-96	BD3	TS	TS harness damage	Closed	2.5L Hybrid

FR-0384	C200B-2F C200C-2F	BD0-BD3	TS	In process (QAO)	Open	1/19- has signature's of a regulator issue need to scope regulator to check for double start-up
FR-0390	C200B-2F	BD0,BD2, BD4	TS	In process (QAO)	Open	**1/14- pulled EFF & stored data shipped to QAO for analysis. No damage to TS harness**

Code Chart

	TS confirmed sent to Hella for analysis
	under analysis further testing needed QAO
	under analysis 26mile

FR-0043	C200C-2F U3000-96	BD3	TS	TS burrs leadframe	Closed			
FR-0045	C200B-61 U3000-96	B90	TS	TS burrs leadframe	Closed			
FR-0055	C200B-2F U3000-96	BD2	TS	Onsemi Via	Closed			
FR-0069	NVH	growling noise gear/ park. Turn wheel noise	TS	TS ASIC	Closed			
FR-0071	C200C-2F U3000-96	BD3	TS	NTF	Closed	Ambient		
FR-0076	C200B-2F U3000-96	BD0	TS	TS harness damage	Closed	2.5L Hybrid		
FR-0084	N/A	BD0-BD3	TS	TS harness damage	Closed	2.5L Gas		
FR-0109	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Pending			
FR-0113	C200B-61 C200B-62	B90	TS	ASIC	closed			

FR-0123		BD0-BD3	TS	TS harness damage	Closed	2.5L Hybrid		
FR-0133	C200B-2F C200C-2F U3000-96	BD0-BD4	TS	v-clip in IPA housing	Closed	3L		
FR-0136	C200C-2F	BD3, BD1	TS	wire strand short IDE conn	Closed	3L		
FR-0138	C200B-2F	BD2	TS	ASIC	Closed	2.5L Hybrid		
FR-0148	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	2.5L Gas		
FR-0152	C200B-2F U3000-96	BD2	TS	lost short removing ASIC, NTF	Closed	3L		
FR-0156	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	2.5L Hybrid		
FR-0160	C200B-61 C200C-2F	B90, BD3	TS	TS harness damage	Closed	2.5L Hybrid		
FR-0167	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	2.5L Hybrid		
FR-0172	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	In Eval (Wuppetal)	Pending	Ambient		
FR-0176	C200C-2F U3000-96	BD3	TS	overwound clockspring	Closed			
FR-0185	U2011-61 C200B-62 U3000-96	B95, BD4	TS	2-pin conn water ingress	closed	2-pin harness water ingress		

FR-0187	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (Hella)	Closed			
FR-0190	C200B-61 C200B-2F	B90, BD2	TS	overwound clockspring	Pending			
FR-0193	U3000-61 C200B-62	B90, BD4	TS	Bent TS finger	closed			
FR0197		BD0-BD3	TS	double start-up regulator.	Pending			
FR0206		BD2,BD3, B90	TS	overwound clockspring	closed			
FR0208		BD4, BD1,BD3	TS	2-pin conn water ingress	Closed			
FR0210		BD2	TS	clockspring assem	closed			
FR0211		BD0-BD3	TS	double start-up regulator.	Pending			
FR0216		BD0-BD3	TS	double start-up regulator.	Pending			
FR0221		BD0-BD3	TS	overwound clockspring	closed			
FR0226		BD2,BD3	TS	TS harness damage	closed	2.5L Gas		
FR0230		BD0-BD2	TS	2-pin conn water ingress	closed			
FR0233		BD0-BD3	TS	double start-up regulator.	Pending			
FR-0238	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	TS harness damage	closed	2.5L Gas		
FR-0254	C200B-61 C200C-2F U3000-96	B90,BD3	TS	overwound clockspring	closed			
FR-0256	C200B-2F C200B-61 U3000-96	BD0, B90	TS	shrink tube leak	Open			
FR-0257	C200B-2F U3000-96	BD0,BD2	TS	ASIC	close			
FR-0267	C200B-2F U3000-96	BD0,BD2	TS	molex conn	closed			
FR-0289	C200B-2F C200C-2F	BD2, BD3	TS	sent to warehouse	closed	outside Ford's testing range		
FR-0291	C200C-2F C200B-62	BD3, BD4	TS	sent to warehouse	closed	outside Ford's testing range		

FR-0292	C200B-62	BD4, B90	TS	sent to warehouse	closed	outside Ford's testing range		
FR-0293	C200B-2F	BD0, BD2	TS	TS harness damage	Closed	2.5L Hybrid		
FR-0294	C200C-2F C200B-62	BD3, B90	TS	overwound clockspring	Closed			
FR-0298	C200B-2F C200C-2F	BD2, BD3	TS	overwound clockspring	Pending			
FR-0301	C200B-2F	BD0, B90	TS	shrink tube leak	close			
FR-0302	C200B-2F	BD0, BD2	TS	hole drilled in IPA cover	Closed			
FR-0312	C200C-2F	BD1, BD3	TS	shrink tube leak	close			
FR-0321	C200C-2F	BD1, BD3	TS	TS harness damage	closed	2.5L Gas		
FR-0322	C200B-2F C200C-2F	BD0, BD3	TS	TS harness damage	Open	2.5L Gas		
FR-0332	C200C-2F	BD1, BD3	TS	shrink tube leak	closed			
FR-0337	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	closed	2.5L Hybrid		
FR-0339	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	TS harness damage	closed	2.5L Gas		
FR-0343	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	double start-up regulator.	Pending			
FR0344				TS harness damage	closed	2.5L Hybrid		
FR0345				TS harness damage	closed	2.5L Hybrid		
FR-0359	C200C-2F U3000-96	BD0-BD3	TS	TS harness damage	closed	2.5L Hybrid		
FR-0363	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Open	2.5L Gas		
FR-0364	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Open	2.5L Gas		

FR-0369	C200B-2F C200C-2F	BD2,BD3	TS	overwound clockspring	closed	2.5		
FR-0371	B200B-2F B200C-2F	BD0-BD3	TS	double start-up regulator.	Open	2.5L Gas		
DR-0004	C200B-2F C200C-2F	BD0-BD3	EPP	double start-up regulator.	Pending	Cold		
DR-0011	C200B-61 C200C-2F	B90	TS	overwound clockspring	Closed			
DR-0015	C200B-61 C200C-2F	B90	TS	overwound clockspring	Closed			
DR-0021	C200D-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	3.5L w/ APA		
DR-0035	C200C-2F	DB3	TS	NTF	Pending			
DR-0046	C200C-2F U3000-96	BD3	TS	overwound clockspring	closed			
0KM AR369007		BD0-BD3	TS	bend tone ring tooth	closed			
0KM AR407556		BD0,BD2, BD3	TS	TS harness damage	closed	2.5L Gas		
0KM-Oakville	C200B-2F C200C-2F	BD2	TS	overwound clockspring	closed			

Case Number	Ford DTCs	TRW Code (Sympto	Compone nt	Gear Location	Current Updates	Issue Status	Gear location	Report State
0KM BR145302	TC lamp on C1277	E30	EPP	In holding (Tyco)	**12/10- perform the resistance tests if ok ship to Tyco for next workshop. 12/13- resistance test passes testing, wait for UK to give the OK to ship to Tyco.**	**9/22- When the ignition key is turned ON, the Gear assistance delays for around 2 to 3 seconds. There is a code set in the ABS module (C1277) related to the steering wheel sensor angle. Izaguirre thinks the faulty part could be the Gear. I checked this Gear and found E30 link relay open circuit or retry. 9/24- when gear arrives resistance test then use 5amp load and check resistance again. 10/4- gear still at plant, has not been shipped at this time. 11/8- has been ign. Cycled cold NTF, next to resistance test & 5a resistance test.**		
0KM BR154043		BA4,BA5, BC2	EPP	In Eval (QAO)	**1/10- Pepe will send Geoff the information on the testing so they can check against the EPP FR0326 in the UK. 1/14- testing is still on-going at UK for faults.**	**10/25- next to measure the 2.5V ref using CANape. Run the unit without ignition cycling. Report back to Geoff on the results 11/10- Pepe to repeat the measurement while measuring these points: 1) 2.5V ref at Monitor Micro (as on previous traces) 2) 2.5V ref at Aux ASIC (the other side of R72) 3) The VSW supply to the ASIC 11/17- Pepe did perform tests and did notice some spikes in the 2.5v ref. voltage waiting for Geoff to respond. 12/13- Pepe to perform 2.5v testing on known good unit to compare results with this ECU.**		
0KM BR188663	U3000-61	B97	EPP	In Eval (Anting)	**12/13- waiting on Raymond Qiu to send out 8D. Preliminary report states it was a bushing from the conveyer, now trying to figure out how that got into the EPP.**	11/11- once gear arrives to QAO ship to UK for analysis. 11/29- bushing found in EPP discussions with Anting, shipped to Anting for Analysis.		
0KM BR190049	U3000-49 U2011-61 U3000-96	B25, B95	EPP	In Eval (Fairchild)	**11/11- change the Power Module and see if the replaced Module is being damaged by another condition at ECU. 11/29- PM failure ship to Anting then send to Fairchild for analysis. EOS on the PM 12/10- shipped the ECU to the UK for analysis.**	11/5- also has a battery voltage code event U3003-68 HSAP will send gear back to QAO for analysis.		
0KM BR195438	U3000-49 U3000-96	B25	EPP	In Eval (Melexis)	**1/10- IC11 Aux ASIC failure sent to Melexis and confirmed an ASIC failure analysis ongoing**	**11/23- PM damaged short circuit 12/10- shipped ECU to UK for analysis.**		

0KM BR198102	C200B-62 U3000-96	BD4	TS	In Eval (QAO)	**1/19- provided pictures of the dunnage to Ford. Found by reducing the contact area of the gap set tool will decrease the potential of bending a finger, target date 2/28 installed & PPAP . Rogersville still inspection 100% at EOL and offline inspections before shipping to QAO and have not found any bent fingers.**	**11/29- found one bent finger on the rotor, impact mark on top of the finger. QAO investigating cause. 12/6- QAO still looking for causes but also looking for new ways of testing for bend finger after station handling at the grenade pin removal station. 12/15- looking to install laser that detects bent fingers on the rotor, and should be installed in the granade pin detection fixture. We still need to continue analyzing, meanwhile, Third party sorting at Rogerville & 100% sorting for this condition in QAO. 1/5- unsure if laser system can be done at grande pin detection station, still discussing and checking other options. Sorting still continuing at Rogersville & QAO. Couple of the bent rotors found in sorting sent back to Rogersville look for any witness marks on the rotors. 1/10- plan for containment at Rogersville: > 100% visual check for bent rotors added to operator's control sheet**		
0KM BR198415	rattle under dash	No Codes	TS	In Eval (Rogersville)	**1/26- no approvals at this time will check with Scott Little to verify the timing.**	**11/29- movement of the input shaft causing the rattle noise QAO removed IPA and shipped, arrived in Rogersville today for analysis. 12/1- found no pin stamp on the shaft indicating this failed the deflection test bench still trying to understand how this made it into the gear. Machine logic to recognize bushing & input shaft will change today. Looking at installing a timer to install delay & tell the difference between the input shaft and bushing installation. should have 8D finished by COB Friday. 12/6- Jonathon Harris from Ford at Rogersville to inspect the operation & mistake proofing operation to be set-up on the line & handling issue for failed parts. They will use a green dot to identify a pin stamp on input shaft at EOL.**		
0KM BR753424		BAA,BAB, B9B, BAC,BB8	EPP	In Eval (UK)	**1/10- now trying PCB test SW to compare with reference unit**	**9/14-bully tested 5 times, ignition cycling cannot reproduce the codes, ECU cover removed and R227 inspected did notice any damage no measurements taken. Cover reinstalled and ignition cycling ongoing. 9/20- next step 1) Run the attached configuration while drawing some current. 2) Measure the 2.5V ref with a scope while drawing some current.to use 2.5v ref voltage with canape with temp changes. 9/24- instructions to test from Geoff We need to draw a comparison between CANape and scope measurements. I would like to see a direct comparison as**		
0KM BR206427		BB8, B7D	EPP	In Eval (QAO)	**1/14- Pepe will check the PM connections to see if that is causing the B6B's & B32's after PM replacement. Geoff will check the information**	**12/21- Analysis results showed another PM damaged (TOP FET2). replaced PM and ECU is giving now B32. Geoff to look over results.**		
0KM BR218836	U3000-49 U3000-96	B25	EPP	In process (UK)	**1/17- Short circuit confirmed at PM. This time Both FETS from phase 2 were found under this condition.**	**1/5- set B25 three times then set C69, to ship to QAO for analysis**		

FR-0047	U3000-49 U3000-96	BA9	EPP	In Eval (FSL)	**10/8- development test target date set for 11/30/2010.** **12/20- part now on physical analysis for root cause. Geoff to get the date code to see when the new test arrives into Anting.**	emailed the SW group in the UK to get all the SW versions and dates so I can get dates going into QAO.		
FR-0126	C200D-49	B4E	EPP	In Eval (UK)	**11/8- need to contact Nidec to find out why target magnets had weak flux density signal.** **12/17 Numerous contacts with Nidec and still no response, even with Salim pushing it, will try other contacts at Nidec.**	**1/21- Pulled EFF & Buffer Data, Pulled B9A & B38 with B4E, ship gear to QAO** **2/2- In QAO today will start leak testing** **2/3- Able to duplicate the faults. Unit only fails at the beginning of the journey. Probably the problem is on the 5V_Hall_supply. Next step: Scope signals from halls.** **2/5- Sergio suggest this is similar to the QAO B4E end of line failures, scope signals from hall effects** **3/2- Able to get B4E and B38 faults. Halls issue. Hall C toggling the output during power up. Motors group in UK looking at QAO end of line failures for similar issues, update soon. In**		
FR-0139	U3000-49 U3000-96	BA4	EPP	In Eval (FSL)	**12/3-Freescale believes defect in silicon/piece of foreign material.** **12/20- 8D due this week from FSL** **1/14- 8D sent from Freescale the clean date is 12/30/08 for**	**2/4- Pulled EFF & Buffer data shipped gear to QAO.** **2/26- Sergio states fault set at 0degC in the fault data. To email Geoff the information to see if EPP can be sent to UK for testing** **3/1- cold testing needs to be done, ambient completed with no faults & bully testing done with no faults. Compare FR0001 & FR0095 with this BA4 failure to compare similar data. Gear sent to UK for cold testing.** **3/10- arrived in UK today RUA sent today.** **3/29- can reproduce fault cold testing appears monitor micro fault, in process to ship to FSL in Munich for analysis.** **4/16- writing test code so they can capture failure data from the**		
FR-0184	U3000-49	BC5	EPP	In process (UK)	**1/25- Andy Partridge wants Pepe to send the ECU back to the UK for scope testing.**	**4/12- Pulled EFF buffer data, shipped out to QAO** **4/19- arrived at QAO today** **5/3- leak tested, now at the lab ready for testing** **9/1- perform more testing in canape to check the vlink circuit.** **10/11- Canape measurement results sent to Geoff for his response.** **10/18- Sam to perform scope trace when unit sets fault code.** **12/13- Sam sent email to Geoff how to use Kimball's EOLT software.** **1/14- Sam unable to load SW on his computer, Pepe has Kimball's EOLT SW loaded on his computer and will perform the**		
FR-0205	No Com	No Com	EPP	In Eval (QAO)	**10/20- Pepe found open resistor R268 in the ignition feed circuit causing No Com. Finish PFR and send out for further instructions.** **11/8- lift pin 2 of the IC14 and repeat the measurement**	**5/6- could not communicate with test box no visual issues with 2 or 3-pin connector terminals shipped to QAO for testing** **6/14- passed leak test, ambient ign. Cycling with no faults. Bully ambient & cold with performace testing.** **6/15- gear bully tested with no faults. Cold testing next.** **10/11- next steps to tri-temp EPP assembly** **10/15- right before installing into tri-temp chamber was no able to communicate with ECU. Next to check regulator output**		

FR-0214	U2011-49 U3000-96	B3A, B6B	EPP	In Eval (UK)	**9/7- passed all the testing on the B6B chart, next Ship to UK**	**5/7- also has code B6B listed in fault store, had to ship back from Rogersville to 26mile for xray. 5/25- xray clean & passed the resistance test. Check with Geoff on next steps. 6/7- 5amp test at anbient & hot if that passes tri-temp ign. Cycling 6/10- put into tri-temp chamber with ign. Cycling 6/14- passed 5 days of tri-temp ign. Cycling with no faults. 7/12- solder phases back and recheck with B6B SW in the tri-temp chamber. This B3A also set B6B three times before C69 set in the fault store.**		
FR-0235	P07AE- 09	AF1	NVH	In Eval (26mile)	**10/6- sent email to nick & mat to see if housing is out of specs. 11/15- Manish advised to ship gear to 26mile for further analysis. 11/16- Pepe to ship parts to 26mile for analysis 11/29- housing to be taken up to Burlington near Toronto to have full layout and checked with the gaging tools. 12/2 - Hsg received at 26mile. Awaiting arrival of FR0239 to make one trip to BTI**	**5/28- pulled EFF buffer data, shipped gear to QAO. 6/7- shipped from 26mile to QAO today 6/14- should be in QAO sometime today 8/2- Unit is FNR and it has been disassembled. No unusual condition found. Next step will be to send the Pinion Housing and Rack and Ball nut to Metrology laboratory in order to discard any bent condition at those components 8/13- bent pinion housing suspect with measurements from the lab. looking for next steps. Check with Nick on next steps.**		
FR-0239	P07AE- 09	AF1	NVH	In Eval (26mile)	**11/3- Jason Johnson to get involved with final testing. 11/16- ship parts to 26mile for further analysis. 12/2-Awaiting PH arrival from QAO-Taking to BTI for full layout and gaging**	**6/14- Pulled EFF fault data, shipped gear to 26mile. 6/16- Friction gear is in the lab to be leak tested and measure yoke set. 6/21- pinion housing bend, need to perform teardown & lay-out to determine if rack is bent also. 6/28- Jason to check 32 Mile to get FR0239 laid out. I have to find the CMM holding fixture and a print, and get the parts up there. Working on the print and fixture now 7/6- Jason to ship gear to QAO lab for the pinion housing measurements. 8/3- need update from QAO lab on pinion housing measurements.**		
FR-0241	U3000-49 U2011-49	B43, BB9	EPP	In Eval (QAO)	**11/8- ambient ign cycling cannot reproduce. Next to cold ign. cycle**	**6/14- pulled EFF data shipped to QAO. B43 in EFF data, also stored BB9 code. 6/18- in process from Rogersville to QAO. 10/6- found gears at QAO, leak testing started**		
FR-0242	U3000-49 U3000-96	B25	EPP	In Eval (QAO)	**11/8- ambient ign cycling cannot reproduce. Next to cold ign. cycle**	**6/14- pulled EFF data shipped to QAO. B43 in EFF data, also stored BB9 code. 6/18- in process from Rogersville to QAO. 10/6- found gears at QAO, leak testing started**		

FR-0245	C200D-49	B4E	EPP	In Eval (QAO)	**10/6- cold perf. & 5x cold bully done with NTF. Next step tri-temp testing**	**6/14- pulled EFF data shipped to QAO. B4E only code set intermittently .313 secs into the journey. Found cut on OBH boot. 6/22- shipped from Rogersville to QAO 7/7- leak tested passed, testing now starting. 7/27- ign cycling, bully, hot puma passed. Next to start the cold testing.**		
FR-0246*	U3000-49	B43	EPP	In Eval (QAO)	**10/11-now testing in tri-temp chamber 10/27 Tri temp complete and fault not reproducible Next step will be to Xray 11/8- Remove the PFS and send to 26mile for link relay xray.**	**6/14- pulled EFF data shipped to QAO. 6/22- shipped from Rogersville to QAO 7/7- leak tested passed, testing now starting. 9/10- EOL & ambient ign. Cycling done, next step cold testing. 10/8- cold performance, bully & puma all passed, next to tri-temp test.**		
FR-0247 RUA# 3807	TC lamp on C1277 No Assist	No Com	EPP	In Eval (FSL)	**10/18- new 8D received on 10/12 still needs review at UK. 11/12- micro sent back to the UK to recreate the failure. 1/10- can recreate the failure, intermittent ADC faults. At the moment cannot duplicate failure. testing ongoing**	**6/14- dealer states they have no assist and only the TC lamp on with code c1277. no PS message and they could communicate with the PSCM. When I hooked up CANape could not communicate or pulled Ford codes or fault store. 6/22- shipped from Rogersville to QAO 7/2- No Com confirmed at QAO sent EPP to UK for further analysis. 7/9- confirmed micro fault, Monday take off board to confirm micro, if it is to ship to FSL for analysis. 7/16- confirmed micro fault sent micro to FSL in Munich. 7/19- Acknowledged receipt today.**		
FR-0251	P07AE-09	AF1	NVH	In Eval (QAO)	**10/6- check with QAO if we have 8D or CA for this issue at station 70. will check with Guillermo. 10/20- Guillermo to get poke yoke dates for the station. 10/22- send pictures to understand process**	**6/14- friction code cleared for the dealer and did not reset but the steering still hard to turn. I did verify input shaft hard to turn, B6A set twice intermittent. 6/30- shipped to QAO 7/9- there is some suspect of water ingress, I will wait for your opinion and tear down the unit and confirm this contamination by visual inspection. Wanted Pepe to reassemble boots & do a leak test to possible area's of moisture. 8/11-reassembled did not show any leaks during leak test. 8/13-pinion nut was being assembled twice. This condition occurred when operator did not complete full sequence and did**		
FR-0259	U3000-49	B60	EPP	In Eval (FSL)	**11/12- target test date was pushed back to 12/15 for the first test. 1/10- test delayed till 12/26, validation testing still on the production line, waiting on details of clean product.**	**6/30- Intermittent B60 code resets in message center. pulled EFF data and ship to QAO 7/7- QAO to ship EPP to UK for analysis. 7/28- Micro ADC fault, need to remove micro put on development board for further testing before sending to FSL. 7/30- Micro still intact on the ECU, now tri-temp testing with ignition cycling to get see if failure will occur 8/2- able to duplicate code, indicating micro ADC fault. Will remove micro put on development board will wait for Geoff to test SW before shipping to FSL 8/11- did confirm this is a micro fault will send to FSL.**		

FR-0264	U3000-49 U3000-96	B60	EPP	In Eval (UK)	**10/6- UK still testing diode, next to xray before sending diode to manufacture. 10/27 Diode has been sent Vishay. X-ray was clear. 12/6- manufacture confirmed diode issue but when they decapsulated the diode the fault went away. Now they need to find out what the three possible causes that could cause this fault to go away while decapsulation**	**6/30- Also has codes BA4 & B7A, B60 stored in EFF data, shipped to QAO for analysis. 7/7- QAO to ship EPP to UK for analysis. 7/28- hardware issue on PCB, testing still ongoing to isolate the area. 8/2- something pulling phase 1 low, need to check several components to find drain or short. 8/4- found out this is not an ASIC issue further testing needs to be done to pinpoint the circuit problem on phase one 9/8- diode failed in the circuit, sent back to the supplier for analysis.**		
FR-0281	U3000-49	B43	EPP	In Eval (QAO)	**9/2- did standard ambient,hot & cold ignition cycling no codes, performed rattle test no noise. nTF at this time**	**7/16- pulled EFF data shipped to QAO for analysis**		
FR-0304	C200B-2F C200B-61	BD2, BD4	TS	In Eval (QAO)	**1/19- Joel has the results NTF wanted to know if we wanted to pressure test. Will wait for FR0327 and pressure test both harnesses 1/24- Hella performed the complete analysis with NTF to the sensor. Last step to have the TS harness pressure tested**	**9/2- pulled EFF & stored data and shipped to QAO for analysis. Intermittent PS loses assist. 9/22- passed leak test, started to bench test wiggle test harness could not duplicate code. Start ambient ignition cycling 9/27-ambient ignition cycled over 12hrs still cannot produce any codes. 10/4- still at gear level to put into tri-temp chamber and recheck for codes. 10/6- next step to tri-temp test at QAO removed IPA cover no visual issues internally or on the TS PCB. Next to do wiggle testing during bench testing. 10/12- next step to performance test hot.**		
FR-0308	steering noisey	No Codes	NVH	In Eval (QAO)	**10/25- Pavel to write the QCCARS to ship out to INA**	**9/13- can hear ballnut noise while turning input shaft, did not notice any damage & no stored codes. 9/27- Test results out of specification. Frequency amplitude at 600Hz is around 1.9 en CCW.With this condition on 600hz band RBNA swapped with a good known referente RBNA.Noise testing passed after RBNA swaping with no issues to report. Checking RBNA performance it is being detected too much looseness at Ballnut side. This condition will require further investigation at Rack and Ballnut level to determine lash condition. 10/6- ship RBNA & rack to INA for testing**		
FR-0317	P07AE-09	AF1	NVH	In Eval (INA)	**1/3- parts sent to Germany for inspection, Chris Brown will request results on the analysis.**	**9/27- pulled EFF & stored data, shipped gear to QAO for analysis. 10/15- missing large clamp on boot, no grease on ITR and missing soft stop. ITR had pipe wrench teeth marks on ITR. Unknown if tech removed boot & ITR during this R&R. installed on EDF stand and failed peak to peak varation. Next to disassemble to check rack & ballnut. 11/3- to get rack & ballnut sent back to 26mile for evaluation, Jason Johnson to request back. 11/15- QAO to tear down gear and send Jason the rack & ballnut assembly.**		
FR-0319*	rubbing noise in frt. End	No Codes	NVH	In Eval (QAO)	**11/29- failed the NVH test in line for teardown to check the rack & ballnut.**	**10/5- slight resistance while turning input shaft, TS harness conduit crushed near EPP. No codes in fault store shipped to QAO for testing.**		

FR-0324	No Com	No Com	EPP	In Eval (QAO)	**10/18- leak test passed sent to lab to start analysis.** **11/8- Pepe testing resistor & capacitor in the regulator circuit**	**10/5- could not get any data using my CANape at WPAC, re-tried 3 times. The 3-pin & 2-pin clean with no corrosion. No physical damage to gear. Ship to QAO**		
FR-0326	U3000-49	BA4,BA5, BC2	EPP	In Eval (UK)	**1/10- tri-temp ignition cycling cannot reproduce any code will work with data from the 0KM in QAO with same codes.**	**10/5- need to update my software to pull canape on 2011my vehicles, pulled ford codes and snap shot data had ba5 code.** **10/5- need to update my software to pull canape on 2011my vehicles, pulled ford codes and snap shot data had ba5 code.** **12/13- Pepe to ship EPP assembly to UK to accelerate testing for this issue.** **12/20- part in the UK today ready for testing.**		
FR-0327	C200C-2F U3000-96	BD1, BD3	TS	In Eval (QAO)	**1/17- could not duplicate any codes after 48hrs of testing at high temp with the original EPP,Harness & TS.** **1/19- could not duplicate any codes during the high temp testing while ign. Cycling & On for 48 hrs. Advised as the last step is to ship the TS to Joel for x-ray & pressure test.** **1/26- Joel has received the TS harness late yesterday still needs to perform the x-ray & pressure test.**	**10/5- pulled EFF & fault store data, shipped gear to QAO for analysis. No damage to TS harness** **10/18- leak test passed sent to lab to start analysis.** **11/8- ign cycled need to check with Sam on other testing performed on this gear.** **11/15- all the ignition cycling & tri-temp testing has been performed with no trouble found. Bench testing with wiggle testing no trouble found.** **11/17- found metallic burr on one of the rotor teeth, advised to ship IPA assembly direct to Hella for analysis. Pepe to contact Angie for information & QCCAR data.**		
FR-0328	U3000-49	B31	EPP	In Eval (QAO)	**11/12- sent email to QAO to send Geoff/Andy the EFF data for next steps. Pepe put EPP through all the tri-temp testing & ign. Cycling NTF. Next to do fault insertion testing.**	**10/5- pulled EFF & fault store data, shipped gear to QAO for analysis. No visual damage to gear** **10/18- leak test passed sent to lab to start analysis.**		
FR-0329	U3000-49 U3000-96	B40	EPP	In Eval (QAO)	**11/18- tri-temp cannot reproduce any codes. Sent Geoff the EFF data for next steps** **12/16- still discussing with Geoff**	**10/18- pulled EFF & stored data shipped to QAO for analysis**		

FR-0330	No Com No start	No Com	EPP	In Eval (QAO)	**11/8- voltage regulator over current condition. Unknown source that caused the over voltage on the CAN BUS circuit. Also the abs module and PCM needed to be replaced for the vehicle to operate with no lamp.**	**10/18- could not comm with the PSCM using Canape. Found out both the ABS & PSCM causing short on CAN BUS high circuit.**		
FR-0331	U3000-49 U3000-96	BA4,BA5, BC2	EPP	In Eval (QAO)	**10/18- pulled EFF & stored data shipped to QAO. Found couple small dents in ECU cover & 2-pin plastic housing broken.**	**10/18- pulled EFF & stored data shipped to QAO. Found couple small dents in ECU cover & 2-pin plastic housing broken.**		
FR-0333	U3000-49 U3000-96	B31	EPP	In Eval (QAO)	**11/12- sent email to QAO to send Geoff/Andy the EFF data for next steps.** **12/16-Geoff has not received anything**	**10/25- pullled EFF & stored data, no external damage, shipped to QAO**		
FR-0334	steering noisey & steering will not turn	No Codes	NVH	At WPAC	**1/3- Jason to follow up with materials lab testing. Check with Mike or gabe. Check with Collen for the data calculations.**	**10/25- no stored codes in memory, boot damaged from ITR unscrewed from the rack, unknown how that happened. No Ford warranty noted.** **11/1- sent out torque specs to Ford engineering to prove ITR's were torqued properly from QAO plant before gear was sent to HSAP. Field Misuse** **12/7- next steps** **-Tim requested a copy of the data / calculations used to determine the ITR to Rack specification. Colleen, do you have this?** **-Have the Mat Lab take photos and measurements to try and evaluate if there was any stretching or damage, or any other visible information we can learn**		
FR-0336	U2011-49	BB5, BAC	EPP	In Eval (QAO)	**12/10- Andy P gave Pepe instruction on testing signals on TRU6 & TRU1.**	**10/25- pulled EFF & stored data, shipped gear to QAO for analysis**		
FR-0341	U2011-49	B6B	EPP	In Eval (UK)	**11/15- pulled EFF & stored data shipped to 26mile for analysis. PFR done and sent to 26mile & UK.** **12/3--Sent to UK.**			
FR-0342	C200D-49	B9A	EPP	In Eval (QAO)	**11/15- pulled EFF & stored data shipped to QAO for analysis.**			

FR-0346	P07AE-09	AF1	NVH	In Eval (26mile)	**1/3- perform gear teardown, inspection and analysis.**	**11/15- pulled EFF & stored data shipped to 26mile for analysis. PFR done and sent to 26mile. 11/29-passed all testing done at the EDF stand. Looking at all the history data & Interactive diagnosis. I don't think the tech followed the PPT properly. He did not show that he cleared the code and the code did not reset. He states in the AWS report that it reset but in the interactive diagnosis & fault store does not show that the code reset. could have been caused by the low pressure in the tires.**		
FR-0347	No Com	No Com	EPP	In Eval (QAO)	**11/15- pulled EFF & stored data shipped to QAO for analysis.**			
FR-0351	P07AE-09	AF1	NVH	In Eval (QAO)	**11/15- pulled EFF & stored data shipped to QAO for analysis. No damage to gear, input shaft turns normal**			
FR-0356	U3000-49	BA4,BA5, BC2	EPP	In Eval (QAO)	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis**			
FR-0357	P07AE-09	AF1	NVH	In Eval (QAO)	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis**			
FR-0358	U3000-49	B6C	EPP	In Eval (QAO)	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis**			
FR-0360	C200D-49	B9A	EPP	In Eval (QAO)	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis**			
FR-0361	U3000-49	B31	EPP	In Eval (QAO)	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis**			
FR-0365	C200B-2F C200C-2F C200B-61	BD2, BD3,B90	TS	In Eval (QAO)	**1/25- did TRI TEMP and ignition cycling and Hot testing as well and no faults observed. Next step to put on bully tester 5 times.**	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis. TS harness conduit pinched near EPP but no wire damage.**		
FR-0366	U2011-49	BB5, BB7	EPP	In Eval (QAO)	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis**			
FR-0367	C200D-49	B9A	EPP	In process (QAO)	**12/13- pulled EFF & stored data, shipped gear to QAO for analysis**			
FR-0368	U3000-49	BAA,BAB, BAE	EPP	In process (QAO)	**12/13- pulled EFF & stored data, shipped gear to QAO for analysis**			
FR-0372	TC lamp on	A65		At 26mile	**12/20- pulled EFF and buffer data no codes or EFF data. Will keep gear at 26mile for storage**			
FR-0373	P07AE-09	AF1	NVH	In process (QAO)	**1/10- Pulled EFF data, no damage to gear and the IPA shaft tuned normal stop to stop. Shipped gear to QAO for**			
FR-0374	C200D-49	B9A	EPP	In Eval (QAO)	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis**			

FR-0375	Binding on turns	No Codes	NVH	In process (QAO)	**1/10- pulled stored data no codes and the IPA shaft turned normal stop to stop. Shipped to QAO for EDF testing**			
FR-0376	U3000-49	B6C	EPP	In Eval (QAO)	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis**			
FR-0377	C200D-49	B9A	EPP	In Eval (QAO)	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis**			
FR-0377	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**1/19- has signature's of a regulator issue need to scope regulator to check for double start-up**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis**		
FR-0379	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	**1/10- pulled Eff & stored data, shipped gear to 26mile for analysis**			
FR-0380	U2011-49 U3000-97	B3A	EPP	In Eval (26mile)	**1/10- pulled Eff & stored data, shipped gear to 26mile for analysis**			
FR-0381	P07AE-09	AF1	NVH	In Eval (QAO)	**1/26- rubber softstop in pieces on the IBH side, loose pieces of rubber on the rack. Teardown the rest of the rack and**	**1/10- heavy mud all over the gear, turned IPA did not feel any binding stop to stop**		
FR-0383	U3000-49	BAA, BAB, B9B	EPP	In Eval (QAO)	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis**			
FR-0384	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**1/19- has signature's of a regulator issue need to scope regulator to check for double start-up**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis**		
FR-0385	U2011-49	B3A	EPP	In Eval (26mile)	**1/10- pulled Eff & stored data, shipped gear to 26mile for analysis**			
FR-0386	stiff return to center after turn	No Codes	NVH	In Eval (QAO)	**1/26- removing bellows found particles of aluminum on teardown found aluminum from the from the OBH bushing area, see pictures**	**1/10- no codes in stored data, felt binding while turning IPA.**		
FR-0387	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	**1/10- pulled Eff & stored data, shipped gear to 26mile for analysis**			
FR-0388	C200D-49	B9A	EPP	In process (QAO)	**1/14- pulled EFF & stored data shipped to QAO for analysis**			
FR-0389	U3000-49 U3000-96	BA4,BA5, BC2	EPP	In process (QAO)	**1/14- pulled EFF & stored data shipped to QAO for analysis**			
FR-0390	C200B-2F	BD0,BD2, BD4	TS	In process (QAO)	**1/14- pulled EFF & stored data shipped to QAO for analysis. No damage to TS harness**			
FR-0391	U3000-49 U3000-96	BAA,B9B, BAD	EPP	In process (QAO)	**1/14- pulled EFF & stored data shipped to QAO for analysis**			
FR-0392								
FR-0393								
FR-0394								
Key								

Parts at TRW
Waiting for Parts at Dealership
waiting for relay workshop

Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault

CONCERN: NO POWER STEERING ASSSIST DIAGNOSTICS:U300096C8 INTERACTIVE DIAG SAYS TO REPLACE GEAR PARTS REPLACED:: NONE TECH QUESTION: ANY KNOWNS? WERE YOU ABLE TO VERIFY THE CONCERN? IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? WAS THE PINPOINT TEST FOLLOWED?

NO COMMUNICATION TO MODULE VERIFIED CONCERN PARKING LOT ROAD TEST DIAGNOSE EPAS SYSTEM NO COMMUNICATION TO POWER STEERING CONTROL MODULE PERFORMED PINPOINT TEST D. REPLACED POWER STEERING CONTROL MODULE. This is the only warranty claim listed at this time. vehicle returned a week after sale

Geoff Jacks		02974 Statewide Ford OH	5	N/A	
		03334 Charles Gabus Ford	541		
		02709 Tom Holzer Ford	3700		
		04570 Bluebonnet Motors	13170		
		04024 Bob Hurley Ford	195		

C S STEERING HARD TO TURN IDS RETRIVE 2 DTC C200B AND P07AE
FIND OPEN AT SJB FUSE #42 FIND HARNESS 14290 RUBBING UNDER FRONT OF VEHICLE REPAIR WIRE AND REROUTE WIRE GREEN CIRCUIT #CBP42 REPAIR WIRE AND RE ROUTE WIRE CLEAR CODES RETEST FIND STEERING STILL HARD WITH 1 DTC P07AE FOLLOW PP TEST TO F4 ANSWER YES THAT DTC PO7AE IS STILL PRESENT ORDER EPAS STEERING GEAR REPL STEERING GEAR,TECH 3

		10288 Valley Stream L/M	24006		B3Ax2 B6Bx3
		10288 Valley Stream L/M	19157		AF1x1 B6Ax1
		11068 Findlay L/M	21233		
		01237 Kindle Ford	2604		B43x1 BB9x1
		10302 Crest Ford	885		B25x7

ADVANCE TRAC LIGHT ON///NO POWER ASSIST
GROUND GD14(BK GN) OK, ALSO CIRCUITS HS CAN H/C VCB04(WH BU)VDB05(WH) OK,VSS IS GOOD, FOLLOW INT DIAG PINPOINT F1 F3, REVER & GO TO PINPOINT TEST G, FOLLO TEST G1 G10, G10STATES INST ABS MOD HOTLINE ASSIS ID#1030758439 ERIC ESTES TRW EPAS STRG SYST QUAL SPEC GCQIS AESC6024 TO LOAD TEST PWR & GRND TO PS STRG CONT MOD(PCSM)TEST SBB02,YE/RD, CBP42 GN, GD401

		04644 Trier Ford	8771		B4Ex3
		01388 Chapman Ford	86		B43x4
		B7208 South Coast Ford	8		N/A
		20574 Sansone Ford	27869		AF1x1 B6Ax2
		04984 Key Scales Ford	7		

		01470 Jim Keim Ford	6196		B60 BA4 B7A
		07869 Gaudin Ford	338		
		06633 Cavalier Ford	1612		
		04587 Helfman Ford	2187		
		07313 Washington Ford	24340		
		02710 Huntington Ford	4550		

REPLACED LEFT SIDE HALFSHAFT, SEAL & BUSHING. RETEST,

		09358 Lawrenceville Ford	3796		
		13952 Hines Park Ford	136		
		04448 Ramirez Ford	4041		
		04927 J.C. Lewis Ford	1995		
		03850 Broadway Ford	6291		

I talked to tech and he said he found both abs and epas bring down the CAN, he disconnected abs still no comm then disconnected epas comm restored , then plugged in abs no comm with epas disconnected plugged back in epas no comm again. I asked him if there are any signs of reverse jump or possible lightening strike based on the number of modules that were testing bad he said wasnt sure. VEH TOWED INTO SHOP FOR NOT TURNING ON VERIFIED CONCERN,DIAG & FOUND NO COMMUNICATION W/PCM, CK ALL PWR & GROUND OK, R&R FAULTY PCM, RETEST STILL PROBLEM W/NETWORK COMM, PPT TEST A,QA FOUND STEERING GEAR SHORTED CAUSING PCM TO SHORT OUT & ALSO NO PWR AT ABS MODULE, NEC TO R&R PSCM & ABS MODULE, RETEST OK.			04332 Armstrong Ford	25883		
			01026 Cresent Ford	2672		
			01345 Bill Marsh Ford	14		
STEERING WILL NOT TURN, PRIOR TO THERE WAS A NOISE IN STEERING. WHEN DRIVING VEHICLE LOCKED AND STOPPED VERIFY RIGHT FRONT WHEEL IS TURNED IN AND DOESNT MOVE WHEN THE STEERING WHEEL IS TURNED PUT ON LIFT AND REMOVE THE WHEEL CHECK AND FOUND THE R-SIDE INNER TIE ROD END UNSCREWED FROM THE PLS RACK THE BOOT IS DAMAGED AS ARE THE THREADS ON THE RACK AND INNER TIE ROD CHECK OASIS NO APPLICABLE MSG CONTACT HOTLINE NO PRIOR REPORTS ADVISED TO REPL THE PS RACK REPL THE RSIDE TIE ROD WAS HANGING 10/04/2010 01:31PM JOHN HERDZIK MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: CUSTOMER STATES VEHICLE WILL NOT STEER. DIAGNOSTICS: THE RIGHT FRONT INNER TIE ROD UNTHREADED FROM THE RACK.THE THREADS ON THE RACK AND TIE ROD ARE DAMAGED.THE BOOT IS TORN.THE LOCK NUT FOR THE OUTER TIE ROD WAS TIGHT. PARTS REPLACED: NONE TECH QUESTION: HAVE THERE BEEN ANY REPORTS OF THIS HAPPENING BEFORE?WE HAVE NOT SEEN THIS HAPPEN AT THIS DEALERSHIP			03609 Newins Bay Shore Ford	28840		
			05389 Kearny Pearson Ford	7851		
			06644 Williamsburg Motors	641		
			06000 Country Ford	3805		

WEB FORM DATA - CONCERN: SERVICE POWER STEERING NOW LAMP ON. NO ASSIST. CODES:P07AE:09-C8, U0415:00-48, C1B00:86-68 DIAGNOSTICS: PULLED DTCS, FOLLOWED STEERING INTERACTIVE TEST. TIRES WERE LOW BY 9 PSI. ADJUSTED AND RETESTED. CODES WILL NOT CLEAR. MONITERED STEERING ANGLE PIDS THEY ARE AT 5553.5DEG AND 49150.5DEG , ALSO VSS AT 62.1MPH SITTING STILL. INTERACTIVE TEST WANT BOOTS REMOVED FOR INNER TIEROD INSPECTION, BUT IM UNCLEAR IF I HAVE AN ELECTRICAL ISSUE. PARTS REPLACED:: NONE, THIS VEHICLE HAS HAD BOTH WHEEL BEARINGS REPLACED AT LOWER MILAGE. TECH QUESTION: THE STEERING SENSOR TESTS ARE UNCLEAR, THEY POINT TO DIFFERENT SECTIONS OF THE WORKSHOP MANUAL, AND NO TESTS ARE FOUND. I BELIEVE I HAVE A STEER SENSOR PROBLEM, BUT UNSURE IF A MECHANICAL PROBLEM IS THE ROOT CAUSE. PLEASE LIST ANY PERTINENT FREEZE FRAME DATA PLEASE LIST ANY VEHICLE MODIFICATIONS, OR TYPE NONE. NONE RECOMM 10/05/2010 03:10PM TIM WROBEL MSS - FCSD - TECH SVC HOTLINE MICHAEL, THE PID READINGS FOR THIS VEHICLE WILL BE SKEWED UNTIL THE PSCM SEES AN ACCELEROMETER INPUT. A MECHANICAL ISSUE IN THE STEERING COULD INDUCE THIS CONCERN. IT IS RECOMMENDED TO FOLLOW THE INTERACTIVE DIAGNOSTICS FOR THE DTC P07AE FIRST. IT IS ALSO RECOMMEND TO INSPECT THE EPAS, ABS MODULE, AND PSCM CONNECTORS FOR WATER INTRUSION. REPAIR 10/06/2010 08:55AM DAVID KNAPP MSS - FCSD - TECH SVC HOTLINE MIKE STATES THAT HIS VEHICLE HAS A CONCERN WITH EPAS NOT WORKING AT ALL AND HE HAS A P07AE IN THE PCM. HE IS SEEKING DIRECTION TO PROCEED BECAUSE THE PINPOINT TEST IS HAVING HIM CHECK FOR MECHANICAL ISSUES WITH THE EPAS.RECOMM 10/06/2010 08:55AM DAVID KNAPP MSS - FCSD - TECH SVC HOTLINE ADVISED MIKE THAT IF EPAS IS NOT WORKING BUT HAS NO CODES AND IS COMMUNICATING THEN VERIFY THAT THERE IS PROPER POWER AND GROUND TO THE EPAS GEAR BEFORE REPLACING IT.			04846 Sunrise Ford	32487		
			02015 Turnpike Ford	29824		
			04515 Boggus Ford	28718		
			04822 Greenway Ford	126		
CUSTOMER STATES STEERING WHEEL HARD TO TURN VERIFIED CUSTOMER CONCERN NO POWER STEERING CHECKED DTCS RAN EEC TEST FOUND P07AE PP TEST AD FOLLOWED LEAD TO REPLACE SHORTED EPAS SYS REMOVED VEH SUBFRAME R & R EPAS AND RETESTED OK			00808 Moore-Stewart Ford	26477		
			20337 Holmes Tuttle Ford	544		
			03142 Lakewood Fordland	13		
			06098 Capitol Expressway	4349		
			06992 Peoria Ford	4641		
			06727 Beach Ford	4905		
			01281 Haldeman Ford	33515		
			08027 McMahon Ford	2437		
			03134 Phil Long Ford	29462		
			03900 Bergev's Ford	35780		
			01909 Walt Sweeney-West Hills Ford	829		

			02686 Briarwood Ford	29621		
			05665 Alexander Ford	5395		
			05700 Champion Ford	125		
			01237 Kindle Ford	436		
			07590 Van Bortel Ford	22823		
			01977 Kerry Ford	39		
			04446 Hacienda Ford	29537		
			02865 Ford of Ocala	310		
			03225 New Country Ford	62		
			04735 Nick Nicholas Ford	34743		
			05957 Mitchell County Ford	24158		
			03717 Crown Ford	6033		
			03820 Landers Ford	2198		
			01864 Power Ford	160		
			08759 South Bay Ford	1518		
			00224 Jim Skinner Ford	24271		

VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
						10/15/2010			
						11/8/2010			
						11/4/2010			

						11/16/2010	
						11/19/2010	
		8/27/2010		7/13/2010		9/13/2010	
						1/5/2011	

3FAHP0GA2AR[redacted]	7/24/2009	7/18/2009	3/30/2009	6/11/2009	2.5L Gas	8/11/2009	9HKAP155 NHL	9/2/2009	90
3FAHP0HA1AR[redacted]	11/3/2009	10/27/2009	8/24/2009	9/17/2009	2.5L Gas	12/7/2009			
3FAHP0JG3AR[redacted]	2/18/2009	1/27/2009	10/22/2008	10/30/2008	3L	1/4/2010			
3FAHP0HA4AR[redacted]	4/2/2009	3/30/2009	10/28/2008	11/5/2008	2.5L Gas	3/11/2010			
3FAHP0JG2AR[redacted]	2/25/2010	2/19/2010	11/13/2009	12/21/2009	3L	3/26/2010			

3FAHP0HA7AR[redacted]	6/9/2009	6/2/2009	1/16/2009	4/16/2009	2.5L Gas	4/14/2010	
3FAHP0HAXAR[redacted]	6/9/2009	6/1/2009			2.5L Gas	4/15/2010	
3FAHP0HA1AR[redacted]	5/19/2009	5/13/2009	3/4/2009	4/2/2009	2.5L Gas	4/13/2010	
3FAHP0JA5AR[redacted]	1/7/2010	12/23/2009	10/8/2009	11/6/2009	2.5L Gas	5/5/2010	
3MEHM0JG3AR[redacted]	12/5/2009	11/28/2009	10/12/2009	11/11/2009	3L	4/16/2010	

3FAHP0HA5AR[redacted]	7/10/2009	6/29/2009	3/2/2009	6/1/2009	2.5L Gas	5/10/2010	
3FAHP0HA8AR[redacted]	4/9/2010	3/31/2010	12/3/2009	1/20/2010	2.5L Gas	5/18/2010	
3FAHP0JG2AR[redacted]	3/27/2010	3/22/2010	12/3/2009	1/25/2010	3L	5/1/2010	
3FAHP0HA5AR[redacted]	6/10/2009	6/2/2009	1/16/2009	4/20/2009	2.5L Gas	4/28/2010	
3FAHP0HA1AR[redacted]	4/21/2010	4/14/2010	1/28/2010	3/9/2010	2.5L Gas	5/19/2010	

3MEDM0L33AR[redacted]	12/8/2009	11/28/2009	10/14/2009	11/10/2009	2.5L Hybrid	5/15/2010	
3FAHP0HA2AR[redacted]	3/27/2010	3/23/2010	1/13/2010	2/2/2010	2.5L Gas	5/14/2010	
3FAHP0JA6AR[redacted]	4/21/2010	4/16/2010	2/5/2010	3/8/2010	2.5L Gas	8/9/2010	
3FAHP0GA9AR[redacted]	6/21/2010	1/8/2010	10/14/2010	11/11/2009	2.5L Gas	8/9/2010	
3FAHP0HA1AR[redacted]	6/10/2009	6/2/2009	1/26/2009	4/19/2009	2.5L Gas	9/7/2010	
3FAHP0HA1AR[redacted]	4/15/2010	4/7/2010	1/21/2010	2/27/2010	2.5L Gas	9/15/2010	

3FAHP0HAXAR[redacted]	4/27/2010	4/22/2010	2/5/2010	3/15/2010	2.5L Gas	9/21/2010	
3MEHM0JG5BR[redacted]	8/27/2010	8/21/2010	5/8/2010	7/2/2010	3L	9/20/2010	2011
3FAHP0GA6AR[redacted]	6/4/2010	5/22/2010	2/18/2010	4/10/2010	2.5L Gas	9/7/2010	
3FAHP0HA4AR[redacted]	5/24/2010	5/17/2010	2/19/2010	3/27/2010	2.5L Gas	8/27/2010	
3FADP0L30AR[redacted]	4/12/2010	4/5/2010	11/5/2009	1/31/2010	2.5L Hybrid	9/10/2010	

3FAHP0HA2AR[redacted]	4/5/2009	3/12/2009	1/5/2009	1/20/2009	2.5L Gas	8/9/2010	
3FAHP0HAXAR[redacted]	6/18/2010	6/8/2010	3/23/2010	5/24/2010	2.5L Gas	9/1/2010	
3FAHP0JG7BR[redacted]	7/26/2010	7/16/2010	4/8/2010	5/27/2010	3L	10/11/2010	2011
3FAHP0HA3AR[redacted]	6/18/2009	6/12/2009	2/10/2009	5/4/2009	2.5L Gas	10/4/2010	
3FAHP0HA4AR[redacted]	6/26/2010	6/17/2010	3/4/2010	4/24/2010	2.5L Gas	10/5/2010	
3FADP0L32AR[redacted]	3/23/2010	3/18/2010	12/16/2010	1/25/2010	2.5L Hybrid	9/24/2010	
3FAHP0HA7AR[redacted]	4/17/2010	4/12/2010	1/26/2010	3/6/2010	2.5L Gas	9/20/2010	

3FADP0L32AR[redacted]	6/16/2009	6/10/2009	2/10/2009	5/6/2009	2.5L Hybrid	10/5/2010	
3FAHP0HG7AR[redacted]	9/24/2009	9/11/2009	6/25/2009	8/4/2009	3L	10/4/2010	
3FAHP0HA3AR[redacted]	3/31/2009		12/5/2008	1/15/2009	2.5L Gas	10/25/2010	
3FADP0L35BR[redacted]	9/4/2010	8/24/2010	5/17/2010	7/12/2010	2.5L Hybrid	11/17/2010	2011
3FAHP0GA3AR[redacted]	7/15/2009	7/10/2009	3/11/2009	6/4/2009	2.5L Gas	11/3/2010	
3FAHP0HA8AR[redacted]	10/18/2010	10/9/2010	4/22/2010	8/14/2010	2.5L Gas	11/12/2010	
3FAHP0HA3BR[redacted]	9/28/2010	9/18/2010	4/9/2010	7/27/2010	2.5L Gas	11/5/2010	2011
3FAHP0JG3BR[redacted]	8/28/2010		5/15/2010	7/13/2010	2.5L Gas	11/5/2010	2011
3FADP0L39AR[redacted]	6/2/2010	5/26/2010	2/16/2010	3/23/2010	2.5L Hybrid	10/9/2010	
3FAHP0JAXAR[redacted]	6/26/2010	6/16/2010	3/12/2010	4/24/2010	2.5L Gas	10/29/2010	
3FADPOL3XAR[redacted]	7/14/2009	7/8/2009	3/18/2009	6/26/2009	2.5 Hybrid	11/29/2010	
3FAHP0HA4AR[redacted]	7/23/2010	7/5/2010	3/3/2010	5/6/2010	2.5L Gas	11/15/2010	
3FAHP0HA9AR[redacted]	8/7/2009	8/3/2009	5/27/2009	6/24/2009	2.5L Gas	11/20/2010	
3FAHP0JA0AR[redacted]	4/7/2009	4/2/2009	8/27/2008	10/20/2008	2.5L Gas	11/19/2010	
3FAHP0HA4BR[redacted]	10/2/2010	9/21/2010	4/23/2010	8/12/2010	2.5L Gas	12/2/2010	2011

3FAHP0HAXAR[redacted]	10/22/2009	10/17/2009	7/16/2009	9/10/2009	2.5L Gas	12/7/2010	
3FAHP0HA7BR[redacted]	9/3/2010		4/29/2010	7/5/2010	2.5L Gas	12/10/2010	2011
3MEHM0HA3BR[redacted]	8/12/2010	8/4/2010	3/31/2010	6/12/2010	2.5L Gas	12/9/2010	2011
3FAHP0HA0BR[redacted]	9/23/2010	9/13/2010	6/1/2010	7/17/2010	2.5L Gas	12/15/2010	2011
3FAHP0HA6BR[redacted]	9/30/2010	9/17/2010	4/2/2010	8/3/2010	2.5L Gas	12/13/2010	2011
3FAHP0JA0BR[redacted]	11/26/2010	11/23/2010	8/29/2010	10/5/2010	2.5L Gas	12/20/2010	2011
3FAHP0HA6AR[redacted]	2/19/2009	1/30/2009		11/18/2008	2.5L Gas	12/6/2010	
3FAHP0HA6BR[redacted]	8/3/2010	7/23/2010	3/24/2010	5/26/2010	2.5L Gas	12/8/2010	2011
3FAHP0CG1BR[redacted]	9/23/2010	9/13/2010	4/9/2010	8/3/2010	3L	11/19/2010	2011
3MEHM0HA9AR[redacted]	4/15/2009	4/7/2009	11/25/2008	12/2/2008	2.5L Gas	11/19/2010	
3FAHP0HA0AR[redacted]	6/10/2009	6/2/2010	1/7/2009	4/17/2009	2.5L Gas	11/30/2010	
3FAHP0HA4BR[redacted]	8/13/2010	8/4/2010	4/3/2010	6/12/2010	2.5L Gas	12/2/2010	2011
3FAHP0JG5BR[redacted]	8/5/2010	7/29/2010	3/30/2010	6/15/2010	3L	12/29/2010	2011
3FAHP0HA0BR[redacted]	12/1/2010	11/25/2010	8/29/2010	9/29/2010	2.5L Gas	12/16/2010	2011
3FAHP0HA4BR[redacted]	11/11/2010	11/8/2010	6/1/2010	6/9/2010	2.5L Gas	12/20/2010	2011
3FAHP0HA0A[redacted]	5/13/2010	5/7/2010	1/29/2010	3/12/2010	2.5L Gas	12/27/2010	

In process waiting on relay workshop Nov. 22

Case Number	Ford DTCs	Symptom	Component	Gear Location	Current Updates
DR-0018	U3000-49 U3000-96	BBB	EPP	In Eval (UK)	1/3- KOA still working on analysis. Geoff will follow up
DR-0023	clicking noise turning wheel	N/A	NVH	In Eval (QAO)	10/12- new power supply supplied by Mapro, now EDF machine back up & running. 11/29- passed entire EDF test with NTF, check to close claim.

DR-0025	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	9/13- passed hot puma and high pot test, ship to UK for further analysis.
DR-0027 RUA# 3940	No Com	No Com	EPP	In Eval (UK)	10/15- OnSemi came back and states the diode was overcurrent, suggesting this is a one off failure. 11/1- sent questions back to the manufacture about this diode failure waiting on response UK. 1/10- Kimball looking for continous improvement plan for this defectivity on the diode, will work with OnSemi.
DR-0028	noise turning steering wheel	No codes	NVH	In Eval (QAO)	10/25- Pavel to set-up QCCARS to ship to INA

DR-0029	U3000-61	B97	EPP	In Eval (QAO)	10/6- ambient ignition cycling, NTF at this time.
DR-0033	C200D-49	B9A	EPP	In Eval (QAO)	8/18- gear passed leak test & ambient ignition cycling, next step to cold testing. 11/1- QAO exhausted all testing of this unit, Pepe looking for next step or should it be sent to UK? 11/2- perform wiggle test on the ribbon cable, then PCB motor clearance check.
DR-0038	C200D-49	B9A	EPP	In Eval (QAO)	9/3- pulled EPP & stored data shipped to QAO for analysis
DR-0039	U2011-49 U3000-96	BD0-BD3	EPP	In (WPAC)	9/27- interactive diagnosis leads to u2011-49 code then set u3000-96.
DR-0041	steering noisey	No codes No Com	NVH	In Eval (26mile)	11/8- Pepe to ship the parts of the rack back to 26mile for engineering evaluation. Inspected seals at QAO and checked with operators. 1/4- found out PIP seal will go to a dual lip seal design in April 2011 with the Wontae OBH. CD3 changes in Jan 2011 with new Rane OBH. 1/10- measure groove depth on the OBH. Jason to follow up.
DR-0042	clicking noise turning wheel	No codes	NVH	In Eval (QAO)	10/18- passed leak test, sent to lab for EDF/NVH testing.
DR-0044	U2011-49 U3000-96	B6B	EPP	In process (UK)	12/8- in process to UK from 26mile

DR-0045					
DR-0046	C200C-2F U3000-96	BD3	TS	In Eval (QAO)	1/26- TS rework broke containment need to see what happened on the line during rework.2/8/2010 is the proper rework date so this is a precontainment gear.

Issue Status	Gear location	Report State
3/17- submit hot process request, dealer borrowed a gear from a vehicle on a lot to get the customer into the vehicle. Called dealer to make sure two repairs were not sent out under 3504. found out there are two repair orders in CQIS for this repair both have 3504 causal repairs and two labor ops. one should be charged back to the dealer. 4/9- shipped gear to QAO 4/21- in QAO leak check ok, has not tested in lab. 5/4- no leaks will start testing next week 5/24- in fridge ready for testing 6/7- passed ambient bully & performance testing cold bully testing nex 6/15- Unit has been ignition cycled over 12 hours. after that fault repeated 2 times and then no more. Unit was warmed and ignition cycles in progress. 7/12- Geoff to send Tim Diez info on BBB fault description., Geoff sent out 7/14. 10/20- BBB set every ign. Cycle now- Geoff thinks this is a micro issue, to ship the ECU to the UK. 11/29- further testing to be done either solder joint or R96 resistor is the cause at this time. 12/16 ECU is back at Kimball and resistor is back to manufacturer for analysis		
5/24- did not notice any damage to the gear or boots. Turning input shaft is smooth with no noise that I noticed. 6/7- make sure after leak check to put on NVH test, QAO can use Audit rig for testing then put on the EDF tester 7/26- arrived at Rogersville in process to QAO 8/16- leak tested checking QAO for latest update. 10/6- has EDF test been completed? 10/11- power supply for the EDF machine damaged, supplier from Netherland found issue with internal component, specialty component not sure of repair at this time. QAO sent back-up PS to Marion, Marion sent their's in for repair. Pepe will check with Sergio to see the status of the one sent to Netherland for repair.		

6/15- submit hot process request 7/9- pulled EFF data, need to ship to 26mile for testing 8/25- set for xray tomorrow 8/26- x-ray clean, next ignition cycling with the application SW 9/7- tri temp ignition cycle did not reproduce any codes, next to hot puma. 9/13- passed hot puma and high pot test, ship to UK for further analysis.		
6/22- dealer to call back with hot process information to return gear. 7/28- Pulled EFF data, technician could not communicate using his IDS. I could not communicate using my CANape at WPAC. 8/20- Pepe found defective voltage regulator, need to confirm regulator issue after Geoff checks the data. 8/30- Geoff to look over the final data from QAO to decide if the regulator should be sent direct to Infineon or to the UK for additional testing. 9/1- QAO to send Geoff ECU assembly so they can remove the regulator. 9/6- ECU sent to Geoff tracking # 9373 7350 8684 by Fedex 9/8- arrived in the UK today 9/17- not regulator issue found diode on circuit that is leaky more testing need to check other parts of the circuit. 9/27- diode sent out to supplier from the UK for testing. 10/8- Geoff at Kimball next week to follow-up any diode updates.		
6/28- submit hot process request 7/28- pulled EFF data, no codes, did not notice any abnormal noise while turning input shaft back & forth, ship gear to QAO for analysis. 8/17- gear failed the EDF test but no noise was notice during testing. Waiting on next steps, could put on-vehicle or could teardown gear? 8/23- failed NVH test, did not notice any audible noise while testing. Check with Dan Ulep & Sylvain Nadeau for the next steps before teardown. 8/24-Sylvain- EDF results would suggest RBNA damage; I'd suspect field misuse damage. The bolts that were so tight that had to be tapped to be removed is a red flag for me that work may have been done by an unqualified mechanic. I would suggest sending the RBNA to INA if workshop misuse confirmation is required. 9/8- rack & ballnut ready to be sent to INA, needs Gabreil to write QCCAR. 10/6- Waiting for QCCAR and contact from INA to receive the part. 10/11- Guillermo working with Pavel to find out who will be writing QCCARS now to ship to INA		

7/7- Submit hot process request 7/28- pulled EFF data, customer states gear loses assist intermittently backing out of the driveway, dealer could not duplicate the problem but had a stored U3000-61,performed interactive diagnosis code returned on road test.		
7/28- pulled EFF data, shipped get to QAO for analysis.		
10/5- could not turn input shaft, could feel rust squeezing the IBH boot to the rack, was able to pull Ford codes no codes stored then I was not able to communicate with the ECU 10/18- Pepe to check leak test results, pictures taken of rusted ITR & rack. 10/25- leak test passed, advised to reassemble boots and recheck IPA & boots for leaks 10/27 still not confirmed location of ingression, cannot duplicate leak 11/5- gear torn down indications water ingress from the press in seal in the OBH was pinched or not molded properly. Need to send pictures and decide what to do with the parts. No history known of this vehicle being in a flood, but this area the customer was in did have flooding conditions around the Nashville,TN area are May 2010.		
10/5- did not notice any noise from gear and no codes in fault store. Ship to QAO for analysis		
11/5- pulled EFF & stored data, no visual damage shipped to QAO for analysis 11/5- pulled EFF & stored data, no visual damage shipped to QAO for analysis 11/11- non powered measurements such as across the phases and possibly the motor PCB. This way, if we can confirm the is a relay problem with the population, we will not destroy or change any evidence by operating the contacts.		

12/7- pulled EFF & stored data, shipped to QAO for analysis, no damage to TS harness. 1/21- found this return was a reworked part and has an overwound clockspring- pre containment with the rework instructions		

Verbatim	Assigned To
CAR HAS NO POWER STEERING POWER STEERING FAILURE NOTED 3504 ROAD TEST VERIFIED CK STEERING FAILURE ON DASH NO STEERING ASSIST. IDS TEST SYSTEM CODE U3000 49 48 INTERNAL ELECTRICAL FAILURE PERFORMED PINPOINT TEST CK HOTS AND GROUNDS OK PERFORMED IDS PTS PINPOINT TESTING B 1 CK ALL CONNECTION FOR DAMAGE OR LOOSE OK TEST B 2 TEST DRIVE DIAG REPLACE RACK AND MODULE FAILURE REPLACED RACK CK ALIGNMENT SET TOE ROAD TEST VEHICLE TOWED IN 75 MILES LATER WITH NO START DEAD BATTERY & THEFT LAMP FLASHING HAD TO JUMP START. BATTERY FAILED NEEDED TO REPLACE THE BATTERY, CHARGING SYSTEM OK.	
CLICKING NOISE WHEN TURNING THE STEERING WHEEL AT IDLE VERIFIED CONCERN PERFORMED STEERING RACK DIAG PINPOINT DIAG ROADTEST DIAG REPLACED STEERNG RACK PERFORMED ALIGNMENT, RETST, WITHIN NORMAL CHARACT. CQIS REPORT 04/28/2010 10:32AM DAVID KNAPP MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: WHEN TURNING STEERING FROM SIDE TO SIDE THERE IS A CLICKING/POP NOISE COMING FROM BACKING PLATES, NOISE IS VERY OBVIOUS HAPPENS ON BOTH SIDES ON A FULL TURN NOT QUIT TO FULL TRAVEL DIAGNOSTICS: CHECKED SUSPENSION/STEERING COMPONANTS CAN HEAR NOISE COMING FROM THE BACKING PLATES, WHEN APPLYING PRESSURE BY HAND NOISE WILL CHANGE. PARTS REPLACED:: NONE TECH QUESTION: ARE THERE ANY KNOWN CONCERNS, POSSIBLY STEERING GEAR RESINATING NOISE TO MAKE BAKING PLATES NOISY, THIS NOISE IS CONSISTANT AND SAME IN NOISE AND LEVEL OF SOUND EVERY TIME KREG, WE WOULD NOT SUSPECT A STEERING GEAR AT THIS TIME FOR THIS CONCERN. WE WOULD SUGGEST CHECKING FOR THE BACKING PLATES, CALIPER AND PADS BY REMOVING THEM ONE AT A TIME TO SEE IF THE NOISE STILL HAPPENS. IF YOU CAN REPRODUCE THE CONCERN ON A DRIVE ON RACK RO LUBE PIT TRY DOING SO NEXT TO HELP VISUALIZE THE SOURCE OF THE NOISE. TRY REMOVING THE OUTER TIE ROD ENDS AND TURNING BACK AND FORTH TO SEE IF THE NOISE IS STILL PRESENT AS WELL.	

POWER STEERING INOP STEERING GEAR FAULT LIGHT. DTC U2011-49 U3000-96. PPT. P S RACK FAILURE. REPLACE RACK.	
CUST STATES POWER STEERING HARD TURN NO COMMUNICATION WITH PSCM,PINPOINT TEST D TO D4,LOAD TEST ALL POWER AND GROUNDS,REPL PSCM RACK AND STEERING ASSEMBLEY,RESET TOE, REPROGRAM PSCM,RD TEST PASSED	
CONCERN: NOISE IN STEERING TURNING WHEEL BACK AND FORTH DIAGNOSTICS: VISUAL INSPECTION, PINPOINT TEST KC1 ANY KNOWN CONCERNS-NO. USED CHASSIS EARS TO TRY AND ISOLATE. PARTS REPLACED:: NONE TECH QUESTION: WITH THE CHASSIS EARS IT SOUNDS LIKE THE NOISE IS COMING FROM THE RACK AND PINION. THE SHOP MANUAL STATES THAT THE MOTOR DRIVES A BELT, SO I DONT THINK IT COULD BE THAT. I USED A PAIR OF VISE GRIPS AND GRABBED THE LOWER STEERING SHAFT AT THE RACK WHILE ANOTHER TECH ROCKED THE STEERING WHEEL, NO NOISE. I THINK IT COULD BE THE RACK. RECOMMEND YOU DISCONNECT STEERING SHAFT FROM STEERING RACK AND TURN WHEEL. IF NOISE IS NOT PRESENT WITH STEERING SHAFT DISCONNECTED, RECONNECT STEERING SHAFT AND REMOVE OUTER TIE ROD ENDS FROM STEERING KNUCKLES. IF NOISE IS STILL PRESENT WITH OUTER TIE ROD ENDS DISCONNECTED, SUSPECT EPAS STEERING GEAR IS THE CAUSE OF THIS CONCERN. RECOMMEND YOU REPLACE EPAS STEERING GEAR, AND THEN RE-EVALUATE THIS CONCERN. IF NOISE IS COMPARABLE TO A SIMILAR VEHICLE, NO REPAIRS ARE RECOMMENDED	

CHECK INTERACTIVE DIAGNOSTICS CODE CLEARED AND RESET DIAGNOSTICS LEAD TO EPAS GEAR REPLACEMENT	
09/16/2010 08:01AM BETH MIYA MSS - FCSD - TECH SVC HOTLINE TECHNICIAN REPLY: STEERING RACK NOT ROOT CAUSE. REPLACED STEERING RACK, NOISE STILL PRESENT.	

Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (once known)	VIN
	10011 Varsity L/M	524			2LMHJ5AT2AB[redacted]
	09641 Moore Motors	7000			1FAHP2KT1AG[redacted]

	08913 REGAN FORD	3139			2FMHK6DTXAB[redacted]
	06582 Don Bohn Ford	2928			1FAHP2KT5AG[redacted]
	07892 Capital Ford	12696			1FAHP2KTXAG[redacted]

	11164 Metropolitan Ford				1LNHL9FT2AG[redacted]
	11605 Autoway L/M	5231			2LMHJ5AT9AB[redacted]
	20313 Earnhardt Ford	4834			2FMHK6CT6AB[redacted]
	11191 Dick Smith L/M	1803			2LMHJ5AT2AB[redacted]
	05646 Crown Ford	8768			2FMHK6DT9AB[redacted]
	00042 The Frederick Motor Co	8437			1FAHP2KT2AG[redacted]
	65099 WHQ VSC Center	331			1LNHL9FT2BG[redacted]

	02724 All American Ford	401			2FMHK6DT3BBD[redacted]

Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Vehicle Type	Date of Repair	Model Year	Date	Part ETA
10/23/2009	8/28/2009	8/19/2009	7/16/2009	MKT 3.5L GDTI with park assist	3/11/2010			
8/28/2009	7/31/2009	1/5/2009	6/18/2009	Taurus 3.5L GDTI w/o park assist	4/27/2010			

1/28/2010								
3/9/2010	2/10/2010	9/22/2009	12/11/2009	Taurus 3.5L GDTI w/o park assist	6/14/2010			
9/14/2009	8/22/2009	5/28/2009	6/19/2009	Taurus 3.5L GDTI w/o park assist	6/23/2010			

4/21/2010	3/26/2010	12/12/2008	1/16/2009	MKS 3.5L GDTI w/o park assist	6/28/2010			
10/23/2009	10/9/2009	8/12/2009	9/3/2009	MKT 3.5L GDTI w/o park assist	6/15/2010			
11/5/2009	9/12/2009	6/25/2009	7/30/2009	Flex 3.5L GDTI with park assist	8/10/2010			
2/15/2010				MKT 3.5L GDTI with park assist	9/22/2010			
3/3/2010	2/10/2010	10/7/2009	12/11/2009	Flex 3.5L GDTI w/o park assist	8/19/2010			
3/31/2010	3/9/2010	12/8/2008	1/16/2009	Taurus 3.5L GDTI w/o park assist	8/31/2010			
9/10/2010	7/24/2010	1/19/2010	3/30/2010	MKS 3.5L GDTI with park assist	10/26/2010	2011		

8/19/2010	8/2/2010	1/25/2010	6/24/2010	Flex 3.5L GDTI w/o park assist	11/13/2010	2011		

Case Number	Ford DTCs	TRW Code (Sympto	Com pon ent	Gear Location	Current Updates
UR0001	U2011-49	B3A	EPP	In Eval (26mile)	1/13- called dealer talked to Clay(PM) new gear will be shipped from Marion to the dealer, put in hot request to get gear to ship direct to 26mile.
UR0002	No Com	No Com	EPP	At dealer	1/24- called dealer back to advise to repair C139 tech will need to get the customer back in to check the terminals 24 & 25.
UR0003	No Com	No Com	EPP	At dealer	1/24- tech found loose female terminal 24 in connector 139, tighten terminal now vehicle is fixed.
UR0004	No Com	No Com	EPP	At dealer	1/24- tech found loose female terminal 24 in connector 139, tighten terminal now vehicle is fixed.
UR0005	No Com	No Com	EPP	At dealer	1/24- tech found loose female terminal 24 in connector 139, tighten terminal now vehicle is fixed.

UR0006	U2011-49			At dealer	1/24- tech could not duplicate the codes or no assist. Perform parking lot test and road test with no codes or symptoms.

Verbatim	Assigned To	Root Cause
CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2011-49 1/13- called dealer talked to Clay(PM) new gear will be shipped from Marion to the dealer, put in hot request to get gear to ship direct to 26mile.		
TECH COULD NOT DUPLICATE TC LAMP ON, HAS C1B00-2F(SWA SIGNAL ERRATIC) IN THE PSCM PERFORMED PARKING LOT ROAD TEST THEN PARKED THE CUSTOMER TEST DROVE AND THE TC LAMP CAME ON WITH THE SERVICE PS NOW MESSAGE. TECHCHECKED ALL CONNS,TERMINALS & WIRING HAVE GOOD 12V & GRD FEEDS TO PSCM.		
CUSTOMER STATES TC & TERRAIN LAMP ON INTERMITTENT, SERVICE ADV TRAC MESSAGE & SHIFTER KNOB LAMP WENT OFF. TECH PHYSICALLY CHECK G101 AND USED BULB TO LOAD TEST THE 12V PSCM CIRCUITS. WIRING,TERMINALS,CONNS CLEAN AND TIGHT. VEHICLE NEVER LOST ASSIST COULD FEEL A LITTLE DIFFERENCE IN STEERING FELL WHEN THE TC LAMPS CAME ON BUT STILL HAD ASSIST.		
CUSTOMER TOOK DELIVERY OF VEHICLE AND DRIVE ONE BLOCK AND BOTH TC & TC OFF LAMPS ON. CUSTOMER DROVE BACK TO DEALER SHUT VEHICLE OFF, TECH STARTED THE VEHICLE UP AND PULLED INTO HIS STALL AND THE TC LAMPS WERE OFF AS HE PULLED INTO HIS STALL THEN THE TC LAMPS CAME ON AND NOW WILL NOT GO OUT WITH EVERY START. HAS GOOD 12V FEEDS TO THE PSCM HE WILL DOUBLE CHECK G101 FOR POOR CONNECTIONS. AT ONE TIME THIS VEHICLE HAD LOW VOLTAGE BUT THE TECH DID NOT EXPERIENCE ANY LOW VOLTAGE ISSUE COULD HAVE HAPPENED DURING NEW CAR PREP.		
A COMMUNICATION ISSUE WITH THE POWER STEERING CONTROL MODULE (VAPS). THERE ARE NO PREVIOUS REPORTS OR KNOWN FIXES FOR THIS CONCERN. PLEASE VERIFY THE POWERS AND GROUND CIRCUITS ARE ALL INTACT BY PERFORMING VOLTAGE DROPS TO THE MODULE. IF THE POWER AND GROUND CIRCUITS ARE WITHIN SPEC OF 400 MILLIVOLTS, THEN INSPECT FOR PROPER PIN-FIT USING A SPARE MALE PIN. IF A VOLTAGE DROP OF MORE THAN 500 MILLIVOLTS, THEN REPAIR THE AFFECTED CIRCUIT AND RETEST. PDI WILL NOT GO INTO FOUR WHEEL DRIVE AND TURN SIGNALS NOT WORKING PROPERLY DIAGNOSTICS: GIVES CODES FOR PCSM LOST COMM. TO ABS AND IPC CANNOT COMM. WITH PCSMALSO CODE FOR STEERING ANGLE SENSOR PARTS REPLACED:: NONE		

CUST STATES THAT THE MESSAGE CENTER HAD A MESSAGE THAT SAID POWER STEERING ASSIST FAULT AND THE STEERING WAS VERY HARD DIAGNOSTICS: TEST DROVE VEH AND NORMAL OPERATION AT THIS TIME 0 WARNINGS IN THE MESSAGE CENTER IDS TESTED AND FOLLOWED PINPOINT TEST PER WORK SHOP MANUAL AND IT LED ME TO THE CONSERN IS NOT PRESENT AND TO RETURN THE VEH BACK TO THE CUST DTC U2011:49-08,U0121,U0126,U0159,U0428 THE WORK SHOP MANUAL TOLD ME TO CLEAR THE DTC AND TEST DRIVE VEH AND RETEST I CLEARD THE DTC AND THE SYSTEM PASSED PARTS REPLACED:: NONE TECH QUESTION: ANY KNOWN CONSERNS SHOULD I RETURN THE VEH TO THE CUST WERE YOU ABLE TO VERIFY THE CONCERN		

P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if	TRW Fault (fault	VIN	Vehicle Build Date	Gear Build Date
09618 Brown Motors	18			1FMHK8D83BG[redacted]	12/16/2010	
00529 Gene Evans Team Ford	16			1FMHK7F82BG[redacted]	12/9/2010	
20546 Fette Ford	207			1FMHK8D81BG[redacted]	12/12/2010	
04963 Brandon Ford	51			1FMHK8F89BG[redacted]	12/13/2010	
02509 Asheboro Ford	10			1FMHK8D89BG[redacted]	1/11/2011	

02058 Beechmont Ford	289			1FMHK8F83BG[redacted]	11/22/2010	

ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
		3.5L wo/APA	1/12/2011			
11/17/2010		3.5L wo/APA	1/17/2011			
11/6/2010		3.5L wo/APA	1/19/2011			
10/27/2010		3.5L wo/APA	1/19/2011			
		3.5L wo/APA	1/20/2011			

		3.5L w/APA	1/20/2011			

Case Number	Ford DTCs	Symptom	Component	Issue	Current Updates
0KM AR661730 RUA# 3682		B9A	EPP	In Eval (UK)	**5/24- motor PCB clearance issue, low resistance to ground between 5v encoder & grd. Plane**
0KM AR378362		B92	EPP	In Eval (QAO)	**1/14- cut back the plastic and did not find any PCB motor clearance issue. Check with Geoff if there is any further testing to be done** **1/21- this is a one off return and could not find any issue at this time. Can keep in pending just in case we get another one**
0KM BR218079		B9A	EPP	In Eval (QAO)	**12/20- arrived in QAO for testing found double start-up & all criteria leads to regulator issue found out this unit has SW FB2AMFB2 and the new SW fix for the regulator is FB2AMFB3.** **emailed the SW group in the UK to get all the SW versions and dates so I can get dates going into QAO.**
0KM BR111887		BAA, BAB,BAE, B9B, C69	EPP	In Eval (QAO)	**8/19- HSAP sending gear back to QAO for U3000-96, failed in prerolls station.**

A Non-warranty return RUA# 4108	U2011-49 U3000-96	B6B	EPP	In Eval (Tyco)	**11/10- relay tore down and contacts shown, next to check SEM of the relay contacts.**
DR-0008	No Com	BC2	EPP	In Eval (UK)	1/11- sent 8D to Ford for analysis will keep in pending until I get a response.
DR-0013	U2011-49 U3000-49 U3000-96	BB8, B23	EPP	In Eval (ATE)	9/2- bond wire not well centered into groove due to improper tool setting. Update bond tool installation by dedicated person & provide installation instructions on 9-3-2010 at Fairchild. Geoff sent 8D email to Ford.

DR-0035	C200C-2F	BD3	TS	In Eval (QAO)	12/1- QAO rechecked the EPP at 120 deg C with no failures. NTF at this time. 12/8- all the testing in the fishbone has been complete with NTF. QAO,26mile & Hella has exhausted all testing and could not find any cause or sign of a potential root cause. will put in pending until we check of any other potential tests that can be run.
FR-0051		No Com	EPP	Damaged regulator (over voltage)	**10/23- specific testing on diode protection on-going with Ford electrical team**
FR-0056a	U3000-49 U3000-96	B31	EPP	In Eval (26mile)	**9/9- have not seen any B31 claims since cold weld issue on FR0125, will keep in pending until we confirm no new B31 claims are found.**
FR-0060	U3000-49 U3000-96	B31	EPP	In Eval (QAO)	**9/9- have not seen any B31 claims since cold weld issue on FR0125, will keep in pending until we confirm no new B31 claims are found.**

FR-0066	U3000-49	B31	EPP	In Eval (26mile)	**9/9- have not seen any B31 claims since cold weld issue on FR0125, will keep in pending until we confirm no new B31 claims are found.**
FR-0081	U2011-49	B6B	EPP	In Eval (UK)	**9/7- passed all tri temp ign. Cycling, next hot puma then high pot testing. 9/13- passed hot puma & high pot testing, ship to the UK**
FR-0096	C200D-49	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**
FR-0107	No Com	BC2	EPP	In Eval (UK)	**9/28- got final report out of Anting & Kimball no areas on the line where contact can be made with R281 using the strain gage test at all stations. I have final report will put in pending to see if we have any more damaged R281 resistors.**

FR-0108		B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**
FR-0109	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (UK)	**7/16- confirmed this as a double start-up added to B9A list for reg./micro issue. Fulfills parameters to close as regulator issue by meeting criteria established for regulators.**
FR-0110	N/A	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**
FR-0128	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- passed all tri temp ign. Cycling, next hot puma then high pot testing. 9/13- passed hot puma & high pot testing.**

FR-0129	C200D-2F U3000-96	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**
FR-0134	C200D-49	B9A	EPP	In Process (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**
FR-0146	C200D-49 U3000-96	B9A	EPP	In Eval (UK)	**3/26- keep part in pending closed position waiting on PCA same as FR0074, testing & approval process still in progress.**
FR-0158	C200D-49	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**

FR-0164	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	**9/13- passed hot puma and high pot testing shipped to UK for more testing.**
FR-0174	C200D-49	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**
FR-0177	C200D-49	B9A	EPP	In Eval (QAO)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**
FR-0181	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- passed B6B SW tri temp test, hot puma & all the high pot testing. Next to perform tri-temp ignition cycling**
FR-0192	C200D-49	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**
FR-0197	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**

FR-0199	U2011-49	B6B	EPP	In Eval (26mile)	**7/19-High-Pot Test complete on EPP no issue found. Need make sure the B6B modified test is run on each of these (70sec loop at Tri-temp) Mike confirmed it has been done. Need EFF data Matrix this week. Salim to set up meeting next week**
FR-0200	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	**9/7- during high pot testing to relay low side unit failed, motor PCB tear down now in process. 10/8- motor PCB teardown at UK NTF**
FR-0204	C200D-49	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**
FR-0211	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**8/3- confirmed double start-up during analysis and confirmed a regulator issue**
FR-0212	tc lamp on ABS code C1278	A28		At WPAC	**5/7- pulled Ford codes & EFF data no codes list only A28 code**
FR-0213	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	**9/7- during high pot testing to relay low side unit failed, motor PCB tear down confirmed motor PCB clearance issue. 10/1- sent to UK stripped down could not find any area for pin contact to PCB. not a PCB clearance issue. More testing.**
FR-0215	TC lamp on C1278	A28		At WPAC	**5/20- pulled EFF & Buffer data, kept gear at WPAC could install on vehicle**

FR-0216	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**8/4- confirmed a double start-up at QAO, indicates a regulator issue and confirmed a regulator issue**
FR-0218	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- passed B6B SW tri temp test, hot puma & all the high pot testing. Next to perform tri-temp ignition cycling**
FR-0228	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- passed B6B SW tri temp test, hot puma & all the high pot testing. Next to perform tri-temp ignition cycling**
FR-0229*	C200D-49 U3000-96	B9A	EPP	In Eval (UK)	**11/12- UK received the part testing has not started.** **12/17- PCB motor clearance was confirmed in the UK**
FR-0230	C200B-2F	BD0,BD2	TS	In Eval (Kimball)	**9/2- Ford asking if the PFS was to print, mainly inside diameters of the 2/3 pin conn.. Sent email to Anting & Kimball to check. Confirmed 2-pin water entry sent Kimball report to Ford.**

FR-0233	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**8/6- confirmed double start-up, indicates regulator issue. Confirmed regulator issue.**
FR-0234	C200D-49 U3000-96	B9A	EPP	In Eval (QAO)	**9/9- with damaged regulator cannot find out if this is a regulator issue. To perform regulator swap.**
FR-0237	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- passed B6B SW tri temp test, hot puma & all the high pot testing. Next to perform tri-temp ignition cycling**
FR-0243	C200D-49	B9A	EPP	In Eval (QAO)	**11/8- double start-up , send Geoff the info to confirm regulator issue.**

FR-0244	C200D-49	B9A	EPP	In Eval (QAO)	**10/6- found gears at QAO, leak testing started**
FR-0249	C200D-49 U3000-96	B9A	EPP	In Eval (QAO)	**10/18- next step to tri-temp test.**
FR-0261	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	**9/22- going to install on the PU/PD unit for 48hrs.**
FR-0265	C200D-49 U3000-96	B9A	EPP	In Eval (QAO)	**6/30- OBH screws removed, cannot leak test. Pulled EFF data and shipped to QAO**

FR-0266	C200D-49	B9A	EPP	In Eval (QAO)	**8/4- confirmed a double start-up at QAO, indicates a regulator issue and confirmed a regulator issue.**
FR-0271	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	**9/13- passed hot puma and high pot testing shipped to UK for more testing.**
FR-0273	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then high pot test on the motor relay low side.**
FR-0278	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then xray relay. Then perform high pot test on the motor relay low side.**

FR-0282	C200D-49	B9A	EPP	In Eval (QAO)	**7/16- pulled EFF data shipped to QAO for analysis**
FR-0283	C200D-49	B9A	EPP	In Eval (QAO)	**9/7- ambient,cold ignition cycle with no faults, next to hot puma**
FR-0284	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	**9/22- 24hr ign. Temp cycling to see if offset bridge shows up.**
FR-0287	C200D-49	B9A	EPP	In Eval (UK)	**10/6- EPP arrived in the UK today**

FR-0288	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then high pot test on the motor relay low side.**
FR-0290	U2011-49	B6B	EPP	In Eval (26mile)	**9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then high pot test on the motor relay low side.**
FR-0299	C200D-49	B9A	EPP	In Eval (QAO)	**10/18- tri-temp testing passed no faults found.**
FR-0303	C200D-49	B9A	EPP	In Eval (QAO)	**10/18- tri-temp testing lead to double start-up, indications point to a regulator issue.** **10/19- Geoff confirmed to close this as a regulator issue.**

FR-0307	TC lamp on C1277	No Codes		At WPAC	**9/7- pulled several can/bus Ford U-codes looked like a CAN bus connection or circuit issue from the codes. U0100-00(lost Com ECU/PCM"A"), U0001-88(HS CAN BUS off), U0121-00(lost Com w/ABS), U0415-22(Invalid data from ABS).**
FR-0309	TC lamp on C1278	E1E		At WPAC	**9/7- pulled ford code B1D23-68(E1E) thermo event. Vehicle returned twice for intermittent TC lamp on C1278.**
FR-0314 RUA# 4149	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**12/13- oil contamination found on contacts operator using wrong oil for mantanance on rivet machine. Work instruction did not advised operator of proper oil, so a new procedure was added 8/13/2010. this was a known issue caught by another customer. so the estimated PCA date is Nov. 12 going into QAO. waiting on 8D**
FR-0316	TC lamp on C1278	No Codes		At WPAC	**9/27- pull EFF & stored data no codes stored, checking CQIS & AWS for any history information.**
FR-0350	C200D-49	B9A	EPP	In Eval (QAO)	**12/10- QAO confirmed this is a regulator issue with a double start-up**
FR-0352	C200D-49	B9A	EPP	In Eval (QAO)	**12/10- QAO confirmed this is a regulator issue with a double start-up**

FR-0354	C200D-49	B9A	EPP	In Eval (QAO)	**12/10- QAO confirmed this is a regulator issue with a double start-up**
QAO line failure- 1 RUA-2983		B9A	EPP	In Eval (UK)	**3/26- failed the flux density test. Get details of testing from Simon Wright & get with Nidec to explain their 100%**
QAO line failure- 2 RUA-2983		B9A	EPP	In Eval (UK)	**12/14- able to duplicate code, looking at interaction with auxillary ASIC & hall effects**
QAO line failure- 3 RUA-2983		B9A	EPP	In Eval (UK)	**3/26- failed the flux density test. Get details of testing from Simon Wright & get with Nidec to explain their 100% containment operation run some bad units through to see if they fail**

Issue Status
5/3- ambient, hot ,bully test pass, next cold bully test then performance test. Then hot/cold puma testing 5/18- EPP has passed all the testing in QAO EPP shipped to UK for further testing.
5/24- hot & ambient, next step is to cold test with ignition cycling and motor movement. Then bully test. 6/21- ign. Cycling, bully, & puma passed next cold ign. Cycling 8/20- NTF with all the ign. Cycling & hot puma, advised to finish cold testing to complete test. 10/4- all testing has been done ign. Cycling with no problem found. Next step tri-temp testing. 12/6- to use the new tri-temp tester to check for any codes. 12/10- tri-temp complete with no trouble found. Check with Ford to see if we can start to cutaway red plastic to check pins for PCB motor clearance. 12/15- Ford agreed to cut back red plastic and check for PCB motor clearance.
12/20- arrived in QAO for testing found double start-up & all criteria leads to regulator issue found out this unit has SW FB2AMFB2 and the new SW fix for the regulator is FB2AMFB3.

8/27- shipped out of Rogersville on Friday's truck.
8/26- xray is clear not shorts or offset. Next to see if code resets. Then can do some other tests before relay is removed for inspection.
9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then high pot test on the motor relay low side.
10/8- performed hot puma & high pot test with no faults found.
10/20- shipped to Tyco for relay & contact analysis.

12/16- Submit hot process request
1/8- could not communication with ECU, shipped to 26mile
1/25- needed to unlock CCP, looks like dealer cleared codes serveral times. Ignition cycling over the weekend cannot reproduce any issues with no communication. Continue with the standard ignition cycling if still with not duplicate to tri-temp cycling. check my equipment for communication, check compare date code with 85 & 27 epoxy & resonator issues.
2/8- Simon will decode EFF data to see if torque sensor code were all set at the same time, of if we need to list as torque sensor return.
2/22- This is a BC2 code looking for diagnostic help from Geoff on next steps.
3/8- Simon sent fishbone to start testing, discussing sending gear to QAO for Sergio to test.
3/19- send gear to QAO today for analysis.
4/9- sent EFF data to QAO & fishbone for testing.
4/19- has been bully tested 5 time and hot, ambient, & cold tested with no failures at this time.
4/21- Geoff advised to get xray of Epp at a certain angle, Samuel needs to consult Geoff on location of capacitor then QAO needs to find new xray supplier.
4/26- shipping EPP back to 26mile to xray internal capacitor
5/3-Andy shipped EPP to 26mile for xray
5/7- Geoff explained to Mike F how to xray EPP

2/16- submit hot process request
2/25- dealer did not use the hot process form to return gear it will come back normal part return process
4/12- pulled EFF buffer data and shipped to QAO
4/20- arrived in QAO, to leak check then start testing in lab.
4/23- Samuel able to reproduce B23 the motor PH FET is not closing, the gate signals are working. To check FET with microscope then will use surrogate FET and retest.
4/26- Geoff looked at PFR and advised Samuel to ship power module to Fairchild
5/3- has static bags but waiting for Geoff to help fill out forms from Fairchild before shipping out

8/23- pulled EFF & fault store data and shipped to QAO for analysis
8/27- gear shipped on Rogersville Friday truck to QAO.
9/1- gear passeed leak testing also could not duplicate any codes with ambient ign. Cycling will continue with cold testing.
9/8- still cannot duplicate any codes, bully & performance tested. Finished cold ign. Cycling.
9/22- QAO exhausted testing at gear level, TS team in 26mile looking over testing data to decide if QAO can perform any more testing or gear should be shipped to 26mile for tri-temp testing. Unknown when shipment will arrive for tri-temp oven to QAO and when will it be set-up completely for testing.
9/24- FED EX torque sensor & harness to 26mile for testing today.
9/27- TS & harness arrived at 26mile today.
9/29- 26mile ran TS with power all night NTF now put in tri-temp chamber for temp cycling to see if any codes set.
10/4- tri-temp ign. Cycled for 2-day with no problem found. Joel to x-ray harness. Jim to check TS for further testing.
10/27- shipped TS to Rogersville to remove the shaft then ship to Hella for testing.
11/1- Joel states the xray was clean of the TS harness. TS sent to Rogersville and they sent TS to Hella on 10/30.
11/2- Hella will start testing on TS tomorrow morning and will update in the Ford meeting tomorrow.
11/17- Hella sent final 8D NTF, Jim Loria to check EPP level for possible causes. Don & Jim to complete BD3 fishbone and rule out any other possible causes with the EPP.
11/19- QAO to tri-temp EPP assembly will install known good TS & harness and will manually input torque from the sensor. will test over the weekend for results on Monday.
11/22- new instructions for EPP testing.
1. Put the EPP into a thermal chamber, Power off, but hooked up to a power/ignition/CAN source and good TS outside of the chamber.
2. Soak the unit in the chamber at 120 C for 2 hrs.
3. Power on the EPP from outside the chamber.
4. Put a torque of a few Nm onto the TS.
5. Check if any codes or lics are raised

8/14- Submit Hot Process request form
9/18- dealer shipped part today should be at WPAC on Monday
9/25- could not pull any EFF/Buffer data from gear, No Communication.

9/24- this is the service gear the tech installed from fr0056 and had a U3000-96 and had to replace again. analysis done at 26-mile.
9/29- 26-mile with further testing to check B31 code. Check with Simon on progress.
9/30- make sure this was a service part, testing ongoing, no problems found at this time
10/1- xrayed ribbon cable and welds no problems found, still will not reproduce fault. Advised to look at circuit diagram
10/2- Thiha to check with Geoff on pin layout diagram. Fault insertion testing
10/15- 26mile manual cycling on the bench to check for faults, has not failed at this time.
10/23- Geoff to check FTA to help with next step testing for B31's at this stage of the analysis.
11/2- Internal B31 workshop planned after B9A is resolved by electrical teams.
11/18 On hold, B9A investigation first

9/8- Submit hot process request form
9/18- pulled EFF & Buffer Data code B31 set before C69 latched out. Jason to ship gear to QAO for testing.
9/24- gear arrived in QAO for testing
9/30- take ECU cover off take pictures of the seal. Simon/Geoff to email next steps to inspect and xray

9/21- Submit hot process form, Have no information on the EPAS gear replacement, CQIS claim only lists vehicle would not move due to a transmission issue. **9/24- gear arrived at WPAC pulled EFF and Buffer data, return gear to 26 mile** **9/25- gear at 26-mile to ship to QAO** **9/29-estimate gears to QAO late this Thursday** **10/2- cannot reproduce fault code at this time. Next steps from 26-mile** **10/15- ke sure part is x-rayed before Sergio goes back, 26mile manual cycling on the bench to check for faults.** **10/23- Sergio left EPP at 26-mile for testing, x-rayed PFS could not see any faults with ribbon cable & connections. Geoff to get FTA to decide next steps for other B31 testing.** **11/12- PFS at 26-mile waiting on B31 workshop after B9A's are tested**
10/27- Submit hot process request form **11/5- Pulled EFF/Buffer fault data at WPAC** **11/6- gear dropped off at 26-mile and shipped to Rogersville to QAO** **11/9- when gear arrives at QAO do shake test for cold weld, x-ray, Geoff to send instructions to Sergio.** **11/12- testing starting today in QAO** **11/18 - SA: Leak test done OK. Ignition ambient done OK Nothing abnormal found, next step xray motor relay.** **11/24- Puma testing & resistance testing passed** **11/30- xray of motor relay ok & passed hot ignition cycling. Next step testing voltage reading on PCB. Hot ign. Cycling** **12/14- next step hot ignition cycling**
11/20-Submit hot process request form **12/10- pulled EFF & Buffer data and shipped gear to 26-mile. Leak test and sent upstairs remove EPP and perform ignition cycling.** **3/26- has been tri-temo tested for two days and no failures at this time.** **3/31- in cold chamber now, no failures at this time.** **4/20- has been shipped out to the UK today**
12/4- Submit hot process request form **12/10- pulled EFF & Buffer data and shipped gear to 26-mile** **12/17- gear should be sent to the UK to check the monitor micro & related circuits.** **1/4- gear now in process to QAO should be there 1/6.** **1/13- is fault repeatable, cold test the unit. check the reset line and supply line for the monitor micro.Once this is done, then we can decide the best place to continue analysis.** **1/19- photograph the part so that we can read the datecode from it. Could be a C154 issue we have seen before. Sergio & Geoff discussing details.** **1/20- RUA raised will ship to UK for further level 3 testing. Fault relates to PCB or solder joint issue.** **1/28- further PCB testing is indicating a resistor R281 issue. Further testing to confirm.** **3/3- R281 resistor has short on end cap will ship to KOA for analysis by next week.**

12/4- Submit hot process request form **12/10- pulled EFF & Buffer data and shipped gear to 26-mile. Leak tested** **1/13- leak tested and brought upstairs for testing** **1/15- hot cold ign cycling and try to reproduce the code.** **1/22- Thiha was able to get the code to set one time while tri-temp testing. Testing still ongoing** **1/28- thiha to send geoff decoded information when the one code set on the tri temp tester** **2/3- Thiha was able to duplicate the B9A again once while tri-temp testing sent results to Geoff Jacks.** **2/10- Geoff sent 26mile the canopy configuration to use while tri-temp testing to capture this data. Waiting for the** **2/19- one temp chamber broken and waiting for DR0004 in the other chamber to finish. Data logging is ready for operation.**
12/4- Submit hot process request form **12/21- pulled EFF & Buffer data and ship to QAO** **1/13- to leak test and start the standard testing** **1/20- could not reproduce the codes, next step to do vibration test on the bully machine. Jose waiting for line to switch back to CD3 to test.** **1/25- passed bully testing, next step to discuss with Jim Loria** **1/28- all testing has been perform in QAO and cannot get the code to return, ship back to 26mile so tri-temp testing can be done. set back to Rog. Att: Andy-truck V08385 SKID# 22** **2/22- all four channels tripped codes at** **-2.9degC EFF data collected. Testing on going in the chamber.** **3/1- Visnu to set-up software to measure voltages when gear trips fault code to find area of fault at TS,**
12/4- Submit hot process request form **1/7- pulled EFF & Buffer Data, ship to 26mile** **1/13- leak tested and brought upstairs for testing** **1/15- hot cold ign cycling and try to reproduce the code.** **2/3- cannot reproduce any codes at this time with hot & cold ignition cycling** **3/22- to move into the cold chamber for testing** **4/16- in the west building now thermo testing** **4/21- thermo testing since 4/15 in chamber still cannot reproduce code. To Hot Puma test next** **4/23- Tri-temp and ignition cycling in the W. building. CANape running to capture fault if trips.** **4/26- has not failed for over one week.** **5/7- to hot puma test if that passes to ship to the UK for complete B9A testing.**
1/21- pulled EFF & buffer data, ship to QAO **2/2- In QAO today will start leak testing** **2/3- EFF data shows PH1 & PH2 at link voltage when it should be Vlink/2. This points to the motor relay. Not able to reproduce the fault, working with the special B6B sw version.** **2/5- using B6B software and ignition cycling overnight cannot reproduce any codes.** **2/26-still cannot duplicate the code using the B6B software no faults or LIC's.** **3/8- send to 26mile for cold testing** **3/10-Checking the west building today to put in for cold testing** **4/9- gear never sent back to 26mile still at QAO.** **6/29- bully test done ambient, ign. Cycling done ambient & hot. Not fault found, to perform iso(1000v) test and then cold testing.**

1/21- pulled EFF & buffer data, ship to QAO **2/2- In QAO today will start leak testing** **2/2- In QAO today will start leak testing** **2/5- ambient ignition cycling did not reproduce any code, bully testing next.** **3/2- Not able to reproduce the fault. Hot and ambient testing.** **3/12-Both failures reproduced at lab after some time without powering up EPP. PLUGs visully inspected with microscope and no contamination found between terminals. 5V outputs of the regulator scoped. Noisy signals but normal, as in good known EPPs. Not possible to reproduce again faults. Cold testing in planned.** **3/19- possible issue with the regulator 5v rails do not come on during first start-up. Ship to UK for analysis**
1/22-pulled EFF & buffer data, B9A only set once, shipped to QAO for standard testing **2/15- shipped out from 26mile to QAO** **2/26- to leak test and start lab work** **3/2- Not able to reproduce faults. Hot and ambient testing. EFF data 4°C** **3/30- cold testing done no faults, bully test next.** **4/21- double check cold testing history, bully tested 10x no failures- hot puma check next.** **5/3- still cold testing for a week, puma testing next** **5/17- cold puma test completed no faults now hot puma testing, then hot/cold bully** **6/18- passed all QAO B9A testing, shipped to UK for additional testing**
2/5- Pulled EFF & Buffer data shipped to QAO. **2/26- gear at QAO inline for testing** **3/2- B9A reproduced. Static motor electrical position while EPP is being turned. Encoders failure. Need to define next steps? EFF data -11°C** **3/3- scope traces on encoder A & B during repeat failure.** **3/5- testing indicating motor PCB, sent Geoff testing data.** **3/12- Short between V5_EXT2 and 0VOLTS only present when ribbon is plugged. Current on V5_EXT2 has been measured with an special harness. Found that short is on the motor. Unlikely to be clearance on motor PCB. Send to UK tracking # 9373 7349 8749** **3/19- confirmed int. low impedence on pin 3, 5v supply touching ground plane similar to FR0074.**
3/15- Pulled EFF & Buffer data, shipped to QAO for analysis **4/9- been delayed in transit, now on its way to QAO** **4/19- need to leak test then bully test & hot,cold, ambient testing** **6/18- passed all QAO B9A testing, shipped to UK for additional testing**

3/22- Pulled EFF/Buffer data shipped gear to QAO
4/9- Ambient testing done. No faults. Hot testing done. No faults. PH1 & PH2 shorted to PH3 in EFF. Next step Insulation test done at 1000 volts. Pepe to perform
4/9- Ambient testing done. No faults. Hot testing done. No faults. PH1 & PH2 shorted to PH3 in EFF. Next step Insulation test done at 1000 volts. Pepe to perform
6/29- relay measurements performed. Iso(1000v) test done. Ambient/cold ignition cycle done. Cold puma done next step hot puma.
8/25- set for xray tomorrow
8/26- x-ray clean, next tri-temp with the application SW

3/31- pulled eff buffer data and shipped gear to QAO
4/12- delay in shipping just sent out from 26mile should arrive QAO on Friday
4/19- need to leak test then bully test & hot,cold, ambient testing
5/17- JL- cold bully test raised E98 LIC's on every ignition cycle
6/18- passed all QAO B9A testing, shipped to UK for additional testing

3/31- pulled eff buffer data and shipped gear to QAO
4/6- sent gears out to Rogersville to ship to QAO for testing
4/19- need to leak test then bully test & hot,cold, ambient testing
4/21- leak check passed taken to lab for testing
4/26- start the bully test tomorrow when line changes
5/3- bully test passed, now in fridge cold testing then will bully test cold and performance test
5/17- JL - cold bully test raised E98 LIC's on every ignition cycle

4/12- pulled EFF buffer data, shipped out to QAO
4/19- arrived at QAO today
5/3- leak tested, now at the lab ready for testing
6/15- Unit leak tested, no leaks to report. Unit was Measured on the Phases terminals before first ignition. No unexpected conditions found. Unit bully tested No faults found.Unit is into the freezer to be cold tested
6/29- RELAY MEASURED. AMBIENT BULLY TEST DONE. TO PERFORM ISOLATION TEST, THEN AMBIENT IGNITION CYCLING
8/25- set for xray tomorrow

4/26- pulled EFF Buffer data, shipped to QAO for testing
6/14- bully & performance test completed no faults, ambient/cold ign. Cycling, puma testing next.
6/15- QAO completed all the B9A testing they could with no failures, sent to UK for further testing.
6/28- evidence of a regulator issue will explain data in B9A meeting on Wednesday.

4/30- Pulled EFF & buffer data, shipped gear to QAO for analysis
5/12- gears should arrive in QAO on Wednesday
5/18- need to leak test then testing can start in lab
6/2- passed all bully testing & Performance testing. Next temp ign. Cycling & puma. RG
6/4- removed ECU cover has found debris in a couple of different areas the 5V. sliver looks like it is shorting across pins 10 & 11 on PL1. At this time it is not shorting.
6/14- ECU arrived in Kimball today. Geoff will follow-up make sure lab gets part and starts analysis.
6/22- Suspect fibers that were noted by customer are actually cracks in flux on solder joints. NFF with Kimball testing, Kimball to ship ECU back to UK for further testing.

4/30- Pulled EFF & buffer data, shipped gear to QAO for analysis **5/12- gears should arrive in QAO on Wednesday** **6/7- passed leak test, shipped to 26mile for xray** **6/9- xray tomorrow** **6/10- xray clean, next hot Puma** **6/14- passed hot puma with no faults, Mike F working with Michelle Marion on B6B SW for next test. Perform 1000v isolation test. Send Ford fishbone chart on B6B** **6/28- check 1000v test by end of week. Geoff check on fishbone for belt drive application.**
4/30- Pulled EFF & buffer data, shipped gear to QAO for analysis **5/12- gears should arrive in QAO on Wednesday** **6/7- passed leak test, shipped to 26mile for xray** **6/9- xray tomorrow** **6/10- xray clean, next Hot Puma** **6/14- passed hot puma with no faults, Mike F working with Michelle Marion on B6B SW for next test & 1000v isolation test.** **6/25- now ready for tri-temp ign. Cycling** **6/28- check 1000v test by end of week. Geoff check on fishbone for belt drive application.**
5/6- pulled EFF data and shipped to QAO for testing **6/11- leak testing, slight leak at OBH on interface** **6/14- passed bully & performance testing, now down to EPP level to start ignition cycling ambient & cold** **6/15- QAO completed all the B9A testing they could with no failures, shipped to UK for further testing.** **6/28- evidence of a regulator issue will explain data in B9A meeting on Wednesday.**
5/7- pulled EFF data shipped to QAO for testing **6/2- passed bully & ambient performance testing & ignition cycling. Gear in fridge next cold ignition cycling & performance test.** **6/14- cold ignition cycling at this time**
5/7- pulled Ford codes & EFF data no codes list only A28 code
5/7- pulled EFF buffer data & shipped to QAO **6/7- passed leak test, shipped to 26mile for xray** **6/9- xray tomorrow** **6/10- xray indicates raised rivet, cannot cause this code to set. Next hot puma** **7/19-High-Pot Test complete on EPP no issue found. Need make sure the B6B modified test is run on each of these (70sec loop at Tri-temp) Mike confirmed it has been done. Need EFF data Matrix this week. Salim to set up meeting next week**
5/20- pulled EFF & Buffer data, kept gear at WPAC could install on vehicle

5/20- pulled EFF & buffer data, shipped to QAO for analysis. **6/11- Pepe found damaged TS harness on Pinion side** **6/15- passed leak test, ambient & cold ign. Cycling**
5/20- pulled EFF & Buffer data, shipped to 26mile for xray **6/2- xray slightly looks like raised rivet, resistance measurement passes, checking with Geoff on next step** **6/7- to perform standard tri-temp ignition cycling first then if that passes to get application code to remain in diagnostic mode from Michele.** **6/10- took out of tri-temp after 3 days no B level faults at this time. Next to reflash with B6B intro SW. hot puma done?** **6/21- in thermo chamber from 6/7-6/9 ign. Cycling with no faults with B6B test SW, hot puma passed.** **7/19-High-Pot Test complete on EPP no issue found. Need make sure the B6B modified test is run on each of these (70sec loop at Tri-temp) Mike confirmed it has been done. Need EFF data Matrix this week. Salim to set up meeting next week**
5/27- pulled EFF buffer data, ship gear to 26mile for analysis. Next to leak test an xray relay. **6/9- xray tomorrow** **6/10- xray clean, next hot Puma** **7/12- flashed new B6B SW, now ready for tri-temp ign. Cycling** **7/19-High-Pot Test complete on EPP no issue found. Need make sure the B6B modified test is run on each of these (70sec loop at Tri-temp) Mike confirmed it has been done. Need EFF data Matrix this week. Salim to set up meeting next week**
5/27- pulled EFF buffer data, shipped gear to QAO for analysis. Also pulled codes B38 & B4E from the fault store. **6/7- shipped from 26mile to QAO today** **6/14- should be in QAO sometime today** **9/9- passed all the EOL & standard testing. Ship to UK for further analysis.** **10/6- tri temp test before shipping to UK. 10/27 Tri-temp complete, generated BB5,BB7 and BB9 faults but no B9A fault. So ship to Uk for further analysis**
5/28- pulled EFF data, shipped gear to QAO for testing. **6/7- shipped from 26mile to QAO today** **6/14- should be in QAO sometime today** **6/30- At lab but has not started, will start to testing sometime this week.** **7/7- Water ingress due 3 PIN connector of PFS causing malfunction of the system. Also sent email to Anting to see if this PFS needs to be sent to Kimball to have the PFS head molding removed to check access of the moisture into the EPP.** **8/27- shipped to Kimball today.** **DHL#: 357 3958 054**

5/28- pulled EFF data, shipped gear to 26mile. No gear or harness damage **6/17- gear ready for leak testing at 26mile should be done by tomorrow** **6/21- Jason to check latest status.** **6/28- shipped to QAO** **7/20-Test in progress. Ignition cycling, IPA movement movement from stop to stop, functional test. Fault not reproducible.** **7/26- testing now for a double start-up, has the E22 code in fault store.** **7/28- QAO to get freezer spray and test for the double start-up**
5/28- pulled EFF data, shipped gear to QAO for testing. **6/7- shipped from 26mile to QAO today** **6/14- should be in QAO sometime today** **7/7- passed all QAO B9A testing, bully,hot puma, ign cycling cannot reproduce code. Shipped gear to UK for further testing** **8/3- Voltage regulator damaged during cooling down exercise, need to find out what the next step is.**
5/28- pulled EFF buffer data, shipped gear to 26mile for leak test and xray. **6/10- xray clean , hot puma next** **6/14- passed hot puma with no faults, Mike F working with Michelle Marion on B6B SW for next test.** **7/19-High-Pot Test complete on EPP no issue found. Need make sure the B6B modified test is run on each of these (70sec loop at Tri-temp) Mike confirmed it has been done. Need EFF data Matrix this week. Salim to set up meeting next week**
6/14- pulled EFF data shipped to QAO. B43 in EFF data, also stored BB9 code. **6/18- in process from Rogersville to QAO.** **10/6- found gears at QAO, leak testing started**

6/14- pulled EFF data shipped to QAO. B43 in EFF data, also stored BB9 code. **6/18- in process from Rogersville to QAO.** **10/6- found gears at QAO, leak testing started**
6/14- pulled EFF data shipped to QAO for analysis **6/22- shipped from Rogersville to QAO** **7/7- leak tested passed, testing now starting.** **8/3- confirmed double start-up during analysis, but this is not a regulator issue. To continue with the testing**
6/30- pulled EFF data and ship to 26mile for xray. **8/26- x-ray clean, next tri-temp with the application SW** **9/1- tri-temp testing able to duplicate B6B 15 ign. Cycles in at 90deg. C, both phase 1 & 2 failed. testing ongoing trying to get gear to fail again.** **9/13- scoping the 3 phases on relay low side cannot duplicate code. passed hot puma & high pot testing, ship to UK for testing**
6/30- OBH screws removed, cannot leak test. Pulled EFF data and shipped to QAO

6/30- B9A set once in the fault store, pulled EFF data and shipped gear to QAO. **7/7- leak tested passed, testing now starting.**
7/16- pulled EFF data shipped to 26mile for xray & analysis. **8/26- x-ray clean, next tri-temp with the application SW** **9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then high pot test on the motor relay low side.**
7/16- pulled EFF data shipped to 26mile for xray & analysis. **8/26- x-ray clean, next tri-temp with the application SW**

7/16- pulled EFF data shipped to 26mile for xray & analysis.
9/1- performing ignition cycling at this time still needs to be xrayed.

7/16- pulled EFF data shipped to QAO for analysis
7/16- pulled EFF data shipped to QAO for analysis **9/7- ambient,cold ignition cycle with no faults, next to hot puma**
7/16- pulled EFF data shipped to 26mile for xray & analysis. **8/26- xray questionable, the bridge is very close to the frame but is not actually touching, next tri-temp ignition cycling.** **9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then high pot test on the motor relay low side.** **9/13- passed hot puma & high pot testing, ship to UK**
7/16- pulled EFF data, shipped gear to QAO for analysis. Also has a B4E in the fault store. **8/19- finish ignition cycling & hot puma testing if that passes to ship to UK for flux density test.** **8/26- the data shows that it is a supply fault, rather than a Hall effect or motor fault. Next step to repeat the test looking at 5V HALL on the motor PCB and on the ECU.** **If the output of the Aux ASIC (pin 40) is not ok then there's 2 options:** **1) Aux ASIC failure** **2) Low impedance between 5V HALL and 0V (potentially the motor PCB clearance issue?)**

7/30- pulled EFF data and shipped gear to 26mile for xray and analysis **8/26- x-ray clean, next tri-temp with the application SW**
7/30- pulled EFF data and shipped gear to 26mile for xray and analysis **8/26- x-ray clean, next tri-temp with the application SW**
7/30- pulled EFF data and shipped gear to QAO for analysis. **8/27- leak test, ambient/hot ign cycling & hot puma all passed next step to start cold testing.** **10/15- leak test passed, now testing in tri-temp chamber.**
9/2- pulled EFF & stored data and shipped to QAO for analysis. **10/15- leak test passed, now testing in tri-temp chamber.**

9/7- pulled several can/bus Ford U-codes looked like a CAN bus connection or circuit issue from the codes. U0100-00(lost Com ECU/PCM"A"), U0001-88(HS CAN BUS off), U0121-00(lost Com w/ABS), U0415-22(Invalid data from ABS).
9/7- pulled ford code B1D23-68(E1E) thermo event. Vehicle returned twice for intermittent TC lamp on.
9/27- pulled EFF & stored data, shipped to 26mile for xray and analysis. **9/29- received gear today and passed leak test ready for xray.** **10/8- xray clear not fault found, follow standard test procedure.** **10/18- The Tri-Temp, 5 amp resistance checks, and the PUMA testing have been completed with no trouble found** **11/1- John B to pull relay raise RUA & ship to Tyco for relay workshop.** **11/2- sent to Tyco for Nov.22-24 relay workshop** **11/29- surface contamination, still under analysis to find source. Under F-TIR for chemical analysis results by 12/8.**
11/15- pulled EFF & stored data shipped to QAO for analysis.
11/15- pulled EFF & stored data shipped to QAO for analysis.

11/15- pulled EFF & stored data shipped to QAO for analysis.
12/14- able to duplicate code, looking at interaction with auxillary ASIC & hall effects
12/14- able to duplicate code, looking at interaction with auxillary ASIC & hall effects
12/14- able to duplicate code, looking at interaction with auxillary ASIC & hall effects

Gear location	Report State

UK	

Verbatim

CONCERN: NO POWER STEERING AND LIGHT ON IN MESSAGE CENTER AND TRAC LIGHT ON ABS AND BRAKE LIGHT ON. TECH STATES THAT HE FOUND THAT THE PSCM, C-CM, AND HCM DO NOT COMMUNICATE -TECH FOUND AN OPEN IN THE HS-CAN CIRCUIT VDB05 BETWEEN THE DLC AND THE PSCM -SEEKING GUIDANCE ON HOW TO NARROW DOWN THE LOCATION OF THE OPEN. ADVISED TECH TO ATTEMPT TO NARROW DOWN THE LOCATION OF THE OPEN BY CHECKING CONTINUITY BETWEEN THE MODULES AND JOINT CONNECTORS IN THE VEHICLE. THE JOINT CONNECTORS MAKE IT EASIER TO BREAK THE NETWORK INTO SECTIONS FOR DIAGNOSIS -SINCE THIS VEHICLE IS NEW, THE CONCERN IS LIKELY RELATED TO A PUSHED OUT OR BENT PIN WHICH OCCURRED DURING ASSEMBLY OR TRANSPORT. THE PSCM FAILS THE NETWORK TEST. TODD PLEASE DISCONNECT JOINT 9 AND THE PSCM AND LOAD TEST THE NETWORK CIRCUITS FROM JOINT 9 TO PSCM. IF THAT PASSES THEN WITH THE PCM DISCONNECTED I'D LIKE TO LOAD TEST THE NETWORK THROUGH THE JOINT CONNECTOR TO PSCM. IF THAT PASSES INSPECTION PLEASE INSPECT THE POWER/GROUND/NETWORK TERMINALS FOR LOOSENESS OR PUSHED BACK TERMINAL. IF NO ISSUES ARE NOTED TO LOAD TEST THE PSCM PWR/GRND CIRCUITS WITH A TAIL LAMP OR HEAD LAMP BULB. THERE IS NO POWER STEERING ASSIST. -WE PERFROMED A NETWORK TEST USING THE IDS AND THE FOLLOWING MODULES FAILED: CCM, EPIM, GPSM, HUD, RFTM, SASM, AND PSCM. WITH THE BATTERY DISCONNECTED I

02/11/2010 11:40AM ALEXANDER ROGERS MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA -CONCERN: VEH HAS NO POWER STEERING ASSIST FAILURE ON DASH DIAGNOSTICS: CK DCTS INTERACTIVE PINPOINT TEST PARTS REPLACED:: NONE TECH QUESTION: CODES U0428-20 , B2872-BO , U2011-49-48 , U3000-49 , U3000-96 THESE ARE THE COMPLETE CODES THE INTERACTIVE PINPOINT TEST HAS THE TECH GOING IN TWO DIRECTIONS WHICH CODE SHOULD HE TRACE FIRST ARE THERE ANY KNOWNS FOR THESE CODES WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE

NO INFORMATION ON THIS VEHICLE THROUGH INTERACTIVE DIAG, CQIS OR AWS CLAIMS. WILL WAIT TILL GEAR RETURNS WITH THE REPAIR ORDER.

Gear#1- Cust. Concern Code: H22 - STEERING REQUIRES EXTRA OR UNEVEN EFFORT
Condition Code: 42 - DOES NOT OPERATE PROPERLY
Technician Comment: 4645 TEST POWER STEERING MODULE FOR CODES C1277 PERFORM PINPOINT TEST PERFORM REALL TIME DIAGNOSIS ON LINE REPALCE RACK AND PINION
Customer Comment: CUST STATES THAT THE POWER STEERING IS INOP
tech states he replaced the gear for no assist code c1277 only code stored and PS assist fault in the message center. after gear replacement tech states new gear looked like it was a used gear and had a U3000-96 stored in it after configuring gear. so tech installed another gear
Gear#2- Cust. Concern Code: H22 - STEERING REQUIRES EXTRA OR UNEVEN EFFORT
Condition Code: 42 - DOES NOT OPERATE PROPERLY
Technician Comment: 4645 TEST POWER STEERING MODULE FOR CODES U3000

CK STEERING DTCS C1277 ABS B10D251 08 IPC B10D800 08 IPC P1000 OO 2B PCM U300049 48 PSCM U300096 08 PSCM CLEARED MEMORY CODE U300096 08 PSCM CK POWER AT RACK 12.8 VOLTS CK ALL FUSE OK ALL HAVE POWER REPROGRAM RACK MODULE PASS NO STEERING ASSIST INSTALLED NEW RACK REPROGRAM RACK HAS POWER RD TEST OK

C/S AT TIMES WHEN STARTING VEHICLE POWER STEERING DOES NOT COME ON.
EEC TEST TC2000 BCE TEST PIN POINT TEST PIDOMETER TEST TEST DRIVE AND RETEST
CUST STATES POWER STEERING STARTED TO WHINE THEN QUIT OPERATING
PERFORM EPAS STEERING GEAR DIAG AND PINPOINT TEST. REPLACE POWER RACK

CUSTOMER STATES THAT DASH WILL READ POWER STEERING ASSIST DEFAULT ON STARTUP INTERMITTENTLY AND THERE WILL BE NO ASSIST. SHUT OFF VEHICLE AND RESTART AND SYMPTOM WILL BE GONE. BCE SELF TEST ON PSCM AND ATTEMPTED TO USE THE INTERACTIVE TESTING ON PTS. HOWEVER SINCE CONDITION IS NOT A HARD FAULT THE TEST IS NOT HELPFUL. USED DATALOGGER TO SEE INTERACTION OF INPUTS AJND OUTPUTS. NOTICED THAT SW ANG DIR SHOWS LEFT AND DOES NOT CHANGE NO MATTER WHICH WAY THE STEERING IS TURNED. SW ANG READING IS 49150.50 AND DOES NOT CHANGE. SW ANG RATE 0.0 AND DOES NOT CHANGE. THESE READINGS DO NOT SEEM TO BE CORRECT. ALSO THE C1277 WAS IN CONTINUOUS MEMORY ON SATURDAY HOWEVER TODAY THERE ARE NO DTCS AT ALL. IT IS IMPORTANT THAT WHEN PERFORMING THE INTERACTIVE VEHICLE DYNAMICS THAT ALL SAVED CODES ARE STILL PRESENT AS THE

INSP.A.B.S. SYSTEM ADVANCE TRAC LIGHT IS ON CODE C1278. PERFORM PINPOINT TEST. REPLACE STEERING GEAR ASSEMBLY AND RETEST.OK.CLEAR CODE.

CUSTOMER STATES THAT THE TRACTION CNT LIGHT IS COMING ON
TEST ABS CODE 1277 STEERING ANGLE PERFORM INTERACTIVE DIAG ONLINE PIN POINT TESTS LEAD TO STEERING ANGLE ERRATIC REPLACE ELECTONIC P S RACK AND PINION

WEB FORM DATA - CONCERN: ACCORDING TO THE CUSTOMER, VEHICLE LOST POWER AND TRACTION CONTROL LIGHT CAME ON, AND SERVICE ADVANCE TRAC MESSAGE IN MESSAGE CENTER CAME ON. WHEN VEHICLE ARRIVED HERE, MESSAGE GONE AND TC LIGHT OFF. TEST DROVE BUT UNABLE TO REPRODUCE CONCERN. NOTE, THIS IS THE SECOND TIME CUSTOMER HAS HAD A SIMILAR COMPLAINT. HOWEVER, THE FIRST TIME THE VEHICLE CAME IN, THERE WERE NO CODES PRESENT IN ANY SYSTEM OR ANY OTHER INDICATION OF A FAULT SO I RELEASED THE VEHICLE. THIS TIME I HAVE A CONTINOUS CODE C1278 DIAGNOSTICS: PERFORM DIAGNOSTICS PER SSM 21243. WIGGLE TEST WIRING HARNESS BETWEEN ABS MODULE AND PSCM IN AN ATTEMPT TO RECREATE THE CODE. UNABLE TO DUPLICATE CODE. PERFORM PPT F AND G AS OUTLINED IN THE SHOP MANUAL. ALL RESISTANCES NORMAL. NO OPENS OR SHORTS. INSPECT ALL CONNECTORS. NO DAMAGE TO HARD SHELLS OR PUSHED OUT PINS. NO

AFTER EXTENSIVE DEALER DIAGNOSIS FOUND OUT THE PSCM FIXED THE VEHICLE FOR INTERMITTENT TC LAMP COMING ON

Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (once known)
		0KM HSAP			
		0KM HSAP			

		12307 Deacon Jones Ford	30		
		10493 George Wall Ford	2132		

		09422 Spradley/Barr Ford	639		
Simon Malsbury/ Thiha Than		00475 Burns Ford	386		
Simon Malsbury/ Thiha Than		10736 Ganley L/M	4645		
QAO testing		07777 Future Ford CA	5		

shipped to QAO		07313 Washington Ford	8363		
		06081 San Francisco Ford	158		
		03898 Coggin Deland Ford	7236		
		03726 Torrington Ford	296		

		04664 Jordan Ford	986		
		08799 Richmond Ford	15707		
		06226 Bergstrom Ford	3789		
		04473 Champion Ford	769		

		05432 Rancho Ford	5458		
		02830 Ed Schmid Ford	21130		
		03176 Greiner Ford	20		
		02019 Lebanon Ford	2042		

		00509 Allan Vigil Ford	1565		
		11270 Hassett Ford	12540		
		04687 Rice Ford	6105		
		02405 Park Cities Ford	2903		
		05254 Long McArthur	2919		
		03679 Warnock Ford	3045		

		03273 Liberty Ford	6344		
		00688 Sands Ford	7892		
		00503 C Basil Ford	814		
		07419 Doan Ford	4897		
		10403 Fiore Motors	18392		
		04820 Maroone Ford	688		
		04331 Brondes Ford	4643		

		09045 Jannell Motors	10045		
		20249 Mangold Ford	5311		
		01209 Sloan Motors	6452		
		05755 Town & Country Ford	711		
		04515 Boggus Ford	3910		

		09130 Jack Madden Ford	2541		
		09357 Jersey City Ford	25321		
		05475 Encinitas Ford	568		
		09195 Hoffman Ford	13573		B9Ax3

		09675 Borgman Ford	9087		B9Ax2
		02709 Tom Holzer Ford	6482		B9Ax5 C69
		08952 Ipswich Ford	8439		
		02975 North Bros. Ford	21788		

		00509 Allan Vigil Ford	3848		
		07357 Ganley Ford	1878		
		06259 Alphorn Ford	6631		
		04229 Suburban Ford	4470		

		04865 Desoto Ford	5659		
		08990 Quirk Ford	16845		
		06983 Oneonta Ford	12711		
		05524 Power Ford	239		B9A B4E

		06771 Rusty Eck Ford	3252		
		08988 Drum Hill Ford	1702		
		20659 Breakey Motors	17922		
		08828 Herb Chambers Ford	3037		

		02163 Klaben Ford	10256		
		04587 Helfman Ford	7439		
		09869 Spitzer Ford	4092		
		01061 Keeter Ford	29015		
		01769 Astro Ford	31443		
		05960 Eddie Preuitt Ford	24408		

		01970 Kings Ford	447		

VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Vehicle Type	Date of Repair
BR[redacted]			10/19/2010			12/15/2010

2LMHJ5AT8AB[redacted]	11/18/2009	10/27/2009	8/11/2009	9/21/2009	MKT 3.5L GDTI w/o park assist	12/7/2009
1LNHL9FT8AG[redacted]	9/9/2009					2/10/2010

2LMHJ5AT5AB[redacted]	4/14/2010	2/18/2010	12/8/2008	1/15/2009	MKT 3.5L GDTI w/ park assist	7/17/2010
3FAHP0HA1AR[redacted]	5/9/2009	4/30/2009	1/21/2009	3/10/2009	2.5L Gas	6/25/2009
3FAHP0HA4AR[redacted]	6/13/2009	7/23/2009	6/5/2009	7/6/2009	2.5L Gas	8/20/2009
3FAHP0HAXAR[redacted]	8/8/2009	8/3/2009	3/19/2009	6/23/2009	2.5L Gas	9/3/2009

3FAHP0HA8AR[redacted]	6/17/2009	6/11/2009	1/30/2009	5/3/2009	2.5L Gas	9/1/2009
3FAHP0JG9AR[redacted]	5/21/2009	5/14/2009	3/10/2009	4/8/2009	3L	10/27/2009
3FADP0L30AR[redacted]	2/19/2009	1/23/2009	11/18/2008	11/24/2008	2.5L Hybrid	11/9/2009
3FADP0L33AR[redacted]	9/18/2009	9/10/2009	7/10/2009	8/4/2009	2.5L Hybrid	11/21/2009

3FAHP0HA6AR[redacted]	9/17/2009	9/9/2009	7/8/2009	7/31/2009	2.5L Gas	11/18/2009
3FAHP0HA8AR[redacted]	3/30/2009	3/26/2009	11/18/2008	11/26/2008	2.5L Gas	11/24/2009
3FAHP0JAXAR[redacted]	5/26/2009	5/21/2009	2/9/2009	3/23/2009	2.5L Gas	11/12/2009
3FAHP0HA6AR[redacted]	10/11/2009	10/6/2009	6/26/2009	8/28/2009	2.5L Gas	11/24/2009

3FAHP0JA8AR[redacted]	9/8/2009	9/3/2009	6/22/2009	7/21/2009	2.5L Gas	11/30/2009
3MEHM0JA5AR[redacted]	2/13/2009	1/26/2009	10/20/2008	10/23/2008	2.5L Gas	1/7/2010
3MEHM0JA7AR[redacted]	10/17/2009	10/13/2009	7/7/2009	7/30/2009	2.5L Gas	12/10/2009
3MEHM0JG0AR[redacted]	5/8/2009	4/27/2009	3/22/2009	1/8/2009	3L	2/8/2010

3FAHP0JG5AR[redacted]	1/19/2010	1/14/2010	10/24/2009	11/25/2009	3L	2/23/2010
3MEHM0HAXAR[redacted]	6/24/2009	6/19/2009	2/13/2009	5/13/2009	2.5L Gas	2/25/2010
3FAHP0HA4AR[redacted]	2/10/2009	1/13/2009	10/13/2008	10/21/2008	2.5L Gas	3/3/2010
3FAHP0HG8AR[redacted]	12/18/2009	12/15/2009	9/26/2009	10/28/2009	3L	2/25/2010
3FAHP0JG0AR[redacted]	9/3/2009	8/30/2009	5/18/2009	7/14/2009	3L	2/16/2010
3FAHP0HG8AR[redacted]	11/5/2010	11/2/2009	9/1/2009	9/25/2009	3L	4/6/2010

3FAHP0HAXAR[redacted]	7/21/2009	7/16/2009	3/12/2009	6/11/2009	2.5L Gas	4/17/2010
3FAHP0HA8AR[redacted]	11/24/2009	11/18/2009	9/4/2009	9/29/2009	2.5L Gas	4/9/2010
3FAHP0GA5AR[redacted]	10/28/2009	10/23/2009	8/12/2009	9/5/2009	2.5L Gas	4/5/2010
3FAHP0HA4AR[redacted]	8/10/2009	8/4/2009	3/19/2009	7/14/2009	2.5L Gas	4/19/2010
3FAHP0JA5AR[redacted]	4/27/2009	4/23/2009	1/22/2009	2/18/2009	2.5L Gas	4/1/2010
3FAHP0HG0AR[redacted]	5/27/2009	5/21/2009	3/12/2009	4/14/2009	3L	3/9/2010
3MEHM0HA3AR[redacted]	12/2/2009	11/26/2009	10/13/2009	11/10/2009	2.5L Gas	4/28/2010

3FAHP0JG6AR[redacted]	9/3/2009	8/2/2009	6/18/2009	8/14/2009	3L	4/14/2010
3MEHM0HAXAR[redacted]	9/28/2009	9/18/2009	6/18/2009	8/12/2009	2.5L Gas	4/2/2010
3FAHP0GA2AR[redacted]	12/10/2009	12/6/2009	9/10/2009	10/21/2009	2.5L Gas	5/3/2010
3FAHP0HG8AR[redacted]	3/23/2010	3/18/2010	11/30/2009	1/16/2010	3L	4/14/2010
3FAHP0HA9AR[redacted]	1/8/2010	12/23/2009	9/9/2009	11/3/2009	2.5L Gas	4/20/2010

3FAHP0HAXAR[redacted]	1/11/2010	12/28/2009	9/16/2009	11/2/2009	2.5L Gas	4/13/2010
3FAHP0CG0AR[redacted]	4/6/2009	4/1/2009	11/13/2008	11/21/2008	3L	4/27/2010
3FAHP0HA2AR[redacted]	12/21/2009	12/15/2009	9/29/2009	10/27/2009	2.5L Gas	5/5/2010
3FADP0L33AR[redacted]	3/20/2009	3/13/2009	12/9/2008	1/23/2009	2.5L Hybrid	5/17/2010

3FAHP0HAXAR[redacted]	2/13/2009	1/28/2009	10/16/2008	10/28/2008	2.5L Gas	5/18/2010
3FAHP0HA3AR[redacted]	2/16/2009	2/4/2009	11/18/2008	11/24/2008	2.5L Gas	5/10/2010
3MEDM0L35AR[redacted]	10/31/2009	10/25/2009	8/22/2009	9/17/2010	2.5L Hybrid	5/14/2010
3FAHP0JAXAR[redacted]	5/26/2009	5/21/2009	11/18/2008	11/25/2008	2.5L Gas	5/5/2010

3FAHP0HA0AR[redacted]	2/20/2010	2/16/2010	11/17/2009	12/24/2009	2.5L Gas	5/18/2010
3FAHP0HA6AR[redacted]	12/16/2009	12/12/2009	9/1/2009	10/20/2009	2.5L Gas	6/7/2010
3MEHM0JAXAR[redacted]	7/7/2009	6/25/2009	3/12/2009	6/6/2009	2.5L Gas	5/27/2010
3FAHP0HAXAR[redacted]	12/9/2009	12/3/2009	10/16/2009	11/23/2009	2.5L Gas	5/28/2010

3FAHP0HG9AR[redacted]	4/4/2009	3/27/2009	11/18/2008	11/24/2008	3L	5/28/2010
3FAHP0HA7AR[redacted]	4/9/2009	4/4/2009	11/28/2008	12/3/2008	2.5L Gas	6/7/2010
3FAHP0JA2AR2[redacted]	9/12/2009	9/6/2009	6/19/2009	7/22/2009	2.5L Gas	5/29/2010
3FAHP0HG8AR[redacted]	4/20/2010	4/13/2010	1/27/2010	3/3/2010	3L	6/2/2010

3FAHP0HA6AR[redacted]	11/18/2009	11/12/2009	8/20/2009	10/13/2009	2.5L Gas	6/1/2010
3FAHP0CG9AR[redacted]	11/24/2009	11/18/2009	9/4/2009	9/29/2009	3L	6/21/2010
3FAHP0GA1AR[redacted]	3/19/2009	3/11/2009	12/4/2008	1/19/2009	2.5L Gas	5/17/2010
3FAHP0HA5AR[redacted]	3/23/2010	3/18/2010	12/9/2009	1/25/2010	2.5L Gas	8/11/2010

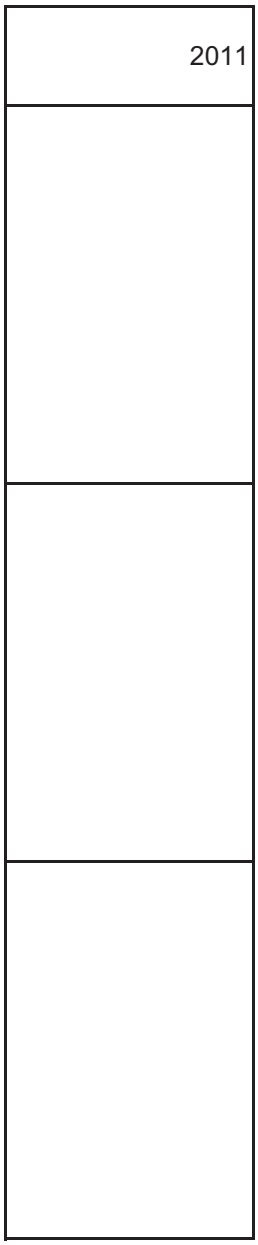
3FAHP0JG7AR[redacted]	3/2/2010	2/24/2010	11/16/2009	1/3/2010	3L	8/2/2010
3FAHP0HA4AR[redacted]	11/3/2009	10/28/2009	8/22/2009	9/19/2009	2.5L Gas	8/9/2010
3FAHP0HA5AR[redacted]	3/13/2010	3/10/2010	11/10/2009	1/9/2010	2.5L Gas	8/11/2010
3FAHP0HA2AR[redacted]	6/18/2009	6/12/2009	2/11/2009	5/7/2009	2.5L Gas	8/23/2010
3FAHP0HAXAR[redacted]	6/23/2009	8/31/2009	6/24/2009	8/18/2009	2.5L Gas	10/19/2010
3FAHP0JA4AR[redacted]	4/27/2009	4/23/2009	1/20/2009	2/18/2009	2.5L Gas	10/25/2010

3FAHP0HA4BR[redacted]	8/31/2010	8/19/2010	5/6/2010	7/2/2010	2.5L Gas	10/27/2010

Model Year	Date	Part ETA

	9/25/2009	33
	9/18/2009	74
	9/18/2009	74

9[redacted]	9/24/2009	67


2011

Case Number	Ford DTCs	Symptom	Component	Issue
FR-0009	C200D-49	B9A	EPP	
FR-0028	U2011-49	B3A		
DR-0005	U2011-49	B3A		

Current Updates	Issue Status	Gear location	Report State
6/11 code did not reset tech returned vehicle to customer	6/11- dealer cleared the code, parking lot road tested and drove 11 miles with no codes that reset.	2098	
6/25- vehicle came in with history code U2011-49 and U0415. no power steering message in the message center. No message during dealer visit and could not duplicate the code. Customer was from out of town so I believe vehicle is back with the customer. No repairs or parts replaced known at this time.			
Code cleared and did not reset after parking lot road test. Drove over 55km without setting code.			

Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State
	Eric Estes		07888 North Bay Ford California
WEB FORM DATA - CONCERN: P/S FAILUR INDICATER MESSAGE CAME ON THEN OFF!!!!!!!!! DIAGNOSTICS: RETRIEVED CODES PARTS REPLACED:: N/A TECH QUESTION: CUSTOMER WAS OUT OF TOWN LIGHT CAME ON HE WHENT TO REPAIR SHOP THEY SHUT IT OFF THEN RESTARTED IT AND IT HAS BEEN WORKING FINE HE BRUOGHT IT HERE AND WE PULLED CODES AND COULD NOT DUPLICATE IT DO YOU HAVE ANY INFO ON A CONCERN LIKE THIS OR ANY SUGGESTIONS!!!! THANK YOU! WERE YOU ABLE TO VERIFY THE CONCERN?	Eric Estes		02775 Astorg FLM W Virginia
CHECK AND REPORT ON INTERMITTENT NO POWER STEERING (H22 ROADTEST, PULL CODES FROM SYSTEM U2011:49 IDS TEST, PINTEST, PERFORM ONLINE INTERACTIVE DIAG,			A1059 Oak-Land Ford

Miles	Snap Shot Data (if known)	TRW Fault (once known)	VIN	Vehicle Build Date	Gear Build Date
2098	B9A		3FADP0L39AR[redacted]	3/10/2009	3/1/2009
3609	N/A		3FAHP0JA7AR[redacted]	5/14/2009	5/9/2009
819			1FAHP2KT5AG[redacted]	7/14/2009	

ECU Build Date	EPP Build Date	Vehicle Type	Date of Repair	CQIS Report #		
10/6/2008	11/19/2008	2.5L Hybrid	6/11/2009	9FKAP138 NHL		
2/12/2009	3/25/2009	2.5L Gas	6/25/2009	9FYAI293 NHL		
			10/22/2009			

Case Number	Ford DTCs	Symptom	Component
Conn	U0100-00 U0001-88 U0121-00		
Wiring	U0001-88	A11	
Wiring	No Assist/ No Com	No Com	Wiring concern- PSCM ignition feed harness shorted on exhaust converter shield
Wiring	No Assist/ No Com	No Com	Wiring concern- PSCM ignition feed harness shorted at AC compressor
Wiring	No Assist/ No Com	No Com	Wiring concern- PSCM ignition feed harness shorted on exhaust converter shield

DR-0010	U0131 C1278 U0428	Int. No Com	System Wiring

Issue	Issue Status
	6/11- TECH STATES THAT HE FOUND PIN 3 CAN BUS CKT. VDB405 OF C1010 PUSHED OUT -THIS PIN WILL NOT LOCK BACK INTO THE CONNECTOR, TERMINAL ITSELF SEEMS FINE - SEEKING GUIDANCE, SHOULD THE ENTIRE HARNESS BE REPLACED? (IT IS NOT A VERY LONG HARNESS, ABOUT 1FT LONG)
	6/8- dealer found visual issue with connection or wiring for CAN BUS error fault 6/11- CAN BUS wire shorted near Conn. C1010 at the A/C bracket bolt, Harness would swing back & forth against the bolt causing intermittent short.
	ABS/EPAS module not responding. No ignition feed to abs/epas at ckt. CBP42 GN, found blown fuse# F42 in SJB install new still blows. Found harness shorted at the catalytic converter shield about 12" from the EPAS connector. vehicle fixed
	FUSE NUMBER 42 10AMP IN THE SMART JUNCTION BOX BLOWN. WIRE CBP42 GN CHAFED THOUGH ON THE A/C COMPRESSOR AT CONNECTOR C1010 MALE SIDE.REPAIR WIRE AND RELOCATE CONNECTOR.
	ABS/EPAS module not responding. No ignition feed to abs/epas at ckt. CBP42 GN, found blown fuse# F42 in SJB install new still blows. Found harness shorted between splice S120 & PSCM connector on the catalytic converter shield. Repaired harness vehicle fixed

Ign feed C145 pin "B"	1/11- Dealer replaced the EPAS gear and vehicle still had same symptom"Int. No Com" replaced EPAS harness to fix vehicle C145 hardshell term."B" broken lock tab. Cannot find 700 tag on this vehicle at this time to chargeback gear replacement.

Verbatim	Root Cause	P&A Code/ Dealer Name/ Dealer State
	C1010 terminal 4 pin pushout hard shell lock broken	01466 Town & Country Ford Indiana
	CAN Bus harness shorted against A/C compressor bolt near C1010	02707 Brighton Ford
	CBP42 ignition feed shorted on catalytic converter heat shield	05591 EL CENTRO MOTORS California
	harness chafed at A/C bracket near connector C1010	65099 FORD MOTOR COMPANY (WHQ) Mich
	CBP42 ignition feed shorted on catalytic converter heat shield	B4412 Parkside Ford Manitoba

CONCERN: NO POWER STEERING,ADVANCE TRAC LIGHT ON DIAGNOSTICS
FOLLOW WSM 418-00 PINPOINT TEST G FOR THIS CONCERN AND LEAD TO EPAS GEAR REPLACEMENT. REPLACED STILL HAD SAME INTERMITTENT NO COMMUNICATION WHILE DRIVING.
ADD-ON 12/21/2009 09:07PM JEFFREY WILLIS(FSE) MSS - FCSD - REG - CINCINNATI DEALER PRINCIPAL REQUESTING FSE ASSISTANCE. THIS VEHICLE IS A STOCK UNIT THAT WAS ORDER BY LOCAL FIRE INSPECTOR. IS DUE TO BE DELIVERED TO CUSTOMER ASAP. ADD-ON 12/23/2009 01:40PM JEFFREY WILLIS(FSE) MSS - FCSD - REG - CINCINNATI VISITED THE DEALER ON 12-18-09. PRIOR TO VISIT, TECH HAD PERFORMED PPT AS ADVISED AND THE STEERING GEAR ASSY BUT THE CONCERN WAS STILL PRESENT. - PERFORMED A TEST DROVE WITH SM, WAS UNABLE TO DUPLICATE THE CONCERN. SM STS WHEN CONCERN OCCURS, THE TRACTION LIGHT COMES ON AND THERE IS NO STEER ASSIST FOR JUST A MOMENT. IF YOU KEEP DRIVING THE ASSIST RETURNS AND CONCERN MAY NOT OCCUR THE REST OF THE DAY. THE TECH AND SM FOUND THIS OCCURS ONLY WHEN VEHICLE IS COLD. - TESTED FOR CMDTCS FOUND I/C AND ABS HAD CODE U0131 (LOSS COMM WITH PSCM) AND ABS HAD CODE U0428 FOR INVALID STEERING DATA. CLEARED ALL CODES, PERFORMED A ON DEMAND TEST OF ABS, I/C AND PSCM WITH ALL PASS (NO DTCS). SINCE CONCERN COULD NOT BE DUPLICATED, I ATTEMPTED TO INDUCE THE SAME ISSUE/DTCS BY CREATING AN OPEN IN THE HS CAN CIRCUITS. FOUND THAT WITH OPEN PRESENT, CODE U0131 RETURNED IN THE I/C AND ABS WITH NO POWER STEERING ASSIST. I INSPECTED THE HARNESS FOR CONCERNS AND FOUND THAT HS CAN - PIN AT CONNECTOR C145 TERM. "B" WAS NOT LOCKED INTO THE HARDSHELL (BROKEN TAB). THIS WAS ALLOWING PIN TO "BACKOUT" AND POTENTIALLY LOSE CONTACT AND LOSE COMMUNICATION INTERMITTENTLY. -- CHECKED WITH

	02098 Whites Ford

Miles	Snap Shot Data (if known)	TRW Fault (once known)		VIN	Vehicle Build Date
238	A17 A11 A8D			3FAHP0CG3AR[redacted]	5/11/2009
51	A11			3FAHP0JG3AR[redacted]	5/23/2009
4590	N/A		Wiring concern- PSCM ignition feed harness shorted on exhaust converter shield	3FAHP0HG7AR[redacted]	3/20/2009
1341	N/A		Wiring concern- PSCM ignition feed harness shorted at AC compressor	3MEHM0JG2AR[redacted]	3/9/2009
164	N/A		Wiring concern- PSCM ignition feed harness shorted on exhaust converter shield	3FAHP0CG8AR[redacted]	3/30/2009

35				2FMHK6DT9AB[redacted]	12/1/2009

Gear Build Date	ECU Build Date	EPP Build Date	Vehicle Type	Date of Repair	CQIS Report #
			3L	6/11/2009	9FJAG186 NHL
			3L	6/8/2009	9FHAD240 NHL
			3L	4/29/2009	9EKA8006 NHL
			3L	5/1/2009	
			3L	5/12/2009	9ELAW125 NHL

			Flex 3.5L GDTI w/o park assist	########	

Case Number	Ford DTCs	Symptom	Component	Issue	Current Updates
FR-0001	U3000-49 U3000-96	BA4	EPP	Monitor Micro	**9/14- dates approved by Bill in TRW/Ford warranty meeting to close out**

FR-0002	U2011-49 U3000-96	B3A	**EPP**	Raised Rivet	**7/21 -** 8D updated need Ford Closure

FR-0003	U3000-49 U3000-96	B32	**EPP**	Rev. Cap	**9/17- Kevin agreed to sign off the electrical testing. Kimball will start this new tesing this Monday morning Sept. 21st. Approx clean date to QAO 12/7 & HSAP 12/11. Martha update 8D dates and send to Bill Bouse.**
FR-0004	C1B00-62 C200D-49 U3000-96	B9A	EPP	Ribbon Cable Connector	**9/21- change in Anting 46-47 that would see the change in HSAP week 2 2010.**

FR-0005	U2011-49	B3A	EPP	loose screw	**7/10 -** Recommending that we contact STA to review and close 8d
FR0006	U2011-49	B3A	**EPP**	Raised Rivet	**9/10- confirmed two raised rivets in the relay after xray**
FR-0007	U2011-49 U3000-96	B3A	EPP	**Raised Rivet**	Same Case updates as FR002
FR-0008	U2011-61 C200D-49 U3000-49 U3000-96	B95	EPP	Aux ASIC	**10/6- continuous improvement containment actions added to 8D martha to send out to Bill Bouse and close 8D**

FR-0010	U2011-49 U3000-96	B3A	**EPP**	Raised Rivet	**8/6-** Closed confirmed raised rivet issue.
FR-0011	U3000-96	B25	EPP	Rev. Cap	**9/2- same as case FR-0003**
FR-0012	U3000-96	B3A	EPP	Raised Rivet	**8/28- Xray confirmed raised rivet, ship to tyco**
FR-0013	U3000-61	B97	EPP	loose screw	**8/6-** 8D sent out pending closure. (rework part)

FR-0014	C200B-C200C-2F U3000-96		TS	TS harness damage (HSAP)	**7/14 -** Discussion with Ford can be closed out a non TRW issue.
FR-0015	U3000-96		TS	Dealer Training vehicle, unplugged TS conn. & cycled ignition several times to set C69	**7/21 -** Sent buffer data to team. Will transport to Washington. Issue closed due to training vehicle and C69 Ford System team taking off line to evaluate diagnostic code.
FR-0016	U3000-49 U3000-96	BAD	EPP	FET(TRU6) Epoxy splash	**10/6- continuous improvement containment actions added to 8D martha to send out to Bill Bouse and close 8D**

FR-0017	U3000-49 U3000-96	B32	EPP	In Eval (Schalke)	**8/6- sent Salim information and history on this return because he will visit Schalke. He will check the 2-pin for possible area of water intrusion because 2-pin had some corrosion noted**
FR-0018	C200B-62 U3000-96	BD0-BD4	TS	In Eval (Hella)	**3/9- Ecu terminals & IDE connector is clean from any strands or debris.**
FR-0019	N/A	N/A	NVH	**RBN Ball**	**8/6-** Rob K will talk with Bill about 8D closure
FR-0020	U200B-2F U200C-2F	BD0-BD3	TS	Solder issue on Hella Sensor	**9/3- clean stock used in QAO on July 30th, clean stock at HSAP on July 31st.**
FR-0021	No Codes	No Codes	No gear installed	EPAS Gear was not installed. No fluid in gear was axle seal leak	**7/14 -** No fluid in EPAS was wrong diagnostic have closed out issue.

FR-0022	U2011-49	BB9	EPP	Rev. Cap	**8/17 -** same as case FR-0003
FR-0023	U3000-96	B3A	EPP	Raised Rivet	**8/27- UK confirmed raised rivet in phase 3. sent to Tyco today**
FR-0024	U3000-96	B3A	EPP	Raised Rivet	**8/10-** confirmed raised rivet
FR-0025	U2011-49 U3000-96	BB9	EPP	Rev. Cap	**8/17 - same as** case FR-0003
FR-0026	U2011-49 U3000-96	B3A	EPP	no weld vstar pin	**11/9- Martha has 8D from Angie Caudell will update and send out to Ford. Clean date into QAO week 1 of 2010.**

FR-0027	No Com	No Com	EPP	In Eval (UK)	**12/14- Geoff checking with Murata that 11/30 was confirmed data for blade change.**
FR-0029	U3003-68	No Com	EPP		**9/17- pulled EFF & Buffer data only found battery voltage code event U3003-68(E10). tech replaced the gear and the same no communication returned. Dealer error assistant manager advised to replace gear tech found poor ign. terminal connection in EPAS 3-pin conn. tighten reinstalled vehicle fixed**
FR-0030	C200D-49	B9A	EPP	In Eval (UK)	**7/20- has performed all testing and inspections at this time with NTF**

FR-0031	C200B-62 U3000-96	BD4	TS	Bent TS finger	**9/11- meeting today at 11am and agreed on containment actions & dates from Rogersville & QAO to close 8D.**
FR-0032	U2011-49 U3000-49 U3000-72 U3000-96	B43	EPP	Raised Rivet	**9/8- Tyco confirmed this part to be a raised rivet**
FR0033	C200D-49	B9A	EPP	In Eval (UK)	**7/20- has performed all testing and inspections at this time with NTF**
FR-0034	U2011-49 U3000-96	B3A	EPP	Raised Rivet	**8/10-** confirmed raised rivet
FR-0035	U2011-49 U3000-96	B3A	EPP	Raised Rivet	**8/12-** confirmed raised rivet on Xray. Confirm resistance checks at 26-mile

FR-0036	U2011-61 U3000-96	B95	TS	TS ASIC	**9/30- Clean parts now into Hella Sept. 29th. Rogersville working to get timing into QAO/HSAP. Nov. 3rd clean date to get into HSAP.**
FR-0037	U2011-49 U3000-96	B3A	EPP	Raised Rivet	**8/12-** confirmed raised rivet on Xray. Confirm resistance checks at 26-mile
FR-0038		B3A	EPP	Raised Rivet	**8/28- Xray confirmed raised rivet, ship to tyco**
FR-0039	U3000-49 U2011-49 U3000-96	BBA	EPP	In Eval (UK)	**3/25- put on the PUPD rig for a couple days still cannot reproduce code.** **8/11- have exhausted all the testing on this return looking for NFF.** **8/30- possible check wire bond, PCB & solder issues**
FR-0040	P07AE-09	AF1	NVH	Customer damage gear impact	**8/17 -** Part on EDF evaluation. Average torque to rotate is 5.2 N/m. No visible debrie. Tear down approved. Check Tie Rod lash, no visual damage on gear. Forward functional data to Wes

FR-0041	U3000-96	B3A	EPP	Raised Rivet	**8/12-** confirmed raised rivet on Xray. Confirm resistance checks at 26-mile
FR-0042	U3000-96	BD3	TS	TS harness damage (HSAP)	**8/25-** TS harness cut & damaged near second retainer to the IPA- HSAP issue. I have gear here at hotline for inspection.
FR-0043	C200C-2F U3000-96	BD3	TS	In Eval (Hella)	**12/8- stamping burrs on the lead frame is the root cause and supplier Viennaplex/Rejlek confirmed fault. Position of new punching insert will be implemented into the stamping tool. Has new brush station with new welding points. PCA automation/camera process pending till week 4 2010. Ian Ingram to send**
FR-0044	U2011-49	BB9	EPP	Rev. Cap	**9/14- same as case FR-0003**
FR-0045	C200B-61 U3000-96	B90	TS	In Eval (Hella)	**12/8- stamping burrs on the lead frame is the root cause and supplier Viennaplex/Rejlek confirmed fault. Position of new punching insert will be implemented into the stamping tool. Has new brush station with new welding points. PCA automation/camera process pending till week 4 2010. Ian Ingram to send**
FR-0046	U3000-96	B3A	EPP	Raised Rivet	**8/28- Xray confirmed raised rivet, ship to tyco**

FR-0048	No Com	No Com	EPP	In Eval (Anting)	**3/3- Ford has been sent the update 8D Mike Bahena, Tim Snider & Tim Dietz all concluded to close this case**
FR-0049	U3000-96	BB7	EPP	Rev. Cap	**9/11- same as case FR-0003**
FR-0050		No Com	EPP	dry solder joint (Kimball)	**11/9- Martha to send Geoff & Mike Davies Kimball 8D & TRW 8D to review, then send out to Ford by Wednesday. Get clean date into QAO**
FR-0052	U0121-00	A8D	Non TRW issue	Int CAN BUS fault, tech replaced the ABS module to fix vehicle at this time.	**8/27- this warranty return is a non TRW issue. Vehicle returned with the same codes after gear replacement and replaced the ABS module the causal on the AWS claim to fix vehicle at this time.**
FR-0053		binding	NVH	Customer damage gear impact	**8/27- Costas sent report to Bill Bouse & Wes Porter for review. Gear assembly showed evidence of impact. Wes Porter & Bill agreed.**
FR-0054	C200D-49	B9A	EPP	In Eval (UK)	**7/20- has performed all testing and inspections at this time with NTF**
FR-0055	C200B-2F U3000-96	BD2	TS	In Eval (OnSemi)	**12/9- Via connections exposed one Via Onsemi that is going too deep. It went through the metal 2.5 layer and touched the nitride layer, this finding confirmed the measured short. corrective action Onsemi refer to continuous defect reduction**

FR-0056		AF1	NVH	On-vehicle test(Ford)	**9/29 - Bill installed on vehicle and could not duplicate any friction code or notice any steering issues. Dealer did not follow Interactive diagnostic's on the first gear or call the hotline for assistance. Friction code only set once and cleared that's why it came into the dealer with C1277 code only in the ABS & the PSCM code cleared. Dealer Error at this time**
FR-0057	No Codes	No codes	EPP	In Eval (26mile)	**2/5- been a month now and still cannot find gear at 26mile. Considered lost at this time exhausted all areas gear could be located.**
FR-0058	U3000-96		No gear returned	Gear will not be returned	**9/23- will not get this gear back Ray(PM) states he accidently delivered gear to RCRC when the hot process forms were on his desk, so no 700 tag will be on this gear so we will not be getting this back from the RCRC.**
FR-0059	U3000-49 U3000-96	BAB	EPP	PCB copper slivers in lamination	**3/8- Merix, Kimball & TRW in discussion on dates and final summary.** **5/18- Geoff sent out final 8D to Guillermo**
FR-0061	No Codes	Constant Assist	NVH	In Eval	**10/8 Angel states there is a potential risk to hit the rack with the IPA tower if the operation is not performed with care. He needs to get Ford approval to take pictures**

FR-0062	No Codes	A28	TS	missing pinion shaft nut	**11/6- pinion nut torque station in QAO updated and in operation on 10/29. Martha to update and send 8D to Ford. Close out**
FR-0063	P07AE-09	AF1	NVH	distorded gear housing	**10/6- 8D submitted to Ford, continue investigation at Benteler & HSAP for possible areas of damage**
FR-0064	U3000-49 U3000-96	B43	EPP	In Eval (Tyco)	**3/3- Tyco has concluded with all the relay testing that NTF with the relay testing.**
FR-0065	C200D-49 U3000-96	B9A	EPP	In Eval (UK)	**7/20- has performed all testing and inspections at this time with NTF**
FR-0067	No Codes	A28	Unknown Issue	NTF	**10/2- put on EDF stand results check ok no problems found at this time. Sent out email to get help with next steps on this return. We might need to put on-vehicle for testing will talk with Ford.**

FR-0068	U3000-49	B32	EPP	In Eval (QAO)	**8/27- Pepe to locate EPP and report out the latest testing. 9/24- still cannot find EPP part, need to close cannot continue with the analysis.**
FR-0069	NVH	growling noise gear/ park. Turn wheel noise goes away	TS	TS ASIC	**11/9- confirmed TS jitter same as FR0036, confirmed TS ASIC was built in 2/10/09 before July 09 clean date. Martha to update 8D send out to Ford.**
FR-0070	P07AE-09	AF1	NVH	In Eval (QAO)	**11/02- Costas looking to close this & FR0056 for false detection.**
FR-0071	C200C-2F U3000-96	BD1, BD3	TS	In Eval (26mile)	**6/30- TS cover removed have pictures, not sure if pinion plug and other parts were removed at QAO. QAO did have TS removed and scoped the channels with no failures, now that TS has been inspected this is consided NTF.**
FR-0072	C200D-49 U3000-96	B9A	EPP	In Eval (UK)	**8/11- exhausted all testing criteria, at NTF.**
FR0073	C200D-49	B9A	EPP	In Eval (Nidec)	**7/2-encoder failure due to ESD damage, the surge or ESD destroyed because the punchthrough occurs on output Tr of OUT-B. Allegro saying that the part was ESD damaged somewhere in the supply chain.**

FR-0074	U3000-49 U3000-96	B25	EPP	motor terminal ground plane short	**4/19- CD3/D3 formal Kickoff is planned for week of April 19th.Assuming approval week of April 19th Nidec can start shipping to Anting on May 18th.* For CD3/D3 Change will be incorporated in August/Sept timeframe based on depleting existing inventories. JC to provide updated incorporation plan in Tuesday Engineering Change meeting and Thursday**
FR-0075	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**12/2- confirmed plastic contamination is from the relay cover. Martha to get the information in the old 8D to close out.**
FR-0076	C200B-2F U3000-96	BD0	TS	at DSC1 (ford hotline)	**10/16- found TS harness conduit crushed on gear flange near IPA and cut the one wire. HSAP plant issue. I have gear here in Dearborn for inspection.**
FR-0077*	U3000-96	BB7	EPP	In Eval (UK)	**9/9- NTF in UK for B6B testing at this time. No weld marks on the relay for the motor relay tear down. 10/8- no evidence of any relay weld, motors grp. to check motor windings. six weeks to teardown. 11/29- motor teardown with NTF, no other tests can be performed, check with Ford to close out.**
FR-0078 RUA#3250	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**7/7- confirmed NFF with all testing performed at Tyco.**

FR-0079	U2011-49	B3A	EPP	In Eval (26mile)	**1/5- Tyco confirmed offset bridge, 8D updated and sent out tomorrow.**
FR-0080 RUA#4016	U3000-49	B43	EPP	In Eval (QAO)	**8/20- believe PFS is still in QAO, Pepe check for the latest status. 8/27- Pepe found PFS to raise RUA and send to Tyco for final testing. 10/6- NFF at Tyco.**
FR-0082	N/A		No gear returned	Gear will not be returned	**11/11- called dealer back to find out what happened to gear and PM states he returned it back to the RCRC and no 700 tag was on this part so the part is scraped, will not get this gear back.**
FR-0083	U2011-49 U3000-96	BB9	EPP	Rev. Cap	**11/20- reverse capacitor found.**
FR-0084	N/A	BD0-BD3	TS		**11/6- dropped gear off at 26-mile, TS harness damaged, heat tape rubbed through. With the mileage good chance this is customer related damage. No other warranty claims**

FR-0085	N/A	No Com	EPP	IC14 power supply (Infineon)	**1/13- have updated 8D sent out, Geoff has a couple slides to update. new process, dummy leadframe is used then scraped first production lead frame marked and additional visual inspected.**
FR-0086	No Codes	Cricket noise	NVH	squeeling noise turning wheel	**2/8- confirmed finger ring trapped under IPA cover**
FR-0087	U2011-49 U3000-96	BB9	EPP	Rev. Cap	**12/2- confirmed rev. capacitor**
FR-0088	U2011-49	B3A	EPP	Raised Rivet	**11/19- confirmed a raised rivet, to send to Tyco(Evora)**
FR-0089	No Codes	No codes	NVH	grinding noise turning the wheel	**3/9- after further investigation it was determinded that misuse was the cause of failure**
FR-0090	U2011-49	B3A	EPP	In Eval (26mile)	**1/5- Tyco confirmed offset bridge, 8D updated and sent out tomorrow.**

FR-0091	U3000-49 U3000-96	B97	EPP	In Eval (Fairchild)	**3/22- EOS is fairchilds claim, cannot proceed any further with this testing. Sent 8D to Tim Diez**
FR-0092	U3000-49 U3000-96	B25	EPP	In Eval (Fairchild)	**3/22- EOS is fairchilds claim, cannot proceed any further with this testing. Sent 8D to Tim Diez**
FR-0093	NVH	Cricket noise	NVH	In Eval (26mile)	**1/26- Cal Cal Spurlin checked the "cricket" return and verified that the finger ring was trapped between the cover and the sensor**
FR-0094	U2011-49 U3000-96	BB9	EPP	Rev. Cap	**12/3- in evaluation QAO found rev. cap**
FR-0095	U3000-49 U3000-96	BA4	EPP	In Eval (UK)	**4/21- 8D sent to Ford with the corrective action dates, sent 8D to Ford on 4/19.**
FR-0097	C200D-49	B9A	EPP	In Eval (UK)	**8/11- exhausted all testing criteria, at NTF.**

FR-0099	U2011-49 U3000-96	BB9	EPP	Rev. Cap	**12/15- gears arrived in QAO in analysis found rev. capacitor.**
FR-0100	U2011-49	B3A	EPP	In Eval (Tyco)	**2/12- Tyco has confirmed offset bridge**
FR-0101	U3000-96	B7F	EPP	In Eval QAO	**1/13- arrived in QAO testing will start after FR0103 is complete. Found out gear is a non-warranty repair. SM states after alarm company worked on vehicle EPAS gear failed so the dealers sales department covered the repair.**
FR-0102	P07AE-09	AF1	NVH	distorded gear housing	**2/1- found damaged datum pic's show impact marks at the datum & mounting ring and the materials lab confirmed the housing was out of specs. Unknown where the inpact occurred.**
FR-0103	U3000-96	B25	EPP	In Eval (UK)	**8/3- exhausted all testing in the UK could not duplicate any codes NTF. 8/30- possible check wire bond, PCB & solder issues.**

FR-0104	U2011-49 U3000-96	B3A	EPP	In Process (Tyco)	**1/25- Tyco confirmed raised rivet**
FR-0105 RUA#3628	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**7/19-High-Pot Test complete on EPP no issue found. "Fault not Repeatible, set aside as such and return later if something new is found.**
FR-0106	U2011-49	B3A	EPP	In process (Tyco)	**1/25- Tyco confirmed offset bridge**
FR-0111 RUA#3212	U3000-49 U3000-96	B3A	EPP	In Eval (UK)	**9/24- UK did SEM test and the results lead to NTF.**

FR-0112	U3000-96	BB7	EPP	In Eval (QAO)	**2/3- found Rev. C2 Cap in the PFS**
FR-0113	C200B-61 C200B-62	B90	TS	In Eval (Hella)	**9/22- talked about vstress testing at On-Semi that was implemented 4-3-2010 to catch this issue and also Hella implemented their Vstress test at Hella ICT on 9-14-2010. so PCA dates into QAO would be OnSemi's ASIC's took one week to arrive into Hella for this Vstress testing so PCA dates are 5-22-2010 for OnSemi change into QAO & for Hella's change**
FR-0114		No B Codes-A65	EPP	In Eval (QAO)	**4/21- ran through bully test 5x with no failures. Cannot reproduce no com issue. Contribute this gear as possible wiring issue per set code A65.**
FR-0115		A16	EPP	In Eval (QAO)	**4/19- pass through bully test several times to confirm a NTF.**

FR-0116		BB7	EPP	In Eval (QAO)	**2/3- found Rev. C2 Cap in the PFS**
FR-0117	Chirp noise turning wheel	Cricket noise	NVH	In Eval (26mile)	**1/13- leak test, verified the cricket noise no further action.**
FR-0118	squeak noise coming from	Cricket noise	NVH	In Eval (26miles)	**1/26- Cal Spurlin checked the "cricket" return and verified that the finger ring was trapped between the cover and the sensor**
FR-0119	U2011-49	B3A	EPP	In Eval (Tyco)	**2/25- Tyco confirmed offset bridge**
FR-0120		Cricket noise	NVH	In Eval (26miles)	**1/14- pulled EFF data, noticed cricket noise from turning input shaft back & forth. Shipped to 26mile 1/15**
FR-0121	U2011-49 U3000-96	B3A	EPP	In Process (Tyco)	**2/25- Tyco confirmed offset bridge**
FR-0122		Cricket noise	NVH	In Eval (26miles)	**1/14- pulled EFF data, noticed cricket noise from turning input shaft back & forth.**

FR-0123		TS harness was repaired by dealer or customer	TS	At WPAC	**2/10- cannot locate the area the TS harness was damaged because dealer cutout a big section of the harness to repair. Will make service manual changes to prevent repair of the harness. Changes will be made to the 2011 m/y and changes will be made to the 2010 also.**
FR-0124	C1278 (ABS)	N/A	EPP	In Eval (Tim Snider)	**5/3- No faults occurred. I've been running for a couple of weeks with unseated connector - also no issue 7/6- unseated connector C1010 and able to duplicate TC lamp & code, unknown if this was the fault on this vehicle.**
FR-0125	U3000-49 U3000-96	B31	EPP	cold weld	**3/8- confirmed cold weld, final report need from Tyco.**
FR-0127	C1B00-64 (ABS)	A5D	EPP	In Eval (QAO)	**3/17- after reading CQIS verbatims advised the 2 EPAS gears & ABS module installed on this vehicle did not fix. Performing FSA# 10B13 that to address DTC C0048-64. Vehicles are reflashed with brake sw that makes system less sensitive to noise on the MTS.**

FR-0130	Squeak noise while turning	Cricket noise	NVH	In Process (26mile)	**1/21- Notice cricket noise while turning input shaft, shipped to 26-mile**
FR-0131	C1277 (ABS)	A65	EPP	In Eval (QAO)	**4/21- ran through bully test 5x with no failures. Cannot reproduce no com issue. Contribute this gear as possible wiring issue per set code A65.**
FR-0132	Squeak noise while turning	Cricket noise	NVH	In Process (26mile)	**1/22- Notice cricket noise while turning input shaft, shipped to 26-mile.**
FR-0133	C200B-2F C200C-2F U3000-96	BD0-BD4	TS	In Eval (QAO)	**3/31- quality alert has been done changes made moving vclip dispensor & handling of vclips. 8D in process.** **4/19- Rob Mrozek approved process on his visit to QAO last week.**

FR-0135	U3000-49 U3000-96	BC5	EPP	In Eval (QAO)	**4/12- send to Anting to analyze seal in PFS for the 2-pin to see if that was water contamination entry.** **5/4- PFS lost at QAO, been looking for the last 2 weeks. Cannot continue with analysis. I would suspect 2-pin conn fault of water intrusion from pictures.**
FR-0136	C200C-2F	BD1, BD3	TS	metallic particle found between terminals on ECU connector for PFS ribbon cable	**3/10- part still at QAO- additional information sent to Ford for would like the pictures & conn. dates from this claim copied to a new 8D.**
FR-0137		PS Leak	gear chargeback	Chargeback to Dealer	**2/4- Pulled EFF & Buffer data no codes, some fluid residue below the IPA. No fluid in the gear. Fluid could be from the brake reservior or the transaxle seal.**
FR-0138	C200B-2F	BD2	TS	In Eval (Hella)	**5/19- Rob Mrozek & Tim Snider agreed to close**

FR-0140		PS Leak	gear chargeback	Chargeback to Dealer	**2/4- Pulled EFF & Buffer data no codes, some fluid residue below the IPA. No fluid in the gear. Fluid could be from the brake reservior or the transaxle seal. Had to return gear back to the dealer**
FR-0141	C200D-49 U3000-96	B9A	EPP	In Eval (UK)	**4/28- discussions with Nidec & Peter Sinkunas to complete 8D.Mike Davies will send out by end of week.**
FR-0142	No Codes	Cricket Noise	NVH	In process (26mile)	**2/5- Noticed Cricket noise while turning the input shaft, no stored codes. Shipped gear to 26mile. To store at 26mile**
FR-0143	No Codes	Cricket Noise	NVH	In Process (26mile)	**2/5- Noticed Cricket noise while turning the input shaft, no stored codes. Shipped gear to 26mile.**

FR-0144 RUA#3617	U3000-49 U3000-96	B43	EPP	In Eval (Tyco)	**5/24- Tyco confirmed plastic containimination on contact 4**
FR-0145	U2011-49	BB7	EPP	In Eval (QAO)	**2/26- Sergio found Rev. Cap**
FR-0147	No Com	A5D	EPP	In Eval (QAO)	**8/13- ECU cover removed wiggle testing done NTF. Exhausted all testing never duplicated a No Com issue. This is NTF. Looking at the fault store looks like the battery was disconnected serveral times unsure if this was a connection problem or low battery voltage.**
FR-0148	C200B-2F C200C-2F	BD0-BD3	TS	At 26mile	**2/15- sent pictures of harness damage to the Ford group, hard to say where damage occurred with 3778 mile on the vehicle. Either HSAP or field. HSAP did not have any EPAS problems on this vehicle going through the plant.**

FR-0149	U2011-49	B3A	EPP	In Eval (Tyco)	**3/24- Tyco confirmed this is an offset bridge. Pre- containment relay**
FR-0150	No codes	Cricket Noise	NVH	In Process (26mile)	**2/16- shipped to 26mile for storage**
FR-0151 RUA#3627	U2011-49	B3A	EPP	In Eval (Tyco)	**7/19-High-Pot Test complete on EPP no issue found. "Fault not Repeatible, set aside as such and return later if something new is found.**
FR-0152	C200B-2F U3000-96	BD2	TS	In Eval (OnSemi)	**4/19- hella lost the short desoldering the ASIC and sent to ONSemi with no problem found. Lessons learned from this return is to use diamond cutter to remove ASIC from PCB**

FR-0153 RUA#3618	U3000-49 U3000-96	B43	EPP	In Eval (Tyco)	**5/24- Tyco confirmed plastic contaimination on contact 4**
FR-0154	U2011-49 U3000-96	BB7	EPP	In Eval (QAO)	**3/3- QAO confirmed Rev. Cap**
FR-0155	P07AE-09	AF1	NVH	In Eval (QAO)	**3/15- checked gear for high friction testing lead to low friction with the test results. Code did clear for dealer but dealer was concerned with SWA reading, hotline advised to replace the gear because of the reading.**
FR-0156	U200B-2F U200C-2F	BD0-BD3	TS	In Eval (QAO)	**3/17- appears a sharp object cut the convolute and cut the TS wires inside. Vehicle did not have any other warranty claims done. No failures at the assembly plant.**

FR-0157 RUA#3626	U2011-49	B3A	EPP	In Eval (Tyco)	**7/19-High-Pot Test complete on EPP no issue found. "Fault not Repeatible, set aside as such and return later if something new is found.**
FR-0159	squeek noise turning	cricket noise	NVH	In process (26mile)	**3/15- verified cricket noise while turning input shaft, shipped to 26mile put in storage bin**
FR-0160	C200B-2F C200C-2F	BD0-BD3	TS	In Process (26mile)	**3/15- pulled EFF & buffer data, notice damaged torques sensor harness, shipped to 26mile. Sent out pictures**
FR-0161	squeek noise turning	cricket noise	NVH	In Process (26mile)	**3/15- noticed cricket noise while turning input shaft,shipped to 26mile and pull in storage bin**

FR-0162	squeek noise turning	cricket noise	NVH	In Process (26mile)	**3/15- noticed cricket noise while turning input shaft,shipped to 26mile and pull in storage bin**
FR-0163	U3000-49 U3000-96	B25	EPP	In Eval (Fairchild)	**5/19- Fairchild analyzed power module confirmed EOS at the end of their testing.**
FR-0165 RUA#3625	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**7/19-High-Pot Test complete on EPP no issue found. "Fault not Repeatible, set aside as such and return later if something new is found.**
FR-0166	High pitch Squeek while turning wheel quarter turn from center	cricket noise while turning steering	NVH	In Process (26mile)	**3/21- did not notice cricket noise while turing input shaft. Checked the CQIS report and they state the were turning the wheel back & forth from center to get the chirp noise. Will have 26mile double check noise.**

FR-0167	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (26mile)	**3/21- damaged TS harness, same area as previous harness with hybrid engine**
FR-0168	P07AE-09	AF1	NVH	In Eval (26mile)	**3/30- gears held in the containment area that failed the QAO line have been scrapped. QAO will assemble couple of gears for 26mile testing.**
FR-0169	high pitch squeak while turning	cricket noise	NVH		**3/29- did not notice any cricket noise in the gear while turning the input shaft especially while turning to the right. Check gear for cricket noise.**
FR-0170	U3000-49	B43	EPP	In Eval (QAO)	**8/25- Tyco confirmed offset bridge**

FR-0171	Squeak noise while turning	cricket noise	NVH		**3/29-noticed cricket noise while turning input shaft. Prior to containment actions**
FR-0172	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	In Eval (Wuppetal)	**6/29- have all the pictures from Delphi & QAO and only area of molex connector impact damage would be in shipment(box damage) or QAO assembly line.**
FR-0173	high pitched squeek from steering	cricket noise	NVH	In Eval (26mile)	**3/30- verified cricket noise from gear pre-containment build at QAO. Put gear in storage**
FR-0175 RUA# 3923	U2011-49	B6B	EPP	In Eval (QAO)	**9/9- to locate ECU & cables to do high pot test then teardown to check motor PCB clearance issue. 10/30- relay sent to Tyco woth NTF, PCB clearance NTF. Close as NTF**

FR-0176	C200C-2F U3000-96	BD3	TS	In Eval (QAO)	**4/30- T2 signal missing appling stress to clockspring ribbon cable. parts broken cable bent part reworked 2/6/2009, check centering tool use**
FR-0178	P07AE-09	AF1	NVH	In Eval (26mile)	**4/28- gear passed case and core harness test, 8D sent to Ford**
FR-0179	steering feels very loose	N/A	NVH	In Eval (26mile)	**4/6- 26mile found missing pinion nut same as FR0062. both gears built on same day 3/29/2009. pre-containment date for corrective actions.**
FR-0180	P07AE-09	AF1	NVH	In Eval (26mile)	**4/28- gear passed case and core harness test, 8D sent to Ford**

FR-0182 RUA# 3589	U2011-49	B3A	EPP	In Eval (Tyco)	**5/7- Tyco comfirmed this was an offset bridge.**
FR-0183 RUA#3590	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**5/28- Tyco confirmed plastic contamination on contact 5, 3mm of plastic.**
FR-0185	U2011-61 C200B-62 U3000-96	B95, BD4	TS	In Eval (Anting)	**8/11- Ford to check yazaki 2-pin connector issues for water ingress. Confirmed closed by Tim**
FR-0186	no codes	HEARS NOISE FROM L.S. FRONT OF VEHICLE WHEN AT SLOW SPEEDS AND	NVH	In Eval (QAO)	**6/20-gears passed all NVH & EDF testing at QAO. NTF**

FR-0187	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**6/2- broken ferrite core at the small segment of the PCB is the cause why Vcc -line is not given. Design change of the small segment eliminates this part on 8/14/2009 at Hella.**
FR-0188	no codes	gear leaking fluid		gear returned to dealer	**4/19- chargeback to dealer**
FR-0189	No Com	A28	EPP	In Eval (QAO)	**8/5- NTF with all the standard testing in QAO, to send PFR, close claim as NTF**
FR-0190	C200B-61 C200B-2F	B90, BD2	TS	In Eval (QAO)	**5/5- overwound TS, rework part 2/6/2009 same date as FR0176. missing plastic clockspring tape guide bent clockspring tape. Channel one missing at times.**

FR-0191 RUA# 3768	C2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**8/11- passed all Tyco's testing & mechanically ok. Contacts are all inspection and all pass. NTF**
FR-0193	U3000-61 C200B-62	B90, BD4	TS	In Eval (QAO)	**6/23- found on the QAO assembly line possible cause of bent TS finger is christmas tree installer laid on IPA rack when not in use and when TS drops down to operator could cause the bent finger. A new tray was installed to install the tool on 5/25/2010. proper work instruction printed for operator to use this tray for the tool at all times.**
FR-0194	TC lamp on ABS code C1963-20	A28		At WPAC	**6/15- vehicle returned with same symptom and code c1963 found poor connection at ABS module C135.**
FR-0195	steering squeaks	cricket noise	NVH	At 26mile	**4/26- noticed squeak noise in the IPA while turning the input shaft**

FR-0196	U2011-49	B3A	EPP	In Eval (26mile)	**8/11- passed all Tyco's testing & mechanically ok. Contacts are all inspection and all pass. NTF**
FR-0198	all IP lamps blinking	A16, A2A		chargeback	**4/30- vehicle had same condition after PSCM was replaced, chargeback gear to dealer, the gear will be returned to the dealer**
FR-0201 RUA#3685	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**6/7- Tyco confirmed raised rivet, week 45- 2008**
FR-0202	U2011-49	B3A	EPP	In Eval (26mile)	**8/11- Tyco confirmed plastic contamination on contact 4.**

FR-0203	U3000-49	B7E	EPP	In Eval (UK)	**6/25- confirmed motor PCB clearance issue, shorting pin 12 to the ground plane. Pre-containment have pictures of the pin 12 short.**
FR-0206	U200B-2F C200B-61	BD2	EPP	In Eval (QAO)	**6/10- confirmed reworked TS that had missing plastic tape guide & twisted clockspring tape. Rework 6/17/09.**
FR-0207	U2011-49	B3A	EPP	In Eval (26mile)	**8/11- passed all Tyco's testing & mechanically ok. Contacts are all inspected and all pass. NTF**
FR-0208	C200B-62 U3000-96	BD4	TS	In Eval (Anting)	**8/11- Ford to check yazaki 2-pin connector issues for water ingress. Confirmed closed by Tim snider**

FR-0209	no codes	no codes	chargeback	chargeback	**5/7- no codes, no visual gear issues & no binding while turning input shaft. Customer complaint at times trying to pass someone on highway vehicle rev's high then makes a bang noise. Transmission work fixed this issue**
FR-0210	C200B-2F U3000-96	BD2	TS	In Eval (Hella)	**11/10- causal part is the clockspring assembly but lost the root cause sending parts to Tyco. Tyco's 8D NTF. New improved failure analysis process at QAO & Hella. Case closed**
FR-0213	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- during high pot testing to relay low side unit failed, motor PCB tear down confirmed motor PCB clearance issue.**
FR-0217 RUA# 3720	U2011-49 U3000-96	B6B	EPP	In Eval (Tyco)	**7/12- Tyco confirmed offset bridge**

FR-0219	high pitch squeal noise steering	cricket noise	NVH		**5/20- turned input shaft to verify cricket noise turning back & forth from center.**
FR-0220 RUA# 3777	U3000-49	B32	EPP	In Eval (Tyco)	**7/9- has code B31 & B32, Tyco has confirmed failure of link relay as cold weld. Next to open relay to inspect weld. Confirmed bridge weld failure at Tyco.**
FR-0221	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	In Eval (QAO)	**6/17- over wound TS clockspring, IPA rework 6/17/2009**
FR-0222	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	**8/11- passed all Tyco's testing & mechanically ok. Contacts are all inspected and all pass. NTF**

FR-0223	P07AE-09	AF1	NVH	In Eval (QAO)	**7/30- passed all criteria on the EDF stand, NTF at this time.**
FR-0224 RUA#4045	U2011-49	B3A	EPP	In Eval (Tyco)	**10/15- NTF with the testing at Tyco, next will open the relay and perform visual analysis.** **10/27-Tyco found a black plastic particle** **11/1- follow-up once 8D is sent.**
FR-0225	TC lamp on C1278			chargeback	**5/21- dealer sent back a hydraulic gear instead of the EPAS gear back to WPAC, dealer charged back for the part.**
FR-0226	C200B-2F C200C-2F U3000-96	BD2,BD3	TS	In Eval (QAO)	**5/27- pulled EFF buffer data, found pinched TS harness. Have pictures of damage.**

FR-0227 RUA#4056	U2011-49 U3000-49	B43	EPP	In Eval (Tyco)	**10/8- QAO exhausted all their testing, shipped to Tyco 10/27- confirmed Offset Bridge, precontaiment. Geoff waiting to get update on the 8D.**
FR-0231	Noise in frt-end while turning	N/A	NVH	In Eval (26mile)	**8/16- gear when through the NVH & EDF test and passed all tests. NTF**
FR-0232 RUA# 4110	U3000-49 U3000-96	B43	EPP	In Eval (Tyco)	**12/13- oil contamination found on contacts operator using wrong oil for mantanance on rivet machine. Work instruction did not advised operator of proper oil, so a new procedure was added 8/13/2010. this was a known issue caught by another customer. so the estimated PCA date is Nov. 12 going into QAO. waiting on 8D**
FR-0236	TC LAMP ON TURNING	N/A		In storage (QAO)	**5/28- pulled codes only had A8E in the fault store. Found out dealer had same TC lamp on after replacement. Found rear ABS wheel speed sensors mis-wired. Cannot chargeback EPAS since hotline advised to replace. EPAS gear was not the causual part# in AWS.**

FR-0238	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	At 26mile	**6/14- found TS harness conduit near the EPP contacted in three spots, broken black wire in harness. shipped gear to 26mile. Have pictures.**
FR-0240	light squeal noise while turning	cricket noise	NVH	At 26mile	**6/14- verified cricket noise while turning the input shaft. Close and store at 26mile**
FR-0248	steering type noise & leaking oil	No codes		WPAC	**6/14- trans axle fluid down 2 qts from lf axle seal leak getting on EPAS gear. Chargeback, dealer repaired left axle seal & bushing and then added 9qts of trans fluid**
FR-0250	C200B-2F	BD0, BD2	TS	In Storage (26mile)	**6/14- dealer attempt to repair the TS harness so we lost the exact location of damage, looks like the repair was under the heat tape. Have pictures.**

FR-0252	TC lamp on C1963	No codes		In Storage (26mile)	**6/14- check CQIS report and after EPAS gear was install vehicle returned 165 miles later with the same TC lamp on with C1963 tech found poor connection at the ABS module, repaired and fixed the vehicle. Cannot chargeback hotline advised to replace the EPAS gear.**
FR-0253	U3000-49 U3000-96	B7E	EPP	In Eval (QAO)	**10/6- pictures show terminal that are contacting ground plane. To close as PCB motor clearance issue.**
FR-0254	C200B-61 C200C-2F U3000-96	B90,BD3	TS	In Eval (QAO)	**7/26- QAO confirmed overwound clockspring, rework was done 5/21/2009. pre-containment**
FR-0255	No Com	No Com	EPP	In Eval (Infinion)	**10/18- Geoff has presentation to talk about the EOS issue** **10/18- Tim Diez looking for number after the ISO2 pulse.** **10/27 Geoff now has number and will include in presentation.** **11/1- Geoff presented a couple of slides to Ford and Tim Diez & Tim Snider agreed to close this issue as EOS.**

FR-0256	C200B-2F C200B-61 U3000-96	BD0, B90	TS	In Eval (QAO)	**8/13- Delphi advised this cracked shrink tube caused by rough handling. Advised the torque sensor bolts were missing when received at WPAC, harness was unplugged from EPP & no bolts in IPA. Unknown why dealer would remove bolts. Unknown damage to harness.**
FR-0257	C200B-2F U3000-96	BD0,BD2	TS	In Eval (Hella)	**10/7- There are nearly 70 chambers (tools) and chamber A was the oldest. By the results at the automatic test equipment the semiconductor supplier is able find out which process step losses robustness (Yield) and canremove/stop production. Close out claims as of 10/13/2010 by Tim Snider**
FR-0258	U3000-49 U3000-96	B25	EPP	In Eval (QAO)	**10/6- pictures show terminal that are contacting ground plane. To close as PCB motor clearance issue.**
FR-0260	TC lamp on C1B00-64	A65		shipped to QAO	**6/30- only had tc lamp with ABS code C1B00-64, no PSCM codes or symptoms. Vehicle had several stored communication code errors. Tech did follow the diagnostic's properly but hotline to not guide tech and suggested to replace epas gear if wiring to gear was ok.**

FR-0262 RUA# 4046	U2011-49	B3A	EPP	In Eval (Tyco)	**10/5- ship to Tyco should arrive on 10/8. 10/27 Tyco says NTF**
FR-0263 RUA# 4047	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**10/5- ship to Tyco should arrive on 10/8. 10/27 Tyco found glass contamination** **11/1- Tyco to send out 8D for approval.**
FR-0267	C200B-2F U3000-96	BD0,BD2	TS	In process (Delphi)	**8/13- Delphi stating this is a assembly issue blue wire has most strain compared to other wires in harness. Tim advised we can closed no other Delphi harnesses used in our future gears.**
FR-0268	C200D-49	B9A	EPP	In Eval (QAO)	**8/3- confirmed double start-up during analysis and confirmed a regulator issue.**

FR-0269	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/6- A DVM resistance measurement confirmed that this was the case Motor PCB teardown showed that this failure was caused by Motor PCB Clearance issue.**
FR-0270	U3000-49	BAA,BAB, B9B	EPP	In Eval (QAO)	**7/23-Guillermo sent revised 8d out but still waiting some information. Confirmed r227 impact and high resistance.**
FR-0272	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	**8/27- xray indicate offset bridge and the motor build dates indicate precontainment.**
FR-0274 RUA#3939	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**9/24- Tyco ran relay through their analysis and lead to NTF.**

FR-0275	Fluid leak			chargeback shipped to Columbus Warehouse	**10/7- shipped to Columbus Warehouse from WPAC**
FR-0276	TC lamp on C1277	A28, A65		In Eval (Ford)	**9/27- Tim states on-vehicle test did not produce any codes or lamps. Close with NTF**
FR-0277 RUA# 4048	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**10/5- ship to Tyco should arrive on 10/8. 10/27 Tyco says NTF**
FR-0279	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	**8/27- xray indicate offset bridge and the motor build dates indicate precontainment.**

FR-0280	U3000-49	BAA,BAB, B9B	EPP	In process (QAO)	**7/23-Guillermo sent revised 8d out but still waiting some information. Confirmed r227 impact and high resistance.**
FR-0285	over sensitive steering	A28	NVH	In Eval (Ford)	**11/13- gear location at Ford PDC, Tim Snider's desk.**
FR-0286	P07AE-09	AF1	NVH	In Eval (QAO)	**1/3- Germany to report out to Chris Brown & advise Jason on any updates.**
FR-0289	C200B-2F C200C-2F	BD2, BD3	TS	In process (QAO)	**8/9- no testing needed after xray, this falls outside the 6 months in service range.**

FR-0291	C200C-2F C200B-62	BD3, BD4	TS	In process (QAO)	**8/9- no testing needed after xray, this falls outside the 6 months in service range.**
FR-0292	C200B-62	BD4, B90	TS	In process (QAO)	**8/9- no testing needed after xray, this falls outside the 6 months in service range.**
FR-0293	C200B-2F	BD0, BD2	TS	In Eval (QAO)	**8/20- damaged TS harness, found blue wire in the harness cut near the IPA. Field issue**
FR-0294	C200C-2F C200B-62	BD3, B90	TS	In Eval (QAO)	**8/27- found over wound torque sensor, plastic guide damaged clock spring part was reworked on 5/18/2009**

FR-0295	U2011-49	B3A	EPP	In Eval (26mile)	**8/27- xray indicate offset bridge and the motor build dates indicate precontainment.**
FR-0296	U2011-49	B3A	EPP	In Eval (26mile)	**8/27- xray indicate offset bridge and the motor build dates indicate precontainment.**
FR-0297	Rubbing noise while turning	No Codes	NVH	In Eval (QAO)	**9/8- INA confirmed rack bent on the inboard side of the rack. Have measurements.**
FR-0298	C200B-2F C200C-2F	BD2, BD3	TS	In process (QAO)	**found overwound torque sensor, rework done 5/21/2009.**

FR-0300	P07AE-09	AF1	NVH	In Eval (QAO)	**1/3- Germany to report out to Chris Brown & advise Jason on any updates.**
FR-0301	C200B-2F	BD0, B90	TS	In Eval (26mile)	**10/12- confirmed knick in the shrink tube leak, close with known Delphi issue.**
FR-0302	C200B-2F	BD0, BD2	TS	In Eval (QAO)	**9/29- showed IPA cover pics to Ford, this is the first one seen with this drilled hole and looking at the fault store it look like this occurred early in mileage. OK to close claim according to Tim.**
FR-0303	C200D-49	B9A	EPP	In Eval (QAO)	**10/18- tri-temp testing lead to double start-up, indications point to a regulator issue.** **10/19- Geoff confirmed to close this as a double start-up condition.**

FR-0305	U3000-49 U3000-96	B9B, BAA	EPP	In Eval (QAO)	**10/4- screen test did not fail hot, with damage to R227 to close claim 10/11- now tri-temp testing**
FR-0306	No Com	No Com	EPP	In Eval (Infineon)	**12/16 on 11/29 presented to Ford and explained Inf found a scrap of material in mold regulator with c/a presented. Ford accepted? Closed**
FR-0310	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	**10/8- xray indicates offset bridge, close as offset, pre-contamination, get relay date code for Geoff's chart. This is outside Ford's testing range**
FR-0311	U3000-49	BAB,BAA, BB7, B9B	EPP	In Eval (QAO)	**9/29- analysis by SAM at QAO confirmed R227 was damaged.**

FR-0312	C200C-2F	BD1, BD3	TS	In Eval (QAO)	**10/12- confirmed leak in the shrink tube(Delphi harness) nick in harness to close with known issue.**
FR-0313	U3000-49	BAA,BAB, B9B, BAE	EPP	In Eval (QAO)	**9/30- SAM confirmed R227 resistor open and has been impacted. Closed**
FR-0314 RUA# 4149	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**12/13- oil contamination found on contacts operator using wrong oil for mantanance on rivet machine. Work instruction did not advised operator of proper oil, so a new procedure was added 8/13/2010. this was a known issue caught by another customer. so the estimated PCA date is Nov. 12 going into QAO. waiting on 8D**
FR-0315	U3000-49	BAA,B9B, BAE	EPP	In Eval (QAO)	**10/25- the damage to R227 fits the dates, precontainment. Closed**

FR-0318	U3000-49	BAA,BAB, B9B, BAE	EPP	In Eval (QAO)	**10/20- have verified that the R227 has been impacted. To close out**
FR-0320	No Com	No Com	EPP	At WPAC	**10/8- Tim inspected gear the connector was fully inserted & appears from the corrosion the rubber gasket around the connector was in place. Indication leads to water wicking in from the wires.**
FR-0321	C200C-2F	BD1, BD3	TS	At WPAC	**10/5- TS harness damaged and cut wires near the EPP housing flange, took pictures and sent to Ford. To ship to columbus warehouse**
FR-0322	C200B-2F C200C-2F	BD0, BD3	TS	In Eval (QAO)	**10/20- found broken wire in TS, under middle of harness under the heat tape. Close as damaged TS harness. Take pictures and put in PFR.**

FR-0323	TC lamp on C1B00-2F	A28		At WPAC	**11/22- ABS group made SW change to prevent this steering angle code from setting on starting or shut down. The ABS SW launch was completed on 8/20/2010**
FR-0325	TC lamp on C1B00-2F	A29		At WPAC	**10/5- tech states TC lamp on doing parking lot manuvers. 11/15- ABS software launch 8/20/2010 for TC lamp on, this vehicle is precontainment.**
FR-0332		BD1, BD3	TS	In Eval (QAO)	**11/10- Joel did confirm this is a shrink tube leak did not notice and damage to the shrink tube but the leak is coming from this sealed shrink tube.**
FR-0334	steering noisey & steering will not turn	No Codes	NVH	At WPAC	**12/7- next steps -Tim requested a copy of the data / calculations used to determine the ITR to Rack specification. Colleen, do you have this? -Have the Mat Lab take photos and measurements to try and evaluate if there was any stretching or damage, or any other visible information we can learn we will have the Material properties of the ITR and Rack verified to spec.**

FR-0335	U3000-49	BAA, B9B	EPP	In Eval (QAO)	**12/20- found damaged R227 resistor and high resistance, close to R227 damage at Anting.**
FR-0337	C200B-2F C200C-2F	BD0-BD3	TS	At WPAC	**10/25- found cut TS harness wires near the EPP flange. Took pictures, hybrid eng.**
FR-0338	U3000-49 U3000-96	BAA, B9B	EPP	In process (QAO)	**11/18- R227 damage and measurement out of spec to confirm R227 issue.**
FR-0339	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	At WPAC	**11/5- Found damaged Leoni harness, dealer tried to repair harness. Location of damaged near the IPA. Have pictures.**
FR-0340	U3000-49	BAA,BAB, BAE	EPP	In Eval (QAO)	**12/20- found damaged R227 resistor and high resistance, close to R227 damage at Anting.**
FR-0343	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	In Eval (QAO)	**12/8- information sent to UK to confirm this is a regulator issue with a double start-up.**
FR-0344	C200B-2F U3000-96	BD0,BD2	TS	At WPAC	**11/15- damaged TS harness cut blue wire near EPP first retainer, took pictures**

FR-0345	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	At WPAC	**11/15- damaged TS harness all wires cut off near the EPP flange, took pictures**
FR-0348	No Assist PS message fault on	Wrong gear sent back		chargeback	**11/15- Dealer sent back a hydraulic gear instead of the EPAS gear. Dealer Chargeback**
FR-0349	C200B-2F C200C-2F U3000-96		TS	At WPAC	**11/15- TS harness damaged, dealer tried to repair the Lenoni harness, but had U3000-96(C69). Took pic's**
FR-0353	Rubbing noise while turning		NVH	In Eval (26mile)	**11/15- found torn boot, transmission removed and replaced at 20K miles, have pictures of the torn boot, Non-TRW issue.**
FR-0355	Vehicle wonders while driving	No Codes	NVH	chargeback	**12/3- did not see any deterorated of mounting bushing on the gear. Tech replaced the gear performed a complete alignment. Tech should have performed full alignment before gear replacement. Chargeback due to no problems found with bushings. Gear was EDF tested at 26mile with NTF. WPAC could not chargeback because gear was sent out for more testing,**
FR-0359	C200C-2F U3000-96	BD0-BD3	TS	In storage (26mile)	**11/24- Found damaged TS harness near the EPP flange. Cut wires**
FR-0362	P07AE-09	AF1	NVH	In Eval (26mile)	**12/20- found boot damaged, cause unknown but could have been damaged removing axles when they replaced the transmission prior to EPAS gear replacement.**
FR-0363	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**1/12- confirmed regulator SW issue with EFF data & has double start-up.**
FR-0364	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**1/12- confirmed regulator SW issue with EFF data & has double start-up.**
FR-0369	C200B-2F C200C-2F	BD2,BD3	TS	In Eval (QAO)	**1/19- found IPA rework on 5/21/2009 overwound clockspring and broken plastic guide. Precontainment, close**

FR-0370	U3000-49 U3000-61 U3000-96	B97	EPP	In process (QAO)	**1/4- nothing more can be done with this return. Field handling issue**
FR-0371	B200B-2F B200C-2F	BD0-BD3	TS	In process (QAO)	**1/12- confirmed regulator SW issue with EFF data & has double start-up.**
FR-0382	C200D-49	B9A	EPP	In Eval (QAO)	**1/26- confirmed double start-up with the scope. Close as a regulator issue.**
0KM BR102838		BAA, BAB,BAE, B9B, C69	EPP	In process (QAO)	**7/29- HSAP sending gear back to QAO for U3000-96, failed in prerolls station. Confirmed R227 high resistance.**
0KM AR406647		BAA, BAB,BAE, B9B	EPP	In process (QAO)	**7/12- Anting to submit 8D this week on mechanical stop out of adjustment at vacuum station that was contacting the board damaging R227.**
0KM AR430358		B9B,BAA, BAB	EPP	In process (QAO)	**7/8- confirmed high resistance at the R227.**
0KM BR109457	No start	No Com	EPP	In Eval (UK)	**10/15- decoded EFF data found excessive 33v on the battery term. . Unknown where the high voltage source came from. 11/1- Ford investigating anything in the plant that could cause this CAN spike. 12/6- had intial abs issue at pre-rools at plant but code cleared not parts installed. will keep in pending to**

0KM BR167331		B9A	EPP	In Eval (QAO)	**10/25- This is a clear double start-up. this is pre corrective action SW. regulator issue.**
0KM BR142333		B7E	EPP	In Eval (QAO)	**9/27- found PCB motor cleareance issue Pin 12 to pin 9 at motor PCB has varying resistance found pin 12 too close to the ground plane. Have picture.**
0KM BR142333		B7E	EPP	In Eval (QAO)	**9/27- found PCB motor cleareance issue Pin 12 to pin 9 at motor PCB has varying resistance found pin 12 too close to the ground plane. Have picture. This is pre-containment gear buid date 9/3/2010. new PCB design change for CD3 is 9/15/2010.**
0KM BR155342		BD0-BD3	EPP	In Eval (QAO)	**10/15- evidence points to double start-up, close as regulator issue. Precontainment on the SW update.**

0KM BR106781	U3000-49 U3000-96	BC5	EPP	In Eval (QAO)	8/27- confirmed water intrusion, water marks in the CAN and battery connectors; they were ran through the leak testing station, and both parts passed in good condition. Will check with UK for proper EPP leak testing using new 2 & 3 pin connectors to check the integrity of the connector wells.
0KM BR600577	U3000-49 U3000-96	B40	EPP	In Eval (QAO)	8/27- confirmed water intrusion, water marks in the CAN and battery connectors; they were ran through the leak testing station, and both parts passed in good condition. Will check with UK for proper EPP leak testing using new 2 & 3 pin connectors to check the integrity of the connector wells.
0KM BR109633	U3000-49 U3000-96	B40	EPP	In Eval (QAO)	**9/2- The result of this EPP was also a water immersion through the CAN connector. Confirmed also with Hermosillo that this vehicle was also parked in the lot that had the other damaged vehicles when all the flooding appear.**
0 KM (RUA 2878)	No Com	No assist & no communic ation	Ignition Pin Contaminate	No Com	**11/12- QAO still puma testing using pogo pins and regular connectors that would catch contaminate on ECU terminals**
0KM AR427443	U3000-49 U3000-96	B7E	EPP	In Eval (QAO)	**8/18- confirmed PCB motor clearance issue closed**

0KM AR355344 RUA# 3559		B43	EPP	In Eval (Tyco)	**5/28- Tyco confirmed plastic contamination on contact 4 of the link relay.**
0KM AR244868 RUA#3030		B3A	EPP	In Eval (Tyco)	**6/7- confirmed motor relay plastic contamination, relay build date 7/6/2009.**
0KM RUA#3317		B3A	EPP	In Eval (QAO)	**3/13- Tyco confirmed plastic contamination on contact. Close out**
0KM AR369007		BD0-BD3	TS	In Eval (QAO)	**6/23- found on the QAO assembly line possible cause of bent TS finger is christmas tree installer laid on IPA rack when not in use and when TS drops down to operator could cause the bent finger. A new tray was installed to install the tool on 5/25/2010. proper work instruction printed for operator to use this tray**

0KM AR407556	C200B-2F C200C-2F	BD0,BD2, BD3	TS	In Eval (QAO)	**7/8- Angel states this Gear was replaced and sent to the scrap. Unfortunately I could not find it at the scrap crib. For the future cases, if any, I will get an agreement with the Final assy repair area and the VRT in order to remove the damaged harness and to keep them for further detailed analysis**
0KM AR390291		B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**
0KM AR657700 RUA# 3680		B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**
0KM AR354559 RUA# 3681		B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**
0KM AR265204 RUA#3196	U2011-49	B3A	EPP	In Eval (UK)	**7/7- no updates will discuss in Friday's meeting with Tyco. NTF with testing at Tyco**

0KM AR375533 RUA# 3698		B3A	EPP	In Eval (Tyco)	**7/19-High-Pot Test complete on EPP no issue found. "Fault not Repeatible, set aside as such and return later if something new is found.**
0KM AR401390	steering wheel sticking three times while driving at HSAP	No codes	NVH	In Eval (QAO)	**7/7- NTF with teardown, nick on ballnut not the caused from anything in the internal housing.**
0KM-HSAP		BD0-BD3	TS	In Eval (QAO)	3/31Unit has been ignition cycled at all temps. No fault found at this time. Questioned ts harness was disconnected testing gear.
QAO line failure RUA#3616		B43	EPP	In Eval (Tyco)	**5/24- Tyco confirmed offset bridge**
QAO line failure RUA#3619		B43	EPP	In Eval (Tyco)	**6/7- Tyco has fishbone process, wire broke during machine term. tension during or after the stress relief while wrapping on the coil holder. Hella to reduce speed & movement of the winding machine.**

DR-0001	No codes	Int. vehicle pulls left or right while driving feels like wheel wants to turn on its own	NVH	NTF	**10/26- EDF stand pass and tear down gear pictures sent out. To close out with NTF**
DR-0002	No codes known at this time	Noise from EPAS gear all the time turning the wheel	**NVH**	water contaimination	**10/26- gear tear down and water contamination in pictures sent out to Ford team. Close out due to cut bellow removing bubble wrap on pre-delivery gears.**

DR-0003	No Com	No assist & no communication	EPP	In Eval (FSL)	**10/6- Geoff has received 8D just need to clear up some minor concerns to close this out.** **10/15- FSL sent new version 8D to Geoff he will look over the 8D to confirm it is good enough to send out.** **11/1- just need clean dates into Kimball to close out 12/16 need clean dates at Anting**
DR-0004	C200B-2F C200C-2F	BD0-BD3	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**
DR-0006	U3000-96		Non-warranty	Customer Damage non-warranty	12/15- Just found out this vehicle was in an accident in the body shop and damaged the EPAS gear that set the codes.
DR-0007	C1B00-2F	No Com	EPP	In Eval (26mile)	3/22- Concluded CAN system wiring issue on vehicle based on testing found numerous CAN codes & EFF data. ABS module has ABS CAN code U0131(no com with PSCM). EPP tested with no problem found and mech. gear check for belt slip and no problems found.closed claim d

DR-0009	U3000-61 U3000-96	B99	EPP	In Eval (26mile)	3/18-waiting on Mike B to get the Magna test profile or detailed information that raised the B99 fault so Abe has a starting point.
DR-0011	C200B-61 C200C-2F U3000-96	B90	TS	In Eval (Hella)	**3/26- damaged clock spring due to improper IPA reworked, IPA was manual centered here at QAO without special tool. 8D in process** **4/19- Rob M. agreed needs poke yoke system to make sure tech is using the proper tool for tear down. PCA target date Aug/Sept. 2010**
DR-0012	P07AE-09	AF1	NVH	customer misuse	3/3- teardown did find warped housing and bent rack, submitted pics to Ford to confirm curb impact.
DR-0014 RUA#3540	U2011-49	B3A	EPP	In Eval (26mile)	5/5- confirmed offset bridge, week 24 relay
DR-0015		B90	TS	In Eval (Hella)	**4/6- confirmed overwound clockspring same as DR0011. have updated 8D using separate centering tool for D-car gears**

DR-0016	P07AE-09	GRINDING NOISE FROM RACK	NVH	At Oakville	4/30- tech states he found boot had a slice like a razor blade causing the water intrusion similar to other early build gears that were shipped to plant in bubble wrap.
DR-0017	C1B00-2F U0428-00	AD9		In Eval (26mile)	4/12- Mike Bahena states "this is an Active Park Assist vehicle meaning the relative SWA comes from the SASM in the steering column and not the steering gear. This explains why the A29 is raised and not the A19 (Invalid RSP). A29 is based on the offset signal from ABS inaddition to rsp, whereas A19 is only based on RSP. It also means that the dealer improperly diagnosed the problem and incorrectly replaced the steering gear. I fully expect this problem to come back if the SASM was not replaced. The AD9 code indicates that the gear detected Invalid data from the
DR-0019 RUA#3679	U2011-49	B3A	EPP	In process (Tyco)	6/7- confirmed offset bridge- week 24 precontainment. Will get bigger xray pic.

DR-0020	P07AE-09	AF1	NVH	In Eval (26mile)	7/12- sent Ford the teardown report wo/pics file was too big. Mike B looked over report and advised to close.
DR-0021	C200D-2F C200C-2F	BD0-BD3	TS	In Process (26mile)	4/19- Found damaged TS harness, cut wires. Have pics. Sent to Ford eng. with vehicle information.
DR-0022	C200D-49	B9A	EPP	In Eval (UK)	1/11- Anting started to use the alignment fixture 12/10/2010 adds 43 seconds to the station. The EPP's should arrive into QAO approx 1/28/2011.
DR-0024	Clunk snapping noise while turning wheel		NVH	In Eval (26mile)	8/16- passed all NVH & EDF testing. NTF
DR-0026	noise turning steering wheel	metal to metal noise coming from gear	NVH	At WPAC	8/3- 2011vehicle. gear at WPAC took pictures and sent to Ford, hole in boot unknown how hole got in boot. Ask Ford if they want the gear for inspection.
DR-0030	pop squeal noise turning	No codes	NVH	In Eval (Gates)	9/15- TRW 8D sent to Ford, Tim snider had question about laser system to insure edge trim forward email to Randy Hazell. 9/23- Gates confirmed that the 8D did not have a suggestion for using a laser to insure edge trim integrity. In the PowerPoint slides they did discuss the position sensor and additional

DR-0031 RUA#3933	U3000-49 U3000-96	B25	EPP	In Eval (Fairchild)	9/27- discussions with Ford on this EOS on the power module issue we agreed to fully decode the EFF data to get all the details when the FET failed. 10/15- details not that helpful, 200 seconds into the journey at 50 kilometers
DR-0032	clicking noise turning wheel	No codes	NVH	shipped to warehouse	10/7- shipped to Columbus Warehouse from WPAC
DR-0034	TC lamp on	No codes		shipped to warehouse	10/7- shipped to Columbus Warehouse from WPAC
DR-0036	U2011-49	B3A	EPP	In Eval (26mile)	9/15- sent earlier 8D to Ford on similar issue back in May. Check to see if we can close out.

DR-0037	snap noise while turning	No codes	NVH	In Eval (PDC)	10/20- EDF & NVH all passed on the gear, found out that the steering gear did not fix the clicking noise in the field, vehicle returned and the dealer replaced the struts & upper strut bearings to fix this noise, claim closed.
DR-0040 RUA#4150	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	11/29- similar test readings to a raised rivet but the rivet is not raised. crosssection contact 5 shows openings between the leadframe and rivet, close as raised rivet.
DR-0043	Int. TC lamp on while turning	No codes		At WPAC	11/15- pulled history on vehicle, tech replaced the PSCM TC lamp still came on during left turns, tech replaced the IC to fix vehicle. NTF with PSCM
DR-0046	C200C-2F U3000-96	BD3	TS	In Eval (QAO)	1/21- found this return was a reworked part and has an overwound clockspring- pre containment with the rework instructions
0KM-Chicago	U3000-49	BAA,BAB, B9B	EPP	In process (QAO)	8/16- confirmed high resistance on the R227 resistor.
0KM-Chicago		BAA, BAB, BAE, B3A	EPP	In Eval ((QAO)	7/14- confirmed R227 high resistance &
0KM-Oakville ABJ28087		B7E	EPP	In Eval (QAO)	5/24- confirmed short on the motor PCB clearance, will be added to the Nidec 8D
0KM-Oakville ABB14285		BD2	TS	In Eval (QAO)	4/1- IPA clockspring damage to ribbon cable, moving gear full CW will raise code BD2. TS has been recirculated at QAO

0KM-Chicago AG160762 RUA#3558		B3A	EPP	In Eval (Tyco)	5/12- Tyco confirmed raised Rivet
0KM-Oakville ABJ28087		B7E	EPP	In Eval (QAO)	5/24- confirmed short on the motor PCB clearance, will be added to the Nidec 8D

Issue Status
4/20 EPP tested at Shirley fgh. cycled cooling to -20C can duplicate code. **5/8** sent to FSL mult. testing of monitor micro unable to duplicate failure. **5/21** micro sent back to Shirley to replicate failure for FSL **5/25** Shirley able to replicate the fault trying to isolate it with a standalone micro test for FSL **6/1** confirm with FSL testing does indicate a micro failure & using micro standalone test stand agree to the proper testing procedures to find micro flash root cause. **6/4**- FSL engineering to witness micro code using the modified standalone test and agree to go forward with there micro testing. **6/5** - Part returned to FSL for further anlaysis, FSL confirmed their agreement that failure is wihtin their device.. **6/12** - FSL continue to characterise the failure at room and extremes of temperature. TRW escalated FSL performance in FSL and now we have improved design support. **6/15** - Micro testing action plan sent to FSL, testing complete on 6/18 **6/22** - Proven not a flash fault standard ATE. Reviewed clears shows an issue in the core miro bits of mathmatics. Mico test for containment. Will need to Identify which process is effective as containemt. Freescale is working on contatinemnt timing for containment. Timing to be distrubited Thursday June 25, 2009. **6/30** - Summary the containment at Freescale will be July 30, 2009 **7/6**- Summary the containment at Freescale will be July 30, 2009 Containment at Kimball about 1 week later, Need to finalize 8d for closure **7/7** - Kimball has QCCAR and will monitor Freescale. Report as closed with 7/30 containment **7/8** - Theo to revise 8D (latest date was June 11) **7/13** -Paul will have 8d updated for Tuesday 7/14 **7/14** - 8D sent to Theo Brockmann at Shalka for review will send to Ford 7/15. **7/15** - Theo send 8D to Eric and Martha to be sent to customer. **7/20** - Jeff Jacks to get information to Ford on latest timelime of action items from Freescal and to also provide information at 8/7 is the date of the completion of stock verification

5/27 gear taken to Washington checked resistance reading of relay at room temp and passed before shipping out to UK
6/1 Shirley found erratic high resistance resistance reading on phase 3 contact pair. x-ray shows evidence of raised baseplate contact #5.
6/4 send out relay to Tyco to confirm causal issue with relay contacts
6/12 still awaiting failure analysis response from Tyco, will chase 6/15.
6/15 - Tyco in Portugal
6/19 - Confirm raised rivet raise but not confirment if it is the fault.
6/24 - Built week 29
6/30 - Confirmation on raised rivit
7/2 - Tyco are still working on the failure analysis as the device is marginal on their tests and pass the 4-point terminal to contact test.
During Tyco visual inspection they identified a possible substance on suspect contact and sent the part for EDX/SEM analysis. The analysis shows the suspect anomaly to not be an issue
Cross-cut currently being performed - Next update expected Monday 6nd July
7/6- X-ray equipment and personnel in Mexico today
7/7 - 1) Tyco confirmed raised rivet with cross-cut 2) X-ray will not be allowed to go to QAO. Parts to be sent to Laredo for X-ray from QAO
7/9 - Tyco 8D received. Need to create/revise TRW 8D w/ this info.
7/10 - X-ray machine not working in Laredo so containment only being done with woodpecker test. Simon and Mark to review parts flagged as raised rivet to validate the screening process to use parts in pipeline. If we can prove those found during woodpecker have the condition, may be able to stop x-ray.
7/13 - Xray and Puma
7/15 - Need 8D updated Martha to reflect the X-ray and Puma
7/20 - Martha to update 8D with X-ray and Puma estimation of completion 7/21
7/21 - 8D updated need Ford Closure

5/20 - Testing at 26-mile to duplicate B32 code.
5/21-22 no contamination found removing lid. unable to duplicate code at room temp. further heat cycling at this time found current leakage more pronounced with the PFS isolated at 85Deg. C.
5/27- EPP shipped out to the UK for further testing.
5/28- EPP arrived at Shirley late.
6/1-Testing confirmed issue with PFS.
6/4- Testing set-up to identify faulty component
6/10 - Electrolyte found under ribbon cable connector on the ECU.
Capacitor sent to Epcos for analysis.
6/15- Supplier confirm that the device was not subjected to over voltage. Electrolytes leaking from capacitor.
6/16 - Ongoing. Testing on going at Epcos
6/22 - Capacitor is installed backward in circuit board. Kimball has 8D report to be distributed to team and QAO.
vision system effectiveness was verified (17.06)
- informing operators about issue and perform robust operators' retraining on each production shift (target 18.06)
- implement additional 100% visual inspection on heatsink assembly and packing stations (target 18.06)
- quarantine and visual inspection of finished products on Kimball stock – no C2 polarization failures were found so far (target 19.06)
7/2 - 8D copied with sent to QAO
7/6 updated and sent from Kimball with latest dates. Need to finalize 8d for closure
7/7 Theo sent out 8d's yesterday but there were some comments and updates needed. Will send out again to Marth 7/7 for closure
7/10 - Latest 8d in Forum and GWD.
7/14 - Will send out latest 8D to Ford.
7/15 - Eric or Martha send 8D to Ford
7/16 - Theo to get information from Customer on the PCA actions from Kimball or Shirley
7/23 - 1. Possible change to testers to detect wrong polarity of electrolytic capacitors. This change could potentially detect at the tester and prevent incorrect product from being shipped. Kimball will provide circuit description to TRW (G, Jacks/K. Rushgrove) of proposed changes by Thursday 23rd July. - Under review for perposal change.
Based on results will look into the possible of redundance in camera systems.
First polarity check is at camera station#3, however polarity marking is still visible to camera station #4. Kimball to assess whether it is possible to add this check to camera #4. Passing a failure through this check would require

6/8 - pulled code B9A caused C69 lockout code. B93 set once in between B9A faults set. Torque sensor swapped no change with B9A setting, must turn input shaft slightly to set code
6/12 - Intermittent Open Circuit seen on Hall inputs to ECU at the Ribbon cable connector. X-ray shows a potential anomalie
6/15 - Discussions started with Schalke on next steps. Intermittent connection of ribbon cable
6/18 - Part Shipped to Tyco
6/22 - Presentation provided to Group will need to be distrubited. Found issue in connector installation. Currently TRW installed a rework procedure and working on a solution for proper installation of connector.
6/23 - Confirmation Anting performing updated procedure
7/6- Schalke working with Anting and PE/ME to inverstigate potential process tool or design change. Mtg 7/9
7/7- Schalke/Anting have asked ATS to design a guide tool for pressing in connetor. ATS will have a draft proposal 7/9
7/9 Presentation received. Need to evaluate and implement if acceptable.
7/10 - Have ideas for guide tool from ATS. Will review again next Wed. Would like to discuss possibility for design change if tool does not work. Will discuss next week with engineering.
7/13 - Seen presentations on the improvement in the possible process. Long term goal is to have an engineering design change, Current looking into short term solutions. Will have meeting on Wednesday and Thursday to go over the short term resolutions.

6/12- gear in process to Washington
6/15- tear down gear and check U.K for next relay test steps.
6/16 - Epp will be sent to Europe for Analysis
6/22 - Waiting for anaylsis
7/2 - 8D sent to B. Bouse on update
7/6 - Verfied carryover actions from Scalke to Anting with photographs of assy line controls. Need to finalize 8d for closure.
7/9 - Need to arrange a mtg with Ford STA (Jonathon Harris) to review and close 8D.
7/10 - Recommending that we contact STA to review and close 8d

6/3 tech performed parking lot road test, hiway road test and restarted after cold start and B3A code did not reset at this time.
6/5 Called dealer back they road tested the vehicle for two days with no codes returned to customer yesterday. Vehicle fixed at this time.
8/26- customer returned with same code replaced the EPAS gear
8/31- submit hot process form to ship part back to WPAC
9/2- pulled level 1 data second time back for same code. Code did clear and did not reset on return. Need to get EPP xrayed in Livonia
9/10- confirmed two raised rivets in the relay after xray

6/12 - confirmed B3A pulling data on-vehicle. Waiting on dealer to swap in new part
6/15 - Will pick-up part today and deliver gear to Washington. Part not ready
6/16 - Eric to Pick -up Part to send to Washington. 26 mile to perform anayslsis
6/17- Pin 1 & 2 at 50m ohms but pin 3 and any pin has 8k ohms resistance.
6/18 - Confirm raised rivet raise. Part shipped to Tyco
6/23 - Tyco Request QCCAR, QAO Providing documentation to Tyco. Tyco received part and undergoing anaylsis
6/26 - QCCAR written
6/29 - Tyco Reported Raised Rivit as Root cause.
7/2 - Tyco confirm Raised contact as per TRW analysis
Device fails Tyco EOLT. Cross cut confirms bad contact riveting
7/6- X-ray equipment and personnel in Mexico today
7/7 - X-ray will not be allowed to go to QAO. Parts to be sent to Laredo for X-ray from QAO
7/9 - Loose Rivet same as FR002
7/10 - X-ray machine not working in Laredo so containment only being done with woodpecker test. Simon and Mark to review parts flagged as raised rivet to validate the screening process to use parts in pipeline. If we can prove those found during woodpecker have the condition, may be able to stop x-ray

6/16 - Dealer waiting on backorder gear
7/6 - Dealer still waiting on backorder- stock unit
7/13 - Need Dealership verbatium
7/24 - Part received in Washington performing Level 1 anaylsis. Need to start documention.
7/27 - Start Level 2 anaylsis PFR Started. Talked to UK will start additional testing on FR008. Clear codes and power up and test the repability.
7/29 - UK and 26 Mile software working on the diagnostics of the compents for testing the fault. When faults were

6/16 - waiting on service gear **6/23 -** 700 tag issued after gear replaced and sending the gear back normal part return, no hot process return. should see the gear week of 7/13
6/17- confirmed C3000-96 is the only code listed unknown previous codes in the Interactive diagnosis **7/6** - dealer waiting on backorder **7/13** - Need Dealership verbatium **8/3** - WPAC possibly sent gear to Indy with other hydralic steering gears on accident. Email sent to locate gear. **8/10**- gear was found and will be sent back this week to WPAC 8/27- dropped gear off at 26-mile 8/31- need more information from UK. Remove power filter stage check capacitor. 9/2- pulled power filter stage enough to find rev. capacitor. To get serial number to check vision system test.
6/17- confirmed C3000-96 is the only code listed unknown previous codes in the Interactive diagnosis **7/3** - service gear sent out to dealer **7/13** - Need Dealership verbatium **7/30**-Called and resent hot process form **8/7**- gear being sent normal parts return process, gear shipped 2 weeks ago 8/27- Mike Taylor disasemble EPP and bring to Livonia for X-Ray
6/18- dealer ordered gear for resetting code **7/3** - service gear sent out to dealer **7/29** - Part Arrival at Ford. **7/30 -** Sounds like screw under ECU. Will take apart today in 26mi to verify if rework or not. Simon/Paul to verify. Just verified as prior to containment date. Part was reworked verified screw location covered under the 8D containment for screw assembly. Martha provoided 8D numbers SPC09FO013 and RFW2009F01 8/6- 8D sent out pending closure

6/22- tech found cut torque sensor harness, tried to repair wires but U3000-96 would not clear.
7/10 - Wire harness damage is in same location as the Hermosillo issue. Discuss action with Bouse
7/13 - Need Discussion With Ford to remove off list
7/14 - Discussion with Ford can be closed out a non TRW issue.

6/24 - confirmed C3000-96 is the only code listed unknown previous codes in the Interactive diagnosis
7/3 - service gear sent out to dealer
7/20 - Part at Ford undergoing Level 1 Anaylsis. Please note this vehicle was involved in a traing exceise. ETA to Washington 7/21. Dealer training vehicle.
7/21 - Sent buffer data to team. Will transport to Washington. Issue closed due to training vehicle and C69 Ford System team taking off line to evaluate diagnostic code.

6/30- dealer waiting on backorder-customer vehicles
7/15- dealer received gear this morning. Need Dealer Verbatium
7/20 - Part at Ford undergoing Level 1 Anaylsis. ETA to Washington 7/21
7/21 - Sent buffer data to team. Will transport to Washington. Need PFR
7/22 - Part at 26 Mile Washington PFR created. Part on test.
7/23 - Geoff Jacks and T. Than working on testing parmaters for gear anaylsis.
7/24 - Currently code is repetable still working with UK on anaylsis.
7/27 - TRW 26 mile working with UK on anaylsis for diagnostics. Level 2 Anaylsis
7/30 - Need to take EPP lid off to verify cause. Need to verify the outputs and inputs to the ASIC compair good vs. bad. Also, evaluate solder joints and mico.

7/1- Dealer received part
7/7- hot process submitted
8/6- gear returned to WPAC, data pulled
8/10- take gear this Tuesday to 26-mile for testing
8/11- gear still at WPAC, will transport to 26-mile once other gears are Xrayed in Livonia
8/12- gear taken to 26-mile for testing
8/27- broken ribbon cable between coil on relay, either between track & relay or track and connector.
9/2- open track, white residue on track, need to remove PFS out to get to the PCB. Will send out pictures today. Will do pressure test today.

7/1 - Dealer waiting on back order- customer vehicles
7/13 - Need Dealership verbatium
7/20 - Expected arrival at Ford 7/21
7/21- Part received at Ford performed buffer data. Washington waiting for Part arrival
7/22 - Part at 26 Mile Washington PFR created. Part on test.
7/23 - Code has not reproduced Sensor enginnering evaluated part no issue performed visuale inspection on the top of solder with microscope seen no issues (Can't see back side unless destry part not at that level of anaylsis). Currently on still on root cause anaylsis will set up gear and test for Hot and Cold chamber cycling to reporduce failure.

7/6 - service gear sent to dealer today
7/9 - Gear is in transit to WPAC
7/13 - Gear at 26 Mile and is undergoing anaylsis. Currently Thia Than is pulling codes and will have a discussion of next steps in process. Possible next steps are EDF testing.
7/15 - EDF testing
7/20 - No codes reported in the Level 1 Anaylsis.
7/24 - Issue with RNBA ball bearing in on gear assembly.
7/27 - QAO identified two areas of concern assembly and teardown. Currently imporved handling and will

7/9 - Torque Sensor Assembly missed a solder joint. Contact Angie at Rogersville about returning the unit.
7/10 - Part to be in Rogersville today. Angie to review. Then likely on to Hella. Angie should send pictures to Hella today.
7/13 - Update from TRW on process.
7/14 - Part on way to Hella. 100% visual inspection, 100% visual inspection sort at Rogesville and Hella so far no suspect parts identified. Target for preliminary 8D 7/15/2009. - Confirm date with Mike Davies
7/17 - Containment - they have 100% visual inspection on the line after the Automatic optical Inspection (AOI) for the solder joints. 3668 checked, 2 suspect parts removed, but not failures against the IPC soldering requirements for class 3 joints (highest level).
They are also changing the AOI pass criteria to 100% solder fillet (class 3 requires min 75%) as further containment.

7/6 - service gear sent to dealer
7/7- SF states no codes or messages in the dash but he found red fluid on the bottom of the EPAS gear, SF did not know gear does not have fluid internally. At this time customer is driving the vehicle and will return to get evaluated again to see where the transmission fluid is coming from. Dealer received EPAS service gear yesterday advised not to replace for this fluid leak.
7/13 - Need Dealership verbatium. Also need to eliminate from the list at no fluild in EPAS system
7/14 - No fluid in EPAS was wrong diagnostic have closed out issue.

7/3 - dealer replaced the gear
7/6 - service gear sent to dealer, Gear in process to WPAC
7/9 - Gear received and under investigation at 26 Mile.
7/10 - Room temp testing did not show anything. Will try hot/cold testing (Thia)
7/13 - Testing has proving NTF and will test Power Down sequence.
7/14 - PFR submitted
7/15 - Part ship to Shirley for anaylsis
7/20 - Part arrival at UK. Access to start testing on rig for anylsis 7/27. Currently test stand is used for the Ford software validation for release.
7/28 - Part is waiting for test rig currently is delayed for the U502 software release. Once software is completed part will go on test.
7/30 - Started on test this morning on the power up and power down rig.
8/6- removed off rig cannot repeat failure. Install in temp. chamber to recheck. Discuss Monday on next steps with Geoff Jacks
8/10- will try to test under load same as FR0025 to duplicate concern.
8/17 - closed to issue case FR-0003

7/6 - service gear sent to dealer
7/13 - Need Dealership verbatium
7/20 - Expected arrival at Ford 7/21
7/21- Part received at Ford performed buffer data. Washington waiting for Part arrival
7/22 - Part at 26 Mile Washington PFR created. Part on test.
7/23 - Send PN to Geoff Jacks to verify relay build date. No high resistance. Woodpecker show no issues.

7/6 - Dealer ordered part on backorder- customer vehicle
8/3 - Came into Ford today, data pulled
8/4- delivered to 26 mile
8/6- X-ray's confirm raised rivet contact, confirm relay date code & Thiha to check contact resistances.

7/6 - Dealer waiting on back order- customer vehicles
7/13 - Need Dealership verbatium
7/20 - Expected arrival at Ford 7/21
7/24 - Part received in Washington performing Level 1 anaylsis. Need to start documention
7/27 - Level 2 anaylsis and PFR started. Remaval EPP from gear.
7/30 - Paul will give information to Simon on how to proceed

7/7- Dealer ordered part. - customer vehicle. Email request Canadian gear to be sent back to WPAC
7/15 - Part arrival at Ford will anaylsis at TRW Need PFR.
7/16 - Part arrival at TRW 26 Mile will perform standard B3A test procedures.
7/17 - Confirmed the B3A found not high resistance and going to X-Ray
7/20 - Part in Liviona for anaylsis currently X-ray machine down. If not able to X-ray will ship part to UK for anaylsis.
7/21 - X-ray confirmed no raised rivit and need confirmation from UK on either to woodpecker test or ship to UK. Woodpecker the part at 26 Mile.
7/22 - Will start testing process on oscillascope to evaluate EPP and relay. Currently part set a A3A with the start of woodpeckering based on the scope test will evaluate the next steps
7/27 - Run all test then remove the relay X-ray and shipment of part.
7/28 - A3A has occured once again part needs to be shipped to UK for deeper evaluation and testing.

6/30- NO P/S ASSIST, NO COMM /W PSCM
7/1 - dealer ordered part
7/14 -gear sent to dealer
8/3 - Came into Ford today, data pulled
8/4- delivered to 26 mile
8/10- level 1 testing able to pull data using gas tune, retested HEV tune and could not pull data, verified with 26-mile. Testing started in 26-mile.
8/11- Instrument setup the micro to check for micro or CAN Bus issues.
8/12- Martha to start QCCAR, Geoff & Thiha continue to test the micro circuits
8/20 - Part is intermittent are testing all joints and ciruits for intermitten occurances.
8/24 - Checking voltages. Not starting up properly
9/2- crystal not operating properly faulty all the time now, needs further testing to find cause.
9/8- Thiha to send Geoff crystal/micro information to follow up on the testing
9/11- Thiha sent traces to Geoff to discuss next steps, part will likely be sent to UK for additional analysis.
9/14- Thiha to check one more scope trace and send out to UK this afternoon for addition testing.
9/21- ignition cycling if still does not fail thermo chamber testing. Thiha sent Geoff traces today
9/22-RUA# 002886- traces sent to Geoff and 26-mile to ship gear to UK for level 3 analysis.
9/24- gear shipped to UK yesterday for level 3 testing. Jason to get tracking number
10/1- resonator stopped working swapped out same issue, isolated to micro issue, will swap out micro and check results.
10/2- Geoff will try to get micro swapped out on Monday to verify resenator starts up.
10/5- Geoff investigation other checks to verify possible micro/resonator issue.
10/9- Geoff investigation micro operation, end of next week to complete analysis.
10/19-New software written tomorrow or Wednesday to analyze micro operation, temp. cycle unit with new software to check RAM & flash operation.
10/21- Running hot/cold cycling with the new software, no failures at this time.
10/26- Running +85degC & -40degC since Wednesday with no faults. Looking to send out resonator to Murata & install new resonator to see if it powers up properly.
11/16 Report back from Murata - Resonator is faulty. Should have another update 11/18. Micro is suspect as well, in the cue to be analyzed in UK.
10/27- has resonator out will send out to Murata. The latest tests has failed get with micro expert to identify part of the code.

7/17- emailed Canadian contact to send gear back to the WPAC
8/12- resent email to Canadian contact to check if dealer shipped gear
8/31- talked to Trevor in parts sent EPAS gear back Friday. Should see gear end of this week.
9/8- talked to Vic Mackers at Canadian hotline he will ship part to WPAC today.

7/17- Dealer replacing gear for intermittent loss of assist, submit hot process. No codes listed
7/24 - Part received in Washington performing Level 1 anaylsis. Need to start documention
7/27 - Level 2 anaylsis and PFR started.
7/28 - UK and TRW software working on the anaylsis test at 26 mile for evaluation of part.
7/30 - Not repeatable. Waiting to get on EDF stand. Only know it failed at 50°c. Code never latched out. Need to

7/24 - Part received in Washington performing Level 1 anaylsis. Need to start documention
7/27 - Level 2 anaylsis and PFR started.
7/28 - Jim L. has part for deeper dive anaylsis.
7/29 - Failure has been reproduced next steps are testing the area of the failure.
7/30 - Need to rule out harness. J. Loria to take off tq sensor cover for further evaluation of sensor. Loria should communicate with UK team during evaluation for recommended steps..
8/3- Found reluctor ring contact bend down on CB. Rogersville & QAO to construct fishbone for possible causes
8/4- Rogersville implemented a quality alert on the process line and QAO has 100% inspection for a bent pin. Need to get 8D out.
8/6- Rogersville to investigate mark on tooth for possible causes. Hella to update 8D late next week.
8/10- Martha updated QAO control plan- IPA teeth inspected before installed in gear. 200% IPA inspection at QAO & Rogersville for containment Rogersville testing part on line to see if it will be kicked out & check possible causes of marks on teeth.
8/11- Todd Williams to put IPA through mechanical displacement test. Then take to lab to check mark on tooth

7/22- Local dealer Bob Thibodeau will replace gear tomorrow I will pickup and deliver tomorrow
7/24 - Part received in Washington performing Level 1 anaylsis. Need to start documention
7/27 - Level 2 anaylsis and PFR started
7/28 - UK and TRW software working on the anaylsis test at 26 mile for evaluation of part.
7/30 - Will turn on again to see if code repeats
8/6- 26-mile verified code will repeat after sitting for a few days, possible contaimination, use PUMA tool to confirm load data, finish fault store data
8/12- nothing found in the fault data pulling out the power filter stage for testing
8/31- Xrayed and sent to tyco
9/1- last check part stuck in customs on the way to Tyco

7/22- unknown codes & information, submit hot process form.
7/29 - Part Arrival at Ford.
7/30 - Arrived at 26 mi

7/23 - dealer performed Interactive Diagnosis pulled snap shot data B3A & C69. lead to Gear replacement.
8/3 - Came into Ford today, data pulled
8/4- Delivered to 26 mile
8/6- X-ray's confirm raised rivet contact, confirm relay date code & Thiha to check contact resistances.

7/29- No CQIS claim or information. submit Hot request to get gear back to WPAC
8/6- gear returned to WPAC, data pulled
8/10- take gear this Tuesday to 26-mile for testing
8/12- confirmed raised rivet on Xray. Confirm resistance checks at 26-mile

7/29- submit Hot request to get gear back to WPAC
8/3 - Came into Ford today, data pulled
8/4- Delivered to 26 mile
8/10- raise priority level to test next with FR0008
8/12- starting to test waiting on UK for direction also FR0008 & FR0016
8/20 - Waiting on direction form UK based on there testing to set up 26 Mile in parellel with FR008 and FR0016
8/24 - Torque sensor issue with signal.
8/27- Jim Loria found problem with TS, shipped part to Rogersville for more testing
8/31- arrived in Rogersville will get update on timing today from Todd Williams & Angie Caudil
9/4- TS Passed the Rogersville testing by Todd Williams. Apparently it is an intermittent issue but Todd states this is an issue that Hella is aware of based on previous problems on another program. Shipped out to Hella for testing. Include Ian Ingram on testing results.
9/9- Shipped out to Hella today for testing. Ian Ingram sent email to update after Hella testing.
9/14- Hella received part today in there Logistik center will ship part to there lab- send out testing results tomorrow.
9/16- Markus Dura reporting out of Hella Mike Davies & Ian Ingram will follow-up
9/18- Hella has seem this jitter issue on earlier failure, need to review containment actions & dates and update 8D with new part.
9/22- Ian Ingram will report out the latest information out of Hella to complete the 8D
9/24- Part to be analysed by On-Semi, expected to confirm jitter issue. Test at On-Semi upgraded in Apr-09 to detect this failure mode, On-Semi will test this part on the upgraded test. Hella will update the 8D to reflect 'clean' date for Ford.
9/28- part is now at On-Semi and they will run it through the 'upgraded' test programs. Hella has updated the 8D report with week 31 the 'clean' date at On-Semi. Check timing from On-Semi to QAO/HSAP for clean dates.

7/29- submit Hot request to get gear back to WPAC
8/6- gear returned to WPAC, data pulled
8/10- take gear this Tuesday to 26-mile for testing
8/12- confirmed raised rivet on Xray. Confirm resistance checks at 26-mile

7/29- no EPAS codes listed in AWS report. Gear will come back normal part return routing to WPAC
8/24- Pulled EFF & Buffer Data
8/27- Mike Taylor to bring EPP to Livonia for X-Ray

8/5- submitted dealer hot process form to return gear
8/12- Pulled EFF & Buffer data, does not match interactive diagnosis(see FR0048). Found out dealer had 2 warranty gears and sent wrong EPAS gear with RO. This gear replaced today should be back next week.
8/25- Pulled Eff & Buffer data code BBA
8/27- dropped gear off at 26-mile
8/31- Geoff Jacks requested part to be sent to UK for testing
9/2- part has not been shipped Geoff wants 26-mile to perform testing.
9/10- cannot duplicate code put in thermo chamber for hot test.
9/11- still cannot duplicate any codes at this time

8/4- customer backed into a curb, then set P07AE-09 this should be rejected
8/5- submitted dealer hot process form to return gear
8/12- Pulled EFF & Buffer data sent out for evaluation. Check date when can install on EDF stand. Will take to 26-mile Thursday.
8/17 - Part on EDF evaluation. Average torque to rotate is 5.2 N/m. No visible debrie. Tear down approved. Check Tie Rod lash, no visual damage on gear. Forward functional data to Wes
8/20 - email from Ford
I am OK with letting this go. Hard to have the dealer go back to the owner for payment. Agree with you Wes that

8/5- submitted dealer hot process form to return gear **8/6-** gear returned to WPAC, data pulled **8/10**- take gear this Tuesday to 26-mile for testing **8/11**- take gear to Livonia Tech 3 for Xray. **8/12-** confirmed raised rivet on Xray. Confirm resistance checks at 26-mile
8/5- Dealer sent gear back normal parts return with 700 tag 8/25- TS harness cut & damaged near second retainer to the IPA- HSAP issue
8/7- Dealer sent gear back normal part return, no codes listed in the AWS report. 8/27- dropped gear off at 26-mile 8/31- Jim Loria found issue with TS, needs additional analysis before sending to Rogersville 9/1- Jim found one channel of the TS dropping low indicating a shorted circuit, will continue to test circuits 9/2- Jim found 50 ohm short between channel 2 & ground. Further testing to find cause. 9/4- path of moisture through the TS harness this is old version harness. To finish up testing on TS at 26-mile and ship TS to Hella for level 3 analysis. Include Ian Ingram on all the sensor testing information. 9/9- arrived at Hella emails sent to Ian Ingram to give a status update on testing. 9/14- testing results from Hella will be done Tuesday morning and sent out. 9/16- TS testing still on-going at Hella will Markus will report back complete testing results when finished
8/24- Pulled EFF & Buffer Data 8/27- dropped gear off at 26-mile 8/31- Geoff Jacks requested part to be sent to UK for testing 9/2- part has not been shipped Geoff wants 26-mile to perform testing. 9/10- cannot duplicate code put in thermo chamber for hot test. 9/14- confirmed Rev fitted capacitor
8/25- Pulled Eff & Buffer data code BD0,BD2,BD4 an B90 final code set 8/31- Jim Loria testing, no updates at this time. 9/1- Jim cannot get the code to reproduce, further testing needed 9/9- part sent back to Simon/Thiha for further intermittent testing. 9/10- Simon could not duplicate any codes will talk to Jim Loria on further testing 9/11- part has been run over the weekend still cannot duplicate any codes at this time, compare 9/14- cannot reproduce any faults, testing will start this week to check for intermittents. 9/14- Insert square wave and cycle ignition 5 sec on & off. Check back with results 9/30- gear is queue for ignition cycling testing 10/5- currently ignition cycling, going to do wiggle testing of the ribbon cable while cycling
8/27- Tomorrow Mike Taylor to bring EPP to Livonia for X-Ray

8/12- Retreived the EFF & Buffer data, tech states he could not communicate with the PSCM
8/17 -Part received at 26 Mile
8/20 - testing all joints and ciruits for intermitten occurances.
8/27- Still no communication. Geoff Jacks has next step testing for Simon to try.
9/21- Still cannot reproduce, to put through ignition cycling if that passes then thermo chamber to get the part to fail
9/30- to get a timeline of failed part when first tested at 26-mile. Geoff coming to 26-mile next week will help with diagnosis
10/6- had communication when first received, checked regulator passed voltage tests. Heated EPP still passes. Next step is to ignition cycle.
10/8- going into hot ignition cycling tomorrow
10/15-ECU cover taken off, water ingress in EPP, residue on back of PFS. If built at Schalke to ship for leak

8/14- Submit Hot Process request form
9/2- Pull EFF & buffer data at WPAC
9/4- Dropped gear off at 26-mile

8/14- Submit Hot Process request form
8/25- Cannot pull Eff & Buffer Data from EPAS module
8/27- dropped gear off at 26-mile
8/31- Not tested yet will be tested with FR0027 & 48
9/16- Thiha to send Geoff scope traces. ECU now reset and working at this time.
9/21- Simon found resistor failure in the ignition circuit.

8/25- vehicle returned with the same codes after EPAS gear replaced, tech replaced the ABS module vehicle fixed at this time. Geares not need to be tested, Pulled A8D code CAN BUS Lat Accel Absent fault
8/27- this warranty return is a non TRW issue. Vehicle returned with the same codes after gear replacement and replaced the ABS module the causal on the AWS claim to fix vehicle at this time.

8/25- earlier dealer states vehicle hit curb. FSE visited dealer and approved EPAS gear for binding while steering with no codes, steering wheel off center & frt tires badly cupped
8/27- Costas sent report to Bill Bouse & Wes Porter for review. Gear assembly showed evidence of impact. Wes Porter agreed.

9/2- Pulled EFF & Buffer data
9/4- dropped gear off at 26-mile
9/11- testing to start next week on B9A faults

8/31- submit hot process form to ship part back to WPAC
9/11- dealer shipped back park normal parts return to the WPAC, couple weeks for return.
9/18- pulled EFF & Buffer Data code BD2 I set before C69 latched out. Jason to ship gear to QAO for testing.
9/24- gear arrived in QAO for testing
9/30- TS PCB problem- QAO to send to Rogersville for inspection/test then send to Hella.
10/1- Martha to send out tracking number to Rogerville for arrival

8/31- submit hot process form
9/4- gear returned to 26-mile for testing
9/8- NTF at 26-mile, passed leak test & EDF test stand. Called dealer tech or service writer cannot remember if vehicle was driven straight in with no assist that set AF1 code then when tech pulled codes and road tested had B6A. He states the only set code was C1277 with the no PS assist fault in the message center.
9/14- cannot find any friction issues with this gear, passed leak testing no visible corrosion at the ITR, IPA areas. Passed EDF stand info sent to Bill. See if Ford would like to test on vehicle.
9/17- will pick-up gear today from 26-mile and return to Ford for on-vehicle testing
9/18- sent Bill B email that this friction code cleared will not reset, passed all 26-mile testing. Gear is here

8/28- tech states vehicle has no codes or lamps on and has communication, load tested battery and ignition feeds pass and never has PS assist. Tech will double check ignition feed for terminal tension or pin push out. Tech already ordered gear assembly per symptom chart.
8/31- Submit hot process form to ship part back to WPAC
9/18- pulled EFF & Buffer Data- only code listed A28(angle offset invalid fault) will give gear to Bill Bouse for on vehicle testing.
10/16- next step to put on EDF stand if passes to teardown., talk to Bill on location of gear 10/23
10/30- vehicle at 26-mile vehicle did fail with no assist and the TC lamp on to remove gear, leak test and remove ECU cover for voltage testing.

9/3- Submit hot process request form
9/23- will not get this gear back Ray(PM) states he accidently delivered gear to RCRC when the hot process forms were on his desk, so no 700 tag will be on this gear so we will not be getting this back from the RCRC.

9/3- Submit hot process request form
9/8- Delivered to WPAC today
9/9- pulled EFF & Buffer data at WPAC
9/10- shipped gear from WPAC to 26-mile
9/11- gear received at 26-mile
9/18- pulled codes and cannot duplicate addition testing needed
9/30- Simon to perform standard test on EPP

9/10- gear still in vehicle at the dealer, tech pulling all codes, pull batt feed see if vehicle has hard pull.
9/11- Tech will take snapshot data and email back. Dealer ordered EPAS gear and I submitted hot process request.
9/18- pulled EFF & Buffer data, no codes found cracked gear housing below the IPA. Impact on TS housing looks like it caused crack. Wes Porter to inspect damage Monday morning and be there for disassembly.
9/21- confirmed broken t-bar, checking impact study to brake t-bar. Also check possiblity where impact

9/11- Submit hot process form **9/24- pulled EFF & Buffer Data, only stored code is A28(angle offset invalid fault). no visible damage to the gear, get gear to 26-mile for testing** **9/25- gear in analysis at 26-mile** **9/29- found missing pinion nut on TS, QAO working containment actions and to start 8D.** **9/30- quality alert in that assembly station in QAO. Checking containment actions on mistake proofing pinion nut installation & torque.** **10/1-Increase the initial torque to monitor the angle in the torque gun, this in order to avoid double torque over one same component, complete.** **In process to develop a new torque socket for the station, this socket will include a position sensor to verify what socket is use in each torque (Pinion nut or pinion plug) in case the sensor detect an incorrect socket even the torque was correct the part will be rejected.**
9/11- Submit hot process form **9/18- pulled Eff & Buffer data does have B6A twice left at 26-mile for Costas to analyze.** **9/23- friction gear is similar to earlier 0 KM part with damaged datum on Pinion Housing, Pavel wants gear sent back to QAO for analysis. Shipped out from 26-mile.** **9/29- layout gear and compare with 0km part with same symptoms & friction code. Martha to add information to the 8D** **10/2- Angel Salazar to investigate gear handling on subframes at Benteler & HSAP to find possible area of**
9/21- Submit hot process form **10/5- pulled EFF/buffer fault data.** **10/12- dropped gear off at 26-mile, Jason to ship to QAO for analysis** **10/23- gear arrived yesterday, next step to pressure check for leaks then get the PFS serial# and send to Geoff Jacks for next step analysis** **10/28- code repeatable and link relay will not close. To send to the UK for level 3 testing.** **11/9- in Uk testing cannot reproduce at this time.**
9/21- Submit hot process form **9/25- pulled EFF & Buffer data, B9A code shipped to QAO for Analysis.** **9/29-estimate gears to QAO late this Thursday** **10/2- xray ribbon cable area, cannot duplicate fault or find any visual faults with the ribbon cable at this time.** **10/12- sergio in process to deliver to 26mile for testing**
9/21- Submit hot process form, little information on the repair. Tech was trying to fix the ABS steering angle sensor reading for a couple of days and looks like he replaced the gear for an erratic swa sensor reading. no PSCM code listed in interactive diagnosis so unsure why tech replaced the gear. could be a chargeback gear. **9/24- gear arrived at WPAC pulled EFF and Buffer data, return gear to 26 mile, steering angle sensor changes position turning full Left and right** **9/29-estimate gears to QAO late this Thursday** **10/2- put on EDF stand results check ok no problems found at this time. Sent out email to get help with next steps on this return. We might need to put on-vehicle for testing will talk with Ford.**

9/25- Submit hot process request back to WPAC, no information on this vehicle, tech was not able to get into Interative diagnosis.
10/5- pull EFF/buffer fault data.
10/12- dropped gear off at 26-mile, Jason to ship to QAO for analysis.
10/23- gear arrived yesterday, next step to pressure check for leaks then get the PFS serial# and send to Geoff Jacks for next step analysis
11/9- passed leak test, not rev. cap. Testing on-going at QAO. Get update from Sergio does code repeat & next step testing.
11/18 - SA:Fault no reproduced. Leak test done OK. Ambient cycling ignition done

9/25- Submit hot process request back to WPAC, no information on this vehicle, tech was not able to get into Interative diagnosis.
10/5- pulled EFF/buffer fault data
10/12- dropped gear off at 26-mile, verified knocking noise, Jim loria to verify noise.
10/21- TS sent to Rogersville
10/23- part received at Rogersville today Update on Monday.
10/26- Comfirmed TS ASIC is prior build to FR0036 which same TS ASIC concern. Apr.09 is the build date and FR0036 was in June. Clean date week 31.
10/28- part arrived at Hella today for testing, lab testing to start Monday

9/28- Submit hot process request back to WPAC
10/5- pulled EFF/buffer fault data
10/12- dropped gear off at 26-mile, Jason to ship to QAO for analysis
10/23- gear passed pressure test bellows removed no signs of contamination. Put on EDF stand today and passed all checks. Costas checking next steps for testing. Possible false detection.

9/29- Submit hot process request form
10/5- pulled EFF/Buffer fault data has
10/12- dropped gear off at 26-mile, Jason to ship to QAO for analysis,
10/23- gear arrived yesterday, next step to pressure check for leaks, then normal TS testing procedure.
11/9- Sergio cannot duplicate code looking to engineering group on next step analysis before removal of any parts. Advised Jim Loria to send next step testing to Sergio.
11/18 - SA:Fault no reproduced. Leak test done OK. Ambient ignition done OK.
11/24- need to confirm with Jim Loria next step testing.
1/28- all testing has been perform in QAO and cannot get the code to return, ship back to 26mile so tri-

10/2- Submit hot process request form
10/16- EFF/Buffer fault data collected shipped to 26mile. B9A code filled stored data.
10/23- need to leak check gear and take upstairs for testing.
10/30- passed leak check, install gear on vehicle check for resetting B9A code. Sent fault data for review

10/2- Submit hot process request form
10/12- Pulled EFF/Buffer fault data, pulled B9A code, dropped off at 26-mile for analysis.
10/23- pass leak test, get update from Simon.
11/18 On hold pending outcome of other B9A investigations
10/30- hold for evaluation of B9A workshop this Tuesday.
1/18- still at 26-mile holding for next step testing.

10/6- Submit hot process request form
10/16- pulled EFF/buffer fault data, ship from WPAC to 26-mile, then ship to QAO for testing.
10/23- gear arrived yesterday, next step to pressure check for leaks then get the PFS serial# and send to Geoff Jacks for next step analysis
10/27- a low resistance(25 Ohms) between Vlink and 0volts, measuring resistance between pin10 (Motor_relay_HS) and pin9 (hall_supply_0volts) of the ribbon cable the 25 Ohms are found. To send to UK for testing.
11/4- x-ray has not shown any anomalies removed the motor PCB, cut away some of the connector plastic of the motor to allow inspection of the solder joints.
11/16 Analysis continuing with Nidec
11/23- Nidec to check pin resistance measurement for shorts ICA. Mike Davies advised Ford of changes

10/5- Submit hot process request form
10/12- pulled EFF/Buffer fault data has B3A code, dropped off at 26-mile for analysis.
10/14- x-ray parts did not show cold weld, raised rivet or offset bridge. Next to check resistances
10/16- thiha to check resistance, if fail will ship to Tyco. if pass resistance test will put on puma cycle.
10/29- failed resistance test at 26mile, shipped to Tyco. Tyco did receive the relay today
11/9- checking with Tyco on relay testing from last week. Mike Davies to follow up
11/19- still working with Tyco to check proper contact resistances.
11/23- confirm plastic contamination, need to confirm where plastic came from coil base or cover. RUA# 2961

10/6- Submit hot process request form

10/12- Submit hot process request form
10/30- pulled EFF/Buffer Data dropped off at 26-mile
11/4- shipped to Rogersville
11/6- arrived at Rogersville put on truck to QAO
11/12- testing starting today in QAO
11/18 - SA: Leak test done OK. Ignition ambient done OK Nothing abnormal found
11/24- passed hot ignition cycling, in normal operation B3A set. Advised to send Simon the EFF data for Michelle to decode Monday.
11/30- EFF data decoded Geoff to look at and make decision on analysis.
12/14- Next step testing
1/7- EFF shows that the link voltage (drive stage supply voltage) is very low at less than 3V. This has led

10/12-Submit hot process request form
10/16- pulled EFF/buffer fault data, ship from WPAC to 26-mile for analysis.
10/23- pass leak test, get update from Simon.
10/28- mike to x-ray part in Livonia this week.
10/29- did not find anything in the xray this morning. Resistance test then hot Puma testing.
11/02- passed the resistance, hot puma & resistance test. Ambient tested over the weekend no problems found at this time
11/6- hot & cold ignition cycling testing next, x-ray ribbon cable.
11/17 passed bench testing. Hot / cold next

10/16- Submit hot process request form **10/30- pulled EFF/Buffer Data dropped off at 26-mile to ship to QAO** **11/6- x-ray leading to offset bridge suspected, to hot puma test next.** **11/23- passed hot puma test. Check resistance before sending to Tyco should fail resistance test if this is an offset bridge.** **11/24- after testing found high resistance.** **12/14- raise RUA- 03161 & PFR. ship relay out to Tyco today**
10/16- Submit hot process request form **10/30- pulled EFF/Buffer Data dropped off at 26-mile** **11/4- shipped to Rogersville** **11/6- arrived at Rogersville put on truck to QAO** **11/12- testing starting today in QAO** **11/18 - SA: Leak test done OK. Ignition ambient done OK Nothing abnormal found** **11/19- hot ignition cycling,** **11/20- high resistance found contact 4 recheck with amp load across contact. Martha to follow up.** **11/24- passed load test across contacts. Sergio to send Simon EFF fault data for Michelle to decode on**
10/27- Submit hot process request form
10/27- Submit hot process request form **11/5- Pulled EFF/Buffer fault data at WPAC** **11/12- testing starting today in QAO** **11/18 - SA: Leak test done OK. Ignition ambient done OK Nothing abnormal found,** **11/19- next to hot woodpecker test**
10/27- Submit hot process request form **11/5- Pulled EFF/Buffer fault data at WPAC**

10/27- Submit hot process request form **11/5- Could not pull EFF/Buffer fault data from module no communication.** **11/16 Shipped to UK** **11/17 Under Analysis** **11/17 under analysis in UK, still ignition cycling trying to reproduce no com** **11/19- swapped parts IC14 power supply for the monitor micro, part in thermo chamber part failed again.** **11/23- Geoff to send power supply chip for the monitor micro to Infineon tomorrow for analysis.** **11/30- Infineon received chip and will send update when their testing is completed.** **12/3- Infineon has confirmed IC14 has identified irregularities on the leadframe.**
10/27- Submit hot process request form **11/5- did not notice any abnormal noise turning the input shaft back & forth, no codes in the fault data.** **11/9- dropped off at 26-mile for Costas testing leak test then EDF test stand.** **11/12- all the testing at 26-mile could not duplicate the noise from the gear. NTF at this time. Unknown if we should put on-vehicle for testing.**
10/27- Submit hot process request form **11/13- pulled EFF/Buffer data shipped to 26-mile** **11/20- ship part to QAO, should be in QAO Nov. 25th, date range fits rev. cap remove PFS after leak check.**
10/27- Submit hot process request form **11/5- pulled EFF/Buffer fault data at WPAC** **11/6- dropped gear off at 26-mile for analysis** **11/9- EPP sent out for x-ray in Livonia** **11/18 - Mike to X Ray again zoomed in today, potential raised rivet**
11/3- Submit hot process request form **11/12- Pulled EFF/Buffer fault data and verify noise in gear while turning** **11/19- failed EDF stand results, possible bent rack, gear sent to Harold for teardown** **11/30- Costas states The RBNA is in material lab where they will do further investigation on surface**
11/4- Submit hot process request form **11/13- Pulled EFF/Buffer fault data, shipped to 26-mile** **12/1- passed leak test, brough upstairs to start testing.** **12/7- x-ray looks like an offset bridge, passed Puma test then found 4 ohms on phase 2 that went away after rechecking the other phases. Need to capture scope traces after hot puma test.** **12/14- raise RUA# 03160, get additional testing information and send to Tyco.**

11/11- Submit hot process request form **11/20- pull EFF/Buffer fault data, ship to QAO** **12/3- fault repeats suspect B-FET-3, damaged on the power FET Pack. Sergio to cut the wirebond on MOSFET_G6 and measure voltage to isolate power module. Short stays on the power module.** **12/7- confirmed power module QAO sent direct to supplier(Fairchild) for analysis.** **12/14- shipped to Fairchild stuck in customs, QAO to send paperwork.** **1/7- Kimball/TRW in discussions with Fairchild on testing & analysis. EOS is Fairchilds claim, TRW working with Fairchild on this analysis.** **1/25- get build dates from each power module and compare dates. Sergio to send Geoff information. Line**
11/11- Submit hot process request form **12/2- pulled Eff & Buffer data, ship gear to QAO** **12/7- In process to QAO** **12/15- B25 fault repetitive. PH3&VLINK found shorted to 0 volts. Short traveled with ECU. Isolate by cutting bond wires and then perform power module swap. Wait for Sergio to return this week.** **1/12- confirmed FET power pack, ship to Fairchild for B-FET-3.** **1/18- part stuck in customs waiting on paper work from QAO. Guillermo to check status and get update by next Monday** **2/2- part has been examined by Fairchild, needs further testing. Failure is electrical short and maybe an EOS event or device related and suggests to further analyze in fab site. Checked plant LogIQ status no EPAS codes set at all test stations. Happened 22 days after build and did not leave dealer after dropped**
11/30- Submit hot process request form **12/15- found out PM left dealership so will not be hot processed. will get the gear sent through normal parts returns to the WPAC.** **1/7- Pulled EFF & Buffer Data, did not notice any noise turning the input shaft back & forth**
11/12- Submit hot process request form **11/20- pull EFF/Buffer fault data, ship to 26mile**
12/2- pulled Eff & Buffer data, ship gear to QAO **12/7- In process to QAO** **12/15- B7E fault repetitive. Measures taken with ECU functional sw. leakage on motor phase 3. cut the bond wire for the gate of Phase 3 bottom** **1/5- Jose to perform power module swap, wait for Sergio to return this week** **1/13- short followed the ECU, Geoff to review report from QAO.** **1/22- work being completed further testing needed,results leading to diode fault.** **1/25- diode 21 ok, EPP needs level 3 testing to ship to UK, tracking # 8674 8338 0093** **1/27- just arrived in the UK for testing.**
11/12- Submit hot process request form **11/20- pull EFF/Buffer fault data, ship to 26mile** **12/1- passed leak test, brough upstairs to start testing.** **12/7- able to get this B9A to reset sent to UK** **12/14- RUA 03162- need PFR sent, additional bench testing in UK.**

11/24- Submit hot process request form
12/2- pulled Eff & Buffer data, ship gear to QAO
12/7- In process to QAO

11/30- Submit hot process request form
12/10- pulled EFF & Buffer data and shipped gear to 26-mile
12/17- Mike to xray and Michelle to hot puma test before the break.
12/21- offset bridge
- Re-Puma (3 or 4 times)
- Perform resistance test while hot.
- I think x-ray is then sufficient evidence to send part to Tyco.
- Remove relay
- Photograph top of relay (ensure bar code is clear of glue residue)
- Raise RUA
- Send to Tyco

11/30- Submit hot process request form
12/21- pulled EFF & Buffer data, ship to QAO

11/30- Submit hot process request form
12/21- pulled EFF & Buffer data, ship to QAO
1/13- Jose to start the friction testing today.

11/30- Submit hot process request form
12/21-pulled EFF & Buffer data, sent to QAO
1/13- fault code is not reproducing, to analyze data to find potential cause and lead toward next step testing.
1/15-ambient cycling latched code BC5 found scratches on the PCB, QAO to ship to UK for further testing.
1/20- arrived in UK today.
1/29- Geoff still able to repeat B25, other testing being done unable to analyze further. Make sure this is not a rev. cap

11/30- submit hot process request form **12/10- pulled EFF & Buffer data and shipped gear to 26-mile** **12/17- Mike to xray and Michelle to hot puma test before the break.** **12/21- raised rivet** **- Did it fail hot or room temp?** **- Next step - perform resistance check immediately after failing Puma.** **- I think x-ray is then sufficient evidence to send part to Tyco.** **- Remove relay** **- Photograph top of relay (ensure bar code is clear of glue residue)** **- Raise RUA** **- Send to Tyco**
12/4- Submit hot process request form **12/10- pulled EFF & Buffer data and shipped gear to 26-mile** **12/17- Mike to xray and Michelle to hot puma test before the break.** **12/21- could not see any issues with xray** **- Perform resistance test at room temp.** **-Re-Puma (3 or 4 times - if not already done)** **- Perform resistance test while hot** **1/15- tri- temp ign. Cycling, try to get in chamber next week.** **1/18- set aside for FR0096(B9A) testing.**
12/4- Submit hot process request form **12/10- pulled EFF & Buffer data and shipped gear to 26-mile** **12/17- Mike to xray and Michelle to hot puma test before the break.** **12/21- offset bridge** **Re-Puma (3 or 4 times)** **- Perform resistance test while hot.** **- I think x-ray is then sufficient evidence to send part to Tyco.** **- Remove relay** **- Photograph top of relay (ensure bar code is clear of glue residue)** **- Raise RUA**
12/4- Submit hot process request form **12/10- pulled EFF & Buffer data and shipped gear to 26-mile** **12/17- Mike to xray and Michelle to hot puma test before the break.** **12/21-Re-Puma recheck resistance** **- Photograph top of relay (ensure bar code is clear of glue residue)** **- Raise RUA** **1/11- could not confirm issue with xray, have not duplicated the code, perform the standard test and conf. with Geoff to find next step testing.** **1/18- hot woodpecker couple of times and check resistances. Geoff & Thiha to follow up on the details.** **1/25- attach relay back on board or into a KG unit for additional Puma testing.** **2/3- several attemps to put relay back on a known good PCB with no luck, possible relay damage from**

1/11- Pulled EFF & buffer data also pulled BB9 & BB5 with the BB7 code. Ship to QAO. **2/1- leak tested no leaks, benched tested cannot duplicate code.**
1/11- Pulled EFF & buffer data also pulled BD4 & B95 with the B90 code. Shipped to QAO. **2/1- leak tested no leaks, benched tested cannot duplicate code** **2/3- EFF data shows a problem with the channel 1 torque. Check for any potential damage on the harness. Nothing obvious found. EFF data shows data original fault occurred at low temperature, at 4° C. Need to test at cold temperatures.** **2/5- ambient ignition cycling did not reproduce any code, bully testing next. Data shows code reset at 4degC.** **3/8- in process to 26mile for cold testing** **3/10-Checking the west building today to put in for cold testing** **3/19- will go into the cold chamber after DR0004 is done testing.** **3/26- will be hooked after DR0004 is done testing In the east building**
1/11- pulled EFF & Buffer data unknown why gear was replaced no B codes need to investigate further. Gear at WPAC **2/2- tech should not have replaced gear with no lamps or symptoms after clearing code and road testing, did not record any interactive diagnosis so tech did not follow interactive diagnosis for this repair.** **3/8- shipped to QAO for standard no com testing** **4/9-Samuel doing ignition test at hot, cold and ambient. No faults at this time** **4/19- pass through bully test several times to confirm an intermittent**
1/11- pulled EFF & Buffer data unknown why gear was replaced no B codes need to investigate further. Gear at WPAC **3/8- shipped to QAO for standard no com testing** **4/9-Samuel doing ignition test at hot, cold and ambient. No faults at this time**

1/11- Pulled EFF & buffer data also had BD0-BD3 codes with BB7. shipped out to QAO **2/1- leak tested no leaks, benched tested cannot duplicate code**
1/11- pulled EFF & buffer data, I did notice the cricket noise turning the input shaft back & forth. Shipped to 26mile
1/14- Pulled EFF data, did not notice any squeak noise turning input shaft. Ship to 26mile 1/15
1/14- code cleared and did not reset, unknown why dealer replaced gear, need to pull CQIS report. **1/18- Found out dealers FSE advised to replace the steering gear for one time code set.** **1/25- passed leak test, check on xray results and testing** **1/28 check on xray results and testing, Mike Taylor has been out all week, will get results next week.** **2/1- xrays were taken today and indicates offset bridge. Get photos of relay, raise RUA send to Tyco.** **2/5- Thiha has raised RUA on unit hot puma & ignition cycling has not raised any codes and all the resistance reading in specs. To check with Geoff for next steps** **2/11- RUA raised shipped to Tyco today est. date to Tyco 2/17**
1/14- pulled eff & buffer data, ship to 26 mile for analysis. Shipped to 26mile 1/15 **1/25- passed leak test. check on xray results and testing,** **1/28 check on xray results and testing, Mike Taylor has been out all week, will get results next week.** **2/1- xrays were taken today and indicates offset bridge. Get photos of relay, raise RUA send to Tyco.** **2/5- Thiha has raised RUA on unit hot puma & ignition cycling has not raised any codes and all the resistance reading in specs. To check with Geoff for next steps** **2/11- RUA raised shipped to Tyco today, est. date to Tyco 2/17.**

1/14- Pulled eff & buffer data need to check repair order, could be charged back to dealer, torques sensor harness is taped from IPA to EPP. Will check CQIS & aws reports. **1/22- talked to dealer harness was damaged when customer brought vehicle to dealer, no accidents or previous known work done. Dealer tried to repair harness dealer could not remember location of repair, need to find area of damage, most likely customer damage.** **1/28- took pictures of the harness unable to deterime where & how the damage occurred on the TS harness. Not sure any further testing can be done. Will discuss with Ford on next steps.**
1/15- pulled EFF & Buffer Data, sent to Ford make decision what to do with gear. **1/20- Ford/TRW team talked with tech to get specific information, tech did not think the TC lamp was on during his road test with stored code C1278 that the tech could remember but followed advice of hotline, testing all wiring and connectors if good to replace the EPAS gear.** **3/8- in process to QAO for standard no com testing** **3/10 - intercepted gear at Rogersville Andy E will ship gear directly to Tim Snider. FedEx tracking #037996760000241. It should arrive there by Friday. Gear to be installed on vehicle and tested for C1277 codes.** **4/19- cannot get the gear to fail at this time, further road testing needed to confirm NPF.**
1/21- Pulled EFF & Buffer Data, ship gear to QAO **2/2- In QAO today will start leak testing** **2/3 - Rattle comes from inside EPP. Confirmed comes from link relay. Cold weld issue** **2/5 - Need to take relay out & remove PFS to confirm cold weld or loose screw.** **2/12- Suspected cold weld. Traceability suggests failure is from same time period as 4 x 0km failures . Shipped to Tyco**
1/21- pulled EFF & Buffer Data, did not pull any B codes only A5D. Check CQIS report found dealer replaced epas gear & ABS module same symptom. After going through owner relations for buy back they replaced another EPAS gear and they said they drove over 700 miles and code did not reset?? have the first EPAS gear at WPAC. **2/22- this gear would be a good option to install on vehicle and check for any codes. This was installed on hybrid that is why code is C1B00-64 instead of a C1277 on a non-hybrid.** **3/8- shipped to QAO today** **3/17- arrived in QAO ready for testing**

1/22- pulled EFF & buffer data, did not notice any codes to cause no assist. Check CQIS why gear was replaced **3/2- shipped gear to QAO for testing** **4/12-hot, ambient, & cold testing done with no faults.** **4/19- pass through bully test several times to confirm an intermittent**
1/22-pulled EFF & buffer data, shipped to QAO **2/8- Jim Loria looked at the EFF data and is confirming the sensor is defective, probably either bent vane or water ingress. channel 1 is not working properly. Need to hook it up to Canopy next week and try rocking the input shaft and see if that affects the problem.** **3/3- with lack of resources at 26-mile suggest to send to QAO to continue testing since channel 1 was failing from the decoded EFF data. Find gear at 26mile** **3/8- shipped to QAO for testing failed at ambient temp.** **3/18- shipped out of Rogersville to QAO** **3/26- Found an extra V clip on the gear between housing and IPA (rotor side). Hella torque sensor windings are damaged due to this. QAO handling** **3/29- get 8D started and put in quality line alert with pictures with the handling of v clips.**

1/29- pulled EFF & Buffer data shipped to QAO. Found 2-pin connector corroded **2/26- Sergio will take photo's of the ECU water contamination in the ECU & 2-pin that could have set codes. EPP leak check was ok no leaks.** **3/20- looks like water contamination entered the 2-pin battery connector harness. Have updated photo's.**
1/29- pulled EFF & Buffer data shipped to QAO. Visual inspection of harness ok **2/15- gears just arrived at QAO, B3A testing ongoing will be able to start testing near end of this week** **2/22- gear passed leak test now going to lab for testing.** **2/25- found 2 ECU terminals shorted from straind of wire causing code. Geoff will write cars report so QAO can ship to Kimball for analysis.** **3/3- have containment 8D on this wire strand shorting ECU terminals, sent Ford 8D with latest PFR, also send IDE connector dates. VCARs written to ship board to Kimball to update 8D.**
2/4- Pulled EFF & Buffer data shipped gear to QAO. Dealer noticed damage to the RF hub cap rear and RF tire damage **2/15- gears just arrived at QAO, B3A testing ongoing will be able to start testing near end of this week** **2/22- gear passed leak test now going to lab for testing.** **2/26- cannot duplicate the code ambient testing & bully testing. decoded EFF data does not show any faults in the data when BD2 code set. Advised to send Jim Loria the information and discuss details** **3/5- still cannot duplicate code during hot test at EPP level.** **3/10- continue ambient end of line testing.** **3/24- found intermittent open in channel 1 while scoping the signals, used test box & known good cable still has int. open. Send to Rogersville for testing, remove TS & write QCCARS then send to Hella.** **3/29- in Rogersville for line testing then will ship out to Hella.**

2/4- Pulled EFF & Buffer data no codes, some fluid residue below the IPA. No fluid in the gear. Fluid could be from the brake reservior or the transaxle seal. Had to return gear back to the dealer
2/4- Pulled EFF & Buffer data, shipped gear to QAO **2/26- need to leak test and start lab testing** **3/2- Fault is reproduced at ambient after motor is slightly rotated. Motor elec. position does not change its value. Encoders fault. Need to define next steps? EFF data 21° C.** **3/3- scope traces on encoder A & B during repeat failure.** **3/5- testing indicating motor PCB, sent Geoff testing data.** **3/12- Despite encoders have correct supply, both are not reading. Send to UK tracking # 9373 7349 8749**

2/5- Pulled EFF & Buffer data shipped gear to QAO **2/12- failed leak test, no evidence of moisture dealer could have damaged boot. Gear being tested upstairs.** **2/26- Decode EFF send to Geoff on next step testing.** **3/8- resistance measurement ambient & cold** **3/19- ship down to QAO now that they have cold testing available. This is only the EPP assembly in small box.** **3/30- link relay is not closing fully on startup, second key up it works normal. Failed with 1 amp load. Could there be a problem in the PFS leadframe? a photo of the PFS with wires connected, be able to show Tyco a clear picture of fault.** **4/21- QAO confirmed Open circuit on contacts with coil energized shipped link relay to Tyco yesterday.**
2/5- Pulled EFF & Buffer data shipped gear to QAO. Also had BB9 & BB5. Could hear something rattling in EPP. Could be relay cold weld
2/11- Inspected 2-pin & 3-pin conn. Did not see any problems or contaminates on the terminals pulled EFF/Buffer data, was able to communicate with no problems. Unit still at WPAC, was checking all reporting data for potential chargeback, did not find anything. will ship out next week **2/25-gear should arrive in QAO 3/1** **3/5- leak tested no leaks, initial bench testing cannot reproduce no com** **3/29- passed cold ambient & hot testing with no faults & CAN Bus ok. Next steps to bully test if that passes to remove cover check ribbon cable for intermittent connections** **4/12- bully testing passed.** **4/21- removing ECU cover and do visual & wiggle testing.**
2/11- found damaged TS harness with cut wires at first retainer near EPP. Pulled EFF & buffer data. Shipped to 26mile have pictures.

2/11- pulled EFF/buffer data, shipped to 26-mile **2/19- relay x-rayed potential offset bridge, measure resistance, hot puma & measure resistance again. Raise RUA and ship to Tyco** **2/26- puma testing needs to be done then RUA will be raised and relay shipped to Tyco on Monday** **3/8- RUA# 3404 ready to ship out to Tyco. Check that the proper RUA was sent to Tyco. Simon to check with Mike.**
2/12- turned input shaft notice cricket noise while turning input shaft back & forth from center.
2/19- pulled EFF data shipped to 26mile for standard testing. **2/26- need to leak test and xray** **3/1- leak tested had damage to boot & ITR, looks like damage happened after OTR was remove so unknow if damage occurred removing gear from vehicle or in shipping. Mike will xray EPP this week.** **3/8- mike to xray this Wednesday** **3/15- xray looks clean, next step is resistance testing.** **3/29- xray clean to resistance check & test with surrogate relay.** **4/6- xray is clean, resistance check ok, next step to hot resistance check then fit surrogate relay & tri-temp test with ignition cycling.** **4/9- inline for thermo cycling after FR0165.** **4/21- perform resistance check will discuss relay in this Friday's teleconference**
2/19- pulled EFF data and shipped gear to 26mile check EFF data make sure it is not a cold latched concern before sending to QAO **2/25-gear should arrive in QAO 3/1** **3/3- Sergio found failed channel 1 in Torque sensor, used known good cable & hella test box to confirm. To send torque sensor to Rogersville for quality testing before shipping to Hella.** **3/8- TS arrived in Rogersville today for testing after testing is complete will ship off to Hella.** **3/15- TS arrived in Hella this morning.** **3/18- Hella found TS ASIC failure sent to OnSemi for analysis.** **3/31- Device failed on ATE (bin 12) at room temperature.** **X-ray and Sam analysis showed no anomalies.** **Further analysis to be done at ONSEMI Analysis Center Oudenaarde**

2/19- pulled EFF data and shipped to 26mile. Need to rattle test gear at 26mile, also will pull EFF data. **2/26-keep gear at 26mile. gear failed at 3.8degC send decoded EFF to Geoff find out what testing should be done next.** **3/19- ship down to QAO now that they have cold testing available.** **3/30- link relay is not closing fully on startup, second key up it works normal. Failed 1 amp load test. Could there be a problem in the PFS leadframe? a photo of the PFS with wires connected, be able to show Tyco a clear picture of fault.** **4/9- Signals scoped at EPP level . Link relay failing. Ship relay to Tyco** **4/21- QAO confirmed Open circuit on contacts with coil energized shipped link relay to Tyco yesterday. RUA-3618** **5/5- week 22-09 relay, at Tyco will report out next week.**
2/19- pulled EFF data and shipped gear to QAO. **2/25-gear should arrive in QAO 3/1**
2/19- pulled EFF data and shipped to QAO, include tech comments friction code cleared and did not reset on road test. **2/25-gear should arrive in QAO 3/1** **3/3- In lab ready for testing**
3/1- pulled EFF/buffer data shipped gear to QAO decoded temp 50degC **3/10- damaged TS harness about 2" from the overmold at IPA. Red wire open Sergio to ship harness back to Englebert & Joel for analysis.**

3/15- pulled EFF & Buffer data, shipped to 26mile for analysis **3/22- need to leak test gear today** **4/6- xray is clean, resistance check ok, next step to hot resistance check then fit surrogate relay & tri-temp test with ignition cycling.** **4/9- inline for thermo cycling after FR0151** **4/21- perform resistance check will discuss relay in this Friday's teleconference** **4/23- have gone through a documented resistance measurement, are out of chambers and I am currently in discussion with G. Jacks to determine next steps.** **4/26- discussed with Ford will send to Tyco for further testing** **5/5- week 37-08 relay, in process to tyco** **5/12- Tyco to perform Fritt test to 5A.**
3/15- pulled EFF & buffer data, notice damaged torques sensor harness, shipped to 26mile.

3/22- Pulled EFF/Buffer data shipped gear to QAO **4/9- Faulty FET POWER pack. PH3/PH2/0_volts/LINK_voltage shorted, Geoff to approve shipment to Fairchild for level 3 analysis.** **4/16- Geoff advised to ship FET power pack to Fairchild for analysis.** **4/21- looking for anti-static bags to ship power module FET.** **4/23- Rogersville sent out couple static bags to QAO should arrive Monday to ship out Power module FET to Fairchild.** **5/3- has static bags but waiting for Geoff to help fill out forms from Fairchild before shipping out.** **5/4- part shipped out today to Fairchild(China)**
3/22- Pulled EFF/Buffer data shipped gear to 26mile for xray **3/26- leak test gear today so Mike can xray all three B3A's next week** **4/6- xray is clean, resistance check ok, next step to hot resistance check then fit surrogate relay & tri-temp test with ignition cycling.** **4/9- surrogate relay on EPP is thermo cycling with ignition cycling.** **4/12- did not fail over the weekend** **4/16- remove surrogate relay this afternoon and thermo test over the weekend. Geoff to get relay batch numbers from Nidec on this one FR0151 & FR0157 all have similar motor build dates around 10/2008.** **4/21- need to do relay resistance check before Friday's teleconference** **4/23- have gone through a documented resistance measurement, are out of chambers and I am currently in discussion with G. Jacks to determine next steps.**

3/21- found cracked gear housing near outside housing large boot clamp. Have pictures **3/23- 26mile test plan:** **1- Leak test** **2- EDF (power off)** **3- Tear down and inspect components.** **3/25- Friday meeting to update 8D and find root cause at QAO.** **3/29- loose RNB balls failed QAO NVH 5/26/09 then gear teardown 6/29-7/15 before 7/29- revised teardown procedure. teardown done before revised teardown process could have caused the loose balls.** **Gear assembled 10/30/2009 and passed.**
3/29- Pulled eff & buffer data ship to QAO for analysis. **4/6- sent gears out to Rogersville to ship to QAO for testing** **4/15- gear in QAO ready for testing** **5/17- QAO has not started testing** **8/13- has performed ambient ignition cycling. Next to perform hot puma & then hot & cold ignition cycling.** **8/16- found link relay opening with light tapping, sending PFS to 26mile for xray.** **8/17- date code from the relay strongly suggests an offset bridge along with relay opening with light tapping. To raise RUA and send to Tyco for xray.** **8/18- Filipe carrying link relay back to Tyco**

3/29- Pulled eff & buffer data ship to QAO for analysis. Did not notice any damage to the TS harness. 4/6- sent gears out to Rogersville to ship to QAO for testing 4/15- gear in QAO ready for testing 4/19- Broken wire at Molex connector, get information from harness and ship to Delphi. 4/26- Delphi rep. picked up harness at QAO sending harness to Turkey for further analysis.follow-up from Dave Kerska, QCCAR # 378973. 5/17- Delphi verified damaged molex connector & broken red wire, sent Delphi presentation to Ford, harness sent to Wuppetal for further analysis. 6/2- Wuppertal plant states the copper strands are not damaged by a mechanical impact. The terminal is broken inside the connector. It is caused by a mechanical impact to the connector which is not caused by Delphi.
3/31- pulled eff buffer data and shipped gear to QAO 4/12- delay in shipping just sent out from 26mile should arrive QAO on Friday 6/29- not started, to measure phases before before first ignition. Perform iso test, to recordfirst ignition cycle with oscilloscope. Then proceed with testing. 6/29- not started, to measure phases before before first ignition. Perform iso test, to recordfirst ignition cycle with oscilloscope. Then proceed with testing. 8/18- Filipe carrying motor relay back to Tyco 9/1- Tyco torn down relay no small hot spot but no evidence of welding. NTF 9/7- perform high pot testing then check motor relay PCB cleareance.

3/31- pulled eff buffer data and shipped gear to QAO **4/6- sent gears out to Rogersville to ship to QAO for testing** **4/16- leak test passed also passed bully test 10X. Has been in the cold chamber 13hrs with no failure. Will hot & ambient test next**
3/31- pulled eff buffer data and shipped gear to 26mile for analysis. No visual damage to gear. Input shaft harder than normal to turn. **4/7- need to leak check gear, inspect inner tie rods then put on EDF stand for testing.** **4/9- passed leak check no corrosion or no damage to ITR's failed EDF stand, next to teardown for analysis.** **4/12- found bent rack near tooth to pinion area, no damage to ITR. Testing on going in materials lab.** **4/16- Jason to find out from Nick T what are the next steps in testing this gear** **4/21- request in lab downstairs to do a dye check and detect cracks first before we destroy the part for a hardness test. Hardness check should be next week. Nick T & Phil Mikula working to get summary report** **4/23- yesterday checking for signs of impact. Piece sent to lab to check for core & case depth hardness. Report out late Monday**
3/31- noticed up & down input shaft movement, 26mile to analyze.
3/31- pulled eff buffer data and shipped gear to 26mile. No visual damage to gear. Input shaft harder than normal to turn in both directions. **4/7- need to leak check gear, inspect inner tie rods then put on EDF stand for testing.** **4/9- passed leak check no corrosion or no damage to ITR's failed EDF stand, next inline after FR0178 for teardown analysis.** **4/12- bent rack near ball screw threaded area, on going testing in the materials lab** **4/16- Jason to find out from Nick T what are the next steps in testing this gear** **4/21- request in lab downstairs to do a dye check and detect cracks first before we destroy the part for a hardness test. Hardness check should be next week. Nick T & Phil Mikula working to get summary report** **4/23- yesterday checking for signs of impact. Piece sent to lab to check for core & case depth hardness. Report out late Monday**

4/12- pulled EFF buffer data, shipped out to QAO **4/21- xray indicates offset bridge- ship to Tyco** **5/5- week 24 relay, just arrived will send out report to verify offset bridge**
4/12- pulled EFF buffer data, shipped to 26mile **4/21- xray clean had high resistance on PH3, next to load test and check resistance.** **4/26- perform constant voltage test fixed 100ma/5amp current test today.** **5/3- failed the voltage test with fixed current.** **5/5- relay ready to ship to Tyco, Mike Fontana to send out report analysis to Ford team & Tyco.** **5/6- Geoff sent out information to Ford, 26mile to ship to Tyco for level 3 diagnosis. RUA# 3590**
4/19- Pulled EFF buffer data, shipped gear to QAO **4/26- gear arrived today** **5/17- failed leak test around one of the TS cover screws, performed cold & ambient testing with no failure at this time.** **5/21- Unit will be frozen and bully tested. Also Performance test will be performed at cold temperature. Planned to be done tomorrow morning** **6/2- passed all bully testing & cold/ambient ign. Cycling.** **6/7-in lab for cold Performance & Puma testing. SAM testing** **6/15- confirmed moisture intrusion, EPP failed leak test** **6/25- EPP sent to Anting for analysis.** **7/26- same 2-pin PFS leak as FR0208. investigation ongoing at Kimball & Anting.**
4/19- did not notice any gear damage or noise turning input shaft. Shipped gear to QAO. **4/26- gear arrived today** **5/3- EDF test stand passed with no noise or friction issues, I will check AWS & CQIS reports to make sure vehicle did not return.** **5/4- primarily checking for belt slip, QAO EDF test stand needs to be updated to perform all four tests w/dynamic assists. Talk with Chris Manjos to help set-up SW** **5/17- talked to Pepe the SW was updated for the full EDF testing, the gear still needs to go back through to verify the full test.**

4/19- Pulled EFF buffer data, shipped gear to QAO **4/26- gear arrived today** **4/30- TS swapping exercise lead to defective torque sensor, no visual torque sensor issues need to discuss next steps with engineering. Before sending to Hella.** **5/3- check with Jim Loria next steps before shipping TS out to hella** **5/13- TS failed with four codes BD0-BD3 shipped from Rogersville to Hella, QCCAR #379423** **5/21- Vcc- signal is open against ground. Could be broken cable or weld issue on the FFC cable to pin 1, open when there should be 5v. Hella will send out report this Tuesday 5/25.**
4/19- was able to communicate with EPAS gear, gear not failing at this time. No codes in gear **4/26- gear arrived today** **8/5- NTF with all the standard testing in QAO, to send PFR**
4/19- Pulled EFF buffer data, shipped gear to QAO **4/26- gear arrived today** **5/3- leak tested, now at the lab ready for testing**

4/26- pulled EFF Buffer data, shipped to 26mile for testing **5/5- xray clean, next to perform standard resistance testing** **5/7- resistance check passed, tri-temp with ignition cycling, if fails then hook up surrogate relay and retest.** **5/17- passed tri-temp ignition cycling at this time** **6/7- 5amp hot test then check hot puma test.** **6/14- passed 5amp & puma testing with no faults. Will consult Geoff on next steps. Need to purchase meeger tester for 1000v isolation test on motor phases.** **6/21- passed 1000v isolation test, ship to Tyco for testing. Raise RUA.** **6/28- RUA raised sent to Tyco** **7/9- NFF with all of Tyco's testing, next to open relay and visual inspection.**
4/26- pulled EFF Buffer data, shipped to QAO for testing **5/24 performance test,bully test, hot/ambient/cold/audit rig ignition cycling all passed, next to puma test then ribbon cable test. JM** **6/7- found one finger of the torque sensor bend down towards the PCB. Put in 8D need to find root cause, Guillermo sent Ford 8D on 0Km bent finger.** **6/14- The damage to the warranty return is due to a handling issue. We cannot determine where the damage occurred - Rogersville or QAO, but we did take the following proactive measures: We attempted to assemble a known bent rotor in order to verify that the Prodel line would reject rotor fingers bent in the upward direction. Part was rejected at the rotor weld station for B1 fault: bent rotor vane. We created a monthly electrician PM to verify correct axis alignment on station B2/B3 - weld stations. This will ensure that the part is being loaded/unloaded correctly and that no tooling is contacting the rotor fingers.**
4/26- pulled EFF Buffer data, kept at WPAC deciding if dealer should be charged back for diagnosis. Code C1963 does not lead to EPAS gear with not stored epas codes & did not perform interactive diagnosis. **4/30- decided by all dealer chargeback did not follow PPT "F" properly for ABS code C1963. the gear will be returned to the dealer.** **5/5- checking to see if gear can be tested on-vehicle checking with Russ Biyashev.**

4/26- pulled EFF buffer data, shipped to 26mile for testing **5/5- xray clean, next to perform standard resistance testing** **5/7-resistance check passed, tri-temp with ignition cycling, if fails then hook up surrogate relay and retest.** **5/17- has been running all last week with no faults, been taken off and put to the side for now.** **5/24- perform hot 5amp high resistance test.** **6/14- passed 5amp & puma testing with no faults. Will consult Geoff on next steps. Need to purchase meeger tester for 1000v isolation test on motor phases.** **6/28- check 1000v test by end of week.** **7/9- passed isolation test to raise RUA and ship to Tyco.**
5/6- pulled EFF data & shipped to 26mile for testing **5/17- xray indicates raised rivet, further resistance testing before shipping to Tyco** **5/18- failed the 5A resistance measurement at Room Temp on the raised rivet shipped to Tyco**
5/6- pulled EFF data & shipped to 26mile for testing **5/17- xray clean, perform 5amp test at ambient & hot.** **6/14- 5amp amp test passed, next tri-temp ign. Cycling.** **6/21- passed ign. Cycling, next to perform 1000v iso. Test.** **6/28- 1000v test to be done by the end of the week** **7/12- passed isolation (1000v) test. Performed all the relay testing remove relay raise RUA send to Tyco.**

5/6- pulled EFF data notice slight damage to ECU cover from shipping damage no return packing & shipped to QAO for testing **6/7- passed leak test, shipped to 26mile for xray of motor PCB ground plane issue.** **6/10- Isolation test(1000v) arc is observed between pins PL2.9 (Hall_supply) and PL2.12 (V_Star). Remove ECU first then resistance measurement to ground to verify PCB pin clearance.** **6/14- need to xray part to check motor PCB clearance issues.** **6/21- PCB in the UK for testing- xray PCB** **6/25- confirmed motor PCB clearance issue, shorting pin 12 to the ground plane.** **Pre-containment have pictures of the short**
5/6- pulled EFF data shipped gear to QAO **6/8- Possible damage at clock spring on IPA. In process of visual inspection**
5/7- pulled EFF data shipped to 26mile for xray & testing **5/17- needs to be leak tested today then ready for xray** **5/25- xray clean & passed the resistance test. Check with Geoff on next steps.** **6/7- 5amp test at anbient & hot if that passes tri-temp ign. Cycling** **6/10- put into tri-temp chamber with ign. Cycling** **6/14- passed 5 days of tri-temp ign. Cycling with no faults. 1000v iso test next step** **7/12- has performed all the relay testing and passed isolation(1000v) test. Next to take out relay send to Tyco.**
5/7- pulled EFF data shipped to QAO for testing, 2-pin conn. Has some corrosion & gear covered in clay or mud.Also had codes BD1,BD3. **5/27- found internal moisture leak in the EPP, moisture traces in the 2-pin. QAO to assemble PFS & ECU cover then ship to Anting for leak evaluation. SAM** **6/2- QAO shipped gear to Anting for leak testing around 2-pin.** **6/7- shipment arrived in Shanghai today at 5:55pm.** **6/14- check status of Anting testing, sent Raymond Qiu an email.** **6/21- emailed Raymond Qui to take backside pictures of the PFS with the plastic removed to verify water path from 2-pin. Report out as soon as Raymond responds.** **6/25- Anting will remove the molding to check conn. moulding area that it is in place at the 2-pin. Raymond Qiu will follow-up and get pictures.**

5/7- pulled EFF data shipped to QAO for testing **6/2- leak test passed, next bully testing. Pepe** **6/14- cold/ambient bully test passed, now cold ign. Cycling** **6/15- Unit is going to be measured and visual inspection will be performed at component level** **6/17- Pepe found twisting clockspring in the lock position he losses channel one. Some marking noted on the clockspring. High resistances notice on channel one.** **6/28- send PFR to Todd Williams & Angie Caudill. Discuss if TS should be sent to Rogersville for high resistance on channel one** **6/30- We agreed with clockspring torn down at QAO to ship TS to 26mile for Hella's inspection to see if problem is located directly to torque sensor ribbon cable of solder joints.** **7/7- Pepe shipping TS assembly to Rogers ville for analysis.**
5/7- pulled EFF buffer data & shipped to QAO **6/7- passed leak test, shipped to 26mile for xray** **6/9- xray tomorrow** **6/10- xray indicates raised rivet, cannot cause this code to set. Next hot puma** **7/19-High-Pot Test complete on EPP no issue found. Need make sure the B6B modified test is run on each of these (70sec loop at Tri-temp) Mike confirmed it has been done. Need EFF data Matrix this week. Salim to set up meeting next week**
5/20- pulled EFF & Buffer data, shipped to 26mile for xray **6/2- xray indicates offset bridge, resistance measurement passes, checking with Geoff on next step** **6/7- agreed for 26mile to raise RUA and send to tyco.** **6/14- check shipping status to Tyco.** **6/22- Tyco just received relay today**

5/24- pulled EFF & fault store shipped gear to QAO for analysis. **6/7- shipped from 26mile to QAO today** **6/14- should be in QAO sometime today** **6/25- indication cold weld of the link relay, relay build date 2/10/2009 PFS rattles & has open to send link relay to Tyco today**
5/24- pulled EFF & fault store shipped gear to QAO for analysis. **6/7- shipped from 26mile to QAO today** **6/14- should be in QAO sometime today**
5/24- pulled EFF & fault store shipped gear to 26mile for analysis. **6/7- inline for leak testing then xray** **6/9- xray tomorrow** **6/10- xray clean, next 5amp test** **6/14- passed 5amp & puma testing with no faults. Will consult Geoff on next steps** **6/14- passed 5amp & puma testing with no faults. 1000v isolation test next.** **7/12- passed tri-temp ignition cycling & isolation (1000v) test. Performed all the relay testing remove relay raise RUA send to Tyco.**

5/24- pulled EFF & fault store shipped gear to QAO for analysis. **6/7- shipped from 26mile to QAO today** **6/14- should be in QAO sometime today**
5/21- dealer sent back a sunvisor instead of the EPAS gear back to WPAC, dealer charged back for the part. **7/7- dealer sent the proper EPAS gear back to the WPAC, part ready for xray at 26mile.** **9/9- clear xray, next to follow standard testing procedure.** **9/13- ign. Cycled over the weekend no problem found.** **9/17- to perform 5amp resistance test & hot puma** **9/27- passed resistance test, hot puma, and all high pot testing NTF. Next to tear relay out and ship to Tyco.** **10/5- ship to Tyco should arrive on 10/8.**

5/27- pulled EFF buffer data, ship gear to QAO for analysis. Also pulled BB7 & BB9 codes from fault store **6/7- shipped from 26mile to QAO today** **6/14- should be in QAO sometime today**
5/28- did not notice any gear damage or noise while turning input shaft. 26mile to leak test then put on EDF & then check cricket noise. **6/7- check gear on NVH first then put on EDF tester.** **6/14- just a note on these returns, what I have notice with problems with the left trans axle seal leaking on the EPAS gear making the gear look like it leaks fluid then on turns the trans pump will whine & the steering gear gets replaced. This dealer added 1 quart of trans fluid on this repair.** **6/21- EPP was accidently removed from the gear, not sure if EPP should be reinstalled? Check with Ford** **7/7- reinstall EPP on gear, NVH test & EDF test to verify any noise concerns. Mark Bugosh is going to put the EPP back on and get the belt tension as good as he can, then give it to the lab downstairs.** **ETR# U2010-00605 for the lab to do EDF and NVH.**
5/28- pulled EFF data, shipped gear to QAO for testing. Also pulled BB7 from the fault store similar to FR0227 **6/7- shipped from 26mile to QAO today** **6/14- should be in QAO sometime today** **7/2- passed ign. Cycling, bully, hot/ambient puma testing with no failures** **7/7- shipped PFS to 26mile for xray of the link relay.** **9/1- PFS xray clean, next step to resistance testing ambient & hot.** **10/8- need to do hot resistance test** **10/20- hot resistance check was performed in QAO. To ship PFS to Tyco.** **11/1- waiting on Tyco relay workshop Nov.22-24** **11/29- surface contamination, still under analysis to find source. Under F-TIR for chemical analysis**

6/14- verified cricket noise while turning the input shaft. Close and store at 26mile

6/14- pulled EFF data and shipped to QAO for analysis **6/22- shipped from Rogersville to QAO** **7/20 - PFR Complete. Waiting Warranty team decision. Leaks at bellows. Discuss** **7/21- X-ray? Failed at orange connector at 750 and 1000V.** **7/21- symptoms appear to be another PCB motor clearance issue. Follow same process as FR0258** **9/9- advised to teardown and check PCB motor clearance**
6/14- pulled EFF data and shipped to QAO for analysis **6/22- shipped from Rogersville to QAO** **6/30- leak tested found leak at pinion plug, will start testing sometime this week.**
6/30- pulled EFF data, No Com with my Equipment at WPAC. shipped to QAO **7/7- leak tested passed, testing now starting.** **7/16-Low Impedance at Pin 2 of integrated can circuit. Have disconnected ribbon cable. Next step send to UK for Level 3 on Tues?** **7/28- somehow EPP shipped to the wrong location UK now trying to get EPP back from New Castle.** **7/30- EPP should arrive in UK on Monday, this is when the testing will start.** **8/2- UK has received the EPP today after testing something with the CAN IC circuit. Analysis still ongoing.** **8/4- confirmed a defective CAN IC chip needs to send to Infinion for further analysis.** **9/8- CAN IC chip EOS, excessive voltage on the CAN circuit. The ABS module was also replaced no ABS module return from Conti-Teves.**

6/30- pulled EFF data, BD0,BD4,B90 codes set, unknown why dealer removed both bolts for TS harness at IPA cannot be leak checked **7/7- leak test could not be performed missing bolts at the TS harness at the IPA, unknown why dealer removed bolts.** **testing now starting.** **7/20 - Functionals, bully, ignition cycling stop to stop. Still not reproducible** **7/26- put bolts back into the TS harness at the IPA and leak check to verify no leak paths. Then continue to test.** **7/30- signs of moisture inside IPA unknown when bolts were removed from the TS harness, when reassembled TS failed leak test** **8/5- Dave Kerska finding out what plant to send the TS harness to in Turkey or Germany.**
6/30- pulled EFF data BD0 & BD2 with c69 lock out code, no visible damage to TS harness. shipped to QAO for analysis **7/7- leak tested passed, testing now starting.** **7/20- One channel for IPA no signal. No visual damage. IPA T1 signal absent. Known TS issue by using the TS swapping exercise. Ship TS to Rogersville.** **8/5- gear shipped out of Rogersville to Hella** **8/11- Hella just received warranty return today and has confirmed no channel 1. will report out when they find root cause.** **8/26- ASIC failed on Automatic testequipment at room temperature. X-ray and Sam analysis showed no anomalies. Further investigations were started and we expect update of the analysis (with root cause) latest on 3th of september from the sub-supplier.**
6/30- pulled EFF data and ship to QAO **7/7- leak tested passed, testing now starting.** **7/16-Low Impedance between terminals 9 and 10 on PL2 connector (Motor PCB clearance? symptoms same as FR0074).** **7/19-Compare to clean date and check how many line rejects Nidec has had (Jacks/Davies). Check xray next.** **9/9- advised to teardown and check PCB motor clearance**

6/30- pulled EFF data and ship to 26mile for xray. **8/26- x-ray clean, next tri temp ignition cycling** **9/13- tri temp ign. Cycled over weekend cannot reproduce code.** **9/17- to perform 5amp resistance test & hot puma** **9/27- passed resistance test, hot puma, and all high pot testing NTF. Next to tear relay out and ship to Tyco.**
6/30- pulled EFF data and ship to 26mile for xray. **8/26- x-ray clean, next tri temp ignition cycling** **9/13- tri temp ign. Cycled over weekend cannot reproduce code.** **9/17- to perform 5amp resistance test & hot puma** **9/27- passed resistance test, hot puma, and all high pot testing NTF. Next to tear relay out and ship to Tyco.**
6/30- pulled EFF data shipped to QAO for analysis. **7/7- leak tested passed, testing now starting.** **7/20-Fault at IPA or Harness, blue wire under torque sensor cover is damaged and out of position** **7/20-Fault at IPA or Harness, blue wire under torque sensor cover is damaged and out of position.** **7/22- harness shipped from QAO to Delphi**
6/30- pulled EFF data shipped to QAO for analysis. **7/7- Fault is not possible to reproduce. Testing is ongoing. Bully test passed, Performance testing passed. I will tear down to EPP level to perform ignition cycling (HOT and COLD).**

6/30- pulled EFF data and shipped to 26mile for xray **8/26- x-ray clean, next tri-temp with the application SW** **9/1- during anbient bench testing on power up able to get B6B to set right away. Vlink short circuit low side drive. Next to cut away red plastic to verify PCB motor pin clearance on PL2.**
7/13- pulled EFF data shipped to 26mile pull ECU cover check R227 resistor. **7/19 3 0km failures same R227 resistance failures. Also found some at hot Puma QAO.** **7/19-Component location drawing sent to Ford.**
7/16- pulled EFF data shipped to 26mile for xray & analysis. **8/9- no testing needed after xray, this falls outside the 6 months in service range. Xray suspect offset bridge, to remove the relay**
7/16- pulled EFF data shipped to 26mile for xray & analysis. **8/27- passed leak test, failed the 5amp load test cycled the ignition now passes load test. Advised to let it sit over the weekend and recheck 5amp load test see if it fails again.** **9/1- has recheck the 5amp load test and the resistance are a little over what a normal reading would be. Raise RUA and ship relay to Tyco.** **9/13- shipped relay to Tyco**

7/16/2010- dealer states fluid leaking out of the boots, chargeback gear to dealer#2776. gear covered in oil, most likely trans fluid.
7/16- pulled EFF data, need to check CQIS report **8/3- Tim Snider picked up gear from 26mile and will do on-vehicle testing at Ford.**
7/16- pulled EFF data shipped to 26mile for xray & analysis. **8/26- xray questionable, the bridge is very close to the frame but is not actually touching, next tri-temp ignition cycling.** **9/17- to perform 5amp resistance test & hot puma** **9/27- passed resistance test, hot puma, and all high pot testing NTF. Next to tear relay out and ship to Tyco.**
7/16- pulled EFF data shipped to 26mile for xray & analysis. **8/9- no testing needed after xray, this falls outside the 6 months in service range.**

7/16- pulled EFF data shipped to 26mile pull ECU cover check R227 resistor **7/23-Guillermo sent revised 8d out but still waiting some information.**
7/16- pulled EFF data, no visible gear damage. Rack turns smooth input shaft solid. Unknown issue sent to QAO for analysis. **8/3- passed EDF test stand, next EOL testing, not sure EOL will detect any issue with this concern with no codes. Check with Ford if this should be sent back for on-vehicle testing.** **8/9- Gear passed EDF stand test.QAO to ship gear back to 26mile so Ford can put on-vehicle test.** **8/12- Jason received gear at WPAC, need to give to Tim Snider for on-vehicle testing.** **8/23- Jason to give gear to Mike Bahena to deliver to Tim Snider** **11/12- note from Tim Snider** **I have this gear next to my desk. There does not seem to be much desire from Dynamics to evaluate this gear as part of a TGW investigation since they believe this is a bump steer issue and there is a design change coming 2011 MY post Job 1 on the knuckle to fix it. Point 12, the outer tie rod ball center, will**
7/16- pulled Eff data, steering stiff turning the input shaft. Noticed a nick mark on the tip of the datum no other damage noticed. **8/6- a friction rejection was confirmed as a bent pinion housing. Will send PFR out later today.** **11/16- to ship parts to 26mile for further analysis** **12/2-RBNA received at 26mile** **12/7- PH at QAO in process to 26mile will be sent to Burlington with FR0239 once it arrives and BNA will be sent back to QAO for storage hold.**
7/30- pulled EFF data and shipped gear to QAO for analysis. Also has a stored B90 code

7/30- pulled EFF data and shipped gear to QAO for analysis.
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7/30- pulled EFF data and shipped gear to 26mile for xray and analysis **8/9- no testing needed after xray, this falls outside the 6 months in service range.**
7/30- pulled EFF data and shipped gear to 26mile for xray and analysis **8/9- no testing needed after xray, this falls outside the 6 months in service range.**
7/30- IBH boot has slight nick could be a hole, notice slight ticking noise while turning. **8/19- passed leak test and EDF test stand** **8/24-gear failed NVH, suspect on Rack and Ballnut. We'll try some testing on the rack & ballnut.** **8/27- confirmed rack & ballnut to ship to INA for testing.**
7/30- pulled EFF data and shipped gear to QAO for analysis. **8/9- no testing needed after xray, this falls outside the 6 months in service range.**

7/30- pulled EFF data and shipped gear to QAO for analysis. Very stiff turning input shaft. **8/27- this is confirmed bent rack, send Nick data for further information.** **11/3- Jason Johnson to request rack & ballnut back for 26mile evaluation. 12/2- RBNA received at 26mile**
8/23- pulled EFF & stored data shipped to QAO for analysis. **8/27- shipped out of Rogersville on Friday's truck.** **9/8- all ambient & cold ignition cycling & EOL testing performed with no faults. Next puma testing then remove TS cover.** **9/9- removed TS cover found corrosion in the housing, on the sensor & shaft. Looking for next steps from the TS team.** **9/10- shrink tube on harness is no damaged or cracked, green seal slightly swelled. Check with Joel what next steps should be. Send out current information and pictures.** **9/21- harness failed the vacuum test install known good harness and that passed, put original harness on with pressure in dunk tank could not find any bubbles. Could only find small nick on the shrink tube. To contact Joel to see if more testing is needed or ship harness back to 26mile for testing.**
9/2- pulled EFF & stored data and shipped to QAO for analysis. **9/22- during leak teat at QAO notice hole in the TS cover, removed cover and some metal shaving in IPA and rust marks on the harness holder. Sam to remove the plastic cover to check PCB. Unknown who drilled hole in TS cover, no vehicle history.**
9/2- pulled EFF & stored data and shipped to QAO for analysis. **10/15- leak test passed, now testing in tri-temp chamber.**

9/2- pulled EFF & stored data and shipped to QAO for analysis. To check high resistance at R227. **9/20- R227 has impact mark on the resistor but passes all the resistance measurements.** **9/21- next step** **1) Run the attached configuration while drawing some current.** **2) Measure the 2.5V ref with a scope while drawing some current.to use 2.5v ref voltage with canape with temp changes.** **9/24- instructions to test from Geoff** **We need to draw a comparison between CANape and scope measurements. I would like to see a direct comparison as follows:** **1) a) Measure the 2.5V Ref with CANape (I sent you a configuration for doing this which included 'ADC.Pseudobuffer[12] to [15]'**
9/2- could not pull any data using my Canape at WPAC, tried 3 times no communication with ECU. **9/29- Andy Partridge gave Pepe instruction for testing this no comm gear for this regulator issue. Waiting on testing to be completed.** **9/30- there is no low impedance path's to any of the suggested tests. Took more measurements on IC14.** **10/4- passed all Andy's suggested testing at QAO next step to ship gear to UK for level 3 analysis. To ship ECU only.** **10/6- ECU arrived in the UK today.** **10/8- UK found regulator failure, to xray before shipping to Infineon.** **10/25- regulator testing in progress.** **10/27 Regulator now with Infineon.** **11/8- Infineon detected a metal sliver between the pins of the regulator leadframe. Now checking for**
9/20- shipped gear to 26mile for xray & analysis. Pulled EFF & stored data. **9/23- leak test passed sent upstairs for Mike Taylor to xray.**
9/20- shipped gear to Rogersville then to QAO for analysis. Pre-containment for the R227 resistor impact.

9/20- shipped gear to QAO for analysis, pulled EFF & stored data, no visible damage. **9/28- TS harness failed leak test now in lab.** **10/4- found internal IPA corrosion on the shaft, & board. To take pictures of the harness shrink tube for damage. Send pics to joel & Engelbert.** **10/6- ship harness to 26mile for Joel to analyze.FEDEX : 9373 7350 9810** **10/11- joel performed xray clear next step to pressure test TS harness.**
9/20- shipped gear to QAO for analysis, pulled EFF & stored data, no visible damage. Precontainment for the R227 resistor impact.
9/27- pulled EFF & stored data, shipped to 26mile for xray and analysis. **9/29- received gear today and passed leak test ready for xray.** **10/8- xray clear not fault found, follow standard test procedure.** **10/18- The Tri-Temp, 5 amp resistance checks, and the PUMA testing have been completed with no trouble found** **11/1- John B to pull relay raise RUA & ship to Tyco for relay workshop.** **11/2- sent to Tyco for Nov.22-24 relay workshop** **11/29- surface contamination, still under analysis to find source. Under F-TIR for chemical analysis results by 12/8.**
9/27- pulled EFF & stored data, shipped to QAO for analysis. **10/20- visual inspection does show contact of R227. further testing ongoing.** **10/22- R227 & C17 have damage but the gear will not fail at this time. Will continue to test.**

9/27- pulled EFF & stored data, shipped gear to QAO for analysis. Pre-containment for the R227 resistor impact
10/5- took pictures of corrosion in the 2-pin, did not want to pull any data, going to measure how far 2-pin was installed in connector. Ford to visually inspect this Friday.
10/5- pulled EFF & fault store data, shipped gear to QAO for analysis. **10/18- leak test passed sent to lab to start analysis.**

10/5- only have A28,A29, A65 codes stored in the fault store. No visual damage to gear. Have gear at wpac.
10/5- tech states TC lamp on doing parking lot manuvers.
10/18- pulled EFF & stored data shipped gear to QAO for analysis. **11/4- TS harness leak at shrink tube area, no visual signs with microscope. To ship Joel the TS harness for pressure test.** **11/8- Joel has the harness and will PSI test tomorrow.**
10/25- no stored codes in memory, boot damaged from ITR unscrewed from the rack, unknown how that happened. No Ford warranty noted. **11/1- sent out torque specs to Ford engineering to prove ITR's were torqued properly from QAO plant before gear was sent to HSAP. Field Misuse**

10/25- pullled EFF & stored data, IBH broken mount from shipping back to WPAC no shippign foam to protect gear.
11/5- pulled EFF and stored data no damage shipped to QAO for analysis.
11/15- pulled EFF & stored data shipped to QAO for analysis
11/15- pulled EFF & stored data shipped to QAO for analysis. **11/22- check EFF for signature status for a regulator issue. Then check for double start-up. Otherwise normal gear level testing.**

11/15- pulled EFF & stored data shipped to 26mile for analysis. Did not notice any issues with the bushings. Tech should have performed an alignment first before replacing the gear. **11/29- passed EDF testing and the bushings are not worn, Jason to ship gear back to WPAC for dealer chargeback.** **12/3- did not see any deterorated of mounting bushing on the gear. Tech replaced the gear performed a complete alignment. Tech should have performed full alignment before gear replacement. Chargeback due to no problems found with bushings. Gear was EDF tested at 26mile with NTF. WPAC could not chargeback because gear was sent out for more testing,**
12/7- pulled EFF & stored data, could not turn input shaft, found internal corrosion OBH ITR nut rusted. Advised to reinstall new boot clamps and leak check
11/24- pulled EFF & stored data, shipped gear to QAO for analysis. No damage to TS harness. Check for regulator double start-up
11/24- pulled EFF & stored data, shipped gear to QAO for analysis. No damage to TS harness. Check for regulator double start-up
12/13- pulled EFF & stored data, shipped gear to QAO for analysis **1/18- found leak at pinion plug during leak test. Performed tri-temp ignition cycling & dynamic testing NTF. Removed IPA cover oil film on the finger ring. Advised Pepe to complete the PFR and send out to decide on next steps.**

12/20- have pictures of a hole drilled into the EPP, looks like hole was drill through the Rh floor board, unknown of any aftermarket accessory installed on this vehicle.
12/20- pulled EFF & stored data shipped gear to QAO for analysis.
1/10- pulled Eff & stored data, shipped gear to QAO for analysis
6/15- QAO to complete level 1 & 2 testing when gear arrives from HSAP **6/18- QAO found damaged open R227 resistor , ship to Kimball.** **6/21- have presentation and suspect root cause from Anting.**
7/7- In process to QAO for evaluation, check R227 resistor for damage.
9/17- The VRT reported a vehicle found in the yard because it did not start the engine. There were noticed that when the Gear was disconnected the vehicle started without problems. So, the vehicle was taken to the repair area inside the building. I met the VRT analyst Izaguirre in the repair area. Izaguirre could not to get communication with the Gear. The conclusion was the problem is with the High Speed CAN in the Gear EPP circuit. As soon as another witness Gear was connected the vehicle worked fine. **9/24- indication of CAN HI & LOW shorted, check for something on the rails then check every IC to regulator.** **9/27- testing on this shorted regulator IC12 leading to level 3 analysis to be performed in the UK.** **10/4- just arrived in UK today** **10/6- confirmed input to regulator has gone short circuit, more testing needed on that circuit.**

8/16 BC5 (repeated four times) and B69. This vehicle has not been verified for water presence yet. FR0135(BC5) confirmed 2-pin conn. Corrosion. **8/23- did not arrived at QAO yet**
8/16- It was found with water in the 2-pin and the CAN socket (please see picture attached). The Yazaki connectors were checked by the Yazaki supplier representative. He did not find anything wrong with them. Currently the Gear and the Yazaki harness are in the quarantine crib. The VRT desicion (Fernando Ulloa) is to send both parts to Ford USA in order to continue the analysis over there about how the water got to ingress in the sockets. **8/23- did not arrive at QAO yet**
8/23- did not arrive at QAO yet **8/5- The Gear without assistance was removed from the car and I have already shipped it to TRW QOA (FedEx track # 8699 4789 8215. The Gear will be delivered by this Monday 9th.** **8/30- testing still on going with no fault found at this time, will talk with Geoff to see if the cover can be remove to inspect for moisture.**
9/17- TRW 26-mile received gear from Chicago plant and confirmed no communication 10/2- material check of the substance on the ignition pin is super glue. Unknown how substance got there. 10/15- checking areas in the process supply line for contaminate(super glue) to drip on ignition terminal. 10/26- Check QAO electrical checks would fail using there connections. find out if an EPP would fail with this
7/27- just arrived at QAO testing starting today **8/3- failed the isolation(1000v) test indicating PCB motor clearance issue. Looking to xray before board to make sure no other concerns before motor PCB removal.** **8/9- agreed to remove motor PCB 99% sure motor PCB terminal clearance issue.**

4/6- Link relay voltage is not reaching the working value due high value of resistance between contacts when is relay is closed, when this value should be close to 0. Part is disassembled in order to confirm the relay that is the root cause for B43. Relay that is not working properly is confirmed. **5/5- week 45- 09 relay, no updates from Tyco.** **5/24- xray clean pass all resistance testing, switching marks on all contacts, slight plastic contaimination on contact 4 that may have caused the malfunction.**
5/5- week 28-09 relay, black plastic particles on base and bridge of contact# 3. material analysis to check coil base or cover.
2/12- Voltage at phase1 never reaches the closed contact status. Further testing **Confirmes motor relay failure has been declared. relay must be send to TYCO for further analysis.** **2/15- relay has been shipped to Tyco**
4/30- found one bent tooth on the torque sensor ring, small impact mark on the base of the sensor, unknown root cause at this time. **5/17- QAO working on root cause where tooth bent, checking Rogersville & Hella handling.**

6/10- cut TS harness at EPP conn. get the harness under a microscope to understand the mechanism of the failure. talk to Angel to support the VTR team on getting the part to them for analysis **6/21- Guillermo to check lastest status with Angel.**
5/24- in process from QAO to UK **6/21- checking for regulator issue on this return.**
3/26- ignition cycled at cold, ambient and hot– The testing consisted of ignition on for 5 seconds, off for 5seconds **– Torque simulator attached to cause the motor to rotate** **• Ambient 24 hours** **• -20°C 12 hours** **• 90°C 3 hours** **Unit has also been subjected to the following tests:** **– Bully test** **No faults or LICs generated**
4/21- ambient & hot testing done. Next step to hot puma then bully test. **5/18- EPP has passed all the testing in QAO EPP shipped to UK for further testing.** **5/24- IC12 5v regulator not coming up at times similar to FR0110. testing ongoing to find root cause of fault.**
12/9- no faults reproduced, ECU lid removed no optical abnormalies, passed cycling overnight. Next steps vibration testing, Measurements of integrity of relevant signals (Motor Relay Drive, VSTAR etc), Motor relay contact resistance measurements and tomorrow X ray of motor relay **12/14- Int. code raised B6B on hot Puma test. x-ray clear & resistance test passed. Compare scope traces at point of failure.Hot Puma testing for the next two days until failure. Noise difference between known good relay and this relay.** **1/6- noisey relay stops with known good relay. Advised to ship EPP to Geoff for further testing before shipping relay to Tyco.**

5/8- (QAO) At PUMA unit was warmed until 100°C, but fault was not repeatable. **Some axial movements were done in order to find out fault.** **- Unit is fault cleaned and turned back on. Fault is not present.** **- Ignition Cycling. Fault is not raised.** **- Unit was cold during 24 hours. Fault is not raised.** **5/24--xray clean, tri-temp ignition cycling, bully test , 5amp load testing passed resistance measurement.** **6/7- Tyco received relay testing ongoing** **7/7- NFF with Tyco's testing, will discuss further with Tyco this Monday.**
6/21- no codes in fault store, will edf test next. functional data sent out to Ford passed functional data. **6/22-Gear will be proceed to teardown and report published tomorrow.** **6/25- has been torn down and everything looks normal, no unusual findings. Send pics & report to Ford.**
3/9- Bully Test 5 times. No fault found after test repeatibility
4/22- BBhighX Open circuit on contacts with coil energised --- Old PUMA failure. Shipped to Tyco **5/5- week 31-09 relay, testing started will report out next week. Suspect offset bridge.**
4/22- E30/A30 & BBHighX ----- Open link relay coil --- Recent PUMA failure. New failure mode.I have not seen any open coil in this relays **4/27- should arrive at Tyco this Thursday** **5/5- week 1- 2010 relay, testing started will report out next week.** **5/12- Perform additional tests more specifically related to finding intermittent open coil.**

9/14- second time in customer feels pressure in the steering wheel and the vehicle will pull one way or another. No codes or message in the message center. Tech cannot duplicate customer concern. Vehicle returned third time. replaced EPAS gear per dealership customer still unhappy with steering on vehicle, customer bought 20 vehicles from dealer, so dealer bought customer out of this vehicle so now dealer owns vehicle drove vehicle over 100 miles with new EPAS gear cannot duplicate. dealer could not duplicate any steering concerns with original gear. tech did not attempt Interactive diagnosis on this vehicle to perform symptom tests.
9/15- submit hot process to dealer to get gear sent back to WPAC
9/18- pulled EFF & Buffer data only code listed A8E(CAN Veh Lat Accel Invalid Fault). Will give the gear to Mike Bahena for on vehicle testing.
9/28- Mike to install on vehicle sometime today for testing
10/1- Mike drove the vehicle and could not duplicate any steering issues, will drive again tomorrow. If nothing is found will pull the buffer data, take to 26-mile to install on EDF stand.
10/12- cannot find any problems on vehicle Mike Bahena to take to 26-mile to install on EDF stand for testing.
10/15- vehicle passed the EDF stand testing, next to teardown for inspection.

9/17- gear hot processed back to WPAC
9/24- gear arrived at WPAC yesterday pulled EFF & Buffer data, no codes, gear has visible cut boot damage, take gear to 26-mile, Mike Puleri wants to be present for teardown.
9/28- preproduction gears sent in proto-type dunage wrapped in bubble wrap is the initial belief of cut boot issue on this vehicle. Clean date is July 16th for correct shipping dunage. Costa to perform proper friction evaluation.
9/28- preproduction gears sent in proto-type dunage wrapped in bubble wrap is the initial belief of cut boot issue on this vehicle. Clean date is July 16th for correct shipping dunage. Costa to perform proper friction evaluation.
9/30- bellows removed and some rust spotting noted need to get Harold to teardown entire gear and take pictures to send out.

9/21- gear will not be returned, tech found poor ignition feed connection at the 3-pin. Unknown what the cause is
9/24- tech could dupicate the no com after 35 miles of driving, to return vehicle to customer. Advised the tech to replace the gear per harness testing passed. When backorder gear comes in tech will call to hot process gear back to WPAC
10/1- submittted the hot process request form.
10/12- pulled EFF & Buffer fault data, has communication
10/15- no com repeatable during ignition cycling, micro not starting up properly, going to UK for additional testing.
10/23 all voltages to the hardware of the micro working properly at this time.
10/26- get with the micro experts & FSL to proceed on next step testing.
11/3- need to consult the micro expert for next step testing, currently micro expert working on FR0027(No Com). Will get to this return next week. Work to ongoing.
12/14- Put original code back in and perform ignition cycling to duplicate failure
1/7- testing ongoing, still cannot duplicate no com.
1/11- Next step to modify application now starting to fail again, using Vector boot code to send out information.
1/29- with John micro expert leaving UK will need to find other option to contiue work. Outsourcing could be other option with FR-0047.
2/12- new software guy appointed to work on testing this Monday.
2/23- when unit powers up at times get stuck in a start up loop. When it fails the frequency measured on the probe is 10.42khz, potential PLL issue.
3/1- take micro off ECU and put on development board to confirm micro failure.
3/17- micro taken off and put on development board testing is now in progress.
3/22- has not duplicated code after installing micro on board next step is to tri-temp test. Update Ford on results next Monday.
4/19- Geoff put micro on KG ECU and was able to get to fail. Sent ECU back to FSL in Germany with instructions on how to replicate the code.
4/26- FSL able to get micro to fail, trying to construct testing using dev. Board. Geoff to follow-up with FSL and get an answer on containment.
5/19- FSL flew engineer into Munich to check modification plan to monitor certain signals from the micro on the ECU. Testing still ongoing
6/7- Geoff has meeting tomorrow with FSL will get latest update on status .
6/25- FSL confirmed micro fault sent micro to Malaysia for level 3 analysis.
7/9- FSL developing a new test on their assembly line to detect this condition to contain this issue, should have

10/30- picked gear up from WHQ garage, pulled eff/buffer fault data and dropped off at 26-mile for testing.
11/11- Jim Loria to start testing this week.
12/14- Jason check with Jim Loria latest updates on analysis
1/11- ignition cycle for 24-48 hrs to try to duplicate, may need vibration test. Need information from Jim what has been tested up to this point.
2/10- add temp cycle-ignition test info when Jim gets back to 26 mile. The plan is to read the fault codes to see if a sensor code was logged during testing

11/20- Submit hot process request
12/15- Just found out this vehicle was in an accident in the body shop and damaged the EPAS gear that set the codes.

12/10- Submit hot process request
1/7- No communication with Canape, pulled bus data had 5 can bus codes. Ship to 26mile.
1/25- no faults on bench was able to get into ECU with no problems also looks like tech have cleared codes. next inline for ignition cycling. Continue with the standard ignition cycling if still with not duplicate to tri-temp cycling. If all electrical testing is NTF do all mechanical testing check put on EDF stand, check belt slip check other parts for exceeding rack travel(A29)
2/8- CARS written and inline waiting for EDF stand for testing.
2/22- all EDF test stand data came back normal and no codes latched, send to teardown to check for any belt slip. Send information when testing done so we can close out

1/4- Submit hot process request form 2/9- inadvertantly shipped to some supplier in the mid-west (somebody screwed up the shipping docs.). It is coming back to me, and will be rerouted to WPAC. 2/10- Vic has received the gear back today and will ship to WPAC 3/2- Pulled EFF/Buffer data Greg Bendzinski to pickup gear and return it to 26mile. Upstairs in lab
2/3- submit hot process request 2/12- Pulled EFF/buffer data. Has codes B90 & BD3 then set C69. shipped gear to 26mile 2/19- should arrive in QAO on 2/22 2/23- confirm TS issue should arrive in QAO on 2/22 3/3- fault reproduced while turning the input had known good harness & hella test box to confirm TS was the cause. Rogersville received the TS today will test when line is converted to D3 before sending to Hella. 3/5- passed testing at Rogersville, they discussed this concern with Jim Loria and advised it is possible to pass with this type of short. Rogerville will ship to Hella 3/8-Rogersville shipped TS out to Hella. 3/15- gear arrived in Hella this morning, testing started 3/22- 8D submitted to Ford overwinded and bent FFC & Plate protection broken in clockspring. 3/24- discuss areas of potential losing center position. At Rogersville? QAO & during analysis. Need to incorporate test during analysis to check clockspring out of position.
2/5- Pulled Eff & Buffer data, gear binds when you turn input shaft to the right. Ship gear to QAO 2/8- vehicle impacted curb but Ford wants to see EDF test results and teardown at 26mile- 2/9- Jason will followup EDF testing & teardown. Inline waiting for EDF after DR0007 is tested. 2/22- failed EDF test stand right away with high torque reading, could see bowed pinion housing Jason to send out EDF data to Ford. This is a warranty return checking to see if we chargeback the dealer. Need to teardown gear for complete details of impact.
2/26- submit hot process request form to dealer 3/15- pulled EFF & fault data, ship to 26mile for analysis. 3/22- need to leak test today 4/6- xray looks like offset bridge, do hot puma testing then raise RUA and sent to Tyco. 4/9- xray indicates offset bridge also failed resistance check, sending relay to Tyco today.
3/1- submit hot process request, to pickup gear at garage 3/5. 3/5- picked up gear and dropped off at 26mile pulled fault & EFF data. 3/15- able to duplicate code turning gear to the end of travel, testing does indicate torque sensor need to hook up test harness & hella test box to confirm. 3/16- Jim has confirmed there is an intermittent problem with the Torque Sensor on channel 2 while turning input shaft to end stop. Shipping to Rogersville tomorrow. 3/19- gear is at Rogersville, need to bench test then put on line when line changes next week. 3/23- QCCAR #374081 issued for TS shipping out to Hella. 3/29- arrived in Hella Friday should have results by TS meeting this Wednesday 3/31- we believe this is the same case as DR0011 damaged clock spring due to improper IPA reworked, IPA was manual centered at QAO without special tool. 8D in process. Hella has pictures

3/10- talked to tech found orange water in the drivers side ITR boot, did not notice any damage to boot will inspect boot better after gear is replaced.
3/18- talked to PM to hot process the part back, Vic Matckar will not return until mar.22 to request gear back from dealer.
4/21- still trying to get gear sent back from Oakville, confirmed bellows sliced, see tech comments on 3/19.
4/28- talked to Vic Matckars and they cannot locate the gear, they think the gear was scrapped at WEPEC. From the information this gear will not be returned. The new hot process request now in place will have the dealer send the gear directly back to the WPAC instead of sending the gear back to Oakville then to WPAC.

3/22-submit hot process request gear back to WPAC
3/29- pulled eff fault data shipped gear to 26mile, vehicle has a separate SWA sensor with auto park. Unknown if tech found wiring issue after installing new gear. This would be good for on vehicle test. (check customer verbatims).

hot process gear back to WPAC after replacement
4/26- pulled EFF buffer data, shipped gear to 26mile for testing.
5/5- xray indicates offset bridge, check resistances, need to raise RUA then ship to Tyco.
5/12- sent out to Tyco for analysis.

hot process gear back to WPAC after replacement 5/3- pulled EFF data, shipped gear to 26mile for testing 5/7- leak test today, then EDF test stand testing 5/17- Leak test passed, EDF failed terribly. Ron said the rack bar is extremely bent in the BNA area. Could not run power ON tests. Could not run power OFF free pinion torque because it was too high. Power OFF mechanical friction was ~3kN. Gear is upstairs now awaiting teardown. Will be a couple days due to current gears in cue already. ITR's looked perfect though, no signs of over travel or bending. 6/4- confirmed bent rack, Jason to sent out Harold's teardown report.
4/16- sent out hot process request 5/3- pulled EFF & Buffer data, shipped gear to 26mile for testing, 26mile will start the testing hot/cold ign. Cycling 5/7- leak test today, then will start tri-temp testing 5/11- Leak test passed. Was brought upstairs Friday I believe. Need to confirm w M. Taylor 5/17- undergone testing that indicates a ribbon cable failure- sending to UK for further testing. 6/28- motor ribbon cable insertion process, bent terminals in connector, new design insertion tool in testing phase at this time. 8/16- target date still set for the beginning of December 2010 for all plants to be online with alignment tool.
6/21- no codes pulling EFF or fault data, good chance tech mis-diagnosed vehicle returned 3k later with frt. Wheel bearing noise while turning & replaced RF bearing to fix. Can perform NVH & EDF test. Can chargeback steering gear if all tests pass. 7/12- Mike F to follow-up on lab doing NVH test & EDF testing. 7/27- Jason wrote the ETR and brought it to the lab this afternoon.
6/21- checking inventory for new 2011 D3 gears, so I can hot process gear back. 2011 MKT w/APA. 6/22- still checking to see if QAO can send new 2011 D3 gear out to dealer. 7/12- talked to tech found out OBH boot had hole in it a water came out causing the scraping metal noise. Also dealer installed wrong M/Y steering gear on vehicle installed aa5z-3504-je and should be aa5z-3504-ke or ne. advised Ron SM of this issue to change gear when parts are available. gear hot processed back to WPAC
7/9-Pulled EFF data, no codes, could feel slight bind in gear, ship gear to 26mile for analysis. 7/26- arrived at Rogersville in process to QAO 8/20- found belt damage inside have pictures, unknown cause. See what Ford wants to do with the gear. 8/23- Ship gear assembly back to 26mile to try an understand cause of damaged belt.. Sent PFR to Ford 8/23- Ship gear assembly back to 26mile to try an understand cause of damaged belt.. Sent PFR to Ford. Sam to overnight belt back to 26mile let Gates engineering check belt. 8/27- Gates engineers took belt back to plant in US to measure center to center to check for belt stretch. Then will be sent back to their UK plant for final analysis. 9/1- Gates testing did verify issue with belt sent belt to UK for level 3 analysis.

7/28- pulled EFF data, also has BAD code that set once with B25 8/19- The data shows that Phase 3 top and bottom FETs are short circuit. Power module is having short circuit between V0 and V link terminals. PM will need to be returned to Fairchild in Suzhou, China. 8/26- Mosfet power pack shipped to Fairchild in China. Tracking number is: 9373 7350 7806 9/1- still need 8D update from Fairchild TRW to visit facility and check on this issue. 9/16- power module root caused as EOS by Fairchild. I have 8D available.
7/28- checked data found out after the steering gear was replace vehicle had the same noise, cannot chargeback hotline advised to replace the gear. Found RF shock and knuckle assembly fixed the noise. Case closed
8/6- pulled EFF data, no codes in the EPAS gear. This was dealer mis-diagnosis read the dealer comments.
8/20- pulled EFF & fault store data and shipped to 26mile for analysis. 9/9- confirmed offset bridge with xray, to tear out relay to get date code. 9/13 why was this shipped to Ford with post containment if this was an offset bridge.

8/20- no codes, snapping noise while turning under heavy load. Did not notice any noise while turning input shaft. Ford to put On-vehicle for noise test. 9/2- delivered gear to Tim Snider at PDC 10/6- This gear is still in queue to be EDF tested. need to write an ETR for it and we should have it tested by the end of the week if not sooner. Nick Borgerding will send results as soon as possible.
10/5- pulled EFF & stored data, TS harness melted by tech using torch to remove gear hold down bolt near the IPA. 10/8- gear passed leak test taken upstairs for xray 10/22- xray clear, tri-temp testing over the week-end, John to check results. 11/1- John B to pull relay raise RUA & ship to Tyco for relay workshop. 11/2- sent to Tyco for Nov.22-24 relay workshop
12/7- pulled EFF & stored data, shipped to QAO for analysis, no damage to TS harness.
8/10- possible R227 issue at the chicago assemby plant. Contain EPP's at QAO between 4/26-5/10
6/4- able to reproduce the code at 60-70degC 6/7- using PCB test software will not fail, Geoff to check PFR and decide next steps 6/10- issue with VSW supply, R227 measures open circuit. C17 observed to be missing
waiting on next steps
3/31- in process of evaluation

4/13- - As observed Phase 1 and phase 2 do not reach the Vlink level after power up, swapping exercise - The problem does not travel with the ECU problem travels with Motor Relay. Path 4-5 open NOK. Path 3-4- 0.1 ohm OK Coil resistance-170 ohm, Contact 5 not closing.
waiting on next steps

Gear location	Report State
4/15 WPAC parts review 4/20 EPP in UK for further testing 5/8 micro sent to FSL 5/21micro sent back to Shirley 6/5- sent back to FSL acknowledge testing failure 6/15 - Freescale in Malaysia now testing after initial evaluation in Germany	8D in process - 346199

5/27 parts review part taken to Washington to ship out to the UK 6/1 in UK for testing 6/4- relay sent to Tyco 6/15 - Tyco in Portugal	8D in process - 346200

5/20 WPAC parts review 5/20 EPP in Washington for testing. 5/27 EPP shipped to UK 5/28 EPP arrived at UK 6/10- Capacitor sent to Epcos	8D in process - 346201
6/8 WPAC No Parts Review 6/8 taken to Washington for analysis 6/9 sent to UK 6/18 sent at Tyco	8D in process - 346202

5/25 ordered gear for customer on back order 6/4 dealer received gear waiting for dealer to send back 6/9 part sent out will be here for tomorrow 6/11 part arrived at WPAC 6/12- gear at Wasington to pull Level 1 codes & testing 6/17- EPP ship to Europe	8D in process
1814	
6/9- dealer ordered gear on back order. Waiting on FSE to meet TRW at dealer so TRW can pull data and exchange warranty service gear. 6/12 dropped replacement gear at dealer waiting for tech to replace. Will pick-up and deliver to Washington 6/16 dropped gear off at Washington late afternoon 6/18 - Sent to TYCO for anyalsis. Tracking number:918881479187	8D in process
6/15- dealer waiting on backorder service gear **8/20** - Part to be shipped to UK for further anaylsis.	

7/20 - Part at Ford **7/22** - Part at 26 Mile Washington	
6/17- dealer ordered part	
6/17- dealer ordered part	
6/18- dealer ordered gear	

7/20 - Part at Ford	
7/20 - Part at Ford **7/22** - Part at 26 Mile Washington 8/20 - Part to be shipped to UK for further anaylsis.	

Hella	
7/13 - Part at 26 Mile for anaylsis	
7/14 - Part on way to Hella for review	8D created

7/15 - Part ship to Shirley for anaylsis	
7/20 - Part at Ford **7/22** - Part at 26 Mile Washington **7/29** - Part shipped to UK **8/3**- part arrived in UK	
8/4- delivered to 26 mile	
7/16 - Part arrival at TRW 26 Mile **7/29** - Part Shipped to UK. **8/3**-part arrived in UK 8/20 - Part at Anting	

8/4- delivered to 26-mile	

8/4- Delivered to 26 mile	

8/4- Delivered to 26 mile	

Merix	

Tyco	

UK	

Tyco	

QAO	

26-mile	

Dearborn	
26-mile	

UK	
26-mile	

26mile	

Verbatim

REPAIR 05/11/2009 03:42PM JOSE CHACON(PCE) MSS - FCSD - VSP C/P SVC ENG
FAV REQUEST. UNIT HAS NO POWER ASSIST. TRW REQUESTED FEEDBACK FOR ANALYSIS.
ADD-ON 05/11/2009 03:48PM JOSE CHACON(PCE) MSS - FCSD - VSP C/P SVC ENG
SERVICE WRITER INDICATES THIS VEHICLE IS A RENTAL UNIT THAT BELONGS TO DOLLARE RENTAL CAR. THE VEHICLE HAS NO POWER ASSIT AND/OR IT WAS TOWED TO THE DEALER AT THE BEGINNING OF THE MONTH. SW STEVE INDICATED THE MESSAGE CENTER DISPLAYED - POWER STEERING ASSIST FAULT.
ADD-ON 05/11/2009 04:06PM JOSE CHACON(PCE) MSS - FCSD - VSP C/P SVC ENG
ASKED SW TO SPEAK WITH TECHNICIAN LESS. LESS INDICATED THE STEERING ASSIST IS HARD. TECHNICIAN WAS UNABLE TO DRIVE THE VEHICLE. DURING DIAGNOSIS THE TECHNICIAN USED THE INTERACTIVE DIAGNOSIS OUTLINED IN THE ON-LINE WORKSHOP MANUAL. THE IDS DISPLAYED TWO CODES: U2011-49-48 FOR THE PSCM MODULE AND CODE U3000-96-C8 PSCM. LESS FOLLOWED THE PINPOINT TEST AND CLEARED THE CODES. RE-RAN THE DIAGNOSTICS AND CODE U3000-96-C8 PSCM CAME COMING BACK. FURTHER PINPOINT TEST DIAGNOSIS INDICATED TO REPLACE THE EPAS ASSEMBLY. ASKED LESS IF ANY OTHER WARNING LIGHT OR CONCERNS WITH THE VEHICLE. LESS INDICATED NONE. VEHICLE STARTS AND RUNS O.K. NO OTHER CODES IN THE NETWORK, BESIDES THE EPAS CODES. LESS INDICATED THEY ORDERED A NEW ASSEMBLY SINCE 05/05/09 AND WERE TOLD THE PART IS D99. ADVISED LESS TO MONITOR PACO TICKET FOR UPDATES. IF ANY CONCERNS PLEASE CALL JOSE AT 1-313-317-7047
ADD-ON 05/11/2009 04:07PM JOSE CHACON(PCE) MSS - FCSD - VSP C/P SVC ENG
THE VEHICLE IS STILL NOT REPAIRED AND/OR IT IS AT THE DEALER WAITING FOR THE BACK ORDER PARTS.
ADD-ON 05/11/2009 04:09PM JOSE CHACON(PCE) MSS - FCSD - VSP C/P SVC ENG
DEALER ORDERED REPLACEMENT PART # AE5Z-3504-B WITH ENGINEERING # AE5C-3504-BB. DEALER P&A ORDER 01376. DEALER REPAIR ORDER: 28039 LINE 1. PARTS MANAGER E-MAIL ADDRESS: CPRIOLE@PACIFICOCARS.COM

Dealer did not mention PSCM code U3000-49(B32) the first time they pulled codes. After clearing codes U3000-96 was the only code that would not clear and still no steering assist, also was the only code that showed up in the Interactive Online Diagnosis screen shot. Dealer performed pin point test (PPT"C") for U3000-96(B69) lead to replace the EPAS gear.

No Assist with "Power Steering Assist Fault" in the vehicles message center. Dealer scan tool pulled stored codes of C200D-49(B9A) and C1B00-62(B93) with the U3000-96(C69) lockout code which the C69 would not clear. Tech states he set code U3000-96(C69) after he charged the battery, tech had low voltage ABS code C1676 that cleared after charging the battery. PPT"C" lead to EPAS gear replacement

REPAIR 05/27/2009 01:43PM JOSE CHACON(PCE) MSS - FCSD - VSP C/P SVC ENG
NO FAV OASIS CONTACT. SUPPLIER TRW USING LOG VIEW DATA FROM EPAS DIAGNOSTICS. VIN # 3FAHP0HA9AR[redacted], AND P&A 00815. REQUEST TO OBTAIN DEALER DIAGNOSTICS AND/OR INFORMATION FOR PART EXCHANGE.
OWNER 05/27/2009 01:43PM JOSE CHACON(PCE) MSS - FCSD - VSP C/P SVC ENG
THE OWNER INDICATES THEY JUST BOUGHT THE VEHICLE AND WAS DRIVEN OVER THE WEEKEND. OWNER NOTED THE STEERING GOT HARD AND ALMOST LOST CONTROL WHILE DRIVING THROUGH A CURVE. OWNET PULLED ON THE SIDE OF THE ROAD, TURNED THE VEHICLE OFF AND/OR RESTARTED. THE STEERING RETURNED TO NORMAL. CUSTOMED SCHEDULED DEALER VISIT ON 05/25.
ADD-ON 05/27/2009 01:46PM JOSE CHACON(PCE) MSS - FCSD - VSP C/P SVC ENG
SPOKE WITH SW PAM AND/OR TECHNICIAN MICHAEL. MICHAEL INDICATED THE INSTRUMENT PANEL WARNING MESSAGE WAS ON WITH "POWER STEERING FAULT"

4991 . ROAD TEST TO VERIFY CONCERN, UNABLE TO DUPLICATE. SELF TESTED POWER STEERING CONTROL MODULE, U2011:49 08. CHECKED OASIS FOR CONCERNS, NONE. CONTACTED FORD TECH HOTLINE. ADVISED TO CHECK FOR WIRING CONCERNS IN THE HAR NESS TO STEERING MODULE. TESTED HARNESS, IN VARIOUS LOCATION, AND FOUND N O FAULTS. ADVISED TO FOLLOW INTERACTIVE DIAGNOSTICS. PERFORMED INTERACTIVE. TECH REPLACED THE GEAR SECOND TIME BACK FOR THE SAME CODE. TOOK OVER 3K MILES FOR THE CODE TO RESET.

REPAIR 06/11/2009 12:17PM DEREK HARMON MSS - FCSD - TECH SVC HOTLINE
TAR OPENED AT THE REQUEST OF THE PCE JOSE CHACON. VEHICLE HAS MULTI DTC'S STORED IN MEMORY. THE VEHICLE IS A UNSOLD VEHICLE & DLR IS WAITING ON PART FOR THE REPAIR. PCE & PVT ARE REQUESTING A FSE TO VISIT THE DLR TO REVIEW THE FREEZE FRAM DATA & COMMUNCATE FINDING.
ADD-ON 06/11/2009 12:18PM DEREK HARMON MSS - FCSD - TECH SVC HOTLINE
ADDITIONAL REPORT TO REVIEW ON THIS SUBJECT VEHICLE IS 9FJAG436. EHTR
ADD-ON 06/11/2009 05:12PM IAN GRIFFIN(FSE) MSS - FCSD - REG - DETROIT
SET UP VISIT WITH JOSE CHACON AND SERVICE MANAGER BRIAN GRAHAM AT THE DEALERSHIP TOMORROW AT 8:00. PCE WILL BE BRINGING ENGINEERS WITH HIM AND A NEW RACK FOR THE ISSUE. DEALER REPORTED NO FREEZE FRAME DATA, BUT THE CODE IS A HARD FAULT.
ADD-ON 06/12/2009 08:36AM DEREK HARMON MSS - FCSD - TECH SVC HOTLINE
EHTR
ADD-ON 06/15/2009 08:27AM IAN GRIFFIN(FSE) MSS - FCSD - REG - DETROIT
DEALERSHIP IS CURRENTLY INSTALLING RACK DROPPED OFF BY ENGINEERING. ENGINEERING HAS ISSUED A 700 TAG TO PICK UP THE OLD PART. DEALERSHIP IS TO KEEP ORDER FOR RACK IN THE SYSTEM AND ENGINEERING WILL PICK UP THE RACK WHEN IT ARRIVES SINCE ENGINEERING DELIVERED RACK. THEY ARE BASICALLY JUST GOING TO PICK UP THE NEW ONE THAT GETS SHIPPED INSTEAD OF CANCELLING ORDER BECAUSE THEY BROUGHT THEIR OWN RACK OUT ON FRIDAY. DEALERSHIP TO CALL FSE AND LET ME KNOW IF THE VEHICLE IS REPAIRED AFTER REPLACEMENT.
ADD-ON 06/16/2009 06:49AM IAN GRIFFIN(FSE) MSS - FCSD - REG - DETROIT
DEALERSHIP EMAILED FSE AND INDICATED THAT THE VEHICLE IS REPAIRED

POWER STEERING ASSIST FAILURE* DISPLAYED ON DASH. VERY HARD TO TURN AND AFTER MOVING "SERVICE ADVANCETRAC" DISPLAYED ON DASH AS WELL. DEALER STOCK UNIT JUST OFF TRUCK. HOTLINE CONCTACTED AND RECOMMENED TO SWAP WITH KNOW GOOD AND NO PROBLEMS SEVERAL ATTEMPTS MADE TO GET INTO PCM IDS AT 61.07 AND IDS WILL DISPLAY STATED UNIQUE PCM IDENTIFIER IS NOT PRESENT. NO KNOWN PPT TO FOLLOW OR ABLE TO PERFROM A NETWORK TEST. VEHICLE WILL RUN AND SHIFT FINE NO POWER STEERING NO CHECK ENGINE LIGHT.

CUSTOMER STAES THAT THE POWER STEERING IS INOP THEREE IS A MESSAGE ON DASH. ROAD TEST VERIFY CONCERN EEC TEST CODE C1277 AND CODE 3000 CALL HOTLINE REPLACE POWER STEERING GEAR ROAD TEST OK CHECKED AND RESET FRONT AND REAR ALIGNMENT 9911

REPAIR 06/17/2009 05:42:17 M MARSHALL EXTRA MSG - FOUD - TECH SVC HOTLINE
WEB FORM DATA - CONCERN: NO POWER STEERING, "POWER STEERING ASSIST FAULT" IN MESSAGE CENTER. DIAGNOSTICS: WENT THROUGH INTERACTIVE DIAGNOSTICS VIA PTS, LEADS TO GEAR REPLACEMENT PARTS REPLACED:: NONE YET TECH QUESTION: THIS IS A CAR MODIFIED TO A COUNTY CONSTABLES CAR. I CANT FIND ANYTHING TIED INTO THE P/S SYSTEM OR NETWORK, BUT IM CONCERNED ABOUT REPLACING THE GEAR WITHOUT SOME FURTHER VERIFICATION. WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS

NO STEERING ASSIST DIAGNOSTICS:
INTERACTIVE DIAG PARTS REPLACED:: NONE...I FOUND WIRES FROM STEERING SHFT TORQUE SENSORS CUT POSSIBLY DUE TO ASSEMBLY ALL WIRES IN THAT HARNESS WERE CUT EXCEPT YELLOW WIRE I CANT TELL YOU WHAT CIRCUIT THEY ARE BECAUSE I CANT PULL THEM UP IN THE WIRING DIAGRAM ANYWAY I FIXED ALL THE WIRING NOW THE TORQUE SENSOR CODES ARE GONE BUT THE U3000 STILL REMAINS IN CONTINUOUS MEMORY BUT SYSTEM ON DEMAND SAYS PASS BUT STILL WONT CLEAR U3000 TECH QUESTION: I PERFORMED THE INTERACIVE DIAG AND IT SAYS TO PUT EPAS GEAR ASSEMBLY IN IT I JUST WANTED TO CHECK WITH YOU GUYS TO MAKE SURE THAT IS CORRECT. COULD THE WIRES HAVE SHORTED OUT THE MODULE? WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES

DIAGNOSTICS - LAPTOP LOCKED UP MANY TIMES GETTING INTO INTERACTIVE DIAGNOSTICS. ALSO LOCKED UP MANY TIMES AFTER GETTING INTO INTERACTIVE DIAG. CAUSING A LOCK UP AND FORCING A COMPLETE REBOOT. DIAGNOSTIC ALSO REQUIRED A EXTENSIVE TEST DRIVE WITH NO POWER STEERING ASST. DRIVING THE VEHICLE FOR 10 MIN AT HWY SPEED PINPOINT TEST (C2). THIS TESTING LEADS US TO REQUIRE REPLACEMENT OF THE POWER STEERING UNIT. CALLED HOTLINE AND ENGINEERING. GOT TO DALE BOUSE - 313-805-2289 THE PS ENGINEER. HE ADVISED THAT THE CODE WE HAVE HAS LOCKED THE POWER STEERING UNIT AND REPLACEMENT IS NECESSARY. HE WANTED

WEB FORM DATA - CONCERN: INSTRUMENT CLUSTER MALFUNCTIONING/SWEEPING, AIRBAG LIGHT COMES ON ADV TRAC LIGHT ON, PS INOP DIAGNOSTICS: EEC TESTS. MONITORED PID DATA MULTIPLE MODULES. FUSES/RELAYS OK. VISUAL OK PARTS REPLACED:: NONE TECH QUESTION: CANNOT ACCESS INTERACTIVE DIAGNOSTICS SO NO HELP AVAILABLE. HAD ALL KINDS OF NETWORK CODES. ERASED CODES. NONE RETURNED. ALL MODULES PASS. ONLY CONCERN REMAINING IS NO P/S. ANY KNOWN CONCERNS? WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST FOLLOWED?

Customer Comment: CUSTOMER STATES ON SATURDAY THE POWER STEERING WENT OUT, POWER STEERING ASSIST FAULT, CHECK ENGINE LIGHT ON. AC WENT OUT BUT THINK ITS WORKING AGAIN. HAPPENED ALL WHILE DRIVING.
Technician Comment:VERIFIED CONCERN, HOOKED UP VCM WITH LAP TOP, FOLLOWED ON LINE INTERACTION DIAGNOSING SOFTWARE. CHECKED FOR DAMAGE (NONE)TEST DROVE, COMPUTER STATED DAIG, TO REPLACE ELECTRONIC RACK. REPLACED RACK AND PERFORMED ALIGNMENT.CODES ON BACK..

No codes or messages in the message center, repair order only lists "when turning the steering wheel is binding", tech states diagnosis lead to EPAS gear replacement. Enterprise Rent A Car vehicle, vehicle delivery date 4/23/2009.

No Steering Assist with "Power Steering Assist Fault" in the vehicles message center. Dealer did not perform Interactive Diagnostics and did not call Hotline so no details on the failure or codes from the technician were listed. From the CANape data retrieved at 26-mile tech had Ford scan tool code C200B-2F (BD2) & C200C-2F (BD1 & BD3) then code U3000-96 (C69) latched and would not clear.

07/02/2009 06:34PM DAVID KNAPP MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: POWER STEERING ASSIST FAULT, NO ASSIST DIAGNOSTICS: RETRIEVED CODE U3000-96. INSPECTED FUSES AND ALL COMPONENTS AND CONNECTORS. UNABLE TO ENTER INTERACTIVE DIAGNOSTICS. HAD FSE ON THE PHONE TO TROUBLESHOOT INTERACTIVE DIAG PROBLEM TO NO AVAIL. IT LOOKS LIKE IT WILL NEED A STEERING GEAR BUT
-THIS UNIT HAS NO POWER STEERING ASSIST AND THERE WAS A U2011 AND U3000:96 IN THE PSCM, HOWEVER THE PSCM MODULE IS COMMUNICATING NORMALLY. -I CLEARED DTC'S AND ONLY THE U300:96 RETURNS AND THERE IS STILL NO P/S ASSIST. -I TRIED TO ACCESS THE INTERACTIVE DIAGNOSIS IN THE ONLINE SHOP MANUAL, BUT I WAS NOT ABLE TO ACCESS THIS. -I HAVE CHECKED ALL PSCM MODULE POWER & GROUND PINS AT THE PSCM MODULE FOR GOOD POWER & GROUND AND THEY ARE OK. -WITH JOHN ON THE PHONE I WALKED HIM THROUGH THE ONLINE SHOP MANUAL SECTION 211-00A AND HE WAS FINALLY ABLE TO ACCESS THE PSCM INTERACTIVE DIAGNOSIS SECTION OF THE SHOP MANUAL.

WEB FORM DATA - CONCERN: CUSTOMER STATES VEHICLE HAS NO POWER STEERING DIAGNOSTICS: IDS TEST UNABLE TO COMUNICATE WITH POWER STERING MODULE PARTS REPLACED:: NONE TECH QUESTION: WOULD LIKE TO KNOW IF THERE IS ANY KNOWN CONCERNS WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES

07/14/2009 09:10AM EDWIN DERY MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: NO STEERING ASSIST DIAGNOSTICS: SCANNED AND RETRIEVED CODES C1277 AND U0131.FOLLOWED ONLINE TEST BL2 -PSCM NO COMMUNICATION WITH IT.THEN FOLLOWED TESTS D.ALL POWER AND GROUND TESTS PASSED AS WELL AS HS-CAN TESTS PASSED.AM BEING DIRECTED TO REPLACED THE PSCM,BUT LOOKING FOR REASSURANCE BEFORE ORDERING PARTS REPLACED:: NONE TECH QUESTION: SOUND LOGICAL OR IS THERE ASOMETHING ELSE I SHOULD HAVE A HEADS UP ON? WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES
09/08/2009 05:00PM LARRY LUCZKOWSKI MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: STEERING HAS FULL ASSIST AT ALL TIMES , OVERSENSITIVE WHEN DRIVING

States he is losing assist intermittently, unknown set ford codes

WEB FORM DATA - CONCERN: CHECK POWER STEERING ASSIST FAULT IN MESSAGE CENTER AND ADVANCED TRAC LIGHT ON DIAGNOSTICS: IDS DIAG SELF-TEST PSCM RETRIEVED CODES U0415:00-48, U3000:96-C8, C200B:62-48, U0415:00-48, AND C1277. PERFORMED NETWORK TEST PASSED. PERFORMED INTERACTIVE DIAG IN WORK SHOP MANUAL. IN SECTION KC1 READ VEHICLE INFORMATION COMPUTER SAYS "NETWORK TEST NOT COMPLETE" AND WILL NOT LET ME GO ANY FURTHER IN THE DIAG PROCESS. POWER STEERING DOES NOT WORK PARTS REPLACED:: NONE TECH QUESTION: IS THERE A NORMAL STYLE PIN POINT TEST OR DO I HAVE TO DO THE INTERACTIVE DIAG? PLEASE HELP WITH DIAG. THANKS WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST FOLLOWED? NO
driving vehicle from dealer trade no assist and power steering assist fault in message center.

NO POWER STEERING DIAGNOSTICS: U3000 CODE LEAD TO PINPOINT TESTS C1, C2, CLEAR CODES, TEST DROVE CODE COMES BACK PARTS REPLACED:: NONE TECH QUESTION: ADVICE WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES

No code information or diagnosis from Interactive Diagnosis or CQIS. AWS report list customer complaint as "CHECK CUSTOMER CONCERN NO POWER STEERING AND AUTO TRAC LIGHT IS ON". Tech comments"DOES NOT OPERATE PROPERLY PERFORMED

CONCERN: STEERING HARD TO TURN--CUST BACKED INTO A CURB-NO VISIBLE DAMAGE DIAGNOSTICS: SELF TEST AND VIS INSPECTION, DCL MONITIOR STEERING WHEEL ANGLE SHOWING 49500 DEG WHILE STEERING IS STRAIGHT PARTS REPLACED:: NONE TECH QUESTION: LOOKING FOR KNOWN CONCERNS OR JUST PROCEED WITH INTERACTIVE DIAG WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES

CONCERN: POWER STEERING ASSIST FAULT MESSAGE ON INSTRUMENT CLUSTER. ALSO CHECK ADV TRAC MESSAGE. NO POWER STEERING ASSIST. DIAGNOSTICS: SELF TEST. PINPOINT TEST. CLEARED CODES. ROAD TEST 10MIN BETWEEN 45MPH AND 60MPH WITH 4 LANE CHANGES. PARKING LOT LOCK TO LOCK MANEUVERS. AFTER ROAD TEST 03000:96 CODE STILL PRESENT. PINPOINT TEST SAYS REPLACE STEERING GEAR. PARTS REPLACED:: NONE TECH QUESTION: BEFORE ORDERING A STEERING GEAR I WOULD LIKE TO KNOW IF THERE ARE ANY KNOWN CONCERNS WITH THESE GEARS YET? THANK YOU WERE YOU

ROAD TESTEED VEHICLE. NO POWERSTEERING. IDS TEST U3000:96 C 8 OASIS NO TSB OR SSM. ONLINE INTERACTIVE DIAGANOISE. PIN POINT TEST C C2 YES YES CODES STILL PRESENT. FAILED INTERNAL PSCM. RAISED VEHICLE. DIASSEMBLED. REPLACED ELECTRONIC RACK AND PINION.. REASSEMBLED. PERFORMED 2 WHEEL ALIGNMENT. SET FRONT TOE. CLEARED CODES RETESTED OK AT THIS TIME

WEB FORM DATA - CONCERN: CUST STATES VEH HAS NO POWER STEERING,VERY HARD TO TURN EITHER DIRECTION,ALSO WHEN BRAKING FEELS LIKE YOU SLAMM ON BRAKES. DIAGNOSTICS: VERIFIED CONCERN,VEH HAS NO P/S ASSIST.PERFORMED EEC FOR ABS C1277, HVAC U0423:68-08, PCM P100, PSCM U3000 96-08. PERFORMED INTERACTIVE DIAG FOUND TSB FOR DTC U3000 BUT VEH NOT EQUIPT WITH SINC SO UNABLE TO PROGRAM .BUT INTERACTIVE DIAG STATES TO REPAIR THIS DTC FIRST. PARTS REPLACED:: NONE TECH QUESTION: NOT SURE OF WHICH DTC,OR PIN POINT TO FOLLOW FIRST WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST FOLLOWED? NO

POWER STEERING FAULT MESSAGE IS DISPLAYED. DTC C1277 & U3000 ARE PRESENT. ATTEMPTING TO LOCATE CONNECTOR C1010. UNABLE TO LOCATE CONNECTOR. DTC'S CAN BE CLEARED. THERE IS STILL LACK OF STEERING ASSIST BUT CODE HAVE NOT YET

TECH STATES THIS VEHICLE WAS TOWED IN FROM THRIFTY RAC TECH STATES HE STARTED THE CAR HAD NO ASSIST WITH T/C LAMP ON, TECH HAD ABS CODE C1277 & LOW BATTERY VOLTAGE CODE AND COULD NOT COMMUNICATE WITH THE PSCM. NO PROBLEMS WITH THE BATTERY CODE BUT THE BATTERY DID HAVE A RED EYE. TECH INSTALLED THE NEW EPAS GEAR VEHICLE NOW HAS ASSIST AND THE TC WENT OFF.

CUST STATES POWER STEERING ASSIST FAULT PRESENT ON MESSAGE CENTER TRACTION LIGHT COMES ON AS WELL ADVISE.
EEC TEST SYSTEM CODE CODE U3000:96 PERFORM PINPOINT TEST PERFORM INTERACTIVE RUN PP TST ON PSCM AND ALL CONNECTORS CK FOR OPEN OR BAD WIRE AND OR POSS BAD PSCM PSCM NOT COMUNICATING REPL PSCM CLEAR CODES AND RECK OK WPI

WEB FORM DATA -CONCERN: TRAC CONTROL LIGHT AND ABS LIGHTS COME ON RANDOMLY. THEN GO OFF WITH NO RHYME OR REASON. THIS IS THE THIRD TIME THAT THIS VEHICLE HAS COME IN FOR THIS ISSUE. WE DRIVE IT FOR 100 MILES OR SO AND HAVE NOT BEEN ABLE TO DUPLICATE THE CONCERN. EACH TIME IT HAS THE EXACT SAME DTCS. WE DO ROAD TESTS AND WIGGLE TESTS AND TRY TO TRACE THE CAN HARNESS AS BEST WE CAN AND HAVE BEEN UNABLE TO FIND AND ISSUE DIAGNOSTICS: KOEO, KOER, ROAD CONCERN: CHECK STEERING SYSTEM, ON LEFT TURNS WHEEL LOCKS DIAGNOSTICS: FIRST OF, DROVE THE VEHICLE, IMEDIATELY NOTICED WHEEL OFF-CENTERED, AND DRIFT TO THE RIGHT. CHECKED TIRE WEAR, BOTH FRONT TIRES WEARING POORLY OUTSIDE EDGES, AND TOED INWARD. CHECKED FOR ANY VISUAL SIGNS OF BENT, LOOSE OR MISALIGNED PARTS ALL OK. SET ALL TIRES TO 32PSI, PERFORMED ALL WHEEL ALIGNMENT AND ADJUSTED REAR TOE, FOLLOWED BY FRONT END TOE ADJUSTMENT. PLEASE ALSO NOT: FRONT WHEEL HAS SIGNS OFF HITTING CURB, AND HAD THE MOST OF POSITIVE TOE

08/20/2009 12:59PM BRADLEY KUMMLER MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: POWER STEERING HAS LOST ASSIST A COUPLE OF TIMES INTERMITITLY. DIAGNOSTICS: TEST DROVE 41 MILES. DID NOT HAVE A PROBLEM. CHECKED FOR CODES INSP AND VERIFIED THE P S SYS WAS IN OP. PERFORM IDS TEST FOR THE PSCM. GOT CODES U3000:96 C8, C200B:62 48. PERFORM INTERACTIVE PINPOINT TEST PER OASIS. PERFORM PID MONITOR TEST AND FOU

Gear#1- Cust. Concern Code: H22 - STEERING REQUIRES EXTRA OR UNEVEN EFFORT
Condition Code: 42 - DOES NOT OPERATE PROPERLY
Technician Comment: 4645 TEST POWER STEERING MODULE FOR CODES C1277 PERFORM PINPOINT TEST PERFORM REALL TIME DIAGNOSIS ON LINE REPALCE RACK AND PINION
Customer Comment: CUST STATES THAT THE POWER STEERING IS INOP
tech states he replaced the gear for no assist code c1277 only code stored and PS assist fault in the message center. after gear replacement tech states new gear looked like it was a used gear and had a U3000-96 stored in it after configuring gear. so tech installed another gear
Gear#2- Cust. Concern Code: H22 - STEERING REQUIRES EXTRA OR UNEVEN EFFORT

REPAIR 08/27/2009 10:56AM JASON TAYLOR MSS - FCSD - TECH SVC HOTLINE THE TECH STATES THAT THERE IS NO POWER STEERING ASSIST. THE TECH IS HAVING CONCERNS WITH THE INTERACTIVE DIAGNOSTICS AND CAN NOT PRINT THE PIN POINT TEST OFF TO PERFORM THE TESTING AT THE VEHICLE. THERE ARE NO DTC'S PRESENT IN THE PSCM. THE VBAT PID IS READING .7 VOLTS. THE TECH HAS MONITORED THE VOLTAGE AT THE MODULE AND THERE IS 12.4 VOLTS ON BOTH POWER CIRCUITS. THE TECH HAS REMOVED AND CLEANED THE GROUND. THE TECH ALSO SUPPLIED A REDUNDANT KNOWN GOOD GROUND WITH NO CHANGE

RECOMM 08/27/2009 10:56AM JASON TAYLOR MSS - FCSD - TECH SVC HOTLINE SCOTT 08/28/2009 12:29PM JAMES JASKULA MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: STEERING WHEEL HARD TO TURN AND FAULT ON MESSAGE BOARD DIAGNOSTICS: RAN PINPOINT FOR U3000:96 PINPOINT C PARTS REPLACED:: NONE TECH QUESTION: OKAY PINPOINT AND INTERACTIVE DIAG SAID TO REPLACE THE EPAS GEAR. IS THIS CORRECT DUE TO THE CODE BEING A PROSESSOR FAULT WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES

REPAIR 08/26/2009 05:27PM MATT ABELA MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: C/S YESTERDAY POWER STEERING ASSIST FAILURE WARNING WAS ON AND CAR HAD NO POWER STEERING DRIVING FROM HATTISBURG TO FL. IS WORKING NOW DIAGNOSTICS: INSPECTION ALL OK IDS TEST ON PSCM CODE U3000-49-08 IN MEMOREY CODE NOT PRESENT AT THIS TIME PARTS REPLACED:: NONE TECH QUESTION: PREFORM TEST AS PER INTERACTIVE WORKSHOP MANUAL ROAD TEST CODE DID NOT RETURN HAVE U HAD ANY RELATED SYMTOMS WITH THIS CODE WERE YOU ABLE TO VERIFY THE
REPAIR 09/09/2009 03:55PM JASON TAYLOR MSS - FCSD - TECH SVC HOTLINE THE TECH STATES THAT THERE IS FULL ASSIST ON THE POWER STEERING ALL THE TIME. THE TECH RAN A SELF TEST ON THE PSCM AND THERE WERE NO DTC'S PRESENT. THE TECH MONITORED THE STEERING WHEEL ANGLE SENSOR AND IT IS READING 49,150 DEGREES ALL THE TIME.

NO ASSIST LOSS OF STEERING.
REPAIR 09/09/2009 04:33PM CHRIS BISHOP MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: CUST STATES TURM ALL THE WAY TO RIGHT AN START BACK STEERING SLIPS DIAGNOSTICS: EPAS TEST VISUAL INSPECT PARTS REPLACED:: NONE TECH QUESTION: TURN TO STOP BOTH DIRECTIONS AND INSPECT STEERING SHAFT AT RACK WHEN RETURING SHAFT IN
RACK RISES THEN DROP BACK DOWN. NORMAL OR NOT? WERE YOU ABLE TO VERIFY THE CONCERN? NO IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST FOLLOWED? NO

TRNSMISSION FRICTION ELEMENT G STUCK OFF. VERIFY CONCERN. INSPECT STEERING. PERF SELF TEST EPAS HAS CODE PO7AE. PERF PNPT TEST F. PERF TEST F1 TO F4. REPL RACK N PINION, REMOVE FLEX PIPE & LOWERED SUB FRAME, REMOVED ENGINE ROLL BOLT. CK ALIGNMT & SET TOE, CLEARED DTCS IN PSCM, PERFORM IVD TEST, ROAD TEST FOR 10 MINS AS PER PPT 4 SO THAT RACK WOULD CENTER

09/16/2009 02:53PM MARK COUGHLIN MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: VEHICLE HAS NO POWER STEERING DIAGNOSTICS: RECIEVED CODE C-1277 AND U-3000-96-C8 AND CK BOTH FUSES JBJ AND 10 AMP FUSE IN PASSENGER COMPARTMENT,PERFORM INTERACTIVE DIAG BUT WAS NOT ABLE PERFORM PP TEST PARTS REPLACED:: NONE TECH QUESTION: IDS WOULD NOT BRING UP PP TEST WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE
REPLACED THE ABS MODULE FOR CODE C1278 AND VEHICLE RETURNED SAME CODE AND ERRATIC SWA SENSOR POSITION PID
THE CODE CLEARLY STATES THAT THE SWA IS GREATER THAN 15 DEG. WHEN DRIVING STRAIGHT. MONITORING PIDS IT CLEARLY IS DIFFERENT EVERY TIME YOU TURN LOCK TO LOCK THEN STEER STRAIGHT AGAIN
MY VEHICLE WITH THE WHEELS STRAIGHT AHEAD SAYS THE WHEEL IS AT 258 DEGREES AND TURNED TO LEFT LOCK READS 330 DGREES AND RIGHT LOCK READS 668 DEGREES. IF THE PSCM, FOR EXAMPLE, LEARNS 6 AS THE STRAIGHT AHEAD READING, THEN AFTER A LOCK TO LOCK STRAIGHT IS READING AT 9 IT COULD INDUCE THIS CONCERN. I WOULD BEGIN WITH AN INITIALIZATION ON THE PSCM AND RETEST IF THE CONCERN IS STILL PRESENT THEN PLEASE CALL IN TO DISCUSS THIS VEHICLE IN GREATER DETAIL.
THE TECH STATES THAT INTERMITTENTLY THE STEERING WHEEL ANGLE SENSOR WILL

WEB FORM DATA - CONCERN: NO POWER ASSIST FROM EPAS. STEERING WHEEL IS EXTREMELY HARD TO TURN. DIAGNOSTICS: TEST DROVE VEHICLE. PULLED CODES: U3000:96 C200C:2F CHECKED PIDS IN DATALOGGER: EPAS MODULE BELIEVE VSS IS 61.25MPH WHILE PARKED, ALL OTHER MODULES READ CORRECT 0MPH EPAS ALSO HAS A STEERING ANGLE OF 49,000+ DEGREES. PARTS REPLACED:: NONE TECH QUESTION: ANY KNOWN CONCERNS OR SUGGESTED REPAIRS? IS THE STEERING TORQUE SENSOR IN THE EPAS OR ON THE COLUMN? IS THERE ANY HARD COPY OF THE PINPOINT? THE IDS INTERACTIVE DIAG IS BEING EXTREMELY SLOW. WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS

Interactive diagnosis pulled both codes below
C200D-49- FDAA-9A
U3000-96- FDAA-69

TECH STATES HE CLEARED CODE AND THEN VEHICLE WAS SOLD TO CUSTOMER AND THE CUSTOMER RETURNED THE VEHICLE 38 MILES LATER WITH THE SAME C200D-49 CODE, TECH REPLACED THE EPAS GEAR ACCORDING TO INTERACTIVE DIAGNOSTICS WITH SAME CODE RESET.

10/05/2009 11:55AM MICHAEL YOUNG MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: BRAND NEW UNIT. VEHICLE HAS NO POWER STEERING ASSIST. WARNING MESSAGE IN CLUSTER SAYS POWER STEERING SYSTEM FAULT. ALSO AMBER ADVANCE TRAC LIGHT ON (PROB BECAUSE EPAS IS NOT RELAYING STEERING ANGLE) DIAGNOSTICS: PERFORMED INTERACTIVE DIAGNOSTICS USING IDS. CONNECTORS ARE OK. FUSES ARE OK. DIRECTED TO REPLACED EPAS. CODES RETRIEVED ARE U3000:49-48, U3000:96-C8, C1B00:86-28. PARTS REPLACED:: NONE. TECH QUESTION: NEW VEHICLE, FINDING IT HARD TO BELIEVE THIS THING LEFT THE PLANT LIKE THIS. ANY KNOWN ISSUES BEFORE REPLACING THE EPAS AS DIRECTED? THANKS SO MUCH AND HAVE A GREAT DAY. WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES
POWER STEERING ASSIST LIGHT ON, STEERING WHEEL HARD TO TURN
VERIFY THERE TO BE NO POWER STEERING ASSIST AND WARNING LIGHT IS ON. EEC TEST CODE U2011 PRESENT. USING IDS PERFORM ONLINE INTERACTIVE VEHICLE DIAGNOSIS GUIDED PINPOINT TEST. FOUND INTERNAL ECU FAILURE OF THE EPAS STEERING GEAR. 1210: LOWERED SUBFRAME AND REMOVED STEERING GEAR INSTALLED NEW GEAR PUT OUTER TIE ROD ENDS FROM OLD GEAR ON NEW GEAR REASSEMBLED AND PERFORMED

THIS UNIT HAS NO POWER STEERING ASSIST AND THERE WAS A MESSAGE IN THE CLUSTER MESSAGE CENTER THAT DISPLAYED "POWER STEERING ASSIST FAULT" -THERE WAS A C1277 IN THE ABS MODULE AND A U3000:96 IN THE PSCM. -THE C1277 IS NO LONGER PRESENT. -I HAVE TRIED TO GET INTO THE ONLINE SHOP MANUAL TO PERFORM THE INTERACTIVE DIAGNOSIS ON THE EPAS SYSTEM, BUT I CANNOT GET INTO THE ONLINE SHOP MANUALS DUE TO A SERVER ISSUE.

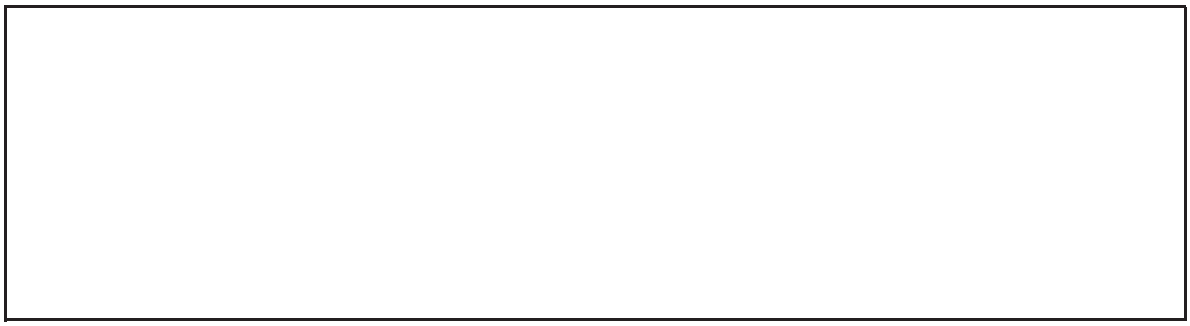
10/06/2009 11:54AM FRANK VENEZIANO(CLP) MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: C/S NO POWER STEERING ASSIST DIAGNOSTICS: CHECK CODES U3000-96 AND CHECK POWER PARTS REPLACED:: NONE YET TECH QUESTION: BY THE CODES WE ARE GETTING IT LOOK LIKE WE HAVE A EPAS SYSTEM PROBLEM . THE U2011-49 LEADS YOU TO CHECK THE STEERING ANGLE SENSOR WHICH IS INSIDE, IN THAT CASE THE EPAS SYSTEM WILL HAVE TO BE EXCHANCED WITH NEW UNIT . FIRST PROBLEM WITH ONE. HAD ANY PROBLEMS IN ONE OUT THERE WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES

10/13/2009 04:24PM GLEN HILLAKER MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: LOSE OF STEERING ASSIST AT LOW SPEED AT TIMES AND MESSAGE "POWER STEERING FAILURE". DIAGNOSTICS: QUICK TEST U2011-49(B3A). CODE DID NOT REPEAT AFTER CLEARING FOR THE DEALER AND THEY DID NOT WANT TO RETURN THE VEHICLE TO THE CUSTOMER WITHOUT DOING ANYTHING. WITH THIS CODE B3A AND THE MILEAGE(993), LOCATION SEATTLE(WET CLIMATE) ADVISED THE HOTLINER TO TELL THE TECH TO REPLACE THE GEAR.

CUSTOMER STATES THERE IS A POWER STEERING ASSIST LIGHT ONAND THE P S IS INOP
DIAG,INSPECT,PULL CODES WITH IDS,C1B00 86 28,U2011 49 48,U3000 96 C8, RUN INTERACTIVE DIAGNOSTICS FOR STEERINGSYSTEM, DIAGNOSTICS STATE TO DIAG U3000 96 C8 FIRST,RUNPINPOINT TEST C1 PER INTERACTIVE DIAG,TEST STATES FOR CODEU3000 96 TO REPLACE EPAS STEERING GEAR, R&I UNDER BODY TRIMAND FENDER TRIM, LOWER SUBFRAM FOR ACCESS TO EPAS GEAR, R&REPAS GEAR, REINSTALL, CL

Customer Comment: CUST STATES LOST ALL POWER STEERING AND SHOWS PS FAULT ON DISPLAY
Technician Comment: TEST DRIVE VEHICLE CONFERM LOST OF POWER STEERING AND PS FAULT ON DISPLAY. PERFORM DIAG FOUND CODES C1277. PEREFORM PIN POINT F AND INTEERACTICE DIAG. MONITOR PIDS. FOUND STEERING WHEEL TO CHANGING AT ALL. REPLACE STEERING GEAR HAD TO REMOVE SUB FRAME TO ACCES. PERFORM ALIGNMENT. CLEAR CODES RE TEST NORMAL OPERATION. END MILES 22733

10/20/2009 01:10PM IONET PUSTA MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: WHEN TURNING SHARP, LEFT OR RIGHT, FORWARD FOR BACKWARD, STEERING WHEEL WILL VIOLENTLY KICK BACK AND "STEERING FAULT" APPEARED ON MESSAGE CENTER. PULLED VEHICLE OVER AND CYCLED KEY ON AND OFF AND STEERING RETURNED TO NORMAL. MESSAGE CENTER BLANK UNTIL CONDITION OCCURS AGAIN. DIAGNOSTICS: PULLED CODES-U2011 PRESENT. DESCRIPTION-U2011-MOTOR. FAILURE TYPE-49-INTERNAL ELECTRONIC FAILURE. STATUS-08 (NOT CURRENT DTC)-FAULT PREVIOUSLY DETECTED, NOT CURRENTLY PRESENT. PARTS REPLACED:: NONE AT THIS TIME TECH QUESTION: CAN YOU GIVE US A PATH TO FOLLOW? WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? WAS THE PINPOINT TEST FOLLOWED?



CONCERN: GRIND IN FRT WHEN TURNING. DIAGNOSTICS: VERIFED CONCERN...CHECKED FOR TSBS 20795 MATCHES MY CONCERN BUT ITS NOT A NORMAL NOISE...I VERIFED THE SEAL WAS INSTALLED CORRECTLY THEN REMOVED THE SEAL ALL TOGETHER THE NOISE STAYED THE SAME...THERE IS A GRINDING NOISE COMING FROM THE STEERING GEAR...I

WEB FORM DATA - CONCERN: POWER STEERING CUTS OUT AT TIMES. DIAGNOSTICS: PERFROM VISUAL INSP. NOTHING LOOSE OF DAMAGED. SELF TEST. EPAS SYSTEM HAS U CODE. U2011:49-08 PARTS REPLACED:: NONE TECH QUESTION: TRYING TO DIAG SYSTEM BUT INTERACTIVE PINPOIN TEST WILL NOT READ VEHICLE INFORMATION AND I CANNOT GET TO ANY OTHER DTC CHARTS. IDS WILL SELF TEST SYSTEM BUT WHEN TRYING TO RUN INTERACTIVE PINPOINT VCM ICON WILL NOT LIGHT UP AND WILL NOT READ INFO. IS THERE ANOTHER PATH I USE TO DIAG THIS OR ARE THERE ANY KNOWN CONCERNS? WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES

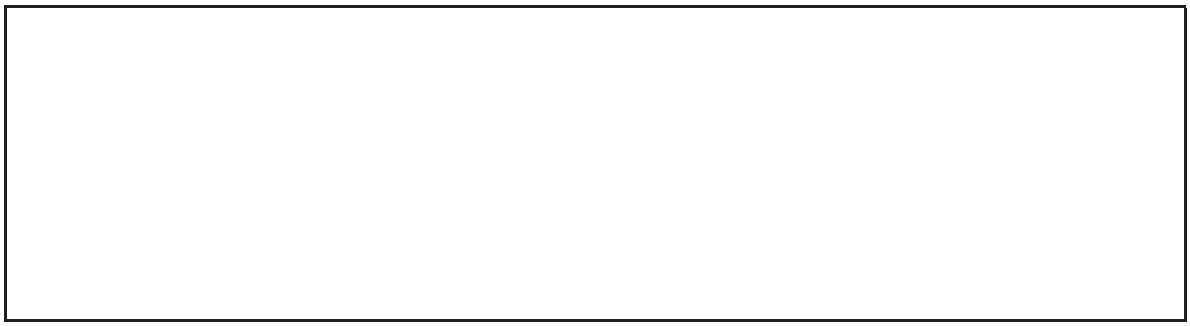
NO POWER STEERING DIAGNOSTICS: PINPOINT PARTS REPLACED:: EPAS TECH QUESTION: DOES THIS NEED PMI SERVICE PROCEDURES AFTER REPLACING DOES NOT SHOW. WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES

NO POWER ASSIST, POWER ASSIST FAULT ON MESSAGE CENTER DIAGNOSTICS: PINPOINT TEST, CHECK FUSES, CHECK POWER AND GROUND AT ABS MODULE PARTS REPLACED:: ABS MODULE TECH QUESTION: WHAT TO DO, AFTER ABS MODULE REPLACEMENT CODES CAME BACK, FOLLOW INTERACTIVE DIAGNOSTICS AND PAGE SAID TO DIAGNOSE U3000:96-C8 FIRST, DTC CHART FOR CODE REFERS ME TO SECTION 211-00A, NO PIN POINT TEST FOR CODE, SEEMS LIKE PSCM IS FAULTY WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES

11/09/2009 10:21AM BRADLEY SCHOLES MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: SQUEEKING NOISE IN STEERING WHILE TURNING CAN ALSO BE HEARD WHILE SITTING STILL AND TURNING THE WHEEL FROM SIDE TO SIDE NOISE IS COMING FROM STEERING COLUMN AREA/FLOOR BOARD DIAGNOSTICS: TEST DROVE TO VERIFY CONCERN.

CUSTOMER STATES THAT THE POWER STEERING IS OUT
CHECKED AND VERIFIED CONCERN SELF TESTED GOT CODES U3000 96 C8 U2011 49 48 AND C1277 MONITER PIDS FOUND NO STEERING WHELL ROTATIONAL SENSOR NOT READING ELECTRICAL TEST FOUND SENSOR BAD HAVE TO GET HOLE RACK AND PINION ASSY REMOVED SUBFRAME AND REPLACED STEERING GEAR REASSEMBLED AND RETESTED OK NEEDS ALIGNED

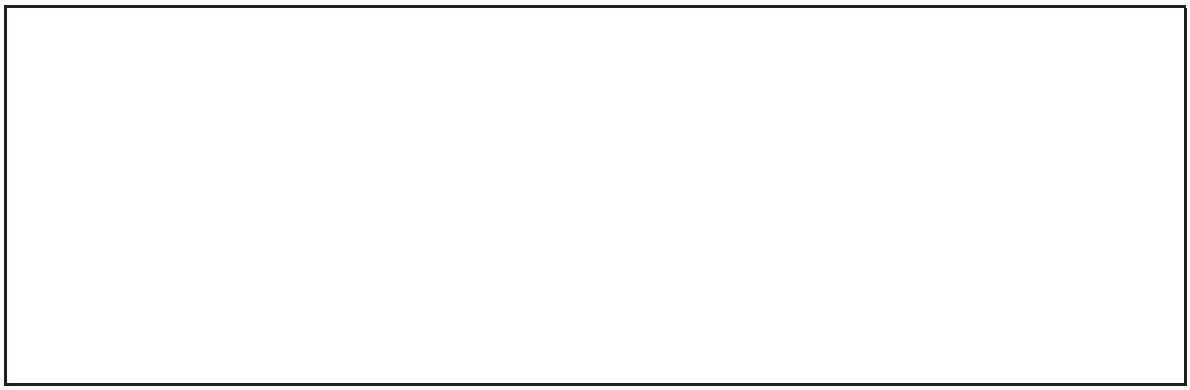
C S THAT HARD TO TURN WHEN BACKING UP, LOSES P S AND WARNING CHIME GOES OFF.
INTERACTIVE DIAGNOSIS HAS SNAPSHOT DATA OF U2011-49(B3A)
DIAG AND REPLACE STEERING GEAR ASSY CLEAR CODES AND TEST DR OK SET TOE IN.



SECOND TIME BACK FOR THE SAME P07AE-09 CODE 2K MILES AGO.
VEHICLE LOST POWER STEERING ASSIST,SERVICE ADVANCE TRACK WARNING LIGHT CAME ON HAPPENED ON I 80 AFTER DRIVING FOR 2 HOURS NONSTOP HE SAID HE MUST CONSTANTLY CORRECT STEERING TO KEEP STRAIGHT.
VERIFIED,SET UP IDS CODES C1B00,V0415,P07AE CONTACTED FORD TECH ASSIST HOTLINE TOLD TO DIAGNOSE DTC P07AE,PERFORMED INTERACTIVE DIAG,PERFORMED PINPOINT TESTS F1 F4 EPAS STEERING GEAR AT FAULT REPLACED STEERING GEAR PERFORMED 4 WHEEL ALIGNMENT,ADJUSTED FRONT AND REAR TOE ANGLES.TEST DROVE AFTER REPAIRS TO VERIFY

CUST STATES POWER STEERING NOT WORKING
CONCERN: P3000:96 POWER STEERING INOP DIAGNOSTICS: INTERACTIVE DIAG WILL NOT PROCEED DUE TO ABOVE CODE. PARTS REPLACED:: NONE TECH QUESTION: IS THE MODULE PART OF THE STEERING RACK? MODULE NOT IN PARTS LIST. WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST FOLLOWED? NO

CUSTOMER STATES THAT THERE IS NO POWER STEERING POWER STEERING ASSIST LIGHT ON DASH BODY CHASSIS AND ELECTRICAL TESTS FAULT CODE U3000-96, PINPOINT TESTS AND DIAGNOSIS, REPLACE POWER STEERING RACK AND PINION, PSCM MODULE PART OF RACK AND ALIGHN FRONT END, CLEAR FAULTS



ADVANCE TRAC LIGHT CAME ON AND NO POWER ASSIST
WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT COMES ON AND NO POWER ASSIST DIAGNOSTICS: ROAD TEST / EEC TEST / CLEARED CODES RETEST OK CK ALL CONNECTIONS TO STEERING GEAR / GROUNDS / PWR / CK ALL HARD SHELL CONNECTIONS OK SUSPRCT PSCM IN STEERING GEAR PARTS REPLACED:: NONE TECH QUESTION: BASED ON CODES AND CUSTOMER DISCRIPTIONS TECH SUSPECT PSCM IN STEERING RACK IS AT FAULT, WOULD SUPPORT THIS
FINDING. THANKS WERE YOU ABLE TO VERIFY THE CONCERN? NO IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES
RECOMM 12/22/2009 02:13PM JAMES SHEKLETON MSS - FCSD - TECH SVC HOTLINE
FRANK, WHEN THE CONCERN IS PRESENT, VERIFY IF THERE IS COMMUNICATION TO THE
CUSTOMER STATES SERVICE ADVANCE TRAC LIGHT CAME ON IN MESSAGE CENTER. SHORTLY AFTER ALL WARNING LIGHTS CAME ON AND GAUGES STARTED JUMPING. CUSTOMER PULLED OVER TO SIDE OF ROAD
WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT CAME ON SHORTLY AFTER ALL WARNING LIGHTS CAME ON. TURNED OFF THAN WOULD NOT RESTART DIAGNOSTICS: WILL START AT TIMES OK EEC TEST PCM P1602 P0260F ABS C1277 C1963 U0001 U0100 U0140 U0155 U0401 U0402 APIM HAD U0100 U0151 U0155 GPSM U0155 U0423 IPC U0100 U0121 UO131 U0151 U0154OCSM U0151 PSCM U0001 U0100 U0415 RCM U0154 U0155 U0253 U3002 WHEN RUNNING TACH WILL STOP WORKING ALL WARNINGS LIGHTS ON INCLUDING THEFT LIGHT FLASHING. ALL MODULES FAILED NETWORK TEST AT TIMES EXCEPT GEM. HIGH SPEED CAN WIRES AT DATA LINK PIN 6 9 VOLTS PIN 14 8 VOLTS. PIN
3 HAS 2.4 VOLTS AND PIN 11 2.3 VOLTS. CHECKED ALL CONNECTIONS AND WIGGLE

VEHICLE HAS NO POWER STEERING DISPLAYS POWER STEERING ASSIST FAULT ON MESSAGE CENTER ROADTEST UNABLE TO DUPLICATE CONCERN CHECK OAISIS NO INFO CONCERN WAS VERIFIED BY SERVICE ADVISOR A TIME OF WRITE UP DIAG EPAS SYSTEM CODEU2011,U0155 PERFORM INTERACTIVE DIAGNOSIS ALL TESTS PASS CONTAC HOTLINE AND PERFORM VOLTAGE DROP TEST ON EPAS MOTOR POIWER AND GROUND CIRCUITS ALL CIRCUITS OK CHECK ALL PINS AND CONNECTORS ALL OK CONSULT WITH FSE REPLACE RACK. NORMALLY GEAR SHOULD HAVE BEEN GIVEN BACK TO THE CUSTOMER SINCE CODE WOULD NOT RESET FOR THE DEALER AFTER CLEARING OUT. BUT DEALERS FSE APPROVED EPAS GEAR REPLACEMENT.
SOMETHING SQUEALING UNDERHOOD? STEERING? CAN HEAR INSIDE CAR WHEN TURNING WHEEL NOISY VERIFY BEEPING TYPE NOISE WHEN TURNING STEERING WHEEL. MT TIME LIFT TO INSPECT, INSPECT SEAL PER SSM 20795, UNHOOK INTERMEDIATE SHAFT FROM

CS THERE IS A MESSAGE SAYIONG THE POWER ASSIST HAS FAILED
DIAG STEERING CONCERN, FOUND U3000 PERFORMED ITNTE RACTIVE DIAG, FUSES OK, TRIED TO CLEAR CODE WOULD NOT CLEAR. REPLACE STEERING GEAR ASSY,

CHECK SERVICE ADVANCE TRAC SYSTEM LIGHT CAME ON
CK ADVANCE TRACK SYS LT ON,IDS TEST C1278 IN ABS SYSTEM PERF PINPOINT TESTS FOR ABS NO FAULTS FOUND,ATTEMPT TO PERFORM INTERACTIVE DIAG FOR PSCM,DIAG NOT WORKING PROPERLY,CONTACT HOTLINE ID #103510166 MONITOR PCSM PIDS FOUND STEER ANGLE SENSOR READING INCORRECT,CK ALL PCSM MODULE CIRCUITS ADVISED TO REPL POWER STEERING RACK MODULE ASSY,REPL PS RACK,PERFORM

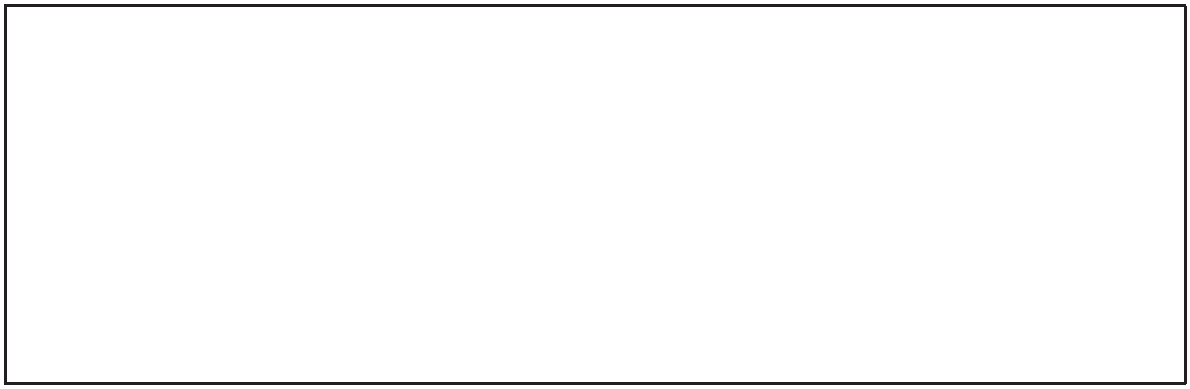
CHECK ADVANCE TRAC LIGHT STAYING ON AND THERE IS A RUBBING TYPE NOISE FRONT RIGHT VERIFIED CUSTOMER CONCERN. IDS TEST; RETRIEVED CODE C1B00. STEERING ANGLE SENSOR OUT OF RANGE. PERFORMED SECTION 211 00A INTERACTIVE DIAGNOSTICS AND WAS THEN SENT TO SECTION 418 00 FOR EPAS DIAGNOSTIC PINPOINT TEST. CALLED HOTLINE AND WAS INSTRUCTED TO CHECK ALL WIRING AND PIN FIT. ALL PIN FIT AND WIRING WERE OK. ALSO TESTED POWER AND GROUND TO POWER STEERING MODULE AND OK, REPLACED EPAS GEAR. VEHICLE RETURNED SAME PROBLEM AFTER 1300 MILES-TRACTION CONTROL LIGHT WAS NOT ON WHEN CUSTOMER DROPPED VEHICLE OFF. IDS TEST; RETRIEVED CODE C1B00 64. CONTACTED HOTLINE AND WAS INSTRUCTED TO PIN FIT ALL EPAS WIRING AT CONNECTORS C1467 A AND B AS WE AS AT CONNECTOR 1010 AND 1010. ALL PIN FIT

WHEN VECHILE IS COLD SERVICE AUTO TRACK COMES ON AND NO POWER STEERING CK CODES U0131 C1277,INSPECT WIRING HARNESS PER SSM 21000,OK,PINPOINT TEST,REPLACED STEERING GEAR,RETESTED

CUSTOMER STATES THE POWER STEERING IS NOT WORKING AND THE STEERING ASSIST LIGHT ON PLEASE CHECK
TECH SCANNED AND FOUND CODES C1277 U3003 U200B AND3000 96 CB TESTED WITH INTERACTVE DIAGNOSIS AND FOUND EPAS FAILED AND NEEDS REPLACED. TECH REMOVED AND REPLACED THE STEERING GEAR WITH EPAS RETESTED ALL PASS AND WORKING AS DESIGNED

STATES POWER STEERING ASSIST FAULT WARNING ON STEERING HARD TO TURN VERIFIED THERE IS NO POWER STEERING ASSIST.VERIFIED ADVANCED TRAC AND POWER STEERING FAULT LIGHT IS ON.RETREIVED DTC C1277 IN ABS MODULE CLEARED DTC.RETESTED.RETREIVED DTC U 3000 IN PSCM COULD NOT CLEAR DTC.PERFORMED VISUAL INSPECTION.INSPECTED CONNECTORS,PINS FOR DAMAGE OR BACKOUT.CHECKED GROUNDS AND POWER.REMOVED AND REPLACED STEERING GEAR DUE TO INTERNAL FAILURE OS STEERING ANGLE

WEB FORM DATA - CONCERN: POWER STEERING FAULT AND ADVANCE TRAC LITE ON NO PS ASSIST DIAGNOSTICS: IDS TEST ON DEMAND AND CHEKED ALL FUSES (OK) PASS ON DEMAND DATA LOGGER SW ANGLE LISTED AT 49150 DEGREES ACTIVE DIAG STATE DEFAULT INTERACTIVE DIAGNOSTICS NOT WORKING, ONLY DOTS FOR TWENTY MINUTES. PARTS REPLACED:: NA TECH QUESTION: ANY SIMILAR REPORTS? IS SW ANGLE OUT OF RANGE CAUSING DEFAULT MODE? ANY SUGGESTIONS? WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST FOLLOWED? NO



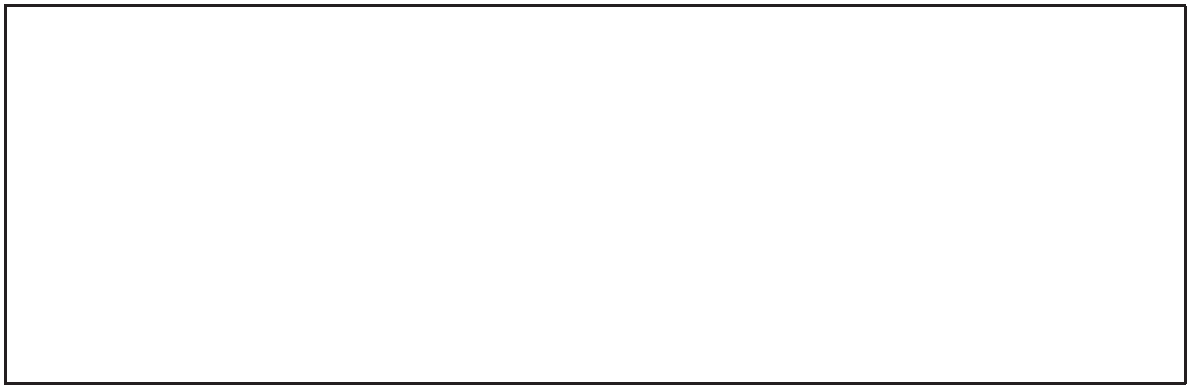
CUSTOMER STATES STEERING LOCKS UP WHILE DRIVING NOTE WHEN STEERING LOSE ACCURED CSUTOMER HAD NO CONTROL AND HIT CURB ON RIGHT FRONT. CUSTOMER STATED RIGHT FRONT WHEEL HAS DAMAGE
INSPECTED FOR THE VAHICLE STEERING LOCKS UP. VERIFIED THE COMPLAINT. VERIFIED DAMMAGE TO BOTH HUB CAPS ON PASS SIDE AND PASS SIDE FRONT WHEEL. PERFORMED STEERING DIAG. PULLED DTC CODES C1277,C1963, AND U0028:08. CONTACTED HOTLINE CONTACT#103 531 056. FOUND THE POWER STEERING RACK TO INTERMITANTLY BE SHORTING INTERNALY. R+R THE POWER STEERING RACK. REPLACED PASS SIDE HUB

VEHICLE HAS NO POWER ASSIST AND POWER STEERING ASSIST FAULT IS DISPLAYED IN CLUSTER
VERIFIED CONCERN PERFORMED EPAS DIAG PINPOINT TEST C PERFORMED ROAD TEST AND PARKING LOT MANEUVERS, REPLACED STEERING GEAR ASSEMBLY PERFORMED ALIGNMENT CK AND SET TOE RETEST OK

NO POWER STEERING, NEW VEHICLE DEALER STOCK UNIT
VERIFY CONCERN VEHICLE HAS NO POWER STEERING ASSIST. EPAS STEERING DIAGNOSIS. SELF TEST HAS NO COMMUNICATION WITH PSCM. COMMUNICATION NETWORK DIAGNOSIS. PERFORM PPT D IN SECTION 418 01 OF SHOP MANUAL. D1 D4 ISOLATED CONCERN TO FAULTY PSCM. REPLACE EPAS STEERING GEAR PSCM ASSY. CHECK FRT CAMBER CASTER AND TOE. CORRECT FRT CAMBER CASTER AND TOE. PRINTOUNT ATTATCHED TO HARD COPY.

C S POWER STEERING ASSIST FAULT MESSAGE IS ON
VERIFY CONCERN POWER STEERING FAULT LIGHT IS ON. EPAS ELECT POWER STEERING ASSIT DIAGNOSIS. RETIREVE DTCS U3000:96 PRESENT. PERFORM INERACTIVE PSCM DIAGNOSTICS. PERFORM EPAS STEERING SYTEM ROAD TEST WITH PARKING LOT MANUEVERS. ISOLATE FAULT TO POWER STEERING CONTROL MODULE. REMOVE FRT SUBFRAME AND REPALCE STEERING GEAR. CHECK FRT CAMBER CASTER AND TOE AND CORRECT FRT CAMBER

C S THAT ON TWO OCCASIONS LOST POWER STEERING WHILE OEPRATING VEHICLE CHECK AND ADVISE
VERIFIED CONCERN CHECK FOR DTCS FOUND DTC B1342 ECU INTERNAL FAULT.CLEAR DTC AND RUN SELF TEST AS PER PINPOINT TEST IN WORK SHOP MANUAL B1342 RETREIVED AGAIN FOUND NECESSARY TO REPLACE THE ELECTRONIC POWER STEERING MODULE AND GEAR ASSEMBLY AND PERFORMED WHEEL ALIGNMENT ROAD TEST OKAY AT THIS TIME.



CUST STATES VEH WILL RUN, HAS POWER ASSIST FAULT
STEERING GEAR LEAKING(TRANS AXLE SEAL LEAK) ELEC P S DIAG, ORDERED RACK ASSM, REPLACED STEERING RACK ASSEMBLY AND ADJUSTED CASTER CAMBER AND TOE IN AFTER REPAIR. ROAD TEST.
THE ONLY OTHER WARRANTY CLAIMS IS RF WINDOW REGULATOR

WEB FORM DATA - CONCERN: NO POWER STERING ASSIST. SERVICE P/S NOW IN MESSAGE CENTER. DIAGNOSTICS: SELF TEST P/S MODULE MEMORY CODE P07AE09-C8 (TRANS FRICTION ELEMENY G /STUCK OFF. PID FOR STEERING WHEEL ANGLE AT 495150.50 DEG. THERE IS BAD TRANS FLUID LEAK AT LH AXLE SEAL A RESULT OF FAILED BUSHING IN TRANS CASE. OUR INTERACTIVE DIAGNOSTIC SYSTEM IN NOT RUNNING YET. PARTS REPLACED:: NONE YET TECH QUESTION: COULD CAUSE BE IN THE STERRING ASSY SINCE MOTOR POSITION IS USE TO DETERMINE SSTEERING ANGLE? WERE YOU ABLE TOVERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST INTHE WSM FOR THIS CONCERN? WAS THE PINPOINT TEST FOLLOWED? NO
VICTOR, YES, THE CONCERN COULD BE CAUSED BY THE STEERING ASSEMBLY. SINCE THE STEERING WHEEL ANGLE SENSOR IS NOT READING CORRECTLY, AND THERE IS A LACK OF

CUSTOMER STATES: THERE IS NO STEERING ASSIST AND THE TRACTION CONTROL LIGHT IS ON
PULLED CODE FOUND U3000 96 U200B AND PSCM C200C, ELECTRONIC STEERING MODULE FAILED, REPLACED MODULE RACK RETEST OK.

02/03/2010 01:06PM MARK MCCLELLAND MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: TURNING THE STEERING WHEEL SIDE TO SIDE QUARTER OF A TURN DIAGNOSTICS: REPROSSION LOWER STEERING SHAFT BOOT PARTS REPLACED:: NONE TECH QUESTION: NONE WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST
02/03/2010 04:27PM ALEXANDER ROGERS MSS - FCSD - TECH SVC HOTLINE COMMENT BY: TECHNICIAN - 2/3/2010 4:20:06 PM THERE IS A SQUEAK NOISE WHEN TURNING THE WHEEL A QUARTER OF A TURN. SOUNDS LIKE A SEAL RUBBING. COMING FROM THE ELECTRONIC STEERING CONTROL UNIT.
02/03/2010 04:51PM EDWIN DERY MSS - FCSD - TECH SVC HOTLINE TECHNICIAN REPLY: USED

03/01/2010 09:24AM BRADLEY SCHOLES MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: HIGH PITCH SQUEAK NOISE FROM EPAS GEAR WITH ENGINE RUNNING OR NOT WHILE TURNING DIAGNOSTICS: INSPECT GEAR AND SEAL FOR DAMAGE OK NVH DIAG. WITH CHASSIS EARS SEEMS TO BE COMMING FOR GEAR PARTS REPLACED:: NONE TECH QUESTION: FOUND SSM 20795 NOT SURE WHAT THE SSM IS ASKING ME TO PERFORM A FIX OR LEAVE IT ALONE DASH SEAL SEEMS TO BE INSTALLED CORRECTLY NOISE IS IN GEAR OR SEAL? TRIED LUBING SEAL TO STOP NOISE DID NOT HELP WERE YOU ABLE TO VERIFY THE CONCERN?
CALVIN STATES THAT HE HEARS THE NOISE LOUDEST AT THE GEAR. HE HAS LUBED THE SEAL AT THE BULK HEAD WITH NO CHANGE. HE IS SEEKING FURTHER DIRECTION TO PROCEED.

CUSTOMER STATES THE STEERING IS VERY STIFF AND YOU CAN HARDLY TURN THE STEERING WHEEL EITHER DIRECTION
DIAGNOSIS, QUICK TEST CODE P07AE PIN POINT TEST AND CLEAR CODES ROAD TEST CODE P07AE RETURNED. REMOVE AND REPLACE EPAS RACK AND RETEST. PERFOR MED ALIGNMENT CHECK AND NECESSARY TO RESET TOE TO SPECS.

CUST STATES ADVANCE TRAC LIGHT IS ON AND LACKS POWER STERRING
VERIFY CONDITION,EEC TEST(C1277,C1963,U0415,P07AE),PERFORM INTERACTIVE DIAGNOSTICS,PERFORM PINPOINT TESTING,REPLACE EPAS STEERING GEAR,PERFORM ALIGNMENT,PERFORM ROAD TEST & PARKING LOT MANUVERS,VERIFIED EFFECTIVE REPAIR AT THIS TIME.

NOISE IN RIGHT FRONT WHEN TURNING AT SLOWER SPEEDS AND WHEN ACCEL FROM STOP
ROAD TEASTED TO VERIFY NOISE...USED CHASSIS EARS TO PINPOINT NOISE...FOUND NOISE COMING FROM RIGHT STRUT...REMOVED STRUT AND REPLACED BRG AND INSULATORS....ALSO REMOVED LEFT STRUT TO RESEAT BUSHING...ROAD TESTED...SOME NOISE STILL PRESENT...RETORQUED SUBFRAM BOLTS LOWER CONTROLL ARMS AND CALIPER BRACKETS...REMOVED RIGHT FRONT AXEL AND REPLACED HUB BRG DUE TO EXCESSIVE NOISE FROM BRG....
vehicle returned 500 miles later with same noise, unknown if PS holddown bolts torqued properly.
C S HEARS NOISE FROM L.S. FRONT OF VEHICLE WHEN AT SLOW SPEEDS AND BRAKING

CUST STATES TRACTION CONTROL LIGHT COMES ON AND OFF
CUSTOMER CONCERN TRACTION CONTROL LIGHT ON AND OFF PERFORMED TRACTION CONTROL ABS DIAG PULLED CODES C1963 20 FOLLOWED PINPOINT TEST F WHICH LED TO STEERING WHEEL ANGLE SENSORS SPOKE WITH HOTLINE CONFIRMED SENSORS ONLY AVAILABLE IN STEERING RACK TECH REPLACED STEERING RACK NECESSARY TO LOWER SUBFRAME TO ACCESS AND REPLACE RACK AFTER REPLACING RACK TECH CHECKED ALIGNMENT AND CORRECTED TO SPEC RETEST
ADD-ON 03/19/2010 09:16AM MARK MCCLELLAND MSS - FCSD - TECH SVC HOTLINE -RE-CONTACTED TECHNICIAN. REPLACING THE EPAS RACK RESOLVED THIS CONCERN
ADD-ON 06/15/2010 01:06PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA VEHICLE RETURNED 165MILES LATER WITH SAME TC LAMP ON C1963 AND COUPLE OTHER U-CODES TECH FOUND POOR TERMINAL CONNECTIONS AT THE ABS MODULE

04/10/2010 08:49AM MARK MCCLELLAND MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: IC PERFORMS START UP SELF TEST OVER AND OVER AGAIN INTERMITTANTLY DIAGNOSTICS: HAD P/S RACK REPLACED FOR PCM CODES O0131 AND C1277. PERFORMED SSM 21243 AND C1010 AS PER SSMS. NO PROBLEM FOUND. WHEN ACTS UP NOW HAS HIGH SPEED CAN BUS CODES AND MODULE COMMUNICATION ERRORS IN MOST MODULES. PARTS REPLACED:: PSCM TECH QUESTION: IS THERE ANY KNOWN ISSUES LIKE THIS? ANY DIRECTION TO FIND MODULE LOCKING UP HIGH SPEED CAN NETWORK WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES
RECOMM 04/10/2010 08:49AM MARK MCCLELLAND MSS - FCSD - TECH SVC HOTLINE JOHNATHAN, DID THE CURRENT CONCERN JUST BEGIN AFTER THE PSCM REPLACEMENT?

C S THAT AT TIMES WHEN ATTEMPTING TO PASS SOMEONE ON HIGHWAY OR MERGING ONTO HIGHWAY VEHICLE WILL REV HIGH THEN MAKES A BANG NOISE THEN VEHICLE WILL ACCELERATE CHECK AND ADVISE
ROAD TEST VERIFY CUSTOMER CONCER IS BINDING TO L H OR PULLS TO THE LEFT CK AND INSPECTED VISUALY THE FRONT END AND STTERING GEAR FOR ANY DAMEGE OR BROKENT END PERFORM THE PIN POINT TEST .RUN SELF TES FOR CODES NO DTC PRESEN CK AND MONITOR THE PIDS CK THE SENSOR CONECTOR AND TERMINALS VISUALY A NEED NEW STTERING GEARS INTERNAL FAILURE REPLACEMNET ONLY ASSEMBLY

CUSTOMER STATES THERE IS A NOISE IN THE FRONT END WHEN TURNING
VERIFIED CONCERN FOUND STEERING RACK NOISY AND LEAKING FLUID NECESSARY TO REPLACE ENTIRE STEERING RACK ASSY RR RACK ASSY RECHECK OK TEST DRIVE OK

CUSTOMER STATES THE TRACTION CONTROL LIGHT COME ON AND VEHIC LE STALLS WHEN MAKING HARD TURNS. PLEASE CHECK AND ADVISE
FROM SIMILAR CAR SWAP WHEELS,TIRES,RETEST,SAME.SWAP ABS MOD,RCM,RETEST,SAME.PER HOTLINE,RR STEERING GEAR,SET TOE.RETEST,SAME.FIELD ENGINEER SPENT DAY CHECKING CAR.CHECKED ABS WIRING FOUND RIGHT REAR AND LEFT REAR ABS SENSOR WIRING CROSSED.REINSTALLED WIRING PER EVTM. RETESTED NORMAL OPERATION.

VEHICLE IS MAKING LOUD STEERING TYPE NOISE AND LEAKING OIL. CHECK AND ADVISE.
INSPECT AND FOUND POWER STEERING RACK ASSY. LEAKING AND NOISY. REPLACE POWER STEERING RACK ASSY. AND RESET ALIGNMENT SPEC'S. TECH ADDED 2 QUARTS OF TRANS FLUID THEN ON THE LAST LINE OF THE REPAIR ORDER TECH REPAIRED LEAKING TRANS AXLE SEAL. SEE BELOW
TECH LEAKING TRANSMISSION FLUID FROM LEFT FRONT AXLE SEAL AREA. CHECK AND ADVISE
INSPECT AND FOUND LEAKING FRONT LEFT HALF SHAFT AXLE SEAL. PERFORM TSB 10 9 4. REPLACE HALF SHAFT, BUSHING AND AXLE SEAL. TOP OFF TRANSMISSION FLUID TO THE PROPER LEVEL AND RECHECK. OK AT THIS TIME.
TECH REPLACED 9 QTS OF TRANS FLUID ON THIS REPAIR.

C,S THAT ENGINE WONT START THEFT LIGHT IS FLASHING
PERFORMED DIAG WITH IDS HAD NO COMMUNICATION WITH IDS ON HS CAN NET WORK
LOAD TESTED ALL POWERS AND GROUNDS GOING TO PCM ALL WERE OK CK ALL FUSES
ALL WERE OK CK FOR CHAFFED WIRING NONE FOUND CK VEREF AND ALL SENSORS ALL
WERE OK MANUALY INSTALLED VIN NUMBER INTO IDS AND RAN NET WORK TEST AND
HS CAN NET WORK FAILED STARTED PERFORMING PIN POINT TEST AD1

VEHICLE JUSY OFF THE CAR CARRIER AND NO POWER STEERING ASSIST, PERFOREMED INTERACTIVE DIAGNOSIS U3000-96 LEAD TO GEAR REPLACEMENT

CONCERN: POWER STREERING ASSIT LIGHT IS ON, RAN CODES AND IT GAVE ME C1BOO:64-68. WENT THROUGH INTERACTIVE DIAGNOSIS GAVE ME A COMMUNICTION CODE BUT THAT I HAD TO REPAIR THE OTHER CODE FIRST. I HAVE NO BLOWN FUSES AND I HAVE POWER GOING TO MODULE BUT I DONT WANT TO REPLACE THE MODULE YET. AM I MISSING A STEP OR IS THERE ANOTHER WAY TO DIAGNOSIS THE PROBLEM? ALSO I CANNOT FIND A BASE PART NUMBER FOR THE POWER STEERING CONTROL MODULE? DIAGNOSTICS: NONE PARTS REPLACED:: NONE TECH QUESTION: HELP PLEASE WERE YOU ABLE TO VERIFY THE CONCERN? NO IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST FOLLOWED? YES

THE CUSTOMER STATES THE STEERING IS VERY SENSITIVE AND ON SNOW AND ICE THE REAR OF THE VEHICLE WILL DART RIGHT OR LEFT.
DEALER PERFORM ALIGNMENT ON VEHICLE CUSTOMER RETURNED 1800 MILES LATER WITH SIMILAR COMPLAINT BUT VEHICLE HARD TO HANDLE ON THE HIGHWAY.

RUBBING NOISE FROM THE STEERING COLMN WHEN ROCKING THE STEERING WHEEL LEFT AND RIGHT
DIAG P S GEAR GRINDING INTERNAL REPLACED P S GEAR
WEB FORM DATA - CONCERN: RUBBING NOISE FROM THE STEERING COLMN WHEN ROCKING THE STEERING WHEEL LEFT AND RIGHT DIAGNOSTICS: ROADTEST AND VISUAL INSP PARTS REPLACED:: NONE TECH QUESTION: ANY KNOWN CONCERNS WITH VEHICLE? VERIFIED AND IS ABNORMAL COMPARED TO LIKE VEHICLES, SUSPECT EPAS THANK YOU WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES
LUBRICATE THE STEERING GEAR/DASH SEAL AND RETEST FOR THE RUBBING NOISE. IF THE NOISE IS LOUDEST IN THE STEERING COLUMN, THE EPAS UNIT IS NOT SUSPECTED

THIS IS THE SECOND TIME BACK FOR THE SAME FRICTION CODE VEHCIEL FIRST CAME IN ON 3/15/2010 WITH 2835 MILES CODES CLEARED AND DID NOT RESET DURING PARKING LOT TEST. VEHICLE RETURNED ON 6/1/2010 WITH 9047 MILES WITH SAME P07AE-09(AF1). REPLACED THE GEAR TO FIX THIS INTERMITTENT CONDITION.

STEERING NOISY TOW IN..NO POWER STEERING BRAKE ERROR MSG ON DASH 8.4.10 3:50PM
ROAD TESTE, VERIFIED NO POWER STEERING, HOOKED UP IDS, CAN NOT COMMUNICATE WITH PSCM. PERFORM PINPOINT TEST FOR NO COMMUNICATION. PINPOINT TEST LED TO STEERING GEAR REPLACEMENT. INSTALL NEW GEAR, REPROGRAM MODULE WITH AS BUILT DATA. CHECK FRONT END ALIGNMENT AND RESET TOE TO SPECS. ROAD TEST,OK.

ADVANCE TRACTION LIGHT IS ON CHECK AND REPORT
CHECK AND CONFRIMED PROBLEM WITH ABS AND PSCM CODE C1B00 RELATED TO STEERING ANGLE SENSOR FAULT. PERFORMED PPT E PER WORKSHOP MANUAL TO E2 STATED TO REPLACE EPAS GEAR

STEERING WILL NOT TURN, PRIOR TO THERE WAS A NOISE IN STEERING. WHEN DRIVING VEHICLE LOCKED AND STOPPED
VERIFY RIGHT FRONT WHEEL IS TURNED IN AND DOESNT MOVE WHEN THE STEERING WHEEL IS TURNED PUT ON LIFT AND REMOVE THE WHEEL CHECK AND FOUND THE RSIDINNER TIE ROD END UNSCREWED FROM THE PLS RACK THE BOOT IS DAMAGED AS ARE THE THREADS ON THE RACK AND INNER TIE ROD CHECK OASIS NO APPLICABLE MSG CONTACT HOTLINE NO PRIOR REPORTS ADVISED TO REPL THE PS RACK REPL THE RSIDE TIE ROD WAS HANGING
10/04/2010 01:31PM JOHN HERDZIK MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: CUSTOMER STATES VEHICLE WILL NOT STEER. DIAGNOSTICS: THE RIGHT FRONT INNER TIE ROD UNTHREADED FROM THE RACK.THE THREADS ON THE RACK AND TIE ROD ARE DAMAGED.THE BOOT IS TORN.THE LOCK NUT FOR THE OUTER TIE ROD WAS TIGHT. PARTS REPLACED: NONE TECH QUESTION: HAVE THERE BEEN ANY REPORTS OF THIS HAPPENING BEFORE?WE HAVE NOT SEEN THIS HAPPEN AT THIS

EPAS GEAR REPLACED ONCE AT 1363 MILES AT CAMELBACK FORD AND VEHICLE RETURNED TO PEORIA FORD WITH 3748 WITH THE TS HARNESS WIRES CUT IN HALF NEAR EPP FLANGE

CAR WONDERS ALL OVER ROAD WHEN DRIVING
TEST DROVE. CAR IS WANDERING AND STEERING WHEEL CENTER POSITION CHANGES. FOUND RACK BUSHINGS DETERIORATED AND WEAK. BOLTS TIGHT. RECOMMEND REPLACING RACK ASSY BECAUSE BUSHINGS ARE NOT SERVICED SEPERATELY. REPLACED RACK ASSEMBLY. PERFORMED ALIGNMENT AND SET TOE. TEST DROVE AGAIN, OK AT THIS TIME.

CUSTOMER STATES THERE IS A GRINDING NOISE FROM THE TRANS AREA AND WILL NEUTRALIZE WHEN HOT UPHSHIFTING, ADVISE
vehicle came in twice for transmission work prior to replacing the EPAS gear. tech replaced the transmission at 21k miles vehicle returned 31k with damaged boot.

This Saturday 8th, AXIS (the company in charge of the sales yard) reported a vehicle that had lost the Gear assistance. The VRT analyst G. Izaguirre went to AXIS to check this car. When the vehicle was turned ON the assistance was back. Izaguirre drove the car to the Final assy repair bay where I met him to review this case
Vehicle rotation # 5310 / VIN : AR[redacted]
EPP # 100841177J30494 / Build Julian date : 124

1. When the steering wheel became stuck, what did the driver do to unstick it? The driver did not do anything, the steering got unstuck it hen he stopped
2. Did the steering wheel become stuck in a turn or while driving straight? The steering got stuck in 3 times, 2 in a curve and 1 in a slight curve.
3. If this happened in a turn, approximately what angle was the wheel? 1st time= -30°…..2nd Time= 30°….. 3rd Time= 5°
4. Driver reports the steering wheel was stuck at least three times. Were the driving conditions the same each time it became stuck, and did the driver do the same action each time to unstuck it? Yes, the driver did not do anything to unstuck it, he said he tried to unstuck it putting force in the steering wheel with no success, until the third time putting this force the steering was released.

First time in customer had collision warning system unavailable & C/C in the message center and the C/C was in/op. tech cleared codes checked all module tech could not duplicate concern. Second time back customer complaint of
WEB FORM DATA - CONCERN: CUSTOMER STATES THAT SOME TIMES FEELS LIKE STEERING WHEEL WANTS TO SLIGHTLY TURN ON ITS OWN, CUSTOMER FEELS PRESSURE IN STEERING WHEEL AND CAR WILL PULL TO ONE WAY OR THE OTHER, DIAGNOSTICS: ALL MODULE SELF TEST, FAIL SECM. DATA NOT FOUND. PARTS REPLACED:: NONE TECH QUESTION: ANY KNOWN CONCERNS? WERE YOU ABLE TO VERIFY THE CONCERN? NO IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES FRANK, THERE ARE NO PAST REPORTS IN THE DATABASE WITH THIS CONCERN. I RECOMMEND REFERRING TO SECTION 206-09 IN THE WSM AND FOLLOW PIN
POINT TEST I FOR THIS CONCERN. IF YOU NEED FURTHER ASSISTANCE PLEASE UPDATE THIS FORM. THANK YOU

REPAIR 09/16/2009 03:59PM MARK COUGHLIN MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: NOISE ON TURNING WHEEL DIAGNOSTICS: IDS TEST PASS PARTS REPLACED:: NONE TECH QUESTION: STEERING RACK EPAS NOISE , ALL THE TIME WERE YOU ABLE TO VERIFY THE CONCERN? YES AT WHAT SPEED DOES THIS OCCUR? ANY AT WHAT RPM DOES THIS OCCUR? BASE IDLE , ANY

RECOMM 09/16/2009 03:59PM MARK COUGHLIN MSS - FCSD - TECH SVC HOTLINE THOMAS, THERE ARE CURRENTLY NO KNOWN ISSUES REGARDING THIS CONCERN. PLEASE ELABORATE ON THE TYPE OF NOISE AND THE PITCH OF THE NOISE. ALSO, PLEASE PROVIDE US WITH YOUR RESULTS FROM THE INTERACTIVE DIAGNOSTICS IN THE WSM UNDER SECTION 211-00A. THANK YOU.

REPAIR 09/16/2009 04:23PM TOM FUMEROLA MSS - FCSD - TECH SVC HOTLINE TECHNICIAN REPLY: GRINDING NOISE, ELEMINATED AND DISCONNECTED TIE RODS AND STEERING COLUMN SHAFT AND NOISE IS SEVERE IN RACK . MANUALLY TURN RACK GRINDS AND STOPS

RECOMM 09/16/2009 04:23PM TOM FUMEROLA MSS - FCSD - TECH SVC HOTLINE THE RACK SOUNDS LIKE IT NEEDS TO BE REPLACED. PEEL BACK THE BOOT FOR INSPECTION TO SEE IF IT IS RUSTED. IF IT ISN'T THEN THERE IS AN INTERNAL FAULT.

09/18/2009 06:42PM DAVID KNAPP MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: VEHICLE HAS NO POWER ASSIST AND CHECK ASSIST WARNING LIGHT ON. DIAGNOSTICS: CHECKED OASIS, TRIED TO SELF TEST PSCM, DID A NETWORK SELF TEST. CHECKED FOR BATTERY VOLTAGE AT CONNECTOR C-1463B AND GROUND AT C1463B, BOTH TESTED OK. CHECK FOR BATTERY VOLTAGE AND C-1463A PIN 3 CIRCUIT CBP34 VT-BN, IT TO TESTED OK. THERE IS A CONNECTOR ON THE PSCM THAT IS NOT NOT SHOWN ON THE WIRING DIAGRAM, IT HAS SEVERAL SMALL WIRES IN THE CONNECTOR. I UNPLUGGED AND RESEATED CONNECTORS. PARTS REPLACED:: NONE TECH QUESTION: P/S WAS NOT ASSISTING, WHEN TRIED TO SELF TEST, NO COMMUNICATION WITH PSCM. TRIED NETWORK TEST PSCM FAILED. AFTER CHECKING FOR POWER AND GROUNDS AT PSCM AND RESEATING THE CONNECTOR WITH SEVERAL WIRES NOT SHOWN IN WIRING DISGRAM 43-1. P/S STARTED TO OPERATE CORRECTLY. I THERE ANY PIDS YOU COULD SUGGEST I MONITOR WHILE DOING A WIGGLE TEST? I ROAD TESTED SEVERAL MILES AND SYSTEM OPERATED CORRECTLY AND SELF TESTS WITH NO DTC. WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES
09/18/2009 06:42PM DAVID KNAPP MSS - FCSD - TECH SVC HOTLINE RON, THIS COULD HAVE BEEN DUE TO POOR PIN FIT OR THE CONNECTOR NOT SEATED PROPERLY. VERIFY THAT THE PINS ARE TIGHT AND IF SO THEN RELEASE THE VEHICLE TO THE CUSTOMER.

POWER STEERING FAULT WHEN START VEHICLE. IT CORRECTS ITSELF IF I RESTART THE VEHICLE
ROAD TEST, TEST EPAS, CODES C200B-2F AND C200C-2F. PERFORMED PINPOIT TEST AND REPLACED STEERING GEAR. SEN OUT FOR ALIGNMENT.

CUST STATES CHK ADVANCE TRAC LITE COMES ON WHILE DRIVING-
VERIFIED PERFORMED ABS DIAG FOUND C1278 AND U0131 AND C1B00 PERFORMED INTERACTIVE PIN PT TEST WAS LEAD TO REPLACE STEER ING GEAR CONTACTED HOTLINE WAS TOLD TO FOLLOW THERE PIN PT TEST CHECKED POWER AND GROUND TO PSCM AND NETWORK WIRES FROM JOINT CONNECTOR 9 TO PSCM AND FROM PCM ALL WIRES PASSED REPLACED STEERING GEAR RECALIBRATED RETESTED OK CHECKED AND CORRECT TOE. ROADTEST AND VERIFY REPAIRS OK
NOT SURE ABOUT THE TECHNICIANS DIAGNOSIS ADVISED THAT THE PSCM FAILED NETWORK TEST INDICATING NO COMMUNICATION BUT HE STATES HE CAN PULL CODE

RPT ON CAUSE OF NO POWER STEERING TOWED IN
CHK NO POWER STEERING ASSIST PERFORM POWER STEERING SYSTEM DIAG INTEGRATED WITH IDS ON LINE RECEIVED 43000:96 C8 U3000 61 48 PSCM INSTRUCTED TO REPL PWR STR GEAR ASSY RE RE PWR STR GEAR ASSY CHK CAST/CAMB TOE OK ROADTEST OK
I suspect that there is a flaw in the Active Park Assist SW that was exploited by the Magna testing, but I don't think this is an issue we are seeing in production with Valeo. I suspect that Magna used the Angle control in a subtlety different way than Valeo thus exposing the issue. The likely of a true monitor failure is very low and because this occurred in a cobbled vehicle I think it is an issue we need to study and understand, but not consider a true field APA failure. I will work to understand if any data traces from Magna exist that can help us.

CUSTOMER STATES POWER STEERING STOPPED WORKING TWICE IN 1 DAY
NO POWER STEERING ASSIST.EPAS TEST GOT CODES U3000 96C8, C200B 61 48,C200C 2F 48,OASIS NO TSB OR SSM. CLEARED CODES U3000 CAME BACK. MODULE INTERNAL FAULT.NEEDS RACK ASSY. REPLACED RACK.PERFORMED FEA.ROAD TEST OK.KOER SELF TEST PASS.

TECH/C 01/07/2010 08:45AM JON NEIL(FSE) MSS - FCSD - REG - KANSAS CTY VEHICLE HAS HIGH STEERING EFFORT, HIGH EFFORT BOTH LEFT AND RIGHT BUT HIGHER EFFORT TO RIGHT. THE VEHICLE HAS HIT A CURB, MARKS ON BOTH LEFT WHEELS. THE TIE RODS DO NOT APPEAR BENT OR DAMAGED, THE LEFT LOWER CONTROL ARM HAS NO VISIBLE DAMAGE. DEALER HAS ORDERED A STEERING RACK, VEHICLE NOT REPAIRED AT THIS TIME.ADD-ON 01/07/2010 08:51AM JON NEIL(FSE) MSS - FCSD - REG - KANSAS CTY THE ATTACHED PICTURES ARE OF THE WHEELS, THE WHEELS WERE CHECKED AND SHOW NO EXCESSIVE RUNOUT. NOTED CURB IMPACT FROM THE LF TIRE FROM PICTURES SHOWN.
WEB FORM DATA - CONCERN: WHEN HIT BUMP LOSE P/STR AND POWER ASSIST OFF COMES ON THE DISPLAY DIAGNOSTICS: VISUAL INSP. OF EPAS ASSY AND WIRING WIGGLE HARNESS , NO ISSUES FOUND PULL CODES ,U2011,P1602 TRIED TO DO INTERACTIVE DIAG BUT CANT GET PAST OASIS PAGE
SCOTT REPORTS A U2011:49. CODE RESET IN GARAGE NEXT MORNING VEHICLE WAS IN GARAGE ALL NIGHT AT 65 DEG AMBIENT. SCOTT REPLACE THE EPAS AND RETEST. ERIC ESTES CONSULTED.

MY VEHICLE HAS LOST ITS POWER STEERING. I AM SCHEDULING THIS APPT BUT WOULD LIKE TO BRING IT IN ON THE 23RD AS I CAN HARDLY STEER IT.
REPLACE STEERING RACKALIGHN FRONT END

WEB FORM DATA - CONCERN: NO POWER ASIST STEERING AT ALL MESSAGE CENTER DISPLAYS SERVICE POWER STEERING NOW STEERING RACK SOUNDS LIKE ITS CRUSHING ROCKS WHEN TURNED SIDE TO SIDE ENGINE RUNNING OR NOT. DIAGNOSTICS: ITERACTIVE DIAG, (NOT IMPRESSED) PARTS REPLACED:: NONE TECH QUESTION: SYMPTOM CHART AND NOISE IS SUGGESTING THAT WE CHANGE POWER STEERING GEAR. WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST FOLLOWED? NO
03/19/2010 02:27PM AMY MEINKEN MSS - FCSD - TECH SVC HOTLINE TECH COMMENTS: UPON WHEN TURNING LEFT IT SPUTTERS AND THE TRACTION CONTROL COMES ON ,CUSTOMER BARELY PRESSED ON GAS AND IT DID THAT ANYWAY.
IDS TEST INTERACTIVE PP TEST WITH IDS. REPLACE ELECTRONIC STEERING GEAR. CHECK ALIGNMENT AND RESET.
Called the tech working on the vehicle and he states when turning left the Trac control assist would kick on the TC lamp would turn on but no PS message from the cluster message center. tech cleared the codes and let the customer have the vehicle the vehicle returned with the same two PSCM codes & no codes in the ABS. tech replaced the EPAS gear and fixed the vehicle.

STEERING WARNING LIGHT CAME ON, POWERSTEERING INOP. GOT HOME SHUT OFF RESTARTED AND LIGHTS OUT PW STEERING WORKS
N.P.F. TEST DROVE WITH CUSTOMERS PERMISSION 105 MILE, TESTED, HAD CODE U2011 49 STORED, PERFORMED PINPOINT TEST PAS SED, CALLED FORD TECH LINE, PERFORMED TEST REQUESTED PASSED, COULD NOT DUPLICATE CONCERN AT THIS TIME.
OWNRELATIONS I CALLED [redacted] WELLS TO TRY AND EASE HIS CONCERNS HE HAD ABOUT THE VEHICLE. HE SAID THE POWER STEERING WENT OUT ON HIS WIFE WHEN SHE WAS DRIVING BACK FROM A TRIP TO FLORIDA. HE SAID THE CODES SHOWED THAT THE POWER STEERING WENT OUT AND THAT THEY CANNOT FIND ANYTHING WRONG WITH IT. HE SAID THAT HE WILL NOT TAKE THE VEHICLE BACK. HE THINKS IT IS A SAFETY CONCERN. HE REFUSES TO LET HIS WIFE DRIVE THE VEHICLE WITH HIS GRANDKIDS IN IT. I SAID THAT THE DEALERSHIP HAS GONE THROUGH THE PROPER DIAGNOSTICS TO LOOK FOR ANY PROBLEM. NO PROBLEM WAS FOUND. THEY COULD NOT REPAIR SOMETHING THAT THEY COULD NOT FIND. I SAID THE VEHICLE IS READY TO BE PICKED UP NOW, AND THAT IF HE HAD ANY OTHER ISSUE, HE COULD CALL BLUE RIDGE AND SPEAK WITH MR. FORD WHO WOULD IN TURN CALL ME AND WE WOULD GET THE ISSUE RESOLVED. WE STAND BEHIND THE FORD PRODUCTS WE SELL AND HE HAS A WARRANTY THAT WILL TAKE CARE OF ANY ISSUE HE MAY HAVE WITH THE VEHICLE.HE SAID THAT HE WILL GET A ATTORNEY INVOLVED AND THE LOCAL NEWS TO GET THIS RESOLVED. UNTIL FORD CAN TELL HIM EXACTLY WHAT HAPPENED AND WHAT THE DEALERSHIP DID TO REPAIR THE VEHICLE, HE REFUSES TO TAKE THE VEHICLE BACK. HE WANTS FORD TO BUY THE VEHICLE BACK. I SAID THAT WAS NOT AN OPTION. ONCE AGAIN, HE STATED THAT HE DID NOT WANT THE VEHICLE BACK.
ERIC ESTES
CALLED DEALER AND ADVISED TO REPLACE GEAR SO WE COULD ANALYZE THE GEAR FOR ANY STEERING CONCERNS.

CUSTOMER STATES NO POWER STEERING
CONFIRMED CUST CONCERN. PERFORMED DIAG CODE U 0415. PERFORMED INTERACTIVE DIAG WITH IDS. FO UND DEFECTIVE POWER STEERING RACK. NECC TO RE MOVE AND REPLACE POWER STEERING RACK AND RESE T FRONT TOE.

COLLISIN WARNING NOT AVAILABLE POWER ASSIST NOT AVAILABLE ROAD TEST TO ATTEMPT TO VERIFY CONCERN CONCERN IS INTERMITTANT HOTLINE ID 103695363 TEST POWER STEERING CONTROL MODULE C200D COMPLETED ROAD TEST AND PARKING LOT MANUVERS PER INTERACTIVE DIAG TO DUPLICATE CONCERN SPOKE WITH HOTLINE THEY STATE RACK AND PINION HAS UPDATED PART REPLACED RACK AND PINION CHECK FRONT END ALIGNMENT ADJUSTED FRONT TOE ROAD TEST OK AT THIS TIME
OWNREL CUSTOMER SAID: 1)TRANSMISSION-HAS HAD MULTIPLE ISSUES FOR THE WHOLE TIME HES HAD IT-BROUGHT IN FOR SERVICE AT 5K AND WAS MAKING A NOISE IN THE TRANSMISSION-FOUND THE LINES HAD AN ISSUE(NOT SURE WHAT IT IS EXACTLY)-REPLACED THE RACK AND PINION2) STEERING COLUMN-FAULTY-REPLACED STEERING COLUMN 3)WHEEL BEARINGS-NOISE COMING FROM THE FRONT END-WORSE NOISE WHEN TURNING-WILL GO IN FOR SERVICE WHEN THE PART COMES IN. TECH REPLACED RF FRT WHEEL BEARING 3K LATER FOR A NOISE WHILE TURNING. NOT SURE IF TECH MAKE A MISTAKE REPLACING THE STEERING GEAR AT 5K INSTEAD OF THE RF BEARING
WEB FORM DATA - CONCERN: DURING THE NEW VEHICLE INSPECTION FOR NOISE COMING FOR THE POWER STEERING RACK. DIAGNOSTICS: VERIFIED NOISE FROM RACK. PARTS REPLACED:: NONE TECH QUESTION: THE NOISE SOUNDS LIKE THE STEERING RACK IS DRY AND HAS A METAL TO METAL SOUND COMING FROM IT. THE VEHICLE IS EQUIPPED WITH EPAS. NEED FURTHER DIRECTION,

07/01/2010 04:04PM WILLIAM LEIBENGOOD MSS - FCSD - TECH SVC HOTLINE 2 TIMES TO DEALER. 5 DAYS OUT OF SERVICE. NOTE TO FSE: I AM REQUESTING TECHNICAL ASSISTANCE ON THIS VEHICLE DUE TO UNABLE TO ISOLATE CONCERN. CUSTOMER SEEKING RESOLUTION TO NOISE CONCERN SOON. THERE IS TINNY POP NOISE FROM FRONT END WHEN TURNING STEERING WHEEL IN EITHER DIRECTION. OUTER TIE RODS AND STEERING GEAR HAVE BEEN REPLACED. CONDITION PRESENT TO SAME DEGREE. HOTLINE IS SUSPECTING POSSIBLE SUB-FRAME MOUNT OR POSSIBLE CHARACTERISTIC CONDITION. CUSTOMER WILL RETURN VEHICLE ON THAT DATE FOR FSE INSPECTION.ADD-ON 07/13/2010 04:57PM MARTY EVELAND(FSE) MSS - FCSD - REG - DENVER FSE ON SITE VISIT 7/13. FSE DUPLICATED A SNAPPING / POP / TICK NOISE WHEN TURNING BOTH DIRECTIONS WHILE DRIVING A LOW SPEED (<5MPH) OR EVEN AT A STOP. THE NOISE CAME FROM THE LEFT WHEN TURNING RIGHT AND THE RIGHT WHEN TURNING LEFT. FSE USED ENGINE EAR TO LISTED TO SUSPENSION AND STEERING SYSTEM. FSE ALSO TOUCHED VARIOUS COMPONENTS AND FELT THE NOISE TRASMIT TO VARIOUS SUSPENSION COMPONENTS. FSE UNABLE TO LOCATE THE SOURCE OF THE NOISE. FSE REMOVED THE STEERING AND SUSPENSION FROM THE DRIVER SIDE OF THE VEHICLE AND DISASSEMBLED EACH COMPONENT LOOKING FOR THE CAUSE OF THE NOISE. FSE UNABLE TO IDENTIFY A CAUSE. FSE REINSTALLED ALL COMPONENTS ON THE VEHICLE AND THE NOISE ON THE DRIVER SIDE WAS NOT LONGER PRESENT. THE NOISE WAS STILL PRESENT ON THE PASSENGER SIDE. FSE ROAD TESTED THE VEHICLE AT VARIOUS SPEEDS AND CONDITIONS AND THE NOISE STILL DID NOT COME BACK ON THE DRIVER SIDE OF THE VEHICLE. FSE ADVISED DEALER TO REPEAT THE DISASSEMBLY AND REASSEMBLY PROCEDURE ON THE PASSENGER SIDE THAT WE PERFORMED ON THE DRIVER SIDE AND RETEST TO CONFIRM THE NOISE IS RESOLVED ON BOTH SIDES. DEALER TO ADVISE.ADD-ON 07/15/2010 06:15PM MARTY EVELAND(FSE) MSS - FCSD - REG - DENVER FSE FOLLOW UP AT DEALER 7/15. TECHNICIAN COMPLETED THE R&R PROCEDURE ON THE PASSENGER SIDE OF THE VEHICLE AS DIRECTED BY FSE WHICH RESOLVED THE NOISE ON THE PASSENGER SIDE ALSO. VEHICLE WAS QUITE AND NO ABNORMAL NOISE COULD BE VERIFIED, SO THE VEHICLE

TRACTION CONTROLL LIGHT ON IN LIMP MOAD
DIAG CONCERN PERFORM END PERFORM ELECT. DIAG RETREIVE CODES U2025 P0709 P1280 U0131 U0401 CALLED HOT LINE REPLACE MODULE THAT ONLY COMES WITH RACK AND PINION REPACE RACK AND ALIGNFRONT END ROAD TEST GOOD.
TECH ALSO REPLACE LF WHEEL BEARING NOISE ON THE SAME REPAIR ORDER I BELIEVE THIS CAUSED THE TC LAMP ON & TO ACTIVATE TC AND SLOW THE VEHICLE DOWN.
VEHICLE RETURNED 100 MILES LATER VEHICLE CAME BACK WITH SIMILAR COMPLAINT WENT FROM 60MPH DOWN TO 10 MPH, DEALER COULD NOT DUPLICATE THE CONCERN SO NTF AT THIS TIME.

C S THAT THE TRAC LIGHT COMES ON AND OFF ADVISE SEEMED TO WORK FOR ABOUT A MONTH BUT NOW HAS SAME SYMPTOMS AT BEFORE. COMES ON INTERMITTENTLY DURING HIGHWAY DRIVING ROAD TEST. TRAC LIGHT COMES ON WHEN MAKE LEFT TURN AND GOES OUT ON NEXT TURN. RETRIEVE DTCS ALL PASS. PERFORM P P TEST G FOUND DISABLE SWITCH BAD. REPLACE SWITCH & RETEST. NOT FIXED. CONTACT HOTLINE. CONTINUE WITH P P G. ALL WIRING OK. RECONTACT HOTLINE. MONITOR SENSOR CLUSTER PIDS ALL OK. REPLACE EPAS MODULE PER HOTLINE. ALIGN ALL 4 WHEELS & RETEST. NOT FIXED. CALL HOTLINE. REMOVE PIN 18 CIRCUIT. THIS IS A HOTLINE MISDIAGNOSIS, THERE WERE NO CODES IN THE SYSTEM & THE HOTLINE REP. WHEN AWAY FROM THE SHOP MANUAL AND HAD THE TECH REPLACE THE PSCM, THINKING THAT THE SWA SENSOR WAS IN THE EPAS GEAR AND WITH VEHICLES WITH APA IT HAS A SWA SENSOR IN THE COLUMN. SO THE NEXT TIME THEY CALLED IN THEY FOLLOWED THE ppt PROPERLY AND REPLACED THE IC TO FIX THE VEHICLE BECAUSE THAT CONTROLS THE TC LAMP OPERATION

Unit reported as Steering gear with lack of assist. Checking DTC’s it was found U3000-96 code related to an internal component failure. Checking by CCP B3A fault confirmed.

Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (once known)
Geoff Jacks		01342 Fred Beans Ford Penn	10	N/A	BA4 (4) C69

Paul Ireland	Raised Rivet?	01376 Pacifico Ford Penn	409	N/A	B3A (4) C69

Mike Davies/ Ian Ingram	Leaky Capacitor. Installation of Capasitor backwords.	06724 Bill Talley Ford Virginia	1245	N/A	B32 (4) C69
Peter Juellicher/ Theo Brockman	Ribbon Cable Installation	10018 Safford L/M Maryland	37	N/A	B93(1) B9A(3) C69

Thiha Than		00815 Ronnie Watkins Ford Alabama	537	B3A	B3A(2)
Eric Estes		13123 Wall's L/M Mass	1814	B3A	
Eric Estes		11164 Metropolitan Lincoln-Mercury Garden City, MI	10	N/A	B3A (4) C69
Geoff Jacks		08198 Sunset Auto Co. Missouri	10	N/A	

Eric Estes		06249 Les Stumpf Ford Wisc	450	N/A	
Simon Malsbury/ Thiha Than		02786 Paul Cerame Ford	8	N/A	
Eric Estes		01980 Beau Townsend Ford	6,900	N/A	
Eric Estes		08275 Rodeo Ford Texas	109	N/A	

Eric Estes		20428 Borman Motor Company New Mexico	329	N/A	
Eric Estes		07467 Woltz & Wind Ford Pennsylvania	41	N/A	
Geoff Jacks		07467 Woltz & Wind Ford Pennsylvania	36	BAA C69	

Simon Malsbury/ Thiha Than		02662 Friendly Ford Mich	1595	N/A	
Simon Malsbury/ Thiha Than		01125 Palmetto Ford SC	1462	N/A	
Eric Estes		09130 Jack Madden Ford	193	N/A	
Mike Davies		09266 Northtown Ford	2262	N/A	
Eric Estes		00095 Crouse Ford	3228	N/A	

Geoff Jacks		01610 Al Piemonte Ford	6613	N/A	
Eric Estes		01637 Elliott Ford	13814	N/A	
Eric Estes		05389 Kearny Pearson Ford	179	N/A	
Geoff Jacks		01571 Joe Rizza Ford	6774	BB9	
Geoff Jacks		B3225 Tusket Sales & Service Nova Scotia	355	B3A	

Simon Malsbury/ Thiha Than		09623 Signature Ford	1579	N/A	
Eric Estes		B3352 Chebucto Ford Canada	206	C69	
Simon Malsbury/ Thiha Than		04691 Bloomington Ford Ohio	4894	N/A	

Todd Williams		13952 Hines Park L/M MI	2	N/A	
Tyco		02703 Bob Thibodeau Ford Centerline, MI	36	N/A	
Simon Malsbury/ Thiha Than		03623 Loman Ford NY	5159	N/A	
Eric Estes		01349 Chapman Ford	3	B3A	
Eric Estes		04229 Suburban Ford Waterford, MI	44	B3A	

Hella		07398 Al Packer's White Marsh Ford Maryland	78	B95	
Eric Estes		02960 West-Herr Ford	723	B3A	
Eric Estes		20657 Metro Ford NY	381		
Simon Malsbury/ Thiha Than		08990 Quirk Ford	1509		
Eric Estes		02459 Sam Pack's Five Star Ford TX	4283		

Eric Estes		03897 Lithia Ford	1369		
Eric Estes		02694 Dean Sellars Troy, MI	2	N/A	
Hella		00852 Joe Cooper Ford	12262	N/A	
Eric Estes		09274 Tousley Ford	8743	BB7	
Simon Malsbury/ Thiha Than		02586 Westway Ford TX	3681	N/A	
Eric Estes		06985 Mac Haik's Southway Ford	153		

Simon Malsbury/ Thiha Than		08990 Quirk Ford	882	N/A	
Simon Malsbury/ Thiha Than		10736 Ganley L/M	10725		
Simon Malsbury/ Thiha Than		01580 Smith Ford	132		
Eric Estes		00061 Purvis Ford VA	401	N/A	
Eric Estes		00359 South Bay Ford CA	3571	N/A	
Simon Malsbury/ Thiha Than		05224 Thouroughbred Ford	8548	N/A	
QAO testing		11164 Metropolitan L/M MI	131	N/A	

Bill Bouse		10736 Ganley L/M	4645		
Rob Kostadina		00529 Gene Evans Ford GA	13775		
Eric Estes		09885 All Star Family Ford	9		
Simon Malsbury/ Thiha Than		05965 Watson Quality Ford	2886		
Costas		04617 Champion Ford TX	6144		

Costas		05113 Bob Sight Ford Missouri	5180		
shipped to QAO		04410 Northside Ford TX	159		
Eric Estes		04888 Santa Fe Ford	5700		
Eric Estes		06371 Jim Norton Ford	11862		
Eric Estes		06169 Service Motors WI	1096		

Eric Estes		05653 Sames Crow Ford	2445		
Eric Estes		01131 Green Ford	12401		
Eric Estes		06179 Capitol Ford	15219		
Eric Estes		00785 Colorado River Ford	2952		
Eric Estes		07410 Day Ford	16465	B9A	
Eric Estes		08862 Portsmouth Ford	39	B9A	

UK		01769 Astro Ford	5	B25	
		09372 Tousley Ford	35		
		08316 Bozeman Ford	2749		
		10428 Quality L/M	15		
		00917 Beachum & Lee Ford	15006		B3A x3 C69

		08532 Dick's MacKenzie Ford	927	B3A	B3A x2
		01418 Andy Mohr Ford	3993		
		00669 Michael Steads Hilltop Ford	3860		
		05892 Woody Anderson Ford	4135		
		01487 Don Chalmers Ford	22727		

		07633 Donley Ford	196		
		09372 Tousley Ford	45		
		01170 Discovery Ford	5223		
		05078 Mel Hambelton Ford	17207		
		09801 Midland Ford	22,604		
		04005 Flood Ford	24		

		01857 Buss Ford	38		
		00812 All Star Ford	8	B25 C69	
		05634 Alexander Ford	7		
		03003 Bill Brown Ford	7774		
		06418 Bill Hood Ford	651		
		07495 Moontownship Ford	6870		

		01980 Beau Townsend Ford	13250		
		08007 Landmark Ford	1290		
		02584 Texas Motors	12		
		01224 Hondru Ford	3224		
		05625 Jerry Duncan Ford	1227		

		05078 Mel Hambelton Ford	3026		
		00871 Beach Ford	14883		
		05438 Homer Heller Ford	302		
		09443 Houston Ford	7		

		04410 Northside Ford	2023		
		04546 Jordan Ford	5215		
		02722 Suntrup Ford	1701		
		01266 Echelon Ford	198		

		06771 Rusty Eck Ford	4483		
		08006 Joe Machens Ford	59		
		00070 Sheehy Ford	1896		
		02486 Five Star Ford	212		
		03774 Ewald's Venus Ford	4499		
		08811 Sentry Ford	2308		
		03552 Greg Sweet Ford	1853		

		03756 Gordie Boucher Ford	22239		
		00664 Sheehy Ford	3391		
		05389 Kearny Pearson Ford	11752		
		00084 Apple Ford	18721		

		02709 Tom Holzer Ford	8		
		04357 Dobbs Ford	11039		
		05790 Larry Miller Ford	1201		
		Cottam Walker L/M	924		

		06042 Tomball Ford	32		
		01892 Webb Ford	633		
		05017 Friendly Ford	26955		
		07522 Bob Rohrman's Ford	6249		

		05688 Paul Miller Ford	19033		
		00222 Butler Ford	1663		
		08801 Morande Ford	880		
		08375 Meridian Ford	30		

		09641 Moore Motors	148		
		09809 Five Star Ford	12825		
		04019 Joe Cooper Ford	8		
		04019 Joe Cooper Ford	3778		

		02724 All American Ford	2703		
		04166 Mcmahon Ford	975		
		01172 Sun State Ford	9798		
		20589 Larson Ford	7945		

		01209 Sloan Motors	5236		
		12307 Deacon Jones Ford	7157		
		B3817 Hatheway Ford	21800		
		05563 Airport Marina Ford	5848		

		05126 Gary Crossley Ford	12762		
		02736 Varsity Ford	16		
		03168 Heritage Ford	1029		
		02405 Park Cities Ford	323		

		00012 Kip Killmon's Tysons Ford	2846		
		04463 Bobby Ford	65		
		07184 Einspahr Auto Plaza	6829		
		20147 Sexton Ford	1098		

		03148 Barbee's Freeway Ford	7166		
		05563 Airport Marina Ford	4285		
		02745 Blackwell Ford	301		
		4081	375		

		06672 Battlefield Ford	2040		
		02163 Klaben Ford	41		
		01534 Willowbrook Ford	3806		
		03751 Family Ford	2460		

		07467 Woltz & Wind Ford	18589		
		01940 Boyd County Ford	29328		
		03608 Nemer Ford	17775		
		04626 Golf Mill Motor Sales	2499		

		00084 Apple Ford	14449		
		11293	298		
		03294 O'meara Ford	5455		
		20528 Liccardi Ford	4651		

		01351 Crivelli Ford	21037		
		02100 Interstate Ford	9404		
		20337 Holmes Tuttle Ford	25746		
		04081 Family Ford of Enfield	20519		

		00509 Allan Vigil Ford	1137		
		10011 Varsity L/M	525		
		00472 Jim Tidwell Ford	15483		
		08822 Thomas Ford	715		

		08016 Marshall Ford	5934		
		00565 Towne Ford	2031		
		08294 Tri Ford	22433		
		01385 Sioux Falls Ford	2413		

		01057 Town & Country Ford	10		
		02091 Planet Ford	5827		
		06226 Bergstrom Ford	986		
		09128 Ultimate Ford	5475		

		02724 All American Ford	10127		
		09400 Elk River Ford	11869		
		04820 Maroone Ford	688		
		00243 Team Ford	3147		

		05477 Performance Ford	2288		
		05389 Kearny Pearson Ford	9318		B32x1 B31x2
		02968 Tyler Ford	11915		
		01341 Fred Beans Ford	22179		

		02525 Canton Motors	35256		
		07416 Tasca Ford	604		
		03840 Svosset Ford	820		
		05790 Larry Miller Ford	20770		

		04860 Autoway Ford	208		
		07475 Herrington-Yoak Ford	18955		
		08619 Cal Worthington Ford	43		
		10243 Lazare L/M	5679		

		09217 Apple Valley Ford	10433		
		07673 Champion Ford	330		
		06118 Ernie von Schledorn	18741		N/A
		05254 Long McArthur	35		BD2x3 BD0x3

		03049 Munday Ford	22175		
		02071 I-77 Ford	679		B7Ex5 C69
		12943 Davis-Moore L/M	17090		B90x1 BD3x4 C69
		04962 World Ford	2471		

		04544 Red McCombs Ford	23246		
		02923 Maxwell Ford	3136		
		01545 Fox Valley Ford	2		
		02635 Doug Stanley Ford	1599		

		08988 Drum Hill Ford	785		
		01425 Hines Park Ford	3091		
		09566 Loganville Ford	40		
		08379 Ed Kenley Ford	8798		

		05729 Two Rivers Ford	2219		
		03139 Spradley/Barr Ford	14		
		07162 Gilmore Ford	5872		
		08325 Dan Wiebold Ford	83		

		01388 Chapman Ford	30395		
		01203 Fred Beans Ford	4180		
		04988 Langdale Ford	30175		
		05158 Metro Ford	14576		

		04501 Taylor Ford	180		
		09304 Lundgren Motors	4802		
		05563 Airport Marina Ford	12603		
		10288 Valley Stream L/M	24345		BD2 BD3 B90

		04870 Al Packer Ford	7125		
		20600 Ed Carney Ford	14379		BD4 B90
		09219 Nelson Ford	27282		
		03660 Crestwood Ford	25912		

		02459 Sam Pack's Five Star Ford	4599		
		02319 Liberty Ford	2041		
		02737 Village Ford	6921		
		07417 Grand Ford	16348		

		00115 Seymour Ford	9047		
		01028 Satcher Motor Co.	25571		
		09844 Capital Ford	812		
		08828 Herb Chambers Ford	3037		

		05736 Sloan Ford	220		
		02750 Avis Ford	2935		
		06353 Detroit Lakes Ford	15090		
		04180 Mooresville Ford	1440		

		02968 Tyler Ford	4811		
		20360 Bell Ford	2093		
		09869 Spitzer Ford	4092		
		09179 Inver Grove Ford	1104		

		08588 Bowen Scarff Ford	1178		
	2-pin corrosion	01060 McLaughlin Ford	10		
	TS harness damage	11060 Spradley/ Barickman Ford	1728		
		09149 Perry Ford	2103		

		03409 San Franciso Ford	26091		
		02934 Roy O'Brien	404		
		06578 Courtesy Ford	11272		
		03609 Newins Bay Shore Ford	28840		

		00274 Cherokee Ford	7273		
		03072 Yucca Valley Ford	4111		
		06531 Lamarque Ford	6303		
		05475 Encinitas Ford	269		
		03275 Kistler Ford	2101		
		02934 Roy O'Brien	1139		
		20403 Chalmers Capitol Ford	437		

		06992 Peoria Ford	3748		
		04927 J.C. Lewis Ford	10546		
		01341 Fred Beans Ford	5		
		00664 Sheehy Ford	24118		
		07488 San Tan Auto	32352		
		03278 Mike Naughton Ford	1312		
		20351 Bob Turner's Ford	31841		
		02686 Briarwood Ford	2692		
		02848 Holman Ford	816		
		01597 Santa Margarita Ford	26830		

		04962 World Ford	225		
		03893 Vista Ford	990		
		03812 Gordie Boucher Ford	2421		
		0KM HSAP			

		Plant return	0		

		0KM HSAP			
		0KM HSAP			
		0KM HSAP			

		0KM HSAP	0		
		0KM HSAP			
		0KM HSAP			
		0KM HSAP			

Eric Estes		12294 Robinson Brothers L/M	547		A8E
Eric Estes		02393 Kowalski Ford	57		

		11056 Landmark L/M	110		
		65099 Vehicle Service Center(VSC) World Headquarters	1123		
		03003 Bill Brown Ford			
		11442 David McDavid's Lincoln	1688		

		A1005 Colony Ford	845		
		04216 Ditschman Flemington Ford	3477		
		02722 Suntrup Ford	7763		
		03142 Lakewood Fordland	470		
		65099 Vehicle Service Center(VSC) World Headquarters	11482		

		B8013 GALLINGER MOTORS LIMITED	4128		
		01511 Currie Motors	1330		
		06598 Blue Ridge North Georgia Ford	1250		

		04222 Madison County Ford	3561		
		10399 Hempstead Ford	20		
		05618 Bob Swope Ford	958		
		02733 NORTH COUNTRY FORD	5093		
		04235 Vision Ford	31		
		12507 White Bear L/M	12310		

		11247 White Plains L/M	11994		B25x3 BADx1
		03170 Go Courtesy Ford	3652		
		04166 McMahon Ford	5873		
		03250 Ford of Montebello	180		

		03050 Fairlane Ford	10087		
		03276 Jim Robinson Ford	32320		
		01385 Sioux Falls Ford	13880		
		02724 All American Ford	401		

VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Vehicle Type	Date of Repair
3FAHP0JA3AR[redacted]	2/14/2009	1/29/2009	11/6/2008	11/14/2008	2.5L Gas	4/9/2009

3FAHP0HG6AR[redacted]	4/13/2009	4/5/2009	11/20/2008	11/27/2008	3L	5/11/2009

3FAHP0HG9AR[redacted]	4/13/2009	4/7/2009	11/27/2008	12/4/2008	3L	5/11/2009
3MEHM0HA4AR[redacted]	4/30/2009	4/23/2009	1/23/2009	2/9/2009	2.5L Gas	6/12/2009

3FAHP0HA9AR[redacted]	4/3/2009	3/30/2009	12/2/2008	1/13/2009	2.5L Gas	5/25/2009
3MEHM0JA8AR[redacted]	2/17/2009	1/22/2009	10/14/2008	10/29/2008	2.5L Gas	6/2/2009
3MEHM0JGXAR[redacted]	5/7/2009	4/28/2009	1/28/2009	3/18/2009	3L	6/9/2009
3FAHP0HA9AR[redacted]	3/12/2009	3/4/2009	10/24/2008	11/4/2008	2.5L Gas	6/8/2009

3FAHP0HA0AR[redacted]	5/7/2009	4/28/2009	1/29/2009	3/17/2009	2.5L Gas	6/11/2009
3MEHM0HA7AR[redacted]	5/23/2009	5/18/2009	10/22/2008	11/30/2008	2.5L Gas	6/9/2009
3FAHP0HA3AR[redacted]	3/19/2009	3/6/2009	12/2/2008	1/12/2009	2.5L Gas	6/15/2009
3FAHP0GA2AR[redacted]	3/14/2009	3/5/2009	12/2/2008	1/12/2009	2.5L Gas	6/17/2009

3FADP0L39AR[redacted]	3/12/2009	3/4/2009	10/28/2008	11/4/2008	2.5L Hybrid	6/22/2009
3FADP0L3XAR[redacted]	4/14/2009	4/6/2009	11/22/2008	12/1/2008	2.5L Hybrid	6/24/2009
3FAHP0HA4AR[redacted]	6/11/2009	6/4/2009	1/22/2009	4/25/2009	2.5L Gas	6/30/2009

3FAHP0JA4AR[redacted]	4/15/2009	4/8/2009	11/8/2008	11/18/2009	2.5L Gas	7/1/2009
3FAHP0HA0AR[redacted]	5/18/2009	5/13/2009	3/3/2009	3/31/2009	2.5L Gas	7/1/2009
3FAHP0HA8AR[redacted]	4/23/2009	4/15/2009	1/23/2009	2/11/2009	2.5L Gas	6/8/2009
3FAHP0HG2AR[redacted]	5/19/2009	5/13/2009	3/4/2009	4/2/2009	3L	6/24/2009
3FAHP0HA1AR[redacted]	4/6/2009				2.5L Gas	6/26/2009

3FAHP0HA6AR[redacted]	4/8/2009	4/2/2009	11/6/2008	11/13/2008	2.5L Gas	6/19/2009
3FAHP0JA6AR[redacted]	3/12/2009	3/5/2009	11/28/2008	1/9/2009	2.5L Gas	6/30/2009
3FAHP0HA6AR[redacted]	6/1/2009	5/27/2009	1/7/2009	3/24/2009	2.5L Gas	7/2/2009
3FAHP0HA8AR[redacted]	3/19/2009	3/6/2009	11/21/2008	11/28/2008	2.5L Gas	7/6/2009
3FAHP0HA8AR[redacted]	5/15/2009	5/9/2009	2/12/2009	3/25/2009	2.5L Gas	7/6/2009

3FADP0L37AR[redacted]	4/15/2009	4/8/2009	11/28/2008	12/3/2008	2.5L Hybrid	6/30/2009
3FAHP0JA9AR[redacted]	5/6/2009	4/28/2009	1/21/2009	3/9/2009	2.5L Gas	7/14/2009
3FAHP0GA4AR[redacted]	3/11/2009	3/2/2009	9/25/2008	10/6/2008	2.5L Gas	7/13/2009

3MEHM0JG2AR[redacted]	7/7/2009	6/24/2009	3/17/2009	6/15/2009	3L	7/17/2009
3FAHP0JA7AR[redacted]	5/28/2009	5/23/2009	12/3/2008	1/13/2009	2.5L Gas	7/21/2009
3FAHP0HA7AR[redacted]	4/15/2009	4/8/2009	11/20/2008	11/25/2008	2.5L Gas	7/21/2009
3FADP0L31AR[redacted]	6/26/2009	6/24/2009	2/26/2009	5/25/2009	2.5L Hybrid	7/22/2009
3FAHP0HA2AR[redacted]	6/19/2009	6/13/2009	2/19/2009	5/18/2009	2.5L Gas	7/23/2009

3FAHP0JA9AR[redacted]	6/15/2009	6/8/2009	2/10/2009	5/5/2009	2.5L Gas	7/14/2009
3FAHP0JA0AR[redacted]	6/20/2009	6/16/2009	2/2/2009	5/18/2009	2.5L Gas	7/27/2009
3FAHP0HG5AR[redacted]	5/22/2009	5/16/2009	3/10/2009	4/8/2009	3L	6/16/2009
3FAHP0HA6AR[redacted]	6/15/2009	6/8/2009	1/26/2009	4/3/2009	2.5L Gas	8/1/2009
3FAHP0HA1AR[redacted]	6/19/2009	6/16/2009	2/19/2009	5/19/2009	2.5L Gas	7/31/2009

3FAHP0HA8AR[redacted]	6/16/2009	6/10/2009	2/9/2009	5/6/2009	2.5L Gas	7/31/2009
3FADP0L34AR[redacted]	6/16/2009	6/10/2009	2/10/2009	5/3/2009	2.5L Hybrid	7/24/2009
3FAHP0HA6AR[redacted]	3/23/2009	3/12/2009	1/5/2009	1/20/2009	2.5L Gas	7/23/2009
3FAHP0JG8AR[redacted]	4/13/2009	4/4/2009	11/6/2008	11/13/2008	3L	8/7/2009
3FAHP0HA3AR[redacted]	6/9/2009	6/2/2009	1/26/2009	4/19/2009	2.5L Gas	8/7/2009
3FAHP0HA5AR[redacted]	6/13/2009	6/6/2009	1/30/2009	4/29/2009	2.5L Gas	8/10/2009

3FAHP0HA9AR[redacted]	6/9/2009	6/1/2009	1/9/2009	3/27/2009	2.5L Gas	7/30/2009
3FAHP0HG7AR[redacted]	4/14/2009	4/7/2009	11/25/2008	12/2/2008	3L	7/28/2009
3FAHP0HA7AR[redacted]	7/15/2009	7/10/2009	3/13/2009	6/5/2009	2.5L Gas	8/4/2009
3FAHP0HA9AR[redacted]	5/6/2009	4/27/2009	1/29/2009	3/10/2009	2.5L Gas	7/20/2009
3FAHP0HA4AR[redacted]	5/8/2009	4/27/2009	1/27/2009	3/5/2009	2.5L Gas	8/12/2009
3FAHP0HG0AR[redacted]	4/15/2009	4/8/2009	11/28/2008	12/3/2008	3L	8/20/2009
3MEHM0JG2AR[redacted]	5/15/2009	5/11/2009	3/3/2009	3/31/2009	3L	8/20/2009

3FAHP0HA4AR[redacted]	6/12/2009	6/4/2009	1/27/2009	4/25/2009	2.5L Gas	8/19/2009
3FAHP0HG5AR[redacted]	4/13/2009	4/7/2009	11/27/2008	12/4/2008	3L	8/27/2009
3FAHP0HG8AR[redacted]	8/1/2009				3L	8/28/2009
3FAHP0HA7AR[redacted]	6/20/2009	6/16/2009	2/16/2009	5/13/2009	2.5L Gas	8/28/2009
3FAHP0HA9AR[redacted]	5/12/2009	5/7/2009	2/4/2009	3/17/2009	2.5L Gas	9/8/2009

3FADP0L35AR[redacted]	4/1/2009	3/29/2009	12/10/2008	1/26/2009	2.5L Hybrid	9/9/2009
3FAHP0HA8AR[redacted]	8/6/2009	7/31/2009	3/16/2009	6/23/2009	2.5L Gas	9/4/2009
3FAHP0HG9AR[redacted]	7/22/2009	7/17/2009	3/9/2009	6/5/2009	3L	9/15/2009
3MEHM0HA4AR[redacted]	4/17/2009	4/13/2009	1/6/2009	1/27/2009	2.5L Gas	9/16/2009
3MEHM0JA3AR[redacted]	4/16/2009	4/7/2009	11/6/2008	11/17/2008	2.5L Gas	8/28/2009

3FAHP0GA3AR[redacted]	4/17/2009	4/13/2009	1/6/2009	1/27/2009	2.5L Gas	9/16/2009
3FAHP0HA7AR[redacted]	4/13/2009	4/4/2009	11/14/2008	11/24/2008	2.5L Gas	9/24/2009
3FAHP0HA4AR[redacted]	4/6/2009	3/31/2009	11/18/2008		2.5L Gas	9/24/2009
3FAHP0HA6AR[redacted]	3/20/2009	3/12/2009	12/2/2008	1/13/2009	2.5L Gas	9/25/2009
3FAHP0HA0AR[redacted]	3/11/2009	3/1/2009	11/18/2008	11/24/2008	2.5L Gas	9/28/2009
3FADP0L33AR[redacted]	8/12/2009	8/9/2009	6/1/2009	7/28/2009	2.5L Hybrid	10/1/2009

3FADP0L32AR[redacted]	9/18/2009	9/9/2009	6/24/2009	7/25/2009	2.5L Hybrid	10/5/2009
3FAHP0GA6AR[redacted]	8/10/2009	8/4/2009	5/18/2009	7/14/2009	2.5L Gas	9/18/2009
3FADP0L3XAR[redacted]	7/17/2009	6/8/2009	3/9/2009	5/30/2009	2.5L Hybrid	10/2/2009
3MEHM0JG7AR[redacted]	8/15/2009	8/12/2009	3/18/2009	7/1/2009	3L	10/1/2009
3FAHP0HA5AR[redacted]	6/4/2009	5/29/2009	1/14/2009	3/31/2009	2.5L Gas	10/6/2009

3FADP0L31AR[redacted]	7/25/2009	7/21/2009	6/4/2009	7/8/2009	2.5L Hybrid	10/12/2009
3FADP0L36AR[redacted]	7/8/2009	6/25/2009	2/26/2009	5/23/2009	2.5L Hybrid	10/13/2009
3FAHP0HA1AR[redacted]	6/3/2009				2.5L Gas	10/14/2009
3FADP0L38AR[redacted]	4/21/2009	3/7/2009	12/4/2008	1/12/2009	2.5L Hybrid	10/19/2009
3FAHP0HA0AR[redacted]	3/11/2009	3/1/2009	11/22/2008	12/1/2008	2.5L Gas	10/19/2009

3FAHP0HA3AR[redacted]	10/1/2009	9/22/2009	6/16/2009	8/12/2009	2.5L Gas	10/19/2009
3FAHP0HA9AR[redacted]	8/10/2009	9/6/2009	5/26/2009	7/23/2009	2.5L Gas	10/22/2009
3FAHP0HAXAR[redacted]	2/17/2009	2/3/2009	11/5/2009	11/12/2009	2.5L Gas	10/19/2009
3FAHP0HA6AR[redacted]	2/18/2009	1/28/2009	10/17/2009	10/22/2009	2.5L Gas	10/26/2009
3FAHP0HA5AR[redacted]	4/1/2009	3/28/2009	1/9/2009	1/27/2009	2.5L Gas	10/30/2009
3FAHP0HG9AR[redacted]	8/13/2009	8/8/2009	6/10/2009	7/8/2009	3L	10/31/2009

3FAHP0HG8AR[redacted]	10/6/2009	9/30/2009	6/24/2009	8/26/2009	3L	11/3/2009
3FAHP0HA3AR[redacted]	10/8/2009	9/30/2009	6/30/2009	8/27/2009	2.5L Gas	10/30/2009
3MEHM0JA6AR[redacted]	10/23/2009	10/19/2009	8/8/2009	9/3/2009	2.5L Gas	11/6/2009
3FAHP0HA6AR[redacted]	2/10/2009	1/13/2009	10/14/2008	10/21/2008	2.5L Gas	11/3/2009
3FAHP0HA6AR[redacted]	10/7/2009	9/30/2009	6/26/2009	8/25/2009	2.5L Gas	11/12/2009
3FAHP0GA2AR[redacted]	8/4/2009	7/29/2009	3/10/2009	6/22/2009	2.5L Gas	10/29/2009

3FAHP0HA0AR[redacted]	6/13/2009	6/6/2009	1/24/2009	4/27/2009	2.5L Gas	11/11/2009
3FAHP0HG4AR[redacted]	8/13/2009	8/10/2009	5/20/2009	7/13/2009	3L	11/24/2009
3FAHP0HA2AR[redacted]	9/29/2009				2.5L Gas	11/23/2009
3FADP0L35AR[redacted]	8/4/2009	7/29/2009	3/18/2009	6/25/2009	2.5L Hybrid	11/25/2009
3FAHP0HA1AR[redacted]	10/7/2009	9/30/2009	6/29/2009	8/26/2009	2.5L Gas	11/23/2009

3FAHP0JAXAR[redacted]	5/21/2009	5/14/2009	3/20/2009	4/9/2009	2.5L Gas	11/17/2009
3FAHP0HA1AR[redacted]	5/20/2009	5/15/2009	2/6/2009	3/24/2009	2.5L Gas	11/25/2009
3FAHP0HA3AR[redacted]	9/30/2009	9/23/2009	7/10/2009	8/8/2009	2.5L Gas	11/25/2009
3FAHP0JA9AR[redacted]	11/7/2009	11/1/2009	8/24/2009	9/17/2009	2.5L Gas	11/27/2009

3FADP0L38AR[redacted]	3/11/2009	3/1/2009	10/20/2008	10/29/2008	2.5L Hybrid	12/2/2009
3FAHP0JA6AR[redacted]	6/24/2009	6/19/2009	2/4/2009	6/3/2009	2.5L Gas	12/5/2009
3FADP0L31AR[redacted]	10/3/2009	9/29/2009	6/25/2009	8/17/2009	3L	12/21/2009
3FAHP0HA3AR[redacted]	11/4/2009	10/30/2009	8/24/2009	9/21/2009	2.5L Gas	12/15/2009

3FAHP0HA5AR[redacted]	4/13/2009	4/4/2009	11/20/2009	11/27/2009	2.5L Gas	12/14/2009
3FAHP0HA4AR[redacted]	9/30/2009	9/23/2009	7/7/2009	8/5/2009	2.5L Gas	12/8/2009
3FADP0L34AR[redacted]	10/3/2009	9/29/2009	6/23/2009	8/19/2009	2.5L Hybrid	12/9/2009
3FAHP0GA9AR[redacted]	9/22/2009	9/9/2009	7/7/2009	8/4/2009	2.5L Gas	11/24/2009
3FAHP0HA2AR[redacted]	9/19/2009	9/10/2009	7/7/2009	8/6/2009	2.5L Gas	12/5/2009
3FAHP0HGXAR[redacted]	9/24/2009	9/18/2009	7/8/2009	7/31/2009	3L	12/10/2009
3MEHM0HA5AR[redacted]	9/16/2009	9/8/2009	6/22/2009	7/22/2009	2.5L Gas	12/21/2009

3FADP0L32AR[redacted]	4/23/2009	4/16/2009	1/22/2009	2/9/2009	2.5L Hybrid	12/28/2009
3FAHP0GAXAR[redacted]	9/17/2009	9/9/2009	6/30/2009	7/28/2009	2.5L Gas	12/15/2009
3FAHP0HG9AR[redacted]	9/23/2009	9/17/2009	7/14/2009	8/10/2009	3L	12/29/2009
3FADP0L34AR[redacted]	2/13/2009	11/18/2008	9/16/2008	9/23/2008	2.5L Hybrid	12/9/2009

3FAHP0JA3AR[redacted]	10/21/2009	10/15/2009	6/29/2009	8/28/2009	2.5L Gas	11/28/2009
3FAHP0HA4AR[redacted]	7/13/2009	6/29/2009	3/17/2009	6/27/2009	2.5L Gas	12/12/2009
3FADP0L38AR[redacted]	9/25/2009	9/15/2009	7/7/2009	8/5/2009	2.5L Hybrid	12/7/2009
3MEHM0CG5AR[redacted]	7/16/2009	10/19/2009	3/5/2009	5/31/2009	3L	12/4/2009

3FAHP0HA1AR[redacted]	10/2/2009	9/26/2009	6/20/2009	8/18/2009	2.5L Gas	12/30/2009
3FAHP0HG9AR[redacted]	11/4/2009	10/30/2009	8/25/2009	9/22/2009	3L	1/14/2009
3FAHP0HA7AR[redacted]	2/17/2009	1/26/2009			2.5L Gas	12/15/2009
3FAHP0HA8AR[redacted]	8/26/2009	8/14/2009	5/27/2009	7/8/2009	2.5L Gas	1/4/2009

3FAHP0HA2AR[redacted]	4/24/2009	4/20/2009	1/9/2009	1/29/2009	2.5L Gas	1/6/2010
3FAHP0GA8AR[redacted]	10/29/2009	8/4/2009	8/24/2009	9/17/2009	2.5L Gas	12/22/2009
3FADP0L3XAR[redacted]	9/30/2009	9/23/2009	7/13/2009	8/7/2009	2.5L Hybrid	12/18/2009
3FAHP0JA7AR[redacted]	11/17/2009	11/11/2009	8/17/2009	10/11/2009	2.5L Gas	12/22/2009

3FAHP0HA0AR[redacted]	12/5/2009	12/1/2009	10/8/2009	11/11/2009	2.5L Gas	1/15/2010
3FAHP0JG1AR[redacted]	12/4/2008	10/23/2008	8/19/2008	9/10/2008	3L	1/12/2010
3FAHP0HA6AR[redacted]	11/26/2009	11/20/2009	8/17/2009	10/12/2009	2.5L Gas	12/28/2009
3FADP0L34AR[redacted]	8/12/2009	8/9/2009	6/1/2009	7/27/2009	2.5L Hybrid	12/30/2009

3FAHP0HAXAR[redacted]	9/24/2009	9/11/2009	7/16/2009	8/4/2009	2.5L Gas	1/13/2010
3FAHP0HA4AR[redacted]	10/2/2009	9/28/2009	6/23/2009	8/19/2009	2.5L Gas	12/16/2009
3FAHP0HA8AR[redacted]	3/19/2009	3/11/2009	11/25/2008		2.5L Gas	1/9/2010
3FAHP0JA0AR[redacted]	7/27/2009	7/22/2009	6/1/2009	7/8/2009	2.5L Gas	1/25/2010

3FADP0L39AR[redacted]	8/28/2009	8/21/2009	6/16/2009	7/17/2009	3L	1/11/2010
3MEHM0JA4AR[redacted]	4/16/2009	3/12/2009	12/1/2008	1/19/2009	2.5L Gas	2/1/2010
3FAHP0HA6AR[redacted]	4/4/2009	2/5/2009	11/8/2008	11/26/2008	2.5L Gas	1/12/2010
3FAHP0HG9AR[redacted]	9/24/2009	9/12/2009	6/26/2009	7/23/2009	3L	1/4/2010

3FAHP0JA9AR[redacted]	3/30/2009	3/25/2009	11/25/2008	12/9/2008	2.5L Gas	2/3/2010
3FAHP0JA8AR[redacted]	10/29/2009	10/16/2009	7/7/2009	9/10/2009	2.5L Gas	2/15/2010
3FADP0L30AR[redacted]	11/26/2009	11/20/2009	8/14/2009	10/18/2009	2.5L Hybrid	2/11/2010
3FAHP0HA2AR[redacted]	10/12/2009	10/6/2009	6/30/2009	8/26/2009	2.5L Gas	1/26/2010

3FADP0L3XAR[redacted]	9/26/2009	9/20/2009				1/18/2010
3MEHM0HA6AR[redacted]	11/12/2009	11/6/2009	9/1/2009	9/25/2009	2.5L Gas	2/24/2010
3FAHP0HA3AR[redacted]	3/27/2009	3/12/2009	12/11/2008	1/20/2009	2.5L Gas	2/23/2010
3FAHP0HG1AR[redacted]	9/18/2009				3L	2/3/2010

3FADP0L30AR[redacted]	6/20/2009	6/12/2009	2/3/2009	5/3/2009	2.5L Hybrid	2/23/2010
3MEHM0JG6AR[redacted]	11/4/2009	10/30/2009	7/17/2009	9/15/2009	3L	2/10/2010
3FAHP0HA1AR[redacted]	12/17/2009	12/12/2009	8/20/2009	10/19/2009	2.5L Gas	3/1/2010
3FAHP0JGXAR[redacted]	8/31/2009	8/20/2009	8/17/2009	7/18/2009	3L	3/12/2010

3FADP0L32AR[redacted]	10/2/2009	9/29/2009	6/20/2009	8/19/2009	2.5L Hybrid	2/22/2010
3FAHP0JG0AR[redacted]	12/8/2009	11/28/2009	10/14/2009	11/12/2009	3L	3/9/2010
3FADP0L35AR[redacted]	10/1/2009	9/3/2009	7/7/2009	8/8/2009	2.5L Hybrid	12/20/2009
3FAHP0HA6AR[redacted]	11/6/2009	11/2/2009	8/21/2009	9/27/2009	2.5L Gas	2/4/2010

3FAHP0HA4AR[redacted]	6/10/2009	6/2/2009	1/26/2009	4/19/2009	2.5L Gas	3/4/2010
3FAHP0HA0AR[redacted]	6/4/2009	5/29/2009	1/23/2009	3/31/2009	2.5L Gas	2/18/2010
3FAHP0HA6AR[redacted]	4/1/2009	3/29/2009	12/10/2008	1/26/2009	2.5L Gas	3/10/2010
3FAHP0HG4AR[redacted]	8/25/2009	11/21/2009	6/10/2009	7/2/2009	3L	2/22/2010

3FAHP0HA1AR[redacted]	9/12/2009	9/6/2009	7/1/2009	7/28/2009	2.5L Gas	3/18/2010
3FAHP0HA1AR[redacted]	1/30/2010	1/27/2010	10/29/2009	12/9/2009	2.5L Gas	3/15/2010
3FAHP0HG9AR[redacted]	12/4/2009	11/28/2009	10/8/2009	11/11/2009	3L	3/30/2010
3FAHP0HA2AR[redacted]	9/15/2009	9/5/2009	6/29/2009	7/23/2009	2.5L Gas	3/25/2010

3FAHP0HA0AR[redacted]	7/24/2009	7/20/2009	3/27/2009	6/11/2009	2.5L Gas	3/24/2010
3FAHP0HA7AR[redacted]	8/28/2009	8/20/2009			2.5L Gas	3/15/2010
3FAHP0HA8AR[redacted]	4/1/2009	3/27/2009	12/16/2008	1/26/2009	2.5L Gas	3/15/2010
3FAHP0HA3AR[redacted]	6/10/2009	6/2/2009	1/26/2009	4/19/2009	2.5L Gas	3/26/2010

3FAHP0JG8AR[redacted]	2/11/2010	2/8/2010	11/5/2009	12/15/2009	3L	3/9/2010
3MEHM0JA9AR[redacted]	1/14/2010	1/7/2010	10/20/2009	11/18/2009	2.5L Gas	4/2/2010
3FAHP0HA8AR[redacted]	8/12/2009	7/16/2009	6/1/2009	7/27/2009	2.5L Gas	3/5/2010
3FADP0L37AR[redacted]	10/9/2009	10/5/2009			2.5L Hybrid	2/11/2010

3FAHP0HA9AR[redacted]	11/12/2009	11/6/2009	9/1/2009	9/27/2009	2.5L Gas	3/20/2010
3FAHP0HA2AR[redacted]	9/8/2009	9/2/2009			2.5L Gas	4/5/2010
3MEHM0JA7AR[redacted]	5/13/2009	5/1/2009	2/11/2009	3/19/2009	2.5L Gas	3/29/2010
3FAHP0JA5AR[redacted]	12/12/2009	12/7/2009	9/15/2009	10/22/2009	2.5L Gas	4/2/2010

3FAHP0HA7AR[redacted]	3/16/2010	3/11/2010	12/2/2009	1/19/2010	2.5L Gas	4/1/2010
3FADP0L38AR[redacted]	6/12/2009	6/5/2009	1/22/2009	4/26/2009	2.5L Hybrid	4/1/2010
3FAHP0JA3AR[redacted]	1/30/2010	1/27/2010	10/29/2009	12/9/2009	2.5L Gas	4/6/2010
3FAHP0HA4AR[redacted]	12/3/2009	11/26/2009	11/28/2009	10/17/2009	2.5L Gas	3/29/2010

3FAHP0HAXAR[redacted]	6/20/2009	6/12/2009			2.5L Gas	3/2/2010
3FAHP0HA9AR[redacted]	11/14/2009	11/10/2009	9/7/2009	10/10/2009	2.5L Gas	4/12/2010
3FAHP0HG0AR[redacted]	5/27/2009	5/21/2009	3/12/2009	4/14/2009	3L	3/9/2010
3FAHP0JG2AR[redacted]	10/9/2009	9/23/2009	7/14/2009	8/11/2009	3L	4/26/2009

3FAHP0HA0AR[redacted]	10/1/2009	9/25/2009			2.5L Gas	3/24/2010
3FADP0L33AR[redacted]	6/26/2009	6/24/2009	2/27/2009	5/25/2009	2.5L Hybrid	4/15/2010
3FAHP0JA7AR[redacted]	6/22/2009	6/17/2009	2/17/2009	5/13/2009	2.5L Gas	4/22/2010
3FAHP0HGXAR[redacted]	3/20/2009	3/11/2009	12/2/2008	1/13/2009	3L	4/23/2010

3FAHP0HA1AR[redacted]	4/29/2009	4/24/2009	1/14/2009	2/4/2009	2.5L Gas	4/20/2010
3FAHP0HA4AR[redacted]	2/17/2010				2.5L Gas	4/16/2010
3FAHP0JG5AR[redacted]	1/26/2010				3L	4/13/2010
3FAHP0HA1AR[redacted]	5/25/2009	5/21/2009			2.5L Gas	4/15/2010

3FAHP0HA9AR[redacted]	10/7/2009	10/2/2009	7/7/2009	8/3/2009	2.5L Gas	4/26/2009
3FAHP0HAXAR[redacted]	4/24/2009	4/20/2009			2.5L Gas	4/5/2010
3FAHP0JG2AR[redacted]	2/13/2010	2/9/2010	11/4/2009	12/18/2009	3L	4/26/2010
3MEHM0JG8AR[redacted]	11/18/2009					

3FAHP0HA8AR[redacted]	11/27/2009	11/20/2009	8/18/2009	10/17/2009	2.5L Gas	5/21/2010
3FAHP0JA9AR[redacted]	10/23/2009	10/19/2009	8/8/2009	9/7/2009	2.5L Gas	3/25/2010
3FAHP0HA0AR[redacted]	9/9/2009	9/2/2009	7/2/2009	7/29/2009	2.5L Gas	4/26/2010
3FAHP0GA4AR[redacted]	1/21/2010	1/15/2010	10/15/2009	11/20/2009	2.5L Gas	5/10/2010

3FAHP0HA7AR[redacted]	5/14/2009				2.5L Gas	4/24/2010
3FAHP0HA9AR[redacted]	3/20/2010	3/17/2010	12/3/2009	1/23/2010	2.5L Gas	5/5/2010
3FAHP0HA7AR[redacted]	5/26/2009	5/21/2009	2/9/2009	3/23/2009	2.5L Gas	5/4/2010
3FAHP0HG9AR[redacted]	9/19/2009	9/10/2009	7/3/2009	8/3/2009	2.5L Gas	5/1/2010

3FAHP0HA5AR[redacted]	10/15/2009	10/19/2009	8/10/2009	9/2/2009	2.5L Gas	5/20/2010
3FAHP0HA2AR[redacted]	10/29/2009	10/24/2009	7/31/2009	9/2/2009	2.5L Gas	5/7/2010
3FAHP0HA0AR[redacted]	3/22/2010	3/13/2010	12/1/2009	1/15/2010	2.5L Gas	4/14/2010
3FADP0L30AR[redacted]	2/26/2010	2/20/2010	11/14/2009	12/24/2009	2.5L Hybrid	4/28/2010

3FAHP0JG5AR[redacted]	3/13/2010	3/6/2010	12/4/2009	1/14/2010	3L	5/17/2010
3FAHP0JA8AR[redacted]	2/16/2010	1/30/2010	10/30/2009	12/8/2009	2.5L Gas	4/21/2010
3FAHP0HA8AR[redacted]	4/28/2010	4/23/2010	2/5/2010	3/8/2010	2.5L Gas	5/20/2010
3FADP0L39AR[redacted]	7/22/2009	7/18/2009	3/12/2009	6/5/2009	2.5L Hybrid	5/11/2010

3FAHP0HG6AR[redacted]	3/9/2010	3/3/2010	11/26/2009	1/12/2010	3L	4/6/2010
3FAHP0JA3AR[redacted]	5/15/2010	5/12/2010	2/19/2010	3/26/2010	2.5L Gas	6/2/2010
3FAHP0JG8AR[redacted]	8/14/2009	8/10/2009	6/10/2009	7/8/2009	3L	4/19/2010
3FAHP0HA4AR[redacted]	5/12/2010	5/6/2010	2/5/2010	3/19/2010	2.5L Gas	6/3/2010

3FAHP0HA2AR[redacted]						
3FADP0L35AR[redacted]	3/6/2010	3/3/2010	11/23/2009	1/11/2010	2.5L Hybrid	5/26/2010
3FAHP0HA3AR[redacted]	4/16/2009	4/6/2009	11/25/2008	12/2/2008	2.5L Gas	5/4/2010
3FAHP0JA6AR[redacted]	10/10/2009	10/5/2009	6/29/2009	8/26/2009	2.5L Gas	6/2/2010

3FAHP0HA7AR[redacted]	5/6/2010	4/30/2010	1/18/2010	2/6/2010	2.5L Gas	6/1/2010
3FAHP0HG2AR[redacted]	9/5/2009	8/27/2009	5/21/2009	7/17/2009	3L	5/28/2010
3MEHM0JG8AR[redacted]	11/3/2009	10/28/2009	8/22/2009	9/19/2009	3L	6/1/2010
3FAHP0HA8AR[redacted]	6/9/2009	6/2/2009	1/14/2009	4/24/2009	2.5L Gas	6/10/2010

3FAHP0JA7AR[redacted]	10/13/2009	10/8/2009	7/17/2009	8/6/2009	2.5L Gas	6/16/2010
3FAHP0HA3AR[redacted]	6/17/2009	6/11/2009	2/3/2009	5/2/2009	2.5L Gas	6/14/2010
3MEDM0L30AR[redacted]	12/15/2008	10/23/2008	8/19/2008	9/11/2008	2.5L Hybrid	6/14/2010
3FAHP0HAXAR[redacted]	6/19/2009	6/16/2009	2/20/2009	5/18/2009	2.5L Gas	6/7/2010

3FAHP0HA7AR[redacted]	9/28/2009	9/19/2009	7/10/2009	8/7/2009	2.5L Gas	6/18/2010
3FAHP0JG3AR[redacted]	9/28/2009	9/19/2009	7/8/2009	7/31/2009	3L	6/11/2010
3FAHP0JA0AR[redacted]	11/14/2009	11/8/2009	9/3/2009	9/24/2009	2.5L Gas	6/16/2010
3FAHP0HA5AR[redacted]	5/27/2009	5/22/2009	3/23/2009	4/15/2009	2.5L Gas	6/16/2010

3FAHP0HA2AR[redacted]	12/3/2009	11/25/2009	9/16/2009	11/1/2009	2.5L Gas	6/1/2010
3FAHP0HA8AR[redacted]	6/3/2009	5/28/2009	12/10/2008	3/5/2009	2.5L Gas	7/7/2010
3FAHP0HA4AR[redacted]	4/8/2010	3/29/2010	1/18/2010	2/11/2010	2.5L Gas	8/4/2010
3FAHP0HA5AR[redacted]	3/23/2010	3/18/2010	12/9/2009	1/25/2010	2.5L Gas	8/11/2010

3FAHP0HA5AR[redacted]	7/1/2010	6/19/2010	3/12/2010	4/27/2010	2.5L Gas	8/7/2010
3FADP0L3XAR[redacted]	1/7/2010	12/23/2009	9/30/2009	11/5/2009	2.5L Hybrid	8/2/2010
3FAHP0HA7AR[redacted]	10/9/2009	9/23/2009	7/3/2009	7/31/2009	2.5L Gas	8/11/2010
3FAHP0HA1AR[redacted]	6/17/2010	6/10/2010	4/9/2010	5/25/2010	2.5L Gas	8/19/2010

3FAHP0JA2AR[redacted]	5/27/2010		2/23/2010	4/6/2010	2.5L Gas	8/16/2010
3FAHP0HAXAR[redacted]	6/24/2010	6/17/2010	3/4/2010	4/27/2010	2.5L Gas	8/19/2010
3FAHP0HA5AR[redacted]	3/13/2010	3/10/2010	11/10/2009	1/9/2010	2.5L Gas	8/11/2010
3MEHM0JA2AR[redacted]	6/28/2010	6/16/2010	12/22/2009	4/24/2010	2.5L Gas	8/23/2010

3FAHP0CG0AR[redacted]	6/25/2010	6/19/2010	1/7/2010	4/25/2010	3L	8/12/2010
3FAHP0GA4AR[redacted]	7/23/2010	6/30/2010	3/17/2010	5/6/2010	2.5L Gas	8/16/2010
3FAHP0GA3AR[redacted]	3/18/2010	3/13/2010	12/3/2009	1/16/2010	2.5L Gas	9/2/2010
3FAHP0GA6AR[redacted]	5/12/2010	5/5/2010	2/16/2010	3/23/2010	2.5L Gas	9/14/2010

3FADP0L32AR[redacted]	4/6/2010	3/27/2010	1/15/2010	2/4/2010	2.5L Hybrid	8/25/2010
3FADP0L33AR[redacted]	5/13/2010	5/7/2010	2/16/2010	4/1/2010	2.5L Hybrid	9/3/2010
3FADP0L30AR[redacted]	4/16/2010	4/9/2010	1/27/2010	2/28/2010	2.5L Hybrid	9/16/2010
3FAHP0HA3AR[redacted]	6/18/2009	6/12/2009	2/10/2009	5/4/2009	2.5L Gas	10/4/2010

3FAHP0JA3AR[redacted]	6/8/2010	6/3/2010	3/25/2010	5/15/2010	2.5L Gas	9/13/2010
3FADP0L32AR[redacted]	6/26/2010	6/16/2010	12/22/2009	4/24/2010	2.5L Hybrid	9/27/2010
3FAHP0HA6AR[redacted]	5/4/2010	4/28/2010	1/21/2010	2/10/2010	2.5L Gas	10/11/2010
3FAHP0HA5BR[redacted]	9/4/2010	8/24/2010	5/24/2010	7/8/2010	2.5L Gas	10/7/2010
3FAHP0HA3AR[redacted]	6/19/2010	6/9/2010	3/17/2010	5/23/2010	2.5L Gas	9/15/2010
3FAHP0HA8AR[redacted]	6/19/2010	6/9/2010	3/24/2010	5/25/2010	2.5L Gas	10/5/2010
3FADP0L37BR[redacted]	8/19/2010	8/7/2010	4/28/2010	6/21/2010	2.5L Hybrid	10/12/2010

3FADP0L39AR[redacted]	5/28/2010	8/6/2009	12/10/2008	1/26/2009	2.5L Hybrid	10/6/2010
3FAHP0HA8AR[redacted]	3/12/2010				2.5L Gas	9/9/2010
3FADP0L33BR[redacted]	8/27/2010	8/23/2010	3/25/2010	6/30/2010	2.5L Hybrid	10/14/2010
3FAHP0HAXAR[redacted]	8/7/2009	8/1/2009	3/17/2009	6/23/2009	2.5L Gas	10/25/2010
3FAHP0HA4AR[redacted]	8/29/2009		6/16/2009	7/17/2009	2.5L Gas	10/25/2010
3FADP0L31AR[redacted]	6/4/2010	5/22/2010	12/22/2009	4/10/2010	2.5L Hybrid	11/8/2010
3FAHP0HA2AR[redacted]	5/7/2009	4/28/2009	2/11/2009	3/19/2009	2.5L Gas	11/3/2010
3FAHP0HA1AR[redacted]	5/19/2010	5/13/2010	2/12/2010	3/21/2010	2.5L Gas	10/7/2010
3FAHP0HA8BR[redacted]	8/14/2010	8/6/2010	3/31/2010	6/17/2010	2.5L Gas	11/21/2010
3FAHP0HG1AR[redacted]	5/26/2009	5/21/2009	2/9/2009	3/23/2009	3L	11/15/2010

3FADP0L3XBR[redacted]	8/26/2010		4/1/2010	6/24/2010	2.5L Hybrid	11/23/2010
3FAHP0JA0BR[redacted]	10/2/2010		4/23/2010	8/12/2010	2.5L Gas	11/29/2010
3MEHM0JA7BR[redacted]	8/16/2010	8/3/2010	4/15/2010	6/10/2010	2.5L Gas	12/13/2010
3FAHP0HA0BR[redacted]						7/29/2010
AR[redacted]			3/23/2010	5/20/2010		6/14/2010
AR[redacted]			3/12/2010	4/26/2010		7/5/2010
	7/27/2010	7/17/2010	5/17/2010			9/17/2010

						10/15/2010
			6/15/2010	7/15/2010		9/25/2010
		9/3/2010				9/25/2010

				5/27/2010		8/16/2010
				5/28/2010		8/16/2010
				5/26/2010		8/5/2010
		7/19/2009				
AR[redacted]	7/21/2010					7/21/2010

A[redacted]		4/6/2010				4/6/2010
		1/29/2010	12/9/2009			2/8/2010

A[redacted]						6/9/2010
3MEHM0JG8AR[redacted]						3/13/2009
3FADP0L39AR[redacted]						
3FAHP0HA8AR[redacted]	11/30/2009		9/25/2009		2.5L Gas	12/1/2009

						5/8/2010
				5/14/2010		6/17/2010
3FAHP0HA4AR[redacted]						2/23/2010

1LNHL9FT9AG[redacted]	7/13/2009	7/2/2009	6/3/2009	6/25/2009	MKS 3.5L GDTI with park assist	9/1/2009
1FAHP2KT8AG[redacted]	7/1/2009	5/27/2009	1/5/2009	2/2/2009	Taurus 3.5L GDTI w/o park assist	9/16/2009

1LNHL9FTXAG[redacted]	7/13/2009	6/15/2009	12/8/2008	1/6/2009	MKS 3.5L GDTI with park assist	9/18/2009
1FAHP2KT5AG[redacted]	7/2/2009	6/9/2009	12/6/2008	1/7/2009	Taurus 3.5L GDTI w/o park assist	10/19/2009
1FAHP2KT5AG[redacted]	9/28/2009				Taurus 3.5L GDTI w/o park assist	11/18/2009
2LMHJ5AT7AB[redacted]	10/1/2009				MKT 3.5L GDTI w/o park assist	12/7/2009

2LMHJ5AT8AB[redacted]	8/31/2009	8/1/2009	6/25/2009	7/10/2009	MKT 3.5L GDTI w/park assist	12/31/2009
1FAHP2KT0AG[redacted]	7/7/2009	6/9/2009	12/13/2008	2/2/2009	Taurus 3.5L GDTI w/o park assist	2/1/2009
1FAHP2KT3AG[redacted]	9/10/2009	7/22/2009	5/28/2009	6/29/2009	Taurus 3.5L GDTI w/o park assist	1/4/2010
2LMHJ5AT6AB[redacted]	10/15/2009	8/5/2009	6/15/2009	7/10/2009	MKT 3.7L with park assist	2/22/2010
1FAHP2KT9AG[redacted]	7/7/2009	6/9/2009	12/6/2008	1/4/2009	Taurus 3.5L GDTI w/o park assist	2/26/2010

1LNHL9FT4AG[redacted]	6/23/2009				MKS 3.5L GDTI with park assist	3/9/2010
2FMHK6CT6AB[redacted]	1/6/2010	12/10/2009	8/19/2009	9/12/2009	Flex 3.5L GDTI with park assist	3/11/2010
1FAHP2KT4AG[redacted]	10/15/2009				Taurus 3.5L GDTI w/o park assist	3/22/2010

1FAHP2KT5AG[redacted]	10/7/2009	9/13/2009	7/2/2009	8/7/2009	Taurus 3.5L GDTI w/o park assist	4/6/2010
2LMHJ5ATXAB[redacted]	7/28/2009	7/19/2009			MKT 3.5L GDTI w/o park assist	4/5/2010
1FAHP2KT4AG[redacted]	2/12/2010	11/16/2009	1/12/2009	11/16/2009	Taurus 3.5L GDTI w/o park assist	4/8/2010
1LNHL9FT7AG[redacted]	10/9/2009					
2LMHJ5AT8BB[redacted]	5/14/2010	4/30/2010			MKT 3.5L GDTI with park assist	7/8/2010
2LMHJ5AT2AB[redacted]	7/12/2009		6/3/2009	6/25/2009	MKT 3.5L GDTI with park assist	6/8/2010

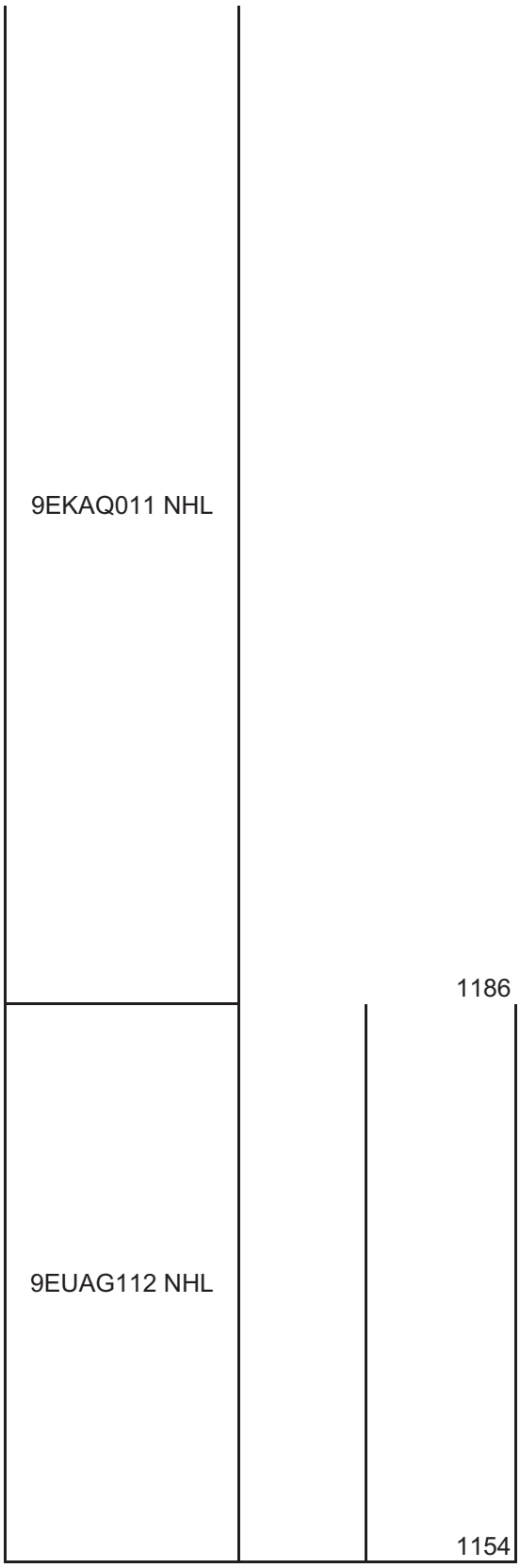
2LMHJ5AT4AB[redacted]	7/28/2009	7/19/2009	6/15/2009	7/3/2009	MKT 3.5L GDTI with park assist	7/6/2010
1FAHP2KTXAG[redacted]	10/16/2009	9/25/2009			Taurus 3.5L GDTI w/o park assist	6/15/2010
2FMHK6DT7AB[redacted]	11/5/2009	10/3/2009			Flex 3.5L GDTI w/o park assist	7/1/2010
1FAHP2KT5AG[redacted]	4/15/2010	3/26/2010	7/1/2008	4/13/2009	Taurus 3.5L GDTI w/o park assist	7/6/2010

1FAHP2KTXAG[redacted]	7/15/2009	6/18/2009		1/13/2009	Taurus 3.5L GDTI w/o park assist	
1FAHP2KT5AG[redacted]	7/15/2009	6/18/2009	11/24/2008	12/9/2008	Taurus 3.5L GDTI w/o park assist	9/1/2010
2FMHK6DT9AB[redacted]	2/4/2010	1/19/2010	9/22/2009	11/24/2009	Flex 3.5L GDTI w/ park assist	10/8/2010
2FMHK6DT3BB[redacted]	8/19/2010	8/2/2010	1/25/2010	6/24/2010	Flex 3.5L GDTI w/o park assist	11/13/2010
				5/5/2010		8/10/2010
			1/12/2010	2/9/2010		5/1/2010
2LMHJ5ATXAB[redacted]	3/10/2010				MKT 3.5L GDTI w/o park assist	
2FMHK6DT7AB[redacted]	2/19/2010	2/4/2010			Flex 3.5L GDTI w/o park assist	

AG160762		3/9/2010	12/13/2008	1/19/2009		3/26/2010
2LMHJ5ATXAB[redacted]	3/10/2010				MKT 3.5L GDTI w/o park assist	

Model Year	Date	Part ETA
9DIAI062 ACR	5/8/2009	93

9EKAV151 ACR


9EKAQ011 NHL
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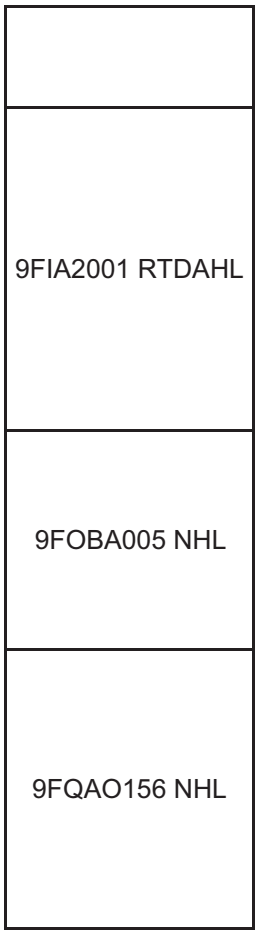
9EUAG112 NHL
1154

9E1AY065 ACR		
9FBAK121 NHL		
9FJAG436 ACR		
9GAAG067	7/24/2009	63



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1157

1151

1149

9FVAN041 NHL		
9FXAP075 FCSDFS		
	7/20/2009	67

1142

9GAAG097 NHL	8/6/2009	112
	7/21/2009	175

		1136
9GBAL178 NHL		1134
		1130
9GFAP001 NHL	7/15/2009	93

9F4AJ295 NHL	8/3/2009	115
9GNAI053 NHL		1122
	7/24/2009	130

9GQBD009 NHL		1119
		1115
	7/29/2009	125

9GNAI175 NHL	8/3/2009	57
9HAAB012 NHL	8/25/2009	98
9G5A5016 NHL	8/12/2009	

9G5AK515 NHLDIG		
	8/27/2009	96
	8/25/2009	98
9HJAW015 NHL		

	8/12/2009	106
	8/25/2009	64
	9/2/2009	90
	9/18/2009	74

	9/4/2009	25
	9/18/2009	74
	9/9/2009	83
	9/18/2009	40

	9/24/2009	34
	9/18/2009	40
9IRAI161	10/5/2009	57
9IPDR020	9/25/2009	66
9H2AN211	9/24/2009	34

	10/5/2009	57
9IYDN006	10/5/2009	57
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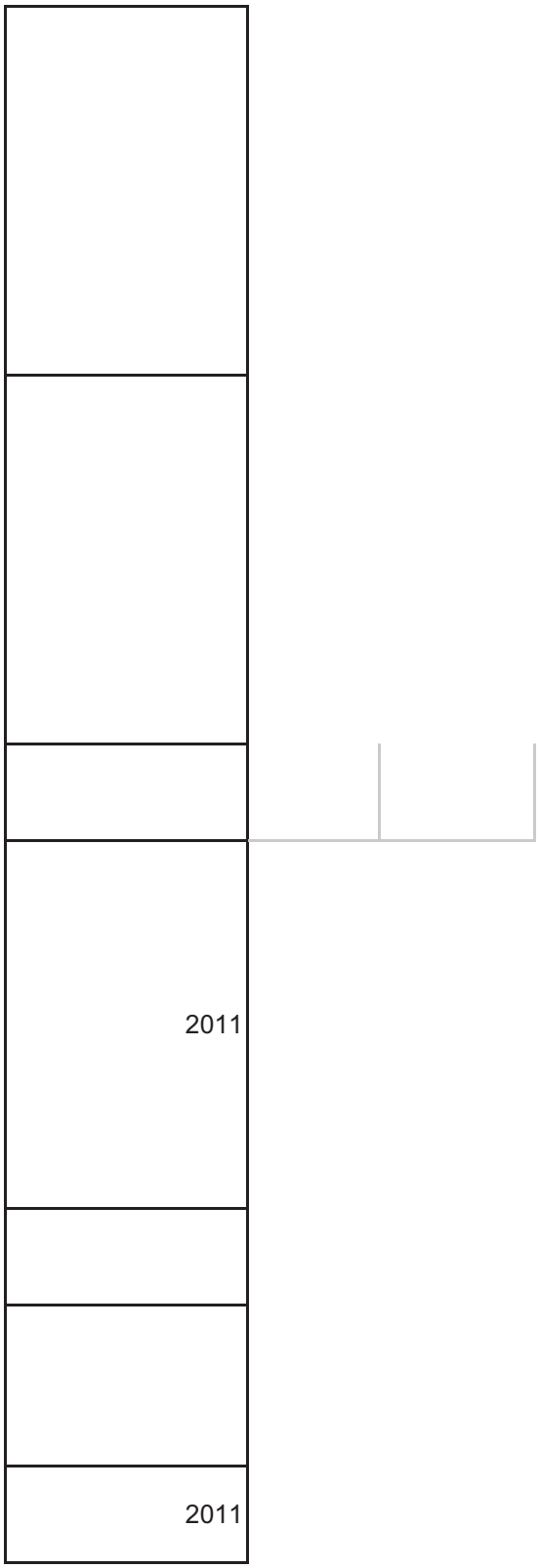
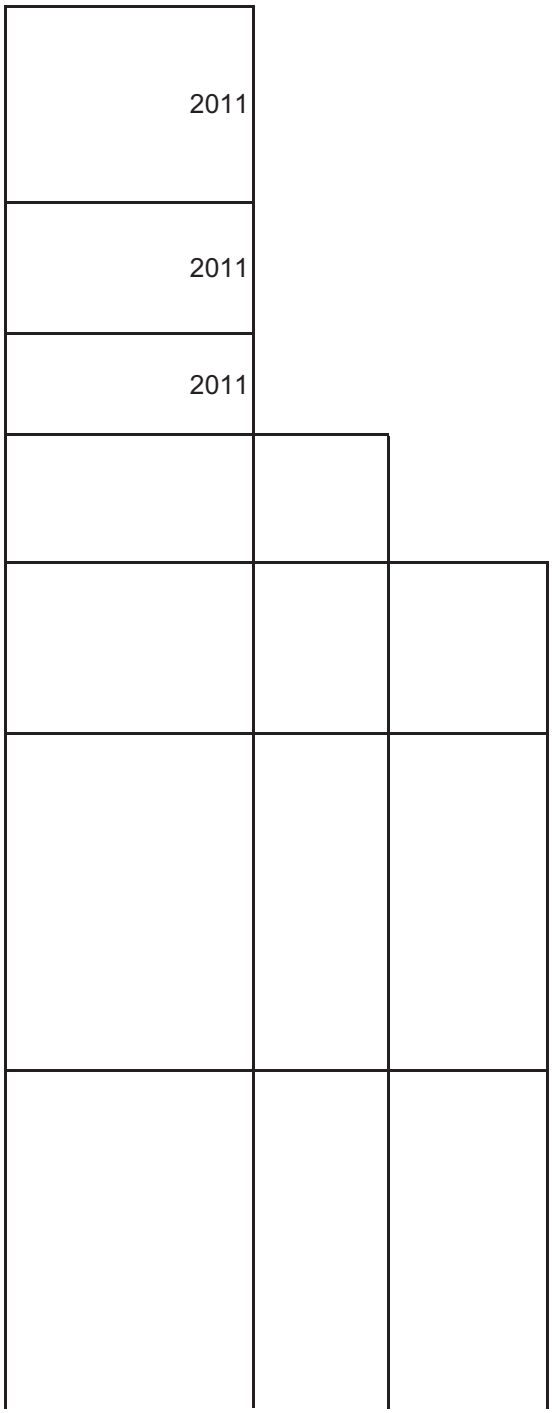
	########	


2011
2011

2011
2011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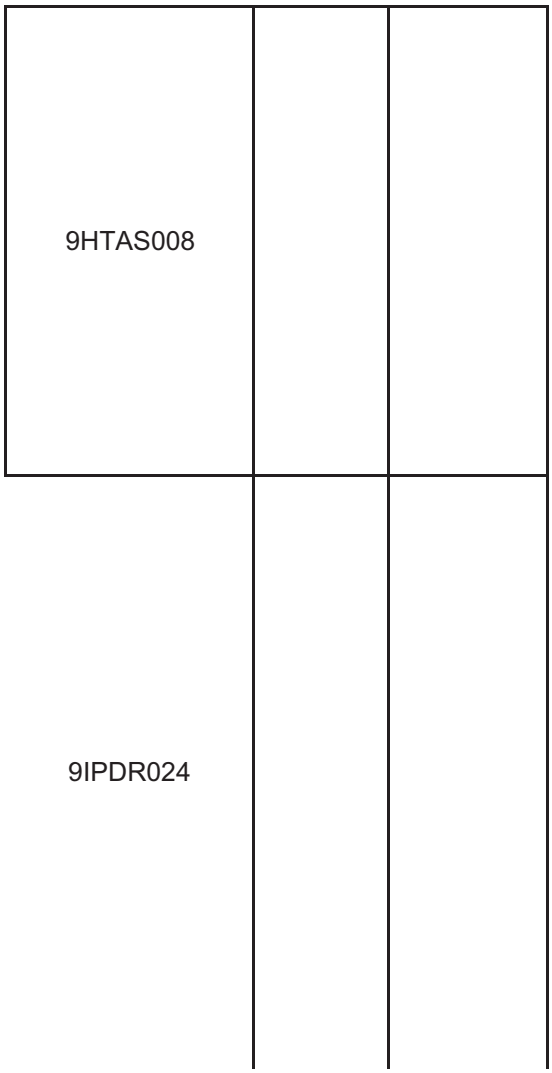
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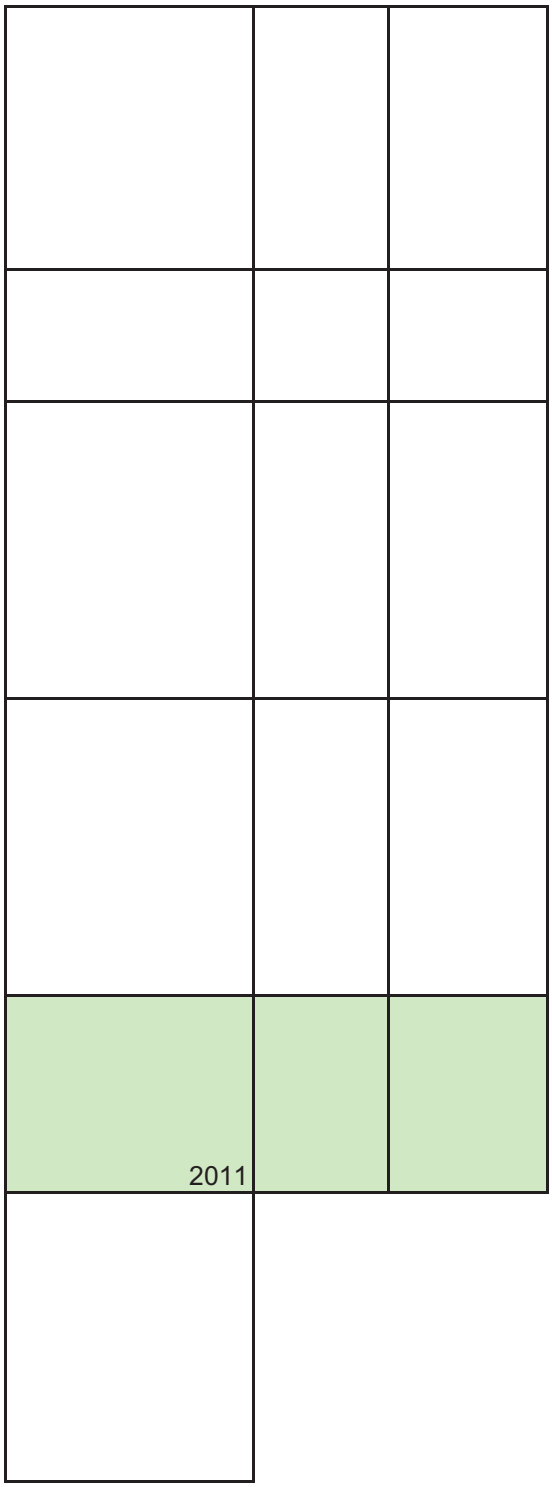
9IRCO031	########	128

2/2/2010		


2011

2011		

Top Level Failure Mode
Loss of Assist
Loss of Manual Steer
Road Feed back
Power consumption
Interface with car
Communication
EMC
Not TRW responsibility
SAPP
Noise

Subject: FW: Ford/TRW EPAS Warranty Return Review
Location: Tele Conference- 866-251-9196 Conf. Code-

Start: Mon 4/2/2012 8:30 AM
End: Mon 4/2/2012 10:00 AM
Show Time As: Tentative

Recurrence: Weekly
Recurrence Pattern: every Monday from 8:30 AM to 10:00 AM

Meeting Status: Not yet responded

WebExOI:
WebExOIHost:
WebExOIVer: 330

-----Original Appointment-----
From: Estes, Eric (E.E.)
Sent: Monday, November 14, 2011 10:32 AM
To: Estes, Eric (E.E.); Napoli, Laura (L.); anthony.fleenor@trw.com; 'JoseJ Lopez'; Guillermo Aguilar; Geoff Jacks; 'Samuel Arreola'; Andy Partridge; Greg Austin; John Burnett; Sergio Alvarez; Pienta, Alan (A.); Christopher Woodruff; Flanagan, Thomas (T.P.); Snider, Tim (T.O.); Don Blandino
Cc: 'Robert Kostadina'; Mathew Alder; Rossi, Roberto (R.A.); Bruno Demichelis; Surella, Matthew (M.M.); Jim Duehring; Salim Semssar; 'Simon Malsbury'; 'Mike Davies'; Perri, Ron (R.J.); Farmer, Marty (M.F.); Birkenbeil, Thomas (T.); Timothy Doud; Nick turovich
Subject: FW: Ford/TRW EPAS Warranty Return Review
When: Occurs every Monday effective 4/2/2012 until 10/2/2012 from 8:30 AM to 10:00 AM (UTC-05:00) Eastern Time (US & Canada).
Where: Tele Conference- 866-251-9196 Conf. Code-

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When: Occurs every Monday effective 4/2/2012 until 10/2/2012 from 8:30 AM to 10:00 AM (UTC-05:00) Eastern Time (US & Canada).
Where: Tele Conference- 866-251-9196 Conf. Code-

Current topic of discussion is B6B,
FR0629 confirmed TRU3 component issue shipped from UK to International Rectifier (IR) in California should have update this Wednesday 4/4.
MAO line failure update in evaluation in UK.

Latest warranty trackers for CD3,D3,C346,U502

2010-12 CD3-D3 EPAS Warranty 3...

2012 C346 Warranty Tracker 3-2

2011-12 U502 Warranty Tracker ...

Updated TRW Warranty Review Agenda

8:30am-9:00am C346
9:00am-9:30am U502
9:30am-10am CD3/D3-

Hello ,

Eric Estes invites you to attend this online meeting.

Topic: TRW/Ford Warranty Review
Date: Every Monday,

Time: 8:30-10 am, Eastern Daylight Time (New York, GMT-04:00)
Meeting Number: 272 507 023
Meeting Password: (This meeting does not require a password.)

To join the online meeting (Now from iPhones too!)
---
1. Go https://trwnameduser.webex.com
2. Enter Meeting Number: 272 507 023
3. Click "Join Now".

To view in other time zones or languages, please click the link:
https://trw.webex.com/trw/j.php?ED=144609377&UID=1159864637&ORT=MiMxMQ%3D%3D

To join the teleconference only

Call-in toll-free number: 1-866-2519196 (US/Canada)
Call-in number: 1-248-2265571 (US/Canada)
Show global numbers: https://www2.audiocontrols.net/WebExAdaptor/globalnumber?participantcode=1842273552&tollfreecc=1&tollfree=866-2519196&tollnumbercc=1&tollnumber=248-2265571
Conference Code:

For assistance
---
1. Go to https://trwnameduser.webex.com/trw/mc
2. On the left navigation bar, click "Support".

You can contact me at:
anthony.fleenor@trw.com

To add this meeting to your calendar program (for example Microsoft Outlook), click this link:
https://trw.webex.com/trw/j.php?ED=144609377&UID=1159864637&ICS=MI&LD=1&RD=2&ST=1&SHA2=Z6RvPjCBufVgVTBOjPdJs7m9fw-oiH2xzQXO9yYGMG8=&RT=MiMxMQ%3D%3D

The playback of UCF (Universal Communications Format) rich media files requires appropriate players. To view this type of rich media files in the meeting, please check whether you have the players installed on your computer by going to https://trw.webex.com/trw/systemdiagnosis.php

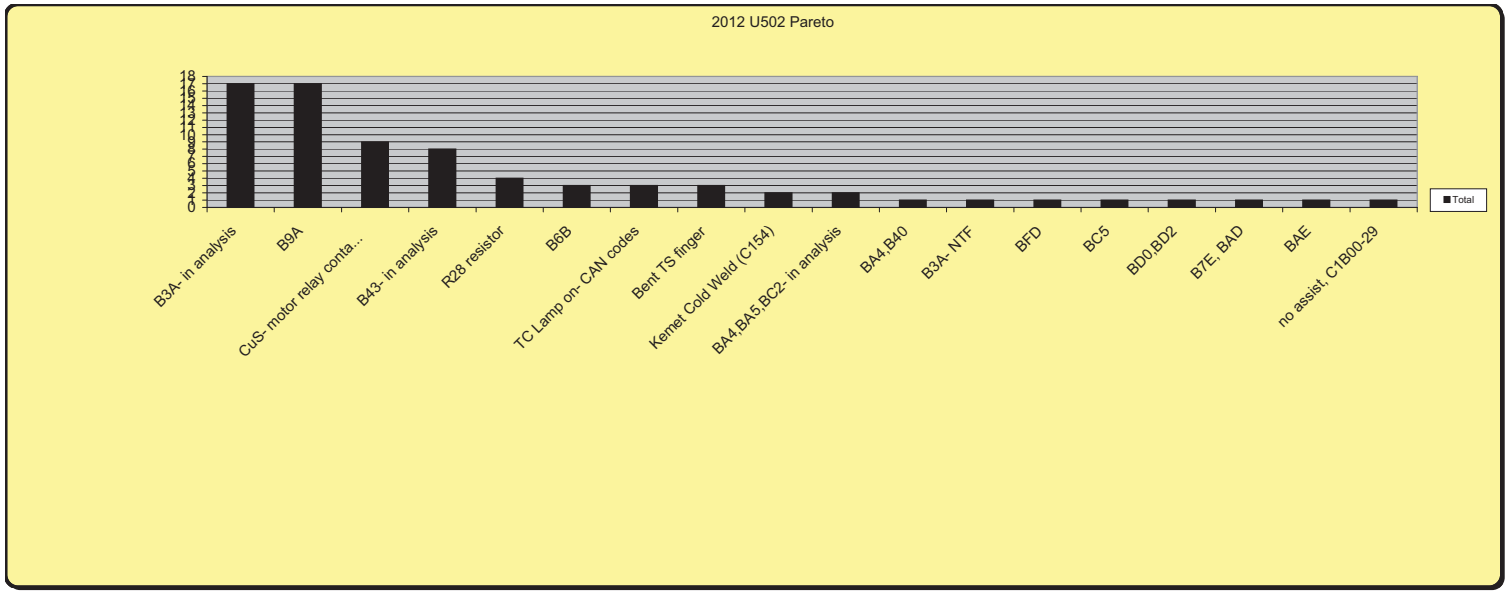
http://www.webex.com

IMPORTANT NOTICE: This WebEx service includes a feature that allows audio and any documents and other materials exchanged or viewed during the session to be recorded. By joining this session, you automatically consent to such recordings. If you do not consent to the recording, do not join the session

Eric J Estes
TRW EPAS Steering Systems
Quality Specialist

Hotline ph# 313-317-9358
Cell ph# [redacted]

PAGES 5-125 REDACTED FOR RELEVANCE



updated to 3/27/2012

		Vehicle Build Month																	
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments
B3A- in analysis	[redacted]		1	7	4	2	2	1									17	wo/APA- 1/13/2012 w/APA- 1/30/2012	8/15/2012 massive silver contacts	CuS contamination on relay contacts, machine adj. & contact inspection.
B9A	[redacted]	1	3	9	3	1											17	12/11/2011- tooling	1/19/2012- visual con coat	changes to tooling to prevent misalignment and changes to application of con coat and UV light inspections. Plus reject EOL B9A LICs
CuS- motor relay contamination	[redacted]		1	3	3		1	1									9	wo/APA- 1/13/2012 w/APA- 1/30/2012	8/15/2012 massive silver contacts	CuS contamination on relay contacts, machine adj. & contact inspection.
B43- in analysis	[redacted]	1		2	2	1	1	1									8	wo/APA- 1/13/2012 w/APA- 1/30/2012	8/15/2012 massive silver contacts	CuS contamination on relay contacts, machine adj. & contact inspection.
R28 resistor	[redacted]		3	1													4			Found R28 resistor on ECU defective UK to further test
B6B	[redacted]				1	2											3			
TC Lamp on- CAN codes	[redacted]		2	1													3		NTF	UR0136 installed new gear same TC lamp on and CAN-code set, found HS CAN wire repaired to fix vehicle
Bent TS finger	[redacted]		1		1	1											3	3/2/2012		bent finger tester set-up 2/13/2012 and visual inspection at MAO, still in testing stage. discuss Rogersville testing.
Kemet Cold Weld (C154)	[redacted]	1		1													2	9/12/11	5/22/2012	first machine#12 on 5/30/2011 fitted with vision system. last machine#11 to receive the vision system on 2/14/2012 at Kemet(PCA).
BA4,BA5,BC2- in analysis	[redacted]				1		1										2			Kemet?
BA4,B40	[redacted]					1											1			
B3A- NTF	[redacted]	1															1			
BFD	[redacted]		1														1		NTF	all testing at MAO could not get any codes to set not failing at this time
BC5	[redacted]		1														1			suspect TRU6 damage

updated to 3/27/2012

	VIN/Seq#	Vehicle Build Month																ICA for Marion	PCA for Marion	Comments
		J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total			
BD0,BD2	[redacted]				1												1			cannot duplicate codes At this time
B7E, BAD				1													1			power module damage
BAE					1												1			
no assist, C1B00-29					1												1			
chargeback			1														1		non TRW issue	chargeback to dealer
int. no com			1														1			
B24,BB9	[redacted]					1											1			Possible IC3 voltage on VPH3 not in spec. measure on board
noise in gear			1														1			
TC Lamp on- no assist			1														1			
wander on hwy				1													1			
BD0-BD3					1												1			
gear locked up cold		1															1			
BA4,B7D,B7F			1														1			
BD1,BD4			1														1			
AF1			1														1			
steering jerky								1									1			
B24								1									1			
Noise front of vehicle	[redacted]			1													1		non TRW issue	tech installed gear for whining noise no change found trans leak, cannot chargeback because hotline report.

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Dealer Information	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor build date
UR0126 RUA# 5408	U3000-72	A30, E30	EPP	in eval KOA	3/13- KOA states there has been an overvoltage or surge voltage in one of the manufacturing plants. In KOA's manufacturing process the resistance is checked twice during the checking & taping process so this condition cannot happen at there plant.	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis 12/6-fault following ECU found low resistance on R28 generating incorrect Vbatt readings on ECU.		R28 resistor	04664 Jordan Ford	523	1FMHK8F8XCG[redacted]	8/30/2011	8/26/2011	7/5/2011	7/7/2011	3.5L wo/APA	9/24/2011	
UR0128 RUA# 5575	U3000-49	B25	EPP	in eval UK	2/1- high resistance across R28, ship to Anting for further supplier testing. 3/2- UK confirmed this is a R28 issue sent to supplier.	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		R28 resistor	07852 Fairview Ford	20	1FMHK7F83CG[redacted]	8/31/2011	8/27/2011	7/7/2011	7/9/2011	3.5L w/APA	9/14/2011	
UR0129 RUA# 5577	U3000-49	BC5	EPP	in eval UK	1/23- under suspect damage TRU6, sent PFR to UK for next steps, propose TRU6 swap. 2/6- Sergio and Mike Malloy working on this repair check R80 for int. open.	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		TRU6?	04332 Armstrong Ford	5	1FMHK7F88CG[redacted]	8/23/2011	8/18/2011	6/29/2011	7/2/2011	3.5L w/APA	9/7/2011	
UR0131	U3000-49 U3000-96	B7E,BAD	EPP	in eval MAO	2/1- code does repeat located the problem in the power module	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		power module	01741 Lakeland Ford	71	1FMHK7F89CG[redacted]	9/16/2011	9/12/2011	7/21/2011	7/21/2011	3.5L wo/APA	10/24/2011	
UR0132	U3000-49 U3000-96	BAE	EPP	in process MAO	12/10- code reproduced once at MAO, removed ECU from EPP and the never set again with multiple temp testing.	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis		NTF	05167 Bob Allen Ford	309	1FMHK8D83CG[redacted]	10/4/2011	9/25/2011	8/17/2011	8/19/2011	3.5L wo/APA	11/4/2011	
UR0135	C200B-2F	BD0, BD2	TS	in eval MAO	2/1-cannot duplicate codes at ambient and repetitive Dynamic assist, ongoing testing 3/2-	12/9- pulled stored and EFF data shipped to MAO for analysis			06552 Central Ford	148	1FMHK7B83CG[redacted]	10/6/2011	9/30/2011		3/24/2011	3.5L wo/APA	11/5/2011	
UR0143 RUA# 5574	U3000-49 U3000-96	B43,B25	EPP	in eval UK	1/19- low ohm value on R28, ship to UK Graham to check. Same issue as FR0154 ship to UK	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.		R28 resistor	06582 Don Bohn Ford	2831	1FMHK7D85CG[redacted]	9/2/2011	8/29/2011	7/14/2011	7/15/2011	3.5L wo/APA	12/1/2011	6/5/2011
UR0145 RUA# 5474	U2011-49	B3A	EPP	in eval UK	1/23- sets E66 code at MAO ship to UK 2/10- found plastic melted around contact	12/19- pulled EFF and stored data, had E66,A66 & A3A codes. going to freight ship to MAO on 1/6.		plastic melting around base contact	01980 Beau Townsend Ford	3126	1FMHK8F83CG[redacted]	9/10/2011	9/7/2011	7/22/2011	7/22/2011	3.5L wo/APA	11/25/2011	
UR0146	Int. No Com	no codes		in eval MAO	1/24- extensive testing at MAO 2hrs ambient ign. cycling and TTR testing with NTF. Next steps thermo testing. 3/2- need tri-temp testing MAO to test when tri-temp machine is set-up this month.	12/19- tech states he has intermittent no communication in the CQIS report. After 15min road test lost communication, problem int. with can bus	after 15 mile road test pulling onto the hwy the TC & ABS lamps on with no steering assist returned to the shop network test	NTF	08223 Link Ford	1192	1FMHK7F80CG[redacted]	8/18/2011	8/13/2011	12/17/2010	12/12/2010	3.5L wo/APA	10/7/2011	
UR0148	U3000-49 U3000-96	B24, BB9	EPP	in eval UK	1/30- B24 will set everytime you cycle the ignition. Possible IC3 voltage on VPH3 not in spec. measure on board, compare with good ECU. 2/15- Ship to UK for level 3 if C91 is not damaged.	12/21- inspection and pulled EFF & stored data, ship to MAO for analysis		IC3 FET?	01521 Friendly Ford	16	1FMHK7B88CG[redacted]	11/18/2011	11/15/2011	9/28/2011	9/30/2011	3.5L wo/APA	12/1/2011	
UR0149 RUA# 5566	U2011-49 U3000-96	B3A	EPP	in eval UK	2/18- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on motor relay, ship to Tyco for further analysis	1/17- pulled EFF & stored codes found relay code only set			02710 Huntington Ford	2	1FMHK8D85CG[redacted]	12/23/2011	12/20/2011	10/22/2011	10/23/2011	3.5L wo/APA	1/5/2012	9/24/2011
UR0150	U3000-49 U3000-96	BA4,BA5,BC2,BC1	EPP	in eval MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.			09003 Bailey Brothers	5	1FMHK8F8XCG[redacted]	10/26/2011	10/21/2011	8/26/2010	8/28/2010	3.5L wo/APA	11/15/2011	
REDACTED FOR RELEVANCE																		
UR0154	U3000-49 U3000-96	BA4,B40	EPP	in eval UK	2/23- same issue as FR0143 low reading on R28 resistor looking at PCB or other issues. Ship to UK for further analysis	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.		R28 resistor	20167 Franklin Ford	12	1FMHK8D81CG[redacted]	8/22/2011	8/16/2011	6/17/2011	6/27/2011	3.5L wo/APA	11/10/2011	
UR0155	TC lamp on No Assist	no codes		in eval MAO	1/18- inspected and pulled EFF & stored data, no TRW or Ford codes listed, vehicle has been into the dealer twice before the gear was replaced, ship to MAO for further analysis.	1/18- inspected and pulled EFF & stored data, no TRW or Ford codes listed, vehicle has been into the dealer twice before the gear was replaced, ship to MAO for further analysis.			08922 Fremont Motors	5816	1FMHK8F86CG[redacted]	8/2/2011	7/28/2011	5/18/2011	5/19/2011	3.5L wo/APA	12/8/2011	

UR0157	U2011-49	B3A	EPP	in eval UK	1/19- inspected and pulled EFF & stored data, ship to MAO for further analysis.	1/19- inspected and pulled EFF & stored data, ship to MAO for further analysis.			04546 Jordan Ford	482	1FMHK7F80CG[redacted]	11/4/2011	11/1/2011	9/15/2011	9/21/2011	3.5L wo/APA	1/7/2011	5/30/2011
UR0159 RUA# 5532	U3000-49 U3000-96	B43	EPP	in process Tyco	3/3- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on link relay, ship to Tyco for further analysis	2/6- inspected and pulled EFF & stored data, ship to MAO for further analysis.			08621 Seekins Ford	786	1FMHK8B83CG[redacted]	10/19/2011	10/14/2011	8/9/2011	8/11/2011	3.5L wo/APA	12/27/2011	6/27/2011
REDACTED FOR RELEVANCE																		
UR0163 RUA# 5565	U3000-49 U3000-96	B43	EPP	in eval UK	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.			04864 Mike Davidson Ford	1134	1FMHK7D83CG[redacted]	7/29/2011	7/20/2011	5/5/2011	5/6/2011	3.5L wo/APA	12/2/2011	3/31/2011
UR0165 RUA# 5631	U2011-49 U3000-96	B3A	EPP	in process Tyco	3/3- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on motor relay, ship to Tyco	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.			08696 Porter Ford	4147	1FMK8F89CG[redacted]	9/30/2011	9/7/2011	7/21/2011	7/21/2011	3.5L wo/APA	1/21/2012	6/8/2011
UR0166	C200D-49	B9A	EPP	in eval MAO	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.				05319 Rusty Eck Ford	2001	1FMHK8F87CG[redacted]	11/15/2011	11/10/2011	9/15/2011	9/16/2011	3.5L wo/APA	1/11/2012	8/2/2011
UR0167 RUA# 5629	U2011-49 U3000-96	B3A	EPP	in process Tyco	3/3- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on motor relay, ship to Tyco	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.			05224 Thoroughbred Ford	2369	1FMHK8D89CG[redacted]	10/25/2011		10/18/2010	11/4/2010	3.5L wo/APA	1/17/2012	
UR0168	C200B-2F C200C-2F	BD0-BD3	TS	in eval MAO	3/2- broken plastic finger guide for TS ribbon cable, this was from using the automated process which was approved and switched to the manual process. Will need to get a date that was changed.	2/10- no damage to TS harness pulled stored and EFF data from PSCM, shipped to MAO for further analysis			06477 Legacy Ford	2166	1FMHK7F90CG[redacted]	10/5/2011			7/16/2011	3.5L w/APA	1/17/2012	
UR0169	C200D-49	B9A	EPP	in eval MAO	2/10- inspected and pulled EFF & stored data, ship to MAO for further analysis.				06477 Legacy Ford	5655	1FMHK7D83CG[redacted]	8/8/2011	7/28/2011	5/5/2011	5/5/2011	3.5L wo/APA	1/19/2012	4/2/2011
UR0170	C200D-49	B9A	EPP	in eval MAO	2/17- inspected and pulled EFF & stored data, ship to MAO for further analysis.				00751 David Wilson's Ford	5051	1FMHK7D84CG[redacted]	9/6/2011	8/31/2011	7/14/2011	7/15/2011	3.5L wo/APA	1/3/2012	6/4/2011
UR0171 RUA# 5630	U3000-49	B43	EPP	in process Tyco	3/3- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on link relay, ship to Tyco for further analysis	2/17- inspected and pulled EFF & stored data, ship to MAO for further analysis.			04176 M.J. McGuire	2171	1FMHK8D81CG[redacted]	9/23/2011	9/20/2011	8/3/2011	8/4/2011	3.5L wo/APA	1/27/2012	6/9/2011
REDACTED FOR RELEVANCE																		
UR0175	U3000-49	BA4	EPP	in eval MAO	3/2- not a C154 more testing needed to repeat code.	2/27- inspected and pulled EFF & stored data, ship to MAO for further analysis.			20546 Fette Ford	246	1FMHK7D82CG[redacted]	11/23/2011	11/18/2011	9/29/2011	9/30/2011	3.5L wo/APA	2/13/2011	
UR0177	U3000-49	BA4,B7D,B7F	EPP	in eval MAO	3/12- found PM top FETs shorted, shipped to Fairchild in China	2/27- inspected and pulled EFF & stored data, ship to MAO for further analysis.		PM shorted FETs	08109 Jerseyville Motors	8224	1FMHK8F8XCG[redacted]	8/31/2011	8/28/2011	7/14/2011	7/16/2011	3.5L wo/APA	2/9/2012	
UR0178 RUA# 5533	U2011-49 U3000-96	B3A, B95	EPP	in process Tyco	3/3- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on motor relay, ship to Tyco	2/27- inspected and pulled EFF & stored data, ship to MAO for further analysis.			08450 Summit Ford	3511	1FMHK8D82CG[redacted]	11/2/2011	10/26/2011	8/25/2011	9/7/2011	3.5L wo/APA	2/6/2012	5/29/2011
UR0179	C200D-49	B9A	EPP	in eval MAO	2/27- inspected and pulled EFF & stored data, ship to MAO for further analysis.				04809 Bartow Ford	3890	1FMHK7B87CG[redacted]	9/8/2011	9/6/2011	7/21/2011	7/22/2011	3.5L wo/APA	1/26/2011	6/8/2011
UR0180	U2011-49	B3A	EPP	in process MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				02331 Mathews Ford	9	1FMHK8F86CG[redacted]	12/22/2011	12/15/2011	7/21/2011	7/23/2011	3.5L w/APA	1/18/2012	6/8/2011
UR0181	C200C-2F C200B-62	BD1,BD4	TS	in process MAO	3/5- TS wires are not damaged the conduit is burn't heating up the mounting bolt. inspected and pulled EFF & stored data, ship to MAO for further analysis.				08739 Banner Ford	2461	1FMHK7D94CG[redacted]	8/25/2011	8/18/2011	9/21/2011	10/2/2011	3.5L wo/APA	2/1/2012	9/1/2011
REDACTED FOR RELEVANCE																		
					codes set.													

UR0183	U2011-49 U3000-96	B3A	EPP	in process MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				05761 Don Franklin Ford	10554	1FMHK8F83CG[redacted]	8/31/2011	8/27/2011	7/7/2011	7/9/2011	3.5L w/APA	1/23/2012	6/4/2011
UR0184	U2011-49 U3000-96	B6B	EPP	in process MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				01376 Pacifico Ford	2673	1FMHK8F89CG[redacted]	11/7/2011	11/1/2011	9/22/2011	9/23/2011	3.5L wo/APA	2/2/2012	9/1/2011
UR0185	U2011-49	B3A	EPP	in process MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				06943 Prime Ford	490	1FMHK8D84CG[redacted]	9/9/2011	9/6/2011	7/21/2011	7/22/2011	3.5L wo/APA	12/5/2011	6/8/2011
UR0186	U3000-49 U3000-96	B43	EPP	in process MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				04970 Karl Flammer Ford	1458	1FMHK8D82CG[redacted]	12/2/2011	11/23/2011	10/22/2011	10/23/2011	3.5L wo/APA	1/16/2012	9/23/2011
UR0187	U2011-49	B3A	EPP	in process MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				05848 Homer Skelton Ford	244	1FMHK7D83CG[redacted]	1/3/2012	12/21/2011	10/25/2011	10/26/2011	3.5L wo/APA	2/10/2012	9/25/2011
UR0188	U2011-49 U3000-96	B3A	EPP	in process MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				09814 Waconia Ford	1991	1FMHK8D80CG[redacted]	10/13/2011	10/10/2011	8/25/2011	8/26/2011	3.5L wo/APA	1/19/2012	6/28/2011
UR0189	C200D-49	B9A	EPP	in eval MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				05418 Gosch Ford	4864	1FMHK7D83CG[redacted]	9/30/2011		8/3/2011	8/4/2011	3.5L wo/APA	1/16/2012	
UR0190	C200D-49	B9A	EPP	in eval MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				05965 Watson Quality Ford	10170	1FMHK7B8XCG[redacted]	9/22/2011	9/17/2011	8/4/2011	8/5/2011	3.5L wo/APA	1/30/2012	6/10/2011
UR0191	U2011-49 U3000-96	B3A	EPP	in process MAO	3/5- inspected and pulled EFF & stored data, ship to MAO for further analysis.				08621 Seekins Ford	1848	1FMHK8F85CG[redacted]	10/6/2011	9/28/2011	7/28/2011	7/29/2011	3.5L w/APA	1/31/2012	6/9/2011
UR0192	U3000-49	B43	EPP	in process MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				02923 Maxwell Ford	2155	1FMHK7F88CG[redacted]	10/22/2011	10/18/2011	8/26/2011	8/28/2011	3.5L wo/APA	2/18/2012	8/9/2011
UR0193	U3000-49	BA4,BA5,BC2	EPP	in process MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				20337 Holmes Tuttle Ford	450	1FMHK7F94CG[redacted]	12/15/2011	12/8/2011	10/25/2011	10/28/2011	3.5L wo/APA	2/8/2012	9/25/2011
UR0194	C200D-49	B9A	EPP	in eval MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				07670 Mac Haik Ford	6135	1FMHK7F80CG[redacted]	10/12/2011	10/10/2011	2/7/2011	2/11/2011	3.5L wo/APA	2/22/2012	12/29/2010
UR0195	U2011-49	B3A	EPP	in process MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				07923 Vista Ford	542	1FMHK8F8XCG[redacted]	12/2/2011	11/28/2011	9/1/2011	9/8/2011	3.5L w/APA	1/30/2012	7/1/2011
UR0196	U2011-49	B3A	EPP	in process MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				05340 Royal Oak Ford	4952	1FMHK7D83CG[redacted]	10/18/2011	10/13/2011	8/9/2011	8/11/2011	3.5L wo/APA	1/27/2012	6/28/2011
UR0197	U2011-49 U2011-61	B3A, B95	EPP	in process MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				06995 Quality Auto Mall	5691	1FMHK8B84CG[redacted]	9/23/2011	9/20/2011	7/21/2011	8/4/2011	3.5L wo/APA	2/2/2012	6/8/2011
UR0198	C200D-49	B9A	EPP	in eval MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				08502 Courtesy Ford	1553	1FMHK8D89CG[redacted]	10/13/2011	10/7/2011	9/8/2011	9/18/2011	3.5L wo/APA	12/7/2011	4/21/2011
UR0199	C200D-49	B9A	EPP	in eval MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				04587 Helfman Ford	9171	1FMHK7B80CG[redacted]	9/22/2011	9/20/2011	8/4/2011	8/5/2011	3.5L wo/APA	1/19/2011	6/10/2011
UR0200	U2011-49 U3000-96	B6B	EPP	in process MAO	3/12- inspected and pulled EFF & stored data, ship to MAO for further analysis.				20645 Verner-Cadby	4090	1FMHK8D81CG[redacted]	10/17/2011	10/12/2011	8/25/2011	8/26/2011	3.5L wo/APA	2/14/2011	6/28/2011

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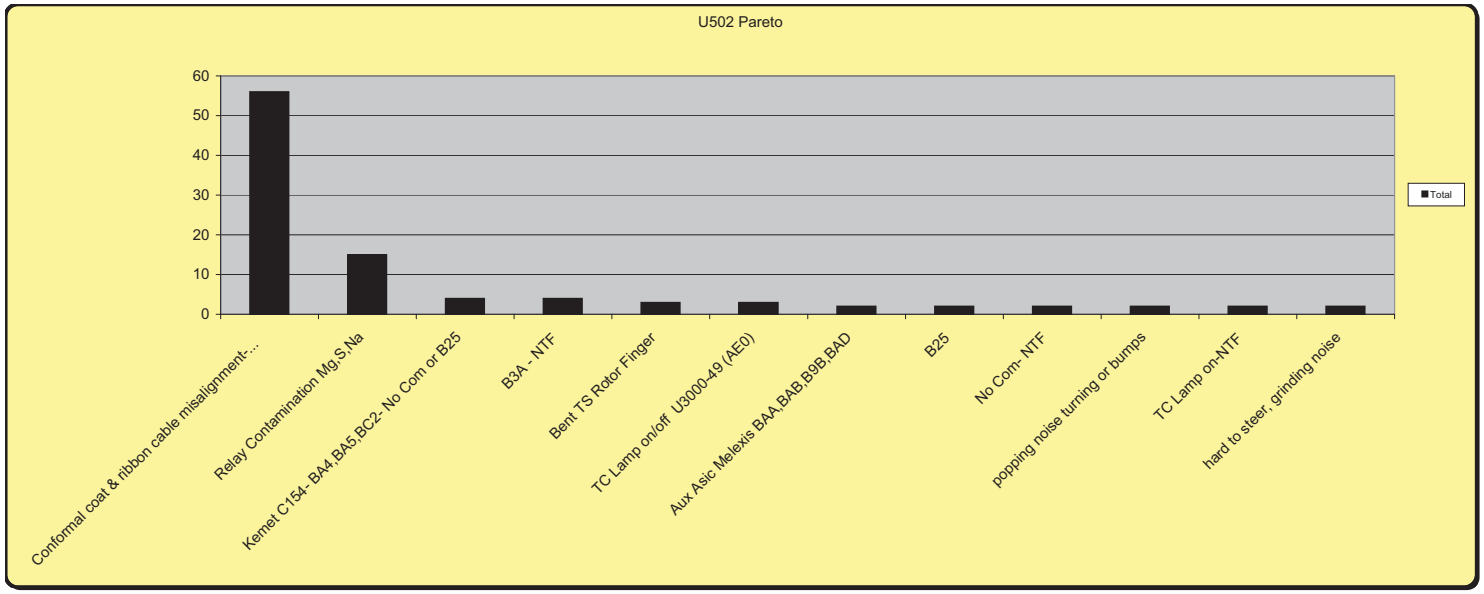
UR0202	U3000-49 U3000-96	B24 EPP		in process MAO	3/22- inspected and pulled EFF & stored data, ship to MAO for further analysis.				08619 Cal Worthington Ford	196	1FMHK8D81CG[redacted]	1/25/2012	1/17/2012	11/29/2011	12/2/2011	3.5L wo/APA	2/28/2012	
UR0203	U3000-49	B43	EPP	in process MAO	3/22- inspected and pulled EFF & stored data, ship to MAO for further analysis.				09273 Deml Ford	169	1FMHK8D81CG[redacted]	11/10/2011	11/7/2011	10/5/2011	10/7/2011	3.5L wo/APA	2/27/2012	9/3/2011
UR0204	C200D-49	B9A	EPP	in eval MAO	3/22- inspected and pulled EFF & stored data, ship to MAO for further analysis.				04963 Brandon Ford	11624	1FMHK8D87CG[redacted]	8/19/2011	8/15/2011	6/27/2011	7/1/2011	3.5L wo/APA	2/22/2012	5/16/2011
UR0205	U2011-49 U3000-96	B6B	EPP	in process MAO	3/22- inspected and pulled EFF & stored data, ship to MAO for further analysis.				04283 Varsity Ford	6365	1FMHK9F9XCG[redacted]	11/16/2011	11/10/2011	9/22/2011	9/24/2011	3.5L wo/APA	2/27/2012	9/1/2011
UR0207	U3000-49	B43	EPP	in process MAO	3/26- inspected and pulled EFF & stored data, ship to MAO for further analysis.				07792 Levittown Ford	380	1FMHK8D89CG[redacted]	1/28/2012	1/18/2012	11/22/2011	11/26/2011	3.5L wo/APA	3/5/2012	10/14/2011

UR0208	U2011-49	B3A	EPP	in process MAO	3/26- inspected and pulled EFF & stored data, ship to MAO for further analysis.				01852 Barile Ford	3747	1FMHK8D83CG[redacted]	9/23/2011	9/20/2011	8/4/2011	8/5/2011	3.5L wo/APA	3/5/2012	6/28/2011
UR0209	C200D-49	B9A	EPP	in eval MAO	3/26- inspected and pulled EFF & stored data, ship to MAO for further analysis.				06534 Estabrook Motor Co.	8021	1FMHK7D88CG[redacted]	9/21/2011	9/17/2011	8/4/4011	8/4/2011	3.5L wo/APA	2/24/2012	6/10/2011
UR0210	C200D-49	B9A	EPP	in eval MAO	3/26- inspected and pulled EFF & stored data, ship to MAO for further analysis.				07488 San Tan Ford	7553	1FMHK7D83CG[redacted]	9/27/2011	9/20/2011	8/4/2011	8/4/2011	3.5L wo/APA	2/29/2012	6/10/2011
UR0211	U2011-49	B3A	EPP	in process MAO	3/26- inspected and pulled EFF & stored data, ship to MAO for further analysis.				07846 Rodeo Ford	3397	1FMHK7D87CG[redacted]	9/21/2011	9/17/2011	7/21/2011	7/23/2011	3.5L wo/APA	3/2/2012	7/14/2011
UR0212	C200D-49	B9A	EPP	in eval MAO	3/26- inspected and pulled EFF & stored data, ship to MAO for further analysis.				04462 Randall Reed's Planet Ford	7074	1FMHK7D8XCG[redacted]	9/7/2011	9/1/2011	7/14/2011	7/16/2011	3.5L wo/APA	3/8/2012	6/4/2011
UR0213	U2011-49	B3A	EPP	in process MAO	3/26- inspected and pulled EFF & stored data, ship to MAO for further analysis.				03130 Phil Long Ford	5608	1FMHK8F84CG[redacted]	9/29/2011	9/24/2011	8/17/2011	8/19/2011	3.5L wo/APA	2/16/2012	6/27/2011



updated to 11/30/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Conformal coat & ribbon cable misalignment- C200D-49 (B9A)	[redacted]					1	6	3	24	12	8	2					56	12/11/2011- tooling	1/16/2012- visual con coat	changes to tooling to prevent misalignment and changes to application of con coat and UV light inspections. Plus reject EOL B9A LICs
Relay Contamination Mg,S,Na	[redacted]				9	2	1	2	1								15	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
Kemet C154- BA4,BA5,BC2- No Com or B25	[redacted]										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
B3A - NTF	[redacted]				2						1		1				4			NTF with testing at TRW plant & Tyco
Bent TS Rotor Finger	[redacted]						1					2					3	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
TC Lamp on/off U3000-49 (AE0)	[redacted]						1		1				1				3		Non TRW issue	Both gears tested with NTF, on one vehicle the new gear did not fix U3000-49. vehicle could not be fixed shorting the CAN circuits would duplicate the symptoms.
Aux Asic Melexis BAA,BAB,B9B,BAD	[redacted]						1	1									2			6/29- Aux ASIC ship to Melexis for analysis continuous radom defectivity improvements second to third to fourth quarters ASIC production dates of the 2010 builds at Melexis
B25	[redacted]							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
No Com- NTF	[redacted]									1	1						2		NTF	will keep in pending to see if we get a duplicate issue

updated to 11/30/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
popping noise turning or bumps	[redacted]											2					2		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
TC Lamp on-NTF	[redacted]										2						2		NTF	
hard to steer, grinding noise	[redacted]										1	1					2			hard to turn input shaft
NVH, Growl, Hard to Turn	[redacted]						1										1		No gear returned to TRW	gear shipped to CAP, unknown location
EF5 Unconfirmed	[redacted]						1										1		NTF	cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	[redacted]							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	[redacted]							1									1		Non-TRW Issue	5/23- unknown wiring fix
ps delay after startup-U3000-72(A30)	[redacted]								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	[redacted]						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	[redacted]								1								1			
B95	[redacted]						1										1	7/22/2011- EOL test	4/14/2012-PSD mask	9/14- OnSemi ASIC Jitter
B7D,BB8	[redacted]					1											1			
BD0-BD3	[redacted]									1							1		NTF	Full testing done at Hella optical and performance testing lead to NTF
Broken Pulley	[redacted]						1										1			found broken pulley from Capstan
BD3	[redacted]										1						1			
BD4	[redacted]										1						1			
main micro defectivity	[redacted]										1						1		2/6/12	baseline defectivity continuous improvements
swerve LF suddenly	[redacted]								1								1			
BD1,BD3	[redacted]							1									1			
BBA,B7F	[redacted]								1								1			shorted PM
noise intermittent rh frt side while turning	[redacted]						1										1		Non-TRW Issue	tech replacd the EPAS gear and same noise occurred
B31	[redacted]							1									1			
No Com- IN ANALYSIS	[redacted]														1		1			
BD3,BD4,B90	[redacted]											1					1			
BD3,BD4 UR0122	[redacted]											1					1			
3-PIN conn damaged	[redacted]																0			
																	0			
																	0			
																	0			
																	0			
																	0			
																	0			
																	0			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Dealer Information	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date	Part ETA
UR0025	U3000-49	B25	EPP	In eval 26 Mile	9/12- tri-temp ignition cycling at 26mile NTF	5/26- pulled stored & EFF data shipped to MAO for further testing 6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps.			20609 Orange Motor Co	8	1FMHK7D89BG[redacted]	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011			
UR0032 RUA #4978	U3000-49	BFF,BFC,B1C	EPP	In Eval UK	7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis. 8/1- check with Mike on updates 8/8-part has arrived to the UK.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return.			07590 Van Bortel Ford	3003	1FMHK8F85BG[redacted]	3/4/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/9/2011			
UR0035 RUA# 4979	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In Eval UK	8/8- part has not arrived yet in the UK for further testing check with Anting for update	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/25-MAO reproduced B23- found a a low impedance		Main Micro IC3 pin 96	04161 Eddie Yaklin Ford	4625	1FMHK7D8XBG[redacted]	12/8/2010	12/6/2010	10/1/2010	10/21/2010	3.5L wo/APA	5/31/2011			
UR0040	U3000-49	BAE,BAB,BAD	EPP	In eval 26mile	8/10- MAO to hold onto EPP until UK is done testing the three gears with similar codes. 9/12- 26mile done tri-temp testing was able to get to reset once. Benched tested was able to get to fail possible aux. ASIC testing still ongoing.	8/1- raise RUA and ship to UK for further analysis. faults not replicating even when in hot testing. Fault not replicating in lab after hot test over ASIC and IC17. During analysis part failing with BA4 , B3A rep			08811 Sentry Ford	2050	1FMHK8D83BG[redacted]	2/14/2011	2/7/2011	12/13/2010	12/19/2010	3.5L wo/APA	6/16/2011			
UR0042	C200C-2F	BD3	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1-passed EOL & bench testing 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		NTF	01273 Fred Beans Ford	4301	1FMHK8D84BG[redacted]	3/14/2011	3/7/2011	1/20/2011	1/29/2011	3.5L wo/APA	6/20/2011			
UR0046	C200B-62	BD4	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1- NTF on bench testing, or EOL testing. 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		NTF	04927 J.C. Lewis Ford	1410	1FMHK7F87BG[redacted]	5/10/2011	5/1/2011	3/24/2011	3/26/2011	3.5L wo/APA	6/16/2011			
UR0051	U3000-49	B25	EPP	In eval MAO	9/12- ambient testing complete with NTF, next step cold testing. 10/26- cold testing complete with NTF, next step to ship to 26 mile for tri-temp testing.	8/2- pulled stored & EFF data shipped to MAO for further information 8/29-Ambient testing did not duplicate. Will Cold test next 8/31-Cold testing raised BAA, BAB intermittent. Raised twice and did not repeat.			04921 Bozard Ford	2124	1FMHK7D89BG[redacted]	2/25/2011	2/21/2011	1/4/2011	1/7/2011	3.5L wo/APA	6/23/2011			
UR0054	No Com	No codes		at WPAC will ship out to MAO for analysis	9/12- gear not at MAO at this time I will check WPAC tomorrow. 10/26- still cannot locate the gear will check WPAC	8/19- tech was not able to get the tc lamp on or get the vehicle to act up but states he could not communicate with the PSCM using his IDS. Unknow if this was an IDS issue because there would			03776 Legacy Ford	16	1FMHK8B82BG[redacted]	5/22/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	6/29/2011			
UR0055 RUA# 5176	U3000-49	BA4,BA5,B45,B9C,B6C,B71	EPP	in eval UK	10/17- VSW scoped, cannot communicate with ECU. Potential main micro. Waiting on UK for next steps good chance to swap micro and test. 10/26- in analysis of the micro and confirm failure before removing.	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- able to reproduce codes, possible monitor micro- testing ongoing		main micro	06787 Lake Elsinore Ford	2584	1FMHK7D87BG[redacted]	5/13/2011	5/4/2011	3/16/2011	3/19/2011	3.5L wo/APA	714/2011			
UR0069	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK. At Tyco Speyer	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			06293 Haldeman	9557	1FMHK7D82BG[redacted]	1/19/2011	1/7/2011	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/7/2010		
UR0119	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			01015 Fort Mill Ford	9320	1FMHK7D83BG[redacted]	3/18/2011	3/14/2011	1/4/2011	1/7/2011	3.5L wo/APA	9/8/2011	12/24/2010		

UR0123	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			01232 John Kennedy Ford	3735	1FMHK8D8XBG[redacted]	6/2/2011	5/26/2011	4/13/2011	4/15/2011	3.5L wo/APA	9/28/2011	3/14/2011		
UR0124	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			20527 Malouf Ford	2621	1FMHK8B81BG[redacted]	6/3/2011	5/31/2011	3/31/2011	3/31/2011	3.5L wo/APA	9/27/2011	2/14/2011		

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM L030240 RUA# 5490	U3000-72	A30, E30	EPP	in process Tyco	2/1- Sergio found defective link relay, high resistance on contacts, ship to UK via Tyco. 3/9- Tyco confirmed NTF with relay all contacts clean. ECU or EPP at MAO cannot be located for further testing on components.	EPP# 113361898H36123 link relay date code-1139611		NTF	CAP								1/30/2012	relay date 9/28/2011		
0KM RUA# 5367	U2011-49	B3A	EPP	in eval MAO	1/10- Geoff to carry relay to Tyco for the workshop in week 4. 2/9- report does not list contamination on contact 4. unknown welding marks on contact	12/13- could duplicate B3A failure in lab. surrogate relay test OK, ribbon cable wiggle test ok, 5amp test done found faulty motor relay		unknown contaminate contact 3	CAP						7/13/2011	3.5L wo/APA				
UR0134	TC lamp on	mult can codes A2A		in eval MAO	1/23- never lost communication, ran on EDF test stand and performed ambient cycling with no failure or codes. NTF	12/9- Tech states intermittent TC lamp on while driving could not get the lamp to come on but tech states he lost communication with the PSCM unknow if he had IDS issues hotline advised to replace PSCM if all the wiring was tested.		NTF	04013 Manhatten Ford	1699	1FMHK8B83CG[redacted]	8/8/2011					########		
UR0139	C1B00-29 no assist	no stored A or B codes		in eval MAO	1/23- never lost communication, ran on EDF test stand and performed ambient cycling with no failure. NTF	12/9- pulled stored and EFF data shipped no codes had one E66 code shipped to MAO for analysis Tech states that there are 8-9 modules that fail the network test then tech states no communication with the PSCM. I had no problems with the communication. No history of other parts installed		NTF	07749 Future Ford	2	1FMHK8D87CG[redacted]	10/19/2011	10/14/2011			3.5L wo/APA	11/1/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Dealer Information	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date
																	011		
																	011		

REDACTED FOR RELEVANCE

Part ETA

From: Napoli, Laura (L.)
Sent: Monday, October 24, 2011 3:27 PM
To: Perri, Ron (R.J.)
Subject: FW: Help with U502 EPAS warranty analysis

Attachments: U502 B9A Claims list Hari file.xls

From: Dukkipati, Srini (S.)
Sent: Monday, October 24, 2011 1:45 PM
To: Surella, Matthew (M.M.); Napoli, Laura (L.)
Cc: Brezee, Shane (S.B.)
Subject: RE: Help with U502 EPAS warranty analysis

Matt & Laura,

Please see the updated file with Temperature & Humidity for all repair locations.

J502 B9A Claims list Hari file...

Regards,
Srini Dukkipati
PD Quality - Chassis
Ph (313) 62-12501

From: Surella, Matthew (M.M.)
Sent: Saturday, October 22, 2011 3:03 PM
To: Dukkipati, Srini (S.)
Cc: Napoli, Laura (L.); Brezee, Shane (S.B.)
Subject: Help with U502 EPAS warranty analysis

Hi Srini,
I talked to Shane and he thought that you might be able to help us with the following analysis. We have a loss of assist failure on U502 which results in a diagnostic code of B9A. Based on previous analysis (see attached powerpoint), there appears to be a trend for hot ambient conditions because most of the warranty returns are coming back between May and Sept and the R/1000 are large in southern states. Next step on this analysis is to get the temperature and humidity of the city in which the vehicle was repaired. In the excel file attached, can you use the "3504 only" tab and use the dealer name column (column O) to look up the city and then the temperature and humidity in that city around the date of repair of the vehicle. I'm sure there will be a range but please pick the highest temperature and highest humidity you see in the range. I'm out on Monday but please let Laura Napoli know if you have any questions.

This is the first step in the analysis. Next step is match the ambient temperature and humidity with the actual temperature of the board inside the EPP. Laura is working on getting this information from the warranty returns through TRW and we would like to get this to you next.

Thank you very much. Your help is appreciated!

Matthew (Matt) Surella
Steering EPAS Supervisor / MBB
313-805-3997

<< File: B9A 6panel Annadi slides.ppt >> << File: U502 B9A Claims list Hari file.xls >>

2011 Explorer sales														
Sum of VEHICLES	Production Month													
Sell Dealer State	2010-10	2010-11	2010-12	2011-01	2011-02	2011-03	2011-04	2011-05	2011-06	2011-07	Grand Total			
Ak - Alaska		3	9	20	6	71	33	40	28	5	215		215	0.0
Al - Alabama		20	73	73	79	224	146	165	184	28	992	5	992	5.0
Ar - Arkansas		20	37	33	59	103	77	101	81	16	527	2	527	3.8
Az - Arizona		15	66	98	73	197	128	148	134	23	882	1	882	1.1
Ca - California		88	696	1736	1499	1288	940	1830	1168	205	9450	1	9450	0.1
Co - Colorado		17	68	94	80	160	108	168	126	30	851		851	0.0
Ct - Connecticut		17	55	42	69	109	106	118	102	25	643		643	0.0
Dc - District Of Columbia				22	1	1	3	5	3	27	62		62	0.0
De - Delaware		10	15	16	22	47	31	36	29	5	211		211	0.0
Fl - Florida		94	313	334	301	684	643	617	451	65	3502	3	3502	0.9
Ga - Georgia		42	135	181	175	428	380	449	468	131	2389	2	2389	0.8
Hi - Hawaii		6	15	21	5	34	16	27	14	4	142		142	0.0
Ia - Iowa		21	38	79	96	151	92	143	114	32	766		766	0.0
Id - Idaho		2	10	15	13	41	26	31	28	13	179		179	0.0
Il - Illinois		95	205	293	324	744	427	571	526	125	3310		3310	0.0
In - Indiana		27	98	109	147	258	192	213	195	33	1272		1272	0.0
Ks - Kansas		6	31	53	55	127	61	100	102	33	568		568	0.0
Ky - Kentucky		59	61	73	78	156	139	133	120	25	844		844	0.0
La - Louisiana		17	69	93	90	201	161	173	192	39	1035	1	1035	1.0
Ma - Massachusetts		33	123	112	148	227	163	202	231	29	1268		1268	0.0
Md - Maryland		30	90	138	105	262	162	240	231	33	1291		1291	0.0
Me - Maine		4	13	19	18	45	24	33	26	8	190		190	0.0
Mi - Michigan	197	3731	363	464	885	1193	778	817	815	163	9406	3	9406	0.3
Mn - Minnesota		31	107	150	169	308	127	207	252	67	1418		1418	0.0
Mo - Missouri		72	145	262	291	637	216	643	190	72	2528	2	2528	0.8
Ms - Mississippi		8	27	40	40	80	73	63	62	24	417	2	417	4.8
Mt - Montana		2	9	15	16	40	20	37	33	9	181		181	0.0
Nc - North Carolina		34	121	155	142	337	284	247	340	59	1719	1	1719	0.6
Nd - North Dakota		3	14	23	20	65	18	36	49	14	242		242	0.0
Ne - Nebraska		7	24	30	34	95	52	77	72	22	413		413	0.0
Nh - New Hampshire		8	30	25	31	69	52	48	49	14	326		326	0.0
Nj - New Jersey		60	295	401	1141	1076	977	1064	624	140	5778	2	5778	0.3
Nm - New Mexico		3	30	34	20	70	55	60	61	13	346		346	0.0
Nv - Nevada		5	20	36	15	63	31	52	41	13	276		276	0.0
Ny - New York		120	398	414	487	777	650	782	813	185	4626	1	4626	0.2
Oh - Ohio		81	188	218	341	534	420	442	416	87	2727	1	2727	0.4
Ok - Oklahoma		11	62	89	54	157	118	141	113	25	770		770	0.0
Or - Oregon		5	32	48	35	97	43	79	82	10	431		431	0.0
Pa - Pennsylvania		88	257	336	410	714	535	568	579	119	3606	1	3606	0.3
Ri - Rhode Island		9	13	16	20	16	22	26	19	5	146		146	0.0
Sc - South Carolina		24	53	79	70	184	135	112	113	17	787	1	787	1.3
Sd - South Dakota		5	10	23	26	43	51	48	36	14	256		256	0.0
Tn - Tennessee		52	82	115	147	252	224	277	191	39	1379	2	1379	1.5
Tx - Texas		132	458	630	299	1142	1009	1086	834	197	5787	11	5787	1.9
Ut - Utah		6	23	25	61	76	55	119	77	14	456		456	0.0
Va - Virginia		79	139	177	206	440	295	376	335	61	2108	1	2108	0.5
Vt - Vermont		3	11	10	17	23	14	21	21	5	125		125	0.0
Wa - Washington		13	63	58	83	154	82	120	128	28	729		729	0.0
Wi - Wisconsin		23	69	94	110	248	190	181	168	46	1129		1129	0.0
Wv - West Virginia		18	34	43	25	84	36	69	63	11	383	1	383	2.6
Wy - Wyoming		3	5	11	12	21	11	23	16	1	103		103	0.0
Grand Total	197	5262	5302	7675	8650	14553	10631	13364	11145	2408	79187	44	79187	0.6

Count of VIN_CD	PART_NUM_CAUS_BASE				
VIN_CD	3504	14D212	Grand Total		
1FMHK7B8XBG[redacted]	1		1		
1FMHK7D80BG[redacted]	1	2	3		
1FMHK7D80BG[redacted]	1	1	2		
1FMHK7D81BG[redacted]	1	1	2		
1FMHK7D81BG[redacted]	1	1	2		
1FMHK7D82BG[redacted]	1	3	4		
1FMHK7D82BG[redacted]	1	1	2		
1FMHK7D83BG[redacted]	1		1		
1FMHK7D84BG[redacted]	1	1	2		
1FMHK7D84BG[redacted]	1	1	2		
1FMHK7D85BG[redacted]	1		1		
1FMHK7D85BG[redacted]	1		1		
1FMHK7D86BG[redacted]	1		1		
1FMHK7D86BG[redacted]	1		1		
1FMHK7D86BG[redacted]	1		1		
1FMHK7D88BG[redacted]	1		1		
1FMHK7D89BG[redacted]	1		1		
1FMHK7D89BG[redacted]	1		1		
1FMHK7D8XBG[redacted]	1		1		
1FMHK7D8XBG[redacted]	1	3	4		
1FMHK7F83BG[redacted]	1		1		
1FMHK7F84BG[redacted]	2	1	3		
1FMHK7F84BG[redacted]	1	1	2		
1FMHK7F86BG[redacted]	1	3	4		
1FMHK7F87BG[redacted]	1		1		
1FMHK7F87BG[redacted]	1		1		
1FMHK7F88BG[redacted]	1		1		
1FMHK7F88BG[redacted]	1		1		
1FMHK7F88BG[redacted]	2	3	5		
1FMHK7F8XBG[redacted]	1	1	2		
1FMHK8B88BG[redacted]	1		1	19 with both	44
1FMHK8B89BG[redacted]	1		1	9 on same visit	
1FMHK8D80BG[redacted]	1	1	2		
1FMHK8D82BG[redacted]	1		1		
1FMHK8D85BG[redacted]	1		1		
1FMHK8D89BG[redacted]	1		1		
1FMHK8D89BG[redacted]	2		2		
1FMHK8D89BG[redacted]	1	2	3		
1FMHK8F81BG[redacted]	1	1	2		
1FMHK8F82BG[redacted]	1		1		
1FMHK8F83BG[redacted]	1		1		
1FMHK8F87BG[redacted]	1	1	2		
1FMHK8F87BG[redacted]	1		1		
1FMHK8F8XBG[redacted]	1	1	2		
1FMHK8F8XBG[redacted]	1		1		
Grand Total	48	29	77		

Report Info	Status=Finished																							
Data Selec	Model Year = MY_12[2012], MY_11[2011]																							
Report Sel	Report Name=Standard Claims List																							
MDL_YR	VIN_CD	PART_NU	PART_NU	CUST_CO	COND_CD	RPR_DT	TIS_WSD	0	1	2	3	4	5	6	7	8	9	CLM_KEY	MILGE	Mile Bin	MTRL_CO	TOT_COS	LBR_HRS	DLR_CD
2011	1FMHK8F83BG	65	650	C25	42	22-Aug-11	5						1					851447	10299	10000	134.43	147.13	0.5	M2686
2011	1FMHK7B8XBG	3504	HE	H21	69	30-Aug-11	6							1				1171884	5696	6000	1046.86	1275.66	2.6	1125
2011	1FMHK7D80BG	3504	HE	H22	42	28-Jul-11	6							1				845517	5234	5000	1046.86	1852.44	6.8	2405
2011	1FMHK7D80BG	3504	HE	C50	42	7-Sep-11	5						1					1023980	7238	7000	1121.64	1616.19	5.1	478
2011	1FMHK7D81BG	3504	HE	H22	42	8-Aug-11	5						1					854271	5159	5000	1046.86	1364.33	4.1	5928
2011	1FMHK7D81BG	3504	HE	C50	42	10-Aug-11	5						1					989520	6993	7000	1046.86	1160.35	1.3	5613
2011	1FMHK7D82BG	3504	HE	H22	42	24-Aug-11	6							1				978512	9557	10000	1368.4	1668.78	2.9	6293
2011	1FMHK7D82BG	3504	HE	G32	46	22-Aug-11	6							1				976984	15697	16000	1046.86	1493.22	4.7	2459
2011	1FMHK7D83BG	3504	HE	H39	42	12-Aug-11	4					1						952926	5112	5000	1046.86	1351.92	3.9	643
2011	1FMHK7D84BG	3504	HE	C50	42	15-Aug-11	4					1						1062584	10293	10000	1121.64	1211.17	1	1730
2011	1FMHK7D84BG	3504	HE	H39	42	23-Jun-11	3				1							701197	3163	3000	1046.86	1193.69	1.6	8211
2011	1FMHK7D85BG	3504	HE	G32	42	24-Aug-11	7								1			1040167	7642	8000	1091.57	1433.46	3.6	2459
2011	1FMHK7D85BG	3504	HE	H22	42	7-Sep-11	4					1						1065695	8900	9000	1437.19	1550.69	1.1	8951
2011	1FMHK7D86BG	3504	HE	H22	42	8-Jul-11	3				1							772397	6543	7000	1046.86	1287.46	2.6	2486
2011	1FMHK7D86BG	3504	HE	H22	42	5-Aug-11	3				1							829252	3191	3000	1046.86	1298.91	3.1	9580
2011	1FMHK7D86BG	3504	HE	H22	41	13-Sep-11	4					1						1052345	6288	6000	1046.86	1374.07	3.9	4450
2011	1FMHK7D88BG	3504	HE	H22	42	29-Aug-11	4					1						989015	5997	6000	997.01	1140.8	1.6	4870
2011	1FMHK7D89BG	3504	HE	C50	42	29-Aug-11	5						1					1087817	6897	7000	1046.86	1431.78	4.8	469
2011	1FMHK7D89BG	3504	HE	H39	42	4-Aug-11	5						1					952860	5426	5000	1046.86	1431.78	4.8	469
2011	1FMHK7D8XBG	3504	HE	H50	42	29-Aug-11	3				1							1062024	3228	3000	1066.93	1384.51	4.3	406
2011	1FMHK7D8XBG	3504	HE	H22	42	1-Jul-11	3				1							671725	1695	2000	1091.17	1578.98	6.3	5928
2011	1FMHK7F83BG	3504	HE	H22	42	1-Aug-11	3				1							816760	1856	2000	1058.28	1412.23	3.7	9469
2011	1FMHK7F84BG	3504	*	G32	42	16-Aug-11	6							1				853656	5027	5000	0	59.06	0.6	4871
2011	1FMHK7F84BG	3504	HE	C50	42	20-Aug-11	6							1				1026067	5127	5000	1301.1	1517.65	2.2	4871
2011	1FMHK7F84BG	3504	JE	C50	42	2-Sep-11	4					1						1040180	5025	5000	1520.32	1964.51	4.8	2486
2011	1FMHK7F86BG	3504	HE	H22	42	1-Jul-11	2			1								814061	2953	3000	1048.96	1483.9	4.7	2486
2011	1FMHK7F87BG	3504	HE	H50	42	1-Sep-11	8										1	1025563	23203	23000	1046.86	1267.85	2.5	3924
2011	1FMHK7F87BG	3504	HE	H22	42	24-Aug-11	4					1						1087818	7397	7000	1046.86	1431.78	4.8	469
2011	1FMHK7F88BG	3504	HE	C50	42	10-Aug-11	4					1						829639	4655	5000	1046.86	1514.13	4.6	11293
2011	1FMHK7F88BG	3504	HE	H22	42	1-Sep-11	4					1						1127930	8861	9000	1046.86	1270.57	2.7	2549
2011	1FMHK7F88BG	3504	*	H22	42	2-Sep-11	5						1					1105509	11483	11000	0	150	0	4163
2011	1FMHK7F88BG	3504	HE	H22	42	2-Sep-11	5						1					1189346	11483	11000	1046.86	1322.94	2.9	4163
2011	1FMHK7F8XBG	3504	JE	H22	42	15-Aug-11	5						1					872597	14031	14000	1447.92	1593.77	1.7	4921
2011	1FMHK8B88BG	3504	HE	H22	42	18-Aug-11	5						1					1054060	11798	12000	1325.78	1818.05	3.8	8190
2011	1FMHK8B89BG	3504	HE	H22	42	15-Aug-11	5						1					967433	2775	3000	1250.25	1610.7	4.5	7986
2011	1FMHK8D80BG	3504	HE	H50	42	14-Sep-11	4					1						1127531	6513	7000	1073.82	1521.36	3.8	1471
2011	1FMHK8D82BG	3504	HE	H22	42	30-Aug-11	5						1					1043454	11159	11000	1046.86	1239.52	2.7	9989
2011	1FMHK8D85BG	3504	HE	H22	42	25-Aug-11	3				1							1012343	6386	6000	1046.86	1649.52	6.3	8006
2011	1FMHK8D89BG	3504	HE	H22	69	21-Jul-11	4					1						989792	6114	6000	1046.86	1317.45	3.5	6359
2011	1FMHK8D89BG	3504	*	H19	42	15-Aug-11	6							1				852743	9708	10000	0	85.35	0.9	2890
2011	1FMHK8D89BG	3504	HE	H50	42	22-Aug-11	6							1				871698	9977	10000	1046.86	1283.95	2.5	2890
2011	1FMHK8D89BG	3504	HE	C50	42	10-Aug-11	4					1						826602	10437	10000	1066.93	1483.35	4.5	2486
2011	1FMHK8F81BG	3504	HE	H50	42	3-Aug-11	4					1						873462	2989	3000	1078.36	1350.15	3.4	6938
2011	1FMHK8F82BG	3504	CE	H22	42	13-May-11	4					1						506445	7839	8000	1037.18	1380.45	3.4	5559
2011	1FMHK8F83BG	3504	HE	H22	42	22-Aug-11	5						1					885248	10299	10000	1154.29	1205.07	2	M2686
2011	1FMHK8F87BG	3504	JE	N58	42	14-Jul-11	2			1								725092	3447	3000	1550.75	1742.99	2	6700
2011	1FMHK8F87BG	3504	HE	H50	42	16-Aug-11	5						1					1026778	9014	9000	1046.86	1368.34	3.8	6063
2011	1FMHK8F8XBG	3504	HE	H22	42	10-Aug-11	4					1						871608	5447	5000	1046.86	1360.72	3.3	2709
2011	1FMHK8F8XBG	3504	HE	H22	42	2-Sep-11	5						1					1051500	4583	5000	1046.86	1412.44	3.5	2645
								0	0	2	7	15	14	8	1	1	0							
2011	1FMHK7D84BG	5005	*	N59	33	14-Jul-11	3				1							695285	3463	3000	10.91	102.68	1	8211
2011	1FMHK7D82BG	7005	*	L73	D1	20-Jun-11	4					1						636677	9958	10000	96.66	884.91	8.3	2459
2011	1FMHK7F88BG	14202	*	A07	4	29-Jul-11	4					1						743932	8369	8000	0	95.2	1	4163
2011	1FMHK7F8XBG	16016	*	B07	7	15-Aug-11	5						1					839852	14031	14000	0	128.69	1.5	4921
2011	1FMHK7D80BG	17626	*	B19	33	28-Jul-11	6							1				795953	5234	5000	10.5	39.42	0.3	2405
2011	1FMHK7D89BG	7804609	AA	B91	42	31-May-11	3				1							553597	2507	3000	50.69	66.23	0.2	469
2011	1FMHK8F87BG	7821852	*	L17	33	11-Apr-11	0	1										370327	5	0	0	39.83	0.5	6063
2011	1FMHK7F86BG	7823394	A	G07	42	9-Sep-11	5						1					1009957	6211	6000	79.66	181.46	1.1	2486
2011	1FMHK7D86BG	10E893	A	A59	42	24-Jun-11	1		1									608145	800	1000	131.49	299.29	2	4450
2011	1FMHK7F84BG	13N021	A	L26	46	16-Aug-11	6							1				846645	5027	5000	21.02	40.71	0.2	4871
2011	1FMHK8D80BG	14B351	A	G09	42	14-Sep-11	4					1						1088334	6513	7000	216.83	314.87	1	1471
2011	1FMHK7D80BG	14D212	*	A86	4	18-Jul-11	6							1				699208	4995	5000	0	125.33	1.3	2405
2011	1FMHK7D80BG	14D212	*	A86	4	28-Jul-11	6							1				801652	5234	5000	0	125.33	1.3	2405
2011	1FMHK7D80BG	14D212	*	A60	4	7-Oct-11	6							1				1309749	8611	9000	0	126.06	1.3	478
2011	1FMHK7D81BG	14D212	*	A07	4	8-Aug-11	5						1					821891	5159	5000	0	100.66	1.3	5928

2011	1FMHK7D81BG	[redacted]		14D212	*	A07	42	21-Apr-11	1		1										438838	406	0	0	109.97	1.3	5613
2011	1FMHK7D82BG			14D212	AN	A07	42	11-Mar-11	1		1										290794	263	0	488	488	0	67803
2011	1FMHK7D82BG			14D212	*	A60	4	22-Jul-11	5							1					779618	5904	6000	0	134.65	1.3	6293
2011	1FMHK7D82BG			14D212	*	A87	42	11-Mar-11	1		1										302689	263	0	0	752.78	7.5	6293
2011	1FMHK7D82BG			14D212	*	A07	4	22-Aug-11	6								1				953587	15697	16000	0	119.64	0	2459
2011	1FMHK7D84BG			14D212	*	A07	4	15-Aug-11	4						1						1051142	10293	10000	0	179.08	2	1730
2011	1FMHK7D84BG			14D212	*	G32	4	20-Jul-11	4						1						718778	3544	4000	0	119.3	1.3	8211
2011	1FMHK7D8XBG			14D212	BS	A07	42	6-Jun-11	2			1									538996	1002	1000	488	488	0	67803
2011	1FMHK7D8XBG			14D212	*	A07	4	17-May-11	2			1									487371	825	1000	0	97.54	1.3	5928
2011	1FMHK7D8XBG			14D212	*	A07	4	24-May-11	2			1									602703	1002	1000	0	622.75	8.3	5928
2011	1FMHK7F84BG			14D212	*	A07	4	16-Aug-11	6								1				839822	5027	5000	0	127.96	1.3	4871
2011	1FMHK7F84BG			14D212	*	A86	4	4-Aug-11	3				1								766999	3704	4000	0	120.3	1.3	2486
2011	1FMHK7F86BG			14D212	BS	A07	42	28-Jun-11	2			1									624066	2953	3000	488	488	0	67803
2011	1FMHK7F86BG			14D212	*	A60	4	30-May-11	1		1										531916	1682	2000	0	116.57	1.3	2486
2011	1FMHK7F86BG			14D212	*	A86	42	1-Jul-11	2			1									749252	2953	3000	0	175.83	1.9	2486
2011	1FMHK7F88BG			14D212	BV	A07	42	23-Aug-11	4						1						856570	10686	11000	488	488	0	67803
2011	1FMHK7F88BG			14D212	*	A07	4	19-Aug-11	4						1						853295	10469	10000	0	152.32	1.6	4163
2011	1FMHK7F88BG			14D212	*	A07	4	23-Aug-11	4						1						1140430	10686	11000	0	190.4	2	4163
2011	1FMHK7F8XBG			14D212	*	A18	4	15-Aug-11	5							1					839853	14031	14000	0	111.53	1.3	4921
2011	1FMHK8D80BG			14D212	*	A18	4	14-Sep-11	4						1						1088335	6513	7000	0	127.45	1.3	1471
2011	1FMHK8D89BG			14D212	BS	A07	42	19-Jul-11	4						1						702243	8668	9000	488	488	0	67803
2011	1FMHK8D89BG			14D212	*	A86	4	29-Jul-11	4						1						755833	9598	10000	0	185.08	2	2486
2011	1FMHK8F81BG			14D212	*	A60	4	8-Sep-11	5							1					1011939	3601	4000	0	103.92	1.3	6938
2011	1FMHK8F87BG			14D212	*	A60	4	23-Sep-11	4						1						1158209	5251	5000	0	124.96	1.3	6700
2011	1FMHK8F8XBG			14D212	*	A60	4	10-Aug-11	4						1						861088	5447	5000	0	123.64	1.3	2709
2011	1FMHK8F8XBG			18C815	*	A07	42	30-Jun-11	3				1								670282	2306	2000	0	313.35	3	2645
2011	1FMHK8D89BG			19C107	BS	A07	42	13-Oct-11	7									1			1348702	16053	16000	223.55	223.55	0	67803
2011	1FMHK8D82BG			19E616	B	C05	41	12-Jul-11	3				1								726201	8507	9000	23.83	195.07	2.4	9989
2011	1FMHK8F82BG			1A189	A	B65	28	17-Aug-11	7									1			888145	12558	13000	128.94	116.94	0.5	5508
2011	1FMHK7D81BG			3F791	AA	C50	42	28-Jul-11	4						1						785706	6017	6000	152.32	204.7	0.6	5613
2011	1FMHK7D83BG			3F791	*	C50	4	12-Aug-11	4						1						929760	5112	5000	0	23.47	0.3	643
2011	1FMHK7F8XBG			54045A36	*	T53	7	15-Aug-11	5							1					839851	14031	14000	0	60.05	0.7	4921
2011	1FMHK7D89BG			8C607	C	C02	42	7-Jul-11	3				1								742230	4035	4000	336.64	416.84	1	469
2011	1FMHK7F87BG			8C607	C	E23	42	16-Jun-11	2			1									584466	2567	3000	311.71	391.91	1	469
2011	1FMHK7F88BG			8C607	C	C05	42	27-Jul-11	4						1						784898	5026	5000	341.76	456	1.2	4163
2011	1FMHK8B88BG			8C607	C	E23	42	9-May-11	2			1									479679	3654	4000	394.76	507.6	1.1	8190
2011	1FMHK8D89BG			8C607	C	E23	42	30-Sep-11	6								1				1295187	7901	8000	336.64	406.22	0.9	6359
2011	1FMHK8F8XBG			8C607	C	E23	42	25-Jul-11	3				1								748321	3356	3000	362.5	414.7	0.6	389
2011	1FMHK7D89BG			9F472	D	E29	42	4-Aug-11	5							1					929664	5426	5000	137.72	209.9	0.9	469
2011	1FMHK7D89BG			9F472	D	E29	42	15-Sep-11	6								1				1200921	6304	6000	137.72	209.9	0.9	469
2011	1FMHK7D88BG			NPF	*	H22	82	18-Aug-11	4						1						853650	5334	5000	0	26.96	0.3	4870

DLR_SUB	REGION_C	ST_PROV	CPSC_CD	TECH_TXT1	TECH_TX	CUST_TXT	AREA_CD	COUNTRY	SLS_DLR	TXN_CD	CNTRY_S	QRT_CD	VFG_CD	AWS_VL	VRT_CD	TIS_FLAG
*	NA	BJ	140101	MOTOR NO ENCIENDE,SE CARGA	LTS,CON	REV.FALL	16	MEX	2M2091	E82	MEX	*	V19	U2	F03	
*	NA	SC	110101	TESTED STEERING SYSTEM, C1B	00:29 IN A	CUSTOME	843	USA	121299	2	USA	*	V87	U2	F02	@
*	NA	TX	110101	ROAD TEST UNABLE TO VERIFY (	S OF ALL	CUSTOME	214	USA	152005	1	USA	*	V87	U2	F02	
*	NA	GA	110101	TEST DRIVE VEHICLE, FOUND VE	REMOVE	CUST STA	770	USA	121004	1	USA	*	V89	U2	F05	@
*	NA	MS	110101	CHECK FOR NO POWER STEERIN	EAR.	DIAGNOSE	662	USA	123462	1	USA	*	V87	U2	F02	
*	NA	TN	110101	DTC C1B00, U0255, C200D, NEED	R, PROFO	CUST STA	865	USA	121218	1	USA	*	V89	U2	F05	
*	NA	NJ	110101	INSTALL SOP STEERING GEAR. P	REMOVE	INSTALL S	609	USA	116445	1	USA	*	V87	U2	F02	
*	NA	TX	110101	M TIME IS FOR NO LABOR OP REI	R AND RE	TRACTION	972	USA	152014	E84	USA	*	V83	U2	F03	
*	NA	AL	110101	EPAS DIAGNOSIS EPAS ROADTES	AND ALIG	CUST STA	256	USA	121561	1	USA	*	V21	U2	F02	@
*	NA	GA	110101	VERIFY CONCERN,PERF INSP,CK	OASIS,RE	CUST STA	770	USA	121024	2	USA	*	V89	U2	F05	
*	NA	LA	110101	PREPPED FOR BCE DIAGNOSIS R	CONNECT	ELECTRIC	225	USA	123203	1	USA	*	V21	U2	F02	
*	NA	TX	110101	VERIFIED CONCERN SERVICE AD	21737 PE	CHECK SE	972	USA	152017	2	USA	*	V83	U2	F03	
*	NA	FL	110101	TECH RAN BCE TEST C200D, PER	ED	CUSTOME	352	USA	124542	1	USA	*	V87	U2	F02	@
*	NA	TX	110101	TEST DROVE AND VERIFIED CON	EAR ASSE	CUSTOME	817	USA	152020	1	USA	*	V87	U2	F02	
*	NA	TN	110101	FAULTY RACK AND PINION VER	CRADLE S	CUST STA	615	USA	123258	1	USA	*	V87	U2	F02	
*	NA	TX	110101	UNIT CAME IN WITH POWER STE	ND PERF	POWER S	956	USA	152123	1	USA	*	V87	U2	F02	@
*	NA	FL	110101	4616 STEERING LOSS. IDS DIAG (	R.	THE CUST	561	USA	124218	1	USA	*	V87	U2	F02	
*	NA	AL	110101	TEST DROVE VEHICLE HAS NO P	RACK TES	CUST. STA	334	USA	121524	1	USA	*	V89	U2	F05	
*	NA	AL	110101	RACK & PINION STEERING GEAR	ASSEMBL	CUST.S TA	334	USA	121524	1	USA	*	V21	U2	F02	
*	NA	AL	110101	COULD NOT DUPLICATE CONCER	NNECTOR	POWER S	334	USA	121553	1	USA	*	V87	U2	F02	
*	NA	MS	110101	PERFORM STEERING GEAR DIAG.	PERFRO	DIAGNOSE	662	USA	123462	1	USA	*	V87	U2	F02	
*	NA	TX	110101	CC42 DOES NOT OPERATE PROP	E IS FOR	CUST STA	972	USA	152009	2	USA	*	V87	U2	F02	
*	NA	FL	110200	5027 RECALIBRATION PERFROME	D ELECTR	STEERING	305	USA	116830	2	USA	*	V83	U2	F03	
*	NA	FL	110101	STEERING GEAR IDS HOOK UP C	IN CHECK	STEERING	305	USA	116830	2	USA	*	V89	U2	F05	
*	NA	TX	110101	VERIFYED CONCERN.PERFORM F	IS TIME.C	POWER AS	817	USA	152020	1	USA	*	V89	U2	F05	
*	NA	TX	110101	ROAD TEST VERIFY CONCERN DI	ERFORM	CUSTOME	817	USA	152020	1	USA	*	V87	U2	F02	
*	NA	NC	110101	IDS TEST, FOUND C200D:49 08 IN	E	GENERAL	910	USA	172729	E84	USA	*	V87	U2	F02	
*	NA	AL	110101	RETRIEVED CODES FROM PCSM	CK TEST F	CUST. STA	334	USA	121524	1	USA	*	V87	U2	F02	
*	NA	AZ	110101	CONFIRM CONCERN PERFORM E	LEAR DTC	OTHER ST	602	USA	171466	2	USA	*	V89	U2	F05	
*	NA	TX	110101	STEERING ANGLE SENSOR INPUT	FALURE.(	CUSTOME	409	USA	152721	2	USA	*	V87	U2	F02	
*	NA	OH	110200	5 DAYS ESP LOANER		LOANER E	440	USA	144433	1	USA	*	V87	U2	F02	@
*	NA	OH	110101	RD TEST P S WORKING PERFORM	EST	C S THAT	440	USA	144433	1	USA	*	V87	U2	F02	@
*	NA	FL	110101	STEERING INPO ROAD TEST IDS C200D 49 0		C S VEHIC	904	USA	124413	E84	USA	*	V87	U2	F02	
*	NA	NJ	110101	VERIFY CONCERN HOOK UP IDS	DATA. AL	CUSTOME	201	USA	113143	2	USA	*	V87	U2	F02	
*	NA	NY	110101	SEE ADDITIONAL COMMENTS RO	NSPECT V	CUSTOME	585	USA	144030	1	USA	*	V87	U2	F02	
*	NA	PA	110101	EPAS STEERING GEAR ASSY BAD	POINT TES	CUSTOME	610	USA	116028	1	USA	*	V87	U2	F02	@
*	NA	AR	110101	VERIFIED,DIAG,EEC,CODES C1B0	D TRANSF	POWER S	870	USA	123588	2	USA	*	V87	U2	F02	
*	NA	MO	110101	ROAD TEST STEERING SEEMS TO	T PASS R	CUSTOME	573	USA	153792	1	USA	*	V87	U2	F02	
*	NA	WV	110101	PERFORMED QUICK TEST WHICH	HIS TIME	CUST STA	304	USA	147486	1	USA	*	V87	U2	F02	
*	NA	MI	110200	RETRIEVED CODE C200D PERFO	ECH HOT	ABS LIGHT	586	USA	148040	1	USA	*	V21	U2	F02	
*	NA	MI	110101	INOP STEERING GEAR PROGRAM	MABLE MO	CK STEER	586	USA	148040	1	USA	*	V87	U2	F02	
*	NA	TX	110101	ROAD TEST UNABLE TO DUPLICA	LIGNMENT	CUSTOME	817	USA	152020	1	USA	*	V89	U2	F05	
*	NA	MI	110101	M TIME DUE TO NO LABOR OP	AND REPL	CK FOR LO	231	USA	148644	1	USA	*	V87	U2	F02	
*	NA	CA	110101	STEERING WHEEL LOCKED UP W	RESOLVE	CUSTOME	714	USA	171053	1	USA	*	V87	U2	F02	
*	NA	BJ	110101	DIRECCION DURA P/GIRAR VOLA	A CUAL N	REV.DIREC	16	MEX	2M2091	2	MEX	*	V87	U2	F02	
*	NA	VA	110101	VER CUST CONCERN, FOUND CO	TER REPA	CUST STA	540	USA	127080	1	USA	*	V87	U2	F02	
*	NA	AR	110101	RAN SELF TEST ON PSCM. RETRI	PERF CAL	POWER S	501	USA	123580	1	USA	*	V87	U2	F02	
*	NA	MI	110101	VERIFIED CHECK CODES C200D:49 08 R&R		CK LOST P	248	USA	148030	1	USA	*	V87	U2	F02	
*	NA	MO	110101	VERIFIED CONCERN PERFORME	GNMENT	CUST STA	636	USA	153341	1	USA	*	V87	U2	F02	@
*	NA	LA	20101	TEST DROVE FOR NVH WHEN BA	BOLTS. TE	DRIVABILI	225	USA	123203	1	USA	*	V39	U2	F05	
*	NA	TX	70101	VIS INSP UNDER VEH FOUND FLU	BOTH CAS	CK FOR A	972	USA	152014	1	USA	*	V48	U2	F04	
*	NA	OH	180101	VERIFY CONCERN AND REPROGRAM	SYNC	C S THAT	440	USA	144433	1	USA	*	V81	U2	F03	
*	NA	FL	10203	FOUND CLIP POPPING OUT. R AND R FENDE		C S DRIVE	904	USA	124413	E84	USA	*	V75	U2	F08	
*	NA	TX	10202	CC33 CP#17626 VERIFIED CUSTOMER CO		CUSTOME	214	USA	152005	1	USA	*	V31	U2	F08	
*	NA	AL	0112XX	TRIM REMOVED AND REPLACED DRIVERS S		USE SPO	334	USA	121524	1	USA	*	V71	U2	F07	
*	NA	AR	11404	REMOVED DRIVERS DOOR PANEL AND RES		CHECK DR	501	USA	123580	1	USA	*	V07	U2	F08	
*	NA	TX	11103	VERIFIED CUST CONCERN. PERFORMED BC		PASSENG	817	USA	152020	1	USA	*	V09	U2	F08	@
*	NA	TX	190701	VERIFIED CONCERN. RAN NAVIGATION DIG		CUSTOME	956	USA	152123	1	USA	*	V81	U2	F03	
*	NA	FL	170101	5027 BULB REPLACED BLOWN LEFT HEADLI		DRIVEABIL	305	USA	116830	2	USA	*	V77	U2	F08	
*	NA	PA	11421	BAD ELECTRIC LIFT PISTON DRIV	STRUT	CUSTOME	610	USA	116028	1	USA	*	V39	U2	F05	@
*	NA	TX	191701	CC04 CP#14D212 VERIFIED CUSTOMER C		CUSTOME	214	USA	152005	1	USA	*	V81	U2	F03	
*	NA	TX	191701	CC04 CP#14D212 VERIFIED CUSTOMER C		CUSTOME	214	USA	152005	1	USA	*	V81	U2	F03	
*	NA	GA	191701	REPROGRAMMED MYTOUCH WITH LATEST		SYNC SYS	770	USA	121004	1	USA	*	V81	U2	F03	@
*	NA	MS	191701	PERFORM TSB 11 7 24 SOFTWARE UPDATE		ELECTRIC	662	USA	123462	1	USA	*	V81	U2	F03	

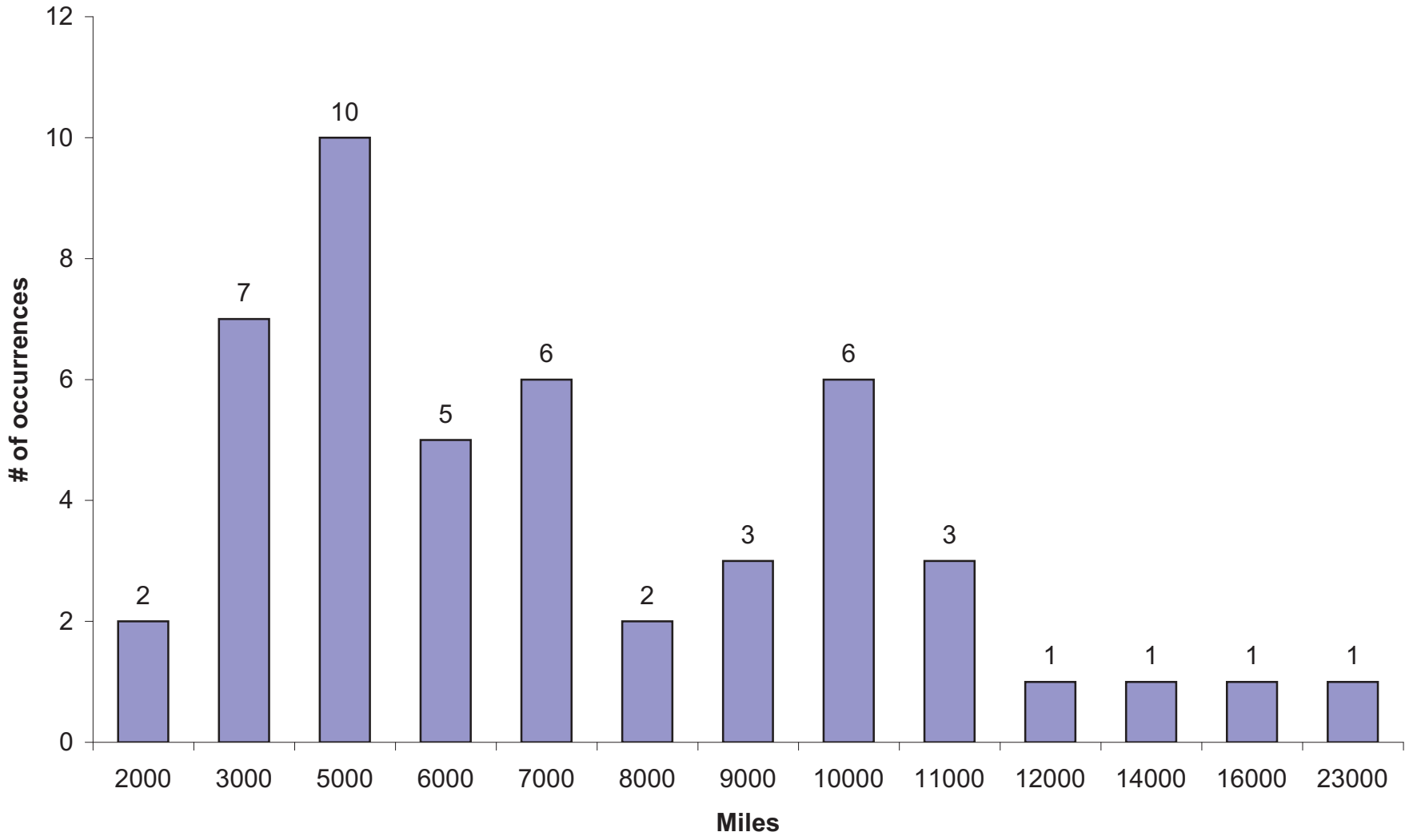
*	NA	TN	191701	REPROGRAN SYNC MY TOUCH TO 11 04 18	CUSTOME	865	USA	121218	1	USA	*	V81	U2	F03	
*	NA	MI	191701	Dealer RO# 60339 1878# A0583867		*	USA	116445	2	USA	*	V81	U2	F03	@
*	NA	NJ	191701	NO NAV SINCE LAST UPDATE. SU NC.	CUST STA	609	USA	116445	1	USA	*	V81	U2	F03	
*	NA	NJ	191701	VERIFY NAV SYNC SCREEN INOP EXE ERR	CUST STS	609	USA	116445	1	USA	*	V17	U2	F03	
*	NA	TX	191701	REPROGRAM THE APIM(FULL REPROGRAM	SYNC CON	972	USA	152014	E83	USA	*	V81	U2	F03	
*	NA	GA	191701	VERIFY CONCERN,PERF BCE TEST,PP TEST	CUST STA	770	USA	121024	2	USA	*	V81	U2	F03	
*	NA	LA	191701	APIM ERRATIC OPERATION 42	ELECTRIC	225	USA	123203	1	USA	*	V83	U2	F03	
*	NA	MI	191701	Dealer RO# 6062313 1878# A0617449		*	USA	123462	2	USA	*	V81	U2	F03	@
*	NA	MS	191701	CP:14D212 CHECK S	SOUND SY	662	USA	123462	1	USA	*	V81	U2	F03	
*	NA	MS	191701	TOUCH SCREEN IS BLNK. NO DT(SEVERAL	SOUND SY	662	USA	123462	1	USA	*	V81	U2	F03	
*	NA	FL	191701	5027 TSB AS PER TSB 11 7 24 FULL REPTR	INTERIOR	305	USA	116830	2	USA	*	V81	U2	F03	
*	NA	TX	191701	VERIFIED CUST CONCERN. REPROGRAMME	CUSTOME	817	USA	152020	1	USA	*	V81	U2	F03	
*	NA	MI	191701	Dealer RO# 505631 1878# A0626849		*	USA	152020	2	USA	*	V81	U2	F03	@
*	NA	TX	191701	CHECKED SOFTWARE LEVEL AN SB SHOUL	CUSTOME	817	USA	152020	1	USA	*	V81	U2	F03	
*	NA	TX	191701	REPLACED APIM PER SF AND REPROGRAM	SYNC ISSU	817	USA	152020	1	USA	*	V81	U2	F03	
*	NA	MI	191701	Dealer RO# 145442 1878# A0650802		*	USA	144433	2	USA	*	V81	U2	F03	@
*	NA	OH	191701	VERIFY CONCERN PERFORM APIM FULL UP	C S THAT	440	USA	144433	1	USA	*	V81	U2	F03	
*	NA	OH	191701	VERIFY CONCERN REPLACE APIM MODULE	TOUCH SC	440	USA	144433	1	USA	*	V81	U2	F03	
*	NA	FL	191701	VERIFY CONCERN. PERFORM APIM REPRO	C S HAS M	904	USA	124413	E83	USA	*	V81	U2	F03	
*	NA	PA	191701	MY TOUCH SOFTWARE UPDATE TSB 11 07 2	CUSTOME	610	USA	116028	1	USA	*	V81	U2	F03	@
*	NA	MI	191701	Dealer RO# 507942 1878# A0634577		*	USA	152020	2	USA	*	V81	U2	F03	@
*	NA	TX	191701	INSPECTED VEHICLE AND VERIFIED CONCE	CUSTOME	817	USA	152020	1	USA	*	V81	U2	F03	
*	NA	MI	191701	PERFORM TSB 11 7 24 REFLASH APIM TO TI	SCREEN C	231	USA	148644	1	USA	*	V81	U2	F03	@
*	NA	VA	191701	UPDATED SYNC USING TSB 11 07 24 RECHE	FORD REC	540	USA	127080	1	USA	*	V81	U2	F03	
*	NA	MI	191701	REPROGRAMMED SYNC AS PER TSB 11 7 24	CK MY TO	248	USA	148030	1	USA	*	V81	U2	F03	
*	NA	MO	150102	VERIFIED CONCERN CHECKED A CF MODU	CUST STA	636	USA	153341	1	USA	*	V81	U2	F03	
*	NA	MI	1501XX	Dealer RO# 516921 1878# A0672389		*	USA	152020	E83	USA	*	V81	U2	F03	@
*	NA	AR	120403	HOOKED UP GAUGES TO MONIT(TOR TEST	AC QUITS	870	USA	123588	2	USA	*	V79	U2	F07	
*	NA	CA	40404	28 SENSOR ASSEMBLY TIRE PR SSURE LI	CUSTOME	949	USA	171053	E84	USA	*	V88	U2	F02	
*	NA	TN	110501	DTC C1BOO:86 68 STEERING ANGLE SENS	CUST STA	865	USA	121218	1	USA	*	V89	U2	F05	
*	NA	AL	110501	TEST DRIVE PERFORMED TSB 11 02 12 UPD	CUST STA	256	USA	121561	1	USA	*	V89	U2	F05	@
*	NA	FL	11202	ACCESS CENTER CONSULE TO REAATTACH	C S REAR	904	USA	124413	E84	USA	*	V74	U2	F07	
*	NA	AL	30306	COOLING FAN BODY CHASSIS ELECTRIC/	CUST STA	334	USA	121524	1	USA	*	V79	U2	F07	
*	NA	AL	30306	COOLING FAN BODY CHASSIS ELECTRIC/	CS VEHICI	334	USA	121524	1	USA	*	V45	U2	F04	
*	NA	OH	30306	VERIFY CONCERN DIAG AND REF LING PRO	C S AC GE	440	USA	144433	1	USA	*	V79	U2	F07	
*	NA	NJ	30306	VERIFY CONCERN HOOK UP IDS S. CHECK	CUST STA	201	USA	113143	2	USA	*	V45	U2	F04	
*	NA	WV	30306	PERFORM BAISIC CHECKS AND SCANNED F	CUSTOME	304	USA	147486	1	USA	*	V45	U2	F04	@
*	NA	TN	30306	VERIFIED CUSTOMER CONCERN, STEM. .6 1	CHECK FC	423	USA	153341	2	USA	*	V45	U2	F04	
*	NA	AL	31403	O2 SENSOR EEC SYSTEM DIAGNOSIS (QU	CUST. STA	334	USA	121524	S07	USA	*	V29	U2	F04	
*	NA	AL	31403	O2 SENSOR EEC SYSTEM DIAGNOSIS (QU	CUST. STA	334	USA	121524	S07	USA	*	V29	U2	F04	@
*	NA	FL	615	4616 POWER STEERING INOP EXCESSIVE F	CUSTOME	561	USA	124218	1	USA	*	V87	U2	F02	

Count of VIN_CD	Repair Month								
Prod Month	3	4	5	6	7	8	9	10	Grand Total
1	2		1		5	7			15
2				1	1	5			7
3		2	5	3	10	23	4	1	48
4				2	5	9	7	1	24
5				1		4	5		10
12							1		1
Grand Total	2	2	6	7	21	48	17	2	105

MDL_YR	VIN_CD	LBR_COS	VEH_LINE	MKT_DER	BOD_CAB	VER_SERI	DRIVE_CD	ENG_CD	TRANS_CI	PLANT_CI	PRODN_DT	Prod Month	WRTY_START	NAME	ST_PROV_CD	RPR_DT	Temp	Humidity
2011	1FMHK7B8XBG	228.8	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	2-Mar-11	3	28-Mar-11	PALMETTO FORD LINCOLN	SC	30-Aug-11	78	78%
2011	1FMHK7D80BG	655.58	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	13-Jan-11	1	2-Feb-11	PARK CITIES FORD LINCOLN	TX	28-Jul-11	101	44%
2011	1FMHK7D80BG	494.55	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	4-Apr-11	4	14-Apr-11	WADE FORD, INC.	GA	7-Sep-11	65	96%
2011	1FMHK7D81BG	317.47	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	14-Mar-11	3	25-Mar-11	PREMIER FORD LINCOLN	MS	8-Aug-11	97	60%
2011	1FMHK7D81BG	113.49	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	29-Mar-11	3	6-Apr-11	LANCE CUNNINGHAM FORD	TN	10-Aug-11	91	45%
2011	1FMHK7D82BG	300.38	T/UB	F	T/WD	T/EF	T/A	T/KX	T/CG	AD	19-Jan-11	1	9-Mar-11	HALDEMAN FORD	NJ	24-Aug-11	88	54%
2011	1FMHK7D82BG	446.36	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	15-Feb-11	2	8-Mar-11	SAM PACK'S FIVE STAR FORD	TX	22-Aug-11	102	60%
2011	1FMHK7D83BG	305.06	T/UB	F	T/WD	T/EF	T/A	T/KX	T/CG	AD	2-May-11	5	12-May-11	BUSTER MILES FORD	AL	12-Aug-11	90	59%
2011	1FMHK7D84BG	89.53	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	4-Mar-11	3	13-May-11	MIKE FITZPATRICK FORD, INC.	GA	15-Aug-11	84	66%
2011	1FMHK7D84BG	146.83	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	5-Apr-11	4	21-Apr-11	ROBINSON BROTHERS FORD LINCOLN	LA	23-Jun-11	83	80%
2011	1FMHK7D85BG	341.89	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	13-Jan-11	1	28-Jan-11	SAM PACK'S FIVE STAR FORD	TX	24-Aug-11	105	61%
2011	1FMHK7D85BG	113.5	T/UB	F	T/WD	T/EF	T/A	T/KX	T/CG	AD	3-May-11	5	20-May-11	FORD OF CLERMONT, INC.	FL	7-Sep-11	84	59%
2011	1FMHK7D86BG	240.6	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	24-Mar-11	3	12-Apr-11	FIVE STAR FORD	TX	8-Jul-11	106	62%
2011	1FMHK7D86BG	252.05	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	3-May-11	5	24-May-11	TRACY LANGSTON FORD, LLC	TN	5-Aug-11	87	82%
2011	1FMHK7D86BG	327.21	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	21-May-11	5	14-Jun-11	RODRIGUEZ FORD, INC.	TX	13-Sep-11	100	55%
2011	1FMHK7D88BG	143.79	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	9-Mar-11	3	5-May-11	AL PACKER FORD LINCOLN	FL	29-Aug-11	89	65%
2011	1FMHK7D89BG	384.92	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	21-Mar-11	3	23-Apr-11	BONDY'S FORD LINCOLN	AL	29-Aug-11	99	58%
2011	1FMHK7D89BG	384.92	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	22-Mar-11	3	31-Mar-11	BONDY'S FORD LINCOLN	AL	4-Aug-11	98	90%
2011	1FMHK7D8XBG	317.58	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	6-Apr-11	4	3-Jun-11	COLLIER FORD, INC.	AL	29-Aug-11	99	73%
2011	1FMHK7D8XB	487.81	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	28-Mar-11	3	15-Apr-11	PREMIER FORD LINCOLN	MS	1-Jul-11	93	94%
2011	1FMHK7F83BG	353.95	T/UB	F	T/WD	T/EF	T/A	T/KX	T/CG	AD	28-Apr-11	4	25-May-11	RANDALL REED'S PRESTIGE FORD	TX	1-Aug-11	105	40%
2011	1FMHK7F84BG	59.06	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	31-Jan-11	1	22-Feb-11	METRO FORD LINCOLN	FL	16-Aug-11	90	79%
2011	1FMHK7F84BG	216.55	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	31-Jan-11	1	22-Feb-11	METRO FORD LINCOLN	FL	20-Aug-11	91	80%
2011	1FMHK7F84BG	444.19	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	27-Apr-11	4	14-May-11	FIVE STAR FORD	TX	2-Sep-11	99	45%
2011	1FMHK7F86BG	434.94	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	31-Mar-11	3	7-May-11	FIVE STAR FORD	TX	1-Jul-11	99	48%
2011	1FMHK7F87BG	220.99	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	16-Dec-10	12	6-Jan-11	CROWN FORD	NC	1-Sep-11	87	62%
2011	1FMHK7F87BG	384.92	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	15-Mar-11	3	27-Apr-11	BONDY'S FORD LINCOLN	AL	24-Aug-11	97	52%
2011	1FMHK7F88BG	467.27	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	10-Mar-11	3	20-Apr-11	CAMELBACK FORD LINCOLN	AZ	10-Aug-11	105	20%
2011	1FMHK7F88BG	223.71	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	21-Apr-11	4	14-May-11	SILSBEE FORD, INC.	TX	1-Sep-11	98	66%
2011	1FMHK7F88BG	0	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	13-Apr-11	4	27-Apr-11	ELYRIA FORD	OH	2-Sep-11	93	61%
2011	1FMHK7F88BG	276.08	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	13-Apr-11	4	27-Apr-11	ELYRIA FORD	OH	2-Sep-11	93	61%
2011	1FMHK7F8XBG	145.85	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	10-Mar-11	3	25-Mar-11	BOZARD FORD-LINCOLN	FL	15-Aug-11	95	59%
2011	1FMHK8B88BG	402.27	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	9-Mar-11	3	31-Mar-11	ALL AMERICAN FORD LINCOLN OF P	NJ	18-Aug-11	87	65%
2011	1FMHK8B89BG	360.45	T/UB	F	T/WD	T/EF	T/F	T/KX	T/WJ	AD	24-Mar-11	3	31-Mar-11	HENDERSON FORD	NY	15-Aug-11	73	81%
2011	1FMHK8D80BG	372.54	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	12-May-11	5	20-May-11	SPRINGFIELD FORD LINCOLN	PA	14-Sep-11	88	65%
2011	1FMHK8D82BG	192.66	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	10-Feb-11	2	29-Apr-11	MARK MARTIN FORD	AR	30-Aug-11	91	69%
2011	1FMHK8D85BG	602.66	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	6-May-11	5	17-Jun-11	JOE MACHENS FORD LINCOLN	MO	25-Aug-11	85	63%
2011	1FMHK8D89BG	270.59	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	1-Mar-11	3	12-Apr-11	THORNHILL FORD LINCOLN	WV	21-Jul-11	93	86%
2011	1FMHK8D89BG	85.35	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	23-Feb-11	2	17-Mar-11	RUSS MILNE FORD, INC.	MI	15-Aug-11	79	70%
2011	1FMHK8D89BG	237.09	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	23-Feb-11	2	17-Mar-11	RUSS MILNE FORD, INC.	MI	22-Aug-11	73	68%
2011	1FMHK8D89BG	416.42	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	18-Mar-11	3	14-Apr-11	FIVE STAR FORD	TX	10-Aug-11	104	42%
2011	1FMHK8F81BG	271.79	T/UB	F	T/WD	T/EF	T/F	T/KX	T/WJ	AD	13-Apr-11	4	28-Apr-11	FOX FORD LINCOLN GRAND TRAVERS	MI	3-Aug-11	75	72%
2011	1FMHK8F82BG	343.27	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	19-Jan-11	1	31-Jan-11	VILLA FORD	CA	13-May-11	71	76%
2011	1FMHK8F83BG	50.78	T/UB	F	T/WD	T/EF	T/F	T/KX	T/WJ	AD	1-Mar-11	3	29-Mar-11	FEMA AUTOMOTRIZ, S.A. DE C.V.	BJ	22-Aug-11	77	75%
2011	1FMHK8F87BG	192.24	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	29-Mar-11	3	27-May-11	MAGIC CITY FORD LINCOLN MERCUR	VA	14-Jul-11	82	70%
2011	1FMHK8F87BG	321.48	T/UB	F	T/WD	T/EF	T/F	T/KX	T/WJ	AD	31-Mar-11	3	18-Apr-11	SMITH FORD, INC.	AR	16-Aug-11	88	82%
2011	1FMHK8F8XBG	313.86	T/UB	F	T/WD	T/EF	T/F	T/KX	T/WJ	AD	11-Apr-11	4	21-Apr-11	TOM HOLZER FORD, INC.	MI	10-Aug-11	73	68%
2011	1FMHK8F8XBG	365.58	T/UB	F	T/WD	T/EF	T/F	T/KX	T/WJ	AD	12-Apr-11	4	28-Apr-11	PRICE-GNADE FORD, INC.	MO	2-Sep-11	99	82%

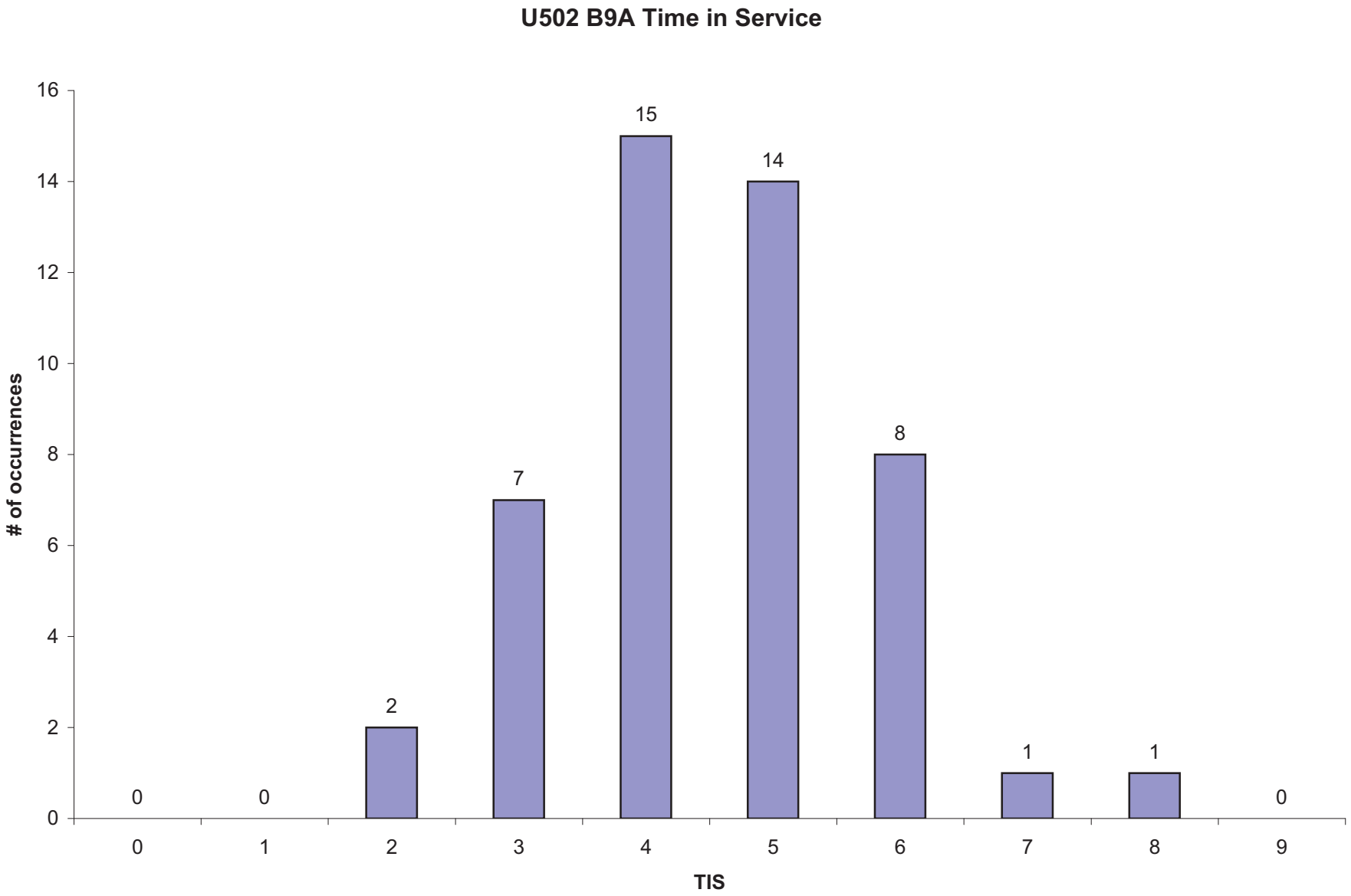
DOC_NUM	PH_NUM	WCC_CD	PART_NUI	PART_NUI	PART_NUI	CUST_CO	COND_CD	RPR_DT	Repair Month	TIS_WSD	CLM_KEY	MILGE	Miles Bin	MTRL_CO	TOT_COS	LBR_HRS	DLR_CD	DLR_SUB	REGION_C	ST_PROV	CPSC_CD	TECH_TXT1
5332851	5713673	5O01	BB5Z	3504	HE	H21	69	**30-Aug-11**	8	6	1171884	5696	6000	1046.86	1275.66	2.6	1125	*	NA	**SC**	110101	TESTED STEERING SYSTEM, C1B
51452805	3588800	5O01	BB5Z	3504	HE	H22	42	**28-Jul-11**	7	6	845517	5234	5000	1046.86	1852.44	6.8	2405	*	NA	**TX**	110101	ROAD TEST UNABLE TO VERIFY C
328908A	4361200	5O01	BB5Z	3504	HE	C50	42	**7-Sep-11**	9	5	1023980	7238	7000	1121.64	1616.19	5.1	478	*	NA	**GA**	110101	TEST DRIVE VEHICLE, FOUND VE
6549401	3273673	5O01	BB5Z	3504	HE	H22	42	**8-Aug-11**	8	5	854271	5159	5000	1046.86	1364.33	4.1	5928	*	NA	**MS**	110101	CHECK FOR NO POWER STEERIN
41033201	6872100	5O01	BB5Z	3504	HE	C50	42	**10-Aug-11**	8	5	989520	6993	7000	1046.86	1160.35	1.3	5613	*	NA	**TN**	110101	DTC C1B00, U0255, C200D, NEED
063886A	4480940	5O01	BB5Z	3504	HE	H22	42	**24-Aug-11**	8	6	978512	9557	10000	1368.4	1668.78	2.9	6293	*	NA	**NJ**	110101	INSTALL SOP STEERING GEAR. P
232636A	2426415	5O01	BB5Z	3504	HE	G32	46	**22-Aug-11**	8	6	976984	15697	16000	1046.86	1493.22	4.7	2459	*	NA	**TX**	110101	M TIME IS FOR NO LABOR OP REF
116346B	4632247	5O01	BB5Z	3504	HE	H39	42	**12-Aug-11**	8	4	952926	5112	5000	1046.86	1351.92	3.9	643	*	NA	**AL**	110101	EPAS DIAGNOSIS EPAS ROADTES
5969701	5023673	5O01	BB5Z	3504	HE	C50	42	**15-Aug-11**	8	4	1062584	10293	10000	1121.64	1211.17	1	1730	*	NA	**GA**	110101	VERIFY CONCERN,PERF INSP,CK
821402	2938900	5O01	BB5Z	3504	HE	H39	42	**23-Jun-11**	6	3	701197	3163	3000	1046.86	1193.69	1.6	8211	*	NA	**LA**	110101	PREPPED FOR BCE DIAGNOSIS R
232759A	2426415	5O01	BB5Z	3504	HE	G32	42	**24-Aug-11**	8	7	1040167	7642	8000	1091.57	1433.46	3.6	2459	*	NA	**TX**	110101	VERIFIED CONCERN SERVICE AD
5563951	3946161	5O01	BB5Z	3504	HE	H22	42	**7-Sep-11**	9	4	1065695	8900	9000	1437.19	1550.69	1.1	8951	*	NA	**FL**	110101	TECH RAN BCE TEST C200D, PER
506944A	4988838	5O01	BB5Z	3504	HE	H22	42	**8-Jul-11**	7	3	772397	6543	7000	1046.86	1287.46	2.6	2486	*	NA	**TX**	110101	TEST DROVE AND VERIFIED CON
4509201	3827950	5O01	BB5Z	3504	HE	H22	42	**5-Aug-11**	8	3	829252	3191	3000	1046.86	1298.91	3.1	9580	*	NA	**TN**	110101	FAULTY RACK AND PINION VER
10739401	6892452	5O01	BB5Z	3504	HE	H22	41	**13-Sep-11**	9	4	1052345	6288	6000	1046.86	1374.07	3.9	4450	*	NA	**TX**	110101	UNIT CAME IN WITH POWER STEE
427181A	6896550	5O01	BB5Z	3504	HE	H22	42	**29-Aug-11**	8	4	989015	5997	6000	997.01	1140.8	1.6	4870	*	NA	**FL**	110101	4616 STEERING LOSS. IDS DIAG C
8793851	7925171	5O01	BB5Z	3504	HE	C50	42	**29-Aug-11**	8	5	1087817	6897	7000	1046.86	1431.78	4.8	469	*	NA	**AL**	110101	TEST DROVE VEHICLE HAS NO P
8685351	7925171	5O01	BB5Z	3504	HE	H39	42	**4-Aug-11**	8	5	952860	5426	5000	1046.86	1431.78	4.8	469	*	NA	**AL**	110101	RACK & PINION STEERING GEAR
142649B	5678444	5O01	BB5Z	3504	HE	H50	42	**29-Aug-11**	8	3	1062024	3228	3000	1066.93	1384.51	4.3	406	*	NA	**AL**	110101	COULD NOT DUPLICATE CONCER
6402701	3273673	5O01	BB5Z	3504	HE	H22	42	**1-Jul-11**	7	3	671725	1695	2000	1091.17	1578.98	6.3	5928	*	NA	**MS**	110101	PERFORM STEERING GEAR DIAG
76147101	8643673	5O01	BB5Z	3504	HE	H22	42	**1-Aug-11**	8	3	816760	1856	2000	1058.28	1412.23	3.7	9469	*	NA	**TX**	110101	CC42 DOES NOT OPERATE PROP
120983C	7519711	5O01	*	3504	*	G32	42	**16-Aug-11**	8	6	853656	5027	5000	0	59.06	0.6	4871	*	NA	**FL**	110200	5027 RECALIBRATION PERFROME
121132A	7519711	5O01	BB5Z	3504	HE	C50	42	**20-Aug-11**	8	6	1026067	5127	5000	1301.1	1517.65	2.2	4871	*	NA	**FL**	110101	STEERING GEAR IDS HOOK UP C
512773A	4988838	5O01	BB5Z	3504	JE	C50	42	**2-Sep-11**	9	4	1040180	5025	5000	1520.32	1964.51	4.8	2486	*	NA	**TX**	110101	VERIFYED CONCERN.PERFORM F
505631A	4988838	5O01	BB5Z	3504	HE	H22	42	**1-Jul-11**	7	2	814061	2953	3000	1048.96	1483.9	4.7	2486	*	NA	**TX**	110101	ROAD TEST VERIFY CONCERN DI
10117201	8671121	5O01	BB5Z	3504	HE	H50	42	**1-Sep-11**	9	8	1025563	23203	23000	1046.86	1267.85	2.5	3924	*	NA	**NC**	110101	IDS TEST, FOUND C200D:49 08 IN
8776451	7925171	5O01	BB5Z	3504	HE	H22	42	**24-Aug-11**	8	4	1087818	7397	7000	1046.86	1431.78	4.8	469	*	NA	**AL**	110101	RETRIEVED CODES FROM PCSM
273737A	2641851	5O01	BB5Z	3504	HE	C50	42	**10-Aug-11**	8	4	829639	4655	5000	1046.86	1514.13	4.6	11293	*	NA	**AZ**	110101	CONFIRM CONCERN PERFORM E
759701	3853724	5O01	BB5Z	3504	HE	H22	42	**1-Sep-11**	9	4	1127930	8861	9000	1046.86	1270.57	2.7	2549	*	NA	**TX**	110101	STEERING ANGLE SENSOR INPUT
145954B	3663673	5O01	*	3504	*	H22	42	**2-Sep-11**	9	5	1105509	11483	11000	0	150	0	4163	*	NA	**OH**	110200	5 DAYS ESP LOANER
145954A	3663673	5O01	BB5Z	3504	HE	H22	42	**2-Sep-11**	9	5	1189346	11483	11000	1046.86	1322.94	2.9	4163	*	NA	**OH**	110101	RD TEST P S WORKING PERFORM
22173501	8241641	5O01	BB5Z	3504	JE	H22	42	**15-Aug-11**	8	5	872597	14031	14000	1447.92	1593.77	1.7	4921	*	NA	**FL**	110101	STEERING INPO ROAD TEST IDS C
081710B	2624900	5O01	BB5Z	3504	HE	H22	42	**18-Aug-11**	8	5	1054060	11798	12000	1325.78	1818.05	3.8	8190	*	NA	**NJ**	110101	VERIFY CONCERN HOOK UP IDS C
102984A	7871700	5O01	BB5Z	3504	HE	H22	42	**15-Aug-11**	8	5	967433	2775	3000	1250.25	1610.7	4.5	7986	*	NA	**NY**	110101	SEE ADDITIONAL COMMENTS RO
33684903	5440700	5O01	BB5Z	3504	HE	H50	42	**14-Sep-11**	9	4	1127531	6513	7000	1073.82	1521.36	3.8	1471	*	NA	**PA**	110101	EPAS STEERING GEAR ASSY BAD
2314901	7934461	5O01	BB5Z	3504	HE	H22	42	**30-Aug-11**	8	5	1043454	11159	11000	1046.86	1239.52	2.7	9989	*	NA	**AR**	110101	VERIFIED,DIAG,EEC,CODES C1B0
67771901	4454411	5O01	BB5Z	3504	HE	H22	42	**25-Aug-11**	8	3	1012343	6386	6000	1046.86	1649.52	6.3	8006	*	NA	**MO**	110101	ROAD TEST STEERING SEEMS TO
66271201	8558300	5O01	BB5Z	3504	HE	H22	69	**21-Jul-11**	7	4	989792	6114	6000	1046.86	1317.45	3.5	6359	*	NA	**WV**	110101	PERFORMED QUICK TEST WHICH
7869451	9487700	5O01	*	3504	*	H19	42	**15-Aug-11**	8	6	852743	9708	10000	0	85.35	0.9	2890	*	NA	**MI**	110200	RETRIEVED CODE C200D PERFOR
7914251	9487700	5O01	BB5Z	3504	HE	H50	42	**22-Aug-11**	8	6	871698	9977	10000	1046.86	1283.95	2.5	2890	*	NA	**MI**	110101	INOP STEERING GEAR PROGRAM
510397B	4988838	5O01	BB5Z	3504	HE	C50	42	**10-Aug-11**	8	4	826602	10437	10000	1066.93	1483.35	4.5	2486	*	NA	**TX**	110101	ROAD TEST UNABLE TO DUPLICA
9531601	9222000	5O01	BB5Z	3504	HE	H50	42	**3-Aug-11**	8	4	873462	2989	3000	1078.36	1350.15	3.4	6938	*	NA	**MI**	110101	M TIME DUE TO NO LABOR OP I
4026451	6378222	5O01	BB5Z	3504	CE	H22	42	**13-May-11**	5	4	506445	7839	8000	1037.18	1380.45	3.4	5559	*	NA	**CA**	110101	STEERING WHEEL LOCKED UP W
2891101	6827000	5O01	BB5Z	3504	HE	H22	42	**22-Aug-11**	8	5	885248	10299	10000	1154.29	1205.07	2	M2686	*	NA	**BJ**	110101	DIRECCION DURA P/GIRAR VOLA
243763A	3450911	5O01	BB5Z	3504	JE	N58	42	**14-Jul-11**	7	2	725092	3447	3000	1550.75	1742.99	2	6700	*	NA	**VA**	110101	VER CUST CONCERN, FOUND CO
552351	3299881	5O01	BB5Z	3504	HE	H50	42	**16-Aug-11**	8	5	1026778	9014	9000	1046.86	1368.34	3.8	6063	*	NA	**AR**	110101	RAN SELF TEST ON PSCM. RETRI
383803A	4741234	5O01	BB5Z	3504	HE	H22	42	**10-Aug-11**	8	4	871608	5447	5000	1046.86	1360.72	3.3	2709	*	NA	**MI**	110101	VERIFIED CHECK CODES C200D:4
14789601	3569000	5O01	BB5Z	3504	HE	H22	42	**2-Sep-11**	9	5	1051500	4583	5000	1046.86	1412.44	3.5	2645	*	NA	**MO**	110101	VERIFIED CONCERN PERFORMED
										4.541667		7281.979										

TECH_TXT	CUST_TXT	AREA_CD	COUNTRY	SLS_DLR_	TXN_CD	CNTRY_S	QRT_CD	VFG_CD	AWS_VL_	VRT_CD	TIS_FLAG
00:29 IN AE	CUSTOME	843	USA	121299	2	USA	*	V87	U2	F02	@
S OF ALL	CUSTOME	214	USA	152005	1	USA	*	V87	U2	F02	
REMOVE	CUST STA	770	USA	121004	1	USA	*	V89	U2	F05	@
EAR.	DIAGNOSE	662	USA	123462	1	USA	*	V87	U2	F02	
R, PROFO	CUST STA	865	USA	121218	1	USA	*	V89	U2	F05	
REMOVE	INSTALL S	609	USA	116445	1	USA	*	V87	U2	F02	
R AND RE	TRACTION	972	USA	152014	E84	USA	*	V83	U2	F03	
AND ALIG	CUST STA	256	USA	121561	1	USA	*	V21	U2	F02	@
OASIS,RE	CUST STA	770	USA	121024	2	USA	*	V89	U2	F05	
CONNECT	ELECTRIC	225	USA	123203	1	USA	*	V21	U2	F02	
21737 PE	CHECK SE	972	USA	152017	2	USA	*	V83	U2	F03	
ED	CUSTOME	352	USA	124542	1	USA	*	V87	U2	F02	@
EAR ASSE	CUSTOME	817	USA	152020	1	USA	*	V87	U2	F02	
CRADLE S	CUST STA	615	USA	123258	1	USA	*	V87	U2	F02	
ND PERF	POWER S	956	USA	152123	1	USA	*	V87	U2	F02	@
R.	THE CUST	561	USA	124218	1	USA	*	V87	U2	F02	
RACK TES	CUST. STA	334	USA	121524	1	USA	*	V89	U2	F05	
ASSEMBL	CUST.S TA	334	USA	121524	1	USA	*	V21	U2	F02	
NNECTOR	POWER S	334	USA	121553	1	USA	*	V87	U2	F02	
PERFRON	DIAGNOSE	662	USA	123462	1	USA	*	V87	U2	F02	
E IS FOR	CUST STA	972	USA	152009	2	USA	*	V87	U2	F02	
D ELECTR	STEERING	305	USA	116830	2	USA	*	V83	U2	F03	
IN CHECK	STEERING	305	USA	116830	2	USA	*	V89	U2	F05	
IS TIME.C	POWER A	817	USA	152020	1	USA	*	V89	U2	F05	
ERFORM	CUSTOME	817	USA	152020	1	USA	*	V87	U2	F02	
E	GENERAL	910	USA	172729	E84	USA	*	V87	U2	F02	
CK TEST F	CUST. STA	334	USA	121524	1	USA	*	V87	U2	F02	
LEAR DTC	OTHER ST	602	USA	171466	2	USA	*	V89	U2	F05	
FALURE.(	CUSTOME	409	USA	152721	2	USA	*	V87	U2	F02	
	LOANER E	440	USA	144433	1	USA	*	V87	U2	F02	@
EST	C S THAT	440	USA	144433	1	USA	*	V87	U2	F02	@
C200D 49 0	C S VEHIC	904	USA	124413	E84	USA	*	V87	U2	F02	
DATA. AL	CUSTOME	201	USA	113143	2	USA	*	V87	U2	F02	
NSPECT V	CUSTOME	585	USA	144030	1	USA	*	V87	U2	F02	
POINT TES	CUSTOME	610	USA	116028	1	USA	*	V87	U2	F02	@
D TRANSF	POWER S	870	USA	123588	2	USA	*	V87	U2	F02	
T PASS R	CUSTOME	573	USA	153792	1	USA	*	V87	U2	F02	
HIS TIME	CUST STA	304	USA	147486	1	USA	*	V87	U2	F02	
ECH HOT	ABS LIGH	586	USA	148040	1	USA	*	V21	U2	F02	
MABLE MC	CK STEER	586	USA	148040	1	USA	*	V87	U2	F02	
LIGNMEN	CUSTOME	817	USA	152020	1	USA	*	V89	U2	F05	
AND REPL	CK FOR LC	231	USA	148644	1	USA	*	V87	U2	F02	
RESOLVE	CUSTOME	714	USA	171053	1	USA	*	V87	U2	F02	
A CUAL N	REV.DIRE	16	MEX	2M2091	2	MEX	*	V87	U2	F02	
TER REPA	CUST STA	540	USA	127080	1	USA	*	V87	U2	F02	
PERF CA	POWER S	501	USA	123580	1	USA	*	V87	U2	F02	
9 08 R&R F	CK LOST F	248	USA	148030	1	USA	*	V87	U2	F02	
GNMENT	CUST STA	636	USA	153341	1	USA	*	V87	U2	F02	@


U502 B9A Miles
# of occurrences
12
10
8
6
4
2
0
2
7
10
5
6
2
3
6
3
1
1
1
1
2000
3000
5000
6000
7000
8000
9000
10000
11000
12000
14000
16000
23000
Miles

Count of VIN_CD	
Miles Bin	Total
2000	2
3000	7
5000	10
6000	5
7000	6
8000	2
9000	3
10000	6
11000	3
12000	1
14000	1
16000	1
23000	1
Grand Total	48

Count of VIN_CD				
Miles Bin	Total		TIS Bin	Total
2000	2		0	0
3000	7		1	0
5000	10		2	2
6000	5		3	7
7000	6		4	15
8000	2		5	14
9000	3		6	8
10000	6		7	1
11000	3		8	1
12000	1		9	0
14000	1			
16000	1			
23000	1			
Grand Total	48			48
				6.857143



PE12-017 007250

From: Estes, Eric (E.E.)
Sent: Friday, January 20, 2012 3:54 PM
To: Farmer, Marty (M.F.)
Cc: Jackson, Bradley (B.G.); Surella, Matthew (M.M.); Napoli, Laura (L.); Flanagan, Thomas (T.P.)
Subject: RE: Huntington Ford

I updated my U502 chart today, most of the warranty gears sent are in my chart. All the Ford codes, VIN#'s, dealer name & mileage are in the 2012 U502 open tab.

The relay PCA clean dates have been added to the pareto.

Let me know if you have any questions

2011-12 U502
Warranty Tracker ...

Eric J Estes

TRW EPAS Steering Systems
Quality Specialist
Hotline ph# 313-317-9358
Cell ph# 734-560-3493

From: Farmer, Marty (M.F.)
Sent: Thursday, January 19, 2012 5:56 PM
To: Estes, Eric (E.E.)
Cc: Jackson, Bradley (B.G.); Surella, Matthew (M.M.); Napoli, Laura (L.)
Subject: RE: Huntington Ford

Eric,

I have attached the list of U502 ECBs that have been returned to WPAC to your attention.
<< File: U502 Steering Gears ECBs sent to WPAC.xls >>

Could you please tell me root cause of each gear (by VIN) and which BSAQ project addresses each claim. Here is the list of BSAQ projects that we have for steering gear modules.

SAQ2011161617 EPAS B3A motor relay contamination (U3000, U2011 codes)T210R

SAQ2011187769 U502 EPAS gears with C200D DTC (B9A) - Ribbon Misalignment

SAQ2012206614 U502 EPAS gears with C200D DTC (B9A) - Conformal Coating

Marty Farmer CHICAGO ASSEMBLY PLANT | CHASSIS PVT | FORD MOTOR COMPANY | mfarmer2@ford.com | 313.805.5605

From: Estes, Eric (E.E.)
Sent: Wednesday, January 18, 2012 2:23 PM
To: Farmer, Marty (M.F.); Jackson, Bradley (B.G.)
Subject: RE: Huntington Ford

Marty I believe we are building with clean parts I have MAO tearing down parts to confirm the relay dates. The issue is very intermittent but when the sulfur from the relay contact cleaning solution was getting trapped between a slight crack between the silver & copper bi-metal relay contact. During high humidity and activations this solution now a copper sulfide solution would wick out of this tiny crack onto the top of the contact surface using a capillary effect and would cause intermittent resistance. The fix is to scrap the first 1000 relay contacts at our Tier 3 supplier make proper machine adjustments so the relay contact machine is fully up to temperature then we will never see this crack between the layers during multiple testing at Tyco.
I can estimate this clean date near the beginning of January 2012 but looking for an actual date that Marion plant received these clean relays.

See attachment for all the current 2012 returns at this time

<< File: U502 pareto 1-18.xlsx >>

I'll keep you updated, Thanks

Eric

From: Farmer, Marty (M.F.)
Sent: Wednesday, January 18, 2012 10:56 AM
To: Estes, Eric (E.E.); Jackson, Bradley (B.G.)
Subject: RE: Huntington Ford

Eric,

Can you provide a list of all of the U502 gears that were reviewed (from warranty) and tell me what issues were identified?
Neither Brad nor I knew that there were B3A isssues as mentioned below.

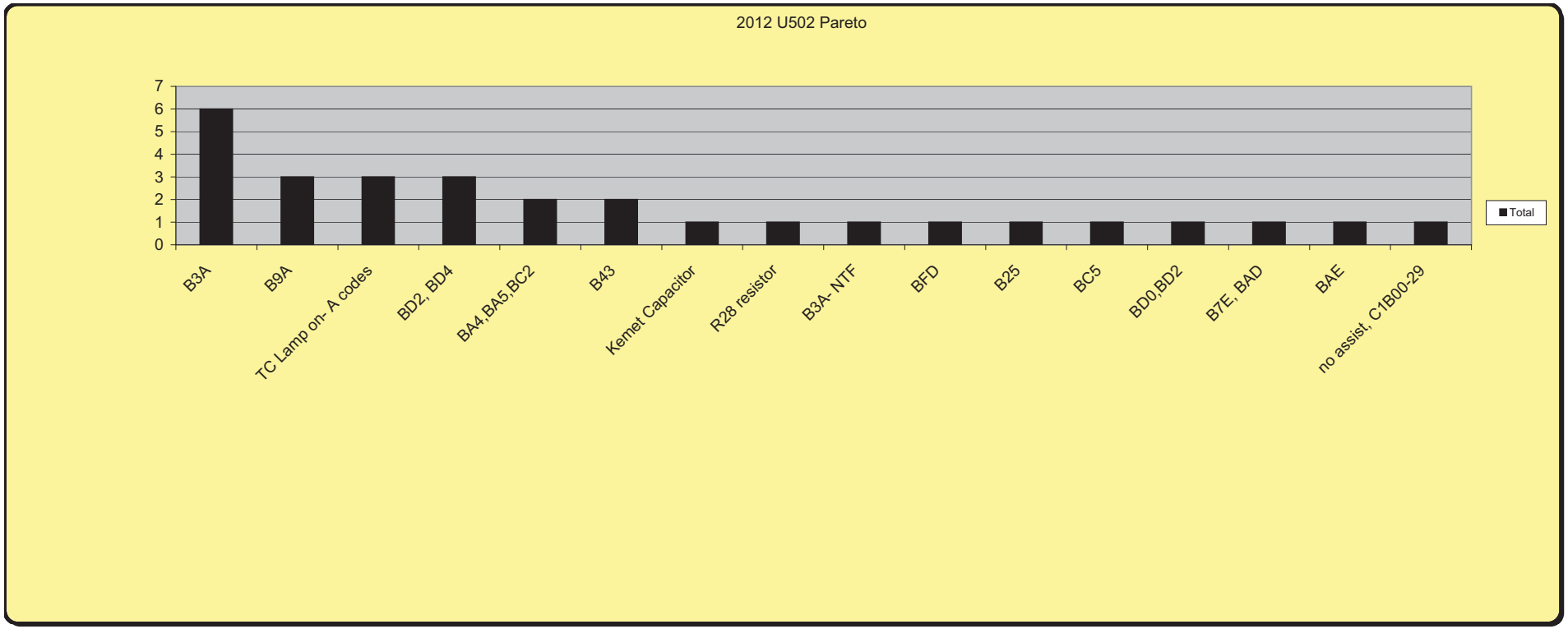
Thanks.

Marty Farmer CHICAGO ASSEMBLY PLANT | CHASSIS PVT | FORD MOTOR COMPANY | mfarmer2@ford.com | 313.805.5605

From: Estes, Eric (E.E.)
Sent: Wednesday, January 18, 2012 8:00 AM
To: Farmer, Marty (M.F.); Jackson, Bradley (B.G.)
Subject: Huntington Ford

Brad/Marty picked up the gear yesterday and found B3A(motor relay) was the only code stored. We have seen 6 relays with CuS (Copper Sulfide) on all 6 of the contacts. We are looking at a few causes now and discussing with Tyco today.

Eric J Estes
TRW EPAS Steering Systems
Quality Specialist
Hotline ph# 313-317-9358
Cell ph# 734-560-3493



updated to 1/20/2012

		Vehicle Build Month																		
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments
B3A	UR0133,137,145,147,149,157			3	1	1	1										6	Hot Puma script 11/18/2011	wo/APA- 1/13/2011 w/APA- 1/30/2011	CuS contamination on relay contacts, machine adj. & contact inspection.
B9A	UR0140,153,156	1	1	1													3	12/11/2011- tooling	1/19/2012- visual con coat	changes to tooling to prevent misalignment and changes to application of con coat and UV light
TC Lamp on- A codes	UR0125,134,136		2	1													3			UR0136 installed new gear same TC lamp on and U-code set, unknown fix.
BD2, BD4	UR0130,151,158		1		1	1											3			
BA4,BA5,BC2	UR0142,150	1			1												2			
B43	UR0138,143		1	1													2			
Kemet Capacitor	UR0110			1													1	5/30/11	9/12/2011	Confirmed Kemet C154 capacitor Hot test(ICA) Vision system(PCA)
R28 resistor	UR0126		1														1			Found R28 resistor on ECU defective UK to further test
B3A- NTF	UR0090	1															1			
BFD	UR0127		1														1			
B25	UR0128		1														1			
BC5	UR0129		1														1			
BD0,BD2	UR0135				1												1			
B7E, BAD	UR0131			1													1			
BAE	UR0132				1												1			
no assist, C1B00-29	UR0139				1												1			
chargeback	UR0144		1														1			
int. no com	UR0146		1														1			
B24,BB9	UR0148					1											1			
noise in gear	UR0152		1														1			
BA4,B40	UR0154		1														1			
TC Lamp on- int. no assist	UR0155		1														1			

~~PE12-017 007254~~

updated to 1/20/2012

		Vehicle Build Month																		
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates
UR0090 RUA# 5175	U2011-49	B3A	EPP	In eval Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco 12-7- Tyco found NTF with the relay. SEM on contacts some material found on the contacts that does not affect the operation.
UR0125	U3000-49	A16		in eval MAO	11/11- all a codes set no stored b-codes vehicle only set the TC lamp on it did not lose assist. PPT lead to gear replacement with resetting U3000-49, shipped gear to MAO. No ther parts replaced
UR0126 RUA# 5408	U3000-72	A30, E30	EPP	in process UK	12/6-fault following ECU found low resistance on R28 generating incorrect Vbatt readings on ECU. 1/10- Sergio to raise RUA ship to UK.
UR0127	U0300-00	BFD	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis
UR0128	U3000-49	B25	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis
UR0129	U3000-49	BC5	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis
UR0130	C200B-2F C200B-62	BD2,BD4	TS	in eval MAO	11/11- no damage to the ts harness. pulled stored and EFF data from gear, shipped to MAO for analysis
UR0131	U3000-49 U3000-96	B7E,BAD	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis
UR0132	U3000-49 U3000-96	BAE	EPP	in process MAO	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis
UR0133 RUA# 5364	U2011-49 U3000-96	B3A	EPP	in process UK	12/13- could duplicate B3A failure in lab. surrogate relay test OK, ribbon cable wiggle test ok, 5amp test done found faulty motor relay. Save for workshop next year.
UR0134	TC lamp on	mult can codes A2A		in eval MAO	12/9- Tech states intermittent TC lamp on while driving could not get the lamp to come on but tech states he lost communication with the PSCM unknow if he had IDS issues hotline advised to replace PSCM if all the wiring was tested.
UR0135	C200B-2F	BD0, BD2	TS	in eval MAO	12/9- pulled stored and EFF data shipped to MAO for analysis
UR0136	TC lamp on	mult can codes		in eval MAO	12/9- tech replaced the steering gear for C1B00 and mult can codes in all modules and vehicle came back with same TC lamp on in the CQIS report. Unknown what the fix was tech did not mention what was done to fix this issue in AWS, most likely CAN electrical connection issue.
UR0137 RUA# 5414	U2011-49	B3A	EPP	in Eval Tyco	12/20- surrogate relay test ok, wiggle ribbon cable ok, 5amp test cannot find any problems with link relay
UR0138 RUA# 5406	U3000-49	B43	EPP	in Eval Tyco	12/20- surrogate relay test ok, wiggle ribbon cable ok, 5amp test contact issue on link relay
UR0139	C1B00-29 no assist	no stored A or B codes		in eval MAO	12/9- pulled stored and EFF data shipped no codes had one E66 code shipped to MAO for analysis Tech states that there are 8-9 modules that fail the network test then tech states no communication with the PSCM. I had no problems with the communication.
UR0140	C200D-49	B9A	EPP	in eval MAO	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.
UR0142	U3000-49	BA4,BA5,BC2	EPP	in eval MAO	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.

UR0143	U3000-49 U3000-96	B43,B25	EPP	in eval MAO	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.
UR0144	PS in/op	no codes		chargeback	12/19- found out dealer replaced two EPAS gears, this was the first did not find anything wrong with the gear. Tech states in the cqis report that this vehicle had a u3000-96 after pulling codes the gear never had a u3000-96. to chargeback the gear.
UR0145	U2011-49	B3A	EPP	in eval MAO	12/19- pulled EFF and stored data, had E66,A66 & A3A codes. going to freight ship to MAO on 1/6.
UR0146	Int. No Com	no codes		in eval MAO	12/19- tech states he has intermittent no communication in the CQIS report. After 15min road test lost communication, problem int. with can bus
UR0147	U2011-49	B3A	EPP	in eval MAO	12/21- pulled EFF & stored data, relay code ship to MAO for analysis
UR0148	U3000-49 U3000-96	B24, BB9	EPP	in eval MAO	12/21- inspection and pulled EFF & stored data, ship to MAO for analysis
UR0149	U2011-49 U3000-96	B3A	EPP	in process MAO	1/17- pulled EFF & stored codes found relay code only set
UR0150	U3000-49 U3000-96	BA4,BA5,BC2,BC1	EPP	in process MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.
UR0151	C200B-2F C200B-62 U3000-96	BD2,BD4	TS	in process MAO	1/18- inspect TS harness ok, pulled EFF & stored data, ship to MAO for further analysis

REDACTED FOR RELEVANCE

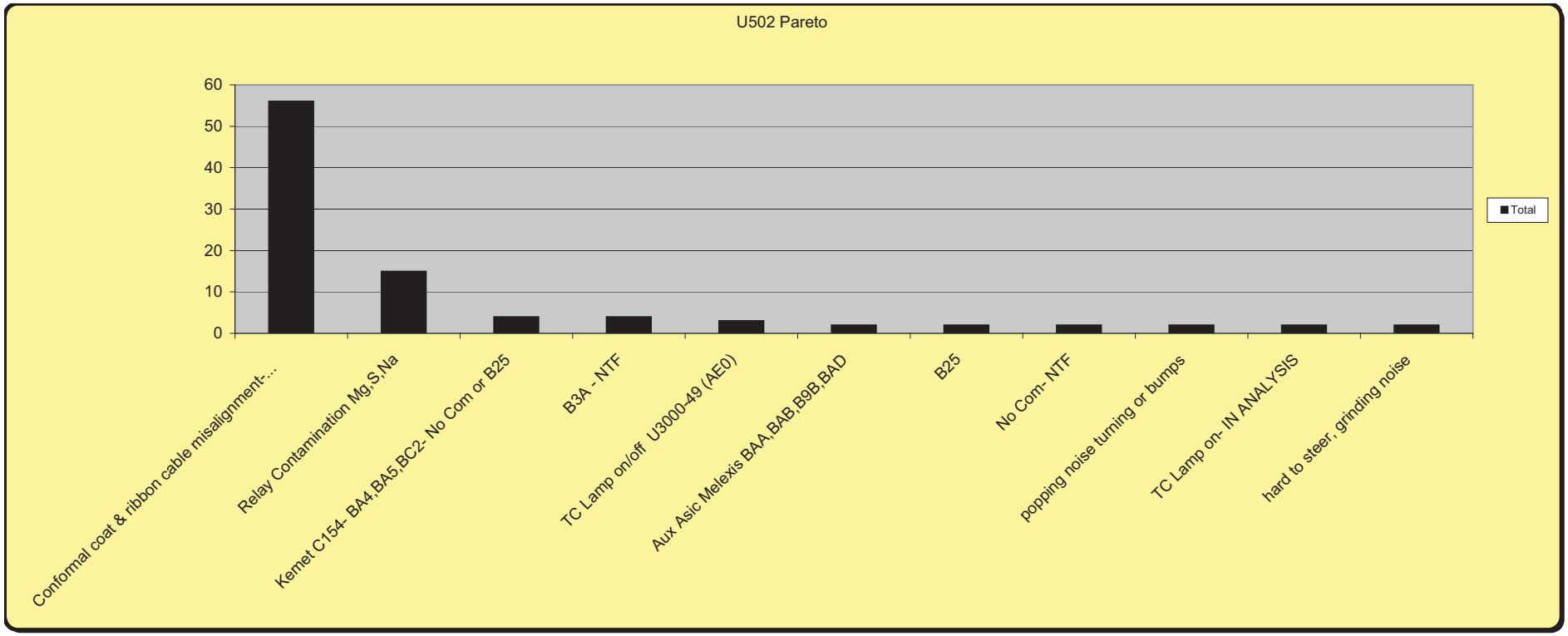
UR0153	C200D-49	B9A	EPP	in process MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.
UR0154	U3000-49 U3000-96	BA4,B40	EPP	in process MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.
UR0155	TC lamp on no assist	no codes		in process MAO	1/18- inspected and pulled EFF & stored data, no TRW or Ford codes listed, vehicle has been into the dealer twice before the gear was replaced, ship to MAO for further analysis.
UR0156	C200D-49	B9A	EPP	in process MAO	1/18- inspected and pulled EFF & stored data, ship to MAO for further analysis.
UR0157	U2011-49	B3A	EPP	in process MAO	1/19- inspected and pulled EFF & stored data, ship to MAO for further analysis.
UR0158	C200B-2F C200B-62	BD2,BD4,B90	TS	in process MAO	1/19- inspect TS harness ok, pulled EFF & stored data, ship to MAO for further analysis

Issue Status	Dealer Information	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN
9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		NTF	06672 Battlefield Ford	00636	1FMHK7D81CG[redacted]
			05340 Royal Oak Ford	183	1FMHK7D82CG[redacted]
11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		R28 resistor	04664 Jordan Ford	523	1FMHK8F8XCG[redacted]
			00165 Gene Latta Ford	50	1FMHK8F82CG[redacted]
			07852 Fairview Ford	20	1FMHK7F83CG[redacted]
			04332 Armstrong Ford	5	1FMHK7F88CG[redacted]
			09179 Inver Grove Ford	146	1FMHK8F85CG[redacted]
			01741 Lakeland Ford	71	1FMHK7F89CG[redacted]
			05167 Bob Allen Ford	309	1FMHK8D83CG[redacted]
11/23- pulled stored and EFF data from gear, shipped to MAO for analysis		motor relay	01185 McKay Ford	180	1FMHK7D89CG[redacted]
			04013 Manhatten Ford	1699	1FMHK8B83CG[redacted]
			06552 Central Ford	148	1FMHK7B83CG[redacted]
			03208 Stone Motors	947	1FMHK8F85CG[redacted]
12/9- pulled stored and EFF data shipped to MAO for analysis		motor relay	02709 Tom Holzer Ford	444	1FMHK8D85CG[redacted]
12/9- pulled stored and EFF data shipped to MAO for analysis		link relay	05579 Fuller Ford	483	1FMHK7B81CG[redacted]
			07749 Future Ford	2	1FMHK8D87CG[redacted]
			04515 Boggus Ford	2476	1FMHK7B84CG[redacted]
			04867 Mike Shad Ford	4131	1FMHK7D89CG[redacted]

			06582 Don Bohn Ford	2831	1FMHK7D85CG[redacted]
			05700 Champion Ford	1546	1FMHK7F90CG[redacted]
			01980 Beau Townsend Ford	3126	1FMHK8F83CG[redacted]
			08223 Link Ford	1192	1FMHK7F80CG[redacted]
			03614 Smith Cairns Ford	390	1FMHK8F82CG[redacted]
			01521 Friendly Ford	16	1FMHK7B88CG[redacted]
			02710 Huntington Ford	2	1FMHK8D85CG[redacted]
			09003 Bailey Brothers	5	1FMHK8F8XCG[redacted]
			04462 Randall Reed's Planet Ford	6	1FMHK7F82CG[redacted]
			10359 Reineke Ford	6338	1FMHK8F87CG[redacted]
			02865 Ford of Ocala	2837	1FMHK7B84CG[redacted]
			20167 Franklin Ford	12	1FMHK8D81CG[redacted]
			08922 Fremont Motors	5816	1FMHK8F86CG[redacted]
			09581 Gus Machado Ford	4974	1FMHK7F86CG[redacted]
			04546 Jordan Ford	482	1FMHK7F80CG[redacted]
			05739 Ted Russell Ford	2176	1FMHK8F8XCG[redacted]

Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor build date
7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011
8/17/2011	8/13/2011	12/6/2010	12/10/2010	3.5L wo/APA	10/7/2011	5/17/2011
8/30/2011	8/26/2011	7/5/2011	7/7/2011	3.5L wo/APA	9/24/2011	
8/29/2011	8/24/2011	7/6/2011	7/8/2011	3.5L wo/APA	10/6/2011	
8/31/2011	8/27/2011	7/7/2011	7/9/2011	3.5L w/APA	9/14/2011	
8/23/2011	8/18/2011	6/29/2011	7/2/2011	3.5L w/APA	9/7/2011	
8/17/2011	8/12/2011	6/16/2011	6/20/2011	3.5L w/APA	9/30/2011	
9/16/2011	9/12/2011	7/21/2011	7/21/2011	3.5L wo/APA	10/24/2011	
10/4/2011	9/25/2011	8/17/2011	8/19/2011	3.5L wo/APA	11/4/2011	
9/23/2011	9/20/2011	8/4/2011	8/5/2011	3.5L wo/APA	10/26/2011	6/8/2011
8/8/2011					11/14/2011	
10/6/2011	9/30/2011		3/24/2011	3.5L wo/APA	11/5/2011	
9/6/2011					10/25/2011	
9/28/2011	9/22/2011	7/28/2011	7/29/2011	3.5L wo/APA	10/28/2011	9/22/2011
8/27/2011	8/24/2011	7/7/2011	7/9/2011	3.5L wo/APA	11/5/2011	5/19/2011
10/19/2011	10/14/2011			3.5L wo/APA	11/1/2011	
9/19/2011	9/6/2011	7/22/2011	7/22/2011	3.5L wo/APA	11/17/2011	
7/18/2011	6/23/2011	4/7/2011	4/8/2011	3.5L wo/APA	11/22/2011	

9/2/2011	8/29/2011	7/14/2011	7/15/2011	3.5L wo/APA	12/1/2011	6/5/2011
8/22/2011				3.5L wo/APA	10/15/2011	
9/10/2011	9/7/2011	7/22/2011	7/22/2011	3.5L wo/APA	11/25/2011	
8/18/2011	8/13/2011	12/17/2010	12/12/2010	3.5L wo/APA	10/7/2011	
10/14/2011	10/6/2011	8/10/2011	8/11/2011	3.5L w/APA	12/9/2011	6/28/2011
11/18/2011	11/15/2011	9/28/2011	9/30/2011	3.5L wo/APA	12/1/2011	
12/23/2011	12/20/2011	10/22/2011	10/23/2011	3.5L wo/APA	1/5/2012	9/24/2011
10/26/2011	10/21/2011	8/26/2010	8/28/2010	3.5L wo/APA	11/15/2011	
11/18/2011	11/9/2011	11/17/2010	11/19/2010	3.5L w/APA	12/26/2011	
8/16/2011	8/9/2011	5/4/2011	5/5/2011	3.5L w/APA	12/22/2011	
8/15/2011	8/11/2011	6/17/2011	6/23/2011	3.5L wo/APA	12/12/2011	4/23/2011
8/22/2011	8/16/2011	6/17/2011	6/27/2011	3.5L wo/APA	11/10/2011	
8/2/2011	7/28/2011	5/18/2011	5/19/2011	3.5L wo/APA	12/8/2011	
7/18/2011	6/27/2011	4/4/2011	4/6/2011	3.5L wo/APA	12/14/2011	3/4/2011
11/4/2011	11/1/2011	9/15/2011	9/21/2011	3.5L wo/APA	1/7/2011	5/30/2011
10/3/2011	9/27/2011		12/19/2010	3.5L wo/APA	12/29/2011	



updated to 11/30/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Conformal coat & ribbon cable misalignment- C200D-49 (B9A)	UR0030,45,47, 48,58,59,60,61, 62,63,64,65,66, 67,68,69,70,71, 73,75,76,77,79, 80,81,82,83,84, 85,86,87,88,89, 92,95,96,98,99, 100,101,103,10 4,105,108,109, 111,113,114,11 5,116,117,118, 119,120,123,12 4					1	6	3	24	12	8	2					56	12/11/2011- tooling	1/16/2012- visual con coat	changes to tooling to prevent misalignment and changes to application of con coat and UV light inspections. Plus reject EOL B9A LICs
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26,38,41				9	2	1	2	1								15	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
B3A - NTF	UR0008,09,56, 90				2						1		1				4			NTF with testing at TRW plant & Tyco
TC Lamp on/off U3000-49 (AE0)	UR0023,52,78						1		1				1				3		Non TRW issue	Both gears tested with NTF, on one vehicle the new gear did not fix U3000-49. vehicle could not be fixed shorting the CAN circuits would duplicate the symptoms.
Aux Asic Melexis BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis continuous radom defectivity improvements second to third to fourth quarters ASIC production dates of the 2010 builds at Melexis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
No Com- NTF	UR0031, 33									1	1						2		NTF	will keep in pending to see if we get a duplicate issue

updated to 11/30/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
popping noise turning or bumps	UR0057, UR0093											2					2		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
TC Lamp on- IN ANALYSIS	UR0094,112										2						2			
hard to steer, grinding noise	UR0102, 107										1	1					2			hard to turn input shaft
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
ps delay after startup-U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1	7/22/2011- EOL test	4/14/2012-PSD mask	9/14- OnSemi ASIC Jitter
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1		NTF	Full testing done at Hella optical and performance testing lead to NTF
Broken Pulley	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
B6C	UR0050										1						1			
swerve LF suddenly	UR0072								1								1			
BD1,BD3	UR0074							1									1			
BBA,B7F	UR0091								1								1			shorted PM
noise intermittent rh frt side while turning	UR0097						1										1		Non-TRW Issue	tech replacd the EPAS gear and same noise occurred
B31	UR0106							1									1			
No Com- IN ANALYSIS	UR0110														1		1			
BD3,BD4,B90	UR0121											1					1			
BD3,BD4	UR0122											1					1			
3-PIN conn damaged	UR0141																0			
																	0			
																	0			
																	0			
																	0			
																	0			
																	0			
																	0			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Dealer Information	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date	Part ETA
UR0021	U3000-49 U3000-96	BAA,BAB,B9B,BAD	EPP	in eval Melexis	8/15- Geoff to review Melexis 8D and check for further information to finalize. Poly shorted to substrate from random gate oxide defectivity from the wafer fab. Continuous inprovements plans in 2010 has decreased the defectivity throughout the year, no specific date listed	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is disabled periodically. Ship to UK for further testing 6/29- found faulty Aux. ASIC in the ECU, Anting to contact Melexis so UK and ship out for analysis. 7/4- Aux ASIC arrived in Melexis		Aux ASIC	03073 Mullinax Ford	3735	1FMHK8B88BG[redacted]	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011			
UR0025	U3000-49	B25	EPP	In eval 26 Mile	9/12- tri-temp ignition cycling at 26mile NTF	5/26- pulled stored & EFF data shipped to MAO for further testing 6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps.			20609 Orange Motor Co	8	1FMHK7D89BG[redacted]	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011			
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor. 8/15- UK motors grp did full teardown and did not find any flux density fault. Will put on hold until the other warranty returns are examined and tested.shipping other parts out to suppliers for testing	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43 Celsius. To be shipped to UK 6/24- Sergio to send PFR to		NTF	05559 Villa Ford	7839	1FMHK8F82BG[redacted]	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011	9/17/2010		
UR0032 RUA #4978	U3000-49	BFF,BFC,B1C	EPP	In Eval UK	7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis. 8/1- check with Mike on updates 8/8-part has arrived to the UK.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return.			07590 Van Bortel Ford	3003	1FMHK8F85BG[redacted]	3/4/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/9/2011			
UR0035 RUA# 4979	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In Eval UK	8/8- part has not arrived yet in the UK for further testing check with Anting for update	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/25-MAO reproduced B23- found a a low impedance between pin96 and pin97 on main micro IC3. It seems a problem on the soldering.		Main Micro IC3 pin 96	04161 Eddie Yaklin Ford	4625	1FMHK7D8XBG[redacted]	12/8/2010	12/6/2010	10/1/2010	10/21/2010	3.5L wo/APA	5/31/2011			
UR0040	U3000-49	BAE,BAB,BAD	EPP	In eval 26mile	8/10- MAO to hold onto EPP until UK is done testing the three gears with similar codes. 9/12- 26mile done tri-temp testing was able to get to reset once. Benched tested was able to get to fail possible aux. ASIC testing still ongoing.	8/1- raise RUA and ship to UK for further analysis. faults not replicating even when in hot testing. Fault not replicating in lab after hot test over ASIC and IC17. During analysis part failing with BA4 , B3A rep B7E. Power module swapped with a reference on.			08811 Sentry Ford	2050	1FMHK8D83BG[redacted]	2/14/2011	2/7/2011	12/13/2010	12/19/2010	3.5L wo/APA	6/16/2011			

UR0042	C200C-2F	BD3	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1-passed EOL & bench testing 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		NTF	01273 Fred Beans Ford	4301	1FMHK8D84 BG[redacted]	3/14/2011	3/7/2011	1/20/2011	1/29/2011	3.5L wo/APA	6/20/2011			
UR0043 RUA #4981	U3000-49	BAE,BAB,BAD,BAA	EPP	In Eval UK	8/8- UK received the part today for further testing. 8/22- comfirmed IC17, get reply from Anting and ship to Maxium. 11/7- IC17 damaged removing device from the PCB cannot be tested.	8/1- raise RUA and ship to UK for further analysis.AA I sense working fine and Isense IC17 output incorrect. Signal coming from AA is OK but IC17 output is not good. IC17 temperature sensitive. did not swap Component Same failure mode as CR0030 in which after swapping Pin 5 is found broken.		IC17	05319 Rusty Eck Ford	5191	1FMHK8F84 BG[redacted]	2/22/2011	2/17/2011	12/11/2010	12/16/2010	3.5L w/APA	6/27/2011			
UR0045	C200D-49	B9A	EPP	In Eval UK	8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders are re-synchronised, ran overnight with ign permanently on NFF, test repeated with ign. cycling for two hrs, NFF. 10/7- cannot locate EPP for any further testing	8/1- hot and ambient testing done NTF. cold testing next step 8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders		NTF	05928 Premier Ford	1695	1FMHK7D8X BG[redacted]	3/28/2011	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011	12/27/2010		
UR0046	C200B-62	BD4	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1- NTF on bench testing, or EOL testing. 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		NTF	04927 J.C. Lewis Ford	1410	1FMHK7F87 BG[redacted]	5/10/2011	5/1/2011	3/24/2011	3/26/2011	3.5L wo/APA	6/16/2011			
UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and encoder, more testing needed to define cause. 11/3- motor PCB at Allegro Simon Malsbury overlooking the analysis. 11/18- cannot locate ribbon cable to check for conformal coat or misalignment	8/2- pulled stored & EFF data shipped to 26 mile for further information. 8/12- Chris bench tested with NTF with start the tri-temp testing to see if B9A resets 8/15- now able to duplicate the B9A will send Geoff the information on the scope and test set-up.		NTF	06700 Majic City Ford	3447	1FMHK8F87 BG[redacted]	3/29/2011	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011	12/28/2010		
UR0048	C200D-49	B9A	EPP	In eval 26mile	9/12- performed tri-temp ignition cycling and could not reproduce code NTF 9/21-been uploaded with SW and gone through various test on the dynamometer, the unit has not failed at this time, more testing ongoing. 12/2- found conformal coat in motor relay ribbon cable connector	8/2- pulled stored & EFF data shipped to MAO for further information 8/31- Not reproducable Cold		conformal coat	08211 Robinson Brothers Ford	3163	1FMHK7D84 BG[redacted]	4/5/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011	12/4/2010		

UR0050 RUA# 5048	U3000-49	B6C	EPP	In Eval Freescale	10/26- found micro failure in analysis with Freescale 12/14- RAM failure comfirmed by Freescale, failed ATE fault , have 8D to close off claim. Randon via defectivity	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP		main micro	03334 Charles Gabus Ford	4666	1FMHK8F85BG[redacted]	5/2/2011	4/19/2011	2/17/2011	2/24/2011	3.5L w/APA	7/11/2011			
UR0051	U3000-49	B25	EPP	In eval MAO	9/12- ambient testing complete with NTF, next step cold testing. 10/26- cold testing complete with NTF, next step to ship to 26 mile for tri-temp testing.	8/2- pulled stored & EFF data shipped to MAO for further information 8/29-Ambient testing did not duplicate. Will Cold test next 8/31-Cold testing raised BAA, BAB intermittent. Raised twice and did not repeat.			04921 Bozard Ford	2124	1FMHK7D89BG[redacted]	2/25/2011	2/21/2011	1/4/2011	1/7/2011	3.5L wo/APA	6/23/2011			
UR0054	No Com	No codes		at WPAC will ship out to MAO for analysis	9/12- gear not at MAO at this time I will check WPAC tomorrow. 10/26- still cannot locate the gear will check WPAC	8/19- tech was not able to get the tc lamp on or get the vehicle to act up but states he could not communicate with the PSCM using his IDS. Unknow if this was an IDS issue because there would be lamps on and no steering if he was not able to commincate with the PSCM. I had no trouble pulling data when gear arrived.			03776 Legacy Ford	16	1FMHK8B82BG[redacted]	5/22/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	6/29/2011			
UR0055 RUA# 5176	U3000-49	BA4,BA5,B45,B9C,B6C,B71	EPP	in eval UK	10/17- VSW scoped, cannot communicate with ECU. Potential main micro. Waiting on UK for next steps good chance to swap micro and test. 10/26- in analysis of the micro and confirm failure before removing.	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- able to reproduce codes, possible monitor micro- testing ongoing		main micro	06787 Lake Elsinore Ford	2584	1FMHK7D87BG[redacted]	5/13/2011	5/4/2011	3/16/2011	3/19/2011	3.5L wo/APA	714/2011			
UR0056 RUA# 5160	U2011-49	B3A	EPP	in Eval Tyco	9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing 10/26- at Tyco waiting for update 11/2- NTF with testing	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing			06338 Shults Ford	105	1FMHK7B86BG[redacted]	5/12/2011	5/3/2011	2/28/2011	3/17/2011	3.5L wo/APA	7/11/2011			
UR0058	C200D-49	B9A	EPP	In Eval 26mile	9/21- this unit is in teardown, flex density test, air gap measurement, hall effects swi. Threshold, encoder switching 10/2- x-ray of the motor PCB 11/18- cannot locate the motor PCB and ribbon cable	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			02486 Five Star Ford	6543	1FMHK7D86BG[redacted]	3/24/2011	3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA	7/8/2011	12/28/2010		
UR0059	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	02486 Five Star Ford	2953	1FMHK7F86BG[redacted]	3/31/2011	3/22/2011	1/24/2011	1/29/2011	3.5L wo/APA	7/1/2011	12/28/2010		
UR0060	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	09580 Tracy Langston Ford	3191	1FMHK7D86BG[redacted]	5/3/2011	4/28/2011	3/16/2011	3/18/2011	3.5L wo/APA	8/5/2011	1/25/2011		
UR0061	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	05947 Cannon Ford	4020	1FMHK7D87BG[redacted]	3/15/2011	3/9/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/2/2011	12/27/2010		
UR0062	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	02486 Five Star Ford	10437	1FMHK8D89BG[redacted]	3/18/2011	3/12/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/10/2011	12/28/2010		

UR0063 RUA# 5238	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and		conformal coat	04921 Bozard Ford	14031	1FMHK7F8X BG[redacted]	3/10/2011	3/5/2011	12/25/2010	12/29/2010	3.5L w/APA	8/15/2011	12/6/2010
UR0064 RUA# 5239	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and		ribbon cable misalignment	11293 Camelback Ford	4655	1FMHK7F88 BG[redacted]	3/10/2011	3/4/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/10/2011	12/24/2010
UR0065 RUA# 5240	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis. 11/14- large amount of conformal coat	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		conformal coat	02709 Tom Holzer Ford	5447	1FMHK8F8X BG[redacted]	4/11/2011	4/5/2011	12/23/2010	12/25/2010	3.5L wo/APA	8/10/2011	12/24/2010
UR0066 RUA# 5235	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and		conformal coat	02405 Park Cities Ford	5234	1FMHK7D80 BG[redacted]	1/13/2011	12/14/2010	11/11/2010	11/13/2010	3.5L wo/APA	7/28/2011	10/27/2010
UR0067 RUA# 5236	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		conformal coat	00469 Bondy's Ford	5426	1FMHK7D89 BG[redacted]	3/22/2011	3/15/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/4/2011	12/13/2010
UR0068 RUA# 5237	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		conformal coat	M2686 Fema Automotriz	16576	1FMHK8F83 BG[redacted]	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	8/22/2011	12/23/2010
UR0069	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			06293 Haldeman	9557	1FMHK7D82 BG[redacted]	1/19/2011	1/7/2011	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/7/2010
UR0070 RUA# 5241	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		ribbon cable misalignment	07986 Henderson Ford	2775	1FMHK8B89 BG[redacted]	3/24/2011	3/20/2011	1/24/2011	1/28/2011	3.5L wo/APA	8/15/2011	12/28/2010
UR0071	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00643 Buster Miles Ford	5112	1FMHK7D83 BG[redacted]	5/2/2011	4/25/2011	2/28/2011	3/3/2011	3.5L wo/APA	8/12/2011	1/20/2011
UR0072	Frt end will swerve to LF suddenly	no codes		In Eval MAO	9/9- no damage to gear and rack move smooth stop to stop no codes in the stored or EFF data. Shipped to MAO for analysis			NTF	05417 Kemp Ford	10075	1FMHK7F88 BG[redacted]	3/8/2011	3/3/2011		1/13/2011	3.5L wo/APA	8/19/2011	
UR0073	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	09469 Randall Reed's Ford	1856	1FMHK7F83 BG[redacted]	4/28/2011	4/25/2011	3/16/2011	3/17/2011	3.5L wo/APA	8/1/2011	1/24/2011
UR0074	C200C-2F	BD1,BD3	TS	In Eval MAO	9/21- NTF with ambient testing. Next step is to run EOL testing.	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			08990 Quirk Ford	10839	1FMHK8D81 BG[redacted]	2/10/2011	2/1/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/16/2011	
UR0075	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	07398 Al Packer's Ford	4286	1FMHK8F87 BG[redacted]	4/25/2011	4/15/2011	2/12/2011	2/14/2011	3.5L wo/APA	8/8/2011	12/30/2010
UR0076	C200D-49	B9A	EPP	In Eval MAO	11/8- was able to duplicate the B9A twice simulated hwy driving conditions on the bench. Sergio getting instructions from Geoff Jacks	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		ribbon cable misalignment	06938 Fox Ford	2989	1FMHK8F81 BG[redacted]	4/13/2011	4/7/2011	1/26/2011	1/29/2011	3.5L wo/APA	8/3/2011	12/27/2010
UR0077	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02890 Russ Milne Ford	9977	1FMHK8D89 BG[redacted]	2/23/2011	2/18/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/22/2011	12/24/2010
UR0079	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing 8/31- Not reproducable Cold			ribbon cable misalignment	05613 Lance Cunningham Ford	6993	1FMHK7D81 BG[redacted]	3/29/2011	3/24/2011	12/7/2010	2/17/2011	3.5L wo/APA	8/10/2011	12/30/2010
UR0080	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	08006 Joe Machens	6386	1FMHK8D85 BG[redacted]	5/6/2011	4/30/2011	2/17/2011	2/18/2011	3.5L wo/APA	8/25/2011	12/30/2010
UR0081	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	06063 Smith Ford	9014	1FMHK8F87 BG[redacted]	3/31/2011	3/27/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/16/2011	12/23/2010
UR0082	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	01730 Mike Fitzpatrick Ford	10293	1FMHK7D84 BG[redacted]	3/4/2011	3/1/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/15/2011	12/24/2010
UR0083	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	03924 Crown Ford	23203	1FMHK7F87 BG[redacted]	12/16/2010	12/11/2011	11/13/2010	11/14/2010	3.5L wo/APA	9/1/2011	10/27/2010
UR0084	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00478 Wade Ford	7238	1FMHK7D80 BG[redacted]	4/4/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	9/7/2011	12/4/2010

UR0085	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02645 Prince-Gnade Ford	4583	1FMHK8F8X BG[redacted]	4/12/2011	4/5/2011	12/1/2010	12/4/2010	3.5L wo/APA	9/2/2011	11/8/2010	
UR0086	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02486 Five Star Ford	5025	1FMHK7F84 BG[redacted]	4/27/2011	4/19/2011	2/24/2011	3/4/2011	3.5L w/APA	9/2/2011	1/3/2011	
UR0087	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	00406 Collier Ford	3228	1FMHK7D8X BG[redacted]	4/6/2011	4/2/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/29/2011	12/27/2010	
UR0088	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	09989 Mark Martin Ford	11159	1FMHK8D82 BG[redacted]	2/10/2011	2/2/2011	12/13/2011	9/9/2011	3.5L wo/APA	8/30/2011	11/11/2010	
UR0089	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04870 Al Packer Ford	5997	1FMHK7D88 BG[redacted]	3/9/2011	3/4/2011	1/13/2011	1/14/2011	3.5L wo/APA	8/29/2011	12/23/2010	
UR0090 RUA# 5175	U2011-49	B3A	EPP	In process Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco 11/9- Tyco NFF with all testing done to relay	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		NTF	06672 Battlefield Ford	636	1FMHK7D81 CG[redacted]	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011	
UR0091	U2011-49 U3000-49 U3000-96	BBA,B7F	EPP	In eval MAO	shorted phase 3 to 0volt. damaged PM 10/26- close out shorted FET is prior to the containment date	shorted phase 3 to 0volt. damaged PM 10/26- close out shorted FET		power module	01545 Fox Valley Ford	2926	1FMHK7D89 BG[redacted]	3/10/2011	3/5/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/1/2011	12/24/2011	
UR0092	C200D-49	B9A	EPP	In Eval MAO	9/30- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	08190 All American Ford	11798	1FMHK8B88 BG[redacted]	3/9/2011	3/5/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/18/2011	11/12/2010	
UR0094	TC Lamp on	No codes		In Eval MAO	10/26- ambient testing no codes or LIC's set NTF.	10/3- pulled stored and EFF data and shipped to MAO for further diagnosis		NTF	02346 Caranfa Ford	2600	1FMHK7D87 BG[redacted]	5/25/2011	5/19/2011	3/26/2011	3/27/2011	3.5L wo/APA	8/5/2011			
UR0095	C200D-49	B9A	EPP	In Eval MAO	10/3- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	05928 Premier Ford	5159	1FMHK7D81 BG[redacted]	3/14/2011	3/7/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/8/2011	12/25/2010		
UR0096	U2011-61 C200D-49 U3000-96	B92,B9A	EPP	in vehicle test Gary Smith	12/19- found conformal coat on the ribbon cable	10/4- pulled stored and EFF data, shipped to MAO for further analysis 10/12- sergio perform limit & profile testing see if code		conformal coat	02694 Dean Sellars Inc	10986	1FMHK8F87 BG[redacted]	4/21/2011	4/14/2011	2/16/2011	3/4/2011	3.5L w/APA	9/2/2011	1/20/2011		
REDACTED FOR RELEVANCE																			
UR0098	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04871 Metro Ford	5127	1FMHK7F84 BG[redacted]	1/31/2011	1/26/2011	12/16/2011	12/17/2011	3.5L wo/APA	8/20/2011	11/11/2010		
UR0099	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02459 Sam Pack's Five Star Ford	15697	1FMHK7D82 BG[redacted]	2/15/2011	2/8/2011	12/6/2010	12/11/2010	3.5L wo/APA	8/22/2011	11/10/2010		
UR0100	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04450 Rodriguez Ford	6288	1FMHK7D86 BG[redacted]	5/21/2011	5/16/2011	3/30/2011	3/31/2011	3.5L wo/APA	9/13/2011	2/12/2011		
UR0101	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	08951 Ford of Clermont	8900	1FMHK7D85 BG[redacted]	5/3/2011	4/26/2011	3/15/2011	3/17/2011	3.5L wo/APA	9/7/2011	1/24/2011		
REDACTED FOR RELEVANCE																			
UR0103	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	01471 Springfield Ford	6513	1FMHK8D80 BG[redacted]	5/12/2011	5/4/2011	1/24/2011	1/28/2011	3.5L wo/APA	9/14/2011	12/272010		
UR0104	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	06359 Thornhill Ford	6114	1FMHK8D89 BG[redacted]	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	7/21/2011	12/23/2010		
UR0105	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	04163 Elvria Ford	11483	1FMHK7F88 BG[redacted]	4/13/2011	4/6/2011	2/4/2011	2/11/2011	3.5L wo/APA	9/2/2011	12/29/2010		

UR0106	U3000-49 U3000-96	B31	EPP	In Eval MAO	10/17- ambient testing passed, next step is to perform hot testing. 10/26- still in progress	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			04871 Metro Ford	4756	1FMHK7D81 BG[redacted]	2/16/2011	2/8/2011	12/8/2010	12/11/2010	3.5L wo/APA	7/20/2011			
REDACTED FOR RELEVANCE																				
UR0108	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	01125 Palmetto Ford	5696	1FMHK7B8X BG[redacted]	3/2/2011	2/25/2011	1/4/2011	1/8/2011	3.5L wo/APA	8/30/2011	12/24/2010		
UR0109	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02459 Sam Pack's Five Star Ford	7642	1FMHK7D85 BG[redacted]	1/13/2011	12/13/2010	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/25/2010		
UR0110	No Assist	No Com	EPP	In Eval MAO	10/17-Confirmed Kemet cap C154 10/26- get approval from Anting to ship C154 back to Kemet for analysis.	10/7- could not pull any data from gear no communication with canape shipped to MAO for further testing		C154 cold weld	01281 Haldeman Ford	372	1FMHK8D85 CG[redacted]	9/4/2011	8/30/2011	7/14/2011	7/15/2011	3.5L wo/APA	9/22/2011			
UR0111	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	02549 Silsbee Ford	8861	1FMHK7F88 BG[redacted]	4/21/2011	4/14/2011	1/13/2011	1/15/2011	3.5L wo/APA	9/1/2011	12/23/2010		
UR0112	TC Lamp on	BD2,BD3	TS	In Eval MAO	10/26- shipped from WPAC to MAO	10/7- tech only mentions TC lamp on and no communication with the PSCM. I had no problem communicating with the PSCM. Does have multiple A & E codes in stored data			20028 Bryden Ford	5876	1FMHK8D84 BG[redacted]	5/10/2011	5/1/2011	3/20/2011	3/21/2011	3.5L wo/APA	8/16/2011			
UR0113	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00469 Bondy's Ford	6897	1FMHK7D89 BG[redacted]	3/21/2011	3/15/2011	1/15/2011	1/16/2011	3.5L wo/APA	8/29/2011	12/23/2010		
UR0114	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00469 Bondy's Ford	7379	1FMHK7F87 BG[redacted]	3/15/2011	3/9/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/24/2011	12/27/2010		
UR0115	C200D-49	B9A	EPP	In Eval MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			conformal coat	00389 Mountain View Ford	12040	1FMHK8D88 BG[redacted]	3/25/2011	3/23/2011	1/24/2011	1/29/2011	3.5L wo/APA	9/22/2011	12/27/2010		
UR0116	C200D-49	B9A	EPP	In Eval MAO	10/20- gear installed in Matt Surella's 2012 U502 for B9A canape recording 12/19- found conformal coat on the ribbon cable	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	02980 Shamaley Ford	7119	1FMHK7D89 BG[redacted]	1/26/2011	1/18/2011	12/4/2010	12/4/2010	3.5L wo/APA	9/2/2011	10/27/2010		
UR0117	C200D-49	B9A, BD0-BD3	EPP	In Eval MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	04424 Jennings Anderson Ford	3010	1FMHK7D85 BG[redacted]	3/17/2011	3/11/2011	1/25/2011	1/28/2011	3.5L wo/APA	7/2/2011	12/28/2010		
UR0118	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		conformal coat	04283 Varsity Ford	6217	1FMHK7F87 BG[redacted]	5/10/2011	5/5/2011	2/24/2011	3/8/2011	3.5L w/APA	8/19/2011	1/2/2011		
UR0119	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			01015 Fort Mill Ford	9320	1FMHK7D83 BG[redacted]	3/18/2011	3/14/2011	1/4/2011	1/7/2011	3.5L wo/APA	9/8/2011	12/24/2010		
UR0120	C200D-49	B9A	EPP	In Eval MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			ribbon cable misalignment	02704 Fairway Ford	5395	1FMHK7D81 BG[redacted]	5/21/2011	5/16/2011	3/30/2011	4/1/2011	3.5L wo/APA	9/21/2011	2/15/2011		
UR0121	C200C- C200B-62	BD3, BD4, B90	TS	In Eval MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing				04863 Duval Ford	1713	1FMHK7B88 BG[redacted]	6/17/2011	6/10/2011	4/24/2011	4/27/2011	3.5L wo/APA	8/25/2011			
UR0122	C200C- C200B-62	BD3, BD4	TS	In Eval MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing. No damage to TS harness				09452 Ted Britt Ford	167	1FMHK7D85 BG[redacted]	6/10/2011	6/7/2011	4/7/2011	4/8/2011	3.5L wo/APA	7/25/2011			
UR0123	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			01232 John Kennedy Ford	3735	1FMHK8D8X BG[redacted]	6/2/2011	5/26/2011	4/13/2011	4/15/2011	3.5L wo/APA	9/28/2011	3/14/2011		

UR0124	C200D-49	B9A	EPP	In Eval MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			20527 Malouf Ford	2621	1FMHK8B81 BG[redacted]	6/3/2011	5/31/2011	3/31/2011	3/31/2011	3.5L wo/APA	9/27/2011	2/14/2011		
UR0141	No Com	No Com	EPP	At WPAC computers down	12/19- could not plug in the 3-pin conn. Ign. feed terminal damaged have pictures. Freight ship to MAO on 1/6. This is a 2011 vehicle			non TRW issue	11192 City World Ford	16590	1FMHK8D87 BG[redacted]	3/11/2011	10/6/2011	8/9/2011	8/11/2011	3.5L wo/APA	11/7/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP						1FMHK8F81 BG[redacted]	3/16/2011	
0KM BGA30310	No Assist	?		CAP	no returned part from CAP								
0KM	C200B-2F C200C-2F	BD0-BD3, B90	TS	in eval Hella	12/19- cutting process issue, 8D sent to Ford, looking to get a two step cutting process approved for the torque ring templates.	12/6- found metalic fiber shorting on PCB swapped ECU and harness to verify IPA assembly. To ship IPA assem. To Hella			CAP				
0KM RUA# 5366	U2011-49	B3A	EPP	in eval MAO	1/10- Geoff to carry relay to Tyco for the workshop in week 4.	12/13- could duplicate B3A failure in lab. surrogate relay test OK, ribbon cable wiggle test ok, 5amp test done found			CAP				
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned		Torque ring bent finger	07955 Ron Dupratt Ford	15	1FMHK8D87 BG[redacted]	1/24/2011	1/17/2011
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts	CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO	NTF	00089 Koons Ford	303	1FMHK8F8X BG[redacted]	1/20/2011	1/19/2011
REDACTED FOR RELEVANCE													
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirned no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled.		NTF	Lease management vehicle Steve Baker	1661	1FMHK8D86 BG[redacted]	11/5/2010	10/23/2010
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirned no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any		NTF	Lease management vehicle Doug White	3984	1FMHK8D88 BG[redacted]	11/12/2010	10/23/2010

UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.		NTF	06700 Magic City Ford	5155	1FMHK8F84 BG[redacted]	1/19/2011	1/11/2011
UR0031 RUA#4977	No Com	No Com	EPP	In Eval UK	8/3- raise RUA and ship to UK for further testing. 8/8- part has not arrived yet in the UK check Anting for update 9/30- UK did a visual inspection did not find anything on the board or with the soldered pin. Feels no point with further action due to NTF from MAO.	7/1- could not pull any Ford or Canape data, verified equipment does work, shipped to MAO for analysis. 7/25- It was found a low impedance between pin2 IC14 and ground. IC14 circuit open pin 2 of IC14 still present resoldered pin 2 and everything is working nomal at this time. ECU fixed Sergio did notice some marks close to pin			02459 Sam Pack's Ford	11	1FMHK7D85 BG[redacted]	5/9/2011	4/29/2011
0KM BGA85712	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.							

ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
		3.5L w/APA	3/16/2011			
		3.5L w/APA				
		3.5L wo/APA				
	7/13/2011	3.5L wo/APA				
11/16/2010	11/22/2010	3.5L wo/APA	2/2/2011			
12/1/2010	12/4/2010	3.5L w/APA	2/12/2011			
		3.5L wo/APA	3/2/2011			
8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			

10/13/2010	10/30/2010	3.5L wo/APA	4/19/2011			
2/24/2011	3/4/2011	3.5L wo/APA	5/18/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Dealer Information	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date
0KM BGA32423	U3000-49	B25,BB8, B95	EPP	In Eval (26mile)	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in this wednesdays					1FMHK8F81BG[redacted]	3/2/2011
0KM BGA56776		B25,BB8		MAO	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign					BG[redacted]	
REDACTED FOR RELEVANCE												
										34	BGA59863	
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi	CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2	motor relay contamination (Mg,S,Na)	09618 Brown Motors	18	1FMHK8D83BG[redacted]	12/16/2010
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil	CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-	motor relay contamination (Mg,S,Na)	02071 I-77 Ford	10	1FMHK8D83BG[redacted]	1/12/2011

UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when		motor relay contamination (Mg,S,Na)	Ford Management Lease Car-Chicago	1700	1FMHK8F88BG[redacted]	11/22/2010
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after		motor relay contamination (Mg,S,Na)	Ford PDC Fleet vehicle-Taras Palczynski	2010	1FMHK7D89BG[redacted]	11/16/2010
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to		motor relay contamination (Mg,S,Na)	lease management vehicle WHQ VSC	1838	1FMHK8F89BG[redacted]	11/18/2010
UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.		motor relay contamination (Mg,S,Na)	04331 Brondes Ford		1FMHK7F87BG[redacted]	2/24/2011
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with [illegible]		motor relay contamination (Mg,S,Na)	02058 Beechmont Ford	1425	1FMHK8F83BG[redacted]	11/22/2010
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to		motor relay contamination (Mg,S,Na)	00807 Crest Ford	115	1FMHK8F85BG[redacted]	2/16/2011
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK		motor relay contamination (Mg,S,Na)	03820 Landers Ford	3096	1FMHK8F8XBG[redacted]	11/3/2010
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate		motor relay contamination (Mg,S,Na)	00807 Crest Ford	1356	1FMHK7B87BG[redacted]	11/16/2010
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change			Non TRW issue	02761 Southgate Ford	249	1FMHK7D82BGA[redacted]	3/8/2011

UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING APPROVAL CODE FOR RCM REPLACEMENT	Non TRW issue	02731 Atchinson Ford	111	1FMHK8D89BG[redacted]	3/4/2011
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET AGIAN ANY KNOWN CONCERN'S REPAIRS OR	Non TRW issue	05646 Crown Ford	30	1FMHK7D85BG[redacted]	3/8/2011
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor 7/15- it was agreed that there is visual evidence of the pins showing if the molex conn is not fully inserted. operator instructions does cover the visual inspection.	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex conn. Reinstall and function test IPA. 5/23- reinstalled connector gear passed all testing 6/22-Greg Austin checking with		Molex connector not fully engaged	02058 Beechmont Ford	13	1FMK8F80BG[redacted]	2/4/2011
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253		WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING	Non TRW issue	07737 Serramote Ford	611	1FMHK8D89BG[redacted]	2/15/2011
UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing		motor relay contamination (Mg,S,Na)	05126 Gary Crossley Ford	4475	1FMHK8F80BG[redacted]	11/5/2010

UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week		motor relay contamination (Mg,S,Na)	06081 San Francisco Ford	14	1FMHK8D81 BG[redacted]	3/8/2011
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.		motor relay contamination (Mg,S,Na)	02694 Dean Sellers	3754	1FMHK8F8X BG[redacted]	11/22/2010
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-		NTF	08305 Evergreen Ford	49	1FMHK8F84 BG[redacted]	3/9/2011
REDACTED FOR RELEVANCE												
UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.		5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER	Non TRW issue	08868 John C. Stewart & Son	17	1FMHK8D83 BG[redacted]	3/8/2011
UR0033	No Com	No Com	EPP	In Eval MAO	7/26- No problem found with EPP communication, pulled normal data from the EPP. Still testing NTF. Unknown if tech mis-diagnosed vehicle for this front abs sensor issue.	7/1- was able to get into Canape data. After new EPAS gear installed vehicle returned 14 miles later with ABS & TC lamp coming on found shorted harness for abs frt sensor.		NTF	08452 New Brighton Ford	872	1FMHK7B80 BG[redacted]	4/18/2011

UR0034	U2011-61 U3000-96	B95	TS	In Eval Hella	8/31-: Frequency variation on channel 2 without torque--> Failure description: PWM2 jitter, the ASIC has received at Onsemi and the analysis is ongoing, first results are possible on 2th of September.	7/1- pulled stored and EFF data, shipped to MAO for analysis 8/1-Checked with oscilloscope. Unstable Channel 2 PWM when no torque is applied. You can see a varation in channel 2		TS ASIC jitter	00210 Sunny King Ford	2707	1FMHK7D80BG[redacted]	1/20/2011
UR0036	C200B-2F C200C-2F	BD0-BD3	TS	In Eval Hella	8/31- No channel 2--> Function test on application level at all temperatures: The function test was passed. No Conspicuousness were found. Short durability / lifetime test shows no deviation, currently we will reproduce the failure according the information from Sergio. 9/21- Full testing and optical inspections lead to NTF. case closed as NTF	8/1- BD3 fault is raised when IPA is fully turned CCW. Reference EPP used. Fault travelling with IPA. IPA signals are scoped. Observed a voltage drop in 5V supply. After a while fault is replicated, there was no signal on channel 2. bobby to ship to Hella.		NTF	M1626 Sanchez Auto	8	1FMHK7F82BG[redacted]	4/13/2011
REDACTED FOR RELEVANCE												
				26mile		Ford.			Motors			
UR0038 RUA#4997	U2011-49 U3000-96	B3A	EPP	In Eval UK	9/21-confirmed from tycothis is a Mg,Na,S contamination issue	8/1- MAO working on ambient and hot testing. 8/8- MAO testing still ongoing 8/11- cannot duplicate code fits the Mg,Na contamination dates shipped to UK then Tyco week 25 relay build		motor relay contamination (Mg,S,Na)	07563 Riser Ford	9727	HK7F83BGA0	11/23/2010
UR0039	No Com	No Com	EPP	In eval MAO	8/10-confirmed C154 Kemet Cap	7/25- no other claims on this vehicle		C154 cold weld	03591 Matthews-Currie Ford	1484	HK7B81BGA4	3/29/2011
UR0041 RUA# 4980	U2011-49	B3A	EPP	In Eval Tyco	10/26- still under analysis. 11/8- Tyco confirmed Mg, Na, S contamination.	8/1- Phase1 motor relay contact not closing.raise RUA and ship to UK 8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco 10/6- Andy Partridge to check results when he is back off vacation. 10/26- still under analysis.		motor relay contamination (Mg,S,Na)	02199 Bob Gillingham Ford	5016	1FMHK8B88BG[redacted]	12/2/2010
UR0044	Wheels lock TC lamp on C1B00-64	No codes		At WPAC	7/25-tech did not follow proper diagnostic's vehicle equipped with auto park C1B00-64 leads to SWA sensor in column. Hotliner requested to replace the RCM Chargeback dealer.			Non TRW issue	01472 Gullo Ford	3702	1FMHK7F87BG[redacted]	3/3/2011

UR0049	U3000-49	BA4,BA5, BC2	EPP	In process MAO - Cap shipped to Kemet	8/29-Kemet C154 capacitor issue(cold weld issue)	8/2- pulled stored & EFF data shipped to MAO for further information 8/2- pulled stored & EFF data shipped to MAO for further information.		C154 cold weld	08862 Portsmouth Ford	457	1FMHK7F82BG[redacted]	5/13/2011
UR0052	Check eng lamp on U3000-49	AE0		At WPAC	8/10- ship gear out of WPAC and test gear at MAO. If NTF to close case. 9/12- all testing passed, NTF	8/2- could not pull any codes only had a AEO code(CAN message fault)in PSCM check CQIS case dealer replaced EPAS gear and same codes set(U3000-49) no change, dealer could not fix vehicle and vehicle was bought back. Int no		NTF	00149 Waldrof Ford	1343	1FMHK8D81BG[redacted]	3/7/2011
UR0053	U3000-49	BA4,BA5, BC2		in eval MAO	9/9- confirmed C154 Kemet Cap	8/19- pulled EFF & stored data does fit the signature of a Kemet C154 failure shipped to MAO to confirm		C154 cold weld	01928 Bert Wolfe Ford	629	1FMHK8D81BG[redacted]	5/20/2011
UR0057	popping noise frt-end turning	no codes, lamps or noise from the gear		dealer chargeback	8/19- checked the history on this gear because I did not find any thing wrong with the gear physically or internal codes. Found out a bumper beam weld broke and causing the noise. Will chargeback the gear to the dealer			Non TRW issue	04544 Red McCombs Ford	1108	1FMHK7F89BG[redacted]	6/3/2011
UR0078	TC Lamp on	No codes		In process MAO	9/9- tech installed new PSCM vehicle still will not communicate. Non-TRW issue. Wiring issue. According to CQIS report.			Non TRW issue	02265 Mathews Ford	85	1FMHK8D83BG[redacted]	7/12/2011
REDACTED FOR RELEVANCE												
UR0110	No Assist	No Com	EPP	In Eval MAO	10/17-Confirmed Kemet cap C154 10/26- get approval from Anting to ship C154 back to Kemet for analysis.	10/7- could not pull any data from gear no communication with canape shipped to MAO for further testing		C154 cold weld	01281 Haldeman Ford	372	1FMHK8D85CG[redacted]	9/4/2011
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/15- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for 36 hrs with no A3A's, F66's or		motor relay contamination (Mg,S,Na)			1FMHK8D81BG[redacted]	3/14/2011

Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
			3.5L wo/APA	3/2/2011			
	1/25/2011	2/25/2011		4/13/2011			
		3/2/2011		4/27/2011			
			3.5L wo/APA	1/12/2011			
	11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			

11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			
			3.5L wo/APA	3/28/2011			
			3.5L w/APA	3/9/2011			
			3.5L w/APA	3/5/2011			
			3.5L wo/APA	2/25/2011			
3/3/2011			3.5L wo/APA	3/30/2011			

3/1/2011			3.5L wo/APA	3/31/2011			
			3.5L wo/APA	4/6/2011			
1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
2/7/2011			3.5L wo/APA	3/23/2011			
10/22/2010			3.5L w/APA	4/18/2011			

3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011			
11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			
2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011			
1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011			
3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011			
4/9/2011	12/25/2010	12/31/2010	3.5L wo/APA	6/4/2011			

1/15/2011	11/16/2010	12/2/2010	3.5L wo/APA	5/11/2011					
4/7/2011	12/7/2010	12/11/2010	3.5L wo/APA	6/2/2011					
1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011					
11/17/2010	9/10/2010	9/16/2010	3.5L w/APA	5/2/2011					
3/27/2011	1/7/2011	1/9/2011	3.5L wo/APA	6/13/2011					
11/23/2010	9/14/2010	9/16/2010	3.5L wo/APA	6/13/2011					
2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/11/2011					

5/5/2011	3/23/2011	3/24/2011	3.5L wo/APA	6/28/2011			
3/2/2011	12/26/2010	12/30/2010	3.5L wo/APA	4/15/2011			
5/12/2011	2/11/2011	2/14/2011	3.5L wo/APA	7/6/2011			
5/26/2011		4/21/2011	3.5L wo/APA	7/6/2011			
6/24/2011	4/6/2011	4/7/2011	3.5L wo/APA	8/24/2011			
6/7/2011	4/6/2011	4/9/2011	3.5L wo/APA	9/12/2011			
8/30/2011	7/14/2011	7/15/2011	3.5L wo/APA	9/22/2011			
			3.5L wo/APA	3/2/2011			

From: Napoli, Laura (L.)
Sent: Thursday, October 13, 2011 4:37 PM
To: Surella, Matthew (M.M.); Perri, Ron (R.J.)
Subject: FW: U502 & CD3 Warranty trackers

From: Estes, Eric (E.E.)
Sent: Thursday, October 13, 2011 4:11 PM
To: Napoli, Laura (L.); Flanagan, Thomas (T.P.)
Subject: U502 & CD3 Warranty trackers

71- B9A failures at this time

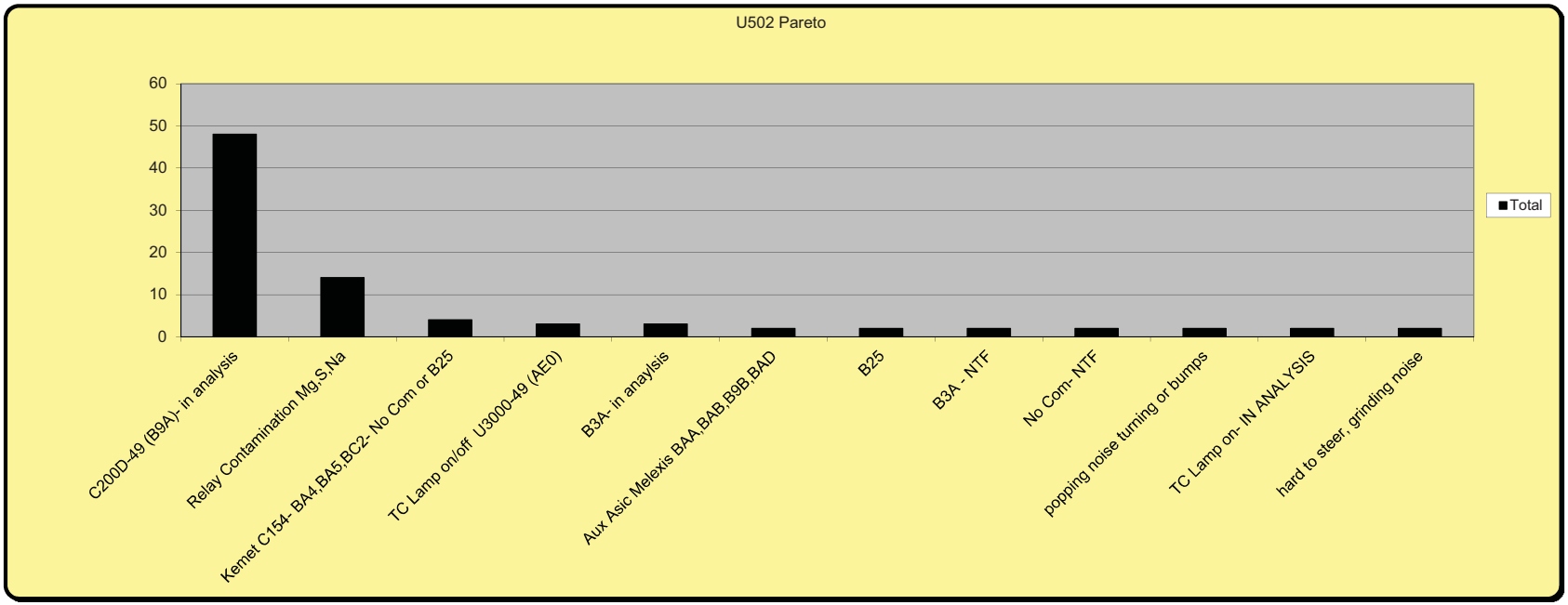
REDACTED FOR RELEVANCE

U502 -48

REDACTED FOR RELEVANCE

Eric J Estes

TRW EPAS Steering Systems
Quality Specialist
Hotline ph# 313-317-9358
Cell ph# 734-560-3493



updated to 10/12/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
C200D-49 (B9A)- in analysis	UR0030,45,47, 48,58,59,60,61, 62,63,64,65,66, 67,68,69,70,71, 73,75,76,77,79, 80,81,82,83,84, 85,86,87,88,89, 92,95,96,98,99, 100,101,103,10 4,105,108,109, 111,113,114					1	5	3	21	12	5	1					48			8/22- hall effect & encoder differential. More testing needed to find root cause
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26,38				9	1	1	2	1								14	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
TC Lamp on/off U3000-49 (AE0)	UR0023,52,78						1		1				1				3		Non TRW issue	Both gears tested with NTF, on one vehicle the new gear did not fix U3000-49. vehicle could not be fixed shorting the CAN circuits would duplicate the symptoms.
B3A- in anaylsis	UR0041,56,90					1					1		1				3			NTF after relay contact analysis at Tyco
Aux Asic Melexis BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
B3A - NTF	UR0008,09				2												2			
No Com- NTF	UR0031, 33									1	1						2		NTF	will keep in pending to see if we get a duplicate issue
popping noise turning or bumps	UR0057, UR0093											2					2		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
TC Lamp on- IN ANALYSIS	UR0094,112										2						2			
hard to steer, grinding noise	UR0102, 107										1	1					2			hard to turn input shaft
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location

updated to 10/12/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
ps delay after startup-U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1	7/22/2011- EOL test	4/14/2012-PSD mask	9/14- OnSemi ASIC Jitter
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1			
Broken Pulley	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
B6C	UR0050										1						1			
swerve LF suddenly	UR0072								1								1			
BD1,BD3	UR0074							1									1			
BBA,B7F	UR0091								1								1			
noise intermittent rh frt side while turning	UR0097						1										1		Non-TRW Issue	tech replacd the EPAS gear and same noise occurred
B31	UR0106							1									1			
No Com- IN ANALYSIS	UR0110														1		1			
																	0			
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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date	Part ETA
UR0021	U3000-49 U3000-96	BAA,BAB,B9B,BAD	EPP	in eval Melexis	8/15- Geoff to review Melexis 8D and check for further information to finalize.	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry	03073 Mullinax Ford	03735	1FMHK8B88BG[redacted]	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011			
UR0025	U3000-49	B25	EPP	In eval 26 Mile	9/12- tri-temp ignition cycling at 26mile NTF	5/26- pulled stored & EFF data shipped to MAO for further testing 6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps.	20609 Orange Motor Co	00008	1FMHK7D89BG[redacted]	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011			
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor. 8/15- UK motors grp did full teardown and did not find any flux density fault. Will put on hold until the other warranty returns are examined and tested.shipping	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43 Celsius. To be shipped to UK 6/24- Sergio to send PFR to	05559 Villa Ford	07839	1FMHK8F82BG[redacted]	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011	9/17/2010		
UR0032 RUA #4978	U3000-49	BFF,BFC,B1C	EPP	In Eval UK	7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis. 8/1- check with Mike on updates 8/8-part has arrived to the UK.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return.	07590 Van Bortel Ford	03003	1FMHK8F85BG[redacted]	3/4/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/9/2011			
UR0034	U2011-61 U3000-96	B95	TS	In Eval Hella	8/31-: Frequency variation on channel 2 without torque--> Failure description: PWM2 jitter, the ASIC has received at Onsemi and the analysis is ongoing, first results are possible on 2th of September.	7/1- pulled stored and EFF data, shipped to MAO for analysis 8/1-Checked with oscilloscope. Unstable Channel 2 PWM when no torque is applied. You can see a varation in channel 2 . Bobby to ship part to Hella	00210 Sunny King Ford	02707	1FMHK7D80BG[redacted]	1/20/2011	1/15/2011	11/16/2010	12/2/2010	3.5L wo/APA	5/11/2011			
UR0035 RUA# 4979	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In Eval UK	8/8- part has not arrived yet in the UK for further testing check with Anting for update	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/25-MAO reproduced B23-found a a low impedance between pin96 and pin97 on main micro IC3. It seems a problem on the soldering.	04161 Eddie Yaklin Ford	04625	1FMHK7D8XBG[redacted]	12/8/2010	12/6/2010	10/1/2010	10/21/2010	3.5L wo/APA	5/31/2011			
UR0036	C200B-2F C200C-2F	BD0-BD3	TS	In Eval Hella	8/31- No channel 2--> Function test on application level at all temperatures: The function test was passed. No Conspicuousness were found. Short durability / lifetime test shows no deviation, currently we will reproduce the failure according the information from Sergio.	8/1- BD3 fault is raised when IPA is fully turned CCW. Reference EPP used. Fault travelling with IPA. IPA signals are scoped. Observed a voltage drop in 5V supply. After a while fault is replicated, there was no signal on channel 2. bobby to ship to Hella.	M1626 Sanchez Auto	00008	1FMHK7F82BG[redacted]	4/13/2011	4/7/2011	12/7/2010	12/11/2010	3.5L wo/APA	6/2/2011			
UR0037	Making noise no assist	A19	NVH	In Eval 26mile	8/8- found broken pulley from Capstan, submitted presentation to Ford. When 8D is completed will send out to Ford.		00169 Pittsville Motors	06773	1FMHK8D84BG[redacted]	1/31/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011			

UR0040	U3000-49	BAE,BAB,BAD	EPP	In eval 26mile	8/10- MAO to hold onto EPP until UK is done testing the three gears with similar codes. 9/12- 26mile done tri-temp testing was able to get to reset once. Benched tested was able to get to fail possible aux. ASIC issue testing still ongoing.	8/1- raise RUA and ship to UK for further analysis. faults not replicating even when in hot testing. Fault not replicating in lab after hot test over ASIC and IC17. During analysis part failing with BA4 , B3A rep B7E. Power module swapped with a reference on.	08811 Sentry Ford	02050	1FMHK8D83BG[redacted]	2/14/2011	2/7/2011	12/13/2010	12/19/2010	3.5L wo/APA	6/16/2011			
UR0041 RUA# 4980	U2011-49	B3A	EPP	In Eval Tyco	8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco 10/6- Andy Partridge to check results when he is back off vacation.	8/1- Phase1 motor relay contact not closing.raise RUA and ship to UK 8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco	02199 Bob Gillingham Ford	05016	1FMHK8B88BG[redacted]	12/2/2010	11/23/2010	9/14/2010	9/16/2010	3.5L wo/APA	6/13/2011			
UR0042	C200C-2F	BD3	TS	In Eval 26mile	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing.	8/1-passed EOL & bench testing 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing	01273 Fred Beans Ford	04301	1FMHK8D84BG[redacted]	3/14/2011	3/7/2011	1/20/2011	1/29/2011	3.5L wo/APA	6/20/2011			
UR0043 RUA #4981	U3000-49	BAE,BAB,BAD,BAA	EPP	In Eval UK	8/8- UK received the part today for further testing. 8/22- comfirmed IC17, get reply from Anting and ship to Maxium.	8/1- raise RUA and ship to UK for further analysis.AA I sense working fine and Isense IC17 output incorrect. Signal coming from AA is OK but IC17 output is not good. IC17 temperature sensitive. did not swap Component Same failure	05319 Rusty Eck Ford	05191	1FMHK8F84BG[redacted]	2/22/2011	2/17/2011	12/11/2010	12/16/2010	3.5L w/APA	6/27/2011			
UR0045	C200D-49	B9A	EPP	In Eval UK	8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders are re-synchronised, ran overnight with ign permanently on NFF, test repeated with ign. cycling for two hrs, NFF	8/1- hot and ambient testing done NTF. cold testing next step	05928 Premier Ford	01695	1FMHK7D8XBG[redacted]	3/28/2011	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011	12/27/2010		
UR0046	C200B-62	BD4	TS	In Eval 26mile	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing	8/1- NTF on bench testing, or EOL testing. 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing	04927 J.C. Lewis Ford	01410	1FMHK7F87BG[redacted]	5/10/2011	5/1/2011	3/24/2011	3/26/2011	3.5L wo/APA	6/16/2011			
UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and encoder, more testing needed to define cause.	8/2- pulled stored & EFF data shipped to 26 mile for further information. 8/12- Chris bench tested with NTF with start the tri-temp testing to see if B9A resets 8/15- now able to duplicate the B9A will send Geoff the information on the scope and test set-up.	06700 Majic City Ford	03447	1FMHK8F87BH[redacted]	3/29/2011	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011	12/28/2010		
UR0048	C200D-49	B9A	EPP	In eval 26mile	9/12- performed tri-temp ignition cycling and could not reproduce code NTF 9/21-been uploaded with SW and gone through various test on the dynamometer, the unit has not failed at this time, more testing ongoing	8/2- pulled stored & EFF data shipped to MAO for further information 8/31- Not reproducable Cold	08211 Robinson Brothers Ford	03163	1FMHK7D84BG[redacted]	4/5/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011			

UR0050 RUA# 5048	U3000-49	B6C	EPP	In process MAO-To be sent to UK	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly. 8/29-To be sent to UK	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly. 8/29-To be sent to UK	03334 Charles Gabus Ford	04666	1FMHK8F85BG[redacted]	5/2/2011	4/19/2011	2/17/2011	2/24/2011	3.5L w/APA	7/11/2011				
UR0051	U3000-49	B25	EPP	In eval MAO	9/12- ambient testing complete with NTF, next step cold testing.	8/2- pulled stored & EFF data shipped to MAO for further information 8/29- Ambient testing did not duplicate. Will Cold test next 8/31-Cold testing raised BAA, BAB intermittent. Raised twice and did not repeat.	04921 Bozard Ford	02124	1FMHK7D89BG[redacted]	2/25/2011	2/21/2011	1/4/2011	1/7/2011	3.5L wo/APA	6/23/2011				
UR0054	No Com	No codes		at WPAC will ship out to MAO for analysis	9/12- gear not at MAO at this time I will check WPAC tomorrow.	8/19- tech was not able to get the tc lamp on or get the vehicle to act up but states he could not communicate with the PSCM using his IDS. Unknow if this was an IDS issue because there would be lamps on and no steering if he was not able to comminicate with the PSCM. I had no trouble pulling data when gear arrived.	03776 Legacy Ford	00016	1FMHK8B82BG[redacted]	5/22/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	6/29/2011				
UR0055	U3000-49	BA4,BA5,B45,B9C, B6C,B71	EPP	Shipping to MAO	9/12- able to reproduce codes, possible monitor micro- testing ongoing	8/19- pulled EFF & stored data shipped to MAO for further analysis	06787 Lake Elsinore Ford	02584	1FMHK7D87BG[redacted]	5/13/2011	5/4/2011	3/16/2011	3/19/2011	3.5L wo/APA	714/2011				
UR0056	U2011-49	B3A	EPP	in process Tyco	9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing	8/19- pulled EFF & stored data shipped to MAO for further analysis	06338 Shults Ford	00105	1FMHK7B86BG[redacted]	5/12/2011	5/3/2011	2/28/2011	3/17/2011	3.5L wo/APA	7/11/2011				
UR0058	C200D-49	B9A	EPP	In Eval 26mile	9/21- this unit is in teardown, flex density test, air gap measurement, hall effects swi. Threshold, encoder switching 10/2- x-ray of the motor PCB	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	02486 Five Star Ford	06543	1FMHK7D86BG[redacted]	3/24/2011	3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA	7/8/2011	12/28/2010			
UR0059	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	02953	1FMHK7F86BG[redacted]	3/31/2011	3/22/2011	1/24/2011	1/29/2011	3.5L wo/APA	7/1/2011	12/28/2010			
UR0060	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		09580 Tracy Langston Ford	03191	1FMHK7D86BG[redacted]	5/3/2011	4/28/2011	3/16/2011	3/18/2011	3.5L wo/APA	8/5/2011				
UR0061	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		05947 Cannon Ford	04020	1FMHK7D87BGA[redacted]	3/15/2011	3/9/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/2/2011	12/27/2010			
UR0062	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	10437	1FMHK8D89BG[redacted]	3/18/2011	3/12/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/10/2011	12/28/2010			
UR0063	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm NTF. Pull EOL data when gear was new and compare results with non-B9A failure.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	04921 Bozard Ford	14031	1FMHK7F8XBG[redacted]	3/10/2011	3/5/2011	12/25/2010	12/29/2010	3.5L w/APA	8/15/2011				
UR0064	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		11293 Camelback Ford	04655	1FMHK7F88BG[redacted]	3/10/2011	3/4/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/10/2011				
UR0065	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm NTF. Pull EOL data when gear was new and compare results with non-B9A failure.		02709 Tom Holzer Ford	05447	1FMHK8F8XBG[redacted]	4/11/2011	4/5/2011	12/23/2010	12/25/2010	3.5L wo/APA	8/10/2011				

UR0066	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm NTF. Pull EOL data when gear was new and compare results with non-B9A failure.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	02405 Park Cities Ford	05234	1FMHK7D80BG[redacted]	1/13/2011	12/14/2010	11/11/2010	11/13/2010	3.5L wo/APA	7/28/2011	
UR0067	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm NTF. Pull EOL data when gear was new and compare results with non-B9A failure.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	00469 Bondy's Ford	05426	1FMHK7D89BG[redacted]	3/22/2011	3/15/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/4/2011	
UR0068	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		M2686 Fema Automotriz	16576	1FMHK8F83BG[redacted]	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	8/22/2011	
UR0069	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06293 Haldeman	09557	1FMHK7D82BG[redacted]	1/19/2011	1/7/2011	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	
UR0070	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm NTF. Pull EOL data when gear was new and compare results with non-B9A failure.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	07986 Henderson Ford	02775	1FMHK8B89BG[redacted]	3/24/2011	3/20/2011	1/24/2011	1/28/2011	3.5L wo/APA	8/15/2011	
UR0071	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		00643 Buster Miles Ford	05112	1FMHK7D83BG[redacted]	5/2/2011	4/25/2011	2/28/2011	3/3/2011	3.5L wo/APA	8/12/2011	
UR0072	Frt end will swerve to LF suddenly	no codes		In Eval MAO	9/9- no damage to gear and rack move smooth stop to stop no codes in the stored or EFF data. Shipped to MAO for analysis		05417 Kemp Ford	10075	1FMHK7F88BG[redacted]	3/8/2011	3/3/2011		1/13/2011	3.5L wo/APA	8/19/2011	
UR0073	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		09469 Randall Reed's Ford	01856	1FMHK7F83BG[redacted]	4/28/2011	4/25/2011	3/16/2011	3/17/2011	3.5L wo/APA	8/1/2011	
UR0074	C200C-2F	BD1,BD3	TS	In Eval MAO	9/21- channel 1 failure Rogersville shipped to Hella for analysis	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing	08990 Quirk Ford	10839	1FMHK8D81BG[redacted]	2/10/2011	2/1/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/16/2011	
UR0075	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		07398 Al Packer's Ford	04286	1FMHK8F87BGA[redacted]	4/25/2011	4/15/2011	2/12/2011	2/14/2011	3.5L wo/APA	8/8/2011	
UR0076	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		06938 Fox Ford	02989	1FMHK8F81BG[redacted]	4/13/2011	4/7/2011	1/26/2011	1/29/2011	3.5L wo/APA	8/3/2011	
UR0077	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		02890 Russ Milne Ford	09977	1FMHK8D89BG[redacted]	2/23/2011	2/18/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/22/2011	
UR0079	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing 8/31- Not reproducable Cold		05613 Lance Cunningham Ford	06993	1FMHK7D81BG[redacted]	3/29/2011	3/24/2011	12/7/2010	2/17/2011	3.5L wo/APA	8/10/2011	
UR0080	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing		08006 Joe Machens	06386	1FMHK8D85BG[redacted]	5/6/2011	4/30/2011	2/17/2011	2/18/2011	3.5L wo/APA	8/25/2011	
UR0081	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06063 Smith Ford	09014	1FMHK8F87BG[redacted]	3/31/2011	3/27/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/16/2011	12/23/2010
UR0082	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		01730 Mike Fitzpatrick Ford	10293	1FMHK7D84BG[redacted]	3/4/2011	3/1/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/15/2011	12/24/2010
UR0083	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		03924 Crown Ford	23203	1FMHK7F87BG[redacted]	12/16/2010	12/11/2011	11/13/2010	11/14/2010	3.5L wo/APA	9/1/2011	10/27/2010
UR0084	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		00478 Wade Ford	07238	1FMHK7D80BG[redacted]	4/4/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	9/7/2011	12/4/2010
UR0085	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02645 Prince-Gnade Ford	04583	1FMHK8F8XBG[redacted]	4/12/2011	4/5/2011	12/1/2010	12/4/2010	3.5L wo/APA	9/2/2011	11/8/2010
UR0086	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	05025	1FMHK7F84BG[redacted]	4/27/2011	4/19/2011	2/24/2011	3/4/2011	3.5L w/APA	9/2/2011	1/3/2011
UR0087	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		00406 Collier Ford	03228	1FMHK7D8XBG[redacted]	4/6/2011	4/2/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/29/2011	12/27/2011

UR0088	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		09989 Mark Martin Ford	11159	1FMHK8D82BG[redacted]	2/10/2011	2/2/2011	12/13/2011	9/9/2011	3.5L wo/APA	8/30/2011	11/11/2010		
UR0089	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		04870 Al Packer Ford	05997	1FMHK7D88BG[redacted]	3/9/2011	3/4/2011	1/13/2011	1/14/2011	3.5L wo/APA	8/29/2011	12/23/2011		
UR0090	U2011-49	B3A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06672 Battlefield Ford	00636	1FMHK7D81CG[redacted]	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011		
UR0091	U2011-49 U3000-49 U3000-96	BBA,B7F	EPP	In process MAO			01545 Fox Valley Ford	02926	1FMHK7D89BG[redacted]	3/10/2011	3/5/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/1/2011	12/24/2011		
UR0092	C200D-49	B9A	EPP	In Eval MAO	9/30- pulled stored & EFF data from the gear and shipped to MAO for further testing		08190 All American Ford	11798	1FMHK8b88BG[redacted]	3/9/2011	3/5/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/18/2011	11/12/2010		
UR0094	TC Lamp on	No codes		At WPAC	10/3- pulled stored and EFF data and shipped to MAO for further diagnosis		02346 Caranfa Ford	02600	1FMHK7D87BG[redacted]	5/25/2011	5/19/2011	3/26/2011	3/27/2011	3.5L wo/APA	8/5/2011			
UR0095	C200D-49	B9A	EPP	In Eval MAO	10/3- pulled stored & EFF data from the gear and shipped to MAO for further testing		05928 Premier Ford	05159	1FMHK7D81BG[redacted]	3/14/2011	3/7/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/8/2011	12/25/2010		
UR0096	U2011-61 C200D-49 U3000-96	B92,B9A	EPP	in process MAO	10/12- sergio perform limit & profile testing see if code resets	10/4- pulled stored and EFF data, shipped to MAO for further analysis	02694 Dean Sellars Inc	10986	1FMHK8F87BG[redacted]	4/21/2011	4/14/2011	2/16/2011	3/4/2011	3.5L w/APA	9/2/2011	1/20/2011		

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UR0098	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		04871 Metro Ford	05127	1FMHK7F84BG[redacted]	1/31/2011	1/26/2011	12/16/2011	12/17/2011	3.5L wo/APA	8/20/2011	11/11/2010		
UR0099	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		02459 Sam Pack's Five Star Ford	15697	1FMHK7D82BG[redacted]	2/15/2011	2/8/2011	12/6/2010	12/11/2010	3.5L wo/APA	8/22/2011	11/10/2010		
UR0100	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		04450 Rodriguez Ford	06288	1FMHK7D86BG[redacted]	5/21/2011	5/16/2011	3/30/2011	3/31/2011	3.5L wo/APA	9/13/2011	2/12/2011		
UR0101	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		08951 Ford of Clermont	08900	1FMHK7D85BG[redacted]	5/3/2011	4/26/2011	3/15/2011	3/17/2011	3.5L wo/APA	9/7/2011	1/24/2011		

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UR0103	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		01471 Springfield Ford	06513	1FMHK8D80BG[redacted]	5/12/2011	5/4/2011	1/24/2011	1/28/2011	3.5L wo/APA	9/14/2011	12/272011		
UR0104	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		06359 Thornhill Ford	06114	1FMHK8D89BG[redacted]	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	7/21/2011	12/23/2011		
UR0105	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		04163 Elvria Ford	11483	1FMHK7F88BG[redacted]	4/13/2011	4/6/2011	2/4/2011	2/11/2011	3.5L wo/APA	9/2/2011	12/29/2011		
UR0106	U3000-49 U3000-96	B31	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO		04871 Metro Ford	04756	1FMHK7D81BG[redacted]	2/16/2011	2/8/2011	12/8/2010	12/11/2010	3.5L wo/APA	7/20/2011			

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UR0108	C200D-49	B9A	EPP	In process MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		01125 Palmetto Ford	05696	1FMHK7B8XBG[redacted]	3/2/2011	2/25/2011	1/4/2011	1/8/2011	3.5L wo/APA	8/30/2011	12/24/2011		
UR0109	C200D-49	B9A	EPP	In process MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		02459 Sam Pack's Five Star Ford	07642	1FMHK7D85BG[redacted]	1/13/2011	12/13/2010	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/25/2010		
UR0110	No Assist	No Com	EPP	In process MAO	10/7- could not pull any data from gear no communication with canape shipped to MAO for further testing		01281 Haldeman Ford	00372	1FMHK8D85CG[redacted]	9/4/2011	8/30/2011	7/14/2011	7/15/2011	3.5L wo/APA	9/22/2011			

UR0111	C200D-49	B9A	EPP	In process MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		02549 Silsbee Ford	08861	1FMHK7F88BG[redacted]	4/21/2011	4/14/2011	1/13/2011	1/15/2011	3.5L wo/APA	9/1/2011	12/23/2010		
UR0112	TC Lamp on	BD2,BD3	TS	In process MAO	10/7- tech only mentions TC lamp on and no communication with the PSCM. I had no problem communicating with the PSCM. Does have multiple A & E codes in stored data		20028 Bryden Ford	05876	1FMHK8D84BG[redacted]	5/10/2011	5/1/2011	3/20/2011	3/21/2011	3.5L wo/APA	8/16/2011			
UR0113	C200D-49	B9A	EPP	In process MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing		00469 Bondy's Ford	06897	1FMHK7D89BG[redacted]	3/21/2011	3/15/2011	1/15/2011	1/16/2011	3.5L wo/APA	8/29/2011	12/23/2011		
UR0114	C200D-49	B9A	EPP	In process MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing		00469 Bondy's Ford	07379	1FMHK7F87BG[redacted]	3/15/2011	3/9/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/24/2011	12/27/2010		

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP					1FMHK8F81BG[redacted]	3/16/2011				3.5L w/APA	3/16/2011			
0KM BGA30310	No Assist	?		CAP	no returned part from CAP										3.5L w/APA				
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned, should be tomorrow. Then part should arrive at WPAC by Monday 2/14.		07955 Ron Dupratt Ford	15	1FMHK8D87BG[redacted]	1/24/2011	1/17/2011	11/16/2010	11/22/2010	3.5L wo/APA	2/2/2011			
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts	CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO	00089 Koons Ford	303	1FMHK8F8XBG[redacted]	1/20/2011	1/19/2011	12/1/2010	12/4/2010	3.5L w/APA	2/12/2011			

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UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled.		Lease management vehicle- Steve	1661	1FMHK8D86BG[redacted]	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any		Lease management vehicle- Doug White	3984	1FMHK8D88BG[redacted]	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.		06700 Magic City Ford	5155	1FMHK8F84BG[redacted]	1/19/2011	1/11/2011	10/13/2010	10/30/2010	3.5L wo/APA	4/19/2011			

UR0031 RUA#497 7	No Com	No Com	EPP	In Eval UK	8/3- raise RUA and ship to UK for further testing. 8/8- part has not arrived yet in the UK check Anting for update 9/30- UK did a visual inspection did not find anything on the board or with the soldered pin. Feels no point with further action due to NTF from MAO.	7/1- could not pull any Ford or Canape data, verified equipment does work, shipped to MAO for analysis. 7/25- It was found a low impedance between pin2 IC14 and ground. IC14 circuit open pin 2 of IC14 still present resoldered pin 2 and everything is working nomal at this time. ECU fixed Sergio did notice some marks close to		02459 Sam Pack's Ford	11	1FMHK7D85BG[redacted]	5/9/2011	4/29/2011	2/24/2011	3/4/2011	3.5L wo/APA	5/18/2011			
0KM BGA8571 2	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.														

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA32423	U3000-49	B25,BB8, B95	EPP	In Eval (26mile)	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in this wednesdays				1FMHK8F81BG[redacted]	3/2/2011				3.5L wo/APA	3/2/2011			
0KM BGA56776		B25,BB8		MAO	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign				BG[redacted]			1/25/2011	2/25/2011		4/13/2011			
REDACTED FOR RELEVANCE																			
									34	BGA59863				3/2/2011		4/27/2011			
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi	CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2	09618 Brown Motors	18	1FMHK8D83BG[redacted]	12/16/2010				3.5L wo/APA	1/12/2011			
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil	CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-	02071 I-77 Ford	10	1FMHK8D83BG[redacted]	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when		Ford Management Lease Car- Chicago	1700	1FMHK8F88BG[redacted]	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after		Ford PDC Fleet vehicle- Taras Palczynski	2010	1FMHK7D89BG[redacted]	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to		lease management vehicle WHQ VSC	1838	1FMHK8F89BG[redacted]	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			

UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.		04331 Brondes Ford		1FMHK7F87BG[redacted]	2/24/2011				3.5L wo/APA	3/28/2011			
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with		02058 Beechmo nt Ford	1425	1FMHK8F83BG[redacted]	11/22/2010								
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to		00807 Crest Ford	115	1FMHK8F85BG[redacted]	2/16/2011				3.5L w/APA	3/9/2011			
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK		03820 Landers Ford	3096	1FMHK8F8XBG[redacted]	11/3/2010				3.5L w/APA	3/5/2011			
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate		00807 Crest Ford	1356	1FMHK7B87BG[redacted]	11/16/2010				3.5L wo/APA	2/25/2011			
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change			02761 Southgate Ford	249	1FMHK7D82BGA[redacted]	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011			
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING	02731 Atchinson Ford	111	1FMHK8D89BG[redacted]	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011			
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET	05646 Crown Ford	30	1FMHK7D85BG[redacted]	3/8/2011				3.5L wo/APA	4/6/2011			
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex		02058 Beechmo nt Ford	13	1FMK8F80BG[redacted]	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253		WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING	07737 Serramote Ford	611	1FMHK8D89BG[redacted]	2/15/2011	2/7/2011			3.5L wo/APA	3/23/2011			

UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing		05126 Gary Crossley Ford	4475	1FMHK8F80BG[redacted]	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011			
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week		06081 San Francisco Ford	14	1FMHK8D81BG[redacted]	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011			
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.		02694 Dean Sellers	3754	1FMHK8F8XBG[redacted]	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-		08305 Evergreen Ford	49	1FMHK8F84BG[redacted]	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011			
REDACTED FOR RELEVANCE																			
UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.		5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER	08868 John C. Stewart & Son	17	1FMHK8D83BG[redacted]	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011			
UR0033	No Com	No Com	EPP	In Eval MAO	7/26- No problem found with EPP communication, pulled normal data from the EPP. Still testing NTF. Unknown if tech mis-diagnosed vehicle for this front abs sensor issue.	7/1- was able to get into Canape data. After new EPAS gear installed vehicle returned 14 miles later with ABS & TC lamp coming on found shorted harness for abs frt sensor.		08452 New Brighton Ford	872	1FMHK7B80BG[redacted]	4/18/2011	4/9/2011	12/25/2010	12/31/2010	3.5L wo/APA	6/4/2011			
REDACTED FOR RELEVANCE																			
UR0038 RUA#4997	U2011-49 U3000-96	B3A	EPP	In Eval UK	9/21-confirmed from tycothis is a Mg,Na,S contamination issue	8/1- MAO working on ambient and hot testing. 8/8- MAO testing still ongoing 8/11- cannot duplicate code fits the Mg,Na contamination dates shipped to UK then Tyco week 25 relay build		07563 Riser Ford	9727	1FMHK7F83BG[redacted]	11/23/2010	11/17/2010	9/10/2010	9/16/2010	3.5L w/APA	5/2/2011			

UR0039	No Com	No Com	EPP	In eval MAO	8/10-confirmed C154 Kemet Cap	7/25- no other claims on this vehicle		03591 Matthews-Currie Ford	1484	1FMHK7B81BG[redacted]	3/29/2011	3/27/2011	1/7/2011	1/9/2011	3.5L wo/APA	6/13/2011			
UR0044	Wheels lock TC lamp on C1B00-64	No codes		At WPAC	7/25-tech did not follow proper diagnostic's vehicle equipped with auto park C1B00-64 leads to SWA sensor in column. Hotliner requested to replace the RCM Chargeback dealer.			01472 Gullo Ford	3702	1FMHK7F87BG[redacted]	3/3/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/11/2011			
UR0049	U3000-49	BA4,BA5, BC2	EPP	In process MAO - Cap shipped to Kemet	8/29-Kemet C154 capacitor issue(cold weld issue)	8/2- pulled stored & EFF data shipped to MAO for further information 8/2- pulled stored & EFF data shipped to MAO for further information.		08862 Portsmouth Ford	457	1FMHK7F82BG[redacted]	5/13/2011	5/5/2011	3/23/2011	3/24/2011	3.5L wo/APA	6/28/2011			
UR0052	Check eng lamp on U3000-49	AE0		At WPAC	8/10- ship gear out of WPAC and test gear at MAO. If NTF to close case. 9/12- all testing passed, NTF	8/2- could not pull any codes only had a AEO code(CAN message fault)in PSCM check CQIS case dealer replaced EPAS gear and same codes set(U3000-49) no change, dealer could not fix vehicle and vehicle was bought back. Int no		00149 Waldrof Ford	1343	1FMHK8D81BG[redacted]	3/7/2011	3/2/2011	12/26/2010	12/30/2010	3.5L wo/APA	4/15/2011			
UR0053	U3000-49	BA4,BA5, BC2		in eval MAO	9/9- confirmed C154 Kemet Cap	8/19- pulled EFF & stored data does fit the signature of a Kemet C154 failure shipped to MAO to confirm		01928 Bert Wolfe Ford	629	1FMHK8D81BG[redacted]	5/20/2011	5/12/2011	2/11/2011	2/14/2011	3.5L wo/APA	7/6/2011			
UR0057	popping noise frt-end turning	no codes, lamps or noise from the gear		dealer chargebac k	8/19- checked the history on this gear because I did not find any thing wrong with the gear physically or internal codes. Found out a bumper beam weld broke and causing the noise. Will chargeback the gear to the dealer			04544 Red McCombs Ford	1108	1FMHK7F89BG[redacted]	6/3/2011	5/26/2011		4/21/2011	3.5L wo/APA	7/6/2011			
UR0078	TC Lamp on	No codes		In process MAO	9/9- tech installed new PSCM vehicle still will not communicate. Non-TRW issue. Wiring issue. According to CQIS report.			02265 Mathews Ford	85	1FMHK8D83BG[redacted]	7/12/2011	6/24/2011	4/6/2011	4/7/2011	3.5L wo/APA	8/24/2011			

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0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	[redacted] pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for [redacted]				1FMHK8D81BG[redacted]	3/14/2011				3.5L wo/APA	3/2/2011			

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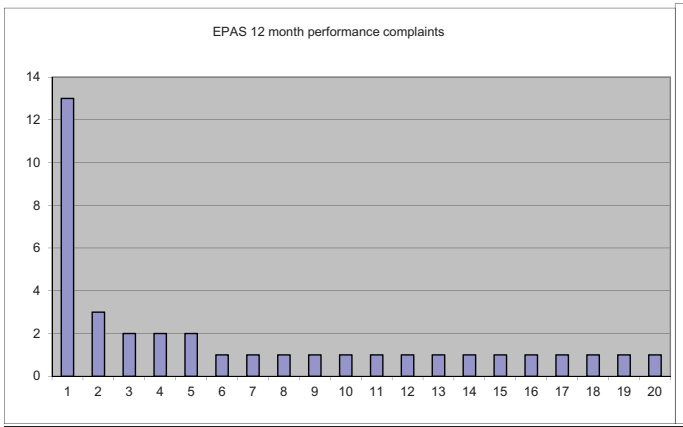

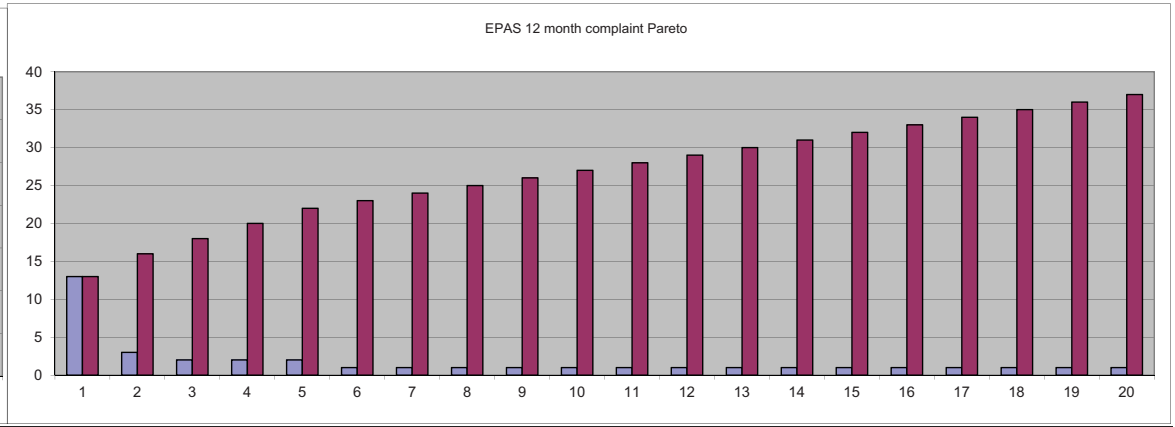

QR number	Description	Liability	Liability Tier	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Total	Actions taken	PCA date	PCA @ QAO	PCA @ Ford	Recurrence
I240208, I240512, I240760, I031437, I241013, I241151, I241124, I241277, I241469, I241496, I241663, No QR, J240339-3	Lost of assistance / Relay related																				
	Raised Rivet	TRW	Tyco	3									**1**			4	- Modify lower punch from flat to a cone shape for a more robust rivet - Installation of vision system to confirm post-rivet geometry. - Improve EOL cotact resistance testing	5/19/2009	8/11/2009	8/18/2009	
	Offset spring	TRW	Tyco					1								1	- Vision camera installed to prevent missaligned bridge. - Install feature to guide the spring during welding process	9/11/2009 10/9/2009	1/8/2010	1/15/2010	
	Sulphur contamination	TRW	Tyco													0	- Contact laser cleaning on week 40/08 - Test effectiveness to be more rep. of the application (low current testing) at Tyco and Nidec	Sept. 2008 4/2/2009	6/25/2009	7/2/2009	
	Link relay armature weld failure	TRW	Tyco			1	2									3	- Laser sampling / Lens cleaning. - Welding station PM change	10/9/2009 10/22/2009	1/8/2010	1/15/2010	

	Plastic contamination	TRW	Tyco			1		1		1		1		1		5	- Close back of riveting machine and buffer before and after cleaning. -Molding dept. particle reduction. New ionizatrion bars on coil body, cover and base plate.	9/30/2009 11/7/2009 12/11/2009	3/5/2010	3/12/2010	
	Loose plastic tab	TRW	Tyco		1											1	- Improved alignment of base to armature. - 2 cameras installed to check for tab presence. - Blow and vacuum cleaning installation	8/6/2009	10/29/2009	11/5/2009	
I240504, I240786, I241589	Noisy gear due to input shat loose on IPA / Missing input shaft bushing	TRW	Rogersville	1					1							2	- Poke yoke system installation to prevent non stacked shafts to be passed through before bushing is installed	1/8/2010	1/15/2010	1/22/2010	
J240339-4, J200776-C	Lost of assistance PCB clerance related	TRW	Nidec										1	1		2	- Test to confirm the impedance level between 0V and signal pins in the ribbon cable. - EC to cut back the 0V plane in the PCB artwork, to remove the potential for this overlap	Nov. 09 EC ongoing	10/21/2010	10/23/2010	
I241036, I241386	Missing mounting bushing	TRW	QAO			1		1								2	- Vision camera to detect missing bushings intalled in assy. line	Oct. 2009	Oct. 2009	Oct. 2009	
J030323, J200386	Wrong ECU delivery part number	TRW	QAO									15				15	- Investigate feasibility to run cross check verification of correct software info. Between Bully and NVH machine. - Improve line programming to add new part numbers by minimizing manual intervention	2/15/2010 3/1/2010	2/15/2010 3/1/2010	3/8/2010	
I240259	No communication	TRW	QAO													0	- Recirculation process set up. - Operators retraining	3/31/2009	3/31/2009	4/7/2009	

I240647	Bushing off position	TRW	Tenneco													0	- Rubber process cleaning improvement at supplier	5/12/2009	5/26/2009	6/2/2009	
I241180	Failure codes U0100, U2101	TRW	QAO				41									41	- Activation test process change - Woodpecker process improvement	9/4/2009 9/13/2009	9/4/2009 9/13/2009	9/20/2009	
I240929	Sensor harness contamination in connector	TRW	Delphi		2											2	- Process audit improvement at supplier	10/30/2009	11/6/2009	11/13/2009	
I202093	Hex nut bushing without threads	TRW	ENA				1									1	- Visual camera system	11/30/2009	11/30/2009	12/5/2009	
I241645	Missing tie rods	TRW	QAO						1							1	- Poka yoke installation to assure programming of the part number to be produced into the data base	1/15/2010	1/15/2010	1/22/2010	
I202814	Housing's slot over spec	TRW	Sensus							1						1	- Materials handling improvement to remove set up parts	12/12/2009	1/15/2010	1/22/2010	
I241503	Cricket noise	TRW	Rogersville					84								84	- Return to Job 1 sensor design. - Install guide in op. 60 to turn IPA's input shaft 45 degrees and assure finger retainer in properly installed	12/19/2009	12/19/2009	12/26/2009	
J034027	Containment bolt on bushing	TRW	QAO									1				1	- Bolt removal at SL station added	2/17/2010	2/17/2010	12/26/2009	
I240225	Noisy gear due to input shat loose on IPA	TRW	Rogersville													0	- Add bushing on "t" bar and pinion union. - Change to a new grease	Mar. 2009	Mar. 2009	Apr. 2009	
No QR	Lost of Asistance. Part recirculated that didn't passed through testing stations	TRW	QAO									1				1	- Develop password that locks ability to operators to define station to send recirculated parts. - Develop traveling card system for recirculated parts	2/25/2010	2/25/2010		

J240232	Belt sliding while teeth are not well formed	TRW	Gates										**1**			1	- Supplier to remove tape to hold rubber in mandreel. - Molds are being inspected twice (a) 100% at the stripper after demold operation of the slab and (b) at the cooling station prior to placing the next jacket on the m	3/29/2010	4/15/2010	TBD	
J200776-C	Damaged ribbon cable / Tear down	TRW	QAO										**1**			1	- Develop the usage of one individual centering tool for the tear down operation	3/30/2010	3/30/2010	4/7/2010	
J240482	Bent finger on IPA	TRW	QAO											**1**		1	- Desing and implement a Christmas tree tool base to avoid using IPA's container to place this tool	5/25/2010	5/25/2010		
No QR	ECU R227 open circuit. C17 damaged or missing	TRW	Anting												**1**	1	TBD				
J240339, J240482	Lost of assistance. TBD	TRW	TBD										**2**	**2**	**3**	7	TBD				

Chicago QR's / If Number-C it means that rejections stayed at QC
Oakville QR's / If Number-C it means that rejections stayed at QC
Hermosillo QR's

Case Number	Ford DTCs	TRW Code (Sympto	Com pone nt	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles
0KM BR188663	U3000-61	B97	EPP	In Eval (Anting)	**12/13- waiting on Raymond Qiu to send out 8D. Preliminary report states it was a bushing from the conveyer, now trying to figure out how that got into the EPP.**	11/11- once gear arrives to QAO ship to UK for analysis. 11/29- bushing found in EPP discussions with Anting, shipped to Anting for Analysis.			
0KM BR310758	reject at prerolls no codes		EPP	In Eval (QAO)	**6/20- Anting performing testing and cannot duplicate the fault, testing ongoing.**	**5/5- Unit remains in power-up status everytime the ignition is turned on. IC3 micro Voltage observed by IoHwAb.Scaled BatteryVoltage variable read from PSCM system is 0.14V 5/17- ship ECU back to Anting for analysis**			
FR-0184 RUA#4383	U3000-49	BC5	EPP	In Eval (UK)	**8/5-The original BC5 fault was not repeatable despite extensive bench testing and climatic testing. No indication of any ECU component weakness that could cause erroneous Link relay closure. The original EPP will be retrieved and the Link Relay examined to check for mechanical defects**	**1/31- ECU just arrived in the UK Andy will start testing. 3/2-The original BC5 fault was not repeatable despite extensive bench testing and climatic testing. No indication of any ECU component weakness that could cause erroneous Link relay closure. The original EPP will be retrieved and the**		04570 Bluebonnet Motors	13170
FR-0205	No Com	No Com	EPP	In Eval (QAO)	**5/9- need to put EPP back through temp cycling to see if they can get the no com to fail again. QAO did see a shorted issue with C15 because had 0 volts between input and ign. But once pin 2 was lifted & soldered back on the IC14 the ECU has been working properly with no problems. R268 resistor check was OK with the pin 2 lifted did not see a shorted condition.**	**5/6- could not communicate with test box no visual issues with 2 or 3-pin connector terminals shipped to QAO for testing 6/14- passed leak test, ambient ign. Cycling with no faults. Bully ambient & cold with performace testing. 6/15- gear bully tested with no faults. Cold testing next. 10/11- next steps to tri-temp EPP assembly 10/15- right before installing into tri-temp chamber was no able to communicate with ECU. Next to check regulator output**	NO COMMUNICATION TO MODULE VERIFIED CONCERN PARKING LOT ROAD TEST DIAGNOSE EPAS SYSTEM NO COMMUNICATION TO POWER STEERING CONTROL MODULE PERFORMED PINPOINT TEST D. REPLACED POWER STEERING CONTROL MODULE. This is the only warranty claim listed at this time. vehicle returned a week after sale	04024 Bob Hurley Ford	195
FR-0234	C200D-49 U3000-96	B9A	EPP	In Eval (QAO)	**5/9- still need to put the regulator on for further testing to confirm this was not an ECU or motor clearance issue.**	**5/28- pulled EFF data, shipped gear to QAO for testing. 6/7- shipped from 26mile to QAO today 6/14- should be in QAO sometime today 7/7- passed all QAO B9A testing, bully,hot puma, ign cycling cannot reproduce code. Shipped gear to UK for further testing 8/3- Voltage regulator damaged during cooling down exercise, need to find out what the next step is. 9/9- with damaged regulator cannot find out if this is a regulator issue. To perform**		09357 Jersey City Ford	25321

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FR-0241	U3000-49 U2011-49	B43, BB9	EPP	In Eval (QAO)	**steps to reproduce any codes. 2/21-NTF with all testing performed at QAO**	**in EFF data, also stored BB9 code. 6/18- in process from Rogersville to QAO. 10/6- found gears at QAO, leak testing started 11/8- ambient ign cycling cannot reproduce. Next to cold ign. Cycle**		01237 Kindle Ford	2604
FR-0242	U3000-49 U3000-96	B25	EPP	In Eval (QAO)	**11/8- ambient ign cycling cannot reproduce. Next to cold ign. Cycle 12/12- cold and tri-temp tested & high current tested for 12hrs with CANape and NTF.**	**6/18- in process from Rogersville to QAO. 10/6- found gears at QAO, leak testing started 11/8- ambient ign cycling cannot reproduce. Next to cold ign. Cycle**		10302 Crest Ford	885
FR-0244	C200D-49	B9A	EPP	In Eval (QAO)	**5/9- tri-temp testing done, performance with not trouble found. To perform the high pot testing then strip back plastic to check for PCB motor clearance issue.**	**6/14- pulled EFF data shipped to QAO. B43 in EFF data, also stored BB9 code. 6/18- in process from Rogersville to QAO. 10/6- found gears at QAO, leak testing started**		09675 Borgman Ford	9087

FR-0265	C200D-49 U3000-96	B9A	EPP	In Eval (QAO)	**5/29- was pulling B93 & B9A continue testing. Tri-temp and high pot test passed with NTF. No double start-up issue.**	**6/30- OBH screws removed, cannot leak test. Pulled EFF data and shipped to QAO**	02975 North Bros. Ford	21788
FR-0282	C200D-49	B9A	EPP	In Eval (QAO)	**5/9- NFF after passing all the tri-temp ign. Cycling next step to high pot testing then check for PCB motor clearance issue. High Pot testing passed with NTF.**	**7/16- pulled EFF data shipped to QAO for analysis**	04865 Desoto Ford	5659
FR-0299	C200D-49	B9A	EPP	In Eval (QAO)	**10/18- tri-temp testing passed no faults found. High pot testing with NTF**	**7/30- pulled EFF data and shipped gear to QAO for analysis.**	20659 Breakey Motors	17922

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FR-0324	No Com	No Com	EPP	In Eval (UK)	**2/4-IC14 circuit needs more testing ship PFR out, possible C154 issue Sam to ship EPP back to UK for x-ray and analysis. 7/1- UK found R281 resistor issue cut the PCB around the resistor and shipped to KOA, KOA removed the resistor from the board and could not find any problems then did destructive testing and could not find anything. need to close due to no further testing**	**10/5- could not get any data using my CANape at WPAC, re-tried 3 times. The 3-pin & 2-pin clean with no corrosion. No physical damage to gear. Ship to QAO 10/18- leak test passed sent to lab to start analysis. 11/8- Pepe testing resistor & capacitor in the regulator circuit.**	09358 Lawrenceville Ford	3796

FR-0328	U3000-49	B31	EPP	In Eval (QAO)	2/4- Sam to perform fault insertion testing.	10/5- pulled EFF & fault store data, shipped gear to QAO for analysis. No visual damage to gear 10/18- leak test passed sent to lab to start analysis. 11/12- sent email to QAO to send Geoff/Andy the EFF data for next steps. Pepe put EPP through all the tri-temp testing & ign. Cycling NTF. Next to do fault insertion testing.		04927 J.C. Lewis Ford	1995
FR-0329	U3000-49 U3000-96	B40	EPP	In Eval (QAO)	11/18- tri-temp cannot reproduce any codes. Sent Geoff the EFF data for next steps 12/16- still discussing with Geoff	10/18- pulled EFF & stored data shipped to QAO for analysis		03850 Broadway Ford	6291
FR-0333	U3000-49 U3000-96	B31	EPP	In Eval (QAO)	2/4- Put EPP inline for tri-temp testing then if that passes to perform fault insertion testing similar to FR0328.	10/25- pullled EFF & stored data, no external damage, shipped to QAO 11/12- sent email to QAO to send Geoff/Andy the EFF data for next steps. 12/16-Geoff has not received anything		01345 Bill Marsh Ford	14

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FR-0336	U2011-49	BB5, BAC	EPP	In Eval (QAO)	12/10- Andy P gave Pepe instruction on testing signals on TRU6 & TRU1.	10/25- pulled EFF & stored data, shipped gear to QAO for analysis		05389 Kearny Pearson Ford	7851
FR-0341	U2011-49	B6B	EPP	In Eval (UK)	11/15- pulled EFF & stored data shipped to 26mile for analysis. PFR done and sent to 26mile & UK. 12/3--Sent to UK.			06644 Williamsburg Motors	641
FR-0342	C200D-49	B9A	EPP	In Eval (QAO)	12/12- vehicle fit the double start-up criteria but could not get the double start-up to occur during regulator cool down. Tri-temp & high pot testing performed with NTF.	11/15- pulled EFF & stored data shipped to QAO for analysis.		06000 Country Ford	3805

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FR-0358	U3000-49	B6C	EPP	In Eval (QAO)	**6/6- can duplicate the code and other codes 8/8- trying to locate the part, checked with Sam on the location of this part.**	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis**		20337 Holmes Tuttle Ford	544
FR-0361	U3000-49	B31	EPP	In Eval (QAO)	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis**			06098 Capitol Expressway	4349
FR-0373	P07AE-09	AF1	NVH	In Eval (QAO)	**3/14- Pepe checking with 26mile to see if we should teardown, no response. Advised this should be tore down to**	**1/10- Pulled EFF data, no damage to gear and the IPA shaft tuned normal stop to stop. Shipped gear to QAO for analysis**		03900 Bergev's Ford	35780

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FR-0376	U3000-49	B6C	EPP	In Eval (QAO)	**8/8- micro shipped to Freescale for further analysis**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis 6/7- Swapped IC18 and fault still occurs,**		05665 Alexander Ford	5395
FR-0377	C200D-49	B9A	EPP	In Eval (QAO)	**3/14- passed the tri-temp ignition cycling for 12 hrs, also passed the High pot test. Confirmed Double start-**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis 2/11- analysis started cannot reproduce the**		05700 Champion Ford	125
FR-0392	No Assist	A19		In Eval (QAO)	**5/20- QAO found broken belt, sent assembly to Mark Banna to forward to Gates. 6/2- final 8D sent for broken belt**	**1/21- pulled EFF & stored data shipped to QAO for analysis 3/15- QAO in process on EDF test stand**	THIS IS THE ONLY WARRANTY CLAIM ON THIS VEHICLE, NO OTHER INFORMATION. CUST. STATES STEERING IS HARD ROAD TEST, CHECK POWER STEERING. REPLACE POWER STEERING GEAR.	04903 Maroone Ford	1294

FR-0399	TC Lamp On	A3A	EPP	In Eval (PDC)	**3/1- John B gave gear to Laura N to deliver to Tim Snider for on-vehicle testing.**	**1/31- relay to ship to UK for Andy to take to the Tyco workshop. 2/1- discuss if relay issue caused SWA Can Bus issue. 2/7- Tim agreed to reinstall the EPP and this would be put back on a vehicle for testing**	CUSTOMER STATES THE ADVANCE TRACK LIGHT STAYS ON CONTACTED HORLINE FOR KNOWN CONCERNS IN SENSOR ONLY SERVICED IN STEERING GEAR, REPLACE GEAR. VERIFIED CONCERN FOUND STEERING WHEEL ANGLE SENSOR 220 DEGREES OFF. REPLACED STEERING GEAR AND PERFORMED ALIGNMENT. VERIFIED ADVANCE TRACK LIGHT ON. EEC TEST FOUND CODE 1277. MONITOR PID DATA FOUND STEERING WHEEL	08325 Dan Wiebold Ford	12
FR-0403	U3000-49	B25,B43	EPP	In Eval (26mile)	**2/4- pulled stored & EFF data shipped gear to QAO for analysis**	**2/4- pulled stored & EFF data shipped gear to QAO for analysis**		07312 Suppes Ford	24

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FR-0406	Batt. draw	dead battery	EPP	in Eval (QAO)	**3/28- performed all the testing at QAO, NTF. Check for further testing**	**2/11- pulled stored and EFF data no codes, could not verify any visual issues and gear has no stored data.**	CK ELECTRICAL SYSTEM CUSTOMER STATES THAT CAR NEEDED TO BE JUMP STARTED AFTER 2 DAYS. CHECK AND REPORT GEAR INSP. FOR NO START, FOUND BATTERY DEAD. CHARGED BATTERY AND PERF. BATTERY DRAIN TEST, FOUND 500MA DRAW. ISOLATED CIRCUITS AND FOUND FUSES F1 AND F2 CAUSING CONCERN. TRACED TO EPAS MODULE INTERNALLY SHORTED. REPLACED STEERING GEAR AND PERF. ALIGNMENT. RECHECKED 244MA.	04691 Bloomington Ford	4691
FR-0410	U3000-49	BA4	EPP	in Eval (QAO)	**2/11- pulled stored and EFF data shipped gear to QAO for analysis**			01325 Holman Ford	122
FR-0411	C200C-2F C200B-62	BD1,BD3, BD4	TS	in Eval (Hella)	**4/18- removed the IPA assembly and verified no bent fingers, shipped the IPA to Hella(Marcus Dura), to ship the TS harness to Joel for PSI & xray testing. 5/10- leak tested the harness and passed 7/13- Hella to locate TS, s/n# A00234401612531510/2**	**2/22- pulled stored & EFF data shipped gear to QAO 3/15- passed leak test, found moisture ingression, v-clip has some corrosion was the only signs of moisture. 3/21- passed bully, performance, tri-temp ign. Cycling & wiggle testing with no codes. Will consult Jim Loria on testing for a bend finger on the bench. 4/6- Pepe to put pressure on input shaft in different directions while appling torque to the sensor to see if a code will trip from a bent finger. 4/18- removed the IPA assembly and verified no bent fingers, shipped the IPA to Hella(Marcus Dura), to ship the TS harness to Joel for PSI & xray testing. 5/10- leak tested the harness and passed 7/13- Hella to locate TS, s/n# A00234401612531510/2**		04273 Lafourche Ford	942
FR-0415	U3000-49	BA4,BA5, BC2	EPP	in process (QAO)	**2/28- Pulled stored & EFF data shipped gear to QAO for analysis**			02750 Avis Ford	4

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FR-0427	U3000-49	B24	EPP	in Eval (QAO)	**4/29- top FET three failed open, Pepe to check Aux ASIC.**	**3/25- pulled EFF & stored data, shipped to QAO for analysis 4/20- Pepe discussing results with Geoff to find out the method of testing.**		20455 Casa Ford	832

FR-0430	U3000-49	B64,BB7	EPP	in Eval (QAO)	**5/17- Unwelded terminal corresnponds to 0V terminal of Link Capacitor. Send Anting the pictures and information and ship part out for Anting for analysis.**	**3/25- pulled EFF & stored data, shipped to QAO for analysis** **5/10- Pepe is getting sttrange Blink signal using canape was not stable to continue tracking this signal to see what is the source of this signal.**		04163 Elvira Ford	4
FR-0432	U3000-49	B24	EPP	in Eval (QAO)	**5/3- FET open need to check Aux ASIC**	**3/25- pulled EFF & stored data, shipped to QAO for analysis**		07661 Laurel Ford	1354
FR-0434	No Com	No Com	EPP	in Eval (QAO)	**6/22- Anting installed new FSL micro and ECU failed EOL testing found failed IC1 swapped in a new IC1 and the ECU passed EOL. will ship the IC1 out to Infineon for analysis.**	**3/25- could not pull any data from the gear tried several times with no response.** **4/18- testing the ECU assembly not getting any CAN signals from the micro. Need to confirm micro issue before removing micro and shipping to supplier** **5/10- After IC1 swapping exercise the condition on CAN traces remain in same condition always high. To ship ECU**		00165 Gene Latta Ford	59
FR-0436 RUA# 4561	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	4/18- relay still under analysis, potential contamination issue. Contact do have unknown contamination. 6/17- Tyco still needs to get EDX analysis,Tyco have committed to provide the results of the EDX analysis and an updated report by 8th July.	**3/25- pulled EFF & stored data, shipped to 26mile for surrogate relay test, then remove and ship to Tyco.** **4/4- passed surrogate relay test** **4/6- shipped relay to UK this afternoon, Geoff should have it Friday**		03812 Gordie Boucher Ford	3304
FR-0444	U3000-49	B40,B60	EPP	in Eval (QAO)	4/15- pulled EFF and stored data shipped to QAO for analysis	4/15- pulled EFF and stored data shipped to QAO for analysis		07227 Larry Beckman Motors	461
FR-0446	U2011-49	B43, BB9	EPP	in Eval (QAO)	4/15- pulled EFF and stored data shipped to QAO for analysis			00066 Eddins Ford	527
FR-0453	U3000-49 U3000-96	B32	EPP	in process (QAO)	4/21- pulled EFF and stored data shipped to QAO for analysis			07467 Woltz & Wind Ford	6479
FR-0457	C200B-2F C200C-2F	BD0,BD2	TS	in Eval (Hella)	8/3- signal 1 stable, the resistance values low until they performed the durablity test and all the values were normal. Did find something in the flex material unsure if this is solder flux on the PCB. Last step to check the conformal coating and analyze material for possible substance causing short. 8/12- NTF or conductive materials in the conformal coatings on rthe PCB. Hella did send out ishikawa for the possible short and I sent the 8D to Tom for any questions.	5/9- pulled the EFF data ship to QAO for analysis. 6/13- confirmed channel 2 issue with TS to ship IPA to Hella for analysis 7/13- TS s/n#A0023440125292941O/3 7/27- could not duplicate the issue after durablity testing all the resistance checks are now in specs after the durability test. Possible issue moisture/ humdity issue. Could be something in the conformal coating on the PCB will remove the coating and check the visual material in the coating and will get back with the results next wednesday.		12152 Uptown Motors	2846
FR-0459	U2011-49 U3000-49	BC6, B3A	EPP	in Eval (QAO)	6/10- cannot duplicate codes, ignition cycling & tritemp testing.	5/9- pulled the EFF data ship to QAO for analysis.		03778 Ramp Motors	366
FR-0464	U3000-49	B25	EPP	in Eval (QAO)	6/10- found defective PM found shorted FETS. Anting to finish PS testing	5/9- pulled EFF & stored data and shipped to QAO for analysis		06700 Magic City Ford	3
FR-0467 RUA#4855	U3000-49 U3000-96	B43	EPP	in process (Tyco)	6/17- Failure of the coil terminal to base weld. New failure mode, but a new camera has already been added to Line 1 which includes the ability to detect this type of failure. 8D in process.	5/26- pulled stored and EFF data shipped gear to QAO for analysis 6/1- gear shipped from Rogersville to QAO 6/10- Pepe found defective link relay output using scope. Swapped PFS and normal operation. To raise RUA and overnight to Tyco for workshop next week.		07749 Future Ford	2284

FR-0468	C200B-2F C200B-62	BD2, BD4	TS	in Eval (Hella)	7/27- the broken down holder on the machine that stamps out the TS finger ring causing metal sliver to protrude down and caused the short on the TS PCB. Stronger design change of the down holder and more frequent maintaince on replacements between stamping process to fix this issue.	5/26- received this gear from Jose Chacon's desk he hot processed the part, returned gear to WPAC for level1 analysis pulled stored and EFF data shipped gear to QAO. 6/2- found out gear was shipped to 26mile, John B will ship the gear to Rogersville then shipped to QAO 6/17- found channel 1 freq fault in the IPA, to ship to Hella for analysis 7/13- channel 1 has a PMV Jitter, need to do more testing to confirm if this is an ASIC issue. TS s/n# A00234401343536310/1		01305 McCafferty Ford	73
FR-0469	TC Lamp On	no codes		At 26mile	5/26-no ford or TRW codes listed in stored data. Unknown what caused TC lamp to come on. Will store at 26mile until further notice on testing steps			09809 Five Star Ford	5732
FR-0472	TC Lamp On	No Codes		At 26mile	6/3- no ford or TRW codes listed in stored data. Unknown what caused TC lamp to come on. Will store at 26mile until further notice on testing steps			00818 Tom Peck Ford	4119
FR-0473	C200C-2F U3000-96	BD0,BD1, BD3,B90	TS	in Eval (Hella)	8/3- Hella did not find any problems with the EOL testing will check it at the ASIC level.	6/3- pulled stored & EFF data from the gear shipped to QAO for further analysis. No damage to the TS harness. 6/20- no leaks in leak test, tri-temp tested also tested at full stop,wiggle tested with IPA & ECU cover removed, NTF. To remove IPA and do good visual test and bench test. Do not send to Hella at this time. 6/28- If this sensor available then put back into chamber for 24 hours with ignition cycling 3 minutes OFF and 17 minutes ON. Monitor for LIC's with the EPP mounted outside of the chamber. 6/29- IPA already shipped to Hella, Hella will update on 7/13 meeting. 7/13- needs more testing will get update TS s/n# A00234401325602211/3		01345 Bill Marsh Ford	758
FR-0475 RUA#4950	U3000-49 U3000-96	BA4	EPP	in Eval (QAO)	7/14- shipped to UK for further testing on the Aux. ASIC IC11.	6/3- pulled stored & EFF data from the gear shipped to QAO for further analysis 6/28- scope ISENSE to see what is happening to it during this period of Power Up. Also check for low impedance between 2 tracks - perhaps a PCB issue or contamination between adjacent pins on a IC.		03228 Stuart Powell Ford	158
FR-0476	TC Lamp On	no codes		in storage (26mile)	**6/13- had BCE code U0131 not com with PSCM, no ford or TRW codes in the stored data has low battery code events E1A and lat accel event.**			20350 Glenn Jones Ford	6853
FR-0477	No Com	Mult CAN BUS codes		in storage (26mile)	**6/13- had no problems with EPAS communication, had several Can Bus codes in the PSCM with low battery event codes E1A. No other parts or wiring repaired per the AWS report. The information points to a Can Bus wiring repair.**		CHECK VEHICLE HAS NO POWER STEERING ASSIST TESTED VERIFIED ATTEMPTED TO RETRIVE DTCS UNABLE TO COMMUNCIATE WITH MODULE PIN POINT TEST D STEP D4 REPLACED ELECTRONIC STEERING GEAR	01425 Hines Park Ford	1081
FR-0478	TC Lamp On	no codes		in storage (26mile)	**6/13- will keep an eye on this vehicle I believe this will be a comeback in time with the TC activating at times with the TC lamp**		04/25/2011 05:02PM JONATHAN SAVOY MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: VEHICLE DISPLAYS A MESSAGE OF SERVICE ADVANCE TRACK. HAS HAPPENED MULTIPLE TIMES AND CAR WILL CHUG INTERMITTANTLY DIAGNOSTICS: TEST DROVE. COULD NOT DUPLICATE CONCERN. MESSAGE NOT DISPLAYED AT THIS TIME. SCANNED FOR CODES AND 2 WERE FOUND	05860 Timber Ford	302

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FR-0480	U3000-49	BA4,BA5, BC2	EPP	in process QAO	**7/25-confirmed C154 Cap issue.**	**6/17- pulled stored and EFF data, shipped to QAO for analysis. Good chance C154 Cap issue.**		08990 Quirk Ford	390

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FR-0485	C200B-62	BD4	TS	in Eval QAO	**8/1- leak tested ambient testing with NTF. Next step is performance testing running gear lock to lock then tri-temp testing.**	**7/1- code set once just under 3 minutes into the journey. Pulled EFF & stored data shipped gear to QAO for analysis**		20639 Tom's Ford	24
FR-0486	U3000-49 U3000-96	B31	EPP	in Eval QAO	**8/1- leak tested ready for lab testing**	**7/1- Pulled stored & EFF data, shipped to QAO for analysis**		03853 Park Ford	2

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FR-0489	U3000-49	B47	EPP	In Eval QAO	**7/15- pulled EFF & stored data shipped to QAO**	**7/15- pulled EFF & stored data shipped to QAO**		03990 Morris Ford	1192

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FR-0493	C200D-49	B9A	EPP	In Eval (QAO)	**8/15- performed 24hrs of tri-temp ign. Cycling. Next step bully testing**	**7/22- pulled EFF & stored data, shipped to QAO**		04893 Midway Ford	9463

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FR-0496	C200D-49	B9A	EPP	In Eval (QAO)	**8/15- did not start testing yet**	**7/22- pulled EFF & stored data, shipped to QAO**		09497 Pines Ford	2404

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FR-0504	U3000-49 U3000-96	BA4,B40, B60	EPP	In Eval QAO	8/19- low 2.2v on the ref. line and should be 2.5v testing ongoing to find component or PCB issue.	7/22- pulled EFF & stored data, shipped to QAO		08362 Broadway Ford	893

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FR-0507	U3000-49 U3000-96	B25	EPP	In Eval QAO	8/19-perform standard test ign. Cycling, bully tested, tri-temp tested still could not duplicate the code at this time.	8/3- pulled EFF & stored data, also set many A30's & E30's shipped to QAO for further analysis		02635 Doug Stanley Ford	93
FR-0508	U2011-49	B3A	EPP	In Eval QAO	8/19- lab started testing	8/3- pulled EFF & stored data shipped to QAO for further analysis		04124 Marlow Ford	886

REDACTED FOR RELEVANCE

FR-0512	C200D-49 U3000-96	B9A	EPP	In eval QAO	8/15- hall C failing this is not similar to the other B9A warranty returns. Have Anting set-up this return back to Nidec for level 3 analysis. 8/19- Sam to ship EPP to Anting then ship to Nidec. 8/22- gear shipped out to Anting then to Nidec	8/3- pulled EFF & stored data, code set early in the journey ship to QAO for further testing. 8/8- leak test passed bench tested and code does repeat, will send data to Geoff		03691 Bob Thomas Ford	10
FR-0513	U3000-49	B25	EPP	In eval QAO	8/3- was on Jose Chacon's desk pulled EFF & stored data shipped to QAO for further information	8/3- was on Jose Chacon's desk pulled EFF & stored data shipped to QAO for further information		04843 Maroone Ford	2

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					data, shipped to QAO			Ford	
FR-0517	C200B-2F U3000-96	BD0,BD2	TS	In eval QAO	8/3- no damage to TS harness pulled EFF & stored data shipped to QAO for further testing	8/3- no damage to TS harness pulled EFF & stored data shipped to QAO for further testing		06779 Duncan Ford	5
FR-0518	C200D-49	B9A	EPP	In eval QAO	8/15- did not start testing yet	8/3- codes int. set making a turn early into the journey		02204 Marshall Ford	2910

REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

FR-0524	U3000-49	AE7,AE0		In process QAO	**8/5- pulled stored data and shipped to QAO for analysis**		01662 Magarino Ford	4682
FR-0525	C200D-49	B9A	EPP	in process QAO	**8/5- pulled stored data and shipped to QAO for analysis**		01286 Tamiami Ford	5221
FR-0526	U3000-49 U3000-61	B7E, B97	EPP	in process QAO	**8/5- pulled stored data and shipped to QAO for analysis**		01203 Fred Beans Ford	4738
					8/9-- input shafted has slight friction			

REDACTED FOR RELEVANCE

FR-0529	U2011-49 U3000-96	B6B	EPP	In process QAO	**8/9- pulled EFF & stored data shipped to QAO**		02246 Bob Chapman Ford	384

VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
						11/8/2010	2011		
						4/29/2011	2011		
3FAHP0HA4AR[redacted]	4/2/2009	3/30/2009	10/28/2008	11/5/2008	2.5L Gas	3/11/2010			
3FAHP0JG2AR[redacted]	2/25/2010	2/19/2010	11/13/2009	12/21/2009	3L	3/26/2010			
3FAHP0CG0AR[redacted]	4/6/2009	4/1/2009	11/13/2008	11/21/2008	3L	4/27/2010			

3FAHP0HAXAR[redacted]	6/9/2009	6/1/2009			2.5L Gas	4/15/2010	
3FAHP0HA1AR[redacted]	5/19/2009	5/13/2009	3/4/2009	4/2/2009	2.5L Gas	4/13/2010	
3FAHP0JA5AR[redacted]	1/7/2010	12/23/2009	10/8/2009	11/6/2009	2.5L Gas	5/5/2010	
3MEHM0JG3AR[redacted]	12/5/2009	11/28/2009	10/12/2009	11/11/2009	3L	4/16/2010	
3FAHP0HAXAR[redacted]	2/13/2009	1/28/2009	10/16/2008	10/28/2008	2.5L Gas	5/18/2010	

3FAHP0JAXAR[redacted]	5/26/2009	5/21/2009	11/18/2008	11/25/2008	2.5L Gas	5/5/2010	
3FAHP0HG9AR[redacted]	4/4/2009	3/27/2009	11/18/2008	11/24/2008	3L	5/28/2010	
3FAHP0GA1AR[redacted]	3/19/2009	3/11/2009	12/4/2008	1/19/2009	2.5L Gas	5/17/2010	
3FAHP0GA9AR[redacted]	6/21/2010	1/8/2010	10/14/2010	11/11/2009	2.5L Gas	8/9/2010	
3FAHP0HA1AR[redacted]	6/10/2009	6/2/2009	1/26/2009	4/19/2009	2.5L Gas	9/7/2010	
3FAHP0HA1AR[redacted]	4/15/2010	4/7/2010	1/21/2010	2/27/2010	2.5L Gas	9/15/2010	
3FAHP0HAXAR[redacted]	4/27/2010	4/22/2010	2/5/2010	3/15/2010	2.5L Gas	9/21/2010	

3FAHP0HA4AR[redacted]	5/24/2010	5/17/2010	2/19/2010	3/27/2010	2.5L Gas	8/27/2010	
3FADP0L30AR[redacted]	4/12/2010	4/5/2010	11/5/2009	1/31/2010	2.5L Hybrid	9/10/2010	
3FAHP0JG7BR[redacted]	7/26/2010	7/16/2010	4/8/2010	5/27/2010	3L	10/11/2010	2011
3FAHP0HA3AR[redacted]	6/18/2009	6/12/2009	2/10/2009	5/4/2009	2.5L Gas	10/4/2010	
3FAHP0HA4AR[redacted]	6/26/2010	6/17/2010	3/4/2010	4/24/2010	2.5L Gas	10/5/2010	
3FADP0L32AR[redacted]	3/23/2010	3/18/2010	12/16/2010	1/25/2010	2.5L Hybrid	9/24/2010	
3FAHP0HA7AR[redacted]	4/17/2010	4/12/2010	1/26/2010	3/6/2010	2.5L Gas	9/20/2010	

3FADP0L32AR[redacted]	6/16/2009	6/10/2009	2/10/2009	5/6/2009	2.5L Hybrid	10/5/2010	
3FAHP0HG7AR[redacted]	9/24/2009	9/11/2009	6/25/2009	8/4/2009	3L	10/4/2010	
3FAHP0HA3AR[redacted]	3/31/2009		12/5/2008	1/15/2009	2.5L Gas	10/25/2010	
3FAHP0GA3AR[redacted]	7/15/2009	7/10/2009	3/11/2009	6/4/2009	2.5L Gas	11/3/2010	
3FAHP0HA8BR[redacted]	10/18/2010	10/9/2010	4/22/2010	8/14/2010	2.5L Gas	11/12/2010	2011
3FAHP0JG3BR[redacted]	8/28/2010		5/15/2010	7/13/2010	2.5L Gas	11/5/2010	2011
3FAHP0JA0AR[redacted]	4/7/2009	4/2/2009	8/27/2008	10/20/2008	2.5L Gas	11/19/2010	
3FAHP0HAXAR[redacted]	10/22/2009	10/17/2009	7/16/2009	9/10/2009	2.5L Gas	12/7/2010	
3FAHP0HA7BR[redacted]	9/3/2010		4/29/2010	7/5/2010	2.5L Gas	12/10/2010	2011
3MEHM0HA3BR[redacted]	8/12/2010	8/4/2010	3/31/2010	6/12/2010	2.5L Gas	12/9/2010	2011
3FAHP0HGXBR[redacted]	11/16/2010	11/11/2010	8/9/2010	9/18/2010	3L	12/14/2010	2011

3FAHP0JG8BR[redacted]	11/3/2010	10/30/2010	8/2/2010	9/9/2010	3L	12/23/2010	2011
3FAHP0CG6BR[redacted]	9/21/2010	9/8/2010	4/6/2010	7/29/2010	3L	1/13/2011	2011
3FAHP0JA5BR[redacted]	9/13/2010	8/31/2010	4/29/2010	7/24/2010	2.5L Gas	12/31/2010	2011
3FAHP0HA3AR[redacted]	7/8/2009	6/30/2009	2/18/2009	5/12/2009	2.5L Gas	1/6/2011	
3FAHP0HA2BR[redacted]	7/27/2010	7/17/2010	4/7/2010	5/28/2010	2.5L Gas	1/25/2011	2011
3FAHP0JA3BR[redacted]	12/16/2010	12/13/2010	10/5/2010	10/25/2010	2.5L Gas	1/25/2011	2011
3FAHP0HA8BR[redacted]	12/11/2010	12/8/2010	10/3/2010	10/17/2010	2.5L Gas	1/28/2011	2011
3FAHP0HA1BR[redacted]	1/8/2011	12/22/2010	11/11/2010	11/11/2010?	2.5L Gas	2/8/2011	2011
3FAHP0JA2BR[redacted]	9/20/2010	9/1/2010	6/8/2010	7/17/2010	2.5L Gas	1/31/2011	2011
3FAHP0JG0BR[redacted]	9/21/2010	9/9/2010	4/7/2010	7/28/2010	3L	2/3/2010	2011
3FAHP0HA6BR[redacted]	10/8/2010	9/30/2010	5/5/2010	8/16/2010	2.5L Gas	3/7/2011	2011

3FAHP0HGXBR[redacted]	2/15/2011	2/3/2011	12/25/2010	12/26/2010	3L	3/8/2011	2011
3FAHP0HA5BR[redacted]	9/21/2010	9/8/2010	6/7/2010	7/17/2010	2.5L Gas	2/23/2011	2011
3FADP0L34BR[redacted]	2/3/2011	1/25/2011	11/28/2010	11/30/2010	2.5L Hybrid	3/8/2010	2011
3MEHM0JG9BR[redacted]	12/9/2010	12/13/2010	10/6/2010	10/19/2010	3L	3/11/2011	2011
3FAHP0JG9BR[redacted]	11/30/2010	10/23/2010	6/14/2010	8/29/2010	3L	3/21/2011	2011
3FAHP0JGXBR[redacted]	10/6/2010	9/25/2010	4/13/2010	8/7/2010	3L	3/31/2011	2011
3FAHP0GAXBR[redacted]	11/19/2010	11/15/2010	8/2/2010	9/24/2010	2.5L Gas	3/31/2011	2011
3FAHP0JG7BR[redacted]	11/13/2010	11/10/2010	8/20/2010	9/17/2010	3L	3/21/2011	2011
3FAHP0JA8BR[redacted]	12/1/2010	11/22/2010	9/24/2010	10/4/2010	2.5L Gas	4/11/2011	2011
3FAHP0HA0BR[redacted]	3/11/2011	3/4/2011	1/22/2011	1/24/2011	2.5L Gas	3/29/2011	2011
3FAHP0CG1BR[redacted]	2/25/2011	2/18/2011	1/8/2011	1/11/2011	3L	4/11/2011	2011

3FAHP0JG4BR[redacted]	3/23/2011	3/11/2011	1/29/2011	2/1/2011	3L	4/20/2011	2011
3FAHP0HA0BR[redacted]	7/29/2010	7/19/2010	3/24/2010	5/27/2010	2.5L Gas	4/29/2011	2011
3FAHP0JA7BR[redacted]	8/31/2010	8/20/2010	5/24/2010	7/9/2010	2.5L Gas	5/2/2011	2011
3FAHP0HAXBR[redacted]	4/16/2011	4/7/2011	2/5/2011	2/22/2011	2.5L Gas	5/19/2011	2011
3FAHP0HA7BR[redacted]	4/30/2011	4/15/2011	2/27/2011	2/28/2011	2.5L Gas	5/13/2011	2011
3FAHP0JG2BR[redacted]	2/17/2011	2/13/2011	1/3/2011	1/4/2011	3L	5/11/2011	2011
3FAHP0HA2BR[redacted]	1/15/2011				2.5L	5/11/2011	2011
3FAHP0HA9BR[redacted]	3/9/2011	2/28/2011	11/6/2010	1/20/2011	2.5L Gas	4/22/2011	2011

3FAHP0HA3BR[redacted]	2/23/2011	2/12/2011			2.5L Gas	6/1/2011	2011
3FAHP0JA9BR[redacted]	4/2/2011	3/26/2011	2/14/2011	2/16/2011	2.5L Gas	6/7/2011	2011
3FAHP0HA8BR[redacted]	2/1/2011	1/29/2011		12/13/2011	2.5L Gas	6/10/2011	2011
3FAHP0HA0BR[redacted]	5/11/2011	5/3/2011	3/9/2011	3/10/2011	2.5L Gas	6/3/2011	2011
3FAHP0GA3BR[redacted]	5/13/2011	5/4/2011	3/13/2011	3/28/2011	2.5L Gas	6/2/2011	2011
3FAHP0JG1BR[redacted]	3/25/2011			11/30/2010	3L	6/10/2011	2011
3FAHP0JAXBR[redacted]	3/4/2011			1/15/2011	2.5L Gas	6/10/2011	2011
3FAHP0HA1BR[redacted]	3/22/2011	3/11/2011	1/31/2011	2/4/2011	2.5L Gas	6/21/2011	2011
3FAHP0JAXBR[redacted]	3/4/2011	2/22/2011		1/11/2011	2.5L Gas	6/22/2011	2011
3FAHP0JA0BR[redacted]	3/8/2011	2/24/2011		1/18/2011	2.5L Gas	6/21/2011	2011
3FAHP0HA0BR[redacted]	3/19/2011	3/9/2011		2/4/2011	2.5L Gas	7/5/2011	2011
3FAHP0HA2BR[redacted]	1/19/2011	1/12/2011	11/3/2010	11/3/2010	2.5L Gas	6/10/2011	2011
3FAHP0HA5BR[redacted]	3/7/2011	2/25/2011	11/6/2010	1/19/2011	2.5L Gas	6/22/2011	2011
3FADP0L35BR[redacted]	4/14/2011	3/28/2011		2/16/2011	2.5L Hybrid	7/2/2011	2011
3FAHP0HA3BR[redacted]	12/8/2010	11/30/2010	9/8/2010	10/6/2010	2.5L Gas	6/23/2011	2011
3FAHP0HA4BR[redacted]	2/3/2011	1/26/2011		12/23/2010	2.5L Gas	7/6/2011	2011
3FAHP0JA5BR[redacted]	3/4/2011	2/19/2011		1/11/2011	2.5L Gas	6/20/2011	2011
3FAHP0JA0BR[redacted]	3/8/2011	2/24/2011		1/17/2011	2.5L Gas	6/20/2011	2011
3FAHP0HA4BR[redacted]	4/15/2011	4/5/2011		2/14/2011	2.5L Gas	6/14/2011	2011
3FAHP0JA8BR[redacted]	3/8/2011	2/25/2011		1/18/2011	2.5L Gas	6/3/2011	2011
3FAHP0GA0BR[redacted]	4/2/2011	3/25/2011	2/14/2011	2/16/2011	2.5L Gas	6/15/2011	2011

3FAHP0HAXBR[redacted]	3/5/2011	3/9/2011		1/24/2011	2.5L Gas	6/20/2011	2011
3FAHP0JA2BR[redacted]	5/11/2011	4/30/2011	2/23/2011	3/6/2011	2.5L Gas	6/22/2011	2011
3FAHP0JA1BR[redacted]	3/7/2011	2/25/2011		1/12/2011	2.5L Gas	6/21/2011	2011
3FAHP0HA4BR[redacted]	3/18/2011	2/24/2011		1/5/2011	2.5L Gas	6/7/2011	2011
3FAHP0HA6BR[redacted]	3/25/2011				2.5L Gas	6/18/2011	2011
3FAHP0HA8BR[redacted]	2/11/2011	2/1/2011	12/10/2010	12/13/2010	2.5L Gas	7/11/2011	2011
3FAHP0HA5BR[redacted]	3/8/2011	2/24/2011		1/17/2011	2.5L Gas	6/22/2011	2011
3FAHP0JA0BR[redacted]	3/22/2011	3/11/2011		2/4/2011	2.5L Gas	7/12/2011	2011
3FAHP0HA5BR[redacted]	3/4/2011	2/22/2011			2.5L Gas	6/29/2011	2011
3FAHP0HA5BR[redacted]	5/10/2011	4/29/2011	3/5/2011	3/7/2011	2.5L Gas	6/1/2011	2011
3FAHP0JA0BR[redacted]	5/18/2011	5/6/2011	3/9/2011	3/10/2011	2.5L Gas	6/8/2011	2011
3FAHP0HG4BR[redacted]	3/16/2011	3/5/2011		1/21/2011	3L	6/20/2011	2011
3FAHP0HA0BR[redacted]	3/19/2011	3/9/2011		1/23/2011	2.5L Gas	5/30/2011	2011
3FAHP0HG3BR[redacted]	3/7/2011			2/3/2011	3L	7/2/2011	2011
3FAHP0HA4BR[redacted]	5/26/2011	5/17/2011		3/29/2011	2.5L Gas	7/6/2011	2011
3FAHP0HAXBR[redacted]	3/14/2011	3/5/2011	1/22/2011	1/24/2011	2.5L Gas	7/19/2011	2011
3FAHP0HA7BR[redacted]	3/30/2011	3/18/2011		3/1/2011	2.5L Gas	7/11/2011	2011
3FAHP0JA9BR[redacted]	3/21/2011	3/11/2011		1/31/2011	2.5L Gas	7/14/2011	2011

3FAHP0HA7BR[redacted]	3/16/2011			1/20/2011	2.5L Gas	6/23/2011	2011
3FAHP0HG9BR[redacted]	3/18/2011	3/8/2011		1/23/2011	3L	6/30/2011	2011
3FAHP0HA4BR[redacted]	3/16/2011		11/4/2010	1/20/2011	2.5L Gas	7/1/2011	2011
3FADP0L32BR[redacted]	3/15/2011	3/4/2011	1/23/2011	1/25/2011	2.5L Hybrid	6/16/2011	2011
3FAHP0HA0BR[redacted]	1/11/2011	12/21/2010	10/29/2010	11/2/2010	2.5L Gas	7/22/2011	2011
3FAHP0HA1BR[redacted]	4/16/2011	4/6/2011	2/13/2011	2/14/2011	2.5L Gas	7/19/2011	2011
3FADP0L37BR[redacted]	3/16/2011	3/5/2011	11/6/2010	1/20/2011	2.5L Hybrid	7/23/2011	2011
3FAHP0HA0BR[redacted]	2/10/2011	1/29/2011	12/10/2010	12/22/2010	2.5L Gas	7/15/2011	2011
3FAHP0HA3BR[redacted]	1/15/2011	12/23/2010	11/10/2010	11/10/2010	2.5L Gas	7/8/2011	2011

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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Issue	Status Open/Closed	current status
0KM BR198102	C200B-62 U3000-96	BD4	TS	In Eval (Rogersville)	Open	2/9- have approval to modify line 1 with new grippers and smaller diameter ,March 21st completion date.
0KM BR198415	rattle under dash	No Codes	TS	In Eval (Rogersville)	Open	2/9- Rogersville received the IPA yesterday and started the investigation of the missing bushing. Rogersville has approval to purchase the camera's. still checking to see if this was a operator mishandling issue. April 1st is target date for completion of both camera's on line 2 & 3.
FR-0377	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	Open	1/19- has signature's of a regulator issue need to scope regulator to check for double start-up
FR-0390	C200B-2F	BD0,BD2, BD4	TS	In Eval (QAO)	Open	1/14- pulled EFF & stored data shipped to QAO for analysis. No damage to TS harness
FR-0411	C200C-2F C200B-62	BD1,BD3, BD4	TS	In Eval (QAO)	Open	4/6- Pepe to put pressure on input shaft in different directions while appling torque to the sensor to see if a code will trip from a bent finger.
FR-0429	C200C-2F U3000-96	BD1,BD3 BC5	TS	in Eval (QAO)	Open	3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness
FR-0431	C200B-2F U3000-49 U3000-96	BD0,BD2, B31	TS	in Eval (QAO)	Open	3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness
FR-0435	C200C-2F	BD1,BD4	TS	in process (QAO)	Open	3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness, but found corrosion in the 2-pin connector

Case Number	Ford DTCs	Symptom	Component	Issue	status	Engine
FR-0014	C200B-C200C-2F U3000-96		TS	TS harness damage	Closed	2.5L Hybrid
FR-0018	C200B-62 U3000-96	BD0-BD4	TS	8D Complete (Hella)	Pending	
FR-0020	U200B-2F U200C-2F	BD0-BD3	TS	TS solder joint	Closed	
FR-0031	C200B-62 U3000-96	BD4	TS	Bent TS finger	Closed	
FR-0036	U2011-61 U3000-96	B95	TS	TS ASIC	Closed	
FR-0042	U3000-96	BD3	TS	TS harness damage	Closed	2.5L Hybrid
FR-0043	C200C-2F U3000-96	BD3	TS	TS burrs leadframe	Closed	
FR-0045	C200B-61 U3000-96	B90	TS	TS burrs leadframe	Closed	

DR-0046	C200C-2F U3000-96	BD3	TS	overwound clockspring	pending	2/3- had a new operator for the rework process recovering this IPA part; issue has been addressed and talked to the operators about it. Right now we are increasing our quality audits to the rework process as well.
UR0003	C200B-2F C200B-62	BD2,BD4	TS	At WPAC	Open	4/6- need to discuss next week the poke yokes designed at station 50 to check for bent veins/fingers on the torgue sensor. Andrew Bradley will join in the discussion to assist Marion to find a reasonable PCA. QAO will also be involved with the discussions.

	under analysis further testing needed QAO
	under analysis Farmington
	under analysis Rogersville
	under analysis at 26mile

FR-0055	C200B-2F U3000-96	BD2	TS	Onsemi Via	Closed				
FR-0069	NVH	growling noise gear/ park. Turn wheel noise	TS	TS ASIC	Closed				
FR-0071	C200C-2F U3000-96	BD3	TS	NTF	Closed	Ambient			
FR-0076	C200B-2F U3000-96	BD0	TS	TS harness damage	Closed	2.5L Hybrid			
FR-0084	N/A	BD0-BD3	TS	TS harness damage	Closed	2.5L Gas			
FR-0109	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Pending				
FR-0113	C200B-61 C200B-62	B90	TS	ASIC	closed				
FR-0123		BD0-BD3	TS	TS harness damage	Closed	2.5L Hybrid			
FR-0133	C200B-2F C200C-2F U3000-96	BD0-BD4	TS	v-clip in IPA housing	Closed	3L			
FR-0136	C200C-2F	BD3, BD1	TS	wire strand short IDE conn	Closed	3L			
FR-0138	C200B-2F	BD2	TS	ASIC	Closed	2.5L Hybrid			
FR-0148	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	2.5L Gas			
FR-0152	C200B-2F U3000-96	BD2	TS	lost short removing ASIC, NTF	Closed	3L			
FR-0156	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	2.5L Hybrid			
FR-0160	C200B-61 C200C-2F	B90, BD3	TS	TS harness damage	Closed	2.5L Hybrid			

FR-0167	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	2.5L Hybrid							
FR-0172	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	In Eval (Wuppetal)	Pending	Ambient							
FR-0176	C200C-2F U3000-96	BD3	TS	overwound clockspring	Closed								
FR-0185	U2011-61 C200B-62 U3000-96	B95, BD4	TS	2-pin conn water ingress	closed	2-pin harness water ingress							
FR-0187	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (Hella)	Closed								
FR-0190	C200B-61 C200B-2F	B90, BD2	TS	overwound clockspring	Pending								
FR-0193	U3000-61 C200B-62	B90, BD4	TS	Bent TS finger	closed								
FR0197		BD0-BD3	TS	double start-up regulator.	Pending								
FR0206		BD2,BD3, B90	TS	overwound clockspring	closed								
FR0208		BD4, BD1,BD3	TS	2-pin conn water ingress	Closed								
FR0210		BD2	TS	clockspring assem	closed								
FR0211		BD0-BD3	TS	double start-up regulator.	Pending								
FR0216		BD0-BD3	TS	double start-up regulator.	Pending								
FR0221		BD0-BD3	TS	overwound clockspring	closed								
FR0226		BD2,BD3	TS	TS harness damage	closed	2.5L Gas							
FR0230		BD0-BD2	TS	2-pin conn water ingress	closed								
FR0233		BD0-BD3	TS	double start-up regulator.	Pending								
FR-0238	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	TS harness damage	closed	2.5L Gas							
FR-0254	C200B-61 C200C-2F U3000-96	B90,BD3	TS	overwound clockspring	closed								
FR-0256	C200B-2F C200B-61 U3000-96	BD0, B90	TS	shrink tube leak	Open								
FR-0257	C200B-2F U3000-96	BD0,BD2	TS	ASIC	close								
FR-0267	C200B-2F U3000-96	BD0,BD2	TS	molex conn	closed								
FR-0289	C200B-2F C200C-2F	BD2, BD3	TS	sent to warehouse	closed	outside Ford's testing range							
FR-0291	C200C-2F C200B-62	BD3, BD4	TS	sent to warehouse	closed	outside Ford's testing range							

FR-0292	C200B-62	BD4, B90	TS	sent to warehouse	closed	outside Ford's testing range			
FR-0293	C200B-2F	BD0, BD2	TS	TS harness damage	Closed	2.5L Hybrid			
FR-0294	C200C-2F C200B-62	BD3, B90	TS	overwound clockspring	Closed				
FR-0298	C200B-2F C200C-2F	BD2, BD3	TS	overwound clockspring	Pending				
FR-0301	C200B-2F	BD0, B90	TS	shrink tube leak	close				
FR-0302	C200B-2F	BD0, BD2	TS	hole drilled in IPA cover	Closed				
FR-0304	C200B-2F C200B-61	BD2, BD4	TS	NTF	Pending				
FR-0312	C200C-2F	BD1, BD3	TS	shrink tube leak	close				
FR-0321	C200C-2F	BD1, BD3	TS	TS harness damage	closed	2.5L Gas			
FR-0322	C200B-2F C200C-2F	BD0, BD3	TS	TS harness damage	Open	2.5L Gas			
FR-0327	C200C-2F	BD1, BD3	TS	NTF	Open				
FR-0332	C200C-2F	BD1, BD3	TS	shrink tube leak	closed				
FR-0337	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	closed	2.5L Hybrid			
FR-0339	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	TS harness damage	closed	2.5L Gas			
FR-0343	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	double start-up regulator.	Pending				
FR0344				TS harness damage	closed	2.5L Hybrid			
FR0345				TS harness damage	closed	2.5L Hybrid			
FR-0359	C200C-2F U3000-96	BD0-BD3	TS	TS harness damage	closed	2.5L Hybrid			
FR-0363	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Open	2.5L Gas			
FR-0364	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Open	2.5L Gas			
FR-0365	C200B-2F C200C-2F C200B-61	BD2, BD3,B90	TS	NTF- looking to install on vehicle if resources allow	Pending	2.5L Hybrid			
FR-0369	C200B-2F C200C-2F	BD2,BD3	TS	overwound clockspring	closed	2.5			

FR-0371	B200B-2F B200C-2F	BD0-BD3	TS	double start-up regulator.	Open	2.5L Gas			
FR-0384	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Open	3L			
DR-0004	C200B-2F C200C-2F	BD0-BD3	EPP	double start-up regulator.	Pending	Cold			
DR-0011	C200B-61 C200C-2F	B90	TS	overwound clockspring	Closed				
DR-0015	C200B-61 C200C-2F	B90	TS	overwound clockspring	Closed				
DR-0021	C200D-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	3.5L w/ APA			
DR-0035	C200C-2F	DB3	TS	NTF	Pending				
DR-0046	C200C-2F U3000-96	BD3	TS	overwound clockspring	closed				
0KM AR369007		BD0-BD3	TS	bend tone ring tooth	closed				
0KM AR407556		BD0,BD2, BD3	TS	TS harness damage	closed	2.5L Gas			
0KM-Oakville	C200B-2F C200C-2F	BD2	TS	overwound clockspring	closed				

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U502 Total		**5**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Case #	Miles	No Comm	BA4	BA5	BA9	B3A	BBA	BAA	BBB	BAB	BC5	B24	B25	B31
wiring	16	1												
wiring	207	1												
wiring	51	1												
wiring	10	1												
wiring	281	1												
code reset	289													
UR0001	18					1								
UR0002	12					1								
UR0003	15													
UR0004	303													
UR0005	1700					1								
UR0006	2010					1								
UR0007	18													
UR0008	1661					1								
UR0009	3975					1								
UR0010	1838					1								
UR0011														
UR0012	1425					1								
UR0013	115					1								
UR0014	3096					1								
UR0015	1356					1								
UR0016	249													
Total		**5**	**0**		**0**	**11**	**0**	**0**	**0**	**0**	**0**		**0**	**0**
		No Comm	BA4	BA5	BA4	B3A	BBA	BC2	BBB	BAB	B99	B24	B25	B31

KEY

CLOSED	
OPEN	
Pending PCA	
NTF	

PAGES 66-329 REDACTED FOR RELEVANCE

From: Estes, Eric (E.E.)
Sent: Wednesday, April 13, 2011 2:56 PM
To: Surella, Matthew (M.M.); Kingstrom, Mark (M.D.)
Cc: Napoli, Laura (L.); Mrozek, Robert (R.M.)
Subject: FW: U502 Paynter 04 11.xls
Attachments: U502 Paynter 04 11.xls

Matt my manager does keep a paynter chart in this format for CD3, U502 & we will do the same for C346 the only difference is they are not tracked by each VIN in this chart. Let me know if you like this chart and I can start sending this out when you need it.

We are still waiting on Europe to send their C1 pareto charts over so we can see what format they use.

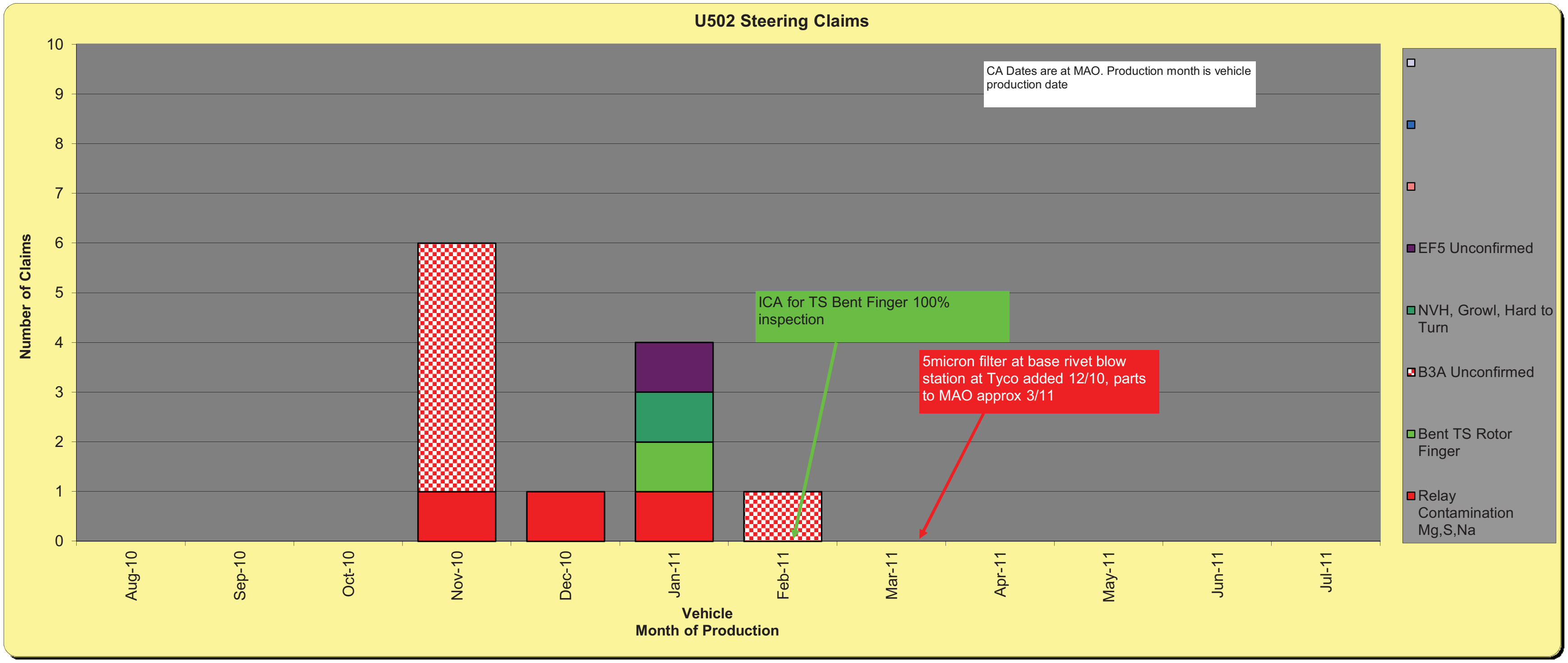
Eric

From: Anthony Fleenor [mailto:Anthony.Fleenor@TRW.COM]
Sent: Wednesday, April 13, 2011 10:03 AM
To: Estes, Eric (E.E.); Andy Partridge; Geoff Jacks; Greg Austin; Gregory Sheets; Pat Messer; Salim Semssar
Subject: U502 Paynter 04 11.xls

U502 as I know it now.

Any updates or corrections please let me know

Tony Fleenor
TRW Steering Warranty
423-272-4221



updated to 4/11/11

		Vehicle Build Month																		
Issue Title	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Relay Contamination Mg,S,Na	UR0001, 2,5				1	1	1										3	3/1/11		Filters added at Tyco blowoff as a level of containment, not 100% effective
Bent TS Rotor Finger	UR0003						1										1	2/11/11		Containment 100% inspection in Feb
B3A Unconfirmed	UR0006,8,9, 10,11,12				5			1									6			
NVH, Growl, Hard to Turn	UR0007						1										1			
EF5 Unconfirmed	UR0004						1										1			
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updated to 4/11/11

		Vehicle Build Month																	
Issue Title	**VIN/Seq#**	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
																	0			
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From: Napoli, Laura (L.)
Sent: Monday, August 22, 2011 3:41 PM
To: Jackson, Bradley (B.G.)
Subject: FW: Updated 2011 U502 Tracker

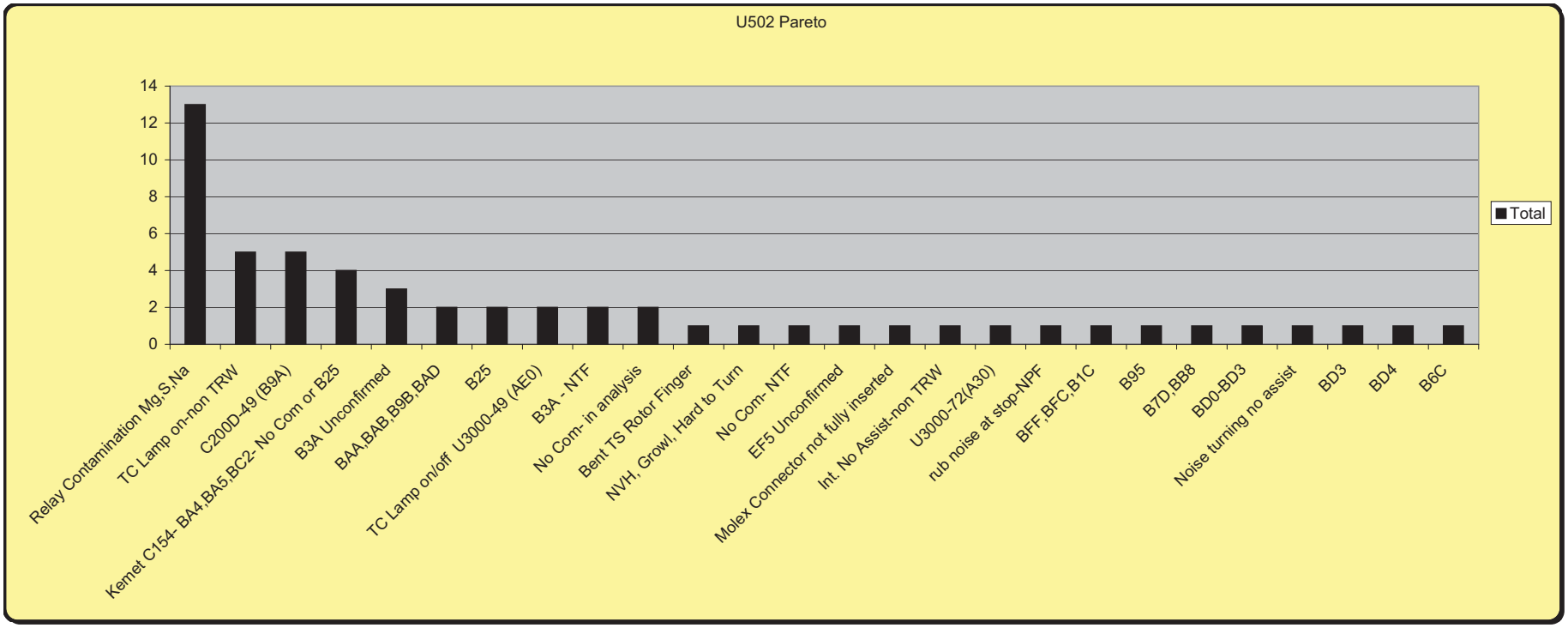
Attachments: 2011 U502 Warranty Tracker 8-22.xls

From: Estes, Eric (E.E.)
Sent: Monday, August 22, 2011 2:34 PM
To: Napoli, Laura (L.); Anthony Fleenor
Cc: Geoff Jacks; Andy Partridge; Christopher Woodruff; John Burnett; Sergio Alvarez; Greg Austin; Gregory Sheets; Greg Bendzinski; Pienta, Alan (A.); Surella, Matthew (M.M.)
Subject: Updated 2011 U502 Tracker

Here is the updated warranty tracker for U502, B9A is the big hitter at this time.

2011 U502
'arranty Tracker 8-2

Eric



updated to 8/22/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26				8	1	1	2	1								13	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
TC Lamp on-non TRW	UR0016,17,18, 29,44								5								5	5/17/11	Non-TRW Issue	RCM causing TC lamp on for C1B00 code ISM 5/17/2011 & workshop manual corrected for this issue
C200D-49 (B9A)	UR0030,45,47, 48,58						1		3	1							5			8/22- hall effect & encoder differential. More testing needed to find root cause
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
B3A Unconfirmed	UR0038,41,56				1	1					1						3			NTF after relay contact analysis at Tyco
BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
TC Lamp on/off U3000-49 (AE0)	UR0023,52						1		1								2			5/23- ship gear back to Marion for analysis
B3A - NTF	UR0008,9				2												2			
No Com- in analysis	UR0035, 54										2						2			7/1- No Com
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb

updated to 8/22/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location
No Com- NTF	UR0033									1							1			7/1- No Com
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1			
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1			
Noise turning no assist	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
B6C	UR0050										1						1			
popping noise turning	UR0057											1					1		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
																	0			
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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date
0KM BGA85712	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.										
UR0021	U3000-49 U3000-96	BAA,BAB,B9B,BAD	EPP	in eval Melexis	8/15- Geoff to review Melexis 8D and check for further information to finalize.	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is			03073 Mullinax Ford	3735			1FMHK8B88BG[redacted]	1/18/2011	1/7/2011	10/30/2010
UR0025	U3000-49	B25	EPP	In eval MAO	8/3- Sergio to send PFR to Andy/Geoff/Mike Molloy 8/15- Fault is not reproducible at ambient . EFF data shows fault was raised at 6 C degrees. There is one 0KM with exactly same fingerprints. Try cold testing using a freezer. 8/22- ship gear to 26mile for tri-temp testing.	5/26- pulled stored & EFF data shipped to MAO for further testing 6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps.			20609 Orange Motor Co	8			1FMHK7D89BG[redacted]	3/29/2011	2/28/2011	1/4/2011
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor. 8/15- UK motors grp did full teardown and did not find any flux density fault. Will put on hold until	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43 Celsius. To be shipped to UK			05559 Villa Ford	7839			1FMHK8F82BG[redacted]	1/19/2011	1/3/2011	9/26/2010
UR0031 RUA#4977	No Com	No Com	EPP	In Eval UK	8/3- raise RUA and ship to UK for further testing. 8/8- part has not arrived yet in the UK check Anting for update	7/1- could not pull any Ford or Canape data, verified equipment does work, shipped to MAO for analysis. 7/25- It was found a low impedance between pin2 IC14 and ground. IC14 circuit open pin 2 of IC14 still present resoldered pin 2 and everything is working nomal at this time. ECU fixed Sergio did notice some marks close to pin 2 and the ground plane. Testing still ongoing			02459 Sam Pack's Ford	11			1FMHK7D85BG[redacted]	5/9/2011	4/29/2011	2/24/2011
UR0032 RUA #4978	U3000-49	BFF,BFC,B1C	EPP	In Eval UK	7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis. 8/1- check with Mike on updates 8/8-part has arrived to the UK.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return.			07590 Van Bortel Ford	3003			1FMHK8F85BG[redacted]	3/4/2011	2/28/2011	12/5/2010
UR0034	U2011-61 U3000-96	B95	TS	In Eval Hella	8/1Checked with oscilloscope. Unstable Channel 2 PWM when no torque is applied. You can see a varation in channel 2 . Bobby to ship part to Hella	7/1- pulled stored and EFF data, shipped to MAO for analysis			00210 Sunny King Ford	2707			1FMHK7D80BG[redacted]	1/20/2011	1/15/2011	11/16/2010

UR0035 RUA# 4979	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In Eval UK	8/8- part has not arrived yet in the UK for further testing check with Anting for update	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/25-MAO reproduced B23- found a a low impedance between pin96 and pin97 on main micro IC3. It seems a problem on the soldering.			04161 Eddie Yaklin Ford	4625			1FMHK7D8XBG[redacted]	12/8/2010	12/6/2010	10/1/2010
UR0036	C200B-2F C200C-2F	BD0-BD3	TS	In Eval Hella	8/1- BD3 fault is raised when IPA is fully turned CCW. Reference EPP used. Fault travelling with IPA harness. IPA signals are scoped. Observed a voltage drop in 5V supply. After a while fault is replicated, there was no signal on channel 2. bobby to ship to Hella.				M1626 Sanchez Auto	8			1FMHK7F82BG[redacted]	4/13/2011	4/7/2011	12/7/2010
UR0037	Making noise no assist	A19	NVH	In Eval 26mile	8/8- found broken pulley from Capstan, submitted presentation to Ford. When 8D is completed will send out to Ford.				00169 Pittsville Motors	6773			1FMHK8D84BG[redacted]	1/31/2011	1/24/2011	11/17/2010
UR0038 RUA#4997	U2011-49 U3000-96	B3A	EPP	In Eval UK	8/8- MAO testing still ongoing 8/11- cannot duplicate code fits the Mg,Na contamination dates shipped to UK then Tyco week 25 relay build	8/1- MAO working on ambient and hot testing.			07563 Riser Ford	9727			1FMHK7F83BG[redacted]	11/23/2010	11/17/2010	9/10/2010
UR0040 RUA#	U3000-49	BAE,BAB,BAD	EPP	In eval MAO	8/10- MAO to hold onto EPP until UK is done testing the three gears with similar codes	8/1- raise RUA and ship to UK for further analysis. faults not replicating even when in hot testing. Fault not replicating in lab after hot test over ASIC and IC17. During analysis part failing with BA4 , B3A rep B7E. Power module swapped with a reference on.			08811 Sentry Ford	2050			1FMHK8D83BG[redacted]	2/14/2011	2/7/2011	12/13/2010
UR0041 RUA# 4980	U2011-49	B3A	EPP	In Eval UK	8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco	8/1- Phase1 motor relay contact not closing.raise RUA and ship to UK			02199 Bob Gillingham Ford	5016			1FMHK8B88BG[redacted]	12/2/2010	11/23/2010	9/14/2010
UR0042	C200C-2F	BD3	TS	In process MAO	8/3- ambient & cold testing done with NTF, next step hot testing- NTF. 8/11- ship to 26mile for tri-temp testing	8/1-passed EOL & bench testing			01273 Fred Beans Ford	4301			1FMHK8D84BG[redacted]	3/14/2011	3/7/2011	1/20/2011
UR0043 RUA #4981	U3000-49	BAE,BAB,BAD,BAA	EPP	In Eval UK	8/8- UK received the part today for further testing. 8/22- comfirmed IC17, get reply from Anting and ship to supplier.	8/1- raise RUA and ship to UK for further analysis.AA I sense working fine and Isense IC17 output incorrect. Signal coming from AA is OK but IC17 output is not good. IC17 temperature sensitive. did not swap Component Same failure mode as CR0030 in which after swapping Pin 5 is found broken.			05319 Rusty Eck Ford	5191			1FMHK8F84BG[redacted]	2/22/2011	2/17/2011	12/11/2010
UR0045	C200D-49	B9A	EPP	In Eval MAO	8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives.	8/1- hot and ambient testing done NTF. cold testing next step			05928 Premier Ford	1695			1FMHK7D8XBG[redacted]	3/28/2011	3/23/2011	1/24/2010
UR0046	C200B-62	BD4	TS	In process MAO	8/3- ambient & cold testing done with NTF, next step hot testing- NTF. 8/11- ship to 26mile for tri-temp testing	8/1- NTF on bench testing, or EOL testing.			04927 J.C. Lewis Ford	1410			1FMHK7F87BG[redacted]	5/10/2011	5/1/2011	3/24/2011

UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and encoder, more testing needed to define cause.	8/2- pulled stored & EFF data shipped to 26 mile for further information. 8/12- Chris bench tested with NTF with start the tri-temp testing to see if B9A resets 8/15- now able to duplicate the B9A will send Geoff the information on the scope and test set-up.			06700 Majic City Ford	3447			1FMHK8F87BF[redacted]	3/29/2011	3/24/2011	10/26/2010
UR0048	C200D-49	B9A	EPP	In process MAO	8/2- pulled stored & EFF data shipped to MAO for further information				08211 Robinson Brothers Ford	3163			1FMHK7D84BG[redacted]	4/5/2011	3/30/2011	12/25/2010
UR0049	U3000-49	BA4,BA5,BC2	EPP	In process MAO	8/2- pulled stored & EFF data shipped to MAO for further information	8/2- pulled stored & EFF data shipped to MAO for further information			08862 Portsmouth Ford	457			1FMHK7F82BG[redacted]	5/13/2011	5/5/2011	3/23/2011
UR0050	U3000-49	B6C	EPP	In process MAO	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly.				03334 Charles Gabus Ford	4666			1FMHK8F85BG[redacted]	5/2/2011	4/19/2011	2/17/2011
UR0051	U3000-49	B25	EPP	In process MAO	8/2- pulled stored & EFF data shipped to MAO for further information				04921 Bozard Ford	2124			1FMHK7D89BG[redacted]	2/25/2011	2/21/2011	1/4/2011
UR0052	Check eng lamp on U3000-49	AE0		At WPAC	8/10- ship gear out of WPAC and test gear at MAO. If NTF to close case	8/2- could not pull any codes only had a AEO code(CAN message fault)in PSCM check CQIS case dealer replaced EPAS gear and same codes set(U3000-49) no change, dealer could not fix vehicle and vehicle was bought back. Int no communication from the CAN			00149 Waldrof Ford	1343			1FMHK8D81BG[redacted]	3/7/2011	3/2/2011	12/26/2010
UR0053	U3000-49	BA4,BA5,BC2		In process MAO	8/19- pulled EFF & stored data does fit the signature of a Kemet C154 failure shipped to MAO to confirm				01928 Bert Wolfe Ford	629			1FMHK8D81BG[redacted]	5/20/2011	5/12/2011	2/11/2011
UR0054	No Com	No codes		at WPAC will ship out to MAO for analysis	8/19- tech was not able to get the tc lamp on or get the vehicle to act up but states he could not communicate with the PSCM using his IDS. Unknow if this was an IDS issue because there would be lamps on and no steering if he was not able to commincate with the PSCM. I had no trouble pulling data when gear arrived.				03776 Legacy Ford	16			1FMHK8B82BG[redacted]	5/22/2011	5/18/2011	4/7/2011
UR0055	U3000-49	BA4,BA5,B45,B9C, B6C,B71		In process MAO	8/19- pulled EFF & stored data shipped to MAO for further analysis				06787 Lake Elsinore Ford	2584			1FMHK7D87BG[redacted]	5/13/2011	5/4/2011	3/16/2011
UR0056	U2011-49	B3A		In process MAO	8/19- pulled EFF & stored data shipped to MAO for further analysis				06338 Shults Ford	105			1FMHK7B86BG[redacted]	5/12/2011	5/3/2011	2/28/2011
UR0057	popping noise frt-end turning	no codes, lamps or noise from the gear		dealer chargeback	8/19- checked the history on this gear because I did not find any thing wrong with the gear physically or internal codes. Found out a bumper beam weld broke and causing the noise. Will chargeback the gear to the dealer				04544 Red McCombs Ford	1108			1FMHK7F89BG[redacted]	6/3/2011	5/26/2011	

UR0058	C200D-49	B9A		In process MAO	8/19- pulled stored & EFF data from the gear and shipped to MAO for further testing				02486 Five Star Ford	6543			1FMHK7D86BG[redacted]	3/24/2011	3/21/2011	1/24/2011

EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
	3.5L wo/APA	4/28/2011			
1/8/2011	3.5L wo/APA	4/21/2011			
10/15/2010	3.5L w/APA	5/13/2011			
3/4/2011	3.5L wo/APA	5/18/2011			
12/8/2010	3.5L w/APA	6/9/2011			
12/2/2010	3.5L wo/APA	5/11/2011			

10/21/2010	3.5L wo/APA	5/31/2011			
12/11/2010	3.5L wo/APA	6/2/2011			
11/19/2010	3.5L wo/APA	5/25/2011			
9/16/2010	3.5L w/APA	5/2/2011			
12/19/2010	3.5L wo/APA	6/16/2011			
9/16/2010	3.5L wo/APA	6/13/2011			
1/29/2011	3.5L wo/APA	6/20/2011			
12/16/2010	3.5L w/APA	6/27/2011			
1/29/2010	3.5L wo/APA	7/1/2011			
3/26/2011	3.5L wo/APA	6/16/2011			

2/13/2011	3.5L w/APA	7/14/2011			
12/26/2010	3.5L wo/APA	6/23/2011			
3/24/2011	3.5L wo/APA	6/28/2011			
2/24/2011	3.5L w/APA	7/11/2011			
1/7/2011	3.5L wo/APA	6/23/2011			
12/30/2010	3.5L wo/APA	4/15/2011			
2/14/2011	3.5L wo/APA	7/6/2011			
4/8/2011	3.5L wo/APA	6/29/2011			
3/19/2011	3.5L wo/APA	714/2011			
3/17/2011	3.5L wo/APA	7/11/2011			
4/21/2011	3.5L wo/APA	7/6/2011			

1/27/2011	3.5L wo/APA	7/8/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP											1FMHK8F81BG[redacted]	3/16/2011
0KM BGA30310	No Assist	?		CAP	no returned part from CAP												
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned, should be tomorrow. Then part should arrive at WPAC by Monday 2/14. 4/6- need to discuss next						07955 Ron Dupratt Ford	15			1FMHK8D87BG[redacted]	1/24/2011
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts			CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO			00089 Koons Ford	303			1FMHK8F8XBG[redacted]	1/20/2011
REDACTED FOR RELEVANCE																	
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled. 3/10- Lundell EFF and fault						Lease management vehicle- Steve	1661			1FMHK8D86BG[redacted]	11/5/2010
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any						Lease management vehicle- Doug White	3984			1FMHK8D88BG[redacted]	11/12/2010
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.						06700 Magic City Ford	5155			1FMHK8F84BG[redacted]	1/19/2011

Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
			3.5L w/APA	3/16/2011			
			3.5L w/APA				
1/17/2011	########	########	3.5L wo/APA	2/2/2011			
1/19/2011	12/1/2010	12/4/2010	3.5L w/APA	2/12/2011			
			3.5L wo/APA	3/2/2011			
10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			
1/11/2011	########	########	3.5L wo/APA	4/19/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)
0KM BGA32423	U3000-49	B25,BB8, B95	EPP	In Eval (26mile)	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in this wednesdays									
0KM BGA56776		B25,BB8		MAO	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign									
REDACTED FOR RELEVANCE															
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi			CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2			09618 Brown Motors	18		
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil			CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-			02071 I-77 Ford	10		
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when						Ford Management Lease Car- Chicago	1700		

UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after						Ford PDC Fleet vehicle- Taras Palczynski	2010		
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to						lease management vehicle WHQ VSC	1838		
UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.						04331 Brondes Ford			
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with						02058 Beechmont Ford	1425		
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to						00807 Crest Ford	115		
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK						03820 Landers Ford	3096		`
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate						00807 Crest Ford	1356		
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change							02761 Southgate Ford	249		
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00 64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING APPROVAL CODE FOR RCM REPLACEMENT			02731 Atchinson Ford	111		
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET AGIAN ANY KNOWN CONCERNS REPAIRS OR			05646 Crown Ford	30		

UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex						02058 Beechmont Ford	13		
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253				WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING			07737 Serramote Ford	611		
UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing						05126 Gary Crossley Ford	4475		
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week						06081 San Francisco Ford	14		
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.						02694 Dean Sellers	3754		
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-						08305 Evergreen Ford	49		

REDACTED FOR RELEVANCE

UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.				5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER.			08868 John C. Stewart & Son	17		
UR0033	No Com	No Com	EPP	In Eval MAO	7/26- No problem found with EPP communication, pulled normal data from the EPP. Still testing NTF. Unknown if tech mis-diagnosed vehicle for this front abs sensor issue.	7/1- was able to get into Canape data. After new EPAS gear installed vehicle returned 14 miles later with ABS & TC lamp coming on found shorted harness for abs frt sensor.						08452 New Brighton Ford	872		
UR0039	No Com	No Com	EPP	In eval MAO	8/10-confirmed C154 Kemet Cap	7/25- no other claims on this vehicle						03591 Matthews-Currie Ford	1484		
UR0044	Wheels lock TC lamp on C1B00-64	No codes		At WPAC	7/25-tech did not follow proper diagnostic's vehicle equipped with auto park C1B00-64 leads to SWA sensor in column. Hotliner requested to replace the RCM Chargeback dealer.							01472 Gullo Ford	3702		
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	5/13- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for 36 hrs with no A3A's, F66's or									

VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
1FMHK8F81BGA[redacted]	3/2/2011				3.5L wo/APA	3/2/2011			
BGA56776			1/25/2011	2/25/2011		4/13/2011			
BGA59863				3/2/2011		4/27/2011			
1FMHK8D83BG[redacted]	12/16/2010				3.5L wo/APA	1/12/2011			
1FMHK8D83BG[redacted]	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
1FMHK8F88BG[redacted]	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			

1FMHK7D89BG[redacted]	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
1FMHK8F89BG[redacted]	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			
1FMHK7F87BG[redacted]	2/24/2011				3.5L wo/APA	3/28/2011			
1FMHK8F83BG[redacted]	11/22/2010								
1FMHK8F85BG[redacted]	2/16/2011				3.5L w/APA	3/9/2011			
1FMHK8F8XBG[redacted]	11/3/2010				3.5L w/APA	3/5/2011			
1FMHK7B87BG[redacted]	11/16/2010				3.5L wo/APA	2/25/2011			
1FMHK7D82BGA[redacted]	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011			
1FMHK8D89BGA[redacted]	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011			
1FMHK7D85BGA[redacted]	3/8/2011				3.5L wo/APA	4/6/2011			

1FMK8F80BG[redacted]	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
1FMHK8D89BG[redacted]	2/15/2011	2/7/2011			3.5L wo/APA	3/23/2011			
1FMHK8F80BG[redacted]	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011			
1FMHK8D81BG[redacted]	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011			
1FMHK8F8XBG[redacted]	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			
1FMHK8F84BG[redacted]	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011			
1FMHK8D8XBG[redacted]	1/20/2011	1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011			

1FMHK8D83BG[redacted]	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011			
1FMHK7B80BG[redacted]	4/18/2011	4/9/2011	12/25/2010	12/31/2010	3.5L wo/APA	6/4/2011			
1FMHK7B81BG[redacted]	3/29/2011	3/27/2011	1/7/2011	1/9/2011	3.5L wo/APA	6/13/2011			
1FMHK7F87BG[redacted]	3/3/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/11/2011			
1FMHK8D81BG[redacted]	3/14/2011				3.5L wo/APA	3/2/2011			

From: Pienta, Alan (A.)
Sent: Monday, November 21, 2011 9:34 AM
To: Rossi, Roberto (R.A.)
Subject: FW: Updated B9A Warranty Return Ribbon Cable Analysis

Attachments: B9A serial numbers all belt drive 11-18-11.xlsx

Fyi

Al

From: Estes, Eric (E.E.)
Sent: Friday, November 18, 2011 12:41 PM
To: Napoli, Laura (L.); Sergio Alvarez (Sergio.Alvarez@TRW.COM); Geoff Jacks (Geoff.Jacks@TRW.COM); Andy Partridge (Andy.Partridge@TRW.COM); 'JoseJ Lopez' (JoseJ.Lopez@TRW.COM); Jim Duehring (Jim.Duehring@TRW.COM); Salim Semssar; Surella, Matthew (M.M.); Flanagan, Thomas (T.P.); Pienta, Alan (A.); 'Mike Davies' (Mike.Davies@TRW.COM); Guillermo Aguilar (Guillermo.Aguilar@TRW.COM); Christopher Woodruff; Coco Hernandez-Navarro (Coco.Hernandez-Navarro@TRW.COM); Qishan Feng (Qishan.Feng@TRW.COM); 'Anthony Fleenor' (Anthony.Fleenor@TRW.COM)
Subject: Updated B9A Warranty Return Ribbon Cable Analysis

Laura here is the updated warranty analysis on most of the ribbon cable inspections. (see attachment)

I show 42 conformal coats and 16 misalignments from all the warranty returns at this time.

B9A serial numbers all belt dr...

Eric J Estes
TRW EPAS Steering Systems
Quality Specialist
Hotline ph# 313-317-9358
Cell ph# 734-560-3493

Case Number	U502 B9A EPP s/n	Motor Build date	Root Cause	Location	still need analysis	other codes set
UR0030	102881920F30188	2010-09-17	torn down	motors grp-UK	X	
UR0045	110291919G30475	2010-12-27	under analysis	UK	X	
UR0047	110441920G30308	2010-12-28	torn down	Tyco	X	
UR0048	103601919G30367	2010-12-04	conformal coat	UK		
UR0058	110271919G31290	2010-12-28	under analysis	motors grp-UK	X	
UR0059	110291919G31227	2010-12-28	misalignment	Tyco		
UR0060	110771919J30898	2011-01-25	misalignment	Tyco		
UR0061	110291919G30593	2010-12-27	conformal coat	UK		
UR0062	110291919G30862	2010-12-28	conformal coat	UK		
UR0063	103631920G30133	2010-12-06	conformal coat	UK		
UR0064	110261919G30786	2010-12-24	misalignment	Tyco		
UR0065	103591919G30091	2010-12-24	conformal coat	UK		
UR0066	103171919F30938	2010-10-27	under analysis	UK	X	
UR0067	110151919G31298	2010-12-13	under analysis	UK	X	
UR0068	110151919G30515	2010-12-23	under analysis	UK	X	
UR0069	103031919F30506	2010-10-07	under analysis	UK	X	
UR0070	110281919G30095	2010-12-28	misalignment	UK		
UR0071	110621919J30710	2011-01-20	conformal coat	MAO		
UR0073	110761919J31074	2011-01-24	conformal coat	MAO		
UR0075	110451919G30577	2010-12-30	conformal coat	MAO		
UR0076	110291919G30300	2010-12-27	misalignment	MAO		
UR0077	110071919G30749	2010-12-24	conformal coat	MAO		
UR0079	110481919G30125	2010-12-30	misalignment	MAO		
UR0080	110491919J30546	2010-12-30	conformal coat	MAO		
UR0081	110151919G30544	2010-12-23	conformal coat	MAO		
UR0082	110071919G30887	2010-12-24	conformal coat	MAO		
UR0083	103181919F31151	2010-10-27	conformal coat	MAO		
UR0084	103601919G30305	2010-12-04	conformal coat	MAO		
UR0085	103381919G30931	2010-11-08	conformal coat	MAO		
UR0086	110631920J30819	2011-01-03	conformal coat	MAO		
UR0087	110291919G30215	2011-12-27	misalignment	MAO		
UR0088	103521919G31407	2010-11-11	conformal coat	MAO		
UR0089	110141919G30775	2011-12-23	conformal coat	MAO		
UR0092	103561919G30991	2010-11-12	conformal coat	MAO		
UR0095	110271919G30664	2010-12-25	misalignment	MAO		
UR0096	110631919J30050	2011-01-20	remove from vehicle	Gary Smith in-vehicle test	X	B92
UR0098	103521919G31407	2010-11-11	conformal coat	MAO		
UR0099	103451919G30811	2010-11-10	conformal coat	MAO		
UR0100	110901919J35745	2011-02-12	conformal coat	MAO		
UR0101	110761919J30756	2011-01-24	conformal coat	MAO		
UR0103	110281919G31045	2011-12-27	under analysis	MAO	X	
UR0104	110151919G30511	2011-12-23	conformal coat	MAO		
UR0105	110421919G30598	2011-12-29	conformal coat	MAO		
UR0108	110081919G30406	2011-12-24	conformal coat	MAO		
UR0109	103031919F30809	2010-10-25	conformal coat	MAO		
UR0111	110151919G30342	2010-12-23	conformal coat	MAO		

UR0113	110161919G30045	2011-12-23	conformal coat	MAO		
UR0114	110261919G30136	2010-12-27	conformal coat	MAO		
UR0115	110291919G30096	2010-12-27	conformal coat	MAO		
UR0116	103381919G30367	2010-10-27	remove from vehicle	Matt Surella's in-vehicle test	X	
UR0117	110281919G30762	2011-12-28	misalignment	MAO		BD0-BD3
UR0118	110671920J30011	2011-01-02	under analysis	MAO		
UR0119	110071919G30999	2010-12-24	under analysis	MAO		
UR0120	110911919J35411	2011-02-15	misalignment	MAO		
UR0123	111051919J35133	2011-03-14	under analysis	MAO	X	
UR0124	110901919J36048	2011-02-14	under analysis	MAO	X	

Case Number	CD3 B9A EPP s/n	Motor Build date	root cause	Location	Still need analysis	other codes set
FR-0493	102792002C30419	2010-10-14	conformal coat	UK		
FR-0496	102792002C30419		regulator PU	QAO		
FR-0512	110662002D35100	2011-02-09	hall effect-TBC	Micronas		
FR-0518	110242002D30163	2010-12-22	misalignment	QAO		
FR-0525	103062002D30239	2010-10-15	conformal coat	QAO		
FR-0532	103062002D31029	2010-10-14	conformal coat	UK		
FR-0533	111022002D35025	2011-03-17	under analysis	QAO		NO B9A(B38,B4E)
FR-0534	110322002D35261	2011-01-08	under analysis	UK		
FR-0535	102912002C30375	2010-09-24	conformal coat	QAO		
FR-0536	103152002D31020	2010-10-16	conformal coat	UK		
FR-0537	110252002D30179	2011-01-04	misalignment	Tyco		
FR-0538	110232002D30097	2010-12-20	under analysis	UK	X	
FR-0539	103482002D30282	2010-11-23	under analysis	QAO	X	
FR-0543	103072002D30992	2010-10-14	conformal coat	26mile		
FR-0544	102472002B30653	2010-08-19	conformal coat	26mile		
FR-0545	103212002D30532	2010-10-17	conformal coat	26mile		
FR-0546	103412002D30674	2010-11-04	conformal coat-U	QAO		
FR-0547	110672002D30526	2011-02-09	under analysis	QAO	X	
FR-0548	103192002D30082	2010-10-15	under analysis	QAO	X	
FR-0549	103192002D30791	2010-10-15	under analysis	QAO	X	
FR0552	103052002D30193	2010-10-13	under analysis	QAO	X	
FR0553	111292002D36263	2011-04-10	conformal coat	26mile		2012 m/y
FR0567	111612002D31167	2011-05-23		in process QAO	X	2012 m/y

X

Case Number	C346 B9A EPP s/n	Motor Build date	other codes set	still need analysis	Root Cause	location			
CR0075	110761923D36352	2011-02-20		X	remove from vehicle	Laura's car			
CR0088	110061923D35205	2010-11-18			conformal coat	MAO			
CR0093	110551923D35104	2011-01-25			misalignment	26mile			
CR0112	110141923D35643	2010-11-19			misalignment	MAO			
CR0136	110571923D35913	2011-02-09		X		?	was CR0089 but had duplicate so I changed the CR#	need to check with Greg Austin/26mile	X
C1-Europe					misalignment	Tyco			
0km CL180760					misalignment	MAO			

From: Flanagan, Thomas (T.P.)
Sent: Wednesday, September 28, 2011 12:38 PM
To: Surella, Matthew (M.M.)
Subject: FW: Updated TRW EPAS Warranty trackers

Matt,

FYI..

Tom Flanagan
Ford Motor Company
CD3, D3 EPAS Steering Engineering
PDC 2B-K24
(313) 845-4062
Cell (313) 815-6885

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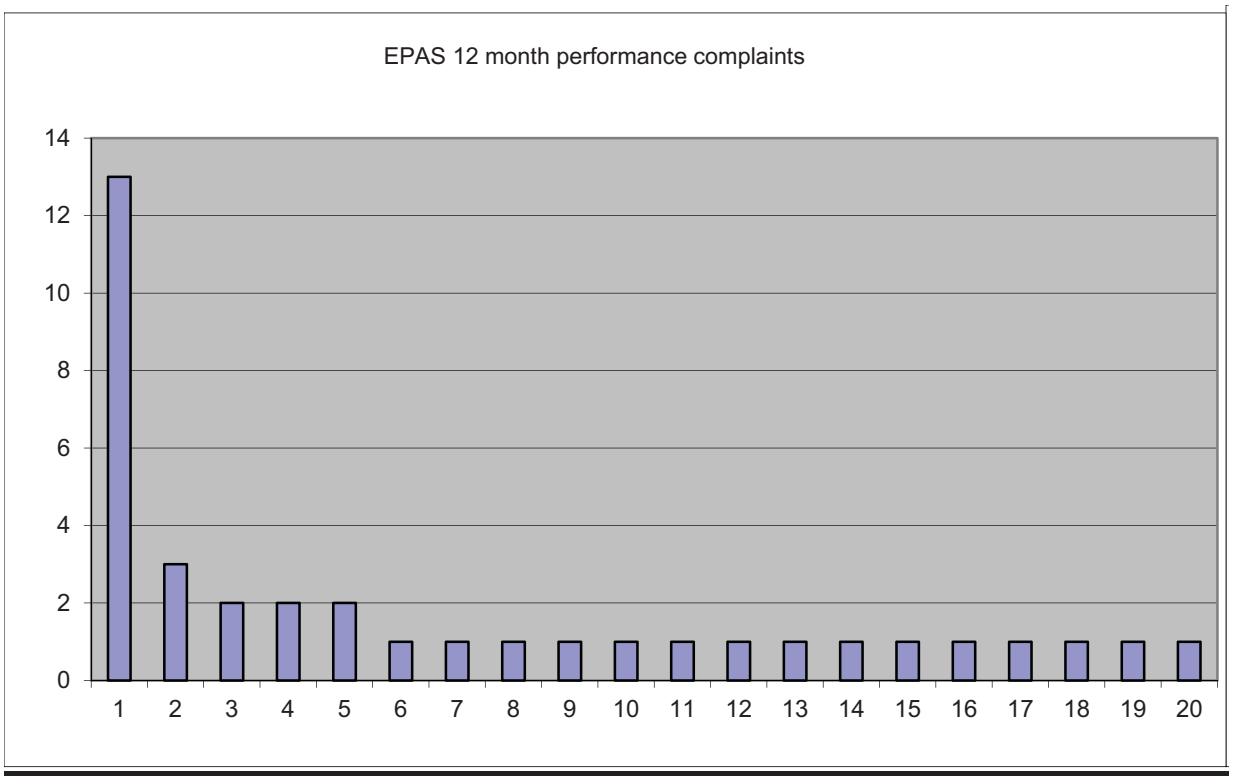


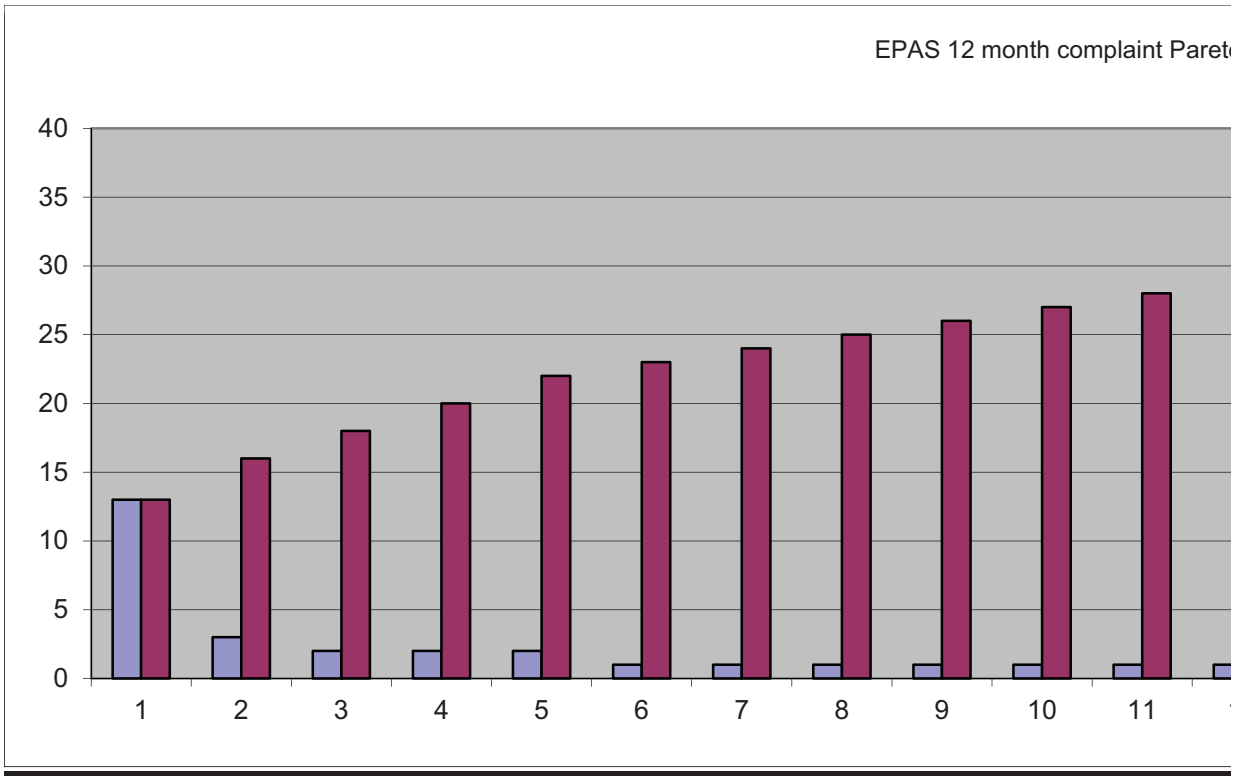
QR number	Description	Liability	Liability Tier	Jun	Jul	Aug	Sep
I240208, I240512, I240760, I031437, I241013, I241151, I241124, I241277, I241469, I241496, I241663, No QR, J240339-3	Lost of assistance / Relay related						
	Raised Rivet	TRW	Tyco	3			
	Offset spring	TRW	Tyco				
	Sulphur contamination	TRW	Tyco				

	Link relay armature weld failure	TRW	Tyco			1	2
	Plastic contamination	TRW	Tyco			1	
	Loose plastic tab	TRW	Tyco		1		
I240504, I240786, I241589	Noisy gear due to input shat loose on IPA / Missing input shaft bushing	TRW	Rogersville	1			
J240339-4, J200776-C	Lost of assistance PCB clerance related	TRW	Nidec				
I241036, I241386	Missing mounting bushing	TRW	QAO			1	
J030323, J200386	Wrong ECU delivery part number	TRW	QAO				

I240259	No communication	TRW	QAO				
I240647	Bushing off position	TRW	Tenneco				
I241180	Failure codes U0100, U2101	TRW	QAO				41
I240929	Sensor harness contamination in connector	TRW	Delphi		2		
I202093	Hex nut bushing without threads	TRW	ENA				1
I241645	Missing tie rods	TRW	QAO				
I202814	Housing's slot over spec	TRW	Sensus				
I241503	Cricket noise	TRW	Rogersville				
J034027	Containment bolt on bushing	TRW	QAO				
I240225	Noisy gear due to input shat loose on IPA	TRW	Rogersville				
No QR	Lost of Asistance. Part recirculated that didn't passed through testing stations	TRW	QAO				

J240232	Belt sliding while teeth are not well formed	TRW	Gates				
J200776-C	Damaged ribbon cable / Tear down	TRW	QAO				
J240482	Bent finger on IPA	TRW	QAO				
No QR	ECU R227 open circuit. C17 damaged or missing	TRW	Anting				
J240339, J240482	Lost of assistance. TBD	TRW	TBD				

Chicago QR's / If Number-C it means that rejections stayed at QC
Oakville QR's / If Number-C it means that rejections stayed at QC
Hermosillo QR's



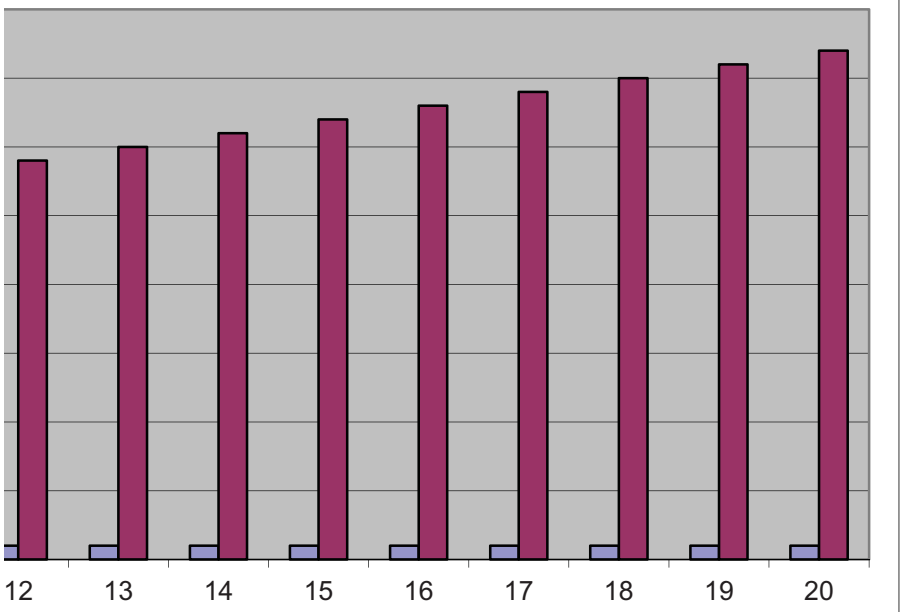
Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Total
					1			4
1								1
								0

								3
1		1		1		**1**		5
								1
	1							2
					1	**1**		2
1								2
				15				15

								0
								0
								41
								2
								1
	1							1
		1						1
84								84
				1				1
								0
				1				1

					1			1
					1			1
						1		1
							1	1
					2	**2**	**3**	7

o



Actions taken	PCA date	PCA @ QAO	PCA @ Ford	Recurrence
- Modify lower punch from flat to a cone shape for a more robust rivet - Installation of vision system to confirm post-rivet geometry. - Improve EOL cotact resistance testing	5/19/2009	8/11/2009	8/18/2009	
- Vision camera installed to prevent missaligned bridge. - Install feature to guide the spring during welding process	9/11/2009 10/9/2009	1/8/2010	1/15/2010	
- Contact laser cleaning on week 40/08 - Test effectiveness to be more rep. of the application (low current testing) at Tyco and Nidec	Sept. 2008 4/2/2009	6/25/2009	7/2/2009	

- Laser sampling / Lens cleaning. - Welding station PM change	10/9/2009 10/22/2009	1/8/2010	1/15/2010	
- Close back of riveting machine and buffer before and after cleaning. -Molding dept. particle reduction. New ionizatrion bars on coil body, cover and base plate.	9/30/2009 11/7/2009 12/11/2009	3/5/2010	3/12/2010	
- Improved alignment of base to armature. - 2 cameras installed to check for tab presence. - Blow and vacuum cleaning installation	8/6/2009	10/29/2009	11/5/2009	
- Poke yoke system installation to prevent non stacked shafts to be passed through before bushing is installed	1/8/2010	1/15/2010	1/22/2010	
- Test to confirm the impedance level between 0V and signal pins in the ribbon cable. - EC to cut back the 0V plane in the PCB artwork, to remove the potential for this overlap	Nov. 09 EC ongoing	10/21/2010	10/23/2010	
- Vision camera to detect missing bushings intalled in assy. line	Oct. 2009	Oct. 2009	Oct. 2009	
- Investigate feasibility to run cross check verification of correct software info. Between Bully and NVH machine. - Improve line programming to add new part numbers by minimizing manual intervention	2/15/2010 3/1/2010	2/15/2010 3/1/2010	3/8/2010	

- Recirculation process set up. - Operators retraining	3/31/2009	3/31/2009	4/7/2009	
- Rubber process cleaning improvement at supplier	5/12/2009	5/26/2009	6/2/2009	
- Activation test process change - Woodpecker process improvement	9/4/2009 9/13/2009	9/4/2009 9/13/2009	9/20/2009	
- Process audit improvement at supplier	10/30/2009	11/6/2009	11/13/2009	
- Visual camera system	11/30/2009	11/30/2009	12/5/2009	
- Poka yoke installation to assure programming of the part number to be produced into the data base	1/15/2010	1/15/2010	1/22/2010	
- Materials handling improvement to remove set up parts	12/12/2009	1/15/2010	1/22/2010	
- Return to Job 1 sensor design. - Install guide in op. 60 to turn IPA's input shaft 45 degrees and assure finger retainer in properly installed	12/19/2009	12/19/2009	12/26/2009	
- Bolt removal at SL station added	2/17/2010	2/17/2010	12/26/2009	
- Add bushing on "t" bar and pinion union. - Change to a new grease	Mar. 2009	Mar. 2009	Apr. 2009	
- Develop password that locks ability to operators to define station to send recirculated parts. - Develop traveling card system for recirculated parts	2/25/2010	2/25/2010		

- Supplier to remove tape to hold rubber in mandreel. - Molds are being inspected twice (a) 100% at the stripper after demold operation of the slab and (b) at the cooling station prior to placing the next jacket on the m	3/29/2010	4/15/2010	TBD	
- Develop the usage of one individual centering tool for the tear down operation	3/30/2010	3/30/2010	4/7/2010	
- Desing and implement a Christmas tree tool base to avoid using IPA's container to place this tool	5/25/2010	5/25/2010		
TBD				
TBD				

Case Number	Ford DTCs	TRW Code (Sympto	Compone nt	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles
0KM BR188663	U3000-61	B97	EPP	In Eval (Anting)	**12/13- waiting on Raymond Qiu to send out 8D. Preliminary report states it was a bushing from the conveyer, now trying to figure out how that got into the EPP.**	11/11- once gear arrives to QAO ship to UK for analysis. 11/29- bushing found in EPP discussions with Anting, shipped to Anting for Analysis.			
0KM BR310758	reject at prerolls no codes		EPP	In Eval (QAO)	**6/20- Anting performing testing and cannot duplicate the fault, testing ongoing.**	**5/5- Unit remains in power-up status everytime the ignition is turned on. IC3 micro Voltage observed by loHwAb.Scaled BatteryVoltage variable read from PSCM system is 0.14V 5/17- ship ECU back to Anting for analysis**			
FR-0184 RUA#4383	U3000-49	BC5	EPP	In Eval (UK)	**8/5-The original BC5 fault was not repeatable despite extensive bench testing and climatic testing. No indication of any ECU component weakness that could cause erroneous Link relay closure. The original EPP will be retrieved and the Link Relay examined to check for mechanical defects**	**1/31- ECU just arrived in the UK Andy will start testing. 3/2-The original BC5 fault was not repeatable despite extensive bench testing and climatic testing. No indication of any ECU component weakness that could cause erroneous Link relay closure. The original EPP will be retrieved and the Link Relay examined to check for**		04570 Bluebonnet Motors	13170
FR-0205	No Com	No Com	EPP	In Eval (QAO)	**5/9- need to put EPP back through temp cycling to see if they can get the no com to fail again. QAO did see a shorted issue with C15 because had 0 volts between input and ign. But once pin 2 was lifted & soldered back on the IC14 the ECU has been working properly with no problems. R268 resistor check was OK with the pin 2 lifted did not see a shorted condition.**	**5/6- could not communicate with test box no visual issues with 2 or 3-pin connector terminals shipped to QAO for testing 6/14- passed leak test, ambient ign. Cycling with no faults. Bully ambient & cold with performace testing. 6/15- gear bully tested with no faults. Cold testing next. 10/11- next steps to tri-temp EPP assembly 10/15- right before installing into tri-temp chamber was no able to communicate with ECU. Next to check regulator output**	NO COMMUNICATION TO MODULE VERIFIED CONCERN PARKING LOT ROAD TEST DIAGNOSE EPAS SYSTEM NO COMMUNICATION TO POWER STEERING CONTROL MODULE PERFORMED PINPOINT TEST D. REPLACED POWER STEERING CONTROL MODULE. This is the only warranty claim listed at this time. vehicle returned a week after sale	04024 Bob Hurley Ford	195
FR-0234	C200D-49 U3000-96	B9A	EPP	In Eval (QAO)	**5/9- still need to put the regulator on for further testing to confirm this was not an ECU or motor clearance issue.**	**5/28- pulled EFF data, shipped gear to QAO for testing. 6/7- shipped from 26mile to QAO today 6/14- should be in QAO sometime today 7/7- passed all QAO B9A testing, bully,hot puma, ign cycling cannot reproduce code. Shipped gear to UK for further testing 8/3- Voltage regulator damaged during cooling down exercise, need to find out what the next step is. 9/9- with damaged regulator cannot find out if this is a regulator issue. To perform**		09357 Jersey City Ford	25321

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FR-0241	U3000-49 U2011-49	B43, BB9	EPP	In Eval (QAO)	**1/31- tri-temp ign. Cycling is the next steps to reproduce any codes. 2/21-NTF with all testing performed at QAO**	**6/14- pulled EFF data shipped to QAO. B43 in EFF data, also stored BB9 code. 6/18- in process from Rogersville to QAO. 10/6- found gears at QAO, leak testing started 11/8- ambient ign cycling cannot reproduce. Next to cold ign. Cycle**	01237 Kindle Ford	2604
FR-0242	U3000-49 U3000-96	B25	EPP	In Eval (QAO)	**11/8- ambient ign cycling cannot reproduce. Next to cold ign. Cycle 12/12- cold and tri-temp tested & high current tested for 12hrs with CANape and NTF.**	**6/18- in process from Rogersville to QAO. 10/6- found gears at QAO, leak testing started 11/8- ambient ign cycling cannot reproduce. Next to cold ign. Cycle**	10302 Crest Ford	885
FR-0244	C200D-49	B9A	EPP	In Eval (QAO)	**5/9- tri-temp testing done, performance with not trouble found. To perform the high pot testing then strip back plastic to check for PCB motor clearance issue.**	**6/14- pulled EFF data shipped to QAO. B43 in EFF data, also stored BB9 code. 6/18- in process from Rogersville to QAO. 10/6- found gears at QAO, leak testing started**	09675 Borgman Ford	9087

FR-0265	C200D-49 U3000-96	B9A	EPP	In Eval (QAO)	**5/29- was pulling B93 & B9A continue testing. Tri-temp and high pot test passed with NTF. No double start-up issue.**	**6/30- OBH screws removed, cannot leak test. Pulled EFF data and shipped to QAO**	02975 North Bros. Ford	21788
FR-0282	C200D-49	B9A	EPP	In Eval (QAO)	**5/9- NFF after passing all the tri-temp ign. Cycling next step to high pot testing then check for PCB motor clearance issue. High Pot testing passed with NTF.**	**7/16- pulled EFF data shipped to QAO for analysis**	04865 Desoto Ford	5659
FR-0299	C200D-49	B9A	EPP	In Eval (QAO)	**10/18- tri-temp testing passed no faults found. High pot testing with NTF**	**7/30- pulled EFF data and shipped gear to QAO for analysis.**	20659 Breakey Motors	17922
FR-0308	steering noisey	No Codes	NVH	In Eval (INA)	**10/25- Pavel to write the QCCARS to ship out to INA**	**9/13- can hear ballnut noise while turning input shaft, did not notice any damage & no stored codes. 9/27- Test results out of specification. Frequency amplitude at 600Hz is around 1.9 en CCW.With this condition on 600hz band RBNA swapped with a good known referente RBNA.Noise testing passed after RBNA swaping with no issues to report. Checking RBNA performance it is being detected too much looseness at Ballnut**	04587 Helfman Ford	2187
FR-0324	No Com	No Com	EPP	In Eval (UK)	**2/4-IC14 circuit needs more testing ship PFR out, possible C154 issue Sam to ship EPP back to UK for x-ray and analysis. 7/1- UK found R281 resistor issue cut the PCB around the resistor and shipped to KOA, KOA removed the resistor from the board and could not find any problems then did destructive testing and could not find anything. need to close due to no further testing**	**10/5- could not get any data using my CANape at WPAC, re-tried 3 times. The 3-pin & 2-pin clean with no corrosion. No physical damage to gear. Ship to QAO 10/18- leak test passed sent to lab to start analysis. 11/8- Pepe testing resistor & capacitor in the regulator circuit.**	09358 Lawrenceville Ford	3796

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FR-0328	U3000-49	B31	EPP	In Eval (QAO)	**2/4- Sam to perform fault insertion testing.**	**10/5- pulled EFF & fault store data, shipped gear to QAO for analysis. No visual damage to gear 10/18- leak test passed sent to lab to start analysis. 11/12- sent email to QAO to send Geoff/Andy the EFF data for next steps. Pepe put EPP through all the tri-temp testing & ign. Cycling NTF. Next to do fault insertion testing.**		04927 J.C. Lewis Ford	1995
FR-0329	U3000-49 U3000-96	B40	EPP	In Eval (QAO)	**11/18- tri-temp cannot reproduce any codes. Sent Geoff the EFF data for next steps** **12/16- still discussing with Geoff**	**10/18- pulled EFF & stored data shipped to QAO for analysis**		03850 Broadway Ford	6291
FR-0333	U3000-49 U3000-96	B31	EPP	In Eval (QAO)	**2/4- Put EPP inline for tri-temp testing then if that passes to perform fault insertion testing similar to FR0328.**	**10/25- pullled EFF & stored data, no external damage, shipped to QAO 11/12- sent email to QAO to send Geoff/Andy the EFF data for next steps. 12/16-Geoff has not received anything**		01345 Bill Marsh Ford	14
REDACTED FOR RELEVANCE									
FR-0336	U2011-49	BB5, BAC	EPP	In Eval (QAO)	**12/10- Andy P gave Pepe instruction on testing signals on TRU6 & TRU1.**	**10/25- pulled EFF & stored data, shipped gear to QAO for analysis**		05389 Kearny Pearson Ford	7851
FR-0341	U2011-49	B6B	EPP	In Eval (UK)	**11/15- pulled EFF & stored data shipped to 26mile for analysis. PFR done and sent to 26mile & UK. 12/3--Sent to UK.**			06644 Williamsburg Motors	641
FR-0342	C200D-49	B9A	EPP	In Eval (QAO)	**12/12- vehicle fit the double start-up criteria but could not get the double start-up to occur during regulator cool down. Tri-temp & high pot testing performed with NTF.**	**11/15- pulled EFF & stored data shipped to QAO for analysis.**		06000 Country Ford	3805

REDACTED FOR RELEVANCE

FR-0347	No Com	No Com	EPP	In Eval (QAO)	**11/15- pulled EFF & stored data shipped to QAO for analysis.**			02015 Turnpike Ford	29824

REDACTED FOR RELEVANCE

FR-0358	U3000-49	B6C	EPP	In Eval (QAO)	**6/6- can duplicate the code and other codes 8/8- trying to locate the part, checked with Sam on the location of this part.**	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis**		20337 Holmes Tuttle Ford	544
FR-0361	U3000-49	B31	EPP	In Eval (QAO)	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis**			06098 Capitol Expressway	4349

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FR-0376	U3000-49	B6C	EPP	In Eval (QAO)	**8/8- micro shipped to Freescale for further analysis**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis 6/7- Swapped IC18 and fault still occurs,**		05665 Alexander Ford	5395
FR-0377	C200D-49	B9A	EPP	In Eval (QAO)	**3/14- passed the tri-temp ignition cycling for 12 hrs, also passed the High pot test. Confirmed Double start-**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis 2/11- analysis started cannot reproduce the**		05700 Champion Ford	125
FR-0392	No Assist	A19		In Eval (QAO)	**5/20- QAO found broken belt, sent assembly to Mark Banna to forward to Gates. 6/2- final 8D sent for broken belt**	**1/21- pulled EFF & stored data shipped to QAO for analysis 3/15- QAO in process on EDF test stand**	THIS IS THE ONLY WARRANTY CLAIM ON THIS VEHICLE, NO OTHER INFORMATION. CUST. STATES STEERING IS HARD ROAD TEST, CHECK POWER STEERING. REPLACE POWER STEERING GEAR.	04903 Maroone Ford	1294

FR-0399	TC Lamp On	A3A	EPP	In Eval (PDC)	**3/1- John B gave gear to Laura N to deliver to Tim Snider for on-vehicle testing.**	**1/31- relay to ship to UK for Andy to take to the Tyco workshop. 2/1- discuss if relay issue caused SWA Can Bus issue. 2/7- Tim agreed to reinstall the EPP and this would be put back on a vehicle for testing**	CUSTOMER STATES THE ADVANCE TRACK LIGHT STAYS ON CONTACTED HORLINE FOR KNOWN CONCERNS IN SENSOR ONLY SERVICED IN STEERING GEAR, REPLACE GEAR. VERIFIED CONCERN FOUND STEERING WHEEL ANGLE SENSOR 220 DEGREES OFF. REPLACED STEERING GEAR AND PERFORMED ALIGNMENT. VERIFIED ADVANCE TRACK LIGHT ON. EEC TEST FOUND CODE 1277. MONITOR PID DATA FOUND STEERING WHEEL	08325 Dan Wiebold Ford	12
FR-0403	U3000-49	B25,B43	EPP	In Eval (26mile)	**2/4- pulled stored & EFF data shipped gear to QAO for analysis**	**2/4- pulled stored & EFF data shipped gear to QAO for analysis**		07312 Suppes Ford	24

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FR-0406	Batt. draw	dead battery	EPP	in Eval (QAO)	**3/28- performed all the testing at QAO, NTF. Check for further testing**	**2/11- pulled stored and EFF data no codes, could not verify any visual issues and gear has no stored data.**	CK ELECTRICAL SYSTEM CUSTOMER STATES THAT CAR NEEDED TO BE JUMP STARTED AFTER 2 DAYS. CHECK AND REPORT GEAR INSP. FOR NO START, FOUND BATTERY DEAD. CHARGED BATTERY AND PERF. BATTERY DRAIN TEST, FOUND 500MA DRAW. ISOLATED CIRCUITS AND FOUND FUSES F1 AND F2 CAUSING CONCERN. TRACED TO EPAS MODULE INTERNALLY SHORTED. REPLACED STEERING GEAR AND PERF. ALIGNMENT. RECHECKED 244MA.	04691 Bloomington Ford	4691
FR-0410	U3000-49	BA4	EPP	in Eval (QAO)	**2/11- pulled stored and EFF data shipped gear to QAO for analysis**			01325 Holman Ford	122
FR-0411	C200C-2F C200B-62	BD1,BD3, BD4	TS	in Eval (Hella)	**4/18- removed the IPA assembly and verified no bent fingers, shipped the IPA to Hella(Marcus Dura), to ship the TS harness to Joel for PSI & xray testing. 5/10- leak tested the harness and passed 7/13- Hella to locate TS, s/n# A00234401612531510/2**	**2/22- pulled stored & EFF data shipped gear to QAO 3/15- passed leak test, found moisture ingression, v-clip has some corrosion was the only signs of moisture. 3/21- passed bully, performance, tri-temp ign. Cycling & wiggle testing with no codes. Will consult Jim Loria on testing for a bend finger on the bench. 4/6- Pepe to put pressure on input shaft in different directions while appling torque to the sensor to see if a code will trip from a bent finger. 4/18- removed the IPA assembly and verified no bent fingers, shipped the IPA to Hella(Marcus Dura), to ship the TS harness to Joel for PSI & xray testing. 5/10- leak tested the harness and passed 7/13- Hella to locate TS, s/n# A00234401612531510/2**		04273 Lafourche Ford	942
FR-0415	U3000-49	BA4,BA5, BC2	EPP	in process (QAO)	**2/28- Pulled stored & EFF data shipped gear to QAO for analysis**			02750 Avis Ford	4

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FR-0427	U3000-49	B24	EPP	in Eval (QAO)	**4/29- top FET three failed open, Pepe to check Aux ASIC.**	**3/25- pulled EFF & stored data, shipped to QAO for analysis 4/20- Pepe discussing results with Geoff to find out the method of testing.**		20455 Casa Ford	832

FR-0430	U3000-49	B64,BB7	EPP	in Eval (QAO)	**5/17- Unwelded terminal corresnponds to 0V terminal of Link Capacitor. Send Anting the pictures and information and ship part out for Anting for analysis.**	**3/25- pulled EFF & stored data, shipped to QAO for analysis 5/10- Pepe is getting sttrange Blink signal using canape was not stable to continue tracking this signal to see what is the source of this signal.**		04163 Elvira Ford	4
FR-0432	U3000-49	B24	EPP	in Eval (QAO)	**5/3- FET open need to check Aux ASIC**	**3/25- pulled EFF & stored data, shipped to QAO for analysis**		07661 Laurel Ford	1354
FR-0434	No Com	No Com	EPP	in Eval (QAO)	**6/22- Anting installed new FSL micro and ECU failed EOL testing found failed IC1 swapped in a new IC1 and the ECU passed EOL. will ship the IC1 out to Infineon for analysis.**	**3/25- could not pull any data from the gear tried several times with no response. 4/18- testing the ECU assembly not getting any CAN signals from the micro. Need to confirm micro issue before removing micro and shipping to supplier 5/10- After IC1 swapping exercise the condition on CAN traces remain in same condition always high. To ship ECU**		00165 Gene Latta Ford	59
FR-0436 RUA# 4561	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	4/18- relay still under analysis, potential contamination issue. Contact do have unknown contamination. 6/17- Tyco still needs to get EDX analysis,Tyco have committed to provide the results of the EDX analysis and an updated report by 8th July.	**3/25- pulled EFF & stored data, shipped to 26mile for surrogate relay test, then remove and ship to Tyco. 4/4- passed surrogate relay test 4/6- shipped relay to UK this afternoon, Geoff should have it Friday**		03812 Gordie Boucher Ford	3304
FR-0444	U3000-49	B40,B60	EPP	in Eval (QAO)	4/15- pulled EFF and stored data shipped to QAO for analysis	4/15- pulled EFF and stored data shipped to QAO for analysis		07227 Larry Beckman Motors	461
FR-0446	U2011-49	B43, BB9	EPP	in Eval (QAO)	4/15- pulled EFF and stored data shipped to QAO for analysis			00066 Eddins Ford	527
FR-0453	U3000-49 U3000-96	B32	EPP	in process (QAO)	4/21- pulled EFF and stored data shipped to QAO for analysis			07467 Woltz & Wind Ford	6479
FR-0457	C200B-2F C200C-2F	BD0,BD2	TS	in Eval (Hella)	8/3- signal 1 stable, the resistance values low until they performed the durablity test and all the values were normal. Did find something in the flex material unsure if this is solder flux on the PCB. Last step to check the conformal coating and analyze material for possible substance causing short. 8/12- NTF or conductive materials in the conformal coatings on rthe PCB. Hella did send out ishikawa for the possible short and I sent the 8D to Tom for any questions.	5/9- pulled the EFF data ship to QAO for analysis. 6/13- confirmed channel 2 issue with TS to ship IPA to Hella for analysis 7/13- TS s/n#A0023440125292941O/3 7/27- could not duplicate the issue after durablity testing all the resistance checks are now in specs after the durability test. Possible issue moisture/ humdity issue. Could be something in the conformal coating on the PCB will remove the coating and check the visual material in the coating and will get back with the results next wednesday.		12152 Uptown Motors	2846
FR-0459	U2011-49 U3000-49	BC6, B3A	EPP	in Eval (QAO)	6/10- cannot duplicate codes, ignition cycling & tritemp testing.	5/9- pulled the EFF data ship to QAO for analysis.		03778 Ramp Motors	366
FR-0464	U3000-49	B25	EPP	in Eval (QAO)	6/10- found defective PM found shorted FETS. Anting to finish PS testing	5/9- pulled EFF & stored data and shipped to QAO for analysis		06700 Magic City Ford	3
FR-0467 RUA#4855	U3000-49 U3000-96	B43	EPP	in process (Tyco)	6/17- Failure of the coil terminal to base weld. New failure mode, but a new camera has already been added to Line 1 which includes the ability to detect this type of failure. 8D in process.	5/26- pulled stored and EFF data shipped gear to QAO for analysis 6/1- gear shipped from Rogersville to QAO 6/10- Pepe found defective link relay output using scope. Swapped PFS and normal operation. To raise RUA and overnight to Tyco for workshop next week.		07749 Future Ford	2284

FR-0468	C200B-2F C200B-62	BD2, BD4	TS	in Eval (Hella)	7/27- the broken down holder on the machine that stamps out the TS finger ring causing metal sliver to protrude down and caused the short on the TS PCB. Stronger design change of the down holder and more frequent maintaince on replacements between stamping process to fix this issue.	5/26- received this gear from Jose Chacon's desk he hot processed the part, returned gear to WPAC for level1 analysis pulled stored and EFF data shipped gear to QAO. 6/2- found out gear was shipped to 26mile, John B will ship the gear to Rogersville then shipped to QAO 6/17- found channel 1 freq fault in the IPA, to ship to Hella for analysis 7/13- channel 1 has a PMV Jitter, need to do more testing to confirm if this is an ASIC issue. TS s/n# A00234401343536310/1		01305 McCafferty Ford	73
FR-0469	TC Lamp On	no codes		At 26mile	5/26-no ford or TRW codes listed in stored data. Unknown what caused TC lamp to come on. Will store at 26mile until further notice on testing steps			09809 Five Star Ford	5732
FR-0472	TC Lamp On	No Codes		At 26mile	6/3- no ford or TRW codes listed in stored data. Unknown what caused TC lamp to come on. Will store at 26mile until further notice on testing steps			00818 Tom Peck Ford	4119
FR-0473	C200C-2F U3000-96	BD0,BD1, BD3,B90	TS	in Eval (Hella)	8/3- Hella did not find any problems with the EOL testing will check it at the ASIC level.	6/3- pulled stored & EFF data from the gear shipped to QAO for further analysis. No damage to the TS harness. 6/20- no leaks in leak test, tri-temp tested also tested at full stop,wiggle tested with IPA & ECU cover removed, NTF. To remove IPA and do good visual test and bench test. Do not send to Hella at this time. 6/28- If this sensor available then put back into chamber for 24 hours with ignition cycling 3 minutes OFF and 17 minutes ON. Monitor for LIC's with the EPP mounted outside of the chamber. 6/29- IPA already shipped to Hella, Hella will update on 7/13 meeting. 7/13- needs more testing will get update TS s/n# A00234401325602211/3		01345 Bill Marsh Ford	758
FR-0475 RUA#4950	U3000-49 U3000-96	BA4	EPP	in Eval (QAO)	7/14- shipped to UK for further testing on the Aux. ASIC IC11.	6/3- pulled stored & EFF data from the gear shipped to QAO for further analysis 6/28- scope ISENSE to see what is happening to it during this period of Power Up. Also check for low impedance between 2 tracks - perhaps a PCB issue or contamination between adjacent pins on a IC.		03228 Stuart Powell Ford	158
FR-0476	TC Lamp On	no codes		in storage (26mile)	**6/13- had BCE code U0131 not com with PSCM, no ford or TRW codes in the stored data has low battery code events E1A and lat accel event.**			20350 Glenn Jones Ford	6853
FR-0477	No Com	Mult CAN BUS codes		in storage (26mile)	**6/13- had no problems with EPAS communication, had several Can Bus codes in the PSCM with low battery event codes E1A. No other parts or wiring repaired per the AWS report. The information points to a Can Bus wiring repair.**		CHECK VEHICLE HAS NO POWER STEERING ASSIST TESTED VERIFIED ATTEMPTED TO RETRIVE DTCS UNABLE TO COMMUNCIATE WITH MODULE PIN POINT TEST D STEP D4 REPLACED ELECTRONIC STEERING GEAR	01425 Hines Park Ford	1081
FR-0478	TC Lamp On	no codes		in storage (26mile)	**6/13- will keep an eye on this vehicle I believe this will be a comeback in time with the TC activating at times with the TC lamp**		04/25/2011 05:02PM JONATHAN SAVOY MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: VEHICLE DISPLAYS A MESSAGE OF SERVICE ADVANCE TRACK. HAS HAPPENED MULTIPLE TIMES AND CAR WILL CHUG INTERMITTANTLY DIAGNOSTICS: TEST DROVE. COULD NOT DUPLICATE CONCERN. MESSAGE NOT DISPLAYED AT THIS TIME. SCANNED FOR CODES AND 2 WERE FOUND	05860 Timber Ford	302

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FR-0480	U3000-49	BA4,BA5, BC2	EPP	in process QAO	7/25-confirmed C154 Cap issue.	6/17- pulled stored and EFF data, shipped to QAO for analysis. Good chance C154 Cap issue.		08990 Quirk Ford	390

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FR-0485	C200B-62	BD4	TS	in Eval QAO	8/1- leak tested ambient testing with NTF. Next step is performance testing running gear lock to lock then tri-temp testing.	7/1- code set once just under 3 minutes into the journey. Pulled EFF & stored data shipped gear to QAO for analysis		20639 Tom's Ford	24
FR-0486	U3000-49 U3000-96	B31	EPP	in Eval QAO	8/1- leak tested ready for lab testing	7/1- Pulled stored & EFF data, shipped to QAO for analysis		03853 Park Ford	2

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FR-0489	U3000-49	B47	EPP	In Eval QAO	7/15- pulled EFF & stored data shipped to QAO	7/15- pulled EFF & stored data shipped to QAO		03990 Morris Ford	1192

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FR-0493	C200D-49	B9A	EPP	In Eval (QAO)	8/15- performed 24hrs of tri-temp ign. Cycling. Next step bully testing	7/22- pulled EFF & stored data, shipped to QAO		04893 Midway Ford	9463

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FR-0496	C200D-49	B9A	EPP	In Eval (QAO)	8/15- did not start testing yet	7/22- pulled EFF & stored data, shipped to QAO		09497 Pines Ford	2404

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FR-0504	U3000-49 U3000-96	BA4,B40, B60	EPP	In Eval QAO	**8/19- low 2.2v on the ref. line and should be 2.5v testing ongoing to find component or PCB issue.**	**7/22- pulled EFF & stored data, shipped to QAO**		08362 Broadway Ford	893

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FR-0507	U3000-49 U3000-96	B25	EPP	In Eval QAO	**8/19-perform standard test ign. Cycling, bully tested, tri-temp tested still could not duplicate the code at this time.**	**8/3- pulled EFF & stored data, also set many A30's & E30's shipped to QAO for further analysis**		02635 Doug Stanley Ford	93
FR-0508	U2011-49	B3A	EPP	In Eval QAO	**8/19- lab started testing**	**8/3- pulled EFF & stored data shipped to QAO for further analysis**		04124 Marlow Ford	886

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FR-0512	C200D-49 U3000-96	B9A	EPP	In eval QAO	**8/15- hall C failing this is not similar to the other B9A warranty returns. Have Anting set-up this return back to Nidec for level 3 analysis. 8/19- Sam to ship EPP to Anting then ship to Nidec. 8/22- gear shipped out to Anting then to Nidec**	**8/3- pulled EFF & stored data, code set early in the journey ship to QAO for further testing. 8/8- leak test passed bench tested and code does repeat, will send data to Geoff**		03691 Bob Thomas Ford	10
FR-0513	U3000-49	B25	EPP	In eval QAO	**8/3- was on Jose Chacon's desk pulled EFF & stored data shipped to QAO for further information**	**8/3- was on Jose Chacon's desk pulled EFF & stored data shipped to QAO for further information**		04843 Maroone Ford	2

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FR-0517	C200B-2F U3000-96	BD0,BD2	TS	In eval QAO	**8/3- no damage to TS harness pulled EFF & stored data shipped to QAO for further testing**	**8/3- no damage to TS harness pulled EFF & stored data shipped to QAO for further testing**		06779 Duncan Ford	5
FR-0518	C200D-49	B9A	EPP	In eval QAO	**8/15- did not start testing yet**	**8/3- codes int. set making a turn early into the journey**		02204 Marshall Ford	2910

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FR-0524	U3000-49	AE7,AE0		In process QAO	**8/5- pulled stored data and shipped to QAO for analysis**		01662 Magarino Ford	4682
FR-0525	C200D-49	B9A	EPP	in process QAO	**8/5- pulled stored data and shipped to QAO for analysis**		01286 Tamiami Ford	5221
FR-0526	U3000-49 U3000-61	B7E, B97	EPP	in process QAO	**8/5- pulled stored data and shipped to QAO for analysis**		01203 Fred Beans Ford	4738

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					QAO			
FR-0529	U2011-49 U3000-96	B6B	EPP	In process QAO	**8/9- pulled EFF & stored data shipped to QAO**		02246 Bob Chapman Ford	384

VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
						11/8/2010	2011		
						4/29/2011	2011		
3FAHP0HA4AR[redacted]	4/2/2009	3/30/2009	10/28/2008	11/5/2008	2.5L Gas	3/11/2010			
3FAHP0JG2AR[redacted]	2/25/2010	2/19/2010	11/13/2009	12/21/2009	3L	3/26/2010			
3FAHP0CG0AR[redacted]	4/6/2009	4/1/2009	11/13/2008	11/21/2008	3L	4/27/2010			

3FAHP0HAXAR[redacted]	6/9/2009	6/1/2009			2.5L Gas	4/15/2010	
3FAHP0HA1AR[redacted]	5/19/2009	5/13/2009	3/4/2009	4/2/2009	2.5L Gas	4/13/2010	
3FAHP0JA5AR[redacted]	1/7/2010	12/23/2009	10/8/2009	11/6/2009	2.5L Gas	5/5/2010	
3MEHM0JG3AR[redacted]	12/5/2009	11/28/2009	10/12/2009	11/11/2009	3L	4/16/2010	
3FAHP0HAXAR[redacted]	2/13/2009	1/28/2009	10/16/2008	10/28/2008	2.5L Gas	5/18/2010	

3FAHP0JAXAR[redacted]	5/26/2009	5/21/2009	11/18/2008	11/25/2008	2.5L Gas	5/5/2010	
3FAHP0HG9AR[redacted]	4/4/2009	3/27/2009	11/18/2008	11/24/2008	3L	5/28/2010	
3FAHP0GA1AR[redacted]	3/19/2009	3/11/2009	12/4/2008	1/19/2009	2.5L Gas	5/17/2010	
3FAHP0GA9AR[redacted]	6/21/2010	1/8/2010	10/14/2010	11/11/2009	2.5L Gas	8/9/2010	
3FAHP0HA1AR[redacted]	6/10/2009	6/2/2009	1/26/2009	4/19/2009	2.5L Gas	9/7/2010	
3FAHP0HA1AR[redacted]	4/15/2010	4/7/2010	1/21/2010	2/27/2010	2.5L Gas	9/15/2010	
3FAHP0HAXAR[redacted]	4/27/2010	4/22/2010	2/5/2010	3/15/2010	2.5L Gas	9/21/2010	

3FAHP0HA4AR[redacted]	5/24/2010	5/17/2010	2/19/2010	3/27/2010	2.5L Gas	8/27/2010	
3FADP0L30AR[redacted]	4/12/2010	4/5/2010	11/5/2009	1/31/2010	2.5L Hybrid	9/10/2010	
3FAHP0JG7BR[redacted]	7/26/2010	7/16/2010	4/8/2010	5/27/2010	3L	10/11/2010	2011
3FAHP0HA3AR[redacted]	6/18/2009	6/12/2009	2/10/2009	5/4/2009	2.5L Gas	10/4/2010	
3FAHP0HA4AR[redacted]	6/26/2010	6/17/2010	3/4/2010	4/24/2010	2.5L Gas	10/5/2010	
3FADP0L32AR[redacted]	3/23/2010	3/18/2010	12/16/2010	1/25/2010	2.5L Hybrid	9/24/2010	
3FAHP0HA7AR[redacted]	4/17/2010	4/12/2010	1/26/2010	3/6/2010	2.5L Gas	9/20/2010	

3FADP0L32AR[redacted]	6/16/2009	6/10/2009	2/10/2009	5/6/2009	2.5L Hybrid	10/5/2010	
3FAHP0HG7AR[redacted]	9/24/2009	9/11/2009	6/25/2009	8/4/2009	3L	10/4/2010	
3FAHP0HA3AR[redacted]	3/31/2009		12/5/2008	1/15/2009	2.5L Gas	10/25/2010	
3FAHP0GA3AR[redacted]	7/15/2009	7/10/2009	3/11/2009	6/4/2009	2.5L Gas	11/3/2010	
3FAHP0HA8BR[redacted]	10/18/2010	10/9/2010	4/22/2010	8/14/2010	2.5L Gas	11/12/2010	2011
3FAHP0JG3BR[redacted]	8/28/2010		5/15/2010	7/13/2010	2.5L Gas	11/5/2010	2011
3FAHP0JA0AR[redacted]	4/7/2009	4/2/2009	8/27/2008	10/20/2008	2.5L Gas	11/19/2010	
3FAHP0HAXAR[redacted]	10/22/2009	10/17/2009	7/16/2009	9/10/2009	2.5L Gas	12/7/2010	
3FAHP0HA7BR[redacted]	9/3/2010		4/29/2010	7/5/2010	2.5L Gas	12/10/2010	2011
3MEHM0HA3BR[redacted]	8/12/2010	8/4/2010	3/31/2010	6/12/2010	2.5L Gas	12/9/2010	2011
3FAHP0HGXBR[redacted]	11/16/2010	11/11/2010	8/9/2010	9/18/2010	3L	12/14/2010	2011

3FAHP0JG8BR[redacted]	11/3/2010	10/30/2010	8/2/2010	9/9/2010	3L	12/23/2010	2011
3FAHP0CG6BR[redacted]	9/21/2010	9/8/2010	4/6/2010	7/29/2010	3L	1/13/2011	2011
3FAHP0JA5BR[redacted]	9/13/2010	8/31/2010	4/29/2010	7/24/2010	2.5L Gas	12/31/2010	2011
3FAHP0HA3AR[redacted]	7/8/2009	6/30/2009	2/18/2009	5/12/2009	2.5L Gas	1/6/2011	
3FAHP0HA2BR[redacted]	7/27/2010	7/17/2010	4/7/2010	5/28/2010	2.5L Gas	1/25/2011	2011
3FAHP0JA3BR[redacted]	12/16/2010	12/13/2010	10/5/2010	10/25/2010	2.5L Gas	1/25/2011	2011
3FAHP0HA8BR[redacted]	12/11/2010	12/8/2010	10/3/2010	10/17/2010	2.5L Gas	1/28/2011	2011
3FAHP0HA1BR[redacted]	1/8/2011	12/22/2010	11/11/2010	11/11/2010?	2.5L Gas	2/8/2011	2011
3FAHP0JA2BR[redacted]	9/20/2010	9/1/2010	6/8/2010	7/17/2010	2.5L Gas	1/31/2011	2011
3FAHP0JG0BR[redacted]	9/21/2010	9/9/2010	4/7/2010	7/28/2010	3L	2/3/2010	2011
3FAHP0HA6BR[redacted]	10/8/2010	9/30/2010	5/5/2010	8/16/2010	2.5L Gas	3/7/2011	2011

3FAHP0HGXBR[redacted]	2/15/2011	2/3/2011	12/25/2010	12/26/2010	3L	3/8/2011	2011
3FAHP0HA5BR[redacted]	9/21/2010	9/8/2010	6/7/2010	7/17/2010	2.5L Gas	2/23/2011	2011
3FADP0L34BR[redacted]	2/3/2011	1/25/2011	11/28/2010	11/30/2010	2.5L Hybrid	3/8/2010	2011
3MEHM0JG9BR[redacted]	12/9/2010	12/13/2010	10/6/2010	10/19/2010	3L	3/11/2011	2011
3FAHP0JG9BR[redacted]	11/30/2010	10/23/2010	6/14/2010	8/29/2010	3L	3/21/2011	2011
3FAHP0JGXBR[redacted]	10/6/2010	9/25/2010	4/13/2010	8/7/2010	3L	3/31/2011	2011
3FAHP0GAXBR[redacted]	11/19/2010	11/15/2010	8/2/2010	9/24/2010	2.5L Gas	3/31/2011	2011
3FAHP0JG7BR[redacted]	11/13/2010	11/10/2010	8/20/2010	9/17/2010	3L	3/21/2011	2011
3FAHP0JA8BR[redacted]	12/1/2010	11/22/2010	9/24/2010	10/4/2010	2.5L Gas	4/11/2011	2011
3FAHP0HA0BR[redacted]	3/11/2011	3/4/2011	1/22/2011	1/24/2011	2.5L Gas	3/29/2011	2011
3FAHP0CG1BR[redacted]	2/25/2011	2/18/2011	1/8/2011	1/11/2011	3L	4/11/2011	2011

3FAHP0JG4BR[redacted]	3/23/2011	3/11/2011	1/29/2011	2/1/2011	3L	4/20/2011	2011
3FAHP0HA0BR[redacted]	7/29/2010	7/19/2010	3/24/2010	5/27/2010	2.5L Gas	4/29/2011	2011
3FAHP0JA7BR[redacted]	8/31/2010	8/20/2010	5/24/2010	7/9/2010	2.5L Gas	5/2/2011	2011
3FAHP0HAXBR[redacted]	4/16/2011	4/7/2011	2/5/2011	2/22/2011	2.5L Gas	5/19/2011	2011
3FAHP0HA7BR[redacted]	4/30/2011	4/15/2011	2/27/2011	2/28/2011	2.5L Gas	5/13/2011	2011
3FAHP0JG2BR[redacted]	2/17/2011	2/13/2011	1/3/2011	1/4/2011	3L	5/11/2011	2011
3FAHP0HA2BR[redacted]	1/15/2011				2.5L	5/11/2011	2011
3FAHP0HA9BR[redacted]	3/9/2011	2/28/2011	11/6/2010	1/20/2011	2.5L Gas	4/22/2011	2011

3FAHP0HA3BR[redacted]	2/23/2011	2/12/2011			2.5L Gas	6/1/2011	2011
3FAHP0JA9BR[redacted]	4/2/2011	3/26/2011	2/14/2011	2/16/2011	2.5L Gas	6/7/2011	2011
3FAHP0HA8BR[redacted]	2/1/2011	1/29/2011		12/13/2011	2.5L Gas	6/10/2011	2011
3FAHP0HA0BR[redacted]	5/11/2011	5/3/2011	3/9/2011	3/10/2011	2.5L Gas	6/3/2011	2011
3FAHP0GA3BR[redacted]	5/13/2011	5/4/2011	3/13/2011	3/28/2011	2.5L Gas	6/2/2011	2011
3FAHP0JG1BR[redacted]	3/25/2011			11/30/2010	3L	6/10/2011	2011
3FAHP0JAXBR[redacted]	3/4/2011			1/15/2011	2.5L Gas	6/10/2011	2011
3FAHP0HA1BR[redacted]	3/22/2011	3/11/2011	1/31/2011	2/4/2011	2.5L Gas	6/21/2011	2011
3FAHP0JAXBR[redacted]	3/4/2011	2/22/2011		1/11/2011	2.5L Gas	6/22/2011	2011
3FAHP0JA0BR[redacted]	3/8/2011	2/24/2011		1/18/2011	2.5L Gas	6/21/2011	2011
3FAHP0HA0BR[redacted]	3/19/2011	3/9/2011		2/4/2011	2.5L Gas	7/5/2011	2011
3FAHP0HA2BR[redacted]	1/19/2011	1/12/2011	11/3/2010	11/3/2010	2.5L Gas	6/10/2011	2011
3FAHP0HA5BR[redacted]	3/7/2011	2/25/2011	11/6/2010	1/19/2011	2.5L Gas	6/22/2011	2011
3FADP0L35BR[redacted]	4/14/2011	3/28/2011		2/16/2011	2.5L Hybrid	7/2/2011	2011
3FAHP0HA3BR[redacted]	12/8/2010	11/30/2010	9/8/2010	10/6/2010	2.5L Gas	6/23/2011	2011
3FAHP0HA4BR[redacted]	2/3/2011	1/26/2011		12/23/2010	2.5L Gas	7/6/2011	2011
3FAHP0JA5BR[redacted]	3/4/2011	2/19/2011		1/11/2011	2.5L Gas	6/20/2011	2011
3FAHP0JA0BR[redacted]	3/8/2011	2/24/2011		1/17/2011	2.5L Gas	6/20/2011	2011
3FAHP0HA4BR[redacted]	4/15/2011	4/5/2011		2/14/2011	2.5L Gas	6/14/2011	2011
3FAHP0JA8BR[redacted]	3/8/2011	2/25/2011		1/18/2011	2.5L Gas	6/3/2011	2011
3FAHP0GA0BR[redacted]	4/2/2011	3/25/2011	2/14/2011	2/16/2011	2.5L Gas	6/15/2011	2011

3FAHP0HAXBR[redacted]	3/5/2011	3/9/2011		1/24/2011	2.5L Gas	6/20/2011	2011
3FAHP0JA2BR[redacted]	5/11/2011	4/30/2011	2/23/2011	3/6/2011	2.5L Gas	6/22/2011	2011
3FAHP0JA1BR[redacted]	3/7/2011	2/25/2011		1/12/2011	2.5L Gas	6/21/2011	2011
3FAHP0HA4BR[redacted]	3/18/2011	2/24/2011		1/5/2011	2.5L Gas	6/7/2011	2011
3FAHP0HA6BR[redacted]	3/25/2011				2.5L Gas	6/18/2011	2011
3FAHP0HA8BR[redacted]	2/11/2011	2/1/2011	12/10/2010	12/13/2010	2.5L Gas	7/11/2011	2011
3FAHP0HA5BR[redacted]	3/8/2011	2/24/2011		1/17/2011	2.5L Gas	6/22/2011	2011
3FAHP0JA0BR[redacted]	3/22/2011	3/11/2011		2/4/2011	2.5L Gas	7/12/2011	2011
3FAHP0HA5BR[redacted]	3/4/2011	2/22/2011			2.5L Gas	6/29/2011	2011
3FAHP0HA5BR[redacted]	5/10/2011	4/29/2011	3/5/2011	3/7/2011	2.5L Gas	6/1/2011	2011
3FAHP0JA0BR[redacted]	5/18/2011	5/6/2011	3/9/2011	3/10/2011	2.5L Gas	6/8/2011	2011
3FAHP0HG4BR[redacted]	3/16/2011	3/5/2011		1/21/2011	3L	6/20/2011	2011
3FAHP0HA0BR[redacted]	3/19/2011	3/9/2011		1/23/2011	2.5L Gas	5/30/2011	2011
3FAHP0HG3BR[redacted]	3/7/2011			2/3/2011	3L	7/2/2011	2011
3FAHP0HA4BR[redacted]	5/26/2011	5/17/2011		3/29/2011	2.5L Gas	7/6/2011	2011
3FAHP0HAXBR[redacted]	3/14/2011	3/5/2011	1/22/2011	1/24/2011	2.5L Gas	7/19/2011	2011
3FAHP0HA7BR[redacted]	3/30/2011	3/18/2011		3/1/2011	2.5L Gas	7/11/2011	2011
3FAHP0JA9BR[redacted]	3/21/2011	3/11/2011		1/31/2011	2.5L Gas	7/14/2011	2011

3FAHP0HA7BR[redacted]	3/16/2011			1/20/2011	2.5L Gas	6/23/2011	2011
3FAHP0HG9BR[redacted]	3/18/2011	3/8/2011		1/23/2011	3L	6/30/2011	2011
3FAHP0HA4BR[redacted]	3/16/2011		11/4/2010	1/20/2011	2.5L Gas	7/1/2011	2011
3FADP0L32BR[redacted]	3/15/2011	3/4/2011	1/23/2011	1/25/2011	2.5L Hybrid	6/16/2011	2011
3FAHP0HA0BR[redacted]	1/11/2011	12/21/2010	10/29/2010	11/2/2010	2.5L Gas	7/22/2011	2011
3FAHP0HA1BR[redacted]	4/16/2011	4/6/2011	2/13/2011	2/14/2011	2.5L Gas	7/19/2011	2011
3FADP0L37BR[redacted]	3/16/2011	3/5/2011	11/6/2010	1/20/2011	2.5L Hybrid	7/23/2011	2011
3FAHP0HA0BR[redacted]	2/10/2011	1/29/2011	12/10/2010	12/22/2010	2.5L Gas	7/15/2011	2011
3FAHP0HA3BR[redacted]	1/15/2011	12/23/2010	11/10/2010	11/10/2010	2.5L Gas	7/8/2011	2011

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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Issue	Status Open/Closed	current status
0KM BR198102	C200B-62 U3000-96	BD4	TS	In Eval (Rogersville)	Open	2/9- have approval to modify line 1 with new grippers and smaller diameter ,March 21st completion date.
0KM BR198415	rattle under dash	No Codes	TS	In Eval (Rogersville)	Open	2/9- Rogersville received the IPA yesterday and started the investigation of the missing bushing. Rogersville has approval to purchase the camera's. still checking to see if this was a operator mishandling issue. April 1st is target date for completion of both camera's on line 2 & 3.
FR-0377	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	Open	1/19- has signature's of a regulator issue need to scope regulator to check for double start-up
FR-0390	C200B-2F	BD0,BD2, BD4	TS	In Eval (QAO)	Open	1/14- pulled EFF & stored data shipped to QAO for analysis. No damage to TS harness
FR-0411	C200C-2F C200B-62	BD1,BD3, BD4	TS	In Eval (QAO)	Open	4/6- Pepe to put pressure on input shaft in different directions while appling torque to the sensor to see if a code will trip from a bent finger.
FR-0429	C200C-2F U3000-96	BD1,BD3 BC5	TS	in Eval (QAO)	Open	3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness
FR-0431	C200B-2F U3000-49 U3000-96	BD0,BD2, B31	TS	in Eval (QAO)	Open	3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness
FR-0435	C200C-2F	BD1,BD4	TS	in process (QAO)	Open	3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness, but found corrosion in the 2-pin connector

Case Number	Ford DTCs	Symptom	Component	Issue	status	Engine
FR-0014	C200B-C200C-2F U3000-96		TS	TS harness damage	Closed	2.5L Hybrid
FR-0018	C200B-62 U3000-96	BD0-BD4	TS	8D Complete (Hella)	Pending	
FR-0020	U200B-2F U200C-2F	BD0-BD3	TS	TS solder joint	Closed	
FR-0031	C200B-62 U3000-96	BD4	TS	Bent TS finger	Closed	
FR-0036	U2011-61 U3000-96	B95	TS	TS ASIC	Closed	
FR-0042	U3000-96	BD3	TS	TS harness damage	Closed	2.5L Hybrid
FR-0043	C200C-2F U3000-96	BD3	TS	TS burrs leadframe	Closed	
FR-0045	C200B-61 U3000-96	B90	TS	TS burrs leadframe	Closed	

DR-0046	C200C-2F U3000-96	BD3	TS	overwound clockspring	pending	2/3- had a new operator for the rework process recovering this IPA part; issue has been addressed and talked to the operators about it. Right now we are increasing our quality audits to the rework process as well.
UR0003	C200B-2F C200B-62	BD2,BD4	TS	At WPAC	Open	4/6- need to discuss next week the poke yokes designed at station 50 to check for bent veins/fingers on the torgue sensor. Andrew Bradley will join in the discussion to assist Marion to find a reasonable PCA. QAO will also be involved with the discussions.

	under analysis further testing needed QAO
	under analysis Farmington
	under analysis Rogersville
	under analysis at 26mile

FR-0055	C200B-2F U3000-96	BD2	TS	Onsemi Via	Closed				
FR-0069	NVH	growling noise gear/ park. Turn wheel noise	TS	TS ASIC	Closed				
FR-0071	C200C-2F U3000-96	BD3	TS	NTF	Closed	Ambient			
FR-0076	C200B-2F U3000-96	BD0	TS	TS harness damage	Closed	2.5L Hybrid			
FR-0084	N/A	BD0-BD3	TS	TS harness damage	Closed	2.5L Gas			
FR-0109	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Pending				
FR-0113	C200B-61 C200B-62	B90	TS	ASIC	closed				
FR-0123		BD0-BD3	TS	TS harness damage	Closed	2.5L Hybrid			
FR-0133	C200B-2F C200C-2F U3000-96	BD0-BD4	TS	v-clip in IPA housing	Closed	3L			
FR-0136	C200C-2F	BD3, BD1	TS	wire strand short IDE conn	Closed	3L			
FR-0138	C200B-2F	BD2	TS	ASIC	Closed	2.5L Hybrid			
FR-0148	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	2.5L Gas			
FR-0152	C200B-2F U3000-96	BD2	TS	lost short removing ASIC, NTF	Closed	3L			
FR-0156	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	2.5L Hybrid			
FR-0160	C200B-61 C200C-2F	B90, BD3	TS	TS harness damage	Closed	2.5L Hybrid			

FR-0167	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	2.5L Hybrid							
FR-0172	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	In Eval (Wuppetal)	Pending	Ambient							
FR-0176	C200C-2F U3000-96	BD3	TS	overwound clockspring	Closed								
FR-0185	U2011-61 C200B-62 U3000-96	B95, BD4	TS	2-pin conn water ingress	closed	2-pin harness water ingress							
FR-0187	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (Hella)	Closed								
FR-0190	C200B-61 C200B-2F	B90, BD2	TS	overwound clockspring	Pending								
FR-0193	U3000-61 C200B-62	B90, BD4	TS	Bent TS finger	closed								
FR0197		BD0-BD3	TS	double start-up regulator.	Pending								
FR0206		BD2,BD3, B90	TS	overwound clockspring	closed								
FR0208		BD4, BD1,BD3	TS	2-pin conn water ingress	Closed								
FR0210		BD2	TS	clockspring assem	closed								
FR0211		BD0-BD3	TS	double start-up regulator.	Pending								
FR0216		BD0-BD3	TS	double start-up regulator.	Pending								
FR0221		BD0-BD3	TS	overwound clockspring	closed								
FR0226		BD2,BD3	TS	TS harness damage	closed	2.5L Gas							
FR0230		BD0-BD2	TS	2-pin conn water ingress	closed								
FR0233		BD0-BD3	TS	double start-up regulator.	Pending								
FR-0238	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	TS harness damage	closed	2.5L Gas							
FR-0254	C200B-61 C200C-2F U3000-96	B90,BD3	TS	overwound clockspring	closed								
FR-0256	C200B-2F C200B-61 U3000-96	BD0, B90	TS	shrink tube leak	Open								
FR-0257	C200B-2F U3000-96	BD0,BD2	TS	ASIC	close								
FR-0267	C200B-2F U3000-96	BD0,BD2	TS	molex conn	closed								
FR-0289	C200B-2F C200C-2F	BD2, BD3	TS	sent to warehouse	closed	outside Ford's testing range							
FR-0291	C200C-2F C200B-62	BD3, BD4	TS	sent to warehouse	closed	outside Ford's testing range							

FR-0292	C200B-62	BD4, B90	TS	sent to warehouse	closed	outside Ford's testing range			
FR-0293	C200B-2F	BD0, BD2	TS	TS harness damage	Closed	2.5L Hybrid			
FR-0294	C200C-2F C200B-62	BD3, B90	TS	overwound clockspring	Closed				
FR-0298	C200B-2F C200C-2F	BD2, BD3	TS	overwound clockspring	Pending				
FR-0301	C200B-2F	BD0, B90	TS	shrink tube leak	close				
FR-0302	C200B-2F	BD0, BD2	TS	hole drilled in IPA cover	Closed				
FR-0304	C200B-2F C200B-61	BD2, BD4	TS	NTF	Pending				
FR-0312	C200C-2F	BD1, BD3	TS	shrink tube leak	close				
FR-0321	C200C-2F	BD1, BD3	TS	TS harness damage	closed	2.5L Gas			
FR-0322	C200B-2F C200C-2F	BD0, BD3	TS	TS harness damage	Open	2.5L Gas			
FR-0327	C200C-2F	BD1, BD3	TS	NTF	Open				
FR-0332	C200C-2F	BD1, BD3	TS	shrink tube leak	closed				
FR-0337	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	closed	2.5L Hybrid			
FR-0339	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	TS harness damage	closed	2.5L Gas			
FR-0343	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	double start-up regulator.	Pending				
FR0344				TS harness damage	closed	2.5L Hybrid			
FR0345				TS harness damage	closed	2.5L Hybrid			
FR-0359	C200C-2F U3000-96	BD0-BD3	TS	TS harness damage	closed	2.5L Hybrid			
FR-0363	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Open	2.5L Gas			
FR-0364	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Open	2.5L Gas			
FR-0365	C200B-2F C200C-2F C200B-61	BD2, BD3,B90	TS	NTF- looking to install on vehicle if resources allow	Pending	2.5L Hybrid			
FR-0369	C200B-2F C200C-2F	BD2,BD3	TS	overwound clockspring	closed	2.5			

FR-0371	B200B-2F B200C-2F	BD0-BD3	TS	double start-up regulator.	Open	2.5L Gas			
FR-0384	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Open	3L			
DR-0004	C200B-2F C200C-2F	BD0-BD3	EPP	double start-up regulator.	Pending	Cold			
DR-0011	C200B-61 C200C-2F	B90	TS	overwound clockspring	Closed				
DR-0015	C200B-61 C200C-2F	B90	TS	overwound clockspring	Closed				
DR-0021	C200D-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	3.5L w/ APA			
DR-0035	C200C-2F	DB3	TS	NTF	Pending				
DR-0046	C200C-2F U3000-96	BD3	TS	overwound clockspring	closed				
0KM AR369007		BD0-BD3	TS	bend tone ring tooth	closed				
0KM AR407556		BD0,BD2, BD3	TS	TS harness damage	closed	2.5L Gas			
0KM-Oakville	C200B-2F C200C-2F	BD2	TS	overwound clockspring	closed				

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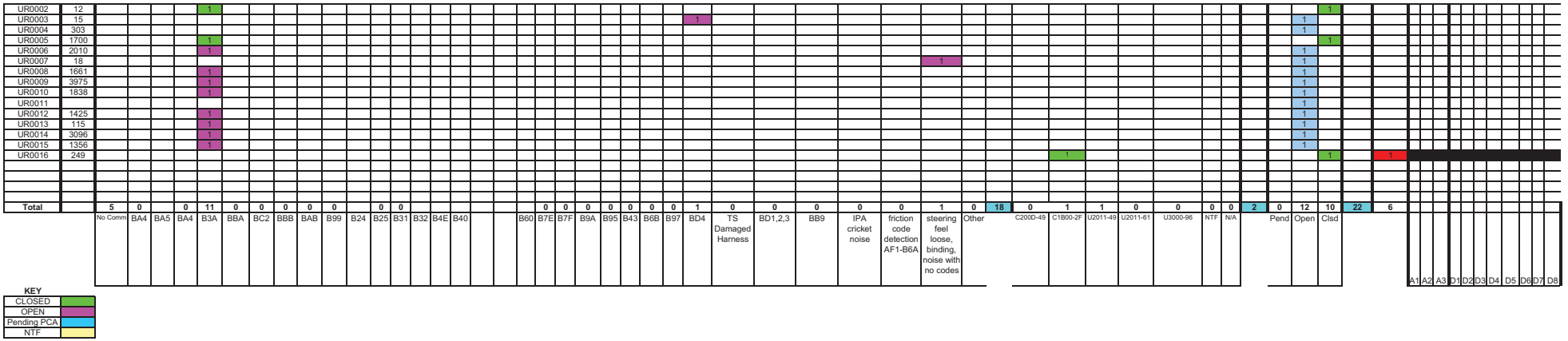
U502 Total		5	0		0	11	0	0	0	0	0		0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	13	0	1	1	0	0	0	0	0	0	0	0	0	0	0											
Case #	Miles	No Comm	BA4	BA5	BA9	B3A	BBA	BAA	BBB	BAB	BC5	B24	B25	B31	B32	B4E	B40	B6C	B6C	B60	B7E	B7F	B9A	B95	B43	B6B	B97	BD4	TS Damaged Harness	TS-BD0,1,2,3	BB5,7, 8,9	IPA cricket noise	friction code detection AF1-B6A	steering feel loose, binding, noise with	Other	Total	C200D-49	ABS codes with TC lamp on	U2011-49	P07AE-09	C1B00-64	NTF	N/A	Total	Pend	Open	Clsd	Total	Non-TRW	A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8
wiring	16	1																																											1		1															
wiring	207	1																																										1		1															
wiring	51	1																																										1		1															
wiring	10	1																																										1		1															
wiring	281	1																																										1		1															
code reset	289																																								1				1															
UR0001	18					1																																						1															

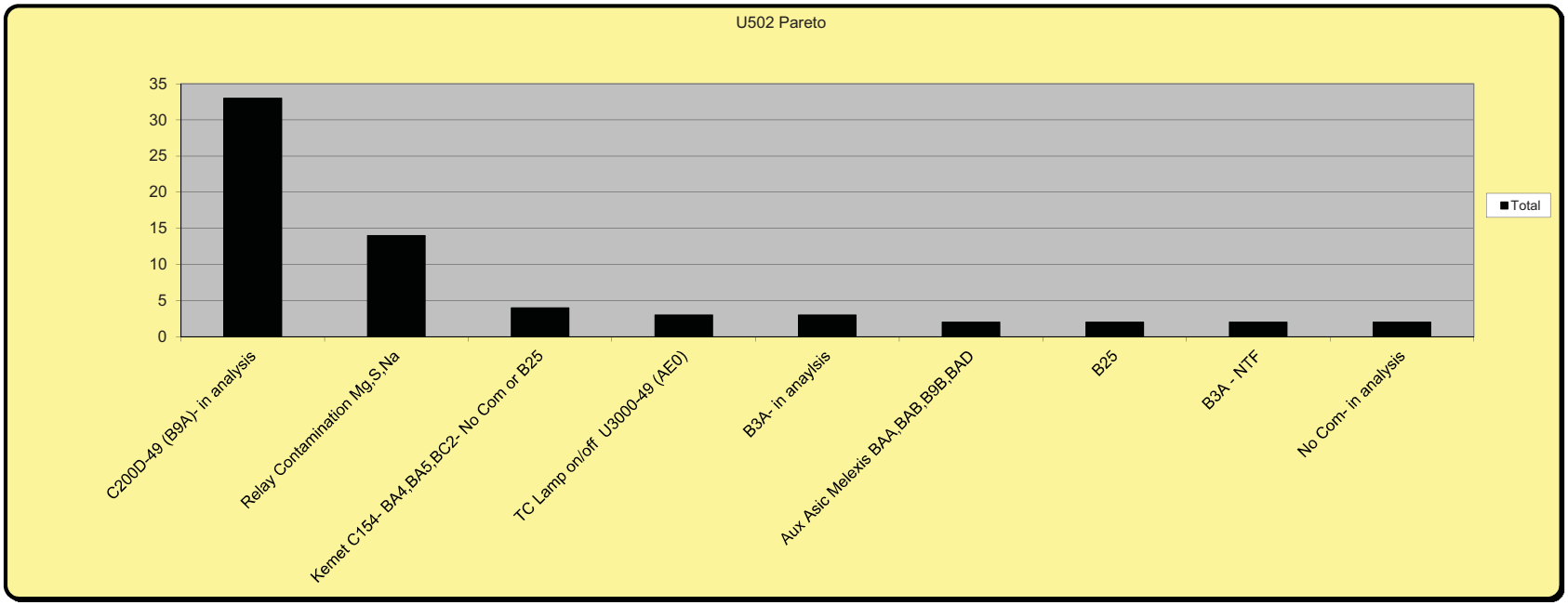


		No Comm	BA4	BA5	BA4	B3A	BBA	BC2	BBB	BAB	B99	B24	B25	B31	B32	B4E	B40	B60	B7E	B7F	B9A	B95	B43	B6B	B97	BD4	TS Damaged Harness	BD1,2,3	BB9	IPA cricket noise	friction code detection AF1-B6A	steering feel loose, binding, noise with no codes	Other	C200D-49	C1B00-2F	U2011-49	U2011-61	U3000-96	NTF	N/A	Pend	Open	Clsd	A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8
UR0002	12					1																																			1										
UR0003	15																								1																	1										
UR0004	303																																								1										
UR0005	1700					1																																		1	1										
UR0006	2010					1																																		1											
UR0007	18																															1									1										
UR0008	1661					1																																		1										
UR0009	3975					1																																		1										
UR0010	1838					1																																		1										
UR0011																																								1										
UR0012	1425					1																																		1										
UR0013	115					1																																		1										
UR0014	3096					1																																		1										
UR0015	1356					1																																		1										
UR0016	249																																		1								1	1									
Total		5	0		0	11	0	0	0	0	0		0	0					0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	18	0	1	1	0	0	0	0	2	0	12	10	22	6									

KEY

CLOSED	
OPEN	
Pending PCA	
NTF	

PAGES 64-245 REDACTED FOR RELEVANCE



updated to 9/21/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
C200D-49 (B9A)- in analysis	UR0030,45,47, 48,58,59,60,61, 62,63,64,65,66, 67,68,69,70,71, 73,75,76,77,79, 80,81,82,83,84, 85,86,87,88,89					1	3	2	15	9	2	1					33			8/22- hall effect & encoder differential. More testing needed to find root cause
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26,38				9	1	1	2	1								14	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
TC Lamp on/off U3000-49 (AE0)	UR0023,52,78						1		1				1				3		Non TRW issue	Both gears tested with NTF, on one vehicle the new gear did not fix U3000-49. vehicle could not be fixed shorting the CAN circuits would duplicate the symptoms.
B3A- in anaylsis	UR0041,56,90					1					1		1				3			NTF after relay contact analysis at Tyco
Aux Asic Melexis BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
B3A - NTF	UR0008,9				2												2			
No Com- in analysis	UR0035, 54										2						2			7/1- No Com
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location
No Com- NTF	UR0033									1							1			7/1- No Com
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix

updated to 9/21/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
NTF-U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1	7/22/2011- EOL test	4/14/2012-PSD mask	9/14- OnSemi ASIC Jitter
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1			
Broken Pulley	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
B6C	UR0050										1						1			
popping noise turning	UR0057											1					1		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
swerve LF siddenly	UR0072								1								1			
BD1,BD3	UR0074							1									1			
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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date	Part ETA
UR0021	U3000-49 U3000-96	BAA,BAB,B9B,BAD	EPP	in eval Melexis	8/15- Geoff to review Melexis 8D and check for further information to finalize.	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is			03073 Mullinax Ford	3735			1FMHK8B88BG[redacted]	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011			
UR0025	U3000-49	B25	EPP	In eval 26 Mile	9/12- tri-temp ignition cycling at 26mile NTF	5/26- pulled stored & EFF data shipped to MAO for further testing 6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps. 8/3- Sergio to send PFR to Andy/Geoff/Mike Molloy			20609 Orange Motor Co	8			1FMHK7D89BG[redacted]	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011			
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor. 8/15- UK motors grp did full teardown and did not find any flux density fault. Will put on hold until the other warranty returns are examined and tested.	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43 Celsius. To be shipped to UK 6/24- Sergio to send PFR to Geoff for analysis.			05559 Villa Ford	7839			1FMHK8F82BG[redacted]	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011			
UR0031 RUA#4977	No Com	No Com	EPP	In Eval UK	8/3- raise RUA and ship to UK for further testing. 8/8- part has not arrived yet in the UK check Anting for update	7/1- could not pull any Ford or Canape data, verified equipment does work, shipped to MAO for analysis. 7/25- It was found a low impedance between pin2 IC14 and ground. IC14 circuit open pin 2 of IC14 still present resoldered pin 2 and everything is working nomal at this time. ECU fixed Sergio did notice some marks close to pin 2 and the ground plane. Testing still ongoing			02459 Sam Pack's Ford	11			1FMHK7D85BG[redacted]	5/9/2011	4/29/2011	2/24/2011	3/4/2011	3.5L wo/APA	5/18/2011			
UR0032 RUA #4978	U3000-49	BFF,BFC,B1C	EPP	In Eval UK	7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis. 8/1- check with Mike on updates 8/8-part has arrived to the UK.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return.			07590 Van Bortel Ford	3003			1FMHK8F85BG[redacted]	3/4/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/9/2011			
UR0034	U2011-61 U3000-96	B95	TS	In Eval Hella	8/31-- Frequency variation on channel 2 without torque--> Failure description: PWM2 jitter, the ASIC has received at Onsemi and the analysis is ongoing, first results are possible on 2th of September.	7/1- pulled stored and EFF data, shipped to MAO for analysis 8/1-Checked with oscilloscope. Unstable Channel 2 PWM when no torque is applied. You can see a varation in channel 2 . Bobby to ship part to Hella			00210 Sunny King Ford	2707			1FMHK7D80BG[redacted]	1/20/2011	1/15/2011	11/16/2010	12/2/2010	3.5L wo/APA	5/11/2011			
UR0035 RUA# 4979	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In Eval UK	8/8- part has not arrived yet in the UK for further testing check with Anting for update	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/25-MAO reproduced B23- found a a low impedance between pin96 and pin97 on main micro IC3. It seems a problem on the soldering.			04161 Eddie Yaklin Ford	4625			1FMHK7D8XBG[redacted]	12/8/2010	12/6/2010	10/1/2010	10/21/2010	3.5L wo/APA	5/31/2011			
UR0036	C200B-2F C200C-2F	BD0-BD3	TS	In Eval Hella	8/31- No channel 2--> Function test on application level at all temperatures: The function test was passed. No Conspicuousness were found. Short durability / lifetime test shows no deviation, currently we will reproduce the failure according the information from Sergio.	8/1- BD3 fault is raised when IPA is fully turned CCW. Reference EPP used. Fault travelling with IPA. IPA signals are scoped. Observed a voltage drop in 5V supply. After a while fault is replicated, there was no signal on channel 2. bobby to ship to Hella.			M1626 Sanchez Auto	8			1FMHK7F82BG[redacted]	4/13/2011	4/7/2011	12/7/2010	12/11/2010	3.5L wo/APA	6/2/2011			
REDACTED FOR RELEVANCE																						
UR0040	U3000-49	BAE,BAB,BAD	EPP	In eval 26mile	8/10- MAO to hold onto EPP until UK is done testing the three gears with similar codes. 9/12- 26mile done tri-temp testing was able to get to reset once. Benched tested was able to get to fail possible aux. ASIC issue testing still ongoing.	8/1- raise RUA and ship to UK for further analysis. faults not replicating even when in hot testing. Fault not replicating in lab after hot test over ASIC and IC17. During analysis part failing with BA4 , B3A rep B7E. Power module swapped with a reference on.			08811 Sentry Ford	2050			1FMHK8D83BG[redacted]	2/14/2011	2/7/2011	12/13/2010	12/19/2010	3.5L wo/APA	6/16/2011			

UR0041 RUA# 4980	U2011-49	B3A	EPP	In Eval Tyco	8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco	8/1- Phase1 motor relay contact not closing.raise RUA and ship to UK			02199 Bob Gillingham Ford	5016			1FMHK8B88BG[redacted]	12/2/2010	11/23/2010	9/14/2010	9/16/2010	3.5L wo/APA	6/13/2011			
UR0042	C200C-2F	BD3	TS	In Eval 26mile	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing.	8/1-passed EOL & bench testing 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing			01273 Fred Beans Ford	4301			1FMHK8D84BG[redacted]	3/14/2011	3/7/2011	1/20/2011	1/29/2011	3.5L wo/APA	6/20/2011			
UR0043 RUA #4981	U3000-49	BAE,BAB,BAD,BAA	EPP	In Eval UK	8/8- UK received the part today for further testing. 8/22- comfirmed IC17, get reply from Anting and ship to Maxium.	8/1- raise RUA and ship to UK for further analysis.AA I sense working fine and Isense IC17 output incorrect. Signal coming from AA is OK but IC17 output is not good. IC17 temperature sensitive. did not swap Component Same failure mode as CR0030 in which after swapping Pin 5 is found broken.			05319 Rusty Eck Ford	5191			1FMHK8F84BG[redacted]	2/22/2011	2/17/2011	12/11/2010	12/16/2010	3.5L w/APA	6/27/2011			
UR0045	C200D-49	B9A	EPP	In Eval UK	8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders are re-synchronised, ran overnight with ign permanently on NFF, test repeated with ign. cycling for two hrs, NFF	8/1- hot and ambient testing done NTF. cold testing next step			05928 Premier Ford	1695			1FMHK7D8XBG[redacted]	3/28/2011	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011			
UR0046	C200B-62	BD4	TS	In Eval 26mile	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing	8/1- NTF on bench testing, or EOL testing. 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing			04927 J.C. Lewis Ford	1410			1FMHK7F87BG[redacted]	5/10/2011	5/1/2011	3/24/2011	3/26/2011	3.5L wo/APA	6/16/2011			
UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and encoder, more testing needed to define cause.	8/2- pulled stored & EFF data shipped to 26 mile for further information. 8/12- Chris bench tested with NTF with start the tri-temp testing to see if B9A resets 8/15- now able to duplicate the B9A will send Geoff the information on the scope and test set-up.			06700 Majic City Ford	3447			1FMHK8F87BG[redacted]	3/29/2011	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011			
UR0048	C200D-49	B9A	EPP	Shipping to MAO	9/12- performed tri-temp ignition cycling and could not reproduce code NTF 9/21-been uploaded with SW and gone through various test on the dynamometer, the unit has not failed at this time, more testing ongoing	8/2- pulled stored & EFF data shipped to MAO for further information 8/31- Not reproducable Cold			08211 Robinson Brothers Ford	3163			1FMHK7D84BG[redacted]	4/5/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011			
UR0050 RUA# 5048	U3000-49	B6C	EPP	In process MAO-To be sent to UK	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly. 8/29-To be sent to UK	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly. 8/29-To be sent to UK			03334 Charles Gabus Ford	4666			1FMHK8F85BG[redacted]	5/2/2011	4/19/2011	2/17/2011	2/24/2011	3.5L w/APA	7/11/2011			
UR0051	U3000-49	B25	EPP	In eval MAO	9/12- ambient testing complete with NTF, next step cold testing.	8/2- pulled stored & EFF data shipped to MAO for further information 8/29-Ambient testing did not duplicate. Will Cold test next 8/31-Cold testing raised BAA, BAB intermittent. Raised twice and did not repeat.			04921 Bozard Ford	2124			1FMHK7D89BG[redacted]	2/25/2011	2/21/2011	1/4/2011	1/7/2011	3.5L wo/APA	6/23/2011			
UR0054	No Com	No codes		at WPAC will ship out to MAO for analysis	9/12- gear not at MAO at this time I will check WPAC tomorrow.	8/19- tech was not able to get the tc lamp on or get the vehicle to act up but states he could not communicate with the PSCM using his IDS. Unknow if this was an IDS issue because there would be lamps on and no steering if he was not able to commincate with the PSCM. I had no trouble pulling data when gear arrived.			03776 Legacy Ford	16			1FMHK8B82BG[redacted]	5/22/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	6/29/2011			
UR0055	U3000-49	BA4,BA5,B45,B9C, B6C,B71		Shipping to MAO	9/12- able to reproduce codes, possible monitor micro- testing ongoing	8/19- pulled EFF & stored data shipped to MAO for further analysis			06787 Lake Elsinore Ford	2584			1FMHK7D87BG[redacted]	5/13/2011	5/4/2011	3/16/2011	3/19/2011	3.5L wo/APA	714/2011			

UR0056	U2011-49	B3A		in process Tyco	9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing	8/19- pulled EFF & stored data shipped to MAO for further analysis			06338 Shults Ford	105			1FMHK7B86BG[redacted]	5/12/2011	5/3/2011	2/28/2011	3/17/2011	3.5L wo/APA	7/11/2011				
UR0058	C200D-49	B9A		In Eval MAO	9/21- this unit is in teardown, flex density test, air gap measurement, hall effects swi. Threshold, encoder switching	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			02486 Five Star Ford	6543			1FMHK7D86BG[redacted]	3/24/2011	3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA	7/8/2011				
UR0059	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				02486 Five Star Ford	2953			1FMHK7F86BG[redacted]	3/31/2011	3/22/2011	1/24/2011	1/29/2011	3.5L wo/APA	7/1/2011				
UR0060	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				09580 Tracy Langston Ford	3191			1FMHK7D86BG[redacted]	5/3/2011	4/28/2011	3/16/2011	3/18/2011	3.5L wo/APA	8/5/2011				
UR0061	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				05947 Cannon Ford	4020			1FMHK7D87BG[redacted]	3/15/2011	3/9/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/2/2011				
UR0062	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				02486 Five Star Ford	10437			1FMHK8D89BG[redacted]	3/18/2011	3/12/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/10/2011				
UR0063	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				04921 Bozard Ford	14031			1FMHK7F8XBG[redacted]	3/10/2011	3/5/2011	12/25/2010	12/29/2010	3.5L w/APA	8/15/2011				
UR0064	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				11293 Camelback Ford	4655			1FMHK7F88BG[redacted]	3/10/2011	3/4/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/10/2011				
UR0065	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				02709 Tom Holzer Ford	5447			1FMHK8F8XBG[redacted]	4/11/2011	4/5/2011	12/23/2010	12/25/2010	3.5L wo/APA	8/10/2011				
UR0066	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				02405 Park Cities Ford	5234			1FMHK7D80BG[redacted]	1/13/2011	12/14/2010	11/11/2010	11/13/2010	3.5L wo/APA	7/28/2011				
UR0067	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				00469 Bondy's Ford	5426			1FMHK7D89BG[redacted]	3/22/2011	3/15/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/4/2011				
UR0068	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				M2686 Fema Automotriz	16576			1FMHK8F83BG[redacted]	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	8/22/2011				
UR0069	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				06293 Haldeman	9557			1FMHK7D82BG[redacted]	1/19/2011	1/7/2011	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011				
UR0070	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				07986 Henderson Ford	2775			1FMHK8B89BG[redacted]	3/24/2011	3/20/2011	1/24/2011	1/28/2011	3.5L wo/APA	8/15/2011				
UR0071	C200D-49	B9A		In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				00643 Buster Miles Ford	5112			1FMHK7D83BG[redacted]	5/2/2011	4/25/2011	2/28/2011	3/3/2011	3.5L wo/APA	8/12/2011				
UR0072	Frt end will swerve to LF suddenly	no codes		In Eval MAO	9/9- no damage to gear and rack move smooth stop to stop no codes in the stored or EFF data. Shipped to MAO for analysis				05417 Kemp Ford	10075			1FMHK7F88BG[redacted]	3/8/2011	3/3/2011		1/13/2011	3.5L wo/APA	8/19/2011				
UR0073	C200D-49	B9A		In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing				09469 Randall Reed's Ford	1856			1FMHK7F83BGA[redacted]	4/28/2011	4/25/2011	3/16/2011	3/17/2011	3.5L wo/APA	8/1/2011				
UR0074	C200C-2F	BD1,BD3		In Eval MAO	9/21- channel 1 failure Rogersville shipped to Hella for analysis	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			08990 Quirk Ford	10839			1FMHK8D81BG[redacted]	2/10/2011	2/1/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/16/2011				
UR0075	C200D-49	B9A		In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing				07398 Al Packer's Ford	4286			1FMHK8F87BG[redacted]	4/25/2011	4/15/2011	2/12/2011	2/14/2011	3.5L wo/APA	8/8/2011				
UR0076	C200D-49	B9A		In process MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing				06938 Fox Ford	2989			1FMHK8F81BG[redacted]	4/13/2011	4/7/2011	1/26/2011	1/29/2011	3.5L wo/APA	8/3/2011				
UR0077	C200D-49	B9A		In process MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing				02890 Russ Milne Ford	9977			1FMHK8D89BG[redacted]	2/23/2011	2/18/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/22/2011				
UR0079	C200D-49	B9A		In process MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing 8/31- Not reproducable Cold				05613 Lance Cunningham Ford	6993			1FMHK7D81BG[redacted]	3/29/2011	3/24/2011	12/7/2010	2/17/2011	3.5L wo/APA	8/10/2011				
UR0080	C200D-49	B9A		In process MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing				08006 Joe Machens	6386			1FMHK8D85BG[redacted]	5/6/2011	4/30/2011	2/17/2011	2/18/2011	3.5L wo/APA	8/25/2011				
UR0081	C200D-49	B9A		In process MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				06063 Smith Ford	9014			1FMHK8F87BG[redacted]	3/31/2011	3/27/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/16/2011	12/23/2010			
UR0082	C200D-49	B9A		In process MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				01730 Mike Fitzpatrick Ford	10293			1FMHK7D84BG[redacted]	3/4/2011	3/1/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/15/2011	12/24/2010			
UR0083	C200D-49	B9A		In process MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				03924 Crown Ford	23203			1FMHK7F87BG[redacted]	12/16/2010	12/11/2011	11/13/2010	11/14/2010	3.5L wo/APA	9/1/2011	10/27/2010			

UR0084	C200D-49	B9A		In process MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				00478 Wade Ford	7238			1FMHK7D80BG[redacted]	4/4/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	9/7/2011	12/4/2010
UR0085	C200D-49	B9A		In process MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				02645 Prince-Gnade Ford	4583			1FMHK8F8XBG[redacted]	4/12/2011	4/5/2011	12/1/2010	12/4/2010	3.5L wo/APA	9/2/2011	11/8/2010
UR0086	C200D-49	B9A		In process MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				02486 Five Star Ford	5025			1FMHK7F84BG[redacted]	4/27/2011	4/19/2011	2/24/2011	3/4/2011	3.5L w/APA	9/2/2011	1/3/2011
UR0087	C200D-49	B9A		In process MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				00406 Collier Ford	3228			1FMHK7D8XBG[redacted]	4/6/2011	4/2/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/29/2011	12/27/2011
UR0088	C200D-49	B9A		In process MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				09989 Mark Martin Ford	11159			1FMHK8D82BG[redacted]	2/10/2011	2/2/2011	12/13/2011	9/9/2011	3.5L wo/APA	8/30/2011	11/11/2010
UR0089	C200D-49	B9A		In process MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				04870 Al Packer Ford	5997			1FMHK7D88BG[redacted]	3/9/2011	3/4/2011	1/13/2011	1/14/2011	3.5L wo/APA	8/29/2011	12/23/2011
UR0090	U2011-49	B3A		In process MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				06672 Battlefield Ford	636			1FMHK7D81CG[redacted]	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP											1FMHK8F81BG[redacted]	3/16/2011				3.5L w/APA	3/16/2011			
0KM BGA30310	No Assist	?		CAP	no returned part from CAP																3.5L w/APA				
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned, should be tomorrow. Then part should arrive at WPAC by Monday 2/14.						07955 Ron Dupratt Ford	15			1FMHK8D87BG[redacted]	1/24/2011	1/17/2011	########	########	3.5L wo/APA	2/2/2011			
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts			CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO			00089 Koons Ford	303			1FMHK8F8XBG[redacted]	1/20/2011	1/19/2011	12/1/2010	12/4/2010	3.5L w/APA	2/12/2011			
					5/3- found out the gear was	3/3- talked to tech states			WEB FORM DATA - CONCERN:																

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UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled.						Lease management vehicle- Steve	1661			1FMHK8D86BG[redacted]	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any						Lease management vehicle- Doug White	3984			1FMHK8D88BG[redacted]	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.						06700 Magic City Ford	5155			1FMHK8F84BG[redacted]	1/19/2011	1/11/2011	########	########	3.5L wo/APA	4/19/2011			
0KM BGA85712	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.																			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA32423	U3000-49	B25,BB8, B95	EPP	In Eval (26mile)	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in this wednesdays										1FMHK8F81BC[redacted]	3/2/2011				3.5L wo/APA	3/2/2011			
0KM BGA56776		B25,BB8		MAO	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign										BC[redacted]			1/25/2011	2/25/2011		4/13/2011			

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UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi			CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2			09618 Brown Motors	18			1FMHK8D83BC[redacted]	12/16/2010				3.5L wo/APA	1/12/2011			
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil			CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-			02071 I-77 Ford	10			1FMHK8D83BC[redacted]	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when						Ford Management Lease Car- Chicago	1700			1FMHK8F88BC[redacted]	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after						Ford PDC Fleet vehicle- Taras Palczynski	2010			1FMHK7D89BC[redacted]	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to						lease management vehicle WHQ VSC	1838			1FMHK8F89BC[redacted]	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			
UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.						04331 Brondes Ford				1FMHK7F87BC[redacted]	2/24/2011				3.5L wo/APA	3/28/2011			
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with						02058 Beechmont Ford	1425			1FMHK8F83BC[redacted]	11/22/2010								
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to						00807 Crest Ford	115			1FMHK8F85BC[redacted]	2/16/2011				3.5L w/APA	3/9/2011			

UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK						03820 Landers Ford	3096			1FMHK8F8XBG[redacted]	11/3/2010				3.5L w/APA	3/5/2011			
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate						00807 Crest Ford	1356			1FMHK7B87BG[redacted]	11/16/2010				3.5L wo/APA	2/25/2011			
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change							02761 Southgate Ford	249			1FMHK7D82BGA[redacted]	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011			
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING			02731 Atchinson Ford	111			1FMHK8D89BG[redacted]	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011			
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET			05646 Crown Ford	30			1FMHK7D85BG[redacted]	3/8/2011				3.5L wo/APA	4/6/2011			
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex						02058 Beechmo nt Ford	13			1FMK8F80BG[redacted]	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253				WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING			07737 Serramote Ford	611			1FMHK8D89BG[redacted]	2/15/2011	2/7/2011			3.5L wo/APA	3/23/2011			
UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing						05126 Gary Crossley Ford	4475			1FMHK8F80BG[redacted]	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011			
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week						06081 San Francisco Ford	14			1FMHK8D81BG[redacted]	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011			
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.						02694 Dean Sellers	3754			1FMHK8F8XBG[redacted]	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-						08305 Evergreen Ford	49			1FMHK8F84BG[redacted]	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011			

UR0028	rubbing noise while turning at stop	no codes	NVH	in process MAO	6/10- No problem found EOL EDF/NVH testing. Did find a couple of impact markes on the OBH & EPP. Unsure what the tech moved or changed during gear replacement to fix noise. NPF- unknown cause	6/6- no codes in fault store, did not notice any noise turning input shaft back & forth from center. Shipped to MAO for EDF/NVH testing			CONCERN: FRONT END MAKES RUBBING SOUND FROM FRONT WHEN TURNING IN A PARKING LOT. DIAGNOSTICS: N/A PARTS REPLACED:N/A TECH QUESTION: ANY KNOWN CONCERNS? WERE YOU ABLE TO VERIFY THE CONCERN? YES AT WHAT SPEED DOES THIS OCCUR? WHEN VEHICLE IS STOPPED AND TURNING WHEEL MOST FREQUENTLY. AT WHAT RPM DOES THIS OCCUR? 750 CUSTOMER STATES CHEKC FOR NOISE WHEN TURNING WHEEL VERIFY NOISE WHEN TURNING. ISOLATE NOISE TO RACK ASSY.			20636 Schultz Ford	5475			1FMHK8D8XBG[redacted]	1/20/2011	1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011			
UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.				5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER			08868 John C. Stewart & Son	17			1FMHK8D83BG[redacted]	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011			
UR0033	No Com	No Com	EPP	In Eval MAO	7/26- No problem found with EPP communication, pulled normal data from the EPP. Still testing NTF. Unknown if tech mis-diagnosed vehicle for this front abs sensor issue.	7/1- was able to get into Canape data. After new EPAS gear installed vehicle returned 14 miles later with ABS & TC lamp coming on found shorted harness for abs frt sensor.						08452 New Brighton Ford	872			1FMHK7B80BG[redacted]	4/18/2011	4/9/2011	12/25/2010	12/31/2010	3.5L wo/APA	6/4/2011			

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UR0038 RUA#4997	U2011-49 U3000-96	B3A	EPP	In Eval UK	9/21-confirmed from tycothis is a Mg,Na,S contamination issue	8/1- MAO working on ambient and hot testing. 8/8- MAO testing still ongoing 8/11- cannot duplicate code fits the Mg,Na contamination dates shipped to UK then Tyco week 25 relay build						07563 Riser Ford	9727			1FMHK7F83BG[redacted]	11/23/2010	11/17/2010	9/10/2010	9/16/2010	3.5L w/APA	5/2/2011			
UR0039	No Com	No Com	EPP	In eval MAO	8/10-confirmed C154 Kemet Cap	7/25- no other claims on this vehicle						03591 Matthews-Currie Ford	1484			1FMHK7B81BG[redacted]	3/29/2011	3/27/2011	1/7/2011	1/9/2011	3.5L wo/APA	6/13/2011			
UR0044	Wheels lock TC lamp on C1B00-64	No codes		At WPAC	7/25-tech did not follow proper diagnostic's vehicle equipped with auto park C1B00-64 leads to SWA sensor in column. Hotliner requested to replace the RCM Chargeback dealer.							01472 Gullo Ford	3702			1FMHK7F87BG[redacted]	3/3/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/11/2011			
UR0049	U3000-49	BA4,BA5, BC2	EPP	In process MAO - Cap shipped to Kemet	8/29-Kemet C154 capacitor issue(cold weld issue)	8/2- pulled stored & EFF data shipped to MAO for further information 8/2- pulled stored & EFF data shipped to MAO for further information.						08862 Portsmouth Ford	457			1FMHK7F82BG[redacted]	5/13/2011	5/5/2011	3/23/2011	3/24/2011	3.5L wo/APA	6/28/2011			
UR0052	Check eng lamp on U3000-49	AE0		At WPAC	8/10- ship gear out of WPAC and test gear at MAO. If NTF to close case. 9/12- all testing passed, NTF	8/2- could not pull any codes only had a AEO code(CAN message fault)in PSCM check CQIS case dealer replaced EPAS gear and same codes set(U3000-49) no change, dealer could not fix vehicle and vehicle was bought back. Int no						00149 Waldrof Ford	1343			1FMHK8D81BG[redacted]	3/7/2011	3/2/2011	12/26/2010	12/30/2010	3.5L wo/APA	4/15/2011			
UR0053	U3000-49	BA4,BA5, BC2		in eval MAO	9/9- confirmed C154 Kemet Cap	8/19- pulled EFF & stored data does fit the signature of a Kemet C154 failure shipped to MAO to confirm						01928 Bert Wolfe Ford	629			1FMHK8D81BG[redacted]	5/20/2011	5/12/2011	2/11/2011	2/14/2011	3.5L wo/APA	7/6/2011			
UR0057	popping noise frt-end turning	no codes, lamps or noise from the gear		dealer chargeback	8/19- checked the history on this gear because I did not find any thing wrong with the gear physically or internal codes. Found out a bumper beam weld broke and causing the noise. Will chargeback the gear to the dealer							04544 Red McCombs Ford	1108			1FMHK7F89BG[redacted]	6/3/2011	5/26/2011		4/21/2011	3.5L wo/APA	7/6/2011			
UR0078	TC Lamp on	No codes		In process MAO	9/9- tech installed new PSCM vehicle still will not communicate. Non-TRW issue. Wiring issue. According to CQIS report.							02265 Mathews Ford	85			1FMHK8D83BG[redacted]	7/12/2011	6/24/2011	4/6/2011	4/7/2011	3.5L wo/APA	8/24/2011			
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for										1FMHK8D81BG[redacted]	3/14/2011				3.5L wo/APA	3/2/2011			

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From: Estes, Eric (E.E.)
Sent: Thursday, February 03, 2011 10:31 AM
To: Napoli, Laura (L.); Mrozek, Robert (R.M.); Snider, Tim (T.O.); Diez, Timothy (T.P.); Bahena, Miguel (Mike.); Mattern, Don (D.); Surella, Matthew (M.M.); Pasquarella, Michael (M.S.)
Subject: FW: Warranty tracker

Here is the latest warranty tracker. B3A's have been on a rise lately in (. U502.

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Eric J Estes
TRW EPAS Steering Systems
Quality Specialist
Hotline ph# 313-317-9358
Cell ph# 734-560-3493

From: Napoli, Laura (L.)
Sent: Thursday, February 03, 2011 9:20 AM
To: Estes, Eric (E.E.)
Subject: Warranty tracker

Eric,

Can you send me the latest warranty tracker? Jan 26 is the latest I have.

Regards,

Laura Napoli
U502 EPAS
Ford Motor Company
Cube: 2B-G66 PDC
Phone: 313.323.0634
Mobile: 313.805.0482

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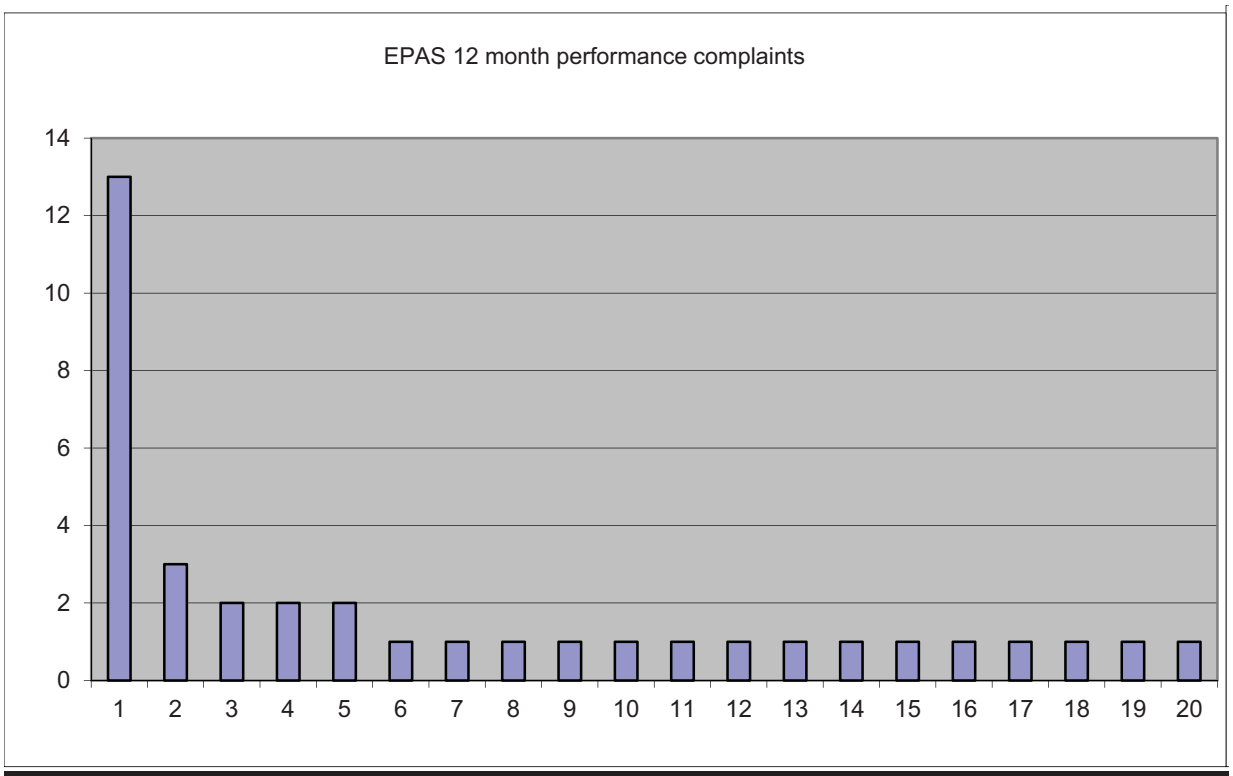


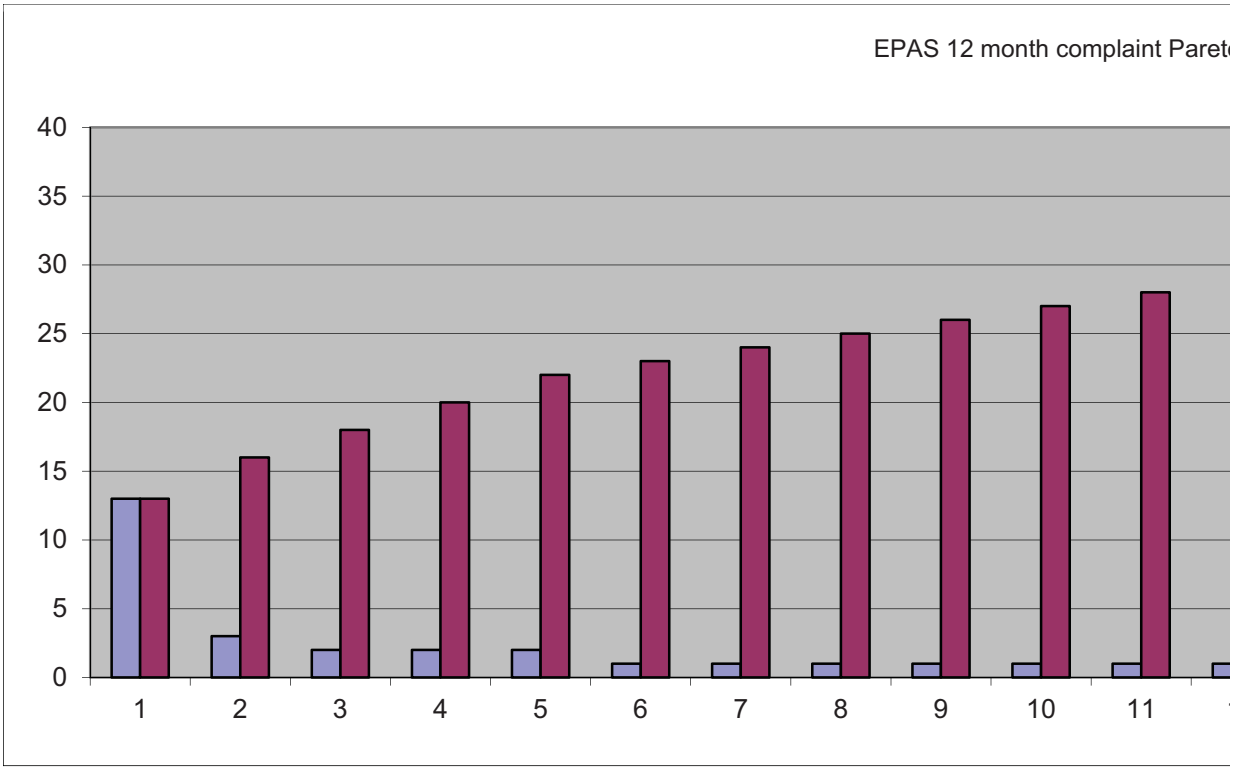
QR number	Description	Liability	Liability Tier	Jun	Jul	Aug	Sep
I240208, I240512, I240760, I031437, I241013, I241151, I241124, I241277, I241469, I241496, I241663, No QR, J240339-3	Lost of assistance / Relay related						
	Raised Rivet	TRW	Tyco	3			
	Offset spring	TRW	Tyco				
	Sulphur contamination	TRW	Tyco				

	Link relay armature weld failure	TRW	Tyco			1	2
	Plastic contamination	TRW	Tyco			1	
	Loose plastic tab	TRW	Tyco		1		
I240504, I240786, I241589	Noisy gear due to input shat loose on IPA / Missing input shaft bushing	TRW	Rogersville	1			
J240339-4, J200776-C	Lost of assistance PCB clerance related	TRW	Nidec				
I241036, I241386	Missing mounting bushing	TRW	QAO			1	
J030323, J200386	Wrong ECU delivery part number	TRW	QAO				

I240259	No communication	TRW	QAO				
I240647	Bushing off position	TRW	Tenneco				
I241180	Failure codes U0100, U2101	TRW	QAO				41
I240929	Sensor harness contamination in connector	TRW	Delphi		2		
I202093	Hex nut bushing without threads	TRW	ENA				1
I241645	Missing tie rods	TRW	QAO				
I202814	Housing's slot over spec	TRW	Sensus				
I241503	Cricket noise	TRW	Rogersville				
J034027	Containment bolt on bushing	TRW	QAO				
I240225	Noisy gear due to input shat loose on IPA	TRW	Rogersville				
No QR	Lost of Asistance. Part recirculated that didn't passed through testing stations	TRW	QAO				

J240232	Belt sliding while teeth are not well formed	TRW	Gates				
J200776-C	Damaged ribbon cable / Tear down	TRW	QAO				
J240482	Bent finger on IPA	TRW	QAO				
No QR	ECU R227 open circuit. C17 damaged or missing	TRW	Anting				
J240339, J240482	Lost of assistance. TBD	TRW	TBD				

Chicago QR's / If Number-C it means that rejections stayed at QC
Oakville QR's / If Number-C it means that rejections stayed at QC
Hermosillo QR's



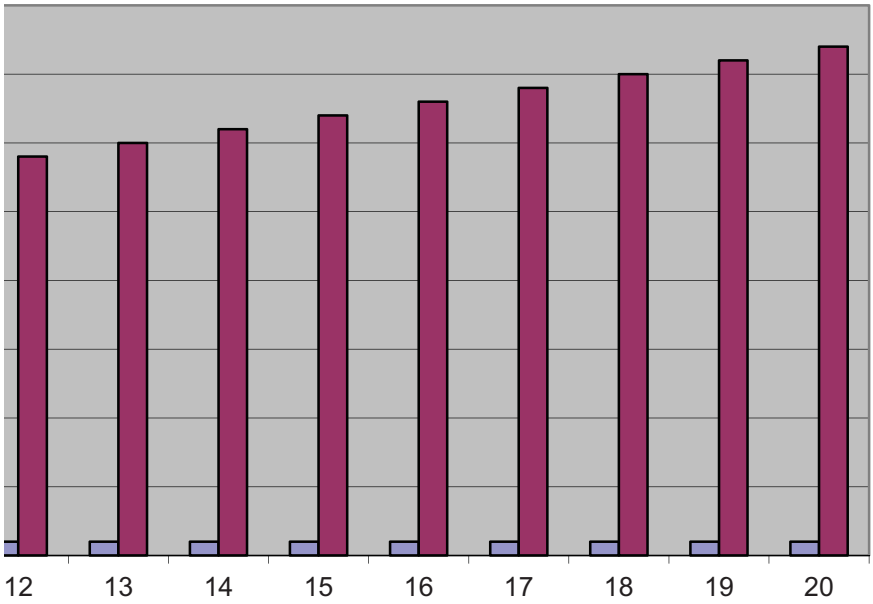
Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Total
					1			4
1								1
								0

								3
1		1		1		**1**		5
								1
	1							2
					1	**1**		2
1								2
				15				15

								0
								0
								41
								2
								1
	1							1
		1						1
84								84
				1				1
								0
				1				1

					1			1
					1			1
						1		1
							1	1
					2	**2**	**3**	7

o



Actions taken	PCA date	PCA @ QAO	PCA @ Ford	Recurrence
- Modify lower punch from flat to a cone shape for a more robust rivet - Installation of vision system to confirm post-rivet geometry. - Improve EOL cotact resistance testing	5/19/2009	8/11/2009	8/18/2009	
- Vision camera installed to prevent missaligned bridge. - Install feature to guide the spring during welding process	9/11/2009 10/9/2009	1/8/2010	1/15/2010	
- Contact laser cleaning on week 40/08 - Test effectiveness to be more rep. of the application (low current testing) at Tyco and Nidec	Sept. 2008 4/2/2009	6/25/2009	7/2/2009	

- Laser sampling / Lens cleaning. - Welding station PM change	10/9/2009 10/22/2009	1/8/2010	1/15/2010	
- Close back of riveting machine and buffer before and after cleaning. -Molding dept. particle reduction. New ionizatrion bars on coil body, cover and base plate.	9/30/2009 11/7/2009 12/11/2009	3/5/2010	3/12/2010	
- Improved alignment of base to armature. - 2 cameras installed to check for tab presence. - Blow and vacuum cleaning installation	8/6/2009	10/29/2009	11/5/2009	
- Poke yoke system installation to prevent non stacked shafts to be passed through before bushing is installed	1/8/2010	1/15/2010	1/22/2010	
- Test to confirm the impedance level between 0V and signal pins in the ribbon cable. - EC to cut back the 0V plane in the PCB artwork, to remove the potential for this overlap	Nov. 09 EC ongoing	10/21/2010	10/23/2010	
- Vision camera to detect missing bushings intalled in assy. line	Oct. 2009	Oct. 2009	Oct. 2009	
- Investigate feasibility to run cross check verification of correct software info. Between Bully and NVH machine. - Improve line programming to add new part numbers by minimizing manual intervention	2/15/2010 3/1/2010	2/15/2010 3/1/2010	3/8/2010	

- Recirculation process set up. - Operators retraining	3/31/2009	3/31/2009	4/7/2009	
- Rubber process cleaning improvement at supplier	5/12/2009	5/26/2009	6/2/2009	
- Activation test process change - Woodpecker process improvement	9/4/2009 9/13/2009	9/4/2009 9/13/2009	9/20/2009	
- Process audit improvement at supplier	10/30/2009	11/6/2009	11/13/2009	
- Visual camera system	11/30/2009	11/30/2009	12/5/2009	
- Poka yoke installation to assure programming of the part number to be produced into the data base	1/15/2010	1/15/2010	1/22/2010	
- Materials handling improvement to remove set up parts	12/12/2009	1/15/2010	1/22/2010	
- Return to Job 1 sensor design. - Install guide in op. 60 to turn IPA's input shaft 45 degrees and assure finger retainer in properly installed	12/19/2009	12/19/2009	12/26/2009	
- Bolt removal at SL station added	2/17/2010	2/17/2010	12/26/2009	
- Add bushing on "t" bar and pinion union. - Change to a new grease	Mar. 2009	Mar. 2009	Apr. 2009	
- Develop password that locks ability to operators to define station to send recirculated parts. - Develop traveling card system for recirculated parts	2/25/2010	2/25/2010		

- Supplier to remove tape to hold rubber in mandreel. - Molds are being inspected twice (a) 100% at the stripper after demold operation of the slab and (b) at the cooling station prior to placing the next jacket on the m	3/29/2010	4/15/2010	TBD	
- Develop the usage of one individual centering tool for the tear down operation	3/30/2010	3/30/2010	4/7/2010	
- Desing and implement a Christmas tree tool base to avoid using IPA's container to place this tool	5/25/2010	5/25/2010		
TBD				
TBD				

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REDACTED FOR RELEVANCE

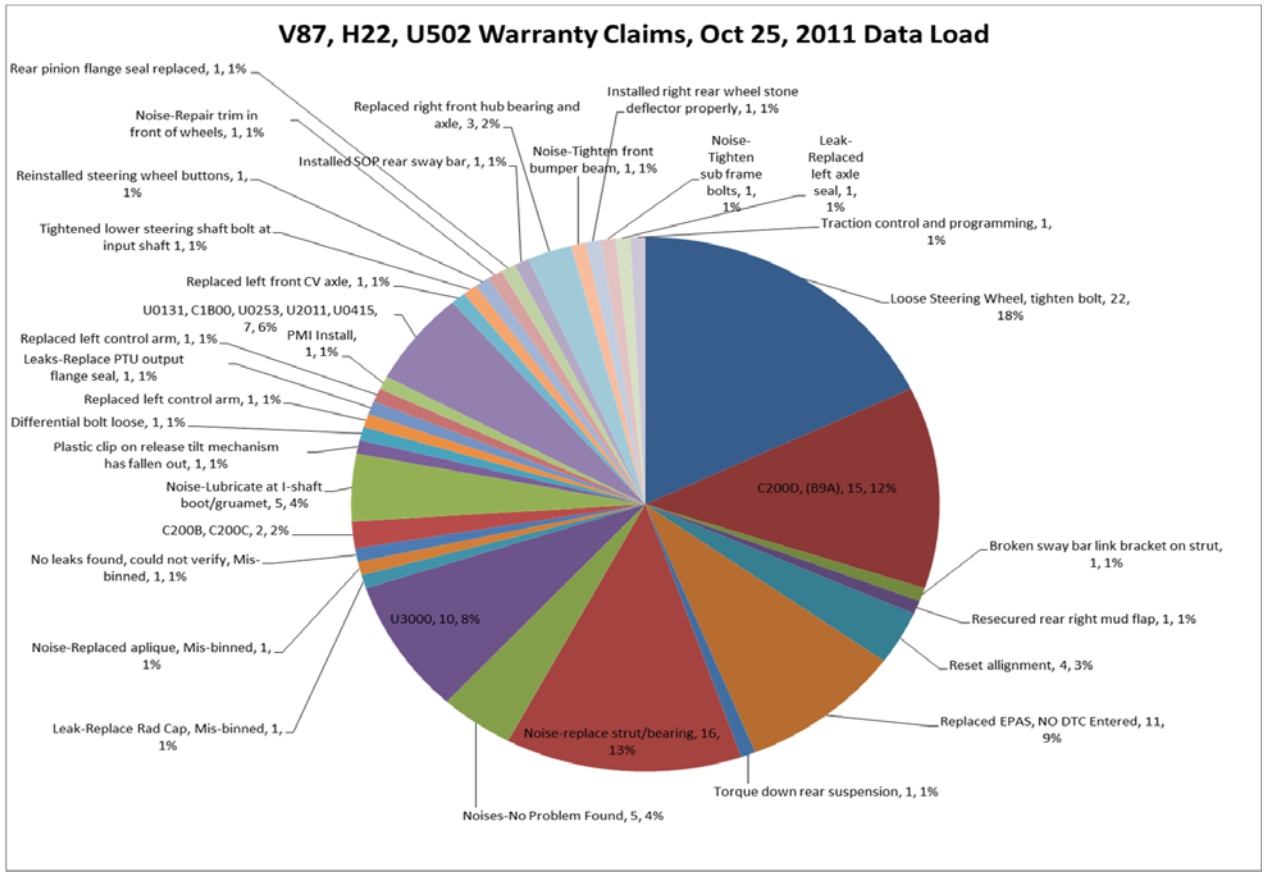
U502 Total		0	0		0	1	0	0	0	0	0	0	0	0	0
Case #	Miles	No Comm	BA4	BA5	BA9	B3A	BBA	BAA	BBB	BAB	BC5	B25	B31	B32	B4E
UR0001	18					1									
UR0002	16	1													
UR0003	207	1													
UR0004	51	1													
UR0005	10	1													

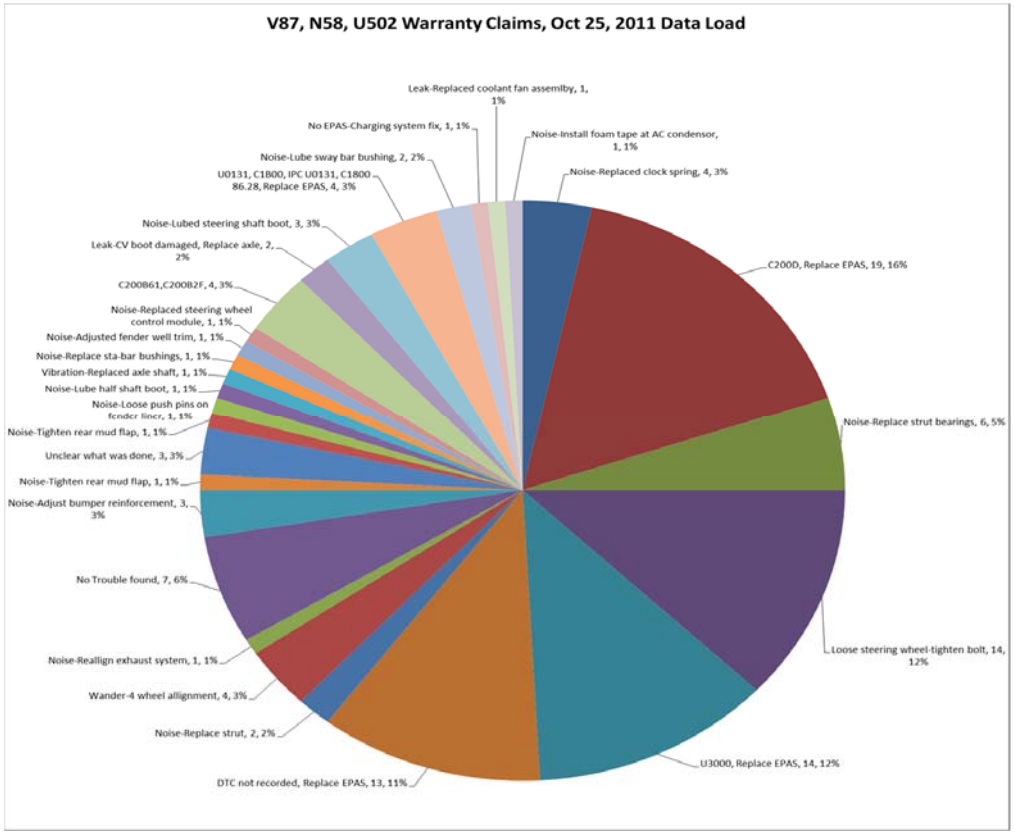
UR0006	289														
UR0007															
UR0008															
UR0009															
UR0010															
Total		**4**	**0**		**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
		No Comm	BA4	BA5	BA4	B3A	BBA	BC2	BBB	BAB	B99	B25	B31	B32	B4E

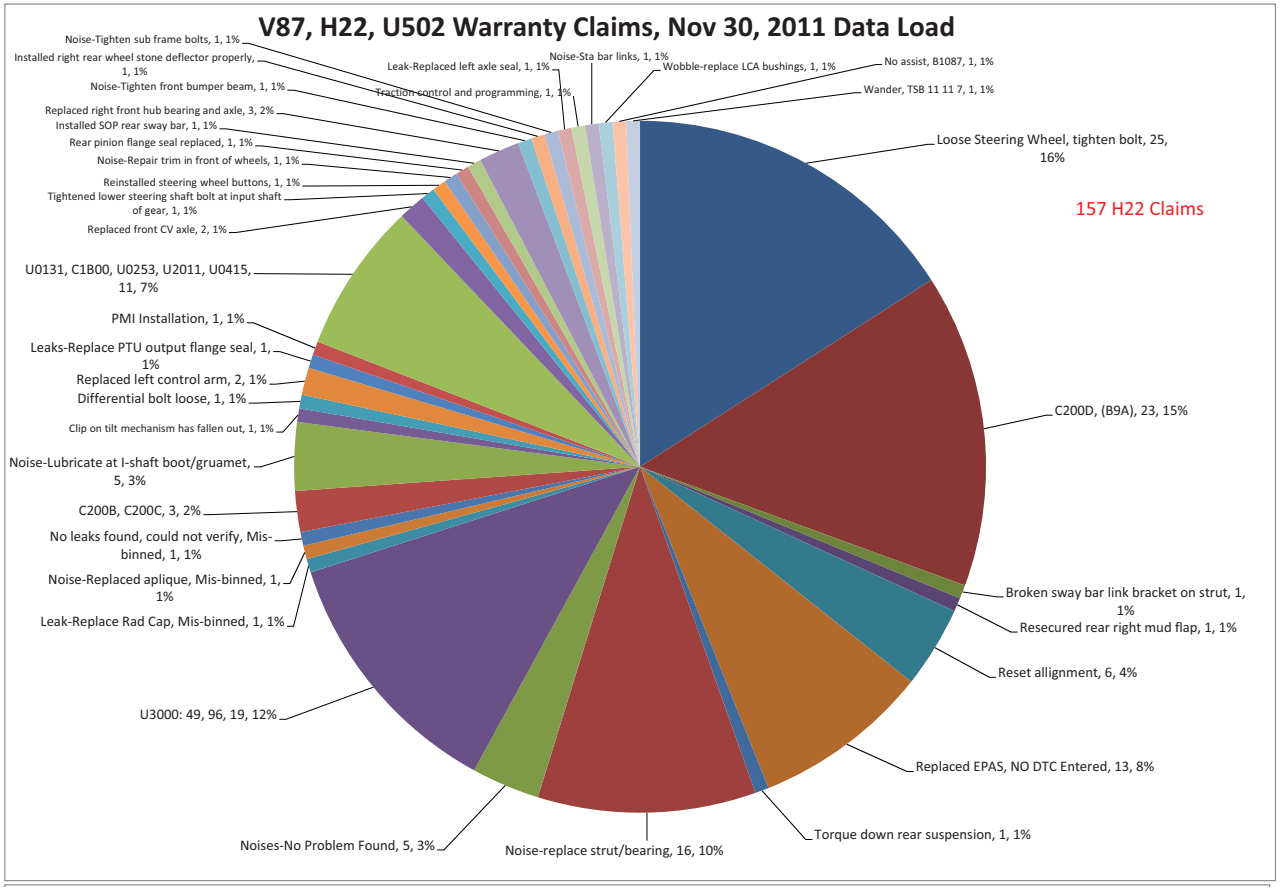
KEY

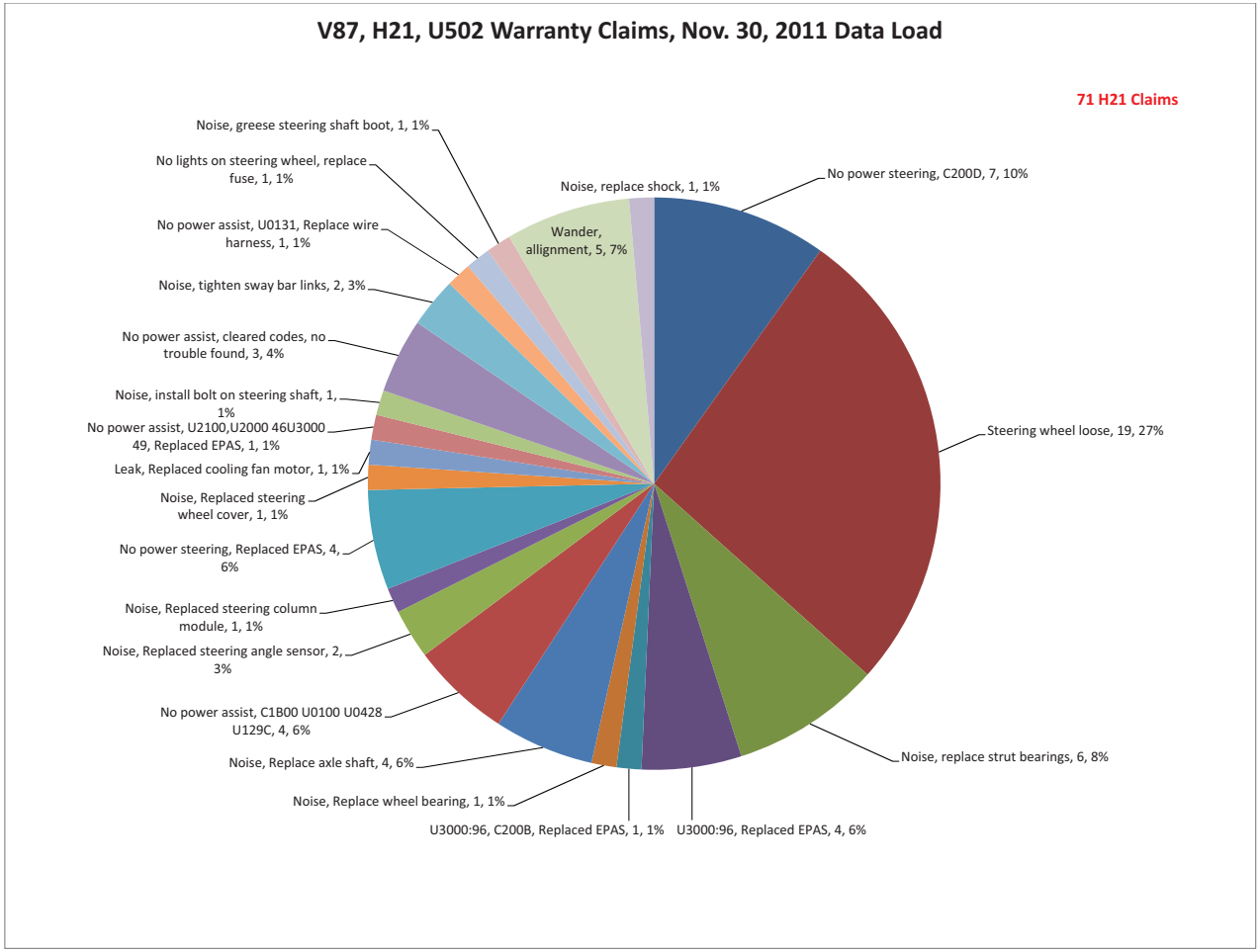
CLOSED	
OPEN	
Pending PCA	
NTF	

PAGES 45-276 REDACTED FOR RELEVANCE


V87, H22, U502 Warranty Claims, Oct 25, 2011 Data Load
Rear pinion flange seal replaced, 1, 1%
Noise-Repair trim in front of wheels, 1, 1%
Reinstalled steering wheel buttons, 1, 1%
Tightened lower steering shaft bolt at input shaft 1, 1%
Replaced left front CV axle, 1, 1%
U0131, C1B00, U0253, U2011, U0415, 7, 6%
PMI Install, 1, 1%
Replaced left control arm, 1, 1%
Leaks-Replace PTU output flange seal, 1, 1%
Replaced left control arm, 1, 1%
Differential bolt loose, 1, 1%
Plastic clip on release tilt mechanism has fallen out, 1, 1%
Noise-Lubricate at I-shaft boot/gruamet, 5, 4%
C200B, C200C, 2, 2%
No leaks found, could not verify, Mis-binned, 1, 1%
Noise-Replaced aplique, Mis-binned, 1, 1%
Leak-Replace Rad Cap, Mis-binned, 1, 1%
Noises-No Problem Found, 5, 4%
Torque down rear suspension, 1, 1%
Replaced EPAS, NO DTC Entered, 11, 9%
Reset allignment, 4, 3%
Resecured rear right mud flap, 1, 1%
Broken sway bar link bracket on strut, 1, 1%
Loose Steering Wheel, tighten bolt, 22, 18%
Traction control and programming, 1, 1%
Leak-Replaced left axle seal, 1, 1%
Noise-Tighten sub frame bolts, 1, 1%
Noise-Tighten front bumper beam, 1, 1%
Installed right rear wheel stone deflector properly, 1, 1%
Replaced right front hub bearing and axle, 3, 2%
Installed SOP rear sway bar, 1, 1%
C200D, (B9A), 15, 12%
U3000, 10, 8%
Noise-replace strut/bearing, 16, 13%

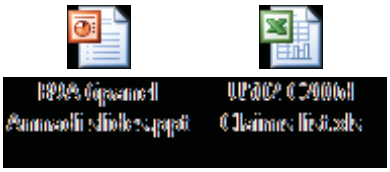

V87, N58, U502 Warranty Claims, Oct 25, 2011 Data Load
Leak-Replaced coolant fan assemlby, 1, 1%
No EPAS-Charging system fix, 1, 1%
Noise-Install foam tape at AC condensor, 1, 1%
Noise-Lube sway bar bushing, 2, 2%
Noise-Replaced clock spring, 4, 3%
U0131, C1800, IPC U0131, C1800 86.28, Replace EPAS, 4, 3%
Noise-Lubed steering shaft boot, 3, 3%
C200D, Replace EPAS, 19, 16%
Leak-CV boot damaged, Replace axle, 2, 2%
C200B61,C200B2F, 4, 3%
Noise-Replaced steering wheel control module, 1, 1%
Noise-Adjusted fender well trim, 1, 1%
Noise-Replace sta-bar bushings, 1, 1%
Vibration-Replaced axle shaft, 1, 1%
Noise-Lube half shaft boot, 1, 1%
Noise-Loose push pins on fender liner, 1, 1%
Noise-Replace strut bearings, 6, 5%
Noise-Tighten rear mud flap, 1, 1%
Unclear what was done, 3, 3%
Noise-Tighten rear mud flap, 1, 1%
Noise-Adjust bumper reinforcement, 3, 3%
No Trouble found, 7, 6%
Loose steering wheel-tighten bolt, 14, 12%
Noise-Reallign exhaust system, 1, 1%
Wander-4 wheel allignment, 4, 3%
Noise-Replace strut, 2, 2%
U3000, Replace EPAS, 14, 12%
DTC not recorded, Replace EPAS, 13, 11%


V87, H22, U502 Warranty Claims, Nov 30, 2011 Data Load
157 H22 Claims
Loose Steering Wheel, tighten bolt, 25, 16%
C200D, (B9A), 23, 15%
Broken sway bar link bracket on strut, 1, 1%
Resecured rear right mud flap, 1, 1%
Reset allignment, 6, 4%
Replaced EPAS, NO DTC Entered, 13, 8%
Torque down rear suspension, 1, 1%
Noise-replace strut/bearing, 16, 10%
Noises-No Problem Found, 5, 3%
U3000: 49, 96, 19, 12%
Leak-Replace Rad Cap, Mis-binned, 1, 1%
Noise-Replaced aplique, Mis-binned, 1, 1%
No leaks found, could not verify, Mis-binned, 1, 1%
C200B, C200C, 3, 2%
Noise-Lubricate at I-shaft boot/gruamet, 5, 3%
Clip on tilt mechanism has fallen out, 1, 1%
Differential bolt loose, 1, 1%
Replaced left control arm, 2, 1%
Leaks-Replace PTU output flange seal, 1, 1%
PMI Installation, 1, 1%
U0131, C1B00, U0253, U2011, U0415, 11, 7%
Replaced front CV axle, 2, 1%
Tightened lower steering shaft bolt at input shaft of gear, 1, 1%
Reinstalled steering wheel buttons, 1, 1%
Noise-Repair trim in front of wheels, 1, 1%
Rear pinion flange seal replaced, 1, 1%
Installed SOP rear sway bar, 1, 1%
Replaced right front hub bearing and axle, 3, 2%
Noise-Tighten front bumper beam, 1, 1%
Installed right rear wheel stone deflector properly, 1, 1%
Noise-Tighten sub frame bolts, 1, 1%
Traction control and programming, 1, 1%
Leak-Replaced left axle seal, 1, 1%
Noise-Sta bar links, 1, 1%
Wobble-replace LCA bushings, 1, 1%
No assist, B1087, 1, 1%
Wander, TSB 11 11 7, 1, 1%


V87, H21, U502 Warranty Claims, Nov. 30, 2011 Data Load
71 H21 Claims
Noise, greese steering shaft boot, 1, 1%
No lights on steering wheel, replace fuse, 1, 1%
No power assist, U0131, Replace wire harness, 1, 1%
Noise, tighten sway bar links, 2, 3%
No power assist, cleared codes, no trouble found, 3, 4%
Noise, install bolt on steering shaft, 1, 1%
No power assist, U2100,U2000 46U3000 49, Replaced EPAS, 1, 1%
Leak, Replaced cooling fan motor, 1, 1%
Noise, Replaced steering wheel cover, 1, 1%
No power steering, Replaced EPAS, 4, 6%
Noise, Replaced steering column module, 1, 1%
Noise, Replaced steering angle sensor, 2, 3%
No power assist, C1B00 U0100 U0428 U129C, 4, 6%
Noise, Replace axle shaft, 4, 6%
Noise, Replace wheel bearing, 1, 1%
U3000:96, C200B, Replaced EPAS, 1, 1%
U3000:96, Replaced EPAS, 4, 6%
Noise, replace strut bearings, 6, 8%
Steering wheel loose, 19, 27%
No power steering, C200D, 7, 10%
Noise, replace shock, 1, 1%
Wander, allignment, 5, 7%

From: Annadi, Hari (H.)
Sent: Friday, October 21, 2011 2:50 PM
To: Surella, Matthew (M.M.)
Subject: RE: B9A

Here is what I got.



From: Surella, Matthew (M.M.)
Sent: Wednesday, October 19, 2011 9:47 AM
To: Annadi, Hari (H.)
Subject: B9A

<< File: 2011 U502 Warranty Tracker 10-12-2011.xls >> << File: B9A_6panel_v2.ppt >>

Matthew (Matt) Surella
Steering EPAS Supervisor / MBB
313-805-3997

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Geographical Look at Warranty Returns

Conclusion: All of returns in northern states were repaired in Aug and Sept so there appears to be a trend for hot ambient conditions.

6-PANEL

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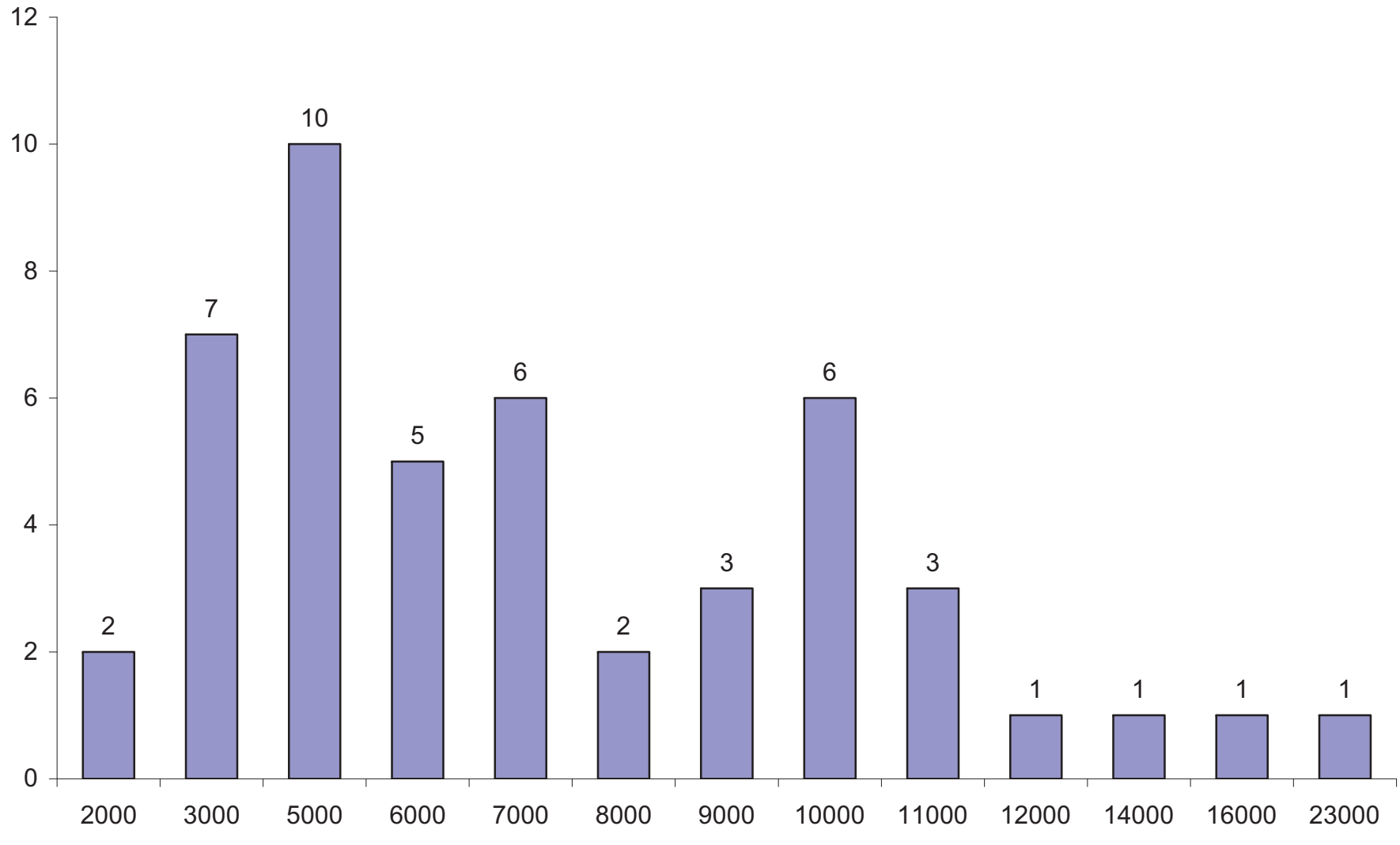

2011 Explorer sales														
Sum of VEHICLES	Production Month													
Sell Dealer State	2010-10	2010-11	2010-12	2011-01	2011-02	2011-03	2011-04	2011-05	2011-06	2011-07	Grand Total			
Ak - Alaska		3	9	20	6	71	33	40	28	5	215		215	0.0
Al - Alabama		20	73	73	79	224	146	165	184	28	992	5	992	5.0
Ar - Arkansas		20	37	33	59	103	77	101	81	16	527	2	527	3.8
Az - Arizona		15	66	98	73	197	128	148	134	23	882	1	882	1.1
Ca - California		88	696	1736	1499	1288	940	1830	1168	205	9450	1	9450	0.1
Co - Colorado		17	68	94	80	160	108	168	126	30	851		851	0.0
Ct - Connecticut		17	55	42	69	109	106	118	102	25	643		643	0.0
Dc - District Of Columbia				22	1	1	3	5	3	27	62		62	0.0
De - Delaware		10	15	16	22	47	31	36	29	5	211		211	0.0
Fl - Florida		94	313	334	301	684	643	617	451	65	3502	3	3502	0.9
Ga - Georgia		42	135	181	175	428	380	449	468	131	2389	2	2389	0.8
Hi - Hawaii		6	15	21	5	34	16	27	14	4	142		142	0.0
Ia - Iowa		21	38	79	96	151	92	143	114	32	766		766	0.0
Id - Idaho		2	10	15	13	41	26	31	28	13	179		179	0.0
Il - Illinois		95	205	293	324	744	427	571	526	125	3310		3310	0.0
In - Indiana		27	98	109	147	258	192	213	195	33	1272		1272	0.0
Ks - Kansas		6	31	53	55	127	61	100	102	33	568		568	0.0
Ky - Kentucky		59	61	73	78	156	139	133	120	25	844		844	0.0
La - Louisiana		17	69	93	90	201	161	173	192	39	1035	1	1035	1.0
Ma - Massachusetts		33	123	112	148	227	163	202	231	29	1268		1268	0.0
Md - Maryland		30	90	138	105	262	162	240	231	33	1291		1291	0.0
Me - Maine		4	13	19	18	45	24	33	26	8	190		190	0.0
Mi - Michigan	197	3731	363	464	885	1193	778	817	815	163	9406	3	9406	0.3
Mn - Minnesota		31	107	150	169	308	127	207	252	67	1418		1418	0.0
Mo - Missouri		72	145	262	291	637	216	643	190	72	2528	2	2528	0.8
Ms - Mississippi		8	27	40	40	80	73	63	62	24	417	2	417	4.8
Mt - Montana		2	9	15	16	40	20	37	33	9	181		181	0.0
Nc - North Carolina		34	121	155	142	337	284	247	340	59	1719	1	1719	0.6
Nd - North Dakota		3	14	23	20	65	18	36	49	14	242		242	0.0
Ne - Nebraska		7	24	30	34	95	52	77	72	22	413		413	0.0
Nh - New Hampshire		8	30	25	31	69	52	48	49	14	326		326	0.0
Nj - New Jersey		60	295	401	1141	1076	977	1064	624	140	5778	2	5778	0.3
Nm - New Mexico		3	30	34	20	70	55	60	61	13	346		346	0.0
Nv - Nevada		5	20	36	15	63	31	52	41	13	276		276	0.0
Ny - New York		120	398	414	487	777	650	782	813	185	4626	1	4626	0.2
Oh - Ohio		81	188	218	341	534	420	442	416	87	2727	1	2727	0.4
Ok - Oklahoma		11	62	89	54	157	118	141	113	25	770		770	0.0
Or - Oregon		5	32	48	35	97	43	79	82	10	431		431	0.0
Pa - Pennsylvania		88	257	336	410	714	535	568	579	119	3606	1	3606	0.3
Ri - Rhode Island		9	13	16	20	16	22	26	19	5	146		146	0.0
Sc - South Carolina		24	53	79	70	184	135	112	113	17	787	1	787	1.3
Sd - South Dakota		5	10	23	26	43	51	48	36	14	256		256	0.0
Tn - Tennessee		52	82	115	147	252	224	277	191	39	1379	2	1379	1.5
Tx - Texas		132	458	630	299	1142	1009	1086	834	197	5787	11	5787	1.9
Ut - Utah		6	23	25	61	76	55	119	77	14	456		456	0.0
Va - Virginia		79	139	177	206	440	295	376	335	61	2108	1	2108	0.5
Vt - Vermont		3	11	10	17	23	14	21	21	5	125		125	0.0
Wa - Washington		13	63	58	83	154	82	120	128	28	729		729	0.0
Wi - Wisconsin		23	69	94	110	248	190	181	168	46	1129		1129	0.0
Wv - West Virginia		18	34	43	25	84	36	69	63	11	383	1	383	2.6
Wy - Wyoming		3	5	11	12	21	11	23	16	1	103		103	0.0
Grand Total	197	5262	5302	7675	8650	14553	10631	13364	11145	2408	79187	44	79187	0.6

Count of VIN_CD	PART_NUM_CAUS_BASE		
VIN_CD	3504 14D212		Grand Total
1FMHK7B8XBG[redacted]	1		1
1FMHK7D80BG[redacted]	1	2	3
1FMHK7D80BG[redacted]	1	1	2
1FMHK7D81BG[redacted]	1	1	2
1FMHK7D81BG[redacted]	1	1	2
1FMHK7D82BG[redacted]	1	3	4
1FMHK7D82BG[redacted]	1	1	2
1FMHK7D83BG[redacted]	1		1
1FMHK7D84BG[redacted]	1	1	2
1FMHK7D84BG[redacted]	1	1	2
1FMHK7D85BG[redacted]	1		1
1FMHK7D85BG[redacted]	1		1
1FMHK7D86BG[redacted]	1		1
1FMHK7D86BG[redacted]	1		1
1FMHK7D86BG[redacted]	1		1
1FMHK7D88BG[redacted]	1		1
1FMHK7D89BG[redacted]	1		1
1FMHK7D89BG[redacted]	1		1
1FMHK7D8XBG[redacted]	1		1
1FMHK7D8XBG[redacted]	1	3	4
1FMHK7F83BG[redacted]	1		1
1FMHK7F84BG[redacted]	2	1	3
1FMHK7F84BG[redacted]	1	1	2
1FMHK7F86BG[redacted]	1	3	4
1FMHK7F87BG[redacted]	1		1
1FMHK7F87BG[redacted]	1		1
1FMHK7F88BG[redacted]	1		1
1FMHK7F88BG[redacted]	1		1
1FMHK7F88BG[redacted]	2	3	5
1FMHK7F8XBG[redacted]	1	1	2
1FMHK8B88BG[redacted]	1		1
1FMHK8B89BG[redacted]	1		1
1FMHK8D80BG[redacted]	1	1	2
1FMHK8D82BG[redacted]	1		1
1FMHK8D85BG[redacted]	1		1
1FMHK8D89BG[redacted]	1		1
1FMHK8D89BG[redacted]	2		2
1FMHK8D89BG[redacted]	1	2	3
1FMHK8F81BG[redacted]	1	1	2
1FMHK8F82BG[redacted]	1		1
1FMHK8F83BG[redacted]	1		1
1FMHK8F87BG[redacted]	1	1	2
1FMHK8F87BG[redacted]	1		1
1FMHK8F8XBG[redacted]	1	1	2
1FMHK8F8XBG[redacted]	1		1
Grand Total	48	29	77

19 with both	44
9 on same visit	

Report Info: Status=Finished
Data Selec: Model Year = MY_12[2012], MY_11[2011]
Report Sel: Report Name=Standard Claims List

MDL_YR	VIN_CD	PART_NUI	PART_NUI	CUST_CO	COND_CD	RPR_DT	TIS_WSD	CLM_KEY	MILGE	Mile Bin	MTRL_CO	TOT_COS	LBR_HRS	DLR_CD	DLR_SUB	REGION_C	ST_PROV	CPSC_CD	TECH_TXT1	TECH_TXT	CUST_TXT	AREA_CD	COUNTRY	SLS_DLR_TXN_CD	CNTRY_SC
2011	1FMHK8F83BG	65	650	C25	42	22-Aug-11	5	851447	10299	10000	134.43	147.13	0.5	M2686	*	NA	BJ	140101	MOTOR NO ENCIENDE,SE CARGA	LTS,CON I	REV.FALL	16	MEX	2M2091 E82	MEX
2011	1FMHK7B8XB	3504	HE	H21	69	30-Aug-11	6	1171884	5696	6000	1046.86	1275.66	2.6	1125	*	NA	SC	110101	TESTED STEERING SYSTEM, C	1B00:29 IN AE	CUSTOME	843	USA	121299	2 USA
2011	1FMHK7D80BG	3504	HE	H22	42	28-Jul-11	6	845517	5234	5000	1046.86	1852.44	6.8	2405	*	NA	TX	110101	ROAD TEST UNABLE TO VERIFY	S OF ALL '	CUSTOME	214	USA	152005	1 USA
2011	1FMHK7D80BG	3504	HE	C50	42	7-Sep-11	5	1023980	7238	7000	1121.64	1616.19	5.1	478	*	NA	GA	110101	TEST DRIVE VEHICLE, FOUND VE	REMOVEI	CUST STA	770	USA	121004	1 USA
2011	1FMHK7D81BG	3504	HE	H22	42	8-Aug-11	5	854271	5159	5000	1046.86	1364.33	4.1	5928	*	NA	MS	110101	CHECK FOR NO POWER STEERIN	EAR.	DIAGNOSE	662	USA	123462	1 USA
2011	1FMHK7D81BG	3504	HE	C50	42	10-Aug-11	5	989520	6993	7000	1046.86	1160.35	1.3	5613	*	NA	TN	110101	DTC C1B00, U0255, C200D, NEED	R, PROFO	CUST STA	865	USA	121218	1 USA
2011	1FMHK7D82BG	3504	HE	H22	42	24-Aug-11	6	978512	9557	10000	1368.4	1668.78	2.9	6293	*	NA	NJ	110101	INSTALL SOP STEERING GEAR. P	REMOVEI	INSTALL S	609	USA	116445	1 USA
2011	1FMHK7D82BG	3504	HE	G32	46	22-Aug-11	6	976984	15697	16000	1046.86	1493.22	4.7	2459	*	NA	TX	110101	M TIME IS FOR NO LABOR OP	REI R AND RE	TRACTION	972	USA	152014 E84	USA
2011	1FMHK7D83BG	3504	HE	H39	42	12-Aug-11	4	952926	5112	5000	1046.86	1351.92	3.9	643	*	NA	AL	110101	EPAS DIAGNOSIS EPAS ROADTES	S AND ALIG	CUST STA	256	USA	121561	1 USA
2011	1FMHK7D84BG	3504	HE	C50	42	15-Aug-11	4	1062584	10293	10000	1121.64	1211.17	1	1730	*	NA	GA	110101	VERIFY CONCERN,PERF INSP,CK	OASIS,RE	CUST STA	770	USA	121024	2 USA
2011	1FMHK7D84BG	3504	HE	H39	42	23-Jun-11	3	701197	3163	3000	1046.86	1193.69	1.6	8211	*	NA	LA	110101	PREPPED FOR BCE DIAGNOSIS R	CONNECT	ELECTRIC	225	USA	123203	1 USA
2011	1FMHK7D85BG	3504	HE	G32	42	24-Aug-11	7	1040167	7642	8000	1091.57	1433.46	3.6	2459	*	NA	TX	110101	VERIFIED CONCERN SERVICE AD	21737 PEI	CHECK SE	972	USA	152017	2 USA
2011	1FMHK7D85BG	3504	HE	H22	42	7-Sep-11	4	1065695	8900	9000	1437.19	1550.69	1.1	8951	*	NA	FL	110101	TECH RAN BCE TEST C200D, PER	ED	CUSTOME	352	USA	124542	1 USA
2011	1FMHK7D86BG	3504	HE	H22	42	8-Jul-11	3	772397	6543	7000	1046.86	1287.46	2.6	2486	*	NA	TX	110101	TEST DROVE AND VERIFIED CON	EAR ASSE	CUSTOME	817	USA	152020	1 USA
2011	1FMHK7D86BG	3504	HE	H22	42	5-Aug-11	3	829252	3191	3000	1046.86	1298.91	3.1	9580	*	NA	TN	110101	FAULTY RACK AND PINION	VER CRADLE S	CUST STA	615	USA	123258	1 USA
2011	1FMHK7D86BG	3504	HE	H22	41	13-Sep-11	4	1052345	6288	6000	1046.86	1374.07	3.9	4450	*	NA	TX	110101	UNIT CAME IN WITH POWER STEE	ND PERFC	POWER S	956	USA	152123	1 USA
2011	1FMHK7D88BG	3504	HE	H22	42	29-Aug-11	4	989015	5997	6000	997.01	1140.8	1.6	4870	*	NA	FL	110101	4616 STEERING LOSS. IDS DIAG	C R.	THE CUST	561	USA	124218	1 USA
2011	1FMHK7D89BG	3504	HE	C50	42	29-Aug-11	5	1087817	6897	7000	1046.86	1431.78	4.8	469	*	NA	AL	110101	TEST DROVE VEHICLE HAS NO P	RACK TES	CUST. STA	334	USA	121524	1 USA
2011	1FMHK7D89BG	3504	HE	H39	42	4-Aug-11	5	952860	5426	5000	1046.86	1431.78	4.8	469	*	NA	AL	110101	RACK & PINION STEERING GEAR	ASSEMBL	CUST.S TA	334	USA	121524	1 USA
2011	1FMHK7D8XB	3504	HE	H50	42	29-Aug-11	3	1062024	3228	3000	1066.93	1384.51	4.3	406	*	NA	AL	110101	COULD NOT DUPLICATE CONCER	NNECTOR	POWER S	334	USA	121553	1 USA
2011	1FMHK7D8XB	3504	HE	H22	42	1-Jul-11	3	671725	1695	2000	1091.17	1578.98	6.3	5928	*	NA	MS	110101	PERFORM STEERING GEAR DIAG.	PERFROI	DIAGNOSE	662	USA	123462	1 USA
2011	1FMHK7F83BG	3504	HE	H22	42	1-Aug-11	3	816760	1856	2000	1058.28	1412.23	3.7	9469	*	NA	TX	110101	CC42 DOES NOT OPERATE PROP	E IS FOR '	CUST STA	972	USA	152009	2 USA
2011	1FMHK7F84BG	3504	*	G32	42	16-Aug-11	6	853656	5027	5000	0	59.06	0.6	4871	*	NA	FL	110200	5027 RECALIBRATION PERFROMED	ELECTR	STEERING	305	USA	116830	2 USA
2011	1FMHK7F84BG	3504	HE	C50	42	20-Aug-11	6	1026067	5127	5000	1301.1	1517.65	2.2	4871	*	NA	FL	110101	STEERING GEAR IDS HOOK UP C	IN CHECK	STEERING	305	USA	116830	2 USA
2011	1FMHK7F84BG	3504	JE	C50	42	2-Sep-11	4	1040180	5025	5000	1520.32	1964.51	4.8	2486	*	NA	TX	110101	VERIFYED CONCERN.PERFORM	IS TIME.C/	POWER AS	817	USA	152020	1 USA
2011	1FMHK7F86BG	3504	HE	H22	42	1-Jul-11	2	814061	2953	3000	1048.96	1483.9	4.7	2486	*	NA	TX	110101	ROAD TEST VERIFY CONCERN DI	ERFORM	CUSTOME	817	USA	152020	1 USA
2011	1FMHK7F87BG	3504	HE	H50	42	1-Sep-11	8	1025563	23203	23000	1046.86	1267.85	2.5	3924	*	NA	NC	110101	IDS TEST, FOUND C200D:49 08	IN E	GENERAL	910	USA	172729 E84	USA
2011	1FMHK7F87BG	3504	HE	H22	42	24-Aug-11	4	1087818	7397	7000	1046.86	1431.78	4.8	469	*	NA	AL	110101	RETRIEVED CODES FROM PCSM	CK TEST F	CUST. STA	334	USA	121524	1 USA
2011	1FMHK7F88BG	3504	HE	C50	42	10-Aug-11	4	829639	4655	5000	1046.86	1514.13	4.6	11293	*	NA	AZ	110101	CONFIRM CONCERN PERFORM E	LEAR DTC	OTHER ST	602	USA	171466	2 USA
2011	1FMHK7F88BG	3504	HE	H22	42	1-Sep-11	4	1127930	8861	9000	1046.86	1270.57	2.7	2549	*	NA	TX	110101	STEERING ANGLE SENSOR INPUT	FALURE.(	CUSTOME	409	USA	152721	2 USA
2011	1FMHK7F88BG	3504	*	H22	42	2-Sep-11	5	1105509	11483	11000	0	150	0	4163	*	NA	OH	110200	5 DAYS ESP LOANER		LOANER E	440	USA	144433	1 USA
2011	1FMHK7F88BG	3504	HE	H22	42	2-Sep-11	5	1189346	11483	11000	1046.86	1322.94	2.9	4163	*	NA	OH	110101	RD TEST P S WORKING PERFORI	EST	C S THAT	440	USA	144433	1 USA
2011	1FMHK7F8XBG	3504	JE	H22	42	15-Aug-11	5	872597	14031	14000	1447.92	1593.77	1.7	4921	*	NA	FL	110101	STEERING INPO ROAD TEST IDS C200D 49 0		C S VEHIC	904	USA	124413 E84	USA
2011	1FMHK8B88BG	3504	HE	H22	42	18-Aug-11	5	1054060	11798	12000	1325.78	1818.05	3.8	8190	*	NA	NJ	110101	VERIFY CONCERN HOOK UP IDS	DATA. AL	CUSTOME	201	USA	113143	2 USA
2011	1FMHK8B89BG	3504	HE	H22	42	15-Aug-11	5	967433	2775	3000	1250.25	1610.7	4.5	7986	*	NA	NY	110101	SEE ADDITIONAL COMMENTS RO	NSPECT V	CUSTOME	585	USA	144030	1 USA
2011	1FMHK8D80BG	3504	HE	H50	42	14-Sep-11	4	1127531	6513	7000	1073.82	1521.36	3.8	1471	*	NA	PA	110101	EPAS STEERING GEAR ASSY BAC	POINT TES	CUSTOME	610	USA	116028	1 USA
2011	1FMHK8D82BG	3504	HE	H22	42	30-Aug-11	5	1043454	11159	11000	1046.86	1239.52	2.7	9989	*	NA	AR	110101	VERIFIED,DIAG,EEC,CODES C1B	0 D TRANSF	POWER S	870	USA	123588	2 USA
2011	1FMHK8D85BG	3504	HE	H22	42	25-Aug-11	3	1012343	6386	6000	1046.86	1649.52	6.3	8006	*	NA	MO	110101	ROAD TEST STEERING SEEMS T	C T PASS R	CUSTOME	573	USA	153792	1 USA
2011	1FMHK8D89BG	3504	HE	H22	69	21-Jul-11	4	989792	6114	6000	1046.86	1317.45	3.5	6359	*	NA	WV	110101	PERFORMED QUICK TEST WHICH	HIS TIME	CUST STA	304	USA	147486	1 USA
2011	1FMHK8D89BG	3504	*	H19	42	15-Aug-11	6	852743	9708	10000	0	85.35	0.9	2890	*	NA	MI	110200	RETRIEVED CODE C200D PERFO	ECH HOT	ABS LIGHT	586	USA	148040	1 USA
2011	1FMHK8D89BG	3504	HE	H50	42	22-Aug-11	6	871698	9977	10000	1046.86	1283.95	2.5	2890	*	NA	MI	110101	INOP STEERING GEAR PROGRAMMABLE MC	CK STEER	586	USA	148040	1 USA
2011	1FMHK8D89BG	3504	HE	C50	42	10-Aug-11	4	826602	10437	10000	1066.93	1483.35	4.5	2486	*	NA	TX	110101	ROAD TEST UNABLE TO DUPLICA	LIGNMEN	CUSTOME	817	USA	152020	1 USA
2011	1FMHK8F81BG	3504	HE	H50	42	3-Aug-11	4	873462	2989	3000	1078.36	1350.15	3.4	6938	*	NA	MI	110101	M TIME DUE TO NO LABOR OP	II AND REPL	CK FOR LO	231	USA	148644	1 USA
2011	1FMHK8F82BG	3504	CE	H22	42	13-May-11	4	506445	7839	8000	1037.18	1380.45	3.4	5559	*	NA	CA	110101	STEERING WHEEL LOCKED UP W	RESOLVE	CUSTOME	714	USA	171053	1 USA
2011	1FMHK8F83BG	3504	HE	H22	42	22-Aug-11	5	885248	10299	10000	1154.29	1205.07	2	M2686	*	NA	BJ	110101	DIRECCION DURA P/GIRAR VOLAI	A CUAL N	REV.DIRE	16	MEX	2M2091	2 MEX
2011	1FMHK8F87BG	3504	JE	N58	42	14-Jul-11	2	725092	3447	3000	1550.75	1742.99	2	6700	*	NA	VA	110101	VER CUST CONCERN, FOUND CO	TER REPA	CUST STA	540	USA	127080	1 USA
2011	1FMHK8F87BG	3504	HE	H50	42	16-Aug-11	5	1026778	9014	9000	1046.86	1368.34	3.8	6063	*	NA	AR	110101	RAN SELF TEST ON PSCM. RETRI	PERF CAI	POWER S	501	USA	123580	1 USA
2011	1FMHK8F8XBG	3504	HE	H22	42	10-Aug-11	4	871608	5447	5000	1046.86	1360.72	3.3	2709	*	NA	MI	110101	VERIFIED CHECK CODES C200D:49 08 R&R F	CK LOST F	248	USA	148030	1 USA
2011	1FMHK8F8XBG	3504	HE	H22	42	2-Sep-11	5	1051500	4583	5000	1046.86	1412.44	3.5	2645	*	NA	MO	110101	VERIFIED CONCERN PERFORME	GNMENT	CUST STA	636	USA	153341	1 USA
2011	1FMHK7D84BG	5005	*	N59	33	14-Jul-11	3	695285	3463	3000	10.91	102.68	1	8211	*	NA	LA	20101	TEST DROVE FOR NVH	WHEN BA	BOLTS. TE	DRIVABILI	225	USA	123203	1 USA
2011	1FMHK7D82BG	7005	*	L73	D1	20-Jun-11	4	636677	9958	10000	96.66	884.91	8.3	2459	*	NA	TX	70101	VIS INSP UNDER VEH FOUND FLU	BOTH CAS	CK FOR A	972	USA	152014	1 USA
2011	1FMHK7F88BG	14202	*	A07	4	29-Jul-11	4	743932	8369	8000	0	95.2	1	4163	*	NA	OH	180101	VERIFY CONCERN AND REPROGRAM	SYNC C	S THAT	440	USA	144433	1 USA
2011	1FMHK7F8XBG	16016	*	B07	7	15-Aug-11	5	839852	14031	14000	0	128.69	1.5	4921	*	NA	FL	10203	FOUND CLIP POPPING OUT. R	AND R	FENDE	C S DRIVE	904	USA	124413 E84	USA
2011	1FMHK7D80BG	17626	*	B19	33	28-Jul-11	6	795953	5234	5000	10.5	39.42	0.3	2405	*	NA	TX	10202	CC33 CP#17626	VERIFIED CUSTOMER COI	CUSTOME	214	USA	152005	1 USA
2011	1FMHK7D89BG	7804609	AA	B91	42	31-May-11	3	553597	2507	3000	50.69	66.23	0.2	469	*	NA	AL	0112XX	TRIM REMOVED AND REPLACED	DRIVERS S	USE SPO	334	USA	121524	1 USA
2011	1FMHK8F87BG	7821852	*	L17	33	11-Apr-11	0	370327	5	0	0	39.83	0.5	6063	*	NA	AR	11404	REMOVED DRIVERS DOOR PANEL	AND RES	CHECK DF	501	USA	123580	1 USA
2011	1FMHK7F86BG	7823394	A	G07	42	9-Sep-11	5	1009957	6211	6000	79.66	181.46	1.1	2486	*	NA	TX	11103	VERIFIED CUST CONCERN.	PERFORMED BC	PASSENG	817	USA	152020	1 USA
2011	1FMHK7D86BG	10E893	A	A59	42	24-Jun-11	1	608145	800	1000	131.49	299.29	2	4450	*	NA	TX	190701	VERIFIED CONCERN. RAN	NAVIGATION DIG	CUSTOME	956	USA	152123	1 USA
2011	1FMHK7F84BG	13N021	A	L26	46	16-Aug-11	6	846645	5027	5000	21.02	40.71	0.2	4871	*	NA	FL	170101	5027 BULB REPLACED BLOWN	LEFT HEADLI	DRIVEABIL	305	USA	116830	2 USA
2011	1FMHK8D80BG	14B351	A	G09	42	14-Sep-11	4	1088334	6513	7000	216.83	314.87	1	1471	*	NA	PA	11421	BAD ELECTRIC LIFT PISTON	DRIV STRUT	CUSTOME	610	USA	116028	1 USA
2011	1FMHK7D80BG	14D212	*	A86	4	18-Jul-11	6	699208	4995	5000	0	125.33	1.3	2405	*	NA	TX	191701	CC04 CP#14D212	VERIFIED CUSTOMER CC	CUSTOME	214	USA	152005	1 USA
2011	1FMHK7D80BG	14D212	*	A86	4	28-Jul-11	6	801652	5234	5000	0	125.33	1.3	2405	*	NA	TX	191701	CC04 CP#14D212	VERIFIED CUSTOMER CC	CUSTOME	214	USA	152005	1 USA
2011	1FMHK7D80BG	14D212	*	A60	4	7-Oct-11	6	1309749	8611	9000	0	126.06	1.3	478	*	NA	GA	191701	REPROGRAMMED MYTOUCH WITH LATEST	SYNC SYS	770	USA	121004	1 USA

2011	1FMHK7D81BG	[redacted]	14D212	*	A07	4	8-Aug-11	5	821891	5159	5000	0	100.66	1.3	5928	*	NA	MS	191701	PERFORM TSB 11 7 24 SOFTWARE UPDATE ELECTRIC		662	USA	123462		1	USA
2011	1FMHK7D81BG		14D212	*	A07	42	21-Apr-11	1	438838	406	0	0	109.97	1.3	5613	*	NA	TN	191701	REPROGRAN SYNC MY TOUCH TO 11 04 18	CUSTOME	865	USA	121218		1	USA
2011	1FMHK7D82BG		14D212	AN	A07	42	11-Mar-11	1	290794	263	0	488	488	0	67803	*	NA	MI	191701	Dealer RO# 60339 1878# A0583867	*		USA	116445		2	USA
2011	1FMHK7D82BG		14D212	*	A60	4	22-Jul-11	5	779618	5904	6000	0	134.65	1.3	6293	*	NA	NJ	191701	NO NAV SINCE LAST UPDATE. SU NC.	CUST STA	609	USA	116445		1	USA
2011	1FMHK7D82BG		14D212	*	A87	42	11-Mar-11	1	302689	263	0	0	752.78	7.5	6293	*	NA	NJ	191701	VERIFY NAV SYNC SCREEN INOP EXE ERR(	CUST STS	609	USA	116445		1	USA
2011	1FMHK7D82BG		14D212	*	A07	4	22-Aug-11	6	953587	15697	16000	0	119.64	0	2459	*	NA	TX	191701	REPROGRAM THE APIM(FULL REPROGRAMI	SYNC CO	972	USA	152014	E83		USA
2011	1FMHK7D84BG		14D212	*	A07	4	15-Aug-11	4	1051142	10293	10000	0	179.08	2	1730	*	NA	GA	191701	VERIFY CONCERN,PERF BCE TEST,PP TEST	CUST STA	770	USA	121024		2	USA
2011	1FMHK7D84BG		14D212	*	G32	4	20-Jul-11	4	718778	3544	4000	0	119.3	1.3	8211	*	NA	LA	191701	APIM ERRATIC OPERATION 42	ELECTRIC	225	USA	123203		1	USA
2011	1FMHK7D8XB		14D212	BS	A07	42	6-Jun-11	2	538996	1002	1000	488	488	0	67803	*	NA	MI	191701	Dealer RO# 6062313 1878# A0617449	*		USA	123462		2	USA
2011	1FMHK7D8XB		14D212	*	A07	4	17-May-11	2	487371	825	1000	0	97.54	1.3	5928	*	NA	MS	191701	CP:14D212	CHECK S\	SOUND S\		662	USA	123462		1	USA
2011	1FMHK7D8XB		14D212	*	A07	4	24-May-11	2	602703	1002	1000	0	622.75	8.3	5928	*	NA	MS	191701	TOUCH SCREEN IS BLNK. NO DTC	SEVERAL	SOUND S\		662	USA	123462		1	USA
2011	1FMHK7F84BG		14D212	*	A07	4	16-Aug-11	6	839822	5027	5000	0	127.96	1.3	4871	*	NA	FL	191701	5027 TSB AS PER TSB 11 7 24 FULL REPTRO	INTERIOR		305	USA	116830		2	USA
2011	1FMHK7F84BG		14D212	*	A86	4	4-Aug-11	3	766999	3704	4000	0	120.3	1.3	2486	*	NA	TX	191701	VERIFIED CUST CONCERN. REPROGRAMME	CUSTOME	817	USA	152020		1	USA
2011	1FMHK7F86BG		14D212	BS	A07	42	28-Jun-11	2	624066	2953	3000	488	488	0	67803	*	NA	MI	191701	Dealer RO# 505631 1878# A0626849	*		USA	152020		2	USA
2011	1FMHK7F86BG		14D212	*	A60	4	30-May-11	1	531916	1682	2000	0	116.57	1.3	2486	*	NA	TX	191701	CHECKED SOFTWARE LEVEL ANI	SB SHOUL	CUSTOME		817	USA	152020		1	USA
2011	1FMHK7F86BG		14D212	*	A86	42	1-Jul-11	2	749252	2953	3000	0	175.83	1.9	2486	*	NA	TX	191701	REPLACED APIM PER SF AND REPROGRAM	SYNC ISS\			817	USA	152020		1	USA
2011	1FMHK7F88BG		14D212	BV	A07	42	23-Aug-11	4	856570	10686	11000	488	488	0	67803	*	NA	MI	191701	Dealer RO# 145442 1878# A0650802	*		USA	144433		2	USA
2011	1FMHK7F88BG		14D212	*	A07	4	19-Aug-11	4	853295	10469	10000	0	152.32	1.6	4163	*	NA	OH	191701	VERIFY CONCERN PERFORM APIM FULL UP	C S THAT		440	USA	144433		1	USA
2011	1FMHK7F88BG		14D212	*	A07	4	23-Aug-11	4	1140430	10686	11000	0	190.4	2	4163	*	NA	OH	191701	VERIFY CONCERN REPLACE APIM MODULE	TOUCH SC		440	USA	144433		1	USA
2011	1FMHK7F8XBG		14D212	*	A18	4	15-Aug-11	5	839853	14031	14000	0	111.53	1.3	4921	*	NA	FL	191701	VERIFY CONCERN. PERFORM APIM REPRO(	C S HAS M		904	USA	124413	E83		USA
2011	1FMHK8D80BG		14D212	*	A18	4	14-Sep-11	4	1088335	6513	7000	0	127.45	1.3	1471	*	NA	PA	191701	MY TOUCH SOFTWARE UPDATE TSB 11 07 2	CUSTOME		610	USA	116028		1	USA
2011	1FMHK8D89BG		14D212	BS	A07	42	19-Jul-11	4	702243	8668	9000	488	488	0	67803	*	NA	MI	191701	Dealer RO# 507942 1878# A0634577	*		USA	152020		2	USA
2011	1FMHK8D89BG		14D212	*	A86	4	29-Jul-11	4	755833	9598	10000	0	185.08	2	2486	*	NA	TX	191701	INSPECTED VEHICLE AND VERIFIED CONCE	CUSTOME		817	USA	152020		1	USA
2011	1FMHK8F81BG		14D212	*	A60	4	8-Sep-11	5	1011939	3601	4000	0	103.92	1.3	6938	*	NA	MI	191701	PERFORM TSB 11 7 24 REFLASH APIM TO TH	SCREEN (		231	USA	148644		1	USA
2011	1FMHK8F87BG		14D212	*	A60	4	23-Sep-11	4	1158209	5251	5000	0	124.96	1.3	6700	*	NA	VA	191701	UPDATED SYNC USING TSB 11 07 24 RECHE	FORD REC		540	USA	127080		1	USA
2011	1FMHK8F8XBG		14D212	*	A60	4	10-Aug-11	4	861088	5447	5000	0	123.64	1.3	2709	*	NA	MI	191701	REPROGRAMMED SYNC AS PER TSB 11 7 24	CK MY TO		248	USA	148030		1	USA
2011	1FMHK8F8XBG		18C815	*	A07	42	30-Jun-11	3	670282	2306	2000	0	313.35	3	2645	*	NA	MO	150102	VERIFIED CONCERN CHECKED A	CF MODU	CUST STA		636	USA	153341		1	USA
2011	1FMHK8D89BG		19C107	BS	A07	42	13-Oct-11	7	1348702	16053	16000	223.55	223.55	0	67803	*	NA	MI	1501XX	Dealer RO# 516921 1878# A0672389	*		USA	152020	E83		USA
2011	1FMHK8D82BG		19E616	B	C05	41	12-Jul-11	3	726201	8507	9000	23.83	195.07	2.4	9989	*	NA	AR	120403	HOOKED UP GAUGES TO MONITC	TOR TEST	AC QUITS		870	USA	123588		2	USA
2011	1FMHK8F82BG		1A189	A	B65	28	17-Aug-11	7	888145	12558	13000	128.94	116.94	0.5	5508	*	NA	CA	40404	28 SENSOR ASSEMBLY	TIRE PRI	SSURE LI(	CUSTOME	949	USA	171053	E84		USA
2011	1FMHK7D81BG		3F791	AA	C50	42	28-Jul-11	4	785706	6017	6000	152.32	204.7	0.6	5613	*	NA	TN	110501	DTC C1BOO:86 68 STEERING ANGLE SENSO		CUST STA		865	USA	121218		1	USA
2011	1FMHK7D83BG		3F791	*	C50	4	12-Aug-11	4	929760	5112	5000	0	23.47	0.3	643	*	NA	AL	110501	TEST DRIVE PERFORMED TSB 11 02 12 UPD		CUST STA		256	USA	121561		1	USA
2011	1FMHK7F8XBG		54045A36	*	T53	7	15-Aug-11	5	839851	14031	14000	0	60.05	0.7	4921	*	NA	FL	11202	ACCESS CENTER CONSULE TO REAATTACH	C S REAR			904	USA	124413	E84		USA
2011	1FMHK7D89BG		8C607	C	C02	42	7-Jul-11	3	742230	4035	4000	336.64	416.84	1	469	*	NA	AL	30306	COOLING FAN BODY	CHASSIS	ELECTRIC/	CUST STA	334	USA	121524		1	USA
2011	1FMHK7F87BG		8C607	C	E23	42	16-Jun-11	2	584466	2567	3000	311.71	391.91	1	469	*	NA	AL	30306	COOLING FAN BODY	CHASSIS	ELECTRIC/	CS VEHICI	334	USA	121524		1	USA
2011	1FMHK7F88BG		8C607	C	C05	42	27-Jul-11	4	784898	5026	5000	341.76	456	1.2	4163	*	NA	OH	30306	VERIFY CONCERN DIAG AND REF	LING PRO	C S AC GE		440	USA	144433		1	USA
2011	1FMHK8B88BG		8C607	C	E23	42	9-May-11	2	479679	3654	4000	394.76	507.6	1.1	8190	*	NA	NJ	30306	VERIFY CONCERN HOOK UP IDS (	S. CHECK	CUST STA		201	USA	113143		2	USA
2011	1FMHK8D89BG		8C607	C	E23	42	30-Sep-11	6	1295187	7901	8000	336.64	406.22	0.9	6359	*	NA	WV	30306	PERFORM BAISIC CHECKS AND SCANNED F	CUSTOME			304	USA	147486		1	USA
2011	1FMHK8F8XBG		8C607	C	E23	42	25-Jul-11	3	748321	3356	3000	362.5	414.7	0.6	389	*	NA	TN	30306	VERIFIED CUSTOMER CONCERN. STEM. .6 1	CHECK FC			423	USA	153341		2	USA
2011	1FMHK7D89BG		9F472	D	E29	42	4-Aug-11	5	929664	5426	5000	137.72	209.9	0.9	469	*	NA	AL	31403	O2 SENSOR EEC SYSTEM DIAGNOSIS	(QUI	CUST. ST/		334	USA	121524	S07		USA
2011	1FMHK7D89BG		9F472	D	E29	42	15-Sep-11	6	1200921	6304	6000	137.72	209.9	0.9	469	*	NA	AL	31403	O2 SENSOR EEC SYSTEM DIAGNOSIS	(QUI	CUST. ST/		334	USA	121524	S07		USA
2011	1FMHK7D88BG		NPF	*	H22	82	18-Aug-11	4	853650	5334	5000	0	26.96	0.3	4870	*	NA	FL	615	4616 POWER STEERING INOP EXCESSIVE F	CUSTOME			561	USA	124218		1	USA

QRT_CD	VFG_CD	AWS_VL_(	VRT_CD	TIS_FLAG
*	V19	U2	F03	
*	V87	U2	F02	@
*	V87	U2	F02	
*	V89	U2	F05	@
*	V87	U2	F02	
*	V89	U2	F05	
*	V87	U2	F02	
*	V83	U2	F03	
*	V21	U2	F02	@
*	V89	U2	F05	
*	V21	U2	F02	
*	V83	U2	F03	
*	V87	U2	F02	@
*	V87	U2	F02	
*	V87	U2	F02	
*	V87	U2	F02	@
*	V87	U2	F02	
*	V89	U2	F05	
*	V21	U2	F02	
*	V87	U2	F02	
*	V87	U2	F02	
*	V87	U2	F02	
*	V83	U2	F03	
*	V89	U2	F05	
*	V89	U2	F05	
*	V87	U2	F02	
*	V87	U2	F02	
*	V87	U2	F02	
*	V89	U2	F05	
*	V87	U2	F02	
*	V87	U2	F02	@
*	V87	U2	F02	@
*	V87	U2	F02	
*	V87	U2	F02	
*	V87	U2	F02	
*	V87	U2	F02	@
*	V87	U2	F02	
*	V87	U2	F02	
*	V87	U2	F02	
*	V21	U2	F02	
*	V87	U2	F02	
*	V89	U2	F05	
*	V87	U2	F02	
*	V87	U2	F02	
*	V87	U2	F02	
*	V87	U2	F02	
*	V87	U2	F02	
*	V87	U2	F02	
*	V87	U2	F02	@
*	V39	U2	F05	
*	V48	U2	F04	
*	V81	U2	F03	
*	V75	U2	F08	
*	V31	U2	F08	
*	V71	U2	F07	
*	V07	U2	F08	
*	V09	U2	F08	@
*	V81	U2	F03	
*	V77	U2	F08	
*	V39	U2	F05	@
*	V81	U2	F03	
*	V81	U2	F03	
*	V81	U2	F03	@

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*       V81     U2      F03
*       V81     U2      F03
*       V81     U2      F03     @
*       V81     U2      F03
*       V17     U2      F03
*       V81     U2      F03
*       V81     U2      F03
*       V83     U2      F03
*       V81     U2      F03     @
*       V81     U2      F03
*       V81     U2      F03
*       V81     U2      F03
*       V81     U2      F03
*       V81     U2      F03     @
*       V81     U2      F03
*       V81     U2      F03
*       V81     U2      F03     @
*       V81     U2      F03
*       V81     U2      F03
*       V81     U2      F03
*       V81     U2      F03     @
*       V81     U2      F03     @
*       V81     U2      F03
*       V81     U2      F03     @
*       V81     U2      F03
*       V81     U2      F03
*       V81     U2      F03
*       V81     U2      F03     @
*       V79     U2      F07
*       V88     U2      F02
*       V89     U2      F05
*       V89     U2      F05     @
*       V74     U2      F07
*       V79     U2      F07
*       V45     U2      F04
*       V79     U2      F07
*       V45     U2      F04
*       V45     U2      F04     @
*       V45     U2      F04
*       V29     U2      F04
*       V29     U2      F04     @
*       V87     U2      F02
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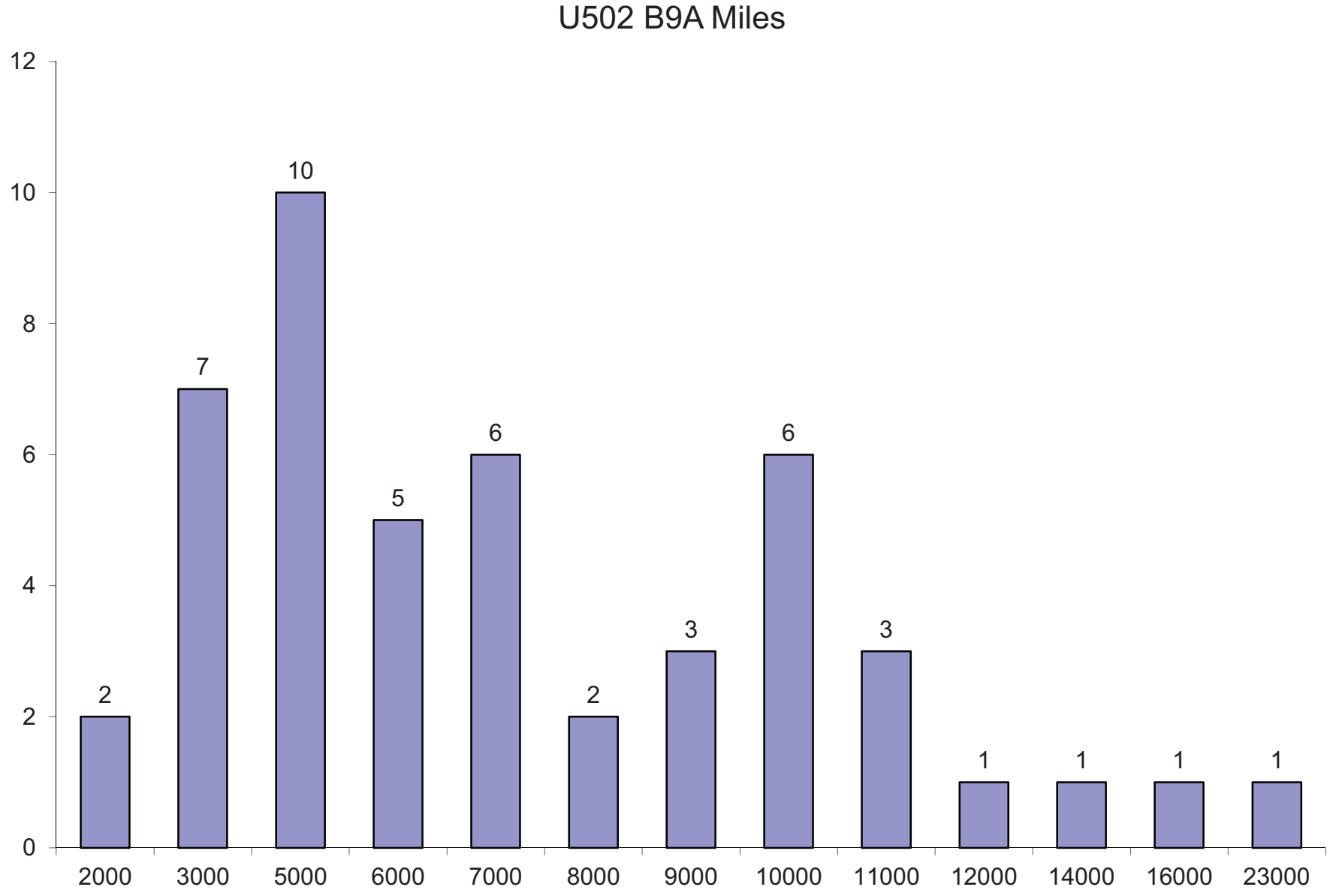
Count of VIN_CD	Repair Month								
Prod Month	3	4	5	6	7	8	9	10	Grand Total
1	2		1		5	7			15
2				1	1	5			7
3		2	5	3	10	23	4	1	48
4				2	5	9	7	1	24
5				1		4	5		10
12							1		1
Grand Total	2	2	6	7	21	48	17	2	105

MDL_YR	VIN_CD	LBR_COST	VEH_LINE	MKT_DER	BOD_CAB	VER_SERI	DRIVE_CD	ENG_CD	TRANS_CI	PLANT_CD	PRODN_DT	Prod Month	WRTY_START	NAME	DOC_NUM	PH_NUM	WCC_CD	PART_NUI	PART_NUI	PART_NUI	CUST_COI	COND_CD	RPR_DT	Repair Month
2011	1FMHK7B8XBG	228.8	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	2-Mar-11	3	28-Mar-11	PALMETT(	5332851	5713673	5O01	BB5Z	3504	HE	H21	69	30-Aug-11	8
2011	1FMHK7D80BG	655.58	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	13-Jan-11	1	2-Feb-11	PARK CITI	51452805	3588800	5O01	BB5Z	3504	HE	H22	42	28-Jul-11	7
2011	1FMHK7D80BG	494.55	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	4-Apr-11	4	14-Apr-11	WADE FOI	328908A	4361200	5O01	BB5Z	3504	HE	C50	42	7-Sep-11	9
2011	1FMHK7D81BG	317.47	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	14-Mar-11	3	25-Mar-11	PREMIER	6549401	3273673	5O01	BB5Z	3504	HE	H22	42	8-Aug-11	8
2011	1FMHK7D81BG	113.49	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	29-Mar-11	3	6-Apr-11	LANCE CU	41033201	6872100	5O01	BB5Z	3504	HE	C50	42	10-Aug-11	8
2011	1FMHK7D82BG	300.38	T/UB	F	T/WD	T/EF	T/A	T/KX	T/CG	AD	19-Jan-11	1	9-Mar-11	HALDEMA	063886A	4480940	5O01	BB5Z	3504	HE	H22	42	24-Aug-11	8
2011	1FMHK7D82BG	446.36	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	15-Feb-11	2	8-Mar-11	SAM PACI	232636A	2426415	5O01	BB5Z	3504	HE	G32	46	22-Aug-11	8
2011	1FMHK7D83BG	305.06	T/UB	F	T/WD	T/EF	T/A	T/KX	T/CG	AD	2-May-11	5	12-May-11	BUSTER M	116346B	4632247	5O01	BB5Z	3504	HE	H39	42	12-Aug-11	8
2011	1FMHK7D84BG	89.53	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	4-Mar-11	3	13-May-11	MIKE FITZ	5969701	5023673	5O01	BB5Z	3504	HE	C50	42	15-Aug-11	8
2011	1FMHK7D84BG	146.83	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	5-Apr-11	4	21-Apr-11	ROBINSOI	821402	2938900	5O01	BB5Z	3504	HE	H39	42	23-Jun-11	6
2011	1FMHK7D85BG	341.89	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	13-Jan-11	1	28-Jan-11	SAM PACI	232759A	2426415	5O01	BB5Z	3504	HE	G32	42	24-Aug-11	8
2011	1FMHK7D85BG	113.5	T/UB	F	T/WD	T/EF	T/A	T/KX	T/CG	AD	3-May-11	5	20-May-11	FORD OF (	5563951	3946161	5O01	BB5Z	3504	HE	H22	42	7-Sep-11	9
2011	1FMHK7D86BG	240.6	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	24-Mar-11	3	12-Apr-11	FIVE STAF	506944A	4988838	5O01	BB5Z	3504	HE	H22	42	8-Jul-11	7
2011	1FMHK7D86BG	252.05	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	3-May-11	5	24-May-11	TRACY LA	4509201	3827950	5O01	BB5Z	3504	HE	H22	42	5-Aug-11	8
2011	1FMHK7D86BG	327.21	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	21-May-11	5	14-Jun-11	RODRIGUI	10739401	6892452	5O01	BB5Z	3504	HE	H22	41	13-Sep-11	9
2011	1FMHK7D88BG	143.79	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	9-Mar-11	3	5-May-11	AL PACKE	427181A	6896550	5O01	BB5Z	3504	HE	H22	42	29-Aug-11	8
2011	1FMHK7D89BG	384.92	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	21-Mar-11	3	23-Apr-11	BONDY'S I	8793851	7925171	5O01	BB5Z	3504	HE	C50	42	29-Aug-11	8
2011	1FMHK7D89BG	384.92	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	22-Mar-11	3	31-Mar-11	BONDY'S I	8685351	7925171	5O01	BB5Z	3504	HE	H39	42	4-Aug-11	8
2011	1FMHK7D8XBG	317.58	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	6-Apr-11	4	3-Jun-11	COLLIER F	142649B	5678444	5O01	BB5Z	3504	HE	H50	42	29-Aug-11	8
2011	1FMHK7D8XBG	487.81	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	28-Mar-11	3	15-Apr-11	PREMIER	6402701	3273673	5O01	BB5Z	3504	HE	H22	42	1-Jul-11	7
2011	1FMHK7F83BG	353.95	T/UB	F	T/WD	T/EF	T/A	T/KX	T/CG	AD	28-Apr-11	4	25-May-11	RANDALL	76147101	8643673	5O01	BB5Z	3504	HE	H22	42	1-Aug-11	8
2011	1FMHK7F84BG	59.06	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	31-Jan-11	1	22-Feb-11	METRO FC	120983C	7519711	5O01	*	3504	*	G32	42	16-Aug-11	8
2011	1FMHK7F84BG	216.55	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	31-Jan-11	1	22-Feb-11	METRO FC	121132A	7519711	5O01	BB5Z	3504	HE	C50	42	20-Aug-11	8
2011	1FMHK7F84BG	444.19	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	27-Apr-11	4	14-May-11	FIVE STAF	512773A	4988838	5O01	BB5Z	3504	JE	C50	42	2-Sep-11	9
2011	1FMHK7F86BG	434.94	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	31-Mar-11	3	7-May-11	FIVE STAF	505631A	4988838	5O01	BB5Z	3504	HE	H22	42	1-Jul-11	7
2011	1FMHK7F87BG	220.99	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	16-Dec-10	12	6-Jan-11	CROWN F(	10117201	8671121	5O01	BB5Z	3504	HE	H50	42	1-Sep-11	9
2011	1FMHK7F87BG	384.92	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	15-Mar-11	3	27-Apr-11	BONDY'S I	8776451	7925171	5O01	BB5Z	3504	HE	H22	42	24-Aug-11	8
2011	1FMHK7F88BG	467.27	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	10-Mar-11	3	20-Apr-11	CAMELBA(	273737A	2641851	5O01	BB5Z	3504	HE	C50	42	10-Aug-11	8
2011	1FMHK7F88BG	223.71	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	21-Apr-11	4	14-May-11	SILSBEE F	759701	3853724	5O01	BB5Z	3504	HE	H22	42	1-Sep-11	9
2011	1FMHK7F88BG	0	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	13-Apr-11	4	27-Apr-11	ELYRIA FC	145954B	3663673	5O01	*	3504	*	H22	42	2-Sep-11	9
2011	1FMHK7F88BG	276.08	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	13-Apr-11	4	27-Apr-11	ELYRIA FC	145954A	3663673	5O01	BB5Z	3504	HE	H22	42	2-Sep-11	9
2011	1FMHK7F8XBG	145.85	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	10-Mar-11	3	25-Mar-11	BOZARD F	22173501	8241641	5O01	BB5Z	3504	JE	H22	42	15-Aug-11	8
2011	1FMHK8B88BG	402.27	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	9-Mar-11	3	31-Mar-11	ALL AMER	081710B	2624900	5O01	BB5Z	3504	HE	H22	42	18-Aug-11	8
2011	1FMHK8B89BG	360.45	T/UB	F	T/WD	T/EF	T/F	T/KX	T/WJ	AD	24-Mar-11	3	31-Mar-11	HENDERS	102984A	7871700	5O01	BB5Z	3504	HE	H22	42	15-Aug-11	8
2011	1FMHK8D80BG	372.54	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	12-May-11	5	20-May-11	SPRINGFII	33684903	5440700	5O01	BB5Z	3504	HE	H50	42	14-Sep-11	9
2011	1FMHK8D82BG	192.66	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	10-Feb-11	2	29-Apr-11	MARK MAI	2314901	7934461	5O01	BB5Z	3504	HE	H22	42	30-Aug-11	8
2011	1FMHK8D85BG	602.66	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	6-May-11	5	17-Jun-11	JOE MACH	67771901	4454411	5O01	BB5Z	3504	HE	H22	42	25-Aug-11	8
2011	1FMHK8D89BG	270.59	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	1-Mar-11	3	12-Apr-11	THORNHIL	66271201	8558300	5O01	BB5Z	3504	HE	H22	69	21-Jul-11	7
2011	1FMHK8D89BG	85.35	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	23-Feb-11	2	17-Mar-11	RUSS MILI	7869451	9487700	5O01	*	3504	*	H19	42	15-Aug-11	8
2011	1FMHK8D89BG	237.09	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	23-Feb-11	2	17-Mar-11	RUSS MILI	7914251	9487700	5O01	BB5Z	3504	HE	H50	42	22-Aug-11	8
2011	1FMHK8D89BG	416.42	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	18-Mar-11	3	14-Apr-11	FIVE STAF	510397B	4988838	5O01	BB5Z	3504	HE	C50	42	10-Aug-11	8
2011	1FMHK8F81BG	271.79	T/UB	F	T/WD	T/EF	T/F	T/KX	T/WJ	AD	13-Apr-11	4	28-Apr-11	FOX FORD	9531601	9222000	5O01	BB5Z	3504	HE	H50	42	3-Aug-11	8
2011	1FMHK8F82BG	343.27	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	19-Jan-11	1	31-Jan-11	VILLA FOR	4026451	6378222	5O01	BB5Z	3504	CE	H22	42	13-May-11	5
2011	1FMHK8F83BG	50.78	T/UB	F	T/WD	T/EF	T/F	T/KX	T/WJ	AD	1-Mar-11	3	29-Mar-11	FEMA AUT	2891101	6827000	5O01	BB5Z	3504	HE	H22	42	22-Aug-11	8
2011	1FMHK8F87BG	192.24	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	29-Mar-11	3	27-May-11	MAGIC CI1	1243763A	3450911	5O01	BB5Z	3504	JE	N58	42	14-Jul-11	7
2011	1FMHK8F87BG	321.48	T/UB	F	T/WD	T/EF	T/F	T/KX	T/WJ	AD	31-Mar-11	3	18-Apr-11	SMITH FOI	552351	3299881	5O01	BB5Z	3504	HE	H50	42	16-Aug-11	8
2011	1FMHK8F8XBG	313.86	T/UB	F	T/WD	T/EF	T/F	T/KX	T/WJ	AD	11-Apr-11	4	21-Apr-11	TOM HOL2	383803A	4741234	5O01	BB5Z	3504	HE	H22	42	10-Aug-11	8
2011	1FMHK8F8XBG	365.58	T/UB	F	T/WD	T/EF	T/F	T/KX	T/WJ	AD	12-Apr-11	4	28-Apr-11	PRICE-GN	14789601	3569000	5O01	BB5Z	3504	HE	H22	42	2-Sep-11	9

TIS_WSD	CLM_KEY	MILGE	Miles Bin	MTRL_CO	TOT_COS	LBR_HRS	DLR_CD	DLR_SUB_REGION_C	ST_PROV_C	PSC_CD	TECH_TXT1	TECH_TXT	CUST_TXT	AREA_CD	COUNTRY	SLS_DLR_	TXN_CD	CNTRY_SC	QRT_CD	VFG_CD	AWS_VL_(	VRT_CD	TIS_FLAG
6	1171884	5696	6000	1046.86	1275.66	2.6	1125 *	NA	SC	110101	TESTED STEERING SYSTEM, C1B00:29 IN AB		CUSTOME	843	USA	121299	2	USA	*	V87	U2	F02	@
6	845517	5234	5000	1046.86	1852.44	6.8	2405 *	NA	TX	110101	ROAD TEST UNABLE TO VERIFY C	S OF ALL	CUSTOME	214	USA	152005	1	USA	*	V87	U2	F02	
5	1023980	7238	7000	1121.64	1616.19	5.1	478 *	NA	GA	110101	TEST DRIVE VEHICLE, FOUND VEI	REMOVEI	CUST STA	770	USA	121004	1	USA	*	V89	U2	F05	@
5	854271	5159	5000	1046.86	1364.33	4.1	5928 *	NA	MS	110101	CHECK FOR NO POWER STEERIN	EAR.	DIAGNOSE	662	USA	123462	1	USA	*	V87	U2	F02	
5	989520	6993	7000	1046.86	1160.35	1.3	5613 *	NA	TN	110101	DTC C1B00, U0255, C200D, NEED I	R, PROFO	CUST STA	865	USA	121218	1	USA	*	V89	U2	F05	
6	978512	9557	10000	1368.4	1668.78	2.9	6293 *	NA	NJ	110101	INSTALL SOP STEERING GEAR. PI	REMOVEI	INSTALL S	609	USA	116445	1	USA	*	V87	U2	F02	
6	976984	15697	16000	1046.86	1493.22	4.7	2459 *	NA	TX	110101	M TIME IS FOR NO LABOR OP REF	R AND REI	TRACTION	972	USA	152014	E84	USA	*	V83	U2	F03	
4	952926	5112	5000	1046.86	1351.92	3.9	643 *	NA	AL	110101	EPAS DIAGNOSIS EPAS ROADTES	AND ALIG	CUST STA	256	USA	121561	1	USA	*	V21	U2	F02	@
4	1062584	10293	10000	1121.64	1211.17	1	1730 *	NA	GA	110101	VERIFY CONCERN,PERF INSP,CK	OASIS,RET	CUST STA	770	USA	121024	2	USA	*	V89	U2	F05	
3	701197	3163	3000	1046.86	1193.69	1.6	8211 *	NA	LA	110101	PREPPED FOR BCE DIAGNOSIS R	CONNECT	ELECTRIC	225	USA	123203	1	USA	*	V21	U2	F02	
7	1040167	7642	8000	1091.57	1433.46	3.6	2459 *	NA	TX	110101	VERIFIED CONCERN SERVICE AD	21737 PEI	CHECK SE	972	USA	152017	2	USA	*	V83	U2	F03	
4	1065695	8900	9000	1437.19	1550.69	1.1	8951 *	NA	FL	110101	TECH RAN BCE TEST C200D, PERI	ED	CUSTOME	352	USA	124542	1	USA	*	V87	U2	F02	@
3	772397	6543	7000	1046.86	1287.46	2.6	2486 *	NA	TX	110101	TEST DROVE AND VERIFIED CON	EAR ASSE	CUSTOME	817	USA	152020	1	USA	*	V87	U2	F02	
3	829252	3191	3000	1046.86	1298.91	3.1	9580 *	NA	TN	110101	FAULTY RACK AND PINION	VERI	CRADLE S	CUST STA	615	USA	123258	1	USA	*	V87	U2	F02	
4	1052345	6288	6000	1046.86	1374.07	3.9	4450 *	NA	TX	110101	UNIT CAME IN WITH POWER STEE	ND PERFC	POWER S	956	USA	152123	1	USA	*	V87	U2	F02	@
4	989015	5997	6000	997.01	1140.8	1.6	4870 *	NA	FL	110101	4616 STEERING LOSS. IDS DIAG C	R.	THE CUST	561	USA	124218	1	USA	*	V87	U2	F02	
5	1087817	6897	7000	1046.86	1431.78	4.8	469 *	NA	AL	110101	TEST DROVE VEHICLE HAS NO PC	RACK TES	CUST. STA	334	USA	121524	1	USA	*	V89	U2	F05	
5	952860	5426	5000	1046.86	1431.78	4.8	469 *	NA	AL	110101	RACK & PINION STEERING GEAR ASSEMBLY		CUST.S TA	334	USA	121524	1	USA	*	V21	U2	F02	
3	1062024	3228	3000	1066.93	1384.51	4.3	406 *	NA	AL	110101	COULD NOT DUPLICATE CONCER	NNECTOR	POWER S	334	USA	121553	1	USA	*	V87	U2	F02	
3	671725	1695	2000	1091.17	1578.98	6.3	5928 *	NA	MS	110101	PERFORM STEERING GEAR DIAG.	PERFROM	DIAGNOSE	662	USA	123462	1	USA	*	V87	U2	F02	
3	816760	1856	2000	1058.28	1412.23	3.7	9469 *	NA	TX	110101	CC42 DOES NOT OPERATE PROPI	E IS FOR T	CUST STA	972	USA	152009	2	USA	*	V87	U2	F02	
6	853656	5027	5000	0	59.06	0.6	4871 *	NA	FL	110200	5027 RECALIBRATION PERFROMED	ELECTR	STEERING	305	USA	116830	2	USA	*	V83	U2	F03	
6	1026067	5127	5000	1301.1	1517.65	2.2	4871 *	NA	FL	110101	STEERING GEAR IDS HOOK UP CC	IN CHECK	STEERING	305	USA	116830	2	USA	*	V89	U2	F05	
4	1040180	5025	5000	1520.32	1964.51	4.8	2486 *	NA	TX	110101	VERIFYED CONCERN.PERFORM P	IS TIME.C/	POWER AS	817	USA	152020	1	USA	*	V89	U2	F05	
2	814061	2953	3000	1048.96	1483.9	4.7	2486 *	NA	TX	110101	ROAD TEST VERIFY CONCERN DU	ERFORM F	CUSTOME	817	USA	152020	1	USA	*	V87	U2	F02	
8	1025563	23203	23000	1046.86	1267.85	2.5	3924 *	NA	NC	110101	IDS TEST, FOUND C200D:49 08 IN	E	GENERAL	910	USA	172729	E84	USA	*	V87	U2	F02	
4	1087818	7397	7000	1046.86	1431.78	4.8	469 *	NA	AL	110101	RETRIEVED CODES FROM PCSM (	CK TEST F	CUST. STA	334	USA	121524	1	USA	*	V87	U2	F02	
4	829639	4655	5000	1046.86	1514.13	4.6	11293 *	NA	AZ	110101	CONFIRM CONCERN PERFORM EI	LEAR DTC	OTHER ST	602	USA	171466	2	USA	*	V89	U2	F05	
4	1127930	8861	9000	1046.86	1270.57	2.7	2549 *	NA	TX	110101	STEERING ANGLE SENSOR INPUT	FALURE.C	CUSTOME	409	USA	152721	2	USA	*	V87	U2	F02	
5	1105509	11483	11000	0	150	0	4163 *	NA	OH	110200	5 DAYS ESP LOANER		LOANER E	440	USA	144433	1	USA	*	V87	U2	F02	@
5	1189346	11483	11000	1046.86	1322.94	2.9	4163 *	NA	OH	110101	RD TEST P S WORKING PERFORM	EST	C S THAT	440	USA	144433	1	USA	*	V87	U2	F02	@
5	872597	14031	14000	1447.92	1593.77	1.7	4921 *	NA	FL	110101	STEERING INPO ROAD TEST IDS C200D 49 0		C S VEHIC	904	USA	124413	E84	USA	*	V87	U2	F02	
5	1054060	11798	12000	1325.78	1818.05	3.8	8190 *	NA	NJ	110101	VERIFY CONCERN HOOK UP IDS (	DATA. ALI	CUSTOME	201	USA	113143	2	USA	*	V87	U2	F02	
5	967433	2775	3000	1250.25	1610.7	4.5	7986 *	NA	NY	110101	SEE ADDITIONAL COMMENTS RO	NSPECT W	CUSTOME	585	USA	144030	1	USA	*	V87	U2	F02	
4	1127531	6513	7000	1073.82	1521.36	3.8	1471 *	NA	PA	110101	EPAS STEERING GEAR ASSY BAD POINT TES		CUSTOME	610	USA	116028	1	USA	*	V87	U2	F02	@
5	1043454	11159	11000	1046.86	1239.52	2.7	9989 *	NA	AR	110101	VERIFIED,DIAG,EEC,CODES C1B0	D TRANSF	POWER S	870	USA	123588	2	USA	*	V87	U2	F02	
3	1012343	6386	6000	1046.86	1649.52	6.3	8006 *	NA	MO	110101	ROAD TEST STEERING SEEMS TO	T PASS RC	CUSTOME	573	USA	153792	1	USA	*	V87	U2	F02	
4	989792	6114	6000	1046.86	1317.45	3.5	6359 *	NA	WV	110101	PERFORMED QUICK TEST WHICH	HIS TIME	CUST STA	304	USA	147486	1	USA	*	V87	U2	F02	
6	852743	9708	10000	0	85.35	0.9	2890 *	NA	MI	110200	RETRIEVED CODE C200D PERFOF	ECH HOT I	ABS LIGHT	586	USA	148040	1	USA	*	V21	U2	F02	
6	871698	9977	10000	1046.86	1283.95	2.5	2890 *	NA	MI	110101	INOP STEERING GEAR PROGRAMMABLE MO		CK STEER	586	USA	148040	1	USA	*	V87	U2	F02	
4	826602	10437	10000	1066.93	1483.35	4.5	2486 *	NA	TX	110101	ROAD TEST UNABLE TO DUPLICA	LIGNMENT	CUSTOME	817	USA	152020	1	USA	*	V89	U2	F05	
4	873462	2989	3000	1078.36	1350.15	3.4	6938 *	NA	MI	110101	M TIME DUE TO NO LABOR OP	IE AND REPL	CK FOR LO	231	USA	148644	1	USA	*	V87	U2	F02	
4	506445	7839	8000	1037.18	1380.45	3.4	5559 *	NA	CA	110101	STEERING WHEEL LOCKED UP WI	RESOLVE	CUSTOME	714	USA	171053	1	USA	*	V87	U2	F02	
5	885248	10299	10000	1154.29	1205.07	2	M2686 *	NA	BJ	110101	DIRECCION DURA P/GIRAR VOLAI	A CUAL NO	REV.DIRE(	16	MEX	2M2091	2	MEX	*	V87	U2	F02	
2	725092	3447	3000	1550.75	1742.99	2	6700 *	NA	VA	110101	VER CUST CONCERN, FOUND COI	TER REPA	CUST STA	540	USA	127080	1	USA	*	V87	U2	F02	
5	1026778	9014	9000	1046.86	1368.34	3.8	6063 *	NA	AR	110101	RAN SELF TEST ON PSCM. RETRII	PERF CAI	POWER S	501	USA	123580	1	USA	*	V87	U2	F02	
4	871608	5447	5000	1046.86	1360.72	3.3	2709 *	NA	MI	110101	VERIFIED CHECK CODES C200D:49 08	R&R	CK LOST F	248	USA	148030	1	USA	*	V87	U2	F02	
5	1051500	4583	5000	1046.86	1412.44	3.5	2645 *	NA	MO	110101	VERIFIED CONCERN PERFORMEC	GNMENT	CUST STA	636	USA	153341	1	USA	*	V87	U2	F02	@



PE12-017 007508

Count of VIN_CD	
Miles Bin	Total
2000	2
3000	7
5000	10
6000	5
7000	6
8000	2
9000	3
10000	6
11000	3
12000	1
14000	1
16000	1
23000	1
Grand Total	48

From: Napoli, Laura (L.)
Sent: Monday, October 17, 2011 3:00 PM
To: Levergood, Rich (R.); Nutt, David (D.L.)
Subject: RE: C200D (B9A EPAS Claims

Attachments: U502 [redacted] B9A Warranty Tracker 10-12.xls

Here are the 48 U502 claims and 19 [redacted] claims we are specifically interested in. There may be more in the warranty system with C200D since these are only the list of gears we've gotten back.

U502 [redacted] B9A Warranty Tracker ...

From: Levergood, Rich (R.)
Sent: Monday, October 17, 2011 1:13 PM
To: Napoli, Laura (L.); Nutt, David (D.L.)
Subject: RE: C200D (B9A EPAS Claims

Laura, Can you send me an excel file with all the VINs you'd like this run on. I looked at the attached files and I'm not sure which ones to include.

Rich Levergood
Forward Model Quality-Brakes
Black Belt
Product Development Center - PDC 2BB20
rlevergo@ford.com
☎*313-805-7472*
Text Pager: mailto:3138057472@messaging.sprintpcs.com

From: Napoli, Laura (L.)
Sent: Friday, October 14, 2011 4:24 PM
To: Levergood, Rich (R.); Nutt, David (D.L.)
Subject: FW: C200D (B9A EPAS Claims

When you guys break up the U502 claims for B9A, can you break each of the 48 claims out by the following…?

- Engine (3.5L or 2.0L)
- Driveline (AWD or FWD)
- Trim Level (Base, XLT, or Limited)
- Media (My Ford Touch?)

Thanks!

From: Napoli, Laura (L.)
Sent: Friday, October 14, 2011 11:53 AM
To: Dukkipati, Srini (S.); Levergood, Rich (R.)
Subject: C200D (B9A EPAS Claims

Rich, Srini,

Sandy told me you guys were helping me out by running some data on warranty gears with the C200D Ford DTC (=B9A TRW Fault Code). Thanks for all your help on this! To help in your search, I have a spreadsheet that TRW continually

updates for each program for all returned gears. It does not include warranty claims on gears we did not get back. We don't get gears back from Canada or Fleet Sales, and it takes time for each gear to get back to us. So recent claims won't be on our list.

So here are the lists for U502 and [redacted] for all gear returns. It has VINs, build dates, and repair dates. You can sort for B9A to capture those specific claims. Let me know if you have any questions.
<< Message: U502 & [redacted] Warranty trackers >>

Regards,

Laura Napoli
D3 and U502 EPAS
Ford Motor Company
Cube: 2B-G66 PDC
Phone: 313.323.0634
Mobile: 313.805.0482

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date	Part ETA
FR-0493	C200D-49	B9A	EPP	In Eval (UK)	**10/5- shipped to UK for additional testing by the motors grp.**	**7/22- pulled EFF & stored data, shipped to QAO 8/15- performed**		04893 Midway Ford	9463	P0HA2BR23	1/19/2011	1/12/2011	11/3/2010	11/3/2010	2.5L Gas	6/10/2011	2011		
FR-0496	C200D-49	B9A	EPP	In Eval (QAO)	**10/10- double start up confirmed at voltage regulator**	**7/22- pulled EFF & stored data, shipped to QAO 8/15- did not**		09497 Pines Ford	2404	P0HA3BR20	12/8/2010	11/30/2010	9/8/2010	10/6/2010	2.5L Gas	6/23/2011	2011		
FR-0512	C200D-49 U3000-96	B9A	EPP	In eval QAO	**9/12- QCCAR#423894 preliminary analysis finished**	**8/3- pulled EFF & stored data, code set early in the journey ship**		03691 Bob Thomas	10	P0HA5BR31	5/10/2011	4/29/2011	3/5/2011	3/7/2011	2.5L Gas	6/1/2011	2011		
FR-0518	C200D-49	B9A	EPP	In eval QAO	**8-29- Testing started. Not duplicated yet.**	**8/3- codes int. set making a turn early into the journey**		02204 Marshall Ford	2910	P0HAXBR28	3/14/2011	3/5/2011	1/22/2011	1/24/2011	2.5L Gas	7/19/2011	2011		
FR-0525	C200D-49	B9A	EPP	in process QAO	**8/5- pulled stored data and shipped to QAO for analysis**			01286 Tamiami Ford	5221	P0HA0BR23	1/11/2011	12/21/2010	10/29/2010	11/2/2010	2.5L Gas	7/22/2011	2011		
FR-0532	C200D-49	B9A	EPP	In Eval QAO	**8/13-pulled EFF & stored data ship to QAO for further testing**			07727 Folsom Lake	7743	3FAHP0HA3BR[redacted]	1/20/2011	1/11/2011	8/28/2010	11/2/2010	2.5L Gas	7/27/2011	2011		
FR-0534	C200D-49	B9A	EPP	In Eval QAO	**8/13-pulled EFF & stored data ship to QAO for further testing**	**8/13-pulled EFF & stored data ship to QAO for further testing**		04044 Tallahassee Ford	5964	3FAHP0HG0BR[redacted]	3/23/2011	3/12/2011	1/29/2011	2/1/2011	3L	7/21/2011	2011		
FR-0535	C200D-49	B9A	EPP	In Eval QAO	**10/3- Pepe EDF tested with the updated SW all tests were under**	**8/22-pulled EFF & stored data ship to QAO for further testing**		03139 Spradley/Barr Ford	5445	3FAHP0GA6BR[redacted]	12/31/2010	12/8/2010	9/28/2010	10/18/2010	2.5L Gas	7/22/2011	2011		
FR-0536	C200D-49	B9A	EPP	In Eval QAO	**10/3- Pepe EDF tested with the updated SW all tests were under**	**8/22-pulled EFF & stored data ship to QAO for further testing**		04511 Mac Haik Ford	5970	3FAHP0JG2BR[redacted]	1/10/2011	12/23/2010	11/11/2010	11/11/2010	3L	7/25/2011	2011		
FR-0537	C200D-49	B9A	EPP	In Eval QAO	**10/3- Pepe EDF tested with the updated SW all tests were under**	**8/22-pulled EFF & stored data ship to QAO for further testing**		03930 Burd Ford	2503	3FAHP0HG9BR[redacted]	3/15/2011	3/4/2011	1/24/2011	1/25/2011	3L	7/28/2011	2011		
FR-0538	C200D-49	B9A	EPP	In Eval QAO	**10/3- Pepe EDF tested with the updated SW all tests were under**	**8/22-pulled EFF & stored data ship to QAO for further testing**		00664 Sheehy Ford	761	3FAHP0JA0BR[redacted]	3/15/2011	3/4/2011	1/22/2011	1/23/2011	2.5L Gas	8/9/2011	2011		
FR-0539	C200D-49	B9A	EPP	In Eval QAO	**10/5- EDF tested and bully and everything passed testing with no**	**8/23-pulled EFF & stored data ship to QAO for further testing**		01452 Ace Motor	2318	3FAHP0HA8BR[redacted]	2/5/2011	1/27/2011	12/9/2010	12/14/2010	2.5L Gas	8/6/2011	2011		
FR-0543	C200D-49	B9A	EPP	In Eval 26mile	**10/10- perform vibration testing at 32mile.**	**9/17- pulled EFF & stored data, will ship to 26mile for motor**		09981 Ganley Ford	18512	3FAHP0HA1BR[redacted]	1/21/2011	1/13/2011	10/28/2010	11/2/2010	2.5L Gas	8/22/2011	2011		

FR-0544	C200D-49	B9A	EPP	In Eval 26mile	**10/10- perform vibration testing at 32mile.**	**9/17- pulled EFF & stored data, will ship to 26mile for motor**		05406 Robinson Ford	9886	3FAHP0HA4BR[redacted]	10/29/2010		5/11/2010	9/4/2010	2.5L Gas	8/18/2011	2011
FR-0545	C200D-49	B9A	EPP	In Eval 26mile	**10/10- perform vibration testing at 32mile.**	**9/17- pulled EFF & stored data, will ship to 26mile for motor**		02459 Sam Pack's Five	7269	3FAHP0JA9BR[redacted]	1/20/2011	1/11/2011	11/15/2011	11/17/2011	2.5L Gas	8/20/2011	2011
FR-0546	C200D-49	B9A	EPP	In process QAO	**9/26- pulled EFF & stored data, will ship to 26mile for motor testing on**			01057 Town & Countr	1114	3FAHP0HA4BR[redacted]	3/30/2011	3/17/2011	12/5/2010	12/7/2010	2.5L Gas	8/30/2011	11/4/2010
FR-0547	C200D-49	B9A	EPP	In process QAO	**9/26- pulled EFF & stored data, will ship to 26mile for motor testing on**			05246 Bill Knight Ford	7668	3FAHP0HA7BR[redacted]	5/9/2011	4/28/2011	3/5/2011	3/8/2011	2.5L Gas	8/24/2011	2/9/2011
FR-0548	C200D-49	B9A	EPP	In process QAO	**9/26- pulled EFF & stored data, will ship to 26mile for motor testing on**			08006 Joe Machens	19893	3FAHP0HA3BR[redacted]	1/22/2011	1/14/2011	11/13/2010	11/15/2010	2.5L Gas	9/1/2011	########
FR-0549	C200D-49	B9A	EPP	In process QAO	**10/5- pulled EFF & stored data, will ship to 26mile for motor testing on**			06432 Grapevine Ford	12509	3FAHP0JG8BR[redacted]	1/15/2011		11/13/2010	11/15/2010	3L	8/8/2011	########

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date	Part ETA
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux	6/10- pulled stored & EFF data shipped to MAO for further testing,	05559 Villa Ford	07839	1FMHK8F82BG[redacted]	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011	9/17/2010		
UR0045	C200D-49	B9A	EPP	In Eval UK	8/8- cold testing finished with NTF ship to UK for further testing	8/1- hot and ambient testing done NTF. cold testing next step	05928 Premier Ford	01695	1FMHK7D8XBG[redacted]	3/28/2011	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011	12/27/2010		
UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and	8/2- pulled stored & EFF data shipped to 26 mile for further	06700 Majic City Ford	03447	1FMHK8F87BF[redacted]4	3/29/2011	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011	12/28/2010		
UR0048	C200D-49	B9A	EPP	In eval 26mile	9/12- performed tri-temp ignition cycling and could not reproduce code	8/2- pulled stored & EFF data shipped to MAO for further	08211 Robinson Brothers Ford	03163	1FMHK7D84BG[redacted]	4/5/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011			
UR0058	C200D-49	B9A	EPP	In Eval 26mile	9/21- this unit is in teardown, flex density test, air gap measurement, hall	8/26- pulled stored & EFF data from the gear and shipped to MAO	02486 Five Star Ford	06543	1FMHK7D86BG[redacted]	3/24/2011	3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA	7/8/2011	12/28/2010		
UR0059	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for		02486 Five Star Ford	02953	1FMHK7F86BG[redacted]	3/31/2011	3/22/2011	1/24/2011	1/29/2011	3.5L wo/APA	7/1/2011	12/28/2010		
UR0060	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for		09580 Tracy Langston Ford	03191	1FMHK7D86BG[redacted]	5/3/2011	4/28/2011	3/16/2011	3/18/2011	3.5L wo/APA	8/5/2011			
UR0061	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for		05947 Cannon Ford	04020	1FMHK7D87BGA[redacted]	3/15/2011	3/9/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/2/2011	12/27/2010		
UR0062	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for		02486 Five Star Ford	10437	1FMHK8D89BGA[redacted]	3/18/2011	3/12/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/10/2011	12/28/2010		
UR0063	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm	8/26- pulled stored & EFF data from the gear and shipped to MAO	04921 Bozard Ford	14031	1FMHK7F8XBG[redacted]	3/10/2011	3/5/2011	12/25/2010	12/29/2010	3.5L w/APA	8/15/2011			
UR0064	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for		11293 Camelback Ford	04655	1FMHK7F88BG[redacted]	3/10/2011	3/4/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/10/2011			
UR0065	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm		02709 Tom Holzer Ford	05447	1FMHK8F8XB[redacted]	4/11/2011	4/5/2011	12/23/2010	12/25/2010	3.5L wo/APA	8/10/2011			
UR0066	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm	8/26- pulled stored & EFF data from the gear and shipped to MAO	02405 Park Cities Ford	05234	1FMHK7D80B[redacted]	1/13/2011	12/14/2010	11/11/2010	11/13/2010	3.5L wo/APA	7/28/2011			
UR0067	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm	8/26- pulled stored & EFF data from the gear and shipped to MAO	00469 Bondy's Ford	05426	1FMHK7D89B[redacted]	3/22/2011	3/15/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/4/2011			

UR0068	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for		M2686 Fema Automotriz	16576	1FMHK8F 83BG[redacted]	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	8/22/2011	
UR0069	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for		06293 Haldeman	09557	1FMHK7D 82BG[redacted]	1/19/2011	1/7/2011	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	
UR0070	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm	8/26- pulled stored & EFF data from the gear and shipped to MAO	07986 Henderson Ford	02775	1FMHK8B 89BG[redacted]	3/24/2011	3/20/2011	1/24/2011	1/28/2011	3.5L wo/APA	8/15/2011	
UR0071	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for		00643 Buster Miles Ford	05112	1FMHK7D 83BG[redacted]	5/2/2011	4/25/2011	2/28/2011	3/3/2011	3.5L wo/APA	8/12/2011	
UR0073	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further		09469 Randall Reed's Ford	01856	1FMHK7F 83BG[redacted]	4/28/2011	4/25/2011	3/16/2011	3/17/2011	3.5L wo/APA	8/1/2011	
UR0075	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further		07398 Al Packer's Ford	04286	1FMHK8F 87BGA[redacted]	4/25/2011	4/15/2011	2/12/2011	2/14/2011	3.5L wo/APA	8/8/2011	
UR0076	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further		06938 Fox Ford	02989	1FMHK8F 81BG[redacted]	4/13/2011	4/7/2011	1/26/2011	1/29/2011	3.5L wo/APA	8/3/2011	
UR0077	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further		02890 Russ Milne Ford	09977	1FMHK8D 89BG[redacted]	2/23/2011	2/18/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/22/2011	
UR0079	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for		05613 Lance Cunningham Ford	06993	1FMHK7D 81BG[redacted]	3/29/2011	3/24/2011	12/7/2010	2/17/2011	3.5L wo/APA	8/10/2011	
UR0080	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for		08006 Joe Machens	06386	1FMHK8D 85BG[redacted]	5/6/2011	4/30/2011	2/17/2011	2/18/2011	3.5L wo/APA	8/25/2011	
UR0081	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for		06063 Smith Ford	09014	1FMHK8F 87BG[redacted]	3/31/2011	3/27/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/16/2011	12/23/2010
UR0082	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for		01730 Mike Fitzpatrick Ford	10293	1FMHK7D 84BG[redacted]	3/4/2011	3/1/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/15/2011	12/24/2010
UR0083	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for		03924 Crown Ford	23203	1FMHK7F 87BG[redacted]	12/16/2010	12/11/2011	11/13/2010	11/14/2010	3.5L wo/APA	9/1/2011	10/27/2010
UR0084	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for		00478 Wade Ford	07238	1FMHK7D 80BG[redacted]	4/4/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	9/7/2011	12/4/2010
UR0085	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for		02645 Prince-Gnade Ford	04583	1FMHK8F 8XBG[redacted]	4/12/2011	4/5/2011	12/1/2010	12/4/2010	3.5L wo/APA	9/2/2011	11/8/2010

UR0086	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for		02486 Five Star Ford	05025	1FMHK7F 84BG[redacted]	4/27/2011	4/19/2011	2/24/2011	3/4/2011	3.5L w/APA	9/2/2011	1/3/2011			
UR0087	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for		00406 Collier Ford	03228	1FMHK7D 8XBG[redacted]	4/6/2011	4/2/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/29/2011	12/27/2011			
UR0088	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for		09989 Mark Martin Ford	11159	1FMHK8D 82BG[redacted]	2/10/2011	2/2/2011	12/13/2011	9/9/2011	3.5L wo/APA	8/30/2011	11/11/2010			
UR0089	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for		04870 Al Packer Ford	05997	1FMHK7D 88BG[redacted]	3/9/2011	3/4/2011	1/13/2011	1/14/2011	3.5L wo/APA	8/29/2011	12/23/2011			
UR0092	C200D-49	B9A	EPP	In Eval MAO	9/30- pulled stored & EFF data from the gear and shipped to MAO for		08190 All American Ford	11798	1FMHK8b 88BG[redacted]	3/9/2011	3/5/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/18/2011	11/12/2010			
UR0095	C200D-49	B9A	EPP	In Eval MAO	10/3- pulled stored & EFF data from the gear and shipped to MAO for		05928 Premier Ford	05159	1FMHK7D 81BG[redacted]	3/14/2011	3/7/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/8/2011	12/25/2010			
UR0096	U2011-61 C200D-49 U3000-96	B92,B9A	EPP	in process MAO	10/12- sergio perform limit & profile testing see if code resets	10/4- pulled stored and EFF data, shipped to MAO for further analysis	02694 Dean Sellars Inc	10986	1FMHK8F 87BG[redacted]	4/21/2011	4/14/2011	2/16/2011	3/4/2011	3.5L w/APA	9/2/2011	1/20/2011			
UR0098	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		04871 Metro Ford	05127	1FMHK7F 84BG[redacted]	1/31/2011	1/26/2011	12/16/2011	12/17/2011	3.5L wo/APA	8/20/2011	11/11/2010			
UR0099	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		02459 Sam Pack's Five Star Ford	15697	1FMHK7D 82BG[redacted]	2/15/2011	2/8/2011	12/6/2010	12/11/2010	3.5L wo/APA	8/22/2011	11/10/2010			
UR0100	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		04450 Rodriguez Ford	06288	1FMHK7D 86BG[redacted]	5/21/2011	5/16/2011	3/30/2011	3/31/2011	3.5L wo/APA	9/13/2011	2/12/2011			
UR0101	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for		08951 Ford of Clermont	08900	1FMHK7D 85BG[redacted]	5/3/2011	4/26/2011	3/15/2011	3/17/2011	3.5L wo/APA	9/7/2011	1/24/2011			
UR0103	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for		01471 Springfield Ford	06513	1FMHK8D 80BG[redacted]	5/12/2011	5/4/2011	1/24/2011	1/28/2011	3.5L wo/APA	9/14/2011	12/272011			
UR0104	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for		06359 Thornhill Ford	06114	1FMHK8D 89BG[redacted]	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	7/21/2011	12/23/2011			
UR0105	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for		04163 Elvria Ford	11483	1FMHK7F 88BG[redacted]	4/13/2011	4/6/2011	2/4/2011	2/11/2011	3.5L wo/APA	9/2/2011	12/29/2011			

UR0108	C200D-49	B9A	EPP	In process MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for		01125 Palmetto Ford	05696	1FMHK7B 8XB [redacted]	3/2/2011	2/25/2011	1/4/2011	1/8/2011	3.5L wo/APA	8/30/2011	12/24/2011		
UR0109	C200D-49	B9A	EPP	In process MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for		02459 Sam Pack's Five Star Ford	07642	1FMHK7D 85BG [redacted]	1/13/2011	12/13/2010	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/25/2010		
UR0111	C200D-49	B9A	EPP	In process MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for		02549 Silsbee Ford	08861	1FMHK7F 88BG [redacted]	4/21/2011	4/14/2011	1/13/2011	1/15/2011	3.5L wo/APA	9/1/2011	12/23/2010		
UR0113	C200D-49	B9A	EPP	In process MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for		00469 Bondy's Ford	06897	1FMHK7D 89BG [redacted]	3/21/2011	3/15/2011	1/15/2011	1/16/2011	3.5L wo/APA	8/29/2011	12/23/2011		
UR0114	C200D-49	B9A	EPP	In process MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for		00469 Bondy's Ford	07379	1FMHK7F 87BG [redacted]	3/15/2011	3/9/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/24/2011	12/27/2010		

From: Nap oli, Laura (L.)
Sent: Friday, August 26, 2011 11:37 AM
To: M rozek, Robert (R.M.)
Subject: RE: DRAFT CAP Filing for the 8/29 PDQR
Attachments: 2011 U502 Warranty Tracker 8-22.xls; 2010-11 EPAS Warranty Aug 25_2011.xls

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From: Mrozek, Robert (R.M.)
Sent: Friday, August 26, 2011 11:34 AM
To: Estes, Eric (E.E.)
Cc: Napoli, Laura (L.)
Subject: RE: DRAFT CAP Filing for the 8/29 PDQR
Importance: High

Eric -

Can you please send me the latest Explorer warranty file. Thanks!

Rob Mrozek

Electric Power Steering Supervisor
D3/D4/U502/Police/Limo EPAS Programs +
Active Front Steering Applications Engineering
Ford Motor Company
Phone: (313) 805-5947
e-mail: rmrozek@ford.com

From: Collins, Ron (R.J.)
Sent: Friday, August 26, 2011 6:51 AM
To: Moody, Sandra (S.L.); Allen, David (.); Perri, Ron (R.J.); Mrozek, Robert (R.M.)
Subject: FW: DRAFT CAP Filing for the 8/29 PDQR
Importance: High

Slide 7&9:

What is timing for brake pad slots?

What is issue with bent brake tube?

What is issue with steering gear replacements?

Thanks

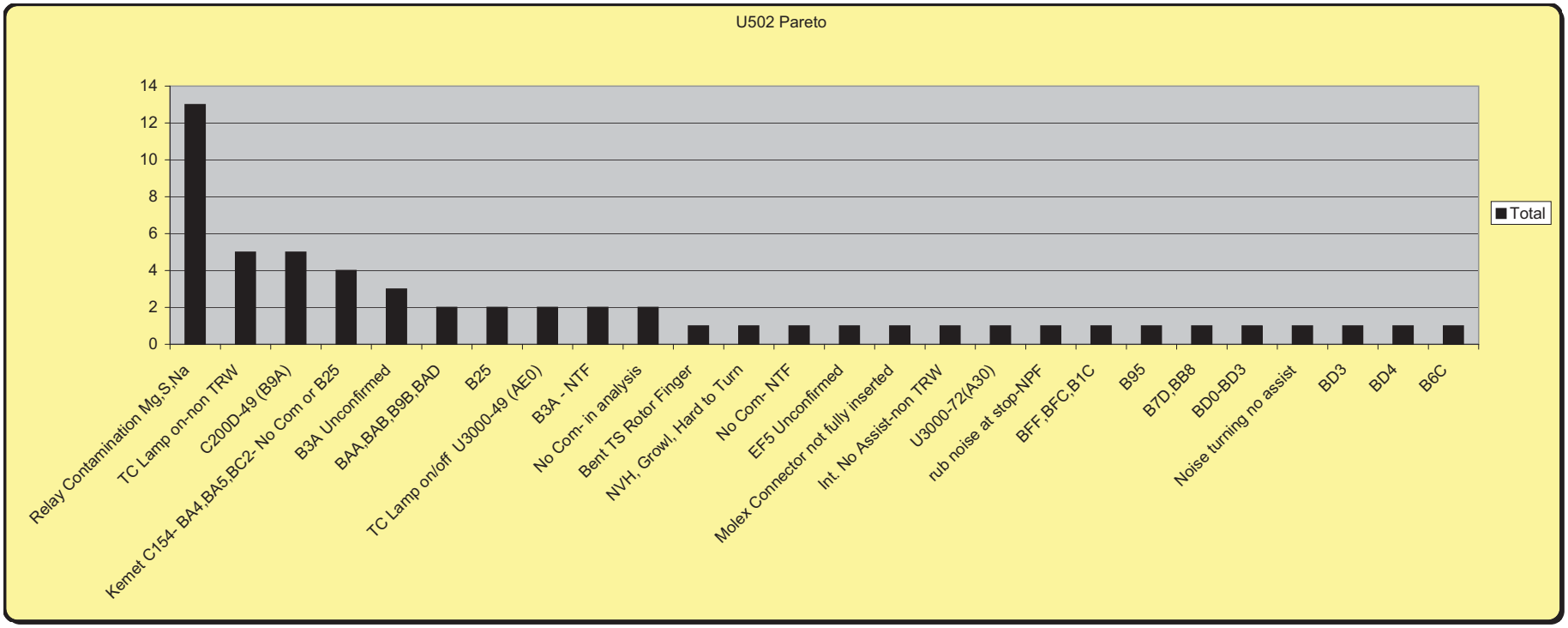
Ron Collins
Chief Engineer, North American Chassis Engineering
Ford Motor Company
email: rcollin4@ford.com

From: Olsson, Paul (P.C.)
Sent: Thursday, August 25, 2011 11:54 PM
To: Cantrell, David (D.D.); Allman, Jan (J.E.); Brooks, Jeffrey (J.R.); Devine, Robert (R.M.); Dodson, Anthony (A.D.); Hernandez, Thomas (T.); Inglis, Steve (S.D.); Mannebach, John (J.); McKernan, Patrick (P.J.); Moskwa, Larry (L.M.); Newcomb, Sandra (S.); Simkus, Walter (W.A.); Williams, Erik (E.C.); Williams, Gregory (G.M.); Anderson, Benjamin (B.A.); Anderson, Eric (H.); Berzeri, Marcello (M.); Boguslawski, Robin (R.E.); Buelow, Steve (S.E.); Bustamante, Chris (C.T.); Cassata, Joe (J.); Chamberlain, Stephen (J.); Dent, John (J.S.); Docimo, Tony (A.F.); Edwards, Monty (M.R.); Farmer, Marty (M.F.); Feder, Andrew (A.); Gerrard, Ryan (R.P.); Ickes, Walt (W.D.); Issa, Ibrahim (I.M.); Jackson, Bradley (B.G.); Jackson, Marcell (M.); Kelly, Ryan (R.); Kroll, Susan (S.E.); Logli, Michael (M.A.); Mehta, Jayesh (J.C.); Mros, Nolan (N.E.); Porter, Alan (A.T.); Rapiz, Noreen (N.G.); Santilli, Rennie (R.); Sarkisian, Mark (Z.); Sridhara, Raghu (R.); Trygar, Mike (M.); Urbina, Christopher (C.); Vatalaro, Kurt (K.V.); Wheeler, Ngina (N.); Widrick, Brad (B.A.); Young, Richard (R.C.); Yu, Eric (E.)
Cc: Adamczyk, David (D.W.); Kenney, Jeb (S.); Stroud, Nathan (JNS.); Musleh, Michael (A.); Warda, Gary (G.G.); Ketelhut, Ron (R.D.); Graves, Greg (G.K.); Mass, Noah (N.B.); Keller, Mark (M.E.); Huff, Bradford (B.D.); Perri, Ron (R.J.); Collins, Ron (R.J.); Ebbing, David (D.G.); Goral, Janice (J.M.); Bland, Sharnessa (S.R.)
Subject: DRAFT CAP Filing for the 8/29 PDQR

Team,

Attached is a DRAFT copy of our Explorer PDQR filing for Monday's review. Please contact me if you have any questions regarding the paper.

Paul Olsson
Chicago Assembly PVT Quality Supervisor
Taurus / MKS / Explorer Programs
Mobile: 313-575-9065



updated to 8/22/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26				8	1	1	2	1								13	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
TC Lamp on-non TRW	UR0016,17,18, 29,44								5								5	5/17/11	Non-TRW Issue	RCM causing TC lamp on for C1B00 code ISM 5/17/2011 & workshop manual corrected for this issue
C200D-49 (B9A)	UR0030,45,47, 48,58						1		3	1							5			8/22- hall effect & encoder differential. More testing needed to find root cause
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
B3A Unconfirmed	UR0038,41,56				1	1					1						3			NTF after relay contact analysis at Tyco
BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
TC Lamp on/off U3000-49 (AE0)	UR0023,52						1		1								2			5/23- ship gear back to Marion for analysis
B3A - NTF	UR0008,9				2												2			
No Com- in analysis	UR0035, 54										2						2			7/1- No Com
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb

updated to 8/22/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location
No Com- NTF	UR0033									1							1			7/1- No Com
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1			
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1			
Noise turning no assist	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
B6C	UR0050										1						1			
popping noise turning	UR0057											1					1		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
																	0			
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PE12-017 007521

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date
UR0034	U2011-61 U3000-96	B95	TS	In Eval Hella	8/1Checked with oscilloscope. Unstable Channel 2 PWM when no torque is applied. You can see a varation in channel 2 . Bobby to ship part to Hella	7/1- pulled stored and EFF data, shipped to MAO for analysis			00210 Sunny King Ford	2707			1FMHK7D80BG[redacted]	1/20/2011	1/15/2011	11/16/2010

EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
12/2/2010	3.5L wo/APA	5/11/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP											1FMHK8F81BG[redacted]	3/16/2011
0KM BGA30310	No Assist	?		CAP	no returned part from CAP												
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned, should be tomorrow. Then part should arrive at WPAC by Monday 2/14. 4/6- need to discuss next						07955 Ron Dupratt Ford	15			1FMHK8D87BG[redacted]	1/24/2011
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts			CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO			00089 Koons Ford	303			1FMHK8F8XBG[redacted]	1/20/2011
UR0007	loud growl noise gear hard to turn		NVH	At CAP, unknown location	5/3- found out the gear was shipped to CAP unknown who has the gear at this time.	3/3- talked to tech states vehicle is hard to turn the wheel even on the hoist, no boot damage only code tech states he had U0253 which is not a PSCM code advise tech to call back with more			WEB FORM DATA - CONCERN: STEERING ASSIST IS INOP, LOUD GROWLING NOISE WHEN ATTEMPTING TO TURN THE STEERING WHEEL DIAGNOSTICS: VISUAL INSPECTION IS OK, NO VISIBLE SIGNS OF CAUSE, GROWLING NOISE			08398 Don Aadsen Ford	18			1FMHK8F86BG[redacted]	1/31/2011
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled. 3/10- Installed EFF and fault						Lease management vehicle- Steve	1661			1FMHK8D86BG[redacted]	11/5/2010
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any						Lease management vehicle- Doug White	3984			1FMHK8D88BG[redacted]	11/12/2010
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.						06700 Magic City Ford	5155			1FMHK8F84BG[redacted]	1/19/2011

Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
			3.5L w/APA	3/16/2011			
			3.5L w/APA				
1/17/2011	########	########	3.5L wo/APA	2/2/2011			
1/19/2011	12/1/2010	12/4/2010	3.5L w/APA	2/12/2011			
			3.5L wo/APA	3/2/2011			
10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			
1/11/2011	########	########	3.5L wo/APA	4/19/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)
0KM BGA32423	U3000-49	B25,BB8, B95	EPP	In Eval (26mile)	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in this wednesdays									
0KM BGA56776		B25,BB8		MAO	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign									
0KM BGA59863	steering noise on full left stop		NVH	in Eval (26mile)	5/9- mark on the ITR that indicates the ITR over articulated. the gear was dropped or impacted before assembly in the vehicle. Marion,ZF or MAP the gear could be dropped. No marks on the EPAS housing. Unknown source at this time.	5/2- shipped direct to 26mile from CAP 5/4- found right side tie rod bent, cannot find out how this happen, waiting for Ford to instruct next steps.							34		
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi			CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2			09618 Brown Motors	18		
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil			CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-			02071 I-77 Ford	10		
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when						Ford Management Lease Car- Chicago	1700		

UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after						Ford PDC Fleet vehicle- Taras Palczynski	2010		
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to						lease management vehicle WHQ VSC	1838		
UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.						04331 Brondes Ford			
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with						02058 Beechmont Ford	1425		
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to						00807 Crest Ford	115		
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK						03820 Landers Ford	3096		`
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate						00807 Crest Ford	1356		
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change							02761 Southgate Ford	249		
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00 64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING APPROVAL CODE FOR RCM REPLACEMENT			02731 Atchinson Ford	111		
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET AGIAN ANY KNOWN CONCERNS REPAIRS OR			05646 Crown Ford	30		

UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex						02058 Beechmont Ford	13		
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253				WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING			07737 Serramote Ford	611		
UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing						05126 Gary Crossley Ford	4475		
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week						06081 San Francisco Ford	14		
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.						02694 Dean Sellers	3754		
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-						08305 Evergreen Ford	49		
UR0028	rubbing noise while turning at stop	no codes	NVH	in process MAO	6/10- No problem found EOL EDF/NVH testing. Did find a couple of impact markes on the OBH & EPP. Unsure what the tech moved or changed during gear replacement to fix noise. NPF- unknown cause	6/6- no codes in fault store, did not notice any noise turning input shaft back & forth from center. Shipped to MAO for EDF/NVH testing			CONCERN: FRONT END MAKES RUBBING SOUND FROM FRONT WHEN TURNING IN A PARKING LOT. DIAGNOSTICS: N/A PARTS REPLACED:N/A TECH QUESTION: ANY KNOWN CONCERNS? WERE YOU ABLE TO VERIFY THE CONCERN? YES AT WHAT SPEED DOES THIS OCCUR? WHEN VEHICLE IS STOPPED AND TURNING WHEEL MOST FREQUENTLY. AT WHAT RPM DOES THIS OCCUR? 750 CUSTOMER STATES CHEKC FOR NOISE WHEN TURNING WHEEL VERIFY NOISE WHEN TURNING. ISOLATE NOISE TO RACK ASSY.			20636 Schultz Ford	5475		

UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.				5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER.			08868 John C. Stewart & Son	17		
UR0033	No Com	No Com	EPP	In Eval MAO	7/26- No problem found with EPP communication, pulled normal data from the EPP. Still testing NTF. Unknown if tech mis-diagnosed vehicle for this front abs sensor issue.	7/1- was able to get into Canape data. After new EPAS gear installed vehicle returned 14 miles later with ABS & TC lamp coming on found shorted harness for abs frt sensor.						08452 New Brighton Ford	872		
UR0039	No Com	No Com	EPP	In eval MAO	8/10-confirmed C154 Kemet Cap	7/25- no other claims on this vehicle						03591 Matthews-Currie Ford	1484		
UR0044	Wheels lock TC lamp on C1B00-64	No codes		At WPAC	7/25-tech did not follow proper diagnostic's vehicle equipped with auto park C1B00-64 leads to SWA sensor in column. Hotliner requested to replace the RCM Chargeback dealer.							01472 Gullo Ford	3702		
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	5/13- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for 36 hrs with no A3A's, F66's or									

VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
1FMHK8F81BG[redacted]	3/2/2011				3.5L wo/APA	3/2/2011			
BG[redacted]			1/25/2011	2/25/2011		4/13/2011			
BG[redacted]				3/2/2011		4/27/2011			
1FMHK8D83BG[redacted]	12/16/2010				3.5L wo/APA	1/12/2011			
1FMHK8D83BG[redacted]	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
1FMHK8F88BG[redacted]	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			

1FMHK7D89BG[redacted]	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
1FMHK8F89BG[redacted]	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			
1FMHK7F87BG[redacted]	2/24/2011				3.5L wo/APA	3/28/2011			
1FMHK8F83BG[redacted]	11/22/2010								
1FMHK8F85BG[redacted]	2/16/2011				3.5L w/APA	3/9/2011			
1FMHK8F8XBG[redacted]	11/3/2010				3.5L w/APA	3/5/2011			
1FMHK7B87BG[redacted]	11/16/2010				3.5L wo/APA	2/25/2011			
1FMHK7D82BGA[redacted]	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011			
1FMHK8D89BG[redacted]	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011			
1FMHK7D85BG[redacted]	3/8/2011				3.5L wo/APA	4/6/2011			

1FMK8F80BG[redacted]	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
1FMHK8D89BG[redacted]	2/15/2011	2/7/2011			3.5L wo/APA	3/23/2011			
1FMHK8F80BG[redacted]	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011			
1FMHK8D81BG[redacted]	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011			
1FMHK8F8XBG[redacted]	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			
1FMHK8F84BG[redacted]	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011			
1FMHK8D8XBG[redacted]	1/20/2011	1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011			

1FMHK8D83BG[redacted]	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011			
1FMHK7B80BG[redacted]	4/18/2011	4/9/2011	12/25/2010	12/31/2010	3.5L wo/APA	6/4/2011			
1FMHK7B81BG[redacted]	3/29/2011	3/27/2011	1/7/2011	1/9/2011	3.5L wo/APA	6/13/2011			
1FMHK7F87BG[redacted]	3/3/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/11/2011			
1FMHK8D81BG[redacted]	3/14/2011				3.5L wo/APA	3/2/2011			

Pages 37 - 387 Redacted for Relevance

From: Salim Semssar [Salim.Semssar@TRW.COM]
Sent: Wednesday, February 08, 2012 11:10 AM
To: Annadi, Hari (H.); Harris, Jonathan (J.E.); Surella, Matthew (M.M.)
Cc: Jawed, Afaq (.); White, Isiah (I.C.); McIntyre, Kathryn (K.L.); Perri, Ron (R.J.)
Subject: RE: FW: ConcernList_T210R.xlsb
Attachments: Form4_Top W20 G20 Q20 O0_BSAQ_U2- EXPLORER (NA-CAP)_V87_31Jan2012.xls

Hari / Matt,

Can you guys help? You guys have pulled it before. European guys have their complete and I need to get ours in the deck for an upcoming B. fowler meeting. I've attached the U502 but I need all the product.

Thanks,

Salim

>>> "Harris, Jonathan (J.E.)" <jharr176@ford.com> 2/8/2012 11:03 AM >>>
Salim, I didn't run this file last time and when I tried, I and Mickey had trouble. Have you contacted Harri to assist again like last time?

Thanks,

Jonathan

From: Salim Semssar [mailto:Salim.Semssar@TRW.COM]
Sent: Wednesday, February 08, 2012 10:42 AM
To: Harris, Jonathan (J.E.)
Cc: Jawed, Afaq (.); McIntyre, Kathryn (K.L.)
Subject: Re: FW: ConcernList_T210R.xlsb

Jonathan,

This is not the file I'm looking for. Please see attached for U502 that PD got me. I need complete list with actions / status. The attached file. There files just like the attached for each program. Harri helped me with the complete files last year but we need an update list for an upcoming pretty (high level) Ford meeting.

Many Thanks,

Salim

>>> "Harris, Jonathan (J.E.)" <jharr176@ford.com> 2/8/2012 10:16 AM >>>
Salim,

Here is the summary that is in the system. You should be aware of all of these.

Thanks,

Jonathan Harris
Ford STA Chassis
313.805.2375

From: Harris, Jonathan (J.E.)
Sent: Wednesday, February 08, 2012 10:13 AM
To: Jawed, Afaq (.)
Cc: Harris, Jonathan (J.E.)
Subject: ConcernList_T210R.xlsb

Top Warranty From: 1 Top Warranty To: 20

BSAQ CURRENT MODEL QUALITY TRACKING
FUNCTION TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX Warranty
VEH
U2 - EXPLORER (NA-CAP)
V87-STEERING
GLOBAL - 31-Jan-2012 22:38:29 EST

Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cpl/CpK	Process Validation Phase 1: Workstation Analysis	Phase 1: Training/Versatility	Phase 1: Acceptance Criteria	Phase 2: Reaction Plans	Phase 2: Replication/Containment	Phase 3: Process Improvement	Phase 3: Error Proofing	Validation Verification: Replicated Internal Indicator Before	Validation Verification: Replicated Internal Indicator After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	Concern Status: A-Actual	Concern Status: Containment Status	Concern Status: Permanent Corrective Status	Validation: Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/8/2012	1/15/2012	1/22/2012	1/29/2012	Last 4 WKS	Last 4 MOPS	MYTD	Rank Status: Containment Status	Rank Status: Permanent Corrective Status
1	POWER STEERING MODULE DEFECTIVE, , , , REPLACED	Function: F2 CCC: H21,H22,H50,N58 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																					WAR	4	15	9	17	8	4	15	10	15	6	1	0						22	50	R	Y
	POWER STEERING MODULE DEFECTIVE, , , , REPLACED	Function: F2 CCC: H21,H22,H50,N58 Src: WAR,104 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT															Title: U502 EPAS B3A & B43 Relay Failures TL: AJAWED SAQ2012208065 PDS: SP RS: 6-SIGMA - DMAIC	C = 1. Check 10 rivet per bag (10,000/bag) under a microscope for evidence of cracks at Tyco. 2. Scrap first 1000 parts everytime cold weld press starts up at Doduco. It was found that cracks occur when press first starts up. 3 Clean feeder tube of any rivets after every set up/tool change after 1000 rivet scrap at Doduco. It was found that set up parts could potentially get into production.	2012-02-03 2012-03-30	P P	R	Y	WAR	4	15	9	17	8	4	15	10	15	6	1	0						22	50		
	POWER STEERING MODULE DEFECTIVE, , , , REPLACED	Function: F2 CCC: H21,H22,H50,N58 Src: WAR,104 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT															Title: U502 EPAS gears with C200D DTC (B9A) - Conformal Coating TL: AJAWED SAQ2012206614 PDS: SP RS: G8D	C = 20% Effective: PUMA testing at Anting(EPP assy), Marion (U502/C346), and Queretaro (D3/CD3) updated to reject all parts with 1 B9A LIC. 80% effective: 400% visual inspections of the ribbon cable to look for misalignment (5x magnification), and 200% visual inspection of motor assy to look for conformal coat (UV light) were implemented at Tyco, Nidec, Anting, Shalke,	2011-11-17 2012-01-23	A A	G	G	WAR	4	15	9	17	8	4	15	10	15	C 6	1	P 0						22	50		
	POWER STEERING MODULE DEFECTIVE, , , , REPLACED	Function: F2 CCC: H21,H22,H50,N58 Src: WAR,104 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT															Title: U502 EPAS gears with C200D DTC (B9A) - Ribbon Misalignment TL: AJAWED SAQ2011187769 PDS: SP RS: G8D	C = 20% Effective: PUMA testing at Anting(EPP assy), Marion (U502/C346), and Queretaro (D3/CD3) updated to reject all parts with 1 B9A LIC. 80% effective: 400% visual inspections of the ribbon cable to look for misalignment (5x magnification), and 200% visual inspection of motor assy to look for conformal coat (UV light) were implemented at Tyco, Nidec, Anting, Shalke,	2011-11-17 2011-12-19	A A	G	G	WAR	4	15	9	17	8	4	15	10	15	C 6	P 1	0						22	50		
	POWER STEERING MODULE DEFECTIVE, , , , REPLACED	Function: F2 CCC: H21,H22,H50,N58 Src: WAR,104 PVL: U2-EXPLORER (NA-CAP) LPT: AD-CHICAGO PLANT															Title: EPAS B3A motor relay contamination (U3000, U2011 codes)T210R TL: LNAPOLI SAQ2011161617 PDS: SP RS: JUST DO IT	C = 1. PUMA tool testing at TRW Marion EPAS gear assembly plant to detect B3A type motor relay contamination. 2. Doduco rivets built but not used at Tyco sent back to Doduco to re-clean through Sulfuric Acid wash. 3. Gear assys built with suspect Doduco contacts being quarantined at TRW and will not be shipped to CAP. P = Identify and implement process improvements to prevent contamination of EPAS electronics. 1. 5 micron filter added to rivet vacuum holder tube to prevent magnesium contamination to contacts at tier 3 supplier Duduco week 48 of 2010. 2. Better controls on bucket use	2011-03-31 2011-07-12	A A	G	G	WAR	4	C 15	9	17	8	P 4	15	10	15	6	1	0						22	50		
			Contamination	A: M10 GFCPA D: 2011-01-03 2011-01-03		N/A N/A	4/27/2011	4/27/2011	4/27/2011	4/27/2011	4/27/2011	4/27/2011	4/27/2011	12	0	G							WCT	3																0			
2	POWER STEERING MODULE DEFECTIVE, , , , NO PROBLEM FOUND	Function: F2 CCC: H22,H50 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																					WAR	0	0	0	0	0	1	2	1	3	0	0	0						3	7	R	R
No Data																	No Data																												
3	STEERING SHAFT BOOT INSUFFICIENT LUBE, , , ,	Function: F2 CCC: N58 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																					WAR	1	0	0	0	0	0	0	0	1	1	0	0						2	2	R	R

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PE12-017 007537

Rank	Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item) / Concern / Type / POS. A / POS. B / POS. C / POS. D)	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / Cp/CpK	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator: Before	Replicated Internal Indicator: After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	CONCERN STAT: Containment Status	CONCERN STAT: Permanent Corrective Status
	CONCERN GENERAL INFORMATION		CONTAINMENT / MAPPING				PROCESS VALIDATION: Phase 1			Phase 2		Phase 3		VALIDATION VERIFICATION								
4	STEERING INTERMEDIATE SHAFT NOISY, UNKNOWN , , ,	Function: F2 CCC: N58 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					
5	STEERING RACK LOOSE, , , , PART REPAIR	Function: F2 CCC: H21 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					
6	STEERING SHAFT BOOT IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: N58 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					
7	STEERING INTERMEDIATE SHAFT NOT TORQUED TO SPEC, , , LOWER, SCREW	Function: F2 CCC: H21,H50 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					
8	TIE ROD LOOSE, , , ,	Function: F2 CCC: N58 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					
9	STEERING RACK DEFECTIVE, , , ELECTRIC STEERING, INPUT SHAFT	Function: F2 CCC: H22,H50 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					
10	POWER STEERING MODULE IMPROPER FUNCTION, , , , NO PROBLEM FOUND	Function: F2 CCC: H22,H50 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					
11	BEARING NOISY, UNKNOWN , , , REPLACED	Function: F2 CCC: N58 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					
12	STEERING COLUMN DEFECTIVE, , , TELESCOPING,	Function: F2 CCC: H22,N58 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					

Rank	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/8/2012	1/15/2012	1/22/2012	1/29/2012	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	RANK STATUS: Permanent Corrective Status
	VALIDATION																					
4	WAR	0	0	0	0	2	0	0	0	1	0	0	0						1	1	R	R
5	WAR	0	0	0	0	0	0	0	0	1	0	0	0						1	1	R	R
6	WAR	0	0	0	0	0	0	0	0	0	0	1	0						1	1	R	R
7	WAR	1	0	0	1	0	0	0	0	0	1	0	0						1	1	R	R
8	WAR	0	0	0	0	0	0	0	0	1	0	0	0						1	1	R	R
9	WAR	0	2	1	0	0	0	0	0	0	0	0	0						0	0	R	R
10	WAR	0	1	0	1	2	0	0	0	0	0	0	0						0	0	R	R
11	WAR	1	6	1	3	4	0	0	0	0	0	0	0						0	0	R	R
12	WAR	1	1	0	0	0	0	0	0	0	0	0	0						0	0	R	R

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CONCERN GENERAL INFORMATION		CONTAINMENT / MAPPING					PROCESS VALIDATION Phase 1			PROCESS VALIDATION Phase 2		PROCESS VALIDATION Phase 3		VALIDATION VERIFICATION						CONCERN STAT		
Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D)	Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / Cp/CpK	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status
13	STEERING DISLIKE, ADJUSTMENT , , ELECTRIC STEERING, NO PROBLEM FOUND	Function: F2 CCC: H21 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					
14	BEARING NOISY, UNKNOWN , , ,	Function: F2 CCC: N58 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					
15	POWER STEERING NOISY, UNKNOWN , , ,	Function: F2 CCC: N58 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					
16	STEERING NOISY, UNKNOWN , , , NO PROBLEM FOUND	Function: F2 CCC: N58 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					

Rank	VALIDATION Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/8/2012	1/15/2012	1/22/2012	1/29/2012	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS Containment Status	RANK STATUS Permanent Corrective Status
13	WAR	1	0	0	0	0	0	0	0	0	0	0	0						0	0	R	R
14	WAR	0	0	0	0	0	1	0	0	0	0	0	0						0	0	R	R
15	WAR	0	0	0	0	0	1	0	0	0	0	0	0						0	1	R	R
16	WAR	0	0	0	0	0	0	1	0	0	0	0	0						0	1	R	R

ENDOFDATA

ENDOFDATA

Source Validation: C = Containment | P = PCAI | B = Both

SSP:STOP SHIP,ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
GA:GLIDEPATH ADJUST, P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Top CCC From:		Top CCC To:	
Top WAR From:	1	Top	20
Top GQR From:	1	Top	20
Top QLS From:	1	Top	20
Top Other From:	0	Top	0
Part(Item):	###		
Repair:	###		
Concern Type:	###		
PositionA:	###		
PositionB:	###		
PositionC:	###		
PositionD:	###		
WAR CCC:	Binned		
GQR CCC:	Binned		
WAR Model Year:			
GQR Model Year:			
GQR Survey Year:			
Sort by GQR M	###		
QLS Model Year:			
Counted as TG B			
Display Zero 12	###		
Resolution Sch	6SF, 6SM, FRM, 8D, JDI, NFDM		
Parent Code(s):			

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION							CONCERN STAT		VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																																
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/8/2012	1/15/2012	1/22/2012	1/29/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D					Cp/CpK								Before	After																													

Site Code(s): T210R

Concern Type: PRT

CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.

CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

PCAI DATE STATUS CRITERIA: NO CONTAINMENT DATE = RED; CONTAINMENT PLAN DATE = YELLOW; CONTAINMENT ACTUAL DATE = GREEN.

Top Verbatim Sort From: 1 Top Verbatim Sort To: 20

BSAQ CURRENT MODEL QUALITY TRACKING
FUNCTION TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX GQR
VEH
U2 - EXPLORER (NA-CAP)
V87-STEERING
GLOBAL - 31-Jan-2012 22:38:29 EST

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																			RANK STATUS	
													Phase 1			Phase 2		Phase 3																													
Rank	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS. A / POS. B / POS. C / POS. D	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cpl/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/8/2012	1/15/2012	1/22/2012	1/29/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
1	STEERING DISLIKE, ADJUSTMENT , , ELECTRIC STEERING,	Function: F2 CCC: H21,H22 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				GQR	0	0	3	0	0	0	0	0	2	0	0	0							11	R	R
No Data																						No Data																						
2	VEHICLE TORQUE STEER, , , ,	Function: F2 CCC: H21,H22 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				GQR	1	0	2	0	0	0	1	0	0	0	0	0							4	R	R
No Data																						No Data																						
3	STEERING EFFORT, , , ELECTRIC STEERING, WHEN TURNING	Function: F2 CCC: H22 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				GQR	1	0	0	0	0	0	0	0	0	0	0	0							1	R	R
No Data																						No Data																						
4	STEERING NOISY, UNKNOWN , , ,	Function: F2 CCC: N58 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				GQR	0	0	1	0	0	0	0	0	0	0	0	0							1	R	R
No Data																						No Data																						
5	STEERING SHAFT BOOT INSUFFICIENT LUBE, , , ,	Function: F2 CCC: N58 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				GQR	0	1	0	0	0	0	0	0	0	0	0	0							1	R	R
No Data																						No Data																						
6	STEERING DISLIKE, SETTING , , ELECTRIC STEERING,	Function: F2 CCC: H22 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				GQR	0	0	0	0	0	0	1	0	0	0	0	0							0	R	R
No Data																						No Data																						

ENDOFDATA

ENDOFDATA

Source Validation C = Containment P = PCAI B = Both

SSP:STOP SHIP,ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
GA:GLIDEPATH ADJUST, P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

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PE12-017 007541

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION							CONC ERN STAT		VALIDATION																										RANK STATUS	
													Phase 1			Phase 2		Phase 3																																					
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant		Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability		Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/8/2012	1/15/2012	1/22/2012	1/29/2012	Last 4 WKS	Last 4 MQPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D					Cp/CpK								Before	After																															

Top CCC From: Top CCC To:
Top WAR From: 1 Top 20
Top GQR From: 1 Top 20
Top QLS From: 1 Top 20
Top Other From: 0 Top 0
Part(Item): ###
Repair: ###
Concern Type: ###
PositionA: ###
PositionB: ###
PositionC: ###
PositionD: ###
WAR CCC: Binned
GQR CCC: Binned
WAR Model Year:
GQR Model Year:
GQR Survey Year:
Sort by GQR M ###
QLS Model Year:
Counted as TG' B
Display Zero 12 ###
Resolution Sch 6SF, 6SM, FRM, 8D, JDI, NFDM
Parent Code(s):
Site Code(s): T210R
Concern Type: PRT

CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.
CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.
PCAI DATE STATUS CRITERIA: NO CONTAINMENT DATE = RED; CONTAINMENT PLAN DATE = YELLOW; CONTAINMENT ACTUAL DATE = GREEN.

PE12-017 007542

Top QLS Sort From: 1 Top QLS Sort To: 20

BSAQ CURRENT MODEL QUALITY TRACKING
FUNCTION TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX QLS
VEH
U2 - EXPLORER (NA-CAP)
V87-STEERING
GLOBAL - 31-Jan-2012 22:38:29 EST

CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING					PROCESS VALIDATION							VALIDATION VERIFICATION									CONC ERN STAT
								Phase 1			Phase 2		Phase 3											
Rank	Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D)	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	CpCpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	

Rank	Part (Item) / Concern / Position	Function	VALIDATION: Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/8/2012	1/15/2012	1/22/2012	1/29/2012	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	RANK STATUS: Permanent Corrective Status
1	FRAME SHEAR BRACKET IMPROPER ASSEMBLY, , , UNDERBODY,	Function: F2 CCC: H22 Src: PVL: U2-EXPLORER (NA-CAP) LPT:	QLS	35	29	72	63	58	45	97	47	70	28	0	0	0	0	0	0	0			R	R
No Data	No Data																							
2	FRAME SHEAR BRACKET NOT TORQUED, , , UNDERBODY,	Function: F2 CCC: H22 Src: PVL: U2-EXPLORER (NA-CAP) LPT:	QLS	10	43	16	21	115	30	43	50	33	10	0	0	0	0	0	0	0			R	R
No Data	No Data																							
3	TIE ROD IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H50 Src: PVL: U2-EXPLORER (NA-CAP) LPT:	QLS	21	28	31	31	47	36	12	25	20	18	0	0	0	0	0	0	0			R	R
No Data	No Data																							
4	DOOR MISSING, , , ,	Function: F2 CCC: XX4 Src: PVL: U2-EXPLORER (NA-CAP) LPT:	QLS	20	13	15	12	24	10	16	13	19	10	0	0	0	0	0	0	0			R	R
No Data	No Data																							
5	STEERING COLUMN IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H50 Src: PVL: U2-EXPLORER (NA-CAP) LPT:	QLS	2	72	115	64	3	8	3	17	25	2	0	0	0	0	0	0	0			R	R
No Data	No Data																							
6	AXLE LINK SHAFT BRACKET NOT TORQUED, , , ENGINE,	Function: F2 CCC: H22 Src: PVL: U2-EXPLORER (NA-CAP) LPT:	QLS	1	0	1	1	3	9	13	27	13	9	0	0	0	0	0	0	0			R	R
No Data	No Data																							
7	TIE ROD LOCK NUT LOOSE, , , ,	Function: F2 CCC: H22 Src: PVL: U2-EXPLORER (NA-CAP) LPT:	QLS	26	17	14	15	10	7	10	10	11	7	0	0	0	0	0	0	0			R	R
No Data	No Data																							

Created By: msurella

Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D)	Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	After	Critical X Status	Title / TL = Team Leader / SAQ Number / PDS = Process /Supply/Design / RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT: Containment Status	Permanent Corrective Status
8	POWER STEERING PUMP NOT TORQUED, , , ,	Function: F2 CCC: H50 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					
9	SHOCK TOWER IMPROPER ASSEMBLY, , , UPPER,	Function: F2 CCC: H22 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					
10	SHOCK TOWER NOT TORQUED, , , ,	Function: F2 CCC: H22 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					
11	SHOCK TOWER IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H22 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					
12	AXLE LINK SHAFT IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H22 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					
13	AXLE LINK SHAFT BRACKET IMPROPER ASSEMBLY, , , ENGINE,	Function: F2 CCC: H22 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					
14	SHOCK TOWER NOT TORQUED, , , UPPER,	Function: F2 CCC: H22 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					
15	AXLE LINK SHAFT BRACKET LOOSE, , , ENGINE,	Function: F2 CCC: H22 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					
16	POWER STEERING PUMP IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H50 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					

Rank	VALIDATION: Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/8/2012	1/15/2012	1/22/2012	1/29/2012	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
8	QLS	1	11	7	20	11	6	11	12	8	9	0	0	0	0	0	0	0			R	R
9	QLS	14	9	4	10	10	15	40	43	12	1	0	0	0	0	0	0	0			R	R
10	QLS	5	4	10	19	5	5	14	11	8	4	0	0	0	0	0	0	0			R	R
11	QLS	14	20	6	7	12	32	38	26	8	4	0	0	0	0	0	0	0			R	R
12	QLS	11	15	4	143	30	14	10	2	2	10	0	0	0	0	0	0	0			R	R
13	QLS	3	4	1	1	1	8	19	40	6	5	0	0	0	0	0	0	0			R	R
14	QLS	0	1	2	14	4	7	6	11	4	3	0	0	0	0	0	0	0			R	R
15	QLS	0	0	0	0	1	2	1	2	7	0	0	0	0	0	0	0	0			R	R
16	QLS	2	6	1	17	9	3	17	10	5	1	0	0	0	0	0	0	0			R	R

Created By: msurella

PE12-017 007544

Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D	Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / Cp/CpK	Phase 1: Workstation Analysis	Phase 1: Training/ Versatility	Phase 1: Acceptance Criteria	Phase 2: Reaction Plans	Phase 2: Replication/ Containment	Phase 3: Process Improvement	Phase 3: Error Proofing	Validation Verification: Replicated Internal Indicator Before	Validation Verification: Replicated Internal Indicator After	Critical X Status	Title / TL = Team Leader / SAQ Number / PDS = Process /Supply/Design / RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Concern Stat: Containment Status	Concern Stat: Permanent Corrective Status
17	STEERING COLUMN WRONG, , , ,	Function: F2 CCC: H50 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					
18	AXLE LINK SHAFT BRACKET IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H22 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					
19	TIE ROD LOOSE, , , ,	Function: F2 CCC: H50 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					
20	AXLE LINK SHAFT BRACKET LOOSE, , , ,	Function: F2 CCC: H22 Src: PVL: U2-EXPLORER (NA-CAP) LPT:																				
No Data																	No Data					

Part(Item) / Concern / Type / POS. A / POS. B / POS. C / POS. D

Rank	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/8/2012	1/15/2012	1/22/2012	1/29/2012	Last 4 WKS	Last 4 MOPS	MYTD	Rank Status: Containment Status	Rank Status: Permanent Corrective Status
17	QLS	0	3	6	2	0	1	6	4	4	2	0	0	0	0	0	0	0			R	R
18	QLS	2	3	0	5	0	2	15	48	4	1	0	0	0	0	0	0	0			R	R
19	QLS	16	15	11	25	5	5	1	0	2	2	0	0	0	0	0	0	0			R	R
20	QLS	0	0	0	0	2	1	4	2	2	2	0	0	0	0	0	0	0			R	R

ENDOFDATA

ENDOFDATA

Source Validation: C = Containment | P = PCAI | B = Both

SSP:STOP SHIP,ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
GA:GLIDEPATH ADJUST, P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Top CCC From:		Top CCC To:	
Top WAR From:	1	Top	20
Top GQR From:	1	Top	20
Top QLS From:	1	Top	20
Top Other From:	0	Top	0
Part(Item):	###		
Repair:	###		
Concern Type:	###		
PositionA:	###		
PositionB:	###		
PositionC:	###		
PositionD:	###		
WAR CCC:	Binned		
GQR CCC:	Binned		
WAR Model Year:			
GQR Model Year:			
GQR Survey Year:			
Sort by GQR M	###		
QLS Model Year:			
Counted as TG	B		
Display Zero 12	###		
Resolution Sch	6SF, 6SM, FRM, 8D, JDI, NFDM		
Parent Code(s):			

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																		RANK STATUS	
												Phase 1			Phase 2		Phase 3																													
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability		Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/8/2012	1/15/2012	1/22/2012	1/29/2012	Last 4 WKS	Last 4 MQPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D				Cp/CpK								Before	After																									

Site Code(s): T210R

Concern Type: PRT

CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.

CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

PCAI DATE STATUS CRITERIA: NO CONTAINMENT DATE = RED; CONTAINMENT PLAN DATE = YELLOW; CONTAINMENT ACTUAL DATE = GREEN.

Top Other From: 0 Top Other To: 0

BSAQ CURRENT MODEL QUALITY TRACKING
FUNCTION TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX Other Sort
VEH
U2 - EXPLORER (NA-CAP)
V87-STEERING
GLOBAL - 31-Jan-2012 22:38:29 EST

CONCERN GENERAL INFORMATION											CONTAINMENT / MAPPING				PROCESS VALIDATION								VALIDATION VERIFICATION						CONCERN STAT		VALIDATION																								RANK STATUS	
															Phase 1			Phase 2		Phase 3																																				
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Part (Item) Concern / Concern Type Position A, B, C, D	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Cpl/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/8/2012	1/15/2012	1/22/2012	1/29/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
																						Before	After																														

ENDOFDATA

ENDOFDATA

Source Validation C = Containment P = PCAI B = Both

SSP:STOP SHIP,ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
GA:GLIDEPATH ADJUST, P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Top CCC From:		Top CCC To:	
Top WAR From:	1	Top	20
Top GQR From:	1	Top	20
Top QLS From:	1	Top	20
Top Other From:	0	Top	0
Part(Item):	###		
Repair:	###		
Concern Type:	###		
PositionA:	###		
PositionB:	###		
PositionC:	###		
PositionD:	###		
WAR CCC:	Binned		
GQR CCC:	Binned		
WAR Model Year:			
GQR Model Year:			
GQR Survey Year:			
Sort by GQR M ###			
QLS Model Year:			
Counted as TG' B			
Display Zero 12 ###			
Resolution Sch 6SF, 6SM, FRM, 8D, JDI, NFDM			
Parent Code(s):			
Site Code(s): T210R			
Concern Type: PRT			

CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.
CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.
PCAI DATE STATUS CRITERIA: NO CONTAINMENT DATE = RED; CONTAINMENT PLAN DATE = YELLOW; CONTAINMENT ACTUAL DATE = GREEN.

Created By: msurella

PE12-017 007547

From: Flanagan, Thomas (T.P.)
Sent: Friday, December 02, 2011 10:21 AM
To: Surella, Matthew (M.M.)
Subject: RE: H22, N58 Pie Charts
Attachments: U502 V87, H22, H21 Warranty Claims, 113011.xlsx

Matt,

See attached. There were an additional 8 C200D's since the Oct 25th data load charts under H22 and H21 claims. I am still working on N58. I have gone through the claims and see 1 additional C200D. So to answer your question, there have been 9 total additional C200D claims over the previous month.

Tom Flanagan
Ford Motor Company
EPAS Steering Engineering
PDC 2B-K24
(313) 845-4062
Cell (313) 815-6885

From: Surella, Matthew (M.M.)
Sent: Wednesday, November 30, 2011 9:23 AM
To: Flanagan, Thomas (T.P.)
Subject: RE: H22, N58 Pie Charts

Tom,
It's been a month since you've sent these. Can you get a new run from Albert Hsu (all time in service) and update the pie charts with the latest? You or Albert should be able to highlight any new claims since your last analysis by sorting on warranty load date. We're trying to see if B9A for U502 is increasing, decreasing or staying the same so please let me know on this by using C200D in the verbatim like you did before. Hopefully it's not too much work to just update what you had from before. Thanks.

Matthew (Matt) Surella
Steering EPAS Supervisor / MBB
313-805-3997

From: Flanagan, Thomas (T.P.)
Sent: Friday, October 28, 2011 8:15 AM
To: Surella, Matthew (M.M.)
Subject: H22, N58 Pie Charts

Matt,

See attached U502 charts. Let me know if this helps.

Thanks,

Tom Flanagan

Ford Motor Company
CD3, D3 EPAS Steering Engineering
PDC 2B-K24
(313) 845-4062
Cell (313) 815-6885

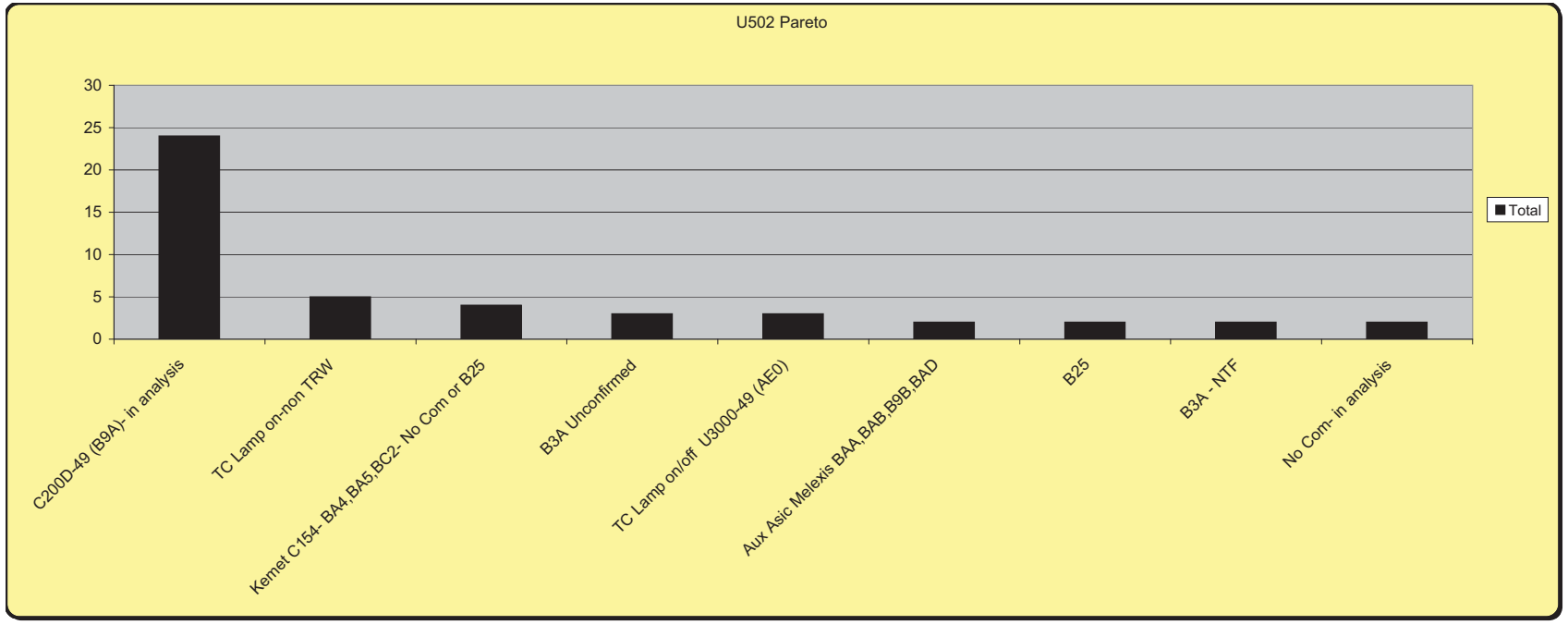
From: Estes, Eric (E.E.)
Sent: Tuesday, September 20, 2011 1:15 PM
To: Anthony Fleenor; Greg Austin; Sergio Alvarez (Sergio.Alvarez@TRW.COM); Gregory Sheets (Gregory.Sheets@TRW.COM); John Burnett; Napoli, Laura (L.); Christopher Woodruff; Andy Partridge (Andy.Partridge@TRW.COM); Geoff Jacks (Geoff.Jacks@TRW.COM); Don Blandino (Don.Blandino@TRW.COM); Pienta, Alan (A.); Pasquarella, Michael (M.S.); Mrozek, Robert (R.M.)
Subject: RE: Need U502 Paynter Update please
Attachments: 2011 U502 Warranty Tracker 9-20.xls

Here is the latest U502 update with all the gears I have checked in this week at WPAC.

Eric

From: Anthony Fleenor [mailto:Anthony.Fleenor@TRW.COM]
Sent: Tuesday, September 20, 2011 7:41 AM
To: Estes, Eric (E.E.)
Subject: Need U502 Paynter Update please

Do you have an update?



updated to 9/20/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
C200D-49 (B9A)- in analysis	UR0030,45,47, 48,58,59,60,61, 62,63,64,65,66, 67,68,69,70,71, 73,75,76,77,79, 80						3	1	12	5	2	1					24			8/22- hall effect & encoder differential. More testing needed to find root cause
TC Lamp on-non TRW	UR0016,17,18, 29,44								5								5	5/17/11	Non-TRW Issue	RCM causing TC lamp on for C1B00 code ISM 5/17/2011 & workshop manual corrected for this issue
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
B3A Unconfirmed	UR0038,41,56				1	1					1						3			NTF after relay contact analysis at Tyco
TC Lamp on/off U3000-49 (AE0)	UR0023,52,78						1		1				1				3		Non TRW issue	Both gears tested with NTF, on one vehicle the new gear did not fix U3000-49. vehicle could not be fixed shorting the CAN circuits would duplicate the symptoms.
Aux Asic Melexis BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
B3A - NTF	UR0008,9				2												2			
No Com- in analysis	UR0035, 54										2						2			7/1- No Com
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location
No Com- NTF	UR0033									1							1			7/1- No Com

updated to 9/20/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
NTF-U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1	7/22/2011- EOL test	4/14/2012-PSD mask	9/14- OnSemi ASIC Jitter
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1			
Broken Pulley	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
B6C	UR0050										1						1			
popping noise turning	UR0057											1					1		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
swerve LF siddenly	UR0072								1								1			
BD1,BD3	UR0074							1									1			
																	0			
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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type
UR0021	U3000-49 U3000-96	BAA,BAB,B9B,BAD	EPP	in eval Melexis	8/15- Geoff to review Melexis 8D and check for further information to finalize.	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is			03073 Mullinax Ford	3735			1FMHK8B88BG[redacted]	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA
UR0025	U3000-49	B25	EPP	In eval 26 Mile	9/12- tri-temp ignition cycling at 26mile NTF	5/26- pulled stored & EFF data shipped to MAO for further testing 6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps. 8/3- Sergio to send PFR to Andy/Geoff/Mike Molloy			20609 Orange Motor Co	8			1FMHK7D89BG[redacted]	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor. 8/15- UK motors grp did full teardown and did not find any flux density fault. Will put on hold until the other warranty returns are examined and tested.	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43 Celsius. To be shipped to UK 6/24- Sergio to send PFR to Geoff for analysis.			05559 Villa Ford	7839			1FMHK8F82BG[redacted]	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA
UR0031 RUA#4977	No Com	No Com	EPP	In Eval UK	8/3- raise RUA and ship to UK for further testing. 8/8- part has not arrived yet in the UK check Anting for update	7/1- could not pull any Ford or Canape data, verified equipment does work, shipped to MAO for analysis. 7/25- It was found a low impedance between pin2 IC14 and ground. IC14 circuit open pin 2 of IC14 still present resoldered pin 2 and everything is working nomal at this time. ECU fixed Sergio did notice some marks close to pin 2 and the ground plane. Testing still ongoing			02459 Sam Pack's Ford	11			1FMHK7D85BG[redacted]	5/9/2011	4/29/2011	2/24/2011	3/4/2011	3.5L wo/APA
UR0032 RUA #4978	U3000-49	BFF,BFC,B1C	EPP	In Eval UK	7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis. 8/1- check with Mike on updates 8/8-part has arrived to the UK.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return.			07590 Van Bortel Ford	3003			1FMHK8F85BG[redacted]	3/4/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA
UR0034	U2011-61 U3000-96	B95	TS	In Eval Hella	8/31-: Frequency variation on channel 2 without torque--> Failure description: PWM2 jitter, the ASIC has received at Onsemi and the analysis is ongoing, first results are possible on 2th of September.	7/1- pulled stored and EFF data, shipped to MAO for analysis 8/1-Checked with oscilloscope. Unstable Channel 2 PWM when no torque is applied. You can see a varation in channel 2 . Bobby to ship part to Hella			00210 Sunny King Ford	2707			1FMHK7D80BG[redacted]	1/20/2011	1/15/2011	11/16/2010	12/2/2010	3.5L wo/APA
UR0035 RUA# 4979	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In Eval UK	8/8- part has not arrived yet in the UK for further testing check with Anting for update	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/25-MAO reproduced B23- found a a low impedance between pin96 and pin97 on main micro IC3. It seems a problem on the soldering.			04161 Eddie Yaklin Ford	4625			1FMHK7D8XBG[redacted]	12/8/2010	12/6/2010	10/1/2010	10/21/2010	3.5L wo/APA

UR0036	C200B-2F C200C-2F	BD0-BD3	TS	In Eval Hella	8/31- No channel 2--> Function test on application level at all temperatures: The function test was passed. No Conspicuousness were found. Short durability / lifetime test shows no deviation, currently we will reproduce the failure according the information from Sergio.	8/1- BD3 fault is raised when IPA is fully turned CCW. Reference EPP used. Fault travelling with IPA. IPA signals are scoped. Observed a voltage drop in 5V supply. After a while fault is replicated, there was no signal on channel 2. bobby to ship to Hella.			M1626 Sanchez Auto	8			1FMHK7F82BG[redacted]	4/13/2011	4/7/2011	12/7/2010	12/11/2010	3.5L wo/APA
UR0037	Making noise no assist	A19	NVH	In Eval 26mile	8/8- found broken pulley from Capstan, submitted presentation to Ford. When 8D is completed will send out to Ford.				00169 Pittsville Motors	6773			1FMHK8D84BG[redacted]	1/31/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA
UR0038 RUA#4997	U2011-49 U3000-96	B3A	EPP	In Eval UK	8/8- MAO testing still ongoing 8/11- cannot duplicate code fits the Mg,Na contamination dates shipped to UK then Tyco week 25 relay build	8/1- MAO working on ambient and hot testing.			07563 Riser Ford	9727			1FMHK7F83BG[redacted]	11/23/2010	11/17/2010	9/10/2010	9/16/2010	3.5L w/APA
UR0040	U3000-49	BAE,BAB,BAD	EPP	In eval 26mile	8/10- MAO to hold onto EPP until UK is done testing the three gears with similar codes. 9/12- 26mile done tri-temp testing was able to get to reset once. Benched tested was able to get to fail possible aux. ASIC issue testing still ongoing.	8/1- raise RUA and ship to UK for further analysis. faults not replicating even when in hot testing. Fault not replicating in lab after hot test over ASIC and IC17. During analysis part failing with BA4 , B3A rep B7E. Power module swapped with a reference on.			08811 Sentry Ford	2050			1FMHK8D83BG[redacted]	2/14/2011	2/7/2011	12/13/2010	12/19/2010	3.5L wo/APA
UR0041 RUA# 4980	U2011-49	B3A	EPP	In Eval UK	8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco	8/1- Phase1 motor relay contact not closing.raise RUA and ship to UK			02199 Bob Gillingham Ford	5016			1FMHK8B88BG[redacted]	12/2/2010	11/23/2010	9/14/2010	9/16/2010	3.5L wo/APA
UR0042	C200C-2F	BD3	TS	In Eval 26mile	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing.	8/1-passed EOL & bench testing 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing			01273 Fred Beans Ford	4301			1FMHK8D84BG[redacted]	3/14/2011	3/7/2011	1/20/2011	1/29/2011	3.5L wo/APA
UR0043 RUA #4981	U3000-49	BAE,BAB,BAD,BAA	EPP	In Eval UK	8/8- UK received the part today for further testing. 8/22- comfirmed IC17, get reply from Anting and ship to Maxium.	8/1- raise RUA and ship to UK for further analysis.AA I sense working fine and Isense IC17 output incorrect. Signal coming from AA is OK but IC17 output is not good. IC17 temperature sensitive. did not swap Component Same failure mode as CR0030 in which after swapping Pin 5 is found broken.			05319 Rusty Eck Ford	5191			1FMHK8F84BG[redacted]	2/22/2011	2/17/2011	12/11/2010	12/16/2010	3.5L w/APA
UR0045	C200D-49	B9A	EPP	In Eval UK	8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives.	8/1- hot and ambient testing done NTF. cold testing next step			05928 Premier Ford	1695			1FMHK7D8XBG[redacted]	3/28/2011	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA
UR0046	C200B-62	BD4	TS	In Eval 26mile	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing	8/1- NTF on bench testing, or EOL testing. 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing			04927 J.C. Lewis Ford	1410			1FMHK7F87BG[redacted]	5/10/2011	5/1/2011	3/24/2011	3/26/2011	3.5L wo/APA
UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and encoder, more testing needed to define cause.	8/2- pulled stored & EFF data shipped to 26 mile for further information. 8/12- Chris bench tested with NTF with start the tri-temp testing to see if B9A resets 8/15- now able to duplicate the B9A will send Geoff the information on the scope and test set-up.			06700 Majic City Ford	3447			1FMHK8F87BF[redacted]	3/29/2011	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA

UR0048	C200D-49	B9A	EPP	Shipping to MAO	9/12- performed tri-temp ignition cycling and could not reproduce code NTF	8/2- pulled stored & EFF data shipped to MAO for further information 8/31- Not reproducable Cold			08211 Robinson Brothers Ford	3163			1FMHK7D84BG[redacted]	4/5/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA
UR0050 RUA# 5048	U3000-49	B6C	EPP	In process MAO-To be sent to UK	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly. 8/29-To be sent to UK	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly. 8/29-To be sent to UK			03334 Charles Gabus Ford	4666			1FMHK8F85BG[redacted]	5/2/2011	4/19/2011	2/17/2011	2/24/2011	3.5L w/APA
UR0051	U3000-49	B25	EPP	In eval MAO	9/12- ambient testing complete with NTF, next step cold testing.	8/2- pulled stored & EFF data shipped to MAO for further information 8/29-Ambient testing did not duplicate. Will Cold test next 8/31-Cold testing raised BAA, BAB intermittent. Raised twice and did not repeat.			04921 Bozard Ford	2124			1FMHK7D89BG[redacted]	2/25/2011	2/21/2011	1/4/2011	1/7/2011	3.5L wo/APA
UR0054	No Com	No codes		at WPAC will ship out to MAO for analysis	9/12- gear not at MAO at this time I will check WPAC tomorrow.	8/19- tech was not able to get the tc lamp on or get the vehicle to act up but states he could not communicate with the PSCM using his IDS. Unknow if this was an IDS issue because there would be lamps on and no steering if he was not able to commincate with the PSCM. I had no trouble pulling data when gear arrived.			03776 Legacy Ford	16			1FMHK8B82BG[redacted]	5/22/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA
UR0055	U3000-49	BA4,BA5,B45,B9C, B6C,B71		Shipping to MAO	9/12- able to reproduce codes, possible monitor micro- testing ongoing	8/19- pulled EFF & stored data shipped to MAO for further analysis			06787 Lake Elsinore Ford	2584			1FMHK7D87BG[redacted]	5/13/2011	5/4/2011	3/16/2011	3/19/2011	3.5L wo/APA
UR0056	U2011-49	B3A		Shipping to MAO	9/12- NTF at this time need to perform the 5amp resistance testing.	8/19- pulled EFF & stored data shipped to MAO for further analysis			06338 Shults Ford	105			1FMHK7B86BG[redacted]	5/12/2011	5/3/2011	2/28/2011	3/17/2011	3.5L wo/APA
UR0058	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				02486 Five Star Ford	6543			1FMHK7D86BG[redacted]	3/24/2011	3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA
UR0059	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				02486 Five Star Ford	2953			1FMHK7F86BG[redacted]	3/31/2011	3/22/2011	1/24/2011	1/29/2011	3.5L wo/APA
UR0060	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				09580 Tracy Langston Ford	3191			1FMHK7D86BG[redacted]	5/3/2011	4/28/2011	3/16/2011	3/18/2011	3.5L wo/APA
UR0061	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				05947 Cannon Ford	4020			1FMHK7D87BGA[redacted]	3/15/2011	3/9/2011	1/24/2011	1/29/2011	3.5L wo/APA
UR0062	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				02486 Five Star Ford	10437			1FMHK8D89BG[redacted]	3/18/2011	3/12/2011	1/24/2011	1/29/2011	3.5L wo/APA
UR0063	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				04921 Bozard Ford	14031			1FMHK7F8XBG[redacted]	3/10/2011	3/5/2011	12/25/2010	12/29/2010	3.5L w/APA
UR0064	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				11293 Camelback Ford	4655			1FMHK7F88BG[redacted]	3/10/2011	3/4/2011	1/25/2011	1/26/2011	3.5L wo/APA
UR0065	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				02709 Tom Holzer Ford	5447			1FMHK8F8XBG[redacted]	4/11/2011	4/5/2011	12/23/2010	12/25/2010	3.5L wo/APA
UR0066	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				02405 Park Cities Ford	5234			1FMHK7D80BG[redacted]	1/13/2011	12/14/2010	11/11/2010	11/13/2010	3.5L wo/APA
UR0067	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				00469 Bondy's Ford	5426			1FMHK7D89BG[redacted]	3/22/2011	3/15/2011	1/13/2011	1/15/2011	3.5L wo/APA
UR0068	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				M2686 Fema Automotriz	16576			1FMHK8F83BG[redacted]	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA

UR0069	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				06293 Haldeman	9557			1FMHK7D82BG[redacted]	1/19/2011	1/7/2011	10/13/2010	10/30/2010	3.5L wo/APA
UR0070	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				07986 Henderson Ford	2775			1FMHK8B89BG[redacted]	3/24/2011	3/20/2011	1/24/2011	1/28/2011	3.5L wo/APA
UR0071	C200D-49	B9A		In process MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing				00643 Buster Miles Ford	5112			1FMHK7D83BG[redacted]	5/2/2011	4/25/2011	2/28/2011	3/3/2011	3.5L wo/APA
UR0072	Frt end will swerve to LF suddenly	no codes		In process MAO	9/9- no damage to gear and rack move smooth stop to stop no codes in the stored or EFF data. Shipped to MAO for analysis				05417 Kemp Ford	10075			1FMHK7F88BG[redacted]	3/8/2011	3/3/2011		1/13/2011	3.5L wo/APA
UR0073	C200D-49	B9A		In process MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing				09469 Randall Reed's Ford	1856			1FMHK7F83BG[redacted]	4/28/2011	4/25/2011	3/16/2011	3/17/2011	3.5L wo/APA
UR0074	C200C-2F	BD1,BD3		In process MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing				08990 Quirk Ford	10839			1FMHK8D81BG[redacted]	2/10/2011	2/1/2011	12/19/2010	12/23/2010	3.5L wo/APA
UR0075	C200D-47	B9A		In process MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing				07398 Al Packer's Ford	4286			1FMHK8F87BGA[redacted]	4/25/2011	4/15/2011	2/12/2011	2/14/2011	3.5L wo/APA
UR0076	C200D-48	B9A		In process MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing				06938 Fox Ford	2989			1FMHK8F81BG[redacted]	4/13/2011	4/7/2011	1/26/2011	1/29/2011	3.5L wo/APA
UR0077	C200D-49	B9A		In process MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing				02890 Russ Milne Ford	9977			1FMHK8D89BG[redacted]	2/23/2011	2/18/2011	1/4/2011	1/7/2011	3.5L wo/APA
UR0078	TC Lamp on	No codes		In process MAO	9/9- tech installed new PSCM vehicle still will not communicate. Non-TRW issue. Wiring issue. According to CQIS report.				02265 Mathews Ford	85			1FMHK8D83BG[redacted]	7/12/2011	6/24/2011	4/6/2011	4/7/2011	3.5L wo/APA
UR0079	C200D-49	B9A		In process MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing 8/31- Not reproducable Cold				05613 Lance Cunningham Ford	6993			1FMHK7D81BG[redacted]	3/29/2011	3/24/2011	12/7/2010	2/17/2011	3.5L wo/APA
UR0080	C200D-49	B9A		In process MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing				08006 Joe Machens	6386			1FMHK8D85BG[redacted]	5/6/2011	4/30/2011	2/17/2011	2/18/2011	3.5L wo/APA

Date of Repair	Model Year	Date	Part ETA
4/28/2011			
4/21/2011			
5/13/2011			
5/18/2011			
6/9/2011			
5/11/2011			
5/31/2011			

6/2/2011			
5/25/2011			
5/2/2011			
6/16/2011			
6/13/2011			
6/20/2011			
6/27/2011			
7/1/2011			
6/16/2011			
7/14/2011			

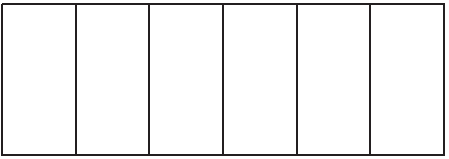
6/23/2011			
7/11/2011			
6/23/2011			
6/29/2011			
714/2011			
7/11/2011			
7/8/2011			
7/1/2011			
8/5/2011			
8/2/2011			
8/10/2011			
8/15/2011			
8/10/2011			
8/10/2011			
7/28/2011			
8/4/2011			
8/22/2011			

8/24/2011
8/15/2011
8/12/2011
8/19/2011
8/1/2011
8/16/2011
8/8/2011
8/3/2011
8/22/2011
8/24/2011
8/10/2011
8/25/2011

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP											1FMHK8F81BG[redacted]	3/16/2011		
0KM BGA30310	No Assist	?		CAP	no returned part from CAP														
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned, should be tomorrow. Then part should arrive at WPAC by Monday 2/14. 4/6- need to discuss next week						07955 Ron Dupratt Ford	15			1FMHK8D87BG[redacted]	1/24/2011	1/17/2011	########
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts			CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO			00089 Koons Ford	303			1FMHK8F8XBG[redacted]	1/20/2011	1/19/2011	12/1/2010
UR0007	loud growl noise gear hard to turn		NVH	At CAP, unknown location	5/3- found out the gear was shipped to CAP unknown who has the gear at this time.	3/3- talked to tech states vehicle is hard to turn the wheel even on the hoist, no boot damage only code tech states he had U0253 which is not a PSCM code advise tech to call back with more			WEB FORM DATA - CONCERN: STEERING ASSIST IS INOP, LOUD GROWLING NOISE WHEN ATTEMPTING TO TURN THE STEERING WHEEL DIAGNOSTICS: VISUAL INSPECTION IS OK, NO VISIBLE SIGNS OF CAUSE, GROWLING NOISE			08398 Don Aadsen Ford	18			1FMHK8F86BG[redacted]	1/31/2011		
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled. 3/10- Loaded EEF and fault						Lease management vehicle Steve Baker	1661			1FMHK8D86BG[redacted]	11/5/2010	10/23/2010	8/17/2010
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any						Lease management vehicle Doug White	3984			1FMHK8D88BG[redacted]	11/12/2010	10/23/2010	8/17/2010
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.						06700 Magic City Ford	5155			1FMHK8F84BG[redacted]	1/19/2011	1/11/2011	########

0KM BGA85712	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.		

EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
	3.5L w/APA	3/16/2011			
	3.5L w/APA				
########	3.5L wo/APA	2/2/2011			
12/4/2010	3.5L w/APA	2/12/2011			
	3.5L wo/APA	3/2/2011			
8/27/2010	3.5L wo/APA	3/7/2011			
8/27/2010	3.5L wo/APA	3/9/2011			
########	3.5L wo/APA	4/19/2011			



Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date
0KM BGA32423	U3000-49	B25,BB8, B95	EPP	In Eval (26mile)	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in this wednesdays										1FMHK8F81BG[redacted]	3/2/2011
0KM BGA56776		B25,BB8		MAO	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign										BG[redacted]	
0KM BGA59863	steering noise on full left stop		NVH	in Eval (26mile)	5/9- mark on the ITR that indicates the ITR over articulated. the gear was dropped or impacted before assembly in the vehicle. Marion,ZF or MAP the gear could be dropped. No marks on the EPAS housing. Unknown source at this time.	5/2- shipped direct to 26mile from CAP 5/4- found right side tie rod bent, cannot find out how this happen, waiting for Ford to instruct next steps.							34			BG[redacted]	
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi			CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2			09618 Brown Motors	18			1FMHK8D83BG[redacted]	12/16/2010
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil			CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-			02071 I-77 Ford	10			1FMHK8D83BG[redacted]	1/12/2011
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when						Ford Management Lease Car- Chicago	1700			1FMHK8F88BG[redacted]	11/22/2010
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after						Ford PDC Fleet vehicle- Taras Palczynski	2010			1FMHK7D89BG[redacted]	11/16/2010

UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to						lease management vehicle WHQ VSC	1838			1FMHK8F89BG[redacted]	11/18/2010
UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.						04331 Brondes Ford				1FMHK7F87BG[redacted]	2/24/2011
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with						02058 Beechmont Ford	1425			1FMHK8F83BG[redacted]	11/22/2010
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to						00807 Crest Ford	115			1FMHK8F85BG[redacted]	2/16/2011
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK						03820 Landers Ford	3096		`	1FMHK8F8XBG[redacted]	11/3/2010
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate						00807 Crest Ford	1356			1FMHK7B87BG[redacted]	11/16/2010
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change							02761 Southgate Ford	249			1FMHK7D82BGA[redacted]	3/8/2011
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING APPROVAL CODE FOR RCM REPLACEMENT			02731 Atchinson Ford	111			1FMHK8D89BG[redacted]	3/4/2011
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET AGAIN ANY KNOWN CONCERNS REPAIRS OR			05646 Crown Ford	30			1FMHK7D85BG[redacted]	3/8/2011
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex						02058 Beechmont Ford	13			1FMK8F80BG[redacted]	2/4/2011

UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253				WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING			07737 Serramote Ford	611			1FMHK8D89BG[redacted]	2/15/2011
UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing						05126 Gary Crossley Ford	4475			1FMHK8F80BG[redacted]	11/5/2010
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week						06081 San Francisco Ford	14			1FMHK8D81BG[redacted]	3/8/2011
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.						02694 Dean Sellers	3754			1FMHK8F8XBG[redacted]	11/22/2010
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-						08305 Evergreen Ford	49			1FMHK8F84BG[redacted]	3/9/2011
UR0028	rubbing noise while turning at stop	no codes	NVH	in process MAO	6/10- No problem found EOL EDF/NVH testing. Did find a couple of impact markes on the OBH & EPP. Unsure what the tech moved or changed during gear replacement to fix noise. NPF- unknown cause	6/6- no codes in fault store, did not notice any noise turning input shaft back & forth from center. Shipped to MAO for EDF/NVH testing			CONCERN: FRONT END MAKES RUBBING SOUND FROM FRONT WHEN TURNING IN A PARKING LOT. DIAGNOSTICS: N/A PARTS REPLACED:N/A TECH QUESTION: ANY KNOWN CONCERNS? WERE YOU ABLE TO VERIFY THE CONCERN? YES AT WHAT SPEED DOES THIS OCCUR? WHEN VEHICLE IS STOPPED AND TURNING WHEEL MOST FREQUENTLY. AT WHAT RPM DOES THIS OCCUR? 750 CUSTOMER STATES CHEKC FOR NOISE WHEN TURNING WHEEL VERIFY NOISE WHEN TURNING. ISOLATE NOISE TO RACK ASSY.			20636 Schultz Ford	5475			1FMHK8D8XBG[redacted]	1/20/2011
UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.				5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER.			08868 John C. Stewart & Son	17			1FMHK8D83BG[redacted]	3/8/2011

UR0033	No Com	No Com	EPP	In Eval MAO	7/26- No problem found with EPP communication, pulled normal data from the EPP. Still testing NTF. Unknown if tech mis-diagnosed vehicle for this front abs sensor issue.	7/1- was able to get into Canape data. After new EPAS gear installed vehicle returned 14 miles later with ABS & TC lamp coming on found shorted harness for abs frt sensor.						08452 New Brighton Ford	872			1FMHK7B80BG[redacted]	4/18/2011
UR0037	Making noise no assist	A19	NVH	In Eval 26mile	8/8- found broken pulley from Capstan, submitted presentation to Ford. When 8D is completed will send out to Ford.							00169 Pittsville Motors	6773			1FMHK8D84BG[redacted]	1/31/2011
UR0039	No Com	No Com	EPP	In eval MAO	8/10-confirmed C154 Kemet Cap	7/25- no other claims on this vehicle						03591 Matthews-Currie Ford	1484			1FMHK7B81BG[redacted]	3/29/2011
UR0044	Wheels lock TC lamp on C1B00-64	No codes		At WPAC	7/25-tech did not follow proper diagnostic's vehicle equipped with auto park C1B00-64 leads to SWA sensor in column. Hotliner requested to replace the RCM Chargeback dealer.							01472 Gullo Ford	3702			1FMHK7F87BG[redacted]	3/3/2011
UR0049	U3000-49	BA4,BA5, BC2	EPP	In process MAO - Cap shipped to Kemet	8/29-Kemet C154 capacitor issue(cold weld issue)	8/2- pulled stored & EFF data shipped to MAO for further information 8/2- pulled stored & EFF data shipped to MAO for further information.						08862 Portsmouth Ford	457			1FMHK7F82BG[redacted]	5/13/2011
UR0052	Check eng lamp on U3000-49	AE0		At WPAC	8/10- ship gear out of WPAC and test gear at MAO. If NTF to close case. 9/12- all testing passed, NTF	8/2- could not pull any codes only had a AEO code(CAN message fault)in PSCM check CQIS case dealer replaced EPAS gear and same codes set(U3000-49) no change, dealer could not fix vehicle and vehicle was bought back. Int no						00149 Waldrof Ford	1343			1FMHK8D81BG[redacted]	3/7/2011
UR0053	U3000-49	BA4,BA5, BC2		in eval MAO	9/9- confirmed C154 Kemet Cap	8/19- pulled EFF & stored data does fit the signature of a Kemet C154 failure shipped to MAO to confirm						01928 Bert Wolfe Ford	629			1FMHK8D81BG[redacted]	5/20/2011
UR0057	popping noise frt-end turning	no codes, lamps or noise from the gear		dealer chargeback	8/19- checked the history on this gear because I did not find any thing wrong with the gear physically or internal codes. Found out a bumper beam weld broke and causing the noise. Will chargeback the gear to the dealer							04544 Red McCombs Ford	1108			1FMHK7F89BG[redacted]	6/3/2011
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/15- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for 36 hrs with no A3A's, F66's or										1FMHK8D81BG[redacted]	3/14/2011

Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
			3.5L wo/APA	3/2/2011			
	1/25/2011	2/25/2011		4/13/2011			
		3/2/2011		4/27/2011			
			3.5L wo/APA	1/12/2011			
	11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			

11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			
			3.5L wo/APA	3/28/2011			
			3.5L w/APA	3/9/2011			
			3.5L w/APA	3/5/2011			
			3.5L wo/APA	2/25/2011			
3/3/2011			3.5L wo/APA	3/30/2011			
3/1/2011			3.5L wo/APA	3/31/2011			
			3.5L wo/APA	4/6/2011			
1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			

2/7/2011			3.5L wo/APA	3/23/2011			
10/22/2010			3.5L w/APA	4/18/2011			
3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011			
11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			
2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011			
1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011			
3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011			

4/9/2011	12/25/2010	12/31/2010	3.5L wo/APA	6/4/2011			
1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011			
3/27/2011	1/7/2011	1/9/2011	3.5L wo/APA	6/13/2011			
2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/11/2011			
5/5/2011	3/23/2011	3/24/2011	3.5L wo/APA	6/28/2011			
3/2/2011	12/26/2010	12/30/2010	3.5L wo/APA	4/15/2011			
5/12/2011	2/11/2011	2/14/2011	3.5L wo/APA	7/6/2011			
5/26/2011	4/21/2011		3.5L wo/APA	7/6/2011			
			3.5L wo/APA	3/2/2011			

From: Perri, Ron (R.J.)
Sent: Friday, October 14, 2011 3:05 PM
To: Annadi, Hari (H.); Napoli, Laura (L.); Surella, Matthew (M.M.)
Subject: RE: U502 [redacted] Warranty trackers

Importance: High

Have a look.

Ron Perri
Manager, Chassis - EPAS and Upper Steering, Systems & Core
2B-F77, Product Development Center
cell 313-805-0680
rperri@ford.com

From: Annadi, Hari (H.)
Sent: Friday, October 14, 2011 8:50 AM
To: Perri, Ron (R.J.)
Subject: FW: U502 [redacted] Warranty trackers

Here it is.

From: Hsu, Albert (C.)
Sent: Friday, October 14, 2011 8:24 AM
To: Annadi, Hari (H.)
Subject: RE: U502 [redacted] Warranty trackers

<< File: Veh Volume U2 CI [redacted] xls >>
Hari:

Per your request. No data at Datacubes. I pulled them from AWS.

Sincerely,
Albert Hsu
FNA Chassis
Tel: 313-720-4263; email: ahsu@ford.com

From: Annadi, Hari (H.)
Sent: Friday, October 14, 2011 7:18 AM
To: Hsu, Albert (C.)
Subject: FW: U502 [redacted] Warranty trackers

Albert - Can you pl determine vehicles sold (corp logic) by MOP for Explorer 2011MY, [redacted] 2012MY and [redacted] Total for 2010MY and 2011MY. I am assuming you can get this from Data Cubes.

From: Perri, Ron (R.J.)
Sent: Friday, October 14, 2011 6:30 AM
To: Annadi, Hari (H.)
Subject: FW: U502 [redacted] Warranty trackers

Hari, can you determine the denominator for each of these?

[redacted]

U502 -48/?

[redacted]

Thanks.

Ron Perri
Manager, Chassis - EPAS and Upper Steering, Systems & Core
2B-F77, Product Development Center
cell 313-805-0680
rperri@ford.com

From: Napoli, Laura (L.)
Sent: Thursday, October 13, 2011 4:37 PM
To: Surella, Matthew (M.M.); Perri, Ron (R.J.)
Subject: FW: U502 [redacted] Warranty trackers

From: Estes, Eric (E.E.)
Sent: Thursday, October 13, 2011 4:11 PM
To: Napoli, Laura (L.); Flanagan, Thomas (T.P.)
Subject: U502 [redacted] Warranty trackers

71- B9A failures at this time

[redacted]

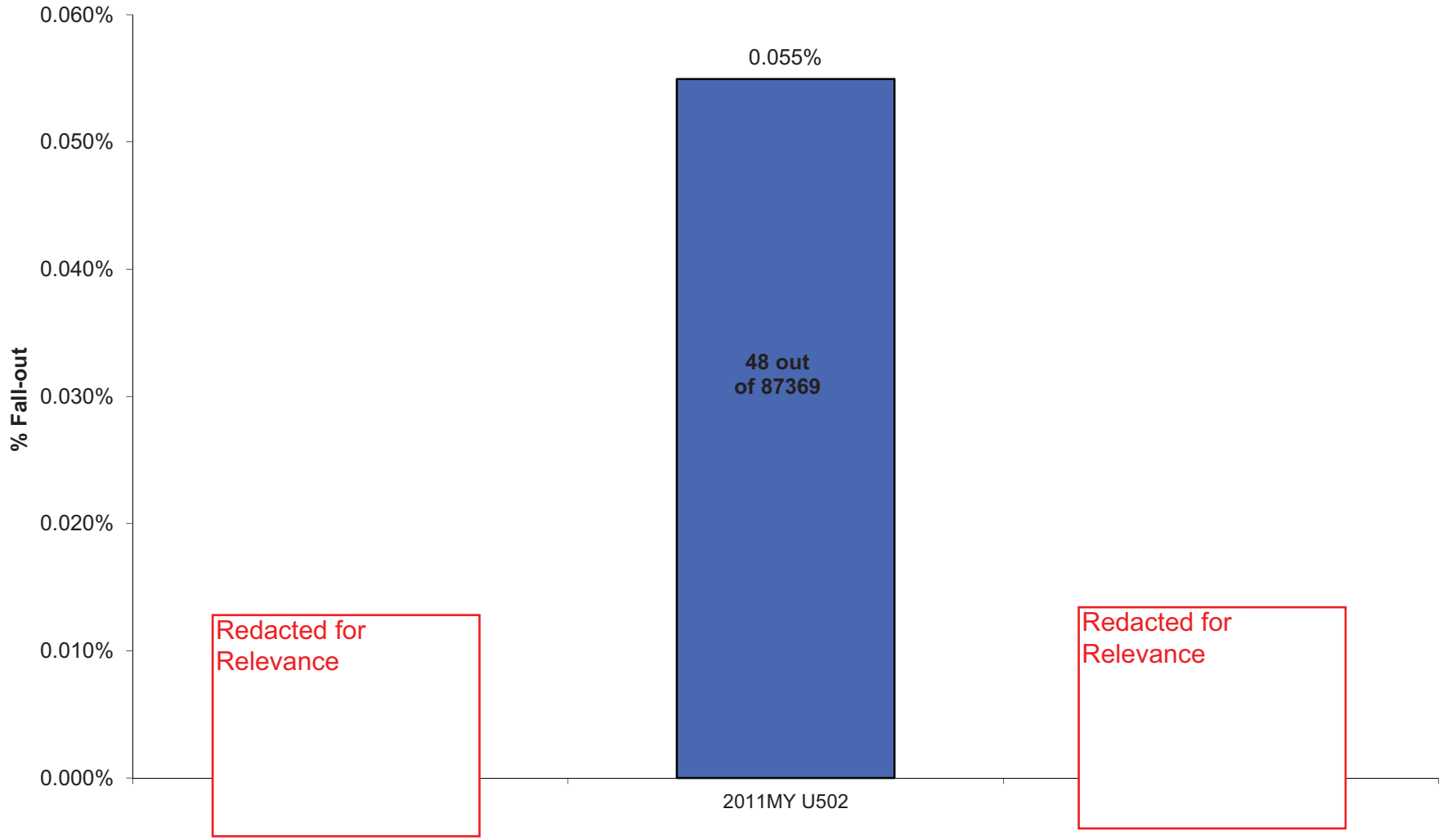
U502 -48

[redacted]

<< File: 2011 U502 Warranty Tracker 10-12.xls >> << File: 2010-11 [redacted] EPAS Warranty Oct 7.xls >>

Eric J Estes
TRW EPAS Steering Systems
Quality Specialist
Hotline ph# 313-317-9358
Cell ph# 734-560-3493

B9A %Fall-out


0.060%
0.050%
0.040%
0.030%
0.020%
0.010%
0.000%
% Fall-out
0.055%
48 out
of 87369
Redacted for
Relevance
Redacted for
Relevance
2011MY U502

	Fallout%	Fallout	Total Checked	Good	Date	MAP Start Date
2011MY U502	0.055%	48	87369	87321	8/25/2011	8/30/2011

Redacted for Relevance

From: Perri, Ron (R.J.)
Sent: Friday, October 14, 2011 3:05 PM
To: Annadi, Hari (H.); Napoli, Laura (L.); Surella, Matthew (M.M.)
Subject: RE: U502 & [redacted] Warranty trackers

Importance: High

Have a look.

Ron Perri
Manager, Chassis - EPAS and Upper Steering, Systems & Core
2B-F77, Product Development Center
cell 313-805-0680
rperri@ford.com

From: Annadi, Hari (H.)
Sent: Friday, October 14, 2011 8:50 AM
To: Perri, Ron (R.J.)
Subject: FW: U502 & [redacted] Warranty trackers

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From: Hsu, Albert (C.)
Sent: Friday, October 14, 2011 8:24 AM
To: Annadi, Hari (H.)
Subject: RE: U502 & [redacted] Warranty trackers

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Per your request. No data at Datacubes. I pulled them from AWS.

Sincerely,
Albert Hsu
FNA Chassis
Tel: 313-720-4263; email: ahsu@ford.com

From: Annadi, Hari (H.)
Sent: Friday, October 14, 2011 7:18 AM
To: Hsu, Albert (C.)
Subject: FW: U502 & CD3 Warranty trackers

Albert - Can you pl determine vehicles sold (corp logic) by MOP for Explorer 2011MY, Focus 2012MY and [redacted] Total for 2010MY and 2011MY. I am assuming you can get this from Data Cubes.

From: Perri, Ron (R.J.)
Sent: Friday, October 14, 2011 6:30 AM
To: Annadi, Hari (H.)
Subject: FW: U502 & CD3 Warranty trackers

Hari, can you determine the denominator for each of these?

U502 -48/?

Thanks.

Ron Perri
Manager, Chassis - EPAS and Upper Steering, Systems & Core
2B-F77, Product Development Center
cell 313-805-0680
rperri@ford.com

From: Napoli, Laura (L.)
Sent: Thursday, October 13, 2011 4:37 PM
To: Surella, Matthew (M.M.); Perri, Ron (R.J.)
Subject: FW: U502 Warranty trackers

From: Estes, Eric (E.E.)
Sent: Thursday, October 13, 2011 4:11 PM
To: Napoli, Laura (L.); Flanagan, Thomas (T.P.)
Subject: U502 & Warranty trackers

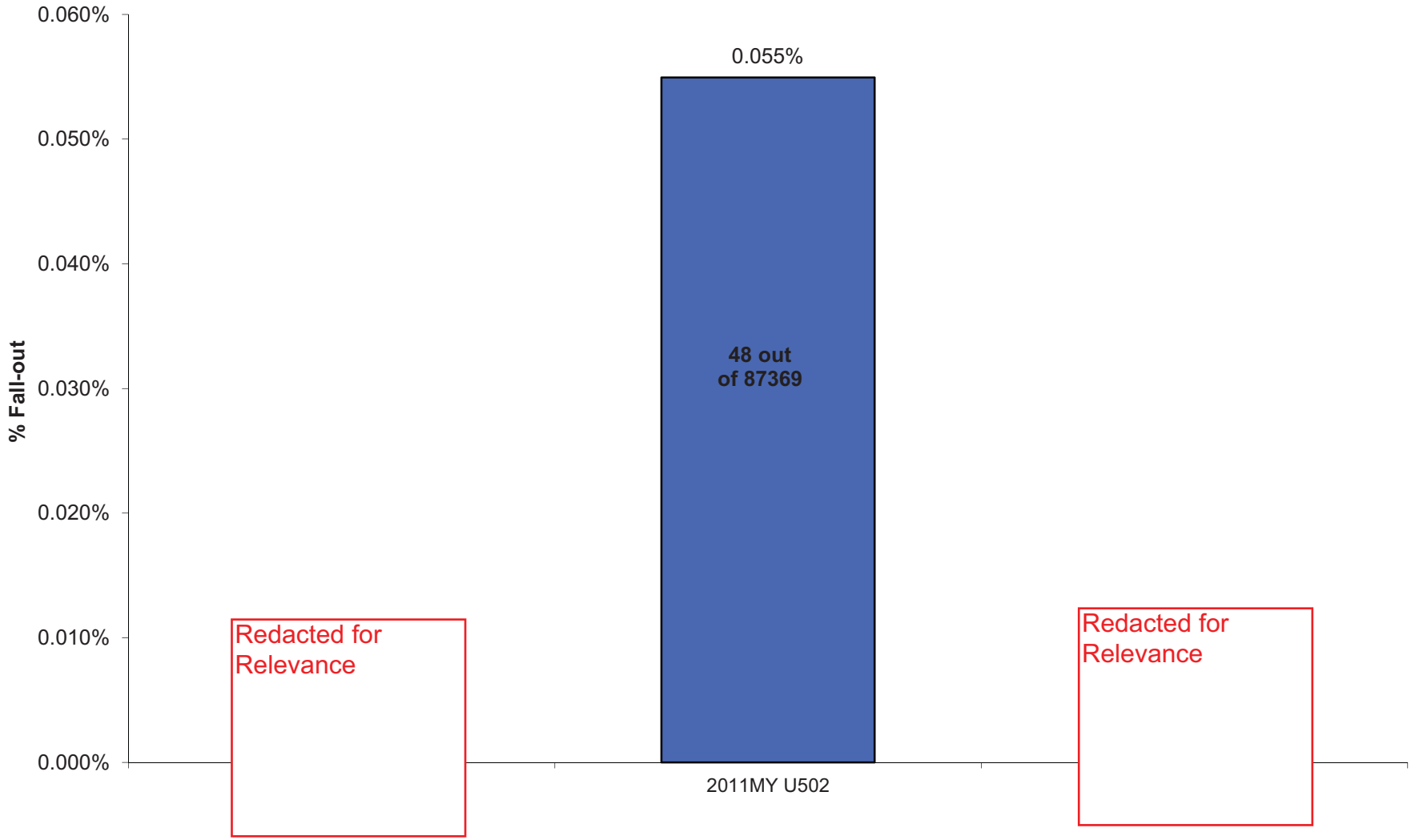
71- B9A failures at this time

U502 -48

<< File: 2011 U502 Warranty Tracker 10-12.xls >> << File: 2010-11 EPAS Warranty Oct 7.xls >>

Eric J Estes
TRW EPAS Steering Systems
Quality Specialist
Hotline ph# 313-317-9358
Cell ph# 734-560-3493

B9A %Fall-out


0.060%
0.050%
0.040%
0.030%
0.020%
0.010%
0.000%
% Fall-out
0.055%
48 out
of 87369
Redacted for
Relevance
Redacted for
Relevance
2011MY U502

	Fallout%	Fallout	Total Checked	Good	Date	MAP Start Date
2011MY U502	0.055%	48	87369	87321	8/25/2011	8/30/2011

Redacted for Relevance

From: Nap oli, Laura (L.)
Sent: Monday, April 18, 2011 1:56 PM
To: Surella, Matthew (M.M.); Mrozek, Robert (R.M.)
Cc: Kin gstrom, Mark (M.D.)
Subject: RE: U502 Paynter 04 11.xls
Attachments: U502 EPAS Warranty 4-4-11 Paynter.xls; EPAS Warranty Feb 23, 2011 Paynter.xls

This is the Pareto I use for U502 based off Tim's Pareto. I've also attached the last one I have from Tim for .

From: Surella, Matthew (M.M.)
Sent: Thursday, April 14, 2011 8:59 AM
To: Napoli, Laura (L.); Mrozek, Robert (R.M.)
Cc: Kingstrom, Mark (M.D.)
Subject: RE: U502 Paynter 04 11.xls

Laura/Rob,
Mark and I are trying to get TRW in line with what is being done on B-car, Nexteer programs, and HPAS programs in terms of providing a pareto and a paynter chart. I also want to make sure they're consistent globally on . We found that Tim was doing a lot of the work himself on that TRW was apparently doing separately and not sharing.

Matthew Surella
Steering R&P Gear/Tie Rods Supervisor / MBB
NAPD Chassis - Steering
313-805-3997

From: Surella, Matthew (M.M.)
Sent: Thursday, April 14, 2011 8:52 AM
To: Estes, Eric (E.E.); Kingstrom, Mark (M.D.)
Cc: Napoli, Laura (L.); Mrozek, Robert (R.M.)
Subject: RE: U502 Paynter 04 11.xls

Eric,
Mark and I think this will work well. The only thing missing is the pareto set up to show number of claims per root cause but this is easy to do with the data presented in this file. Can you send us the and files so we can see them? Can these files be cut by model year?

is similar to this and is already consistent globally. Please let us know what Europe is doing. The request from this end would be to do it the same as you have presented here. needs to be consistent globally so we can compare Europe and NA. Thanks.

Matthew Surella
Steering R&P Gear/Tie Rods Supervisor / MBB

NAPD Chassis - Steering
313-805-3997

From: Estes, Eric (E.E.)
Sent: Wednesday, April 13, 2011 2:56 PM
To: Surella, Matthew (M.M.); Kingstrom, Mark (M.D.)
Cc: Napoli, Laura (L.); Mrozek, Robert (R.M.)
Subject: FW: U502 Paynter 04 11.xls

Matt my manager does keep a paynter chart in this format for [redacted], U502 & we will do the same for [redacted] the only difference is they are not tracked by each VIN in this chart. Let me know if you like this chart and I can start sending this out when you need it.

We are still waiting on Europe to send their [redacted] pareto charts over so we can see what format they use.

Eric

From: Anthony Fleenor [mailto:Anthony.Fleenor@TRW.COM]
Sent: Wednesday, April 13, 2011 10:03 AM
To: Estes, Eric (E.E.); Andy Partridge; Geoff Jacks; Greg Austin; Gregory Sheets; Pat Messer; Salim Semssar
Subject: U502 Paynter 04 11.xls

U502 as I know it now.

Any updates or corrections please let me know

Tony Fleenor
TRW Steering Warranty
423-272-4221

				Vehicle Build Month																	
Active	**Issue Title**	**TRW Case Report #**	**Ford DTC**	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11	Total	ICA for Marion	PCA for Marion
Motor	B3A - Mg, S, Na Contamination	UR0001, UR0002, BGA26938 (not confirmed), BGA02503 (not confirmed)	U2011-49 U3000-96		1	1	1	1											4	1. Doduco rivets built but not used at Tyco sent back to Doduco to re-clean through Sulfuric Acid wash. 2. Gear assys built with suspect Doduco contacts being quarantined at TRW and will not be shipped to CAP.	1. Better controls on bucket use at Doduco to avoid cross-contamination including washing empty bucket prior to each use. 2. Improve wash process at Doduco and Tyco.
Torque Sensor	BD0, BD2, BD3, BD4 - TS signal freq faults	UR0003 BGA06042 (not confirmed)	C200B-2F C200B-62		1		1												2	400% Visual Inspection	1. Reduce contact area of gap set tooling. 2. Redesign of the bearing pack for the pre assembly MP fixture to obtain a more robust fixture. 3. Replace 400% visual inspection with measurable gauge for gap check at all fingers at MAO.
		TRW Monthly Totals -->		**0**	**2**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

Number of issue titles = 2 **Case Sub Total =** **6**

No Problem Found / Misbins / Others	**Issue Title**	**TRW Case Report #**	**Ford DTC**	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11	Total	ICA for Marion	PCA for Marion
EPP	Loss of Assist - 3-way connector unplugged	UR0004	U3000-96				1												1	No ICA	No PCA
TBD	Loss of Assist and Growl noise	UR0007	NFF				1												1	No ICA	No PCA
TBD	Loss of Assist	BGA27421	U3000-96					1											1	No ICA	No PCA
		TRW Monthly Totals -->		**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

Number of issue titles = 1 **Case Sub Total =** **3**

All TRW Monthly ***0 2 1 4 2 0 0 0 0 0 0 0 0 0 0***

Number of all issue titles = 3 ***Case All Total =*** ***9***

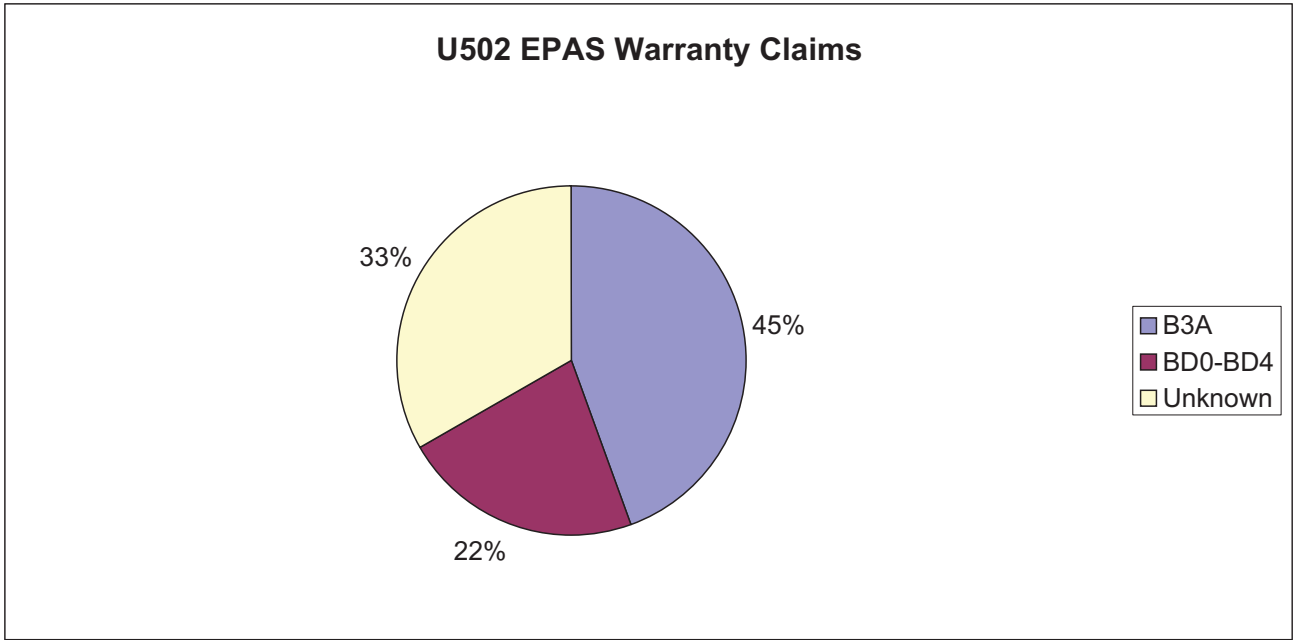
Color Code

	=	**Update from Last Review**
	=	**ICA Month**
	=	**PCA Month**
	=	**More Than 1 Issue**

Comments
Mg, S, Na found on contact rivet from Doduco/Tyco. Final PCA implemented at Doduco 3/24. Parts to arrive in CAP end of May/early June
Bent rotor finger found which damaged TS PCB. TRW/Rogersville to implement online gauge to measure gap before cover is assembled.

Comments
Gear evaluated. NFF. Investigating possible NVM issue.
Canadian return. Waiting for gear to be returned to TRW. Root cause unknown.
Waiting for gear to be returned to TRW. Root cause unknown.

B3A	4
BD0-BD4	2
Unknown	3



				Vehicle Build Month																
Active	**Issue Title**	**TRW Case Report #**	**Ford DTC**	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11	Total	ICA for Marion
Motor	B3A - Mg, S, Na Contamination	UR0001, UR0002, UR0005, UR0006, UR0008, UR0009, UR0010, UR0011; Not Confirmed: BGA26938 & BGA02503	U2011-49 U3000-96		6	1	1	2											10	1. Doduco rivets built but not used at Tyco sent back to Doduco to re-clean through Sulfuric Acid wash. 2. Gear assys built with suspect Doduco contacts being quarantined at TRW and will not be shipped to CAP.
Torque Sensor	BD0, BD2, BD3, BD4 - TS signal freq faults	UR0003, BGA06042 (not confirmed), 2013 prototype gear	C200B-2F C200B-62		2		1												3	400% Visual Inspection
			TRW Monthly Totals -->	**0**	**8**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		

Number of issue titles = 2

Case Sub Total = **13**

No Problem Found / Misbins / Others	Issue Title	TRW Case Report #	Ford DTC	Vehicle Build Month: Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11	Total	ICA for Marion
PSCM	B91 - Torque Assist Calculation Failure	0KM-BGA22399	U3000-61				1												1	No ICA
EPP	Loss of Assist - 3-way connector unplugged	UR0004	U3000-96				1												1	No ICA
TBD	Loss of Assist and Growl noise	UR0007	NFF				1												1	No ICA
TBD	Loss of Assist	BGA27421	U3000-96					1											1	No ICA
			TRW Monthly Totals -->	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		

Number of issue titles = 5

Case Sub Total = **4**

All TRW Monthly Totals --> ***0 8 1 5 3 0 0 0 0 0 0 0 0 0 0***

Number of all issue titles = 4

Case All Total = ***17***

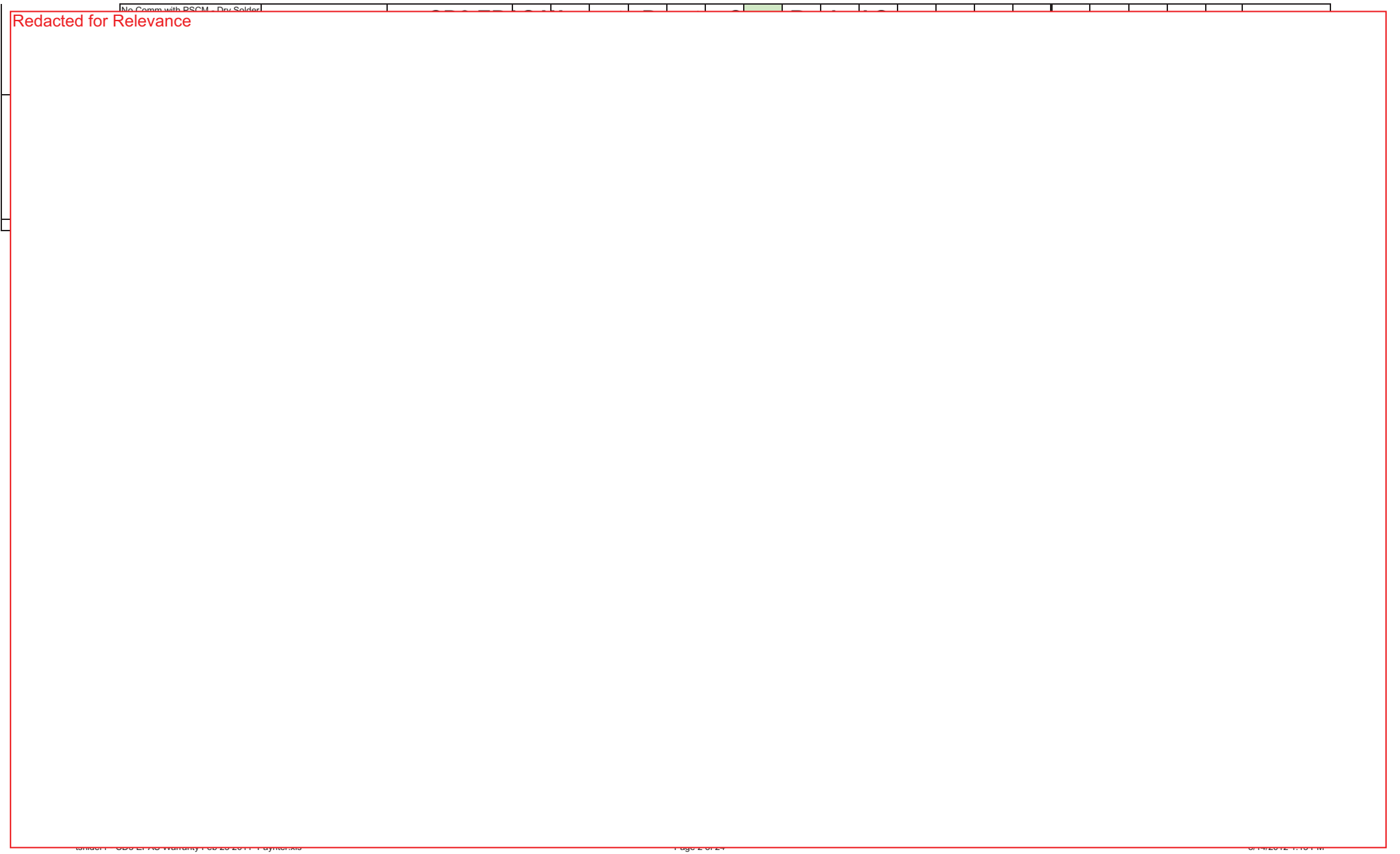
Color Code

	=	**Update from Last Review**
	=	**ICA Month**
	=	**PCA Month**
	=	**More Than 1 Issue**

PCA for Marion	Comments
1. Better controls on bucket use at Doduco to avoid cross-contamination including washing empty bucket prior to each use. 2. Improve wash process at Doduco and Tyco.	Mg, S, Na found on contact rivet from Doduco/Tyco. Final PCA implemented at Doduco 3/24. Parts to arrive in CAP end of May/early June
1. Reduce contact area of gap set tooling. 2. Redesign of the bearing pack for the pre assembly MP fixture to obtain a more robust fixture. 3. Replace 400% visual inspection with measurable gauge for gap check at all fingers at MAO.	Bent rotor finger found which damaged TS PCB. TRW/Rogersville to implement online gauge to measure gap before cover is assembled.

PCA for Marion	Comments
No PCA	Unable to duplicate
No PCA	Gear evaluated. NFF. Investigating possible NVM issue.
No PCA	Waiting for gear to be returned to TRW. Root cause unknown.
No PCA	Waiting for gear to be returned to TRW. Root cause unknown.

Redacted for Relevance


No Comm with PSCM - Dry Solder
Redacted for Relevance

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Redacted for Relevance

Redacted for Relevance

From: Napoli, Laura (L.)
Sent: Monday, April 18, 2011 1:56 PM
To: Surella, Matthew (M.M.); Mrozek, Robert (R.M.)
Cc: Kingstrom, Mark (M.D.)
Subject: RE: U502 Paynter 04 11.xls
Attachments: U502 EPAS Warranty 4-4-11 Paynter.xls; [redacted] EPAS Warranty Feb 23, 2011 Paynter.xls

This is the Pareto I use for U502 based off Tim's [redacted] Pareto. I've also attached the last one I have from Tim for CD3.

From: Surella, Matthew (M.M.)
Sent: Thursday, April 14, 2011 8:59 AM
To: Napoli, Laura (L.); Mrozek, Robert (R.M.)
Cc: Kingstrom, Mark (M.D.)
Subject: RE: U502 Paynter 04 11.xls

Laura/Rob,
Mark and I are trying to get TRW in line with what is being done on [redacted], Nexteer programs, and HPAS programs in terms of providing a pareto and a paynter chart. I also want to make sure they're consistent globally on [redacted]. We found that Tim was doing a lot of the work himself on [redacted] that TRW was apparently doing separately and not sharing.

Matthew Surella
Steering R&P Gear/Tie Rods Supervisor / MBB
NAPD Chassis - Steering
313-805-3997

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Sent: Thursday, April 14, 2011 8:52 AM
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Cc: Napoli, Laura (L.); Mrozek, Robert (R.M.)
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Cc: Napoli, Laura (L.); Mrozek, Robert (R.M.)
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Eric

From: Anthony Fleenor [mailto:Anthony.Fleenor@TRW.COM]
Sent: Wednesday, April 13, 2011 10:03 AM
To: Estes, Eric (E.E.); Andy Partridge; Geoff Jacks; Greg Austin; Gregory Sheets; Pat Messer; Salim Semssar
Subject: U502 Paynter 04 11.xls

U502 as I know it now.

Any updates or corrections please let me know

Tony Fleenor
TRW Steering Warranty
423-272-4221

From: Estes, Eric (E.E.)
Sent: Wednesday, June 22, 2011 2:09 PM
To: Pienta, Alan (A.); Kingstrom, Mark (M.D.); Napoli, Laura (L.); Mrozek, Robert (R.M.); Surella, Matthew (M.M.); Bahena, Miguel (Mike.); Diez, Timothy (T.P.); Snider, Tim (T.O.)
Subject: RE: Warranty Issue Matrix
Attachments: 2012 Warranty Tracker 6-21.xls; 2011 U502 Warranty Tracker 6-20.xls; Copy of 2010-11 EPAS Warranty June 20_2011.xls

Here are all the updated warranty tracker matrix's for all the platforms

Eric

From: Pienta, Alan (A.)
Sent: Wednesday, June 22, 2011 10:30 AM
To: Estes, Eric (E.E.)
Subject: Warranty Issue Matrix

Eric,
Can you please send me the updated Issue Matrix after our meeting today?

Thanks,
Alan Pienta

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date
CR0001	U3000-53	B25,BB8	EPP	in Eval MAO	6/7- Anting just received the Power supply today for line 2 and will assembly on the line and send out the waveform to Andy to verify no spikes. Once that is operating to spec they will send out PS for line 1 for modifications.	4/25- pulled Ford codes did not have software to pull codes, shipped to MAO 5/2- Found shorted top FET 3 to check circuits that feed the FET 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign voltage spikes at start-up. Lead time 3-5 week around 6/17 for return on rig 2. after that is returned they will send the other PS out for modification on line 1.		03278 Mike Naughton Ford	65	1FAHP3F20CL[redacted]	3/3/2011	2/18/2011	12/14/2011
CR0003	U3000-49	B25,BB8,B95	EPP	in Eval MAO	6/7- Anting just received the Power supply today for line 2 and will assembly on the line and send out the waveform to Andy to verify no spikes. Once that is operating to spec they will send out PS for line 1 for modifications.	5/11- found shorted FET, waiting on UK for further instructions 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign voltage spikes at start-up. Lead time 3-5 week around 6/17 for return on rig 2. after that is returned they will send the other PS out for modification on line 1.		05848 Homer Skelton Ford	56	1FAHP3F29CL[redacted]	3/24/2011	3/7/2011	1/29/2011
CR0013	high speed wonder LF or RH after 10-15 miles	no codes	steering sensitivity	in Eval MAO	6/20- Tim states NPF after extended road test, gear out of the vehicle but still needs more on-vehicle testing to prove gear is good.	5/20- no Ford or TRW codes in the stored data. Shipped gear to MAO for analysis. 6/1- gear past EOL test with no friction issues lower friction when the gear was first tested. Ship gear to Tim Snider at PDC for on-vehicle testing. 6/6- gear on a management lease vehicle Tim Snider to road test today to check for steering symptoms after extended road test.		02923 Maxwell Ford	796	1FAHP3K27CL[redacted]	4/4/2011	3/28/2011	1/28/2011
CR0016	U3000-42 U3000-53	B9C, B8F,BFC	EPP	in Eval MAO	6/6- Sergio to ship ECU to UK for further analysis	5/26- pulled stored and EFF data on gear shipped to MAO for further analysis.		04185 Gowanda Ford	176	1FAHP3F26CL[redacted]	4/6/2011	3/29/2011	
CR0023	U3000-49 U3000-53	BD2,BD3,BD4	TS	in Eval MAO	6/20- unknown codes why gear was reworked, still need to understand the entire rework process to make sure the damage to the ring did not occur on IPA removal and storage.	6/3- Pulled stored and EFF data from gear. No damage to TS harness, shipped to MAO for further analysis 6/10- IPA was reworked on 3/18 and reinstalled 3/20. found 3 bent fingers on the IPA rotor impact mak on the tip of the finger and located behind plastic tab. Possible rework procedure issue.		04402 Joe Myers Ford	51	1FAHP3M22CL[redacted]	3/29/2011	3/20/2011	
CR0025	U3000-49	BA4,BA5,BC2	EPP	in Eval MAO	6/10- pulled EFF & stored data shipped to MAO check for possible Kemet Cap(C154)	6/10- pulled EFF & stored data shipped to MAO check for possible Kemet Cap(C154)		04617 Champion Ford	768	1FAHP3F24CL[redacted]	3/23/2011	3/17/2011	
CR0026	No Com	No Com	EPP	in Eval MAO	6/10- could not pull any data Ford diagnostics or canape data. Checked all connections and retried three times ship gear to MAO for further analysis.	6/10- could not pull any data Ford diagnostics or canape data. Checked all connections and retried three times ship gear to MAO for further analysis.		09981 Ganley Ford	5	1FAHP3M21CL[redacted]	4/11/2011	4/1/2011	1/29/2011
CR0027	U3000-49	B25,BB8	EPP	in Eval MAO	6/22- PM shorted FET's	6/10-pulled EFF & stored data, shipped gear to MAO for possible shorted PM issue		04808 Kelly Ford	10	1FAHP3K24CL[redacted]	4/8/2011	3/28/2011	10/25/2010

CR0028	No Com	No Com	EPP	in process MAO	6/17- could not pull any Ford diagnostics or CANape data. No communication with test equipment ship to MAO for analysis	6/17- could not pull any Ford diagnostics or CANape data. No communication with test equipment ship to MAO for analysis		01572 Spring Hill Ford	4	1FAHP3E29CL[redacted]	4/11/2011	4/1/2011	1/29/2011
CR0029	No Com	No Com	EPP	in process MAO	6/17- could not pull any Ford diagnostics or CANape data. No communication with test equipment ship to MAO for analysis	6/17- could not pull any Ford diagnostics or CANape data. No communication with test equipment ship to MAO for analysis		09386 Herman Motor	3	1FAHP3N23CL[redacted]	4/20/2011	4/6/2011	2/26/2011
CR0030	U3000-49	BAA,B9B, BAB,BAC	EPP	in process MAO	6/17- pulled stored and EFF data ship to MAO for analysis	6/17- pulled stored and EFF data ship to MAO for analysis		04845 Sam Galloway Ford	31	1FAHP3F21CL[redacted]	4/5/2011	3/27/2011	1/26/2011
Manager lease Gina	stick slip/ High friction C102D		NVH	at PDC	5-24- sent out TTR numbers from MAO EOL to Ford team	Here's the loose plan for the C346N vehicle we discussed yesterday: 1. Drive vehicle to experience stick slip 2. Check front end alignment 3. Check any other vehicle setting Dynamics would like to check 4. Measure steering wheel torque vs angle for the following conditions: 5. Loosen subframe bolts to see if stick slip			1764	1FAHP3K20CL[redacted]	2/10/2011		
0KM CL[redacted]	buzz noise		NVH	in process MAO	6/21- Jeff Williams finished testing gear at MAP, ship the buzz gear in its original state and the base gear that was used for the swaps to MAO for analysis.								
0KM CL[redacted]	Loss of assist on left steering stop	BD2	TS	in eval 26mile	5/31-Next steps install IPA back in housing, recheck in vehicle test	5/16- gears received at MAO need to pull		MAP		1FAHP3N2XCL[redacted]	5/5/2011		
0KM CL[redacted]	stick slip/ High friction C102D		NVH	in eval 26mile	5/31-Next steps 1) Remove IPA bearings from Pinion housing 2) Measure Pinion Housing for any deformation	5/16- gears received at MAO need to pull data and start testing. 5/20-Friction level above 19.6Nm. Witness/impact mark on outside of mounting location near IPA		MAP		1FAHP3K29CL[redacted]	4/28/2011		
0KM rotation# 1318, 3076	NVH whine		NVH	in eval MAO	6/13- 8D being completed by Rogersville Brian Bowers & Yuriy.	5/2- ICA in place of checking the last rack before dressing cycle to measure the ball contact angle, when out of spec causes the whine. 5/20- The two parts were shipped to Rogersville to be measured on EOLT. Ganesh to give the latest update to MAO. Also give us the VIN#/rotation # from MAP. 6/7- Yuriy is traveling to Rogersville(RVA) today. We will coordinate with RVA to improve the 8D.		MAP					

0KM CL[redacted]	No Com	No Com	EPP	in eval MAO	6/10- confirmed Kemet Cap C154, shipped to Kemet in TX, waiting on response from Edgar at Kemet.	6/6- no comms. I scoped some signals on ECU and found a ripple on V3v3_2 signal. C154 issue? Geoff to check PFR.		MAP		1FAHP3F24CL[redacted]	5/9/2011		4/6/2011
0KM CL[redacted]	No Com		EPP	in process MAO	6/20- gear getting shipped back to MAO for analysis			MAP		CL[redacted]			
0KM CL[redacted] RUA# 4843	U3000-49	B45, B4A, B9C, BA9	EPP	in eval MAO	6/20- failed Microtest during repeated ignition/temperature cycling over the weekend. The fault was reported as: "10 - Fast FLASH read FAULT occurred during Fast FLASH read test". The micro is definitely faulty. It will be removed and sent back to Freescale for analysis 6/20- micro shipped out to FSL for analysis.	6/6- These fault are not reproducible at ambient temperature. Geoff checking PFR for possible causes. 6/10- ship part to UK Mike Molloy to analyze next week. Waiting on reply from Mike to analyze ECU. 6/17- It has been temperature cycled and tested at ambient, hot and cold for FLASH memory readout (3 times per temp).All downloads match, although it did fail during the read process a couple of times. It has been programmed with Microtest and is now doing temperature and ignition		MAP		1FAHP3F24CL[redacted]	5/10/2011		3/11/2011

EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
12/21/2010	2L wo/APA	3/31/2011			
1/30/2011	2L wo/APA	4/16/2011			
1/31/2011	2L wo/APA	4/27/2011			
	2L wo/APA	5/2/2011			
	2L wo/APA	4/29/2011			
	2L wo/APA	5/6/2011			
1/29/2011	2L wo/APA	4/29/2011			
1/23/2011	2L wo/APA	4/23/2011			

1/30/2011	2L wo/APA	5/2/2011			
3/2/2011	2L w/APA	5/10/2011			
2/5/2011	2L wo/APA	5/25/2011			
	2L wo/APA	5/17/2011			
	2L wo/APA	5/9/2011			
	2L wo/APA	5/10/2011			
		5/2/2011			

	2L wo/APA	6/3/2011			
		4/18/2011			
	2L wo/APA	6/3/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)
CR0024	U3000-49 U3000-53	BD2,BD4, B90	TS	in Eval MAO	6/20- Greg Austin states QAO procedure is the same only has a few more pictures to their instruction sheet. I will keep in pending to make sure we do not get any more current returns.	6/3- Pulled stored and EFF data from gear. No damage to TS harness, shipped to MAO for further analysis 6/10 - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex conn. Reinstall and function test IPA. reinstalled connector gear passed all testing. Pepe sending operators instruction from QAO to make sure it matches MAO instruction sheet.						09559 Davidson Ford	279	

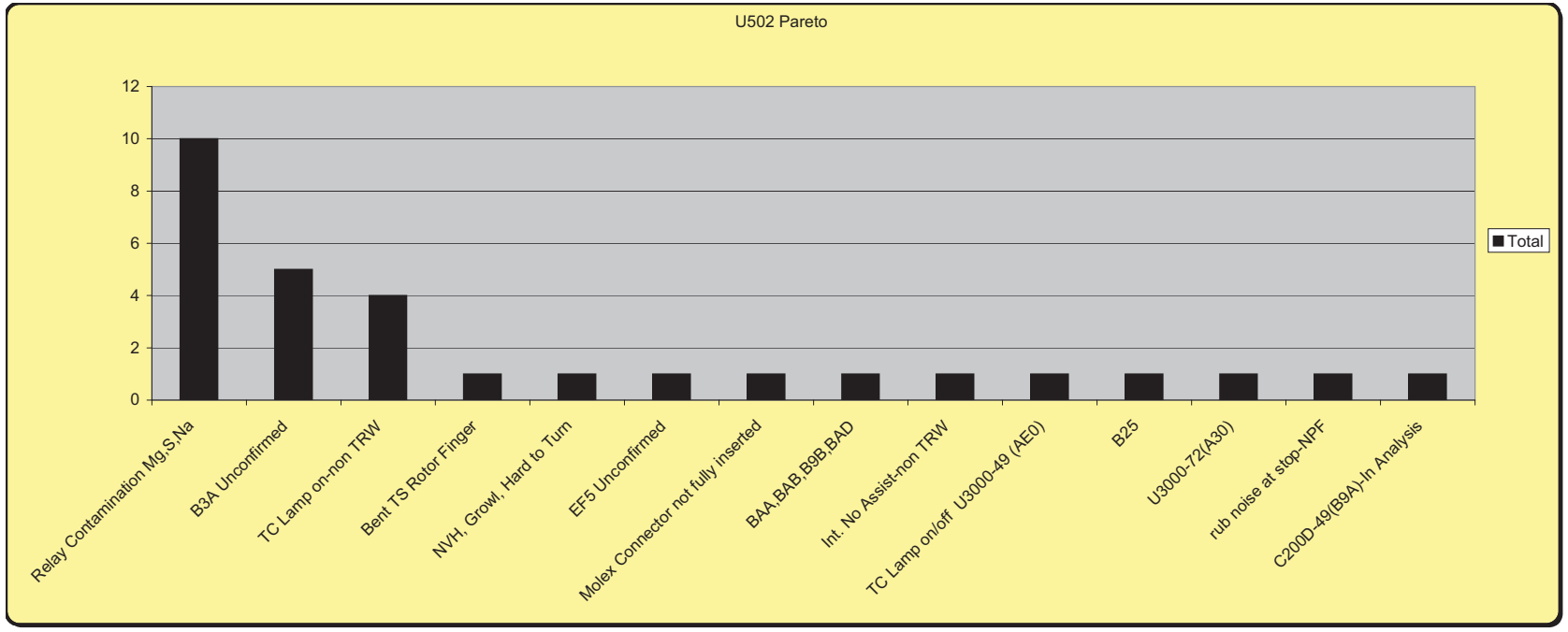
TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
	1FAHP3F20CL[redacted]	4/5/2011	3/26/2011			2L wo/APA	5/5/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State
CR0002	C102D	AF8	NVH	in Eval MAO	5/11- all testing passed in friction meeting compared before and after results.	5/3- NTF after EDF/NVH test stand						04765 Flammer Ford
CR0004	C102D	AF8	NVH	in Eval MAO	5/13- Sergio performed EDF testing TTR and assist curve readings NTF. compare to reading before leaving MAO	5/6- pulled EFF & stored data shipped gear to MAO. Turned input shaft smooth stop to stop						04462 Randall Reed's Planet Ford
CR0005	C102D	AF8	NVH	in Eval MAO	5/13- Sergio performed EDF testing TTR and assist curve readings NTF. compared before and after readings readings all after readings lower in friction.	5/6- pulled EFF & stored data shipped gear to MAO. Turned input shaft smooth stop to stop						09685 Crossroads Ford
CR0006	C102D	AF8	NVH	in Eval MAO	5/13- Sergio performed EDF testing TTR and assist curve readings NTF. compared before and after readings readings all after readings lower in friction.	5/6- pulled EFF & stored data shipped gear to MAO. Turned input shaft smooth stop to stop						08178 Pundmann Motors
CR0007	C102D	AF8	NVH	in Eval MAO	5/13- Sergio performed EDF testing TTR and assist curve readings NTF. compared before and after readings readings all after readings lower in friction.	5/6- pulled EFF & stored data shipped gear to MAO. Turned input shaft smooth stop to stop						06724 Bill Talley Ford
CR0008	C102D	AF8	NVH	In Ford Germany testing	5/23- Sergio performed EDF testing TTR and assist curve readings NTF. compared before and after readings readings all after readings lower in friction.	5/12- pulled EFF & stored data, shipped to MAO for further analysis, no damage and input shaft turns smooth stop to stop						04437 Covert Ford
CR0009	C102D	AF8	NVH	In Ford Germany testing	5/23- Sergio performed EDF testing TTR and assist curve readings NTF. compared before and after readings readings all after readings lower in friction.	5/12- pulled EFF & stored data, shipped to MAO for further analysis, no damage and input shaft turns smooth stop to stop						03385 Classic Ford
CR0010	C102D	AF8	NVH	In Ford Germany testing	5/23- Sergio performed EDF testing TTR and assist curve readings NTF. compared before and after readings readings all after readings lower in friction.	5/12- pulled EFF & stored data, shipped to MAO for further analysis, no damage and input shaft turns smooth stop to stop						11430 North Park L/M
CR0011	C102D	AF8	NVH	In Ford Germany testing	5/23- Sergio performed EDF testing TTR and assist curve readings NTF. compared before and after readings readings all after readings lower in friction.	5/12- pulled EFF & stored data, shipped to MAO for further analysis, no damage and input shaft turns smooth stop to stop						04945 Bill Currie Ford
CR0012	C102D	AF8	NVH	In Ford Germany testing	5/23- Sergio performed EDF testing TTR and assist curve readings NTF. compared before and after readings readings all after readings lower in friction.	5/12- pulled EFF & stored data, shipped to MAO for further analysis, no damage and input shaft turns smooth stop to stop						06244 Sterling McCall Ford
CR0014	C102D	AF8	NVH	in Eval MAO	6/20- confirmed no problem found with the TTR number, compared all rack numbers when gear was first built. NPF	5/20- pulled EFF & stored data, shipped to MAO for further analysis. No gear damage and input shaft turned smooth stop to stop						20636 Schultz Ford
CR0015	C102D	AF8	NVH	in Eval MAO	6/20- confirmed no problem found with the TTR number, compared all rack numbers when gear was first built. NPF	5/20- pulled EFF & stored data, shipped to MAO for further analysis. No gear damage and input shaft turned smooth stop to stop						09910 Veterans Ford

CR0017	C102D	AF8	NVH	in Eval MAO	6/20- confirmed no problem found with the TTR number, compared all rack numbers when gear was first built. NPF	5/26- pulled EFF & stored data, shipped to MAO for further analysis. No gear damage and input shaft turned smooth stop to stop						01125 Palmetto Ford
CR0018	Int No Assist	no codes		ship to Columbus for reman	5/31- found cross threaded screw at the High current BJB that caused this int. no assist & communication with the pscm.	5/26- pulled stored data no ford codes or TRW codes. will keep at WPAC to check on the history of this gear good chance this is a wiring issue						01304 C&C Ford
CR0019	C102D	AF8	NVH	in Eval MAO	6/20- confirmed no problem found with the TTR number, compared all rack numbers when gear was first built. NPF	6/3- pulled EFF & stored data, shipped to MAO for further analysis. No gear damage and input shaft turned smooth stop to stop						04845 Sam Galloway Ford
CR0020	C102D	AF8	NVH	in Eval MAO	6/20- confirmed no problem found with the TTR number, compared all rack numbers when gear was first built. NPF	6/3- pulled EFF & stored data, shipped to MAO for further analysis. No gear damage and input shaft turned smooth stop to stop						03050 Fairlane Ford
CR0021	C102D	AF8	NVH	in Eval MAO	6/20- confirmed no problem found with the TTR number, compared all rack numbers when gear was first built. NPF	6/3- pulled EFF & stored data, shipped to MAO for further analysis. No gear damage and input shaft turned smooth stop to stop						04216 Ditschman Flemington Ford
CR0022	No Com C102D	AF8,B50, B52	NVH	in Eval MAO	6/20- confirmed no problem found with the TTR number, compared all rack numbers when gear was first built. NPF	6/3- pulled EFF & stored data, I was able to communicate with no problems. shipped to MAO for further analysis. No gear damage and input shaft turned smooth stop to stop. Unsure if tech had TS harness unplugged to set codes B50 & B52(PU channel 1 & 2 Freq faults) these codes set right after the friction detection fault.						04945 Bill Currie Ford

Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
317			1FAHP3F24CL[redacted]	3/23/2011	3/15/2011	1/5/2011	1/7/2011	2L wo/APA	4/11/2011			
508			1FAHP3F29CL[redacted]	3/7/2011	1/26/2011			2L wo/APA	4/14/2011			
349			1FAHP3K21CL[redacted]	3/25/2011	3/20/2011	2/18/2011	2/19/2011	2L wo/APA	4/15/2011			
567			1FAHP3F25CL[redacted]	2/16/2011	1/30/2011	12/18/2010	12/20/2010	2L wo/APA	4/21/2011			
501			1FAHP3H26CL[redacted]	3/28/2011	3/21/2011	10/23/2011	1/23/2011	2L wo/APA	4/13/2011			
635			1FAHP3H24CL[redacted]	3/28/2011	3/21/2011	2/8/2011	2/11/2011	2L wo/APA	4/25/2011			
1798			1FAHP3M22CL[redacted]	3/10/2011	3/2/2011	1/13/2011	1/16/2011	2L wo/APA	4/27/2011			
715			1FAHP3H23CL[redacted]	3/18/2011	3/14/2011	10/23/2010	1/22/2011	2L wo/APA	4/20/2011			
242			1FAHP3M2XCL[redacted]	3/10/2011	3/1/2011	10/25/2010		2L wo/APA	4/20/2011			
254			1FAHP3H21CL[redacted]	4/1/2011	3/26/2011	2/16/2011	2/18/2011	2L wo/APA	4/21/2011			
387			1FAHP3N21CL[redacted]	2/18/2011	2/9/2011			2L w/APA	5/2/2011			
596			1FAHP3F21CL[redacted]	3/25/2011	3/20/2011			2L wo/APA	4/27/2011			

1110			1FAHP3F27CL[redacted]	2/23/2011	2/17/2011			2L wo/APA	5/3/2011			
10			1FAHP3F20CL[redacted]	3/8/2011								
385			1FAHP3F21CL[redacted]	2/9/2011	1/30/2011			2L w/APA	5/11/2011			
1209			1FAHP3M29CL[redacted]	3/24/2011	3/18/2011			2L wo/APA	4/27/2011			
648			1FAHP3F20CL[redacted]	3/29/2011	3/20/2011			2L wo/APA	5/10/2011			
229			1FAHP3F20CL[redacted]	3/30/2011	3/24/2011			2L wo/APA	4/29/2011			



updated to 6/13/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15				6	1	1	2									10	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
B3A Unconfirmed	UR0008,9,20,24,26				4				1								5			
TC Lamp on-non TRW	UR0016,17,18, 29								4								4	5/17/11	Non-TRW Issue	RCM causing TC lamp on for C1B00 code ISM 5/17/2011 & workshop manual corrected for this issue
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1			gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error
BAA,BAB,B9B,BAD	UR0021						1										1			5/19-ship from 26mile to MAO
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
TC Lamp on/off U3000-49 (AE0)	UR0023						1										1			5/23- ship gear back to Marion for analysis
B25	UR0025								1								1			5/31- testing still ongoing to duplicate the code. Ambient testing done
U3000-72(A30)	UR0027								1								1			6/10- high voltage events caused A30 to set
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
C200D-49(B9A)-In Analysis	UR0030						1										1			6/10- in process to MAO
																	0			
																	0			
																	0			

updated to 6/13/11

		Vehicle Build Month																	
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
																	0			
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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN
0KM BG[redacted]	U3000-49	B25,BB8,B95	EPP	In Eval (26mile)	6/20- No failures seen since on this test head, however this is not really long enough to be conclusive that we have fixed the problem as it has been very intermittent and we can have a slight lag on failure analysis data. I think we need to see another week or two of data to be really sure. There has only been 1	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in										1FMHK8F81BG[redacted]
0KM BG[redacted]		B25,BB8		MAO	6/20- No failures seen since on this test head, however this is not really long enough to be conclusive that we have fixed the problem as it has been very intermittent and we can have a slight lag on failure analysis data. I think we need to see another week or two of data to be	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the										BG[redacted]
0KM BG[redacted]	C200B U3000				6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.											
UR0019	C200B-2F	BD0,BD2 TS		In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector.	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator						02058 Beechmont Ford	13			1FMK8F80BG[redacted]
UR0020 RUA# 4743	U2011-49	B3A	EPP	in process (UK)	5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing suspicious EPPs due to contamination. Surrogate relay test then ship to UK to forward to Tyco for further analysis in week 24 workshop	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3						05126 Gary Crossley Ford	4475			1FMHK8F80BG[redacted]
UR0021	U3000-49 U3000-96	BAA,BAB, B9B,BAD	EPP	in Eval UK	5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is disabled periodically. Ship to UK for further testing	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3						03073 Mullinax Ford	3735			1FMHK8B88BG[redacted]

UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. 6/22- will need to get other similar gears back with PSCM "A"codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.						06700 Magic City Ford	5155			1FMHK8F84BG[redacted]
UR0024 RUA# 4827	U2011-49	B3A	EPP	In process Tyco	6/8- shipped relay to Tyco for relay workshop next week	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop						06081 San Francisco Ford	14			1FMHK8D81BG[redacted]
UR0025	U3000-49	B25	EPP	In eval MAO	6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time.	5/26- pulled stored & EFF data shipped to MAO for further testing						20609 Orange Motor Co	8			1FMHK7D89BG[redacted]
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In process MAO	6/9- shipped relay out to Tyco for relay workshop next week.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011						02694 Dean Sellers	3754			1FMHK8F8XBGA[redacted]
UR0027	U3000-72	A30	EPP	in process Tyco	6/13- to check the history on this vehicle to see if it returns with the same code & symptoms for high voltage issue. Sergio to remove the link relay and send out to Tyco for analysis.	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68,						08305 Evergreen Ford	49			1FMHK8F84BG[redacted]
UR0030	C200D-49	B9A	EPP	In process MAO	6/20- Sergio to finish testing and ship to UK if he cannot duplicate the B9A code.	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle						05559 Villa Ford	7839			1FMHK8F82BG[redacted]

Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
3/2/2011				3.5L wo/APA	3/2/2011			
		1/25/2011	2/25/2011		4/13/2011			
2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
11/5/2010	10/22/2010			3.5L w/APA	4/18/2011			
1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011			

1/19/2011	1/11/2011	10/13/2010	10/30/2010	3.5L wo/APA	4/19/2011			
3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011			
3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011			
11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			
3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011			
1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date
0KMBGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP											1FMHK8F81BGA	3/16/2011			
0KMBGA30310	No Assist	?		CAP	no returned part from CAP															
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned, should be tomorrow. Then part should arrive at WPAC by Monday 2/14. 4/6- need to discuss next week						07955 Ron Dupratt Ford	15			1FMHK8D87BG[redacted]	1/24/2011	1/17/2011	########	########
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts			CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO			00089 Koons Ford	303			1FMHK8F8XBG[redacted]	1/20/2011	1/19/2011	12/1/2010	12/4/2010
UR0007	loud growl noise gear hard to turn		NVH	At CAP, unknown location	5/3- found out the gear was shipped to CAP unknown who has the gear at this time.	3/3- talked to tech states vehicle is hard to turn the wheel even on the hoist, no boot damage only code tech states he had U0253 which is not a PSCM code advise tech to call back with more			WEB FORM DATA - CONCERN: STEERING ASSIST IS INOP, LOUD GROWLING NOISE WHEN ATTEMPTING TO TURN THE STEERING WHEEL DIAGNOSTICS: VISUAL INSPECTION IS OK, NO VISIBLE SIGNS OF CAUSE, GROWLING NOISE			08398 Don Aadsen Ford	18			1FMHK8F86BG[redacted]	1/31/2011			
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled. 3/10- Loaded EEF and fault						Lease management vehicle Steve Baker	1661			1FMHK8D86BG[redacted]	11/5/2010	10/23/2010	8/17/2010	8/27/2010
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any						Lease management vehicle Doug White	3984			1FMHK8D88BG[redacted]	11/12/2010	10/23/2010	8/17/2010	8/27/2010

Eng. Type	Date of Repair	Model Year	Date	Part ETA
3.5L w/APA	3/16/2011			
3.5L w/APA				
3.5L wo/APA	2/2/2011			
3.5L w/APA	2/12/2011			
3.5L wo/APA	3/2/2011			
3.5L wo/APA	3/7/2011			
3.5L wo/APA	3/9/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date
0KM BGA59863	steering noise on full left stop		NVH	in Eval (26mile)	5/9- mark on the ITR that indicates the ITR over articulated. the gear was dropped or impacted before assembly in the vehicle. Marion,ZF or MAP the gear could be dropped. No marks on the EPAS housing. Unknown source at this time.	5/2- shipped direct to 26mile from CAP 5/4- found right side tie rod bent, cannot find out how this happen, waiting for Ford to instruct next steps.							34			BG[redacted]	
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi			CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2			09618 Brown Motors	18			1FMHK8D83BG[redacted]	12/16/2010
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil			CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-			02071 I-77 Ford	10			1FMHK8D83BG[redacted]	1/12/2011
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when						Ford Management Lease Car- Chicago	1700			1FMHK8F88BG[redacted]	11/22/2010
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after						Ford PDC Fleet vehicle- Taras Palczynski	2010			1FMHK7D89BG[redacted]	11/16/2010
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to						lease management vehicle WHQ VSC	1838			1FMHK8F89BG[redacted]	11/18/2010
UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.						04331 Brondes Ford				1FMHK7F87BG[redacted]	2/24/2011
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with						02058 Beechmont Ford	1425			1FMHK8F83BG[redacted]	11/22/2010

UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to						00807 Crest Ford	115			1FMHK8F85BG[redacted]	2/16/2011
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK						03820 Landers Ford	3096		`	1FMHK8F8XBG[redacted]	11/3/2010
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate						00807 Crest Ford	1356			1FMHK7B87BG[redacted]	11/16/2010
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change							02761 Southgate Ford	249			1FMHK7D82BGA[redacted]	3/8/2011
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING APPROVAL CODE FOR RCM REPLACEMENT			02731 Atchinson Ford	111			1FMHK8D89BG[redacted]	3/4/2011
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET AGIAN ANY KNOWN CONCERNS REPAIRS OR			05646 Crown Ford	30			1FMHK7D85BG[redacted]	3/8/2011
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253				WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING			07737 Serramote Ford	611			1FMHK8D89BG[redacted]	2/15/2011
UR0028	rubbing noise while turning at stop	no codes	NVH	in process MAO	6/10- No problem found EOL EDF/NVH testing. Did find a couple of impact markes on the OBH & EPP. Unsure what the tech moved or changed during gear replacement to fix noise. NPF- unknown cause	6/6- no codes in fault store, did not notice any noise turning input shaft back & forth from center. Shipped to MAO for EDF/NVH testing			CONCERN: FRONT END MAKES RUBBING SOUND FROM FRONT WHEN TURNING IN A PARKING LOT. DIAGNOSTICS: N/A PARTS REPLACED:N/A TECH QUESTION: ANY KNOWN CONCERNS? WERE YOU ABLE TO VERIFY THE CONCERN? YES AT WHAT SPEED DOES THIS OCCUR? WHEN VEHICLE IS STOPPED AND TURNING WHEEL MOST FREQUENTLY. AT WHAT RPM DOES THIS OCCUR? 750 CUSTOMER STATES CHEKC FOR NOISE WHEN TURNING WHEEL VERIFY NOISE WHEN TURNING. ISOLATE NOISE TO RACK ASSY.			20636 Schultz Ford	5475			1FMHK8D8XBG[redacted]	1/20/2011

UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.				5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER.			08868 John C. Stewart & Son	17			1FMHK8D83BG[redacted]	3/8/2011
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/15- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for 36 hrs with no A3A's, E66's or										1FMHK8D81BG[redacted]	3/14/2011

Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
		3/2/2011		4/27/2011			
			3.5L wo/APA	1/12/2011			
	11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			
			3.5L wo/APA	3/28/2011			

			3.5L w/APA	3/9/2011			
			3.5L w/APA	3/5/2011			
			3.5L wo/APA	2/25/2011			
3/3/2011			3.5L wo/APA	3/30/2011			
3/1/2011			3.5L wo/APA	3/31/2011			
			3.5L wo/APA	4/6/2011			
2/7/2011			3.5L wo/APA	3/23/2011			
1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011			

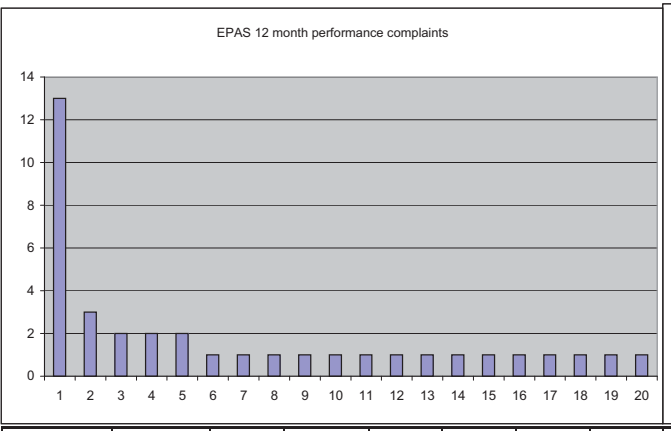
3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011			
			3.5L wo/APA	3/2/2011			

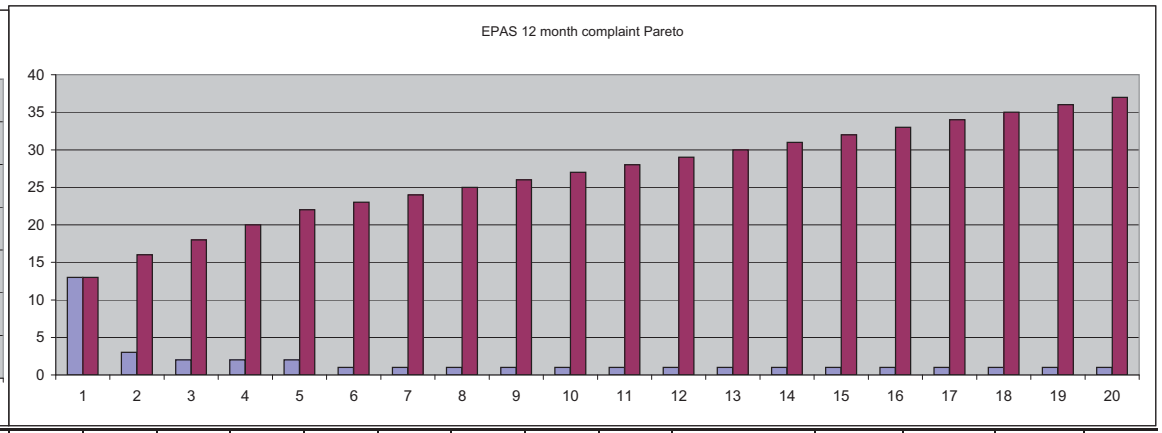
EPP number	Fault code	Date found	Found	Diag rep	PFR Name	Root cause	Ad. Cont.	Perm. Act.	Model	Part loc	Next step	TRW resp.	Actions owner
093281182J30391	B25	1/17/2010	Hot PUMA	1000304	093281182J30391B25I	Yes	Yes	Devel.	D3	QAO lab	FNR	E. Narvaez	Nidec
093381177J30368	B25	1/18/2010	Hot PUMA	1000307	093381177J30368 B25	Yes	Yes	Devel.	CD3	QAO lab	FNR	E. Narvaez	Nidec
093301177J30850	B25	1/18/2010	Bully			Yes	Yes	Devel.	CD3	QAO lab		E. Narvaez	Nidec
093361177J30659	B25	1/22/2010	Hot PUMA	1000308	093361177J30658	FNR			CD3	QAO lab	FNR	J. Lopez	J. Lopez
093511177J30748	B25	2/8/2010	Hot PUMA	1000332	093511177J30748 B25	FNR			CD3	QAO lab	FNR	J. Lopez	J. Lopez
100211177J30201	B25	10/3/2010	Limpieza 1	1000Bully		FNR			CD3			J. Lopez	J. Lopez
100221177J31575	B25	11/3/2010	Limpieza 1	1000Limpieza 1		FNR			CD3			J. Lopez	J. Lopez
100601177J30025	B25	5/4/2010	PUMA	1000Limpieza 1		FNR			CD3			J. Lopez	J. Lopez
093461182J30389	B25	19-04-2010	Limpieza 1	1000PUMA		FNR			CD3			J. Lopez	J. Lopez
092991177J30231	B25	17.12.09	PUMA	0900293	092991177J30231	Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
093071177J30892	B25	20.12.09	PUMA	0900295	093071177J30892	Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation		FNR			Anting	CLOSED
093281182J30391	B25	17.01.10	PUMA	1000304	093281182J30391B25I	Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation		FNR			Anting	CLOSED
093381177J30368	B25	18.01.10	PUMA	1000307	093381177J30368 B25	Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation		FNR			Anting	CLOSED
093361177J30658	B25	22.01.10	PUMA	1000308	093361177J30658	Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation		FNR			Anting	CLOSED
093511177J30748	B25	08.02.10	PUMA	1000332	093511177J30748 B25	Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation		FNR			Anting	CLOSED
092381177J30116	B25	10.01.09	PUMA	0900223		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
092831177J30144	B25	11.08.09	PUMA	0900183		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED

091941177J30295	B25	18.08.09	PUMA	0900184		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation				Anting	CLOSED
092611177J31182	B25	28.10.09	PUMA	0900261		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation				Anting	CLOSED
092611177J30991	B25	29.10.09	PUMA	0900215		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation				Anting	CLOSED
100051177J30399	B25	03.02.10	PUMA	1000325		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation				Anting	CLOSED
091131182D30013	B25	19.02.10	PUMA	1000347		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation				Anting	CLOSED
091131182D30060	B25	19.02.10	PUMA	1000345		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation				Anting	CLOSED
091131182D30003	B25	20.02.10	PUMA	1000340		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation				Anting	CLOSED
091131182D30006	B25	20.02.10	PUMA	1000349		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation				Anting	CLOSED
091131182D30010	B25	20.02.10	PUMA	1000341		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation				Anting	CLOSED

091131182D30047	B25	20.02.10	PUMA	1000355		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
091131182D30054	B25	20.02.10	PUMA	1000360		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
100131177J30768	B25	03.04.10	PUMA	1000406		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
100601177J30025	B25	04.05.10	PUMA	1000430		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
101011177J30301	B25	22.05.10	PUMA	1000461		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
093461182J30389	B25	19.04.10	Cleaning 1	1000484		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
100211177J30201	B25	03.10.10	Cleaning 1	1000369		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
100221177J31575	B25	03.11.10	Cleaning 1	1000371		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
100321177J30688	B25	24.03.10	Cleaning 1	1000391		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED

100541177J30110	B25	29.03.10	Cleaning 1	1000409		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
100931177J30460	B25	15.05.10	Cleaning 1	1000510		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
101532002B30159	B25	29.07.10	Cleaning 1	1000549		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
101812002B31384	B25	18.08.10	Cleaning 1	1000573		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED





QR number	Description	Liability	Liability Tier	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Total	Actions taken	PCA date	PCA @ QAO	PCA @ Ford	Recurrence
I240208, I240512, I240760, I031437, I241013, I241151, I241124, I241277, I241469, I241496, I241663, No QR, J240339-3	Lost of assistance / Relay related																				
	Raised Rivet	TRW	Tyco	3									**1**			4	- Modify lower punch from flat to a cone shape for a more robust rivet - Installation of vision system to confirm post-rivet geometry. - Improve EOL cotact resistance testing	5/19/2009	8/11/2009	8/18/2009	
	Offset spring	TRW	Tyco					1								1	- Vision camera installed to prevent missaligned bridge. - Install feature to guide the spring during welding process	9/11/2009 10/9/2009	1/8/2010	1/15/2010	
	Sulphur contamination	TRW	Tyco													0	- Contact laser cleaning on week 40/08 - Test effectiveness to be more rep. of the application (low current testing) at Tyco and Nidec	Sept. 2008 4/2/2009	6/25/2009	7/2/2009	
	Link relay armature weld failure	TRW	Tyco			1	2									3	- Laser sampling / Lens cleaning. - Welding station PM change	10/9/2009 10/22/2009	1/8/2010	1/15/2010	
	Plastic contamination	TRW	Tyco			1		1		1		1		**1**		5	- Close back of riveting machine and buffer before and after cleaning. -Molding dept. particle reduction. New ionizatrion bars on coil body, cover and base plate.	9/30/2009 11/7/2009 12/11/2009	3/5/2010	3/12/2010	
	Loose plastic tab	TRW	Tyco		1											1	- Improved alignment of base to armature. - 2 cameras installed to check for tab presence. - Blow and vacuum cleaning installation	8/6/2009	10/29/2009	11/5/2009	

I240504, I240786, I241589	Noisy gear due to input shat loose on IPA / Missing input shaft bushing	TRW	Rogersville	1					1							2	- Poke yoke system installation to prevent non stacked shafts to be passed through before bushing is installed	1/8/2010	1/15/2010	1/22/2010	
J240339-4, J200776-C	Lost of assistance PCB clerance related	TRW	Nidec										**1**	**1**		2	- Test to confirm the impedance level between 0V and signal pins in the ribbon cable. - EC to cut back the 0V plane in the PCB artwork, to remove the potential for this overlap	Nov. 09 EC ongoing	10/21/2010	10/23/2010	
I241036, I241386	Missing mounting bushing	TRW	QAO			1		1								2	- Vision camera to detect missing bushings intalled in assy. line	Oct. 2009	Oct. 2009	Oct. 2009	
J030323, J200386	Wrong ECU delivery part number	TRW	QAO									15				15	- Investigate feasibility to run cross check verification of correct software info. Between Bully and NVH machine. - Improve line programming to add new part numbers by minimizing manual intervention	2/15/2010 3/1/2010	2/15/2010 3/1/2010	3/8/2010	
I240259	No communication	TRW	QAO													0	- Recirculation process set up. - Operators retraining	3/31/2009	3/31/2009	4/7/2009	
I240647	Bushing off position	TRW	Tenneco													0	- Rubber process cleaning improvement at supplier	5/12/2009	5/26/2009	6/2/2009	
I241180	Failure codes U0100, U2101	TRW	QAO				41									41	- Activation test process change - Woodpecker process improvement	9/4/2009 9/13/2009	9/4/2009 9/13/2009	9/20/2009	
I240929	Sensor harness contamination in connector	TRW	Delphi		2											2	- Process audit improvement at supplier	10/30/2009	11/6/2009	11/13/2009	
I202093	Hex nut bushing without threads	TRW	ENA				1									1	- Visual camera system	11/30/2009	11/30/2009	12/5/2009	
I241645	Missing tie rods	TRW	QAO						1							1	- Poka yoke installation to assure programming of the part number to be produced into the data base	1/15/2010	1/15/2010	1/22/2010	
I202814	Housing's slot over spec	TRW	Sensus							1						1	- Materials handling improvement to remove set up parts	12/12/2009	1/15/2010	1/22/2010	
I241503	Cricket noise	TRW	Rogersville					84								84	- Return to Job 1 sensor design. - Install guide in op. 60 to turn IPA's input shaft 45 degrees and assure finger retainer in properly installed	12/19/2009	12/19/2009	12/26/2009	
J034027	Containment bolt on bushing	TRW	QAO									1				1	- Bolt removal at SL station added	2/17/2010	2/17/2010	12/26/2009	

I240225	Noisy gear due to input shat loose on IPA	TRW	Rogersville												0	- Add bushing on "t" bar and pinion union. - Change to a new grease	Mar. 2009	Mar. 2009	Apr. 2009	
No QR	Lost of Asistance. Part recirculated that didn't passed through testing stations	TRW	QAO									1				1	- Develop password that locks ability to operators to define station to send recirculated parts. - Develop traveling card system for recirculated parts	2/25/2010	2/25/2010		
J240232	Belt sliding while teeth are not well formed	TRW	Gates										1			1	- Supplier to remove tape to hold rubber in mandreel. - Molds are being inspected twice (a) 100% at the stripper after demold operation of the slab and (b) at the cooling station prior to placing the next jacket on the m	3/29/2010	4/15/2010	TBD	
J200776-C	Damaged ribbon cable / Tear down	TRW	QAO										1			1	- Develop the usage of one individual centering tool for the tear down operation	3/30/2010	3/30/2010	4/7/2010	
J240482	Bent finger on IPA	TRW	QAO											1		1	- Desing and implement a Christmas tree tool base to avoid using IPA's container to place this tool	5/25/2010	5/25/2010		
No QR	ECU R227 open circuit. C17 damaged or missing	TRW	Anting												1	1	TBD				
J240339, J240482	Lost of assistance. TBD	TRW	TBD										2	2	3	7	TBD				

Chicago QR's / If Number-C it means that rejections stayed at QC
Oakville QR's / If Number-C it means that rejections stayed at QC
Hermosillo QR's

Redacted for Relevance

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Issue	Status Open/Closed	current status
0KM BR198102	C200B-62 U3000-96	BD4	TS	In Eval (Rogersville)	Open	2/9- have approval to modify line 1 with new grippers and smaller diameter ,March 21st completion date.
0KM BR198415	rattle under dash	No Codes	TS	In Eval (Rogersville)	Open	2/9- Rogersville received the IPA yesterday and started the investigation of the missing bushing. Rogersville has approval to purchase the camera's. still checking to see if this was a operator mishandling issue. April 1st is target date for completion of both camera's on line 2 & 3.
FR-0377	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	Open	1/19- has signature's of a regulator issue need to scope regulator to check for double start-up
FR-0390	C200B-2F	BD0,BD2, BD4	TS	In Eval (QAO)	Open	1/14- pulled EFF & stored data shipped to QAO for analysis. No damage to TS harness
FR-0411	C200C-2F C200B-62	BD1,BD3, BD4	TS	In Eval (QAO)	Open	4/6- Pepe to put pressure on input shaft in different directions while appling torque to the sensor to see if a code will trip from a bent finger.
FR-0429	C200C-2F U3000-96	BD1,BD3 BC5	TS	in Eval (QAO)	Open	3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness
FR-0431	C200B-2F U3000-49 U3000-96	BD0,BD2, B31	TS	in Eval (QAO)	Open	3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness

Case Number	Ford DTCs	Symptom	Component	Issue	status	Engine
FR-0014	C200B-C200C-2F U3000-96		TS	TS harness damage	Closed	2.5L Hybrid
FR-0018	C200B-62 U3000-96	BD0-BD4	TS	8D Complete (Hella)	Pending	
FR-0020	U200B-2F U200C-2F	BD0-BD3	TS	TS solder joint	Closed	
FR-0031	C200B-62 U3000-96	BD4	TS	Bent TS finger	Closed	
FR-0036	U2011-61 U3000-96	B95	TS	TS ASIC	Closed	
FR-0042	U3000-96	BD3	TS	TS harness damage	Closed	2.5L Hybrid
FR-0043	C200C-2F U3000-96	BD3	TS	TS burrs leadframe	Closed	

FR-0435	C200C-2F	BD1,BD4	TS	in process (QAO)	Open	3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness, but found corrosion in the 2-pin connector
DR-0046	C200C-2F U3000-96	BD3	TS	overwound clockspring	pending	2/3- had a new operator for the rework process recovering this IPA part; issue has been addressed and talked to the operators about it. Right now we are increasing our quality audits to the rework process as well.
UR0003	C200B-2F C200B-62	BD2,BD4	TS	At WPAC	Open	4/6- need to discuss next week the poke yokes designed at station 50 to check for bent veins/fingers on the torgue sensor. Andrew Bradley will join in the discussion to assist Marion to find a reasonable PCA. QAO will also be involved with the discussions.
	under analysis further testing needed QAO					
	under analysis Farmington					
	under analysis Rogersville					
	under analysis at 26mile					

FR-0045	C200B-61 U3000-96	B90	TS	TS burrs leadframe	Closed				
FR-0055	C200B-2F U3000-96	BD2	TS	Onsemi Via	Closed				
FR-0069	NVH	growling noise gear/ park. Turn wheel noise	TS	TS ASIC	Closed				
FR-0071	C200C-2F U3000-96	BD3	TS	NTF	Closed	Ambient			
FR-0076	C200B-2F U3000-96	BD0 TS		TS harness damage	Closed	2.5L Hybrid			
FR-0084	N/A	BD0-BD3	TS	TS harness damage	Closed	2.5L Gas			
FR-0109	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Pending				
FR-0113	C200B-61 C200B-62	B90	TS	ASIC	closed				
FR-0123		BD0-BD3	TS	TS harness damage	Closed	2.5L Hybrid			
FR-0133	C200B-2F C200C-2F U3000-96	BD0-BD4	TS	v-clip in IPA housing	Closed	3L			
FR-0136	C200C-2F	BD3, BD1	TS	wire strand short IDE conn	Closed	3L			
FR-0138	C200B-2F	BD2	TS	ASIC	Closed	2.5L Hybrid			

FR-0148	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	2.5L Gas			
FR-0152	C200B-2F U3000-96	BD2	TS	lost short removing ASIC, NTF	Closed	3L			
FR-0156	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	2.5L Hybrid			
FR-0160	C200B-61 C200C-2F	B90, BD3	TS	TS harness damage	Closed	2.5L Hybrid			
FR-0167	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	2.5L Hybrid			
FR-0172	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	In Eval (Wuppetal)	Pending	Ambient			
FR-0176	C200C-2F U3000-96	BD3	TS	overwound clockspring	Closed				
FR-0185	U2011-61 C200B-62 U3000-96	B95, BD4	TS	2-pin conn water ingress	closed	2-pin harness water ingress			
FR-0187	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (Hella)	Closed				
FR-0190	C200B-61 C200B-2F	B90, BD2	TS	overwound clockspring	Pending				
FR-0193	U3000-61 C200B-62	B90, BD4	TS	Bent TS finger	closed				
FR0197		BD0-BD3	TS	double start-up regulator.	Pending				
FR0206		BD2,BD3, B90	TS	overwound clockspring	closed				
FR0208		BD4, BD1,BD3	TS	2-pin conn water ingress	Closed				
FR0210		BD2	TS	clockspring assem	closed				
FR0211		BD0-BD3	TS	double start-up regulator.	Pending				
FR0216		BD0-BD3	TS	double start-up regulator.	Pending				
FR0221		BD0-BD3	TS	overwound clockspring	closed				
FR0226		BD2,BD3	TS	TS harness damage	closed	2.5L Gas			
FR0230		BD0-BD2	TS	2-pin conn water ingress	closed				
FR0233		BD0-BD3	TS	double start-up regulator.	Pending				
FR-0238	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	TS harness damage	closed	2.5L Gas			

FR-0254	C200B-61 C200C-2F U3000-96	B90,BD3	TS	overwound clockspring	closed				
FR-0256	C200B-2F C200B-61 U3000-96	BD0, B90	TS	shrink tube leak	Open				
FR-0257	C200B-2F U3000-96	BD0,BD2	TS	ASIC	close				
FR-0267	C200B-2F U3000-96	BD0,BD2	TS	molex conn	closed				
FR-0289	C200B-2F C200C-2F	BD2, BD3	TS	sent to warehouse	closed	outside Ford's testing range			
FR-0291	C200C-2F C200B-62	BD3, BD4	TS	sent to warehouse	closed	outside Ford's testing range			
FR-0292	C200B-62	BD4, B90	TS	sent to warehouse	closed	outside Ford's testing range			
FR-0293	C200B-2F	BD0, BD2	TS	TS harness damage	Closed	2.5L Hybrid			
FR-0294	C200C-2F C200B-62	BD3, B90	TS	overwound clockspring	Closed				
FR-0298	C200B-2F C200C-2F	BD2, BD3	TS	overwound clockspring	Pending				
FR-0301	C200B-2F	BD0, B90	TS	shrink tube leak	close				
FR-0302	C200B-2F	BD0, BD2	TS	hole drilled in IPA cover	Closed				
FR-0304	C200B-2F C200B-61	BD2, BD4	TS	NTF	Pending				
FR-0312	C200C-2F	BD1, BD3	TS	shrink tube leak	close				
FR-0321	C200C-2F	BD1, BD3	TS	TS harness damage	closed	2.5L Gas			
FR-0322	C200B-2F C200C-2F	BD0, BD3	TS	TS harness damage	Open	2.5L Gas			
FR-0327	C200C-2F	BD1, BD3	TS	NTF	Open				
FR-0332	C200C-2F	BD1, BD3	TS	shrink tube leak	closed				
FR-0337	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	closed	2.5L Hybrid			
FR-0339	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	TS harness damage	closed	2.5L Gas			
FR-0343	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	double start-up regulator.	Pending				

FR0344				TS harness damage	closed	2.5L Hybrid			
FR0345				TS harness damage	closed	2.5L Hybrid			
FR-0359	C200C-2F U3000-96	BD0-BD3	TS	TS harness damage	closed	2.5L Hybrid			
FR-0363	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Open	2.5L Gas			
FR-0364	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Open	2.5L Gas			
FR-0365	C200B-2F C200C-2F C200B-61	BD2, BD3,B90	TS	NTF- looking to install on vehicle if resources allow	Pending	2.5L Hybrid			
FR-0369	C200B-2F C200C-2F	BD2,BD3	TS	overwound clockspring	closed	2.5			
FR-0371	B200B-2F B200C-2F	BD0-BD3	TS	double start-up regulator.	Open	2.5L Gas			
FR-0384	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Open	3L			
DR-0004	C200B-2F C200C-2F	BD0-BD3	EPP	double start-up regulator.	Pending	Cold			
DR-0011	C200B-61 C200C-2F	B90	TS	overwound clockspring	Closed				
DR-0015	C200B-61 C200C-2F	B90	TS	overwound clockspring	Closed				
DR-0021	C200D-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	3.5L w/ APA			
DR-0035	C200C-2F	DB3	TS	NTF	Pending				
DR-0046	C200C-2F U3000-96	BD3	TS	overwound clockspring	closed				
0KM AR369007		BD0-BD3	TS	bend tone ring tooth	closed				
0KM AR407556		BD0,BD2, BD3	TS	TS harness damage	closed	2.5L Gas			
0KM-Oakville	C200B-2F C200C-2F	BD2	TS	overwound clockspring	closed				

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CD3 Total		24	15	1	76	1	14	0	1	2	2	9	7	3	1	1	2	3	2	1	52	3	13	22	2	1	20	67	16	21	29		15	446	1	30	1	1	1	1
																																steering								

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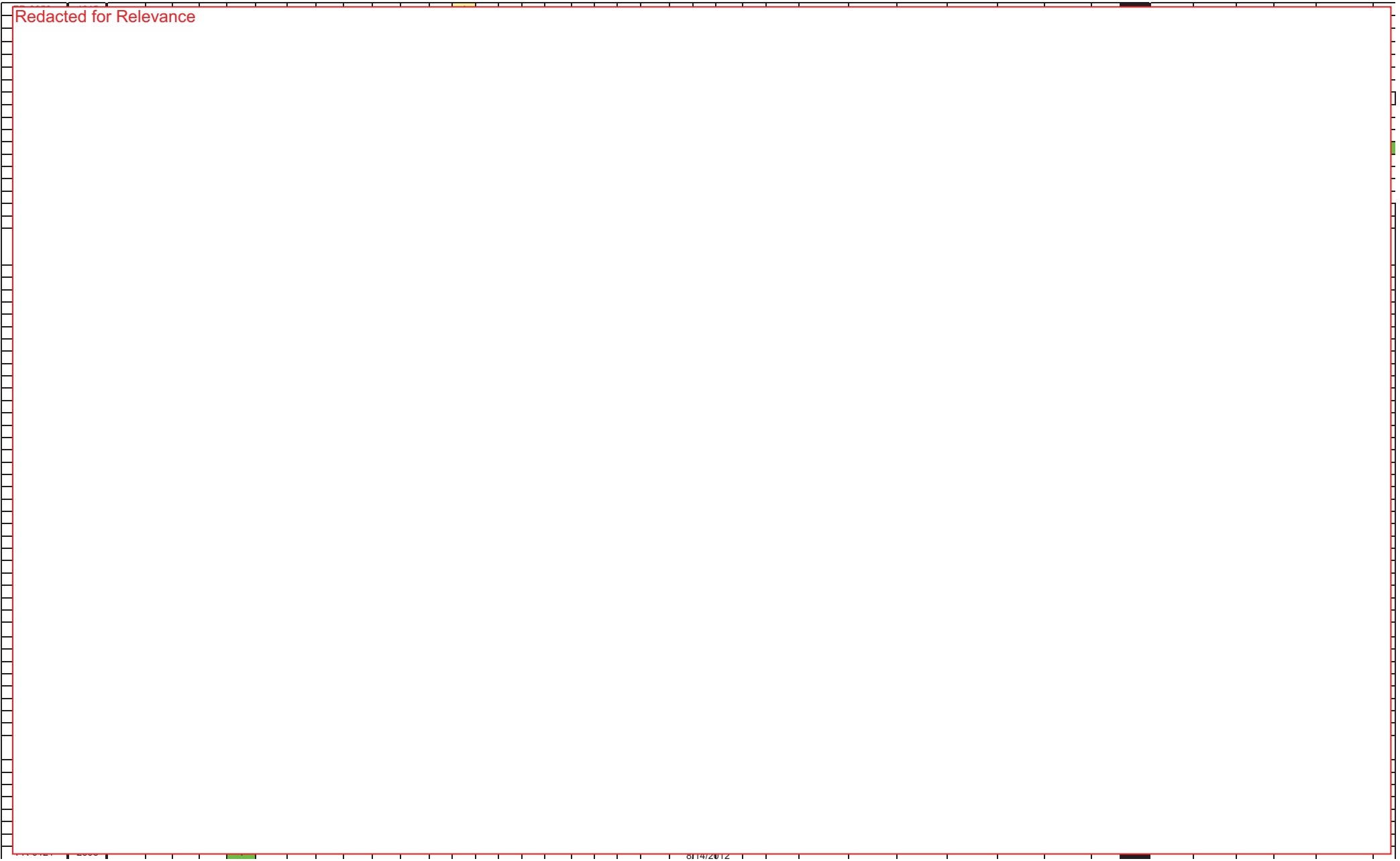
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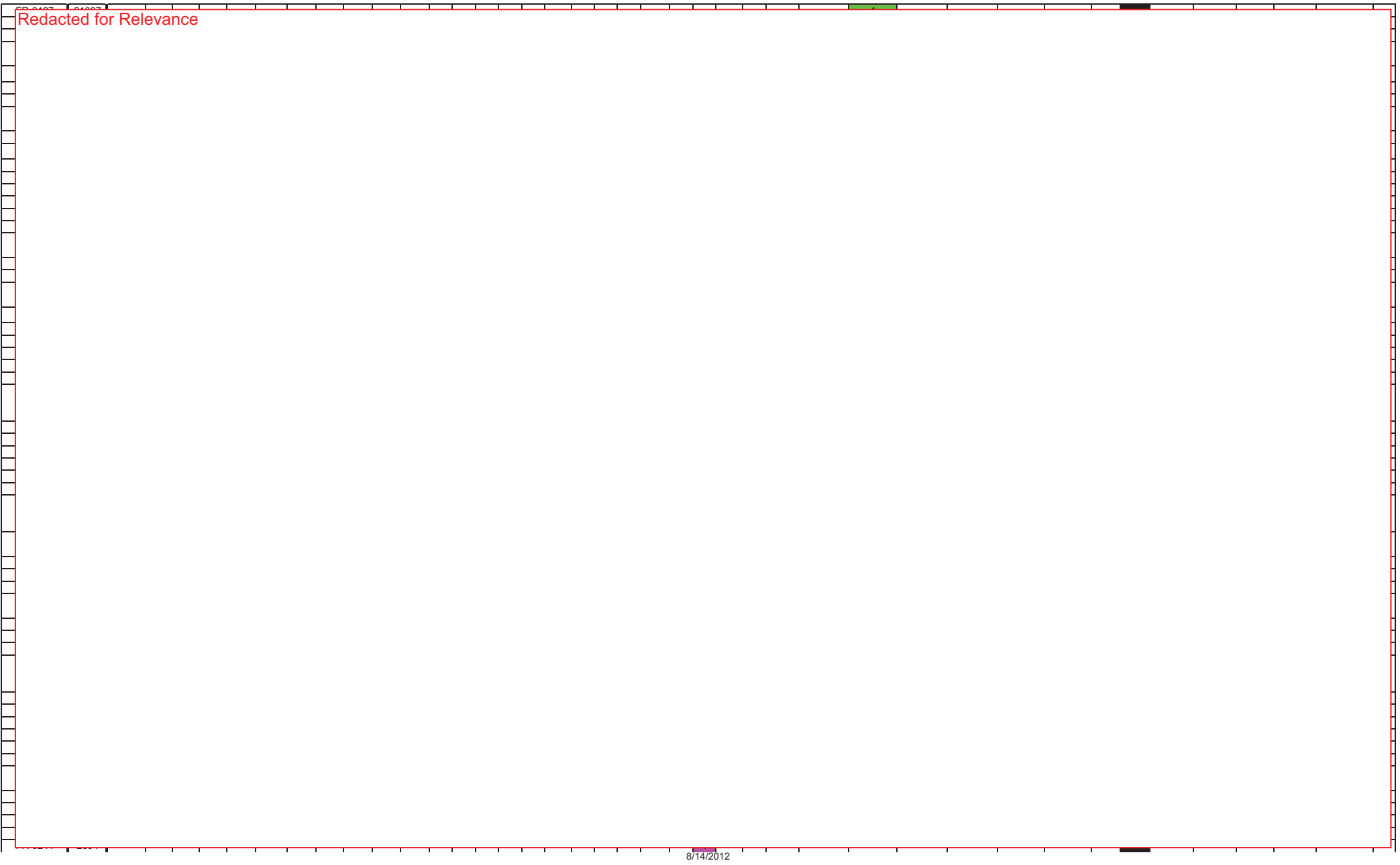
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2	37	0	106	381	487	78												Failure Mode	Root Cause			Vehicle build date		Total	
N/A	Total	Pend	Open	Clsd	Total	Non-TRW	A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8	Failure Mode	Root Cause	PCA Clean Date	ICA	Vehicle build date	motor / relay date	Case #	
				1		1												No Com	Broken hard shell C1010	Non-TRW issue		5/11/2009		N/A	ot TRW Responsibil
				1		1												No Com	harness short	Non-TRW issue		5/23/2009		N/A	ot TRW Responsibil
				1		1												No Com	harness short	Non-TRW issue		3/20/2009		N/A	ot TRW Responsibil
				1		1												No Com	harness short	Non-TRW issue		3/9/2009		N/A	ot TRW Responsibil
				1		1												No Com	harness short	Non-TRW issue		3/30/2009		N/A	ot TRW Responsibil
				1														BA4	Mon Micro test	11/23/2009		2/14/2009		FR-0001	Loss of Assist
				1														Raised Rivet	relay rivet process	7/31/2009		4/13/2009	9/22/08 / 7/18/2008	FR-0002	Loss of Assist
				1														Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		4/13/2009		FR-0003	Loss of Assist
				1														Ribbon Cable conn. bent pins	Anting operator assembly error-	1/28/2011-alignment fixture	8/17/2009- work instruction updated	4/30/2009		FR-0004	Loss of Assist
				1														Loose screw in EPP	Schalke Handling	5/8/2009	5/5/2009	4/3/2009		FR-0005	Loss of Assist
				1														Raised Rivet	relay rivet process	7/31/2009		2/17/2009		FR-0006	Loss of Assist
				1														Raised Rivet	relay rivet process	7/31/2009		5/7/2009	11/20/08 / 11/7/2008	FR-0007	Loss of Assist
				1														ASIC	Aux Asic Isense Pin	1/15/2009		3/12/2009		FR-0008	Loss of Assist
				1														Code cleared	no gear replaced, NTF at dealer	No gear replaced		3/10/2009		FR-0009	ot TRW Responsibil
				1														Raised Rivet	relay rivet process	7/31/2009		5/7/2009	11/20/08 / 11/7/2008	FR-0010	Loss of Assist
				1														Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		5/23/2009		FR-0011	Loss of Assist
				1														Raised Rivet	relay rivet process	7/31/2009		3/19/2009		FR-0012	Loss of Assist
				1														Loose screw in EPP	Schalke Handling	5/8/2009	5/5/2009	3/14/2009		FR-0013	Loss of Assist
				1		1												damaged TS harness	HSAP/Field handling	Non-TRW issue		3/12/2009		FR-0014	ot TRW Responsibil
				1		1												TS unplug & ign cycled	FCSD TS unplugged	Non-TRW issue		4/14/2009		FR-0015	ot TRW Responsibil
				1														FET(TRU6)	epoxy splash- purging process	1/20/2010		6/11/2009		FR-0016	Communication
				1														B32	NTF	NTF		4/15/2009		FR-0017	Loss of Assist
				1														BD0-BD4	NTF	NTF		5/18/2009		FR-0018	Loss of Assist
				1														loose RBN ball	QAO handling- rack/RBN fixture	8/5/2009	7/20/2009	4/23/2009		FR-0019	Loss of Assist
				1														lack of solder on PCB	solder process	7/30/2009		5/19/2009		FR-0020	Loss of Assist
				1		1												fluid leak	No gear replaced			4/6/2009		FR-0021	not TRW Responsibility
				1														Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		4/8/2009		FR-0022	Loss of Assist
				1														Raised Rivet	relay rivet process	7/31/2009		3/12/2009	10/7/08 / 9/8/08	FR-0023	Loss of Assist
				1														Raised Rivet	relay rivet process	7/31/2009		6/1/2009	1/12/09 / 11/27/08	FR-0024	Loss of Assist
				1														Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		3/19/2009		FR-0025	Loss of Assist
				1														Vstar pin	Weld process	1/4/2010		5/15/2009		FR-0026	Loss of Assist
				1														No Com	Resonator cutting process	4/23/2010		4/15/2009		FR-0027	Communication
				1														Code cleared	no gear replaced, NTF at dealer	No gear replaced		5/14/2009		FR-0028	ot TRW Responsibil
				1		1												No Com	Dealer Error	Non-TRW issue		5/6/2009		FR-0029	ot TRW Responsibil
				1														B9A	NTF	NTF		3/11/2009		FR-0030	Loss of Assist
				1														bent TS tooth	TS harness retainer installer tool	5/25/2010 -tray for harness retainer tool	8/4/2009	7/7/2009		FR-0031	Loss of Assist
				1														Raised Rivet	relay rivet process	7/31/2009		5/28/2009	/ 11/7/08	FR-0032	Loss of Assist
				1														B9A	NTF	NTF		4/15/2009		FR-0033	Loss of Assist
				1														Raised Rivet	relay rivet process	7/31/2009		6/26/2009	/ 11/27/08	FR-0034	Loss of Assist
				1														Raised Rivet	relay rivet process	7/31/2009		6/19/2009		FR-0035	Loss of Assist
				1														ASIC	TS ASIC jitter	11/2/2009-revised EOL testing OnSemi		6/15/2009		FR-0036	Loss of Assist
				1														Raised Rivet	relay rivet process	7/31/2009		6/20/2009		FR-0037	Loss of Assist
				1														Raised Rivet	relay rivet process	7/31/2009		5/22/2009		FR-0038	Loss of Assist
				1														BBA	NTF	NTF		6/15/2009		FR-0039	Loss of Assist
				1		1												bent rack	curb impact	Non-TRW issue		6/19/2009		FR-0040	ot TRW Responsibil
				1														Raised Rivet	relay rivet process	7/31/2009		6/16/2009		FR-0041	Loss of Assist
				1		1												damaged TS harness	HSAP/Field handling	Non-TRW issue		6/16/2009		FR-0042	ot TRW Responsibil
				1														TS short	debris after weld/punch process	3/3/2010	12/10/2009	3/23/2009		FR-0043	Loss of Assist
				1														Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		4/13/2009		FR-0044	Loss of Assist
				1														TS short	debris after weld/punch process	3/3/2010	12/10/2009	6/9/2009		FR-0045	Loss of Assist
				1														Raised Rivet	relay rivet process	7/31/2009		6/13/2009		FR-0046	Loss of Assist
				1														micro	main micro	4/25/2011- burn-in screen test	4/26/2009- new fab design	7/24/2009		FR-0047	Loss of Assist
				1														No Com	NTF	NTF		6/9/2009		FR-0048	Communication
				1														Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		4/14/2009		FR-0049	Loss of Assist
				1														No Com	dry solder joint process-Kimball	1/30/2010		7/15/2009		FR-0050	Communication
				1														No Com	Over current resenator / unknown	Non-TRW issue		5/9/2009		FR-0051	ot TRW Responsibil
				1		1												TC lamp on	Dealer Error	Non-TRW issue		5/6/2009		FR-0052	ot TRW Responsibil
				1		1												bent rack	curb impact	Non-TRW issue		5/8/2009		FR-0053	ot TRW Responsibil
				1														B9A	NTF	NTF		4/15/2009		FR-0054	Loss of Assist
				1														ASIC	TS ASIC Via short	Onsemi refer to continuous defect reduction program-Ian Ingram sent 8D to Ford 12/9/09	Onsemi refer to continuous defect reduction program-Ian Ingram sent 8D to Ford 12/9/09	5/15/2009		FR-0055	Loss of Assist
				1														friction code	false friction detection/dealer err	8/14/2012		6/12/2009		FR-0056	ot TRW Responsibil

		1		B31	NTF	in-pending hold if B31's resurface		service part		FR-0056a	Loss of Assist
		1		dealer did not return	no gear return, unknown issue	Non-TRW issue		4/13/2009		FR-0057	t TRW Responsibil
1		1		dealer did not return	no gear return, unknown issue	Non-TRW issue				FR-0058	t TRW Responsibil
		1		ECU short	PCB shorted copper sliver	3/16/2010		6/20/2009		FR-0059	Loss of Assist
		1		B31	NTF	in-pending hold if B31's resurface		8/8/2009		FR-0060	Loss of Assist
		1	1	housing damage	TS cover impact/unknown	Non-TRW issue		5/12/2009		FR-0061	t TRW Responsibil
		1		pinion nut missing	new eqip torque station in QAO	10/29/2009	9/28/2009	4/1/2009		FR-0062	Loss of Assist
		1	1	housing damage	housing datum damaged/unknown	Non-TRW issue		8/6/2009		FR-0063	t TRW Responsibil
		1		B43	NTF NTF			7/22/2009	/ 1/25/09	FR-0064	Loss of Assist
		1		B9A	NTF	NTF		4/17/2009		FR-0065	Loss of Assist
		1		B31	NTF	in-pending hold if B31's resurface		6/17/2009		FR-0066	Loss of Assist
		1	1	TC lamp on	Dealer Error	Non-TRW issue		4/16/2009		FR-0067	t TRW Responsibil
		1		B32	NTF	could not locate EPP for further testing		4/17/2009		FR-0068	Loss of Assist
		1		ASIC	TS ASIC jitter	11/2/2009-revised EOL testing OnSemi		4/13/2009		FR-0069	Loss of Assist
		1		friction code	false friction detection/dealer error			4/6/2009		FR-0070	t TRW Responsibil
		1		BD1,BD3	NTF	NTF		3/20/2009		FR-0071	Loss of Assist
		1		B9A	NTF	NTF		3/11/2009		FR-0072	Loss of Assist
		1		Encoder IC	ESD	regular ESD Audits all plants	8/10/2010	8/12/2009		FR-0073	Loss of Assist
		1		motor PCB grd plane short- Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	9/18/2009		FR-0074	Loss of Assist
		1		plastic contamination	motor relay cover contamination	3/8/2010- vac/blow station & parts wash	9/13/2009	8/10/2009	/ 7/14/09	FR-0075	Loss of Assist
		1	1	damaged TS harness	HSAP/Field handling	Non-TRW issue		7/17/2009		FR-0076	t TRW Responsibil
		1		BB7 NTF		NTF		8/15/2009		FR-0077	Loss of Assist
		1		B3A	NTF	NTF		6/4/2009	2/5/2009 /	FR-0078	Loss of Assist
		1		offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	7/25/2009	/ 6/6/09	FR-0079	Loss of Assist
		1		B43	NTF	NTF		7/8/2009	/ 1/19/09	FR-0080	Loss of Assist
	1			B6B				5/21/2009		FR-0081	Loss of Assist
1		1		dealer did not return	no gear return, unknown issue					FR-0082	t TRW Responsibil
		1		Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		4/21/2009		FR-0083	Loss of Assist
		1	1	damaged TS harness	HSAP/Field handling	Non-TRW issue		3/11/2009		FR-0084	t TRW Responsibil
		1		No Com	IC14 monitor micro epoxy short	5/4/2010		10/1/2009		FR-0085	Loss of Assist
		1		cricket noise	IPA finger ring	12/21/2009	10/31/2009	8/10/2009		FR-0086	Noise
		1		Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		2/17/2009		FR-0087	Loss of Assist
		1		Raised Rivet	relay rivet process	7/31/2009		2/18/2009	/ 7/16/08	FR-0088	Loss of Assist
		1	1	bent rack	field misuse	Non-TRW issue		4/1/2009		FR-0089	t TRW Responsibil
		1		offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	8/13/2009	/ 6/7/09	FR-0090	Loss of Assist
		1		power module	shorted FET-Fairchild- EOS			10/6/2009		FR-0091	Loss of Assist
		1		power module	shorted FET-Fairchild- EOS			10/8/2009		FR-0092	Loss of Assist
		1		cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/23/2009		FR-0093	Noise
		1		Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		2/10/2009		FR-0094	Loss of Assist
		1		micro	PCB shorted	6/23/2010		10/7/2009		FR-0095	Loss of Assist
		1		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	2/19/2009		FR-0096	Loss of Assist
		1		B9A	NTF	NTF		8/4/2009		FR-0097	Loss of Assist
		1		offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	10/2/2009	/ 6/28/09	FR-0098	Loss of Assist
		1		Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		6/13/2009		FR-0099	Loss of Assist
		1		offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	8/13/2009	7/4/09 /	FR-0100	Loss of Assist
		1	1	B7F	Non-warranty repair- accident	Non-TRW issue		9/29/2009		FR-0101	t TRW Responsibil
		1	1	housing damage	housing datum damaged/unknown	Non-TRW issue		8/4/2009		FR-0102	t TRW Responsibil
		1		B25	NTF	NTF		10/7/2009		FR-0103	Loss of Assist
		1		Raised Rivet	relay rivet process	7/31/2009		5/21/2009	12/16/08 / 11/7/08	FR-0104	Loss of Assist
		1		plastic contamination	motor relay cover contamination	3/8/2010- vac/blow station & parts wash	9/13/2009	5/20/2009	11/26/08 / 3/3/2008	FR-0105	Loss of Assist
		1		offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	9/30/2009	7/27/09 / 6/8/09	FR-0106	Loss of Assist
	1			No Com	R281 damaged	NTF		9/18/2009		FR-0107	Loss of Assist
		1		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/17/2009		FR-0108	Loss of Assist
		1		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	3/30/2009		FR-0109	Loss of Assist
		1		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	5/26/2009		FR-0110	Loss of Assist
		1		B3A	NTF	NTF		11/7/2009	9/9/09 / week 36	FR-0111	Loss of Assist
		1		Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		3/11/2009		FR-0112	Loss of Assist
		1		ASIC	master ASIC- failing gates in digital	5/22/2010 OnSemi Vstress 10/26/2010 Hella Vstress ICT		6/4/2009		FR-0113	Loss of Assist
		1		TC lamp on	NTF	NTF		10/3/2009		FR-0114	Loss of Assist
		1		TC lamp on	NTF	NTF		11/4/2009		FR-0115	t TRW Responsibil
		1		Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		4/13/2009		FR-0116	Loss of Assist
		1		cricket noise	IPA finger ring	12/21/2009	10/31/2009	9/30/2009		FR-0117	Noise
		1		cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/3/2009		FR-0118	Noise
		1		offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31-9/13/09	11/22/2009	7/21/09 /	FR-0119	Loss of Assist
		1		cricket noise	IPA finger ring	12/21/2009	10/31/2009	9/19/2009		FR-0120	Noise
		1		offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31-9/13/09	9/24/2009	7/20/09 /	FR-0121	Loss of Assist

	[redacted]			1	[redacted]		cricket noise	IPA finger ring	12/21/2009	10/31/2009	9/16/2009		FR-0122	Noise
	[redacted]			1	[redacted]	1	damaged TS harness	HSAP/Field handling	Non-TRW issue	Shop manual change 2011 & 2010m/y	4/23/2009		FR-0123	t TRW Responsibil
	[redacted]			1	[redacted]		TC lamp on	NTF	NTF		9/17/2009		FR-0124	t TRW Responsibil
	[redacted]			1	[redacted]		Cold weld	link relay- armature weld failure	10/9/09(laser samp.-lens cleaning) 10/22/09(weld station PM change)	9/30/2009	9/23/2009		FR-0125	Loss of Assist
	[redacted]			1	[redacted]		Flux Density-Halls	Flux Density-weak hall signal	6/15/2010-	4/28/2010	11/3/2009		FR-0126	Loss of Assist
	[redacted]			1	[redacted]	1	TC lamp on	Dealer Error	Non-TRW issue		2/13/2009		FR-0127	t TRW Responsibil
	[redacted]		1		[redacted]		B6B				10/11/2009	8/16/09 /	FR-0128	Loss of Assist
	[redacted]			1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/8/2009		FR-0129	Loss of Assist
	[redacted]			1	[redacted]		cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/21/2009		FR-0130	Noise
	[redacted]			1	[redacted]		TC lamp on	NTF			7/13/2009		FR-0131	Loss of Assist
	[redacted]			1	[redacted]		cricket noise	IPA finger ring	12/21/2009	10/31/2009	9/25/2009		FR-0132	Noise
	[redacted]			1	[redacted]		vclip in IPA bore	vclip bent TS tooth	4/8/2010	3/29/2010 QA	7/16/2009		FR-0133	Loss of Assist
	[redacted]			1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	2/13/2009		FR-0134	Loss of Assist
	[redacted]			1	[redacted]	1	water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	10/2/2009		FR-0135	Loss of Assist
	[redacted]			1	[redacted]		ECU short	Sliver short ECU terminals at ribbon cab	1/6/10-brush station / 4/20/10 vac/blow	12/1/2009	11/4/2009		FR-0136	Loss of Assist
	[redacted]			1	[redacted]	1	fluid leak	Dealer chargeback	Non-TRW issue	dealer error , mis-diagnosis			FR-0137	t TRW Responsibil
	[redacted]			1	[redacted]		ASIC	TS ASIC jitter	11/2/2009-revised EOL testing OnSemi		8/26/2009		FR-0138	Loss of Assist
	[redacted]			1	[redacted]		micro monitor	micro	4/25/2009		2/18/2009		FR-0139	Loss of Assist
	[redacted]			1	[redacted]	1	fluid leak	Dealer chargeback	Non-TRW issue	dealer error , mis-diagnosis			FR-0140	t TRW Responsibil
	[redacted]			1	[redacted]		motor PCB solder conn.	Solder in hole plating	4/23/2010- Santis to IM to Nidec	100% optical inspection at IM-5/19/2010	10/29/2009		FR-0141	Loss of Assist
	[redacted]			1	[redacted]		cricket noise	IPA finger ring	12/21/2009	10/31/2009	9/30/2009		FR-0142	Noise
	[redacted]			1	[redacted]		cricket noise	IPA finger ring	12/21/2009	10/31/2009	11/17/2009		FR-0143	Noise
	[redacted]			1	[redacted]		plastic contamination	link relay- plastic contamination	3/8/2010- vac/blow station & parts wash	9/13/2009	12/5/2009	/ 8/24/2009	FR-0144	Loss of Assist
	[redacted]			1	[redacted]		Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		12/4/2008		FR-0145	Loss of Assist
	[redacted]			1	[redacted]		motor PCB grd plane short- Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	10/17/2009		FR-0146	Loss of Assist
	[redacted]			1	[redacted]		No Com	NTF	NTF		11/26/2009		FR-0147	Communication
	[redacted]			1	[redacted]	1	damaged TS harness	HSAP/Field handling	Non-TRW issue				FR-0148	t TRW Responsibil
	[redacted]			1	[redacted]		offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	9/24/2009	7/22/2009 / 6/6/2009	FR-0149	Loss of Assist
	[redacted]			1	[redacted]		cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/2/2009		FR-0150	Noise
	[redacted]			1	[redacted]		B3A	NTF	NTF		3/19/2009	9/29/2008 / 2/22/2008	FR-0151	Loss of Assist
	[redacted]			1	[redacted]		ASIC	TS ASIC short	NTF-lessons learned ASIC removal		7/27/2009		FR-0152	Loss of Assist
	[redacted]			1	[redacted]		plastic contamination	link relay- plastic contamination	3/8/2010- vac/blow station & parts wash	9/13/2009	8/28/2009	7/5/2009 /	FR-0153	Loss of Assist
	[redacted]			1	[redacted]		Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009	10/31/2009	4/16/2009		FR-0154	Loss of Assist
	[redacted]			1	[redacted]		friction code	false friction detection/dealer error			4/4/2009		FR-0155	Loss of Assist
	[redacted]			1	[redacted]	1	damaged TS harness	HSAP/Field handling	Non-TRW issue				FR-0156	t TRW Responsibil
	[redacted]			1	[redacted]		B3A	NTF	NTF		3/30/2009	10/5/2008 / 2/22/2008	FR-0157	Loss of Assist
	[redacted]			1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	5/8/2009		FR-0158	Loss of Assist
	[redacted]			1	[redacted]		cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/29/2009		FR-0159	Noise
	[redacted]			1	[redacted]	1	damaged TS harness	HSAP/Field handling	Non-TRW issue		11/26/2009		FR-0160	t TRW Responsibil
	[redacted]			1	[redacted]		cricket noise	IPA finger ring	12/21/2009	10/30/2009	10/12/2009		FR-0161	Noise
	[redacted]			1	[redacted]		cricket noise	IPA finger ring	12/21/2009	10/30/2009	9/26/2009		FR-0162	Noise
	[redacted]			1	[redacted]		power module	shorted FET-Fairchild- EOS			11/12/2009		FR-0163	Loss of Assist
	[redacted]		1		[redacted]		B6B				1/19/2010	11/12/2009 /	FR-0164	Loss of Assist
	[redacted]			1	[redacted]		B3A	NTF	NTF		3/27/2009	10/15/2008 / 2/24/2008	FR-0165	Loss of Assist
	[redacted]			1	[redacted]		cricket noise	IPA finger ring	12/21/2009	10/31/2009	9/18/2009		FR-0166	Noise
	[redacted]			1	[redacted]	1	damaged TS harness	HSAP/Field handling	Non-TRW issue		6/20/2009		FR-0167	t TRW Responsibil
	[redacted]			1	[redacted]		loose RBN ball	QAO handling- rack/RBN fixture	8/5/2009	7/20/2009	11/4/2009		FR-0168	Loss of Assist
	[redacted]			1	[redacted]		cricket noise	IPA finger ring	12/21/2009	10/31/2009	12/17/2009		FR-0169	Noise
	[redacted]			1	[redacted]		offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	8/31/2009		FR-0170	Loss of Assist
	[redacted]			1	[redacted]		cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/3/2009		FR-0171	Noise
	[redacted]			1	[redacted]		Molex conn failure	wire strain/ impact			12/8/2009		FR-0172	Loss of Assist
	[redacted]			1	[redacted]		cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/1/2009		FR-0173	Noise
	[redacted]			1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	6/24/2009		FR-0174	Loss of Assist
	[redacted]			1	[redacted]		B6B	NTF			11/6/2009		FR-0175	Loss of Assist
	[redacted]			1	[redacted]		damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	6/10/2009		FR-0176	Loss of Assist
	[redacted]			1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	2/10/2009		FR-0177	Loss of Assist
	[redacted]			1	[redacted]	1	bent rack	field misuse	Non-TRW issue		6/4/2009		FR-0178	Noise
	[redacted]			1	[redacted]		pinion nut missing	new eqip torque station in QAO	10/29/2009	9/28/2009	4/1/2009		FR-0179	Loss of Assist
	[redacted]			1	[redacted]	1	bent rack	field misuse	Non-TRW issue		8/25/2009		FR-0180	Noise
	[redacted]		1		[redacted]		B43				12/18/2009	10/18/2009 /	FR-0181	Loss of Assist
	[redacted]			1	[redacted]		offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	9/12/2009	7/17/2009 / 6/7/2009	FR-0182	Loss of Assist
	[redacted]			1	[redacted]		plastic contamination	motor relay- plastic contamination	3/8/2010- vac/blow station & parts wash	9/13/2009	1/30/2009	12/8/2009 / 11/1/2009	FR-0183	Loss of Assist
	[redacted]		1		[redacted]		BC5				4/2/2009	8/27/08 /	FR-0184	Loss of Assist
	[redacted]			1	[redacted]	1	water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	12/4/2009		FR-0185	Loss of Assist
	[redacted]			1	[redacted]		steering noise	NTF 8/14/2012	NTF		9/15/2009		FR-0186	Noise

	[redacted]			1	[redacted]		Vcc signal open	broken ferrite core at the small segm	10/2/2009		7/24/2009		FR-0187	Loss of Assist
	[redacted]			1	[redacted]	1	fluid leak	Dealer chargeback	Non-TRW issue	dealer error , mis-diagnosis	8/28/2009		FR-0188	t TRW Responsibil
	[redacted]			1	[redacted]		No Com	NTF	NTF		4/1/2009		FR-0189	Communication
	[redacted]			1	[redacted]		damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	6/10/2009		FR-0190	Loss of Assist
	[redacted]			1	[redacted]		B3A	NTF	NTF		2/11/2010	11/23/2009 /	FR-0191	Loss of Assist
	[redacted]			1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/3/2009		FR-0192	Loss of Assist
	[redacted]			1	[redacted]		bent TS tooth	TS harness retainer installer tool	5/25/2010 -tray for harness retainer tool		1/14/2010		FR-0193	Loss of Assist
	[redacted]			1	[redacted]	1	TC lamp on	Dealer Error	Non-TRW issue		8/12/2009		FR-0194	not TRW Responsibility
	[redacted]			1	[redacted]		cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/9/2009		FR-0195	Noise
	[redacted]			1	[redacted]		B3A	NTF	NTF		11/12/2009	11/6/2009 /	FR-0196	Loss of Assist
	[redacted]			1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22			FR-0197	Loss of Assist
	[redacted]			1	[redacted]	1	cluster lamp cycling on/off	Dealer chargeback	Non-TRW issue				FR-0198	t TRW Responsibil
	[redacted]		1		[redacted]		B6B				7/21/2009	6/7/2009 /	FR-0199	Loss of Assist
	[redacted]		1		[redacted]		B6B				11/24/2009	9/21/2009 /	FR-0200	Loss of Assist
	[redacted]			1	[redacted]		Raised Rivet	relay rivet process	7/31/2009		5/13/2009	11/21/2008 /	FR-0201	Loss of Assist
	[redacted]			1	[redacted]		plastic contamination	motor relay- plastic contamination	3/8/2010- vac/blow station & parts wash	9/13/2009	12/12/2009	10/14/2009 /	FR-0202	Loss of Assist
	[redacted]			1	[redacted]		motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010	12/18/2009- mega ohm reading	3/16/2010		FR-0203	Loss of Assist
	[redacted]			1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	10/28/2009		FR-0204	Loss of Assist
	[redacted]		1		[redacted]		No Com	under analysis			2/25/2010		FR-0205	Communication
	[redacted]			1	[redacted]		damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	6/12/2009		FR-0206	Loss of Assist
	[redacted]			1	[redacted]		B3A	NTF	NTF		1/30/2010	11/21/2009 /	FR-0207	Loss of Assist
	[redacted]			1	[redacted]	1	water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	12/3/2009		FR-0208	Loss of Assist
	[redacted]			1	[redacted]	1	steering binding	Dealer chargeback	Non-TRW issue				FR-0209	t TRW Responsibil
	[redacted]			1	[redacted]		clockspring assembly	lost root cause shipping CS to TYCO	NTF		11/14/2009		FR-0210	Loss of Assist
	[redacted]			1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	8/10/2009		FR-0211	Loss of Assist
	[redacted]		1		[redacted]		TC lamp on				4/27/2009		FR-0212	
	[redacted]			1	[redacted]		motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	5/27/2009	12/12/2008 /	FR-0213	Loss of Assist
	[redacted]		1		[redacted]		B6B, B3A				6/9/2009	2/18/2009 /	FR-0214	Loss of Assist
	[redacted]		1		[redacted]		TC lamp on						FR-0215	
	[redacted]			1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22			FR-0216	Loss of Assist
	[redacted]			1	[redacted]		offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	10/9/2009	7/29/2009 /	FR-0217	Loss of Assist
	[redacted]		1		[redacted]		B6B	in analysis 26mile					FR-0218	Loss of Assist
	[redacted]			1	[redacted]		cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/1/2009		FR-0219	Noise
	[redacted]			1	[redacted]		Cold weld	link relay- bridge weld failure	10/9/09(laser samp.-lens cleaning) 10/22/09(weld station PM change) 10/30/09(DOE)	9/30/2009			FR-0220	Loss of Assist
	[redacted]			1	[redacted]		damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010			FR-0221	Loss of Assist
	[redacted]			1	[redacted]		B3A	NTF	NTF				FR-0222	Loss of Assist
	[redacted]			1	[redacted]		friction code	false friction detection/dealer error					FR-0223	Noise
	[redacted]			1	[redacted]		plastic contamination	motor relay- plastic contamination	3/8/2010- vac/blow station & parts wash	9/13/2009	2/17/2010	12/2/2009 / 11/1/2009	FR-0224	Loss of Assist
	[redacted]			1	[redacted]	1	TC lamp on	Dealer chargeback	Non-TRW issue				FR-0225	not TRW Responsibility
	[redacted]			1	[redacted]	1	damaged TS harness	HSAP/Field handling	Non-TRW issue				FR-0226	t TRW Responsibil
	[redacted]			1	[redacted]		offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	10/7/2009	7/21/2009 /	FR-0227	Loss of Assist
	[redacted]		1		[redacted]		B6B				12/10/2009	10/13/2009 /	FR-0228	
	[redacted]			1	[redacted]		motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	3/23/2010	1/6/2010	FR-0229	
	[redacted]			1	[redacted]	1	water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	1/8/2010		FR-0230	Loss of Assist
	[redacted]			1	[redacted]		steering noise	NTF	NTF		4/24/2009		FR-0231	
	[redacted]			1	[redacted]		oil contamination	wrong lube used on rivet machine	11/12/2010- proper lube in work instruction		2/13/2010	12/1/2009 /	FR-0232	
	[redacted]			1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	1/11/2010		FR-0233	Loss of Assist
	[redacted]		1		[redacted]		B9A				4/6/2009	9/20/2008 /	FR-0234	
	[redacted]		1		[redacted]		friction code	housing bent			6/9/2009		FR-0235	
	[redacted]			1	[redacted]	1	TC lamp on	ABS rear speed sen wires crossed	Non-TRW issue				FR-0236	not TRW Responsibility
	[redacted]		1		[redacted]		B6B				12/21/2009	10/17/2009 /	FR-0237	
	[redacted]			1	[redacted]	1	damaged TS harness	HSAP/Field handling	Non-TRW issue		11/27/2009		FR-0238	t TRW Responsibil
	[redacted]		1		[redacted]		housing damage	unknown source			5/19/2009		FR-0239	
	[redacted]			1	[redacted]		cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/23/2009		FR-0240	Noise
	[redacted]		1		[redacted]		B43				1/7/2010		FR-0241	

1			B25				12/5/2009		FR-0242	
	1		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	3/20/2009		FR-0243	
1			B9A				2/13/2009		FR-0244	
	1		motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	7/10/2009		FR-0245	
	1		B43	CL,K,Na relay Contamination	6/18/2010- plexi glass doors		4/9/2010		FR-0246	
	1		No Com	main micro- silicon defectivity	NTF		3/27/2010		FR-0247	
	1	1	fluid leak	Dealer chargeback	Non-TRW issue	dealer error , mis-diagnosis	9/9/2009		FR-0248	t TRW Responsibil
	1		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	2/16/2009		FR-0249	
	1	1	damaged TS harness	HSAP/Field handling	Non-TRW issue		1/21/2010		FR-0250	t TRW Responsibil
	1		friction code	QAO assembly process- station 70	4/19/2010		6/10/2009		FR-0251	
	1	1	TC lamp on	poor conn at ABS module	Non-TRW issue				FR-0252	not TRW Responsibility
	1		motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	3/20/2010		FR-0253	Loss of Assist
	1		damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	5/26/2009		FR-0254	Loss of Assist
	1	1	No Com	CAN IC chip EOS	Non-TRW issue		9/19/2009		FR-0255	
	1		Molex conn failure	shrink tube leak, unknown source			10/15/2009		FR-0256	
	1		ASIC	TS ASIC- latent defect	1/17/2009- Chamber "A" removed		10/29/2009		FR-0257	
	1		motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	3/22/2010		FR-0258	Loss of Assist
	1		micro	ADC fault	2/18/2011- ADC channel to conv. Test	10/13/2010	4/21/2010		FR-0259	
	1	1	TC lamp on	CAN bus repair	Non-TRW issue		2/26/2010		FR-0260	not TRW Responsibility
1			B6B				10/31/2009	9/5/2009 /	FR-0261	
	1		B3A	NTF	NTF		3/13/2010	12/28/2009 /	FR-0262	
	1		glass fiber contamination	motor relay- Glass fiber	3/8/2010- vac/blow station & parts wash	9/13/2009	2/6/2010	11/19/2009 / 11/1/2009	FR-0263	
1			diode				12/8/2009		FR-0264	
1			B9A				5/26/2009		FR-0265	
	1		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	2/20/2010		FR-0266	Loss of Assist
	1		Molex conn failure				4/28/2010		FR-0267	
	1		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	7/22/2009		FR-0268	Loss of Assist
	1		motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	3/9/2010		FR-0269	Loss of Assist
	1		R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	5/15/2010		FR-0270	Loss of Assist
1			B6B				12/16/2009	10/14/2009 /	FR-0271	
	1		offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	8/14/2009	7/1/2009 / 6/7/2009	FR-0272	Loss of Assist
1			B6B				7/7/2009	6/2/2009 /	FR-0273	
	1		B3A	NTF	NTF		5/12/2010	3/2/2010 / 1/30/2010	FR-0274	
	1	1	fluid leak	Dealer chargeback	Non-TRW issue	dealer error , mis-diagnosis			FR-0275	t TRW Responsibil
	1		TC lamp on	NTF			3/6/2010		FR-0276	
	1		B3A	NTF			4/16/2009	9/29/2008 /	FR-0277	
1			B6B				12/9/2009	11/9/2009 /	FR-0278	
	1		offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	10/10/2009	8/12/2009 /	FR-0279	Loss of Assist
	1		R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	5/6/2010		FR-0280	Loss of Assist
	1		B43	CL,K,Na relay Contamination	6/18/2010- plexi glass doors		3/27/2010		FR-0281	
1			B9A				4/4/2009		FR-0282	
	1		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	4/9/2009		FR-0283	
1			B6B				9/12/2009	7/10/2009 /	FR-0284	
	1		steering over sensitive	NTF	ossible bump steer issue design change 2011		9/5/2009		FR-0285	
	1		housing damage	unknown source			11/3/2009		FR-0286	
	1		B9A	NTF	EPP lost no further test could be performed		4/20/2010		FR-0287	
1			B6B				11/18/2009	10/3/2009 /	FR-0288	
	1		outside Ford's testing range	DNT			6/9/2009		FR-0289	
1			B6B				11/24/2009	9/21/2009 /	FR-0290	
	1		outside Ford's testing range	DNT			10/13/2009		FR-0291	
	1		outside Ford's testing range	DNT			6/17/2009		FR-0292	
	1	1	damaged TS harness	HSAP/Field handling	Non-TRW issue		12/15/2008		FR-0293	not TRW responsibility
	1		damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	6/19/2009		FR-0294	Loss of Assist

[redacted]		1	[redacted]		offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	9/28/2009	7/27/2009 / 6/8/2009	FR-0295	Loss of Assist
[redacted]		1	[redacted]		offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	9/28/2009	7/21/2009 / 6/8/2009	FR-0296	Loss of Assist
[redacted]		1	[redacted]	1	bent rack	field misuse	Non-TRW issue		11/14/2009		FR-0297	
[redacted]		1	[redacted]		damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	5/27/2009		FR-0298	Loss of Assist
[redacted]	1		[redacted]		B9A				3/19/2009		FR-0299	
[redacted]		1	[redacted]		bent rack	field misuse	Non-TRW issue		12/3/2009		FR-0300	
[redacted]		1	[redacted]		Molex conn failure	shrink tube leak, unknown source			6/3/2009		FR-0301	
[redacted]		1	[redacted]	1	hole drilled in IPA cover- moisture	field misuse	Non-TRW issue		4/8/2010		FR-0302	
[redacted]		1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	3/23/2010		FR-0303	Loss of Assist
[redacted]		1	[redacted]		BD2,BD4	NTF			4/21/2010		FR-0304	
[redacted]		1	[redacted]		R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	7/1/2010		FR-0305	Loss of Assist
[redacted]		1	[redacted]		No Com	sliver beteen legs of regulator	4/28/2010- heat slug caused reg. sliver		1/7/2010		FR-0306	
[redacted]	1		[redacted]		TC lamp on				3/2/2010		FR-0307	
[redacted]	1		[redacted]		steering noise				1/14/2010		FR-0308	
[redacted]	1		[redacted]		TC lamp on				11/3/2009		FR-0309	
[redacted]		1	[redacted]		offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	10/9/2009	7/20/2009 /	FR-0310	Loss of Assist
[redacted]		1	[redacted]		R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	6/17/2009		FR-0311	Loss of Assist
[redacted]		1	[redacted]		Molex conn failure	shrink tube leak, unknown source			5/27/2010		FR-0312	
[redacted]		1	[redacted]		R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	6/24/2010	12/25/2009 /	FR-0313	Loss of Assist
[redacted]		1	[redacted]		oil contamination	wrong oil used on rivet machine	11/12/2010- proper lube in work instruction		3/13/2010		FR-0314	
[redacted]		1	[redacted]		R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	6/28/2010		FR-0315	Loss of Assist
[redacted]	1		[redacted]		TC lamp on				6/18/2009		FR-0316	
[redacted]	1		[redacted]		friction code				6/10/2009		FR-0317	
[redacted]		1	[redacted]		R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	6/25/2010		FR-0318	Loss of Assist
[redacted]	1		[redacted]		steering noise				4/15/2010		FR-0319	
[redacted]		1	[redacted]	1	water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	7/23/2010		FR-0320	Loss of Assist
[redacted]		1	[redacted]	1	damaged TS harness	HSAP/Field handling	Non-TRW issue		3/18/2010		FR-0321	not TRW responsibility
[redacted]		1	[redacted]	1	damaged TS harness	HSAP/Field handling	Non-TRW issue		5/12/2010		FR-0322	not TRW responsibility
[redacted]		1	[redacted]	1	TC lamp on	ABS SW update	Non-TRW issue	8/20/2010- SW change	4/6/2010		FR-0323	
[redacted]	1		[redacted]		No Com				4/27/2010		FR-0324	
[redacted]		1	[redacted]	1	TC lamp on	ABS SW update	Non-TRW issue	8/20/2010- SW change	5/13/2010		FR-0325	
[redacted]		1	[redacted]		BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	8/27/2010		FR-0326	
[redacted]		1	[redacted]		BD1,BD3	NTF			6/4/2010		FR-0327	
[redacted]	1		[redacted]		B31				5/24/2010		FR-0328	
[redacted]	1		[redacted]		B40				4/12/2010		FR-0329	
[redacted]	1		[redacted]		No Com				3/21/2009		FR-0330	
[redacted]		1	[redacted]		BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	6/18/2010		FR-0331	
[redacted]		1	[redacted]		Molex conn failure	shrink tube leak, unknown source			4/16/2010		FR-0332	
[redacted]	1		[redacted]		B31				7/26/2010		FR-0333	
[redacted]		1	[redacted]	1	steering noise	ITR unscrewed from rack- field misus	Non-TRW issue		6/18/2009		FR-0334	
[redacted]		1	[redacted]		R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	6/8/2010		FR-0335	Loss of Assist
[redacted]	1		[redacted]		BB5,BAC				6/26/2010		FR-0336	
[redacted]		1	[redacted]	1	damaged TS harness	HSAP/Field handling	Non-TRW issue		6/26/2010		FR-0337	not TRW responsibility
[redacted]		1	[redacted]		R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	5/4/2010		FR-0338	Loss of Assist
[redacted]		1	[redacted]	1	damaged TS harness	HSAP/Field handling	Non-TRW issue		9/4/2010		FR-0339	not TRW responsibility
[redacted]		1	[redacted]		R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	6/19/2010		FR-0340	Loss of Assist
[redacted]	1		[redacted]		B6B				3/23/2010		FR-0341	
[redacted]	1		[redacted]		B9A				4/17/2010		FR-0342	
[redacted]		1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	6/19/2010		FR-0343	Loss of Assist
[redacted]		1	[redacted]	1	damaged TS harness	HSAP/Field handling	Non-TRW issue		8/19/2010		FR-0344	not TRW responsibility
[redacted]		1	[redacted]	1	damaged TS harness	HSAP/Field handling	Non-TRW issue		5/28/2010		FR-0345	not TRW responsibility
[redacted]	1		[redacted]		AF1				6/16/2009		FR-0346	
[redacted]	1		[redacted]		No Com				9/24/2009		FR-0347	

	[redacted]			1	[redacted]			wrong part returned- hydralic gea	Dealer chargeback			3/12/2010		FR-0348	
	[redacted]			1	[redacted]	1	[redacted]	damaged TS harness	HSAP/Field handling	Non-TRW issue		8/27/2010		FR-0349	not TRW responsibility
	[redacted]			1	[redacted]			micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	6/23/2009		FR-0350	Loss of Assist
	[redacted]		1		[redacted]			AF1				3/31/2009		FR-0351	
	[redacted]			1	[redacted]			micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	4/27/2009		FR-0352	Loss of Assist
	[redacted]			1	[redacted]			torn boot	unknown source	Non-TRW issue		8/7/2009		FR-0353	
	[redacted]			1	[redacted]			micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	8/31/2010		FR-0354	Loss of Assist
	[redacted]			1	[redacted]	1	[redacted]	car wondering in the road	dealer misdiagnosis- chargeback	Non-TRW issue		8/29/2009		FR-0355	
	[redacted]			1	[redacted]			BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	9/4/2010		FR-0356	
	[redacted]		1		[redacted]			AF1-B6A				7/15/2009		FR-0357	
	[redacted]		1		[redacted]			B6C				10/18/2010		FR-0358	
	[redacted]			1	[redacted]	1	[redacted]	damaged TS harness	HSAP/Field handling	Non-TRW issue		6/4/2010		FR-0359	Not TRW responsibility
	[redacted]			1	[redacted]			micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/28/2010		FR-0360	
	[redacted]		1		[redacted]			B31				8/28/2010		FR-0361	
	[redacted]			1	[redacted]	1	[redacted]	friction code	boot damage	Non-TRW issue		5/7/2009		FR-0362	
	[redacted]			1	[redacted]			micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	5/19/2010		FR-0363	Loss of Assist
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	[redacted]			1	[redacted]			BD2,BD3,B90	NTF	n-pending can install on vehicle if time allows		6/2/2010		FR-0365	
	[redacted]			1	[redacted]			R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	6/28/2010		FR-0366	
	[redacted]			1	[redacted]			micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	7/14/2009		FR-0367	
	[redacted]			1	[redacted]			R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	7/23/2010		FR-0368	
	[redacted]			1	[redacted]			damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	5/26/2009		FR-0369	
	[redacted]			1	[redacted]	1	[redacted]	Hole drilled in EPP	HSAP/Field handling	Non-TRW issue		8/26/2010		FR-0370	Not TRW responsibility
	[redacted]			1	[redacted]			micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	10/2/2010		FR-0371	Loss of Assist
	[redacted]		1		[redacted]			TC lamp on				8/7/2009		FR-0372	
	[redacted]		1		[redacted]			Friction code				4/7/2009		FR-0373	
	[redacted]			1	[redacted]			micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	10/2/2010		FR-0374	Loss of Assist
	[redacted]		1		[redacted]			binding on turns				10/22/2009		FR-0375	
	[redacted]		1		[redacted]			B6C				9/3/2010		FR-0376	
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	[redacted]			1	[redacted]			B3A	NTF			9/30/2010	7/10/2010 /	FR-0379	
	[redacted]			1	[redacted]			B3A	relay contamination Mg,S,Na	7/5/2011	3/23/2011- pulled suspect EPP's offline	11/26/2010	9/7/2010 /	FR-0380	
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	[redacted]			1	[redacted]			R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	8/3/2010		FR-0383	
	[redacted]			1	[redacted]			micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/23/2010		FR-0384	Loss of Assist
	[redacted]			1	[redacted]			Raised Rivet	relay rivet process	7/31/2009		4/15/2009	4/7/2009 /	FR-0385	
	[redacted]		1		[redacted]			binding on turns				6/10/2009		FR-0386	
	[redacted]			1	[redacted]			B3A	NTF			8/13/2010	5/31/2010 /	FR-0387	
	[redacted]			1	[redacted]			micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	8/5/2010		FR-0388	
	[redacted]			1	[redacted]			BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	12/1/2010		FR-0389	
	[redacted]		1		[redacted]			BD0, BD2, BD4				11/11/2010		FR-0390	
	[redacted]			1	[redacted]			R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	5/13/2010		FR-0391	
	[redacted]		1		[redacted]			A19				11/16/2010		FR-0392	
	[redacted]			1	[redacted]			BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	11/4/2010		FR-0393	
	[redacted]			1	[redacted]			B3A	NTF			10/14/2010	7/29/2010 /	FR-0394	
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	[redacted]			1	[redacted]			B3A, B95	NTF			10/27/2010	8/17/2010 /	FR-0396	
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	[redacted]			1	[redacted]			micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	4/21/2009		FR-0400	
	[redacted]			1	[redacted]	1	[redacted]	water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	7/28/2010	4/4/2010 /	FR-0401	Loss of Assist
	[redacted]			1	[redacted]	1	[redacted]	fluid leak	chargeback	Non-TRW issue				FR-0402	
	[redacted]		1		[redacted]			B25,B43				9/21/2010	7/10/2010 /	FR-0403	
	[redacted]		1		[redacted]			friction code				9/13/2010		FR-0404	
	[redacted]		1		[redacted]			friction code				7/8/2009		FR-0405	
	[redacted]		1		[redacted]			B+ draw				7/27/2010		FR-0406	
	[redacted]			1	[redacted]			BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	10/21/2010		FR-0407	
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[redacted]	1		[redacted]			BD1, BD3,BD4				12/11/2010		FR-0411	
[redacted]		1	[redacted]			B3A	NTF			12/1/2010	9/23/2010 /	FR-0412	
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[redacted]	1		[redacted]			friction code				9/21/2010		FR-0421	
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[redacted]	1		[redacted]			B24				10/8/2010		FR-0427	
[redacted]		1	[redacted]			B6B				2/10/2011		FR-0428	
[redacted]		1	[redacted]	1	[redacted]	water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	12/13/2010		FR-0429	Loss of Assist
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[redacted]	1		[redacted]			BD0,BD2,B31				1/28/2011		FR-0431	
[redacted]	1		[redacted]			B24				9/21/2010		FR-0432	
[redacted]		1	[redacted]	1	[redacted]	CEL & IC erratic operation	shorted HS CAN Bus wiring to PSCI	Non-TRW issue		12/15/2010		FR-0433	
[redacted]	1		[redacted]			No Com				2/3/2011		FR-0434	
[redacted]		1	[redacted]	1	[redacted]	water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	12/13/2010		FR-0435	Loss of Assist
[redacted]	1		[redacted]			B3A				12/9/2010	9/26/2010 /	FR-0436	
[redacted]		1	[redacted]			micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	12/16/2010		FR-0437	
[redacted]		1	[redacted]			micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	12/17/2010		FR-0438	
[redacted]		1	[redacted]			BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	11/2/2010		FR-0439	
[redacted]		1	[redacted]	1	[redacted]	water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	10/5/2010		FR-0440	Loss of Assist
[redacted]		1	[redacted]	1	[redacted]	TC lamp on	ABS SW update	Non-TRW issue	8/20/2010- SW change	8/7/2010		FR-0441	
[redacted]		1	[redacted]			micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	8/24/2010		FR-0442	
[redacted]		1	[redacted]			2/3 pin damaged on return	plastic gone -cannot be tested			10/29/2010		FR-0443	
[redacted]	1		[redacted]			B40,B60				11/3/2010		FR-0444	
[redacted]		1	[redacted]			micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	10/12/2010		FR-0445	
[redacted]	1		[redacted]			BB9,B43				10/6/2010		FR-0446	
[redacted]		1	[redacted]			micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	10/27/2010		FR-0447	
[redacted]		1	[redacted]			AF1	NTF	NTF		3/1/2011		FR-0448	
[redacted]		1	[redacted]	1	[redacted]	water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	9/26/2010		FR-0449	Loss of Assist
[redacted]		1	[redacted]			micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/4/2010		FR-0450	
[redacted]	1		[redacted]			B3A				3/1/2011	12/15/2010 /	FR-0451	
[redacted]	1		[redacted]			B3A				11/17/2010	9/1/2010 /	FR-0452	
[redacted]	1		[redacted]			B32				11/19/2010		FR-0453	
[redacted]		1	[redacted]	1	[redacted]	bent rack	field misuse	Non-TRW issue		8/10/2010		FR-0454	
[redacted]	1		[redacted]			B3A				2/23/2011	11/26/2010 /	FR-0455	
[redacted]	1		[redacted]			B3A				9/25/2010	7/14/2010 /	FR-0456	
[redacted]	1		[redacted]			BD0,BD2				11/13/2010		FR-0457	
[redacted]		1	[redacted]			micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	7/31/2010		FR-0458	
[redacted]	1		[redacted]			BC6,B3A				12/1/2010	9/5/2010 /	FR-0459	
[redacted]		1	[redacted]	1	[redacted]	TC lamp on	RCM fixed TC lamp & RCM codes	Non-TRW issue		2/18/2011		FR-0460	
[redacted]		1	[redacted]			TC lamp on	unknown source			2/18/2011		FR-0461	
[redacted]		1	[redacted]			BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	2/26/2011		FR-0462	
[redacted]		1	[redacted]			int no assist	wrong part sent back unknown if dealer or plant installed gear. New gear returned to WPAC			12/15/2010		FR-0463	
[redacted]	1		[redacted]			B25				3/11/2011		FR-0464	
[redacted]	1		[redacted]			B3A				2/22/2011	11/26/2010	FR-0465	
[redacted]	1		[redacted]			B3A				2/2/2011	11/24/2010	FR-0466	
[redacted]	1		[redacted]			B43				2/25/2011		FR-0467	
[redacted]	1		[redacted]			BD2,BD4				3/23/2011		FR-0468	
[redacted]	1		[redacted]			TC lamp on				7/29/2010		FR-0469	
[redacted]	1		[redacted]			BAF,B7D,B95				1/26/2011		FR-0470	
[redacted]	1		[redacted]			TC lamp on				3/10/2011		FR-0471	
[redacted]	1		[redacted]			TC lamp on				8/31/2010		FR-0472	
[redacted]	1		[redacted]			BD0,BD1,BD3,B90				4/16/2011		FR-0473	
[redacted]	1		[redacted]			AF1				3/2/2011		FR-0474	
[redacted]	1		[redacted]			BA4				4/30/2011		FR-0475	

N/A	Total	Pend	Open	Clsd	Total	Non-TRW	A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8		Root Cause	PCA Clean Date	ICA	Vehicle build date	motor/relay date	Case #	
			1															TC lamp on				2/17/2011		FR-0476	
			1															No Com				1/15/2011		FR-0477	
			1															TC lamp on				3/9/2011		FR-0478	
			1															steering binding				6/1/2011		FR-0479	
			1															BA4,BA5,BC2				4/2/2011		FR-0480	
			1															P07AE-09				3/16/2011		FR-0481	
2	37	0	106	381	487	78																			
N/A		Pend	Open	Clsd			A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8								
		Status				Non-TRW	Anaylsis			8D stage									Root Cause	PCA Clean Date	ICA	Vehicle build date	motor/relay date		
0	3	0	13	35	48	16																		Total	
N/A	Total	Pend	Open	Clsd	Total	Non-TRW	A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8							Case #	
				1														intermittent steering pull	NTF			7/13/2009		DR0001	
				1		1												steering noise	boot damage from, PP bubble wrap d	Non-TRW Issue	7/16/2009 new dunnage started	7/1/2009		DR0002	ɔt TRW Responsibil
				1														No Com	main micro- silicon defectivity	1/3/2011		7/13/2009		DR0003	Communication
				1														micro/regulator startup	regulator SW update		7/6/2010- partial check E22	7/2/2009		DR0004	Communication
				1														B3A	code reset did not return	No gear replaced		7/14/2009		DR0005	ɔt TRW Responsibil
				1		1												vehicle accident	Non- warranty	Non-TRW Issue				DR0006	ɔt TRW Responsibil
				1														No Com	NTF gear testing			10/1/2009		DR0007	Communication
				1														R281 solder joint	insufficient solder	2/1/2011		11/18/2009		DR0008	Loss of Assist
				1		1												B99	Non- production code set Magna test	Non-TRW Issue		8/31/2009		DR0009	ɔt TRW Responsibil
				1		1												No Com	hardshell broken lock tab C145- ign.	Non-TRW Issue		12/1/2009		DR0010	ɔt TRW Responsibil
				1														damaged TS clockspring	TS clockspring not centered QAO rework process	3/30/2010	3/30/2010	7/7/2009		DR0011	Loss of Assist
				1		1												bent rack	field misuse	Non-TRW issue				DR0012	ɔt TRW Responsibil
			1															power module	PM bond wire not centered in groove					DR0013	Loss of Assist
				1														offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31-9/13/09	10/15/2009	6/29/2009 / 6/8/2009	DR0014	Loss of Assist
				1														damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010			DR0015	Loss of Assist
				1		1												steering noise	boot damage from, PP bubble wrap d	Non-TRW Issue	7/16/2009 new dunnage started	6/23/2009		DR0016	ɔt TRW Responsibil
				1		1												TC lamp on	Tech misdiagnosis-update manual	Non-TRW Issue				DR0017	ɔt TRW Responsibil
			1															BBB	NTF					DR0018	Loss of Assist
				1														offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31-9/13/09	10/15/2009	7/23/2009 /	DR0019	Loss of Assist
				1		1												bent rack	field misuse	Non-TRW issue				DR0020	
				1		1												damaged TS harness	plant or field issue	Non-TRW Issue				DR0021	ɔt TRW Responsibil
				1														Ribbon Cable conn. bent pins	Anting operator assembly error-	1/28/2011-alignment fixture	8/17/2009- work instruction updated	2/12/2010		DR0022	Loss of Assist
				1		1												steering noise	hub bearing confirmed causing noise	Non-TRW Issue				DR0023	
				1														steering noise	NTF	Dealer misdiagnosis				DR0024	
			1															B6B	analysis still on going 26mile					DR0025	
				1		1												steering noise	hole in OBH boot / unknown	Non-TRW Issue				DR0026	
			1															No Com	diode over current			3/9/2010		DR0027	
			1															steering noise	rack & ballnut shipped to INA			9/14/2009		DR0028	
			1															B97	analysis still on going QAO					DR0029	
				1														steering noise	missing cord in belt	9/1- 9/7/2010- (at Gates)	9/7/2010- 100% sorts at QAO, Marion	7/12/2009		DR0030	
				1														power module	EOS					DR0031	
				1		1												steering noise	dealer mis-diagnosis	Non-TRW Issue				DR0032	
			1															B9A	analysis still on going QAO			10/23/2009		DR0033	
				1		1												TC lamp on	dealer mis-diagnosis	Non-TRW Issue				DR0034	
			1															BD3	NTF at this time, analysis at 26mile					DR0035	
				1														offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31-9/13/09	4/15/2010	7/8/2008 / 6/2008	DR0036	
				1		1												steering noise	dealer mis-diagnosis	Non-TRW Issue				DR0037	
			1															B9A	analysis still on going QAO			11/5/2009		DR0038	
				1														in process WPAC						DR0039	
				1														Raised Rivet	relay rivet process	7/31/2009		7/15/2009		DR0040	
			1															steering noise				3/3/2010		DR0041	

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				1		1												steering noise	dealer mis-diagnosis	Non-TRW Issue		3/31/2010		DR0042	
				1		1												TC lamp on	dealer mis-diagnosis	Non-TRW Issue		2/4/2010		DR0043	
				1														motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	9/10/2010		DR0044	
			1															AF1 - friction						DR0045	
				1														damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	8/19/2010- IPA rework done on 2/8/2010		DR0046	
			1															BD1, BD3						DR0047	
			1															B9A							
0	3	0	13	35	48	16																			
N/A		Pend	Open	Clsd			A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8								

0	0	0	0	0	0	0												Failure Mode	Root Cause			Vehicle build date		Total	
N/A	Total	Pend	Open	Clsd	Total	Non-TRW	A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8	Failure Mode	Root Cause	PCA Clean Date	ICA	Vehicle build date	motor / relay date	Case #	
				1		1												C139 term 24 poor conn	Evav/Fill conn spread can bus term		1/23/2011- new pins in eval/fill conn	12/9/2010		wiring	
				1		1												C139 term 24 poor conn	Evav/Fill conn spread can bus term		1/23/2011- new pins in eval/fill conn	12/12/2010		wiring	
				1		1												C139 term 24 poor conn	Evav/Fill conn spread can bus term		1/23/2011- new pins in eval/fill conn	12/13/2010		wiring	
				1		1												C139 term 24 poor conn	Evav/Fill conn spread can bus term		1/23/2011- new pins in eval/fill conn	1/11/2011		wiring	
				1		1												C139 term 24 poor conn	Evav/Fill conn spread can bus term		1/23/2011- new pins in eval/fill conn	1/11/2011		wiring	
				1														U2011-49	code reset did not return	No gear replaced		11/22/2010		code reset	
				1														B3A	relay contamination Mg,S,Na	7/5/2011		12/16/2010	10/26/2010 / 8/30/2010	UR0001	
				1														B3A	relay contamination Mg,S,Na	7/5/2011		1/12/2011	/ 8/30/201	UR0002	
			1															bent TS tooth			300% inspections at plants	1/24/2011		UR0003	
			1															EF5	NTF			1/20/2011		UR0004	
				1														B3A	relay contamination Mg,S,Na	7/5/2011		11/22/2010	8/30/2010 / week 25	UR0005	
			1															B3A				11/22/2010	8/30/2010 /	UR0006	
			1																					UR0007	
			1															B3A				11/5/2010	7/22/2010 /	UR0008	
			1															B3A				11/12/2010	7/23/2010 /	UR0009	
			1															B3A					8/30/2010 /	UR0010	
			1																					UR0011	
			1															B3A				11/22/2010	8/30/2010 /	UR0012	
			1															B3A				2/16/2011	11/5/2010 /	UR0013	
			1															B3A				11/3/2010	8/30/2010 /	UR0014	
			1															B3A				11/16/2010	8/30/2010 /	UR0015	
				1		1												TC Lamp on- C1B00-64	RCM	Non- TRW issue				UR0016	
0	2	0	12	10	22	6																			
N/A		Pend	Open	Clsd			A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8								

not TRW Responsibility
not TRW Responsibility
not TRW Responsibility
not TRW Responsibility
not TRW Responsibility
LOA - other root causes
raised rivet (B3A)
rev fit capacitor (B25)
LOA - other root causes
LOA - other root causes
raised rivet (B3A)
raised rivet (B3A)
LOA - other root causes
not TRW Responsibility
raised rivet (B3A)
rev fit capacitor (B25)
raised rivet (B3A)
LOA - other root causes
not TRW Responsibility
not TRW Responsibility
other
LOA - other root causes
Hella Torque Sensor (BD0-4, B90)
LOA - other root causes
Hella Torque Sensor (BD0-4, B90)
not TRW Responsibility
rev fit capacitor (B25)
raised rivet (B3A)
raised rivet (B3A)
rev fit capacitor (B25)
LOA - other root causes
other
not TRW Responsibility
not TRW Responsibility
LOA - root cause TBD
LOA - other root causes
raised rivet (B3A)
LOA - root cause TBD
raised rivet (B3A)
raised rivet (B3A)
LOA - other root causes
raised rivet (B3A)
raised rivet (B3A)
LOA - root cause TBD
not TRW Responsibility
raised rivet (B3A)
not TRW Responsibility
Hella Torque Sensor (BD0-4, B90)
rev fit capacitor (B25)
Hella Torque Sensor (BD0-4, B90)
raised rivet (B3A)
LOA - root cause TBD
other
rev fit capacitor (B25)
other
not TRW Responsibility
not TRW Responsibility
not TRW Responsibility
LOA - root cause TBD
LOA - other root causes
not TRW Responsibility

LOA - root cause TBD
not TRW Responsibility
not TRW Responsibility
LOA - other root causes
LOA - root cause TBD
not TRW Responsibility
LOA - other root causes
not TRW Responsibility
LOA - root cause TBD
LOA - root cause TBD
LOA - root cause TBD
not TRW Responsibility
LOA - root cause TBD
LOA - other root causes
not TRW Responsibility
Hella Torque Sensor (BD0-4, B90)
LOA - root cause TBD
LOA - root cause TBD
LOA - other root causes
LOA - other root causes
not TRW Responsibility
LOA - root cause TBD
LOA - root cause TBD
offset bridge (B3A)
LOA - root cause TBD
LOA - root cause TBD
not TRW Responsibility
rev fit capacitor (B25)
not TRW Responsibility
LOA - other root causes
cricket noise
rev fit capacitor (B25)
raised rivet (B3A)
not TRW Responsibility
offset bridge (B3A)
LOA - other root causes
LOA - other root causes
cricket noise
rev fit capacitor (B25)
LOA - other root causes
LOA - root cause TBD
LOA - root cause TBD
offset bridge (B3A)
rev fit capacitor (B25)
offset bridge (B3A)
not TRW Responsibility
not TRW Responsibility
LOA - root cause TBD
raised rivet (B3A)
LOA - root cause TBD
offset bridge (B3A)
LOA - other root causes
LOA - root cause TBD
Hella Torque Sensor (BD0-4, B90)
LOA - root cause TBD
LOA - other root causes
rev fit capacitor (B25)
Hella Torque Sensor (BD0-4, B90)
LOA - root cause TBD
not TRW Responsibility
rev fit capacitor (B25)
cricket noise
cricket noise
offset bridge (B3A)
cricket noise
offset bridge (B3A)

cricket noise
not TRW Responsibility
not TRW Responsibility
LOA - other root causes
LOA - other root causes
not TRW Responsibility
LOA - root cause TBD
LOA - other root causes
cricket noise
LOA - root cause TBD
cricket noise
Hella Torque Sensor (BD0-4, B90)
LOA - root cause TBD
LOA - other root causes
Hella Torque Sensor (BD0-4, B90)
not TRW Responsibility
LOA - other root causes
LOA - root cause TBD
not TRW Responsibility
LOA - other root causes
cricket noise
cricket noise
LOA - other root causes
rev fit capacitor (B25)
LOA - other root causes
other
not TRW Responsibility
offset bridge (B3A)
cricket noise
LOA - root cause TBD
LOA - other root causes
LOA - root cause TBD
rev fit capacitor (B25)
LOA - root cause TBD
not TRW Responsibility
LOA - root cause TBD
LOA - root cause TBD
cricket noise
not TRW Responsibility
cricket noise
cricket noise
LOA - root cause TBD
LOA - root cause TBD
LOA - root cause TBD
cricket noise
not TRW Responsibility
LOA - other root causes
cricket noise
offset bridge (B43)
cricket noise
Hella Torque Sensor (BD0-4, B90)
cricket noise
LOA - root cause TBD
LOA - root cause TBD
Hella Torque Sensor (BD0-4, B90)
LOA - root cause TBD
other
LOA - other root causes
other
LOA - root cause TBD
offset bridge (B3A)
LOA - root cause TBD
LOA - root cause TBD
LOA - other root causes
other

Hella Torque Sensor (BD0-4, B90)
not TRW Responsibility
other
Hella Torque Sensor (BD0-4, B90)
LOA - root cause TBD
LOA - root cause TBD
Hella Torque Sensor (BD0-4, B90)
not TRW Responsibility
cricket noise
LOA - root cause TBD
Hella Torque Sensor (BD0-4, B90)
not TRW Responsibility
LOA - root cause TBD
LOA - root cause TBD
LOA - root cause TBD
LOA - root cause TBD
LOA - root cause TBD
LOA - root cause TBD
other
Hella Torque Sensor (BD0-4, B90)
LOA - root cause TBD
LOA - other root causes
not TRW Responsibility
Hella Torque Sensor (BD0-4, B90)
Hella Torque Sensor (BD0-4, B90)
LOA - root cause TBD
LOA - root cause TBD
LOA - root cause TBD
offset bridge (B3A)
LOA - root cause TBD
cricket noise
LOA - root cause TBD
Hella Torque Sensor (BD0-4, B90)
LOA - root cause TBD
LOA - root cause TBD
not TRW Responsibility
not TRW Responsibility
offset bridge (B43)
LOA - other root causes
LOA - root cause TBD
not TRW Responsibility
not TRW Responsibility
cricket noise

not TRW Responsibility

not TRW Responsibility

not TRW Responsibility

LOA - root cause TBD

LOA - root cause TBD

not TRW Responsibility

LOA - root cause TBD

LOA - root cause TBD

LOA - root cause TBD

LOA - other root causes

offset bridge (B3A)

not TRW Responsibility

offset bridge (B3A)

LOA - other root causes

not TRW Responsibility

offset bridge (B3A)
offset bridge (B3A)

LOA - root cause TBD

LOA - other root causes

offset bridge (B3A)

LOA - other root causes

LOA - other root causes

LOA - other root causes

LOA - other root causes

LOA - other root causes

not TRW Responsibility

not TRW Responsibility

LOA - other root causes

not TRW Responsibility

LOA - other root causes

not TRW Responsibility

LOA - other root causes

Hella Torque Sensor (BD0-4, B90)

not TRW Responsibility

not TRW Responsibility

not TRW Responsibility

LOA - root cause TBD

LOA - root cause TBD

LOA - root cause TBD

not TRW Responsibility

LOA - other root causes

LOA - other root causes

LOA - other root causes

LOA - other root causes

LOA - other root causes

not TRW Responsibility
other
other
not TRW Responsibility
not TRW Responsibility
other
LOA - root cause TBD
not TRW Responsibility
not TRW Responsibility
other
not TRW Responsibility
LOA - root cause TBD
Hella Torque Sensor (BD0-4, B90)
not TRW Responsibility
not TRW Responsibility
LOA - root cause TBD
not TRW Responsibility

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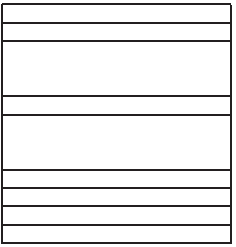
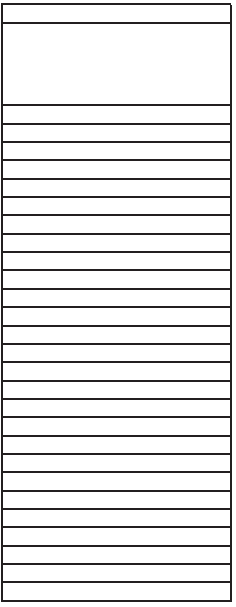
PE12-017 007687





Case Number	Ford DTCs	TRW Code (Sympto	Compone nt	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles
0KM BR188663	U3000-61	B97	EPP	In Eval (Anting)	**12/13- waiting on Raymond Qiu to send out 8D. Preliminary report states it was a bushing from the conveyer, now trying to figure out how that got into the EPP.**	11/11- once gear arrives to QAO ship to UK for analysis. 11/29- bushing found in EPP discussions with Anting, shipped to Anting for Analysis.							
0KM BR190049 RUA# 4235	U3000-49 U2011-61 U3000-96	B25, B95	EPP	In Eval (Fairchild)	**1/31- compare other B25 failure with this return.**	11/5- also has a battery voltage code event U3003-68 HSAP will send gear back to QAO for analysis. 11/11- change the Power Module and see if the replaced Module is being damaged by another condition at ECU. 11/29- PM failure ship to Anting then send to Fairchild for analysis. EOS on the PM 12/10- shipped the ECU to the UK for analysis.							
0KM BR195438 RUA# 4234	U3000-49 U3000-96	B25	EPP	In Eval (Fairchild)	**1/10- IC11 Aux ASIC failure sent to Melexis and confirmed an ASIC failure analysis ongoing. 2/7- EOS in ASIC happened when PM failed.**	**11/23- PM damaged short circuit 12/10- shipped ECU to UK for analysis.**							
0KM BR206427		BB8, B7D	EPP	In Eval (QAO)	**1/14- Pepe will check the PM connections to see if that is causing the B6B's & B32's after PM replacement. Geoff will check the information**	**12/21- Analysis results showed another PM damaged (TOP FET2). replaced PM and ECU is giving now B32. Geoff to look over results. 1/14- Pepe will check the PM connections to see if that is causing the B6B's & B32's after PM replacement. Geoff will check the information**							
0KM BR218836 RUA# 4297	U3000-49 U3000-96	B25	EPP	In Eval (UK)	**1/31- shipped to UK for further testing will use this PM return to compare against the other B25 0KM PM failure 2/7- arrived in the UK today, will start testing.**	**1/5- set B25 three times then set C69, to ship to QAO for analysis 1/17- Short circuit confirmed at PM. This time Both FETS from phase 2 were found under this condition.**							

0KM BR243453 RUA# 4402		B25		In Eval (UK)	**2/11- shipped EPP to UK for analysis, no testing done at this time.**	**2/11- shipped EPP to UK for analysis, no testing done at this time.**							
0KM BR244911 RUA#4401	U3000-49 U3000-97	B25	EPP	in process (UK)	**2/28- PM fitted on the ECU assembly testing just started at this time.**	**2/1- EPP shipped to UK for analysis**							
0KM BR247974 RUA# 4403	U3000-49 U3000-98	B25	EPP	in Eval (UK)	**3/8- QAO has incorporated in the PUMA test a car battery in parallel with the power supply for low current supply at start-up same as Marion.**	**2/1- EPP shipped to UK for analysis** **2/11- arrived in UK no testing done to this EPP assembly**							
0KM BR310758	reject at prerolls no codes		EPP	In Eval (QAO)	**6/20- Anting performing testing and cannot duplicate the fault, testing ongoing.**	**5/5- Unit remains in power-up status everytime the ignition is turned on.** **IC3 micro Voltage observed by IoHwAb.Scaled BatteryVoltage variable read from PSCM system is 0.14V** **5/17- ship ECU back to Anting for analysis**							
0KM BR332227	C200B-62	BD4	TS	In process (Hella)	**6/7- Pepe confirmed IPA, to ship assembly to Hella for further testing.**	**6/2 -gear arrived at QAO late afternoon, will check status 6/3. QAO started 200% inspection on May 12th.** **6/6- IPA removed from the gear and confirmed not a bent finger, channel one issue. Need more help from Don Blandino & Jim Loria on the channel one signal and next steps. Ship to Hella for further analysis?**							
0KM BR342036	U2011-49	B3A	EPP	in process QAO	**6/9- relay arrived at QAO late afternoon, testing indicates motor relay. To raise RUA and overnight to Tyco for relay workshop.**								

FR-0184	U3000-49	BC5	EPP	In Eval (UK)	**4/6- Pepe found EPP assembly will ship to Geoff for more testing**	**1/31- ECU just arrived in the UK Andy will start testing. 3/21- Geoff looking for EPP assembly to be sent to the UK.**						04570 Bluebonnet Motors	13170
FR-0205	No Com	No Com	EPP	In Eval (QAO)	**5/9- need to put EPP back through temp cycling to see if they can get the no com to fail again. QAO did see a shorted issue with C15 because had 0 volts between input and ign. But once pin 2 was lifted & soldered back on the IC14 the ECU has been working properly with no problems.**	**5/6- could not communicate with test box no visual issues with 2 or 3-pin connector terminals shipped to QAO for testing 6/14- passed leak test, ambient ign. Cycling with no faults. Bully ambient & cold with performace testing. 6/15- gear bully tested with no faults. Cold testing next. 10/11- next steps to tri-temp EPP assembly 10/15- right before installing into tri-temp chamber was no able to communicate with ECU. Next to check regulator output**			NO COMMUNICATION TO MODULE VERIFIED CONCERN PARKING LOT ROAD TEST DIAGNOSE EPAS SYSTEM NO COMMUNICATION TO POWER STEERING CONTROL MODULE PERFORMED PINPOINT TEST D. REPLACED POWER STEERING CONTROL MODULE. This is the only warranty claim listed at this time. vehicle returned a week after sale			04024 Bob Hurley Ford	195
FR-0234	C200D-49 U3000-96	B9A	EPP	In Eval (QAO)	**5/9- still need to put the regulator on for further testing to confirm this was not an ECU or motor clearance issue.**	**5/28- pulled EFF data, shipped gear to QAO for testing. 6/7- shipped from 26mile to QAO today 6/14- should be in QAO sometime today 7/7- passed all QAO B9A testing, bully,hot puma, ign cycling cannot reproduce code. Shipped gear to UK for further testing 8/3- Voltage regulator damaged during cooling down exercise, need to find out what the next step is. 9/9- with damaged regulator cannot find out if this is a regulator issue. To perform**						09357 Jersey City Ford	25321
FR-0235	P07AE-09	AF1	NVH	In Eval (26mile)	**2/4- Jose performed the housing measurements and gauging. Need to go over final results and report out.**	**5/28- pulled EFF buffer data, shipped gear to QAO. 6/7- shipped from 26mile to QAO today 6/14- should be in QAO sometime today 8/2- Unit is FNR and it has been disassembled. No unusual condition found. Next step will be to send the Pinion Housing and Rack and Ball nut to Metrology laboratory in order to discard any bent condition at those components**			C S STEERING HARD TO TURN IDS RETRIVE 2 DTC C200B AND P07AE FIND OPEN AT SJB FUSE #42 FIND HARNESS 14290 RUBBING UNDER FRONT OF VEHICLE REPAIR WIRE AND REROUTE WIRE GREEN CIRCUIT #CBP42 REPAIR WIRE AND RE ROUTE WIRE CLEAR CODES RETEST FIND STEERING STILL HARD WITH 1 DTC P07AE FOLLOW PP TEST TO F4 ANSWER YES THAT DTC PO7AE IS STILL PRESENT ORDER EPAS STEERING GEAR REPL STEERING GEAR,TECH 3			10288 Valley Stream L/M	19157
FR-0239	P07AE-09	AF1	NVH	In Eval (26mile)	**2/4- Jose performed the housing measurements and gauging. Need to go over final results and report out.**	**6/14- Pulled EFF fault data, shipped gear to 26mile. 6/16- Friction gear is in the lab to be leak tested and measure yoke set. 6/21- pinion housing bend, need to perform teardown & lay-out to determine if rack is bent also. 6/28- Jason to check 32 Mile to get FR0239 laid out. I have to find the CMM holding fixture and a print, and get the parts up there. Working on the print and fixture now**						11068 Findlay L/M	21233
FR-0241	U3000-49 U2011-49	B43, BB9	EPP	In Eval (QAO)	**1/31- tri-temp ign. Cycling is the next steps to reproduce any codes**	**6/14- pulled EFF data shipped to QAO. B43 in EFF data, also stored BB9 code. 6/18- in process from Rogersville to QAO. 10/6- found gears at QAO, leak testing started 11/8- ambient ign cycling cannot reproduce. Next to cold ign. Cycle**						01237 Kindle Ford	2604

FR-0242	U3000-49 U3000-96	B25	EPP	In Eval (QAO)	**11/8- ambient ign cycling cannot reproduce. Next to cold ign. cycle**	**6/18- in process from Rogersville to QAO. 10/6- found gears at QAO, leak testing started 11/8- ambient ign cycling cannot reproduce. Next to cold ign. Cycle**					10302 Crest Ford	885
FR-0244	C200D-49	B9A	EPP	In Eval (QAO)	**5/9- tri-temp testing done, performance with not trouble found. To perform the high pot testing then strip back plastic to check for PCB motor clearance issue.**	**6/14- pulled EFF data shipped to QAO. B43 in EFF data, also stored BB9 code. 6/18- in process from Rogersville to QAO. 10/6- found gears at QAO, leak testing started**					09675 Borgman Ford	9087
FR-0259	U3000-49	B60	EPP	In Eval (FSL)	**11/12- target test date was pushed back to 12/15 for the first test. 1/10- test delayed till 12/26, validation testing still on the production line, waiting on details of clean product. 3/24- ship 8D to Ford 6/30/2010 is the continous improvement for particles SACVD clean receipe & 11/5/2010 ADC channels to converter test at freescale.**	**6/30- Intermittent B60 code resets in message center. pulled EFF data and ship to QAO 7/7- QAO to ship EPP to UK for analysis. 7/28- Micro ADC fault, need to remove micro put on development board for further testing before sending to FSL. 7/30- Micro still intact on the ECU, now tri-temp testing with ignition cycling to get see if failure will occur 8/2- able to duplicate code, indicating micro**					04984 Key Scales Ford	7
FR-0265	C200D-49 U3000-96	B9A	EPP	In Eval (QAO)	**5/29- was pulling B93 & B9A continue testing**	**6/30- OBH screws removed, cannot leak test. Pulled EFF data and shipped to QAO**					02975 North Bros. Ford	21788
FR-0282	C200D-49	B9A	EPP	In Eval (QAO)	**5/9- NFF after passing all the tri-temp ign. Cycling next step to high pot testing then check for PCB motor clearance issue**	**7/16- pulled EFF data shipped to QAO for analysis**					04865 Desoto Ford	5659
FR-0299	C200D-49	B9A	EPP	In Eval (QAO)	**10/18- tri-temp testing passed no faults found.**	**7/30- pulled EFF data and shipped gear to QAO for analysis.**					20659 Breakey Motors	17922
FR-0308	steering noisey	No Codes	NVH	In Eval (INA)	**10/25- Pavel to write the QCCARS to ship out to INA**	**9/13- can hear ballnut noise while turning input shaft, did not notice any damage & no stored codes. 9/27- Test results out of specification. Frequency amplitude at 600Hz is around 1.9 en CCW.With this condition on 600hz band RBNA swapped with a good known referente RBNA.Noise testing passed after RBNA swaping with no issues to report. Checking RBNA performance it is being detected too much looseness at Ballnut**					04587 Helfman Ford	2187

FR-0317	P07AE-09	AF1	NVH	In Eval (INA)	**1/3- parts sent to Germany for inspection, Chris Brown will request results on the analysis.**	**9/27- pulled EFF & stored data, shipped gear to QAO for analysis. 10/15- missing large clamp on boot, no grease on ITR and missing soft stop. ITR**			REPLACED LEFT SIDE HALFSHAFT, SEAL & BUSHING. RETEST,			07313 Washington Ford	24340
FR-0319*	rubbing noise in frt. End	No Codes	NVH	In Eval (INA)	**2/4- Ballnut loose and making noise, ship to INA for final analysis.**	**10/5- slight resistance while turning input shaft, TS harness conduit crushed near EPP. No codes in fault store shipped to QAO for testing. 11/29- failed the NVH test in line for teardown to check the rack & ballnut**						02710 Huntington Ford	4550
FR-0324	No Com	No Com	EPP	In process (UK)	**2/4-IC14 circuit needs more testing ship PFR out, possible C154 issue Sam to ship EPP back to UK for x-ray and analysis.**	**10/5- could not get any data using my CANape at WPAC, re-tried 3 times. The 3-pin & 2-pin clean with no corrosion. No physical damage to gear. Ship to QAO 10/18- leak test passed sent to lab to start analysis. 11/8- Pepe testing resistor & capacitor in the regulator circuit.**						09358 Lawrenceville Ford	3796
FR-0328	U3000-49	B31	EPP	In Eval (QAO)	**2/4- Sam to perform fault insertion testing.**	**10/5- pulled EFF & fault store data, shipped gear to QAO for analysis. No visual damage to gear 10/18- leak test passed sent to lab to start analysis. 11/12- sent email to QAO to send Geoff/Andy the EFF data for next steps. Pepe put EPP through all the tri-temp testing & ign. Cycling NTF. Next to do fault insertion testing.**						04927 J.C. Lewis Ford	1995
FR-0329	U3000-49 U3000-96	B40	EPP	In Eval (QAO)	**11/18- tri-temp cannot reproduce any codes. Sent Geoff the EFF data for next steps 12/16- still discussing with Geoff**	**10/18- pulled EFF & stored data shipped to QAO for analysis**						03850 Broadway Ford	6291
FR-0333	U3000-49 U3000-96	B31	EPP	In Eval (QAO)	**2/4- Put EPP inline for tri-temp testing then if that passes to perform fault insertion testing similar to FR0328.**	**10/25- pullled EFF & stored data, no external damage, shipped to QAO 11/12- sent email to QAO to send Geoff/Andy the EFF data for next steps. 12/16-Geoff has not received anything**						01345 Bill Marsh Ford	14
FR-0334	steering noisey & steering will not turn	No Codes	NVH	In Eval (26mile)	**1/3- Jason to follow up with materials lab testing. Check with Mike or gabe. Check with Collen for the data calculations.**	**10/25- no stored codes in memory, boot damaged from ITR unscrewed from the rack, unknown how that happened. No Ford warranty noted. 11/1- sent out torque specs to Ford engineering to prove ITR's were torqued properly from QAO plant before gear was sent to HSAP. Field Misuse 12/7- next steps -Tim requested a copy of the data / calculations used to determine the ITR to**	8/14/2012		STEERING WILL NOT TURN, PRIOR TO THERE WAS A NOISE IN STEERING. WHEN DRIVING VEHICLE LOCKED AND STOPPED VERIFY RIGHT FRONT WHEEL IS TURNED IN AND DOESNT MOVE WHEN THE STEERING WHEEL IS TURNED PUT ON LIFT AND REMOVE THE WHEEL CHECK AND FOUND THE R-SIDE INNER TIE ROD END UNSCREWED FROM THE PLS RACK THE BOOT IS DAMAGED AS ARE THE THREADS ON THE RACK AND INNER TIE ROD CHECK OASIS NO APPLICABLE MSG CONTACT HOTLINE NO PRIOR REPORTS ADVISED TO REPL THE PS RACK REPL THE RSIDE TIE ROD WAS HANGING 10/04/2010 01:31PM JOHN HERDZIK MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: CUSTOMER STATES			03609 Newins Bay Shore Ford	28840

FR-0336	U2011-49	BB5, BAC	EPP	In Eval (QAO)	**12/10- Andy P gave Pepe instruction on testing signals on TRU6 & TRU1.**	**10/25- pulled EFF & stored data, shipped gear to QAO for analysis**						05389 Kearny Pearson Ford	7851
FR-0341	U2011-49	B6B	EPP	In Eval (UK)	**11/15- pulled EFF & stored data shipped to 26mile for analysis. PFR done and sent to 26mile & UK. 12/3--Sent to UK.**							06644 Williamsburg Motors	641
FR-0342	C200D-49	B9A	EPP	In Eval (QAO)	**11/15- pulled EFF & stored data shipped to QAO for analysis.**							06000 Country Ford	3805
FR-0346	P07AE-09	AF1	NVH	In Eval (26mile)	**1/3- perform gear teardown, inspection and analysis.**	**11/15- pulled EFF & stored data shipped to 26mile for analysis. PFR done and sent to 26mile. 11/29-passed all testing done at the EDF stand. Looking at all the history data & Interactive diagnosis. I don't think the tech followed the PPT properly. He did not show that he cleared the code and the code did not reset. He states in the AWS report that it reset but in the interactive diagnosis & fault store does not show that the code reset. could have been caused by the low pressure in the tires.**			WEB FORM DATA - CONCERN: SERVICE POWER STEERING NOW LAMP ON. NO ASSIST. CODES:P07AE:09-C8, U0415:00-48, C1B00:86-68 DIAGNOSTICS: PULLED DTCS, FOLLOWED STEERING INTERACTIVE TEST. TIRES WERE LOW BY 9 PSI. ADJUSTED AND RETESTED. CODES WILL NOT CLEAR. MONITERED STEERING ANGLE PIDS THEY ARE AT 5553.5DEG AND 49150.5DEG , ALSO VSS AT 62.1MPH SITTING STILL. INTERACTIVE TEST WANT BOOTS REMOVED FOR INNER TIEROD INSPECTION, BUT IM UNCLEAR IF I HAVE AN ELECTRICAL ISSUE. PARTS REPLACED:: NONE, THIS VEHICLE HAS HAD BOTH WHEEL BEARINGS REPLACED AT LOWER MILAGE. TECH QUESTION: THE STEERING SENSOR TESTS ARE UNCLEAR, THEY POINT TO DIFFERENT SECTIONS OF THE WORKSHOP MANUAL, AND NO TESTS ARE FOUND. I BELIEVE I HAVE A STEER SENSOR PROBLEM, BUT UNSURE IF A MECHANICAL PROBLEM IS THE ROOT CAUSE. PLEASE LIST ANY PERTINENT FREEZE FRAME DATA PLEASE LIST ANY VEHICLE MODIFICATIONS, OR TYPE NONE. NONE RECOMM 10/05/2010 03:10PM TIM WROBEL MSS - FCSD - TECH SVC HOTLINE MICHAEL, THE PID READINGS FOR THIS VEHICLE WILL BE SKEWED UNTIL THE PSCM			04846 Sunrise Ford	32487
FR-0347	No Com	No Com	EPP	In Eval (QAO)	**11/15- pulled EFF & stored data shipped to QAO for analysis.**							02015 Turnpike Ford	29824
FR-0351	P07AE-09	AF1	NVH	In Eval (QAO)	**2/22- passed EDF/NVH test, has broken restrictor case. Next step teardown and analysis**	**11/15- pulled EFF & stored data shipped to QAO for analysis. No damage to gear, input shaft turns normal**						04515 Boggus Ford	28718
FR-0357	P07AE-09	AF1	NVH	In Eval (QAO)	**2/22- passed EDF/NVH test, has broken restrictor case. Next step teardown and analysis**	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis**			CUSTOMER STATES STEERING WHEEL HARD TO TURN VERIFIED CUSTOMER CONCERN NO POWER STEERING CHECKED DTCS RAN EEC TEST FOUND P07AE PP TEST AD FOLLOWED LEAD TO REPLACE SHORTED EPAS SYS REMOVED VEH SUBFRAME R & R EPAS AND RETESTED OK			00808 Moore-Stewart Ford	26477
FR-0358	U3000-49	B6C	EPP	In Eval (QAO)	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis**							20337 Holmes Tuttle Ford	544
FR-0361	U3000-49	B31	EPP	In Eval (QAO)	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis**							06098 Capitol Expressway	4349
FR-0373	P07AE-09	AF1	NVH	In Eval (QAO)	**3/14- Pepe checking with 26mile to see if we should teardown, no response. Advised this should be tore down to**	**1/10- Pulled EFF data, no damage to gear and the IPA shaft tuned normal stop to stop. Shipped gear to QAO for analysis**						03900 Bergev's Ford	35780
FR-0375	Binding on turns	No Codes	NVH	In Eval (QAO)	**3/14- NTF passed all performance and EDF/NVH testing. Check next steps to see if we need to teardown gear.**	**1/10- pulled stored data no codes and the IPA shaft turned normal stop to stop. Shipped to QAO for EDF testing**			CUST STATES WHEN CORNERING FEELS LIKE IT BINDING AND NOT EASY TO TURN VERIFIED CONCERN,RAN OASIS NO TSBS OR SSMS FOR THIS			02686 Briarwood Ford	29621
FR-0376	U3000-49	B6C	EPP	In Eval (QAO)	**6/7- Swapped IC18 and fault still occurs, possible main micro fault to send to the UK for further analysis.**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis**						05665 Alexander Ford	5395
FR-0377	C200D-49	B9A	EPP	In Eval (QAO)	**3/14- passed the tri-temp ignition cycling for 12 hrs, also passed the High pot test.**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis 2/11- analysis started cannot reproduce the**						05700 Champion Ford	125
FR-0390	C200B-2F	BD0,BD2, BD4	TS	In Eval (Hella)	**3/24- no porosity issue with the pinion housing, material analysis of the grease was a heavy Castrol grease that stained the housing, this was not moisture in the housing it was grease**	**1/14- pulled EFF & stored data shipped to QAO for analysis. No damage to TS harness 2/14- gear tri temp tested & bully tested with NTF, removed the IPA cover and ECU cover with no visual issues. Ship the part back to**						08759 South Bay Ford	1518
FR-0392	No Assist	A19		In Eval (QAO)	**5/20- QAO found broken belt, sent assembly to Mark Banna to forward to Gates. 6/2- final 8D sent for broken belt**	**1/21- pulled EFF & stored data shipped to QAO for analysis 3/15- QAO in process on EDF test stand**			THIS IS THE ONLY WARRANTY CLAIM ON THIS VEHICLE, NO OTHER INFORMATION. CUST. STATES STEERING IS HARD ROAD TEST, CHECK POWER STEERING. REPLACE POWER STEERING GEAR.			04903 Maroone Ford	1294
FR-0399	TC Lamp On	A3A	EPP	In Eval (PDC)	**3/1- John B gave gear to Laura N to deliver to Tim Snider for on-vehicle testing.**	**1/31- relay to ship to UK for Andy to take to the Tyco workshop. 2/1- discuss if relay issue caused SWA Can Bus issue. 2/7- Tim agreed to reinstall the EPP and this would be put back on a vehicle for testing**			CUSTOMER STATES THE ADVANCE TRACK LIGHT STAYS ON CONTACTED HORLINE FOR KNOWN CONCERNS IN SENSOR ONLY SERVICED IN STEERING GEAR, REPLACE GEAR. VERIFIED CONCERN FOUND STEERING WHEEL ANGLE SENSOR 220 DEGREES OFF. REPLACED STEERING GEAR AND PERFORMED ALIGNMENT. VERIFIED ADVANCE TRACK LIGHT ON. EEC TEST FOUND CODE 1277. MONITOR PID DATA FOUND STEERING WHEEL			08325 Dan Wiebold Ford	12

FR-0403	U3000-49	B25,B43	EPP	In Eval (26mile)	**2/4- pulled stored & EFF data shipped gear to QAO for analysis**							07312 Suppes Ford	24
FR-0404	P07AE-09	AF1	NVH	in Eval (QAO)	**3/15- initial analysis showed damaged IPA side ITR (testing in process**	**2/4- pulled stored & EFF data shipped gear to QAO for analysis. No visual damage,input shaft turns smooth stop to stop.**						08986 Bill Dube Ford	7458
FR-0405	P07AE-09	AF1	NVH	in Eval (QAO)	**3/15- initial analysis showed damaged IPA side ITR (testing in process**	**2/4- pulled stored & EFF data shipped gear to QAO for analysis. No visual damage,input shaft turns smooth stop to stop.**						00089 Koons Ford	32962
FR-0406	Batt. draw	dead battery	EPP	in Eval (QAO)	**3/28- performed all the testing at QAO, NTF. Check for further testing**	**2/11- pulled stored and EFF data no codes, could not verify any visual issues and gear has no stored data.**			CK ELECTRICAL SYSTEM CUSTOMER STATES THAT CAR NEEDED TO BE JUMP STARTED AFTER 2 DAYS. CHECK AND REPORT GEAR INSP. FOR NO START, FOUND BATTERY DEAD. CHARGED BATTERY AND PERF. BATTERY DRAIN TEST, FOUND 500MA DRAW. ISOLATED CIRCUITS AND FOUND FUSES F1 AND F2 CAUSING CONCERN. TRACED TO EPAS MODULE INTERNALLY SHORTED. REPLACED STEERING GEAR AND PERF. ALIGNMENT. RECHECKED 244MA.			04691 Bloomington Ford	4691
FR-0408 RUA# 4508	U2011-49 U3000-96	B3A	EPP	in Eval (Tyco)	4/18- under analysis at Tyco, on the contamination suspect list	**2/11- pulled stored and EFF data and shipped to 26mile for analysis. Leak test & xray 2/22- xray clean no defects, start testing. 3/14- ambient tested with surrogate relay no codes set. Removed relay and shipped to UK 3/30- Will wait for TRW/Tyco workshop 4/12**						20524 Carmody Ford	171
FR-0410	U3000-49	BA4 EPP		in Eval (QAO)	**2/11- pulled stored and EFF data shipped gear to QAO for analysis**							01325 Holman Ford	122
FR-0411	C200C-2F C200B-62	BD1,BD3, BD4	TS	in Eval (Hella)	**4/18- removed the IPA assembly and verified no bent fingers, shipped the IPA to Hella(Marcus Dura), to ship the TS harness to Joel for PSI & xray testing. 5/10- leak tested the harness and passed**	**2/22- pulled stored & EFF data shipped gear to QAO 3/15- passed leak test, found moisture ingression, v-clip has some corrosion was the only signs of moisture. 3/21- passed bully, performance, tri-temp ign. Cycling & wiggle testing with no codes. Will consult Jim Loria on testing for a bend finger on the bench. 4/6- Pepe to put pressure on input shaft in different directions while appling torque to the sensor to see if a code will trip from a bent finger**						04273 Lafourche Ford	942
FR-0415	U3000-49	BA4,BA5, BC2	EPP	in process (QAO)	**2/28- Pulled stored & EFF data shipped gear to QAO for analysis**							02750 Avis Ford	4
FR-0418	P07AE-09	AF1	NVH	in Eval (QAO)	**4/14- failed the EDF testing looks like gear took impact on pinion housing, still need to tear down to inspect for further damage.**	**3/4- Pulled stored & EFF data shipped gear to QAO for analysis**						00378 Harbin Motor	7553
FR-0421	P07AE-09	AF1	NVH	in Eval (QAO)	**4/14- failed the EDF testing with high friction on teardown measurements showed bent pinion housing, no other damage to internal parts(rack & ballnut). Have someone inspect the housing measurements.**	**3/4- Pulled stored & EFF data shipped gear to QAO for analysis**						02071 I77 Ford	7080
FR-0422 RUA# 4527	U2011-49	B3A	EPP	in Eval (UK)	**4/6- relay at shirley under analysis**	**3/11- pulled stored & EFF data shipped to 26mile for testing 3/21- surrogate relay test NTF shipped to UK then ship to Tyco. 3/31- Tyco will perform analysis, outside contamination batch range.**						11261 Dana Ford	120
FR-0423 RUA# 4528	U2011-49	B3A	EPP	in process (Tyco)	**3/21- surrogate relay test NTF shipped to UK then ship to Tyco. 3/30- Will wait for TRW/Tyco workshop 4/12**	**3/11- pulled stored & EFF data shipped to 26mile for testing**						03010 Brondes Ford	900
FR-0427	U3000-49	B24	EPP	in Eval (QAO)	**4/29- top FET three failed open, Pepe to check Aux ASIC.**	**3/25- pulled EFF & stored data, shipped to QAO for analysis 4/20- Pepe discussing results with Geoff to find out the method of testing.**						20455 Casa Ford	832

FR-0430	U3000-49	B64,BB7	EPP	in Eval (QAO)	**5/17- Unwelded terminal corresnponds to 0V terminal of Link Capacitor. Send Anting the pictures and information and ship part out for Anting for analysis.**	**3/25- pulled EFF & stored data, shipped to QAO for analysis** **5/10- Pepe is getting sttrange Blink signal using canape was not stable to continue tracking this signal to see what is the source of this signal.**						04163 Elvira Ford	4
FR-0431	C200B-2F U3000-49 U3000-96	BD0,BD2, B31	TS	in Eval (QAO)	**4/29- found corrosion on the PFS PCB did not come in through the 2-pin possible PFS seal. Send pic's to Anting for suggestions.**	**3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness**						02283 Ed Mullinax Ford	101
FR-0432	U3000-49	B24	EPP	in Eval (QAO)	**5/3- FET open need to check Aux ASIC**	**3/25- pulled EFF & stored data, shipped to QAO for analysis**						07661 Laurel Ford	1354
FR-0434	No Com	No Com	EPP	in Eval (QAO)	**6/22- Anting installed new FSL micro and ECU failed EOL testing found failed IC1 swapped in a new IC1 and the ECU passed EOL. will ship the IC1 out to Infinion for analysis.**	**3/25- could not pull any data from the gear tried several times with no response.** **4/18- testing the ECU assembly not getting any CAN signals from the micro. Need to confirm micro issue before removing micro and shipping to supplier** **5/10- After IC1 swapping exercise the condition on CAN traces remain in same condition always high. To ship ECU assembly to UK for further analysis.** **5/13- Pepe getting the tools to swap out the micro to see if the ECU operates properly. Then send the micro IC3 to freescale for level three analysis.** **5/17- ship the ECU assembly to Anting for further analysis.** **6/20- 2 pins damaged on micro, Freescale could not test to ship Micro back to QAO. Geoff checking for other testing that Freescale can perform on micro**						00165 Gene Latta Ford	59
FR-0436 RUA# 4561	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	4/18- relay still under analysis, potential contamination issue.	**3/25- pulled EFF & stored data, shipped to 26mile for surrogate relay test, then remove and ship to Tyco.** **4/4- passed surrogate relay test** **4/6- shipped relay to UK this afternoon, Geoff should have it Friday**						03812 Gordie Boucher Ford	3304
FR-0440	C200B-2F	BD2, B31	TS	in Eval (QAO)	6/20- water ingress into the 2-pin connector corroded PFS PCB	4/15- pulled EFF and stored data shipped to QAO for analysis. No damage to the TS harness						08084 Sikeston Motor	5029
FR-0444	U3000-49	B40,B60	EPP	in Eval (QAO)	4/15- pulled EFF and stored data shipped to QAO for analysis							07227 Larry Beckman Motors	461
FR-0446	U2011-49	B43, BB9	EPP	in Eval (QAO)	4/15- pulled EFF and stored data shipped to QAO for analysis							00066 Eddins Ford	527
FR-0451	C2011-49 U3000-96	B3A	EPP	in Eval (Tyco)	4/29- shipped to UK then to Tyco for relay workshop	4/21- pulled EFF and stored data shipped to 26mile for analysis						05574 Palm Springs Ford	5533
FR-0452	C2011-49 U3000-96	B3A	EPP	in Eval (Tyco)	4/29- shipped to UK then to Tyco for relay workshop	4/21- pulled EFF and stored data shipped to 26mile for analysis						00601 West Herr Ford	1919
FR-0453	U3000-49 U3000-96	B32	EPP	in process (QAO)	4/21- pulled EFF and stored data shipped to QAO for analysis							07467 Woltz & Wind Ford	6479
FR-0454	P07AE-09	AF1	NVH	in Eval (QAO)	5/27- bent rack and ballnut due to impact, unknown cause. No other parts replaced at the dealer.	4/21- pulled EFF and stored data shipped to QAO for EDF/NVH testing real still turning input shaft left of center CCW						09176 Heritage Ford	9835
FR-0455	C2011-49 U3000-96	B3A	EPP	in Eval (26mile)	4/29- shipped to UK then to Tyco for relay workshop	4/21- pulled EFF and stored data shipped to 26mile for analysis						01360 New Holland Ford	3
FR-0456	U2011-49	B3A	EPP	In process (Tyco)	6/8- surrogate relay testing done to ship to the UK then to Tyco for analysis	5/6- pulled EFF & stored data and shipped to 26mile for surrogate relay test then ship to Tyco for analysis						02975 North Bros. Ford	2564
FR-0457	C200B-2F C200C-2F	BD0,BD2	TS	in process (Hella)	6/13- confirmed channel 2 issue with TS to ship IPA to Hella for analysis	5/9- pulled the EFF data ship to QAO for analysis.						12152 Uptown Motors	2846
FR-0459	U2011-49 U3000-49	BC6, B3A	EPP	in Eval (QAO)	6/10- cannot duplicate codes, ignition cycling & tritemp testing.	5/9- pulled the EFF data ship to QAO for analysis.						03778 Ramp Motors	366
FR-0464	U3000-49	B25	EPP	in Eval (QAO)	6/10- found defective PM found shorted FETS. Anting to finish PS testing	5/9- pulled EFF & stored data and shipped to QAO for analysis						06700 Magic City Ford	3

FR-0465	U2011-49	B3A	EPP	In process (Tyco)	6/8- surrogate relay testing done to ship to the UK then to Tyco for analysis	5/9- pulled EFF & stored data and shipped to 26mile for surrogate relay test then ship to Tyco for analysis						01423 Bethlehem-Suburban Motors	85
FR-0466	U2011-49 U3000-96	B3A	EPP	In process (Tyco)	6/8- surrogate relay testing done to ship to the UK then to Tyco for analysis	5/9- pulled EFF & stored data and shipped to 26mile for surrogate relay test then ship to Tyco for analysis						Bob Wondries Ford	1332
FR-0467	U3000-49 U3000-96	B43	EPP	in process (Tyco)	6/17- Failure of the coil terminal to base weld. New failure mode, but a new camera has already been added to Line 1 which includes the ability to detect this type of failure. 8D in process.	5/26- pulled stored and EFF data shipped gear to QAO for analysis 6/1- gear shipped from Rogersville to QAO 6/10- Pepe found defective link relay output using scope. Swapped PFS and normal operation. To raise RUA and overnight to Tyco for workshop next week.						07749 Future Ford	2284
FR-0468	C200B-2F C200B-62	BD2, BD4	TS	in process (Tyco)	6/17- found channel 1 freq fault in the IPA, to ship to Hella for analysis	5/26- received this gear from Jose Chacon's desk he hot processed the part, returned gear to WPAC for level1 analysis pulled stored and EFF data shipped gear to QAO. 6/2- found out gear was shipped to 26mile, John B will ship the gear to Rogersville then shipped to QAO						01305 McCafferty Ford	73
FR-0469	TC Lamp On	no codes		At 26mile	5/26-no ford or TRW codes listed in stored data. Unknown what caused TC lamp to come on. Will store at 26mile until further notice on testing steps							09809 Five Star Ford	5732
FR-0470	U3000-49 U2011-61 U3000-96	B7D,BAF, B95	EPP	in Eval (QAO)	6/20- Power Module shorted (Top FET2 with Vlink)	6/3- On Jose Chacon's desk pulled stored & EFF data from the gear shipped to QAO for further analysis						05137 Apple Ford	3777
FR-0471	TC Lamp On	No Codes		At 26mile	6/3- no ford or TRW codes listed in stored data. Unknown what caused TC lamp to come on. Will store at 26mile until further notice on testing steps	6/3- On Jose Chacon's desk no ford or TRW codes listed in stored data. Unknown what caused TC lamp to come on. Will store at 26mile until further notice on testing steps						00565 Towne Ford	25
FR-0472	TC Lamp On	No Codes		At 26mile	6/3- no ford or TRW codes listed in stored data. Unknown what caused TC lamp to come on. Will store at 26mile until further notice on testing steps							00818 Tom Peck Ford	4119
FR-0473	C200C-2F U3000-96	BD0,BD1, BD3,B90	TS	in Eval (QAO)	6/20- no leaks in leak test, tri-temp tested also tested at full stop,wiggle tested with IPA & ECU cover removed, NTF. To remove IPA and do good visual test and bench test. Do not send to Hella at this time.	6/3- pulled stored & EFF data from the gear shipped to QAO for further analysis. No damage to the TS harness.						01345 Bill Marsh Ford	758
FR-0474	P07AE-09	AF1	NVH	in Eval (QAO)	6/3- did not notice any damage to the gear, turned input shaft turned smooth stop to stop. Shipped gear to QAO for EDF/NVH testing.							04845 Sam Galloway Ford	1893
FR-0475	U3000-49 U3000-96	BA4	EPP	in Eval (QAO)	6/3- pulled stored & EFF data from the gear shipped to QAO for further analysis							03228 Stuart Powell Ford	158
FR-0476	TC Lamp On	no codes		in storage (26mile)	**6/13- had BCE code U0131 not com with PSCM, no ford or TRW codes in the stored data has low battery code events E1A and lat accel event.**							20350 Glenn Jones Ford	6853
FR-0477	No Com	Mult CAN BUS codes		in storage (26mile)	**6/13- had no problems with EPAS communication, had several Can Bus codes in the PSCM with low battery event codes E1A. No other parts or wiring repaired per the AWS report. The information points to a Can Bus wiring repair.**				CHECK VEHICLE HAS NO POWER STEERING ASSIST TESTED VERIFIED ATTEMPTED TO RETRIVE DTCS UNABLE TO COMMUNCIATE WITH MODULE PIN POINT TEST D STEP D4 REPLACED ELECTRONIC STEERING GEAR			01425 Hines Park Ford	1081
FR-0478	TC Lamp On	no codes		in storage (26mile)	**6/13- will keep an eye on this vehicle I believe this will be a comeback in time with the TC activating at times with the TC lamp**				04/25/2011 05:02PM JONATHAN SAVOY MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: VEHICLE DISPLAYS A MESSAGE OF SERVICE ADVANCE TRACK. HAS HAPPENED MULTIPLE TIMES AND CAR WILL CHUG INTERMITTANTLY DIAGNOSTICS: TEST DROVE. COULD NOT DUPLICATE CONCERN. MESSAGE NOT DISPLAYED AT THIS TIME. SCANNED FOR CODES AND 2 WERE FOUND			05860 Timber Ford	302

FR-0479	pulls left, crooked steering wheel, rack binding	no codes	NVH	At WPAC in process QAO	**6/17- was checking the history to make sure vehicle was not in an accident before shipping from WPAC and did not see any noted. With 3838 miles and vehicle pulls left and steering wheel crooked good chance this was a curb impact that caused these symptoms all**					10939 Pfeiffer Lincoln	3838
FR-0480	U3000-49	BA4,BA5, BC2	EPP	in process QAO	**6/17- pulled stored and EFF data, shipped to QAO for analysis. Good chance C154 Cap issue.**					08990 Quirk Ford	390
FR-0481	P07AE-09	AF1	NVH	in process QAO	**6/17- pullled friction code from gear, no visual damage to gear housing and the input shaft turns smooth stop to stop.**					00998 Crossroads Ford	5822

VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
						11/8/2010	2011		
						11/4/2010	2011		
							2011		
							2011		
				10/27/2010		1/5/2011	2011		

BR[redacted]	**1/27/2011**					1/27/2011	**2011**
BR[redacted]	**1/27/2011**					1/28/2011	2011
						4/29/2011	2011
3FAHP0JA0BR[redacted]	5/28/2011	5/17/2011		4/4/2011		5/31/2011	2011
BR[redacted]						6/6/2011	2011

3FAHP0HA4AR[redacted]	4/2/2009	3/30/2009	10/28/2008	11/5/2008	2.5L Gas	3/11/2010	
3FAHP0JG2AR[redacted]	2/25/2010	2/19/2010	11/13/2009	12/21/2009	3L	3/26/2010	
3FAHP0CG0AR[redacted]	4/6/2009	4/1/2009	11/13/2008	11/21/2008	3L	4/27/2010	
3FAHP0HAXAR[redacted]	6/9/2009	6/1/2009			2.5L Gas	4/15/2010	
3FAHP0HA1AR[redacted]	5/19/2009	5/13/2009	3/4/2009	4/2/2009	2.5L Gas	4/13/2010	
3FAHP0JA5AR[redacted]	1/7/2010	12/23/2009	10/8/2009	11/6/2009	2.5L Gas	5/5/2010	

3MEHM0JG3AR[redacted]	12/5/2009	11/28/2009	10/12/2009	11/11/2009	3L	4/16/2010	
3FAHP0HAXAR[redacted]	2/13/2009	1/28/2009	10/16/2008	10/28/2008	2.5L Gas	5/18/2010	
3FAHP0HA1AR[redacted]	4/21/2010	4/14/2010	1/28/2010	3/9/2010	2.5L Gas	5/19/2010	
3FAHP0JAXAR[redacted]	5/26/2009	5/21/2009	11/18/2008	11/25/2008	2.5L Gas	5/5/2010	
3FAHP0HG9AR[redacted]	4/4/2009	3/27/2009	11/18/2008	11/24/2008	3L	5/28/2010	
3FAHP0GA1AR[redacted]	3/19/2009	3/11/2009	12/4/2008	1/19/2009	2.5L Gas	5/17/2010	
3FAHP0GA9AR[redacted]	6/21/2010	1/8/2010	10/14/2010	11/11/2009	2.5L Gas	8/9/2010	

3FAHP0HA1AR[redacted]	6/10/2009	6/2/2009	1/26/2009	4/19/2009	2.5L Gas	9/7/2010	
3FAHP0HA1AR[redacted]	4/15/2010	4/7/2010	1/21/2010	2/27/2010	2.5L Gas	9/15/2010	
3FAHP0HAXAR[redacted]	4/27/2010	4/22/2010	2/5/2010	3/15/2010	2.5L Gas	9/21/2010	
3FAHP0HA4AR[redacted]	5/24/2010	5/17/2010	2/19/2010	3/27/2010	2.5L Gas	8/27/2010	
3FADP0L30AR[redacted]	4/12/2010	4/5/2010	11/5/2009	1/31/2010	2.5L Hybrid	9/10/2010	
3FAHP0JG7BR[redacted]	7/26/2010	7/16/2010	4/8/2010	5/27/2010	3L	10/11/2010	2011
3FAHP0HA3AR[redacted]	6/18/2009	6/12/2009	2/10/2009	5/4/2009	2.5L Gas	10/4/2010	

3FAHP0HA4AR[redacted]	6/26/2010	6/17/2010	3/4/2010	4/24/2010	2.5L Gas	10/5/2010	
3FADP0L32AR[redacted]	3/23/2010	3/18/2010	12/16/2010	1/25/2010	2.5L Hybrid	9/24/2010	
3FAHP0HA7AR[redacted]	4/17/2010	4/12/2010	1/26/2010	3/6/2010	2.5L Gas	9/20/2010	
3FADP0L32AR[redacted]	6/16/2009	6/10/2009	2/10/2009	5/6/2009	2.5L Hybrid	10/5/2010	
3FAHP0HG7AR[redacted]	9/24/2009	9/11/2009	6/25/2009	8/4/2009	3L	10/4/2010	
3FAHP0HA3AR[redacted]	3/31/2009		12/5/2008	1/15/2009	2.5L Gas	10/25/2010	
3FAHP0GA3AR[redacted]	7/15/2009	7/10/2009	3/11/2009	6/4/2009	2.5L Gas	11/3/2010	
3FAHP0HA8BR[redacted]	10/18/2010	10/9/2010	4/22/2010	8/14/2010	2.5L Gas	11/12/2010	2011
3FAHP0JG3BR[redacted]	8/28/2010		5/15/2010	7/13/2010	2.5L Gas	11/5/2010	2011
3FAHP0JA0AR[redacted]	4/7/2009	4/2/2009	8/27/2008	10/20/2008	2.5L Gas	11/19/2010	
3FAHP0HAXAR[redacted]	10/22/2009	10/17/2009	7/16/2009	9/10/2009	2.5L Gas	12/7/2010	
3FAHP0HA7BR[redacted]	9/3/2010		4/29/2010	7/5/2010	2.5L Gas	12/10/2010	2011
3MEHM0HA3BR[redacted]	8/12/2010	8/4/2010	3/31/2010	6/12/2010	2.5L Gas	12/9/2010	2011
3FAHP0HA4BR[redacted]	11/11/2010	11/8/2010	6/1/2010	6/9/2010	2.5L Gas	12/20/2010	2011
3FAHP0HGXBR[redacted]	11/16/2010	11/11/2010	8/9/2010	9/18/2010	3L	12/14/2010	2011
3FAHP0JG8BR[redacted]	11/3/2010	10/30/2010	8/2/2010	9/9/2010	3L	12/23/2010	2011

3FAHP0CG6BR[redacted]	9/21/2010	9/8/2010	4/6/2010	7/29/2010	3L	1/13/2011	2011
3FAHP0JA5BR[redacted]	9/13/2010	8/31/2010	4/29/2010	7/24/2010	2.5L Gas	12/31/2010	2011
3FAHP0HA3AR[redacted]	7/8/2009	6/30/2009	2/18/2009	5/12/2009	2.5L Gas	1/6/2011	
3FAHP0HA2BR[redacted]	7/27/2010	7/17/2010	4/7/2010	5/28/2010	2.5L Gas	1/25/2011	2011
3FAHP0HA4BR[redacted]	12/9/2010	12/7/2010	10/3/2010	10/20/2010	2.5L Gas	1/26/2011	2011
3FAHP0JA3BR[redacted]	12/16/2010	12/13/2010	10/5/2010	10/25/2010	2.5L Gas	1/25/2011	2011
3FAHP0HA8BR[redacted]	12/11/2010	12/8/2010	10/3/2010	10/17/2010	2.5L Gas	1/28/2011	2011
3FAHP0HA1BR[redacted]	1/8/2011	12/22/2010	11/11/2010	11/11/2010?	2.5L Gas	2/8/2011	2011
3FAHP0JA2BR[redacted]	9/20/2010	9/1/2010	6/8/2010	7/17/2010	2.5L Gas	1/31/2011	2011
3FAHP0JG0BR[redacted]	9/21/2010	9/9/2010	4/7/2010	7/28/2010	3L	2/3/2010	2011
3FAHP0HA7BR[redacted]	2/11/2011	2/1/2011	12/10/2010	12/21/2010	2.5L Gas	3/1/2010	2011
3FAHP0HA7BR[redacted]	12/11/2010	12/8/2010	10/5/2010	10/20/2010	2.5L Gas	3/2/2011	2011
3FAHP0HA6BR[redacted]	10/8/2010	9/30/2010	5/5/2010	8/16/2010	2.5L Gas	3/7/2011	2011

3FAHP0HGXBR[redacted]	2/15/2011	2/3/2011	12/25/2010	12/26/2010	3L	3/8/2011	2011
3FAHP0JG8BR[redacted]	1/28/2011	1/18/2011	11/16/2010	11/23/2010	3L	3/2/2011	2011
3FAHP0HA5BR[redacted]	9/21/2010	9/8/2010	6/7/2010	7/17/2010	2.5L Gas	2/23/2011	2011
3FADP0L34BR[redacted]	2/3/2011	1/25/2011	11/28/2010	11/30/2010	2.5L Hybrid	3/8/2010	2011
3MEHM0JG9BR[redacted]	12/9/2010	12/13/2010	10/6/2010	10/19/2010	3L	3/11/2011	2011
3MEHM0JG2BR[redacted]	10/5/2010	9/30/2010	4/23/2010	8/18/2010	3L	3/22/2011	2011
3FAHP0JG9BR[redacted]	11/30/2010	10/23/2010	6/14/2010	8/29/2010	3L	3/21/2011	2011
3FAHP0JGXBR[redacted]	10/6/2010	9/25/2010	4/13/2010	8/7/2010	3L	3/31/2011	2011
3FAHP0JAXBR[redacted]	3/1/2011	2/19/2011	1/8/2011	1/12/2011	2.5L Gas	3/29/2011	2011
3FAHP0HG4BR[redacted]	11/17/2010	11/13/2010	8/9/2010	9/21/2010	3L	4/5/2011	2011
3FAHP0GAXBR[redacted]	11/19/2010	11/15/2010	8/2/2010	9/24/2010	2.5L Gas	3/31/2011	2011
3FAHP0HA0BR[redacted]	8/10/2010		3/19/2010	6/15/2010	2.5L Gas	3/21/2011	2011
3FAHP0HA9BR[redacted]	2/23/2011	2/11/2011	1/1/2011	1/2/2011	2.5L Gas	3/23/2011	2011
3FAHP0JG7BR[redacted]	9/25/2010	9/15/2011	4/12/2010	8/3/2010	3L	3/11/2011	2011
3FAHP0JG7BR[redacted]	11/13/2010	11/10/2010	8/20/2010	9/17/2010	3L	3/21/2011	2011
3FAHP0JA8BR[redacted]	12/1/2010	11/22/2010	9/24/2010	10/4/2010	2.5L Gas	4/11/2011	2011
3FAHP0HA0BR[redacted]	3/11/2011	3/4/2011	1/22/2011	1/24/2011	2.5L Gas	3/29/2011	2011

3FAHP0JA1BR[redacted]	2/22/2011	2/11/2011	1/1/2011	1/2/2011	2.5L Gas	4/18/2011	2011
3FAHP0JG5BR[redacted]	2/2/2011	1/28/2011	12/10/2010	12/15/2010	3L	3/27/2011	2011
3FAHP0CG1BR[redacted]	2/25/2011	2/18/2011	1/8/2011	1/11/2011	3L	4/11/2011	2011
3FAHP0JG4BR[redacted]	3/23/2011	3/11/2011	1/29/2011	2/1/2011	3L	4/20/2011	2011
3FAHP0HA0BR[redacted]	7/29/2010	7/19/2010	3/24/2010	5/27/2010	2.5L Gas	4/29/2011	2011
3FAHP0HA2BR[redacted]	1/26/2011	1/18/2011	11/28/2010	11/29/2010	2.5L Gas	3/24/2011	2011
3FAHP0JG5BR[redacted]	3/10/2011	2/28/2011	1/22/2011	1/26/2011	3L	3/29/2011	2011
3FAHP0JA7BR[redacted]	8/31/2010	8/20/2010	5/24/2010	7/9/2010	2.5L Gas	5/2/2011	2011
3FAHP0HAXBR[redacted]	4/16/2011	4/7/2011	2/5/2011	2/22/2011	2.5L Gas	5/19/2011	2011
3FAHP0HGXBR[redacted]	3/2/2011	2/20/2011?	1/10/2011	1/12/2011	3L	5/12/2011	2011
3FAHP0HA7BR[redacted]	4/30/2011	4/15/2011	2/27/2011	2/28/2011	2.5L Gas	5/13/2011	2011
3FAHP0JG2BR[redacted]	2/17/2011	2/13/2011	1/3/2011	1/4/2011	3L	5/11/2011	2011
3FAHP0HA2BR[redacted]	1/15/2011				2.5L	5/11/2011	2011
3FAHP0HA9BR[redacted]	3/9/2011	2/28/2011	11/6/2010	1/20/2011	2.5L Gas	4/22/2011	2011

3FAHP0HA3BR[redacted]	2/23/2011	2/12/2011			2.5L Gas	6/1/2011	2011
3FAHP0JA9BR[redacted]	4/2/2011	3/26/2011	2/14/2011	2/16/2011	2.5L Gas	6/7/2011	2011
3FAHP0HA6BR[redacted]	3/16/2011	3/5/2011			2.5L Gas	5/26/2011	2011

8/14/2012

8/14/2012

8/14/2012

8/14/2012

8/14/2012

Case Number	Ford DTCs	Symptom	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause
0KM											
DR-0018	U3000-49 U3000-96	BBB	EPP	In Eval (UK)	2/7- Kimball needs to get with KOA find cause of R96 resistor internal failure.	3/17- submit hot process request, dealer borrowed a gear from a vehicle on a lot to get the customer into the vehicle. Called dealer to make sure two repairs were not sent out under 3504. found out there are two repair orders in CQIS for this repair both have 3504 causal repairs and two labor ops. one should be charged back to the dealer. 4/9- shipped gear to QAO 4/21- in QAO leak check ok, has not tested in lab. 5/4- no leaks will start testing next week 5/24- in fridge ready for testing 6/7- passed ambient bully & performance testing cold bully testing nex 6/15- Unit has been ignition cycled over 12 hours. after that fault repeated 2 times and then no more. Unit was warmed and ignition cycles in progress. 7/12- Geoff to send Tim Diez info on BBB fault description., Geoff sent out 7/14. 10/20- BBB set every ign. Cycle now- Geoff thinks this is a micro issue, to ship the ECU to the UK. 11/29- further testing to be done either solder joint or R96 resistor is the cause at this time. 12/16 ECU is back at Kimball and			CAR HAS NO POWER STEERING POWER STEERING FAILURE NOTED 3504 ROAD TEST VERIFIED CK STEERING FAILURE ON DASH NO STEERING ASSIST. IDS TEST SYSTEM CODE U3000 49 48 INTERNAL ELECTRICAL FAILURE PERFORMED PINPOINT TEST CK HOTS AND GROUNDS OK PERFORMED IDS PTS PINPOINT TESTING B 1 CK ALL CONNECTION FOR DAMAGE OR LOOSE OK TEST B 2 TEST DRIVE DIAG REPLACE RACK AND MODULE FAILURE REPLACED RACK CK ALIGNMENT SET TOE ROAD TEST VEHICLE TOWED IN 75 MILES LATER WITH NO START DEAD BATTERY & THEFT LAMP FLASHING HAD TO JUMP START. BATTERY FAILED NEEDED TO REPLACE THE BATTERY, CHARGING SYSTEM OK.		
DR-0025	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	9/13- passed hot puma and high pot test, ship to UK for further analysis.	6/15- submit hot process request 7/9- pulled EFF data, need to ship to 26mile for testing 8/25- set for xray tomorrow 8/26- x-ray clean, next ignition cycling with the application SW 9/7- tri temp ignition cycle did not reproduce any codes, next to hot puma. 9/13- passed hot puma and high pot test, ship to UK for further analysis.			POWER STEERING INOP STEERING GEAR FAULT LIGHT. DTC U2011-49 U3000-96. PPT. P S RACK FAILURE. REPLACE RACK.		
DR-0027 RUA# 3940	No Com	No Com	EPP	In Eval (UK)	10/15- OnSemi came back and states the diode was overcurrent, suggesting this is a one off failure. 11/1- sent questions back to the manufacture about this diode failure waiting on response UK. 1/10- Kimball looking for continous improvement plan for this defectivity on the diode, will work with OnSemi.	6/22- dealer to call back with hot process information to return gear. 7/28- Pulled EFF data, technician could not communicate using his IDS. I could not communicate using my CANape at WPAC. 8/20- Pepe found defective voltage regulator, need to confirm regulator issue after Geoff checks the data. 8/30- Geoff to look over the final data from QAO to decide if the regulator should be sent direct to Infineon or to the UK for additional testing. 9/1- QAO to send Geoff ECU assembly so they can remove the regulator. 9/6- ECU sent to Geoff tracking # 9373 7350 8684 by Fedex 9/8- arrived in the UK today 9/17- not regulator issue found diode on circuit that is leaky more testing need to check other parts of the circuit. 9/27- diode sent out to supplier from the UK for testing. 10/8- Geoff at Kimball next week to follow-up any diode updates.			CUST STATES POWER STEERING HARD TURN NO COMMUNICATION WITH PSCM,PINPOINT TEST D TO D4,LOAD TEST ALL POWER AND GROUNDS,REPL PSCM RACK AND STEERING ASSEMBLEY,RESET TOE, REPROGRAM PSCM,RD TEST PASSED		

DR-0028	noise turning steering wheel	No codes	NVH	In Eval (INA)	10/25- Pavel to set-up QCCARS to ship to INA	6/28- submit hot process request 7/28- pulled EFF data, no codes, did not notice any abnormal noise while turning input shaft back & forth, ship gear to QAO for analysis. 8/17- gear failed the EDF test but no noise was notice during testing. Waiting on next steps, could put on-vehicle or could teardown gear? 8/23- failed NVH test, did not notice any audible noise while testing. Check with Dan Ulep & Sylvain Nadeau for the next steps before teardown. 8/24-Sylvain- EDF results would suggest RBNA damage; I'd suspect field misuse damage. The bolts that were so tight that had to be tapped to be removed is a red flag for me that work may have been done by an unqualified mechanic. I would suggest sending the RBNA to INA if workshop misuse confirmation is required. 9/8- rack & ballnut ready to be sent to INA, needs Gabreil to write QCCAR. 10/6- Waiting for QCCAR and contact from INA to receive the part. 10/11- Guillermo working with Pavel to find out who will be writing QCCARS now to ship to INA			CONCERN: NOISE IN STEERING TURNING WHEEL BACK AND FORTH DIAGNOSTICS: VISUAL INSPECTION, PINPOINT TEST KC1 ANY KNOWN CONCERNS-NO. USED CHASSIS EARS TO TRY AND ISOLATE. PARTS REPLACED:: NONE TECH QUESTION: WITH THE CHASSIS EARS IT SOUNDS LIKE THE NOISE IS COMING FROM THE RACK AND PINION. THE SHOP MANUAL STATES THAT THE MOTOR DRIVES A BELT, SO I DONT THINK IT COULD BE THAT. I USED A PAIR OF VISE GRIPS AND GRABBED THE LOWER STEERING SHAFT AT THE RACK WHILE ANOTHER TECH ROCKED THE STEERING WHEEL, NO NOISE. I THINK IT COULD BE THE RACK. RECOMMEND YOU DISCONNECT STEERING SHAFT FROM STEERING RACK AND TURN WHEEL. IF NOISE IS NOT PRESENT WITH STEERING SHAFT DISCONNECTED, RECONNECT STEERING SHAFT AND REMOVE OUTER TIE ROD ENDS FROM STEERING KNUCKLES. IF NOISE IS STILL PRESENT WITH OUTER TIE ROD ENDS DISCONNECTED, SUSPECT EPAS STEERING GEAR IS THE CAUSE OF THIS CONCERN. RECOMMEND YOU REPLACE EPAS STEERING GEAR, AND THEN RE-EVALUATE THIS CONCERN. IF NOISE IS COMPARABLE TO A SIMILAR VEHICLE, NO REPAIRS ARE RECOMMENDED		
DR-0029	U3000-61	B97	EPP	In Eval (QAO)	10/6- ambient ignition cycling, NTF at this time.	7/7- Submit hot process request 7/28- pulled EFF data, customer states gear loses assist intermittently backing out of the driveway, dealer could not duplicate the problem but had a stored U3000-61,performed interactive diagnosis code returned on road test.			CHECK INTERACTIVE DIAGNOSTICS CODE CLEARED AND RESET DIAGNOSTICS LEAD TO EPAS GEAR REPLACEMENT		
DR-0033	C200D-49 B9A		EPP	In Eval (QAO)	8/18- gear passed leak test & ambient ignition cycling, next step to cold testing. 11/1- QAO exhausted all testing of this unit, Pepe looking for next step or should it be sent to UK? 11/2- perform wiggle test on the ribbon cable, then PCB motor clearance check.	7/28- pulled EFF data, shipped get to QAO for analysis.					
DR-0038	C200D-49 B9A		EPP	In Eval (QAO)	1/24- could not duplicate the double start-up cooling down the regulator using the scope	9/3- pulled EPP & stored data shipped to QAO for analysis					
DR-0039	U2011-49 U3000-96	BD0-BD3	EPP	In Eval (QAO)	1/24- could not duplicate the double start-up cooling down the regulator using the scope	9/27- interactive diagnosis leads to u2011-49 code then set u3000-96					
DR-0041	steering noisey	No codes No Com	NVH	In Eval (26mile)	11/8- Pepe to ship the parts of the rack back to 26mile for engineering evaluation. Inspected seals at QAO and checked with operators. 1/4- found out PIP seal will go to a dual lip seal design in April 2011 with the Wontae OBH. CD3 changes in Jan 2011 with new Rane OBH. 1/10- measure groove depth on the OBH. Jason to follow up.	10/5- could not turn input shaft, could feel rust squeezing the IBH boot to the rack, was able to pull Ford codes no codes stored then I was not able to communicate with the ECU 10/18- Pepe to check leak test results, pictures taken of rusted ITR & rack. 10/25- leak test passed, advised to reassemble boots and recheck IPA & boots for leaks 10/27 still not confirmed location of ingression, cannot duplicate leak 11/5- gear torn down indications water ingress from the press in seal in the OBH was pinched or not molded properly. Need to send pictures and decide what to do with the parts. No history known of this vehicle being in a flood, but this area the customer was in did have flooding conditions around the Nashville,TN area are May 2010.					
DR-0045	P07AE-09	AF1	NVH	In Eval (QAO)	6/10- Rack and Ballnut damaged (Ball nut clip deformed, no damage to housing or other parts on teardown.	5/13-found input shaft very hard to turn, checked history to see if vehicle was in an accident, none in dealer reports. Shipped gear to QAO for further analysis					

DR-0046	C200C-2F U3000-96	BD3	TS	In Eval (QAO)	2/3- had a new operator for the rework process recovering this IPA part; issue has been addressed and talked to the operators about it. Right now we are increasing our quality audits to the rework process as well.	12/7- pulled EFF & stored data, shipped to QAO for analysis, no damage to TS harness. 1/21- found this return was a reworked part and has an overwound clockspring- pre containment with the rework instructions 1/26- TS rework broke containment need to see what happened on the line during rework.8/2/2010 is the proper rework date so this is a post containment gear.					
DR-0047	C200C-2F U3000-96	BD1,BD3	TS	In Eval (QAO)	6/8-Confirmed losing channel 2 in the TS of the IPA. Ship IPA to Hella for further analysis.	5/13- pulled stored and EFF data, no damage to gear or TS harness, shipped to QAO for further analysis 6/8-Confirmed losing channel 2 in the TS of the IPA. Ship IPA to Hella for further analysis.					
DR-0048	C200D-49 B9A		EPP	in process (QAO)	6/6- pulled stored & EFF data, B9A code set erratic 13 & 22 min's into the Journey. possible PCB motor clearance issue.						
DR-0049	U3000-49 U3000-96	B43	EPP	in process (QAO)	6/17- pulled stored and EFF data to ship to QAO for further analysis						

P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (once known)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Vehicle Type	Date of Repair	Model Year	Date	Part ETA
10011 Varsity L/M	524			2LMHJ5AT2AB[redacted]	10/23/2009	8/28/2009	8/19/2009	7/16/2009	MKT 3.5L GDTI with park assist	3/11/2010			
08913 REGAN FORD	3139			2FMHK6DTXAB[redacted]	1/28/2010								
06582 Don Bohn Ford	2928			1FAHP2KT5AG[redacted]	3/9/2010	2/10/2010	9/22/2009	12/11/2009	Taurus 3.5L GDTI w/o park assist	6/14/2010			

07892 Capital Ford	12696			1FAHP2KTXAG[redacted]	9/14/2009	8/22/2009	5/28/2009	6/19/2009	Taurus 3.5L GDTI w/o park assist	6/23/2010			
11164 Metropolitan Ford				1LNHL9FT2AG[redacted]	4/21/2010	3/26/2010	12/12/2008	1/16/2009	MKS 3.5L GDTI w/o park assist	6/28/2010			
11605 Autoway L/M	5231			2LMHJ5AT9AB[redacted]	10/23/2009	10/9/2009	8/12/2009	9/3/2009	MKT 3.5L GDTI w/o park assist	6/15/2010			
20313 Earnhardt Ford	4834			2FMHK6CT6AE[redacted]	11/5/2009	9/12/2009	6/25/2009	7/30/2009	Flex 3.5L GDTI with park assist	8/10/2010			
11191 Dick Smith L/M	1803			2LMHJ5AT2AE[redacted]	2/15/2010				MKT 3.5L GDTI with park assist	9/22/2010			
05646 Crown Ford	8768			2FMHK6DT9AE[redacted]	3/3/2010	2/10/2010	10/7/2009	12/11/2009	Flex 3.5L GDTI w/o park assist	8/19/2010			
04824 Langford Ford	13019			1FAHP2KT4BG[redacted]	5/24/2010	4/26/2010			Taurus 3.5L GDTI w/o park assist	3/16/2011	2011		

02724 All American Ford	401			2FMHK6DT3BE[redacted]	8/19/2010	8/2/2010	1/25/2010	6/24/2010	Flex 3.5L GDTI w/o park assist	11/13/2010	2011		
01228 Carman Ford	113			2LMHJ5AT0BE[redacted]	1/26/2011	1/4/2011	2/3/2010	9/17/2010	MKT 3.5L GDTI w/o park assist	4/4/2011	2011		
02417 Don Davies Ford	10586			1LNHL9FT1BG[redacted]	5/10/2010	4/21/2010	11/5/2009	12/28/2009	MKT 3.5L GDTI w/ park assist	5/12/2011	2011		
09497 Pines Ford	10			1LNHL9FT0BG[redacted]	2/7/2011	1/15/2011	2/12/2010	11/12/2010	MKT 3.5L GDTI w/ park assist	5/16/2011	2011		

Case Number	Ford DTCs	Symptom	Component	Issue	Current Updates	Issue Status	Gear location	Report State
0KM AR378362		B92	EPP	In Eval (QAO)	**1/14- cut back the plastic and did not find any PCB motor clearance issue. Check with Geoff if there is any further testing to be done** **1/21- this is a one off return and could not find any issue at this time. Can keep in pending just in case we get another one**	**5/24- hot & ambient, next step is to cold test with ignition cycling and motor movement. Then bully test.** **6/21- ign. Cycling, bully, & puma passed next cold ign. Cycling** **8/20- NTF with all the ign. Cycling & hot puma, advised to finish cold testing to complete test.** **10/4- all testing has been done ign. Cycling with no problem found. Next step tri-temp testing.** **12/6- to use the new tri-temp tester to check for any codes.** **12/10- tri-temp complete with no trouble found. Check with Ford to see if we can start to cutaway red plastic to check pins for PCB motor clearance.** **12/15- Ford agreed to cut back red plastic and check for PCB motor clearance.**		
0KM BR111887		BAA, BAB,BAE, B9B, C69	EPP	In Eval (QAO)	**8/19- HSAP sending gear back to QAO for U3000-96, failed in prerolls station.**	**8/19- HSAP sending gear back to QAO for U3000-96, failed in prerolls station.**		
A Non-warranty return RUA# 4108	U2011-49 U3000-96	B6B	EPP	In Eval (Tyco)	**11/10- relay tore down and contacts shown, next to check SEM of the relay contacts.**	**8/27- shipped out of Rogersville on Friday's truck.** **8/26- xray is clear not shorts or offset. Next to see if code resets. Then can do some other tests before relay is removed for inspection.** **9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then high pot test on the motor relay low side.** **10/8- performed hot puma & high pot test with no faults found.** **10/20- shipped to Tyco for relay & contact analysis.**		
DR-0013	U2011-49 U3000-49 U3000-96	BB8, B23	EPP	In Eval (ATE)	9/2- bond wire not well centered into groove due to improper tool setting. Update bond tool installation by dedicated person & provide installation instructions on 9-3-2010 at Fairchild. Geoff sent 8D email to Ford.	2/16- submit hot process request 2/25- dealer did not use the hot process form to return gear it will come back normal part return process 4/12- pulled EFF buffer data and shipped to QAO 4/20- arrived in QAO, to leak check then start testing in lab. 4/23- Samuel able to reproduce B23 the motor PH FET is not closing, the gate signals are working. To check FET with microscope then will use surrogate FET and retest. 4/26- Geoff looked at PFR and advised Samuel to ship power module to Fairchild 5/3- has static bags but waiting for Geoff to help fill out forms from Fairchild before shipping out		
FR-0056a	U3000-49 U3000-96	B31	EPP	In Eval (26mile)	**9/9- have not seen any B31 claims since cold weld issue on FR0125, will keep in pending until we confirm no new B31 claims are found.**	**9/24- this is the service gear the tech installed from fr0056 and had a U3000-96 and had to replace again. analysis done at 26-mile.** **9/29- 26-mile with further testing to check B31 code. Check with Simon on progress.** **9/30- make sure this was a service part, testing ongoing, no problems found at this time** **10/1- xrayed ribbon cable and welds no problems found, still will not reproduce fault. Advised to look at circuit diagram** **10/2- Thiha to check with Geoff on pin layout diagram. Fault insertion testing** **10/15- 26mile manual cycling on the bench to check for faults, has not failed at this time.** **10/23- Geoff to check FTA to help with next step testing for B31's at this stage of the analysis.** **11/2- Internal B31 workshop planned after B9A is resolved by electrical teams.** **11/18 On hold, B9A investigation first**		
FR-0060	U3000-49 U3000-96	B31	EPP	In Eval (QAO)	**9/9- have not seen any B31 claims since cold weld issue on FR0125, will keep in pending until we confirm no new B31 claims are found.**	**9/8- Submit hot process request form** **9/18- pulled EFF & Buffer Data code B31 set before C69 latched out. Jason to ship gear to QAO for testing.** **9/24- gear arrived in QAO for testing** **9/30- take ECU cover off take pictures of the seal, Simon/Geoff to email next steps to inspect and xray.** **10/2- next steps sent to QAO for additional testing at this time cannot reproduce code or find any fault**		
FR-0066	U3000-49	B31	EPP	In Eval (26mile)	**9/9- have not seen any B31 claims since cold weld issue on FR0125, will keep in pending until we confirm no new B31 claims are found.**	**9/21- Submit hot process form, Have no information on the EPAS gear replacement, CQIS claim only lists vehicle would not move due to a transmission issue.** **9/24- gear arrived at WPAC pulled EFF and Buffer data, return gear to 26 mile** **9/25- gear at 26-mile to ship to QAO** **9/29-estimate gears to QAO late this Thursday** **10/2- cannot reproduce fault code at this time. Next steps from 26-mile** **10/15- ke sure part is x-rayed before Sergio goes back, 26mile manual cycling on the bench to check for faults.** **10/23- Sergio left EPP at 26-mile for testing, x-rayed PFS could not see any faults with ribbon cable & connections. Geoff to get FTA to decide next steps for other B31 testing.** **11/12- PFS at 26-mile waiting on B31 workshop after B9A's are tested**		

FR-0081	U2011-49	B6B	EPP	In Eval (UK)	9/7- passed all tri temp ign. Cycling, next hot puma then high pot testing. 9/13- passed hot puma & high pot testing, ship to the UK	10/27- Submit hot process request form 11/5- Pulled EFF/Buffer fault data at WPAC 11/6- gear dropped off at 26-mile and shipped to Rogersville to QAO 11/9- when gear arrives at QAO do shake test for cold weld, x-ray, Geoff to send instructions to Sergio. 11/12- testing starting today in QAO 11/18 - SA: Leak test done OK. Ignition ambient done OK Nothing abnormal found, next step xray motor relay. 11/24- Puma testing & resistance testing passed 11/30- xray of motor relay ok & passed hot ignition cycling. Next step testing voltage reading on PCB. Hot ign. Cycling 12/14- next step hot ignition cycling		
FR-0107	No Com	BC2	EPP	In Eval (UK)	9/28- got final report out of Anting & Kimball no areas on the line where contact can be made with R281 using the strain gage test at all stations. I have final report will put in pending to see if we have any more damaged R281 resistors.	12/4- Submit hot process request form 12/10- pulled EFF & Buffer data and shipped gear to 26-mile 12/17- gear should be sent to the UK to check the monitor micro & related circuits. 1/4- gear now in process to QAO should be there 1/6. 1/13- is fault repeatable, cold test the unit. check the reset line and supply line for the monitor micro.Once this is done, then we can decide the best place to continue analysis. 1/19- photograph the part so that we can read the datecode from it. Could be a C154 issue we have seen before. Sergio & Geoff discussing details. 1/20- RUA raised will ship to UK for further level 3 testing. Fault relates to PCB or solder joint issue. 1/28- further PCB testing is indicating a resistor R281 issue. Further testing to confirm. 3/3- R281 resistor has short on end cap will ship to KOA for analysis by next week.		
FR-0109	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (UK)	7/16- confirmed this as a double start up added to B9A list for reg./micro issue. Fulfills parameters to close as regulator issue by meeting criteria established for regulators.	12/4- Submit hot process request form 12/21- pulled EFF & Buffer data and ship to QAO 1/13- to leak test and start the standard testing 1/20- could not reproduce the codes, next step to do vibration test on the bully machine. Jose waiting for line to switch back to CD3 to test. 1/25- passed bully testing, next step to discuss with Jim Loria 1/28- all testing has been perform in QAO and cannot get the code to return, ship back to 26mile so tri-temp testing can be done. set back to Rog. Att: Andy-truck V08385 SKID# 22 2/22- all four channels tripped codes at -2.9degC EFF data collected. Testing on going in the chamber. 3/1- Visnu to set-up software to measure voltages when gear trips fault code to find area of fault at TS,		
FR-0128	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	9/7- passed all tri temp ign. Cycling, next hot puma then high pot testing. 9/13- passed hot puma & high pot testing.	1/21- pulled EFF & buffer data, ship to QAO 2/2- In QAO today will start leak testing 2/3- EFF data shows PH1 & PH2 at link voltage when it should be Vlink/2. This points to the motor relay. Not able to reproduce the fault, working with the special B6B sw version. 2/5- using B6B software and ignition cycling overnight cannot reproduce any codes. 2/26-still cannot duplicate the code using the B6B software no faults or LIC's. 3/8- send to 26mile for cold testing 3/10-Checking the west building today to put in for cold testing 4/9- gear never sent back to 26mile still at QAO. 6/29- bully test done ambient, ign. Cycling done ambient & hot. Not fault found, to perform iso(1000v) test and then cold testing.		
FR-0164	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	9/13- passed hot puma and high pot testing shipped to UK for more testing.	3/22- Pulled EFF/Buffer data shipped gear to QAO 4/9- Ambient testing done. No faults. Hot testing done. No faults. PH1 & PH2 shorted to PH3 in EFF. Next step Insulation test done at 1000 volts. Pepe to perform 4/9- Ambient testing done. No faults. Hot testing done. No faults. PH1 & PH2 shorted to PH3 in EFF. Next step Insulation test done at 1000 volts. Pepe to perform 6/29- relay measurements performed. Iso(1000v) test done. Ambient/cold ignition cycle done. Cold puma done next step hot puma. 8/25- set for xray tomorrow 8/26- x-ray clean, next tri-temp with the application SW		
FR-0181	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	9/7- passed B6B SW tri temp test, hot puma & all the high pot testing. Next to perform tri-temp ignition cycling	4/12- pulled EFF buffer data, shipped out to QAO 4/19- arrived at QAO today 5/3- leak tested, now at the lab ready for testing 6/15- Unit leak tested, no leaks to report. Unit was Measured on the Phases terminals before first ignition. No unexpected conditions found. Unit bully tested No faults found.Unit is into the freezer to be cold tested 6/29- RELAY MEASURED. AMBIENT BULLY TEST DONE. TO PERFORM ISOLATION TEST, THEN AMBIENT IGNITION CYCLING 8/25- set for xray tomorrow 8/26- x-ray clean, next tri-temp with the application SW		

FR-0199	U2011-49	B6B	EPP	In Eval (26mile)	7/19-High-Pot Test complete on EPP no issue found. Need make sure the B6B modified test is run on each of these (70sec loop at Tri-temp) Mike confirmed it has been done. Need EFF data Matrix this week. Salim to set up meeting next week	4/30- Pulled EFF & buffer data, shipped gear to QAO for analysis 5/12- gears should arrive in QAO on Wednesday 6/7- passed leak test, shipped to 26mile for xray 6/9- xray tomorrow 6/10- xray clean, next hot Puma 6/14- passed hot puma with no faults, Mike F working with Michelle Marion on B6B SW for next test. Perform 1000v isolation test. Send Ford fishbone chart on B6B 6/28- check 1000v test by end of week. Geoff check on fishbone for belt drive application.		
FR-0200	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	9/7- during high pot testing to relay low side unit failed, motor PCB tear down now in process. 10/8- motor PCB teardown at UK NTF	4/30- Pulled EFF & buffer data, shipped gear to QAO for analysis 5/12- gears should arrive in QAO on Wednesday 6/7- passed leak test, shipped to 26mile for xray 6/9- xray tomorrow 6/10- xray clean, next Hot Puma 6/14- passed hot puma with no faults, Mike F working with Michelle Marion on B6B SW for next test & 1000v isolation test. 6/25- now ready for tri-temp ign. Cycling 6/28- check 1000v test by end of week. Geoff check on fishbone for belt drive application.		
FR-0212	tc lamp on ABS code C1278	A28		At WPAC	5/7- pulled Ford codes & EFF data no codes list only A28 code	5/7- pulled Ford codes & EFF data no codes list only A28 code		
FR-0213	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	9/7- during high pot testing to relay low side unit failed, motor PCB tear down confirmed motor PCB clearance issue. 10/1- sent to UK stripped down could not find any area for pin contact to PCB. not a PCB clearance issue. More testing.	5/7- pulled EFF buffer data & shipped to QAO 6/7- passed leak test, shipped to 26mile for xray 6/9- xray tomorrow 6/10- xray indicates raised rivet, cannot cause this code to set. Next hot puma 7/19-High-Pot Test complete on EPP no issue found. Need make sure the B6B modified test is run on each of these (70sec loop at Tri-temp) Mike confirmed it has been done. Need EFF data Matrix this week. Salim to set up meeting next week		
FR-0214	U2011-49 U3000-96	B3A, B6B	EPP	In Eval (UK)	1/24- tore down relay, NFF. contacts inspected EDX has evidence of weld.	5/7- also has code B6B listed in fault store, had to ship back from Rogersville to 26mile for xray. 5/25- xray clean & passed the resistance test. Check with Geoff on next steps. 6/7- 5amp test at anbient & hot if that passes tri-temp ign. Cycling 6/10- put into tri-temp chamber with ign. Cycling 6/14- passed 5 days of tri-temp ign. Cycling with no faults. 7/12- solder phases back and recheck with B6B SW in the tri-temp chamber. This B3A also set B6B three times before C69 set in the fault store. 9/7- passed all the testing on the B6B chart, next Ship to UK		
FR-0215	TC lamp on C1278	A28		At WPAC	5/20- pulled EFF & Buffer data, kept gear at WPAC could install on vehicle	5/20- pulled EFF & Buffer data, kept gear at WPAC could install on vehicle		
FR-0218	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	9/7- passed B6B SW tri temp test, hot puma & all the high pot testing. Next to perform tri-temp ignition cycling	5/20- pulled EFF & Buffer data, shipped to 26mile for xray 6/2- xray slightly looks like raised rivet, resistance measurement passes, checking with Geoff on next step 6/7- to perform standard tri-temp ignition cycling first then if that passes to get application code to remain in diagnostic mode from Michele. 6/10- took out of tri-temp after 3 days no B level faults at this time. Next to reflash with B6B intro SW. hot puma done? 6/21- in thermo chamber from 6/7-6/9 ign. Cycling with no faults with B6B test SW, hot puma passed. 7/19-High-Pot Test complete on EPP no issue found. Need make sure the B6B modified test is run on each of these (70sec loop at Tri-temp) Mike confirmed it has been done. Need EFF data Matrix this week. Salim to set up meeting next week		

FR-0228	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- passed B6B SW tri temp test, hot puma & all the high pot testing. Next to perform tri-temp ignition cycling**	**5/27- pulled EFF buffer data, ship gear to 26mile for analysis. Next to leak test an xray relay. 6/9- xray tomorrow 6/10- xray clean, next hot Puma 7/12- flashed new B6B SW, now ready for tri-temp ign. Cycling 7/19-High-Pot Test complete on EPP no issue found. Need make sure the B6B modified test is run on each of these (70sec loop at Tri-temp) Mike confirmed it has been done. Need EFF data Matrix this week. Salim to set up meeting next week**		
FR-0237	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- passed B6B SW tri temp test, hot puma & all the high pot testing. Next to perform tri-temp ignition cycling**	**5/28- pulled EFF buffer data, shipped gear to 26mile for leak test and xray. 6/10- xray clean , hot puma next 6/14- passed hot puma with no faults, Mike F working with Michelle Marion on B6B SW for next test. 7/19-High-Pot Test complete on EPP no issue found. Need make sure the B6B modified test is run on each of these (70sec loop at Tri-temp) Mike confirmed it has been done. Need EFF data Matrix this week. Salim to set up meeting next week**		
FR-0261	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	**9/22- going to install on the PU/PD unit for 48hrs.**	**6/30- pulled EFF data and ship to 26mile for xray. 8/26- x-ray clean, next tri-temp with the application SW 9/1- tri-temp testing able to duplicate B6B 15 ign. Cycles in at 90deg. C, both phase 1 & 2 failed. testing ongoing trying to get gear to fail again. 9/13- scoping the 3 phases on relay low side cannot duplicate code. passed hot puma & high pot testing, ship to UK for testing**		
FR-0264	U3000-49 U3000-96	B60	EPP	In Eval (UK)	**2/7- UK possible stressing diode fitting to board. Part recovered during analysis at Vishay. Cannot prove what the cause was. One off with this diode issue, like to put in pending just in case another similar issue comes up.**	**6/30- Also has codes BA4 & B7A, B60 stored in EFF data, shipped to QAO for analysis. 7/7- QAO to ship EPP to UK for analysis. 7/28- hardware issue on PCB, testing still ongoing to isolate the area. 8/2- something pulling phase 1 low, need to check several components to find drain or short. 8/4- found out this is not an ASIC issue further testing needs to be done to pinpoint the circuit problem on phase one 9/8- diode failed in the circuit, sent back to the supplier for analysis. 9/20-To send back to the diode manufacture. 10/6- UK still testing diode, next to xray before sending diode to manufacture. 10/27 Diode has been sent Vishay. X-ray was clear. 12/6- manufacture confirmed diode issue but when they decapsulated the diode the fault went away. Now**		
FR-0271	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	**9/13- passed hot puma and high pot testing shipped to UK for more testing.**	**7/16- pulled EFF data shipped to 26mile for xray & analysis. 8/26- x-ray clean, next tri-temp with the application SW 9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then high pot test on the motor relay low side.**		
FR-0273	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then high pot test on the motor relay low side.**	**7/16- pulled EFF data shipped to 26mile for xray & analysis. 8/26- x-ray clean, next tri-temp with the application SW**		

FR-0278	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then xray relay. Then perform high pot test on the motor relay low side.**	**7/16- pulled EFF data shipped to 26mile for xray & analysis.** **9/1- performing ignition cycling at this time still needs to be xrayed.**		
FR-0284	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	**9/22- 24hr ign. Temp cycling to see if offset bridge shows up.**	**7/16- pulled EFF data shipped to 26mile for xray & analysis.** **8/26- xray questionable, the bridge is very close to the frame but is not actually touching, next tri-temp ignition cycling.** **9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then high pot test on the motor relay low side.** **9/13- passed hot puma & high pot testing, ship to UK**		
FR-0288	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then high pot test on the motor relay low side.**	**7/30- pulled EFF data and shipped gear to 26mile for xray and analysis** **8/26- x-ray clean, next tri-temp with the application SW**		
FR-0290	U2011-49	B6B	EPP	In Eval (26mile)	**9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then high pot test on the motor relay low side.**	**7/30- pulled EFF data and shipped gear to 26mile for xray and analysis** **8/26- x-ray clean, next tri-temp with the application SW**		
FR-0304	C200B-2F C200B-61	BD2, BD4	TS	In Eval (Farmington)	**3/7- all resources to test has been exhausted at this time with NTF. Will keep in pending and check for other TS returns with similar faults**	**9/2- pulled EFF & stored data and shipped to QAO for analysis. Intermittent PS loses assist.** **9/22- passed leak test, started to bench test wiggle test harness could not duplicate code. Start ambient ignition cycling** **9/27-ambient ignition cycled over 12hrs still cannot produce any codes.** **10/4- still at gear level to put into tri-temp chamber and recheck for codes.** **10/6- next step to tri-temp test at QAO** **removed IPA cover no visual issues internally or on the TS PCB. Next to do wiggle testing during bench testing.** **10/12- next step to performance test hot.** **11/17- use higher temps for tri-temp at 120 deg C instead of 90 deg C. for profile also discuss turning the TS 2 turns CW & CCW while testing** **12/3-Awaiting next steps before disassy**		

FR-0307	TC lamp on C1277	No Codes		At WPAC	**9/7- pulled several can/bus Ford U-codes looked like a CAN bus connection or circuit issue from the codes. U0100-00(lost Com ECU/PCM"A"), U0001-88(HS CAN BUS off), U0121-00(lost Com w/ABS), U0415-22(Invalid data from ABS).**	**9/7- pulled several can/bus Ford U-codes looked like a CAN bus connection or circuit issue from the codes. U0100-00(lost Com ECU/PCM"A"), U0001-88(HS CAN BUS off), U0121-00(lost Com w/ABS), U0415-22(Invalid data from ABS).**		
FR-0309	TC lamp on C1278	E1E		At WPAC	**9/7- pulled ford code B1D23-68(E1E) thermo event. Vehicle returned twice for intermittent TC lamp on C1278.**	9/7- pulled ford code B1D23-68(E1E) thermo event. Vehicle returned twice for intermittent TC lamp on.		
FR-0314 RUA# 4149	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**12/13- oil contamination found on contacts operator using wrong oil for mantanance on rivet machine. Work instruction did not advised operator of proper oil, so a new procedure was added 8/13/2010. this was a known issue caught by another customer. so the estimated PCA date is Nov. 12 going into QAO. waiting on 8D**	**9/27- pulled EFF & stored data, shipped to 26mile for xray and analysis. 9/29- received gear today and passed leak test ready for xray. 10/8- xray clear not fault found, follow standard test procedure. 10/18- The Tri-Temp, 5 amp resistance checks, and the PUMA testing have been completed with no trouble found 11/1- John B to pull relay raise RUA & ship to Tyco for relay workshop. 11/2- sent to Tyco for Nov.22-24 relay workshop 11/29- surface contamination, still under analysis to find source. Under F-TIR for chemical analysis results by 12/8.**		
FR-0316	TC lamp on C1278	No Codes		At WPAC	**9/27- pull EFF & stored data no codes stored, checking CQIS & AWS for any history information.**			
FR-0327	C200C-2F U3000-96	BD1, BD3	TS	In Eval (Farmington)	**3/7- all resources to test has been exhausted at this time with NTF. Will keep in pending and check for other TS returns with similar faults**	**10/5- pulled EFF & fault store data, shipped gear to QAO for analysis. No damage to TS harness 10/18- leak test passed sent to lab to start analysis. 11/8- ign cycled need to check with Sam on other testing performed on this gear. 11/15- all the ignition cycling & tri-temp testing has been performed with no trouble found. Bench testing with wiggle testing no trouble found. 11/17- found metallic burr on one of the rotor teeth, advised to ship IPA assembly direct to Hella for analysis. Pepe to contact Angie for information & QCCAR data. 11/18- hella received TS will start function testing 12/1- rotor burr did not cause the codes, Hella function tested sensor assembly with no trouble found. Need to discuss further testing. 12/8- Hella to check PCB below the burr make sure no contact has been made to the board. Measure**		
FR-0331	U3000-49 U3000-96	BA4,BA5,BC2	EPP	In Eval (QAO)	**2/21- Kemet has stated that a couple of root causes related to these failures and the most likely failure is the C154 anode wire contamination failure during welding & wire alignment issue with wire in the wrong spot during weld. Geoff sent out 8D to Ford for analysis at this time. more testing required by Kemet to setup a test to prove these warranty returns were**	**10/18- pulled EFF & stored data shipped to QAO. Found couple small dents in ECU cover & 2-pin plastic housing broken. 2/3- confirmed C154 issue, need to ship Kemit in the US for analysis. 2/5- capacitor arrived at Kemet in US 2/14- confirmed cold weld issue at US facility**		

FR-0356	U3000-49	BA4,BA5,BC2	EPP	In Eval (QAO)	**2/21- Kemet has stated that a couple of root causes related to these failures and the most likely failure is the C154 anode wire contamination failure during welding & wire alignment issue with wire in the wrong spot during weld. Geoff sent out 8D to Ford for analysis at this time. more testing required by Kemet to setup a test to prove these warranty returns were**	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis 2/3- confirmed C154 issue, need to ship Kemit in the US for analysis. 2/5- capacitor arrived at Kemet in US 2/14- confirmed cold weld issue at US facility**		
FR-0365	C200B-2F C200C-2F C200B-61	BD2, BD3,B90	TS	In Eval (26mile)	**3/7- Ford agreed due to the vehicle issues listed in the customer & vehicle comments to move to pending and if resources allow later and more testing needed to install on vehicle.**	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis. TS harness conduit pinched near EPP but no wire damage. 1/25- did TRI TEMP and ignition cycling and Hot testing as well and no faults observed. turn input shaft stop to stop while testing NTF. Next step to put on bully tester 5 times with NTF. 2/3-Jim Loria/Don Blandino thinks this vehicle had other vehicle problems that caused the TS codes. 2/11- Sam to put gear through bully testing 5X, if that passes to remove the IPA & ECU cover and visual inspect for poor wiring connections or moisture. If that is Ok to ship back to 26mile for further testing. 2/22- gear arrived at 26mile for testing. 3/4- performed bench testing at 26mile with NTF, advised to put the IPA cover & ECU covers back on and see if we can find a hybrid for on-vehicle testing. Will discuss with Ford engineering.**		
FR-0389	U3000-49 U3000-96	BA4,BA5,BC2	EPP	In Eval (QAO)	**2/21- Kemet has stated that a couple of root causes related to these failures and the most likely failure is the C154 anode wire contamination failure during welding & wire alignment issue with wire in the wrong spot during weld. Geoff sent out 8D to Ford for analysis at this time. more testing required by Kemet to setup a test to prove these warranty returns were**	**1/14- pulled EFF & stored data shipped to QAO for analysis. 2/3- confirmed C154 issue, need to ship Kemit in the US for analysis. 2/5- capacitor arrived at Kemet in US**		
FR-0393	U3000-49	BA4,BA5,BC2	EPP	In Eval (QAO)	**2/21- Kemet has stated that a couple of root causes related to these failures and the most likely failure is the C154 anode wire contamination failure during welding & wire alignment issue with wire in the wrong spot during weld. Geoff sent out 8D to Ford for analysis at this time. more testing required by Kemet to setup a test to prove these warranty returns were the failures listed in the 8D.**	**1/21- pulled EFF & stored data shipped to QAO for analysis 2/3- confirmed C154 issue, need to ship Kemit in the US for analysis. 2/5- capacitor arrived at Kemet in US**		
QAO line failure- 1 RUA-2983		B9A	EPP	In Eval (UK)	**3/26- failed the flux density test. Get details of testing from Simon Wright & get with Nidec to explain their 100% containment operation run some bad units through to see if they fail**	**12/14- able to duplicate code, looking at interaction with auxillary ASIC & hall effects**		

QAO line failure- 2 RUA-2983		B9A	EPP	In Eval (UK)	**12/14- able to duplicate code, looking at interaction with auxillary ASIC & hall effects**	**12/14- able to duplicate code, looking at interaction with auxillary ASIC & hall effects**		
QAO line failure- 3 RUA-2983		B9A	EPP	In Eval (UK)	**3/26- failed the flux density test. Get details of testing from Simon Wright & get with Nidec to explain their 100% containment operation run some bad units through to see if they fail**	**12/14- able to duplicate code, looking at interaction with auxillary ASIC & hall effects**		
0KM BGA22399	U3000-61	B91		In Eval (UK)	2/25- EPP has been tested on the PU/PD rig with ignition cycling and tri-temp testing with NTF	1/27- vehicle passed all static & dynamic tests but lost assist on the final road test. Gear could be pulled and sent to 26mile for analysis. Cannot duplicate the concern in the vehicle at this time. 1/28- Mike Fontana will go to CAP record all in vehicle data and try to duplicate the code, if not will remove gear take back to 26mile for further analysis. 2/2- performed electrical endurance, code check, spring stand test at various voltages and vehicle test we can't reproduce this fault, checking with Geoff on next steps		
0KM BR247653	rattle under dash		TS	In Eval (Rogersville)	**2/9- Rogersville received the IPA yesterday and started the investigation of the missing bushing. Rogersville has approval to purchase the camera's. still checking to see if this was a operator mishandling issue. April 1st is target date for completion of both camera's on line 2 & 3.**	**1/31- plant found movement in the input shaft. QAO will ship to Rogersville for analysis. Possible missing bushing in the IPA assembly.**		
0KM BR198102	C200B-62 U3000-96	BD4	TS	In Eval (Rogersville)	**2/9- have approval to modify line 1 with new grippers and smaller diameter ,March 21st completion date. 5/10- have modification on line 2 for a vision system at station 50 to elimination the visual inspection will need to get timing when that will be implemeted on line 2.**	**11/29- found one bent finger on the rotor, impact mark on top of the finger. QAO investigating cause. 12/6- QAO still looking for causes but also looking for new ways of testing for bend finger after station handling at the grenade pin removal station. 12/15- looking to install laser that detects bent fingers on the rotor, and should be installed in the granade pin detection fixture. We still need to continue analyzing, meanwhile, Third party sorting at Rogerville & 100% sorting for this condition in QAO. 1/5- unsure if laser system can be done at grande pin detection station, still discussing and checking othe options. Sorting still continuing at Rogersville & QAO. Couple of the bent rotors found in sorting sent bac to Rogersville look for any witness marks on the rotors. 1/10- plan for containment at Rogersville: > 100% visual check for bent rotors added to operator's control sheet**		
0KM BR198415	rattle under dash	No Codes	TS	In Eval (Rogersville)	**4/6- just have confirmation that the new target date for the new camera's on line 2 & 3 is 6/7/2011.**	**11/29- movement of the input shaft causing the rattle noise QAO removed IPA and shipped, arrived in Rogersville today for analysis. 12/1- found no pin stamp on the shaft indicating this failed the deflection test bench still trying to understand how this made it into the gear. Machine logic to recognize bushing & input shaft will change today. Looking at installing a timer to install delay & tell the difference between the input shaft and bushing installation. should have 8D finished by COB Friday. 12/6- Jonathon Harris from Ford at Rogersville to inspect the operation & mistake proofing operation to be set-up on the line & handling issue for failed parts. They will use a green dot to identify a pin stamp on input shaft at EOL. 1/5- implement a camera system on the Prodel line to insure part will have a pin stamp, get quote & timing at the end of the week.**		
0KM BR753424		BAA,BAB, B9B, BAC,BB8	EPP	In Eval (UK)	**2/7- exhausted all testing cannot duplicate the code, like to close off as NTF. Can submit all the testing results that has been done.**	**9/14-bully tested 5 times, ignition cycling cannot reproduce the codes, ECU cover removed and R227 inspected did notice any damage no measurements taken. Cover reinstalled and ignition cycling ongoing. 9/20- next step 1) Run the attached configuration while drawing some current. 2) Measure the 2.5V ref with a scope while drawing some current.to use 2.5v ref voltage with canape with temp changes. 9/24- instructions to test from Geoff We need to draw a comparison between CANape and scope measurements. I would like to see a direct comparison as follows: 1) a) Measure the 2.5V Ref with CANape (I sent you a configuration for doing this which included 'ADC.Pseudobuffer[12] to [15]'**		

Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (once known)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Vehicle Type	Date of Repair	Model Year
			0KM HSAP											
02/11/2010 11:40AM ALEXANDER ROGERS MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA -CONCERN: VEH HAS NO POWER STEERING ASSIST FAILURE ON DASH DIAGNOSTICS: CK DCTS INTERACTIVE PINPOINT TEST PARTS REPLACED:: NONE TECH QUESTION: CODES U0428-20 , B2872-BO , U2011-49-48 , U3000-49 , U3000-96 THESE ARE THE COMPLETE CODES THE INTERACTIVE PINPOINT TEST HAS THE TECH GOING IN TWO DIRECTIONS WHICH CODE SHOULD HE TRACE FIRST ARE THERE ANY KNOWNS FOR THESE CODES WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE			10493 George Wall Ford	2132			1LNHL9FT8AG[redacted]	9/9/2009					2/10/2010	
Gear#1- Cust. Concern Code: H22 - STEERING REQUIRES EXTRA OR UNEVEN EFFORT Condition Code: 42 - DOES NOT OPERATE PROPERLY Technician Comment: 4645 TEST POWER STEERING MODULE FOR CODES C1277 PERFORM PINPOINT TEST PERFORM REALL TIME DIAGNOSIS ON LINE REPALCE RACK AND PINION Customer Comment: CUST STATES THAT THE POWER STEERING IS INOP tech states he replaced the gear for no assist code c1277 only code stored and PS assist fault in the message center. after gear replacement tech states new gear looked like it was a used gear and had a U3000-96 stored in it after configuring gear. so tech installed another gear Gear#2- Cust. Concern Code: H22 - STEERING REQUIRES EXTRA OR UNEVEN EFFORT Condition Code: 42 - DOES NOT OPERATE PROPERLY Technician Comment: 4645 TEST POWER STEERING MODULE FOR CODES U3000	Simon Malsbury/ Thiha Than		10736 Ganley L/M	4645			3FAHP0HA4AR[redacted]	6/13/2009	7/23/2009	6/5/2009	7/6/2009	2.5L Gas	8/20/2009	
CK STEERING DTCS C1277 ABS B10D251 08 IPC B10D800 08 IPC P1000 OO 2B PCM U300049 48 PSCM U300096 08 PSCM CLEARED MEMORY CODE U300096 08 PSCM CK POWER AT RACK 12.8 VOLTS CK ALL FUSE OK ALL HAVE POWER REPROGRAM RACK MODULE PASS NO STEERING ASSIST INSTALLED NEW RACK REPROGRAM RACK HAS POWER RD TEST OK	QAO testing		07777 Future Ford CA	5			3FAHP0HAXAR[redacted]	8/8/2009	8/3/2009	3/19/2009	6/23/2009	2.5L Gas	9/3/2009	
	shipped to QAO		07313 Washington Ford	8363			3FAHP0HA8AR[redacted]	6/17/2009	6/11/2009	1/30/2009	5/3/2009	2.5L Gas	9/1/2009	9IAAX031

8/14/2012

		06081 San Francisco Ford	158			3FAHP0JG9AR[redacted]	5/21/2009	5/14/2009	3/10/2009	4/8/2009	3L	10/27/2009	
		03726 Torrington Ford	296			3FADP0L33AR[redacted]	9/18/2009	9/10/2009	7/10/2009	8/4/2009	2.5L Hybrid	11/21/2009	
		08799 Richmond Ford	15707			3FAHP0HA8AR[redacted]	3/30/2009	3/26/2009	11/18/2008	11/26/2008	2.5L Gas	11/24/2009	
		04473 Champion Ford	769			3FAHP0HA6AR[redacted]	10/11/2009	10/6/2009	6/26/2009	8/28/2009	2.5L Gas	11/24/2009	
		00509 Allan Vigil Ford	1565			3FAHP0JG5AR[redacted]	1/19/2010	1/14/2010	10/24/2009	11/25/2009	3L	2/23/2010	
		02405 Park Cities Ford	2903			3FAHP0HG8AR[redacted]	12/18/2009	12/15/2009	9/26/2009	10/28/2009	3L	2/25/2010	

			03273 Liberty Ford	6344			3FAHP0HAXAR[redacted]	7/21/2009	7/16/2009	3/12/2009	6/11/2009	2.5L Gas	4/17/2010	
			00688 Sands Ford	7892			3FAHP0HA8AR[redacted]	11/24/2009	11/18/2009	9/4/2009	9/29/2009	2.5L Gas	4/9/2010	
INSP.A.B.S. SYSTEM ADVANCE TRAC LIGHT IS ON CODE C1278. PERFORM PINPOINT TEST. REPLACE STEERING GEAR ASSEMBLY AND RETEST.OK.CLEAR CODE.			10403 Fiore Motors	18392			3FAHP0JA5AR[redacted]	4/27/2009	4/23/2009	1/22/2009	2/18/2009	2.5L Gas	4/1/2010	
			04820 Maroone Ford	688			3FAHP0HG0AR[redacted]	5/27/2009	5/21/2009	3/12/2009	4/14/2009	3L	3/9/2010	
			10288 Valley Stream L/M	24006		B3Ax2 B6Bx3	3FAHP0HA7AR[redacted]	6/9/2009	6/2/2009	1/16/2009	4/16/2009	2.5L Gas	4/14/2010	
			04331 Brondes Ford	4643			3MEHM0HA3AR[redacted]	12/2/2009	11/26/2009	10/13/2009	11/10/2009	2.5L Gas	4/28/2010	
			20249 Mangold Ford	5311			3MEHM0HAXAR[redacted]	9/28/2009	9/18/2009	6/18/2009	8/12/2009	2.5L Gas	4/2/2010	

		01209 Sloan Motors	6452			3FAHP0GA2AR[redacted]	12/10/2009	12/6/2009	9/10/2009	10/21/2009	2.5L Gas	5/3/2010	
		05475 Encinitas Ford	568			3FAHP0HA2AR[redacted]	12/21/2009	12/15/2009	9/29/2009	10/27/2009	2.5L Gas	5/5/2010	
		08952 Ipswich Ford	8439			3MEDM0L35AR[redacted]	10/31/2009	10/25/2009	8/22/2009	9/17/2010	2.5L Hybrid	5/14/2010	
		01470 Jim Keim Ford	6196		B60 BA4 B7A	3MEDM0L33AR[redacted]	12/8/2009	11/28/2009	10/14/2009	11/10/2009	2.5L Hybrid	5/15/2010	
		07357 Ganley Ford	1878			3FAHP0HA6AR[redacted]	12/16/2009	12/12/2009	9/1/2009	10/20/2009	2.5L Gas	6/7/2010	
		06259 Alphorn Ford	6631			3MEHM0JAXAR[redacted]	7/7/2009	6/25/2009	3/12/2009	6/6/2009	2.5L Gas	5/27/2010	

		04229 Suburban Ford	4470			3FAHP0HAXAR[redacted]	12/9/2009	12/3/2009	10/16/2009	11/23/2009	2.5L Gas	5/28/2010	
		06983 Oneonta Ford	12711			3FAHP0JA2AR[redacted]	9/12/2009	9/6/2009	6/19/2009	7/22/2009	2.5L Gas	5/29/2010	
		06771 Rusty Eck Ford	3252			3FAHP0HA6AR[redacted]	11/18/2009	11/12/2009	8/20/2009	10/13/2009	2.5L Gas	6/1/2010	
		08988 Drum Hill Ford	1702			3FAHP0CG9AR[redacted]	11/24/2009	11/18/2009	9/4/2009	9/29/2009	3L	6/21/2010	
		06633 Cavalier Ford	1612			3FAHP0JA6AR[redacted]	4/21/2010	4/16/2010	2/5/2010	3/8/2010	2.5L Gas	8/9/2010	

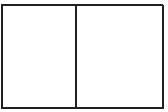
CUSTOMER STATES THAT THE TRACTION CNT LIGHT IS COMING ON TEST ABS CODE 1277 STEERING ANGLE PERFORM INTERACTIVE DIAG ONLINE PIN POINT TESTS LEAD TO STEERING ANGLE ERRATIC REPLACE ELECTONIC P S RACK AND PINION			02163 Klaben Ford	10256			3FAHP0JG7AR[redacted]	3/2/2010	2/24/2010	11/16/2009	1/3/2010	3L	8/2/2010	
WEB FORM DATA - CONCERN: ACCORDING TO THE CUSTOMER, VEHICLE LOST POWER AND TRACTION CONTROL LIGHT CAME ON, AND SERVICE ADVANCE TRAC MESSAGE IN MESSAGE CENTER CAME ON. WHEN VEHICLE ARRIVED HERE, MESSAGE GONE AND TC LIGHT OFF. TEST DROVE BUT UNABLE TO REPRODUCE CONCERN. NOTE, THIS IS THE SECOND TIME CUSTOMER HAS HAD A SIMILAR COMPLAINT. HOWEVER, THE FIRST TIME THE VEHICLE CAME IN, THERE WERE NO CODES PRESENT IN ANY SYSTEM OR ANY OTHER INDICATION OF A FAULT SO I RELEASED THE VEHICLE. THIS TIME I HAVE A CONTINOUS CODE C1278 DIAGNOSTICS: PERFORM DIAGNOSTICS PER SSM 21243. WIGGLE TEST WIRING HARNESS BETWEEN ABS MODULE AND PSCM IN AN ATTEMPT TO RECREATE THE CODE. UNABLE TO DUPLICATE CODE. PERFORM PPT F AND G AS OUTLINED IN THE SHOP MANUAL. ALL RESISTANCES NORMAL. NO OPENS OR SHORTS. INSPECT ALL CONNECTORS. NO DAMAGE TO HARD SHELLS OR PUSHED OUT PINS. NO			04587 Helfman Ford	7439			3FAHP0HA4AR[redacted]	11/3/2009	10/28/2009	8/22/2009	9/19/2009	2.5L Gas	8/9/2010	
			09869 Spitzer Ford	4092			3FAHP0HA5AR[redacted]	3/13/2010	3/10/2010	11/10/2009	1/9/2010	2.5L Gas	8/11/2010	
AFTER EXTENSIVE DEALER DIAGNOSIS FOUND OUT THE PSCM FIXED THE VEHICLE FOR INTERMITTENT TC LAMP COMING ON			01061 Keeter Ford	29015			3FAHP0HA2AR[redacted]	6/18/2009	6/12/2009	2/11/2009	5/7/2009	2.5L Gas	8/23/2010	
			04448 Ramirez Ford	4041			3FAHP0GA6AR[redacted]	6/4/2010	5/22/2010	2/18/2010	4/10/2010	2.5L Gas	9/7/2010	
			01026 Cresent Ford	2672	P0HAXAR4	6/18/2010	6/8/2010	3/23/2010	5/24/2010	2.5L Gas	9/1/2010			

			04822 Greenway Ford	126			3FADP0L35BR[redacted]	9/4/2010	8/24/2010	5/17/2010	7/12/2010	2.5L Hybrid	11/17/2010	2011
CUST STS WRENCH LIGHT AND CHECK ENGINE LIGHT IS ON AND VEHICLE DIES WHILE DRIVING ROAD TESTED EEC TESTED KOER AOEC DTC U0111 U0129 U0155 CLEARED DTC RETESTED VEHICLE DIES WHILE DRIVING AT TIMES WILL NOT RESTART THEFT LIGHT FLASHES INTER. CHECKED WIRING AND FUSES CHECKED FUSE PINPOINT OK IDS INDICATES PCM IS BLANK PERFORMED PMI ON PCM RETESTED VEHICLEOPERATED NORMAL FOR 5 HOURS THEN DIED. RETETSEDFOUND 10 VOLTS ON BOTH HS WIRES AT DCL REPAIR 10/12/2010 08:01AM SALAH TEKKO MSS - FCSD - TECH SVC HOTLINE TECHNICIAN REPLY: I CHECKED C145 AND OTHER CONNECTORS AND FOUND NO FAULTS. I LET THE CAR OPERATE FOR SEVERAL HOURS UNDISTURBED AND IT FINALLY FAULTED AS BEFORE AND VEHICLE DIED, WOULD NOT RESTART AND SET NUMEROUS U CODES IN ALL MODULES. THE HS-CAN CIRCUIT IMPEDANCE ACCROSS DCL PINS 6&14 IS 61 OHMS BUT I GET APPROX 5.5 VOLT AT EACH PIN TO GROUND. THE SPEC IS 2.5 VOLT. IS THERE A WAITING PERIOD BEFORE CHECKING VOLTAGE? I WILL BE DISCONNECTING MODULES TOMORROW TO CHECK FOR FAULTED MODULE. I HAVE NOT CHECKED THE MS CAN YET BUT I WILL.			06992 Peoria Ford	4641			3FADP0L39AR[redacted]	6/2/2010	5/26/2010	2/16/2010	3/23/2010	2.5L Hybrid	10/9/2010	
			01864 Power Ford	160	P0HA0BR2	12/1/2010	11/25/2010	8/29/2010	9/29/2010	2.5L Gas	12/16/2010	2011		
			03997 Prince Frederick Ford	1325			3FAHP0HA4BR[redacted]	11/4/2010	10/23/2010	5/14/2010	9/4/2010	2.5L Gas	1/3/2011	2011

1/27- vehicle passed all static & dynamic tests but lost assist on the final road test. Gear could be pulled and sent to 26mile for analysis. Cannot duplicate the concern in the vehicle at this time. 1/28- Mike Fontana will go to CAP record all in vehicle data and try to duplicate the code, if not will remove gear take back to 26mile for further analysis. 2/2- performed electrical endurance, code check, spring stand test at various voltages and vehicle test we can't reproduce this fault, checking with Geoff on next steps							1FMHK7F8XBG[redacted]	1/26/2011				3.5L wo/APA	1/27/2011	
													1/31/2011	2011
													11/16/2010	2011
													11/19/2010	2011
									8/27/2010		7/13/2010		9/13/2010	2011

Date	Part ETA
9/18/2009	74
9/18/2009	74
9/24/2009	67

PE12-017 007746



Case Number	Ford DTCs	Symptom	Component	Issue	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles
FR-0009	C200D-49	B9A	EPP		6/11 code did not reset tech returned vehicle to customer	6/11- dealer cleared the code, parking lot road tested and drove 11 miles with no codes that reset.	2098			Eric Estes		07888 North Bay Ford California	2098
FR-0028	U2011-49	B3A			**6/25**- vehicle came in with history code U2011-49 and U0415. no power steering message in the message center. No message during dealer visit and could not duplicate the code. Customer was from out of town so I believe vehicle is back with the customer. No repairs or parts replaced known at this time.				WEB FORM DATA - CONCERN: P/S FAILUR INDICATER MESSAGE CAME ON THEN OFF!!!!!!!!! DIAGNOSTICS: RETRIEVED CODES PARTS REPLACED:: N/A TECH QUESTION: CUSTOMER WAS OUT OF TOWN LIGHT CAME ON HE WHENT TO REPAIR SHOP THEY SHUT IT OFF THEN RESTARTED IT AND IT HAS BEEN WORKING FINE HE BRUOGHT IT HERE AND WE PULLED CODES AND COULD NOT DUPLICATE IT DO YOU HAVE ANY INFO ON A CONCERN LIKE THIS OR ANY SUGGESTIONS!!!! THANK YOU! WERE YOU ABLE TO VERIFY THE CONCERN?	Eric Estes		02775 Astorg FLM W Virginia	3609
DR-0005	U2011-49	B3A			**Code cleared and did not reset after parking lot road test. Drove over 55km without setting code.**				CHECK AND REPORT ON INTERMITTENT NO POWER STEERING (H22 ROADTEST, PULL CODES FROM SYSTEM U2011:49 IDS TEST, PINTEST, PERFORM ONLINE INTERACTIVE DIAG,			A1059 Oak-Land Ford	819
U502	U2011-49			customer driving	1/24- tech could not duplicate the codes or no assist. Perform parking lot test and road test with no codes or symptoms.				CUST STATES THAT THE MESSAGE CENTER HAD A MESSAGE THAT SAID POWER STEERING ASSIST FAULT AND THE STEERING WAS VERY HARD DIAGNOSTICS: TEST DROVE VEH AND NORMAL OPERATION AT THIS TIME 0 WARNINGS IN THE MESSAGE CENTER IDS TESTED AND FOLLOWED PINPOINT TEST PER WORK SHOP MANUAL AND IT LED ME TO THE CONSERN IS NOT PRESENT AND TO RETURN THE VEH BACK TO THE CUST DTC U2011:49-08,U0121,U0126,U0159,U0428 THE WORK SHOP MANUAL TOLD ME TO CLEAR THE DTC AND TEST DRIVE VEH AND RETEST I CLEARD THE DTC AND THE SYSTEM PASSED PARTS REPLACED:: NONE TECH QUESTION: ANY KNOWN CONSERNS SHOULD I RETURN THE VEH TO THE CUST WERE YOU ABLE TO VERIFY THE CONCERN			02058 Beechmont Ford	289

Snap Shot Data (if known)	TRW Fault (once known)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Vehicle Type	Date of Repair	CQIS Report #		
B9A		3FADP0L39AR[redacted]	3/10/2009	3/1/2009	10/6/2008	11/19/2008	2.5L Hybrid	6/11/2009	9FKAP13 8 NHL		
N/A		3FAHP0JA7AR[redacted]	5/14/2009	5/9/2009	2/12/2009	3/25/2009	2.5L Gas	6/25/2009	9FYAI293 NHL		
		1FAHP2KT5AG[redacted]	7/14/2009					10/22/2009			
		1FMHK8F83BG[redacted]	11/22/2010				3.5L w/APA	1/20/2011			

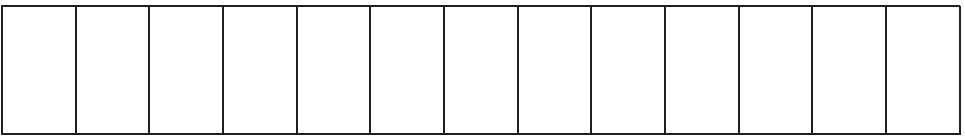
Case Number	Ford DTCs	Symptom	Component	Gear Location	Current Updates	Verbatim	Gear location	Report State
Conn	U0100-00 U0001-88 U0121-00				6/11- TECH STATES THAT HE FOUND PIN 3 CAN BUS CKT. VDB405 OF C1010 PUSHED OUT -THIS PIN WILL NOT LOCK BACK INTO THE CONNECTOR, TERMINAL ITSELF SEEMS FINE - SEEKING GUIDANCE, SHOULD THE ENTIRE HARNESS BE REPLACED? (IT IS NOT A VERY LONG HARNESS, ABOUT 1FT LONG)			
Wiring U0001-88		A11			6/8- dealer found visual issue with connection or wiring for CAN BUS error fault 6/11- CAN BUS wire shorted near Conn. C1010 at the A/C bracket bolt, Harness would swing back & forth against the bolt causing intermittent short.			
Wiring	No Assist/ No Com	No Com	Wiring concern- PSCM ignition feed harness shorted on exhaust converter shield		ABS/EPAS module not responding. No ignition feed to abs/epas at ckt. CBP42 GN, found blown fuse# F42 in SJB install new still blows. Found harness shorted at the catalytic converter shield about 12" from the EPAS connector. vehicle fixed	Wiring concern- PSCM ignition feed harness shorted on exhaust converter shield		
Wiring	No Assist/ No Com	No Com	Wiring concern- PSCM ignition feed harness shorted at AC compressor		FUSE NUMBER 42 10AMP IN THE SMART JUNCTION BOX BLOWN. WIRE CBP42 GN CHAFED THOUGH ON THE A/C COMPRESSOR AT CONNECTOR C1010 MALE SIDE.REPAIR WIRE AND RELOCATE CONNECTOR.	Wiring concern- PSCM ignition feed harness shorted at AC compressor		
Wiring	No Assist/ No Com	No Com	Wiring concern- PSCM ignition feed harness shorted on exhaust converter shield		ABS/EPAS module not responding. No ignition feed to abs/epas at ckt. CBP42 GN, found blown fuse# F42 in SJB install new still blows. Found harness shorted between splice S120 & PSCM connector on the catalytic converter shield. Repaired harness vehicle fixed	Wiring concern- PSCM ignition feed harness shorted on exhaust converter shield		
DR-0010	U0131 C1278 U0428	Int. No Com	System Wiring	Ign feed C145 pin "B"	1/11- Dealer replaced the EPAS gear and vehicle still had same symptom"Int. No Com" replaced EPAS harness to fix vehicle C145 hardshell term."B" broken lock tab. Cannot find 700 tag on this vehicle at this time to chargeback gear replacement.	CONCERN: NO POWER STEERING,ADVANCE TRAC LIGHT ON DIAGNOSTICS FOLLOW WSM 418-00 PINPOINT TEST G FOR THIS CONCERN AND LEAD TO EPAS GEAR REPLACEMENT. REPLACED STILL HAD SAME INTERMITTENT NO COMMUNICATION WHILE DRIVING. ADD-ON 12/21/2009 09:07PM JEFFREY WILLIS(FSE) MSS - FCSD - REG - CINCINNATI DEALER PRINCIPAL REQUESTING FSE ASSISTANCE. THIS VEHICLE IS A STOCK UNIT THAT WAS ORDER BY LOCAL FIRE INSPECTOR. IS DUE TO BE DELIVERED TO CUSTOMER ASAP. ADD-ON 12/23/2009 01:40PM JEFFREY WILLIS(FSE) MSS - FCSD - REG - CINCINNATI VISITED THE DEALER ON 12-18-09. PRIOR TO VISIT, TECH HAD PERFORMED PPT AS ADVISED AND THE STEERING GEAR ASSY BUT THE CONCERN WAS STILL PRESENT. - PERFORMED A TEST DROVE WITH SM, WAS UNABLE TO DUPLICATE THE CONCERN. SM STS WHEN CONCERN OCCURS, THE TRACTION LIGHT COMES ON AND THERE IS NO STEER ASSIST FOR JUST A MOMENT. IF YOU KEEP DRIVING THE ASSIST RETURNS AND CONCERN MAY NOT OCCUR THE REST OF THE DAY. THE TECH AND SM FOUND THIS OCCURS ONLY WHEN VEHICLE IS COLD. - TESTED FOR CMDTCS FOUND I/C AND ABS HAD CODE U0131 (LOSS COMM WITH PSCM) AND ABS HAD		

U502	No Com	No Com	femal terminal 24 in C139 spread open	At dealer	1/31- tech called back and the TC lamps were on all the time now, tech found terminal 24 open in c139. tech replaced the female terminal to fix the lamps & code. Vehicle fixed			
U502	No Com	No Com	femal terminal 24 in C139 spread open	At dealer	1/24- tech found loose female terminal 24 in connector 139, tighten terminal now vehicle is fixed.			
U502	No Com	No Com	femal terminal 24 in C139 spread open	At dealer	1/24- tech found loose female terminal 24 in connector 139, tighten terminal now vehicle is fixed.			
U502	No Com	No Com	femal terminal 24 in C139 spread open	At dealer	1/24- tech found loose female terminal 24 in connector 139, tighten terminal now vehicle is fixed.			
U502	No Com	No Com	femal terminal 24 in C139 spread open	At dealer	2/3- called dealer and confirmed that pin 24 was spread open tighten the terminal tang and reinstalled to fix the lamps and codes.			

Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (once known)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Vehicle Type	Date of Repair	Model Year	Date	Part ETA
		C1010 terminal 4 pin pushout hard shell lock broken	01466 Town & Country Ford Indiana	238	A17 A11 A8D		3FAHP0CG3AR[redacted]	5/11/2009				3L	6/11/2009	9FJAG186 NHL		
		CAN Bus harness shorted against A/C compressor bolt near C1010	02707 Brighton Ford	51	A11		3FAHP0JG3AR[redacted]	5/23/2009				3L	6/8/2009	9FHAD24 0 NHL		
		CBP42 ignition feed shorted on catalytic converter heat shield	05591 EL CENTRO MOTORS California	4590	N/A		3FAHP0HG7AR[redacted]	3/20/2009				3L	4/29/2009	9EKA800 6 NHL		
		harness chafed at A/C bracket near connector C1010	65099 FORD MOTOR COMPANY (WHQ) Mich	1341	N/A		3MEHM0JG2AR[redacted]	3/9/2009				3L	5/1/2009			
		CBP42 ignition feed shorted on catalytic converter heat shield	B4412 Parkside Ford Manitoba	164	N/A		3FAHP0CG8AR[redacted]	3/30/2009				3L	5/12/2009	9ELAW12 5 NHL		
			02098 Whites Ford	35			2FMHK6DT9AE[redacted]	12/1/2009					Flex 3.5L GDTI w/o park assist	########		

TECH COULD NOT DUPLICATE TC LAMP ON, HAS C1B00-29(SWA SIGNAL ERRATIC) IN THE ABS PERFORMED PARKING LOT ROAD TEST THEN PARKED THE CUSTOMER TEST DROVE AND THE TC LAMP CAME ON WITH THE SERVICE PS NOW MESSAGE. TECHCHECKED ALL CONNS,TERMINALS & WIRING HAVE GOOD 12V & GRD FEEDS TO PSCM. 1/24- called dealer back to advise to repair C139 tech will need to get the customer back in to check the terminals 24 & 25.		C139 term. 24 spread open from plant evac/fill connector pins too big	00529 Gene Evans Team Ford	16			1FMHK7F82BG[redacted]	12/9/2010		11/17/2010		3.5L wo/APA	1/17/2011			
CUSTOMER STATES TC & TERRAIN LAMP ON INTERMITTENT, SERVICE ADV TRAC MESSAGE & SHIFTER KNOB LAMP WENT OFF. TECH PHYSICALLY CHECK G101 AND USED BULB TO LOAD TEST THE 12V PSCM CIRCUITS. WIRING,TERMINALS,CONNS CLEAN AND TIGHT. VEHICLE NEVER LOST ASSIST COULD FEEL A LITTLE DIFFERENCE IN STEERING FELL WHEN THE TC LAMPS CAME ON BUT STILL HAD ASSIST.		C139 term. 24 spread open from plant evac/fill connector pins too big	20546 Fette Ford	207			1FMHK8D81BG[redacted]	12/12/2010		11/6/2010		3.5L wo/APA	1/19/2011			
CUSTOMER TOOK DELIVERY OF VEHICLE AND DRIVE ONE BLOCK AND BOTH TC & TC OFF LAMPS ON. CUSTOMER DROVE BACK TO DEALER SHUT VEHICLE OFF, TECH STARTED THE VEHICLE UP AND PULLED INTO HIS STALL AND THE TC LAMPS WERE OFF AS HE PULLED INTO HIS STALL THEN THE TC LAMPS CAME ON AND NOW WILL NOT GO OUT WITH EVERY START. HAS GOOD 12V FEEDS TO THE PSCM HE WILL DOUBLE CHECK G101 FOR POOR CONNECTIONS. AT ONE TIME THIS VEHICLE HAD LOW VOLTAGE BUT THE TECH DID NOT EXPERIENCE ANY LOW VOLTAGE ISSUE COULD HAVE HAPPENED DURING NEW CAR PREP.		C139 term. 24 spread open from plant evac/fill connector pins too big	04963 Brandon Ford	51			1FMHK8F89BG[redacted]	12/13/2010		10/27/2010		3.5L wo/APA	1/19/2011			
A COMMUNICATION ISSUE WITH THE POWER STEERING CONTROL MODULE (VAPS). THERE ARE NO PREVIOUS REPORTS OR KNOWN FIXES FOR THIS CONCERN. PLEASE VERIFY THE POWERS AND GROUND CIRCUITS ARE ALL INTACT BY PERFORMING VOLTAGE DROPS TO THE MODULE. IF THE POWER AND GROUND CIRCUITS ARE WITHIN SPEC OF 400 MILLIVOLTS, THEN INSPECT FOR PROPER PIN-FIT USING A SPARE MALE PIN. IF A VOLTAGE DROP OF MORE THAN 500 MILLIVOLTS, THEN REPAIR THE AFFECTED CIRCUIT AND RETEST. PDI WILL NOT GO INTO FOUR WHEEL DRIVE AND TURN SIGNALS NOT WORKING PROPERLY DIAGNOSTICS: GIVES CODES FOR PCSM LOST COMM. TO ABS AND IPC CANNOT COMM. WITH PCSMALSO CODE FOR STEERING ANGLE SENSOR PARTS REPLACED:: NONE		C139 term. 24 spread open from plant evac/fill connector pins too big	02509 Asheboro Ford	10			1FMHK8D89BG[redacted]	1/11/2011				3.5L wo/APA	1/20/2011			
1/27- Call dealer to check C139 terminals 24 & 25 CAN BUS feeds for spread terminals dealer to call back with the fix. Dealer had a steering gear on order advised to cancel once he fixes the terminals			07809 Jones-West Ford	281			1FMHK8D8XBG[redacted]	1/11/2011				3.5L wo/APA	1/26/2011			

8/14/2012



8/14/2012

Case Number	Ford DTCs	Symptom	Component	Issue	Current Updates	Issue Status	Gear location	Report State
FR-0001	U3000-49 U3000-96	BA4	EPP	Monitor Micro	**9/14- dates approved by Bill in TRW/Ford warranty meeting to close out**	**4/20** EPP tested at Shirley lgn. cycled cooling to -20C can duplicate code. **5/8** sent to FSL mult. testing of monitor micro unable to duplicate failure. **5/21** micro sent back to Shirley to replicate failure for FSL **5/25** Shirley able to replicate the fault trying to isolate it with a standalone micro test for FSL **6/1** confirm with FSL testing does indicate a micro failure & using micro standalone test stand agree to the proper testing procedures to find micro flash root cause. **6/4**- FSL engineering to witness micro code using the modified standalone test and agree to go forward with there micro testing. **6/5** - Part returned to FSL for further anlaysis, FSL confirmed their agreement that failure is wihtin their device.. **6/12** - FSL continue to characterise the failure at room and extremes of temperature. TRW escalated FSL performance in FSL and now we have improved design support. **6/15** - Micro testing action plan sent to FSL, testing complete on 6/18 **6/22** - Proven not a flash fault standard ATE. Reviewed clears shows an issue in the core miro bits of mathmatics. Mico test for containment. Will need to Identify which process is effective as containemt. Freescale is working on **6/30** - Summary the containment at Freescale will be July 30, 2009 **7/6**- Summary the containment at Freescale will be July 30, 2009 Containment at Kimball about 1 week later, Nee **7/7** - Kimball has QCCAR and will monitor Freescale. Report as closed with 7/30 containment **7/8** - Theo to revise 8D (latest date was June 11) **7/13** -Paul will have 8d updated for Tuesday 7/14 **7/14** - 8D sent to Theo Brockmann at Shalka for review will send to Ford 7/15. **7/15** - Theo send 8D to Eric and Martha to be sent to customer. **7/20** - Jeff Jacks to get information to Ford on latest timelime of action items from Freescal and to also provide inf **7/21** - Jeff to have to get the timing information from Freescale on dates of Containment. Also will need D3 firmed **7/27** - Augest 11th target for start of testing parts. Clean point to Kimball estamated Augest 18, 2009. **7/28** - 8D submitted to Paul for update 8d for customer	4/15 WPAC parts review 4/20 EPP in UK for further testing 5/8 micro sent to FSL 5/21micro sent back to Shirley 6/5- sent back to FSL acknowledge testing failure 6/15 - Freescale in Malaysia now testing after initial evaluation in Germany	8D in process - 346199
FR-0002	U2011-49 U3000-96	B3A	**EPP**	Raised Rivet	**7/21 -** 8D updated need Ford Closure	**5/27** gear taken to Washington checked resistance reading of relay at room temp and passed before shipping out to UK **6/1** Shirley found erratic high resistance resistance reading on phase 3 contact pair. x-ray shows evidence of raised baseplate contact #5. **6/4** send out relay to Tyco to confirm causal issue with relay contacts **6/12** still awaiting failure analysis response from Tyco, will chase 6/15. **6/15** - Tyco in Portugal **6/19** - Confirm raised rivet raise but not confirment if it is the fault. **6/24** - Built week 29 **6/30** - Confirmation on raised rivit **7/2** - Tyco are still working on the failure analysis as the device is marginal on their tests and pass the 4-point terminal to contact test. During Tyco visual inspection they identified a possible substance on suspect contact and sent the part for EDX/SEM analysis. The analysis shows the suspect anomaly to not be an issue Cross-cut currently being performed - Next update expected Monday 6nd July **7/6-** X-ray equipment and personnel in Mexico today **7/7** - 1) Tyco confirmed raised rivet with cross-cut 2) X-ray will not be allowed to go to QAO. Parts to be sent to	5/27 parts review part taken to Washington to ship out to the UK 6/1 in UK for testing 6/4- relay sent to Tyco 6/15 - Tyco in Portugal	8D in process - 346200
FR-0003	U3000-49 U3000-96	B32	**EPP**	Rev. Cap	**9/17- Kevin agreed to sign off the electrical testing. Kimball will start this new tesing this Monday morning Sept. 21st. Approx clean date to QAO 12/7 & HSAP 12/11. Martha update 8D dates and send to Bill Bouse.**	**5/20** - Testing at 26-mile to duplicate B32 code. **5/21-22** no contamination found removing lid. unable to duplicate code at room temp. further heat cycling at this time found current leakage more pronounced with the PFS isolated at 85Deg. C. **5/27**- EPP shipped out to the UK for further testing. **5/28**- EPP arrived at Shirley late. **6/1**-Testing confirmed issue with PFS. **6/4**- Testing set-up to identify faulty component **6/10** - Electrolyte found under ribbon cable connector on the ECU. Capacitor sent to Epcos for analysis. **6/15**- Supplier confirm that the device was not subjected to over voltage. Electrolytes leaking from capacitor. **6/16** - Ongoing. Testing on going at Epcos **6/22** - Capacitor is installed backward in circuit board. Kimball has 8D report to be distributed to team and QAO. vision system effectiveness was verified (17.06) - informing operators about issue and perform robust operators' retraining on each production shift (target 18.06) - implement additional 100% visual inspection on heatsink assembly and packing stations (target 18.06) - quarantine and visual inspection of finished products on Kimball stock – no C2 polarization failures were found s **7/2** - 8D copied with sent to QAO **7/6** updated and sent from Kimball with latest dates. Need to finalize 8d for closure	5/20 WPAC parts review 5/20 EPP in Washington for testing. 5/27 EPP shipped to UK 5/28 EPP arrived at UK 6/10- Capacitor sent to Epcos	8D in process - 346201

FR-0004	C1B00-62 C200D-49 U3000-96	B9A	EPP	Ribbon Cable Connector	**9/21- change in Anting 46-47 that would see the change in HSAP week 2 2010.**	**6/8** - pulled code B9A caused C69 lockout code. B93 set once in between B9A faults set. Torque sensor swapped no change with B9A setting, must turn input shaft slightly to set code **6/12** - Intermittent Open Circuit seen on Hall inputs to ECU at the Ribbon cable connector. X-ray shows a potential anomalie **6/15** - Discussions started with Schalke on next steps. Intermittent connection of ribbon cable **6/18** - Part Shipped to Tyco **6/22** - Presentation provided to Group will need to be distrubited. Found issue in connector installation. Currently TRW installed a rework procedure and working on a solution for proper installation of connector. **6/23** - Confirmation Anting performing updated procedure **7/6-** Schalke working with Anting and PE/ME to inverstigate potential process tool or design change. Mtg 7/9 **7/7-** Schalke/Anting have asked ATS to design a guide tool for pressing in connetor. ATS will have a draft proposal 7/9 **7/9** Presentation received. Need to evaluate and implement if acceptable. **7/10** - Have ideas for guide tool from ATS. Will review again next Wed. Would like to discuss possibility for design change if tool does not work. Will discuss next week with engineering. **7/13** - Seen presentations on the improvement in the possible process. Long term goal is to have an engineering **7/14** - Will forward latest 8D to Ford 7/15. **7/15** - Sent to Ford	6/8 WPAC No Parts Review 6/8 taken to Washington for analysis 6/9 sent to UK 6/18 sent at Tyco	8D in process - 346202
FR-0005	U2011-49	B3A	EPP	loose screw	**7/10 -** Recommending that we contact STA to review and close 8d	**6/12-** gear in process to Washington **6/15-** tear down gear and check U.K for next relay test steps. **6/16 -** Epp will be sent to Europe for Analysis **6/22** - Waiting for anaylsis **7/2** - 8D sent to B. Bouse on update **7/6** - Verfied carryover actions from Scalke to Anting with photographs of assy line controls. Need to finalize 8d for closure. **7/9** - Need to arrange a mtg with Ford STA (Jonathon Harris) to review and close 8D. **7/10** - Recommending that we contact STA to review and close 8d	5/25 ordered gear for customer on back order 6/4 dealer received gear waiting for dealer to send back 6/9 part sent out will be here for tomorrow 6/11 part arrived at WPAC 6/12- gear at Wasington to pull Level 1 codes & testing 6/17- EPP ship to Europe	8D in process
FR0006	U2011-49	B3A	**EPP**	Raised Rivet	**9/10- confirmed two raised rivets in the relay after xray**	6/3 tech performed parking lot road test, hiway road test and restarted after cold start and B3A code did not reset at this time. 6/5 Called dealer back they road tested the vehicle for two days with no codes returned to customer yesterday. Vehicle fixed at this time. 8/26- customer returned with same code replaced the EPAS gear 8/31- submit hot process form to ship part back to WPAC 9/2- pulled level 1 data second time back for same code. Code did clear and did not reset on return. Need to get EPP xrayed in Livonia 9/10- confirmed two raised rivets in the relay after xray	1814	
FR-0007	U2011-49 U3000-96	B3A	EPP	**Raised Rivet**	Same Case updates as FR002	**6/12** - confirmed B3A pulling data on-vehicle. Waiting on dealer to swap in new part **6/15** - Will pick-up part today and deliver gear to Washington. Part not ready **6/16** - Eric to Pick -up Part to send to Washington. 26 mile to perform anayslsis **6/17-** Pin 1 & 2 at 50m ohms but pin 3 and any pin has 8k ohms resistance. **6/18** - Confirm raised rivet raise. Part shipped to Tyco **6/23** - Tyco Request QCCAR, QAO Providing documentation to Tyco. Tyco received part and undergoing anaylsis **6/26** - QCCAR written **6/29** - Tyco Reported Raised Rivit as Root cause. **7/2** - Tyco confirm Raised contact as per TRW analysis Device fails Tyco EOLT. Cross cut confirms bad contact riveting **7/6-** X-ray equipment and personnel in Mexico today **7/7** - X-ray will not be allowed to go to QAO. Parts to be sent to Laredo for X-ray from QAO **7/9** - Loose Rivet same as FR002 **7/10** - X-ray machine not working in Laredo so containment only being done with woodpecker test. Simon and Mark to review parts flagged as raised rivet to validate the screening process to use parts in pipeline. If we can prove those found during woodpecker have the condition, may be able to stop x-ray	6/9- dealer ordered gear on back order. Waiting on FSE to meet TRW at dealer so TRW can pull data and exchange warranty service gear. 6/12 dropped replacement gear at dealer waiting for tech to replace. Will pick-up and deliver to Washington 6/16 dropped gear off at Washington late afternoon 6/18 - Sent to TYCO for anyalsis. Tracking number:918881479187	8D in process

FR-0008	U2011-61 C200D-49 U3000-49 U3000-96	B95	EPP	Aux ASIC	**10/6- continuous improvement containment actions added to 8D martha to send out to Bill Bouse and close 8D**	**6/16 -** Dealer waiting on backorder gear **7/6 -** Dealer still waiting on backorder- stock unit **7/13** - Need Dealership verbatium **7/24** - Part received in Washington performing Level 1 anaylsis. Need to start documention. **7/27** - Start Level 2 anaylsis PFR Started. Talked to UK will start additional testing on FR008. Clear codes and power up and test the repability. **7/29** - UK and 26 Mile software working on the diagnostics of the compents for testing the fault. When faults were	**6/15**- dealer waiting on backorder service gear **8/20** - Part to be shipped to UK for further anaylsis.	
FR-0010	U2011-49 U3000-96	B3A	**EPP**	Raised Rivet	**8/6-** Closed confirmed raised rivet issue.	**6/10 -** waiting on service gear **6/23 -** 700 tag issued after gear replaced and sending the gear back normal part return, no hot process return. should see the gear week of 7/13 **7/13** - Need Dealership verbatium	**7/20 -** Part at Ford **7/22** - Part at 26 Mile Washington **7/24** - Part shipped to	
FR-0011	U3000-96	B25	EPP	Rev. Cap	**9/2- same as case FR-0003**	**6/17**- confirmed C3000-96 is the only code listed unknown previous codes in the Interactive diagnosis **7/6** - dealer waiting on backorder **7/13** - Need Dealership verbatium **8/3** - WPAC possibly sent gear to Indy with other hydralic steering gears on accident. Email sent to locate gear. **8/10**- gear was found and will be sent back this week to WPAC 8/27- dropped gear off at 26-mile 8/31- need more information from UK. Remove power filter stage check capacitor. 9/2- pulled power filter stage enough to find rev. capacitor. To get serial number to check vision system test.	**6/17**- dealer ordered part	
FR-0012	U3000-96	B3A	EPP	Raised Rivet	**8/28- Xray confirmed raised rivet, ship to tyco**	**6/17**- confirmed C3000-96 is the only code listed unknown previous codes in the Interactive diagnosis **7/3** - service gear sent out to dealer **7/13** - Need Dealership verbatium **7/30**-Called and resent hot process form **8/7**- gear being sent normal parts return process, gear shipped 2 weeks ago 8/27- Mike Taylor disasemble EPP and bring to Livonia for X-Ray	**6/17**- dealer ordered part	
FR-0013	U3000-61	B97	EPP	loose screw	**8/6-** 8D sent out pending closure. (rework part)	**6/18-** dealer ordered gear for resetting code **7/3** - service gear sent out to dealer **7/29** - Part Arrival at Ford. **7/30 -** Sounds like screw under ECU. Will take apart today in 26mi to verify if rework or not. Simon/Paul to verify. Just verified as prior to containment date. Part was reworked verified screw location covered under the 8D containment for screw assembly. Martha provoided 8D numbers SPC09FO013 and RFW2009F01 8/6- 8D sent out pending closure	**6/18**- dealer ordered gear	
FR-0014	C200B- C200C-2F U3000-96		TS	TS harness damage (HSAP)	**7/14 -** Discussion with Ford can be closed out a non TRW issue.	**6/22-** tech found cut torque sensor harness, tried to repair wires but U3000-96 would not clear. **7/10** - Wire harness damage is in same location as the Hermosillo issue. Discuss action with Bouse **7/13** - Need Discussion With Ford to remove off list **7/14** - Discussion with Ford can be closed out a non TRW issue.		

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FR-0015	U3000-96		TS	Dealer Training vehicle, unplugged TS conn. & cycled ignition several times to set C69	**7/21 -** Sent buffer data to team. Will transport to Washington. Issue closed due to training vehicle and C69 Ford System team taking off line to evaluate diagnostic code.	**6/24** - confirmed C3000-96 is the only code listed unknown previous codes in the Interactive diagnosis **7/3** - service gear sent out to dealer **7/20** - Part at Ford undergoing Level 1 Anaylsis. Please note this vehicle was involved in a traing exceise. ETA to Washington 7/21. Dealer training vehicle. **7/21** - Sent buffer data to team. Will transport to Washington. Issue closed due to training vehicle and C69 Ford System team taking off line to evaluate diagnostic code.	**7/20 -** Part at Ford	
FR-0016	U3000-49 U3000-96	BAD	EPP	FET(TRU6) Epoxy splash	**10/6- continuous improvement containment actions added to 8D martha to send out to Bill Bouse and close 8D**	**6/30**- dealer waiting on backorder-customer vehicles **7/15**- dealer received gear this morning. Need Dealer Verbatium **7/20** - Part at Ford undergoing Level 1 Anaylsis. ETA to Washington 7/21 **7/21** - Sent buffer data to team. Will transport to Washington. Need PFR **7/22** - Part at 26 Mile Washington PFR created. Part on test. **7/23** - Geoff Jacks and T. Than working on testing parmaters for gear anaylsis. **7/24** - Currently code is repetable still working with UK on anaylsis. **7/27** - TRW 26 mile working with UK on anaylsis for diagnostics. Level 2 Anaylsis **7/30** - Need to take EPP lid off to verify cause. Need to verify the outputs and inputs to the ASIC compair good vs. bad. Also, evaluate solder joints and mico.	**7/20 -** Part at Ford **7/22** - Part at 26 Mile Washington 8/20 - Part to be shipped to UK for further anaylsis.	
FR-0017	U3000-49 U3000-96	B32	EPP	In Eval (Schalke)	**8/6- sent Salim information and history on this return because he will visit Schalke. He will check the 2-pin for possible area of water intrusion because 2-pin had some corrosion noted**	7/1 - Dealer received part **7/7**- hot process submitted **8/6**- gear returned to WPAC, data pulled **8/10**- take gear this Tuesday to 26-mile for testing **8/11**- gear still at WPAC, will transport to 26-mile once other gears are Xrayed in Livonia **8/12**- gear taken to 26-mile for testing 8/27- broken ribbon cable between coil on relay, either between track & relay or track and connector. 9/2- open track, white residue on track, need to remove PFS out to get to the PCB. Will send out pictures today. Will do pressure test today.		
FR-0018	C200B-62 U3000-96	BD0-BD4	TS	In Eval (Hella)	**3/9- Ecu terminals & IDE connector is clean from any strands or debris.**	6/4 - Dealer waiting on back order- customer vehicles **7/13** - Need Dealership verbatium **7/20** - Expected arrival at Ford 7/21 **7/21**- Part received at Ford performed buffer data. Washington waiting for Part arrival **7/22** - Part at 26 Mile Washington PFR created. Part on test. **7/23** - Code has not reproduced Sensor enginnering evaluated part no issue performed visuale inspection on the top of solder with microscope seen no issues (Can't see back side unless destry part not at that level of anaylsis). Currently on still on root cause anaylsis will set up gear and test for Hot and Cold chamber cycling to reporduce failure.	**Hella**	
FR-0019	N/A	N/A	NVH	**RBN Ball**	**8/6-** Rob K will talk with Bill about 8D closure	7/27 - Currently part on heat test at 26 Mile no issues reported **7/6** - service gear sent to dealer today **7/9** - Gear is in transit to WPAC **7/13** - Gear at 26 Mile and is undergoing anaylsis. Currently Thia Than is pulling codes and will have a discussion of next steps in process. Possible next steps are EDF testing. **7/15** - EDF testing **7/20** - No codes reported in the Level 1 Anaylsis. **7/24** - Issue with RNBA ball bearing in on gear assembly. **7/27** - QAO identified two areas of concern assembly and teardown. Currently imporved handling and will	**7/13** - Part at 26 Mile for anaylsis	
FR-0020	U200B-2F U200C-2F	BD0-BD3	TS	Solder issue on Hella Sensor	**9/3- clean stock used in QAO on July 30th, clean stock at HSAP on July 31st.**	**7/9** - Torque Sensor Assembly missed a solder joint. Contact Angie at Rogersville about returning the unit **7/10** - Part to be in Rogersville today. Angie to review. Then likely on to Hella. Angie should send pictures to Hella today. **7/13** - Update from TRW on process. **7/14** - Part on way to Hella. 100% visual inspection, 100% visual inspection sort at Rogesville and Hella so far no suspect parts identified. Target for preliminary 8D 7/15/2009. - Confirm date with Mike Davies **7/17** - Containment - they have 100% visual inspection on the line after the Automatic optical Inspection (AOI) for the solder joints. 3668 checked, 2 suspect parts removed, but not failures against the IPC soldering requirements for class 3 joints (highest level). They are also changing the AOI pass criteria to 100% solder fillet (class 3 requires min 75%) as further containment.	**7/14** - Part on way to Hella for review	8D created
FR-0021	No Codes	No Codes	No gear installed	EPAS Gear was not installed. No fluid in gear was axle seal leak	**7/14 -** No fluid in EPAS was wrong diagnostic have closed out issue.	**7/6 -** service gear sent to dealer **7/7**- SF states no codes or messages in the dash but he found red fluid on the bottom of the EPAS gear, SF did not know gear does not have fluid internally. At this time customer is driving the vehicle and will return to get evaluated again to see where the transmission fluid is coming from. Dealer received EPAS service gear yesterday advised not to replace for this fluid leak. **7/13** - Need Dealership verbatium. Also need to eliminate from the list at no fluid in EPAS system **7/14** - No fluid in EPAS was wrong diagnostic have closed out issue.		

FR-0022	U2011-49	BB9	EPP	Rev. Cap	**8/17 -** same as case FR-0003	**7/3** - dealer replaced the gear **7/6 -** service gear sent to dealer, Gear in process to WPAC **7/9 -** Gear received and under investigation at 26 Mile. **7/10** - Room temp testing did not show anything. Will try hot/cold testing (Thia) **7/13** - Testing has proving NTF and will test Power Down sequence. **7/14** - PFR submitted **7/15** - Part ship to Shirley for anaylsis **7/20** - Part arrival at UK. Access to start testing on rig for anylsis 7/27. Currently test stand is used for the Ford software validation for release. **7/28** - Part is waiting for test rig currently is delayed for the U502 software release. Once software is completed part will go on test. **7/30 -** Started on test this morning on the power up and power down rig. **8/6**- removed off rig cannot repeat failure. Install in temp. chamber to recheck. Discuss Monday on next steps with Geoff Jacks **8/10**- will try to test under load same as FR0025 to duplicate concern. **8/17** - closed to issue case FR-0003	**7/15** - Part ship to Shirley for anaylsis	
FR-0023	U3000-96	B3A	EPP	Raised Rivet	**8/27- UK confirmed raised rivet in phase 3. sent to Tyco today**	**7/6** - service gear sent to dealer **7/13** - Need Dealership verbatium **7/20** - Expected arrival at Ford 7/21 **7/21**- Part received at Ford performed buffer data. Washington waiting for Part arrival **7/22** - Part at 26 Mile Washington PFR created. Part on test. **7/23** - Send PN to Geoff Jacks to verify relay build date. No high resistance. Woodpecker show no issues.	**7/20 -** Part at Ford **7/22** - Part at 26 Mile Washington **7/29** - Part shipped to UK **8/3**- part arrived in UK	
FR-0024	U3000-96	B3A	EPP	Raised Rivet	**8/10-** confirmed raised rivet	**7/6** - Dealer ordered part on backorder- customer vehicle **8/3** - Came into Ford today, data pulled **8/4**- delivered to 26 mile **8/6**- X-ray's confirm raised rivet contact, confirm relay date code & Thiha to check contact resistances.	8/4- delivered to 26 mile	
FR-0025	U2011-49 U3000-96	BB9	EPP	Rev. Cap	**8/17 - same as** case FR-0003	**7/6** - Dealer waiting on back order- customer vehicles **7/13** - Need Dealership verbatium **7/20** - Expected arrival at Ford 7/21 **7/24** - Part received in Washington performing Level 1 anaylsis. Need to start documention **7/27** - Level 2 anaylsis and PFR started. Remaval EPP from gear. **7/30** - Paul will give information to Simon on how to proceed		
FR-0026	U2011-49 U3000-96	B3A	EPP	no weld vstar pin	**11/9- Martha has 8D from Angie Caudell will update and send out to Ford. Clean date into QAO week 1 of 2010.**	**7/7**- Dealer ordered part. - customer vehicle. Email request Canadian gear to be sent back to WPAC **7/15** - Part arrival at Ford will anaylsis at TRW Need PFR. **7/16** - Part arrival at TRW 26 Mile will perform standard B3A test procedures. **7/17** - Confirmed the B3A found not high resistance and going to X-Ray **7/20** - Part in Liviona for anaylsis currently X-ray machine down. If not able to X-ray will ship part to UK for anaylsis. **7/21** - X-ray confirmed no raised rivit and need confirmation from UK on either to woodpecker test or ship to UK. Woodpecker the part at 26 Mile. **7/22** - Will start testing process on oscillascope to evaluate EPP and relay. Currently part set a A3A with the start of woodpeckering based on the scope test will evaluate the next steps **7/27** - Run all test then remove the relay X-ray and shipment of part. **7/28** - A3A has occured once again part needs to be shipped to UK for deeper evaluation and testing	**7/16** - Part arrival at TRW 26 Mile **7/29** - Part Shipped to UK. **8/3**-part arrived in UK 8/20 - Part at Anting	
FR-0027	No Com	No Com	EPP	In Eval (UK)	**12/14- Geoff checking with Murata that 11/30 was confirmed data for blade change.**	**6/30**- NO P/S ASSIST, NO COMM /W PSCM **7/1** - dealer ordered part **7/14** -gear sent to dealer **8/3** - Came into Ford today, data pulled **8/4**- delivered to 26 mile **8/10**- level 1 testing able to pull data using gas tune, retested HEV tune and could not pull data, verified with 26-mile. Testing started in 26-mile. **8/11**- Instrument setup the micro to check for micro or CAN Bus issues. **8/12**- Martha to start QCCAR, Geoff & Thiha continue to test the micro circuits **8/20** - Part is intermittent are testing all joints and ciruits for intermitten occurances. **8/24** - Checking voltages. Not starting up properly 9/2- crystal not operating properly faulty all the time now, needs further testing to find cause. 9/8- Thiha to send Geoff crystal/micro information to follow up on the testing 9/11- Thiha sent traces to Geoff to discuss next steps, part will likely be sent to UK for additional analysis. 9/14- Thiha to check one more scope trace and send out to UK this afternoon for addition testing. 9/21- ignition cycling if still does not fail thermo chamber testing. Thiha sent Geoff traces today	8/4- delivered to 26-mile	

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FR-0029	U3003-68	No Com	EPP		**9/17- pulled EFF & Buffer data only found battery voltage code event U3003-68(E10). tech replaced the gear and the same no communication returned. Dealer error assistant manager advised to replace gear tech found poor ign. terminal connection in EPAS 3-pin conn. tighten reinstalled vehicle fixed**	**7/17**- emailed Canadian contact to send gear back to the WPAC **8/12**- resent email to Canadian contact to check if dealer shipped gear 8/31- talked to Trevor in parts sent EPAS gear back Friday. Should see gear end of this week. 9/8- talked to Vic Mackers at Canadian hotline he will ship part to WPAC today.		
FR-0030	C200D-49	B9A	EPP	In Eval (UK)	**7/20- has performed all testing and inspections at this time with NTF**	**7/17**- Dealer replacing gear for intermittent loss of assist, submit not process. No codes listed **7/24** - Part received in Washington performing Level 1 anaylsis. Need to start documention **7/27** - Level 2 anaylsis and PFR started. **7/28** - UK and TRW software working on the anaylsis test at 26 mile for evaluation of part. **7/30 -** Not repeatable. Waiting to get on EDF stand. Only know it failed at 50°c. Code never latched out. Need to get EFF data to Shirley.		
FR-0031	C200B-62 U3000-96	BD4	TS	Bent TS finger	**9/11- meeting today at 11am and agreed on containment actions & dates from Rogersville & QAO to close 8D.**	**7/24** - Part received in Washington performing Level 1 anaylsis. Need to start documention **7/27** - Level 2 anaylsis and PFR started. **7/28** - Jim L. has part for deeper dive anaylsis. **7/29** - Failure has been reproduced next steps are testing the area of the failure. **7/30** - Need to rule out harness. J. Loria to take off tq sensor cover for further evaluation of sensor. Loria should communicate with UK team during evaluation for recommended steps.. **8/3-** Found reluctor ring contact bend down on CB. Rogersville & QAO to construct fishbone for possible causes **8/4-** Rogersville implemented a quality alert on the process line and QAO has 100% inspection for a bent pin. Need to get 8D out. **8/6-** Rogersville to investigate mark on tooth for possible causes. Hella to update 8D late next week. **8/10**- Martha updated QAO control plan- IPA teeth inspected before installed in gear. 200% IPA inspection at QAO & Rogersville for containment Rogersville testing part on line to see if it will be kicked out & check possible causes of marks on teeth. **8/11-** Todd Williams to put IPA through mechanical displacement test. Then take to lab to check mark on tooth and		
FR-0032	U2011-49 U3000-49 U3000-72 U3000-96	B43	EPP	Raised Rivet	**9/8- Tyco confirmed this part to be a raised rivet**	**7/22**- Local dealer Bob Rhodeau will replace gear tomorrow I will pickup and deliver tomorrow **7/24** - Part received in Washington performing Level 1 anaylsis. Need to start documention **7/27** - Level 2 anaylsis and PFR started **7/28** - UK and TRW software working on the anaylsis test at 26 mile for evaluation of part. **7/30** - Will turn on again to see if code repeats **8/6-** 26-mile verified code will repeat after sitting for a few days, possible contaimination, use PUMA tool to confirm load data, finish fault store data 8/12- nothing found in the fault data pulling out the power filter stage for testing 8/31- Xrayed and sent to tyco 9/1- last check part stuck in customs on the way to Tyco		
FR0033	C200D-49	B9A	EPP	In Eval (UK)	**7/20- has performed all testing and inspections at this time with NTF**	**7/22**- unknown codes & information, submit not process form. **7/29** - Part Arrival at Ford. **7/30** - Arrived at 26 mi **8/10**- to work with UK cannot reproduce faults		
FR-0034	U2011-49 U3000-96	B3A	EPP	Raised Rivet	**8/10-** confirmed raised rivet	**7/23** - dealer performed Interactive Diagnosis pulled snap shot data B3A & C69. lead to Gear replacement. **8/3** - Came into Ford today, data pulled **8/4**- Delivered to 26 mile **8/6**- X-ray's confirm raised rivet contact, confirm relay date code & Thiha to check contact resistances	8/4- Delivered to 26 mile	
FR-0035	U2011-49 U3000-96	B3A	EPP	Raised Rivet	**8/12-** confirmed raised rivet on Xray. Confirm resistance checks at 26-mile	**7/29**- No CQIS claim or information. submit Hot request to get gear back to WPAC **8/6**- gear returned to WPAC, data pulled **8/10**- take gear this Tuesday to 26-mile for testing **8/12**- confirmed raised rivet on Xray. Confirm resistance checks at 26-mile		
FR-0036	U2011-61 U3000-96	B95	TS	TS ASIC	**9/30- Clean parts now into Hella Sept. 29th. Rogersville working to get timing into QAO/HSAP. Nov. 3rd clean date to get into HSAP.**	**7/29**- submit Hot request to get gear back to WPAC **8/3** - Came into Ford today, data pulled **8/4**- Delivered to 26 mile **8/10**- raise priority level to test next with FR0008 **8/12**- starting to test waiting on UK for direction also FR0008 & FR0016 **8/20** - Waiting on direction form UK based on there testing to set up 26 Mile in parellel with FR008 and FR0016 **8/24** - Torque sensor issue with signal. 8/27- Jim Loria found problem with TS, shipped part to Rogersville for more testing 8/31- arrived in Rogersville will get update on timing today from Todd Williams & Angie Caudil 9/4- TS Passed the Rogersville testing by Todd Williams. Apparently it is an intermittent issue but Todd states this is an issue that Hella is aware of based on previous problems on another program. Shipped out to Hella for testing. Include Ian Ingram on testing results. 9/9- Shipped out to Hella today for testing. Ian Ingram sent email to update after Hella testing. 9/14- Hella received part today in there Logistik center will ship part to there lab- send out testing results tomorrow 9/16- Markus Dura reporting out of Hella Mike Davies & Ian Ingram will follow-up	8/4- Delivered to 26 mile	

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FR-0037	U2011-49 U3000-96	B3A	EPP	Raised Rivet	**8/12-** confirmed raised rivet on Xray. Confirm resistance checks at 26-mile	**7/29**- submit Hot request to get gear back to WPAC **8/6**- gear returned to WPAC, data pulled **8/10**- take gear this Tuesday to 26-mile for testing **8/12**- confirmed raised rivet on Xray. Confirm resistance checks at 26-mile		
FR-0038		B3A	EPP	Raised Rivet	**8/28- Xray confirmed raised rivet, ship to tyco**	**7/29**- no EPAS codes listed in AWS report. Gear will come back normal part return routing to WPAC 8/24- Pulled EFF & Buffer Data 8/27- Mike Taylor to bring EPP to Livonia for X-Ray		
FR-0039	U3000-49 U2011-49 U3000-96	BBA	EPP	In Eval (UK)	**3/25- put on the PUPD rig for a couple days still cannot reproduce code.** **8/11- have exhausted all the testing on this return looking for NFF.** **8/30- possible check wire bond, PCB & solder issues**	**8/5**- submitted dealer hot process form to return gear **8/12**- Pulled EFF & Buffer data, does not match interactive diagnosis(see FR0048). Found out dealer had 2 warranty gears and sent wrong EPAS gear with RO. This gear replaced today should be back next week. 8/25- Pulled Eff & Buffer data code BBA 8/27- dropped gear off at 26-mile 8/31- Geoff Jacks requested part to be sent to UK for testing 9/2- part has not been shipped Geoff wants 26-mile to perform testing. 9/10- cannot duplicate code put in thermo chamber for hot test. 9/11- still cannot duplicate any codes at this time		
FR-0040	P07AE-09	AF1	NVH	Customer damage gear impact	**8/17 -** Part on EDF evaluation. Average torque to rotate is 5.2 N/m. No visible debrie. Tear down approved. Check Tie Rod lash, no visual damage on gear. Forward functional data to Wes	**8/4**- customer backed into a curb, then set P07AE-09 this should be rejected **8/5**- submitted dealer hot process form to return gear **8/12**- Pulled EFF & Buffer data sent out for evaluation. Check date when can install on EDF stand. Will take to 26-mile Thursday. **8/17** - Part on EDF evaluation. Average torque to rotate is 5.2 N/m. No visible debrie. Tear down approved. Check Tie Rod lash, no visual damage on gear. Forward functional data to Wes 8/20 - email from Ford I am OK with letting this go. Hard to have the dealer go back to the owner for payment. Agree with you Wes that		
FR-0041	U3000-96	B3A	EPP	Raised Rivet	**8/12-** confirmed raised rivet on Xray. Confirm resistance checks at 26-mile	**8/5**- submitted dealer hot process form to return gear **8/6-** gear returned to WPAC, data pulled **8/10**- take gear this Tuesday to 26-mile for testing **8/11**- take gear to Livonia Tech 3 for Xray. **8/12-** confirmed raised rivet on Xray. Confirm resistance checks at 26-mile		
FR-0042	U3000-96	BD3	TS	TS harness damage (HSAP)	**8/25-** TS harness cut & damaged near second retainer to the IPA- HSAP issue. I have gear here at hotline for inspection.	8/5- Dealer sent gear back normal parts return with 700 tag 8/25- TS harness cut & damaged near second retainer to the IPA- HSAP issue		
FR-0043	C200C-2F U3000-96	BD3	TS	In Eval (Hella)	**12/8- stamping burrs on the lead frame is the root cause and supplier Viennaplex/Rejlek confirmed fault. Position of new punching insert will be implemented into the stamping tool. Has new brush station with new welding points. PCA automation/camera process pending till week 4 2010. Ian Ingram to send Hella 8D to Ford(12/9)**	8/7- Dealer sent gear back normal part return, no codes listed in the AWS report. 8/27- dropped gear off at 26-mile 8/31- Jim Loria found issue with TS, needs additional analysis before sending to Rogersville 9/1- Jim found one channel of the TS dropping low indicating a shorted circuit, will continue to test circuits 9/2- Jim found 50 ohm short between channel 2 & ground. Further testing to find cause. 9/4- path of moisture through the TS harness this is old version harness. To finish up testing on TS at 26-mile and ship TS to Hella for level 3 analysis. Include Ian Ingram on all the sensor testing information. 9/9- arrived at Hella emails sent to Ian Ingram to give a status update on testing. 9/14- testing results from Hella will be done Tuesday morning and sent out. 9/16- TS testing still on-going at Hella will Markus will report back complete testing results when finished		
FR-0044	U2011-49	BB9	EPP	Rev. Cap	**9/14- same as case FR-0003**	8/24- Pulled EFF & Buffer Data 8/27- dropped gear off at 26-mile 8/31- Geoff Jacks requested part to be sent to UK for testing 9/2- part has not been shipped Geoff wants 26-mile to perform testing. 9/10- cannot duplicate code put in thermo chamber for hot test. 9/14- confirmed Rev fitted capacitor		
FR-0045	C200B-61 U3000-96	B90	TS	In Eval (Hella)	**12/8- stamping burrs on the lead frame is the root cause and supplier Viennaplex/Rejlek confirmed fault. Position of new punching insert will be implemented into the stamping tool. Has new brush station with new welding points. PCA automation/camera process pending till week 4 2010. Ian Ingram to send Hella 8D to Ford(12/9)**	8/25- Pulled Eff & Buffer data code BD0,BD2,BD4 an B90 final code set 8/31- Jim Loria testing, no updates at this time. 9/1- Jim cannot get the code to reproduce, further testing needed 9/9- part sent back to Simon/Thiha for further intermittent testing. 9/10- Simon could not duplicate any codes will talk to Jim Loria on further testing 9/11- part has been run over the weekend still cannot duplicate any codes at this time, compare 9/14- cannot reproduce any faults, testing will start this week to check for intermittents. 9/14- Insert square wave and cycle ignition 5 sec on & off. Check back with results 9/30- gear is queue for ignition cycling testing 10/5- currently ignition cycling, going to do wiggle testing of the ribbon cable while cycling		
FR-0046	U3000-96	B3A	EPP	Raised Rivet	**8/28- Xray confirmed raised rivet, ship to tyco**	8/27- Tomorrow Mike Taylor to bring EPP to Livonia for X-Ray		

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FR-0047	U3000-49 U3000-96	BA9	EPP	In Eval (FSL)	**3/15- send 8D to Ford. This fix was using the new pod design fixed on 12/31/2008 at FSL, But the new burn-in program screen test, 12/30/2010 at FSL which estimates 4/25/2011 into QAO.**	Deflection testing has been re established at QAO due to this concern. 10/8- development test target date set for 11/30/2010. 12/20- part now on physical analysis for root cause. Geoff to get the date code to see when the new test arrives into Anting.		
FR-0048	No Com	No Com	EPP	In Eval (Anting)	**3/3- Ford has been sent the update 8D Mike Bahena, Tim Snider & Tim Dietz all concluded to close this case**	**8/12**- Retreived the EFF & Buffer data, tech states he could not communicate with the PSCM **8/17** -Part received at 26 Mile **8/20** - testing all joints and ciruits for intermitten occurances. 8/27- Still no communication. Geoff Jacks has next step testing for Simon to try. 9/21- Still cannot reproduce, to put through ignition cycling if that passes then thermo chamber to get the part to fail 9/30- to get a timeline of failed part when first tested at 26-mile. Geoff coming to 26-mile next week will help with diagnosis 10/6- had communication when first received, checked regulator passed voltage tests. Heated EPP still passes. Next step is to ignition cycle. 10/8- going into hot ignition cycling tomorrow 10/15-ECU cover taken off, water ingress in EPP, residue on back of PFS. If built at Schalke to ship for leak		
FR-0049	U3000-96	BB7	EPP	Rev. Cap	**9/11- same as case FR-0003**	**8/14-** Submit Hot Process request form 9/2- Pull EFF & buffer data at WPAC 9/4- Dropped gear off at 26-mile		
FR-0050		No Com	EPP	dry solder joint (Kimball)	**11/9- Martha to send Geoff & Mike Davies Kimball 8D & TRW 8D to review, then send out to Ford by Wednesday. Get clean date into QAO**	**8/14-** Submit Hot Process request form **8/25**- Cannot pull Eff & Buffer Data from EPAS module 8/27- dropped gear off at 26-mile 8/31- Not tested yet will be tested with FR0027 & 48 9/16- Thiha to send Geoff scope traces. ECU now reset and working at this time. 9/21- Simon found resistor failure in the ignition circuit.		
FR-0051		No Com	EPP	Damaged regulator (over voltage)	**10/23- specific testing on diode protection on-going with Ford electrical team**	**8/14-** Submit Hot Process request form 9/18- dealer shipped part today should be at WPAC on Monday 9/25- could not pull any EFF/Buffer data from gear, No Communication.	UK	
FR-0052	U0121-00	A8D	Non TRW issue	Int CAN BUS fault, tech replaced the ABS module to fix vehicle at this time.	**8/27- this warranty return is a non TRW issue. Vehicle returned with the same codes after gear replacement and replaced the ABS module the causal on the AWS claim to fix vehicle at this time.**	**8/25-** vehicle returned with the same codes after EPAS gear replaced, tech replaced the ABS module vehicle fixed at this time. Geares not need to be tested, Pulled A8D code CAN BUS Lat Accel Absent fault 8/27- this warranty return is a non TRW issue. Vehicle returned with the same codes after gear replacement and replaced the ABS module the causal on the AWS claim to fix vehicle at this time.		
FR-0053		binding	NVH	Customer damage gear impact	**8/27- Costas sent report to Bill Bouse & Wes Porter for review. Gear assembly showed evidence of impact. Wes Porter & Bill agreed.**	**8/25-** earlier dealer states vehicle hit curb. FSE visited dealer and approved EPAS gear for binding while steering with no codes, steering wheel off center & frt tires badly cupped 8/27- Costas sent report to Bill Bouse & Wes Porter for review. Gear assembly showed evidence of impact. Wes Porter agreed.		
FR-0054	C200D-49	B9A	EPP	In Eval (UK)	**7/20- has performed all testing and inspections at this time with NTF**	**9/2- Pulled EFF & Buffer data** **9/4- dropped gear off at 26-mile** **9/11- testing to start next week on B9A faults**		
FR-0055	C200B-2F U3000-96	BD2	TS	In Eval (OnSemi)	**12/9- Via connections exposed one Via Onsemi that is going too deep. It went through the metal 2.5 layer and touched the nitride layer, this finding confirmed the measured short. corrective action Onsemi refer to continuous defect reduction program.**	**8/31- submit hot process form to ship part back to WPAC** **9/11- dealer shipped back park normal parts return to the WPAC, couple weeks for return.** **9/18- pulled EFF & Buffer Data code BD2 I set before C69 latched out. Jason to ship gear to QAO for testing.** **9/24- gear arrived in QAO for testing** **9/30- TS PCB problem- QAO to send to Rogersville for inspection/test then send to Hella.** **10/1- Martha to send out tracking number to Rogerville for arrival**		

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FR-0056		AF1	NVH	On-vehicle test(Ford)	**9/29 - Bill installed on vehicle and could not duplicate any friction code or notice any steering issues. Dealer did not follow Interactive diagnostic's on the first gear or call the hotline for assistance. Friction code only set once and cleared that's why it came into the dealer with C1277 code only in the ABS & the PSCM code cleared. Dealer Error at this time**	**8/31- submit hot process form** **9/4- gear returned to 26-mile for testing** **9/8- NTF at 26-mile, passed leak test & EDF test stand. Called dealer tech or service writer cannot remember if vehicle was driven straight in with no assist that set AF1 code then when tech pulled codes and road tested had B6A. He states the only set code was C1277 with the no PS assist fault in the message center.** **9/14- cannot find any friction issues with this gear, passed leak testing no visible corrosion at the ITR, IPA areas. Passed EDF stand info sent to Bill. See if Ford would like to test on vehicle.** **9/17- will pick-up gear today from 26-mile and return to Ford for on-vehicle testing** **9/18- sent Bill B email that this friction code cleared will not reset, passed all 26-mile testing. Gear is here**		
FR-0057	No Codes	No codes	EPP	In Eval (26mile)	**2/5- been a month now and still cannot find gear at 26mile. Considered lost at this time exhausted all areas gear could be located.**	8/28- tech states vehicle has no codes or lamps on and has communication, load tested battery and ignition feeds pass and never has PS assist. Tech will double check ignition feed for terminal tension or pin push out. Tech already ordered gear assembly per symptom chart. 8/31- Submit hot process form to ship part back to WPAC 9/18- pulled EFF & Buffer Data- only code listed A28(angle offset invalid fault) will give gear to Bill Bouse for on vehicle testing. 10/16- next step to put on EDF stand if passes to teardown., talk to Bill on location of gear 10/23 10/30- vehicle at 26-mile vehicle did fail with no assist and the TC lamp on to remove gear, leak test and remove ECU cover for voltage testing.		
FR-0058	U3000-96		No gear returned	Gear will not be returned	**9/23- will not get this gear back Ray(PM) states he accidently delivered gear to RCRC when the hot process forms were on his desk, so no 700 tag will be on this gear so we will not be getting this back from the RCRC.**	**9/3- Submit hot process request form** **9/23- will not get this gear back Ray(PM) states he accidently delivered gear to RCRC when the hot process forms were on his desk, so no 700 tag will be on this gear so we will not be getting this back from the RCRC.**		
FR-0059	U3000-49 U3000-96	BAB	EPP	PCB copper slivers in lamination	**3/8- Merix, Kimball & TRW in discussion on dates and final summary.** **5/18- Geoff sent out final 8D to Guillermo**	**9/3- Submit hot process request form** **9/8- Delivered to WPAC today** **9/9- pulled EFF & Buffer data at WPAC** **9/10- shipped gear from WPAC to 26-mile** **9/11- gear received at 26-mile** **9/18- pulled codes and cannot duplicate addition testing needed** **9/30- Simon to perform standard test on EPP**	Merix	
FR-0061	No Codes	Constant Assist	NVH	In Eval	**10/8 Angel states there is a potential risk to hit the rack with the IPA tower if the operation is not performed with care. He needs to get Ford approval to take pictures**	**9/10- gear still in vehicle at the dealer, tech pulling all codes, pull batt feed see if vehicle has hard pull.** **9/11- Tech will take snapshot data and email back. Dealer ordered EPAS gear and I submitted hot process request.** **9/18- pulled EFF & Buffer data, no codes found cracked gear housing below the IPA. Impact on TS housing looks like it caused crack. Wes Porter to inspect damage Monday morning and be there for disassembly.** **9/21- confirmed broken t-bar, checking impact study to brake t-bar. Also check possiblity where impact could have happened inside TRW.**		
FR-0062	No Codes	A28	TS	missing pinion shaft nut	**11/6- pinion nut torque station in QAO updated and in operation on 10/29. Martha to update and send 8D to Ford. Close out**	**9/11- Submit hot process form** **9/24- pulled EFF & Buffer Data, only stored code is A28(angle offset invalid fault). no visible damage to the gear, get gear to 26-mile for testing** **9/25- gear in analysis at 26-mile** **9/29- found missing pinion nut on TS, QAO working containment actions and to start 8D.** **9/30- quality alert in that assembly station in QAO. Checking containment actions on mistake proofing pinion nut installation & torque.** **10/1-Increase the initial torque to monitor the angle in the torque gun, this in order to avoid double torque over one same component, complete.** **In process to develop a new torque socket for the station, this socket will include a position sensor to verify what socket is use in each torque (Pinion nut or pinion plug) in case the sensor detect an incorrect socket even the torque was correct the part will be rejected.**		
FR-0063	P07AE-09	AF1	NVH	distorded gear housing	**10/6- 8D submitted to Ford, continue investigation at Benteler & HSAP for possible areas of damage**	**9/11- Submit hot process form** **9/18- pulled Eff & Buffer data does have B6A twice left at 26-mile for Costas to analyze.** **9/23- friction gear is similar to earlier 0 KM part with damaged datum on Pinion Housing, Pavel wants gear sent back to QAO for analysis. Shipped out from 26-mile.** **9/29- layout gear and compare with 0km part with same symptoms & friction code. Martha to add information to the 8D** **10/2- Angel Salazar to investigate gear handling on subframes at Benteler & HSAP to find possible area of**		
FR-0064	U3000-49 U3000-96	B43	EPP	In Eval (Tyco)	**3/3- Tyco has concluded with all the relay testing that NTF with the relay testing.**	**9/21- Submit hot process form** **10/5- pulled EFF/buffer fault data.** **10/12- dropped gear off at 26-mile, Jason to ship to QAO for analysis** **10/23- gear arrived yesterday, next step to pressure check for leaks then get the PFS serial# and send to Geoff Jacks for next step analysis** **10/28- code repeatable and link relay will not close. To send to the UK for level 3 testing.** **11/9- in Uk testing cannot reproduce at this time.**	Tyco	

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FR-0065	C200D-49 U3000-96	B9A	EPP	In Eval (UK)	**7/20- has performed all testing and inspections at this time with NTF**	**9/21- Submit hot process form** **9/25- pulled EFF & Buffer data, B9A code shipped to QAO for Analysis.** **9/29-estimate gears to QAO late this Thursday** **10/2- xray ribbon cable area, cannot duplicate fault or find any visual faults with the ribbon cable at this time.** **10/12- sergio in-process to deliver to 26mile for testing**		
FR-0067	No Codes	A28	Unknown Issue	NTF	**10/2- put on EDF stand results check ok no problems found at this time. Sent out email to get help with next steps on this return. We might need to put on-vehicle for testing will talk with Ford.**	**9/21- Submit hot process form, little information on the repair. Tech was trying to fix the ABS steering angle sensor reading for a couple of days and looks like he replaced the gear for an erratic swa sensor reading. no PSCM code listed in interactive diagnosis so unsure why tech replaced the gear. could be a chargeback gear.** **9/24- gear arrived at WPAC pulled EFF and Buffer data, return gear to 26 mile, steering angle sensor changes position turning full Left and right** **9/29-estimate gears to QAO late this Thursday** **10/2- put on EDF stand results check ok no problems found at this time. Sent out email to get help with next steps on this return. We might need to put on-vehicle for testing will talk with Ford.**		
FR-0068	U3000-49	B32	EPP	In Eval (QAO)	**8/27- Pepe to locate EPP and report out the latest testing.** **9/24- still cannot find EPP part, need to close cannot continue with the analysis.**	**9/25- Submit hot process request back to WPAC, no information on this vehicle, tech was not able to get into Interative diagnosis.** **10/5- pull EFF/buffer fault data.** **10/12- dropped gear off at 26-mile, Jason to ship to QAO for analysis.** **10/23- gear arrived yesterday, next step to pressure check for leaks then get the PFS serial# and send to Geoff Jacks for next step analysis** **11/9- passed leak test, not rev. cap. Testing on-going at QAO. Get update from Sergio does code repeat & next step testing.** **11/18 - SA:Fault no reproduced. Leak test done OK. Ambient cycling ignition done**		
FR-0069	NVH	growling noise gear/ park. Turn wheel noise goes away	TS	TS ASIC	**11/9- confirmed TS jitter same as FR0036, confirmed TS ASIC was built in 2/10/09 before July 09 clean date. Martha to update 8D send out to Ford.**	**9/25- Submit hot process request back to WPAC, no information on this vehicle, tech was not able to get into Interative diagnosis.** **10/5- pulled EFF/buffer fault data** **10/12- dropped gear off at 26-mile, verified knocking noise, Jim Ioria to verify noise.** **10/21- TS sent to Rogersville** **10/23- part received at Rogersville today Update on Monday.** **10/26- Comfirmed TS ASIC is prior build to FR0036 which same TS ASIC concern. Apr.09 is the build date and FR0036 was in June. Clean date week 31.** **10/28- part arrived at Hella today for testing, lab testing to start Monday**		
FR-0070	P07AE-09	AF1	NVH	In Eval (QAO)	**11/02- Costas looking to close this & FR0056 for false detection.**	**9/28- Submit hot process request back to WPAC** **10/5- pulled EFF/buffer fault data** **10/12- dropped gear off at 26-mile, Jason to ship to QAO for analysis** **10/23- gear passed pressure test bellows removed no signs of contamination. Put on EDF stand today and passed all checks. Costas checking next steps for testing. Possible false detection.**		
FR-0071	C200C-2F U3000-96	BD1, BD3	TS	In Eval (26mile)	**6/30- TS cover removed have pictures, not sure if pinion plug and other parts were removed at QAO. QAO did have TS removed and scoped the channels with no failures, now that TS has been inspected this is consided NTF.**	**9/29- Submit hot process request form** **10/5- pulled EFF/Buffer fault data has** **10/12- dropped gear off at 26-mile, Jason to ship to QAO for analysis,** **10/23- gear arrived yesterday, next step to pressure check for leaks, then normal TS testing procedure.** **11/9- Sergio cannot duplicate code looking to engineering group on next step analysis before removal of any parts. Advised Jim Loria to send next step testing to Sergio.** **11/18 - SA:Fault no reproduced. Leak test done OK. Ambient ignition done OK.** **11/24- need to confirm with Jim Loria next step testing.** **1/28- all testing has been perform in QAO and cannot get the code to return, ship back to 26mile so tri-**		
FR-0072	C200D-49 U3000-96	B9A	EPP	In Eval (UK)	**8/11- exhausted all testing criteria, at NTF.**	**10/2- Submit hot process request form** **10/16- EFF/Buffer fault data collected shipped to 26mile. B9A code filled stored data.** **10/23- need to leak check gear and take upstairs for testing.** **10/30- passed leak check, install gear on vehicle check for resetting B9A code. Sent fault data for review o**		
FR0073	C200D-49	B9A	EPP	In Eval (Nidec)	**7/2-encoder failure due to ESD damage, the surge or ESD destroyed because the punchthrough occurs on output Tr of OUT-B. Allegro saying that the part was ESD damaged somewhere in the supply chain.**	**10/2- Submit hot process request form** **10/12- Pulled EFF/Buffer fault data, pulled B9A code, dropped off at 26-mile for analysis.** **10/23- pass leak test, get update from Simon.** **11/18 On hold pending outcome of other B9A investigations** **10/30- hold for evaluation of B9A workshop this Tuesday.** **1/18- still at 26-mile holding for next step testing.** **4/19- send fr0072, fr0096 & this one to the UK for testing, raise one RHA for all three**		

FR-0074	U3000-49 U3000-96	B25	EPP	motor terminal ground plane short	**4/19- CD3/D3 formal Kickoff is planned for week of April 19th.Assuming approval week of April 19th Nidec can start shipping to Anting on May 18th.* For CD3/D3 Change will be incorporated in August/Sept timeframe based on depleting existing inventories. JC to provide updated incorporation plan in Tuesday Engineering Change meeting and Thursday**	**10/6- Submit hot process request form 10/16- pulled EFF/buffer fault data, ship from WPAC to 26-mile, then ship to QAO for testing. 10/23- gear arrived yesterday, next step to pressure check for leaks then get the PFS serial# and send to Geoff Jacks for next step analysis 10/27- a low resistance(25 Ohms) between Vlink and 0volts, measuring resistance between pin10 (Motor_relay_HS) and pin9 (hall_supply_0volts) of the ribbon cable the 25 Ohms are found. To send to UK for testing. 11/4- x-ray has not shown any anomalies removed the motor PCB, cut away some of the connector plastic of the motor to allow inspection of the solder joints. 11/16 Analysis continuing with Nidec 11/23- Nidec to check pin resistance measurement for shorts ICA. Mike Davies advised Ford of changes**	UK	
FR-0075	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**12/2- confirmed plastic contamination is from the relay cover. Martha to get the information in the old 8D to close out.**	**10/5- Submit hot process request form 10/12- pulled EFF/Buffer fault data has B3A code, dropped off at 26-mile for analysis. 10/14- x-ray parts did not show cold weld, raised rivet or offset bridge. Next to check resistances 10/16- thiha to check resistance, if fail will ship to Tyco. if pass resistance test will put on puma cycle. 10/29- failed resistance test at 26mile, shipped to Tyco. Tyco did receive the relay today 11/9- checking with Tyco on relay testing from last week. Mike Davies to follow up 11/19- still working with Tyco to check proper contact resistances. 11/23- confirm plastic contamination, need to confirm where plastic came from coil base or cover. RUA# 2961**		
FR-0076	C200B-2F U3000-96	BD0 TS		at DSC1 (ford hotline)	**10/16- found TS harness conduit crushed on gear flange near IPA and cut the one wire. HSAP plant issue. I have gear here in Dearborn for inspection.**	**10/6- Submit hot process request form**		
FR-0077*	U3000-96	BB7	EPP	In Eval (UK)	**9/9- NTF in UK for B6B testing at this time. No weld marks on the relay for the motor relay tear down. 10/8- no evidence of any relay weld, motors grp. to check motor windings. six weeks to teardown. 11/29- motor teardown with NTF, no other tests can be performed, check with Ford to close out.**	**10/12- Submit hot process request form 10/30- pulled EFF/Buffer Data dropped off at 26-mile 11/4- shipped to Rogersville 11/6- arrived at Rogersville put on truck to QAO 11/12- testing starting today in QAO 11/18 - SA: Leak test done OK. Ignition ambient done OK Nothing abnormal found 11/24- passed hot ignition cycling, in normal operation B3A set. Advised to send Simon the EFF data for Michelle to decode Monday. 11/30- EFF data decoded Geoff to look at and make decision on analysis. 12/14- Next step testing 1/7- EFF shows that the link voltage (drive stage supply voltage) is very low at less than 3V. This has led**		
FR-0078 RUA#3250	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**7/7- confirmed NFF with all testing performed at Tyco.**	**10/12-Submit hot process request form 10/16- pulled EFF/buffer fault data, ship from WPAC to 26-mile for analysis. 10/23- pass leak test, get update from Simon. 10/28- mike to x-ray part in Livonia this week. 10/29- did not find anything in the xray this morning. Resistance test then hot Puma testing. 11/02- passed the resistance, hot puma & resistance test. Ambient tested over the weekend no problems found at this time 11/6- hot & cold ignition cycling testing next, x-ray ribbon cable. 11/17 passed bench testing. Hot / cold next**		
FR-0079	U2011-49	B3A	EPP	In Eval (26mile)	**1/5- Tyco confirmed offset bridge, 8D updated and sent out tomorrow.**	**10/16- Submit hot process request form 10/30- pulled EFF/Buffer Data dropped off at 26-mile to ship to QAO 11/6- x-ray leading to offset bridge suspected, to hot puma test next. 11/23- passed hot puma test. Check resistance before sending to Tyco should fail resistance test if this is an offset bridge. 11/24- after testing found high resistance. 12/14- raise RUA- 03161 & PFR. ship relay out to Tyco today**		

FR-0080 RUA#4016	U3000-49	B43	EPP	In Eval (QAO)	**8/20- believe PFS is still in QAO, Pepe check for the latest status. 8/27- Pepe found PFS to raise RUA and send to Tyco for final testing. 10/6- NFF at Tyco.**	**10/16- Submit hot process request form 10/30- pulled EFF/Buffer Data dropped off at 26-mile 11/4- shipped to Rogersville 11/6- arrived at Rogersville put on truck to QAO 11/12- testing starting today in QAO 11/18 - SA: Leak test done OK. Ignition ambient done OK Nothing abnormal found 11/19- hot ignition cycling, 11/20- high resistance found contact 4 recheck with amp load across contact. Martha to follow up. 11/24- passed load test across contacts. Sergio to send Simon EFF fault data for Michelle to decode on**		
FR-0082	N/A		No gear returned	Gear will not be returned	**11/11- called dealer back to find out what happened to gear and PM states he returned it back to the RCRC and no 700 tag was on this part so the part is scraped, will not get this gear back.**	**10/27- Submit hot process request form**		
FR-0083	U2011-49 U3000-96	BB9	EPP	Rev. Cap	**11/20- reverse capacitor found.**	**10/27- Submit hot process request form 11/5- Pulled EFF/Buffer fault data at WPAC 11/12- testing starting today in QAO 11/18 - SA: Leak test done OK. Ignition ambient done OK Nothing abnormal found, 11/19- next to hot woodpecker test**		
FR-0084	N/A	BD0-BD3	TS		**11/6- dropped gear off at 26-mile, TS harness damaged, heat tape rubbed through. With the mileage good chance this is customer related damage. No other warranty claims**	**10/27- Submit hot process request form 11/5- Pulled EFF/Buffer fault data at WPAC**		
FR-0085	N/A	No Com	EPP	IC14 power supply (Infineon)	**1/13- have updated 8D sent out, Geoff has a couple slides to update. new process, dummy leadframe is used then scraped first production lead frame marked and additional visual inspected.**	**10/27- Submit hot process request form 11/5- Could not pull EFF/Buffer fault data from module no communication. 11/16 Shipped to UK 11/17 Under Analysis 11/17 under analysis in UK, still ignition cycling trying to reproduce no com 11/19- swapped parts IC14 power supply for the monitor micro, part in thermo chamber part failed again. 11/23- Geoff to send power supply chip for the monitor micro to Infineon tomorrow for analysis. 11/30- Infineon received chip and will send update when their testing is completed. 12/3- Infineon has confirmed IC14 has identified irregularities on the leadframe.**		
FR-0086	No Codes	Cricket noise	NVH	squeeling noise turning wheel	**2/8- confirmed finger ring trapped under IPA cover**	**10/27- Submit hot process request form 11/5- did not notice any abnormal noise turning the input shaft back & forth, no codes in the fault data. 11/9- dropped off at 26-mile for Costas testing leak test then EDF test stand. 11/12- all the testing at 26-mile could not duplicate the noise from the gear. NTF at this time. Unknown if we should put on-vehicle for testing.**		
FR-0087	U2011-49 U3000-96	BB9	EPP	Rev. Cap	**12/2- confirmed rev. capacitor**	**10/27- Submit hot process request form 11/13- pulled EFF/Buffer data shipped to 26-mile 11/20- ship part to QAO, should be in QAO Nov. 25th, date range fits rev. cap remove PFS after leak check.**		

FR-0088	U2011-49	B3A	EPP	Raised Rivet	**11/19- confirmed a raised rivet, to send to Tyco(Evora)**	**10/27- Submit hot process request form** **11/5- pulled EFF/Buffer fault data at WPAC** **11/6- dropped gear off at 26-mile for analysis** **11/9- EPP sent out for x-ray in Livonia** **11/18 - Mike to X Ray again zoomed in today, potential raised rivet**		
FR-0089	No Codes	No codes	NVH	grinding noise turning the wheel	**3/9- after further investigation it was determinded that misuse was the cause of failure**	**11/3- Submit hot process request form** **11/12- Pulled EFF/Buffer fault data and verify noise in gear while turning** **11/19- failed EDF stand results, possible bent rack, gear sent to Harold for teardown** **11/30- Costas states The RBNA is in material lab where they will do further investigation on surface**		
FR-0090	U2011-49	B3A	EPP	In Eval (26mile)	**1/5- Tyco confirmed offset bridge, 8D updated and sent out tomorrow.**	**11/4- Submit hot process request form** **11/13- Pulled EFF/Buffer fault data, shipped to 26-mile** **12/1- passed leak test, brough upstairs to start testing.** **12/7- x-ray looks like an offset bridge, passed Puma test then found 4 ohms on phase 2 that went away after rechecking the other phases. Need to capture scope traces after hot puma test.** **12/14- raise RUA# 03160, get additional testing information and send to Tyco.**		
FR-0091	U3000-49 U3000-96	B97	EPP	In Eval (Fairchild)	**3/22- EOS is fairchilds claim, cannot proceed any further with this testing. Sent 8D to Tim Diez**	**11/11- Submit hot process request form** **11/20- pull EFF/Buffer fault data, ship to QAO** **12/3- fault repeats suspect B-FET-3, damaged on the power FET Pack. Sergio to cut the wirebond on MOSFET_G6 and measure voltage to isolate power module. Short stays on the power module.** **12/7- confirmed power module QAO sent direct to supplier(Fairchild) for analysis.** **12/14- shipped to Fairchild stuck in customs, QAO to send paperwork.** **1/7- Kimball/TRW in discussions with Fairchild on testing & analysis. EOS is Fairchilds claim, TRW working with Fairchild on this analysis.** **1/25- get build dates from each power module and compare dates. Sergio to send Geoff information. Line**		
FR-0092	U3000-49 U3000-96	B25	EPP	In Eval (Fairchild)	**3/22- EOS is fairchilds claim, cannot proceed any further with this testing. Sent 8D to Tim Diez**	**11/11- Submit hot process request form** **12/2- pulled Eff & Buffer data, ship gear to QAO** **12/7- In process to QAO** **12/15- B25 fault repetitive. PH3&VLINK found shorted to 0 volts. Short traveled with ECU. Isolate by cutting bond wires and then perform power module swap. Wait for Sergio to return this week.** **1/12- confirmed FET power pack, ship to Fairchild for B-FET-3.** **1/18- part stuck in customs waiting on paper work from QAO. Guillermo to check status and get update by next Monday** **2/2- part has been examined by Fairchild, needs further testing. Failure is electrical short and maybe an EOS event or device related and suggests to further analyze in fab site. Checked plant LoglQ status no EPAS codes set at all test stations. Happened 22 days after build and did not leave dealer after dropped**		
FR-0093	NVH	Cricket noise	NVH	In Eval (26mile)	**1/26- Cal Cal Spurlin checked the "cricket" return and verified that the finger ring was trapped between the cover and the sensor**	**11/30- Submit hot process request form** **12/15- found out PM left dealership so will not be hot processed. will get the gear sent through normal parts returns to the WPAC.** **1/7- Pulled EFF & Buffer Data, did not notice any noise turning the input shaft back & forth**		
FR-0094	U2011-49 U3000-96	BB9	EPP	Rev. Cap	**12/3- in evaluation QAO found rev. cap**	**11/12- Submit hot process request form** **11/20- pull EFF/Buffer fault data, ship to 26mile**		
FR-0095	U3000-49 U3000-96	BA4	EPP	In Eval (UK)	**4/21- 8D sent to Ford with the corrective action dates, sent 8D to Ford on 4/19.**	**12/2- pulled Eff & Buffer data, ship gear to QAO** **12/7- In process to QAO** **12/15- B7E fault repetitive. Measures taken with ECU functional sw. leakage on motor phase 3. cut the bond wire for the gate of Phase 3 bottom** **1/5- Jose to perform power module swap, wait for Sergio to return this week** **1/13- short followed the ECU, Geoff to review report from QAO.** **1/22- work being completed further testing needed,results leading to diode fault.** **1/25- diode 21 ok, EPP needs level 3 testing to ship to UK, tracking # 8674 8338 0093** **1/27- just arrived in the UK for testing.**		

FR-0096	C200D-49	B9A	EPP	In Eval (UK)	7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix	11/20-Submit hot process request form 12/10- pulled EFF & Buffer data and shipped gear to 26-mile. Leak test and sent upstairs remove EPP and perform ignition cycling. 3/26- has been tri-temo tested for two days and no failures at this time. 3/31- in cold chamber now, no failures at this time. 4/20- has been shipped out to the UK today		
FR-0097	C200D-49	B9A	EPP	In Eval (UK)	8/11- exhausted all testing criteria, at NTF.	11/12- Submit hot process request form 11/20- pull EFF/Buffer fault data, ship to 26mile 12/1- passed leak test, brough upstairs to start testing. 12/7- able to get this B9A to reset sent to UK 12/14- RUA 03162- need PFR sent, additional bench testing in UK.		
FR-0099	U2011-49 U3000-96	BB9	EPP	Rev. Cap	12/15- gears arrived in QAO in analysis found rev. capacitor.	11/24- Submit hot process request form 12/2- pulled Eff & Buffer data, ship gear to QAO 12/7- In process to QAO		
FR-0100	U2011-49	B3A	EPP	In Eval (Tyco)	2/12- Tyco has confirmed offset bridge	11/30- Submit hot process request form 12/10- pulled EFF & Buffer data and shipped gear to 26-mile 12/17- Mike to xray and Michelle to hot puma test before the break. 12/21- offset bridge - Re-Puma (3 or 4 times) - Perform resistance test while hot. - I think x-ray is then sufficient evidence to send part to Tyco. - Remove relay - Photograph top of relay (ensure bar code is clear of glue residue) - Raise RUA - Send to Tyco		
FR-0101	U3000-96	B7F	EPP	In Eval QAO	1/13- arrived in QAO testing will start after FR0103 is complete. Found out gear is a non-warranty repair. SM states after alarm company worked on vehicle EPAS gear failed so the dealers sales department covered the repair.	11/30- Submit hot process request form 12/21- pulled EFF & Buffer data, ship to QAO		
FR-0102	P07AE-09	AF1	NVH	distorded gear housing	2/1- found damaged datum pic's show impact marks at the datum & mounting ring and the materials lab confirmed the housing was out of specs. Unknown where the inpact occurred.	11/30- Submit hot process request form 12/21- pulled EFF & Buffer data, ship to QAO 1/13- Jose to start the friction testing today.		
FR-0103	U3000-96	B25	EPP	In Eval (UK)	8/3- exhausted all testing in the UK could not duplicate any codes NTF. 8/30- possible check wire bond, PCB & solder issues.	11/30- Submit hot process request form 12/21-pulled EFF & Buffer data, sent to QAO 1/13- fault code is not reproducing, to analyze data to find potential cause and lead toward next step testing. 1/15-ambient cycling latched code BC5 found scratches on the PCB, QAO to ship to UK for further testing. 1/20- arrived in UK today. 1/29- Geoff still able to repeat B25, other testing being done unable to analyze further. Make sure this is not a rev. cap 2/2- FR0103 only fails intermittently, suggesting a problem with the link relay high side drive.		

PE12-017 007779

FR-0104	U2011-49 U3000-96	B3A	EPP	In Process (Tyco)	**1/25- Tyco confirmed raised rivet**	**11/30- submit hot process request form** **12/10- pulled EFF & Buffer data and shipped gear to 26-mile** **12/17- Mike to xray and Michelle to hot puma test before the break.** **12/21- raised rivet** **- Did it fail hot or room temp?** **- Next step - perform resistance check immediately after failing Puma.** **- I think x-ray is then sufficient evidence to send part to Tyco.** **- Remove relay** **- Photograph top of relay (ensure bar code is clear of glue residue)** **- Raise RUA** **- Send to Tyco**		
FR-0105 RUA#3628	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**7/19-High-Pot Test complete on EPP no issue found. "Fault not Repeatible, set aside as such and return later if something new is found.**	**12/4- Submit hot process request form** **12/10- pulled EFF & Buffer data and shipped gear to 26-mile** **12/17- Mike to xray and Michelle to hot puma test before the break.** **12/21- could not see any issues with xray** **- Perform resistance test at room temp.** **-Re-Puma (3 or 4 times - if not already done)** **- Perform resistance test while hot** **1/15- tri- temp ign. Cycling, try to get in chamber next week.** **1/18- set aside for FR0096(B9A) testing.**		
FR-0106	U2011-49	B3A	EPP	In process (Tyco)	**1/25- Tyco confirmed offset bridge**	**12/4- Submit hot process request form** **12/10- pulled EFF & Buffer data and shipped gear to 26-mile** **12/17- Mike to xray and Michelle to hot puma test before the break.** **12/21- offset bridge** **Re-Puma (3 or 4 times)** **- Perform resistance test while hot.** **- I think x-ray is then sufficient evidence to send part to Tyco.** **- Remove relay** **- Photograph top of relay (ensure bar code is clear of glue residue)** **- Raise RUA**		
FR-0108		B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**12/4- Submit hot process request form** **12/10- pulled EFF & Buffer data and shipped gear to 26-mile. Leak tested** **1/13- leak tested and brought upstairs for testing** **1/15- hot cold ign cycling and try to reproduce the code.** **1/22- Thiha was able to get the code to set one time while tri-temp testing. Testing still ongoing** **1/28- thiha to send geoff decoded information when the one code set on the tri temp tester** **2/3- Thiha was able to duplicate the B9A again once while tri-temp testing sent results to Geoff Jacks.** **2/10- Geoff sent 26mile the canopy configuration to use while tri-temp testing to capture this data. Waiting for the** **2/19- one temp chamber broken and waiting for DR0004 in the other chamber to finish. Data logging is ready for operation.**		
FR-0109	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (UK)	**7/16- confirmed this as a double start-up added to B9A list for reg./micro issue. Fulfills parameters to close as regulator issue by meeting criteria established for regulators.**	**12/4- Submit hot process request form** **12/21- pulled EFF & Buffer data and ship to QAO** **1/13- to leak test and start the standard testing** **1/20- could not reproduce the codes, next step to do vibration test on the bully machine. Jose waiting for line to switch back to CD3 to test.** **1/25- passed bully testing, next step to discuss with Jim Loria** **1/28- all testing has been perform in QAO and cannot get the code to return, ship back to 26mile so tri-temp testing can be done. set back to Rog. Att: Andy-truck V08385 SKID# 22** **2/22- all four channels tripped codes at** **-2.9degC EFF data collected. Testing on going in the chamber.** **3/1- Visnu to set-up software to measure voltages when gear trips fault code to find area of fault at TS,**		
FR-0110	N/A	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**12/4- Submit hot process request form** **1/7- pulled EFF & Buffer Data, ship to 26mile** **1/13- leak tested and brought upstairs for testing** **1/15- hot cold ign cycling and try to reproduce the code.** **2/3- cannot reproduce any codes at this time with hot & cold ignition cycling** **3/22- to move into the cold chamber for testing** **4/16- in the west building now thermo testing** **4/21- thermo testing since 4/15 in chamber still cannot reproduce code. To Hot Puma test next** **4/23- Tri-temp and ignition cycling in the W. building. CANape running to capture fault if trips.** **4/26- has not failed for over one week.** **5/7- to hot puma test if that passes to ship to the UK for complete B9A testing.**		

FR-0111 RUA#3212	U3000-49 U3000-96	B3A	EPP	In Eval (UK)	9/24- UK did SEM test and the results lead to NTF.	12/4- Submit hot process request form 12/10- pulled EFF & Buffer data and shipped gear to 26-mile 12/17- Mike to xray and Michelle to hot puma test before the break. 12/21-Re-Puma recheck resistance - Photograph top of relay (ensure bar code is clear of glue residue) - Raise RUA 1/11- could not confirm issue with xray, have not duplicated the code, perform the standard test and conf. with Geoff to find next step testing. 1/18- hot woodpecker couple of times and check resistances. Geoff & Thiha to follow up on the details. 1/25- attach relay back on board or into a KG unit for additional Puma testing. 2/3- several attemps to put relay back on a known good PCB with no luck, possible relay damage from		
FR-0112	U3000-96	BB7	EPP	In Eval (QAO)	2/3- found Rev. C2 Cap in the PFS	1/11- Pulled EFF & buffer data also pulled BB9 & BB5 with the BB7 code. Ship to QAO. 2/1- leak tested no leaks, benched tested cannot duplicate code.		
FR-0113	C200B-61 C200B-62	B90	TS	In Eval (Hella)	9/22- talked about vstress testing at On-Semi that was implemented 4-3-2010 to catch this issue and also Hella implemented their Vstress test at Hella ICT on 9-14-2010. so PCA dates into QAO would be OnSemi's ASIC's took one week to arrive into Hella for this Vstress testing so PCA dates are 5-22-2010 for OnSemi change into QAO & for Hella's change	1/11- Pulled EFF & buffer data also pulled BD4 & B95 with the B90 code. Shipped to QAO. 2/1- leak tested no leaks, benched tested cannot duplicate code 2/3- EFF data shows a problem with the channel 1 torque. Check for any potential damage on the harness. Nothing obvious found. EFF data shows data original fault occurred at low temperature, at 4° C. Need to test at cold temperatures. 2/5- ambient ignition cycling did not reproduce any code, bully testing next. Data shows code reset at 4degC. 3/8- in process to 26mile for cold testing 3/10-Checking the west building today to put in for cold testing 3/19- will go into the cold chamber after DR0004 is done testing. 3/26- will be hooked after DR0004 is done testing In the east building		
FR-0114		No B Codes-A65	EPP	In Eval (QAO)	4/21- ran through bully test 5x with no failures. Cannot reproduce no com issue. Contribute this gear as possible wiring issue per set code A65.	1/11- pulled EFF & Buffer data unknown why gear was replaced no B codes need to investigate further. Gear at WPAC 2/2- tech should not have replaced gear with no lamps or symptoms after clearing code and road testing, did not record any interactive diagnosis so tech did not follow interactive diagnosis for this repair. 3/8- shipped to QAO for standard no com testing 4/9-Samuel doing ignition test at hot, cold and ambient. No faults at this time 4/19- pass through bully test several times to confirm an intermittent		
FR-0115		A16	EPP	In Eval (QAO)	4/19- pass through bully test several times to confirm a NTF.	1/11- pulled EFF & Buffer data unknown why gear was replaced no B codes need to investigate further. Gear at WPAC 3/8- shipped to QAO for standard no com testing 4/9-Samuel doing ignition test at hot, cold and ambient. No faults at this time		
FR-0116		BB7	EPP	In Eval (QAO)	2/3- found Rev. C2 Cap in the PFS	1/11- Pulled EFF & buffer data also had BD0-BD3 codes with BB7. shipped out to QAO 2/1- leak tested no leaks, benched tested cannot duplicate code		

FR-0117	Chirp noise turning wheel	Cricket noise	NVH	In Eval (26mile)	**1/13- leak test, verified the cricket noise no further action.**	**1/11- pulled EFF & buffer data, I did notice the cricket noise turning the input shaft back & forth. Shipped to 26mile**		
FR-0118	squeak noise coming from	Cricket noise	NVH	In Eval (26miles)	**1/26- Cal Spurlin checked the "cricket" return and verified that the finger ring was trapped between the cover and the sensor**	**1/14- Pulled EFF data, did not notice any squeak noise turning input shaft. Ship to 26mile 1/15**		
FR-0119	U2011-49	B3A	EPP	In Eval (Tyco)	**2/25- Tyco confirmed offset bridge**	**1/14- code cleared and did not reset, unknown why dealer replaced gear, need to pull CQIS report. 1/18- Found out dealers FSE advised to replace the steering gear for one time code set. 1/25- passed leak test, check on xray results and testing 1/28 check on xray results and testing, Mike Taylor has been out all week, will get results next week. 2/1- xrays were taken today and indicates offset bridge. Get photos of relay, raise RUA send to Tyco. 2/5- Thiha has raised RUA on unit hot puma & ignition cycling has not raised any codes and all the resistance reading in specs. To check with Geoff for next steps 2/11- RUA raised shipped to Tyco today est. date to Tyco 2/17**		
FR-0120		Cricket noise	NVH	In Eval (26miles)	**1/14- pulled EFF data, noticed cricket noise from turning input shaft back & forth. Shipped to 26mile 1/15**			
FR-0121	U2011-49 U3000-96	B3A	EPP	In Process (Tyco)	**2/25- Tyco confirmed offset bridge**	**1/14- pulled eff & buffer data, ship to 26 mile for analysis. Shipped to 26mile 1/15 1/25- passed leak test. check on xray results and testing, 1/28 check on xray results and testing, Mike Taylor has been out all week, will get results next week. 2/1- xrays were taken today and indicates offset bridge. Get photos of relay, raise RUA send to Tyco. 2/5- Thiha has raised RUA on unit hot puma & ignition cycling has not raised any codes and all the resistance reading in specs. To check with Geoff for next steps 2/11- RUA raised shipped to Tyco today, est. date to Tyco 2/17.**		
FR-0122		Cricket noise	NVH	In Eval (26miles)	**1/14- pulled EFF data, noticed cricket noise from turning input shaft back & forth.**			
FR-0123		TS harness was repaired by dealer or customer	TS	At WPAC	**2/10- cannot locate the area the TS harness was damaged because dealer cutout a big section of the harness to repair. Will make service manual changes to prevent repair of the harness. Changes will be made to the 2011 m/y and changes will be made to the 2010 also.**	**1/14- Pulled eff & buffer data need to check repair order, could be charged back to dealer, torques sensor harness is taped from IPA to EPP. Will check CQIS & aws reports. 1/22- talked to dealer harness was damaged when customer brought vehicle to dealer, no accidents or previous known work done. Dealer tried to repair harness dealer could not remember location of repair, need to find area of damage, most likely customer damage. 1/28- took pictures of the harness unable to deterime where & how the damage occurred on the TS harness. Not sure any further testing can be done. Will discuss with Ford on next steps.**		
FR-0124	C1278 (ABS)	N/A	EPP	In Eval (Tim Snider)	**5/3- No faults occurred. I've been running for a couple of weeks with unseated connector - also no issue 7/6- unseated connector C1010 and able to duplicate TC lamp & code, unknown if this was the fault on this vehicle.**	**1/15- pulled EFF & Buffer Data, sent to Ford make decision what to do with gear. 1/20- Ford/TRW team talked with tech to get specific information, tech did not think the TC lamp was on during his road test with stored code C1278 that the tech could remember but followed advice of hotline, testing all wiring and connectors if good to replace the EPAS gear. 3/8- in process to QAO for standard no com testing 3/10 - intercepted gear at Rogersville Andy E will ship gear directly to Tim Snider. FedEx tracking #037996760000241. It should arrive there by Friday. Gear to be installed on vehicle and tested for C1277 codes. 4/19- cannot get the gear to fail at this time, further road testing needed to confirm NPF.**		

FR-0125	U3000-49 U3000-96	B31	EPP	cold weld	**3/8- confirmed cold weld, final report need from Tyco.**	**1/21- Pulled EFF & Buffer Data, ship gear to QAO** **2/2- In QAO today will start leak testing** **2/3 - Rattle comes from inside EPP. Confirmed comes from link relay. Cold weld issue** **2/5 - Need to take relay out & remove PFS to confirm cold weld or loose screw.** **2/12- Suspected cold weld. Traceability suggests failure is from same time period as 4 x 0km failures . Shipped to Tyco**	Tyco	
FR-0126	C200D-49	B4E	EPP	In Eval (UK)	**2/24- corrective actions have been put in place by Nidec and Anting to catch this issue of weak hall effect signals with new EOL equipment at anting. Nidec has not clearly confirmed the root cause of the issue but we do have new automation equipment tests to contain the issue at Anting starting 4/20/2010.**	**1/21- Pulled EFF & Buffer Data, Pulled B9A & B38 with B4E, ship gear to QAO** **2/2- In QAO today will start leak testing** **2/3- Able to duplicate the faults. Unit only fails at the beginning of the journey. Probably the problem is on the 5V_Hall_supply. Next step: Scope signals from halls.** **2/5- Sergio suggest this is similar to the QAO B4E end of line failures, scope signals from hall effects** **3/2- Able to get B4E and B38 faults. Halls issue. Hall C toggling the output during power up. Motors group in UK looking at QAO end of line failures for similar issues, update soon. In discussions with Nidec** **3/19- next steps to do flux density testing next week.** **3/26- failed the flux density test. Get details of testing from Simon Wright & get with Nidec to explain their 100% containment operation run some bad units through to see if they fail** **4/20- has been root caused as target magnet flux density issue**		
FR-0127	C1B00-64 (ABS)	A5D	EPP	In Eval (QAO)	**3/17- after reading CQIS verbatims advised the 2 EPAS gears & ABS module installed on this vehicle did not fix. Performing FSA# 10B13 that to address DTC C0048-64. Vehicles are reflashed with brake sw that makes system less sensitive to noise on the MTS.**	**1/21- pulled EFF & Buffer Data, did not pull any B codes only A5D. Check CQIS report found dealer replaced epas gear & ABS module same symptom. After going through owner relations for buy back they replaced another EPAS gear and they said they drove over 700 miles and code did not reset?? have the first EPAS gear at WPAC.** **2/22- this gear would be a good option to install on vehicle and check for any codes. This was installed on hybrid that is why code is C1B00-64 instead of a C1277 on a non-hybrid.** **3/8- shipped to QAO today** **3/17- arrived in QAO ready for testing**		
FR-0129	C200D-2F U3000-96	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**1/21- pulled EFF & buffer data, ship to QAO** **2/2- In QAO today will start leak testing** **2/2- In QAO today will start leak testing** **2/5- ambient ignition cycling did not reproduce any code, bully testing next.** **3/2- Not able to reproduce the fault. Hot and ambient testing.** **3/12-Both failures reproduced at lab after some time without powering up EPP. PLUGs visully inspected with microscope and no contamination found between terminals. 5V outputs of the regulator scoped. Noisy signals but normal, as in good known EPPs. Not possible to reproduce again faults. Cold testing in planned.** **3/19- possible issue with the regulator 5v rails do not come on during first start-up. Ship to UK for analysis** **4/20-The unit has been temperature and ignition cycled over a number of days**		
FR-0130	Squeak noise while turning	Cricket noise	NVH	In Process (26mile)	**1/21- Notice cricket noise while turning input shaft, shipped to 26-mile**			
FR-0131	C1277 (ABS)	A65	EPP	In Eval (QAO)	**4/21- ran through bully test 5x with no failures. Cannot reproduce no com issue. Contribute this gear as possible wiring issue per set code A65.**	**1/22- pulled EFF & buffer data, did not notice any codes to cause no assist. Check CQIS why gear was replaced** **3/2- shipped gear to QAO for testing** **4/12-hot, ambient, & cold testing done with no faults.** **4/19- pass through bully test several times to confirm an intermittent**		

FR-0132	Squeak noise while turning	Cricket noise	NVH	In Process (26mile)	**1/22- Notice cricket noise while turning input shaft, shipped to 26-mile.**			
FR-0133	C200B-2F C200C-2F U3000-96	BD0-BD4	TS	In Eval (QAO)	**3/31- quality alert has been done changes made moving vclip dispensor & handling of vclips. 8D in process.** **4/19- Rob Mrozek approved process on his visit to QAO last week.**	**1/22-pulled EFF & buffer data, shipped to QAO** **2/8- Jim Loria looked at the EFF data and is confirming the sensor is defective, probably either bent vane or water ingress. channel 1 is not working properly. Need to hook it up to Canopy next week and try rocking the input shaft and see if that affects the problem.** **3/3- with lack of resources at 26-mile suggest to send to QAO to continue testing since channel 1 was failing from the decoded EFF data. Find gear at 26mile** **3/8- shipped to QAO for testing failed at ambient temp.** **3/18- shipped out of Rogersville to QAO** **3/26- Found an extra V clip on the gear between housing and IPA (rotor side). Hella torque sensor windings are damaged due to this. QAO handling** **3/29- get 8D started and put in quality line alert with pictures with the handling of v clips.**		
FR-0134	C200D-49	B9A	EPP	In Process (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**1/22-pulled EFF & buffer data, B9A only set once, shipped to QAO for standard testing** **2/15- shipped out from 26mile to QAO** **2/26- to leak test and start lab work** **3/2- Not able to reproduce faults. Hot and ambient testing. EFF data 4°C** **3/30- cold testing done no faults, bully test next.** **4/21- double check cold testing history, bully tested 10x no failures- hot puma check next.** **5/3- still cold testing for a week, puma testing next** **5/17- cold puma test completed no faults now hot puma testing, then hot/cold bully** **6/18- passed all QAO B9A testing, shipped to UK for additional testing**		
FR-0135	U3000-49 U3000-96	BC5	EPP	In Eval (QAO)	**4/12- send to Anting to analyze seal in PFS for the 2-pin to see if that was water contamination entry.** **5/4- PFS lost at QAO, been looking for the last 2 weeks. Cannot continue with analysis. I would suspect 2-pin conn fault of water intrusion from pictures.**	**1/29- pulled EFF & Buffer data shipped to QAO. Found 2-pin connector corroded** **2/26- Sergio will take photo's of the ECU water contamination in the ECU & 2-pin that could have set codes. EPP leak check was ok no leaks.** **3/20- looks like water contamination entered the 2-pin battery connector harness. Have updated photo's.**		
FR-0136	C200C-2F	BD1, BD3	TS	metallic particle found between terminals on ECU connector for PFS ribbon cable	**3/10- part still at QAO- additional information sent to Ford for would like the pictures & conn. dates from this claim copied to a new 8D.**	**1/29- pulled EFF & Buffer data shipped to QAO. Visual inspection of harness ok** **2/15- gears just arrived at QAO, B3A testing ongoing will be able to start testing near end of this week** **2/22- gear passed leak test now going to lab for testing.** **2/25- found 2 ECU terminals shorted from straind of wire causing code. Geoff will write cars report so QAO can ship to Kimball for analysis.** **3/3- have containment 8D on this wire strand shorting ECU terminals, sent Ford 8D with latest PFR, also send IDE connector dates. VCARs written to ship board to Kimball to update 8D.**		
FR-0137		PS Leak	gear chargeback	Chargeback to Dealer	**2/4- Pulled EFF & Buffer data no codes, some fluid residue below the IPA. No fluid in the gear. Fluid could be from the brake reservior or the transaxle seal.**			

FR-0138	C200B-2F	BD2	TS	In Eval (Hella)	**5/19- Rob Mrozek & Tim Snider agreed to close**	**2/4- Pulled EFF & Buffer data shipped gear to QAO. Dealer noticed damage to the RF hub cap rear and RF tire damage** **2/15- gears just arrived at QAO, B3A testing ongoing will be able to start testing near end of this week** **2/22- gear passed leak test now going to lab for testing.** **2/26- cannot duplicate the code ambient testing & bully testing. decoded EFF data does not show any faults in the data when BD2 code set. Advised to send Jim Loria the information and discuss details** **3/5- still cannot duplicate code during hot test at EPP level.** **3/10- continue ambient end of line testing.** **3/24- found intermittent open in channel 1 while scoping the signals, used test box & known good cable still has int. open. Send to Rogersville for testing, remove TS & write QCCARS then send to Hella.** **3/29- in Rogersville for line testing then will ship out to Hella.**		
FR-0139	U3000-49 U3000-96	BA4	EPP	In Eval (FSL)	**12/3-Freescale believes defect in silicon/piece of foreign material.** **12/20- 8D due this week from FSL** **1/14- 8D sent from Freescale the clean date is 12/30/08** **2/7- estimated date into QAO is 4/25/2009.**	**2/4- Pulled EFF & Buffer data shipped gear to QAO.** **2/26- Sergio states fault set at 0degC in the fault data. To email Geoff the information to see if EPP can be sent to UK for testing** **3/1- cold testing needs to be done, ambient completed with no faults & bully testing done with no faults. Compare FR0001 & FR0095 with this BA4 failure to compare similar data. Gear sent to UK for cold testing.** **3/10- arrived in UK today RUA sent today.** **3/29- can reproduce fault cold testing appears monitor micro fault, in process to ship to FSL in Munich for analysis.** **4/16- writing test code so they can capture failure data from the micro, will update next week.** **4/19- Geoff to discuss with FSL in teleconferece tomorrow** **4/21- the written canape testing works in a KG micro but not into this micro, it could be a CPU issue**		
FR-0140		PS Leak	gear chargeback	Chargeback to Dealer	**2/4- Pulled EFF & Buffer data no codes, some fluid residue below the IPA. No fluid in the gear. Fluid could be from the brake reservior or the transaxle seal. Had to return gear back to the dealer**	**2/4- Pulled EFF & Buffer data no codes, some fluid residue below the IPA. No fluid in the gear. Fluid could be from the brake reservior or the transaxle seal. Had to return gear back to the dealer**		
FR-0141	C200D-49 U3000-96	B9A	EPP	In Eval (UK)	**4/28- discussions with Nidec & Peter Sinkunas to complete 8D.Mike Davies will send out by end of week.**	**2/4- Pulled EFF & Buffer data, shipped gear to QAO** **2/26- need to leak test and start lab testing** **3/2- Fault is reproduced at ambient after motor is slightly rotated. Motor elec. position does not change its value. Encoders fault. Need to define next steps? EFF data 21° C.** **3/3- scope traces on encoder A & B during repeat failure.** **3/5- testing indicating motor PCB, sent Geoff testing data.** **3/12- Despite encoders have correct supply, both are not reading. Send to UK tracking # 9373 7349 8749** **3/19- xray shows poor solder joint on pin 2 of the 5v supply pin. Get Nidec involved with teardown**		
FR-0142	No Codes	Cricket Noise	NVH	In process (26mile)	**2/5- Noticed Cricket noise while turning the input shaft, no stored codes. Shipped gear to 26mile. To store at 26mile**			
FR-0143	No Codes	Cricket Noise	NVH	In Process (26mile)	**2/5- Noticed Cricket noise while turning the input shaft, no stored codes. Shipped gear to 26mile.**			

FR-0144 RUA#3617	U3000-49 U3000-96	B43	EPP	In Eval (Tyco)	**5/24- Tyco confirmed plastic contaimination on contact 4**	**2/5- Pulled EFF & Buffer data shipped gear to QAO** **2/12- failed leak test, no evidence of moisture dealer could have damaged boot. Gear being tested upstairs.** **2/26- Decode EFF send to Geoff on next step testing.** **3/8- resistance measurement ambient & cold** **3/19- ship down to QAO now that they have cold testing available. This is only the EPP assembly in small box.** **3/30- link relay is not closing fully on startup, second key up it works normal. Failed with 1 amp load. Could there be a problem in the PFS leadframe? a photo of the PFS with wires connected, be able to show Tyco a clear picture of fault.** **4/21- QAO confirmed Open circuit on contacts with coil energized shipped link relay to Tyco yesterday.**		
FR-0145	U2011-49	BB7	EPP	In Eval (QAO)	**2/26- Sergio found Rev. Cap**	**2/5- Pulled EFF & Buffer data shipped gear to QAO. Also had BB9 & BB5. Could hear something rattling in EPP. Could be relay cold weld**		
FR-0146	C200D-49 U3000-96	B9A	EPP	In Eval (UK)	**3/26- keep part in pending closed position waiting on PCA same as FR0074, testing & approval process still in progress.**	**2/5- Pulled EFF & Buffer data shipped to QAO.** **2/26- gear at QAO inline for testing** **3/2- B9A reproduced. Static motor electrical position while EPP is being turned. Encoders failure. Need to define next steps? EFF data -11°C** **3/3- scope traces on encoder A & B during repeat failure.** **3/5- testing indicating motor PCB, sent Geoff testing data.** **3/12- Short between V5_EXT2 and 0VOLTS only present when ribbon is plugged. Current on V5_EXT2 has been measured with an special harness. Found that short is on the motor. Unlikely to be clearance on motor PCB. Send to UK tracking # 9373 7349 8749** **3/19- confirmed int. low impedence on pin 3, 5v supply touching ground plane similar to FR0074.**		
FR-0147	No Com	A5D	EPP	In Eval (QAO)	**8/13- ECU cover removed wiggle testing done NTF. Exhausted all testing never duplicated a No Com issue. This is NTF. Looking at the fault store looks like the battery was disconnected serveral times unsure if this was a connection problem or low battery voltage.**	**2/11- Inspected 2-pin & 3-pin conn. Did not see any problems or contaminates on the terminals pulled EFF/Buffer data, was able to communicate with no problems. Unit still at WPAC, was checking all reporting data for potential chargeback, did not find anything. will ship out next week** **2/25-gear should arrive in QAO 3/1** **3/5- leak tested no leaks, initial bench testing cannot reproduce no com** **3/29- passed cold ambient & hot testing with no faults & CAN Bus ok. Next steps to bully test if that passes to remove cover check ribbon cable for intermittent connections** **4/12- bully testing passed.** **4/21- removing ECU cover and do visual & wiggle testing.**		
FR-0148	C200B-2F C200C-2F	BD0-BD3	TS	At 26mile	**2/15- sent pictures of harness damage to the Ford group, hard to say where damage occurred with 3778 mile on the vehicle. Either HSAP or field. HSAP did not have any EPAS problems on this vehicle going through the plant.**	**2/11- found damaged TS harness with cut wires at first retainer near EPP. Pulled EFF & buffer data. Shipped to 26mile have pictures.**		
FR-0149	U2011-49	B3A	EPP	In Eval (Tyco)	**3/24- Tyco confirmed this is an offset bridge. Pre- containment relay**	**2/11- pulled EFF/buffer data, shipped to 26-mile** **2/19- relay x-rayed potential offset bridge, measure resistance, hot puma & measure resistance again. Raise RUA and ship to Tyco** **2/26- puma testing needs to be done then RUA will be raised and relay shipped to Tyco on Monday** **3/8- RUA# 3404 ready to ship out to Tyco. Check that the proper RUA was sent to Tyco. Simon to check with Mike.**		

FR-0150	No codes	Cricket Noise	NVH	In Process (26mile)	**2/16- shipped to 26mile for storage**	**2/12- turned input shaft notice cricket noise while turning input shaft back & forth from center.**		
FR-0151 RUA#3627	U2011-49	B3A	EPP	In Eval (Tyco)	**7/19-High-Pot Test complete on EPP no issue found. "Fault not Repeatible, set aside as such and return later if something new is found.**	**2/19- pulled EFF data shipped to 26mile for standard testing. 2/26- need to leak test and xray 3/1- leak tested had damage to boot & ITR, looks like damage happened after OTR was remove so unknow if damage occurred removing gear from vehicle or in shipping. Mike will xray EPP this week. 3/8- mike to xray this Wednesday 3/15- xray looks clean, next step is resistance testing. 3/29- xray clean to resistance check & test with surrogate relay. 4/6- xray is clean, resistance check ok, next step to hot resistance check then fit surrogate relay & tri-temp test with ignition cycling. 4/9- inline for thermo cycling after FR0165. 4/21- perform resistance check will discuss relay in this Friday's teleconference**		
FR-0152	C200B-2F U3000-96	BD2	TS	In Eval (OnSemi)	**4/19- hella lost the short desoldering the ASIC and sent to ONSemi with no problem found. Lessons learned from this return is to use diamond cutter to remove ASIC from PCB**	**2/19- pulled EFF data and shipped gear to 26mile check EFF data make sure it is not a cold latched concern before sending to QAO 2/25-gear should arrive in QAO 3/1 3/3- Sergio found failed channel 1 in Torque sensor, used known good cable & hella test box to confirm. To send torque sensor to Rogersville for quality testing before shipping to Hella. 3/8- TS arrived in Rogersville today for testing after testing is complete will ship off to Hella. 3/15- TS arrived in Hella this morning. 3/18- Hella found TS ASIC failure sent to OnSemi for analysis. 3/31- Device failed on ATE (bin 12) at room temperature. X-ray and Sam analysis showed no anomalies. Further analysis to be done at ONSEMI Analysis Center Oudenaarde**		
FR-0153 RUA#3618	U3000-49 U3000-96	B43	EPP	In Eval (Tyco)	**5/24- Tyco confirmed plastic contaimination on contact 4**	**2/19- pulled EFF data and shipped to 26mile. Need to rattle test gear at 26mile, also will pull EFF data. 2/26-keep gear at 26mile. gear failed at 3.8degC send decoded EFF to Geoff find out what testing should be done next. 3/19- ship down to QAO now that they have cold testing available. 3/30- link relay is not closing fully on startup, second key up it works normal. Failed 1 amp load test. Could there be a problem in the PFS leadframe? a photo of the PFS with wires connected, be able to show Tyco a clear picture of fault. 4/9- Signals scoped at EPP level . Link relay failing. Ship relay to Tyco 4/21- QAO confirmed Open circuit on contacts with coil energized shipped link relay to Tyco yesterday. RUA-3618 5/5- week 22-09 relay, at Tyco will report out next week.**		
FR-0154	U2011-49 U3000-96	BB7	EPP	In Eval (QAO)	**3/3- QAO confirmed Rev. Cap**	**2/19- pulled EFF data and shipped gear to QAO. 2/25-gear should arrive in QAO 3/1**		
FR-0155	P07AE-09	AF1	NVH	In Eval (QAO)	**3/15- checked gear for high friction testing lead to low friction with the test results. Code did clear for dealer but dealer was concerned with SWA reading, hotline advised to replace the gear because of the reading.**	**2/19- pulled EFF data and shipped to QAO, include tech comments friction code cleared and did not reset on road test. 2/25-gear should arrive in QAO 3/1 3/3- In lab ready for testing**	QAO	

FR-0156	U200B-2F U200C-2F	BD0-BD3	TS	In Eval (QAO)	**3/17- appears a sharp object cut the convolute and cut the TS wires inside. Vehicle did not have any other warranty claims done. No failures at the assembly plant.**	**3/1- pulled EFF/buffer data shipped gear to QAO decoded temp 50degC** **3/10- damaged TS harness about 2" from the overmold at IPA. Red wire open Sergio to ship harness back to Englebert & Joel for analysis.**		
FR-0157 RUA#3626	U2011-49	B3A	EPP	In Eval (Tyco)	**7/19-High-Pot Test complete on EPP no issue found. "Fault not Repeatible, set aside as such and return later if something new is found.**	**3/15- pulled EFF & Buffer data, shipped to 26mile for analysis** **3/22- need to leak test gear today** **4/6- xray is clean, resistance check ok, next step to hot resistance check then fit surrogate relay & tri-temp test with ignition cycling.** **4/9- inline for thermo cycling after FR0151** **4/21- perform resistance check will discuss relay in this Friday's teleconference** **4/23- have gone through a documented resistance measurement, are out of chambers and I am currently in discussion with G. Jacks to determine next steps.** **4/26- discussed with Ford will send to Tyco for further testing** **5/5- week 37-08 relay, in process to tyco** **5/12- Tyco to perform Fritt test to 5A.**		
FR-0158	C200D-49	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**3/15- Pulled EFF & Buffer data, shipped to QAO for analysis** **4/9- been delayed in transit, now on its way to QAO** **4/19- need to leak test then bully test & hot,cold, ambient testing** **6/18- passed all QAO B9A testing, shipped to UK for additional testing**		
FR-0159	squeek noise turning	cricket noise	NVH	In process (26mile)	**3/15- verified cricket noise while turning input shaft, shipped to 26mile put in storage bin**			
FR-0160	C200B-2F C200C-2F	BD0-BD3	TS	In Process (26mile)	**3/15- pulled EFF & buffer data, notice damaged torques sensor harness, shipped to 26mile. Sent out pictures**	**3/15- pulled EFF & buffer data, notice damaged torques sensor harness, shipped to 26mile.**		
FR-0161	squeek noise turning	cricket noise	NVH	In Process (26mile)	**3/15- noticed cricket noise while turning input shaft,shipped to 26mile and pull in storage bin**			

FR-0162	squeek noise turning	cricket noise	NVH	In Process (26mile)	**3/15- noticed cricket noise while turning input shaft,shipped to 26mile and pull in storage bin**			
FR-0163	U3000-49 U3000-96	B25	EPP	In Eval (Fairchild)	**5/19- Fairchild analyzed power module confirmed EOS at the end of their testing.**	**3/22- Pulled EFF/Buffer data shipped gear to QAO** **4/9- Faulty FET POWER pack. PH3/PH2/0_volts/LINK_voltage shorted, Geoff to approve shipment to Fairchild for level 3 analysis.** **4/16- Geoff advised to ship FET power pack to Fairchild for analysis.** **4/21- looking for anti-static bags to ship power module FET.** **4/23- Rogersville sent out couple static bags to QAO should arrive Monday to ship out Power module FET to Fairchild.** **5/3- has static bags but waiting for Geoff to help fill out forms from Fairchild before shipping out.** **5/4- part shipped out today to Fairchild(China)**		
FR-0165 RUA#3625	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**7/19-High-Pot Test complete on EPP no issue found. "Fault not Repeatible, set aside as such and return later if something new is found.**	**3/22- Pulled EFF/Buffer data shipped gear to 26mile for xray** **3/26- leak test gear today so Mike can xray all three B3A's next week** **4/6- xray is clean, resistance check ok, next step to hot resistance check then fit surrogate relay & tri-temp test with ignition cycling.** **4/9- surrogate relay on EPP is thermo cycling with ignition cycling.** **4/12- did not fail over the weekend** **4/16- remove surrogate relay this afternoon and thermo test over the weekend. Geoff to get relay batch numbers from Nidec on this one FR0151 & FR0157 all have similar motor build dates around 10/2008.** **4/21- need to do relay resistance check before Friday's teleconference** **4/23- have gone through a documented resistance measurement, are out of chambers and I am currently in discussion with G. Jacks to determine next steps.**		
FR-0166	High pitch Squeek while turning wheel quarter turn from center	cricket noise while turning steering	NVH	In Process (26mile)	**3/21- did not notice cricket noise while turing input shaft. Checked the CQIS report and they state the were turning the wheel back & forth from center to get the chirp noise. Will have 26mile double check noise.**			
FR-0167	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (26mile)	**3/21- damaged TS harness, same area as previous harness with hybrid engine**			
FR-0168	P07AE-09	AF1	NVH	In Eval (26mile)	**3/30- gears held in the containment area that failed the QAO line have been scrapped. QAO will assemble couple of gears for 26mile testing.**	**3/21- found cracked gear housing near outside housing large boot clamp. Have pictures** **3/23- 26mile test plan:** **1- Leak test** **2- EDF (power off)** **3- Tear down and inspect components.** **3/25- Friday meeting to update 8D and find root cause at QAO.** **3/29- loose RNB balls failed QAO NVH 5/26/09 then gear teardown 6/29-7/15 before 7/29- revised teardown procedure. teardown done before revised teardown process could have caused the loose balls.** **Gear assembled 10/30/2009 and passed.**		

FR-0169	high pitch squeak while turning	cricket noise	NVH		**3/29- did not notice any cricket noise in the gear while turning the input shaft especially while turning to the right. Check gear for cricket noise.**			
FR-0170	U3000-49	B43	EPP	In Eval (QAO)	**8/25- Tyco confirmed offset bridge**	**3/29- Pulled eff & buffer data ship to QAO for analysis.** **4/6- sent gears out to Rogersville to ship to QAO for testing** **4/15- gear in QAO ready for testing** **5/17- QAO has not started testing** **8/13- has performed ambient ignition cycling. Next to perform hot puma & then hot & cold ignition cycling.** **8/16- found link relay opening with light tapping, sending PFS to 26mile for xray.** **8/17- date code from the relay strongly suggests an offset bridge along with relay opening with light tapping. To raise RUA and send to Tyco for xray.** **8/18- Filipe carrying link relay back to Tyco**		
FR-0171	Squeak noise while turning	cricket noise	NVH		**3/29-noticed cricket noise while turning input shaft. Prior to containment actions**			
FR-0172	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	In Eval (Wuppetal)	**6/29- have all the pictures from Delphi & QAO and only area of molex connector impact damage would be in shipment(box damage) or QAO assembly line.**	**3/29- Pulled eff & buffer data ship to QAO for analysis. Did not notice any damage to the TS harness.** **4/6- sent gears out to Rogersville to ship to QAO for testing** **4/15- gear in QAO ready for testing** **4/19- Broken wire at Molex connector, get information from harness and ship to Delphi.** **4/26- Delphi rep. picked up harness at QAO sending harness to Turkey for further analysis.follow-up from Dave Kerska, QCCAR # 378973.** **5/17- Delphi verified damaged molex connector & broken red wire, sent Delphi presentation to Ford, harness sent to Wuppetal for further analysis.** **6/2- Wuppertal plant states the copper strands are not damaged by a mechanical impact. The terminal is broken inside the connector. It is caused by a mechanical impact to the connector which is not caused by Delphi.**		
FR-0173	high pitched squeek from steering	cricket noise	NVH	In Eval (26mile)	**3/30- verified cricket noise from gear pre-containment build at QAO. Put gear in storage**			
FR-0174	C200D-49	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**3/31- pulled eff buffer data and shipped gear to QAO** **4/12- delay in shipping just sent out from 26mile should arrive QAO on Friday** **4/19- need to leak test then bully test & hot,cold, ambient testing** **5/17- JL- cold bully test raised E98 LIC's on every ignition cycle** **6/18- passed all QAO B9A testing, shipped to UK for additional testing**		

FR-0175 RUA# 3923	U2011-49	B6B	EPP	In Eval (QAO)	9/9- to locate ECU & cables to do high pot test then teardown to check motor PCB clearance issue. 10/30- relay sent to Tyco woth NTF, PCB clearance NTF. Close as NTF	3/31- pulled eff buffer data and shipped gear to QAO 4/12- delay in shipping just sent out from 26mile should arrive QAO on Friday 6/29- not started, to measure phases before before first ignition. Perform iso test, to recordfirst ignition cycle with oscilloscope. Then proceed with testing. 6/29- not started, to measure phases before before first ignition. Perform iso test, to recordfirst ignition cycle with oscilloscope. Then proceed with testing. 8/18- Filipe carrying motor relay back to Tyco 9/1- Tyco torn down relay no small hot spot but no evidence of welding. NTF 9/7- perform high pot testing then check motor relay PCB cleareance.		
FR-0176	C200C-2F U3000-96	BD3	TS	In Eval (QAO)	4/30- T2 signal missing appling stress to clockspring ribbon cable. parts broken cable bent part reworked 2/6/2009, check centering tool use	3/31- pulled eff buffer data and shipped gear to QAO 4/6- sent gears out to Rogersville to ship to QAO for testing 4/16- leak test passed also passed bully test 10X. Has been in the cold chamber 13hrs with no failure. Will hot & ambient test next		
FR-0177	C200D-49	B9A	EPP	In Eval (QAO)	7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix	3/31- pulled eff buffer data and shipped gear to QAO 4/6- sent gears out to Rogersville to ship to QAO for testing 4/19- need to leak test then bully test & hot,cold, ambient testing 4/21- leak check passed taken to lab for testing 4/26- start the bully test tomorrow when line changes 5/3- bully test passed, now in fridge cold testing then will bully test cold and performance test 5/17- JL- cold bully test raised E98 LIC's on every ignition cycle		
FR-0178	P07AE-09	AF1	NVH	In Eval (26mile)	4/28- gear passed case and core harness test, 8D sent to Ford	3/31- pulled eff buffer data and shipped gear to 26mile for analysis. No visual damage to gear. Input shaft harder than normal to turn. 4/7- need to leak check gear, inspect inner tie rods then put on EDF stand for testing. 4/9- passed leak check no corrosion or no damage to ITR's failed EDF stand, next to teardown for analysis. 4/12- found bent rack near tooth to pinion area, no damage to ITR. Testing on going in materials lab. 4/16- Jason to find out from Nick T what are the next steps in testing this gear 4/21- request in lab downstairs to do a dye check and detect cracks first before we destroy the part for a hardness test. Hardness check should be next week. Nick T & Phil Mikula working to get summary report 4/23- yesterday checking for signs of impact. Piece sent to lab to check for core & case depth hardness. Report out late Monday		
FR-0179	steering feels very loose	N/A	NVH	In Eval (26mile)	4/6- 26mile found missing pinion nut same as FR0062. both gears built on same day 3/29/2009. pre-containment date for corrective actions.	3/31- noticed up & down input shaft movement, 26mile to analyze.		
FR-0180	P07AE-09	AF1	NVH	In Eval (26mile)	4/28- gear passed case and core harness test, 8D sent to Ford	3/31- pulled eff buffer data and shipped gear to 26mile. No visual damage to gear. Input shaft harder than normal to turn in both directions. 4/7- need to leak check gear, inspect inner tie rods then put on EDF stand for testing. 4/9- passed leak check no corrosion or no damage to ITR's failed EDF stand, next inline after FR0178 for teardown analysis. 4/12- bent rack near ball screw threaded area, on going testing in the materials lab 4/16- Jason to find out from Nick T what are the next steps in testing this gear 4/21- request in lab downstairs to do a dye check and detect cracks first before we destroy the part for a hardness test. Hardness check should be next week. Nick T & Phil Mikula working to get summary report 4/23- yesterday checking for signs of impact. Piece sent to lab to check for core & case depth hardness. Report out late Monday		

FR-0182 RUA# 3589	U2011-49	B3A	EPP	In Eval (Tyco)	**5/7- Tyco comfirmed this was an offset bridge.**	**4/12- pulled EFF buffer data, shipped out to QAO** **4/21- xray indicates offset bridge- ship to Tyco** **5/5- week 24 relay, just arrived will send out report to verify offset bridge**		
FR-0183 RUA#3590	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**5/28- Tyco confirmed plastic contamination on contact 5, 3mm of plastic.**	**4/12- pulled EFF buffer data, shipped to 26mile** **4/21- xray clean had high resistance on PH3, next to load test and check resistance.** **4/26- perform constant voltage test fixed 100ma/5amp current test today.** **5/3- failed the voltage test with fixed current.** **5/5- relay ready to ship to Tyco, Mike Fontana to send out report analysis to Ford team & Tyco.** **5/6- Geoff sent out information to Ford, 26mile to ship to Tyco for level 3 diagnosis. RUA# 3590**		
FR-0185	U2011-61 C200B-62 U3000-96	B95, BD4	TS	In Eval (Anting)	**8/11- Ford to check yazaki 2-pin connector issues for water ingress. Confirmed closed by Tim**	**4/19- Pulled EFF buffer data, shipped gear to QAO** **4/26- gear arrived today** **5/17- failed leak test around one of the TS cover screws, performed cold & ambient testing with no failure at this time.** **5/21- Unit will be frozen and bully tested. Also Performance test will be performed at cold temperature. Planned to be done tomorrow morning** **6/2- passed all bully testing & cold/ambient ign. Cycling.** **6/7-in lab for cold Performance & Puma testing. SAM testing** **6/15- confirmed moisture intrusion, EPP failed leak test** **6/25- EPP sent to Anting for analysis.** **7/26- same 2-pin PFS leak as FR0208. investigation ongoing at Kimball & Anting.**		
FR-0186	no codes	HEARS NOISE FROM L.S. FRONT OF VEHICLE WHEN AT SLOW SPEEDS AND	NVH	In Eval (QAO)	**6/20-gears passed all NVH & EDF testing at QAO. NTF**	**4/19- did not notice any gear damage or noise turning input shaft. Shipped gear to QAO.** **4/26- gear arrived today** **5/3- EDF test stand passed with no noise or friction issues, I will check AWS & CQIS reports to make sure vehicle did not return.** **5/4- primarily checking for belt slip, QAO EDF test stand needs to be updated to perform all four tests w/dynamic assists. Talk with Chris Manjos to help set-up SW** **5/17- talked to Pepe the SW was updated for the full EDF testing, the gear still needs to go back through to verify the full test.**		
FR-0187	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**6/2- broken ferrite core at the small segment of the PCB is the cause why Vcc -line is not given. Design change of the small segment eliminates this part on 8/14/2009 at Hella.**	**4/19- Pulled EFF buffer data, shipped gear to QAO** **4/26- gear arrived today** **4/30- TS swapping exercise lead to defective torque sensor, no visual torque sensor issues need to discuss next steps with engineering. Before sending to Hella.** **5/3- check with Jim Loria next steps before shipping TS out to hella** **5/13- TS failed with four codes BD0-BD3 shipped from Rogersville to Hella, QCCAR #379423** **5/21- Vcc- signal is open against ground. Could be broken cable or weld issue on the FFC cable to pin 1, open when there should be 5v. Hella will send out report this Tuesday 5/25.**		
FR-0188	no codes	gear leaking fluid		gear returned to dealer	**4/19- chargeback to dealer**			

FR-0189	No Com	A28	EPP	In Eval (QAO)	8/5- NTF with all the standard testing in QAO, to send PFR, close claim as NTF	4/19- was able to communicate with EPAS gear, gear not failing at this time. No codes in gear 4/26- gear arrived today 8/5- NTF with all the standard testing in QAO, to send PFR		
FR-0190	C200B-61 C200B-2F	BD2,B90	TS	In Eval (QAO)	5/5- overwound TS, rework part 2/6/2009 same date as FR0176. missing plastic clockspring tape guide bent clockspring tape. Channel one missing at times.	4/19- Pulled EFF buffer data, shipped gear to QAO 4/26- gear arrived today 5/3- leak tested, now at the lab ready for testing		
FR-0191 RUA# 3768	C2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	8/11- passed all Tyco's testing & mechanically ok. Contacts are all inspection and all pass. NTF	4/26- pulled EFF Buffer data, shipped to 26mile for testing 5/5- xray clean, next to perform standard resistance testing 5/7- resistance check passed, tri-temp with ignition cycling, if fails then hook up surrogate relay and retest. 5/17- passed tri-temp ignition cycling at this time 6/7- 5amp hot test then check hot puma test. 6/14- passed 5amp & puma testing with no faults. Will consult Geoff on next steps. Need to purchase meeger tester for 1000v isolation test on motor phases. 6/21- passed 1000v isolation test, ship to Tyco for testing. Raise RUA. 6/28- RUA raised sent to Tyco 7/9- NFF with all of Tyco's testing, next to open relay and visual inspection. 7/12- Tyco opened relay did not find any debris on contacts, motor relay is NFF.		
FR-0192	C200D-49	B9A	EPP	In Eval (UK)	7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix	4/26- pulled EFF Buffer data, shipped to QAO for testing 6/14- bully & performance test completed no faults, ambient/cold ign. Cycling, puma testing next. 6/15- QAO completed all the B9A testing they could with no failures, sent to UK for further testing. 6/28- evidence of a regulator issue will explain data in B9A meeting on Wednesday.		
FR-0193	U3000-61 C200B-62	B90,BD4	TS	In Eval (QAO)	6/23- found on the QAO assembly line possible cause of bent TS finger is christmas tree installer laid on IPA rack when not in use and when TS drops down to operator could cause the bent finger. A new tray was installed to install the tool on 5/25/2010. proper work instruction printed for operator to use this tray for the tool at all times.	4/26- pulled EFF Buffer data, shipped to QAO for testing 5/24 performance test,bully test, hot/ambient/cold/audit rig ignition cycling all passed, next to puma test then ribbon cable test. JM 6/7- found one finger of the torque sensor bend down towards the PCB. Put in 8D need to find root cause, Guillermo sent Ford 8D on 0Km bent finger. 6/14- The damage to the warranty return is due to a handling issue. We cannot determine where the damage occurred - Rogersville or QAO, but we did take the following proactive measures: We attempted to assemble a known bent rotor in order to verify that the Prodel line would reject rotor fingers bent in the upward direction. Part was rejected at the rotor weld station for B1 fault: bent rotor vane. We created a monthly electrician PM to verify correct axis alignment on station B2/B3 - weld stations. This will ensure that the part is being loaded/unloaded correctly and that no tooling is contacting the rotor fingers. We		
FR-0194	TC lamp on ABS code C1963-20	A28		At WPAC	6/15- vehicle returned with same symptom and code c1963 found poor connection at ABS module C135.	4/26- pulled EFF Buffer data, kept at WPAC deciding if dealer should be charged back for diagnosis. Code C1963 does not lead to EPAS gear with not stored epas codes & did not perform interactive diagnosis. 4/30- decided by all dealer chargeback did not follow PPT "F" properly for ABS code C1963. the gear will be returned to the dealer. 5/5- checking to see if gear can be tested on-vehicle checking with Russ Biyashev.		

FR-0195	steering squeaks	cricket noise	NVH	At 26mile	**4/26- noticed squeak noise in the IPA while turning the input shaft**			
FR-0196	U2011-49	B3A	EPP	In Eval (26mile)	**8/11- passed all Tyco's testing & mechanically ok. Contacts are all inspection and all pass. NTF**	**4/26- pulled EFF buffer data, shipped to 26mile for testing** **5/5- xray clean, next to perform standard resistance testing** **5/7-resistance check passed, tri-temp with ignition cycling, if fails then hook up surrogate relay and retest.** **5/17- has been running all last week with no faults, been taken off and put to the side for now.** **5/24- perform hot 5amp high resistance test.** **6/14- passed 5amp & puma testing with no faults. Will consult Geoff on next steps. Need to purchase meeger tester for 1000v isolation test on motor phases.** **6/28- check 1000v test by end of week.** **7/9- passed isolation test to raise RUA and ship to Tyco.**		
FR-0197	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**4/30- Pulled EFF & buffer data, shipped gear to QAO for analysis** **5/12- gears should arrive in QAO on Wednesday** **5/18- need to leak test then testing can start in lab** **6/2- passed all bully testing & Performance testing. Next temp ign. Cycling & puma. RG** **6/4- removed ECU cover has found debris in a couple of different areas the 5V. sliver looks like it is shorting across pins 10 & 11 on PL1. At this time it is not shorting.** **6/14- ECU arrived in Kimball today. Geoff will follow-up make sure lab gets part and starts analysis.** **6/22- Suspect fibers that were noted by customer are actually cracks in flux on solder joints. NFF with Kimball testing, Kimball to ship ECU back to UK for further testing.**		
FR-0198	all IP lamps blinking	A16, A2A		chargeback	**4/30- vehicle had same condition after PSCM was replaced, chargeback gear to dealer, the gear will be returned to the dealer**			
FR-0201 RUA#3685	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**6/7- Tyco confirmed raised rivet, week 45- 2008**	**5/6- pulled EFF data & shipped to 26mile for testing** **5/17- xray indicates raised rivet, further resistance testing before shipping to Tyco** **5/18- failed the 5A resistance measurement at Room Temp on the raised rivet shipped to Tyco**		
FR-0202	U2011-49	B3A	EPP	In Eval (26mile)	**8/11- Tyco confirmed plastic contamination on contact 4.**	**5/6- pulled EFF data & shipped to 26mile for testing** **5/17- xray clean, perform 5amp test at ambient & hot.** **6/14- 5amp amp test passed, next tri-temp ign. Cycling.** **6/21- passed ign. Cycling, next to perform 1000v iso. Test.** **6/28- 1000v test to be done by the end of the week** **7/12- passed isolation (1000v) test. Performed all the relay testing remove relay raise RUA send to Tyco.**		

FR-0203	U3000-49	B7E	EPP	In Eval (UK)	**6/25- confirmed motor PCB clearance issue, shorting pin 12 to the ground plane. Pre-containment have pictures of the pin 12 short.**	**5/6- pulled EFF data notice slight damage to ECU cover from shipping damage no return packing & shipped to QAO for testing 6/7- passed leak test, shipped to 26mile for xray of motor PCB ground plane issue. 6/10- Isolation test(1000v) arc is observed between pins PL2.9 (Hall_supply) and PL2.12 (V_Star). Remove ECU first then resistance measurement to ground to verify PCB pin clearance. 6/14- need to xray part to check motor PCB clearance issues. 6/21- PCB in the UK for testing- xray PCB 6/25- confirmed motor PCB clearance issue, shorting pin 12 to the ground plane. Pre-containment have pictures of the short**		
FR-0204	C200D-49	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**5/6- pulled EFF data and shipped to QAO for testing 6/11- leak testing, slight leak at OBH on interface 6/14- passed bully & performance testing, now down to EPP level to start ignition cycling ambient & cold 6/15- QAO completed all the B9A testing they could with no failures, shipped to UK for further testing. 6/28- evidence of a regulator issue will explain data in B9A meeting on Wednesday.**		
FR-0206	U200B-2F C200B-61	BD2	EPP	In Eval (QAO)	**6/10- confirmed reworked TS that had missing plastic tape guide & twisted clockspring tape. Rework 6/17/09.**	**5/6- pulled EFF data shipped gear to QAO 6/8- Possible damage at clock spring on IPA. In process of visual inspection**		
FR-0207	U2011-49	B3A	EPP	In Eval (26mile)	**8/11- passed all Tyco's testing & mechanically ok. Contacts are all inspected and all pass. NTF**	**5/7- pulled EFF data shipped to 26mile for xray & testing 5/17- needs to be leak tested today then ready for xray 5/25- xray clean & passed the resistance test. Check with Geoff on next steps. 6/7- 5amp test at anbient & hot if that passes tri-temp ign. Cycling 6/10- put into tri-temp chamber with ign. Cycling 6/14- passed 5 days of tri-temp ign. Cycling with no faults. 1000v iso test next step 7/12- has performed all the relay testing and passed isolation(1000v) test. Next to take out relay send to Tyco.**		
FR-0208	C200B-62 U3000-96	BD1,BD3, BD4	TS	In Eval (Anting)	**8/11- Ford to check yazaki 2-pin connector issues for water ingress. Confirmed closed by Tim snider**	**5/7- pulled EFF data shipped to QAO for testing, 2-pin conn. Has some corrosion & gear covered in clay or mud.Also had codes BD1,BD3. 5/27- found internal moisture leak in the EPP, moisture traces in the 2-pin. QAO to assemble PFS & ECU cover then ship to Anting for leak evaluation. SAM 6/2- QAO shipped gear to Anting for leak testing around 2-pin. 6/7- shipment arrived in Shanghai today at 5:55pm. 6/14- check status of Anting testing, sent Raymond Qiu an email. 6/21- emailed Raymond Qui to take backside pictures of the PFS with the plastic removed to verify water path from 2-pin. Report out as soon as Raymond responds. 6/25- Anting will remove the molding to check conn. moulding area that it is in place at the 2-pin. Raymond Qiu will follow-up and get pictures.**		
FR-0209	no codes	no codes	chargeback	chargeback	**5/7- no codes, no visual gear issues & no binding while turning input shaft. Customer complaint at times trying to pass someone on highway vehicle rev's high then makes a bang noise. Transmission work fixed this issue**			

FR-0210	C200B-2F U3000-96	BD0,BD2	TS	In Eval (Hella)	**11/10- causal part is the clockspring assembly but lost the root cause sending parts to Tyco. Tyco's 8D NTF New improved failure analysis process at QAO & Hella. Case closed**	**5/7- pulled EFF data shipped to QAO for testing 6/2- leak test passed, next bully testing. Pepe 6/14- cold/ambient bully test passed, now cold ign. Cycling 6/15- Unit is going to be measured and visual inspection will be performed at component level 6/17- Pepe found twisting clockspring in the lock position he losses channel one. Some marking noted on the clockspring. High resistances notice on channel one. 6/28- send PFR to Todd Williams & Angie Caudill. Discuss if TS should be sent to Rogersville for high resistance on channel one 6/30- We agreed with clockspring torn down at QAO to ship TS to 26mile for Hella's inspection to see if problem is located directly to torque sensor ribbon cable of solder joints. 7/7- Pepe shipping TS assembly to Rogers ville for analysis.**		
FR-0211	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**8/3- confirmed double start-up during analysis and confirmed a regulator issue**	**5/7- pulled EFF data shipped to QAO for testing 6/2- passed bully & ambient performance testing & ignition cycling. Gear in fridge next cold ignition cycling & performance test. 6/14- cold ignition cycling at this time**		
FR-0213	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- during high pot testing to relay low side unit failed, motor PCB tear down confirmed motor PCB clearance issue.**	**5/7- pulled EFF buffer data & shipped to QAO 6/7- passed leak test, shipped to 26mile for xray 6/9- xray tomorrow 6/10- xray indicates raised rivet, cannot cause this code to set. Next hot puma 7/19-High-Pot Test complete on EPP no issue found. Need make sure the B6B modified test is run on each of these (70sec loop at Tri-temp) Mike confirmed it has been done. Need EFF data Matrix this week. Salim to set up meeting next week**		
FR-0216	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**8/4- confirmed a double start-up at QAO, indicates a regulator issue and confirmed a regulator issue.**	**5/20- pulled EFF & buffer data, shipped to QAO for analysis. 6/11- Pepe found damaged TS harness on Pinion side 6/15- passed leak test, ambient & cold ign. Cycling**		
FR-0217 RUA# 3720	U2011-49 U3000-96	B6B	EPP	In Eval (Tyco)	**7/12- Tyco confirmed offset bridge**	**5/20- pulled EFF & Buffer data, shipped to 26mile for xray 6/2- xray indicates offset bridge, resistance measurement passes, checking with Geoff on next step 6/7- agreed for 26mile to raise RUA and send to tyco. 6/14- check shipping status to Tyco. 6/22- Tyco just received relay today**		
FR-0219	high pitch squeal noise steering	cricket noise	NVH		**5/20- turned input shaft to verify cricket noise turning back & forth from center.**			
FR-0220 RUA# 3777	U3000-49	B32	EPP	In Eval (Tyco)	**7/9- has code B31 & B32, Tyco has confirmed failure of link relay as cold weld. Next to open relay to inspect weld. Confirmed bridge weld failure at Tyco.**	**5/24- pulled EFF & fault store shipped gear to QAO for analysis. 6/7- shipped from 26mile to QAO today 6/14- should be in QAO sometime today 6/25- indication cold weld of the link relay, relay build date 2/10/2009 PFS rattles & has open to send link relay to Tyco today**		

FR-0221	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	In Eval (QAO)	**6/17- over wound TS clockspring, IPA rework 6/17/2009**	**5/24- pulled EFF & fault store shipped gear to QAO for analysis. 6/7- shipped from 26mile to QAO today 6/14- should be in QAO sometime today**		
FR-0222	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	**8/11- passed all Tyco's testing & mechanically ok. Contacts are all inspected and all pass. NTF**	**5/24- pulled EFF & fault store shipped gear to 26mile for analysis. 6/7- inline for leak testing then xray 6/9- xray tomorrow 6/10- xray clean, next 5amp test 6/14- passed 5amp & puma testing with no faults. Will consult Geoff on next steps 6/14- passed 5amp & puma testing with no faults. 1000v isolation test next. 7/12- passed tri-temp ignition cycling & isolation (1000v) test. Performed all the relay testing remove relay raise RUA send to Tyco.**		
FR-0223	P07AE-09	AF1	NVH	In Eval (QAO)	**7/30- passed all criteria on the EDF stand, NTF at this time.**	**5/24- pulled EFF & fault store shipped gear to QAO for analysis. 6/7- shipped from 26mile to QAO today 6/14- should be in QAO sometime today**		
FR-0224 RUA#4045	U2011-49	B3A	EPP	In Eval (Tyco)	**10/15- NTF with the testing at Tyco, next will open the relay and perform visual analysis. 10/27-Tyco found a black plastic particle 11/1- follow-up once 8D is sent.**	**5/21- dealer sent back a sunvisor instead of the EPAS gear back to WPAC, dealer charged back for the part. 7/7- dealer sent the proper EPAS gear back to the WPAC, part ready for xray at 26mile. 9/9- clear xray, next to follow standard testing procedure. 9/13- ign. Cycled over the weekend no problem found. 9/17- to perform 5amp resistance test & hot puma 9/27- passed resistance test, hot puma, and all high pot testing NTF. Next to tear relay out and ship to Tyco. 10/5- ship to Tyco should arrive on 10/8.**		
FR-0225	TC lamp on C1278			chargeback	**5/21- dealer sent back a hydraulic gear instead of the EPAS gear back to WPAC, dealer charged back for the part.**			
FR-0226	C200B-2F C200C-2F U3000-96	BD2,BD3	TS	In Eval (QAO)	**5/27- pulled EFF buffer data, found pinched TS harness. Have pictures of damage.**			

FR-0227 RUA#4056	U2011-49 U3000-49	B43	EPP	In Eval (Tyco)	**10/8- QAO exhausted all their testing, shipped to Tyco 10/27- confirmed Offset Bridge, precontaiment. Geoff waiting to get update on the 8D.**	**5/27- pulled EFF buffer data, ship gear to QAO for analysis. Also pulled BB7 & BB9 codes from fault store 6/7- shipped from 26mile to QAO today 6/14- should be in QAO sometime today**		
FR-0229*	C200D-49 U3000-96	B9A	EPP	In Eval (UK)	**11/12- UK received the part testing has not started. 12/17- PCB motor clearance was confirmed in the UK**	**5/27- pulled EFF buffer data, shipped gear to QAO for analysis. Also pulled codes B38 & B4E from the fault store. 6/7- shipped from 26mile to QAO today 6/14- should be in QAO sometime today 9/9- passed all the EOL & standard testing. Ship to UK for further analysis. 10/6- tri temp test before shipping to UK. 10/27 Tri-temp complete, generated BB5,BB7 and BB9 faults but no B9A fault. So ship to Uk for further analysis**		
FR-0230	C200B-2F	BD0,BD2	TS	In Eval (Kimball)	**9/2- Ford asking if the PFS was to print, mainly inside diameters of the 2/3 pin conn.. Sent email to Anting & Kimball to check. Confirmed 2-pin water entry sent Kimball report to Ford.**	**5/28- pulled EFF data, shipped gear to QAO for testing. 6/7- shipped from 26mile to QAO today 6/14- should be in QAO sometime today 6/30- At lab but has not started, will start to testing sometime this week. 7/7- Water ingress due 3 PIN connector of PFS causing malfunction of the system. Also sent email to Anting to see if this PFS needs to be sent to Kimball to have the PFS head molding removed to check access of the moisture into the EPP. 8/27- shipped to Kimball today. DHL#: 357 3958 054**		
FR-0231	Noise in frt-end while turning	N/A	NVH	In Eval (26mile)	**8/16- gear when through the NVH & EDF test and passed all tests. NTF**	**5/28- did not notice any gear damage or noise while turning input shaft. 26mile to leak test then put on EDF & then check cricket noise. 6/7- check gear on NVH first then put on EDF tester. 6/14- just a note on these returns, what I have notice with problems with the left trans axle seal leaking on the EPAS gear making the gear look like it leaks fluid then on turns the trans pump will whine & the steering gear gets replaced. This dealer added 1 quart of trans fluid on this repair. 6/21- EPP was accidently removed from the gear, not sure if EPP should be reinstalled? Check with Ford 7/7- reinstall EPP on gear, NVH test & EDF test to verify any noise concerns. Mark Bugosh is going to put the EPP back on and get the belt tension as good as he can, then give it to the lab downstairs. ETR# U2010-00605 for the lab to do EDF and NVH.**		
FR-0232 RUA# 4110	U3000-49 U3000-96	B43	EPP	In Eval (Tyco)	**12/13- oil contamination found on contacts operator using wrong oil for mantanance on rivet machine. Work instruction did not advised operator of proper oil, so a new procedure was added 8/13/2010. this was a known issue caught by another customer. so the estimated PCA date is Nov. 12 going into QAO. waiting on 8D**	**5/28- pulled EFF data, shipped gear to QAO for testing. Also pulled BB7 from the fault store similar to FR0227 6/7- shipped from 26mile to QAO today 6/14- should be in QAO sometime today 7/2- passed ign. Cycling, bully, hot/ambient puma testing with no failures 7/7- shipped PFS to 26mile for xray of the link relay. 9/1- PFS xray clean, next step to resistance testing ambient & hot. 10/8- need to do hot resistance test 10/20- hot resistance check was performed in QAO. To ship PFS to Tyco. 11/1- waiting on Tyco relay workshop Nov.22-24 11/29- surface contamination, still under analysis to find source. Under F-TIR for chemical analysis results**		
FR-0233	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**8/6- confirmed double start-up, indicates regulator issue. Confirmed regulator issue.**	**5/28- pulled EFF data, shipped gear to 26mile. No gear or harness damage 6/17- gear ready for leak testing at 26mile should be done by tomorrow 6/21- Jason to check latest status. 6/28- shipped to QAO 7/20-Test in progress. Ignition cycling, IPA movement movement from stop to stop, functional test. Fault not reproducible. 7/26- testing now for a double start-up, has the E22 code in fault store. 7/28- QAO to get freezer spray and test for the double start-up**		

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FR-0236	TC LAMP ON TURNING	N/A		In storage (QAO)	**5/28- pulled codes only had A8E in the fault store. Found out dealer had same TC lamp on after replacement. Found rear ABS wheel speed sensors mis-wired. Cannot chargeback EPAS since hotline advised to replace. EPAS gear was not the causual part# in AWS.**			
FR-0238	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	At 26mile	**6/14- found TS harness conduit near the EPP contacted in three spots, broken black wire in harness. shipped gear to 26mile. Have pictures.**			
FR-0240	light squeal noise while turning	cricket noise	NVH	At 26mile	**6/14- verified cricket noise while turning the input shaft. Close and store at 26mile**	**6/14- verified cricket noise while turning the input shaft. Close and store at 26mile**		
FR-0243	C200D-49	B9A	EPP	In Eval (QAO)	**11/8- double start-up , send Geoff the info to confirm regulator issue.**	**6/14- pulled EFF data shipped to QAO. B43 in EFF data, also stored BB9 code. 6/18- in process from Rogersville to QAO. 10/6- found gears at QAO, leak testing started**		
FR-0245	C200D-49	B4E	EPP	In process (UK)	**1/31- ship motor assem. to UK to check for possible PCB motor cleareance issue. 2/1- QAO found PCB motor clearance issue at PL2 at 500v, ship to Andy in UK to physically check short.**	**6/14- pulled EFF data shipped to QAO. B4E only code set intermittently .313 secs into the journey. Found cut on OBH boot. 6/22- shipped from Rogersville to QAO 7/7- leak tested passed, testing now starting. 7/27- ign cycling, bully, hot puma passed. Next to start the cold testing. 10/6- cold perf. & 5x cold bully done with NTF. Next step tri-temp testing**		
FR-0246 RUA# 4342	U3000-49	B43	EPP	In Eval (UK)	**3/23- confirmed that this was human sweat on the relay contacts and the only area that this can happen is right after the laser clean station and they install new plexi glass doors to prevent this issues. The new doors at Tyco were installed on 3/12/2010 that would be june 18, 2010 into QAO.**	**6/14- pulled EFF data shipped to QAO. 6/22- shipped from Rogersville to QAO 7/7- leak tested passed, testing now starting. 9/10- EOL & ambient ign. Cycling done, next step cold testing. 10/8- cold performance, bully & puma all passed, next to tri-temp test. 10/11-now testing in tri-temp chamber 10/27 Tri temp complete and fault not reproducible Next step will be to Xray 11/8- Remove the PFS and send to 26mile for link relay xray. 1/31- 26mile shipped link relay to UK for Andy to take to the workshop 2/9- NTF with relay SEM has some strange burn/ contamination on the contacts, Andy to bring relay back**		

FR-0247 RUA# 3807	TC lamp on C1277 No Assist	No Com	EPP	In Eval (FSL)	1/31- UK still trying to recreate the failure, NTF at this time. 2/4- go back and put micro on the original ECU for testing to recreate the no com symptom. 4/19- UK has reinstalled the micro on the original ECU and has exhausted their testing and cannot get the ECU to fail after freescale performed their testing. closing as NTF	6/14- dealer states they have no assist and only the TC lamp on with code c1277. no PS message and they could communicate with the PSCM. When I hooked up CANape could not communicate or pulled Ford codes or fault store. 6/22- shipped from Rogersville to QAO 7/2- No Com confirmed at QAO sent EPP to UK for further analysis. 7/9- confirmed micro fault, Monday take off board to confirm micro, if it is to ship to FSL for analysis. 7/16- confirmed micro fault sent micro to FSL in Munich. 7/19- Acknowledged receipt today. 7/30- device now having a hard time failing, now in tri temp chamber at 125C to see if they can get to fail, will report out next week 8/16- micro under analysis at FSL in Malaysia, Geoff will follow-up in tomorrows call with FSL		
FR-0248	steering type noise & leaking oil	No codes		WPAC	6/14- trans axle fluid down 2 qts from lf axle seal leak getting on EPAS gear. Chargeback, dealer repaired left axle seal & bushing and then added 9qts of trans fluid			
FR-0249	C200D-49 U3000-96	B9A	EPP	In Eval (QAO)	10/18- next step to tri-temp testing 5/3- close as regulator S/W issue	6/14- pulled EFF data shipped to QAO for analysis 6/22- shipped from Rogersville to QAO 7/7- leak tested passed, testing now starting. 8/3- confirmed double start-up during		
FR-0250	C200B-2F	BD0,BD2	TS	In Storage (26mile)	6/14- dealer attempt to repair the TS harness so we lost the exact location of damage, looks like the repair was under the heat tape. Have pictures.			
FR-0251	P07AE-09	AF1	NVH	In Eval (QAO)	10/6- check with QAO if we have 8D or CA for this issue at station 70. will check with Guillermo. 10/20- Guillermo to get poke yoke dates for the station. 10/22- send pictures to understand process. 4/10- PCA it's a poke yoke that works by preventing the screw in tool to work in reverse (pinion nut and plug tool), the implementation date was	6/14- friction code cleared for the dealer and did not reset but the steering still hard to turn. I did verify input shaft hard to turn, B6A set twice intermittent. 6/30- shipped to QAO 7/9- there is some suspect of water ingress, I will wait for your opinion and tear down the unit and confirm this contamination by visual inspection. Wanted Pepe to reassemble boots & do a leak test to possible area's of moisture. 8/11-reassembled did not show any leaks during leak test. 8/13-pinion nut was being assembled twice. This condition occurred when operator did not complete full sequence and did not torque the pinion nut properly. Operator needs to turn back the pinion nut tool in order to re-torque it. But due to the rack and pinion assembly this action makes the rack travel to end position and make the rack and pinion crash.		
FR-0252	TC lamp on C1963	No codes		In Storage (26mile)	6/14- check CQIS report and after EPAS gear was install vehicle returned 165 miles later with the same TC lamp on with C1963 tech found poor connection at the ABS module, repaired and fixed the vehicle. Cannot chargeback hotline advised to replace the EPAS gear.			

FR-0253	U3000-49 U3000-96	B7E	EPP	In Eval (QAO)	**10/6- pictures show terminal that are contacting ground plane. To close as PCB motor clearance issue.**	**6/14- pulled EFF data and shipped to QAO for analysis** **6/22- shipped from Rogersville to QAO** **7/20 - PFR Complete. Waiting Warranty team decision. Leaks at bellows. Discuss** **7/21- X-ray? Failed at orange connector at 750 and 1000V.** **7/21- symptoms appear to be another PCB motor clearance issue. Follow same process as FR0258** **9/9- advised to teardown and check PCB motor clearance**		
FR-0254	C200B-61 C200C-2F U3000-96	BD3,B90	TS	In Eval (QAO)	**7/26- QAO confirmed overwound clockspring, rework was done 5/21/2009. pre-containment**	**6/14- pulled EFF data and shipped to QAO for analysis** **6/22- shipped from Rogersville to QAO** **6/30- leak tested found leak at pinion plug, will start testing sometime this week.**		
FR-0255	No Com	No Com	EPP	In Eval (Infinion)	**10/18- Geoff has presentation to talk about the EOS issue** **10/18- Tim Diez looking for number after the ISO2 pulse.** **10/27 Geoff now has number and will include in presentation.** **11/1- Geoff presented a couple of slides to Ford and Tim Diez & Tim Snider agreed to close this issue as EOS.**	**6/30- pulled EFF data, No Com with my Equipment at WPAC. shipped to QAO** **7/7- leak tested passed, testing now starting.** **7/16-Low Impedance at Pin 2 of integrated can circuit. Have disconnected ribbon cable. Next step send to UK for Level 3 on Tues?** **7/28- somehow EPP shipped to the wrong location UK now trying to get EPP back from New Castle.** **7/30- EPP should arrive in UK on Monday, this is when the testing will start.** **8/2- UK has received the EPP today after testing something with the CAN IC circuit. Analysis still ongoing.** **8/4- confirmed a defective CAN IC chip needs to send to Infinion for further analysis.** **9/8- CAN IC chip EOS, excessive voltage on the CAN circuit. The ABS module was also replaced no ABS module return from Conti-Teves.** **9/28- A flashover in a PN-junction is an indicator for a short huge over-current event, caused by an**		
FR-0256	C200B-2F C200B-61 U3000-96	BD0, B90	TS	In Eval (QAO)	**8/13- Delphi advised this cracked shrink tube caused by rough handling. Advised the torque sensor bolts were missing when received at WPAC, harness was unplugged from EPP & no bolts in IPA. Unknown why dealer would remove bolts. Unknown damage to harness.**	**6/30- pulled EFF data, BD0,BD4,B90 codes set, unknown why dealer removed both bolts for TS harness at IPA cannot be leak checked** **7/7- leak test could not be performed missing bolts at the TS harness at the IPA, unknown why dealer removed bolts.** **testing now starting.** **7/20 - Functionals, bully, ignition cycling stop to stop. Still not reproducible** **7/26- put bolts back into the TS harness at the IPA and leak check to verify no leak paths. Then continue to test.** **7/30- signs of moisture inside IPA unknown when bolts were removed from the TS harness, when reassembled TS failed leak test** **8/5- Dave Kerska finding out what plant to send the TS harness to in Turkey or Germany.**		
FR-0257	C200B-2F U3000-96	BD0,BD2	TS	In Eval (Hella)	**10/7- There are nearly 70 chambers (tools) and chamber A was the oldest. By the results at the automatic test equipment the semiconductor supplier is able find out which process step losses robustness (Yield) and canremove/stop production.** **Close out claims as of 10/13/2010 by Tim Snider**	**6/30- pulled EFF data BD0 & BD2 with c69 lock out code, no visible damage to TS harness. shipped to QAO for analysis** **7/7- leak tested passed, testing now starting.** **7/20- One channel for IPA no signal. No visual damage. IPA T1 signal absent. Known TS issue by using the TS swapping exercise. Ship TS to Rogersville.** **8/5- gear shipped out of Rogersville to Hella** **8/11- Hella just received warranty return today and has confirmed no channel 1. will report out when they find root cause.** **8/26- ASIC failed on Automatic testequipment at room temperature. X-ray and Sam analysis showed no anomalies. Further investigations were started and we expect update of the analysis (with root cause) latest on 3th of september from the sub-supplier.**		
FR-0258	U3000-49 U3000-96	B25	EPP	In Eval (QAO)	**10/6- pictures show terminal that are contacting ground plane. To close as PCB motor clearance issue.**	**6/30- pulled EFF data and ship to QAO** **7/7- leak tested passed, testing now starting.** **7/16-Low Impedance between terminals 9 and 10 on PL2 connector (Motor PCB clearance? symptoms same as FR0074).** **7/19-Compare to clean date and check how many line rejects Nidec has had (Jacks/Davies). Check xray next.** **9/9- advised to teardown and check PCB motor clearance**		

FR-0259	U3000-49	B60	EPP	In Eval (FSL)	**11/12- target test date was pushed back to 12/15 for the first test. 1/10- test delayed till 12/26, validation testing still on the production line, waiting on details of clean product. 3/24- ship 8D to Ford 6/30/2010 is the continous improvement for particles SACVD clean receipe & 11/5/2010 ADC channels to converter test at freescale.**	**6/30- Intermittent B60 code resets in message center. pulled EFF data and ship to QAO 7/7- QAO to ship EPP to UK for analysis. 7/28- Micro ADC fault, need to remove micro put on development board for further testing before sending to FSL. 7/30- Micro still intact on the ECU, now tri-temp testing with ignition cycling to get see if failure will occur 8/2- able to duplicate code, indicating micro ADC fault. Will remove micro put on development board will wait for Geoff to test SW before shipping to FSL 8/11- did confirm this is a micro fault will send to FSL. 8/16- geoff will follow-up with FSL tomorrow with latest update. 10/6- FSL developed test to be completed 11/2 to capture ADC micro failure.**		
FR-0260	TC lamp on C1B00-64	A65		shipped to QAO	**6/30- only had tc lamp with ABS code C1B00-64, no PSCM codes or symptoms. Vehicle had several stored communication code errors. Tech did follow the diagnostic's properly but hotline to not guide tech and suggested to replace epas gear if wiring to gear was ok.**			
FR-0262 RUA# 4046	U2011-49	B3A	EPP	In Eval (Tyco)	**10/5- ship to Tyco should arrive on 10/8. 10/27 Tyco says NTF**	**6/30- pulled EFF data and ship to 26mile for xray. 8/26- x-ray clean, next tri temp ignition cycling 9/13- tri temp ign. Cycled over weekend cannot reproduce code. 9/17- to perform 5amp resistance test & hot puma 9/27- passed resistance test, hot puma, and all high pot testing NTF. Next to tear relay out and ship to Tyco.**		
FR-0263 RUA# 4047	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**10/5- ship to Tyco should arrive on 10/8. 10/27 Tyco found glass contamination 11/1- Tyco to send out 8D for approval.**	**6/30- pulled EFF data and ship to 26mile for xray. 8/26- x-ray clean, next tri temp ignition cycling 9/13- tri temp ign. Cycled over weekend cannot reproduce code. 9/17- to perform 5amp resistance test & hot puma 9/27- passed resistance test, hot puma, and all high pot testing NTF. Next to tear relay out and ship to Tyco.**		
FR-0266	C200D-49	B9A	EPP	In Eval (QAO)	**8/4- confirmed a double start-up at QAO, indicates a regulator issue and confirmed a regulator issue.**	**6/30- B9A set once in the fault store, pulled EFF data and shipped gear to QAO. 7/7- leak tested passed, testing now starting.**		
FR-0267	C200B-2F U3000-96	BD0,BD2	TS	In process (Delphi)	**8/13- Delphi stating this is a assembly issue blue wire has most strain compared to other wires in harness. Tim advised we can closed no other Delphi harnesses used in our future gears.**	**6/30- pulled EFF data shipped to QAO for analysis. 7/7- leak tested passed, testing now starting. 7/20-Fault at IPA or Harness, blue wire under torque sensor cover is damaged and out of position 7/20-Fault at IPA or Harness, blue wire under torque sensor cover is damaged and out of position. 7/22- harness shipped from QAO to Delphi**		

FR-0268	C200D-49	B9A	EPP	In Eval (QAO)	**8/3- confirmed double start-up during analysis and confirmed a regulator issue.**	**6/30- pulled EFF data shipped to QAO for analysis. 7/7- Fault is not possible to reproduce. Testing is ongoing. Bully test passed, Performance testing passed. I will tear down to EPP level to perform ignition cycling (HOT and COLD).**		
FR-0269	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/6- A DVM resistance measurement confirmed that this was the case Motor PCB teardown showed that this failure was caused by Motor PCB Clearance issue.**	**6/30- pulled EFF data and shipped to 26mile for xray 8/26- x-ray clean, next tri-temp with the application SW 9/1- during anbient bench testing on power up able to get B6B to set right away. Vlink short circuit low side drive. Next to cut away red plastic to verify PCB motor pin clearance on PL2.**		
FR-0270	U3000-49	BAA,BAB, B9B	EPP	In Eval (QAO)	**7/23-Guillermo sent revised 8d out but still waiting some information. Confirmed r227 impact and high resistance.**	**7/13- pulled EFF data shipped to 26mile pull ECU cover check R227 resistor. 7/19 3 0km failures same R227 resistance failures. Also found some at hot Puma QAO. 7/19-Component location drawing sent to Ford.**		
FR-0272	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	**8/27- xray indicate offset bridge and the motor build dates indicate precontainment.**	**7/16- pulled EFF data shipped to 26mile for xray & analysis. 8/9- no testing needed after xray, this falls outside the 6 months in service range. Xray suspect offset bridge, to remove the relay**		
FR-0274 RUA#3939	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**9/24- Tyco ran relay through their analysis and lead to NTF.**	**7/16- pulled EFF data shipped to 26mile for xray & analysis. 8/27- passed leak test, failed the 5amp load test cycled the ignition now passes load test. Advised to let it sit over the weekend and recheck 5amp load test see if it fails again. 9/1- has recheck the 5amp load test and the resistance are a little over what a normal reading would be. Raise RUA and ship relay to Tyco. 9/13- shipped relay to Tyco**		
FR-0275	Fluid leak			chargeback shipped to Columbus Warehouse	**10/7- shipped to Columbus Warehouse from WPAC**	**7/16/2010- dealer states fluid leaking out of the boots, chargeback gear to dealer#2776. gear covered in oil, most likely trans fluid.**		

FR-0276	TC lamp on C1277	A28, A65		In Eval (Ford)	**9/27- Tim states on-vehicle test did not produce any codes or lamps. Close with NTF**	**7/16- pulled EFF data, need to check CQIS report** **8/3- Tim Snider picked up gear from 26mile and will do on-vehicle testing at Ford.**		
FR-0277 RUA# 4048	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**10/5- ship to Tyco should arrive on 10/8. 10/27 Tyco says NTF**	**7/16- pulled EFF data shipped to 26mile for xray & analysis.** **8/26- xray questionable, the bridge is very close to the frame but is not actually touching, next tri-temp ignition cycling.** **9/17- to perform 5amp resistance test & hot puma** **9/27- passed resistance test, hot puma, and all high pot testing NTF. Next to tear relay out and ship to Tyco.**		
FR-0279	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	**8/27- xray indicate offset bridge and the motor build dates indicate precontainment.**	**7/16- pulled EFF data shipped to 26mile for xray & analysis.** **8/9- no testing needed after xray, this falls outside the 6 months in service range.**		
FR-0280	U3000-49	BAA,BAB, B9B	EPP	In process (QAO)	**7/23-Guillermo sent revised 8d out but still waiting some information. Confirmed r227 impact and high resistance.**	**7/16- pulled EFF data shipped to 26mile pull ECU cover check R227 resistor** **7/23-Guillermo sent revised 8d out but still waiting some information.**		
FR-0281 RUA# 4337	U3000-49	B43	EPP	In Eval (UK)	**3/23- confirmed that this was human sweat on the relay contacts and the only area that this can happen is right after the laser clean station and they install new plexi glass doors to prevent this issues. The new doors at**	**7/16- pulled EFF data shipped to QAO for analysis** **9/2- did standard ambient,hot & cold ignition cycling no codes, performed rattle test no noise. nTF at this time** **1/10- tri-temp ignition cycling cannot reproduce any code** **1/31- ship link relay to Tyco for the relay workshop.** **2/9- NTF with relay SEM has some strange burn/ contamination on the contacts, Andy to bring relay back**		
FR-0283	C200D-49	B9A	EPP	In Eval (QAO)	**5/9- to close as a confirmed double start-up**	**7/16- pulled EFF data shipped to QAO for analysis** **9/7- ambient,cold ignition cycle with no faults, next to hot puma**		

FR-0285	over sensitive steering	A28	NVH	In Eval (Ford)	**11/13- gear location at Ford PDC, Tim Snider's desk.**	**7/16- pulled EFF data, no visible gear damage. Rack turns smooth input shaft solid. Unknown issue sent to QAO for analysis.** **8/3- passed EDF test stand, next EOL testing, not sure EOL will detect any issue with this concern with no codes. Check with Ford if this should be sent back for on-vehicle testing.** **8/9- Gear passed EDF stand test.QAO to ship gear back to 26mile so Ford can put on-vehicle test.** **8/12- Jason received gear at WPAC, need to give to Tim Snider for on-vehicle testing.** **8/23- Jason to give gear to Mike Bahena to deliver to Tim Snider** **11/12- note from Tim Snider** **I have this gear next to my desk. There does not seem to be much desire from Dynamics to evaluate this gear as part of a TGW investigation since they believe this is a bump steer issue and there is a design change coming 2011 MY post Job 1 on the knuckle to fix it. Point 12, the outer tie rod ball center, will**		
FR-0286	P07AE-09	AF1	NVH	In Eval (QAO)	**1/3- Germany to report out to Chris Brown & advise Jason on any updates.**	**7/16- pulled Eff data, steering stiff turning the input shaft. Noticed a nick mark on the tip of the datum no other damage noticed.** **8/6- a friction rejection was confirmed as a bent pinion housing. Will send PFR out later today.** **11/16- to ship parts to 26mile for further analysis** **12/2-RBNA received at 26mile** **12/7- PH at QAO in process to 26mile will be sent to Burlington with FR0239 once it arrives and BNA will be sent back to QAO for storage hold.**		
FR-0287	C200D-49	B9A	EPP	In Eval (UK)	**2/10- QAO to send original EPP back to the UK for additional testing.** **3/21- Geoff still looking for the EPP assembly to be shipped to UK.** **4/6- cannot locate the EPP at QAO unknown if it was scrapped when ECU was shipped to UK for testing. No further testing can be done. NTF**	**7/16- pulled EFF data, shipped gear to QAO for analysis. Also has a B4E in the fault store.** **8/19- finish ignition cycling & hot puma testing if that passes to ship to UK for flux density test.** **8/26- the data shows that it is a supply fault, rather than a Hall effect or motor fault. Next step to repeat the test looking at 5V HALL on the motor PCB and on the ECU.** **If the output of the Aux ASIC (pin 40) is not ok then there's 2 options:** **1) Aux ASIC failure** **2) Low impedance between 5V HALL and 0V (potentially the motor PCB clearance issue?)** **10/6- ECU arrived in the UK today**		
FR-0289	C200B-2F C200C-2F	BD2, BD3	TS	In Eval (QAO)	**8/9- no testing needed after xray, this falls outside the 6 months in service range.**	**7/30- pulled EFF data and shipped gear to QAO for analysis. Also has a stored B90 code**		
FR-0291	C200C-2F C200B-62	BD3, BD4	TS	In process (QAO)	**8/9- no testing needed after xray, this falls outside the 6 months in service range.**	**7/30- pulled EFF data and shipped gear to QAO for analysis.**		
FR-0292	C200B-62	BD4, B90	TS	In process (QAO)	**8/9- no testing needed after xray, this falls outside the 6 months in service range.**	**7/30- pulled EFF data and shipped gear to QAO for analysis.**		

FR-0293	C200B-2F	BD0, BD2	TS	In Eval (QAO)	**8/20- damaged TS harness, found blue wire in the harness cut near the IPA. Field issue**	**7/30- pulled EFF data and shipped gear to QAO for analysis.**		
FR-0294	C200C-2F C200B-62	BD3, B90	TS	In Eval (QAO)	**8/27- found over wound torque sensor, plastic guide damaged clock spring part was reworked on 5/18/2009**	**7/30- pulled EFF data and shipped gear to QAO for analysis.**		
FR-0295	U2011-49	B3A	EPP	In Eval (26mile)	**8/27- xray indicate offset bridge and the motor build dates indicate precontainment.**	**7/30- pulled EFF data and shipped gear to 26mile for xray and analysis** **8/9- no testing needed after xray, this falls outside the 6 months in service range.**		
FR-0296	U2011-49	B3A	EPP	In Eval (26mile)	**8/27- xray indicate offset bridge and the motor build dates indicate precontainment.**	**7/30- pulled EFF data and shipped gear to 26mile for xray and analysis** **8/9- no testing needed after xray, this falls outside the 6 months in service range.**		
FR-0297	Rubbing noise while turning	No Codes	NVH	In Eval (QAO)	**9/8- INA confirmed rack bent on the inboard side of the rack. Have measurements.**	**7/30- IBH boot has slight nick could be a hole, notice slight ticking noise while turning.** **8/19- passed leak test and EDF test stand** **8/24-gear failed NVH, suspect on Rack and Ballnut. We'll try some testing on the rack & ballnut.** **8/27- confirmed rack & ballnut to ship to INA for testing.**		
FR-0298	C200B-2F C200C-2F	BD2, BD3	TS	In process (QAO)	**found overwound torque sensor, rework done 5/21/2009.**	**7/30- pulled EFF data and shipped gear to QAO for analysis.** **8/9- no testing needed after xray, this falls outside the 6 months in service range.**		

FR-0300	P07AE-09	AF1	NVH	In Eval (QAO)	1/3- Germany to report out to Chris Brown & advise Jason on any updates.	7/30- pulled EFF data and shipped gear to QAO for analysis. Very stiff turning input shaft. 8/27- this is confirmed bent rack, send Nick data for further information. 11/3- Jason Johnson to request rack & ballnut back for 26mile evaluation. 12/2-RBNA received at 26mile		
FR-0301	C200B-2F	BD0, B90	TS	In Eval (26mile)	10/12- confirmed knick in the shrink tube leak, close with known Delphi issue.	8/23- pulled EFF & stored data shipped to QAO for analysis. 8/27- shipped out of Rogersville on Friday's truck. 9/8- all ambient & cold ignition cycling & EOL testing performed with no faults. Next puma testing then remove TS cover. 9/9- removed TS cover found corrosion in the housing, on the sensor & shaft. Looking for next steps from the TS team. 9/10- shrink tube on harness is no damaged or cracked, green seal slightly swelled. Check with Joel what next steps should be. Send out current information and pictures. 9/21- harness failed the vacuum test install known good harness and that passed, put original harness on with pressure in dunk tank could not find any bubbles. Could only find small nick on the shrink tube. To contact Joel to see if more testing is needed or ship harness back to 26mile for testing.		
FR-0302	C200B-2F	BD0, BD2	TS	In Eval (QAO)	9/29- showed IPA cover pics to Ford, this is the first one seen with this drilled hole and looking at the fault store it look like this occurred early in mileage. OK to close claim according to Tim.	9/2- pulled EFF & stored data and shipped to QAO for analysis. 9/22- during leak teat at QAO notice hole in the TS cover, removed cover and some metal shaving in IPA and rust marks on the harness holder. Sam to remove the plastic cover to check PCB. Unknown who drilled hole in TS cover, no vehicle history.		
FR-0303	C200D-49	B9A	EPP	In Eval (QAO)	10/18- tri-temp testing lead to double start-up, indications point to a regulator issue. 10/19- Geoff confirmed to close this as a double start-up condition.	9/2- pulled EFF & stored data and shipped to QAO for analysis. 10/15- leak test passed, now testing in tri-temp chamber.		
FR-0305	U3000-49 U3000-96	B9B, BAA	EPP	In Eval (QAO)	10/4- screen test did not fail hot, with damage to R227 to close claim 10/11- now tri-temp testing	9/2- pulled EFF & stored data and shipped to QAO for analysis. To check high resistance at R227. 9/20- R227 has impact mark on the resistor but passes all the resistance measurements. 9/21- next step 1) Run the attached configuration while drawing some current. 2) Measure the 2.5V ref with a scope while drawing some current.to use 2.5v ref voltage with canape with temp changes. 9/24- instructions to test from Geoff We need to draw a comparison between CANape and scope measurements. I would like to see a direct comparison as follows: 1) a) Measure the 2.5V Ref with CANape (I sent you a configuration for doing this which included 'ADC.Pseudobuffer[12] to [15]'		
FR-0306	No Com	No Com	EPP	In Eval (Infineon)	12/16 on 11/29 presented to Ford and explained Inf found a scrap of material in mold regulator with c/a presented. Ford accepted? Closed	9/2- could not pull any data using my Canape at WPAC, tried 3 times no communication with ECU. 9/29- Andy Partridge gave Pepe instruction for testing this no comm gear for this regulator issue. Waiting on testing to be completed. 9/30- there is no low impedance path's to any of the suggested tests. Took more measurements on IC14. 10/4- passed all Andy's suggested testing at QAO next step to ship gear to UK for level 3 analysis. To ship ECU only. 10/6- ECU arrived in the UK today. 10/8- UK found regulator failure, to xray before shipping to Infineon. 10/25- regulator testing in progress. 10/27 Regulator now with Infineon. 11/8- Infineon detected a metal sliver between the pins of the regulator leadframe. Now checking for possible sources of the contamination.		

FR-0310	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	**10/8- xray indicates offset bridge, close as offset, pre-contamination, get relay date code for Geoff's chart. This is outside Ford's testing range**	**9/20- shipped gear to 26mile for xray & analysis. Pulled EFF & stored data. 9/23- leak test passed sent upstairs for Mike Taylor to xray.**		
FR-0311	U3000-49	BAB,BAA, BB7, B9B	EPP	In Eval (QAO)	**9/29- analysis by SAM at QAO confirmed R227 was damaged.**	**9/20- shipped gear to Rogersville then to QAO for analysis. Pre-containment for the R227 resistor impact.**		
FR-0312	C200C-2F	BD1, BD3	TS	In Eval (QAO)	**10/12- confirmed leak in the shrink tube(Delphi harness) nick in harness to close with known issue.**	**9/20- shipped gear to QAO for analysis, pulled EFF & stored data, no visible damage. 9/28- TS harness failed leak test now in lab. 10/4- found internal IPA corrosion on the shaft, & board. To take pictures of the harness shrink tube for damage. Send pics to joel & Engelbert. 10/6- ship harness to 26mile for Joel to analyze.FEDEX : 9373 7350 9810 10/11- joel performed xray clear next step to pressure test TS harness.**		
FR-0313	U3000-49	BAA,BAB, B9B, BAE	EPP	In Eval (QAO)	**9/30- SAM confirmed R227 resistor open and has been impacted. Closed**	**9/20- shipped gear to QAO for analysis, pulled EFF & stored data, no visible damage. Precontainment for the R227 resistor impact.**		
FR-0314 RUA# 4149	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**12/13- oil contamination found on contacts operator using wrong oil for mantanance on rivet machine. Work instruction did not advised operator of proper oil, so a new procedure was added 8/13/2010. this was a known issue caught by another customer. so the estimated PCA date is Nov. 12 going into QAO. waiting on 8D**	**9/27- pulled EFF & stored data, shipped to 26mile for xray and analysis. 9/29- received gear today and passed leak test ready for xray. 10/8- xray clear not fault found, follow standard test procedure. 10/18- The Tri-Temp, 5 amp resistance checks, and the PUMA testing have been completed with no trouble found 11/1- John B to pull relay raise RUA & ship to Tyco for relay workshop. 11/2- sent to Tyco for Nov.22-24 relay workshop 11/29- surface contamination, still under analysis to find source. Under F-TIR for chemical analysis results by 12/8.**		
FR-0315	U3000-49	BAA,B9B, BAE	EPP	In Eval (QAO)	**10/25- the damage to R227 fits the dates, precontainment. Closed**	**9/27- pulled EFF & stored data, shipped to QAO for analysis. 10/20- visual inspection does show contact of R227. further testing ongoing. 10/22- R227 & C17 have damage but the gear will not fail at this time. Will continue to test.**		

FR-0318	U3000-49	BAA,BAB, B9B, BAE	EPP	In Eval (QAO)	**10/20- have verified that the R227 has been impacted. To close out**	**9/27- pulled EFF & stored data, shipped gear to QAO for analysis. Pre-containment for the R227 resistor impact**		
FR-0320	No Com	No Com	EPP	At WPAC	**10/8- Tim inspected gear the connector was fully inserted & appears from the corrosion the rubber gasket around the connector was in place. Indication leads to water wicking in from the wires.**	**10/5- took pictures of corrosion in the 2-pin, did not want to pull any data, going to measure how far 2-pin was installed in connector. Ford to visually inspect this Friday.**		
FR-0321	C200C-2F	BD1, BD3	TS	At WPAC	**10/5- TS harness damaged and cut wires near the EPP housing flange, took pictures and sent to Ford. To ship to columbus warehouse**			
FR-0322	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**10/20- found broken wire in TS, under middle of harness under the heat tape. Close as damaged TS harness. Take pictures and put in PFR.**	**10/5- pulled EFF & fault store data, shipped gear to QAO for analysis. 10/18- leak test passed sent to lab to start analysis.**		
FR-0323	TC lamp on C1B00-2F	A28		At WPAC	**11/22- ABS group made SW change to prevent this steering angle code from setting on starting or shut down. The ABS SW launch was completed on 8/20/2010**	**10/5- only have A28,A29, A65 codes stored in the fault store. No visual damage to gear. Have gear at wpac**		
FR-0325	TC lamp on C1B00-2F	A29		At WPAC	**10/5- tech states TC lamp on doing parking lot manuvers. 11/15- ABS software launch 8/20/2010 for TC lamp on, this vehicle is precontainment.**	**10/5- tech states TC lamp on doing parking lot manuvers.**		

FR-0326 RUA#4239	U3000-49	BA4,BA5,BC2	EPP	In Eval (UK)	**2/21- Kemet has stated that a couple of root causes related to these failures and the most likely failure is the C154 anode wire contamination failure during welding & wire**	**10/5- need to update my software to pull canape on 2011my vehicles, pulled ford codes and snap shot data had ba5 code.** **10/5- need to update my software to pull canape on 2011my vehicles, pulled ford codes and snap shot data had ba5 code.** **12/13- Pepe to ship EPP assembly to UK to accelerate testing for this issue.**		
FR-0330	No Com No start	No Com	EPP	In Eval (QAO)	**11/8- voltage regulator over current condition. Unknown source that caused the over voltage on the CAN BUS circuit. Also the abs module and PCM needed to be replaced for the vehicle to operate with no lamp.**	**10/18- could not comm with the PSCM using Canape. Found out both the ABS & PSCM causing short on CAN BUS high circuit.**		
FR-0332		BD1, BD3	TS	In Eval (QAO)	**11/10- Joel did confirm this is a shrink tube leak did not notice and damage to the shrink tube but the leak is coming from this sealed shrink tube.**	**10/18- pulled EFF & stored data shipped gear to QAO for analysis.** **11/4- TS harness leak at shrink tube area, no visual signs with microscope. To ship Joel the TS harness for pressure test.** **11/8- Joel has the harness and will PSI test tomorrow.**		
FR-0334	steering noisey & steering will not turn	No Codes	NVH	At WPAC	**12/7- next steps** **-Tim requested a copy of the data / calculations used to determine the ITR to Rack specification. Colleen, do you have this?** **-Have the Mat Lab take photos and measurements to try and evaluate if there was any stretching or damage, or any other visible information we can learn** **we will have the Material properties of the ITR and Rack verified to spec.**	**10/25- no stored codes in memory, boot damaged from ITR unscrewed from the rack, unknown how that happened. No Ford warranty noted.** **11/1- sent out torque specs to Ford engineering to prove ITR's were torqued properly from QAO plant before gear was sent to HSAP. Field Misuse**		
FR-0335	U3000-49	BAA, B9B	EPP	In Eval (QAO)	**12/20- found damaged R227 resistor and high resistance, close to R227 damage at Anting.**	**10/25- pullled EFF & stored data, IBH broken mount from shipping back to WPAC no shippign foam to protect gear.**		
FR-0337	C200B-2F C200C-2F	BD0-BD3	TS	At WPAC	**10/25- found cut TS harness wires near the EPP flange. Took pictures, hybrid eng.**			
FR-0338	U3000-49 U3000-96	BAA, B9B	EPP	In process (QAO)	**11/18- R227 damage and measurement out of spec to confirm R227 issue.**	**11/5- pulled EFF and stored data no damage shipped to QAO for analysis.**		

FR-0339	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	At WPAC	**11/5- Found damaged Leoni harness, dealer tried to repair harness. Location of damaged near the IPA. Have pictures.**			
FR-0340	U3000-49	BAA,BAB, BAE	EPP	In Eval (QAO)	**12/20- found damaged R227 resistor and high resistance, close to R227 damage at Anting.**	**11/15- pulled EFF & stored data shipped to QAO for analysis**		
FR-0343	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	In Eval (QAO)	**12/8- information sent to UK to confirm this is a regulator issue with a double start-up.**	**11/15- pulled EFF & stored data shipped to QAO for analysis. 11/22- check EFF for signature status for a regulator issue. Then check for double start-up. Otherwise normal gear level testing.**		
FR-0344	C200B-2F U3000-96	BD0,BD2	TS	At WPAC	**11/15- damaged TS harness cut blue wire near EPP first retainer, took pictures**			
FR-0345	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	At WPAC	**11/15- damaged TS harness all wires cut off near the EPP flange, took pictures**			
FR-0348	No Assist PS message fault on	Wrong gear sent back		chargeback	**11/15- Dealer sent back a hydraulic gear instead of the EPAS gear. Dealer Chargeback**			
FR-0349	C200B-2F C200C-2F U3000-96		TS	At WPAC	**11/15- TS harness damaged, dealer tried to repair the Lenoni harness, but had U3000-96(C69). Took pic's**			
FR-0350	C200D-49	B9A	EPP	In Eval (QAO)	**12/10- QAO confirmed this is a regulator issue with a double start-up**	**11/15- pulled EFF & stored data shipped to QAO for analysis.**		
FR-0352	C200D-49	B9A	EPP	In Eval (QAO)	**12/10- QAO confirmed this is a regulator issue with a double start-up**	**11/15- pulled EFF & stored data shipped to QAO for analysis.**		
FR-0353	Rubbing noise while turning		NVH	In Eval (26mile)	**11/15- found torn boot, transmission removed and replaced at 20K miles, have pictures of the torn boot, Non-TRW issue.**			
FR-0354	C200D-49	B9A	EPP	In Eval (QAO)	**12/10- QAO confirmed this is a regulator issue with a double start-up**	**11/15- pulled EFF & stored data shipped to QAO for analysis.**		
FR-0355	Vehicle wonders while driving	No Codes	NVH	chargeback	**12/3- did not see any deterorated of mounting bushing on the gear. Tech replaced the gear performed a complete alignment. Tech should have performed full alignment before gear replacement. Chargeback due to no problems found with bushings. Gear was EDF tested at 26mile with NTF. WPAC could not chargeback because gear was sent out for more testing,**	**11/15- pulled EFF & stored data shipped to 26mile for analysis. Did not notice any issues with the bushings. Tech should have performed an alignment first before replacing the gear. 11/29- passed EDF testing and the bushings are not worn, Jason to ship gear back to WPAC for dealer chargeback. 12/3- did not see any deterorated of mounting bushing on the gear. Tech replaced the gear performed a complete alignment. Tech should have performed full alignment before gear replacement. Chargeback due to no problems found with bushings. Gear was EDF tested at 26mile with NTF. WPAC could not chargeback because gear was sent out for more testing,**		
FR-0359	C200C-2F U3000-96	BD0-BD3	TS	In storage (26mile)	**11/24- Found damaged TS harness near the EPP flange. Cut wires**			
FR-0360	C200D-49	B9A	EPP	In Eval (QAO)	**4/4- confirmed double start-up to close per signature of the regulator issue.**	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis**		

FR-0362	P07AE-09	AF1	NVH	In Eval (26mile)	**12/20- found boot damaged, cause unknown but could have been damaged removing axles when they replaced the transmission prior to EPAS gear replacement.**	**12/7- pulled EFF & stored data, could not turn input shaft, found internal corrosion OBH ITR nut rusted. Advised to reinstall new boot clamps and leak check**		
FR-0363	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**1/12- confirmed regulator SW issue with EFF data & has double start-up.**	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis. No damage to TS harness. Check for regulator double start-up**		
FR-0364	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**1/12- confirmed regulator SW issue with EFF data & has double start-up.**	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis. No damage to TS harness. Check for regulator double start-up**		
FR-0366	U2011-49	BB5, BB7	EPP	In Eval (QAO)	**4/4- found damaged R227 similar in date of the other damaged resistors from Anting**	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis**		
FR-0367	C200D-49	B9A	EPP	In Eval (QAO)	**4/4- confirmed double start-up to close per signature of the regulator issue.**	**12/13- pulled EFF & stored data, shipped gear to QAO for analysis**		
FR-0368	U3000-49	BAA,BAB, BAE	EPP	In Eval (QAO)	**4/4- found damaged R227 similar in date of the other damaged resistors from Anting**	**12/13- pulled EFF & stored data, shipped gear to QAO for analysis**		
FR-0369	C200B-2F C200C-2F	BD2,BD3	TS	In Eval (QAO)	**1/19- found IPA rework on 5/21/2009 overwound clockspring and broken plastic guide. Precontainment, close**	**12/13- pulled EFF & stored data, shipped gear to QAO for analysis 1/18- found leak at pinion plug during leak test. Performed tri-temp ignition cycling & dynamic testing NTF Removed IPA cover oil film on the finger ring. Advised Pepe to complete the PFR and send out to decide on next steps.**		
FR-0370	U3000-49 U3000-61 U3000-96	B97	EPP	In process (QAO)	**1/4- nothing more can be done with this return. Field handling issue**	**12/20- have pictures of a hole drilled into the EPP, looks like hole was drill through the Rh floor board, unknown of any aftermarket accessory installed on this vehicle.**		
FR-0371	B200B-2F B200C-2F	BD0-BD3	TS	In process (QAO)	**1/12- confirmed regulator SW issue with EFF data & has double start-up.**	**12/20- pulled EFF & stored data shipped gear to QAO for analysis.**		
FR-0372	TC lamp on	A65		In storage (26mile)	**12/20- pulled EFF and buffer data no codes or EFF data. Will keep gear at 26mile for storage**			
FR-0374	C200D-49	B9A	EPP	In Eval (QAO)	**2/1- confirmed double start-up with scope and a regulator issue**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis**		
FR-0378	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**3/14- confirmed this is a regulator issue, found double start-up**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis 1/19- has signature's of a regulator issue need to scope regulator to check for double start-up**		
FR-0379 RUA# 4324	U2011-49 U3000-96	B3A EPP		In Eval (Tyco workshop Feb 7th)	**2/9- NTF with the relay analysis at this time, contacts clean. Will discuss next steps with Tyco & UK. 2/14- no further testing can be done**	**1/10- pulled Eff & stored data, shipped gear to 26mile for analysis 1/21- x-ray, puma test, & high pot test with NTF removed relay for Tyco.**		
FR-0380 RUA# 4325	U2011-49 U3000-97	B3A EPP		In Eval (UK)	**2/21- found Magnesium, sulfer & sodium contamination on the contacts same as the U502 B3A's but**	**1/10- pulled Eff & stored data, shipped gear to 26mile for analysis. 2/9- contact contamination, appears to be possible oil fron the rivet machine, further analysis needed to confirm.**		
FR-0381	P07AE-09	AF1	NVH	In Eval (QAO)	**2/28- Mat Alder also inspected this return at QAO- Pieces of soft stop, and housing in the rack groove probably caused the friction issue. 3/21- Mat Alder talked about getting new softstop design in the CD3 products before end of year.**	**1/10- heavy mud all over the gear, turned IPA did not feel any binding stop to stop 1/26- rubber softstop in pieces on the IBH side, loose pieces of rubber on the rack. Teardown the rest of the rack and take pictures of any debris in the gear housing. 2/21- passed friction testing on the audit rig, damaged ITR 2/28- Mat Alder also inspected this return at QAO- Pieces of soft stop, and housing in the rack groove probably caused the friction issue. 3/21- Mat Alder talked about getting new softstop design in the CD3 products before end of year.**		
FR-0382	C200D-49	B9A	EPP	In Eval (QAO)	**1/26- confirmed double start-up with the scope. Close as a regulator issue.**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis**		

FR-0383	U3000-49	BAA, BAB, B9B	EPP	In Eval (QAO)	**2/2- confirmed damaged R227 resistor with high resistance.**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis**		
FR-0384	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**2/1- confirmed a double startup using the scope and cooling the regulator.**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis** **1/19- has signature's of a regulator issue need to scope regulator to check for double start-up**		
FR-0385 RUA# 4326	U2011-49	B3A	EPP	In Eval (Tyco workshop Feb 7th)	**2/9- raised rivet issue, shown on xray and relay teardown confirmed precontainment with the raised rivet**	**1/10- pulled Eff & stored data, shipped gear to 26mile for analysis** **2/9- raised rivet issue, shown on xray and relay teardown confirmed raised rivet precontainment with the raised rivet issue.**		
FR-0386	stiff return to center after turn	No Codes	NVH	In Eval (QAO)	**2/28- from the pictures and gear analysis from Mat Alder it looks to be a single impact event that caused the bushing & housing damage.**	**1/10- no codes in stored data, felt binding while turning IPA.** **1/26- removing bellows found particles of aluminum on teardown found aluminum from the from the OBH bushing area, see pictures.**		
FR-0387 RUA# 4327	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco workshop Feb 7th)	**2/9- NTF with the relay analysis at this time, contacts clean. Will discuss next steps with Tyco & UK.** **2/14- no further testing can be done**	**1/10- pulled Eff & stored data, shipped gear to 26mile for analysis** **1/21- x-ray, puma test, & high pot test with NTF removed relay for Tyco.**		
FR-0388	C200D-49	B9A	EPP	In Eval (QAO)	**3/15- confirmed double start-up regulator SW issue.**	**1/14- pulled EFF & stored data shipped to QAO for analysis**		
FR-0391	U3000-49 U3000-96	BAA,B9B, BAD	EPP	In Eval (QAO)	**2/2- confirmed damaged R227 resistor with high resistance.**	**1/14- pulled EFF & stored data shipped to QAO for analysis**		
FR-0394 RUA# 4506	U2011-49	B3A	EPP	in Eval (Tyco)	**4/6- all x-rays & testing performed by Tyco with NTF, contacts clean cannot find anything wrong with the relay.**	**1/21- pulled EFF & stored data shipped to 26mile for analysis** **1/31- relay to ship to UK for Andy to take to the Tyco workshop** **2/22- relay was kept at 26mile for more testing, x-ray clean no defects** **3/14- ambient tested with surrogate relay no codes set. Removed relay and shipped to UK** **3/31- Tyco will perform analysis, outside contamination batch range**		
FR-0395		BD0-BD3	TS	in Eval (QAO)	**4/6- confirmed double start-up close as a micro/regulator SW issue.**	**1/31- pulled EFF & stored data, ship to QAO for analysis. Did not get the proper data QAO to pull the proper codes. Has the latest software 41515711C(MFB2) need to get my software updated.**		
FR-0396 RUA# 4507	U2011-49	B3A	EPP	in Eval (Tyco)	**4/6- all x-rays & testing performed by Tyco with NTF, contacts clean cannot find anything wrong with the relay.**	**1/31- relay to ship to UK for Andy to take to the Tyco workshop** **2/22- relay was kept at 26mile for more testing, x-ray clean no defects** **3/14- ambient tested with surrogate relay no codes set. Removed relay and shipped to UK.** **3/31- Tyco will perform analysis, outside contamination batch range**		
FR-0397	C200D-49	B9A	EPP	in Eval (QAO)	**3/15- confirmed double start-up regulator SW issue.**	**1/31- pulled EFF & stored data, ship to QAO for analysis**		
FR-0398 RUA# 4382	U2011-49	B3A	EPP	In Eval (Tyco workshop Feb 7th)	**2/9- NTF with the relay analysis at this time, contacts clean. Will discuss next steps with Tyco & UK.** **2/14- no further testing can be done with the EPP or relay at this time, to close case**	**1/28- high pot test NTF, removed relay for Tyco.** **1/31- relay to ship to UK for Andy to take to the Tyco workshop**		
FR-0400	C200D-49	B9A	EPP	in process (QAO)	**2/11- has signature's of a regulator issue and scope check does confirm a double start-up. Close**	**1/31- pulled EFF & stored data, ship to QAO for analysis**		
FR-0401	U2011-49	B3A	EPP	In Eval (26mile)	**4/6- have pic's of the PFS ribbon cable with heavy corrosion, closing claim due to water intrusion in the 2-pin. Tight terminals will fix this issue.**	**1/31- corrosion in the battery 2-pin connector, 26mile will perform testing to confirm PFS water intrusion issue or other relay circuit issues.** **2/22- x-ray at 26mile clean no defects** **3/14- looking at the corrosion inside the EPP and down by the motor relay** **believe the water caused the B3A, motor build date at 4/4/2010 is not around any build issues. Will send pic's to Geoff to comment.**		
FR-0402	fluid leak	fluid leaking from gear		chargeback	**1/31- no fluid in gear had WPAC chargeback gear to dealer.**			
FR-0407	U3000-49	BA4,BA5,BC2	EPP	in Eval (QAO)	**3/3- confirmed c227 Kemet internal weld issue**	**2/11- pulled stored and EFF data no codes, QAO to check C154**		
FR-0409	C200D-49	B9A	EPP	in Eval (QAO)	**5/16- confirmed double start-up regulator SW issue**	**2/11- pulled stored and EFF data shipped gear to QAO for analysis**		

FR-0413	C200B-2F C200C-2F	BD0-BD3	TS	in process (QAO)	**3/15- did have signature of regulator and does have double start-up to confirm a regulator issue.**	**2/28- Pulled stored & EFF data shipped gear to QAO for analysis**		
FR-0412 RUA# 4509	U2011-49 U3000-96	B3A	EPP	in Eval (Tyco)	**4/6- all x-rays & testing performed by Tyco with NTF, contacts clean cannot find anything wrong with the relay.**	**2/22- pulled stored & EFF data shipped gear to 26mile.** **3/14- ambient tested with surrogate relay no codes set. Removed relay and shipped to UK** **3/31- Tyco will perform analysis, outside contamination batch range.**		
FR-0414 RUA# 4510	U2011-49	B3A	EPP	in Eval (Tyco)	**4/6- confirmed Mg,S,Na contact contaimination at Tyco. new relay batch dates.**	**2/28- pulled stored & EFF data shipped gear to 26mile for xray and surrogate relay testing.** **3/14- ambient tested with surrogate relay no codes set. Removed relay and shipped to UK** **3/31- Tyco will perform analysis, outside contamination batch range**		
FR-0416 RUA# 4511	U2011-49	B3A	EPP	in Eval (Tyco)	**4/6- confirmed Mg,S,Na contact contaimination at Tyco. new relay batch dates.**	**2/28- pulled stored & EFF data shipped gear to 26mile for xray and surrogate relay testing.** **3/14- ambient tested with surrogate relay no codes set. Removed relay and shipped to UK** **3/31- Tyco will perform analysis, outside contamination batch range.**		
FR-0417	C200D-49	B9A	EPP	in Eval (QAO)	**5/16- confirmed double start-up regulator SW issue**	**2/28- Pulled stored & EFF data shipped gear to QAO for analysis**		
FR-0419	C200D-49	B9A	EPP	in Eval (QAO)	**3/15- confirmed double start-up regulator SW issue.**	**3/4- Pulled stored & EFF data shipped gear to QAO for analysis**		
FR-0420	C1B00	No Codes		At WPAC	**3/11- shipped gear to 26mile for storage at this time. ABS did update their SW 8/20/2010 to fix C1B00 codes setting on hybrids.**	**3/4- no stored codes or Ford codes listed. Called hotline stated the TC lamp comes on, tech could not verify, not sure if C1B00 reset for test to replace the steering gear.**		
FR-0424 RUA# 4559	U2011-50	B3A	EPP	in process (UK)	4/18- confirmed Mg,S,Na on the contacts during the relay workshop	**3/18- pulled stored & EFF data shipped to 26mile for testing** **3/24- surrogate relay testing at this time** **3/31- Tyco will perform analysis, outside contamination batch range** **4/6- shipped relay to UK this afternoon, Geoff should have it Friday**		
FR-0425 RUA# 4560	U2011-51	B3A	EPP	in process (UK)	4/18- confirmed Mg,S,Na on the contacts during the relay workshop	**3/18- pulled stored & EFF data shipped to 26mile for testing** **3/24- surrogate relay testing at this time** **3/31- Tyco will perform analysis, outside contamination batch range** **4/6- shipped relay to UK this afternoon, Geoff should have it Friday**		
FR-0426	C200D-49	B9A	EPP	in Eval (QAO)	**5/3- confirmed double start-up issue for the update SW micro/reg issue**	**3/25- pulled EFF & stored data, shipped to QAO for analysis**		
FR-0428	U2011-49 U3000-96	B6B	EPP	in Eval (QAO)	**4/1- found this gear was swapped at the plant or dealer since the vehicle was checked in at the static check at the plant.**	**3/25- pulled EFF & stored data, shipped to QAO for analysis**		
FR-0429	C200C-2F U3000-96	BD1,BD3 BC4	TS	in Eval (QAO)	**4/19- Pepe sent PFR to me and is evident that the moisture did come in from the 2-pin connector and caused both link relay code and the TS codes. This issue will be fixed by the tight terminal fix**	**3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness** **4/18- passed leak test, tri-temp ignition cycling, pulled cover off to do wiggle testing and found corrosion on the PFS PCB. To ship to Kimball to pull the plastic cover to verify how moisture got on the PCB.**		
FR-0433	IP erratic & CEL lamp on	No Codes		in storage (26mile)	**3/28- EPAS gear replaced and vehicle had the same issue. checked CQIS & AWS reports and found PSCM harness from C1010 to the 3-pin at the PSCM shorted causing the erratic CAN BUS issues. Hotline advised to replace the EPAS gear so cannot chargeback to dealer**			
FR-0435	C200C-2F	BD1,BD4	TS	in Eval (QAO)	**4/26- pulled the PFS and corrosion on the board and the ribbon cable that would cause the torque sensor codes to set.**	**3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness, but found corrosion in the 2-pin connector**		
FR-0437	C200D-49	B9A	EPP	in process (QAO)	4/26- confirmed double start-up regulator SW issue	**4/15- pulled EFF and stored data shipped to QAO for analysis**		
FR-0438	C200B-2F C200C-2F	B9A BD0-BD3	TS	in process (QAO)	4/26- confirmed double start-up regulator SW issue	4/15- pulled EFF and stored data shipped to QAO for analysis		
FR-0439	U3000-49	BA4,BA5,B C2	EPP	in Eval (QAO)	5/3- confirmed Kemet capacitor C154 issue	**4/15- pulled EFF and stored data shipped to QAO for analysis**		

FR-0441	TC lamp on	C1B00		At WPAC	4/20- found this a hybrid where the ABS SW was change to prevent a false SWA code.	4/15- pulled EFF and stored data, no codes set. Checked history no other parts installed		
FR-0442	C200D-49	B9A	EPP	in Eval (QAO)	**5/3- confirmed double start-up issue for the update SW micro/reg issue**	4/15- pulled EFF and stored data shipped to QAO for analysis		
FR-0443	U3000-96	cannot be tested	TS	At WPAC	4/15- found the plastic on the 3-pin connector completely broken and terminals bent, 2-pin conn also broken. Cannot get the connectors on to test.			
FR-0445	C200B-2F C200C-2F	BD0-BD3	TS	in Eval (QAO)	4/29- confirmed double start-up for regultator issue	**4/15- pulled EFF and stored data shipped to QAO for analysis. No damage to the TS harness**		
FR-0447	C200B-2F C200C-2F	BD0-BD3	TS	in process (QAO)	6/13- confirmed double start-up issue	4/21- pulled EFF and stored data shipped to QAO for analysis		
FR-0448	P07AE-09	AF1	NVH	in Eval (QAO)	5/10- passed all the EDF/NVH testing and performed teardown with no damage or out of spec dimensions on the internal parts. NPF with analysis.	**4/21- pulled EFF and stored data shipped to QAO for EDF/NVH testing slight stiffness turning input shaft stop to stop**		
FR-0449	C200B-2F C200C-2F	BD0-BD3	TS	in process (QAO)	6/13- water ingress EPP 2-pin connector, corrosion on the PFS board near the ribbon cable connection	4/21- pulled EFF and stored data shipped to QAO for analysis		
FR-0450	C200B-2F C200C-2F	BD0-BD3	TS	in process (QAO)	6/13- confirmed double start-up issue	4/21- pulled EFF and stored data shipped to QAO for analysis		
FR-0458	C200B-2F C200C-2F	BD0-BD3	TS	In process (QAO)	6/13- confirmed double start-up issue	5/9- pulled the EFF data ship to QAO for analysis.		
FR-0460	TC Lamp On	No Codes		will ship to Columbus warehouse	5/9- tech installed the EPAS gear same condition with the TC lamp on with yaw codes found defective RCM reading from the roll stability control module in the RCM			
FR-0461	TC Lamp On	No Codes		in storage at 26mile	5/9- will ship to 26mile for storage, advised if Ford would like to install on vehicle to verify TC lamp on, they can pick it up anytime for testing			
FR-0462	U3000-49	BA4,BA5,BC2		in process (QAO)	6/10- found Kemet Cap C154 cause code to set	5/9- pulled the EFF data ship to QAO for analysis.		
FR-0463	no assist at times	no codes		shipped to Columbus warehouse	5/9- wrong gear sent back not the original gear that was listed at the plant(ECU s/n# 102722001C3005D 9/29/ 2010 ECU build date) and the EPAS s/n# date codes are newer than the vehicle build dates so a newer gear was returned to the WPAC center. No codes or problems with this returned gear.			

0KM BR154043		BA4,BA5,BC2	EPP	In Eval (UK)	3/15- has confirmed that in May 2011 a new vision system will be installed as the PCA to check for proper weld. This is estimated to get into QAO in Sept. 3/21- Geoff jacks and Kinmball Rep will visit Kemet in early June to verify vision system operation.	10/25- next to measure the 2.5V ref using CANape. Run the unit without ignition cycling. Report back to Geoff on the results 11/10- Pepe to repeat the measurement while measuring these points: 1) 2.5V ref at Monitor Micro (as on previous traces) 2) 2.5V ref at Aux ASIC (the other side of R72) 3) The VSW supply to the ASIC 11/17- Pepe did perform tests and did notice some spikes in the 2.5v ref. voltage waiting for Geoff to respond. 12/13- Pepe to perform 2.5v testing on known good unit to compare results with this ECU. 1/10- Pepe will send Geoff the information on the testing so they can check against the EPP FR0326 in the UK. 1/14- testing is still on-going at UK for faults. 1/31- Pepe will check C154 Cap for internal opens		
0KM BR145302 RUA# 4240	TC lamp on C1277	E30	EPP	In Eval (UK)	relay tested and tear down with no trouble found, contacts clean after analysis.	9/22- When the ignition key is turned ON, the Gear assistance delays for around 2 to 3 seconds. There is a code set in the ABS module (C1277) related to the steering wheel sensor angle. Izaguirre thinks the faulty part could be the Gear. I checked this Gear and found E30 link relay open circuit or retry. 9/24- when gear arrives resistance test then use 5amp load and check resistance again. 10/4- gear still at plant, has not been shipped at this time. 11/8- has been ign. Cycled cold NTF, next to resistance test & 5a resistance test. 12/10- perform the resistance tests if ok ship to Tyco for next workshop. 12/13- resistance test passes testing, wait for UK to give the OK to ship to Tyco.		
0KM BR102838		BAA, BAB,BAE, B9B, C69	EPP	In process (QAO)	7/29- HSAP sending gear back to QAO for U3000-96, failed in prerolls station. Confirmed R227 high resistance.			
0KM AR406647		BAA, BAB,BAE, B9B	EPP	In process (QAO)	7/12- Anting to submit 8D this week on mechanical stop out of adjustment at vacuum station that was contacting the board damaging R227.	6/15- QAO to complete level 1 & 2 testing when gear arrives from HSAP 6/18- QAO found damaged open R227 resistor , ship to Kimball. 6/21- have presentation and suspect root cause from Anting.		
0KM AR430358		B9B,BAA, BAB	EPP	In process (QAO)	7/8- confirmed high resistance at the R227.	7/7- In process to QAO for evaluation, check R227 resistor for damage.		
0KM BR109457	No start	No Com	EPP	In Eval (UK)	10/15- decoded EFF data found excessive 33v on the battery term. . Unknown where the high voltage source came from. 11/1- Ford investigating anything in the plant that could cause this CAN spike. 12/6- had intial abs issue at pre-rools at plant but code cleared not parts installed. will keep in pending to	9/17- The VRT reported a vehicle found in the yard because it did not start the engine. There were noticed that when the Gear was disconnected the vehicle started without problems. So, the vehicle was taken to the repair area inside the building. I met the VRT analyst Izaguirre in the repair area. Izaguirre could not to get communication with the Gear. The conclusion was the problem is with the High Speed CAN in the Gear EPP circuit. As soon as another witness Gear was connected the vehicle worked fine. 9/24- indication of CAN HI & LOW shorted, check for something on the rails then check every IC to regulator. 9/27- testing on this shorted regulator IC12 leading to level 3 analysis to be performed in the UK. 10/4- just arrived in UK today 10/6- confirmed input to regulator has gone short circuit, more testing needed on that circuit.		
0KM BR218079		B9A	EPP	In Eval (QAO)	12/20- arrived in QAO for testing found double start-up & all criteria leads to regulator issue found out this unit has SW FB2AMFB2 and the new SW fix for the regulator is FB2AMFB3. emailed the SW group in the UK to get all the SW versions and dates so I can get dates going into QAO.	12/20- arrived in QAO for testing found double start-up & all criteria leads to regulator issue found out this unit has SW FB2AMFB2 and the new SW fix for the regulator is FB2AMFB3.		

0KM AR661730 RUA# 3682		B9A	EPP	In Eval (UK)	**5/24- motor PCB clearance issue, low resistance to ground between 5v encoder & grd. Plane**	**5/3- ambient, hot ,bully test pass, next cold bully test then performance test. Then hot/cold puma testing** **5/18- EPP has passed all the testing in QAO EPP shipped to UK for further testing.**		
0KM BR167331		B9A	EPP	In Eval (QAO)	**10/25- This is a clear double start-up. this is pre corrective action SW. regulator issue.**			
0KM BR142333		B7E	EPP	In Eval (QAO)	**9/27- found PCB motor cleareance issue Pin 12 to pin 9 at motor PCB has varying resistance found pin 12 too close to the ground plane. Have picture.**			
0KM BR142333		B7E	EPP	In Eval (QAO)	**9/27- found PCB motor cleareance issue Pin 12 to pin 9 at motor PCB has varying resistance found pin 12 too close to the ground plane. Have picture. This is pre-containment gear buid date 9/3/2010. new PCB design change for CD3 is 9/15/2010.**			
0KM BR155342		BD0-BD3	EPP	In Eval (QAO)	**10/15- evidence points to double start up, close as regulator issue. Precontainment on the SW update.**			
0KM BR106781	U3000-49 U3000-96	BC5	EPP	In Eval (QAO)	8/27- confirmed water intrusion, water marks in the CAN and battery connectors; they were ran through the leak testing station, and both parts passed in good condition. Will check with UK for proper EPP leak testing using new 2 & 3 pin connectors to check the integrity of the connector wells.	**8/16 BC5 (repeated four times) and B69. This vehicle has not been verified for water presence yet.** **FR0135(BC5) confirmed 2-pin conn. Corrosion.** **8/23- did not arrived at QAO yet**		

0KM BR600577	U3000-49 U3000-96	B40	EPP	In Eval (QAO)	8/27- confirmed water intrusion, water marks in the CAN and battery connectors; they were ran through the leak testing station, and both parts passed in good condition. Will check with UK for proper EPP leak testing using new 2 & 3 pin connectors to check the integrity of the connector wells.	**8/16- It was found with water in the 2-pin and the CAN socket (please see picture attached). The Yazaki connectors were checked by the Yazaki supplier representative. He did not find anything wrong with them Currently the Gear and the Yazaki harness are in the quarantine crib. The VRT desicion (Fernando Ulloa) is to send both parts to Ford USA in order to continue the analysis over there about how the water got to ingress in the sockets.** **8/23- did not arrive at QAO yet**		
0KM BR109633	U3000-49 U3000-96	B40	EPP	In Eval (QAO)	**9/2- The result of this EPP was also a water immersion through the CAN connector. Confirmed also with Hermosillo that this vehicle was also parked in the lot that had the other damaged vehicles when all the flooding appear.**	**8/23- did not arrive at QAO yet** **8/5- The Gear without assistance was removed from the car and I have already shipped it to TRW QOA (FedEx track # 8699 4789 8215. The Gear will be delivered by this Monday 9th.** **8/30- testing still on going with no fault found at this time, will talk with Geoff to see if the cover can be remove to inspect for moisture.**		
0 KM (RUA 2878)	No Com	No assist & no communic ation	Ignition Pin Contaminate	No Com	**11/12- QAO still puma testing using pogo pins and regular connectors that would catch contaminate on ECU terminals**	9/17- TRW 26-mile received gear from Chicago plant and confirmed no communication 10/2- material check of the substance on the ignition pin is super glue. Unknown how substance got there. 10/15- checking areas in the process supply line for contaminate(super glue) to drip on ignition terminal. 10/26- Check QAO electrical checks would fail using there connections. find out if an EPP would fail with this	26-mile	
0KM AR427443	U3000-49 U3000-96	B7E	EPP	In Eval (QAO)	**8/18- confirmed PCB motor clearance issue closed**	**7/27- just arrived at QAO testing starting today** **8/3- failed the isolation(1000v) test indicating PCB motor clearance issue. Looking to xray before board to make sure no other concerns before motor PCB removal.** **8/9- agreed to remove motor PCB 99% sure motor PCB terminal clearance issue.**		
0KM AR355344 RUA# 3559		B43	EPP	In Eval (Tyco)	**5/28- Tyco confirmed plastic contamination on contact 4 of the link relay.**	**4/6- Link relay voltage is not reaching the working value due high value of resistance between contacts when is relay is closed, when this value should be close to 0. Part is disassembled in order to confirm the relay that is the root cause for B43. Relay that is not working properly is confirmed.** **5/5- week 45- 09 relay, no updates from Tyco.** **5/24- xray clean pass all resistance testing, switching marks on all contacts, slight plastic contaimination on contact 4 that may have caused the malfunction.**		
0KM AR244868 RUA#3030		B3A	EPP	In Eval (Tyco)	**6/7- confirmed motor relay plastic contamination, relay build date 7/6/2009.**	**5/5- week 28-09 relay, black plastic particles on base and bridge of contact# 3. material analysis to check coil base or cover.**		
0KM RUA#3317		B3A	EPP	In Eval (QAO)	**3/13- Tyco confirmed plastic contamination on contact. Close out**	**2/12- Voltage at phase1 never reaches the closed contact status. Further testing** **Confirmes motor relay failure has been declared. relay must be send to TYCO for further analysis.** **2/15- relay has been shipped to Tyco**		

0KM AR369007		BD0-BD3	TS	In Eval (QAO)	**6/23- found on the QAO assembly line possible cause of bent TS finger is christmas tree installer laid on IPA rack when not in use and when TS drops down to operator could cause the bent finger. A new tray was installed to install the tool on 5/25/2010. proper work instruction printed for operator to use this tray**	**4/30- found one bent tooth on the torque sensor ring, small impact mark on the base of the sensor, unknown root cause at this time.** **5/17- QAO working on root cause where tooth bent, checking Rogersville & Hella handling.**		
0KM AR407556	C200B-2F C200C-2F	BD0,BD2, BD3	TS	In Eval (QAO)	**7/8- Angel states this Gear was replaced and sent to the scrap. Unfortunately I could not find it at the scrap crib. For the future cases, if any, I will get an agreement with the Final assy repair area and the VRT in order to remove the damaged harness and to keep them for further detailed analysis**	**6/10- cut TS harness at EPP conn. get the harness under a microscope to understand the mechanism of the failure. talk to Angel to support the VTR team on getting the part to them for analysis** **6/21- Guillermo to check lastest status with Angel.**		
0KM AR390291		B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**5/24- in process from QAO to UK** **6/21- checking for regulator issue on this return.**		
0KM AR657700 RUA# 3680		B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**3/26- ignition cycled at cold, ambient and hot– The testing consisted of ignition on for 5 seconds, off for 5seconds** **– Torque simulator attached to cause the motor to rotate** **• Ambient 24 hours** **• -20°C 12 hours** **• 90°C 3 hours** **Unit has also been subjected to the following tests:** **– Bully test** **No faults or LICs generated**		
0KM AR354559 RUA# 3681		B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**4/21- ambient & hot testing done. Next step to hot puma then bully test.** **5/18- EPP has passed all the testing in QAO EPP shipped to UK for further testing.** **5/24- IC12 5v regulator not coming up at times similar to FR0110. testing ongoing to find root cause of fault.**		
0KM AR265204 RUA#3196	U2011-49	B3A	EPP	In Eval (UK)	**7/7- no updates will discuss in Friday's meeting with Tyco. NTF with testing at Tyco**	**12/9- no faults reproduced, ECU lid removed no optical abnormalies, passed cycling overnight. Next steps vibration testing, Measurements of integrity of relevant signals (Motor Relay Drive, VSTAR etc), Motor relay contact resistance measurements and tomorrow X ray of motor relay** **12/14- Int. code raised B6B on hot Puma test. x-ray clear & resistance test passed. Compare scope traces at point of failure.Hot Puma testing for the next two days until failure. Noise difference between known good relay and this relay.** **1/6- noisey relay stops with known good relay. Advised to ship EPP to Geoff for further testing before shipping relay to Tyco.**		

0KM AR375533 RUA# 3698		B3A	EPP	In Eval (Tyco)	**7/19-High-Pot Test complete on EPP no issue found. "Fault not Repeatible, set aside as such and return later if something new is found.**	**5/8- (QAO) At PUMA unit was warmed until 100°C, but fault was not repeatable. Some axial movements were done in order to find out fault. - Unit is fault cleaned and turned back on. Fault is not present. - Ignition Cycling. Fault is not raised. - Unit was cold during 24 hours. Fault is not raised. 5/24--xray clean, tri-temp ignition cycling, bully test , 5amp load testing passed resistance measurement. 6/7- Tyco received relay testing ongoing 7/7- NFF with Tyco's testing, will discuss further with Tyco this Monday.**		
0KM AR401390	steering wheel sticking three times while driving at HSAP	No codes	NVH	In Eval (QAO)	**7/7- NTF with teardown, nick on ballnut not the caused from anything in the internal housing.**	**6/21- no codes in fault store, will edf test next. functional data sent out to Ford passed functional data. 6/22-Gear will be proceed to teardown and report published tomorrow. 6/25- has been torn down and everything looks normal, no unusual findings. Send pics & report to Ford.**		
0KM-HSAP		BD0-BD3	TS	In Eval (QAO)	3/31Unit has been ignition cycled at all temps. No fault found at this time. Questioned ts harness was disconnected testing gear.	3/9- Bully Test 5 times. No fault found after test repeatibility		
QAO line failure RUA#3616		B43	EPP	In Eval (Tyco)	**5/24- Tyco confirmed offset bridge**	**4/22- BBhighX Open circuit on contacts with coil energised --- Old PUMA failure. Shipped to Tyco 5/5- week 31-09 relay, testing started will report out next week. Suspect offset bridge.**		
QAO line failure RUA#3619		B43	EPP	In Eval (Tyco)	**6/7- Tyco has fishbone process, wire broke during machine term. tension during or after the stress relief while wrapping on the coil holder. Hella to reduce speed & movement of the winding machine.**	**4/22- E30/A30 & BBHighX ----- Open link relay coil --- Recent PUMA failure. New failure mode.I have not seen any open coil in this relays 4/27- should arrive at Tyco this Thursday 5/5- week 1- 2010 relay, testing started will report out next week. 5/12- Perform additional tests more specifically related to finding intermittent open coil.**		
DR-0001	No codes	Int. vehicle pulls left or right while driving feels like wheel wants to turn on its own	NVH	NTF	**10/26- EDF stand pass and tear down gear pictures sent out. To close out with NTF**	9/14- second time in customer feels pressure in the steering wheel and the vehicle will pull one way or another. No codes or message in the message center. Tech cannot duplicate customer concern. Vehicle returned third time. replaced EPAS gear per dealership customer still unhappy with steering on vehicle, customer bought 20 vehicles from dealer, so dealer bought customer out of this vehicle so now dealer owns vehicle drove vehicle over 100 miles with new EPAS gear cannot duplicate. dealer could not duplicate any steering concerns with original gear. tech did not attempt Interactive diagnosis on this vehicle to perform symptom tests. 9/15- submit hot process to dealer to get gear sent back to WPAC 9/18- pulled EFF & Buffer data only code listed A8E(CAN Veh Lat Accel Invalid Fault). Will give the gear to Mike Bahena for on vehicle testing. 9/28- Mike to install on vehicle sometime today for testing 10/1- Mike drove the vehicle and could not duplicate any steering issues, will drive again tomorrow. If nothing is found will pull the buffer data, take to 26-mile to install on EDF stand. 10/12- cannot find any problems on vehicle Mike Bahena to take to 26-mile to install on EDF stand for testing. 10/15- vehicle passed the EDF stand testing, next to teardown for inspection.	Dearborn	

PE12-017 007820

DR-0002	No codes known at this time	Noise from EPAS gear all the time turning the wheel	**NVH**	water contaimination	**10/26- gear tear down and water contamination in pictures sent out to Ford team. Close out due to cut bellow removing bubble wrap on pre-delivery gears.**	9/17- gear hot processed back to WPAC 9/24- gear arrived at WPAC yesterday pulled EFF & Buffer data, no codes, gear has visible cut boot damage, take gear to 26-mile, Mike Puleri wants to be present for teardown. **9/28-** preproduction gears sent in proto-type dunage wrapped in bubble wrap is the initial belief of cut boot issue on this vehicle. Clean date is July 16th for correct shipping dunage. Costa to perform proper friction evaluation. 9/28- preproduction gears sent in proto-type dunage wrapped in bubble wrap is the initial belief of cut boot issue on this vehicle. Clean date is July 16th for correct shipping dunage. Costa to perform proper friction evaluation. 9/30- bellows removed and some rust spotting noted need to get Harold to teardown entire gear and take pictures to send out.	26-mile	
DR-0003	No Com	No assist & no communication	EPP	In Eval (FSL)	**10/6- Geoff has received 8D just need to clear up some minor concerns to close this out.** **10/15- FSL sent new version 8D to Geoff he will look over the 8D to confirm it is good enough to send out.** **11/1- just need clean dates into Kimball to close out 12/16 need clean dates at Anting**	9/21- gear will not be returned, tech found poor ignition feed connection at the 3-pin. Unknown what the cause is 9/24- tech could dupicate the no com after 35 miles of driving, to return vehicle to customer. Advised the tech to replace the gear per harness testing passed. When backorder gear comes in tech will call to hot process gear back to WPAC 10/1- submittted the hot process request form. 10/12- pulled EFF & Buffer fault data, has communication 10/15- no com repeatable during ignition cycling, micro not starting up properly, going to UK for additional testing. 10/23 all voltages to the hardware of the micro working properly at this time. 10/26- get with the micro experts & FSL to proceed on next step testing. 11/3- need to consult the micro expert for next step testing, currently micro expert working on FR0027(No Com). Will get to this return next week. Work to ongoing. 12/14- Put original code back in and perform ignition cycling to duplicate failure 1/7- testing ongoing, still cannot duplicate no com. 1/11- Next step to modify application now starting to fail again, using Vector boot code to send out information. 1/29- with John micro expert leaving UK will need to find other option to contiue work. Outsourcing could be other c	UK	
DR-0004	C200B-2F C200C-2F	BD0-BD3	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	10/30- picked gear up from WHQ garage, pulled eff/buffer fault data and dropped off at 26-mile for testing. 11/11- Jim Loria to start testing this week. 12/14- Jason check with Jim Loria latest updates on analysis 1/11- ignition cycle for 24-48 hrs to try to duplicate, may need vibration test. Need information from Jim what has been tested up to this point. 2/10- add temp cycle-ignition test info when Jim gets back to 26 mile. The plan is to read the fault codes to see if a sensor code was logged during testing	26-mile	
DR-0006	U3000-96		Non-warranty	Customer Damage non-warranty	12/15- Just found out this vehicle was in an accident in the body shop and damaged the EPAS gear that set the codes.	11/20- Submit hot process request 12/15- Just found out this vehicle was in an accident in the body shop and damaged the EPAS gear that set the codes.		
DR-0007	C1B00-2F	No Com	EPP	In Eval (26mile)	3/22- Concluded CAN system wiring issue on vehicle based on testing found numerous CAN codes & EFF data. ABS module has ABS CAN code U0131(no com with PSCM). EPP tested with no problem found and mech. gear check for belt slip and no problems found.closed claim d	12/10- Submit hot process request 1/7- No communication with Canape, pulled bus data had 5 can bus codes. Ship to 26mile. 1/25- no faults on bench was able to get into ECU with no problems also looks like tech have cleared codes. next inline for ignition cycling. Continue with the standard ignition cycling if still with not duplicate to tri-temp cycling. If all electrical testing is NTF do all mechanical testing check put on EDF stand, check belt slip check other parts for exceeding rack travel(A29) 2/8- CARS written and inline waiting for EDF stand for testing. 2/22- all EDF test stand data came back normal and no codes latched, send to teardown to check for any belt slip. Send information when testing done so we can close out		
DR-0008 RUA# 3697	No Com	BC2	EPP	In Eval (UK)	1/11- sent 8D to Ford for analysis will keep in pending until I get a response.	12/16- Submit hot process request 1/8- could not communication with ECU, shipped to 26mile 1/25- needed to unlock CCP, looks like dealer cleared codes serveral times. Ignition cycling over the weekend cannot reproduce any issues with no communication. Continue with the standard ignition cycling if still with not duplicate to tri-temp cycling. check my equipment for communication, check compare date code with 85 & 27 epoxy & resonator issues. 2/8- Simon will decode EFF data to see if torque sensor code were all set at the same time, of if we need to list as torque sensor return. 2/22- This is a BC2 code looking for diagnostic help from Geoff on next steps. 3/8- Simon sent fishbone to start testing, discussing sending gear to QAO for Sergio to test. 3/19- send gear to QAO today for analysis. 4/9- sent EFF data to QAO & fishbone for testing. 4/19- has been bully tested 5 time and hot, ambient, & cold tested with no failures at this time. 4/21- Geoff advised to get xray of Epp at a certain angle, Samuel needs to consult Geoff on location of capacitor then QAO needs to find new xray supplier. 4/26- shipping EPP back to 26mile to xray internal capacitor 5/3-Andy shipped EPP to 26mile for xray 5/7- Geoff explained to Mike F how to xray EPP		

DR-0009	U3000-61 U3000-96	B99	EPP	In Eval (26mile)	3/18-waiting on Mike B to get the Magna test profile or detailed information that raised the B99 fault so Abe has a starting point.	1/4- Submit hot process request form 2/9- inadvertantly shipped to some supplier in the mid-west (somebody screwed up the shipping docs.). It is coming back to me, and will be rerouted to WPAC. 2/10- Vic has received the gear back today and will ship to WPAC 3/2- Pulled EFF/Buffer data Greg Bendzinski to pickup gear and return it to 26mile. Upstairs in lab		
DR-0011	C200B-61 C200C-2F U3000-96	BD3,B90	TS	In Eval (Hella)	**3/26- damaged clock spring due to improper IPA reworked, IPA was manual centered here at QAO without special tool. 8D in process** **4/19- Rob M. agreed needs poke yoke system to make sure tech is using the proper tool for tear down. PCA target date Aug/Sept. 2010**	2/3- submit hot process request 2/12- Pulled EFF/buffer data. Has codes B90 & BD3 then set C69. shipped gear to 26mile 2/19- should arrive in QAO on 2/22 2/23- confirm TS issue should arrive in QAO on 2/22 3/3- fault reproduced while turning the input had known good harness & hella test box to confirm TS was the cause. Rogersville received the TS today will test when line is converted to D3 before sending to Hella. 3/5- passed testing at Rogersville, they discussed this concern with Jim Loria and advised it is possible to pass with this type of short. Rogerville will ship to Hella 3/8-Rogersville shipped TS out to Hella. 3/15- gear arrived in Hella this morning, testing started 3/22- 8D submitted to Ford overwinded and bent FFC & Plate protection broken in clockspring. 3/24- discuss areas of potential losing center position. At Rogersville? QAO & during analysis. Need to incorporate test during analysis to check clockspring out of position.		
DR-0012	P07AE-09	AF1	NVH	customer misuse	3/3- teardown did find warped housing and bent rack, submitted pics to Ford to confirm curb impact.	2/5- Pulled Eff & Buffer data, gear binds when you turn input shaft to the right. Ship gear to QAO 2/8- vehicle impacted curb but Ford wants to see EDF test results and teardown at 26mile- 2/9- Jason will followup EDF testing & teardown. Inline waiting for EDF after DR0007 is tested. 2/22- failed EDF test stand right away with high torque reading, could see bowed pinion housing Jason to send ou EDF data to Ford. This is a warranty return checking to see if we chargeback the dealer. Need to teardown gear for complete details of impact.	26mile	
DR-0014 RUA#3540	U2011-49	B3A	EPP	In Eval (26mile)	5/5- confirmed offset bridge, week 24 relay	2/26- submit hot process request form to dealer 3/15- pulled EFF & fault data, ship to 26mile for analysis. 3/22- need to leak test today 4/6- xray looks like offset bridge, do hot puma testing then raise RUA and sent to Tyco. 4/9- xray indicates offset bridge also failed resistance check, sending relay to Tyco today.		
DR-0015		BD3,B90	TS	In Eval (Hella)	**4/6- confirmed overwound clockspring same as DR0011. have updated 8D using separate centering tool for D-car gears**	3/1- submit hot process request, to pickup gear at garage 3/5. 3/5- picked up gear and dropped off at 26mile pulled fault & EFF data. 3/15- able to duplicate code turning gear to the end of travel, testing does indicate torque sensor need to hook up test harness & hella test box to confirm. 3/16- Jim has confirmed there is an intermittent problem with the Torque Sensor on channel 2 while turning input shaft to end stop. Shipping to Rogersville tomorrow. 3/19- gear is at Rogersville, need to bench test then put on line when line changes next week. 3/23- QCCAR #374081 issued for TS shipping out to Hella. 3/29- arrived in Hella Friday should have results by TS meeting this Wednesday 3/31- we believe this is the same case as DR0011 damaged clock spring due to improper IPA reworked, IPA was manual centered at QAO without special tool. 8D in process. Hella has pictures		
DR-0016	P07AE-09	GRINDING NOISE FROM RACK	NVH	At Oakville	4/30- tech states he found boot had a slice like a razor blade causing the water intrusion similar to other early build gears that were shipped to plant in bubble wrap.	3/10- talked to tech found orange water in the drivers side ITR boot, did not notice any damage to boot will inspect boot better after gear is replaced. 3/18- talked to PM to hot process the part back, Vic Matckar will not return until mar.22 to request gear back from dealer. 4/21- still trying to get gear sent back from Oakville, confirmed bellows sliced, see tech comments on 3/19. 4/28- talked to Vic Matckars and they cannot locate the gear, they think the gear was scrapped at WEPEC. From the information this gear will not be returned. The new hot process request now in place will have the dealer send the gear directly back to the WPAC instead of sending the gear back to Oakville then to WPAC.		

DR-0017	C1B00-2F U0428-00	AD9		In Eval (26mile)	4/12- Mike Bahena states "this is an Active Park Assist vehicle meaning the relative SWA comes from the SASM in the steering column and not the steering gear. This explains why the A29 is raised and not the A19 (Invalid RSP). A29 is based on the offset signal from ABS inaddition to rsp, whereas A19 is only based on RSP. It also means that the dealer improperly diagnosed the problem and incorrectly replaced the steering gear. I fully expect this problem to come back if the SASM was not replaced. The AD9 code indicates that the gear detected Invalid data from the	3/22-submit hot process request gear back to WPAC 3/29- pulled eff fault data shipped gear to 26mile, vehicle has a separate SWA sensor with auto park. Unknown if tech found wiring issue after installing new gear. This would be good for on vehicle test. (check customer verbatims).		
DR-0019 RUA#3679	U2011-49	B3A	EPP	In process (Tyco)	6/7- confirmed offset bridge- week 24 precontainment. Will get bigger xray pic.	hot process gear back to WPAC after replacement 4/26- pulled EFF buffer data, shipped gear to 26mile for testing. 5/5- xray indicates offset bridge, check resistances, need to raise RUA then ship to Tyco. 5/12- sent out to Tyco for analysis.		
DR-0020	P07AE-09	AF1	NVH	In Eval (26mile)	7/12- sent Ford the teardown report wo/pics file was too big. Mike B looked over report and advised to close.	hot process gear back to WPAC after replacement 5/3- pulled EFF data, shipped gear to 26mile for testing 5/7- leak test today, then EDF test stand testing 5/17- Leak test passed, EDF failed terribly. Ron said the rack bar is extremely bent in the BNA area. Could not run power ON tests. Could not run power OFF free pinion torque because it was too high. Power OFF mechanical friction was ~3kN. Gear is upstairs now awaiting teardown. Will be a couple days due to current gears in cue already. ITR's looked perfect though, no signs of over travel or bending. 6/4- confirmed bent rack, Jason to sent out Harold's teardown report.		
DR-0021	C200D-2F C200C-2F	BD0-BD3	TS	In Process (26mile)	4/19- Found damaged TS harness, cut wires. Have pics. Sent to Ford eng. with vehicle information.			
DR-0022	C200D-49	B9A	EPP	In Eval (UK)	1/11- Anting started to use the alignment fixture 12/10/2010 adds 43 seconds to the station. The EPP's should arrive into QAO approx 1/28/2011.	4/16- sent out hot process request 5/3- pulled EFF & Buffer data, shipped gear to 26mile for testing, 26mile will start the testing hot/cold ign. Cycling 5/7- leak test today, then will start tri-temp testing 5/11- Leak test passed. Was brought upstairs Friday I believe. Need to confirm w M. Taylor 5/17- undergone testing that indicates a ribbon cable failure- sending to UK for further testing. 6/28- motor ribbon cable insertion process, bent terminals in connector, new design insertion tool in testing phase at this time. 8/16- target date still set for the beginning of December 2010 for all plants to be online with alignment tool.		
DR-0023	clicking noise turning wheel	N/A	NVH	In Eval (QAO)	10/12- new power supply supplied by Mapro, now EDF machine back up & running. 11/29- passed entire EDF test with NTF, check to close claim. 2/8- Ford finding that the hub bearing replacement or torque the hub bearing bolt can fix the clicking noise, TSB is in process and should be complete soon.	5/24- did not notice any damage to the gear or boots. Turning input shaft is smooth with no noise that I noticed. 6/7- make sure after leak check to put on NVH test, QAO can use Audit rig for testing then put on the EDF tester 7/26- arrived at Rogersville in process to QAO 8/16- leak tested checking QAO for latest update. 10/6- has EDF test been completed? 10/11- power supply for the EDF machine damaged, supplier from Netherland found issue with internal component, specialty component not sure of repair at this time. QAO sent back-up PS to Marion, Marion sent their's in for repair. Pepe will check with Sergio to see the status of the one sent to Netherland for repair.		

DR-0024	Clunk snapping noise while turning wheel		NVH	In Eval (26mile)	8/16- passed all NVH & EDF testing. NTF 2/8- Ford finding that the hub bearing replacement or torque the hub bearing bolt can fix the clicking noise, TSB is in process and should be complete soon.	6/21- no codes pulling EFF or fault data, good chance tech mis-diagnosed vehicle returned 3k later with frt. Wheel bearing noise while turning & replaced RF bearing to fix. Can perform NVH & EDF test. Can chargeback steering gear if all tests pass. 7/12- Mike F to follow-up on lab doing NVH test & EDF testing. 7/27- Jason wrote the ETR and brought it to the lab this afternoon.		
DR-0026	noise turning steering wheel	metal to metal noise coming from gear	NVH	At WPAC	8/3- 2011vehicle. gear at WPAC took pictures and sent to Ford, hole in boot unknown how hole got in boot. Ask Ford if they want the gear for inspection.	6/21- checking inventory for new 2011 D3 gears, so I can hot process gear back. 2011 MKT w/APA. 6/22- still checking to see if QAO can send new 2011 D3 gear out to dealer. 7/12- talked to tech found out OBH boot had hole in it a water came out causing the scraping metal noise. Also dealer installed wrong M/Y steering gear on vehicle installed aa5z-3504-je and should be aa5z-3504-ke or ne. advised Ron SM of this issue to change gear when parts are available. gear hot processed back to WPAC		
DR-0030	pop squeal noise turning	No codes	NVH	In Eval (Gates)	9/15- TRW 8D sent to Ford, Tim snider had question about laser system to insure edge trim forward email to Randy Hazell. 9/23- Gates confirmed that the 8D did not have a suggestion for using a laser to insure edge trim integrity. In the PowerPoint slides they did discuss the position sensor and additional	7/9-Pulled EFF data, no codes, could feel slight bind in gear, ship gear to 26mile for analysis. 7/26- arrived at Rogersville in process to QAO 8/20- found belt damage inside have pictures, unknown cause. See what Ford wants to do with the gear. 8/23- Ship gear assembly back to 26mile to try an understand cause of damaged belt.. Sent PFR to Ford 8/23- Ship gear assembly back to 26mile to try an understand cause of damaged belt.. Sent PFR to Ford. Sam to overnight belt back to 26mile let Gates engineering check belt. 8/27- Gates engineers took belt back to plant in US to measure center to center to check for belt stretch. Then will be sent back to their UK plant for final analysis. 9/1- Gates testing did verify issue with belt sent belt to UK for level 3 analysis		
DR-0031 RUA#3933	U3000-49 U3000-96	B25	EPP	In Eval (Fairchild)	9/27- discussions with Ford on this EOS on the power module issue we agreed to fully decode the EFF data to get all the details when the FET failed. 10/15- details not that helpful, 200 seconds into the journey at 50 kilometers	7/28- pulled EFF data, also has BAD code that set once with B25 8/19- The data shows that Phase 3 top and bottom FETs are short circuit. Power module is having short circuit between V0 and V link terminals. PM will need to be returned to Fairchild in Suzhou, China. 8/26- Mosfet power pack shipped to Fairchild in China. Tracking number is: 9373 7350 7806 9/1- still need 8D update from Fairchild TRW to visit facility and check on this issue. 9/16- power module root caused as EOS by Fairchild. I have 8D available.		
DR-0032	clicking noise turning wheel	No codes	NVH	shipped to warehouse	10/7- shipped to Columbus Warehouse from WPAC	7/28- checked data found out after the steering gear was replace vehicle had the same noise, cannot chargeback hotline advised to replace the gear. Found RF shock and knuckle assembly fixed the noise. Case closed		
DR-0034	TC lamp on	No codes		shipped to warehouse	10/7- shipped to Columbus Warehouse from WPAC	8/6- pulled EFF data, no codes in the EPAS gear. This was dealer mis-diagnosis read the dealer comments.		

PE12-017 007824

DR-0035	C200C-2F	BD3	TS	In Eval (QAO)	12/1- QAO rechecked the EPP at 120 deg C with no failures. NTF at this time. 12/8- all the testing in the fishbone has been complete with NTF. QAO,26mile & Hella has exhausted all testing and could not find any cause or sign of a potential root cause. will put in pending until we check of any other potential tests that can be run.	8/23- pulled EFF & fault store data and shipped to QAO for analysis 8/27- gear shipped on Rogersville Friday truck to QAO. 9/1- gear passeed leak testing also could not duplicate any codes with ambient ign. Cycling will continue with cold testing. 9/8- still cannot duplicate any codes, bully & performance tested. Finished cold ign. Cycling. 9/22- QAO exhausted testing at gear level, TS team in 26mile looking over testing data to decide if QAO can perform any more testing or gear should be shipped to 26mile for tri-temp testing. Unknown when shipment will arrive for tri-temp oven to QAO and when will it be set-up completely for testing. 9/24- FED EX torque sensor & harness to 26mile for testing today. 9/27- TS & harness arrived at 26mile today. 9/29- 26mile ran TS with power all night NTF now put in tri-temp chamber for temp cycling to see if any codes set. 10/4- tri-temp ign. Cycled for 2-day with no problem found. Joel to x-ray harness. Jim to check TS for further testing. 10/27- shipped TS to Rogersville to remove the shaft then ship to Hella for testing. 11/1- Joel states the xray was clean of the TS harness. TS sent to Rogersville and they sent TS to Hella on 10/30.		
DR-0036	U2011-49	B3A	EPP	In Eval (26mile)	9/15- sent earlier 8D to Ford on similar issue back in May. Check to see if we can close out.	8/20- pulled EFF & fault store data and shipped to 26mile for analysis. 9/9- confirmed offset bridge with xray, to tear out relay to get date code. 9/13 why was this shipped to Ford with post containment if this was an offset bridge.		
DR-0037	snap noise while turning	No codes	NVH	In Eval (PDC)	10/20- EDF & NVH all passed on the gear, found out that the steering gear did not fix the clicking noise in the field, vehicle returned and the dealer replaced the struts & upper strut bearings to fix this noise, claim closed.	8/20- no codes, snapping noise while turning under heavy load. Did not notice any noise while turning input shaft. Ford to put On-vehicle for noise test. 9/2- delivered gear to Tim Snider at PDC 10/6- This gear is still in queue to be EDF tested. need to write an ETR for it and we should have it tested by the end of the week if not sooner. Nick Borgerding will send results as soon as possible.		
DR-0040 RUA#4150	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	11/29- similar test readings to a raised rivet but the rivet is not raised. crosssection contact 5 shows openings between the leadframe and rivet, close as raised rivet.	10/5- pulled EFF & stored data, TS harness melted by tech using torch to remove gear hold down bolt near the IPA. 10/8- gear passed leak test taken upstairs for xray 10/22- xray clear, tri-temp testing over the week-end, John to check results. 11/1- John B to pull relay raise RUA & ship to Tyco for relay workshop. 11/2- sent to Tyco for Nov.22-24 relay workshop		
DR-0042	clicking noise turning wheel	No codes	NVH	In Eval (QAO)	10/18- passed leak test, sent to lab for EDF/NVH testing. 2/1- confirmed to close due to other hub & strut issues causing this noise	10/5- did not notice any noise from gear and no codes in fault store. Ship to QAO for analysis		
DR-0043	Int. TC lamp on while turning	No codes		At WPAC	11/15- pulled history on vehicle, tech replaced the PSCM TC lamp still came on during left turns, tech replaced the IC to fix vehicle. NTF with PSCM			
DR-0044 RUA# 4329	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	12/8- in process to UK from 26mile 2/14- confirmed PCB motor clearance issue	11/5- pulled EFF & stored data, no visual damage shipped to QAO for analysis 11/5- pulled EFF & stored data, no visual damage shipped to QAO for analysis 11/11- non powered measurements such as across the phases and possibly the motor PCB. This way, if we can confirm the is a relay problem with the population, we will not destroy or change any evidence by operating the contacts.		
DR-0046	C200C-2F U3000-96	BD3	TS	In Eval (QAO)	1/21- found this return was a reworked part and has an overwound clockspring- pre containment with the rework instructions	12/7- pulled EFF & stored data, shipped to QAO for analysis, no damage to TS harness.		
0KM-Chicago	U3000-49	BAA,BAB, B9B	EPP	In process (QAO)	8/16- confirmed high resistance on the R227 resistor.	8/10- possible R227 issue at the chicago assemby plant. Contain EPP's at QAO between 4/26-5/10		
0KM-Chicago		BAA, BAB, BAE, B3A	EPP	In Eval ((QAO)	7/14- confirmed R227 high resistance &	6/4- able to reproduce the code at 60-70degC 6/7- using PCB test software will not fail, Geoff to check PFR and decide next steps 6/10- issue with VSW supply, R227 measures open circuit. C17 observed to be missing		

0KM-Oakville ABJ28087		B7E	EPP	In Eval (QAO)	5/24- confirmed short on the motor PCB clearance, will be added to the Nidec 8D	waiting on next steps		
0KM-Oakville ABB14285		BD2	TS	In Eval (QAO)	4/1- IPA clockspring damage to ribbon cable, moving gear full CW will raise code BD2. TS has been recirculated at QAO	3/31- in process of evaluation		
0KM-Chicago AG160762 RUA#3558		B3A	EPP	In Eval (Tyco)	5/12- Tyco confirmed raised Rivet	4/13- - As observed Phase 1 and phase 2 do not reach the Vlink level after power up, swapping exercise - The problem does not travel with the ECU problem travels with Motor Relay. Path 4-5 open NOK. Path 3-4- 0.1 ohm OK Coil resistance-170 ohm, Contact 5 not closing.		
0KM-Oakville ABJ28087		B7E	EPP	In Eval (QAO)	5/24- confirmed short on the motor PCB clearance, will be added to the Nidec 8D	waiting on next steps		
0KM U502 102941920 F30238		BD0-BD3	TS	CAP	gear sent back to MAO for analysis and found defective TS harness during the swapping exercise found cut open lt green & black wires, causing all the TS codes to set. Looks like harness had impact mark on the conduit, also has damaged 3-pin plastic connector.			
UR0016	TC lamp on	no codes		At WPAC	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change			
UR0017	TC lamp on	no codes		At WPAC	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change			

Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (once known)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Vehicle Type	Date of Repair	Model Year
	Geoff Jacks		01342 Fred Beans Ford Penn	10	N/A	BA4 (4) C69	3FAHP0JA3AR[redacted]	2/14/2009	1/29/2009	11/6/2008	11/14/2008	2.5L Gas	4/9/2009	9DIAI062 ACR
REPAIR 05/11/2009 03:42PM JOSE CHACON(PCE) MSS - FCSD - VSP C/P SVC ENG FAV REQUEST. UNIT HAS NO POWER ASSIST. TRW REQUESTED FEEDBACK FOR ANALYSIS. ADD-ON 05/11/2009 03:48PM JOSE CHACON(PCE) MSS - FCSD - VSP C/P SVC ENG SERVICE WRITER INDICATES THIS VEHICLE IS A RENTAL UNIT THAT BELONGS TO DOLLARE RENTAL CAR. THE VEHICLE HAS NO POWER ASSIT AND/OR IT WAS TOWED TO THE DEALER AT THE BEGINNING OF THE MONTH. SW STEVE INDICATED THE MESSAGE CENTER DISPLAYED - POWER STEERING ASSIST FAULT. ADD-ON 05/11/2009 04:06PM JOSE CHACON(PCE) MSS - FCSD - VSP C/P SVC ENG ASKED SW TO SPEAK WITH TECHNICIAN LESS. LESS INDICATED THE STEERING ASSIST IS HARD. TECHNICIAN WAS UNABLE TO DRIVE THE VEHICLE. DURING DIAGNOSIS THE TECHNICIAN USED THE INTERACTIVE DIAGNOSIS OUTLINED IN THE ON-LINE WORKSHOP MANUAL. THE IDS DISPLAYED TWO CODES: U2011-49-48 FOR THE PSCM MODULE AND CODE U3000-96-C8 PSCM. LESS FOLLOWED THE PINPOINT TEST AND CLEARED THE CODES. RE-RAN THE DIAGNOSTICS AND CODE U3000-96-C8 PSCM CAME COMING BACK. FURTHER PINPOINT TEST DIAGNOSIS INDICATED TO REPLACE THE EPAS ASSEMBLY. ASKED LESS IF ANY OTHER	Paul Ireland	Raised Rivet?	01376 Pacifico Ford Penn	409	N/A	B3A (4) C69	3FAHP0HG6AR[redacted]	4/13/2009	4/5/2009	11/20/2008	11/27/2008	3L	5/11/2009	9EKAV151 ACR
Dealer did not mention PSCM code U3000-49(B32) the first time they pulled codes. After clearing codes U3000-96 was the only code that would not clear and still no steering assist, also was the only code that showed up in the Interactive Online Diagnosis screen shot. Dealer performed pin point test (PPT"C") for U3000-96(B69) lead to replace the EPAS gear.	Mike Davies/ Ian Ingram	Leaky Capacitor. Installation of Capasitor backwords.	06724 Bill Talley Ford Virginia	1245	N/A	B32 (4) C69	3FAHP0HG9AR[redacted]	4/13/2009	4/7/2009	11/27/2008	12/4/2008	3L	5/11/2009	9EKAQ011 NHL

No Assist with "Power Steering Assist Fault" in the vehicles message center. Dealer scan tool pulled stored codes of C200D-49(B9A) and C1B00-62(B93) with the U3000-96(C69) lockout code which the C69 would not clear. Tech states he set code U3000-96(C69) after he charged the battery, tech had low voltage ABS code C1676 that cleared after charging the battery. PPT"C" lead to EPAS gear replacement	Peter Juellicher/ Theo Brockman	Ribbon Cable Installation	10018 Safford L/M Maryland	37	N/A	B93(1) B9A(3) C69	3MEHM0HA4AR[redacted]	4/30/2009	4/23/2009	1/23/2009	2/9/2009	2.5L Gas	6/12/2009	9EUAG112 NHL
REPAIR 05/27/2009 01:43PM JOSE CHACON(PCE) MSS - FCSD - VSP C/P SVC ENG NO FAV OASIS CONTACT. SUPPLIER TRW USING LOG VIEW DATA FROM EPAS DIAGNOSTICS. VIN # 3FAHP0HA9AR[redacted], AND P&A 00815. REQUEST TO OBTAIN DEALER DIAGNOSTICS AND/OR INFORMATION FOR PART EXCHANGE. OWNER 05/27/2009 01:43PM JOSE CHACON(PCE) MSS - FCSD - VSP C/P SVC ENG THE OWNER INDICATES THEY JUST BOUGHT THE VEHICLE AND WAS DRIVEN OVER THE WEEKEND. OWNER NOTED THE STEERING GOT HARD AND ALMOST LOST CONTROL WHILE DRIVING THROUGH A CURVE. OWNET PULLED ON THE SIDE OF THE ROAD, TURNED THE VEHICLE OFF AND/OR RESTARTED. THE STEERING RETURNED TO NORMAL. CUSTOMED SCHEDULED DEALER VISIT ON 05/25. ADD-ON 05/27/2009 01:46PM JOSE CHACON(PCE) MSS - FCSD - VSP C/P SVC ENG SPOKE WITH SW PAM AND/OR TECHNICIAN MICHAEL. MICHAEL INDICATED THE	Thiha Than		00815 Ronnie Watkins Ford Alabama	537	B3A	B3A(2)	3FAHP0HA9AR[redacted]	4/3/2009	3/30/2009	12/2/2008	1/13/2009	2.5L Gas	5/25/2009	9E1AY065 ACR
4991 . ROAD TEST TO VERIFY CONCERN, UNABLE TO DUPLICATE. SELF TESTED POWER STEERING CONTROL MODULE, U2011:49 08. CHECKED OASIS FOR CONCERNS, NONE. CONTACTED FORD TECH HOTLINE. ADVISED TO CHECK FOR WIRING CONCERNS IN THE HAR NESS TO STEERING MODULE. TESTED HARNESS, IN VARIOUS LOCATION, AND FOUND N O FAULTS. ADVISED TO FOLLOW INTERACTIVE DIAGNOSTICS. PERFORMED INTERACTIVE. TECH REPLACED THE GEAR SECOND TIME BACK FOR THE SAME CODE. TOOK OVER 3K MILES FOR THE CODE TO RESET.	Eric Estes		13123 Wall's L/M Mass	1814	B3A		3MEHM0JA8AR[redacted]	2/17/2009	1/22/2009	10/14/2008	10/29/2008	2.5L Gas	6/2/2009	9FBAK121 NHL
REPAIR 06/11/2009 12:17PM DEREK HARMON MSS - FCSD - TECH SVC HOTLINE TAR OPENED AT THE REQUEST OF THE PCE JOSE CHACON. VEHICLE HAS MULTI DTC'S STORED IN MEMORY. THE VEHICLE IS A UNSOLD VEHICLE & DLR IS WAITING ON PART FOR THE REPAIR. PCE & PVT ARE REQUESTING A FSE TO VISIT THE DLR TO REVIEW THE FREEZE FRAM DATA & COMMUNCATE FINDING. ADD-ON 06/11/2009 12:18PM DEREK HARMON MSS - FCSD - TECH SVC HOTLINE ADDITIONAL REPORT TO REVIEW ON THIS SUBJECT VEHICLE IS 9FJAG436. EHTR ADD-ON 06/11/2009 05:12PM IAN GRIFFIN(FSE) MSS - FCSD - REG - DETROIT SET UP VISIT WITH JOSE CHACON AND SERVICE MANAGER BRIAN GRAHAM AT THE DEALERSHIP TOMORROW AT 8:00. PCE WILL BE BRINGING ENGINEERS WITH HIM AND A NEW RACK FOR THE ISSUE. DEALER REPORTED NO FREEZE FRAME DATA, BUT THE CODE IS A HARD FAULT. ADD-ON 06/12/2009 08:36AM DEREK HARMON MSS - FCSD - TECH SVC HOTLINE EHTR ADD-ON 06/15/2009 08:27AM IAN GRIFFIN(FSE) MSS - FCSD - REG - DETROIT DEALERSHIP IS CURRENTLY INSTALLING RACK DROPPED OFF BY ENGINEERING. ENGINEERING HAS ISSUED A 700 TAG TO PICK UP THE OLD PART. DEALERSHIP IS TO KEEP ORDER FOR RACK IN THE SYSTEM AND ENGINEERING WILL PICK UP THE RACK WHEN IT ARRIVES SINCE ENGINEERING DELIVERED RACK. THEY ARE BASICALLY JUST GOING TO PICK UP THE NEW ONE THAT GETS SHIPPED INSTEAD OF CANCELLING ORDER BECAUSE THEY BROUGHT THEIR OWN RACK OUT ON FRIDAY. DEALERSHIP TO CALL FSE AND LET ME KNOW IF THE VEHICLE IS REPAIRED AFTER REPLACEMENT. ADD-ON 06/16/2009 06:49AM IAN GRIFFIN(FSE) MSS - FCSD - REG - DETROIT DEALERSHIP EMAILED FSE AND INDICATED THAT THE VEHICLE IS REPAIRED	Eric Estes		11164 Metropolitan Lincoln-Mercury Garden City, MI	10	N/A	B3A (4) C69	3MEHM0JGXAR[redacted]	5/7/2009	4/28/2009	1/28/2009	3/18/2009	3L	6/9/2009	9FJAG436 ACR

	Geoff Jacks		08198 Sunset Auto Co. Missouri	10	N/A		3FAHP0HA9AR[redacted]	3/12/2009	3/4/2009	10/24/2008	11/4/2008	2.5L Gas	6/8/2009	9GAAG067
	Eric Estes		06249 Les Stumpf Ford Wisc	450	N/A		3FAHP0HA0AR[redacted]	5/7/2009	4/28/2009	1/29/2009	3/17/2009	2.5L Gas	6/11/2009	
POWER STEERING ASSIST FAILURE* DISPLAYED ON DASH. VERY HARD TO TURN AND AFTER MOVING "SERVICE ADVANCETRAC" DISPLAYED ON DASH AS WELL. DEALER STOCK UNIT JUST OFF TRUCK. HOTLINE CONCTACTED AND RECOMMENED TO SWAP WITH KNOW GOOD AND NO PROBLEMS SEVERAL ATTEMPTS MADE TO GET INTO PCM IDS AT 61.07 AND IDS WILL DISPLAY STATED UNIQUE PCM IDENTIFIER IS NOT PRESENT. NO KNOWN PPT TO FOLLOW OR ABLE TO PERFROM A NETWORK TEST. VEHICLE WILL RUN AND SHIFT FINE NO POWER STEERING NO CHECK ENGINE LIGHT.	Simon Malsbury/ Thiha Than		02786 Paul Cerame Ford	8	N/A		3MEHM0HA7AR[redacted]	5/23/2009	5/18/2009	10/22/2008	11/30/2008	2.5L Gas	6/9/2009	9FIA2001 RTDAHL
CUSTOMER STAES THAT THE POWER STEERING IS INOP THEREE IS A MESSAGE ON DASH. ROAD TEST VERIFY CONCERN EEC TEST CODE C1277 AND CODE 3000 CALL HOTLINE REPLACE POWER STEERING GEAR ROAD TEST OK CHECKED AND RESET FRONT AND REAR ALIGNMENT 9911	Eric Estes		01980 Beau Townsend Ford	6,900	N/A		3FAHP0HA3AR[redacted]	3/19/2009	3/6/2009	12/2/2008	1/12/2009	2.5L Gas	6/15/2009	9FOBA005 NHL
REPAIR 08/17/2009 03:42:PM MARSHALL EYSTRA MSG - FOSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: NO POWER STEERING, "POWER STEERING ASSIST FAULT" IN MESSAGE CENTER. DIAGNOSTICS: WENT THROUGH INTERACTIVE DIAGNOSTICS VIA PTS, LEADS TO GEAR REPLACEMENT PARTS REPLACED:: NONE YET TECH QUESTION: THIS IS A CAR MODIFIED TO A COUNTY CONSTABLES CAR. I CANT FIND ANYTHING TIED INTO THE P/S SYSTEM OR NETWORK, BUT IM CONCERNED ABOUT REPLACING THE GEAR WITHOUT SOME FURTHER VERIFICATION. WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS	Eric Estes		08275 Rodeo Ford Texas	109	N/A		3FAHP0GA2AR[redacted]	3/14/2009	3/5/2009	12/2/2008	1/12/2009	2.5L Gas	6/17/2009	9FQAO156 NHL
NO STEERING ASSIST DIAGNOSTICS: INTERACTIVE DIAG PARTS REPLACED:: NONE...I FOUND WIRES FROM STEERING SHFT TORQUE SENSORS CUT POSSIBLY DUE TO ASSEMBLY ALL WIRES IN THAT HARNESS WERE CUT EXCEPT YELLOW WIRE I CANT TELL YOU WHAT CIRCUIT THEY ARE BECAUSE I CANT PULL THEM UP IN THE WIRING DIAGRAM ANYWAY I FIXED ALL THE WIRING NOW THE TORQUE SENSOR CODES ARE GONE BUT THE U3000 STILL REMAINS IN CONTINUOUS MEMORY BUT SYSTEM ON DEMAND SAYS PASS BUT STILL WONT CLEAR U3000 TECH QUESTION: I PERFORMED THE INTERACIVE DIAG AND IT SAYS TO PUT EPAS GEAR ASSEMBLY IN IT I JUST WANTED TO CHECK WITH YOU GUYS TO MAKE SURE THAT IS CORRECT. COULD THE WIRES HAVE SHORTED OUT THE MODULE? WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES	Eric Estes		20428 Borman Motor Company New Mexico	329	N/A		3FADP0L39AR[redacted]	3/12/2009	3/4/2009	10/28/2008	11/4/2008	2.5L Hybrid	6/22/2009	9FVAN041 NHL

DIAGNOSTICS - LAPTOP LOCKED UP MANY TIMES GETTING INTO INTERACTIVE DIAGNOSTICS. ALSO LOCKED UP MANY TIMES AFTER GETTING INTO INTERACTIVE DIAG. CAUSING A LOCK UP AND FORCING A COMPLETE REBOOT. DIAGNOSTIC ALSO REQUIRED A EXTENSIVE TEST DRIVE WITH NO POWER STEERING ASST. DRIVING THE VEHICLE FOR 10 MIN AT HWY SPEED PINPOINT TEST (C2). THIS TESTING LEADS US TO REQUIRE REPLACEMENT OF THE POWER STEERING UNIT. CALLED HOTLINE AND ENGINEERING. GOT TO DALE BOUSE - 313-805-2289 THE PS ENGINEER. HE ADVISED THAT THE CODE WE HAVE HAS LOCKED THE POWER STEERING UNIT AND REPLACEMENT IS NECESSARY. HE WANTED	Eric Estes		07467 Woltz & Wind Ford Pennsylvania	41	N/A		3FADP0L3XAR[redacted]	4/14/2009	4/6/2009	11/22/2008	12/1/2008	2.5L Hybrid	6/24/2009	9FXAP075 FCSDFS
	Geoff Jacks		07467 Woltz & Wind Ford Pennsylvania	36	BAA C69		3FAHP0HA4AR[redacted]	6/11/2009	6/4/2009	1/22/2009	4/25/2009	2.5L Gas	6/30/2009	
WEB FORM DATA - CONCERN: INSTRUMENT CLUSTER MALFUNCTIONING/SWEEPING, AIRBAG LIGHT COMES ON ADV TRAC LIGHT ON, PS INOP DIAGNOSTICS: EEC TESTS. MONITORED PID DATA MULTIPLE MODULES. FUSES/RELAYS OK. VISUAL OK PARTS REPLACED:: NONE TECH QUESTION: CANNOT ACCESS INTERACTIVE DIAGNOSTICS SO NO HELP AVAILABLE. HAD ALL KINDS OF NETWORK CODES. ERASED CODES. NONE RETURNED. ALL MODULES PASS. ONLY CONCERN REMAINING IS NO P/S. ANY KNOWN CONCERNS? WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST FOLLOWED?	Simon Malsbury/ Thiha Than		02662 Friendly Ford Mich	1595	N/A		3FAHP0JA4AR[redacted]	4/15/2009	4/8/2009	11/8/2008	11/18/2009	2.5L Gas	7/1/2009	9GAAG097 NHL
Customer Comment: CUSTOMER STATES ON SATURDAY THE POWER STEERING WENT OUT, POWER STEERING ASSIST FAULT, CHECK ENGINE LIGHT ON. AC WENT OUT BUT THINK ITS WORKING AGAIN. HAPPENED ALL WHILE DRIVING. Technician Comment:VERIFIED CONCERN, HOOKED UP VCM WITH LAP TOP, FOLLOWED ON LINE INTERACTION DIAGNOSING SOFTWARE. CHECKED FOR DAMAGE (NONE)TEST DROVE, COMPUTER STATED DAIG, TO REPLACE ELECTRONIC RACK. REPLACED RACK AND PERFORMED ALIGNMENT.CODES ON BACK..	Simon Malsbury/ Thiha Than		01125 Palmetto Ford SC	1462	N/A		3FAHP0HA0AR[redacted]	5/18/2009	5/13/2009	3/3/2009	3/31/2009	2.5L Gas	7/1/2009	
No codes or messages in the message center, repair order only lists "when turning the steering wheel is binding", tech states diagnosis lead to EPAS gear replacement. Enterprise Rent A Car vehicle, vehicle delivery date 4/23/2009.	Eric Estes		09130 Jack Madden Ford	193	N/A		3FAHP0HA8AR[redacted]	4/23/2009	4/15/2009	1/23/2009	2/11/2009	2.5L Gas	6/8/2009	
No Steering Assist with "Power Steering Assist Fault" in the vehicles message center. Dealer did not perform Interactive Diagnostics and did not call Hotline so no details on the failure or codes from the technician were listed. From the CANape data retrieved at 26-mile tech had Ford scan tool code C200B-2F (BD2) & C200C-2F (BD1 & BD3) then code U3000-96 (C69) latched and would not clear.	Mike Davies		09266 Northtown Ford	2262	N/A		3FAHP0HG2AR[redacted]	5/19/2009	5/13/2009	3/4/2009	4/2/2009	3L	6/24/2009	
	Eric Estes		00095 Crouse Ford	3228	N/A		3FAHP0HA1AR[redacted]	4/6/2009				2.5L Gas	6/26/2009	

	Geoff Jacks		01610 Al Piemonte Ford	6613	N/A		3FAHP0HA6AR[redacted]	4/8/2009	4/2/2009	11/6/2008	11/13/2008	2.5L Gas	6/19/2009	
	Eric Estes		01637 Elliott Ford	13814	N/A		3FAHP0JA6AR[redacted]	3/12/2009	3/5/2009	11/28/2008	1/9/2009	2.5L Gas	6/30/2009	
07/02/2009 06:34PM DAVID KNAPP MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: POWER STEERING ASSIST FAULT, NO ASSIST DIAGNOSTICS: RETRIEVED CODE U3000-96. INSPECTED FUSES AND ALL COMPONENTS AND CONNECTORS. UNABLE TO ENTER INTERACTIVE DIAGNOSTICS. HAD FSE ON THE PHONE TO TROUBLESHOOT INTERACTIVE DIAG PROBLEM TO NO AVAIL. IT LOOKS LIKE IT WILL NEED A STEERING GEAR BUT	Eric Estes		05389 Kearny Pearson Ford	179	N/A		3FAHP0HA6AR[redacted]	6/1/2009	5/27/2009	1/7/2009	3/24/2009	2.5L Gas	7/2/2009	9GBAL178 NHL
	Geoff Jacks		01571 Joe Rizza Ford	6774	BB9		3FAHP0HA8AR[redacted]	3/19/2009	3/6/2009	11/21/2008	11/28/2008	2.5L Gas	7/6/2009	
-THIS UNIT HAS NO POWER STEERING ASSIST AND THERE WAS A U2011 AND U3000:96 IN THE PSCM, HOWEVER THE PSCM MODULE IS COMMUNICATING NORMALLY. -I CLEARED DTC'S AND ONLY THE U300:96 RETURNS AND THERE IS STILL NO P/S ASSIST. -I TRIED TO ACCESS THE INTERACTIVE DIAGNOSIS IN THE ONLINE SHOP MANUAL, BUT I WAS NOT ABLE TO ACCESS THIS. -I HAVE CHECKED ALL PSCM MODULE POWER & GROUND PINS AT THE PSCM MODULE FOR GOOD POWER & GROUND AND THEY ARE OK. -WITH JOHN ON THE PHONE I WALKED HIM THROUGH THE ONLINE SHOP MANUAL SECTION 211-00A AND HE WAS FINALLY ABLE TO ACCESS THE PSCM INTERACTIVE DIAGNOSIS SECTION OF THE SHOP MANUAL.	Geoff Jacks		B3225 Tusket Sales & Service Nova Scotia	355	B3A		3FAHP0HA8AR[redacted]	5/15/2009	5/9/2009	2/12/2009	3/25/2009	2.5L Gas	7/6/2009	9GFAP001 NHL
WEB FORM DATA - CONCERN: CUSTOMER STATES VEHICLE HAS NO POWER STEERING DIAGNOSTICS: IDS TEST UNABLE TO COMUNICATE WITH POWER STERING MODULE PARTS REPLACED:: NONE TECH QUESTION: WOULD LIKE TO KNOW IF THERE IS ANY KNOWN CONCERNS WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES	Simon Malsbury/ Thiha Than		09623 Signature Ford	1579	N/A		3FADP0L37AR[redacted]	4/15/2009	4/8/2009	11/28/2008	12/3/2008	2.5L Hybrid	6/30/2009	9F4AJ295 NHL

07/14/2009 09:10AM EDWIN DERY MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: NO STEERING ASSIST DIAGNOSTICS: SCANNED AND RETRIEVED CODES C1277 AND U0131.FOLLOWED ONLINE TEST BL2 -PSCM NO COMMUNICATION WITH IT.THEN FOLLOWED TESTS D.ALL POWER AND GROUND TESTS PASSED AS WELL AS HS-CAN TESTS PASSED.AM BEING DIRECTED TO REPLACED THE PSCM,BUT LOOKING FOR REASSURANCE BEFORE ORDERING PARTS REPLACED:: NONE TECH QUESTION: SOUND LOGICAL OR IS THERE ASOMETHING ELSE I SHOULD HAVE A HEADS UP ON? WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES 09/08/2009 05:00PM LARRY LUCZKOWSKI MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: STEERING HAS FULL ASSIST AT ALL TIMES...OVERSENSITIVE WHEN DRIVING	Eric Estes		B3352 Chebucto Ford Canada	206	C69		3FAHP0JA9AR[redacted]	5/6/2009	4/28/2009	1/21/2009	3/9/2009	2.5L Gas	7/14/2009	9GNAI053 NHL
States he is losing assist intermittently, unknown set ford codes	Simon Malsbury/ Thiha Than		04691 Bloomington Ford Ohio	4894	N/A		3FAHP0GA4AR[redacted]	3/11/2009	3/2/2009	9/25/2008	10/6/2008	2.5L Gas	7/13/2009	
WEB FORM DATA - CONCERN: CHECK POWER STEERING ASSIST FAULT IN MESSAGE CENTER AND ADVANCED TRAC LIGHT ON DIAGNOSTICS: IDS DIAG SELF-TEST PSCM RETRIEVED CODES U0415:00-48, U3000:96-C8, C200B:62-48, U0415:00-48, AND C1277. PERFORMED NETWORK TEST PASSED. PERFORMED INTERACTIVE DIAG IN WORK SHOP MANUAL. IN SECTION KC1 READ VEHICLE INFORMATION COMPUTER SAYS "NETWORK TEST NOT COMPLETE" AND WILL NOT LET ME GO ANY FURTHER IN THE DIAG PROCESS. POWER STEERING DOES NOT WORK PARTS REPLACED:: NONE TECH QUESTION: IS THERE A NORMAL STYLE PIN POINT TEST OR DO I HAVE TO DO THE INTERACTIVE DIAG? PLEASE HELP WITH DIAG. THANKS WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST FOLLOWED? NO	Todd Williams		13952 Hines Park L/M MI	2	N/A		3MEHM0JG2AR[redacted]	7/7/2009	6/24/2009	3/17/2009	6/15/2009	3L	7/17/2009	9GQBD009 NHL
driving vehicle from dealer trade no assist and power steering assist fault in message center.	Tyco		02703 Bob Thibodeau Ford Centerline, MI	36	N/A		3FAHP0JA7AR[redacted]	5/28/2009	5/23/2009	12/3/2008	1/13/2009	2.5L Gas	7/21/2009	
	Simon Malsbury/ Thiha Than		03623 Loman Ford NY	5159	N/A		3FAHP0HA7AR[redacted]	4/15/2009	4/8/2009	11/20/2008	11/25/2008	2.5L Gas	7/21/2009	
	Eric Estes		01349 Chapman Ford	3	B3A		3FADP0L31AR[redacted]	6/26/2009	6/24/2009	2/26/2009	5/25/2009	2.5L Hybrid	7/22/2009	
	Eric Estes		04229 Suburban Ford Waterford, MI	44	B3A		3FAHP0HA2AR[redacted]	6/19/2009	6/13/2009	2/19/2009	5/18/2009	2.5L Gas	7/23/2009	
NO POWER STEERING DIAGNOSTICS: U3000 CODE LEAD TO PINPOINT TESTS C1, C2, CLEAR CODES, TEST DROVE CODE COMES BACK PARTS REPLACED:: NONE TECH QUESTION: ADVICE WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES	Hella		07398 Al Packer's White Marsh Ford Maryland	78	B95		3FAHP0JA9AR[redacted]	6/15/2009	6/8/2009	2/10/2009	5/5/2009	2.5L Gas	7/14/2009	9GNAI175 NHL

	Eric Estes		02960 West-Herr Ford	723	B3A		3FAHP0JA0AR[redacted]	6/20/2009	6/16/2009	2/2/2009	5/18/2009	2.5L Gas	7/27/2009	
No code information or diagnosis from Interactive Diagnosis or CQIS. AWS report list customer complaint as "CHECK CUSTOMER CONCERN NO POWER STEERING AND AUTO TRAC LIGHT IS ON". Tech comments"DOES NOT OPERATE PROPERLY PERFORMED	Eric Estes		20657 Metro Ford NY	381			3FAHP0HG5AR[redacted]	5/22/2009	5/16/2009	3/10/2009	4/8/2009	3L	6/16/2009	
	Simon Malsbury/ Thiha Than		08990 Quirk Ford	1509			3FAHP0HA6AR[redacted]	6/15/2009	6/8/2009	1/26/2009	4/3/2009	2.5L Gas	8/1/2009	9HAAB012 NHL
CONCERN: STEERING HARD TO TURN--CUST BACKED INTO A CURB-NO VISIBLE DAMAGE DIAGNOSTICS: SELF TEST AND VIS INSPECTION, DCL MONITIOR STEERING WHEEL ANGLE SHOWING 49500 DEG WHILE STEERING IS STRAIGHT PARTS REPLACED:: NONE TECH QUESTION: LOOKING FOR KNOWN CONCERNS OR JUST PROCEED WITH INTERACTIVE DIAG WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES	Eric Estes		02459 Sam Pack's Five Star Ford TX	4283			3FAHP0HA1AR[redacted]	6/19/2009	6/16/2009	2/19/2009	5/19/2009	2.5L Gas	7/31/2009	9G5A5016 NHL
CONCERN: POWER STEERING ASSIST FAULT MESSAGE ON INSTRUMENT CLUSTER. ALSO CHECK ADV TRAC MESSAGE. NO POWER STEERING ASSIST. DIAGNOSTICS: SELF TEST. PINPOINT TEST. CLEARED CODES. ROAD TEST 10MIN BETWEEN 45MPH AND 60MPH WITH 4 LANE CHANGES. PARKING LOT LOCK TO LOCK MANEUVERS. AFTER ROAD TEST 03000:96 CODE STILL PRESENT. PINPOINT TEST SAYS REPLACE STEERING GEAR. PARTS REPLACED:: NONE TECH QUESTION: BEFORE ORDERING A STEERING GEAR I WOULD LIKE TO KNOW IF THERE ARE ANY KNOWN CONCERNS WITH THESE GEARS YET? THANK YOU WERE YOU	Eric Estes		03897 Lithia Ford	1369			3FAHP0HA8AR[redacted]	6/16/2009	6/10/2009	2/9/2009	5/6/2009	2.5L Gas	7/31/2009	9G5AK515 NHLDIG
ROAD TESTEED VEHICLE. NO POWERSTEERING. IDS TEST U3000:96 C 8 OASIS NO TSB OR SSM. ONLINE INTERACTIVE DIAGANOISE. PIN POINT TEST C C2 YES YES CODES STILL PRESENT. FAILED INTERNAL PSCM. RAISED VEHICLE. DIASSEMBLED. REPLACED ELECTRONIC RACK AND PINION.. REASSEMBLED. PERFORMED 2 WHEEL ALIGNMENT. SET FRONT TOE. CLEARED CODES RETESTED OK AT THIS TIME	Eric Estes		02694 Dean Sellars Troy, MI	2	N/A		3FADP0L34AR[redacted]	6/16/2009	6/10/2009	2/10/2009	5/3/2009	2.5L Hybrid	7/24/2009	
	Hella		00852 Joe Cooper Ford	12262	N/A		3FAHP0HA6AR[redacted]	3/23/2009	3/12/2009	1/5/2009	1/20/2009	2.5L Gas	7/23/2009	
	Eric Estes		09274 Tousley Ford	8743	BB7		3FAHP0JG8AR[redacted]	4/13/2009	4/4/2009	11/6/2008	11/13/2008	3L	8/7/2009	
WEB FORM DATA - CONCERN: CUST STATES VEH HAS NO POWER STEERING,VERY HARD TO TURN EITHER DIRECTION,ALSO WHEN BRAKING FEELS LIKE YOU SLAMM ON BRAKES. DIAGNOSTICS: VERIFIED CONCERN,VEH HAS NO P/S ASSIST.PERFORMED EEC FOR ABS C1277, HVAC U0423:68-08, PCM P100, PSCM U3000 96-08. PERFORMED INTERACTIVE DIAG FOUND TSB FOR DTC U3000 BUT VEH NOT EQUIPT WITH SINC SO UNABLE TO PROGRAM .BUT INTERACTIVE DIAG STATES TO REPAIR THIS DTC FIRST. PARTS REPLACED:: NONE TECH QUESTION: NOT SURE OF WHICH DTC,OR PIN POINT TO FOLLOW FIRST WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST FOLLOWED? NO	Simon Malsbury/ Thiha Than		02586 Westway Ford TX	3681	N/A		3FAHP0HA3AR[redacted]	6/9/2009	6/2/2009	1/26/2009	4/19/2009	2.5L Gas	8/7/2009	
POWER STEERING FAULT MESSAGE IS DISPLAYED. DTC C1277 & U3000 ARE PRESENT. ATTEMPTING TO LOCATE CONNECTOR C1010. UNABLE TO LOCATE CONNECTOR. DTC'S CAN BE CLEARED. THERE IS STILL LACK OF STEERING ASSIST BUT CODE HAVE NOT YET	Eric Estes		06985 Mac Haik's Southway Ford	153			3FAHP0HA5AR[redacted]	6/13/2009	6/6/2009	1/30/2009	4/29/2009	2.5L Gas	8/10/2009	9HJAW015 NHL

CONCERN: NO POWER STEERING ASSSIST DIAGNOSTICS:U300096C8 INTERACTIVE DIAG SAYS TO REPLACE GEAR PARTS REPLACED:: NONE TECH QUESTION: ANY KNOWNS? WERE YOU ABLE TO VERIFY THE CONCERN? IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? WAS THE PINPOINT TEST FOLLOWED?	Geoff Jacks		02974 Statewide Ford OH	5	N/A		3FAHP0GA2AR[redacted]	7/24/2009	7/18/2009	3/30/2009	6/11/2009	2.5L Gas	8/11/2009	
TECH STATES THIS VEHICLE WAS TOWED IN FROM THRIFTY RAC TECH STATES HE STARTED THE CAR HAD NO ASSIST WITH T/C LAMP ON, TECH HAD ABS CODE C1277 & LOW BATTERY VOLTAGE CODE AND COULD NOT COMMUNICATE WITH THE PSCM. NO PROBLEMS WITH THE BATTERY CODE BUT THE BATTERY DID HAVE A RED EYE. TECH INSTALLED THE NEW EPAS GEAR VEHICLE NOW HAS ASSIST AND THE TC WENT OFF.	Simon Malsbury/ Thiha Than		08990 Quirk Ford	882	N/A		3FAHP0HA9AR[redacted]	6/9/2009	6/1/2009	1/9/2009	3/27/2009	2.5L Gas	7/30/2009	
CUST STATES POWER STEERING ASSIST FAULT PRESENT ON MESSAGE CENTER TRACTION LIGHT COMES ON AS WELL ADVISE. EEC TEST SYSTEM CODE CODE U3000:96 PERFORM PINPOINT TEST PERFORM INTERACTIVE	Simon Malsbury/ Thiha Than		10736 Ganley L/M	10725			3FAHP0HG7AR[redacted]	4/14/2009	4/7/2009	11/25/2008	12/2/2008	3L	7/28/2009	
RUN PP TST ON PSCM AND ALL CONNECTORS CK FOR OPEN OR BAD WIRE AND OR POSS BAD PSCM PSCM NOT COMUNICATING REPL PSCM CLEAR CODES AND RECK OK WPI	Simon Malsbury/ Thiha Than		01580 Smith Ford	132			3FAHP0HA7AR[redacted]	7/15/2009	7/10/2009	3/13/2009	6/5/2009	2.5L Gas	8/4/2009	
NO INFORMATION ON THIS VEHICLE THROUGH INTERACTIVE DIAG, CQIS OR AWS CLAIMS. WILL WAIT TILL GEAR RETURNS WITH THE REPAIR ORDER.	Simon Malsbury/ Thiha Than		00475 Burns Ford	386			3FAHP0HA1AR[redacted]	5/9/2009	4/30/2009	1/21/2009	3/10/2009	2.5L Gas	6/25/2009	
WEB FORM DATA -CONCERN: TRAC CONTROL LIGHT AND ABS LIGHTS COME ON RANDOMLY. THEN GO OFF WITH NO RHYME OR REASON. THIS IS THE THIRD TIME THAT THIS VEHICLE HAS COME IN FOR THIS ISSUE. WE DRIVE IT FOR 100 MILES OR SO AND HAVE NOT BEEN ABLE TO DUPLICATE THE CONCERN. EACH TIME IT HAS THE EXACT SAME DTCS. WE DO ROAD TESTS AND WIGGLE TESTS AND TRY TO TRACE THE CAN HARNESS AS BEST WE CAN AND HAVE BEEN UNABLE TO FIND AND ISSUE DIAGNOSTICS: KOEO, KOER, ROAD	Eric Estes		00061 Purvis Ford VA	401	N/A		3FAHP0HA9AR[redacted]	5/6/2009	4/27/2009	1/29/2009	3/10/2009	2.5L Gas	7/20/2009	
CONCERN: CHECK STEERING SYSTEM, ON LEFT TURNS WHEEL LOCKS DIAGNOSTICS: FIRST OF, DROVE THE VEHICLE, IMEDIATELY NOTICED WHEEL OFF-CENTERED, AND DRIFT TO THE RIGHT. CHECKED TIRE WEAR, BOTH FRONT TIRES WEARING POORLY OUTSIDE EDGES, AND TOED INWARD. CHECKED FOR ANY VISUAL SIGNS OF BENT, LOOSE OR MISALIGNED PARTS ALL OK. SET ALL TIRES TO 32PSI, PERFORMED ALL WHEEL ALIGNMENT AND ADJUSTED REAR TOE, FOLLOWED BY FRONT END TOE ADJUSTMENT. PLEASE ALSO NOT: FRONT WHEEL HAS SIGNS OFF HITTING CURB, AND HAD THE MOST OF POSITIVE TOE	Eric Estes		00359 South Bay Ford CA	3571	N/A		3FAHP0HA4AR[redacted]	5/8/2009	4/27/2009	1/27/2009	3/5/2009	2.5L Gas	8/12/2009	
08/20/2009 12:59PM BRADLEY KUMMLER MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: POWER STEERING HAS LOST ASSIST A COUPLE OF TIMES INTERMITITLY. DIAGNOSTICS: TEST DROVE 41 MILES. DID NOT HAVE A PROBLEM. CHECKED FOR CODES	Simon Malsbury/ Thiha Than		05224 Thouroughbred Ford	8548	N/A		3FAHP0HG0AR[redacted]	4/15/2009	4/8/2009	11/28/2008	12/3/2008	3L	8/20/2009	
INSP AND VERIFIED THE P S SYS WAS IN OP. PERFORM IDS TEST FOR THE PSCM. GOT CODES U3000:96 C8, C200B:62 48. PERFORM INTERACTIVE PINPOINT TEST PER OASIS. PERFORM PID MONITOR TEST AND FOU	QAO testing		11164 Metropolitan L/M MI	131	N/A		3MEHM0JG2AR[redacted]	5/15/2009	5/11/2009	3/3/2009	3/31/2009	3L	8/20/2009	

Gear#1- Cust. Concern Code: H22 - STEERING REQUIRES EXTRA OR UNEVEN EFFORT Condition Code: 42 - DOES NOT OPERATE PROPERLY Technician Comment: 4645 TEST POWER STEERING MODULE FOR CODES C1277 PERFORM PINPOINT TEST PERFORM REALL TIME DIAGNOSIS ON LINE REPALCE RACK AND PINION Customer Comment: CUST STATES THAT THE POWER STEERING IS INOP tech states he replaced the gear for no assist code c1277 only code stored and PS assist fault in the message center. after gear replacement tech states new gear looked like it was a used gear and had a U3000-96 stored in it after configuring gear. so tech installed another gear Gear#2- Cust. Concern Code: H22 - STEERING REQUIRES EXTRA OR UNEVEN EFFORT	Bill Bouse		10736 Ganley L/M	4645			3FAHP0HA4AR[redacted]	6/12/2009	6/4/2009	1/27/2009	4/25/2009	2.5L Gas	8/19/2009	
REPAIR 08/27/2009 10:56AM JASON TAYLOR MSS - FCSD - TECH SVC HOTLINE THE TECH STATES THAT THERE IS NO POWER STEERING ASSIST. THE TECH IS HAVING CONCERNS WITH THE INTERACTIVE DIAGNOSTICS AND CAN NOT PRINT THE PIN POINT TEST OFF TO PERFORM THE TESTING AT THE VEHICLE. THERE ARE NO DTC'S PRESENT IN THE PSCM. THE VBAT PID IS READING .7 VOLTS. THE TECH HAS MONITORED THE VOLTAGE AT THE MODULE AND THERE IS 12.4 VOLTS ON BOTH POWER CIRCUITS. THE TECH HAS REMOVED AND CLEANED THE GROUND. THE TECH ALSO SUPPLIED A REDUNDANT KNOWN GOOD GROUND WITH NO CHANGE RECOMM 08/27/2009 10:56AM JASON TAYLOR MSS - FCSD - TECH SVC HOTLINE SCOTT	Rob Kostadina		00529 Gene Evans Ford GA	13775			3FAHP0HG5AR[redacted]	4/13/2009	4/7/2009	11/27/2008	12/4/2008	3L	8/27/2009	
08/28/2009 12:29PM JAMES JASKULA MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: STEERING WHEEL HARD TO TURN AND FAULT ON MESSAGE BOARD DIAGNOSTICS: RAN PINPOINT FOR U3000:96 PINPOINT C PARTS REPLACED:: NONE TECH QUESTION: OKAY PINPOINT AND INTERACTIVE DIAG SAID TO REPLACE THE EPAS GEAR. IS THIS CORRECT DUE TO THE CODE BEING A PROSESSOR FAULT WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES	Eric Estes		09885 All Star Family Ford	9			3FAHP0HG8AR[redacted]	8/1/2009				3L	8/28/2009	
REPAIR 08/26/2009 05:27PM MATT ABELA MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: C/S YESTERDAY POWER STEERING ASSIST FAILURE WARNING WAS ON AND CAR HAD NO POWER STEERING DRIVING FROM HATTISBURG TO FL. IS WORKING NOW DIAGNOSTICS: INSPECTION ALL OK IDS TEST ON PSCM CODE U3000-49-08 IN MEMOREY CODE NOT PRESENT AT THIS TIME PARTS REPLACED:: NONE TECH QUESTION: PREFORM TEST AS PER INTERACTIVE WORKSHOP MANUAL ROAD TEST CODE DID NOT RETURN HAVE U HAD ANY RELATED SYMTOMS WITH THIS CODE WERE YOU ABLE TO VERIFY THE	Simon Malsbury/ Thiha Than		05965 Watson Quality Ford	2886			3FAHP0HA7AR[redacted]	6/20/2009	6/16/2009	2/16/2009	5/13/2009	2.5L Gas	8/28/2009	
REPAIR 09/09/2009 03:55PM JASON TAYLOR MSS - FCSD - TECH SVC HOTLINE THE TECH STATES THAT THERE IS FULL ASSIST ON THE POWER STEERING ALL THE TIME. THE TECH RAN A SELF TEST ON THE PSCM AND THERE WERE NO DTC'S PRESENT. THE TECH MONITORED THE STEERING WHEEL ANGLE SENSOR AND IT IS READING 49,150 DEGREES ALL THE TIME.	Costas		04617 Champion Ford TX	6144			3FAHP0HA9AR[redacted]	5/12/2009	5/7/2009	2/4/2009	3/17/2009	2.5L Gas	9/8/2009	
NO ASSIST LOSS OF STEERING. REPAIR 09/09/2009 04:33PM CHRIS BISHOP MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: CUST STATES TURM ALL THE WAY TO RIGHT AN START BACK STEERING SLIPS DIAGNOSTICS: EPAS TEST VISUAL INSPECT PARTS REPLACED:: NONE TECH QUESTION: TURN TO STOP BOTH DIRECTIONS AND INSPECT STEERING SHAFT AT RACK WHEN RETURING SHAFT IN RACK RISES THEN DROP BACK DOWN. NORMAL OR NOT? WERE YOU ABLE TO VERIFY THE CONCERN? NO IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST FOLLOWED? NO	Costas		05113 Bob Sight Ford Missouri	5180			3FADP0L35AR[redacted]	4/1/2009	3/29/2009	12/10/2008	1/26/2009	2.5L Hybrid	9/9/2009	
TRNSMISSION FRICTION ELEMENT G STUCK OFF. VERIFY CONCERN. INSPECT STEERING. PERF SELF TEST EPAS HAS CODE PO7AE. PERF PNPT TEST F. PERF TEST F1 TO F4. REPL RACK N PINION, REMOVE FLEX PIPE & LOWERED SUB FRAME, REMOVED ENGINE ROLL BOLT. CK ALIGNMT & SET TOE, CLEARED DTCS IN PSCM, PERFORM IVD TEST, ROAD TEST FOR 10 MINS AS PER PPT 4 SO THAT RACK WOULD CENTER	shipped to QAO		04410 Northside Ford TX	159			3FAHP0HA8AR[redacted]	8/6/2009	7/31/2009	3/16/2009	6/23/2009	2.5L Gas	9/4/2009	
	Eric Estes		04888 Santa Fe Ford	5700			3FAHP0HG9AR[redacted]	7/22/2009	7/17/2009	3/9/2009	6/5/2009	3L	9/15/2009	9IRAI161

09/16/2009 02:53PM MARK COUGHLIN MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: VEHICLE HAS NO POWER STEERING DIAGNOSTICS: RECIEVED CODE C-1277 AND U-3000-96-C8 AND CK BOTH FUSES JBJ AND 10 AMP FUSE IN PASSENGER COMPARTMENT,PERFORM INTERACTIVE DIAG BUT WAS NOT ABLE PERFORM PP TEST PARTS REPLACED:: NONE TECH QUESTION: IDS WOULD NOT BRING UP PP TEST WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE	Eric Estes		06371 Jim Norton Ford	11862			3MEHM0HA4AR[redacted]	4/17/2009	4/13/2009	1/6/2009	1/27/2009	2.5L Gas	9/16/2009	9IPDR020
REPLACED THE ABS MODULE FOR CODE C1278 AND VEHICLE RETURNED SAME CODE AND ERRATIC SWA SENSOR POSITION PID THE CODE CLEARLY STATES THAT THE SWA IS GREATER THAN 15 DEG. WHEN DRIVING STRAIGHT. MONITORING PIDS IT CLEARLY IS DIFFERENT EVERY TIME YOU TURN LOCK TO LOCK THEN STEER STRAIGHT AGAIN MY VEHICLE WITH THE WHEELS STRAIGHT AHEAD SAYS THE WHEEL IS AT 258 DEGREES AND TURNED TO LEFT LOCK READS 330 DGREES AND RIGHT LOCK READS 668 DEGREES. IF THE PSCM, FOR EXAMPLE, LEARNS 6 AS THE STRAIGHT AHEAD READING, THEN AFTER A LOCK TO LOCK STRAIGHT IS READING AT 9 IT COULD INDUCE THIS CONCERN. I WOULD BEGIN WITH AN INITIALIZATION ON THE PSCM AND RETEST IF THE CONCERN IS STILL PRESENT THEN PLEASE CALL IN TO DISCUSS THIS VEHICLE IN GREATER DETAIL. THE TECH STATES THAT INTERMITTENTLY THE STEERING WHEEL ANGLE SENSOR WILL	Eric Estes		06169 Service Motors WI	1096			3MEHM0JA3AR[redacted]	4/16/2009	4/7/2009	11/6/2008	11/17/2008	2.5L Gas	8/28/2009	9H2AN211
	Eric Estes		05653 Sames Crow Ford	2445			3FAHP0GA3AR[redacted]	4/17/2009	4/13/2009	1/6/2009	1/27/2009	2.5L Gas	9/16/2009	
	Eric Estes		01131 Green Ford	12401			3FAHP0HA7AR[redacted]	4/13/2009	4/4/2009	11/14/2008	11/24/2008	2.5L Gas	9/24/2009	
	Eric Estes		06179 Capitol Ford	15219			3FAHP0HA4AR[redacted]	4/6/2009	3/31/2009	11/18/2008		2.5L Gas	9/24/2009	
WEB FORM DATA - CONCERN: NO POWER ASSIST FROM EPAS. STEERING WHEEL IS EXTREMELY HARD TO TURN. DIAGNOSTICS: TEST DROVE VEHICLE. PULLED CODES: U3000:96 C200C:2F CHECKED PIDS IN DATALOGGER: EPAS MODULE BELIEVE VSS IS 61.25MPH WHILE PARKED, ALL OTHER MODULES READ CORRECT 0MPH EPAS ALSO HAS A STEERING ANGLE OF 49,000+ DEGREES. PARTS REPLACED:: NONE TECH QUESTION: ANY KNOWN CONCERNS OR SUGGESTED REPAIRS? IS THE STEERING TORQUE SENSOR IN THE EPAS OR ON THE COLUMN? IS THERE ANY HARD COPY OF THE PINPOINT? THE IDS INTERACTIVE DIAG IS BEING EXTREMELY SLOW. WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE	Eric Estes		00785 Colorado River Ford	2952			3FAHP0HA6AR[redacted]	3/20/2009	3/12/2009	12/2/2008	1/13/2009	2.5L Gas	9/25/2009	9IYDN006
Interactive diagnosis pulled both codes below C200D-49- FDAA-9A U3000-96- FDAA-69	Eric Estes		07410 Day Ford	16465	B9A		3FAHP0HA0AR[redacted]	3/11/2009	3/1/2009	11/18/2008	11/24/2008	2.5L Gas	9/28/2009	
TECH STATES HE CLEARED CODE AND THEN VEHICLE WAS SOLD TO CUSTOMER AND THE CUSTOMER RETURNED THE VEHICLE 38 MILES LATER WITH THE SAME C200D-49 CODE, TECH REPLACED THE EPAS GEAR ACCORDING TO INTERACTIVE DIAGNOSTICS WITH SAME CODE RESET.	Eric Estes		08862 Portsmouth Ford	39	B9A		3FADP0L33AR[redacted]	8/12/2009	8/9/2009	6/1/2009	7/28/2009	2.5L Hybrid	10/1/2009	

10/05/2009 11:55AM MICHAEL YOUNG MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: BRAND NEW UNIT. VEHICLE HAS NO POWER STEERING ASSIST. WARNING MESSAGE IN CLUSTER SAYS POWER STEERING SYSTEM FAULT. ALSO AMBER ADVANCE TRAC LIGHT ON (PROB BECAUSE EPAS IS NOT RELAYING STEERING ANGLE) DIAGNOSTICS: PERFORMED INTERACTIVE DIAGNOSTICS USING IDS. CONNECTORS ARE OK. FUSES ARE OK. DIRECTED TO REPLACED EPAS. CODES RETRIEVED ARE U3000:49-48, U3000:96-C8, C1B00:86-28. PARTS REPLACED:: NONE. TECH QUESTION: NEW VEHICLE, FINDING IT HARD TO BELIEVE THIS THING LEFT THE PLANT LIKE THIS. ANY KNOWN ISSUES BEFORE REPLACING THE EPAS AS DIRECTED? THANKS SO MUCH AND HAVE A GREAT DAY. WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES	UK		01769 Astro Ford	5	B25		3FADP0L32AR[redacted]	9/18/2009	9/9/2009	6/24/2009	7/25/2009	2.5L Hybrid	10/5/2009	
POWER STEERING ASSIST LIGHT ON, STEERING WHEEL HARD TO TURN VERIFY THERE TO BE NO POWER STEERING ASSIST AND WARNING LIGHT IS ON. EEC TEST CODE U2011 PRESENT. USING IDS PERFORM ONLINE INTERACTIVE VEHICLE DIAGNOSIS GUIDED PINPOINT TEST. FOUND INTERNAL ECU FAILURE OF THE EPAS STEERING GEAR. 1210: LOWERED SUBFRAME AND REMOVED STEERING GEAR INSTALLED NEW GEAR PUT OUTER TIE ROD ENDS FROM OLD GEAR ON NEW GEAR REASSEMBLED AND PERFORMED			09372 Tousley Ford	35			3FAHP0GA6AR[redacted]	8/10/2009	8/4/2009	5/18/2009	7/14/2009	2.5L Gas	9/18/2009	
			08316 Bozeman Ford	2749			3FADP0L3XAR[redacted]	7/17/2009	6/8/2009	3/9/2009	5/30/2009	2.5L Hybrid	10/2/2009	
THIS UNIT HAS NO POWER STEERING ASSIST AND THERE WAS A MESSAGE IN THE CLUSTER MESSAGE CENTER THAT DISPLAYED "POWER STEERING ASSIST FAULT" -THERE WAS A C1277 IN THE ABS MODULE AND A U3000:96 IN THE PSCM. -THE C1277 IS NO LONGER PRESENT. -I HAVE TRIED TO GET INTO THE ONLINE SHOP MANUAL TO PERFORM THE INTERACTIVE DIAGNOSIS ON THE EPAS SYSTEM, BUT I CANNOT GET INTO THE ONLINE SHOP MANUALS DUE TO A SERVER ISSUE.			10428 Quality L/M	15			3MEHM0JG7AR[redacted]	8/15/2009	8/12/2009	3/18/2009	7/1/2009	3L	10/1/2009	
10/06/2009 11:54AM FRANK VENEZIANO(CLP) MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: C/S NO POWER STEERING ASSIST DIAGNOSTICS: CHECK CODES U3000-96 AND CHECK POWER PARTS REPLACED:: NONE YET TECH QUESTION: BY THE CODES WE ARE GETTING IT LOOK LIKE WE HAVE A EPAS SYSTEM PROBLEM . THE U2011-49 LEADS YOU TO CHECK THE STEERING ANGLE SENSOR WHICH IS INSIDE, IN THAT CASE THE EPAS SYSTEM WILL HAVE TO BE EXCHANCED WITH NEW UNIT . FIRST PROBLEM WITH ONE. HAD ANY PROBLEMS IN ONE OUT THERE WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES			00917 Beachum & Lee Ford	15006		B3A x3 C69	3FAHP0HA5AR[redacted]	6/4/2009	5/29/2009	1/14/2009	3/31/2009	2.5L Gas	10/6/2009	
10/13/2009 04:24PM GLEN HILLAKER MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: LOSE OF STEERING ASSIST AT LOW SPEED AT TIMES AND MESSAGE "POWER STEERING FAILURE". DIAGNOSTICS: QUICK TEST U2011-49(B3A). CODE DID NOT REPEAT AFTER CLEARING FOR THE DEALER AND THEY DID NOT WANT TO RETURN THE VEHICLE TO THE CUSTOMER WITHOUT DOING ANYTHING. WITH THIS CODE B3A AND THE MILEAGE(993), LOCATION SEATTLE(WET CLIMATE) ADVISED THE HOTLINER TO TELL THE TECH TO REPLACE THE GEAR.			08532 Dick's MacKenzie Ford	927	B3A	B3A x2	3FADP0L31AR[redacted]	7/25/2009	7/21/2009	6/4/2009	7/8/2009	2.5L Hybrid	10/12/2009	

			01418 Andy Mohr Ford	3993			3FADP0L36AR[redacted]	7/8/2009	6/25/2009	2/26/2009	5/23/2009	2.5L Hybrid	10/13/2009	
			00669 Michael Steads Hilltop Ford	3860			3FAHP0HA1AR[redacted]	6/3/2009				2.5L Gas	10/14/2009	
CUSTOMER STATES THERE IS A POWER STEERING ASSIST LIGHT ONAND THE P S IS INOP DIAG,INSPECT,PULL CODES WITH IDS,C1B00 86 28,U2011 49 48,U3000 96 C8, RUN INTERACTIVE DIAGNOSTICS FOR STEERINGSYSTEM, DIAGNOSTICS STATE TO DIAG U3000 96 C8 FIRST,RUNPINPOINT TEST C1 PER INTERACTIVE DIAG,TEST STATES FOR CODEU3000 96 TO REPLACE EPAS STEERING GEAR, R&I UNDER BODY TRIMAND FENDER TRIM, LOWER SUBFRAM FOR ACCESS TO EPAS GEAR, R&REPAS GEAR, REINSTALL, CL			05892 Woody Anderson Ford	4135			3FADP0L38AR[redacted]	4/21/2009	3/7/2009	12/4/2008	1/12/2009	2.5L Hybrid	10/19/2009	
Customer Comment: CUST STATES LOST ALL POWER STEERING AND SHOWS PS FAULT ON DISPLAY Technician Comment: TEST DRIVE VEHICLE CONFERM LOST OF POWER STEERING AND PS FAULT ON DISPLAY. PERFORM DIAG FOUND CODES C1277. PEREFORM PIN POINT F AND INTEERACTICE DIAG. MONITOR PIDS. FOUND STEERING WHEEL TO CHANGING AT ALL. REPLACE STEERING GEAR HAD TO REMOVE SUB FRAME TO ACCES. PERFORM ALIGNMENT. CLEAR CODES RE TEST NORMAL OPERATION. END MILES 22733			01487 Don Chalmers Ford	22727			3FAHP0HA0AR[redacted]	3/11/2009	3/1/2009	11/22/2008	12/1/2008	2.5L Gas	10/19/2009	
			07633 Donley Ford	196			3FAHP0HA3AR[redacted]	10/1/2009	9/22/2009	6/16/2009	8/12/2009	2.5L Gas	10/19/2009	
			09372 Tousley Ford	45			3FAHP0HA9AR[redacted]	8/10/2009	9/6/2009	5/26/2009	7/23/2009	2.5L Gas	10/22/2009	
10/20/2009 01:10PM IONET PUSTA MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: WHEN TURNING SHARP, LEFT OR RIGHT, FORWARD FOR BACKWARD, STEERING WHEEL WILL VIOLENTLY KICK BACK AND "STEERING FAULT" APPEARED ON MESSAGE CENTER. PULLED VEHICLE OVER AND CYCLED KEY ON AND OFF AND STEERING RETURNED TO NORMAL. MESSAGE CENTER BLANK UNTIL CONDITION OCCURS AGAIN. DIAGNOSTICS: PULLED CODES-U2011 PRESENT. DESCRIPTION-U2011-MOTOR. FAILURE TYPE-49-INTERNAL ELECTRONIC FAILURE. STATUS-08 (NOT CURRENT DTC)-FAULT PREVIOUSLY DETECTED, NOT CURRENTLY PRESENT. PARTS REPLACED:: NONE AT THIS TIME TECH QUESTION: CAN YOU GIVE US A PATH TO FOLLOW? WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? WAS THE PINPOINT TEST FOLLOWED?			01170 Discovery Ford	5223			3FAHP0HAXAR[redacted]	2/17/2009	2/3/2009	11/5/2009	11/12/2009	2.5L Gas	10/19/2009	

			05078 Mel Hambelton Ford	17207			3FAHP0HA6AR[redacted]	2/18/2009	1/28/2009	10/17/2009	10/22/2009	2.5L Gas	10/26/2009	
CONCERN: GRIND IN FRT WHEN TURNING. DIAGNOSTICS: VERIFED CONCERN...CHECKED FOR TSBS 20795 MATCHES MY CONCERN BUT ITS NOT A NORMAL NOISE...I VERIFED THE SEAL WAS INSTALLED CORRECTLY THEN REMOVED THE SEAL ALL TOGETHER THE NOISE STAYED THE SAME...THERE IS A GRINDING NOISE COMING FROM THE STEERING GEAR...I			09801 Midland Ford	22,604			3FAHP0HA5AR[redacted]	4/1/2009	3/28/2009	1/9/2009	1/27/2009	2.5L Gas	10/30/2009	
WEB FORM DATA - CONCERN: POWER STEERING CUTS OUT AT TIMES. DIAGNOSTICS: PERFROM VISUAL INSP. NOTHING LOOSE OF DAMAGED. SELF TEST. EPAS SYSTEM HAS U CODE. U2011:49-08 PARTS REPLACED:: NONE TECH QUESTION: TRYING TO DIAG SYSTEM BUT INTERACTIVE PINPOIN TEST WILL NOT READ VEHICLE INFORMATION AND I CANNOT GET TO ANY OTHER DTC CHARTS. IDS WILL SELF TEST SYSTEM BUT WHEN TRYING TO RUN INTERACTIVE PINPOINT VCM ICON WILL NOT LIGHT UP AND WILL NOT READ INFO. IS THERE ANOTHER PATH I USE TO DIAG THIS OR ARE THERE ANY KNOWN CONCERNS? WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES			04005 Flood Ford	24			3FAHP0HG9AR[redacted]	8/13/2009	8/8/2009	6/10/2009	7/8/2009	3L	10/31/2009	
NO POWER STEERING DIAGNOSTICS: PINPOINT PARTS REPLACED:: EPAS TECH QUESTION: DOES THIS NEED PMI SERVICE PROCEDURES AFTER REPLACING DOES NOT SHOW. WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES			01857 Buss Ford	38			3FAHP0HG8AR[redacted]	10/6/2009	9/30/2009	6/24/2009	8/26/2009	3L	11/3/2009	
NO POWER ASSIST, POWER ASSIST FAULT ON MESSAGE CENTER DIAGNOSTICS: PINPOINT TEST, CHECK FUSES, CHECK POWER AND GROUND AT ABS MODULE PARTS REPLACED:: ABS MODULE TECH QUESTION: WHAT TO DO, AFTER ABS MODULE REPLACEMENT CODES CAME BACK, FOLLOW INTERACTIVE DIAGNOSTICS AND PAGE SAID TO DIAGNOSE U3000:96-C8 FIRST, DTC CHART FOR CODE REFERS ME TO SECTION 211-00A, NO PIN POINT TEST FOR CODE, SEEMS LIKE PSCM IS FAULTY WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES			00812 All Star Ford	8	B25 C69		3FAHP0HA3AR[redacted]	10/8/2009	9/30/2009	6/30/2009	8/27/2009	2.5L Gas	10/30/2009	
11/09/2009 10:21AM BRADLEY SCHOLES MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: SQUEEKING NOISE IN STEERING WHILE TURNING CAN ALSO BE HEARD WHILE SITTING STILL AND TURNING THE WHEEL FROM SIDE TO SIDE NOISE IS COMING FROM STEERING COLUMN AREA/FLOOR BOARD DIAGNOSTICS: TEST DROVE TO VERIFY CONCERN,			05634 Alexander Ford	7			3MEHM0JA6A[redacted]	10/23/2009	10/19/2009	8/8/2009	9/3/2009	2.5L Gas	11/6/2009	
			03003 Bill Brown Ford	7774			3FAHP0HA6AR[redacted]	2/10/2009	1/13/2009	10/14/2008	10/21/2008	2.5L Gas	11/3/2009	
			06418 Bill Hood Ford	651			3FAHP0HA6AR[redacted]	10/7/2009	9/30/2009	6/26/2009	8/25/2009	2.5L Gas	11/12/2009	

C/S AT TIMES WHEN STARTING VEHICLE POWER STEERING DOES NOT COME ON. EEC TEST TC2000 BCE TEST PIN POINT TEST PIDOMETER TEST TEST DRIVE AND RETEST CUST STATES POWER STEERING STARTED TO WHINE THEN QUIT OPERATING PERFORM EPAS STEERING GEAR DIAG AND PINPOINT TEST. REPLACE POWER RACK			03898 Coggin Deland Ford	7236			3FADP0L30AR[redacted]	2/19/2009	1/23/2009	11/18/2008	11/24/2008	2.5L Hybrid	11/9/2009	
			07495 Moontownship Ford	6870			3FAHP0GA2AR[redacted]	8/4/2009	7/29/2009	3/10/2009	6/22/2009	2.5L Gas	10/29/2009	
CUSTOMER STATES THAT THE POWER STEERING IS OUT CHECKED AND VERIFIED CONCERN SELF TESTED GOT CODES U3000 96 C8 U2011 49 48 AND C1277 MONITER PIDS FOUND NO STEERING WHELL ROTATIONAL SENSOR NOT READING ELECTRICAL TEST FOUND SENSOR BAD HAVE TO GET HOLE RACK AND PINION ASSY REMOVED SUBFRAME AND REPLACED STEERING GEAR REASSEMBLED AND RETESTED OK NEEDS ALIGNED			01980 Beau Townsend Ford	13250			3FAHP0HA0AR[redacted]	6/13/2009	6/6/2009	1/24/2009	4/27/2009	2.5L Gas	11/11/2009	
C S THAT HARD TO TURN WHEN BACKING UP, LOSES P S AND WARNING CHIME GOES OFF. INTERACTIVE DIAGNOSIS HAS SNAPSHOT DATA OF U2011-49(B3A) DIAG AND REPLACE STEERING GEAR ASSY CLEAR CODES AND TEST DR OK SET TOE IN.			08007 Landmark Ford	1290			3FAHP0HG4AR[redacted]	8/13/2009	8/10/2009	5/20/2009	7/13/2009	3L	11/24/2009	
			02584 Texas Motors	12			3FAHP0HA2AR[redacted]	9/29/2009				2.5L Gas	11/23/2009	
SECOND TIME BACK FOR THE SAME P07AE-09 CODE 2K MILES AGO. VEHICLE LOST POWER STEERING ASSIST,SERVICE ADVANCE TRACK WARNING LIGHT CAME ON HAPPENED ON I 80 AFTER DRIVING FOR 2 HOURS NONSTOP HE SAID HE MUST CONSTANTLY CORRECT STEERING TO KEEP STRAIGHT. VERIFIED,SET UP IDS CODES C1B00,V0415,P07AE CONTACTED FORD TECH ASSIST HOTLINE TOLD TO DIAGNOSE DTC P07AE,PERFORMED INTERACTIVE DIAG,PERFORMED PINPOINT TESTS F1 F4 EPAS STEERING GEAR AT FAULT REPLACED STEERING GEAR PERFORMED 4 WHEEL ALIGNMENT,ADJUSTED FRONT AND REAR TOE ANGLES.TEST DROVE AFTER REPAIRS TO VERIFY			01224 Hondru Ford	3224			3FADP0L35AR[redacted]	8/4/2009	7/29/2009	3/18/2009	6/25/2009	2.5L Hybrid	11/25/2009	
CUST STATES POWER STEERING NOT WORKING CONCERN: P3000:96 POWER STEERING INOP DIAGNOSTICS: INTERACTIVE DIAG WILL NOT PROCEED DUE TO ABOVE CODE. PARTS REPLACED:: NONE TECH QUESTION: IS THE MODULE PART OF THE STEERING RACK? MODULE NOT IN PARTS LIST. WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST FOLLOWED? NO			05625 Jerry Duncan Ford	1227			3FAHP0HA1AR[redacted]	10/7/2009	9/30/2009	6/29/2009	8/26/2009	2.5L Gas	11/23/2009	

			05078 Mel Hambelton Ford	3026			3FAHP0JAXAR[redacted]	5/21/2009	5/14/2009	3/20/2009	4/9/2009	2.5L Gas	11/17/2009	
CUSTOMER STATES THAT THERE IS NO POWER STEERING POWER STEERING ASSIST LIGHT ON DASH BODY CHASSIS AND ELECTRICAL TESTS FAULT CODE U3000-96, PINPOINT TESTS AND DIAGNOSIS, REPLACE POWER STEERING RACK AND PINION, PSCM MODULE PART OF RACK AND ALIGHN FRONT END, CLEAR FAULTS			00871 Beach Ford	14883			3FAHP0HA1AR[redacted]	5/20/2009	5/15/2009	2/6/2009	3/24/2009	2.5L Gas	11/25/2009	
			05438 Homer Heller Ford	302			3FAHP0HA3AR[redacted]	9/30/2009	9/23/2009	7/10/2009	8/8/2009	2.5L Gas	11/25/2009	
CUSTOMER STATES THAT DASH WILL READ POWER STEERING ASSIST DEFAULT ON STARTUP INTERMITTENTLY AND THERE WILL BE NO ASSIST. SHUT OFF VEHICLE AND RESTART AND SYMPTOM WILL BE GONE. BCE SELF TEST ON PSCM AND ATTEMPTED TO USE THE INTERACTIVE TESTING ON PTS. HOWEVER SINCE CONDITION IS NOT A HARD FAULT THE TEST IS NOT HELPFUL. USED DATALOGGER TO SEE INTERACTION OF INPUTS AJND OUTPUTS. NOTICED THAT SW ANG DIR SHOWS LEFT AND DOES NOT CHANGE NO MATTER WHICH WAY THE STEERING IS TURNED. SW ANG READING IS 49150.50 AND DOES NOT CHANGE. SW ANG RATE 0.0 AND DOES NOT CHANGE. THESE READINGS DO NOT SEEM TO BE CORRECT. ALSO THE C1277 WAS IN CONTINUOUS MEMORY ON SATURDAY HOWEVER TODAY THERE ARE NO DTCS AT ALL. IT IS IMPORTANT THAT WHEN PERFORMING THE INTERACTIVE VEHICLE DYNAMICS THAT ALL SAVED CODES ARE STILL PRESENT AS THE			04664 Jordan Ford	986			3FAHP0HA6AR[redacted]	9/17/2009	9/9/2009	7/8/2009	7/31/2009	2.5L Gas	11/18/2009	
			08799 Richmond Ford	15707			3FAHP0HA8AR[redacted]	3/30/2009	3/26/2009	11/18/2008	11/26/2008	2.5L Gas	11/24/2009	
			06226 Bergstrom Ford	3789			3FAHP0JAXAR[redacted]	5/26/2009	5/21/2009	2/9/2009	3/23/2009	2.5L Gas	11/12/2009	

			09443 Houston Ford	7			3FAHP0JA9AR[redacted]	11/7/2009	11/1/2009	8/24/2009	9/17/2009	2.5L Gas	11/27/2009	
			04410 Northside Ford	2023			3FADP0L38AR[redacted]	3/11/2009	3/1/2009	10/20/2008	10/29/2008	2.5L Hybrid	12/2/2009	
			04546 Jordan Ford	5215			3FAHP0JA6AR[redacted]	6/24/2009	6/19/2009	2/4/2009	6/3/2009	2.5L Gas	12/5/2009	
ADVANCE TRAC LIGHT CAME ON AND NO POWER ASSIST WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT COMES ON AND NO POWER ASSIST DIAGNOSTICS: ROAD TEST / EEC TEST / CLEARED CODES RETEST OK CK ALL CONNECTIONS TO STEERING GEAR / GROUNDS / PWR / CK ALL HARD SHELL CONNECTIONS OK SUSPRCT PSCM IN STEERING GEAR PARTS REPLACED:: NONE TECH QUESTION: BASED ON CODES AND CUSTOMER DISCRIPTIONS TECH SUSPECT PSCM IN STEERING RACK IS AT FAULT, WOULD SUPPORT THIS FINDING. THANKS WERE YOU ABLE TO VERIFY THE CONCERN? NO IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES RECOMM 12/22/2009 02:13PM JAMES SHEKLETON MSS - FCSD - TECH SVC HOTLINE			02722 Suntrup Ford	1701			3FADP0L31AR[redacted]	10/3/2009	9/29/2009	6/25/2009	8/17/2009	3L	12/21/2009	
CUSTOMER STATES SERVICE ADVANCE TRAC LIGHT CAME ON IN MESSAGE CENTER. SHORTLY AFTER ALL WARNING LIGHTS CAME ON AND GAUGES STARTED JUMPING. CUSTOMER PULLED OVER TO SIDE OF ROAD WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT CAME ON SHORTLY AFTER ALL WARNING LIGHTS CAME ON. TURNED OFF THAN WOULD NOT RESTART DIAGNOSTICS: WILL START AT TIMES OK EEC TEST PCM P1602 P0260F ABS C1277 C1963 U0001 U0100 U0140 U0155 U0401 U0402 APIM HAD U0100 U0151 U0155 GPSM U0155 U0423 IPC U0100 U0121 UO131 U0151 U0154OCSM U0151 PSCM U0001 U0100 U0415 RCM U0154 U0155 U0253 U3002 WHEN RUNNING TACH WILL STOP WORKING ALL WARNINGS LIGHTS ON INCLUDING THEFT LIGHT FLASHING. ALL MODULES FAILED NETWORK TEST AT TIMES EXCEPT GEM. HIGH SPEED CAN WIRES AT DATA LINK PIN 6 9 VOLTS PIN 14 8 VOLTS. PIN			01266 Echelon Ford	198			3FAHP0HA3AR[redacted]	11/4/2009	10/30/2009	8/24/2009	9/21/2009	2.5L Gas	12/15/2009	
			06771 Rusty Eck Ford	4483			3FAHP0HA5AR[redacted]	4/13/2009	4/4/2009	11/20/2009	11/27/2009	2.5L Gas	12/14/2009	

			08006 Joe Machens Ford	59			3FAHP0HA4AR[redacted]	9/30/2009	9/23/2009	7/7/2009	8/5/2009	2.5L Gas	12/8/2009	
			00070 Sheehy Ford	1896			3FADP0L34AR[redacted]	10/3/2009	9/29/2009	6/23/2009	8/19/2009	2.5L Hybrid	12/9/2009	
VEHICLE HAS NO POWER STEERING DISPLAYS POWER STEERING ASSIST FAULT ON MESSAGE CENTER ROADTEST UNABLE TO DUPLICATE CONCERN CHECK OAISIS NO INFO CONCERN WAS VERIFIED BY SERVICE ADVISOR A TIME OF WRITE UP DIAG EPAS SYSTEM CODEU2011,U0155 PERFORM INTERACTIVE DIAGNOSIS ALL TESTS PASS CONTAC HOTLINE AND PERFORM VOLTAGE DROP TEST ON EPAS MOTOR POIWER AND GROUND CIRCUITS ALL CIRCUITS OK CHECK ALL PINS AND CONNECTORS ALL OK CONSULT WITH FSE REPLACE RACK. NORMALLY GEAR SHOULD HAVE BEEN GIVEN BACK TO THE CUSTOMER SINCE CODE WOULD NOT RESET FOR THE DEALER AFTER CLEARING OUT. BUT DEALERS FSE APPROVED EPAS GEAR REPLACEMENT.			02486 Five Star Ford	212			3FAHP0GA9AR[redacted]	9/22/2009	9/9/2009	7/7/2009	8/4/2009	2.5L Gas	11/24/2009	
			03774 Ewald's Venus Ford	4499			3FAHP0HA2AR[redacted]	9/19/2009	9/10/2009	7/7/2009	8/6/2009	2.5L Gas	12/5/2009	
			08811 Sentry Ford	2308			3FAHP0HGXAR[redacted]	9/24/2009	9/18/2009	7/8/2009	7/31/2009	3L	12/10/2009	
SOMETHING SQUEALING UNDERHOOD? STEERING? CAN HEAR INSIDE CAR WHEN TURNING WHEEL NOISY VERIFY BEEPING TYPE NOISE WHEN TURNING STEERING WHEEL. MT TIME LIFT TO INSPECT. INSPECT SEAL PER SSM 20795. UNHOOK INTERMEDIATE SHAFT FROM			03552 Greg Sweet Ford	1853			3MEHM0HA5AR[redacted]	9/16/2009	9/8/2009	6/22/2009	7/22/2009	2.5L Gas	12/21/2009	
CS THERE IS A MESSAGE SAYIONG THE POWER ASSIST HAS FAILED DIAG STEERING CONCERN, FOUND U3000 PERFORMED ITNTE RACTIVE DIAG, FUSES OK, TRIED TO CLEAR CODE WOULD NOT CLEAR. REPLACE STEERING GEAR ASSY,			03756 Gordie Boucher Ford	22239			3FADP0L32AR[redacted]	4/23/2009	4/16/2009	1/22/2009	2/9/2009	2.5L Hybrid	12/28/2009	
CHECK SERVICE ADVANCE TRAC SYSTEM LIGHT CAME ON CK ADVANCE TRACK SYS LT ON,IDS TEST C1278 IN ABS SYSTEM PERF PINPOINT TESTS FOR ABS NO FAULTS FOUND,ATTEMPT TO PERFORM INTERACTIVE DIAG FOR PSCM,DIAG NOT WORKING PROPERLY,CONTACT HOTLINE ID #103510166 MONITOR PCSM PIDS FOUND STEER ANGLE SENSOR READING INCORRECT,CK ALL PCSM MODULE CIRCUITS ADVISED TO REPL POWER STEERING RACK MODULE ASSY,REPL PS RACK,PERFORM			00664 Sheehy Ford	3391			3FAHP0GAXAR[redacted]	9/17/2009	9/9/2009	6/30/2009	7/28/2009	2.5L Gas	12/15/2009	

			05389 Kearny Pearson Ford	11752			3FAHP0HG9AR[redacted]	9/23/2009	9/17/2009	7/14/2009	8/10/2009	3L	12/29/2009	
			03334 Charles Gabus Ford	541			3FAHP0HA1AR[redacted]	11/3/2009	10/27/2009	8/24/2009	9/17/2009	2.5L Gas	12/7/2009	
CHECK ADVANCE TRAC LIGHT STAYING ON AND THERE IS A RUBBING TYPE NOISE FRONT RIGHT VERIFIED CUSTOMER CONCERN. IDS TEST; RETRIEVED CODE C1B00. STEERING ANGLE SENSOR OUT OF RANGE. PERFORMED SECTION 211 00A INTERACTIVE DIAGNOSTICS AND WAS THEN SENT TO SECTION 418 00 FOR EPAS DIAGNOSTIC PINPOINT TEST. CALLED HOTLINE AND WAS INSTRUCTED TO CHECK ALL WIRING AND PIN FIT. ALL PIN FIT AND WIRING WERE OK. ALSO TESTED POWER AND GROUND TO POWER STEERING MODULE AND OK, REPLACED EPAS GEAR. VEHICLE RETURNED SAME PROBLEM AFTER 1300 MILES-TRACTION CONTROL LIGHT WAS NOT ON WHEN CUSTOMER DROPPED VEHICLE OFF. IDS TEST; RETRIEVED CODE C1B00 64. CONTACTED HOTLINE AND WAS INSTRUCTED TO PIN FIT ALL EPAS WIRING AT CONNECTORS C1467 A AND B AS WE AS AT CONNECTOR 1010 AND 1018. ALL PIN FIT			00084 Apple Ford	18721			3FADP0L34AR[redacted]	2/13/2009	11/18/2008	9/16/2008	9/23/2008	2.5L Hybrid	12/9/2009	
			05432 Rancho Ford	5458			3FAHP0JA8AR[redacted]	9/8/2009	9/3/2009	6/22/2009	7/21/2009	2.5L Gas	11/30/2009	
			02709 Tom Holzer Ford	8			3FAHP0JA3AR[redacted]	10/21/2009	10/15/2009	6/29/2009	8/28/2009	2.5L Gas	11/28/2009	
WHEN VECHILE IS COLD SERVICE AUTO TRACK COMES ON AND NO POWER STEERING CK CODES U0131 C1277,INSPECT WIRING HARNESS PER SSM 21000,OK,PINPOINT TEST,REPLACED STEERING GEAR,RETESTED			04357 Dobbs Ford	11039			3FAHP0HA4AR[redacted]	7/13/2009	6/29/2009	3/17/2009	6/27/2009	2.5L Gas	12/12/2009	

			05790 Larry Miller Ford	1201			3FADP0L38AR[redacted]	9/25/2009	9/15/2009	7/7/2009	8/5/2009	2.5L Hybrid	12/7/2009	
CUSTOMER STATES THE POWER STEERING IS NOT WORKING AND THE STEERING ASSIST LIGHT ON PLEASE CHECK TECH SCANNED AND FOUND CODES C1277 U3003 U200B AND3000 96 CB TESTED WITH INTERACTVE DIAGNOSIS AND FOUND EPAS FAILED AND NEEDS REPLACED. TECH REMOVED AND REPLACED THE STEERING GEAR WITH EPAS RETESTED ALL PASS AND WORKING AS DESIGNED			Cottam Walker L/M	924			3MEHM0CG5AR[redacted]	7/16/2009	10/19/2009	3/5/2009	5/31/2009	3L	12/4/2009	
			02830 Ed Schmid Ford	21130			3MEHM0JA5AR[redacted]	2/13/2009	1/26/2009	10/20/2008	10/23/2008	2.5L Gas	1/7/2010	
STATES POWER STEERING ASSIST FAULT WARNING ON STEERING HARD TO TURN VERIFIED THERE IS NO POWER STEERING ASSIST.VERIFIED ADVANCED TRAC AND POWER STEERING FAULT LIGHT IS ON.RETREIVED DTC C1277 IN ABS MODULE CLEARED DTC.RETESTED.RETREIVED DTC U 3000 IN PSCM COULD NOT CLEAR DTC.PERFORMED VISUAL INSPECTION.INSPECTED CONNECTORS,PINS FOR DAMAGE OR BACKOUT.CHECKED GROUNDS AND POWER.REMOVED AND REPLACED STEERING GEAR DUE TO INTERNAL FAILURE OS STEERING ANGLE			06042 Tomball Ford	32			3FAHP0HA1AR[redacted]	10/2/2009	9/26/2009	6/20/2009	8/18/2009	2.5L Gas	12/30/2009	
WEB FORM DATA - CONCERN: POWER STEERING FAULT AND ADVANCE TRAC LITE ON NO PS ASSIST DIAGNOSTICS: IDS TEST ON DEMAND AND CHEKED ALL FUSES (OK) PASS ON DEMAND DATA LOGGER SW ANGLE LISTED AT 49150 DEGREES ACTIVE DIAG STATE DEFAULT INTERACTIVE DIAGNOSTICS NOT WORKING, ONLY DOTS FOR TWENTY MINUTES. PARTS REPLACED:: NA TECH QUESTION: ANY SIMILAR REPORTS? IS SW ANGLE OUT OF RANGE CAUSING DEFAULT MODE? ANY SUGGESTIONS? WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST FOLLOWED? NO			01892 Webb Ford	633			3FAHP0HG9AR[redacted]	11/4/2009	10/30/2009	8/25/2009	9/22/2009	3L	1/14/2009	
			05017 Friendly Ford	26955			3FAHP0HA7AR[redacted]	2/17/2009	1/26/2009			2.5L Gas	12/15/2009	

CUSTOMER STATES STEERING LOCKS UP WHILE DRIVING NOTE WHEN STEERING LOSE ACCURED CSUTOMER HAD NO CONTROL AND HIT CURB ON RIGHT FRONT. CUSTOMER STATED RIGHT FRONT WHEEL HAS DAMAGE INSPECTED FOR THE VAHICLE STEERING LOCKS UP. VERIFIED THE COMPLAINT. VERIFIED DAMMAGE TO BOTH HUB CAPS ON PASS SIDE AND PASS SIDE FRONT WHEEL. PERFORMED STEERING DIAG. PULLED DTC CODES C1277,C1963, AND U0028:08. CONTACTED HOTLINE CONTACT#103 531 056. FOUND THE POWER STEERING RACK TO INTERMITANTLY BE SHORTING INTERNALY. R+R THE POWER STEERING RACK. REPLACED PASS SIDE HUB			07522 Bob Rohrman's Ford	6249			3FAHP0HA8AR[redacted]	8/26/2009	8/14/2009	5/27/2009	7/8/2009	2.5L Gas	1/4/2009	
			02709 Tom Holzer Ford	3700			3FAHP0JG3AR[redacted]	2/18/2009	1/27/2009	10/22/2008	10/30/2008	3L	1/4/2010	
			05688 Paul Miller Ford	19033			3FAHP0HA2AR[redacted]	4/24/2009	4/20/2009	1/9/2009	1/29/2009	2.5L Gas	1/6/2010	
			00222 Butler Ford	1663			3FAHP0GA8AR[redacted]	10/29/2009	8/4/2009	8/24/2009	9/17/2009	2.5L Gas	12/22/2009	
			08801 Morande Ford	880			3FADP0L3XAR[redacted]	9/30/2009	9/23/2009	7/13/2009	8/7/2009	2.5L Hybrid	12/18/2009	
			08375 Meridian Ford	30			3FAHP0JA7AR[redacted]	11/17/2009	11/11/2009	8/17/2009	10/11/2009	2.5L Gas	12/22/2009	

VEHICLE HAS NO POWER ASSIST AND POWER STEERING ASSIST FAULT IS DISPLAYED IN CLUSTER VERIFIED CONCERN PERFORMED EPAS DIAG PINPOINT TEST C PERFORMED ROAD TEST AND PARKING LOT MANEUVERS, REPLACED STEERING GEAR ASSEMBLY PERFORMED ALIGNMENT CK AND SET TOE RETEST OK			09641 Moore Motors	148			3FAHP0HA0AR[redacted]	12/5/2009	12/1/2009	10/8/2009	11/11/2009	2.5L Gas	1/15/2010	
			09809 Five Star Ford	12825			3FAHP0JG1AR[redacted]	12/4/2008	10/23/2008	8/19/2008	9/10/2008	3L	1/12/2010	
			03176 Greiner Ford	20			3MEHM0JA7AR[redacted]	10/17/2009	10/13/2009	7/7/2009	7/30/2009	2.5L Gas	12/10/2009	
NO POWER STEERING, NEW VEHICLE DEALER STOCK UNIT VERIFY CONCERN VEHICLE HAS NO POWER STEERING ASSIST. EPAS STEERING DIAGNOSIS. SELF TEST HAS NO COMMUNICATION WITH PSCM. COMMUNICATION NETWORK DIAGNOSIS. PERFORM PPT D IN SECTION 418 01 OF SHOP MANUAL. D1 D4 ISOLATED CONCERN TO FAULTY PSCM. REPLACE EPAS STEERING GEAR PSCM ASSY. CHECK FRT CAMBER CASTER AND TOE. CORRECT FRT CAMBER CASTER AND TOE. PRINTOUNT ATTATCHED TO HARD COPY.			04019 Joe Cooper Ford	8			3FAHP0HA6AR[redacted]	11/26/2009	11/20/2009	8/17/2009	10/12/2009	2.5L Gas	12/28/2009	
C S POWER STEERING ASSIST FAULT MESSAGE IS ON VERIFY CONCERN POWER STEERING FAULT LIGHT IS ON. EPAS ELECT POWER STEERING ASSIT DIAGNOSIS. RETIREVE DTCS U3000:96 PRESENT. PERFORM INERACTIVE PSCM DIAGNOSTICS. PERFORM EPAS STEERING SYTEM ROAD TEST WITH PARKING LOT MANUEVERS. ISOLATE FAULT TO POWER STEERING CONTROL MODULE. REMOVE FRT SUBFRAME AND REPALCE STEERING GEAR. CHECK FRT CAMBER CASTER AND TOE AND CORRECT FRT CAMBER			04019 Joe Cooper Ford	3778			3FADP0L34AR[redacted]	8/12/2009	8/9/2009	6/1/2009	7/27/2009	2.5L Hybrid	12/30/2009	
C S THAT ON TWO OCCASIONS LOST POWER STEERING WHILE OEPRATING VEHICLE CHECK AND ADVISE VERIFIED CONCERN CHECK FOR DTCS FOUND DTC B1342 ECU INTERNAL FAULT.CLEAR DTC AND RUN SELF TEST AS PER PINPOINT TEST IN WORK SHOP MANUAL B1342 RETREIVED AGAIN FOUND NECESSARY TO REPLACE THE ELECTRONIC POWER STEERING MODULE AND GEAR ASSEMBLY AND PERFORMED WHEEL ALIGNMENT ROAD TEST OKAY AT THIS TIME.			02724 All American Ford	2703			3FAHP0HAXAR[redacted]	9/24/2009	9/11/2009	7/16/2009	8/4/2009	2.5L Gas	1/13/2010	

			04166 Mcmahon Ford	975			3FAHP0HA4AR[redacted]	10/2/2009	9/28/2009	6/23/2009	8/19/2009	2.5L Gas	12/16/2009	
CUST STATES VEH WILL RUN, HAS POWER ASSIST FAULT STEERING GEAR LEAKING(TRANS AXLE SEAL LEAK) ELEC P S DIAG, ORDERED RACK ASSM, REPLACED STEERING RACK ASSEMBLY AND ADJUSTED CASTER CAMBER AND TOE IN AFTER REPAIR. ROAD TEST. THE ONLY OTHER WARRANTY CLAIMS IS RF WINDOW REGULATOR			01172 Sun State Ford	9798			3FAHP0HA8AR[redacted]	3/19/2009	3/11/2009	11/25/2008		2.5L Gas	1/9/2010	
			20589 Larson Ford	7945			3FAHP0JA0AR[redacted]	7/27/2009	7/22/2009	6/1/2009	7/8/2009	2.5L Gas	1/25/2010	
			01209 Sloan Motors	5236			3FADP0L39AR[redacted]	8/28/2009	8/21/2009	6/16/2009	7/17/2009	3L	1/11/2010	
			12307 Deacon Jones Ford	7157			3MEHM0JA4AR[redacted]	4/16/2009	3/12/2009	12/1/2008	1/19/2009	2.5L Gas	2/1/2010	
WEB FORM DATA - CONCERN: NO POWER STERING ASSIST. SERVICE P/S NOW IN MESSAGE CENTER. DIAGNOSTICS: SELF TEST P/S MODULE MEMORY CODE P07AE09-C8 (TRANS FRICTION ELEMENY G /STUCK OFF. PID FOR STEERING WHEEL ANGLE AT 495150.50 DEG. THERE IS BAD TRANS FLUID LEAK AT LH AXLE SEAL A RESULT OF FAILED BUSHING IN TRANS CASE. OUR INTERACTIVE DIAGNOSTIC SYSTEM IN NOT RUNNING YET. PARTS REPLACED:: NONE YET TECH QUESTION: COULD CAUSE BE IN THE STERRING ASSY SINCE MOTOR POSITION IS USE TO DETERMINE SSTEERING ANGLE? WERE YOU ABLE TOVERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST INTHE WSM FOR THIS CONCERN? WAS THE PINPOINT TEST FOLLOWED? NO VICTOR, YES, THE CONCERN COULD BE CAUSED BY THE STEERING ASSEMBLY. SINCE THE STEERING WHEEL ANGLE SENSOR IS NOT READING CORRECTLY, AND THERE IS A LACK OF			B3817 Hatheway Ford	21800			3FAHP0HA6AR[redacted]	4/4/2009	2/5/2009	11/8/2008	11/26/2008	2.5L Gas	1/12/2010	

CUSTOMER STATES: THERE IS NO STEERING ASSIST AND THE TRACTION CONTROL LIGHT IS ON
PULLED CODE FOUND U3000 96 U200B AND PSCM C200C, ELECTRONIC STEERING MODULE FAILED, REPLACED MODULE RACK RETEST OK.

		05563 Airport Marina Ford	5848			3FAHP0HG9AR[redacted]	9/24/2009	9/12/2009	6/26/2009	7/23/2009	3L	1/4/2010	
		05126 Gary Crossley Ford	12762			3FAHP0JA9AR[redacted]	3/30/2009	3/25/2009	11/25/2008	12/9/2008	2.5L Gas	2/3/2010	
		02019 Lebanon Ford	2042			3MEHM0JG0AR[redacted]	5/8/2009	4/27/2009	3/22/2009	1/8/2009	3L	2/8/2010	
		02736 Varsity Ford	16			3FAHP0JA8AR[redacted]	10/29/2009	10/16/2009	7/7/2009	9/10/2009	2.5L Gas	2/15/2010	
		03168 Heritage Ford	1029			3FADP0L30AR[redacted]	11/26/2009	11/20/2009	8/14/2009	10/18/2009	2.5L Hybrid	2/11/2010	
		02405 Park Cities Ford	323			3FAHP0HA2AR[redacted]	10/12/2009	10/6/2009	6/30/2009	8/26/2009	2.5L Gas	1/26/2010	

02/03/2010 01:06PM MARK MCCLELLAND MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: TURNING THE STEERING WHEEL SIDE TO SIDE QUARTER OF A TURN DIAGNOSTICS: REPROSSION LOWER STEERING SHAFT BOOT PARTS REPLACED:: NONE TECH QUESTION: NONE WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST
02/03/2010 04:27PM ALEXANDER ROGERS MSS - FCSD - TECH SVC HOTLINE COMMENT BY: TECHNICIAN - 2/3/2010 4:20:06 PM THERE IS A SQUEAK NOISE WHEN TURNING THE WHEEL A QUARTER OF A TURN. SOUNDS LIKE A SEAL RUBBING. COMING FROM THE ELECTRONIC STEERING CONTROL UNIT.
02/03/2010 04:51PM EDWIN DERY MSS - FCSD - TECH SVC HOTLINE TECHNICIAN REPLY: USED

		00012 Kip Killmon's Tysons Ford	2846			3FADP0L3XAR[redacted]	9/26/2009	9/20/2009				1/18/2010	
		04463 Bobby Ford	65			3MEHM0HA6AR[redacted]	11/12/2009	11/6/2009	9/1/2009	9/25/2009	2.5L Gas	2/24/2010	
		07184 Einspahr Auto Plaza	6829			3FAHP0HA3AR[redacted]	3/27/2009	3/12/2009	12/11/2008	1/20/2009	2.5L Gas	2/23/2010	
		20147 Sexton Ford	1098			3FAHP0HG1AR[redacted]	9/18/2009				3L	2/3/2010	
		03148 Barbee's Freeway Ford	7166			3FADP0L30AR[redacted]	6/20/2009	6/12/2009	2/3/2009	5/3/2009	2.5L Hybrid	2/23/2010	
		05563 Airport Marina Ford	4285			3MEHM0JG6AR[redacted]	11/4/2009	10/30/2009	7/17/2009	9/15/2009	3L	2/10/2010	

03/01/2010 09:24AM BRADLEY SCHOLES MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: HIGH PITCH SQUEAK NOISE FROM EPAS GEAR WITH ENGINE RUNNING OR NOT WHILE TURNING DIAGNOSTICS: INSPECT GEAR AND SEAL FOR DAMAGE OK NVH DIAG. WITH CHASSIS EARS SEEMS TO BE COMMING FOR GEAR PARTS REPLACED:: NONE TECH QUESTION: FOUND SSM 20795 NOT SURE WHAT THE SSM IS ASKING ME TO PERFORM A FIX OR LEAVE IT ALONE DASH SEAL SEEMS TO BE INSTALLED CORRECTLY NOISE IS IN GEAR OR SEAL? TRIED LUBING SEAL TO STOP NOISE DID NOT HELP WERE YOU ABLE TO VERIFY THE CONCERN? CALVIN STATES THAT HE HEARS THE NOISE LOUDEST AT THE GEAR. HE HAS LUBED THE SEAL AT THE BULK HEAD WITH NO CHANGE. HE IS SEEKING FURTHER DIRECTION TO PROCEED.			02745 Blackwell Ford	301			3FAHP0HA1AR[redacted]	12/17/2009	12/12/2009	8/20/2009	10/19/2009	2.5L Gas	3/1/2010	
			4081	375			3FAHP0JGXAR[redacted]	8/31/2009	8/20/2009	8/17/2009	7/18/2009	3L	3/12/2010	
			06672 Battlefield Ford	2040			3FADP0L32AR[redacted]	10/2/2009	9/29/2009	6/20/2009	8/19/2009	2.5L Hybrid	2/22/2010	
			02163 Klaben Ford	41			3FAHP0JG0AR[redacted]	12/8/2009	11/28/2009	10/14/2009	11/12/2009	3L	3/9/2010	
			01534 Willowbrook Ford	3806			3FADP0L35AR[redacted]	10/1/2009	9/3/2009	7/7/2009	8/8/2009	2.5L Hybrid	12/20/2009	
			11270 Hassett Ford	12540			3MEHM0HAXAR[redacted]	6/24/2009	6/19/2009	2/13/2009	5/13/2009	2.5L Gas	2/25/2010	

			03751 Family Ford	2460			3FAHP0HA6AR[redacted]	11/6/2009	11/2/2009	8/21/2009	9/27/2009	2.5L Gas	2/4/2010	
			07467 Woltz & Wind Ford	18589			3FAHP0HA4AR[redacted]	6/10/2009	6/2/2009	1/26/2009	4/19/2009	2.5L Gas	3/4/2010	
			04687 Rice Ford	6105			3FAHP0HA4AR[redacted]	2/10/2009	1/13/2009	10/13/2008	10/21/2008	2.5L Gas	3/3/2010	
CUSTOMER STATES THE STEERING IS VERY STIFF AND YOU CAN HARDLY TURN THE STEERING WHEEL EITHER DIRECTION DIAGNOSIS, QUICK TEST CODE P07AE PIN POINT TEST AND CLEAR CODES ROAD TEST CODE P07AE RETURNED. REMOVE AND REPLACE EPAS RACK AND RETEST. PERFOR MED ALIGNMENT CHECK AND NECESSARY TO RESET TOE TO SPECS.			01940 Boyd County Ford	29328			3FAHP0HA0AR[redacted]	6/4/2009	5/29/2009	1/23/2009	3/31/2009	2.5L Gas	2/18/2010	
			03608 Nemer Ford	17775			3FAHP0HA6AR[redacted]	4/1/2009	3/29/2009	12/10/2008	1/26/2009	2.5L Gas	3/10/2010	
CUST STATES ADVANCE TRAC LIGHT IS ON AND LACKS POWER STERRING VERIFY CONDITION,EEC TEST(C1277,C1963,U0415,P07AE),PERFORM INTERACTIVE DIAGNOSTICS,PERFORM PINPOINT TESTING,REPLACE EPAS STEERING GEAR,PERFORM ALIGNMENT,PERFORM ROAD TEST & PARKING LOT MANUVERS,VERIFIED EFFECTIVE REPAIR AT THIS TIME.			04626 Golf Mill Motor Sales	2499			3FAHP0HG4AR[redacted]	8/25/2009	11/21/2009	6/10/2009	7/2/2009	3L	2/22/2010	

		00084 Apple Ford	14449			3FAHP0HA1AR[redacted]	9/12/2009	9/6/2009	7/1/2009	7/28/2009	2.5L Gas	3/18/2010	
		11293	298			3FAHP0HA1AR[redacted]	1/30/2010	1/27/2010	10/29/2009	12/9/2009	2.5L Gas	3/15/2010	
		03294 O'meara Ford	5455			3FAHP0HG9AR[redacted]	12/4/2009	11/28/2009	10/8/2009	11/11/2009	3L	3/30/2010	
NOISE IN RIGHT FRONT WHEN TURNING AT SLOWER SPEEDS AND WHEN ACCEL FROM STOP ROAD TEASTED TO VERIFY NOISE...USED CHASSIS EARS TO PINPOINT NOISE...FOUND NOISE COMING FROM RIGHT STRUT...REMOVED STRUT AND REPLACED BRG AND INSULATORS....ALSO REMOVED LEFT STRUT TO RESEAT BUSHING...ROAD TESTED...SOME NOISE STILL PRESENT...RETORQUED SUBFRAM BOLTS LOWER CONTROLL ARMS AND CALIPER BRACKETS...REMOVED RIGHT FRONT AXEL AND REPLACED HUB BRG DUE TO EXCESSIVE NOISE FROM BRG.... vehicle returned 500 miles later with same noise, unknown if PS holddown bolts torqued properly. C S HEARS NOISE FROM L.S. FRONT OF VEHICLE WHEN AT SLOW SPEEDS AND BRAKING		20528 Liccardi Ford	4651			3FAHP0HA2AR[redacted]	9/15/2009	9/5/2009	6/29/2009	7/23/2009	2.5L Gas	3/25/2010	
		01351 Crivelli Ford	21037			3FAHP0HA0AR[redacted]	7/24/2009	7/20/2009	3/27/2009	6/11/2009	2.5L Gas	3/24/2010	
		02100 Interstate Ford	9404			3FAHP0HA7AR[redacted]	8/28/2009	8/20/2009			2.5L Gas	3/15/2010	

		20337 Holmes Tuttle Ford	25746			3FAHP0HA8AR[redacted]	4/1/2009	3/27/2009	12/16/2008	1/26/2009	2.5L Gas	3/15/2010	
		04081 Family Ford of Enfield	20519			3FAHP0HA3AR[redacted]	6/10/2009	6/2/2009	1/26/2009	4/19/2009	2.5L Gas	3/26/2010	
		00509 Allan Vigil Ford	1137			3FAHP0JG8AR[redacted]	2/11/2010	2/8/2010	11/5/2009	12/15/2009	3L	3/9/2010	
		05254 Long McArthur	2919			3FAHP0JG0AR[redacted]	9/3/2009	8/30/2009	5/18/2009	7/14/2009	3L	2/16/2010	
		10011 Varsity L/M	525			3MEHM0JA9AR[redacted]	1/14/2010	1/7/2010	10/20/2009	11/18/2009	2.5L Gas	4/2/2010	
CUST STATES TRACTION CONTROL LIGHT COMES ON AND OFF CUSTOMER CONCERN TRACTION CONTROL LIGHT ON AND OFF PERFORMED TRACTION CONTROL ABS DIAG PULLED CODES C1963 20 FOLLOWED PINPOINT TEST F WHICH LED TO STEERING WHEEL ANGLE SENSORS SPOKE WITH HOTLINE CONFIRMED SENSORS ONLY AVAILABLE IN STEERING RACK TECH REPLACED STEERING RACK NECESSARY TO LOWER SUBFRAME TO ACCESS AND REPLACE RACK AFTER REPLACING RACK TECH CHECKED ALIGNMENT AND CORRECTED TO SPEC RETEST ADD-ON 03/19/2010 09:16AM MARK MCCLELLAND MSS - FCSD - TECH SVC HOTLINE -RE-CONTACTED TECHNICIAN. REPLACING THE EPAS RACK RESOLVED THIS CONCERN ADD-ON 06/15/2010 01:06PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA VEHICLE RETURNED 165MILES LATER WITH SAME TC LAMP ON C1963 AND COUPLE OTHER U-CODES TECH FOUND POOR TERMINAL CONNECTIONS AT THE ABS MODULE		00472 Jim Tidwell Ford	15483			3FAHP0HA8AR[redacted]	8/12/2009	7/16/2009	6/1/2009	7/27/2009	2.5L Gas	3/5/2010	

			08822 Thomas Ford	715			3FADP0L37AR[redacted]	10/9/2009	10/5/2009			2.5L Hybrid	2/11/2010	
			08016 Marshall Ford	5934			3FAHP0HA9AR[redacted]	11/12/2009	11/6/2009	9/1/2009	9/27/2009	2.5L Gas	3/20/2010	
			03679 Warnock Ford	3045			3FAHP0HG8AR[redacted]	11/5/2010	11/2/2009	9/1/2009	9/25/2009	3L	4/6/2010	
04/10/2010 08:49AM MARK MCCLELLAND MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: IC PERFORMS START UP SELF TEST OVER AND OVER AGAIN INTERMITTANTLY DIAGNOSTICS: HAD P/S RACK REPLACED FOR PCM CODES O0131 AND C1277. PERFORMED SSM 21243 AND C1010 AS PER SSMS. NO PROBLEM FOUND. WHEN ACTS UP NOW HAS HIGH SPEED CAN BUS CODES AND MODULE COMMUNICATION ERRORS IN MOST MODULES. PARTS REPLACED:: PSCM TECH QUESTION: IS THERE ANY KNOWN ISSUES LIKE THIS? ANY DIRECTION TO FIND MODULE LOCKING UP HIGH SPEED CAN NETWORK WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES RECOMM 04/10/2010 08:49AM MARK MCCLELLAND MSS - FCSD - TECH SVC HOTLINE JOHNATHAN, DID THE CURRENT CONCERN JUST BEGIN AFTER THE PSCM REPLACEMENT? IF			00565 Towne Ford	2031			3FAHP0HA2AR[redacted]	9/8/2009	9/2/2009			2.5L Gas	4/5/2010	
			08294 Tri Ford	22433			3MEHM0JA7AR[redacted]	5/13/2009	5/1/2009	2/11/2009	3/19/2009	2.5L Gas	3/29/2010	
			01385 Sioux Falls Ford	2413			3FAHP0JA5AR[redacted]	12/12/2009	12/7/2009	9/15/2009	10/22/2009	2.5L Gas	4/2/2010	

			01057 Town & Country Ford	10			3FAHP0HA7AR[redacted]	3/16/2010	3/11/2010	12/2/2009	1/19/2010	2.5L Gas	4/1/2010	
			00503 C Basil Ford	814			3FAHP0GA5AR[redacted]	10/28/2009	10/23/2009	8/12/2009	9/5/2009	2.5L Gas	4/5/2010	
			02091 Planet Ford	5827			3FADP0L38AR[redacted]	6/12/2009	6/5/2009	1/22/2009	4/26/2009	2.5L Hybrid	4/1/2010	
			06226 Bergstrom Ford	986			3FAHP0JA3AR[redacted]	1/30/2010	1/27/2010	10/29/2009	12/9/2009	2.5L Gas	4/6/2010	
			09128 Ultimate Ford	5475			3FAHP0HA4AR[redacted]	12/3/2009	11/26/2009	11/28/2009	10/17/2009	2.5L Gas	3/29/2010	
C S THAT AT TIMES WHEN ATTEMPTING TO PASS SOMEONE ON HIGHWAY OR MERGING ONTO HIGHWAY VEHICLE WILL REV HIGH THEN MAKES A BANG NOISE THEN VEHICLE WILL ACCELERATE CHECK AND ADVISE ROAD TEST VERIFY CUSTOMER CONCER IS BINDING TO L H OR PULLS TO THE LEFT CK AND INSPECTED VISUALY THE FRONT END AND STTERING GEAR FOR ANY DAMEGE OR BROKENT END PERFORM THE PIN POINT TEST .RUN SELF TES FOR CODES NO DTC PRESEN CK AND MONITOR THE PIDS CK THE SENSOR CONECTOR AND TERMINALS VISUALY A NEED NEW STTERING GEARS INTERNAL FAILURE REPLACEMNET ONLY ASSEMBLY			02724 All American Ford	10127			3FAHP0HAXAR[redacted]	6/20/2009	6/12/2009			2.5L Gas	3/2/2010	

			09400 Elk River Ford	11869			3FAHP0HA9AR[redacted]	11/14/2009	11/10/2009	9/7/2009	10/10/2009	2.5L Gas	4/12/2010	
			07419 Doan Ford	4897			3FAHP0HA4AR[redacted]	8/10/2009	8/4/2009	3/19/2009	7/14/2009	2.5L Gas	4/19/2010	
			04820 Maroone Ford	688			3FAHP0HG0AR[redacted]	5/27/2009	5/21/2009	3/12/2009	4/14/2009	3L	3/9/2010	
			09045 Jannell Motors	10045			3FAHP0JG6AR[redacted]	9/3/2009	8/2/2009	6/18/2009	8/14/2009	3L	4/14/2010	
			00243 Team Ford	3147			3FAHP0JG2AR[redacted]	10/9/2009	9/23/2009	7/14/2009	8/11/2009	3L	4/26/2009	
			05477 Performance Ford	2288			3FAHP0HA0AR[redacted]	10/1/2009	9/25/2009			2.5L Gas	3/24/2010	
			05389 Kearny Pearson Ford	9318		B32x1 B31x2	3FADP0L33AR[redacted]	6/26/2009	6/24/2009	2/27/2009	5/25/2009	2.5L Hybrid	4/15/2010	

		02968 Tyler Ford	11915			3FAHP0JA7AR[redacted]	6/22/2009	6/17/2009	2/17/2009	5/13/2009	2.5L Gas	4/22/2010	
		01341 Fred Beans Ford	22179			3FAHP0HGXAR[redacted]	3/20/2009	3/11/2009	12/2/2008	1/13/2009	3L	4/23/2010	
		02525 Canton Motors	35256			3FAHP0HA1AR[redacted]	4/29/2009	4/24/2009	1/14/2009	2/4/2009	2.5L Gas	4/20/2010	
		07416 Tasca Ford	604			3FAHP0HA4AR[redacted]	2/17/2010				2.5L Gas	4/16/2010	
		03840 Svosset Ford	820			3FAHP0JG5AR[redacted]	1/26/2010				3L	4/13/2010	
		05790 Larry Miller Ford	20770			3FAHP0HA1AR[redacted]	5/25/2009	5/21/2009			2.5L Gas	4/15/2010	

CUSTOMER STATES THERE IS A NOISE IN THE FRONT END WHEN TURNING
VERIFIED CONCERN FOUND STEERING RACK NOISY AND LEAKING FLUID NECESSARY TO REPLACE ENTIRE STEERING RACK ASSY RR RACK ASSY RECHECK OK TEST DRIVE OK

		04860 Autoway Ford	208			3FAHP0HA9AR[redacted]	10/7/2009	10/2/2009	7/7/2009	8/3/2009	2.5L Gas	4/26/2009	
		05755 Town & Country Ford	711			3FAHP0HG8AR[redacted]	3/23/2010	3/18/2010	11/30/2009	1/16/2010	3L	4/14/2010	
		04515 Boggus Ford	3910			3FAHP0HA9AR[redacted]	1/8/2010	12/23/2009	9/9/2009	11/3/2009	2.5L Gas	4/20/2010	
		07475 Herrington-Yoak Ford	18955			3FAHP0HAXAR[redacted]	4/24/2009	4/20/2009			2.5L Gas	4/5/2010	
		08619 Cal Worthington Ford	43			3FAHP0JG2AR[redacted]	2/13/2010	2/9/2010	11/4/2009	12/18/2009	3L	4/26/2010	
		09130 Jack Madden Ford	2541			3FAHP0HAXAR[redacted]	1/11/2010	12/28/2009	9/16/2009	11/2/2009	2.5L Gas	4/13/2010	

CUSTOMER STATES THE TRACTION CONTROL LIGHT COME ON AND VEHIC LE STALLS WHEN MAKING HARD TURNS. PLEASE CHECK AND ADVISE FROM SIMILAR CAR SWAP WHEELS,TIRES,RETEST,SAME.SWAP ABS MOD,RCM,RETEST,SAME.PER HOTLINE,RR STEERING GEAR,SET TOE.RETEST,SAME.FIELD ENGINEER SPENT DAY CHECKING CAR.CHECKED ABS WIRING FOUND RIGHT REAR AND LEFT REAR ABS SENSOR WIRING CROSSED.REINSTALLED WIRING PER EVTM. RETESTED NORMAL OPERATION.		10243 Lazare L/M	5679			3MEHM0JG8AR[redacted]	11/18/2009						
		09217 Apple Valley Ford	10433			3FAHP0HA8AR[redacted]	11/27/2009	11/20/2009	8/18/2009	10/17/2009	2.5L Gas	5/21/2010	
		07673 Champion Ford	330			3FAHP0JA9AR[redacted]	10/23/2009	10/19/2009	8/8/2009	9/7/2009	2.5L Gas	3/25/2010	
		09195 Hoffman Ford	13573		B9Ax3	3FADP0L33AR[redacted]	3/20/2009	3/13/2009	12/9/2008	1/23/2009	2.5L Hybrid	5/17/2010	
		04644 Trier Ford	8771		B4Ex3	3FAHP0HA5AR[redacted]	7/10/2009	6/29/2009	3/2/2009	6/1/2009	2.5L Gas	5/10/2010	
		01388 Chapman Ford	86		B43x4	3FAHP0HA8AR[redacted]	4/9/2010	3/31/2010	12/3/2009	1/20/2010	2.5L Gas	5/18/2010	

ADVANCE TRAC LIGHT ON///NO POWER ASSIST GROUND GD14(BK GN) OK, ALSO CIRCUITS HS CAN H/C VCB04(WH BU)VDB05(WH) OK,VSS IS GOOD, FOLLOW INT DIAG PINPOINT F1 F3, REVER & GO TO PINPOINT TEST G, FOLLO TEST G1 G10, G10STATES INST ABS MOD HOTLINE ASSIS ID#1030758439 ERIC ESTES TRW EPAS STRG SYST QUAL SPEC GCQIS AESC6024 TO LOAD TEST PWR & GRND TO PS STRG CONT MOD(PCSM)TEST SBB02,YE/RD, CBP42 GN, GD401			B7208 South Coast Ford	8		N/A	3FAHP0JG2AR[redacted]	3/27/2010	3/22/2010	12/3/2009	1/25/2010	3L	5/1/2010	
VEHICLE IS MAKING LOUD STEERING TYPE NOISE AND LEAKING OIL. CHECK AND ADVISE. INSPECT AND FOUND POWER STEERING RACK ASSY. LEAKING AND NOISY. REPLACE POWER STEERING RACK ASSY. AND RESET ALIGNMENT SPEC'S. TECH ADDED 2 QUARTS OF TRANS FLUID THEN ON THE LAST LINE OF THE REPAIR ORDER TECH REPAIRED LEAKING TRANS AXLE SEAL. SEE BELOW TECH LEAKING TRANSMISSION FLUID FROM LEFT FRONT AXLE SEAL AREA. CHECK AND ADVISE INSPECT AND FOUND LEAKING FRONT LEFT HALF SHAFT AXLE SEAL. PERFORM TSB 10 9 4. REPLACE HALF SHAFT, BUSHING AND AXLE SEAL. TOP OFF TRANSMISSION FLUID TO THE PROPER LEVEL AND RECHECK. OK AT THIS TIME. TECH REPLACED 9 QTS OF TRANS FLUID ON THIS REPAIR			06118 Ernie von Schledorn	18741		N/A	3FAHP0HA0AR[redacted]	9/9/2009	9/2/2009	7/2/2009	7/29/2009	2.5L Gas	4/26/2010	
			02709 Tom Holzer Ford	6482		B9Ax5 C69	3FAHP0HA3AR[redacted]	2/16/2009	2/4/2009	11/18/2008	11/24/2008	2.5L Gas	5/10/2010	
			05254 Long McArthur	35		BD2x3 BD0x3	3FAHP0GA4AR[redacted]	1/21/2010	1/15/2010	10/15/2009	11/20/2009	2.5L Gas	5/10/2010	
			20574 Sansone Ford	27869		AF1x1 B6Ax2	3FAHP0HA5AR[redacted]	6/10/2009	6/2/2009	1/16/2009	4/20/2009	2.5L Gas	4/28/2010	
			03049 Munday Ford	22175			3FAHP0HA7AR[redacted]	5/14/2009				2.5L Gas	4/24/2010	

		02071 I-77 Ford	679		B7Ex5 C69	3FAHP0HA9AR[redacted]	3/20/2010	3/17/2010	12/3/2009	1/23/2010	2.5L Gas	5/5/2010	
		12943 Davis-Moore L/M	17090		B90x1 BD3x4 C69	3FAHP0HA7AR[redacted]	5/26/2009	5/21/2009	2/9/2009	3/23/2009	2.5L Gas	5/4/2010	
C,S THAT ENGINE WONT START THEFT LIGHT IS FLASHING PERFORMED DIAG WITH IDS HAD NO COMMUNICATION WITH IDS ON HS CAN NET WORK LOAD TESTED ALL POWERS AND GROUNDS GOING TO PCM ALL WERE OK CK ALL FUSES ALL WERE OK CK FOR CHAFFED WIRING NONE FOUND CK VEREF AND ALL SENSORS ALL WERE OK MANUALY INSTALLED VIN NUMBER INTO IDS AND RAN NET WORK TEST AND HS CAN NET WORK FAILED STARTED PERFORMING PIN POINT TEST AD1		04962 World Ford	2471			3FAHP0HG9AR[redacted]	9/19/2009	9/10/2009	7/3/2009	8/3/2009	2.5L Gas	5/1/2010	
		04544 Red McCombs Ford	23246			3FAHP0HA5AR[redacted]	10/15/2009	10/19/2009	8/10/2009	9/2/2009	2.5L Gas	5/20/2010	
		02923 Maxwell Ford	3136			3FAHP0HA2AR[redacted]	10/29/2009	10/24/2009	7/31/2009	9/2/2009	2.5L Gas	5/7/2010	
VEHICLE JUSY OFF THE CAR CARRIER AND NO POWER STEERING ASSIST, PERFOREMED INTERACTIVE DIAGNOSIS U3000-96 LEAD TO GEAR REPLACEMENT		01545 Fox Valley Ford	2			3FAHP0HA0AR[redacted]	3/22/2010	3/13/2010	12/1/2009	1/15/2010	2.5L Gas	4/14/2010	

CONCERN: POWER STREERING ASSIT LIGHT IS ON, RAN CODES AND IT GAVE ME C1BOO:64-68. WENT THROUGH INTERACTIVE DIAGNOSIS GAVE ME A COMMUNICTION CODE BUT THAT I HAD TO REPAIR THE OTHER CODE FIRST. I HAVE NO BLOWN FUSES AND I HAVE POWER GOING TO MODULE BUT I DONT WANT TO REPLACE THE MODULE YET. AM I MISSING A STEP OR IS THERE ANOTHER WAY TO DIAGNOSIS THE PROBLEM? ALSO I CANNOT FIND A BASE PART NUMBER FOR THE POWER STEERING CONTROL MODULE? DIAGNOSTICS: NONE PARTS REPLACED:: NONE TECH QUESTION: HELP PLEASE WERE YOU ABLE TO VERIFY THE CONCERN? NO IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST FOLLOWED? YES

		04984 Key Scales Ford	7			3FAHP0HA1AR[redacted]	4/21/2010	4/14/2010	1/28/2010	3/9/2010	2.5L Gas	5/19/2010	
		02635 Doug Stanley Ford	1599			3FADP0L30AR[redacted]	2/26/2010	2/20/2010	11/14/2009	12/24/2009	2.5L Hybrid	4/28/2010	
		08988 Drum Hill Ford	785			3FAHP0JG5AR[redacted]	3/13/2010	3/6/2010	12/4/2009	1/14/2010	3L	5/17/2010	
		01425 Hines Park Ford	3091			3FAHP0JA8AR[redacted]	2/16/2010	1/30/2010	10/30/2009	12/8/2009	2.5L Gas	4/21/2010	
		00509 Allan Vigil Ford	3848			3FAHP0HA0AR[redacted]	2/20/2010	2/16/2010	11/17/2009	12/24/2009	2.5L Gas	5/18/2010	
		09566 Loganville Ford	40			3FAHP0HA8AR[redacted]	4/28/2010	4/23/2010	2/5/2010	3/8/2010	2.5L Gas	5/20/2010	

		08379 Ed Kenley Ford	8798			3FADP0L39AR[redacted]	7/22/2009	7/18/2009	3/12/2009	6/5/2009	2.5L Hybrid	5/11/2010	
		05729 Two Rivers Ford	2219			3FAHP0HG6AR[redacted]	3/9/2010	3/3/2010	11/26/2009	1/12/2010	3L	4/6/2010	
		03139 Spradley/Barr Ford	14			3FAHP0JA3AR[redacted]	5/15/2010	5/12/2010	2/19/2010	3/26/2010	2.5L Gas	6/2/2010	
		07162 Gilmore Ford	5872			3FAHP0JG8AR[redacted]	8/14/2009	8/10/2009	6/10/2009	7/8/2009	3L	4/19/2010	
		08325 Dan Wiebold Ford	83			3FAHP0HA4AR[redacted]	5/12/2010	5/6/2010	2/5/2010	3/19/2010	2.5L Gas	6/3/2010	
		01388 Chapman Ford	30395			3FAHP0HA2AR[redacted]							

		01203 Fred Beans Ford	4180			3FADP0L35AR[redacted]	3/6/2010	3/3/2010	11/23/2009	1/11/2010	2.5L Hybrid	5/26/2010	
		04988 Langdale Ford	30175			3FAHP0HA3AR[redacted]	4/16/2009	4/6/2009	11/25/2008	12/2/2008	2.5L Gas	5/4/2010	
		05158 Metro Ford	14576			3FAHP0JA6AR[redacted]	10/10/2009	10/5/2009	6/29/2009	8/26/2009	2.5L Gas	6/2/2010	
		04501 Taylor Ford	180			3FAHP0HA7AR[redacted]	5/6/2010	4/30/2010	1/18/2010	2/6/2010	2.5L Gas	6/1/2010	
		07869 Gaudin Ford	338			3FAHP0HA2AR[redacted]	3/27/2010	3/23/2010	1/13/2010	2/2/2010	2.5L Gas	5/14/2010	
		08990 Quirk Ford	16845			3FAHP0HA7AR[redacted]	4/9/2009	4/4/2009	11/28/2008	12/3/2008	2.5L Gas	6/7/2010	

THE CUSTOMER STATES THE STEERING IS VERY SENSITIVE AND ON SNOW AND ICE THE REAR OF THE VEHICLE WILL DART RIGHT OR LEFT.
DEALER PERFORM ALIGNMENT ON VEHICLE CUSTOMER RETURNED 1800 MILES LATER WITH SIMILAR COMPLAINT BUT VEHICLE HARD TO HANDLE ON THE HIGHWAY.

		09304 Lundgren Motors	4802			3FAHP0HG2AR[redacted]	9/5/2009	8/27/2009	5/21/2009	7/17/2009	3L	5/28/2010	
		05563 Airport Marina Ford	12603			3MEHM0JG8AR[redacted]	11/3/2009	10/28/2009	8/22/2009	9/19/2009	3L	6/1/2010	
		05524 Power Ford	239		B9A B4E	3FAHP0HG8AR[redacted]	4/20/2010	4/13/2010	1/27/2010	3/3/2010	3L	6/2/2010	
		10288 Valley Stream L/M	24345		BD2 BD3 B90	3FAHP0HA8AR[redacted]	6/9/2009	6/2/2009	1/14/2009	4/24/2009	2.5L Gas	6/10/2010	
		04870 Al Packer Ford	7125			3FAHP0JA7AR[redacted]	10/13/2009	10/8/2009	7/17/2009	8/6/2009	2.5L Gas	6/16/2010	
		20600 Ed Carney Ford	14379		BD4 B90	3FAHP0HA3AR[redacted]	6/17/2009	6/11/2009	2/3/2009	5/2/2009	2.5L Gas	6/14/2010	

		09219 Nelson Ford	27282			3MEDM0L30AR[redacted]	12/15/2008	10/23/2008	8/19/2008	9/11/2008	2.5L Hybrid	6/14/2010	
		03660 Crestwood Ford	25912			3FAHP0HAXAR[redacted]	6/19/2009	6/16/2009	2/20/2009	5/18/2009	2.5L Gas	6/7/2010	
		02459 Sam Pack's Five Star Ford	4599			3FAHP0HA7AR[redacted]	9/28/2009	9/19/2009	7/10/2009	8/7/2009	2.5L Gas	6/18/2010	
		02319 Liberty Ford	2041			3FAHP0JG3AR[redacted]	9/28/2009	9/19/2009	7/8/2009	7/31/2009	3L	6/11/2010	
RUBBING NOISE FROM THE STEERING COLMN WHEN ROCKING THE STEERING WHEEL LEFT AND RIGHT DIAG P S GEAR GRINDING INTERNAL REPLACED P S GEAR WEB FORM DATA - CONCERN: RUBBING NOISE FROM THE STEERING COLMN WHEN ROCKING THE STEERING WHEEL LEFT AND RIGHT DIAGNOSTICS: ROADTEST AND VISUAL INSP PARTS REPLACED:: NONE TECH QUESTION: ANY KNOWN CONCERNS WITH VEHICLE? VERIFIED AND IS ABNORMAL COMPARED TO LIKE VEHICLES, SUSPECT EPAS THANK YOU WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES LUBRICATE THE STEERING GEAR/DASH SEAL AND RETEST FOR THE RUBBING NOISE. IF THE NOISE IS LOUDEST IN THE STEERING COLUMN, THE EPAS UNIT IS NOT SUSPECTED		02737 Village Ford	6921			3FAHP0JA0AR[redacted]	11/14/2009	11/8/2009	9/3/2009	9/24/2009	2.5L Gas	6/16/2010	
		07417 Grand Ford	16348			3FAHP0HA5AR[redacted]	5/27/2009	5/22/2009	3/23/2009	4/15/2009	2.5L Gas	6/16/2010	

THIS IS THE SECOND TIME BACK FOR THE SAME FRICTION CODE VEHCIEL FIRST CAME IN ON 3/15/2010 WITH 2835 MILES CODES CLEARED AND DID NOT RESET DURING PARKING LOT TEST. VEHICLE RETURNED ON 6/1/2010 WITH 9047 MILES WITH SAME P07AE-09(AF1). REPLACED THE GEAR TO FIX THIS INTERMITTENT CONDITION.

		00115 Seymour Ford	9047			3FAHP0HA2AR[redacted]	12/3/2009	11/25/2009	9/16/2009	11/1/2009	2.5L Gas	6/1/2010	
		01028 Satcher Motor Co.	25571			3FAHP0HA8AR[redacted]	6/3/2009	5/28/2009	12/10/2008	3/5/2009	2.5L Gas	7/7/2010	
		09844 Capital Ford	812			3FAHP0HA4AR[redacted]	4/8/2010	3/29/2010	1/18/2010	2/11/2010	2.5L Gas	8/4/2010	
		08828 Herb Chambers Ford	3037			3FAHP0HA5AR[redacted]	3/23/2010	3/18/2010	12/9/2009	1/25/2010	2.5L Gas	8/11/2010	
		05736 Sloan Ford	220			3FAHP0HA5AR[redacted]	7/1/2010	6/19/2010	3/12/2010	4/27/2010	2.5L Gas	8/7/2010	
		02750 Avis Ford	2935			3FADP0L3XAR[redacted]	1/7/2010	12/23/2009	9/30/2009	11/5/2009	2.5L Hybrid	8/2/2010	

STEERING NOISY TOW IN..NO POWER STEERING BRAKE ERROR MSG ON DASH 8.4.10 3:50PM
ROAD TESTE, VERIFIED NO POWER STEERING, HOOKED UP IDS, CAN NOT COMMUNICATE WITH PSCM. PERFORM PINPOINT TEST FOR NO COMMUNICATION. PINPOINT TEST LED TO STEERING GEAR REPLACEMENT. INSTALL NEW GEAR, REPROGRAM MODULE WITH AS BUILT DATA. CHECK FRONT END ALIGNMENT AND RESET TOE TO SPECS. ROAD TEST,OK.

		06353 Detroit Lakes Ford	15090			3FAHP0HA7AR[redacted]	10/9/2009	9/23/2009	7/3/2009	7/31/2009	2.5L Gas	8/11/2010	
		04180 Mooresville Ford	1440			3FAHP0HA1AR[redacted]	6/17/2010	6/10/2010	4/9/2010	5/25/2010	2.5L Gas	8/19/2010	
		02968 Tyler Ford	4811			3FAHP0JA2AR[redacted]	5/27/2010		2/23/2010	4/6/2010	2.5L Gas	8/16/2010	
		20360 Bell Ford	2093			3FAHP0HAXAR[redacted]	6/24/2010	6/17/2010	3/4/2010	4/27/2010	2.5L Gas	8/19/2010	
		09869 Spitzer Ford	4092			3FAHP0HA5AR[redacted]	3/13/2010	3/10/2010	11/10/2009	1/9/2010	2.5L Gas	8/11/2010	
		09179 Inver Grove Ford	1104			3MEHM0JA2AR[redacted]	6/28/2010	6/16/2010	12/22/2009	4/24/2010	2.5L Gas	8/23/2010	

		08588 Bowen Scarff Ford	1178			3FAHP0CG0AR[redacted]	6/25/2010	6/19/2010	1/7/2010	4/25/2010	3L	8/12/2010	
	2-pin corrosion	01060 McLaughlin Ford	10			3FAHP0GA4AR[redacted]	7/23/2010	6/30/2010	3/17/2010	5/6/2010	2.5L Gas	8/16/2010	
	TS harness damage	11060 Spradley/ Barickman Ford	1728			3FAHP0GA3AR[redacted]	3/18/2010	3/13/2010	12/3/2009	1/16/2010	2.5L Gas	9/2/2010	
		09149 Perry Ford	2103			3FAHP0GA6AR[redacted]	5/12/2010	5/5/2010	2/16/2010	3/23/2010	2.5L Gas	9/14/2010	
		03409 San Franciso Ford	26091			3FADP0L32AR[redacted]	4/6/2010	3/27/2010	1/15/2010	2/4/2010	2.5L Hybrid	8/25/2010	
		02934 Roy O'Brien	404			3FADP0L33AR[redacted]	5/13/2010	5/7/2010	2/16/2010	4/1/2010	2.5L Hybrid	9/3/2010	

ADVANCE TRACTION LIGHT IS ON CHECK AND REPORT
CHECK AND CONFRIMED PROBLEM WITH ABS AND PSCM CODE C1B00 RELATED TO STEERING ANGLE SENSOR FAULT. PERFORMED PPT E PER WORKSHOP MANUAL TO E2 STATED TO REPLACE EPAS GEAR

			13952 Hines Park Ford	136			3MEHM0JG5BR[redacted]	8/27/2010	8/21/2010	5/8/2010	7/2/2010	3L	9/20/2010	2011
I talked to tech and he said he found both abs and epas bring down the CAN, he disconnected abs still no comm then disconnected epas comm restored , then plugged in abs no comm with epas disconnected plugged back in epas no comm again. I asked him if there are any signs of reverse jump or possible lightening strike based on the number of modules that were testing bad he said wasnt sure. VEH TOWED INTO SHOP FOR NOT TURNING ON VERIFIED CONCERN,DIAG & FOUND NO COMMUNICATION W/PCM, CK ALL PWR & GROUND OK, R&R FAULTY PCM, RETEST STILL PROBLEM W/NETWORK COMM, PPT TEST A,QA FOUND STEERING GEAR SHORTED CAUSING PCM TO SHORT OUT & ALSO NO PWR AT ABS MODULE, NEC TO R&R PSCM & ABS MODULE, RETEST OK.			04332 Armstrong Ford	25883			3FAHP0HA2AR[redacted]	4/5/2009	3/12/2009	1/5/2009	1/20/2009	2.5L Gas	8/9/2010	
			06578 Courtesy Ford	11272			3FADP0L30AR[redacted]	4/16/2010	4/9/2010	1/27/2010	2/28/2010	2.5L Hybrid	9/16/2010	
STEERING WILL NOT TURN, PRIOR TO THERE WAS A NOISE IN STEERING. WHEN DRIVING VEHICLE LOCKED AND STOPPED VERIFY RIGHT FRONT WHEEL IS TURNED IN AND DOESNT MOVE WHEN THE STEERING WHEEL IS TURNED PUT ON LIFT AND REMOVE THE WHEEL CHECK AND FOUND THE RSIDINNER TIE ROD END UNSCREWED FROM THE PLS RACK THE BOOT IS DAMAGED AS ARE THE THREADS ON THE RACK AND INNER TIE ROD CHECK OASIS NO APPLICABLE MSG CONTACT HOTLINE NO PRIOR REPORTS ADVISED TO REPL THE PS RACK REPL THE RSIDE TIE ROD WAS HANGING 10/04/2010 01:31PM JOHN HERDZIK MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: CUSTOMER STATES VEHICLE WILL NOT STEER. DIAGNOSTICS: THE RIGHT FRONT INNER TIE ROD UNTHREADED FROM THE RACK.THE THREADS ON THE RACK AND TIE ROD ARE DAMAGED.THE BOOT IS TORN.THE LOCK NUT FOR THE OUTER TIE ROD WAS TIGHT. PARTS REPLACED: NONE TECH QUESTION: HAVE THERE BEEN ANY REPORTS OF THIS HAPPENING BEFORE?WE HAVE NOT SEEN THIS HAPPEN AT THIS			03609 Newins Bay Shore Ford	28840			3FAHP0HA3AR[redacted]	6/18/2009	6/12/2009	2/10/2009	5/4/2009	2.5L Gas	10/4/2010	
			00274 Cherokee Ford	7273			3FAHP0JA3AR[redacted]	6/8/2010	6/3/2010	3/25/2010	5/15/2010	2.5L Gas	9/13/2010	
			03072 Yucca Valley Ford	4111			3FADP0L32AR[redacted]	6/26/2010	6/16/2010	12/22/2009	4/24/2010	2.5L Hybrid	9/27/2010	
			06531 Lamarque Ford	6303			3FAHP0HA6AR[redacted]	5/4/2010	4/28/2010	1/21/2010	2/10/2010	2.5L Gas	10/11/2010	

			05475 Encinitas Ford	269			3FAHP0HA5BR[redacted]	9/4/2010	8/24/2010	5/24/2010	7/8/2010	2.5L Gas	10/7/2010	2011
			03275 Kistler Ford	2101			3FAHP0HA3AR[redacted]	6/19/2010	6/9/2010	3/17/2010	5/23/2010	2.5L Gas	9/15/2010	
			02934 Roy O'Brien	1139			3FAHP0HA8AR[redacted]	6/19/2010	6/9/2010	3/24/2010	5/25/2010	2.5L Gas	10/5/2010	
			20403 Chalmers Capitol Ford	437			3FADP0L37BR[redacted]	8/19/2010	8/7/2010	4/28/2010	6/21/2010	2.5L Hybrid	10/12/2010	2011
EPAS GEAR REPLACED ONCE AT 1363 MILES AT CAMELBACK FORD AND VEHICLE RETURNED TO PEORIA FORD WITH 3748 WITH THE TS HARNESS WIRES CUT IN HALF NEAR EPP FLANGE			06992 Peoria Ford	3748			3FADP0L39AR[redacted]	5/28/2010	8/6/2009	12/10/2008	1/26/2009	2.5L Hybrid	10/6/2010	
			04927 J.C. Lewis Ford	10546			3FAHP0HA8AR[redacted]	3/12/2010				2.5L Gas	9/9/2010	
			01341 Fred Beans Ford	5			3FADP0L33BR[redacted]	8/27/2010	8/23/2010	3/25/2010	6/30/2010	2.5L Hybrid	10/14/2010	2011
			01769 Astro Ford	31443			3FAHP0HAXAR[redacted]	6/23/2009	8/31/2009	6/24/2009	8/18/2009	2.5L Gas	10/19/2010	
			05960 Eddie Preuitt Ford	24408			3FAHP0JA4AR[redacted]	4/27/2009	4/23/2009	1/20/2009	2/18/2009	2.5L Gas	10/25/2010	
			00664 Sheehy Ford	24118			3FAHP0HAXAR[redacted]	8/7/2009	8/1/2009	3/17/2009	6/23/2009	2.5L Gas	10/25/2010	
			01970 Kings Ford	447			3FAHP0HA4BR[redacted]	8/31/2010	8/19/2010	5/6/2010	7/2/2010	2.5L Gas	10/27/2010	2011
CAR WONDERS ALL OVER ROAD WHEN DRIVING TEST DROVE. CAR IS WANDERING AND STEERING WHEEL CENTER POSITION CHANGES. FOUND RACK BUSHINGS DETERIORATED AND WEAK. BOLTS TIGHT. RECOMMEND REPLACING RACK ASSY BECAUSE BUSHINGS ARE NOT SERVICED SEPERATELY. REPLACED RACK ASSEMBLY. PERFORMED ALIGNMENT AND SET TOE. TEST DROVE AGAIN, OK AT THIS TIME.			07488 San Tan Auto	32352			3FAHP0HA4AR[redacted]	8/29/2009		6/16/2009	7/17/2009	2.5L Gas	10/25/2010	
			03278 Mike Naughton Ford	1312			3FADP0L31AR[redacted]	6/4/2010	5/22/2010	12/22/2009	4/10/2010	2.5L Hybrid	11/8/2010	
			03142 Lakewood Fordland	13			3FAHP0HA3BR[redacted]	9/28/2010	9/18/2010	4/9/2010	7/27/2010	2.5L Gas	11/5/2010	2011

CUSTOMER STATES THERE IS A GRINDING NOISE FROM THE TRANS AREA AND WILL NEUTRALIZE WHEN HOT UPHSHIFTING, ADVISE vehicle came in twice for transmission work prior to replacing the EPAS gear. tech replaced the transmission at 21k miles vehicle returned 31k with damaged boot.			20351 Bob Turner's Ford	31841			3FAHP0HA2AR[redacted]	5/7/2009	4/28/2009	2/11/2009	3/19/2009	2.5L Gas	11/3/2010	
			02686 Briarwood Ford	2692			3FAHP0HA1AR[redacted]	5/19/2010	5/13/2010	2/12/2010	3/21/2010	2.5L Gas	10/7/2010	
			02848 Holman Ford	816			3FAHP0HA8BR[redacted]	8/14/2010	8/6/2010	3/31/2010	6/17/2010	2.5L Gas	11/21/2010	2011
			06727 Beach Ford	4905			3FAHP0JAXAR[redacted]	6/26/2010	6/16/2010	3/12/2010	4/24/2010	2.5L Gas	10/29/2010	
			01281 Haldeman Ford	33515			3FADPOL3XAR[redacted]	7/14/2009	7/8/2009	3/18/2009	6/26/2009	2.5 Hybrid	11/29/2010	
			08027 McMahon Ford	2437			3FAHP0HA4AR[redacted]	7/23/2010	7/5/2010	3/3/2010	5/6/2010	2.5L Gas	11/15/2010	
			01597 Santa Margarita Ford	26830			3FAHP0HG1AR[redacted]	5/26/2009	5/21/2009	2/9/2009	3/23/2009	3L	11/15/2010	
			04962 World Ford	225			3FADP0L3XBR[redacted]	8/26/2010		4/1/2010	6/24/2010	2.5L Hybrid	11/23/2010	2011
			03893 Vista Ford	990			3FAHP0JA0BR[redacted]	10/2/2010		4/23/2010	8/12/2010	2.5L Gas	11/29/2010	2011
			03134 Phil Long Ford	29462			3FAHP0HA9AR[redacted]	8/7/2009	8/3/2009	5/27/2009	6/24/2009	2.5L Gas	11/20/2010	
			01909 Walt Sweeney-West Hills Ford	829			3FAHP0HA4BR[redacted]	10/2/2010	9/21/2010	4/23/2010	8/12/2010	2.5L Gas	12/2/2010	2011
			01237 Kindle Ford	436			3FAHP0HA0BR[redacted]	9/23/2010	9/13/2010	6/1/2010	7/17/2010	2.5L Gas	12/15/2010	2011
			07590 Van Bortel Ford	22823			3FAHP0HA6BR[redacted]	9/30/2010	9/17/2010	4/2/2010	8/3/2010	2.5L Gas	12/13/2010	2011
			01977 Kerry Ford	39			3FAHP0JA0BR[redacted]	11/26/2010	11/23/2010	8/29/2010	10/5/2010	2.5L Gas	12/20/2010	2011
			04446 Hacienda Ford	29537			3FAHP0HA6AR[redacted]	2/19/2009	1/30/2009		11/18/2008	2.5L Gas	12/6/2010	
			03812 Gordie Boucher Ford	2421			3MEHM0JA7BR[redacted]	8/16/2010	8/3/2010	4/15/2010	6/10/2010	2.5L Gas	12/13/2010	2011

			02865 Ford of Ocala	310			3FAHP0HA6BR[redacted]	8/3/2010	7/23/2010	3/24/2010	5/26/2010	2.5L Gas	12/8/2010	2011
			03225 New Country Ford	62			3FAHP0CG1BR[redacted]	9/23/2010	9/13/2010	4/9/2010	8/3/2010	3L	11/19/2010	2011
			04735 Nick Nicholas Ford	34743			3MEHM0HA9AR[redacted]	4/15/2009	4/7/2009	11/25/2008	12/2/2008	2.5L Gas	11/19/2010	
			05957 Mitchell County Ford	24158			3FAHP0HA0AR[redacted]	6/10/2009	6/2/2010	1/7/2009	4/17/2009	2.5L Gas	11/30/2010	
			03717 Crown Ford	6033			3FAHP0HA4BR[redacted]	8/13/2010	8/4/2010	4/3/2010	6/12/2010	2.5L Gas	12/2/2010	2011
			03820 Landers Ford	2198			3FAHP0JG5BR[redacted]	8/5/2010	7/29/2010	3/30/2010	6/15/2010	3L	12/29/2010	2011
			00224 Jim Skinner Ford	24271			3FAHP0HA0AR[redacted]	5/13/2010	5/7/2010	1/29/2010	3/12/2010	2.5L Gas	12/27/2010	
			05557 Fritts Ford	1471			3FAHP0JG0BR[redacted]	10/14/2010		5/11/2010	8/19/2010	3L	1/3/2011	2011
			09692 Courtesy Ford	511			3FAHP0JG5BR[redacted]	12/7/2010	12/1/2010	9/22/2010	10/6/2010	3L	1/14/2011	2011
			05492 Buerge Ford	2358			3FAHP0HA1BR[redacted]	10/27/2010	10/18/2010	6/21/2010	9/1/2010	2.5L Gas	1/5/2011	2011
			02222 Liberty Ford	475			3MEHM0JG7BR[redacted]	9/8/2010	8/30/2010	6/7/2010	7/23/2010	3L	1/13/2011	2011
			09026 Central Ford	896			3FAHP0JA3BR[redacted]	10/18/2010	10/9/2010	6/2/2010	8/25/2010	2.5L Gas	1/14/2011	2011
			09080 Bob McCormick Ford	35723			3FAHP0HA3AR[redacted]	4/21/2009	3/7/2009	12/4/2008	1/14/2009	2.5L Gas	12/30/2010	
			07505 Jacob George Ford	2857			3FAHP0GA1BR[redacted]	7/28/2010	7/20/2010	3/14/2010	5/6/2010	2.5L Gas	1/3/2011	2011
			05822 Allison Ford	28123			3FAHP0GAXAR[redacted]	9/26/2009				2.5L Gas	12/20/2010	
			04822 Greenway Ford	2611			3FAHP0HA4BR[redacted]	10/21/2010	10/12/2010	5/7/2010	8/20/2010	2.5L Gas	12/23/2010	2011
			11642 Osman's Lincoln	7263			3MEHM0HA3BR[redacted]	9/27/2010	9/25/2010	4/26/2010	8/12/2010	2.5L Gas	1/13/2011	2011

			02733 North Country Ford	1724			3MEHM0JG8BR[redacted]	9/24/2010	9/13/2010	4/11/2010	8/3/2010	3L	2/9/2010	2011
			03378 Gookin Ford	2458			3FAHP0HA1BR[redacted]	12/1/2010	11/26/2010	9/28/2010	10/13/2010	2.5L Gas	1/10/2011	2011
			05224 Thoroughbred Ford	2662			3FAHP0HA4BR[redacted]	12/7/2010	12/1/2010	9/26/2010	10/9/2010	2.5L Gas	2/9/2011	2011
			01909 Walt Sweeney	43			3FAHP0HA5BR[redacted]	1/15/2011	1/7/2011	11/14/2010	11/16/2010	2.5L Gas	2/9/2011	2011
			01522 Manly Motor Sales	1700			3FAHP0JG9BR[redacted]	9/14/2010	9/4/2010	6/1/2010	7/19/2010	3L	1/24/2011	2011
			05142 Expressway Ford	743			3FAHP0HA9BR[redacted]	8/11/2010	7/30/2010	3/30/2010	6/15/2010	2.5L Gas	2/4/2011	2011
			10175 Spartan L/M	1571			3MEDMOL30BR[redacted]	8/11/2010	7/30/2010	4/26/2010	6/13/2010	2.5L Hybrid	2/9/2011	2011
			00998 Crossroads Ford	24			3FAHP0HA7BR[redacted]	2/11/2011	2/1/2011	12/10/2010	12/13/2010	2.5L Gas	3/3/2011	2011
			05224 Thoroughbred Ford	271			3FAHP0JA1BR[redacted]	2/8/2011	1/31/2011	12/9/2010	12/15/2010	2.5L Gas	3/3/2011	2011
			02284 John Lance Ford	91			3FAHP0JG9BR[redacted]	11/20/2010	11/16/2010	8/13/2010	9/18/2010	3L	3/2/2011	2011
CHECKED PLANT RECORDS AND I SHOW A DIFFERENT GEAR INSTALLED AT THE STATIC LINE CHECK SO EITHER THE DEALER RETURNED THE WRONG GEAR OR THIS GEAR WAS SWAPPED AT THE PLANT OR DEALER, BUT I KNOW QAO DID NOT SEND THAT GEAR TO HSAP.			09149 Perry Ford	292			3FAHP0JA8BR[redacted]	2/10/2011	11/17/2009	8/26/2009	9/28/2009	2.5L Gas	3/3/2011	2011
			02284 John Lance Ford	7			3FAHP0HA1BR[redacted]	12/13/2010	12/10/2010	10/12/2010	10/18/2010	2.5L Gas	3/8/2011	2011
HS CAN was shorting out intermittently and when they unplug the 3-pin connector the erratic operation of the cluster and check eng lamp was fixed so hotline advised to replace the EPAS gear and after replace the same problem occurred and they found a short in the CAN BUS harness from C1010 to the EPAS gear 3-pin connector. replqaced the harness and fixed the vehicle. gear is NTF and cannot chargeback the gear.			04245 Crossroads Ford	339			3FAHP0JG8BR[redacted]	12/15/2010	12/14/2010	10/4/2010	10/20/2010	3L	2/21/2011	2011
			02284 John Lance Ford	15			3FAHP0HAXBR[redacted]	12/13/2010	12/10/2010	10/6/2010	10/24/2010	2.5L Gas	3/8/2011	2011
			04748 Hubler Ford	738			3FAHP0JA5BR[redacted]	12/16/2010	12/13/2010	10/19/2010	10/25/2010	2.5L Gas	3/17/2011	2011
			02761 Southgate Ford	87			3FAHP0HA0BR[redacted]	12/17/2010	11/26/2010	9/23/2010	10/12/2010	2.5L Gas	3/21/2011	2011
			06249 Les Stumpf Ford	5755			3FAHP0HG7BR[redacted]	11/2/2010	10/28/2010	5/14/2010	8/20/2010	3L	3/23/2011	2011

			04962 World Ford	7587			3FADP0L37BR[redacted]	8/7/2010	7/27/2010	4/14/2010	6/2/2010	2.5 Hybrid	3/21/2011	2011
			02284 John Lance Ford	1751			3FAHP0HA2BR[redacted]	8/24/2010	8/13/2010	3/30/2010	6/11/2010	2.5L Gas	3/28/2011	2011
			08533 Uhlmann Motors	8086			3FAHP0HA2BR[redacted]	10/29/2010	10/25/2010	4/29/2010	9/10/2010	2.5L Gas	1/29/2011	2011
			02283 Ed Mullinax Ford	783			3FAHP0HG2BR[redacted]	10/12/2010	10/2/2010	5/7/2010	8/16/2010	3L	3/12/2011	2011
			02284 John Lance Ford	612			3FAHP0JG4BR[redacted]	10/27/2010	10/18/2010	6/7/2010	9/3/2010	3L	3/24/2011	2011
			02444 Jim Bass Ford	532			3FAHP0HA5BR[redacted]	3/1/2011	2/20/2011	1/8/2011	1/11/2011	2.5L Gas	4/2/2011	2011
			07356 Gray Daniels Ford	4518			3FAHP0HA2BR[redacted]	9/26/2010	9/15/2010	4/7/2010	7/30/2010	2.5L Gas	3/7/2011	2011
			02960 West Herr Ford	527			3FAHP0HA0BR[redacted]	9/4/2010	8/26/2010	5/19/2010	7/7/2010	2.5L Gas	3/28/2011	2011
			11232 Maplecrest Ford	711			3FAHP0JAXBR[redacted]	7/31/2010	7/21/2010	4/7/2010	5/28/2010	2.5L Gas	3/4/2011	2011
			09179 Inver Grove Ford	5			3FAHP0HA9BR[redacted]	2/18/2011	2/8/2011	11/11/2010		2.5L Gas	3/25/2011	2011
			03605 Sunshine Ford	345			3FAHP0HA3BR[redacted]	2/18/2011	2/9/2011	1/1/2011	1/3/2011	2.5L Gas	4/13/2011	2011
			01970 Kings Ford	575			3FAHP0JG1BR[redacted]	2/26/2011	2/19/2011	1/11/2011	1/12/2011	3L	4/16/2011	2011
CHECKING THE ECU s/n# DOES NOT MATCH THE SAME GEAR THAT WAS INDICATED BY THE PLANT. UNSURE IF THE DEALER SENT THE WRONG GEAR BACK OR IT WAS SWAPPED OUT AT THE PLANT OR DEALER. SO THE UNKNOWN WHERE THE ORIGINAL GEAR IS FOR THIS VEHICLE			05027 Springdale Ford	5			3FAHP0JA1BR[redacted]	12/15/2010	2/17/2011	1/9/2011	1/11/2011	2.5L Gas	4/21/2011	2011

							BR154043						10/15/2010	2011
														2011
			0KM HSAP				3FAHP0HA0BR[redacted]						7/29/2010	
							AR[redacted]			3/23/2010	5/20/2010		6/14/2010	
							AR[redacted]			3/12/2010	4/26/2010		7/5/2010	
								7/27/2010	7/17/2010	5/17/2010			9/17/2010	
							BR[redacted]			10/19/2010			12/15/2010	

			0KM HSAP											
												10/15/2010		
									6/15/2010	7/15/2010		9/25/2010		
								9/3/2010				9/25/2010		
										5/27/2010		8/16/2010		

										5/28/2010		8/16/2010		
										5/26/2010		8/5/2010		
			Plant return	0				7/19/2009						
						AR[redacted]	7/21/2010					7/21/2010		
						AR[redacted]		4/6/2010				4/6/2010		
			0KM HSAP											
			0KM HSAP					1/29/2010	12/9/2009			2/8/2010		

			0KM HSAP											
			0KM HSAP	0			AR[redacted]						6/9/2010	
			0KM HSAP				3MEHM0JG8AR[redacted]						3/13/2009	
			0KM HSAP				3FADP0L39AR[redacted]							
			0KM HSAP				3FAHP0HA8AR[redacted]	11/30/2009		9/25/2009		2.5L Gas	12/1/2009	

This Saturday 8th, AXIS (the company in charge of the sales yard) reported a vehicle that had lost the Gear assistance. The VRT analyst G. Izaguirre went to AXIS to check this car. When the vehicle was turned ON the assistance was back. Izaguirre drove the car to the Final assy repair bay where I met him to review this case Vehicle rotation # 5310 / VIN : AR375533 EPP # 100841177J30494 / Build Julian date : 124													5/8/2010	
1. When the steering wheel became stuck, what did the driver do to unstick it? The driver did not do anything, the steering got unstuck it hen he stopped 2. Did the steering wheel become stuck in a turn or while driving straight? The steering got stuck in 3 times, 2 in a curve and 1 in a slight curve. 3. If this happened in a turn, approximately what angle was the wheel? 1st time= -30°.....2nd Time= 30°..... 3rd Time= 5° 4. Driver reports the steering wheel was stuck at least three times. Were the driving conditions the same each time it became stuck, and did the driver do the same action each time to unstuck it? Yes, the driver did not do anything to unstuck it, he said he tried to unstuck it putting force in the steering wheel with no success, until the third time putting this force the steering was released.											5/14/2010		6/17/2010	
							3FAHP0HA4AR[redacted]						2/23/2010	
First time in customer had collision warning system unavailable & C/C in the message center and the C/C was in/op. tech cleared codes checked all module tech could not duplicate concern. Second time back customer complaint of WEB FORM DATA - CONCERN: CUSTOMER STATES THAT SOME TIMES FEELS LIKE STEERING WHEEL WANTS TO SLIGHTLY TURN ON ITS OWN, CUSTOMER FEELS PRESSURE IN STEERING WHEEL AND CAR WILL PULL TO ONE WAY OR THE OTHER, DIAGNOSTICS: ALL MODULE SELF TEST, FAIL SECM. DATA NOT FOUND. PARTS REPLACED:: NONE TECH QUESTION: ANY KNOWN CONCERNS? WERE YOU ABLE TO VERIFY THE CONCERN? NO IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES FRANK, THERE ARE NO PAST REPORTS IN THE DATABASE WITH THIS CONCERN. I RECOMMEND REFERRING TO SECTION 206-09 IN THE WSM AND FOLLOW PIN POINT TEST I FOR THIS CONCERN. IF YOU NEED FURTHER ASSISTANCE PLEASE UPDATE THIS FORM. THANK YOU	Eric Estes		12294 Robinson Brothers L/M	547		A8E	1LNHL9FT9AG[redacted]	7/13/2009	7/2/2009	6/3/2009	6/25/2009	MKS 3.5L GDTI with park assist	9/1/2009	9HTAS008

REPAIR 09/16/2009 03:59PM MARK COUGHLIN MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: NOISE ON TURNING WHEEL DIAGNOSTICS: IDS TEST PASS PARTS REPLACED:: NONE TECH QUESTION: STEERING RACK EPAS NOISE , ALL THE TIME WERE YOU ABLE TO VERIFY THE CONCERN? YES AT WHAT SPEED DOES THIS OCCUR? ANY AT WHAT RPM DOES THIS OCCUR? BASE IDLE , ANY RECOMM 09/16/2009 03:59PM MARK COUGHLIN MSS - FCSD - TECH SVC HOTLINE THOMAS, THERE ARE CURRENTLY NO KNOWN ISSUES REGARDING THIS CONCERN. PLEASE ELABORATE ON THE TYPE OF NOISE AND THE PITCH OF THE NOISE. ALSO, PLEASE PROVIDE US WITH YOUR RESULTS FROM THE INTERACTIVE DIAGNOSTICS IN THE WSM UNDER SECTION 211-00A. THANK YOU. REPAIR 09/16/2009 04:23PM TOM FUMEROLA MSS - FCSD - TECH SVC HOTLINE TECHNICIAN REPLY: GRINDING NOISE, ELEMINATED AND DISCONNECTED TIE RODS AND STEERING COLUMN SHAFT AND NOISE IS SEVERE IN RACK . MANUALLY TURN RACK GRINDS AND STOPS RECOMM 09/16/2009 04:23PM TOM FUMEROLA MSS - FCSD - TECH SVC HOTLINE THE RACK SOUNDS LIKE IT NEEDS TO BE REPLACED. PEEL BACK THE BOOT FOR INSPECTION TO SEE IF	Eric Estes		02393 Kowalski Ford	57			1FAHP2KT8AG[redacted]	7/1/2009	5/27/2009	1/5/2009	2/2/2009	Taurus 3.5L GDTI w/o park assist	9/16/2009	9IPDR024
09/18/2009 06:42PM DAVID KNAPP MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: VEHICLE HAS NO POWER ASSIST AND CHECK ASSIST WARNING LIGHT ON. DIAGNOSTICS: CHECKED OASIS, TRIED TO SELF TEST PSCM, DID A NETWORK SELF TEST. CHECKED FOR BATTERY VOLTAGE AT CONNECTOR C-1463B AND GROUND AT C1463B, BOTH TESTED OK. CHECK FOR BATTERY VOLTAGE AND C-1463A PIN 3 CIRCUIT CBP34 VT-BN, IT TO TESTED OK. THERE IS A CONNECTOR ON THE PSCM THAT IS NOT NOT SHOWN ON THE WIRING DIAGRAM, IT HAS SEVERAL SMALL WIRES IN THE CONNECTOR. I UNPLUGGED AND RESEATED CONNECTORS. PARTS REPLACED:: NONE TECH QUESTION: P/S WAS NOT ASSISTING, WHEN TRIED TO SELF TEST, NO COMMUNICATION WITH PSCM. TRIED NETWORK TEST PSCM FAILED. AFTER CHECKING FOR POWER AND GROUNDS AT PSCM AND RESEATING THE CONNECTOR WITH SEVERAL WIRES NOT SHOWN IN WIRING DISGRAM 43-1. P/S STARTED TO OPERATE CORRECTLY. I THERE ANY PIDS YOU COULD SUGGEST I MONITOR WHILE DOING A WIGGLE TEST? I ROAD TESTED SEVERAL MILES AND SYSTEM OPERATED CORRECTLY AND SELF TESTS WITH NO DTC. WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN?			11056 Landmark L/M	110			1LNHL9FTXAG[redacted]	7/13/2009	6/15/2009	12/8/2008	1/6/2009	MKS 3.5L GDTI with park assist	9/18/2009	9IRCO031
POWER STEERING FAULT WHEN START VEHICLE. IT CORRECTS ITSELF IF I RESTART THE VEHICLE ROAD TEST, TEST EPAS, CODES C200B-2F AND C200C-2F. PERFORMED PINPOIT TEST AND REPLACED STEERING GEAR. SEN OUT FOR ALIGNMENT.			65099 Vehicle Service Center(VSC) World Headquarters	1123			1FAHP2KT5AG[redacted]	7/2/2009	6/9/2009	12/6/2008	1/7/2009	Taurus 3.5L GDTI w/o park assist	10/19/2009	
			03003 Bill Brown Ford				1FAHP2KT5AG[redacted]	9/28/2009				Taurus 3.5L GDTI w/o park assist	11/18/2009	
CUST STATES CHK ADVANCE TRAC LITE COMES ON WHILE DRIVING- VERIFIED PERFORMED ABS DIAG FOUND C1278 AND U0131 AND C1B00 PERFORMED INTERACTIVE PIN PT TEST WAS LEAD TO REPLACE STEER ING GEAR CONTACTED HOTLINE WAS TOLD TO FOLLOW THERE PIN PT TEST CHECKED POWER AND GROUND TO PSCM AND NETWORK WIRES FROM JOINT CONNECTOR 9 TO PSCM AND FROM PCM ALL WIRES PASSED REPLACED STEERING GEAR RECALIBRATED RETESTED OK CHECKED AND CORRECT TOE. ROADTEST AND VERIFY REPAIRS OK NOT SURE ABOUT THE TECHNICIANS DIAGNOSIS ADVISED THAT THE PSCM FAILED NETWORK TEST INDICATING NO COMMUNICATION BUT HE STATES HE CAN PULL CODE			11442 David McDavid's Lincoln	1688			2LMHJ5AT7AE[redacted]	10/1/2009				MKT 3.5L GDTI w/o park assist	12/7/2009	
CONCERN: NO POWER STEERING AND LIGHT ON IN MESSAGE CENTER AND TRAC LIGHT ON ABS AND BRAKE LIGHT ON. TECH STATES THAT HE FOUND THAT THE PSCM, C-CM, AND HCM DO NOT COMMUNICATE -TECH FOUND AN OPEN IN THE HS-CAN CIRCUIT VDB05 BETWEEN THE DLC AND THE PSCM -SEEKING GUIDANCE ON HOW TO NARROW DOWN THE LOCATION OF THE OPEN. ADVISED TECH TO ATTEMPT TO NARROW DOWN THE LOCATION OF THE OPEN BY CHECKING CONTINUITY BETWEEN THE MODULES AND JOINT CONNECTORS IN THE VEHICLE. THE JOINT CONNECTORS MAKE IT EASIER TO BREAK THE NETWORK INTO SECTIONS FOR DIAGNOSIS -SINCE THIS VEHICLE IS NEW, THE CONCERN IS LIKELY RELATED TO A PUSHED OUT OR BENT PIN WHICH OCCURRED DURING ASSEMBLY OR TRANSPORT. THE PSCM FAILS THE NETWORK TEST. TODD PLEASE DISCONNECT JOINT 9 AND THE PSCM AND LOAD TEST THE NETWORK CIRCUITS FROM JOINT 9 TO PSCM. IF THAT PASSES THEN WITH THE PCM DISCONNECTED I'D LIKE TO LOAD TEST THE NETWORK THROUGH THE JOINT CONNECTOR TO PSCM. IF THAT PASSES INSPECTION PLEASE INSPECT THE POWER/GROUND/NETWORK TERMINALS FOR LOOSENESS OR PUSHED BACK TERMINAL. IF NO ISSUES ARE NOTED TO LOAD TEST THE PSCM PWR/GRND CIRCUITS WITH A TAIL LAMP			12307 Deacon Jones Ford	30			2LMHJ5AT8AE[redacted]	11/18/2009	10/27/2009	8/11/2009	9/21/2009	MKT 3.5L GDTI w/o park assist	12/7/2009	

RPT ON CAUSE OF NO POWER STEERING TOWED IN CHK NO POWER STEERING ASSIST PERFORM POWER STEERING SYSTEM DIAG INTEGRATED WITH IDS ON LINE RECEIVED 43000:96 C8 U3000 61 48 PSCM INSTRUCTED TO REPL PWR STR GEAR ASSY RE RE PWR STR GEAR ASSY CHK CAST/CAMB TOE OK ROADTEST OK I suspect that there is a flaw in the Active Park Assist SW that was exploited by the Magna testing, but I don't think this is an issue we are seeing in production with Valeo. I suspect that Magna used the Angle control in a subtlety different way than Valeo thus exposing the issue. The likely of a true monitor failure is very low and because this occurred in a cobbled vehicle I think it is an issue we need to study and understand, but not consider a true field APA failure. I will work to understand if any data traces from Magna exist that can help us.			A1005 Colony Ford	845			2LMHJ5AT8AE[redacted]	8/31/2009	8/1/2009	6/25/2009	7/10/2009	MKT 3.5L GDTI w/park assist	12/31/2009	
CUSTOMER STATES POWER STEERING STOPPED WORKING TWICE IN 1 DAY NO POWER STEERING ASSIST.EPAS TEST GOT CODES U3000 96C8, C200B 61 48,C200C 2F 48,OASIS NO TSB OR SSM. CLEARED CODES U3000 CAME BACK. MODULE INTERNAL FAULT.NEEDS RACK ASSY. REPLACED RACK.PERFORMED FEA.ROAD TEST OK.KOER SELF TEST PASS.			04216 Ditschman Flemington Ford	3477			1FAHP2KT0AG[redacted]	7/7/2009	6/9/2009	12/13/2008	2/2/2009	Taurus 3.5L GDTI w/o park assist	2/1/2009	2/2/2010
TECH/C 01/07/2010 08:45AM JON NEIL(FSE) MSS - FCSD - REG - KANSAS CTY VEHICLE HAS HIGH STEERING EFFORT, HIGH EFFORT BOTH LEFT AND RIGHT BUT HIGHER EFFORT TO RIGHT. THE VEHICLE HAS HIT A CURB, MARKS ON BOTH LEFT WHEELS. THE TIE RODS DO NOT APPEAR BENT OR DAMAGED, THE LEFT LOWER CONTROL ARM HAS NO VISIBLE DAMAGE. DEALER HAS ORDERED A STEERING RACK, VEHICLE NOT REPAIRED AT THIS TIME.ADD-ON 01/07/2010 08:51AM JON NEIL(FSE) MSS - FCSD - REG - KANSAS CTY THE ATTACHED PICTURES ARE OF THE WHEELS, THE WHEELS WERE CHECKED AND SHOW NO EXCESSIVE RUNOUT. NOTED CURB IMPACT FROM THE LF TIRE FROM PICTURES SHOWN.			02722 Suntrup Ford	7763			1FAHP2KT3AG[redacted]	9/10/2009	7/22/2009	5/28/2009	6/29/2009	Taurus 3.5L GDTI w/o park assist	1/4/2010	
WEB FORM DATA - CONCERN: WHEN HIT BUMP LOSE P/STR AND POWER ASSIST OFF COMES ON THE DISPLAY DIAGNOSTICS: VISUAL INSP. OF EPAS ASSY AND WIRING WIGGLE HARNESS , NO ISSUES FOUND PULL CODES ,U2011,P1602 TRIED TO DO INTERACTIVE DIAG BUT CANT GET PAST OASIS PAGE SCOTT REPORTS A U2011:49. CODE RESET IN GARAGE NEXT MORNING VEHICLE WAS IN GARAGE ALL NIGHT AT 65 DEG AMBIENT. SCOTT REPLACE THE EPAS AND RETEST. ERIC ESTES CONSULTED.			03142 Lakewood Fordland	470			2LMHJ5AT6AE[redacted]	10/15/2009	8/5/2009	6/15/2009	7/10/2009	MKT 3.7L with park assist	2/22/2010	
MY VEHICLE HAS LOST ITS POWER STEERING. I AM SCHEDULING THIS APPT BUT WOULD LIKE TO BRING IT IN ON THE 23RD AS I CAN HARDLY STEER IT. REPLACE STEERING RACKALIGHN FRONT END			65099 Vehicle Service Center(VSC) World Headquarters	11482			1FAHP2KT9AG[redacted]	7/7/2009	6/9/2009	12/6/2008	1/4/2009	Taurus 3.5L GDTI w/o park assist	2/26/2010	
WEB FORM DATA - CONCERN: NO POWER ASIST STEERING AT ALL MESSAGE CENTER DISPLAYS SERVICE POWER STEERING NOW STEERING RACK SOUNDS LIKE ITS CRUSHING ROCKS WHEN TURNED SIDE TO SIDE ENGINE RUNNING OR NOT. DIAGNOSTICS: ITERACTIVE DIAG, (NOT IMPRESSED) PARTS REPLACED:: NONE TECH QUESTION: SYMPTOM CHART AND NOISE IS SUGGESTING THAT WE CHANGE POWER STEERING GEAR. WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST FOLLOWED? NO 03/19/2010 02:27PM AMY MEINKEN MSS - FCSD - TECH SVC HOTLINE TECH COMMENTS: UPON			B8013 GALLINGER MOTORS LIMITED	4128			1LNHL9FT4AG[redacted]	6/23/2009				MKS 3.5L GDTI with park assist	3/9/2010	

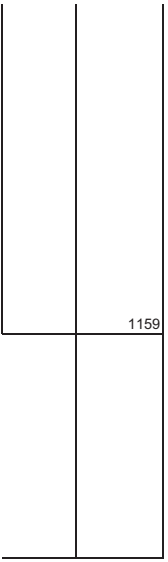
WHEN TURNING LEFT IT SPUTTERS AND THE TRACTION CONTROL COMES ON ,CUSTOMER BARELY PRESSED ON GAS AND IT DID THAT ANYWAY. IDS TEST INTERACTIVE PP TEST WITH IDS. REPLACE ELECTRONIC STEERING GEAR. CHECK ALIGNMENT AND RESET. Called the tech working on the vehicle and he states when turning left the Trac control assist would kick on the TC lamp would turn on but no PS message from the cluster message center. tech cleared the codes and let the customer have the vehicle the vehicle returned with the same two PSCM codes & no codes in the ABS. tech replaced the EPAS gear and fixed the vehicle.			01511 Currie Motors	1330			2FMHK6CT6AE[redacted]	1/6/2010	12/10/2009	8/19/2009	9/12/2009	Flex 3.5L GDTI with park assist	3/11/2010	
STEERING WARNING LIGHT CAME ON, POWERSTEERING INOP. GOT HOME SHUT OFF RESTARTED AND LIGHTS OUT PW STEERING WORKS N.P.F. TEST DROVE WITH CUSTOMERS PERMISSION 105 MILE, TESTED, HAD CODE U2011 49 STORED, PERFORMED PINPOINT TEST PAS SED, CALLED FORD TECH LINE, PERFORMED TEST REQUESTED PASSED, COULD NOT DUPLICATE CONCERN AT THIS TIME. **OWNRELATIONS** I CALLED MR. CHARLIE WELLS TO TRY AND EASE HIS CONCERNS HE HAD ABOUT THE VEHICLE. HE SAID THE POWER STEERING WENT OUT ON HIS WIFE WHEN SHE WAS DRIVING BACK FROM A TRIP TO FLORIDA. HE SAID THE CODES SHOWED THAT THE POWER STEERING WENT OUT AND THAT THEY CANNOT FIND ANYTHING WRONG WITH IT. HE SAID THAT HE WILL NOT TAKE THE VEHICLE BACK. HE THINKS IT IS A SAFETY CONCERN. HE REFUSES TO LET HIS WIFE DRIVE THE VEHICLE WITH HIS GRANDKIDS IN IT. I SAID THAT THE DEALERSHIP HAS GONE THROUGH THE PROPER DIAGNOSTICS TO LOOK FOR ANY PROBLEM. NO PROBLEM WAS FOUND. THEY COULD NOT REPAIR SOMETHING THAT THEY COULD NOT FIND. I SAID THE VEHICLE IS READY TO BE PICKED UP NOW, AND THAT IF HE HAD ANY OTHER ISSUE, HE COULD CALL CUSTOMER STATES NO POWER STEERING CONFIRMED CUST CONCERN. PERFORMED DIAG CODE U 0415. PERFORMED INTERACTIVE DIAG WITH IDS. FO UND DEFECTIVE POWER STEERING RACK. NECC TO RE MOVE AND REPLACE POWER STEERING RACK AND RESE T FRONT TOE.			06598 Blue Ridge North Georgia Ford	1250			1FAHP2KT4AG[redacted]	10/15/2009				Taurus 3.5L GDTI w/o park assist	3/22/2010	
			04222 Madison County Ford	3561			1FAHP2KT5AG[redacted]	10/7/2009	9/13/2009	7/2/2009	8/7/2009	Taurus 3.5L GDTI w/o park assist	4/6/2010	
			10399 Hempstead Ford	20			2LMHJ5ATXAE[redacted]	7/28/2009	7/19/2009			MKT 3.5L GDTI w/o park assist	4/5/2010	
COLLISIN WARNING NOT AVAILABLE POWER ASSIST NOT AVAILABLE ROAD TEST TO ATTEMPT TO VERIFY CONCERN CONCERN IS INTERMITTANT HOTLINE ID 103695363 TEST POWER STEERING CONTROL MODULE C200D COMPLETED ROAD TEST AND PARKING LOT MANUVERS PER INTERACTIVE DIAG TO DUPLICATE CONCERN SPOKE WITH HOTLINE THEY STATE RACK AND PINION HAS UPDATED PART REPLACED RACK AND PINION CHECK FRONT END ALIGNMENT ADJUSTED FRONT TOE ROAD TEST OK AT THIS TIME			05618 Bob Swope Ford	958			1FAHP2KT4AG[redacted]	2/12/2010	11/16/2009	1/12/2009	11/16/2009	Taurus 3.5L GDTI w/o park assist	4/8/2010	
CLICKING NOISE WHEN TURNING THE STEERING WHEEL AT IDLE VERIFIED CONCERN PERFORMED STEERING RACK DIAG PINPOINT DIAG ROADTEST DIAG REPLACED STEERNG RACK PERFORMED ALIGNMENT, RETST, WITHIN NORMAL CHARACT. CQIS REPORT 04/28/2010 10:32AM DAVID KNAPP MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: WHEN TURNING STEERING FROM SIDE TO SIDE THERE IS A CLICKING/POP NOISE COMING FROM BACKING PLATES, NOISE IS VERY OBVIOUS HAPPENS ON BOTH SIDES ON A FULL TURN NOT QUIT TO FULL TRAVEL DIAGNOSTICS: CHECKED SUSPENSION/STEERING COMPONANTS CAN HEAR NOISE COMING FROM THE BACKING PLATES, WHEN APPLYING PRESSURE BY HAND NOISE WILL CHANGE. PARTS REPLACED:: NONE TECH QUESTION: ARE THERE ANY KNOWN CONCERNS, POSSIBLY STEERING GEAR RESINATING NOISE TO MAKE BAKING PLATES NOISY, THIS NOISE IS CONSISTANT AND SAME IN NOISE AND LEVEL OF SOUND EVERY TIME KREG, WE WOULD NOT SUSPECT A STEERING GEAR AT THIS TIME FOR THIS CONCERN. WE WOULD SUGGEST CHECKING FOR THE BACKING PLATES, CALIPER AND PADS BY REMOVING THEM ONE AT A TIME TO SEE IF THE NOISE STILL HAPPENS. IF YOU CAN REPRODUCE THE CONCERN ON A DRIVE ON RACK RO LUBE PIT TRY DOING SO NEXT TO			09641 Moore Motors	7000 8/14/2012			1FAHP2KT1AG[redacted]	8/28/2009	7/31/2009	1/5/2009	6/18/2009	Taurus 3.5L GDTI w/o park assist	4/27/2010	

OWNREL CUSTOMER SAID: 1)TRANSMISSION-HAS HAD MULTIPLE ISSUES FOR THE WHOLE TIME HES HAD IT-BROUGHT IN FOR SERVICE AT 5K AND WAS MAKING A NOISE IN THE TRANSMISSION-FOUND THE LINES HAD AN ISSUE(NOT SURE WHAT IT IS EXACTLY)-REPLACED THE RACK AND PINION2) STEERING COLUMN-FAULTY-REPLACED STEERING COLUMN 3)WHEEL BEARINGS-NOISE COMING FROM THE FRONT END-WORSE NOISE WHEN TURNING-WILL GO IN FOR SERVICE WHEN THE PART COMES IN. TECH REPLACED RF FRT WHEEL BEARING 3K LATER FOR A NOISE WHILE TURNING. NOT SURE IF TECH MAKE A MISTAKE REPLACING THE STEERING GEAR AT 5K INSTEAD OF THE RF BEARING			02733 NORTH COUNTRY FORD	5093			1LNHL9FT7AG[redacted]	10/9/2009						
WEB FORM DATA - CONCERN: DURING THE NEW VEHICLE INSPECTION FOR NOISE COMING FOR THE POWER STEERING RACK. DIAGNOSTICS: VERIFIED NOISE FROM RACK. PARTS REPLACED:: NONE TECH QUESTION: THE NOISE SOUNDS LIKE THE STEERING RACK IS DRY AND HAS A METAL TO METAL SOUND COMING FROM IT. THE VEHICLE IS EQUIPPED WITH EPAS. NEED FURTHER DIRECTION,			04235 Vision Ford	31			2LMHJ5AT8BE[redacted]	5/14/2010	4/30/2010			MKT 3.5L GDTI with park assist	7/8/2010	2011
			12507 White Bear L/M	12310			2LMHJ5AT2AE[redacted]	7/12/2009		6/3/2009	6/25/2009	MKT 3.5L GDTI with park assist	6/8/2010	
			11247 White Plains L/M	11994		B25x3 BADx1	2LMHJ5AT4AE[redacted]	7/28/2009	7/19/2009	6/15/2009	7/3/2009	MKT 3.5L GDTI with park assist	7/6/2010	
07/01/2010 04:04PM WILLIAM LEIBENGOOD MSS - FCSD - TECH SVC HOTLINE 2 TIMES TO DEALER. 5 DAYS OUT OF SERVICE. NOTE TO FSE: I AM REQUESTING TECHNICAL ASSISTANCE ON THIS VEHICLE DUE TO UNABLE TO ISOLATE CONCERN. CUSTOMER SEEKING RESOLUTION TO NOISE CONCERN SOON. THERE IS TINNY POP NOISE FROM FRONT END WHEN TURNING STEERING WHEEL IN EITHER DIRECTION. OUTER TIE RODS AND STEERING GEAR HAVE BEEN REPLACED. CONDITION PRESENT TO SAME DEGREE. HOTLINE IS SUSPECTING POSSIBLE SUB-FRAME MOUNT OR POSSIBLE CHARACTERISTIC CONDITION. CUSTOMER WILL RETURN VEHICLE ON THAT DATE FOR FSE INSPECTION.ADD-ON 07/13/2010 04:57PM MARTY EVELAND(FSE) MSS - FCSD - REG - DENVER FSE ON SITE VISIT 7/13. FSE DUPLICATED A SNAPPING / POP / TICK NOISE WHEN TURNING BOTH DIRECTIONS WHILE DRIVING A LOW SPEED (<5MPH) OR EVEN AT A STOP. THE NOISE CAME FROM THE LEFT WHEN TURNING RIGHT AND THE RIGHT WHEN TURNING LEFT. FSE USED ENGINE EAR TO LISTED TO SUSPENSION AND STEERING SYSTEM. FSE ALSO TOUCHED VARIOUS COMPONENTS AND FELT THE NOISE TRASMIT TO VARIOUS SUSPENSION COMPONENTS. FSE			03170 Go Courtesy Ford	3652			1FAHP2KTXAG[redacted]	10/16/2009	9/25/2009			Taurus 3.5L GDTI w/o park assist	6/15/2010	
TRACTION CONTROLL LIGHT ON IN LIMP MOAD DIAG CONCERN PERFORM END PERFORM ELECT. DIAG RETREIVE CODES U2025 P0709 P1280 U0131 U0401 CALLED HOT LINE REPLACE MODULE THAT ONLY COMES WITH RACK AND PINION REPACE RACK AND ALIGNFRONT END ROAD TEST GOOD. TECH ALSO REPLACE LF WHEEL BEARING NOISE ON THE SAME REPAIR ORDER I BELIEVE THIS CAUSED THE TC LAMP ON & TO ACTIVATE TC AND SLOW THE VEHICLE DOWN. VEHICLE RETURNED 100 MILES LATER VEHICLE CAME BACK WITH SIMILAR COMPLAINT WENT FROM 60MPH DOWN TO 10 MPH, DEALER COULD NOT DUPLICATE THE CONCERN SO NTF AT THIS TIME.			04166 McMahon Ford	5873			2FMHK6DT7AE[redacted]	11/5/2009	10/3/2009			Flex 3.5L GDTI w/o park assist	7/1/2010	

			09422 Spradley/Barr Ford	639			2LMHJ5AT5AE[redacted]	4/14/2010	2/18/2010	12/8/2008	1/15/2009	MKT 3.5L GDTI w/ park assist	7/17/2010	
			03250 Ford of Montebello	180			1FAHP2KT5AG[redacted]	4/15/2010	3/26/2010	7/1/2008	4/13/2009	Taurus 3.5L GDTI w/o park assist	7/6/2010	
			03050 Fairlane Ford	10087			1FAHP2KTXAG[redacted]	7/15/2009	6/18/2009		1/13/2009	Taurus 3.5L GDTI w/o park assist		
			03276 Jim Robinson Ford	32320			1FAHP2KT5AG[redacted]	7/15/2009	6/18/2009	11/24/2008	12/9/2008	Taurus 3.5L GDTI w/o park assist	9/1/2010	
09/16/2010 08:01AM BETH MIYA MSS - FCSD - TECH SVC HOTLINE TECHNICIAN REPLY: STEERING RACK NOT ROOT CAUSE. REPLACED STEERING RACK, NOISE STILL PRESENT.			00042 The Frederick Motor Co	8437			1FAHP2KT2AG[redacted]	3/31/2010	3/9/2010	12/8/2008	1/16/2009	Taurus 3.5L GDTI w/o park assist	8/31/2010	
C S THAT THE TRAC LIGHT COMES ON AND OFF ADVISE SEEMED TO WORK FOR ABOUT A MONTH BUT NOW HAS SAME SYMPTOMS AT BEFORE. COMES ON INTERMITTENTLY DURING HIGHWAY DRIVING ROAD TEST. TRAC LIGHT COMES ON WHEN MAKE LEFT TURN AND GOES OUT ON NEXT TURN. RETRIEVE DTCS ALL PASS. PERFORM P P TEST G FOUND DISABLE SWITCH BAD. REPLACE SWITCH & RETEST. NOT FIXED. CONTACT HOTLINE. CONTINUE WITH P P G. ALL WIRING OK. RECONTACT HOTLINE. MONITOR SENSOR CLUSTER PIDS ALL OK. REPLACE EPAS MODULE PER HOTLINE. ALIGN ALL 4 WHEELS & RETEST. NOT FIXED. CALL HOTLINE. REMOVE PIN 18 CIRCUIT. THIS IS A HOTLINE MISDIAGNOSIS, THERE WERE NO CODES IN THE SYSTEM & THE HOTLINE REP. WHEN AWAY FROM THE SHOP MANUAL AND HAD THE TECH REPLACE THE PSCM, THINKING THAT THE SWA SENSOR WAS IN THE EPAS GEAR AND WITH VEHICLES WITH APA IT HAS A SWA SENSOR IN THE COLUMN. SO THE NEXT TIME THEY CALLED IN THEY FOLLOWED THE ppt PROPERLY AND REPLACED THE IC TO FIX THE VEHICLE BECAUSE THAT CONTROLS THE TC LAMP OPERATION			01385 Sioux Falls Ford	13880			2FMHK6DT9AE[redacted]	2/4/2010	1/19/2010	9/22/2009	11/24/2009	Flex 3.5L GDTI w/ park assist	10/8/2010	
			65099 WHQ VSC Center	331			1LNHL9FT2BG[redacted]	9/10/2010	7/24/2010	1/19/2010	3/30/2010	MKS 3.5L GDTI with park assist	10/26/2010	2011
			02724 All American Ford	401			2FMHK6DT3BE[redacted]	8/19/2010	8/2/2010	1/25/2010	6/24/2010	Flex 3.5L GDTI w/o park assist	11/13/2010	2011
											5/5/2010		8/10/2010	
										1/12/2010	2/9/2010		5/1/2010	

							2LMHJ5ATXAE[redacted]	3/10/2010				MKT 3.5L GDTI w/o park assist		
							2FMHK6DT7AE[redacted]	2/19/2010	2/4/2010			Flex 3.5L GDTI w/o park assist		
Unit reported as Steering gear with lack of assist. Checking DTC's it was found U3000-96 code related to an internal component failure. Checking by CCP B3A fault confirmed.							AG160762		3/9/2010	12/13/2008	1/19/2009		3/26/2010	
							2LMHJ5ATXAE[redacted]	3/10/2010				MKT 3.5L GDTI w/o park assist		
									2/4/2011		10/21/2010	3.5L w/APA	2/17/2011	
			02761 Southgate Ford	249			1FMHK7D82BGA[redacted]	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011	
			02731 Atchinson Ford	111			1FMHK8D89BG[redacted]	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011	

Date	Part ETA
5/8/2009	93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7/20/2009	67
8/6/2009	112
7/21/2009	175

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7/15/2009	93
8/3/2009	115

	1127
7/24/2009	130
	1124
	1120
7/29/2009	125
8/3/2009	57

8/25/2009	98
8/12/2009	
8/27/2009	96
8/25/2009	98

9/2/2009	90

8/12/2009	106
8/25/2009	64

9/25/2009	33

9/2/2009	90
9/18/2009	74

9/4/2009	25
9/18/2009	74
9/9/2009	83
9/18/2009	40
9/24/2009	34
9/18/2009	40
10/5/2009	57

9/25/2009	66
9/24/2009	34
10/5/2009	57
10/5/2009	57
########	46
########	

########	128

Top Level Failure Mode
Loss of Assist
Loss of Manual Steer
Road Feed back
Power consumption
Interface with car
Communication
EMC
Not TRW responsibility
SAPP
Noise

From: Estes, Eric (E.E.)
Sent: Friday, January 20, 2012 3:42 PM
To: Surella, Matthew (M.M.); Snider, Tim (T.O.); Flanagan, Thomas (T.P.); Napoli, Laura (L.); Sergio Alvarez (Sergio.Alvarez@TRW.COM); Geoff Jacks (Geoff.Jacks@TRW.COM); Andy Partridge (Andy.Partridge@TRW.COM); Sergio Alvarez (Sergio.Alvarez@TRW.COM); 'JoseJ Lopez' (JoseJ.Lopez@TRW.COM); 'Anthony Fleenor' (Anthony.Fleenor@TRW.COM); Christopher Woodruff; Guillermo Aguilar
Subject: Relay Warranty Chart all EPAS platforms

Here are the updated totals from all the warranty relay returns for all platforms with root causes.

Eric J Estes
TRW EPAS Steering Systems
Quality Specialist
Hotline ph# 313-317-9358
Cell ph# 734-560-3493

Case Number	Ford DTCs	TRW Code (Symptom)	Gear Location	Fault found/Root cause	Current Updates	Motor Build Date
UR0090 RUA# 5175	U2011-49	B3A	In eval Tyco	NTF	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco 12-7- Tyco found NTF with the relay. SEM on contacts some material found	4/19/2011
UR0126	U3000-72	A30, E30	in process UK	R28 resistor on ECU PCB	12/6-fault following ECU found low resistance on R28 generating incorrect Vbatt readings on ECU. 1/10- Sergio to ship to UK	
UR0133 RUA# 5164	U2011-49 U3000-96	B3A	in process Tyco	motor relay, further analysis Tyco	12/13- could duplicate B3A failure in lab. surrogate relay test OK, ribbon cable wiggle test ok, 5amp test done found faulty motor relay. Save for workshop next year.	6/8/2011
UR0137	U2011-49	B3A	in eval MAO	motor relay, further analysis Tyco	12/9- pulled stored and EFF data shipped to MAO for analysis	9/22/2011
UR0138	U3000-49	B43	in eval MAO		12/9- pulled stored and EFF data shipped to MAO for analysis	5/19/2011
UR0143	U3000-49 U3000-96	B43,B25	in eval MAO		12/21- Pulled stored and EFF data shipped to MAO for analysis	6/5/2011
UR0145	U2011-49	B3A	in eval MAO		12/21- Pulled stored and EFF data shipped to MAO for analysis	6/8/2011
UR0147	U2011-49	B3A	in process MAO		1/18- Pulled stored and EFF data shipped to MAO for analysis	6/28/2011
UR0149	U2011-49 U3000-96	B3A	in process MAO		1/18- Pulled stored and EFF data shipped to MAO for analysis	9/24/2011
UR0157	U2011-49	B3A	in process MAO		1/18- Pulled stored and EFF data shipped to MAO for analysis	5/30/2011
0KM RUA# 5167	U2011-49	B3A	in process Tyco		12/13- could duplicate B3A failure in lab. surrogate relay test OK, ribbon cable wiggle test ok, 5amp test done found faulty motor relay	

8- B3A motor relays
2- B43 Link relay
1- A30 R28 resistor
11 total relay issues

Case Number/ RUA	Ford DTCs	TRW Code (Symptom)	Gear Location	Fault found/Root cause	Current Updates	Motor build Date
FR-0551 RUA# 5258	U2011-49	B3A	in eval Tyco	NTF	**12/19- Tyco went through complete relay test with NTF**	4/10/2011
FR-0554 RUA# 5259	U2011-49	B43	in eval Tyco	Surface contamination	**12/19- Tyco has found surface contamination on contact 4. next step to SEM the contacts**	6/24/2011
FR-0555	U2011-49	B43	in eval QAO		**10/28-pulled EFF & stored data. Shipped to QAO for further testing**	5/26/2011
FR-0557	U2011-49	B43	in eval QAO		**10/28-pulled EFF & stored data. Shipped to QAO for further testing**	4/28/2011
FR-0558	U2011-49	B3A	in eval QAO		**10/28-pulled EFF & stored data. Shipped to QAO for further testing**	5/3/2011
FR-0559 RUA# 5287	U2011-49	B43	in eval Tyco		**11/23- confirmed link relay**	5/31/2011
FR-0561	U2011-49	B3A	in eval QAO		**11/1-pulled EFF & stored data. Shipped to QAO for further testing**	6/22/2011
FR-0562	U2011-49	B3A	in eval QAO		**11/4-pulled EFF & stored data. Shipped to QAO for further testing**	6/17/2011
FR-0568	U2011-49	B3A	in eval QAO		**11/11-pulled EFF & stored data. Shipped to QAO for further testing**	5/4/2011
FR-0569	U2011-49	B3A	in eval QAO		**11/18-pulled EFF & stored data. Shipped to QAO for further testing**	6/1/2011
FR-0570	U3000-49 U3000-96	B43,BB7	in eval QAO		**11/18-pulled EFF & stored data. Shipped to QAO for further testing**	7/27/2011
FR-0571	U2011-49	B3A	in eval QAO		**11/18-pulled EFF & stored data. Shipped to QAO for further testing**	6/21/2011
FR-0572	U3000-49 U3000-96	B43	in eval QAO		**11/23-pulled EFF & stored data. Shipped to QAO for further testing**	6/16/2011
FR-0573	U2011-49	B3A	in eval QAO		12/12- pulled EFF & stored data shipped gear to QAO for further analysis	6/15/2011
FR-0575	U2011-49	B3A	in eval QAO		12/12- pulled EFF & stored data shipped gear to QAO for further analysis	5/3/2011
FR-0577	U2011-49	B3A	in eval QAO		12/12- pulled EFF & stored data shipped gear to QAO for further analysis	6/22/2011
FR-0578	U2011-49	B6B	in eval QAO		12/12- pulled EFF & stored data shipped gear to QAO for further analysis	5/21/2011

FR-0579	U3000-49	B43,BB5	in eval QAO		12/12- pulled EFF & stored data shipped gear to QAO for further analysis	6/15/2011
FR-0581	U2011-49	B3A	in eval QAO		12/12- pulled EFF & stored data shipped gear to QAO for further analysis	5/20/2011
FR-0585	U2011-49 U3000-96	B3A	At WPAC Freight ship to QAO 1/24		12/19- pulled EFF & stored data shipped gear to QAO for further analysis	7/27/2011
FR-0586	U2011-49	B3A	At WPAC Freight ship to QAO 1/24		12/19- pulled EFF & stored data shipped gear to QAO for further analysis	7/27/2011
FR0588	U3000-49	B43, BB5	At WPAC Freight ship to QAO 1/24		12/19- pulled EFF & stored data shipped gear to QAO for further analysis	3/27/2011
FR0590	U2011-49 U3000-96	B6B	At WPAC Freight ship to QAO 1/24		1/18- pulled EFF & stored data shipped gear to QAO for further analysis	7/20/2011
FR0592	U2011-49	B3A	At WPAC Freight ship to QAO 1/24		1/18- pulled EFF & stored data shipped gear to QAO for further analysis	6/21/2011
FR0595	U2011-49	B3A	At WPAC Freight ship to QAO 1/24		1/18- pulled EFF & stored data shipped gear to QAO for further analysis	7/4/2011
FR0596	U2011-49	B3A	At WPAC Freight ship to QAO 1/24		1/18- pulled EFF & stored data shipped gear to QAO for further analysis	6/1/2011
FR0597	U2011-49	B3A	At WPAC Freight ship to QAO 1/24		1/18- pulled EFF & stored data shipped gear to QAO for further analysis	5/4/2011
FR0601	U3000-49 U3000-96	B43	At WPAC Freight ship to QAO 1/25		1/18- pulled EFF & stored data shipped gear to QAO for further analysis	5/28/2011
FR0603	U2011-49 U3000-96	B3A	At WPAC Freight ship to QAO 1/24		1/18- pulled EFF & stored data shipped gear to QAO for further analysis	3/28/2011
FR0604	U2011-49	B3A	At WPAC Freight ship to QAO 1/25		1/18- pulled EFF & stored data shipped gear to QAO for further analysis	5/4/2011
0KM RUA# 5279		B43	In eval Tyco		QAO damaged link relay removing from PFS	
QAO line failure RUA# 5281		B3A	UK	possible dropped relay, has bent contact spring		

QAO line failure RUA# 5283		B3A	UK	possible dropped relay, has bent contact spring		
QAO line Bully RUA# 5262		E66	In eval Tyco	damaged ribbon cable due to handling at Anting	11/15/2011	
QAO line Bully RUA# 5253		E66	In eval Tyco	damaged ribbon cable due to handling at Anting	11/15/2011	
QAO line Bully RUA# 5260		E66	In eval Tyco	damaged ribbon cable due to handling at Anting	11/15/2011	
QAO line Bully RUA# 5261		A3A	In eval Tyco	damaged ribbon cable due to handling at Anting	11/15/2011	
QAO line Bully RUA# 5269		A3A	In eval Tyco	damaged ribbon cable due to handling at Anting	11/15/2011	
QAO line Bully RUA# 5270		A3A	In eval Tyco	damaged ribbon cable due to handling at Anting	11/15/2011	

21- B3A Motor relays
10- B43 link relays
3- E66
3- A3A
2- B6B motor relay short
39 total relay issues

Case Number	Ford DTCs	TRW Code (Symptom)	Gear Location	Fault found/Root cause	Current Updates	Motor Build Date
CR0044 RUA# 5161	U3000-49 U3000-53	B43, BB7	in eval Tyco	NTF	10/13- shipped to UK then to Tyco 11/18- Tyco has NTF on	3/28/2011
CR0045 RUA# 5362	U3000-49	B3A	in eval Tyco	Mg,Na,S on contact 4. precontainment	10/13- shipped to UK then to Tyco 11/21- contamination on motor relay contact 4.	2/20/2011
CR0046 RUA# 4996	U3000-49 U3000-53	B3A	in eval Tyco	EDX found sugar on contact 3. 8D sent to Ford	8/10- confirmed motor relay open phase two, to raise RUA cutout relay and ship to UK then to Tyco	
CR0071 RUA# 5083	U3000-49 U3000-53	B3A,BB7	in eval UK	Aux ASIC (Melexis)	9/8- A low impedance between topgate 2 and phase 2 is detected. Failure shows some intermittence. Shipped to Geoff in UK. 11/7- found Aux ASIC issue still under analysis in UK	
CR0106 RUA# 5174	U3000-49 U3000-53	B3A	in eval Tyco		10/24- In process to Tyco for analysis 11/21- NTF at Tyco at this	5/18/2011
CR0107 RUA# 5173	U3000-49 U3000-53	B3A	in eval Tyco		10/24- In process to Tyco for analysis 11//21- analysis still on	4/21/2011
CR0114 RUA# 5358	U3000-49	B43	in eval Tyco		12/13- could duplicate E30 failure in lab. surrogate relay test OK, ribbon cable wiggle	
CR0119 RUA# 5359	U3000-49	B43	in Eval MAO		12/13- could duplicate B43 failure in lab. surrogate relay test OK, ribbon cable wiggle	
CR0121 RUA# 5362	U3000-49	B3A	in eval Tyco		12/13- could duplicate E66 failure in lab. surrogate relay test OK, ribbon cable wiggle	6/13/2011
CR0154	no assist first 10 mins after startup	A30,E30	in eval MAO		11/4- steering smooth stop to stop ship to MAO for EDF test stand. Vehicle towed in,	
CR0156	U3000-49	B3A	in eval MAO		12/13- passed surrogate relay test and could not duplicate code in lab. Next	5/23/2011
CR0158 RUA# 5361	U3000-49 U3000-53	B3A	in eval MAO		12/13- could duplicate E66 failure in lab. surrogate relay test OK, ribbon cable wiggle test ok, 5amp test done	1/25/2011
CR0163	U3000-49 U3000-53	B3A	in eval MAO		12/2- pulled EFF and stored data from gear and shipped to MAO for analysis.	5/18/2011

CR0164 RUA# 5360	U3000-49	B3A	in eval MAO	CuS contact contamination	12/13- could duplicate E66 failure in lab. surrogate relay test OK, ribbon cable wiggle	6/14/2011
CR0168 RUA# 5165	U3000-49	B3A	in eval MAO	CuS contact contamination	12/13- could duplicate A3A failure in lab. surrogate relay test OK, ribbon cable wiggle	
CR0169 RUA# 5357	U3000-49	B43,BB5	in eval MAO		12/13- could duplicate A30 failure in lab. surrogate relay test OK, ribbon cable wiggle	5/19/2011
CR0170	U3000-49	B3A	in eval MAO		12/13- passed surrogate relay test and could not duplicate code in lab. Next	5/23/2011
CR0171	U3000-49 U3000-53	B6B	in eval MAO		12/2- Pulled stored and EFF data from the gear and shipped to MAO for analysis	7/4/2011
CR0174 RUA# 5164	U3000-49	B3A	in eval MAO		12/13- could not duplicate code in lab. surrogate relay test OK, ribbon cable wiggle	5/5/2011
CR0184	U3000-49	B3A	in eval MAO		12/19- Pulled stored and EFF data from the gear and shipped to MAO for analysis	6/30/2011
CR0185	U3000-49	B3A	in eval MAO		12/19- Pulled stored and EFF data from the gear and shipped to MAO for analysis	6/17/2011
CR0187	U3000-49	B3A	in eval MAO		12/19- Pulled stored and EFF data from the gear and shipped to MAO for analysis	6/11/2011
CR0189	U3000-49	B3A	in eval MAO		12/19- Pulled stored and EFF data from the gear and shipped to MAO for analysis	6/29/2011
CR0190	U3000-49	B6B	in eval MAO		12/19- Pulled stored and EFF data from the gear and shipped to MAO for analysis	5/17/2011
CR0191	U3000-49	B3A	in eval MAO		12/19- Pulled stored and EFF data from the gear and shipped to MAO for analysis	6/13/2011
CR0194	U3000-49	B3A	in eval MAO		12/19- Pulled stored and EFF data from the gear and shipped to MAO for analysis	6/14/2011
CR0200	U3000-49	B3A	in process MAO		1/19- Pulled stored and EFF data from the gear and shipped to MAO for analysis	6/13/2011
CR0201	U3000-49	B3A	in process MAO		1/19- Pulled stored and EFF data from the gear and shipped to MAO for analysis	6/18/2011
CR0206	U3000-49	B3A	in process MAO		1/19- Pulled stored and EFF data from the gear and shipped to MAO for analysis	8/11/2011

0KM RUA# 5166	U3000-49	B3A	in eval MAO		12/13- could not duplicate code in lab. surrogate relay test OK, ribbon cable wiggle	

23-B3A motor relays
4- B43 link relays
2- B6B motor relay short
1- A30 link relay open
30 Total relay issues

2012 NA Total Overall Relay Returns

Relay Claims

11 - U502

Redacted for Relevance

80- Total relay claims

Relay Code Count

52- B3A's

16- B43's

4- B6B

3- A3A

3- E66

2- A30

80- Total claims

2012 NA Warranty Claims Only

Redacted for Relevance

10- U502

70- Total claims

From: Jawed, Afaq (.)
Sent: Tuesday, February 14, 2012 3:13 PM
To: Salim.Semssar@TRW.COM
Cc: McIntyre, Kathryn (K.L.)
Subject: TRW Concern List

Attachments: TRW-T1-T210R.xls; TRW -T210 R Part1.xls; TRW_T167N.xls

Hi Salim;

Please review the attachment. One file is for site code of T167N for [redacted], 2nd one is for T210R [redacted]U502[redacted]. Third file is for [redacted] Program. Thanks

Afaq Jawed
STA, Ford Chassis Commodity
Phone: 313 805 2381 (Work/Cell)
Cube; C156 Fairlane Business Park II,
17425 Federal Drive Allen Park MI 48101, USA
E-mail; ajawed@ford.com
Text Pager:http://messaging.sprintpcs.com

TRW-T1-T210R.xls

TRW -T210 R Part1.xls

TRW_T167N.xls

From: Salim Semssar [mailto:Salim.Semssar@TRW.COM]
Sent: Friday, February 10, 2012 12:31 PM
To: McIntyre, Kathryn (K.L.)
Cc: Jawed, Afaq (.); Surella, Matthew (M.M.); Anthony Fleenor
Subject: RE: FW: ConcernList_T210R.xlsb

AJ,

Below is what we are looking for (I think I have everything):

[redacted]
U502
[redacted]

Many Thanks!

Salim

Top Warranty From: 1 Top Warranty To: 500

BSAQ CURRENT MODEL QUALITY TRACKING
FUNCTION TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX Warranty
APL
A1-KENTUCKY TRUCK PLANT
F2-CHASSIS,F5-VEHICLE ENGINEERING
GLOBAL - 14-Feb-2012 14:38:40 EST

CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION							CONC ERN STAT		VALIDATION																				RANK STATUS	
							Phase 1			Phase 2		Phase 3																																
Rank	Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item), Concern, Type, POS.A, POS.B, POS.C, POS.D)	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
1	POWER STEERING PUMP DEFECTIVE, , , ,	Function: F2,F5 CCC: H21,H22,H50,L68,N50,N58 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	6	8	3	3	9	2	5	6	7	2	2	0						11	153	R	R
No Data																	No Data																											
2	AIR SPRING DEFECTIVE, , , ,	Function: F2 CCC: C51 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																						WAR	0	1	0	0	0	0	0	0	2	4	1	0						7	2	R	R
No Data																	No Data																											
3	POWER STEERING PUMP LEAK, , , ,	Function: F2 CCC: H21,H22,H50,L68,N58 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	2	5	2	5	2	0	4	5	5	1	0	0						6	51	R	R
No Data																	No Data																											
4	TRAILER BRAKE CONTROLLER DEFECTIVE, , , ,	Function: F2 CCC: H04,H19,H20,H37,H39 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	0	0	0	0	0	0	4	4	2	0	0						6	6	R	R
No Data																	No Data																											
5	TIRE ROAD FORCE, , , MICHELIN, # 6	Function: F5 CCC: C50,H44,N22,N23,N24,N25 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	1	5	2	2	1	2	3	3	3	0	0						6	59	R	R
No Data																	No Data																											
6	STEERING GEAR BOX LEAK, , , 6K, OUTPUT SHAFT	Function: F2 CCC: H22,L68,N58 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	3	0	0	2	0	0	1	2	5	0	0	0						5	27	R	R
No Data																	No Data																											
7	HUBCAP DEFECTIVE, , , ,	Function: F2 CCC: B65 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	0	0	0	0	1	0	1	1	2	2	0						5	7	R	R
No Data																	No Data																											
8	TIRE ROAD FORCE, , , GENERAL, # 1	Function: F2,F5 CCC: H44,N22,N23,N24,N25,TB3 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	1	2	3	3	5	1	0	1	1	2	1	1						5	28	R	R
No Data																	No Data																											
9	TIRE ROAD FORCE, , , PIRELLI, #15	Function: F5 CCC: C50,H44,N22,N23,N24,N25 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																						WAR	3	2	4	4	4	1	3	2	2	1	2	0						5	40	R	R

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																										RANK STATUS	
													Phase 1			Phase 2		Phase 3																																					
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D					Cpl/CpK								Before	After																															
No Data																							No Data																													
10	POWER STEERING PUMP LINE LEAK, , , ,							Function: F2 CCC: H22,H50,L68,N58 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	1	1	0	0	1	1	0	2	1	0	0						3	118	R	R
No Data																							No Data																													
11	DRIVE SHAFT OUT OF BALANCE, , , ,							Function: F5 CCC: N22,N23,N24,N25 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	1	0	1	0	1	0	1	0						2	3	R	R
No Data																							No Data																													
12	STARTER NOISY, WHINE , , DIESEL, REPLACED							Function: F5 CCC: N11,N12 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	0	0	0	2	1	0	1	0						2	0	R	R
No Data																							No Data																													
13	POWER STEERING RESERVOIR DEFECTIVE, , , ,							Function: F2 CCC: H22,L68,N58 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	1	0	1	0	1	0	1	0						2	1	R	R
No Data																							No Data																													
14	POWER STEERING PUMP LEAK, , , , NO PROBLEM FOUND							Function: F2 CCC: L68 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	0	0	0	0	2	0	0	0						2	1	R	R
No Data																							No Data																													
15	STEERING DAMPER DEFECTIVE, , , ,							Function: F2,F5 CCC: C50,E35,H21 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	1	2	0	0	0	0	0	0	2	0	0	0						2	25	R	R
No Data																							No Data																													
16	TIRE ROAD FORCE, , , CONTINENTAL, # 4							Function: F5 CCC: N23,N24,N25 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	1	1	0	0	3	1	1	1	0	1	1	0						2	15	R	R
No Data																							No Data																													
17	STEERING GEAR BOX LEAK, , , 6K, VALVE HOUSING							Function: F2 CCC: L68,N58 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	0	0	0	1	0	0	1	0						1	9	R	R
No Data																							No Data																													
18	STEERING LINKAGE DEFECTIVE, , , ,							Function: F2 CCC: H21,N58 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	1	0	0	0	0	1	0	0						1	2	R	R
No Data																							No Data																													
19	TRAILER TOW HITCH DEFECTIVE, , , FIFTH,							Function: F2 CCC: C51 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	0	0	0	0	1	0	0	0						1	0	R	R
No Data																							No Data																													

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CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																															
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D					Cpl/CpK								Before	After																											
20	WHEEL BEARING NOISY, UNKNOWN , , ,							Function: F2 CCC: N10 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	0	0	0	0	0	0	0	0	1	0	0						1	0	R	R
No Data																												No Data																					
21	DRIVE SHAFT DEFECTIVE, , , ,							Function: F5 CCC: N22,N25,N50,N51 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	0	0	0	0	0	0	0	0	1	0	0						1	4	R	R
No Data																												No Data																					
22	AIR COMPRESSOR DEFECTIVE, , , ,							Function: F2,F5 CCC: C50,C51,E35 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																						WAR	1	0	0	0	0	0	0	1	1	0	0	0						1	2	R	R
No Data																												No Data																					
23	STEERING COLUMN DEFECTIVE, , , ,							Function: F2,F5 CCC: H21,H22,N57 Src: PVL: B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	0	0	1	0	0	0	0	0	1	0	0						1	5	R	R
No Data																												No Data																					
24	TIRE DEFECTIVE, , , CONTINENTAL, # 7							Function: F2 CCC: TA1,TA4 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	0	0	0	0	0	0	0	0	1	0	0						1	2	R	R
No Data																												No Data																					
25	BRAKE MASTER CYLINDER LEAK, , , ,							Function: F2 CCC: H05,L63 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	0	0	0	0	0	0	0	0	1	0	0						1	2	R	R
No Data																												No Data																					
26	SEAT HINGE SQUEAKS, , , ,							Function: F5 CCC: N51 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	0	0	0	0	0	0	0	0	1	0	0						1	0	R	R
No Data																												No Data																					
27	BRAKE CALIPER LEAK, , , , #450							Function: F2 CCC: L63 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	0	0	0	0	0	0	0	0	1	0	0						1	0	R	R
No Data																												No Data																					
28	TIRE WORN, , , MICHELIN, # 6							Function: F2,F5 CCC: C50,H26,H62,N25,TA5,TB7,TC8 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	2	2	2	0	1	0	2	1	0	0	0						1	36	R	R
No Data																												No Data																					
29	TRAILER BRAKE CONTROLLER IMPROPER FUNCTION, , , , B1342							Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	0	0	0	0	0	0	0	0	1	0	0						1	0	R	R
No Data																												No Data																					
30	BRAKE CALIPER BINDS, , , ,							Function: F2 CCC: H02,H05,H20,N17,N27 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	0	0	1	0	0	0	0	0	1	0	0						1	9	R	R

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																															
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D					Cpl/CpK								Before	After																											
No Data																							No Data																									
31	MANUAL GEAR SHIFT BUTTON DEFECTIVE, , , ,							Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	0	0	0	0	1	0	0						1	0	R	R
No Data																							No Data																									
32	POWER STEERING PUMP LINE LEAK, , , O-RING,							Function: F2 CCC: H50,L68,N58 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	1	0	1	1	0	0	1	1	0	0	0	1					1	5	R	R
No Data																							No Data																									
33	BRAKE MASTER CYLINDER LEAK, , , , VACUUM							Function: F2 CCC: L63 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	0	0	0	0	1	0	0						1	0	R	R
No Data																							No Data																									
34	TIRE DEFECTIVE, , , GOODYEAR, #14							Function: F2 CCC: TA3 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																				WAR	0	0	0	0	0	0	0	0	1	0	0						1	0	R	R
No Data																							No Data																									
35	SPARE TIRE CARRIER IMPROPER FUNCTION, , , ,							Function: F2 CCC: C51 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	0	0	0	0	0	1	0						1	0	R	R
No Data																							No Data																									
36	SOLENOID DEFECTIVE, , , ,							Function: F5 CCC: E35 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				WAR	0	0	0	0	0	1	0	0	1	0	0	0					1	1	R	R
No Data																							No Data																									
37	RIDE HEIGHT SENSOR DEFECTIVE, , , ,							Function: F2,F5 CCC: C50,C51,E35,H44,H45 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				WAR	1	0	0	0	0	0	1	2	1	0	0	0					1	3	R	R
No Data																							No Data																									
38	SHOCK ABSORBER LEAK, , , ,							Function: F2,F5 CCC: C50,C51,E35,H45,L68,L89,N51 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	2	13	2	1	3	0	2	5	0	1	0	0					1	43	R	R
No Data																							No Data																									
39	BRACKET BINDS, , , ,							Function: F2 CCC: H06 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	0	0	0	0	0	1	0						1	0	R	R
No Data																							No Data																									
40	SHOCK ABSORBER BRACKET DEFECTIVE, , , ,							Function: F2 CCC: C51 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	0	0	0	0	1	0	0						1	0	R	R
No Data																							No Data																									

CONCERN GENERAL INFORMATION										CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONCERN STAT		VALIDATION																								RANK STATUS	
														Phase 1			Phase 2		Phase 3																																				
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability		Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/2/2012	1/9/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D					Cpl/CpK									Before	After																													
41	ANTI-LOCK BRAKING SYSTEM SENSOR DEFECTIVE, , , REAR, 4 4							Function: F2 CCC: H19 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	0	1	2	1	0	0	0	0	1	0	0						1	11	R	R
No Data																																																			
42	HEAD LINER POPS, , , ,							Function: F5 CCC: N43,N59 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																						WAR	0	0	0	0	0	0	0	0	1	0	0	0						1	0	R	R
No Data																																																		
43	POWER STEERING RETURN LINE IMPROPER ASSEMBLY, , , , CLAMP							Function: F2 CCC: H22,L68 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	0	0	0	0	0	0	0	0	1	0							1	10	R	R
No Data																																																		
44	BRAKE CALIPER LEAK, , , , NO PROBLEM FOUND							Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	0	0	0	0	0	0	0	0	1	0	0						1	0	R	R
No Data																																																		
45	TIRE WORN, , , BFGOODRICH, # 2							Function: F5 CCC: C50,H62 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	2	0	0	0	0	0	0	1	0	0	0						1	11	R	R
No Data																																																		
46	EXHAUST IMPROPER ASSEMBLY, , , ,							Function: F5 CCC: N50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	0	0	0	0	0	0	0	0	1	0	0						1	0	R	R
No Data																																																		
47	PARK BRAKE ADJUSTER DISLIKE, ADJUSTMENT , , ,							Function: F2 CCC: H04,H15 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																						WAR	0	0	0	0	0	0	0	0	1	0	0	0						1	0	R	R
No Data																																																		
48	POWER STEERING HYDRAULIC BOOST JUMPER LINE LEAK, , , ,							Function: F2 CCC: L68 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	0	0	0	0	0	0	0	1	0	0	0						1	0	R	R
No Data																																																		
49	TIRE ROAD FORCE, , , BFGOODRICH, # 2							Function: F5 CCC: H26,N22,N23,N24,N25 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	0	0	2	3	2	2	1	0	1	0	0						1	23	R	R
No Data																																																		
50	STEERING SHAFT BOOT INSUFFICIENT LUBE, , , ,							Function: F2 CCC: N58 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	0	0	0	0	0	0	0	0	0	1	0						1	1	R	R
No Data																																																		
51	TIRE ROAD FORCE, , , MICHELIN, # 5							Function: F5 CCC: N22,N24,N25,N29 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	3	1	1	5	1	1	1	0	0	1	0	0						1	18	R	R

CONCERN GENERAL INFORMATION											CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION							CONC ERN STAT		VALIDATION																								RANK STATUS	
															Phase 1			Phase 2		Phase 3																																						
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability		Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D					Cpl/CpK									Before	After																															
No Data																														No Data																										
52	TIRE ROAD FORCE, , , GOODYEAR, #14							Function: F5 CCC: H62,N23,N24,N25 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																						WAR	0	1	0	1	0	0	0	1	1	0	0	0						1	3	R	R
No Data																														No Data																										
53	TIRE WORN, , , MICHELIN, # 5							Function: F5 CCC: H62,N24,N25 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	1	0	1	1	0	0	0	0	1	0	0	0						1	7	R	R
No Data																														No Data																										
54	SPARE TIRE LOCK KEY DEFECTIVE, , , ,							Function: F2,F5 CCC: C50,C51 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	0	0	0	0	0	0	0	0	1	0						1	1	R	R
No Data																														No Data																										
55	VALVE STEM LEAK - AIR, , , ,							Function: F2 CCC: B65,TB6 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	1	1	1	0	0	0	0	0	1	0	0	0						1	5	R	R
No Data																														No Data																										
56	TIRE ROTATION PULLS, , , ,							Function: F5 CCC: H25,H26 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	0	0	0	0	0	0	1	1	0	0	0						1	0	R	R
No Data																														No Data																										
57	CARGO MANAGEMENT SYSTEM LOOSE, , , BUMPER,							Function: F5 CCC: N59 Src: PVL: B4-NAVIGATOR (NA-KTP-MTP) LPT:																						WAR	0	0	0	0	0	0	0	0	0	1	0	0						1	0	R	R
No Data																														No Data																										
58	TRANSMISSION (AUTO/MANUAL) DEFECTIVE, , , ,							Function: F5 CCC: N59 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																						WAR	0	1	0	0	0	0	0	0	0	0	0	0						0	1	R	R
No Data																														No Data																										
59	ENGINE NOISY, KNOCK , , ,							Function: F5 CCC: N11,N12 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																						WAR	0	1	0	0	0	0	0	0	0	0	0	0						0	1	R	R
No Data																														No Data																										
60	TURBO CHARGER DEFECTIVE, , , , REPLACED							Function: F5 CCC: N11,N12 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	1	2	1	1	2	1	0	0	0	0	0	0						0	27	R	R
No Data																														No Data																										
61	TURBO CHARGER FOREIGN MATERIAL, , , , REPLACED							Function: F5 CCC: N12 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	0	0	2	0	0	0	0	0	0	0	0						0	2	R	R
No Data																														No Data																										

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Rank	CONCERN GENERAL INFORMATION: Part (Item) / Concern / Concern Type / Position A, B, C, D	Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	After	Critical X Status	Title / TL = Team Leader / SAQ Number / PDS = Process /Supply/Design / RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	CONCERN STAT: Containment Status	Permanent Corrective Status
62	TURBO CHARGER NOISY, WHINE , , ,	Function: F5 CCC: N12 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
63	STEERING GEAR BOX LEAK, , , 7K, OUTPUT SHAFT	Function: F2 CCC: L68 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
64	STEERING GEAR BOX DEFECTIVE, , , 7K,	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
65	STEERING GEAR BOX LEAK, , , 7K, VALVE HOUSING	Function: F2 CCC: L68 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
66	TORQUE CONVERTER NOISY, BUZZ , , ,	Function: F5 CCC: N18 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																				
No Data																	No Data					
67	HEATER CORE NOISY, WHISTLE , , ,	Function: F5 CCC: N12 Src: PVL: B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
68	MIRROR (EXTERIOR) WIND NOISE, , , ,	Function: F5 CCC: R22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
69	STEERING GEAR BOX DEFECTIVE, , , 6K,	Function: F2 CCC: H22,L68 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
70	STEERING RACK LEAK, , , , INPUT SHAFT	Function: F2 CCC: L68 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																				
No Data																	No Data					
71	STEERING RACK EFFORT, , , ,	Function: F2 CCC: H21,H22 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																				
	STEERING RACK EFFORT, , , ,	Function: F2 CCC: H21,H22 Src: WAR,3 PVL: B3-EXPEDITION (NA-KTP-MTP) LPT: A1-KENTUCKY TRUCK PLANT															Title: SteeringRack-Effort-piston ring sizing TL: JHARR176 SAQ2011181028 PDS: SP RS: G8D	C = High efforts while steering. Initial indicators show internal leakage in gear. Sent 6/15 to TRW Virginia for teardown and root cause analysis. TRW instituted a 100% visual inspection for piston ring damage and a 100% manual tactile inspection for piston ring looseness. P = New sizing funnel to improve the sizing of piston ring in the piston groove. To add the inspection of sizing tool	2011-06-21 2011-07-14	A A	Y	G

Rank	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
62	WAR	0	0	0	0	1	0	0	0	0	0	0	0						0	1	R	R
63	WAR	0	0	0	0	0	1	0	0	0	0	0	0						0	2	R	R
64	WAR	0	0	0	0	0	0	0	1	0	0	0	0						0	0	R	R
65	WAR	1	0	0	0	0	0	0	0	0	0	0	0						0	1	R	R
66	WAR	1	0	0	0	0	0	0	0	0	0	0	0						0	1	R	R
67	WAR	0	0	0	0	0	0	0	1	0	0	0	0						0	0	R	R
68	WAR	0	1	0	0	0	0	0	0	0	0	0	0						0	2	R	R
69	WAR	0	0	0	0	1	0	0	1	0	0	0	0						0	2	R	R
70	WAR	0	0	0	0	0	1	0	0	0	0	0	0						0	1	R	R
71	WAR	1	1	1	0	0	0	0	0	0	0	0	0						0	3	Y	G
						C	P															
	WAR	1	1	1	0	0	0	0	0	0	0	0	0						0	3		

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Rank	Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item) / Concern / Type / POS. A / POS. B / POS. C / POS. D)	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	CONCERN STAT: Containment Status	Permanent Corrective Status
72	DRIVE SHAFT OUT OF BALANCE, , , , NO PROBLEM FOUND	Function: F5 CCC: N25 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																No Data						
73	STEERING GEAR BOX LEAK, , , 6K,	Function: F2 CCC: H50,L68,N58 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																No Data						
74	CATALYTIC CONVERTER DEFECTIVE, , , ,	Function: F5 CCC: N12,N50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																				
No Data																No Data						
75	STEERING GEAR BOX LEAK, , , 6K, INPUT SHAFT	Function: F2 CCC: H22,H50,L68 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																No Data						
76	LEAF SPRING WEAK/SOFT/SAGGED, , , ,	Function: F2,F5 CCC: C51,E35 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																No Data						
77	WHEEL PEELING - CLR/CLR, , , CLEAR COAT,	Function: F2 CCC: B65 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																No Data						
78	AXLE HALF SHAFT BENT, , , ,	Function: F5 CCC: N50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																No Data						
79	STEERING GEAR BOX LEAK, , , 6K, NO PROBLEM FOUND	Function: F2 CCC: L68 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																No Data						
80	BRAKE PEDAL SOFT, , , ABS SYSTEM MODULE,	Function: F2 CCC: H15 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																No Data						
81	STEERING RACK DEFECTIVE, , , ,	Function: F2 CCC: H22,H50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																				
	STEERING RACK DEFECTIVE, , , ,	Function: F2 CCC: H22,H50 Src: WAR,5 PVL: B3-EXPEDITION (NA-KTP-MTP) LPT: A1-KENTUCKY TRUCK PLANT															Title: SteeringRack-Defctive [EXPEDITION] TL: JHARR176 SAQ2011201450 PDS: SP RS: JUST DO IT	C = Not getting either of 1st 2 racks back (both were fleet vehicles where request goes through Ken Meier). In both cases the fleets sent the parts back to the dealer as a core charge. 3rd rack rec'd and evaluated...NPF. Met all functional/leak/effort/internal leak testing. Rack was then tore down for eval. 4th rack rec'd by TRW & evaluated. Internal leak test showed higher than normal leakage	2012-02-29	P	R	R

Rank	VALIDATION: Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
72	WAR	0	0	0	0	0	0	1	0	0	0	0	0						0	1	R	R
73	WAR	0	0	1	0	1	0	0	0	0	0	0	0						0	7	R	R
74	WAR	0	0	0	0	0	1	0	0	0	0	0	0						0	2	R	R
75	WAR	1	0	1	0	0	0	2	0	0	0	0	0						0	19	R	R
76	WAR	1	1	0	0	0	1	1	1	0	0	0	0						0	4	R	R
77	WAR	0	1	2	1	0	0	0	0	0	0	0	0						0	4	R	R
78	WAR	1	0	0	0	0	0	0	0	0	0	0	0						0	1	R	R
79	WAR	0	0	1	0	0	0	0	1	0	0	0	0						0	2	R	R
80	WAR	0	0	0	0	0	0	0	1	0	0	0	0						0	0	R	R
81	WAR	0	0	0	1	0	0	2	2	0	0	0	0						0	3	R	R
	WAR	0	0	0	1	0	0	2	2	0	0	0	0						0	3		

Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cpl/CpK	Process Validation Phase 1: Workstation Analysis	Phase 1: Training/Versatility	Phase 1: Acceptance Criteria	Phase 2: Reaction Plans	Phase 2: Replication/Containment	Phase 3: Process Improvement	Phase 3: Error Proofing	Validation Verification: Replicated Internal Indicator Before	Validation Verification: Replicated Internal Indicator After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	Conc Ern Stat: A-Actual	Conc Ern Stat: Containment Status	Conc Ern Stat: Permanent Corrective Status	Validation: Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/2/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Rank Status: Containment Status	Rank Status: Permanent Corrective Status
	STEERING RACK DEFECTIVE, , , ,	Function: F2 CCC: H22,H50 Src: WAR,5 PVL: B3-EXPEDITION (NA-KTP-MTP) LPT: A1-KENTUCKY TRUCK PLANT															Title: U22x (& P415) Steering Efforts - T-Bar Bushing TL: SGARRE16 SAQ2011188495 PDS: SP RS: JUST DO IT	C = Warranty Steering Efforts concerns due to a missing or misplaced t-bar bushing. Supplier subsupply plant has instituted a 100% clearance check using an objective gauge to verify that the operation has taken place. P = PD management has requested that supplier provide costs of automating the valve assembly/verification process.	2011-06-21 2012-02-29	A P	G	Y	WAR	0	0	0	1	C 0	0	2	2	0	0	0	0						0	3		
	STEERING RACK DEFECTIVE, , , ,	Function: F2 CCC: H22,H50 Src: WAR,5 PVL: B3-EXPEDITION (NA-KTP-MTP) LPT: A1-KENTUCKY TRUCK PLANT															Title: SteeringRack-Effort-piston ring sizing TL: JHARR176 SAQ2011181028 PDS: SP RS: G8D	C = High efforts while steering. Initial indicators show internal leakage in gear. Sent 6/15 to TRW Virginia for teardown and root cause analysis. TRW instituted a 100% visual inspection for piston ring damage and a 100% manual tactile inspection for piston ring looseness. P = New sizing funnel to improve the sizing of piston ring in the piston groove. To add the inspection of sizing tool	2011-06-21 2011-07-14	A A	Y	G	WAR	0	0	0	1	C 0	P 0	2	2	0	0	0	0						0	3		
82	STEERING GEAR BOX FREEPLAY/WANDER, , , 6K,	Function: F2 CCC: H21 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					WAR	0	0	0	0	0	1	0	0	0	0	0	0						0	2	R	R
No Data																No Data																													
83	STEERING GEAR BOX LEAK, , , 7K, PLUG	Function: F2 CCC: L68,N58 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					WAR	0	2	0	0	0	0	0	0	0	0	0	0						0	2	R	R
No Data																No Data																													
84	STEERING RACK LEAK, , , ,	Function: F2 CCC: H50,L68,N58 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					WAR	0	0	1	1	0	0	0	0	0	0	0	0						0	3	G	G
	STEERING RACK LEAK, , , ,	Function: F2 CCC: H50,L68,N58 Src: WAR,2 PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT: A1-KENTUCKY TRUCK PLANT															Title: SteeringRack-Leak-contamination rack seal TL: JHARR176 SAQ2011187750 PDS: SP RS: G8D	C = Steering lack leaking through bellows. Outer Rack Seal leaked due to a contaminant lodged in the seal lip. Contaminant was recovered and will be sent for analysis. Gear was built at the end of march. TRW began a new training & audit procedure on 5/25/11 effective with steering gears built on about 6/15/11 in which the operators are trained to watch for contaminants on parts, fixtures & tooling	2011-06-15 2011-06-15	A A	G	G	WAR	0	0	1	1	B 0	0	0	0	0	0	0	0						0	3		
85	RESTRAINT CONTROL MODULE DEFECTIVE, , , ,	Function: F2 CCC: H39 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																					WAR	0	1	0	0	0	0	0	0	0	0	0	0						0	1	R	R
No Data																No Data																													
86	WHEEL BEARING DEFECTIVE, , , ,	Function: F5 CCC: E35,N59 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					WAR	0	0	0	0	1	0	0	0	0	0	0	0						0	4	R	R
No Data																No Data																													
87	MOON ROOF BRACKET DEFECTIVE, , , ,	Function: F5 CCC: B09,N51 Src: PVL: B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					WAR	0	1	1	0	0	0	0	0	0	0	0	0						0	2	R	R
No Data																No Data																													
88	KNUCKLE SUSPENSION ASSEMBLY DEFECTIVE, , , ,	Function: F5 CCC: E35 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					WAR	0	0	1	0	0	0	0	0	0	0	0	0						0	1	R	R
No Data																No Data																													
89	BRAKE BOOSTER BINDS, , , HYDRAULIC BOOST,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					WAR	0	0	1	0	0	0	0	0	0	0	0	0						0	1	R	R
No Data																No Data																													

Created By: mmasood1

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CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																																
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D					Cpl/CpK								Before	After																											
90	TIRE WORN, , , GOODYEAR, #14							Function: F5 CCC: H62 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																				WAR	0	0	1	0	0	0	0	0	0	0	0	0						0	1	R	R
No Data																																															
91	TIRE OUT OF ROUND, , , CONTINENTAL, # 4							Function: F2 CCC: TB3 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	0	1	0	0	0	0	0	0						0	1	R	R
No Data																																															
92	TIE ROD DEFECTIVE, , , ,							Function: F2,F5 CCC: C50,H21 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	1	0	0	0	0	0	0	0	0	0	0						0	2	R	R
No Data																																															
93	BRAKE BOOSTER LEAK, , , HYDRAULIC BOOST,							Function: F2 CCC: H02,H20,L63,N27 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	1	1	1	1	2	0	1	0	0	0	0	0						0	13	R	R
No Data																																															
94	STEERING GEAR BOX LEAK, , , 6K, NUT							Function: F2 CCC: L68 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	1	0	0	0	0	0	0	0						0	1	R	R
No Data																																															
95	ANTI-LOCK BRAKING SYSTEM MODULE IMPROPER FUNCTION, , , ,							Function: F2 CCC: H19 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	1	0	0	0	0	0	0	0	0	0						0	1	R	R
No Data																																															
96	BRAKE PEDAL BRACKET DEFECTIVE, , , ,							Function: F2 CCC: H02,H19,H20,H39 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	1	7	0	0	0	0	0	0	0	0	0	0						0	8	R	R
No Data																																															
97	TRAILER TOW HITCH DEFECTIVE, , , ,							Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	3	0	0	0	0	0	0	0						0	3	R	R
No Data																																															
98	WHEEL LEAK - AIR, , , ,							Function: F2 CCC: B65,TB6 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	1	0	1	1	0	0	0	0	0						0	3	R	R
No Data																																															
99	ANTI-LOCK BRAKING SYSTEM MODULE DEFECTIVE, , , ,							Function: F2 CCC: H02,H19,H20,H39 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	2	0	1	0	0	0	0	1	0	0	0	0						0	30	R	R
No Data																																															
100	TIRE OUT OF ROUND, , , PIRELLI, #15							Function: F2,F5 CCC: N25,TB3 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																				WAR	0	0	0	0	0	0	1	0	0	0	0	0						0	4	R	R

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																															
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Part (Item) Concern / Concern Type Position A, B, C, D	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cpl/CpK	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/2/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
No Data																																														
101	TIRE BUBBLE, , , MICHELIN, # 6								Function: F2 CCC: TA2,TA3,TA4,TC8 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	2	2	1	0	0	0	0	0	0	0	0						0	10	R	R
No Data																																														
102	4X4 HUB LOCK DEFECTIVE, , , ,								Function: F5 CCC: N50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	1	0	0	0	0	0	0	0	0						0	1	R	R
No Data																																														
103	TRAILER BRAKE CONTROLLER DEFECTIVE, , , , C 2806								Function: F2 CCC: H19 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	1	0	0	0	0	0	0	0	0						0	1	R	R
No Data																																														
104	STARTER DEFECTIVE, , , ,								Function: F5 CCC: N11 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	1	0	0	0	0	0	0						0	1	R	R
No Data																																														
105	TIRE DEFECTIVE, , , PIRELLI, NO PROBLEM FOUND								Function: F2 CCC: TA3 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																				WAR	0	1	0	0	0	0	0	0	0	0	0						0	1	R	R
No Data																																														
106	FUEL PUMP MODULE NOISY, BUZZ , , DIESEL,								Function: F5 CCC: N11,N12 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	1	0	0	0	0	0	0	0	0	0						0	4	R	R
No Data																																														
107	POWER STEERING PUMP INOPERATIVE, , , ,								Function: F2 CCC: H22,H50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	0	0	0	1	0	0	0						0	0	R	R
No Data																																														
108	FUEL PUMP MODULE NOISY, UNKNOWN , , DIESEL,								Function: F5 CCC: N12 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	1	0	0	0	0	0	0	0	0	0	0						0	1	R	R
No Data																																														
109	ALTERNATOR DEFECTIVE, , , ,								Function: F5 CCC: N11 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	0	0	0	1	0	0	0						0	0	R	R
No Data																																														
110	FUEL PUMP MODULE DEFECTIVE, , , DIESEL,								Function: F5 CCC: N11 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	1	0	0	0	0	0	0						0	2	R	R
No Data																																														

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CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																															
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D					Cpl/CpK								Before	After																											
111	BRAKE CALIPER LEAK, , , ,							Function: F2 CCC: H02,H04,H07,H19,H20,H39,L63,N27 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	2	0	1	0	0	1	0	0	0	0	0					0	10	R	R
No Data																											No Data																					
112	STEERING GEAR BOX MESHLOAD, , , 6K,							Function: F2 CCC: H21,H50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	1	0	0	0	0	0	0	0	0	0	0	0					0	4	R	R
No Data																											No Data																					
113	HEAD LINER RATTLES, , , ,							Function: F5 CCC: B09,N43,N59 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																				WAR	0	0	0	0	0	0	1	0	0	0	0	0					0	3	R	R
No Data																											No Data																					
114	BALL JOINT NOISY, UNKNOWN , , ,							Function: F2,F5 CCC: C50,E35,N50,N58,N59 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	1	0	0	0	0	0	0	0					0	24	R	R
No Data																											No Data																					
115	FUEL PUMP MODULE NOISY, WHINE , , DIESEL,							Function: F5 CCC: N11,N12 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	1	0	1	0	0	0	0	0	0	0	0					0	2	R	R
No Data																											No Data																					
116	ENGINE FAN DEFECTIVE, , , GASOLINE,							Function: F5 CCC: N11,N12 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	1	1	0	0	0	0	0	0	0	0	0					0	4	R	R
No Data																											No Data																					
117	STEERING LINKAGE DEFECTIVE, , , , NO PROBLEM FOUND							Function: F2 CCC: H21 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	1	0	0	0	0	0	0	0	0	0					0	1	R	R
No Data																											No Data																					
118	POWER STEERING PUMP LINE LEAK, , , , NO PROBLEM FOUND							Function: F2 CCC: L68 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	1	1	0	0	0	0	0	0	0	0					0	3	R	R
No Data																											No Data																					
119	DOOR WEATHER STRIP - SECONDARY WIND NOISE, , , ,							Function: F5 CCC: R22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	1	0	0	1	0	0	0	0	0	0					0	2	R	R
No Data																											No Data																					
120	4X4 ACTUATOR DEFECTIVE, , , ,							Function: F5 CCC: N50,N59 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																				WAR	1	0	0	0	0	0	0	0	0	0	0	0					0	1	R	R
No Data																											No Data																					
121	DOOR PANEL DEFECTIVE, , , ,							Function: F5 CCC: N40 Src: PVL: B4-NAVIGATOR (NA-KTP-MTP) LPT:																				WAR	0	1	0	0	0	0	0	0	0	0	0	0					0	1	R	R

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION							CONC ERN STAT		VALIDATION																								RANK STATUS	
													Phase 1			Phase 2		Phase 3																																					
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D					Cpl/CpK								Before	After																															
No Data																							No Data																													
122	BALL JOINT DEFECTIVE, , , ,							Function: F5 CCC: E35,H44,H62 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	1	0	0	0	1	0	0	0	0	0	0	0						0	3	R	R
No Data																							No Data																													
123	TRACK BAR DEFECTIVE, , , ,							Function: F5 CCC: E35 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	0	0	0	1	0	0	0	0	0	0	0						0	1	R	R
No Data																							No Data																													
124	COIL SPRING WEAK/SOFT/SAGGED, , , ,							Function: F2,F5 CCC: C50,C51,E35 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	1	0	0	0	0	2	2	0	0	0	0						0	2	R	R
No Data																							No Data																													
125	INTAKE AIR INTERCOOLER DUCT DEFECTIVE, , , ,							Function: F5 CCC: N12 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	1	0	0	0	0	0	0	0	0	0	0	0						0	2	R	R
No Data																							No Data																													
126	BRAKE BOOSTER LEAK, , , ,							Function: F2 CCC: H02,H05,H20,L63 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																						WAR	0	0	0	0	0	0	0	1	0	0	0	0						0	0	R	R
No Data																							No Data																													
127	POWER ADJUSTABLE PEDAL LEAK, , , ,							Function: F2 CCC: H20,L63 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	1	0	0	0	1	0	0	0	0	0	0	0						0	5	R	R
No Data																							No Data																													
128	WINDOW DEFECTIVE, , , ,							Function: F5 CCC: G09 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	1	0	0	0	0	0	0	0	0	0	0						0	1	R	R
No Data																							No Data																													
129	ANTI-LOCK BRAKING SYSTEM SENSOR IMPROPER ASSEMBLY, , , ,							Function: F2 CCC: H19 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	0	0	0	0	1	0	0	0	0	0	0						0	1	R	R
No Data																							No Data																													
130	FLOOR PAN NOISY, CLUNK , , ,							Function: F5 CCC: N50 Src: PVL: B4-NAVIGATOR (NA-KTP-MTP) LPT:																						WAR	0	1	0	0	0	0	0	0	0	0	0	0						0	1	R	R
No Data																							No Data																													
131	ANTI-LOCK BRAKING SYSTEM SENSOR DEFECTIVE, , , FRONT,							Function: F2 CCC: H19,H39 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																						WAR	0	0	1	0	0	0	0	0	0	0	0	0						0	2	R	R
No Data																							No Data																													

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CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION							CONC ERN STAT		VALIDATION																								RANK STATUS	
													Phase 1			Phase 2		Phase 3																																					
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/2/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D					Cpl/CpK								Before	After																															
132	AIR SUSPENSION LEAK, , , ,							Function: F5 CCC: C50,E35,H44 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																							WAR	1	2	1	1	1	0	0	0	0	0	0	0					0	13	R	R
No Data								No Data																																										
133	SHED LIP WARPED (SURFACE), , , ,							Function: F5 CCC: R31 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																							WAR	1	0	0	0	0	0	0	0	0	0	0	0					0	1	R	R
No Data								No Data																																										
134	4X4 VACUUM HOSE LEAK - AIR, , , ,							Function: F5 CCC: N11,N12 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																							WAR	0	0	0	1	0	0	0	0	0	0	0	0					0	2	R	R
No Data								No Data																																										
135	BRAKE PULLS, , , ,							Function: F2 CCC: H06 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																							WAR	0	0	0	1	0	0	0	0	0	0	0	0					0	1	R	R
No Data								No Data																																										
136	DOOR GLASS FLOCK RUN DEFECTIVE, , , ,							Function: F5 CCC: G09 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																							WAR	0	0	0	0	0	0	0	1	0	0	0	0					0	0	R	R
No Data								No Data																																										
137	POWER STEERING PUMP LINE LEAK, , , CRIMP SHELL,							Function: F2 CCC: L68 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																							WAR	0	0	0	0	0	0	0	1	0	0	0	0					0	2	R	R
No Data								No Data																																										
138	TRANSMISSION SHIFTER DEFECTIVE, , , ,							Function: F2 CCC: H21,H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																							WAR	0	0	0	0	0	0	0	1	0	0	0	0					0	2	R	R
No Data								No Data																																										
139	GEAR SHIFT ASSEMBLY DEFECTIVE, , , ,							Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																							WAR	1	0	0	0	0	0	0	0	0	0	0	0					0	2	R	R
No Data								No Data																																										
140	FUEL INJECTOR DISCONNECTED, , , DIESEL, REPAIRED PART							Function: F5 CCC: N11,N12 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																							WAR	0	2	0	0	0	0	0	0	0	0	0	0					0	4	R	R
No Data								No Data																																										
141	DOOR GLASS FLOCK RUN WIND NOISE, , , ,							Function: F5 CCC: G09,R22,R23,R30,R31 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																							WAR	0	1	0	0	0	0	1	0	0	0	0	0					0	8	R	R
No Data								No Data																																										
142	GEAR SHIFT INTERLOCK DEFECTIVE, , , ,							Function: F2 CCC: H21,H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																							WAR	2	3	2	2	0	0	0	3	0	0	0	0					0	25	R	R

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																															
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Part (Item) Concern / Concern Type Position A, B, C, D Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cpl/CpK	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	20110 2	20110 3	20110 4	20110 5	20110 6	20110 7	20110 8	20110 9	20111 0	20111 1	20111 2	20120 1	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
No Data																																														
143	ANTI-LOCK BRAKING SYSTEM	SENSOR	IMPROPER FUNCTION,	, , REAR AXLE,				Function: F2 CCC: H19 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																																												R	R
No Data																																														
144	POWER STEERING PUMP HOSE	LEAK,	, , ,					Function: F2 CCC: H22,L68 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																																												R	R
No Data																																														
145	STABILIZER BAR LINK	RATTLES,	, , ,					Function: F5 CCC: N59 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																																												R	R
No Data																																														
146	POWER STEERING RETURN	LINE	DEFECTIVE,	, , , CLAMP				Function: F2 CCC: H22,L68 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																																												R	R
No Data																																														
147	ANTI-LOCK BRAKING SYSTEM	SENSOR	DEFECTIVE,	, , FRONT, 4 4				Function: F2 CCC: H19,H39 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																																												R	R
No Data																																														
148	AIR DEFLECTOR	DEFECTIVE,	, , ,					Function: F5 CCC: N43 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																																												R	R
No Data																																														
149	ANTI-LOCK BRAKING SYSTEM	SENSOR	DAMAGED,	, , FRONT, 4 4				Function: F2 CCC: H19 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																																												R	R
No Data																																														
150	MOON ROOF	RATTLES,	, , ,					Function: F5 CCC: G09,N43,N59 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																																												R	R
No Data																																														
151	TRANSFER CASE	NOISY, SQUEAL	, , SEAL,					Function: F5 CCC: N11,N50,N51 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																																												R	R
No Data																																														
152	SHOCK ABSORBER	DEFECTIVE,	, , ,					Function: F5 CCC: C50,E35,H44,H45,H62,N24,N50,N51,N57,N59 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																																												R	R
No Data																																														

CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING				PROCESS VALIDATION Phase 1			Phase 2		Phase 3		VALIDATION VERIFICATION							CONC ERN STAT		VALIDATION																				RANK STATUS	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS. A / POS. B / POS. C / POS. D	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
153	SHOCK ABSORBER IMPROPER FUNCTION, , , ,	Function: F5 CCC: E35,N50,N59 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																					WAR	0	2	0	0	0	0	0	0	0	0	0	0						0	6	R	R
No Data																	No Data																											
154	HUBCAP MISSING, , , EMBLEM,	Function: F2 CCC: B65 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					WAR	0	1	0	0	0	0	0	0	0	0	0	0						0	1	R	R
No Data																	No Data																											
155	JACK DEFECTIVE, , , ,	Function: F2 CCC: B65,TB1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					WAR	1	0	0	0	0	0	0	1	0	0	0	0						0	8	R	R
No Data																	No Data																											
156	PARK BRAKE CABLE CLIP LOOSE, , , ,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																					WAR	1	0	0	0	0	0	0	0	0	0	0	0						0	1	R	R
No Data																	No Data																											
157	PARK BRAKE ADJUSTER DISLIKE, UNKNOWN , , ,	Function: F2 CCC: N17 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					WAR	1	0	0	0	0	0	0	0	0	0	0	0						0	1	R	R
No Data																	No Data																											
158	RADIATOR SUPPORT DISLIKE, ADJUSTMENT , , ,	Function: F5 CCC: N50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																					WAR	0	0	0	0	0	0	2	0	0	0	0	0						0	1	R	R
No Data																	No Data																											
159	MOON ROOF SHADE DISLIKE, ADJUSTMENT , , ,	Function: F5 CCC: N43,N51,N59 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					WAR	4	0	0	0	0	0	0	0	0	0	0	0						0	7	R	R
No Data																	No Data																											
160	DOOR GLASS REGULATOR MISALIGNED, , , ,	Function: F5 CCC: N59 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					WAR	0	0	0	1	0	0	0	0	0	0	0	0						0	1	R	R
No Data																	No Data																											
161	BLOWER NOISY, BUZZ , , ,	Function: F5 CCC: N41 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																					WAR	0	1	0	0	0	0	0	0	0	0	0	0						0	1	R	R
No Data																	No Data																											
162	4X4 VACUUM HOSE LEAK - AIR, , , VALVE,	Function: F5 CCC: N12 Src: PVL: B4-NAVIGATOR (NA-KTP-MTP) LPT:																					WAR	1	0	0	0	0	0	0	0	0	0	0	0						0	1	R	R
No Data																	No Data																											
163	DOOR GLASS REGULATOR NOISY, SQUEAL , , ,	Function: F5 CCC: G09 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					WAR	0	1	0	0	0	0	0	0	0	0	0	0						0	1	R	R

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																															
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D					Cpl/CpK								Before	After																											
No Data																							No Data																									
164	B-PILLAR APPLIQUE DISLIKE, SOUND QUALITY , , ,							Function: F5 CCC: N59 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	0	0	1	0	0	0	0	0						0	0	R	R
No Data																							No Data																									
165	DOOR WEATHER STRIP - SECONDARY FIT, , , ,							Function: F5 CCC: R22,R23,R31 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	1	0	0	0	1	0	0	0	0	0	0	0						0	8	R	R
No Data																							No Data																									
166	FUEL FILTER LEAK, , , DIESEL, SECONDARY							Function: F5 CCC: N11 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	1	0	0	0	0	0	0	0	0	0	0	0						0	1	R	R
No Data																							No Data																									
167	GEAR SHIFT INTERLOCK DEFECTIVE, , , , NO PROBLEM FOUND							Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	0	0	0	1	0	0	0	0						0	0	R	R
No Data																							No Data																									
168	PARK BRAKE DISLIKE, ADJUSTMENT , , ,							Function: F2 CCC: N17 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																				WAR	0	0	1	0	0	0	0	0	0	0	0	0						0	1	R	R
No Data																							No Data																									
169	PULLEY DEFECTIVE, , , ,							Function: F5 CCC: N50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	0	1	0	0	0	0	0	0						0	0	R	R
No Data																							No Data																									
170	DOOR WEATHER STRIP LOOSE, , , ,							Function: F5 CCC: R22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	1	0	0	1	0	0	0	0	0	0	0						0	2	R	R
No Data																							No Data																									
171	IDLER PULLEY LOOSE, , , , BOLT							Function: F5 CCC: N11 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																				WAR	0	0	0	1	0	0	0	0	0	0	0	0						0	1	R	R
No Data																							No Data																									
172	DOOR WEATHER STRIP - SECONDARY DEFECTIVE, , , ,							Function: F5 CCC: R22,R31 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	1	0	0	0	0	0	0	0						0	1	R	R
No Data																							No Data																									
173	PARK BRAKE CONTROLLER DEFECTIVE, , , ,							Function: F2 CCC: H04 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	0	0	1	0	0	0	0	0						0	1	R	R
No Data																							No Data																									

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CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																								RANK STATUS	
													Phase 1			Phase 2		Phase 3																																			
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability		Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D					Cpl/CpK									Before	After																													
174	CAB DISLIKE, ADJUSTMENT , , ,							Function: F5 CCC: N50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	0	0	0	0	0	0	2	0	0	0	0						0	0	R	R
No Data																													No Data																							
175	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS HARD , , ,							Function: F5 CCC: N18 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																						WAR	0	0	0	0	1	0	0	0	0	0	0	0						0	1	R	R
No Data																													No Data																							
176	DOOR WEATHER STRIP FIT, , , WIND NOISE,							Function: F5 CCC: R22,R31 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																						WAR	0	0	0	0	0	1	0	0	0	0	0	0						0	6	R	R
No Data																													No Data																							
177	IDLER PULLEY DEFECTIVE, , , ,							Function: F5 CCC: N11,N12 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	1	1	0	1	1	0	0	0	0	0	0						0	4	R	R
No Data																													No Data																							
178	PARK BRAKE LOOSE, , , ,							Function: F5 CCC: N51,N59 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																						WAR	0	0	0	1	0	0	0	0	0	0	0	0						0	2	R	R
No Data																													No Data																							
179	SPARE TIRE CARRIER DEFECTIVE, , , ,							Function: F2,F5 CCC: B65,C50,N42 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	1	0	0	0	0	0	1	0	0	0	0						0	2	R	R
No Data																													No Data																							
180	SERPENTINE BELT IMPROPER ASSEMBLY, , , ,							Function: F5 CCC: N11 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																						WAR	0	0	0	0	0	0	1	0	0	0	0	0						0	0	R	R
No Data																													No Data																							
181	DOOR WEATHER STRIP DISTORTED, , , B PILLAR,							Function: F5 CCC: R22,R23,R31 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	0	0	1	1	0	0	0	0	0	0	0	0						0	4	R	R
No Data																													No Data																							
182	SENSOR IMPROPER FUNCTION, , , , VACUUM							Function: F2 CCC: H19 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																						WAR	0	0	0	1	0	0	0	0	0	0	0	0						0	1	R	R
No Data																													No Data																							
183	TIRE WORN, , , PIRELLI, #15							Function: F5 CCC: H62 Src: PVL: B4-NAVIGATOR (NA-KTP-MTP) LPT:																						WAR	0	0	1	0	1	0	0	0	0	0	0	0						0	3	R	R
No Data																													No Data																							
184	BALL JOINT SQUEAKS, , , ,							Function: F5 CCC: N59 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						WAR	1	0	0	0	0	0	0	0	0	0	0	0						0	1	R	R

CONCERN GENERAL INFORMATION											CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																								RANK STATUS	
															Phase 1			Phase 2		Phase 3																																					
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Part (Item) Concern / Concern Type Position A, B, C, D	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Cpl/CpK	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
																						Before	After																													
No Data																									No Data																													
185	SHOCK ABSORBER NOISY, UNKNOWN , , ,								Function: F2,F5 CCC: C50,C51,N58 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	0	0	1	0	0	0	0	0						0	1	R	R
No Data																									No Data																													
186	LEAF SPRING INSUFFICIENT LUBE, , , ,								Function: F5 CCC: N51 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	1	0	0	0	0	0	0	0	0	0	0	0						0	2	R	R
No Data																									No Data																													
187	POWER STEERING PUMP LEAK, , , O-RING,								Function: F2 CCC: N58 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																				WAR	0	0	0	0	1	0	0	0	0	0	0	0						0	1	R	R
No Data																									No Data																													
188	TIRE WORN, , , GENERAL, # 1								Function: F5 CCC: H62 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	1	2	0	0	0	0	0	0						0	6	R	R
No Data																									No Data																													
189	TIRE WORN, , , CONTINENTAL, #11								Function: F5 CCC: H62 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																				WAR	0	0	0	0	1	0	0	0	0	0	0	0						0	1	R	R
No Data																									No Data																													
190	VEHICLE WIND NOISE, , , , AFTER MARKET								Function: F5 CCC: R21,R22 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	1	1	1	0	0	0	0	0	0	0	0	0						0	3	R	R
No Data																									No Data																													
191	FRAME WELD DEFECTIVE, WELD HOLE , , ,								Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	0	0	1	0	0	0	0	0						0	0	R	R
No Data																									No Data																													
192	AIR DEFLECTOR RATTLES, , , ,								Function: F5 CCC: N43 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																				WAR	0	0	0	0	1	0	0	0	0	0	0	0						0	1	R	R
No Data																									No Data																													
193	BRAKE ROTOR FOREIGN MATERIAL, , , ,								Function: F5 CCC: N50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																				WAR	0	0	0	0	1	0	0	0	0	0	0	0						0	1	R	R
No Data																									No Data																													
194	ENGINE NOISY, UNKNOWN , , ,								Function: F5 CCC: N12 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																				WAR	1	0	0	0	0	0	0	0	0	0	0	0						0	1	R	R
No Data																									No Data																													

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CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																															
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cpl/CpK	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D													Before	After																											
195	VALVE STEM LEAK - AIR, , , DUAL REAR WHEEL, NO PROBLEM FOUND							Function: F2 CCC: B65 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	0	0	0	1	0	0	0	0						0	0	R	R
No Data																											No Data																					
196	TIRE WORN, , , CONTINENTAL, # 4							Function: F5 CCC: H62 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	1	0	0	0	0	0	0	0	0	0	0	0						0	6	R	R
No Data																											No Data																					
197	DOOR WEATHER STRIP KINKED, , , ,							Function: F5 CCC: R31 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	0	0	1	1	0	0	0	0						0	1	R	R
No Data																											No Data																					
198	HUBCAP PEELED (NOT PAINT), , , CHROME,							Function: F2 CCC: B65 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	0	1	2	0	0	0	0	0						0	6	R	R
No Data																											No Data																					
199	POWER STEERING RETURN LINE LEAK, , , , CLAMP							Function: F2 CCC: L68 Src: PVL: B4-NAVIGATOR (NA-KTP-MTP) LPT:																				WAR	0	1	0	0	0	0	0	0	0	0	0	0						0	1	R	R
No Data																											No Data																					
200	HEAD RESTRAINT DISLIKE, ADJUSTMENT , , ,							Function: F5 CCC: N59 Src: PVL: B4-NAVIGATOR (NA-KTP-MTP) LPT:																				WAR	0	0	0	0	1	0	0	0	0	0	0	0						0	1	R	R
No Data																											No Data																					
201	TIRE ROAD FORCE, , , CONTINENTAL, #11							Function: F5 CCC: N22,N24,N25 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																				WAR	0	0	0	0	1	0	0	0	0	0	0	0						0	2	R	R
No Data																											No Data																					
202	LEAF SPRING BUMPER DAMAGED, , , ,							Function: F5 CCC: C50,E35 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	1	1	0	1	0	0	0	0	0	0	0	0						0	9	R	R
No Data																											No Data																					
203	WINDSHIELD MOLDING WIND NOISE, , , ,							Function: F5 CCC: R31 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	1	0	0	0	0	0	0	0						0	1	R	R
No Data																											No Data																					
204	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS HARD , , GASOLINE, NO PROBLEM FOUND							Function: F5 CCC: N18 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	0	0	0	1	0	0	0	0	0	0						0	1	R	R
No Data																											No Data																					
205	ENGINE (DIESEL) NOISY, UNKNOWN , , , NO PROBLEM FOUND							Function: F5 CCC: N11,N12 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				WAR	0	0	1	0	0	0	0	0	0	0	0	0						0	3	R	R

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION				CONC ERN STAT		VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																														
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cpl/CpK	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
No Data																																													
206	AIR SUSPENSION IMPROPER ASSEMBLY, , , ,	Function: F5 CCC: E35 Src: PVL: B4-NAVIGATOR (NA-KTP-MTP) LPT:																								WAR	0	0	0	0	1	0	0	0	0	0	0						0	1	R	R
No Data																																													
207	DOOR GLASS GUIDE INSUFFICIENT LUBE, , , ,	Function: F5 CCC: G09 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																								WAR	0	0	0	0	0	0	1	0	0	0	0						0	5	R	R
No Data																																													
208	PARK BRAKE ADJUSTER MISSING, , , ,	Function: F2 CCC: N17 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																								WAR	0	0	0	1	0	0	0	0	0	0	0						0	1	R	R
No Data																																													
209	IGNITION SWITCH DEFECTIVE, , , ,	Function: F2 CCC: H22 Src: PVL: B4-NAVIGATOR (NA-KTP-MTP) LPT:																								WAR	1	0	0	0	0	0	0	0	0	0	0						0	1	R	R
No Data																																													
210	IGNITION STEERING LOCK CYLINDER DEFECTIVE, , , , NO PROBLEM FOUND	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																								WAR	0	0	0	0	1	0	0	0	0	0	0						0	1	R	R
No Data																																													
211	CONSOLE RATTLES, , , ,	Function: F5 CCC: N59 Src: PVL: B4-NAVIGATOR (NA-KTP-MTP) LPT:																								WAR	0	0	0	0	0	0	0	1	0	0	0						0	1	R	R
No Data																																													
212	SEAT IMPRPR ASMBLY - ELEC, NOT CONNECTED , , ,	Function: F5 CCC: N59 Src: PVL: B4-NAVIGATOR (NA-KTP-MTP) LPT:																								WAR	1	0	0	0	0	0	0	0	0	0	0						0	1	R	R
No Data																																													
213	ENGINE FAN FOREIGN MATERIAL, , , ,	Function: F5 CCC: N11 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																								WAR	0	0	0	1	1	0	0	0	0	0	0						0	2	R	R
No Data																																													
214	HOOD VIBRATES, , , ,	Function: F5 CCC: B09,N50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																								WAR	1	0	0	0	0	0	0	0	0	0	0						0	2	R	R
No Data																																													
215	ENGINE NOISY, SQUEAL , , , NO PROBLEM FOUND	Function: F5 CCC: N50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																								WAR	0	0	0	0	0	0	0	1	0	0	0						0	0	R	R
No Data																																													

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CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION								CONC ERN STAT		VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																																			
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/2/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D					Cpl/CpK								Before	After																													
216	DOOR HANDLE BEZEL DEFECTIVE, , , ,							Function: F5 CCC: G09,N40 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																								WAR	0	1	0	0	0	0	0	0	0	0	0						0	1	R	R
No Data																																																	
217	DOOR WEATHER STRIP - LOWER LOOSE, , , ,							Function: F5 CCC: R22,R23,R31 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																								WAR	0	0	1	0	0	0	0	0	0	0	0						0	2	R	R
No Data																																																
218	BEARING NOISY, SCRAPE , , ,							Function: F5 CCC: N50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																								WAR	0	0	1	0	0	0	0	0	0	0	0						0	1	R	R
No Data																																																
219	DRIVE SHAFT INSUFFICIENT LUBE, , , ,							Function: F5 CCC: N51 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																								WAR	1	0	0	0	0	0	0	0	0	0	0						0	1	R	R
No Data																																																
220	STEERING GEAR BOX LOOSE, , , 7K, PLUG							Function: F2 CCC: L68 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																								WAR	0	0	0	0	0	0	1	0	0	0	0						0	0	R	R
No Data																																																
221	ENGINE NOISY, WHINE , , , NO PROBLEM FOUND							Function: F5 CCC: N12 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																								WAR	0	0	0	1	0	0	0	0	0	0	0						0	1	R	R
No Data																																																
222	TURBO CHARGER NOISY, WHINE , , TIP OUT, COLD WEATHER DESIGN							Function: F5 CCC: N11 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																								WAR	0	0	0	0	0	0	0	1	0	0	0						0	0	R	R
No Data																																																
223	LEAF SPRING BUMPER LOOSE, , , ,							Function: F5 CCC: E35 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																								WAR	0	0	1	0	0	0	0	0	0	0	0						0	1	R	R
No Data																																																
224	DOOR LATCH DISLIKE, ADJUSTMENT , , ,							Function: F5 CCC: N41 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																								WAR	0	0	1	0	0	0	0	0	0	0	0						0	1	R	R
No Data																																																
225	CONTROL ARM INSUFFICIENT LUBE, , , ,							Function: F5 CCC: N51 Src: PVL: B4-NAVIGATOR (NA-KTP-MTP) LPT:																								WAR	1	0	0	0	0	0	0	0	0	0	0						0	1	R	R
No Data																																																
226	BALL JOINT NOISY, UNKNOWN , , LOWER,							Function: F5 CCC: N59 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																								WAR	0	0	0	1	0	0	0	0	0	0	0						0	1	R	R

CONCERN GENERAL INFORMATION | CONTAINMENT / MAPPING | PROCESS VALIDATION (Phase 1, Phase 2, Phase 3) | VALIDATION VERIFICATION | CONCERN STAT | VALIDATION | RANK STATUS

Columns: Rank; Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D); Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant; Critical X; Pre-Delivery A = Audit D = Date/Text; Dept I = Insp/CP D = Date/Text; Capability; Cp/CpK; Workstation Analysis; Training/Versatility; Acceptance Criteria; Reaction Plans; Replication/Containment; Process Improvement; Error Proofing; Replicated Internal Indicator (Before, After); Critical X Status; Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme; (C) Containment Production (P) Permanent Corrective Action; Date; A-Actual; Containment Status; Permanent Corrective Status; Source; 201102 … 201201; 1/22/2012; 1/29/2012; 2/5/2012; 2/12/2012; Last 4 WKS; Last 4 MOPS; MYTD; Containment Status; Permanent Corrective Status

No Data — No Data

Rank	Part (Item) / Concern / Concern Type / Position	Function	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
227	STEERING SHAFT BOOT NOISY, UNKNOWN , , ,	Function: F2 CCC: N58 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:	WAR	1	0	0	0	0	0	0	0	0	0	0	0						0	1	R	R

No Data — No Data

Rank	Part (Item) / Concern / Concern Type / Position	Function	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
228	TRAILER TOW PACKAGE MISSING, , , ,	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:	WAR	0	0	0	1	0	0	0	0	0	0	0	0						0	1	R	R

No Data — No Data

Rank	Part (Item) / Concern / Concern Type / Position	Function	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
229	TRAILER TOW PACKAGE DISLIKE, TOO SMALL , , FIFTH,	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:	WAR	0	0	1	0	0	0	0	0	0	0	0	0						0	1	R	R

No Data — No Data

Rank	Part (Item) / Concern / Concern Type / Position	Function	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
230	SHOCK DAMPER DISLIKE, ADJUSTMENT , , ,	Function: F5 CCC: N50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:	WAR	0	0	0	0	0	0	0	1	0	0	0	0						0	0	R	R

No Data — No Data

Rank	Part (Item) / Concern / Concern Type / Position	Function	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
231	HEAD LINER LOOM DISLIKE, SOUND QUALITY , , ,	Function: F5 CCC: N42 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:	WAR	0	0	0	0	0	1	0	0	0	0	0	0						0	1	R	R

No Data — No Data

Rank	Part (Item) / Concern / Concern Type / Position	Function	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
232	FRAME BURR, , , FIFTH,	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:	WAR	1	0	0	0	0	0	0	0	0	0	0	0						0	1	R	R

No Data — No Data

Rank	Part (Item) / Concern / Concern Type / Position	Function	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
233	ENGINE NOISY, UNKNOWN , , V8, NO PROBLEM FOUND	Function: F5 CCC: N11 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:	WAR	0	0	0	1	0	0	0	0	0	0	0	0						0	1	R	R

No Data — No Data

ENDOFDATA — ENDOFDATA

Source Validation: C = Containment | P = PCAI | B = Both

SSP:STOP SHIP,ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW

UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED

GA:GLIDEPATH ADJUST, P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Top CCC From:		Top CCC To:	
Top WAR From:	1	Top '	500
Top GQR From:	1	Top	500
Top QLS From:	1	Top	500
Top Other From:	0	Top	0
Part(Item):	###		
Repair:	###		
Concern Type:	###		
PositionA:	###		
PositionB:	###		

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION							CONCERN STAT		VALIDATION																		RANK STATUS	
													Phase 1			Phase 2		Phase 3																													
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D					Cp/CpK								Before	After																												

PositionC: ###

PositionD: ###

WAR CCC: Binned

GQR CCC: Binned

WAR Model Year:

GQR Model Year:

GQR Survey Year:

Sort by GQR Mo ###

QLS Model Year:

Counted as TG\ B

Display Zero 12 ###

Resolution Sche 6SF, 6SM, FRM, 8D, JDI, NFDM

Parent Code(s):

Site Code(s): T210R

Concern Type:

CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.

CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

PCAI DATE STATUS CRITERIA: NO CONTAINMENT DATE = RED; CONTAINMENT PLAN DATE = YELLOW; CONTAINMENT ACTUAL DATE = GREEN.

Top Verbatim Sort From: 1 Top Verbatim Sort To: 500

BSAQ CURRENT MODEL QUALITY TRACKING
FUNCTION TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX GQR
APL
A1-KENTUCKY TRUCK PLANT
F2-CHASSIS,F5-VEHICLE ENGINEERING
GLOBAL - 14-Feb-2012 14:38:40 EST

CONCERN GENERAL INFORMATION: Rank; Part (Item), Concern / Concern Type, Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D); Function, CCC - Cust. Concern Code, Src = Origin. Source, Count, PVL = Paynter Vehicle Lines, LPT = Linked Plant

CONTAINMENT / MAPPING: Critical X; Pre-Delivery A = Audit D = Date/Text; Dept I = Insp/CP D = Date/Text; Capability, Cp/CpK

PROCESS VALIDATION: Phase 1 (Workstation Analysis, Training/ Versatility, Acceptance Criteria); Phase 2 (Reaction Plans, Replication/ Containment); Phase 3 (Process Improvement, Error Proofing)

VALIDATION VERIFICATION: Replicated Internal Indicator (Before, After)

Critical X Status; Title, TL = Team Leader, SAQ Number, PDS = Process /Supply/Design, RS = Resolution Scheme; (C) Containment Production (P) Permanent Corrective Action; Date; A-Actual P-Planned

CONCERN STAT: Containment Status, Permanent Corrective Status

VALIDATION: Source, 201102, 201103, 201104, 201105, 201106, 201107, 201108, 201109, 201110, 201111, 201112, 201201, 1/22/2012, 1/29/2012, 2/5/2012, 2/12/2012, Last 4 WKS, Last 4 MOPS, MYTD

RANK STATUS: Containment Status, Permanent Corrective Status

Rank	Part (Item) / Concern / Concern Type / Position	Function / CCC / Src / PVL / LPT	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
1	DOOR WIND NOISE, , , ,	Function: F5 CCC: R21,R22,R23,R29,R30,R32 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:	GQR	3	4	3	0	0	0	0	0	0	0	0	0							28	R	R
No Data	No Data																							
2	ENGINE NOISY, TICKING , , V8,	Function: F5 CCC: N11,N12 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:	GQR	0	1	0	0	0	0	0	0	0	0	0	0							14	R	R
No Data	No Data																							
3	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS HARD , , ,	Function: F5 CCC: N18 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:	GQR	1	1	0	0	0	0	0	0	0	0	0	0							13	R	R
No Data	No Data																							
4	TURBO CHARGER NOISY, WHINE , , TIP OUT, COLD WEATHER DESIGN	Function: F5 CCC: N11 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:	GQR	0	0	0	1	0	0	2	0	0	0	0	0							8	R	R
No Data	No Data																							
5	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS HARD , , DIESEL,	Function: F5 CCC: N18 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:	GQR	1	0	1	0	0	0	0	0	0	0	0	0							5	R	R
No Data	No Data																							
6	DOOR GLASS FLOCK RUN WIND NOISE, , , ,	Function: F5 CCC: R22,R30 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:	GQR	1	0	1	0	0	0	0	0	0	0	0	0							2	R	R
No Data	No Data																							
7	DOOR WEATHER STRIP LOOSE, , , ,	Function: F5 CCC: R31 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:	GQR	1	0	0	0	0	0	0	0	0	0	0	0							2	R	R
No Data	No Data																							
8	STEERING RACK LEAK, , , ,	Function: F2 CCC: L68,N58 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:	GQR	0	2	0	0	0	0	0	0	0	0	0	0							2	R	R
No Data	No Data																							
9	DOOR IMPROPER ADJUST, , , ,	Function: F5 CCC: N41 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:	GQR	0	0	1	0	0	0	0	0	0	0	0	0							1	R	R
No Data	No Data																							

CONCERN GENERAL INFORMATION										CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONCERN STAT		VALIDATION																								RANK STATUS	
														Phase 1			Phase 2		Phase 3																																			
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability		Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/2/2012	1/9/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS.A	POS. B	POS. C	POS. D					Cpl/CpK									Before	After																												
10	TRANSMISSION (AUTOMATIC) NOISY, BUZZ , , OFF,							Function: F5 CCC: N18 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				GQR	0	0	1	0	0	0	0	0	0	0	0	0							1	R	R
No Data																																																	
11	WINDSHIELD NOISY, BUZZ , , ,							Function: F5 CCC: R21 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				GQR	0	1	0	0	0	0	0	0	0	0	0	0							1	R	R
No Data																																																	
12	ENGINE (DIESEL) RATTLES, , , ACCELERATOR,							Function: F5 CCC: N12 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				GQR	0	1	0	0	0	0	0	0	0	0	0	0							1	R	R
No Data																																																	
13	ENGINE (DIESEL) RATTLES, , , IDLE DRIVE NO LOAD,							Function: F5 CCC: N11 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				GQR	0	1	0	0	0	0	0	0	0	0	0	0							1	R	R
No Data																																																	
14	ENGINE NOISY, UNKNOWN , , , WARNING LAMP							Function: F5 CCC: N11 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																				GQR	0	1	0	0	0	0	0	0	0	0	0	0							1	R	R
No Data																																																	
15	ENGINE NOISY, UNKNOWN , , START ENGINE, AC LINE							Function: F5 CCC: N11 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																				GQR	1	0	0	0	0	0	0	0	0	0	0	0							1	R	R
No Data																																																	
16	HUBCAP DROPS OFF, , , ,							Function: F2 CCC: B65 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				GQR	0	0	0	0	0	0	1	0	0	0	0	0							1	R	R
No Data																																																	
17	BRAKE PEDAL NOISY, SQUEAL , , ,							Function: F5 CCC: N38 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																				GQR	1	0	0	0	0	0	0	0	0	0	0	0							1	R	R
No Data																																																	
18	DOOR WEATHER STRIP FIT, , , ,							Function: F5 CCC: R31 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																				GQR	1	0	0	0	0	0	0	0	0	0	0	0							1	R	R
No Data																																																	
19	STEERING COLUMN DISLIKE, DESIGN , , ,							Function: F2 CCC: H22 Src: PVL: B4-NAVIGATOR (NA-KTP-MTP) LPT:																				GQR	0	0	1	0	0	0	0	0	0	0	0	0							1	R	R
No Data																																																	
20	VEHICLE NOISY, GRIND , , ,							Function: F5 CCC: N18 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				GQR	0	1	0	0	0	0	0	0	0	0	0	0							1	R	R

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																															
Rank	Part (Item) Concern / Concern Type Position A, B, C, D							Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability		Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D					Cpl/CpK									Before	After																										
No Data																								No Data																									
21	VEHICLE VIBRATES, , , ,							Function: F5 CCC: N22,N25 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						GQR	0	1	0	0	0	0	0	0	0	0	0	0							1	R	R
No Data																								No Data																									
22	TRANSMISSION (AUTOMATIC) NOISY, CREAK , , TIP IN,							Function: F5 CCC: N18 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						GQR	0	0	0	0	0	1	0	0	0	0	0	0							0	R	R
No Data																								No Data																									
23	HUBCAP DEFECTIVE, , , ,							Function: F2 CCC: B65 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						GQR	0	0	0	0	0	0	1	0	0	0	0	0							0	R	R
No Data																								No Data																									
24	BRAKE CALIPER BINDS, , , , REAR							Function: F2 CCC: H02 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						GQR	0	0	0	0	0	0	0	1	0	0	0	0							0	R	R
No Data																								No Data																									
25	STEERING GEAR BOX MESHLOAD, , , 6K,							Function: F2 CCC: H21,H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						GQR	0	0	0	0	0	0	1	0	0	0	0	0							0	R	R
No Data																								No Data																									
26	TRAILER BRAKE CONTROLLER DEFECTIVE, , , ,							Function: F2 CCC: H37 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						GQR	0	0	0	0	0	0	0	0	2	0	0	0							0	R	R
No Data																								No Data																									

ENDOFDATA

ENDOFDATA

Source Validation C = Containment P = PCAI B = Both

SSP:STOP SHIP,ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
GA:GLIDEPATH ADJUST, P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Top CCC From:		Top CCC To:	
Top WAR From:	1	Top	500
Top GQR From:	1	Top	500
Top QLS From:	1	Top	500
Top Other From:	0	Top	0
Part(Item):	###		
Repair:	###		
Concern Type:	###		
PositionA:	###		
PositionB:	###		
PositionC:	###		
PositionD:	###		
WAR CCC:	Binned		
GQR CCC:	Binned		
WAR Model Year:			
GQR Model Year:			
GQR Survey Year:			
Sort by GQR Mc	###		
QLS Model Year:			
Counted as TG\	B		

PE12-017 007986

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION							CONCERN STAT		VALIDATION																				RANK STATUS	
	Part (Item) Concern / Concern Type Position A, B, C, D							Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant					Phase 1			Phase 2		Phase 3		Replicated Internal Indicator																													
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D		Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status

Display Zero 12 ###

Resolution Sch 6SF, 6SM, FRM, 8D, JDI, NFDM

Parent Code(s):

Site Code(s): T210R

CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.

Concern Type:

CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.

PCAI DATE STATUS CRITERIA: NO CONTAINMENT DATE = RED; CONTAINMENT PLAN DATE = YELLOW; CONTAINMENT ACTUAL DATE = GREEN.

BSAQ CURRENT MODEL QUALITY TRACKING
FUNCTION TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX QLS
APL
A1-KENTUCKY TRUCK PLANT
F2-CHASSIS,F5-VEHICLE ENGINEERING
GLOBAL - 14-Feb-2012 14:38:40 EST

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION							CONC ERN STAT		VALIDATION																				RANK STATUS	
												Phase 1			Phase 2		Phase 3																																	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D				Cp/CpK								Before	After																												
1	TIRE BRAND CODE SCAN MISSING, , , ,						Function: F2 CCC: TA4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	###	###	###	###	###	###	###	###	###	###	###	###	###	###	###	###	0	###			R	R
No Data																																															
2	SPARE TIRE BRAND CODE SCAN MISSING, , , ,						Function: F2 CCC: TA4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	###	###	903	###	###	789	###	###	###	###	###	###	251	405	255	0	911			R	R
No Data																																														
3	TIRE BRAND CODE SCAN WRONG, , , ,						Function: F2 CCC: TA4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	###	###	656	###	836	459	###	###	###	738	471	995	287	172	60	0	519			R	R
No Data																																														
4	SPARE TIRE BRAND CODE SCAN WRONG, , , ,						Function: F2 CCC: TA4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	322	162	102	244	144	73	170	222	194	203	179	516	192	123	63	0	378			R	R
No Data																																														
5	DOOR WEATHER STRIP FIT, , , ,						Function: F5 CCC: R31 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	###	###	967	889	###	661	###	###	###	563	###	709	118	136	61	0	315			R	R
No Data																																														
6	TIRE BALANCE FAILED, , , # 1,						Function: F2 CCC: TA4,TC8 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	711	759	335	467	401	324	790	###	458	463	485	428	142	90	37	0	269			R	R
No Data																																														
7	TIRE PRESSURE SENSOR IMPROPER PRESSURE, , , ,						Function: F2 CCC: TB3 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	166	392	226	489	231	424	702	372	493	984	454	489	70	94	99	0	263			R	R
No Data																																														
8	TIRE BALANCE FAILED, , , # 2,						Function: F2 CCC: TA4,TC8 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	702	623	291	399	299	237	631	905	411	375	366	378	142	72	31	0	245			R	R
No Data																																														
9	CASTER/CAMBER SLUG IMPROPER ASSEMBLY, , , # 3,						Function: F5 CCC: H25 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					QLS	23	28	22	57	42	35	170	103	74	92	111	226	102	122	3	0	227			R	R
No Data																																														

CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING				PROCESS VALIDATION Phase 1			PROCESS VALIDATION Phase 2		PROCESS VALIDATION Phase 3		VALIDATION VERIFICATION						CONCERN STAT		
Rank	Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item) / Concern / Type / POS. A / POS. B / POS. C / POS. D)	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status
10	INSPECTION NO INSPECTION, , , TRIM,	Function: F2 CCC: XX4 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																		No Data				
11	CASTER/CAMBER SLUG IMPROPER ASSEMBLY, , , # 4,	Function: F5 CCC: H25 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																		No Data				
12	ANTI-LOCK BRAKING SYSTEM NO PROBLEM FOUND, , , ,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																		No Data				
13	DOOR WEATHER STRIP LOOSE, , , ,	Function: F5 CCC: R30,R31 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																		No Data				
14	TOE LINK IMPROPER ASSEMBLY, , , # 9,	Function: F5 CCC: C50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																		No Data				
15	ANTI-LOCK BRAKING SYSTEM IMPROPER ASSEMBLY, , , , # 1	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																		No Data				
16	CASTER/CAMBER SLUG IMPROPER ASSEMBLY, , , # 2,	Function: F5 CCC: H25 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																		No Data				
17	SHOCK ABSORBER IMPROPER ASSEMBLY, , , ,	Function: F5 CCC: H45 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																		No Data				
18	CAB BOLT LOOSE, , , PRIMARY,	Function: F5 CCC: N59 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																		No Data				
19	TIRE BALANCE FAILED, , , # 1, # 2	Function: F2 CCC: TA4,TC8 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																		No Data				
20	CASTER/CAMBER SLUG IMPROPER ASSEMBLY, , , # 1,	Function: F5 CCC: H25 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				

Rank	VALIDATION Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS Containment Status	RANK STATUS Permanent Corrective Status
10	QLS	448	491	303	358	620	253	531	501	400	347	360	329	88	83	20	0	191			R	R
11	QLS	23	33	23	67	53	20	20	53	38	39	47	130	78	75	3	0	156			R	R
12	QLS	156	418	230	262	265	109	414	755	281	189	529	345	67	57	23	0	147			R	R
13	QLS	130	128	111	279	162	60	87	98	269	122	71	153	63	58	26	0	147			R	R
14	QLS	4	14	13	13	28	7	12	49	26	19	47	158	53	60	22	0	135			R	R
15	QLS	57	78	26	63	67	32	99	122	109	105	98	142	22	85	13	0	120			R	R
16	QLS	19	28	21	53	42	18	38	81	57	55	58	102	32	82	3	0	117			R	R
17	QLS	353	497	197	229	260	91	410	295	211	193	366	237	52	44	20	0	116			R	R
18	QLS	6	8	7	6	2	1	41	45	149	88	244	143	34	74	8	0	116			R	R
19	QLS	79	188	107	142	215	113	247	185	258	240	227	204	37	44	22	0	103			R	R
20	QLS	19	27	21	53	45	18	23	56	37	39	40	71	21	73	3	0	97			R	R

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Rank	CONCERN GENERAL INFORMATION: Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D)	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	CONCERN STAT: A-Actual P-Planned	Containment Status	Permanent Corrective Status
No Data																	No Data					
21	AXLE VENT HOSE IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H22 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
22	TIRE BALANCE FAILED, , , # 2, # 4	Function: F2 CCC: TA4,TC8 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
23	TOE LINK IMPROPER ASSEMBLY, , , # 7,	Function: F5 CCC: C50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
24	PITMAN ARM IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
25	TIRE CROSS THREADED, , , # 4,	Function: F2 CCC: TA4,TC8 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
26	TIRE BALANCE FAILED, , , # 2, #10	Function: F2 CCC: TA4,TC8 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
27	BRAKE CALIPER BOLT IMPROPER ASSEMBLY, , , # 1,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
28	BRAKE LINE IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
29	BRAKE LINE JUNCTION BLOCK IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
30	PARK BRAKE CABLE IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					

Rank	VALIDATION: Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
21	QLS	116	219	67	47	79	56	79	270	202	63	52	76	40	52	4	0	96			R	R
22	QLS	69	126	73	103	155	109	221	193	240	228	264	184	35	36	23	0	94			R	R
23	QLS	5	21	21	38	38	9	25	74	49	45	40	109	34	45	13	0	92			R	R
24	QLS	356	61	56	31	164	59	40	91	584	533	386	151	28	46	17	0	91			R	R
25	QLS	209	131	60	91	104	56	147	245	150	218	129	95	30	54	6	0	90			R	R
26	QLS	71	136	74	103	199	72	208	176	190	157	198	168	30	33	26	0	89			R	R
27	QLS	48	167	18	36	45	25	78	###	224	103	60	149	39	43	7	0	89			R	R
28	QLS	141	297	220	207	181	79	192	389	250	195	188	177	37	38	13	0	88			R	R
29	QLS	75	167	130	41	57	96	77	275	229	67	97	70	36	48	4	0	88			R	R
30	QLS	125	175	87	97	172	119	137	132	152	92	140	487	43	24	17	0	84			R	R

Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D)	Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Title / TL = Team Leader / SAQ Number / PDS = Process /Supply/Design / RS = Resolution Scheme	(C) Containment Production / (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status
31	RADIUS ARM IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
32	TIRE IMPROPER ASSEMBLY, , , # 4,	Function: F2 CCC: TA4,TC8 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
33	ANTI-LOCK BRAKING SYSTEM LOOM BOLT IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
34	TIRE PRESSURE MONITORING INITIATOR FAILED, , , RIGHT FRONT,	Function: F2 CCC: TB3,TC8 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
35	TIRE IMPROPER ASSEMBLY, , , # 3,	Function: F2 CCC: TA4,TC8 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
36	POWER STEERING SUPPLY LINE IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: L68 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
37	TIRE PRESSURE MONITORING INITIATOR FAILED, , , RIGHT REAR,	Function: F2 CCC: TB3,TC8 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
38	STABILIZER BAR LINK IMPROPER ASSEMBLY, , , ,	Function: F5 CCC: H44 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
39	SWAY CONTROL ARM LINK IMPROPER ASSEMBLY, , , ,	Function: F5 CCC: H44 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
40	SHOCK ABSORBER IMPROPER ASSEMBLY, , , # 1,	Function: F5 CCC: H45 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
41	DOOR RATTLES, , , ,	Function: F5 CCC: N40,N59 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				

Group headings above the columns: CONCERN GENERAL INFORMATION; CONTAINMENT / MAPPING; PROCESS VALIDATION (Phase 1, Phase 2, Phase 3); VALIDATION VERIFICATION; CONCERN STAT; VALIDATION; RANK STATUS

Rank	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
31	QLS	28	59	84	231	15	100	31	56	144	70	161	158	16	41	26	0	83			R	R
32	QLS	79	116	58	86	76	42	156	119	104	131	146	52	12	55	15	0	82			R	R
33	QLS	33	35	32	34	39	17	44	48	43	32	25	30	5	75	2	0	82			R	R
34	QLS	189	389	54	186	147	260	302	603	151	364	192	204	37	27	17	0	81			R	R
35	QLS	54	78	18	20	32	4	28	54	20	32	73	128	12	59	5	0	76			R	R
36	QLS	74	71	36	64	89	46	130	90	76	67	113	54	12	55	8	0	75			R	R
37	QLS	126	322	34	142	106	236	255	553	144	320	180	201	26	34	14	0	74			R	R
38	QLS	126	362	243	205	272	141	328	147	148	112	78	92	33	13	28	0	74			R	R
39	QLS	207	405	246	258	291	130	230	150	161	150	146	108	26	22	25	0	73			R	R
40	QLS	73	106	78	137	164	74	104	100	184	93	74	102	54	13	5	0	72			R	R
41	QLS	34	32	10	19	23	17	24	15	28	11	22	69	8	58	2	0	68			R	R

CONCERN GENERAL INFORMATION										CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																				RANK STATUS	
														Phase 1			Phase 2		Phase 3																															
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Part (Item) Concern / Concern Type Position A, B, C, D	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cpl/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
No Data																																															
42	POWER STEERING HYDRAULIC BOOST LINE IMPROPER ASSEMBLY, , , , POWER STEERING								Function: F2 CCC: L68 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																																									R	R
No Data																																															
43	SWAY CONTROL ARM LINK IMPROPER ASSEMBLY, , , # 2,								Function: F5 CCC: H44 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																																									R	R
No Data																																															
44	BRAKE CALIPER BOLT IMPROPER ASSEMBLY, , , # 2,								Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																																									R	R
No Data																																															
45	TOE LINK IMPROPER ASSEMBLY, , , #12,								Function: F5 CCC: C50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																																									R	R
No Data																																															
46	PARK BRAKE CABLE BRACKET IMPROPER ASSEMBLY, , , ,								Function: F5 CCC: N50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																																									R	R
No Data																																															
47	TIRE BALANCE FAILED, , , # 1, # 8								Function: F2 CCC: TA4,TC8 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																																									R	R
No Data																																															
48	STABILIZER BAR LINK NOT TORQUED, , , ,								Function: F5 CCC: H44 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																																									R	R
No Data																																															
49	BRAKE LAMP FAILED, , , ,								Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																																									R	R
No Data																																															
50	SHOCK ABSORBER IMPROPER ASSEMBLY, , , UPPER,								Function: F5 CCC: H45 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																																									R	R
No Data																																															
51	TIRE BALANCE FAILED, , , # 2, # 3								Function: F2 CCC: TA4,TC8 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																																									R	R
No Data																																															

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Rank	CONCERN GENERAL INFORMATION: Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D)	Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	After	Critical X Status	Title / TL = Team Leader / SAQ Number / PDS = Process /Supply/Design / RS = Resolution Scheme	(C) Containment Production / (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT: Containment Status	Permanent Corrective Status
52	POWER STEERING RESERVOIR NO PROBLEM FOUND, , , ,	Function: F2 CCC: H50,L68 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
53	KEY MISSING, , , ,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
54	TOW HOOK IMPROPER ASSEMBLY, , , # 2,	Function: F2,F5 CCC: XX1,XX4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
55	BRAKE CALIPER BOLT IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
56	TRAILER TOW HITCH BOLT CROSS THREADED, , , ,	Function: F5 CCC: C50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
57	TIRE BALANCE FAILED, , , # 2, # 9	Function: F2 CCC: TA4,TC8 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
58	SWAY CONTROL ARM LINK IMPROPER ASSEMBLY, , , # 1,	Function: F5 CCC: H44 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
59	BRAKE ROTOR CORROSION SHIELD IMPROPER ASSEMBLY, , , # 2,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
60	BRAKE LINE IMPROPER ASSEMBLY, , , # 5,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
61	TIRE BALANCE FAILED, , , # 1, # 1	Function: F2 CCC: TA4,TC8 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
62	SWAY CONTROL ARM LINK NOT TORQUED, , , ,	Function: F5 CCC: H44 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				

Rank	VALIDATION: Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
52	QLS	104	155	89	174	155	135	139	92	76	64	118	98	21	25	15	0	61			R	R
53	QLS	52	109	20	58	39	14	78	31	89	68	54	94	30	24	7	0	61			R	R
54	QLS	29	68	16	35	28	8	28	37	27	15	76	87	14	38	9	0	61			R	R
55	QLS	2	13	5	150	25	1	5	6	1	2	2	280	41	17	2	0	60			R	R
56	QLS	19	39	31	50	46	22	18	117	144	270	191	74	8	32	19	0	59			R	R
57	QLS	73	112	70	93	110	91	131	135	171	143	108	76	22	27	10	0	59			R	R
58	QLS	368	347	143	177	145	58	123	167	127	100	117	112	34	19	6	0	59			R	R
59	QLS	78	241	110	139	79	33	99	75	84	110	84	85	30	21	8	0	59			R	R
60	QLS	6	25	10	24	12	2	18	79	100	48	32	469	31	19	8	0	58			R	R
61	QLS	102	163	82	120	137	89	163	154	170	138	137	109	26	22	10	0	58			R	R
62	QLS	98	289	151	105	149	50	69	65	27	152	188	57	25	22	11	0	58			R	R

Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS.A, POS.B, POS.C, POS.D)	Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Title / TL = Team Leader / SAQ Number / PDS = Process /Supply/Design / RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status
No Data																	No Data					
63	FLOOR PAN PLUG EXTRA, , , ,	Function: F5 CCC: R31 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
64	SHOCK ABSORBER LOOSE, , , UPPER,	Function: F5 CCC: H45 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
65	TRACK BAR BRACKET IMPROPER ASSEMBLY, , , # 6,	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
66	TOW HOOK IMPROPER ASSEMBLY, , , # 1,	Function: F2,F5 CCC: XX1,XX4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
67	BRAKE LINE LOOSE, , , , FRAME	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
68	PARK BRAKE CABLE IMPROPER ASSEMBLY, , , # 4,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
69	BRAKE LINE IMPROPER ASSEMBLY, , , , FRAME	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
70	RADIUS ARM LOOSE, , , ,	Function: F2,F5 CCC: H22,N50,N59 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
71	TIRE/RIM MATCH FAILED, , , # 2,	Function: F2,F5 CCC: C50,TC8 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
72	TOW HOOK IMPROPER ASSEMBLY, , , # 3,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					

Column groups: CONCERN GENERAL INFORMATION; CONTAINMENT / MAPPING; PROCESS VALIDATION (Phase 1, Phase 2, Phase 3); VALIDATION VERIFICATION; CONCERN STAT; VALIDATION; RANK STATUS

Rank	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
63	QLS	0	0	0	0	0	0	0	0	1	56	120	83	23	24	11	0	58			R	R
64	QLS	19	89	28	25	13	5	58	64	34	14	4	14	0	39	18	0	57			R	R
65	QLS	93	68	13	34	43	4	32	67	21	70	84	64	29	21	6	0	56			R	R
66	QLS	21	63	15	31	30	8	29	34	23	16	67	71	13	31	9	0	53			R	R
67	QLS	0	0	0	0	0	0	0	0	0	0	53	57	15	27	11	0	53			R	R
68	QLS	44	57	26	65	43	24	70	75	112	83	85	129	16	12	24	0	52			R	R
69	QLS	0	0	0	0	0	0	0	0	0	0	100	72	14	32	6	0	52			R	R
70	QLS	3	0	0	1	10	6	0	0	7	2	30	0	0	1	51	0	52			R	R
71	QLS	140	184	91	110	153	26	138	103	87	111	60	96	27	22	2	0	51			R	R
72	QLS	11	27	8	20	21	6	21	24	14	12	57	71	11	31	9	0	51			R	R

Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D)	Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT: Containment Status	Permanent Corrective Status	VALIDATION: Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
73	VALVE STEM FAILED, , , ,	Function: F2 CCC: TA4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	33	122	38	31	46	2	187	55	32	40	27	76	15	29	6	0	50			R	R
No Data																	No Data																											
74	WHEEL IMPROPER ASSEMBLY, , , # 2,	Function: F2 CCC: TA4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					QLS	69	338	158	73	93	29	126	160	87	200	158	65	20	22	7	0	49			R	R
No Data																	No Data																											
75	DOOR WEATHER STRIP FIT, , , FRONT TOP,	Function: F5 CCC: R31 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					QLS	20	75	35	38	66	35	82	117	80	99	53	74	40	8	1	0	49			R	R
No Data																	No Data																											
76	TIRE BALANCE FAILED, , , # 1, # 7	Function: F2 CCC: TA4,TC8 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	88	139	84	115	112	61	108	115	126	111	102	65	14	22	12	0	48			R	R
No Data																	No Data																											
77	BRAKE CALIPER IMPROPER ASSEMBLY, , , # 3,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					QLS	13	11	4	41	12	2	8	21	6	31	7	295	45	3	0	0	48			R	R
No Data																	No Data																											
78	BRAKE CALIPER IMPROPER ASSEMBLY, , , # 4,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					QLS	10	10	4	37	10	2	6	19	6	28	9	292	46	2	0	0	48			R	R
No Data																	No Data																											
79	BRAKE LINE IMPROPER ASSEMBLY, , , # 3,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	33	67	32	62	43	20	55	61	87	117	38	52	29	13	4	0	46			R	R
No Data																	No Data																											
80	CAB BOLT NOT TORQUED, , , PRIMARY,	Function: F5 CCC: N59 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	88	117	70	129	164	7	17	24	46	44	72	69	26	15	5	0	46			R	R
No Data																	No Data																											
81	TOE LINK IMPROPER ASSEMBLY, , , # 8,	Function: F5 CCC: C50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					QLS	6	27	28	25	30	9	28	34	26	17	22	64	15	24	7	0	46			R	R
No Data																	No Data																											
82	BRAKE/FUEL LINE BUNDLE IMPROPER ASSEMBLY, , , # 1,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	53	65	25	27	65	19	85	96	71	34	54	74	15	18	12	0	45			R	R
No Data																	No Data																											
83	TOE LINK IMPROPER ASSEMBLY, , , #11,	Function: F5 CCC: C50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					QLS	1	18	75	124	87	28	49	102	63	57	50	74	15	21	8	0	44			R	R

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CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING				PROCESS VALIDATION Phase 1			Phase 2		Phase 3		VALIDATION VERIFICATION						CONCERN STAT			VALIDATION																				RANK STATUS	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS. A / POS. B / POS. C / POS. D	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
No Data																	No Data																											
84	TIRE/RIM MATCH FAILED, , , # 1,	Function: F2,F5 CCC: C50,TC8 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	139	180	77	104	158	25	108	125	103	102	41	86	20	18	4	0	42			R	R
No Data																	No Data																											
85	ANTI-LOCK BRAKING SYSTEM LOOM BOLT IMPROPER ASSEMBLY, , , # 2,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	17	58	20	35	96	30	66	53	32	27	34	84	23	13	6	0	42			R	R
No Data																	No Data																											
86	WHEEL IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: TA4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	116	81	50	103	126	82	165	178	209	73	82	85	20	10	11	0	41			R	R
No Data																	No Data																											
87	COIL SPRING IMPROPER ASSEMBLY, , , ,	Function: F5 CCC: H44 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	127	304	57	122	105	39	124	98	95	37	101	79	5	27	9	0	41			R	R
No Data																	No Data																											
88	BRAKE CALIPER BOLT IMPROPER ASSEMBLY, , , # 5,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	23	29	55	5	28	2	23	18	8	18	31	21	4	33	4	0	41			R	R
No Data																	No Data																											
89	BRAKE LINE NOT TORQUED, , , # 5,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					QLS	4	9	4	3	2	4	4	14	39	21	13	56	17	19	4	0	40			R	R
No Data																	No Data																											
90	BRAKE ROTOR CORROSION SHIELD LOOSE, , , ,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					QLS	0	0	0	0	0	0	0	0	0	0	1	27	25	15	0	0	40			R	R
No Data																	No Data																											
91	POWER STEERING RESERVOIR CAP MISSING, , , ,	Function: F2 CCC: L68 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	77	45	57	129	130	49	85	49	158	105	95	77	18	14	7	0	39			R	R
No Data																	No Data																											
92	BRAKE HOSE IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	126	129	65	60	83	29	121	144	110	59	75	79	23	10	6	0	39			R	R
No Data																	No Data																											
93	TRAILER TOW HITCH BOLT IMPROPER ASSEMBLY, , , , # 1	Function: F2 CCC: XX4 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	158	87	53	66	91	49	109	56	71	70	76	78	22	11	5	0	38			R	R
No Data																	No Data																											

Rank	Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D)	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
94	TOE LINK IMPROPER ASSEMBLY, , , #15,	Function: F5 CCC: C50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				QLS	2	52	29	36	24	17	25	8	13	5	15	20	4	24	10	0	38			R	R
No Data																	No Data																											
95	RADIUS ARM BOLT NOT TORQUED, , , # 2,	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	111	42	78	63	53	99	90	112	135	123	70	173	21	11	5	0	37			R	R
No Data																	No Data																											
96	TIRE CONICITY TEST FAILED, , , ,	Function: F2,F5 CCC: N25,TC8 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	131	149	71	92	119	31	115	78	56	37	45	71	12	18	7	0	37			R	R
No Data																	No Data																											
97	STEERING LINKAGE IMPROPER ASSEMBLY, , , # 2,	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	44	60	25	92	61	31	66	63	46	34	31	46	10	14	13	0	37			R	R
No Data																	No Data																											
98	BRAKE HOSE LOOSE, , , # 1,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	1	1	17	12	66	26	71	48	40	28	20	31	14	15	8	0	37			R	R
No Data																	No Data																											
99	BODY MOUNT IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	71	29	4	16	107	14	152	12	49	9	8	32	8	23	6	0	37			R	R
No Data																	No Data																											
100	TIRE PRESSURE MONITORING INITIATOR FAILED, , , LEFT FRONT,	Function: F2 CCC: TB3,TC8 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	478	871	182	568	380	276	260	365	79	612	846	96	15	16	5	0	36			R	R
No Data																	No Data																											
101	TIRE PRESSURE MONITORING INITIATOR FAILED, , , LEFT REAR,	Function: F2 CCC: TB3,TC8 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	474	875	177	607	374	264	266	321	91	555	709	141	16	12	7	0	35			R	R
No Data																	No Data																											
102	TRACK BAR BRACKET IMPROPER ASSEMBLY, , , # 5,	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	95	72	14	28	45	6	37	104	79	51	67	44	10	21	4	0	35			R	R
No Data																	No Data																											
103	BRAKE CALIPER IMPROPER ASSEMBLY, , , # 1,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				QLS	79	159	74	85	95	40	73	117	142	67	66	61	18	10	4	0	32			R	R
No Data																	No Data																											
104	ANTI-LOCK BRAKING SYSTEM EMPTY, , , ,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	55	87	51	116	100	33	82	73	74	60	54	65	15	13	4	0	32			R	R

Column groups: CONCERN GENERAL INFORMATION; CONTAINMENT / MAPPING; PROCESS VALIDATION (Phase 1, Phase 2, Phase 3); VALIDATION VERIFICATION; CONCERN STAT; VALIDATION; RANK STATUS

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																			RANK STATUS	
													Phase 1			Phase 2		Phase 3																														
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Part (Item) Concern / Concern Type Position A, B, C, D	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cpl/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
No Data																																													
105	LEAF SPRING HANGER BOLT NOT TORQUED, , , BOTTOM, BOLT								Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	53	41	13	64	27	6	20	17	15	41	39	66	13	12	7	0	32			R	R
No Data																																													
106	DOOR WEATHER STRIP - LOWER MISSING, , , ,								Function: F5 CCC: R31 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	17	24	19	25	35	18	19	6	8	10	22	53	17	13	2	0	32			R	R
No Data																																													
107	TRACK BAR BRACKET IMPROPER ASSEMBLY, , , # 3, # 3								Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	72	14	3	12	27	2	11	17	3	16	29	31	24	3	5	0	32			R	R
No Data																																													
108	BRAKE BOOSTER EMPTY, , , ,								Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	31	70	48	55	56	22	72	63	48	44	47	56	13	9	9	0	31			R	R
No Data																																													
109	ANTI-LOCK BRAKING SYSTEM NOT TORQUED, , , , # 1								Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	6	28	6	23	11	3	12	18	10	9	18	33	18	10	3	0	31			R	R
No Data																																													
110	PARK BRAKE CABLE NOT TORQUED, , , ,								Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	19	16	7	15	42	41	32	46	36	43	98	54	7	12	11	0	30			R	R
No Data																																													
111	WHEEL CROSS THREADED, , , ,								Function: F2 CCC: TA4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	14	35	15	21	32	13	37	36	30	12	45	38	14	8	8	0	30			R	R
No Data																																													
112	BRAKE CALIPER BOLT LOOSE, , , ,								Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	1	0	0	1	0	0	0	4	1	1	1	79	30	0	0	0	30			R	R
No Data																																													
113	STEERING INTERMEDIATE SHAFT IMPROPER ASSEMBLY, , , ,								Function: F2 CCC: H21,H50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	70	92	54	131	91	58	135	124	77	78	120	60	14	11	4	0	29			R	R
No Data																																													
114	BRAKE LINE IMPROPER ASSEMBLY, , , # 2,								Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	47	50	29	51	90	34	70	121	40	31	67	47	12	13	3	0	28			R	R
No Data																																													

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Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D)	Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status
115	LEAF SPRING HANGER BOLT IMPROPER ASSEMBLY, , , ,	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
116	SPARE TIRE HOIST IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: XX4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
117	TIRE CROSS THREADED, , , # 3,	Function: F2 CCC: TA4,TC8 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
118	SHOCK ABSORBER NOT TORQUED, , , # 1,	Function: F5 CCC: H45 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
119	TRAILER TOW HITCH IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: XX4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
120	TOE LINK IMPROPER ASSEMBLY, , , # 5,	Function: F5 CCC: C50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
121	CROSS MEMBER NOT TORQUED, , , # 1,	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
122	TIRE CROSS THREADED, , , # 2,	Function: F2 CCC: TA4,TC8 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
123	CAB BOLT IMPROPER ASSEMBLY, , , PRIMARY,	Function: F5 CCC: N59 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
124	BRAKE LINE IMPROPER ASSEMBLY, , , #12,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
125	SHOCK ABSORBER NOT TORQUED, , , ,	Function: F5 CCC: H45 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				

VALIDATION / RANK STATUS

Rank	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
115	QLS	29	19	13	18	14	4	20	26	22	22	52	73	8	9	11	0	28			R	R
116	QLS	3	15	9	30	11	5	37	29	16	20	43	58	21	5	2	0	28			R	R
117	QLS	12	39	6	25	19	4	23	36	14	20	18	26	16	5	7	0	28			R	R
118	QLS	130	153	84	139	85	40	122	73	77	50	59	50	15	6	6	0	27			R	R
119	QLS	55	54	29	126	242	70	107	47	43	61	64	53	13	13	1	0	27			R	R
120	QLS	35	53	17	14	14	11	14	19	35	55	78	33	0	27	0	0	27			R	R
121	QLS	27	43	17	31	23	13	31	47	35	26	42	28	7	15	5	0	27			R	R
122	QLS	103	229	150	196	155	66	138	183	90	66	161	67	13	9	4	0	26			R	R
123	QLS	68	82	20	61	123	26	47	96	168	57	72	58	21	4	1	0	26			R	R
124	QLS	55	68	25	33	61	14	36	31	112	56	56	46	9	12	5	0	26			R	R
125	QLS	56	132	30	93	81	33	90	120	47	37	90	48	7	12	7	0	26			R	R

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																															
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Part (Item) Concern / Concern Type Position A, B, C, D	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cpl/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
No Data																																														
126	BRAKE LINE NOT TORQUED, , , ,								Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	35	54	24	40	42	21	73	100	79	62	40	39	12	11	3	0	26			R	R
No Data																																														
127	ANTI-LOCK BRAKING SYSTEM LOOSE, , , , # 1								Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	0	0	0	0	0	0	32	109	103	18	56	12	1	2	23	0	26			R	R
No Data																																														
128	BRAKE LINE IMPROPER ASSEMBLY, , , # 8, # 8								Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					QLS	10	19	11	23	28	16	37	36	45	32	44	41	14	6	6	0	26			R	R
No Data																																														
129	BRAKE CALIPER BOLT IMPROPER ASSEMBLY, , , #15,								Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	3	15	11	149	26	0	5	9	3	1	3	71	9	12	5	0	26			R	R
No Data																																														
130	BRAKE CALIPER BOLT IMPROPER ASSEMBLY, , , # 6,								Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	19	31	26	5	23	2	10	12	5	11	16	14	4	18	4	0	26			R	R
No Data																																														
131	SWAY CONTROL ARM IMPROPER ASSEMBLY, , , SCAN,								Function: F5 CCC: H44,N50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	2	6	0	2	1	1	0	12	9	5	4	0	0	25	1	0	26			R	R
No Data																																														
132	CONTROL ARM IMPROPER ASSEMBLY, , , # 1,								Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					QLS	27	86	25	38	127	16	41	130	82	75	70	50	9	6	10	0	25			R	R
No Data																																														
133	SHOCK ABSORBER NOT TORQUED, , , # 3,								Function: F5 CCC: H45 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					QLS	45	110	35	91	55	11	33	44	23	36	33	52	13	10	2	0	25			R	R
No Data																																														
134	TRANSMISSION SKID PLATE IMPROPER ASSEMBLY, , , ,								Function: F2,F5 CCC: XX1,XX4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	218	181	24	31	35	5	25	12	34	25	28	56	17	7	1	0	25			R	R
No Data																																														
135	TIRE BALANCE FAILED, , , # 3, #12								Function: F2 CCC: TA4,TC8 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	30	34	27	28	34	9	41	36	31	26	27	41	5	12	8	0	25			R	R
No Data																																														

CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING					PROCESS VALIDATION Phase 1			PROCESS VALIDATION Phase 2		PROCESS VALIDATION Phase 3		VALIDATION VERIFICATION							CONCERN STAT	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D)	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status
136	TRACK BAR BRACKET IMPROPER ASSEMBLY, , , # 3,	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
137	SWAY CONTROL ARM IMPROPER ASSEMBLY, , , ,	Function: F5 CCC: H44,N50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
138	TOW HOOK NOT TORQUED, , , # 2,	Function: F2,F5 CCC: XX1,XX4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
139	TRACK BAR BRACKET IMPROPER ASSEMBLY, , , # 2,	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
140	WHEEL DAMAGED, , , ,	Function: F2 CCC: TA4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
141	TRACK BAR BRACKET NOT TORQUED, , , # 3,	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
142	BRAKE CALIPER BOLT NOT TORQUED, , , # 2,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
143	BRAKE LINE IMPROPER ASSEMBLY, , , ABS SYSTEM MODULE,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
144	TIRE CROSS THREADED, , , # 1,	Function: F2 CCC: TA4,TC8 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
145	DOOR WEATHER STRIP FIT, , , FRONT,	Function: F5 CCC: R31 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					
No Data																		No Data					
146	LEAF SPRING HANGER BOLT NOT TORQUED, , , BOTTOM,	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					

VALIDATION																						RANK STATUS	
Rank	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD		Containment Status	Permanent Corrective Status
136	QLS	92	32	4	9	45	2	26	50	41	27	28	19	13	9	3	0	25				R	R
137	QLS	27	36	43	65	48	31	47	31	39	23	16	34	12	11	2	0	25				R	R
138	QLS	11	20	3	6	6	9	4	14	10	7	36	39	4	21	0	0	25				R	R
139	QLS	21	54	10	22	16	2	21	50	18	54	55	33	5	18	1	0	24				R	R
140	QLS	2	7	4	3	0	3	10	35	26	19	13	20	7	13	4	0	24				R	R
141	QLS	13	8	1	1	16	15	18	25	14	5	7	22	7	12	5	0	24				R	R
142	QLS	13	65	14	23	21	7	30	29	136	59	45	37	18	5	0	0	23				R	R
143	QLS	29	31	29	78	43	52	64	26	49	56	37	22	5	13	5	0	23				R	R
144	QLS	27	39	5	14	30	6	29	52	43	39	38	35	7	12	4	0	23				R	R
145	QLS	3	4	7	4	9	0	10	47	23	24	78	17	4	18	1	0	23				R	R
146	QLS	46	47	18	64	30	7	28	23	12	42	31	57	8	9	6	0	23				R	R

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																															
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Part (Item) Concern / Concern Type Position A, B, C, D	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cpl/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
No Data																																														
147	TIRE BALANCE FAILED, , , # 4, #14								Function: F2 CCC: TA4,TC8 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																			QLS	14	19	22	35	25	16	38	31	24	33	23	33	3	12	8	0	23			R	R
No Data																																														
148	BRAKE LINE IMPROPER ASSEMBLY, , , # 3, BOLT								Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																			QLS	37	57	21	17	29	6	25	22	91	51	40	39	9	9	4	0	22			R	R
No Data																																														
149	CARRIER BEARING BRACKET IMPROPER ASSEMBLY, , , CENTER BOTTOM,								Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																			QLS	38	102	30	88	63	16	35	58	42	42	57	55	11	6	5	0	22			R	R
No Data																																														
150	BRAKE ROTOR CORROSION SHIELD IMPROPER ASSEMBLY, , , # 1,								Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																			QLS	53	62	26	54	47	15	49	62	53	76	35	29	6	13	3	0	22			R	R
No Data																																														
151	TOE LINK IMPROPER ASSEMBLY, , , #10,								Function: F5 CCC: C50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																			QLS	75	186	50	116	29	5	16	9	54	78	24	17	5	8	9	0	22			R	R
No Data																																														
152	AIR SUSPENSION IMPROPER ASSEMBLY, , , ,								Function: F5 CCC: C50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																			QLS	16	15	16	6	14	5	8	16	12	16	10	20	9	11	2	0	22			R	R
No Data																																														
153	TIRE/RIM MATCH FAILED, , , # 4,								Function: F2,F5 CCC: C50,TC8 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																			QLS	28	59	4	6	10	2	3	6	3	12	5	23	6	14	2	0	22			R	R
No Data																																														
154	TRACK BAR BRACKET NOT TORQUED, , , # 1, # 1								Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																			QLS	12	6	0	0	13	15	17	24	6	5	6	9	5	12	5	0	22			R	R
No Data																																														
155	WHEEL DEFECTIVE, , , ,								Function: F2 CCC: TA4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																			QLS	0	2	0	1	0	0	0	3	2	1	3	14	9	11	2	0	22			R	R
No Data																																														
156	BALL JOINT IMPROPER ASSEMBLY, , , ,								Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																			QLS	40	77	43	49	71	49	142	87	69	71	51	38	8	9	4	0	21			R	R
No Data																																														

CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING				PROCESS VALIDATION – Phase 1			Phase 2		Phase 3		VALIDATION VERIFICATION						CONCERN STAT		
Rank	Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D)	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status
157	TRACK BAR BRACKET IMPROPER ASSEMBLY, , , # 1,	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
158	CONTROL ARM IMPROPER ASSEMBLY, , , UPPER, # 1	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
159	CROSS MEMBER IMPROPER ASSEMBLY, , , # 1,	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
160	SHOCK ABSORBER IMPROPER ASSEMBLY, , , # 3,	Function: F5 CCC: H45 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
161	BRAKE BOOSTER HOSE CLAMP IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
162	AXLE IMPROPER ASSEMBLY, , , # 3,	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
163	TIE ROD IMPROPER ASSEMBLY, , , # 1,	Function: F5 CCC: C50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
164	RADIUS ARM BOLT NOT TORQUED, , , # 1,	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
165	PARK BRAKE INOPERATIVE, , , ,	Function: F2 CCC: H04 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
166	RADIUS ARM BOLT IMPROPER ASSEMBLY, , , # 2,	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
167	RADIUS ARM BOLT IMPROPER ASSEMBLY, , , # 1,	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				

Rank	VALIDATION																				RANK STATUS	
	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
157	QLS	33	56	14	43	53	5	43	81	34	53	65	76	4	16	1	0	21			R	R
158	QLS	13	18	85	12	16	6	6	21	20	72	74	18	9	11	1	0	21			R	R
159	QLS	79	104	41	67	79	13	81	56	63	35	53	21	9	8	4	0	21			R	R
160	QLS	29	44	29	96	94	11	35	32	32	14	24	24	8	11	2	0	21			R	R
161	QLS	0	0	0	0	1	0	3	15	39	24	17	10	4	8	9	0	21			R	R
162	QLS	11	9	7	11	32	7	5	33	33	3	6	36	13	3	5	0	21			R	R
163	QLS	124	79	38	82	93	30	96	123	79	266	50	126	8	6	6	0	20			R	R
164	QLS	79	50	49	54	104	63	71	89	97	130	53	94	7	10	3	0	20			R	R
165	QLS	29	49	29	154	176	42	115	105	142	83	51	43	9	9	2	0	20			R	R
166	QLS	54	39	25	37	29	75	90	66	87	90	52	41	5	11	4	0	20			R	R
167	QLS	57	36	28	43	30	94	112	65	79	75	49	47	5	11	4	0	20			R	R

CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						
							Phase 1			Phase 2		Phase 3		Replicated Internal Indicator						
Rank	Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D)	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned
No Data																	No Data			
168	PITMAN ARM NOT TORQUED, , , ,	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																		
No Data																	No Data			
169	PARK BRAKE CABLE BRACKET NOT TORQUED, , , ,	Function: F5 CCC: N50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																		
No Data																	No Data			
170	RADIUS ARM NOT TORQUED, , , ,	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																		
No Data																	No Data			
171	SHOCK ABSORBER IMPROPER ASSEMBLY, , , # 2,	Function: F5 CCC: H45 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																		
No Data																	No Data			
172	SHOCK ABSORBER NOT TORQUED, , , # 2,	Function: F5 CCC: H45 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																		
No Data																	No Data			
173	CARRIER BEARING BRACKET IMPROPER ASSEMBLY, , , ,	Function: F5 CCC: XX1 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																		
No Data																	No Data			
174	STEERING GEAR BOX IMPROPER ASSEMBLY, , , SCAN,	Function: F2 CCC: H50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																		
No Data																	No Data			
175	SPARE TIRE HOIST CROSS THREADED, , , ,	Function: F2 CCC: XX4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																		
No Data																	No Data			
176	BRAKE HOSE IMPROPER ASSEMBLY, , , # 1,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																		
No Data																	No Data			
177	BRAKE LINE LOOSE, , , ,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																		
No Data																	No Data			

Rank	CONCERN STAT: Containment Status	CONCERN STAT: Permanent Corrective Status	VALIDATION: Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	RANK STATUS: Permanent Corrective Status
168			QLS	12	7	8	4	15	2	3	11	62	51	89	37	6	7	7	0	20			R	R
169			QLS	76	140	116	106	118	36	73	52	34	68	61	38	6	7	7	0	20			R	R
170			QLS	3	10	26	13	17	8	19	235	68	21	29	62	4	6	10	0	20			R	R
171			QLS	33	62	44	106	126	18	50	44	38	37	36	63	10	10	0	0	20			R	R
172			QLS	34	67	26	57	68	19	44	45	20	45	29	36	7	11	2	0	20			R	R
173			QLS	23	29	18	16	13	20	25	25	18	14	2	20	0	14	6	0	20			R	R
174			QLS	25	66	72	10	44	9	29	92	118	107	180	47	5	12	2	0	19			R	R
175			QLS	8	39	63	92	76	14	47	18	133	42	40	32	6	9	4	0	19			R	R
176			QLS	69	66	28	39	78	31	49	41	38	46	51	31	8	9	2	0	19			R	R
177			QLS	18	80	8	9	50	10	38	79	37	21	39	36	10	7	2	0	19			R	R

CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONCERN STAT		
Rank	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS. A / POS. B / POS. C / POS. D	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Phase 1: Workstation Analysis	Phase 1: Training/ Versatility	Phase 1: Acceptance Criteria	Phase 2: Reaction Plans	Phase 2: Replication/ Containment	Phase 3: Process Improvement	Phase 3: Error Proofing	Replicated Internal Indicator: Before	Replicated Internal Indicator: After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status
178	TRACK BAR BRACKET NOT TORQUED, , , # 5,	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
179	AXLE IMPROPER ASSEMBLY, , , # 2,	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
180	AXLE IMPROPER ASSEMBLY, , , # 4,	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
181	POWER STEERING HYDRAULIC BOOST LINE NOT TORQUED, , , , POWER STEERING	Function: F2 CCC: L68 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
182	TRAILER TOW HITCH BOLT IMPROPER ASSEMBLY, , , # 1,	Function: F2,F5 CCC: C50,XX4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
183	CONTROL ARM IMPROPER ASSEMBLY, , , # 4,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
184	POWER STEERING FLUID COOLER HOSE IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
185	HOOD DEFECTIVE, , , ,	Function: F2 CCC: TC8 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
186	STEERING DAMPER NOT TORQUED, , , , BRACKET	Function: F5 CCC: H44 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
187	SHOCK ABSORBER IMPROPER ASSEMBLY, , , LOWER,	Function: F5 CCC: H45 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
188	SPARE TIRE IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: TA4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				

Rank	VALIDATION: Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	RANK STATUS: Permanent Corrective Status
178	QLS	24	16	5	23	11	4	19	29	50	26	25	27	15	4	0	0	19			R	R
179	QLS	2	3	13	4	17	4	7	9	36	3	8	26	4	3	12	0	19			R	R
180	QLS	1	3	14	5	17	4	7	8	35	3	9	26	4	3	12	0	19			R	R
181	QLS	18	11	11	20	4	3	3	2	6	6	5	22	15	3	1	0	19			R	R
182	QLS	45	38	23	25	26	23	25	118	92	140	114	63	2	12	4	0	18			R	R
183	QLS	109	260	203	285	155	62	24	36	32	25	55	97	17	1	0	0	18			R	R
184	QLS	84	77	15	21	21	38	70	49	46	26	24	27	8	8	2	0	18			R	R
185	QLS	13	8	8	20	16	7	29	40	33	26	18	25	9	6	3	0	18			R	R
186	QLS	24	38	18	29	29	19	20	26	15	27	12	13	4	11	3	0	18			R	R
187	QLS	21	24	7	27	20	12	36	27	26	63	175	40	6	9	2	0	17			R	R
188	QLS	28	54	17	32	28	7	28	38	37	31	43	28	9	8	0	0	17			R	R

CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING				PROCESS VALIDATION Phase 1			PROCESS VALIDATION Phase 2		PROCESS VALIDATION Phase 3		VALIDATION VERIFICATION						CONCERN STAT			VALIDATION																				RANK STATUS	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D)	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
No Data																	No Data																											
189	UNDERBODY NO PROBLEM FOUND, , , ,	Function: F2,F5 CCC: N50,N59,XX4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	30	42	20	20	31	21	33	29	44	32	27	30	10	6	1	0	17			R	R
No Data																	No Data																											
190	BRAKE LINE IMPROPER ASSEMBLY, , , #10,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	22	49	15	29	30	14	21	36	44	16	38	28	8	7	2	0	17			R	R
No Data																	No Data																											
191	SPARE TIRE HOIST GUIDE IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: TA4 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	31	70	21	12	27	13	31	38	40	21	21	34	7	5	5	0	17			R	R
No Data																	No Data																											
192	SWAY CONTROL ARM BRACKET IMPROPER ASSEMBLY, , , # 1,	Function: F2 CCC: H50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	19	24	25	23	22	9	58	37	11	20	21	31	6	10	1	0	17			R	R
No Data																	No Data																											
193	TRACK BAR BRACKET IMPROPER ASSEMBLY, , , # 1, # 1	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	88	14	3	8	36	2	14	31	15	20	17	15	12	3	2	0	17			R	R
No Data																	No Data																											
194	SWAY CONTROL ARM IMPROPER ASSEMBLY, , , # 1,	Function: F5 CCC: H44,N50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	30	63	25	41	58	12	55	43	52	38	26	24	2	8	6	0	16			R	R
No Data																	No Data																											
195	4 WHEEL AIR SUSPENSION NO PROBLEM FOUND, , , ,	Function: F5 CCC: H44 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					QLS	21	69	22	32	36	12	17	35	30	16	16	32	9	6	1	0	16			R	R
No Data																	No Data																											
196	RADIUS ARM IMPROPER ASSEMBLY, , , # 2,	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	23	13	13	6	55	4	25	41	22	11	43	13	4	10	2	0	16			R	R
No Data																	No Data																											
197	TRACK BAR BRACKET NOT TORQUED, , , # 2, # 2	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	3	5	3	2	4	3	9	7	38	21	11	19	14	2	0	0	16			R	R
No Data																	No Data																											
198	BRAKE LINE LOOSE, , , #10, BRAKE TRANSITION	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	11	74	0	0	2	2	22	32	24	14	26	24	7	7	2	0	16			R	R
No Data																	No Data																											

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Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D	Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status
199	BRAKE LINE LOOSE, , , #12, BRAKE TRANSITION	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
200	BRAKE CALIPER BOLT NOT TORQUED, , , #14,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
201	BRAKE CALIPER BOLT NOT TORQUED, , , #13,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
202	BUMPER MISSING, , , ,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
203	TOE-IN FAILED, , , ,	Function: F5 CCC: C50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
204	DOOR PANEL MISSING, , , ,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
205	TIRE IMPROPER ASSEMBLY, , , # 2,	Function: F2 CCC: TA4,TC8 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
206	FRAME IMPROPER ASSEMBLY, , , SCAN,	Function: F2 CCC: H22 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
207	TRACK BAR BRACKET IMPROPER ASSEMBLY, , , #10,	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
208	POWER STEERING PUMP IMPROPER ASSEMBLY, , , # 1,	Function: F2 CCC: H50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
209	POWER STEERING SUPPLY LINE IMPROPER ASSEMBLY, , , # 4,	Function: F2 CCC: L68 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				

Rank	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
199	QLS	11	74	0	0	2	2	22	32	24	14	26	24	7	7	2	0	16			R	R
200	QLS	12	105	12	11	32	5	22	22	15	17	12	22	7	5	4	0	16			R	R
201	QLS	12	95	11	9	25	5	17	17	12	15	11	22	7	5	4	0	16			R	R
202	QLS	10	18	1	1	1	2	0	10	13	0	0	13	0	12	4	0	16			R	R
203	QLS	401	585	394	426	576	259	543	721	614	931	873	40	8	6	1	0	15			R	R
204	QLS	37	13	15	34	48	23	45	49	29	34	182	14	2	7	6	0	15			R	R
205	QLS	86	182	149	146	182	68	166	164	67	41	57	48	4	7	4	0	15			R	R
206	QLS	21	31	24	41	55	20	56	57	57	29	42	35	9	5	1	0	15			R	R
207	QLS	25	16	6	43	76	4	25	54	30	27	23	22	4	10	1	0	15			R	R
208	QLS	19	48	29	37	67	6	18	28	10	17	56	16	4	7	4	0	15			R	R
209	QLS	19	48	29	37	67	6	18	28	10	17	56	16	4	7	4	0	15			R	R

CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING				PROCESS VALIDATION Phase 1			Phase 2		Phase 3		VALIDATION VERIFICATION						CONC ERN STAT		
Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS.A, POS.B, POS.C, POS.D)	Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Title / TL = Team Leader / SAQ Number / PDS = Process /Supply/Design / RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status
No Data																	No Data					
210	BRAKE BOOSTER FAILED, , , ,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
211	TOW HOOK NOT TORQUED, , , # 1,	Function: F2,F5 CCC: XX1,XX4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
212	BRAKE LINE NOT TORQUED, , , #10,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
213	DOOR WEATHER STRIP DISCONNECTED, , , FRONT BOTTOM,	Function: F5 CCC: R31 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
214	AXLE IMPROPER ASSEMBLY, , , # 1,	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
215	TIRE/RIM MATCH FAILED, , , # 3,	Function: F2,F5 CCC: C50,TC8 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
216	STEERING GEAR BOX IMPROPER ASSEMBLY, , , # 1,	Function: F2 CCC: H50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
217	ANTI-LOCK BRAKING SYSTEM SENSOR BOLT IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
218	BRAKE LINE NOT TORQUED, , , #12,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
219	SHOCK ABSORBER LOOSE, , , ,	Function: F2,F5 CCC: H45,N50,XX4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					

Rank	VALIDATION Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS Containment Status	Permanent Corrective Status
210	QLS	5	6	11	7	3	3	6	16	38	13	19	27	5	9	1	0	15			R	R
211	QLS	4	9	1	5	8	7	8	6	7	9	30	35	6	9	0	0	15			R	R
212	QLS	7	12	5	5	13	1	5	23	16	18	11	15	6	5	4	0	15			R	R
213	QLS	0	0	0	1	0	2	8	4	3	3	18	33	8	5	2	0	15			R	R
214	QLS	3	6	4	7	20	2	5	16	25	2	3	23	8	2	5	0	15			R	R
215	QLS	33	57	6	9	14	0	5	5	4	16	5	22	7	8	0	0	15			R	R
216	QLS	61	84	92	19	34	17	36	184	62	99	102	34	3	8	3	0	14			R	R
217	QLS	40	36	24	52	49	24	62	59	56	62	33	27	6	5	3	0	14			R	R
218	QLS	36	47	21	27	19	14	15	21	45	49	48	28	7	7	0	0	14			R	R
219	QLS	22	30	9	13	6	18	131	293	84	11	22	24	8	5	1	0	14			R	R

CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING				PROCESS VALIDATION Phase 1			Phase 2		Phase 3		VALIDATION VERIFICATION						CONCERN STAT			VALIDATION																				RANK STATUS	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS. A / POS. B / POS. C / POS. D	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
220	BRAKE BOOSTER HOSE CLAMP FIT, , , ,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	0	0	0	0	5	1	1	1	7	3	40	51	10	4	0	0	14			R	R
No Data																	No Data																											
221	SHOCK ABSORBER NOT TORQUED, , , UPPER,	Function: F5 CCC: H45 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	16	35	14	37	49	6	27	13	35	21	29	15	3	9	2	0	14			R	R
No Data																	No Data																											
222	PARK BRAKE IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H04 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	12	32	18	17	18	16	40	35	36	31	8	24	10	4	0	0	14			R	R
No Data																	No Data																											
223	STEERING LINKAGE IMPROPER ASSEMBLY, , , ,	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	38	122	35	29	50	11	29	51	28	16	30	22	5	9	0	0	14			R	R
No Data																	No Data																											
224	STABILIZER BAR LINK IMPROPER ASSEMBLY, , , # 2,	Function: F5 CCC: H44 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	35	20	12	22	145	24	60	15	20	12	37	18	5	8	1	0	14			R	R
No Data																	No Data																											
225	SWAY CONTROL ARM IMPROPER ASSEMBLY, , , FRONT, # 1	Function: F2 CCC: H21 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					QLS	14	18	14	23	36	13	27	15	22	22	18	23	6	6	2	0	14			R	R
No Data																	No Data																											
226	SWAY CONTROL ARM IMPROPER ASSEMBLY, , , FRONT,	Function: F2 CCC: H21 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					QLS	14	29	13	22	30	14	24	12	19	21	18	25	6	6	2	0	14			R	R
No Data																	No Data																											
227	CONNECTOR CROSS THREADED, , , , B 7	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	3	7	1	1	16	2	7	5	10	1	0	12	9	5	0	0	14			R	R
No Data																	No Data																											
228	STEERING GEAR BOX IMPROPER ASSEMBLY, , , # 3,	Function: F2 CCC: H50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	58	82	91	18	34	16	36	179	62	99	102	32	3	8	2	0	13			R	R
No Data																	No Data																											
229	BRAKE HOSE IMPROPER ASSEMBLY, , , # 3,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	52	173	31	108	86	27	65	51	60	63	147	16	3	7	3	0	13			R	R
No Data																	No Data																											
230	BRAKE LINE IMPROPER ASSEMBLY, , , FRONT,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	51	58	34	37	27	25	44	48	42	45	32	28	3	5	5	0	13			R	R

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																															
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cpl/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
No Data																																														
231	BRAKE LINE IMPROPER ASSEMBLY, , , #10, BRAKE TRANSITION							Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	21	91	125	73	30	14	24	30	45	39	39	17	4	5	4	0	13			R	R
No Data																																														
232	BRAKE LINE IMPROPER ASSEMBLY, , , #12, BRAKE TRANSITION							Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	21	91	125	73	30	14	24	30	45	39	39	17	4	5	4	0	13			R	R
No Data																																														
233	PARK BRAKE CABLE NOT TORQUED, , , # 4,							Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	8	34	3	9	9	6	27	32	41	19	32	40	2	8	3	0	13			R	R
No Data																																														
234	AXLE VENT HOSE LOOSE, , , ,							Function: F2 CCC: H22 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	20	56	15	19	26	20	50	50	44	17	32	22	5	4	4	0	13			R	R
No Data																																														
235	STABILIZER BAR LINK IMPROPER ASSEMBLY, , , # 1,							Function: F5 CCC: H44 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	29	16	15	13	45	16	38	23	41	29	16	13	7	6	0	0	13			R	R
No Data																																														
236	CLEAR VISION MISALIGNED, , , ,							Function: F5 CCC: H24 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	0	0	0	0	2	0	9	21	18	20	14	13	1	7	5	0	13			R	R
No Data																																														
237	TIRE BALANCE FAILED, , , # 3, #11							Function: F2 CCC: TA4,TC8 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	18	33	26	18	30	9	20	20	22	10	16	13	4	7	2	0	13			R	R
No Data																																														
238	POWER STEERING SUPPLY LINE NOT TORQUED, , , ,							Function: F2 CCC: H50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	1	3	6	4	5	2	14	8	7	6	2	8	2	6	5	0	13			R	R
No Data																																														
239	TRANSMISSION BOLT IMPROPER ASSEMBLY, , , ,							Function: F5 CCC: N51 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	0	0	0	0	4	10	25	136	30	84	26	80	2	7	3	0	12			R	R
No Data																																														
240	SPARE TIRE CARRIER IMPROPER ASSEMBLY, , , ,							Function: F2 CCC: TA4 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	28	23	17	19	27	14	36	45	73	24	21	26	8	4	0	0	12			R	R
No Data																																														

Rank	CONCERN GENERAL INFORMATION: Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D)	Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Title / TL = Team Leader / SAQ Number / PDS = Process /Supply/Design / RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT: Containment Status	Permanent Corrective Status	VALIDATION: Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
241	BRAKE FLUID FAILED, , , ,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	11	10	23	34	12	7	15	24	27	19	15	34	6	6	0	0	12			R	R
No Data																	No Data																											
242	DOOR WEATHER STRIP FIT, , , ALL,	Function: F5 CCC: R31 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					QLS	2	9	5	12	8	2	19	18	14	18	44	17	7	3	2	0	12			R	R
No Data																	No Data																											
243	TIRE BALANCE FAILED, , , # 3, # 6	Function: F2 CCC: TA4,TC8 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	18	25	10	28	28	17	34	21	19	21	26	18	3	7	2	0	12			R	R
No Data																	No Data																											
244	LEAF SPRING HANGER BOLT IMPROPER ASSEMBLY, , , BOTTOM,	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	39	49	21	21	18	6	17	24	17	13	21	16	5	4	3	0	12			R	R
No Data																	No Data																											
245	TOE LINK IMPROPER ASSEMBLY, , , #14,	Function: F5 CCC: C50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					QLS	87	386	145	78	14	4	12	11	9	2	17	34	3	8	1	0	12			R	R
No Data																	No Data																											
246	BRAKE LINE IMPROPER ASSEMBLY, , , #21,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					QLS	0	7	3	9	13	5	14	13	11	15	17	18	8	3	1	0	12			R	R
No Data																	No Data																											
247	LEAF SPRING HANGER BOLT NOT TORQUED, , , ,	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	1	2	3	13	0	1	7	8	9	12	17	20	3	6	3	0	12			R	R
No Data																	No Data																											
248	CARRIER BEARING BRACKET IMPROPER ASSEMBLY, , , GASOLINE,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	19	20	7	9	18	2	19	21	10	11	10	10	1	7	4	0	12			R	R
No Data																	No Data																											
249	TRACK BAR BRACKET IMPROPER ASSEMBLY, , , # 2, # 2	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	74	7	3	8	20	4	10	40	17	7	7	9	6	4	2	0	12			R	R
No Data																	No Data																											
250	VACUUM HOSE MISSING, , , ,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	7	14	2	0	20	0	1	11	5	4	5	11	3	4	5	0	12			R	R
No Data																	No Data																											
251	HOOD LAMP MISSING, , , ,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	8	4	6	8	13	1	4	4	5	1	6	13	8	4	0	0	12			R	R

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																															
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Part (Item) Concern / Concern Type Position A, B, C, D	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cpl/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
No Data																																														
252	VEHICLE IDENTIFICATION NUMBER DAMAGED,							, , VIN TRANSMISSION,	Function: F2 CCC: XX4 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																																											
No Data																																														
253	PARK BRAKE CABLE CLIP MISSING,							, , ,	Function: F2,F5 CCC: H20,XX1 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																																											
No Data																																														
254	AIR SUSPENSION NOT TORQUED,							, , ,	Function: F5 CCC: C50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																																											
No Data																																														
255	STEERING GEAR BOX IMPROPER ASSEMBLY,							, , # 2,	Function: F2 CCC: H50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																																											
No Data																																														
256	TOE LINK IMPROPER ASSEMBLY,							, , # 6,	Function: F5 CCC: C50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																																											
No Data																																														
257	BRAKE/FUEL LINE BUNDLE NOT TORQUED,							, , # 1,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																																											
No Data																																														
258	DOOR WEATHER STRIP FIT,							, , UPPER,	Function: F5 CCC: R31 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																																											
No Data																																														
259	VEHICLE IDENTIFICATION NUMBER DEFECTIVE,							, , VIN ENGINE,	Function: F2 CCC: XX4 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																																											
No Data																																														
260	POWER STEERING RESERVOIR EMPTY,							, , ,	Function: F2,F5 CCC: C50,H50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																																											
No Data																																														
261	CAB BOLT IMPROPER ASSEMBLY,							, , PRIMARY, BOLT	Function: F5 CCC: N59 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																																											
No Data																																														

CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING				PROCESS VALIDATION Phase 1			PROCESS VALIDATION Phase 2		PROCESS VALIDATION Phase 3		VALIDATION VERIFICATION						CONCERN STAT		
Rank	Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D)	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status
262	LEAF SPRING HANGER BOLT IMPROPER ASSEMBLY, , , BOTTOM, BOLT	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
263	PARK BRAKE RELEASE HANDLE DISCONNECTED, , , ,	Function: F2 CCC: H04 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
264	DOOR WEATHER STRIP - LOWER FIT, , , ,	Function: F5 CCC: R31 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
265	CONTROL ARM NOT TORQUED, , , UPPER, # 1	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
266	4 WHEEL AIR SUSPENSION DISTORTED, , , ,	Function: F5 CCC: H44 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
267	AXLE VENT HOSE MISSING, , , ,	Function: F2,F5 CCC: H22,XX1 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
268	DOOR WEATHER STRIP - LOWER LOOSE, , , ,	Function: F5 CCC: R31 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
269	BODY MOUNT IMPROPER ASSEMBLY, , , # 4,	Function: F2 CCC: H22 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
270	DOOR WEATHER STRIP - LOWER MISSING, , , , # 1	Function: F5 CCC: R31 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
271	CONTROL ARM IMPROPER ASSEMBLY, , , UPPER, # 2	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
272	POWER STEERING LINE COUPLING IMPROPER ASSEMBLY, , , # 1,	Function: F2 CCC: H50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				

Rank	VALIDATION Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS Containment Status	RANK STATUS Permanent Corrective Status
262	QLS	37	50	21	18	15	6	9	25	20	13	16	11	4	4	3	0	11			R	R
263	QLS	4	14	8	8	8	6	16	23	9	15	17	18	7	0	4	0	11			R	R
264	QLS	4	8	1	2	2	9	0	4	0	4	22	18	3	6	2	0	11			R	R
265	QLS	0	0	12	0	1	1	4	10	7	5	24	1	0	11	0	0	11			R	R
266	QLS	0	0	0	0	0	0	0	0	1	4	6	11	1	7	3	0	11			R	R
267	QLS	21	67	11	7	6	0	8	16	1	6	0	12	5	3	3	0	11			R	R
268	QLS	19	63	37	100	33	32	28	43	36	55	26	49	1	8	1	0	10			R	R
269	QLS	16	42	23	33	44	12	35	45	50	32	38	22	4	5	1	0	10			R	R
270	QLS	0	0	0	19	52	18	114	40	108	8	14	10	4	4	2	0	10			R	R
271	QLS	18	22	29	13	16	3	4	21	19	66	35	13	5	4	1	0	10			R	R
272	QLS	0	0	0	0	0	0	0	17	40	30	28	27	7	2	1	0	10			R	R

Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D	Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Title / TL = Team Leader / SAQ Number / PDS = Process /Supply/Design / RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status
No Data																	No Data					
273	HOOD INSULATION DAMAGED, , , ,	Function: F5 CCC: N12 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
274	BRAKE LINE LOOSE, , , ABS SYSTEM MODULE,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
275	TRAILER TOW HITCH BOLT NOT TORQUED, , , # 1,	Function: F2,F5 CCC: C50,XX4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
276	BRAKE LINE IMPROPER ASSEMBLY, , , H7, # 2	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
277	TRAILER TOW HITCH BOLT NOT TORQUED, , , # 2,	Function: F2 CCC: XX4 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
278	POWER STEERING PUMP NOT TORQUED, , , # 1,	Function: F2 CCC: H50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
279	POWER STEERING SUPPLY LINE NOT TORQUED, , , # 4,	Function: F2 CCC: H50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
280	CASTER/CAMBER SLUG IMPROPER ASSEMBLY, , , # 3, # 3	Function: F5 CCC: H25 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
281	POWER STEERING HYDRAULIC BOOST LINE LOOSE, , , # 2,	Function: F2 CCC: L68 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
282	BACKLITE IMPROPER ASSEMBLY, , , ,	Function: F5 CCC: R24 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					

Rank	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
273	QLS	6	13	39	68	71	35	41	32	32	21	17	30	2	5	3	0	10			R	R
274	QLS	2	3	1	2	3	0	3	8	14	17	31	25	5	5	0	0	10			R	R
275	QLS	70	171	39	28	49	34	47	29	26	10	26	15	5	4	1	0	10			R	R
276	QLS	19	3	7	18	47	25	19	15	9	29	11	14	7	2	1	0	10			R	R
277	QLS	20	9	2	1	17	6	16	10	12	11	24	12	5	4	1	0	10			R	R
278	QLS	2	8	9	16	14	3	9	22	13	14	12	12	4	3	3	0	10			R	R
279	QLS	2	8	9	16	14	3	9	22	13	14	12	12	4	3	3	0	10			R	R
280	QLS	2	13	22	35	1	2	1	4	7	6	2	18	10	0	0	0	10			R	R
281	QLS	3	2	3	7	23	0	47	3	5	2	1	7	2	4	4	0	10			R	R
282	QLS	6	15	1	13	8	4	39	5	80	24	46	28	4	1	4	0	9			R	R

Rank	CONCERN GENERAL INFORMATION: Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D)	Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	After	Critical X Status	Title / TL = Team Leader / SAQ Number / PDS = Process /Supply/Design / RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	CONCERN STAT: A-Actual P-Planned	Containment Status	Permanent Corrective Status
283	CARRIER BEARING BRACKET NOT TORQUED, , , CENTER BOTTOM,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
284	BRAKE/FUEL LINE BUNDLE IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
285	CARRIER BEARING BRACKET WRONG, , , , BOLT	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
286	POWER STEERING FLUID COOLER HOSE LEAK, , , P1,	Function: F2 CCC: H50,L68 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
287	POWER STEERING RESERVOIR INSUFFICIENT FLUID, , , ,	Function: F2 CCC: H50,L68 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
288	POWER STEERING FLUID COOLER HOSE IMPROPER ASSEMBLY, , , , # 1	Function: F2 CCC: H50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
289	HOOD INSULATION PUSH PIN MISSING, , , # 5,	Function: F5 CCC: N12 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
290	VEHICLE IDENTIFICATION NUMBER MISSING, , , VIN ENGINE,	Function: F2 CCC: XX4 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
291	PARK BRAKE CABLE NOT TORQUED, , , # 1,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
292	CASTER/CAMBER SLUG IMPROPER ASSEMBLY, , , # 4, # 4	Function: F5 CCC: H25 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					
No Data																		No Data					
293	TRACK BAR BRACKET NOT TORQUED, , , # 6,	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					

Rank	VALIDATION: Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
283	QLS	21	33	12	33	41	8	38	45	57	16	29	11	1	5	3	0	9			R	R
284	QLS	28	24	14	10	23	6	20	28	30	39	23	13	6	2	1	0	9			R	R
285	QLS	0	147	10	17	33	19	40	18	23	33	17	27	3	5	1	0	9			R	R
286	QLS	1	1	3	7	10	8	21	16	42	22	10	21	2	7	0	0	9			R	R
287	QLS	19	18	15	21	23	12	18	30	24	12	32	27	6	1	2	0	9			R	R
288	QLS	1	4	1	5	6	5	6	9	4	5	50	9	0	6	3	0	9			R	R
289	QLS	0	0	5	9	73	18	19	26	10	11	21	21	3	3	3	0	9			R	R
290	QLS	0	1	0	18	5	5	70	17	13	12	20	14	3	5	1	0	9			R	R
291	QLS	16	9	6	10	28	11	59	9	11	15	19	12	3	5	1	0	9			R	R
292	QLS	10	29	28	69	1	2	0	7	5	9	10	22	9	0	0	0	9			R	R
293	QLS	3	8	2	7	3	2	4	7	12	5	12	11	4	4	1	0	9			R	R

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION							CONC ERN STAT		VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																															
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Part (Item) Concern / Concern Type Position A, B, C, D	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cpl/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
No Data																																														
294	BRAKE CALIPER BENT, , , SPLASH SHIELD, GRID 1								Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	5	34	8	12	6	2	11	8	13	3	8	5	1	7	1	0	9			R	R
No Data																																														
295	CASTER/CAMBER SLUG IMPROPER ASSEMBLY, , , # 2, # 2								Function: F5 CCC: H25 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				QLS	5	7	8	9	1	2	0	4	0	5	2	14	9	0	0	0	9			R	R
No Data																																														
296	CASTER/CAMBER SLUG IMPROPER ASSEMBLY, , , # 1, # 1								Function: F5 CCC: H25 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				QLS	5	7	6	9	1	2	0	4	0	5	2	13	9	0	0	0	9			R	R
No Data																																														
297	BRAKE SOFT, , , ,								Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	1	1	0	3	0	0	2	0	2	0	2	10	4	4	1	0	9			R	R
No Data																																														
298	LIFT GATE GLASS HINGE IMPROPER ASSEMBLY, , , ,								Function: F5 CCC: B09 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				QLS	3	1	0	2	6	0	64	88	0	0	3	11	7	2	0	0	9			R	R
No Data																																														
299	SPARE TIRE BRAND CODE SCAN AGE EXCEEDED, , , ,								Function: F2 CCC: TA4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	45	3	1	1	0	0	0	0	0	1	1	6	5	4	0	0	9			R	R
No Data																																														
300	DOOR WEATHER STRIP LOOSE, , , FRONT TOP,								Function: F5 CCC: R31 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				QLS	4	14	1	6	3	5	2	5	16	21	55	13	6	1	1	0	8			R	R
No Data																																														
301	PARK BRAKE CABLE IMPROPER ASSEMBLY, , , # 1,								Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	41	34	20	21	36	13	32	24	17	20	34	25	3	3	2	0	8			R	R
No Data																																														
302	SWAY CONTROL ARM IMPROPER ASSEMBLY, , , # 2,								Function: F5 CCC: H44,N50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	22	64	18	31	9	3	41	40	42	22	13	5	0	4	4	0	8			R	R
No Data																																														
303	SWAY CONTROL ARM IMPROPER ASSEMBLY, , , # 3,								Function: F5 CCC: H44,N50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	18	34	15	28	60	10	18	18	28	22	12	18	2	4	2	0	8			R	R
No Data																																														

Rank	CONCERN GENERAL INFORMATION: Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D)	Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT: Containment Status	Permanent Corrective Status	VALIDATION: Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
304	TIRE BALANCE FAILED, , , # 4, #13	Function: F2 CCC: TA4,TC8 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	23	38	18	23	30	11	16	23	21	20	18	18	6	2	0	0	8			R	R
No Data																	No Data																											
305	STEERING DAMPER IMPROPER ASSEMBLY, , , , BRACKET	Function: F5 CCC: H44 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	36	41	18	23	46	14	28	18	32	20	13	9	2	4	2	0	8			R	R
No Data																	No Data																											
306	DOOR BUMPER MISSING, , , ,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	48	27	19	44	34	10	62	21	26	24	6	15	3	4	1	0	8			R	R
No Data																	No Data																											
307	PARK BRAKE CABLE IMPROPER ASSEMBLY, , , # 2,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					QLS	7	24	2	4	6	5	12	16	8	8	6	44	4	4	0	0	8			R	R
No Data																	No Data																											
308	POWER STEERING HYDRAULIC BOOST LINE IMPROPER ASSEMBLY, , , # 2,	Function: F2 CCC: L68 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	52	30	20	17	65	35	33	42	15	23	12	16	1	5	2	0	8			R	R
No Data																	No Data																											
309	TOE LINK IMPROPER ASSEMBLY, , , #16,	Function: F5 CCC: C50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					QLS	5	24	37	15	16	5	13	42	27	2	7	9	0	7	1	0	8			R	R
No Data																	No Data																											
310	PARK BRAKE CABLE LOOSE, , , ,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	7	3	1	10	15	7	17	16	8	17	7	13	6	2	0	0	8			R	R
No Data																	No Data																											
311	AXLE PIVOT BRACKET IMPROPER ASSEMBLY, , , # 1,	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	4	14	2	15	13	6	12	21	15	6	14	10	3	3	2	0	8			R	R
No Data																	No Data																											
312	TOW HOOK NOT TORQUED, , , # 3,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	5	10	3	8	6	6	3	7	7	7	18	12	2	6	0	0	8			R	R
No Data																	No Data																											
313	BRAKE LINE IMPROPER ASSEMBLY, , , # 1,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	12	19	12	27	19	25	28	13	13	9	5	11	3	4	1	0	8			R	R
No Data																	No Data																											
314	PARK BRAKE CABLE GUIDE BENT, , , ,	Function: F2 CCC: H04 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	10	8	11	11	18	4	11	11	8	2	10	13	4	2	2	0	8			R	R

Rank	CONCERN GENERAL INFORMATION: Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS.A, POS.B, POS.C, POS.D)	Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT: Containment Status	Permanent Corrective Status
No Data																	No Data					
315	OWNER MANUAL IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: XX4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
316	BRAKE ROTOR CORROSION SHIELD NOT TORQUED, , , # 1,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
317	LEAF SPRING HANGER - AUXILARY NOT TORQUED, , , RATNG PLT FNT ST BLT,	Function: F5 CCC: H44 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
318	BRAKE LINE IMPROPER ASSEMBLY, , , H7, BRACKET	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
319	BRAKE FLUID RESERVOIR CAUTION LABEL FAILED, , , ,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
320	BRAKE CALIPER DAMAGED, , , SPLASH SHIELD, GRID 3	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
321	BRAKE LINE LEAK, , , , # 9	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
322	BRAKE CALIPER DAMAGED, , , SPLASH SHIELD, GRID 4	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
323	BODY MOUNT NOT TORQUED, , , ,	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
324	DOOR WEATHER STRIP FIT, , , FRONT BOTTOM,	Function: F5 CCC: R31 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					

Rank	VALIDATION: Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
315	QLS	5	0	5	4	4	1	1	1	5	12	5	9	8	0	0	0	8			R	R
316	QLS	6	10	5	5	2	6	14	15	5	5	0	8	5	3	0	0	8			R	R
317	QLS	4	4	3	3	11	4	1	2	3	3	5	6	5	2	1	0	8			R	R
318	QLS	4	1	0	0	2	1	2	4	1	2	4	9	3	3	2	0	8			R	R
319	QLS	0	0	1	2	1	2	2	3	5	2	3	6	4	4	0	0	8			R	R
320	QLS	1	1	0	0	0	0	0	5	0	0	1	7	5	3	0	0	8			R	R
321	QLS	0	0	0	2	0	0	1	0	2	0	1	1	0	7	1	0	8			R	R
322	QLS	1	5	1	0	0	0	0	2	0	0	0	4	2	4	2	0	8			R	R
323	QLS	242	145	159	107	26	55	19	18	34	176	423	17	3	4	0	0	7			R	R
324	QLS	9	48	40	135	72	49	134	73	69	41	38	21	3	4	0	0	7			R	R

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Rank	CONCERN GENERAL INFORMATION: Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D)	Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT: Containment Status	Permanent Corrective Status
325	CROSS MEMBER IMPROPER ASSEMBLY, , , # 3,	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
326	DOOR WEATHER STRIP FIT, , , LOWER,	Function: F5 CCC: R31 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					
No Data																		No Data					
327	BODY MOUNT IMPROPER ASSEMBLY, , , # 2,	Function: F2 CCC: H22 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					
No Data																		No Data					
328	BRAKE CALIPER BOLT IMPROPER ASSEMBLY, , , #11,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
329	BRAKE LINE NOT TORQUED, , , # 3, BOLT	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
330	TRAILER TOW HITCH BOLT IMPROPER ASSEMBLY, , , # 2,	Function: F2 CCC: XX4 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
331	STABILIZER BAR LINK IMPROPER ASSEMBLY, , , # 3,	Function: F5 CCC: H44 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
332	DOOR PANEL NO STOCK, , , ,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
333	TIRE BALANCE FAILED, , , # 3, # 5	Function: F2 CCC: TA4,TC8 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
334	MIRROR (EXTERIOR) IMPROPER ASSEMBLY, , , ,	Function: F5 CCC: R30 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
335	SEAT BOLT MISSING, , , ,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					

Rank	VALIDATION: Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
325	QLS	13	31	10	8	49	7	12	10	78	68	11	7	5	1	1	0	7			R	R
326	QLS	26	5	9	19	12	5	16	9	6	9	82	53	3	4	0	0	7			R	R
327	QLS	2	11	7	8	8	3	11	13	36	29	18	64	5	2	0	0	7			R	R
328	QLS	11	24	3	1	1	1	27	39	34	27	10	28	0	4	3	0	7			R	R
329	QLS	6	9	3	9	6	8	10	8	19	36	15	14	4	3	0	0	7			R	R
330	QLS	10	26	11	9	32	18	25	26	21	7	36	16	3	4	0	0	7			R	R
331	QLS	15	18	8	22	24	6	7	20	34	22	12	10	4	1	2	0	7			R	R
332	QLS	0	0	0	0	1	0	2	0	0	14	56	5	1	6	0	0	7			R	R
333	QLS	12	24	12	19	25	8	18	23	25	18	16	16	3	4	0	0	7			R	R
334	QLS	38	77	19	49	23	33	8	13	8	33	20	13	4	1	2	0	7			R	R
335	QLS	48	67	25	7	10	34	3	9	33	12	15	11	3	4	0	0	7			R	R

CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING					PROCESS VALIDATION							VALIDATION VERIFICATION							CONC ERN STAT		
								Phase 1			Phase 2		Phase 3											
Rank	Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D)	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status
No Data																		No Data					
336	BRAKE CALIPER BOLT NOT TORQUED, , , # 1,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
337	HOOD INSULATION PUSH PIN MISSING, , , # 4,	Function: F5 CCC: N12 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
338	CARRIER BEARING BRACKET IMPROPER ASSEMBLY, , , DIESEL,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
339	TIRE IMPROPER ASSEMBLY, , , # 1,	Function: F2 CCC: TA4,TC8 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
340	RADIUS ARM NOT TORQUED, , , # 2,	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
341	DOOR WEATHER STRIP MISSING, , , ,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
342	ANTI-LOCK BRAKING SYSTEM AIR IN SYSTEM, , , ,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
343	TOE LINK IMPROPER ASSEMBLY, , , #13,	Function: F5 CCC: C50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					
No Data																		No Data					
344	CLOCK SPRING RETAINER DEFECTIVE, , , ,	Function: F2 CCC: H22 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					
345	SPINDLE NUT IMPROPER ASSEMBLY, , , NUT	Function: F5 CCC: H44 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					
No Data																		No Data					

Rank	VALIDATION																			RANK STATUS	
	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
336	QLS	17	35	13	13	28	6	25	20	26	8	20	12	3	4	0	0	7			R	R
337	QLS	0	0	8	8	82	25	24	27	11	14	22	12	2	2	3	0	7			R	R
338	QLS	7	12	5	9	13	8	8	17	23	11	8	16	3	4	0	0	7			R	R
339	QLS	2	16	0	3	355	2	1	16	13	9	18	9	4	1	2	0	7			R	R
340	QLS	3	0	2	2	5	0	11	3	4	5	22	7	2	5	0	0	7			R	R
341	QLS	7	27	14	4	8	5	9	7	14	8	8	7	3	3	1	0	7			R	R
342	QLS	6	7	6	6	6	1	4	1	4	6	14	9	4	3	0	0	7			R	R
343	QLS	4	5	24	20	17	13	16	8	3	0	15	13	0	5	2	0	7			R	R
344	QLS	10	22	9	5	8	3	5	11	5	6	8	11	1	4	2	0	7			R	R
345	QLS	8	9	0	2	1	0	3	8	6	3	11	6	1	5	1	0	7			R	R

Rank	CONCERN GENERAL INFORMATION: Part (Item) / Concern / Concern Type / Position A, B, C, D	Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	After	Critical X Status	Title / TL = Team Leader / SAQ Number / PDS = Process /Supply/Design / RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT: Containment Status	Permanent Corrective Status
346	DOOR NO PROBLEM FOUND, , , ,	Function: F5 CCC: N40,N59 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
347	BRAKE HOSE LOOSE, , , ,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
348	TOW HOOK NO STOCK, , , ,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
349	STEERING GEAR BOX IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
350	BODY MOUNT IMPROPER ASSEMBLY, , , # 1,	Function: F2 CCC: H22 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
351	LEAF SPRING HANGER - AUXILARY IMPROPER ASSEMBLY, , , RATNG PLT FNT ST BLT,	Function: F5 CCC: H44 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
352	STEERING LINKAGE NOT TORQUED, , , # 2,	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
353	CROSS MEMBER IMPROPER ASSEMBLY, , , # 3, TRANSMISSION	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
354	SHOCK ABSORBER LOOSE, , , # 1,	Function: F5 CCC: H45 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
355	CROSS MEMBER LOOSE, , , # 1,	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
356	BRAKE NO PROBLEM FOUND, , , ,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				

Rank	VALIDATION: Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
346	QLS	7	6	2	4	1	0	8	5	4	8	6	3	0	6	1	0	7			R	R
347	QLS	2	3	0	2	14	1	13	7	7	3	4	6	3	4	0	0	7			R	R
348	QLS	0	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	7			R	R
349	QLS	29	10	42	4	93	61	18	20	14	35	54	16	2	4	0	0	6			R	R
350	QLS	5	78	8	9	7	3	15	39	10	23	10	62	6	0	0	0	6			R	R
351	QLS	8	23	10	14	19	18	40	23	15	36	19	10	2	2	2	0	6			R	R
352	QLS	23	35	15	24	45	13	45	47	18	29	14	9	2	3	1	0	6			R	R
353	QLS	25	17	15	21	29	7	21	23	21	19	13	13	4	2	0	0	6			R	R
354	QLS	40	63	13	39	23	8	18	18	15	9	18	16	3	3	0	0	6			R	R
355	QLS	59	51	24	19	12	8	11	10	20	15	4	19	1	2	3	0	6			R	R
356	QLS	12	3	2	20	13	2	4	25	1	22	28	3	1	5	0	0	6			R	R

CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING					PROCESS VALIDATION Phase 1			Phase 2		Phase 3		VALIDATION VERIFICATION							CONCERN STAT		
Rank	Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item), Concern, Type, POS.A, POS.B, POS.C, POS.D)	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	
No Data																		No Data						
357	RUNNING BOARD MISSING, , , ,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						
No Data																		No Data						
358	DOOR PLUG MISSING, , , ,	Function: F5 CCC: R31 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						
No Data																		No Data						
359	TRAILER TOW HITCH BOLT NOT TORQUED, , , # 4,	Function: F2 CCC: XX4 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						
No Data																		No Data						
360	BRAKE ROTOR CORROSION SHIELD NOT TORQUED, , , # 2,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																						
No Data																		No Data						
361	VEHICLE IDENTIFICATION NUMBER DAMAGED, , , VIN TRANSFER CASE,	Function: F2 CCC: XX4 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						
No Data																		No Data						
362	AXLE PIVOT BRACKET IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						
No Data																		No Data						
363	STEERING DAMPER NOT TORQUED, , , # 2,	Function: F5 CCC: H44 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						
No Data																		No Data						
364	SWAY CONTROL ARM WRONG, , , SCAN,	Function: F5 CCC: H44,N50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						
No Data																		No Data						
365	TRAILER TOW HITCH BOLT LOOSE, , , , # 1	Function: F2 CCC: XX4 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						
No Data																		No Data						
366	ANTI-LOCK BRAKING SYSTEM SENSOR BOLT NOT TORQUED, , , ,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																						
No Data																		No Data						

Rank	VALIDATION Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS Containment Status	Permanent Corrective Status
357	QLS	3	7	1	6	6	3	15	70	17	23	4	7	6	0	0	0	6			R	R
358	QLS	39	40	33	44	57	35	49	14	8	12	11	13	3	2	1	0	6			R	R
359	QLS	7	18	2	2	22	8	12	9	11	5	18	9	3	3	0	0	6			R	R
360	QLS	3	20	5	6	3	1	6	10	6	21	6	8	6	0	0	0	6			R	R
361	QLS	0	0	0	4	1	0	0	0	0	0	1	35	1	4	1	0	6			R	R
362	QLS	3	11	4	11	13	4	12	11	14	5	9	8	4	0	2	0	6			R	R
363	QLS	21	15	4	27	3	1	5	19	11	8	9	8	3	2	1	0	6			R	R
364	QLS	5	6	1	3	3	1	4	3	7	9	8	6	3	1	2	0	6			R	R
365	QLS	16	18	3	11	11	6	13	11	7	12	4	7	2	3	1	0	6			R	R
366	QLS	9	11	11	19	13	8	4	7	5	9	9	7	2	1	3	0	6			R	R

CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING				PROCESS VALIDATION		VALIDATION VERIFICATION				CONC ERN STAT	VALIDATION	RANK STATUS

Column headings: Rank; Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D); Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant; Critical X; Pre-Delivery A = Audit D = Date/Text; Dept I = Insp/CP D = Date/Text; Capability (Cp/CpK); Process Validation Phase 1 (Workstation Analysis, Training/ Versatility, Acceptance Criteria), Phase 2 (Reaction Plans, Replication/ Containment), Phase 3 (Process Improvement, Error Proofing); Replicated Internal Indicator (Before, After); Critical X Status; Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme; (C) Containment Production (P) Permanent Corrective Action; Date; A-Actual P-Planned; Containment Status; Permanent Corrective Status.

Rank	Part (Item) / Concern / Position	Function
367	CAB NO PROBLEM FOUND, , , ,	Function: F5 CCC: N59 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:
No Data		No Data
368	CONNECTOR STRIPPED, , , ,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:
No Data		No Data
369	SPARE TIRE LABEL MISSING, , , ,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:
No Data		No Data
370	FLOOR PAN PLUG MISSING, , , ,	Function: F5 CCC: R31 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:
No Data		No Data
371	CONNECTOR LOOSE, , , , # 5	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:
No Data		No Data
372	SWAY CONTROL ARM LINK NOT TORQUED, , , # 2,	Function: F5 CCC: H44 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:
No Data		No Data
373	CAB BOLT LOOSE, , , ,	Function: F2,F5 CCC: N50,N59,XX4 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:
No Data		No Data
374	BRAKE ROTOR CORROSION SHIELD DAMAGED, , , ,	Function: F2 CCC: H20,XX4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:
No Data		No Data
375	DOOR WEATHER STRIP FIT, , , REAR,	Function: F5 CCC: R31 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:
No Data		No Data
376	TRAILER TOW HITCH BOLT IMPROPER ASSEMBLY, , , # 4,	Function: F2 CCC: XX4 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:
No Data		No Data
377	BRAKE CALIPER BOLT NOT TORQUED, , , #15,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:

Rank	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
367	QLS	19	9	4	10	8	4	15	16	11	9	5	4	2	4	0	0	6			R	R
368	QLS	7	6	2	0	4	3	5	1	3	7	6	10	5	0	1	0	6			R	R
369	QLS	0	8	6	1	16	2	3	2	7	6	3	10	0	5	1	0	6			R	R
370	QLS	2	3	5	3	1	2	0	5	8	9	1	5	2	4	0	0	6			R	R
371	QLS	0	0	2	0	5	0	0	2	9	2	5	7	0	4	2	0	6			R	R
372	QLS	11	10	2	7	18	5	12	11	3	1	7	7	3	3	0	0	6			R	R
373	QLS	0	0	0	0	0	0	1	4	2	1	3	8	5	1	0	0	6			R	R
374	QLS	6	8	0	1	1	0	6	3	0	0	2	4	2	4	0	0	6			R	R
375	QLS	0	1	1	3	7	0	7	9	13	16	72	25	3	2	0	0	5			R	R
376	QLS	9	27	10	10	21	25	23	24	30	12	38	12	0	4	1	0	5			R	R
377	QLS	4	116	17	48	30	11	21	24	29	40	13	8	5	0	0	0	5			R	R

Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D	Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
No Data																	No Data																											
378	TRAILER TOW HITCH BOLT IMPROPER ASSEMBLY, , , ,	Function: F2,F5 CCC: C50,XX4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	4	21	8	12	17	7	20	26	19	20	20	11	0	3	2	0	5			R	R
No Data																	No Data																											
379	TRACK BAR BRACKET IMPROPER ASSEMBLY, , , # 4,	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	1	28	1	2	7	1	11	24	40	4	9	3	0	4	1	0	5			R	R
No Data																	No Data																											
380	TRAILER TOW HITCH BOLT NOT TORQUED, , , # 3,	Function: F2 CCC: XX4 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	5	17	3	5	17	6	15	10	8	5	19	12	3	2	0	0	5			R	R
No Data																	No Data																											
381	SPEAKER MISSING, , , ,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	10	28	10	19	17	11	10	10	12	9	4	9	5	0	0	0	5			R	R
No Data																	No Data																											
382	BLOCK HEATER MISSING, , , ,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	0	0	3	3	0	1	6	20	4	9	12	9	0	5	0	0	5			R	R
No Data																	No Data																											
383	BACKLITE LOOSE, , , ,	Function: F5 CCC: R24 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	7	7	1	8	1	0	25	12	14	6	6	8	3	2	0	0	5			R	R
No Data																	No Data																											
384	DRIVE SHAFT BOLT IMPROPER ASSEMBLY, , , # 1,	Function: F5 CCC: C50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					QLS	3	1	1	1	3	23	19	24	5	20	3	6	1	3	1	0	5			R	R
No Data																	No Data																											
385	POWER STEERING SUPPLY LINE NOT TORQUED, , , # 2,	Function: F2 CCC: H50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	4	8	3	3	19	1	19	39	13	8	9	4	2	3	0	0	5			R	R
No Data																	No Data																											
386	DRIVE SHAFT BOLT IMPROPER ASSEMBLY, , , # 2,	Function: F5 CCC: C50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																					QLS	3	1	1	1	3	23	19	25	4	20	3	6	1	3	1	0	5			R	R
No Data																	No Data																											
387	ANTI-LOCK BRAKING SYSTEM LOOM BOLT IMPROPER ASSEMBLY, , , # 1,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																					QLS	35	16	5	15	88	8	10	16	7	7	6	11	2	2	1	0	5			R	R
No Data																	No Data																											

Table column groups: CONCERN GENERAL INFORMATION; CONTAINMENT / MAPPING; PROCESS VALIDATION (Phase 1, Phase 2, Phase 3); VALIDATION VERIFICATION; CONCERN STAT; VALIDATION; RANK STATUS. Part (Item) sub-columns: Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D.

CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING				
Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D)	Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Cp/CpK
388	CONTROL ARM LOOSE, , , UPPER, # 1	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:					
No Data							
389	SHOCK ABSORBER LOOSE, , , # 2,	Function: F5 CCC: H45 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:					
No Data							
390	TAIL GATE MISSING, , , ,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:					
No Data							
391	BRAKE CALIPER BOLT IMPROPER ASSEMBLY, , , #12,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:					
No Data							
392	POWER STEERING PUMP HOSE CLAMP NOT SEATED, , , ,	Function: F2 CCC: L68 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:					
No Data							
393	TRACK BAR BRACKET NOT TORQUED, , , # 3, # 3	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:					
No Data							
394	CONTROL ARM LOOSE, , , # 1,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:					
No Data							
395	SHOCK ABSORBER NOT TORQUED, , , # 4,	Function: F5 CCC: H45 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:					
No Data							
396	INSPECTION HOLD FOR REVIEW, , , INCOMING QUALITY,	Function: F2 CCC: XX4 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:					
No Data							
397	DOOR BEZEL MISSING, , , ,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:					
No Data							
398	TRACK BAR BRACKET IMPROPER ASSEMBLY, , , ,	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:					

	PROCESS VALIDATION Phase 1			Phase 2		Phase 3		VALIDATION VERIFICATION Replicated Internal Indicator						CONCERN STAT		
Rank	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Before	After	Critical X Status	Title / TL = Team Leader / SAQ Number / PDS = Process /Supply/Design / RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status
388																
No Data											No Data					
389																
No Data											No Data					
390																
No Data											No Data					
391																
No Data											No Data					
392																
No Data											No Data					
393																
No Data											No Data					
394																
No Data											No Data					
395																
No Data											No Data					
396																
No Data											No Data					
397																
No Data											No Data					
398																

	VALIDATION																			RANK STATUS	
Rank	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
388	QLS	2	10	5	1	1	1	3	0	12	9	5	4	1	4	0	0	5			R	R
389	QLS	2	3	1	1	1	1	3	4	6	6	9	7	2	2	1	0	5			R	R
390	QLS	4	4	1	1	5	0	2	16	4	4	9	6	3	1	1	0	5			R	R
391	QLS	10	18	3	1	0	0	3	24	5	9	0	8	0	2	3	0	5			R	R
392	QLS	0	0	0	0	1	0	2	3	2	1	5	14	5	0	0	0	5			R	R
393	QLS	1	1	0	1	1	1	1	3	5	3	6	8	2	3	0	0	5			R	R
394	QLS	2	6	3	6	6	2	11	12	7	2	5	4	1	0	4	0	5			R	R
395	QLS	1	0	1	2	2	0	2	0	1	5	4	6	4	0	1	0	5			R	R
396	QLS	3	8	3	6	2	0	20	2	0	8	1	6	5	0	0	0	5			R	R
397	QLS	9	10	2	13	2	6	6	20	6	4	3	1	1	4	0	0	5			R	R
398	QLS	8	16	7	6	25	2	2	9	3	0	3	7	3	2	0	0	5			R	R

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC ERN STAT		VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																															
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Part (Item) Concern / Concern Type Position A, B, C, D	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cpl/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
No Data																																														
399	CONNECTOR LOOSE, , , , B 13								Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																			QLS	0	1	0	0	0	3	2	4	6	0	0	5	5	0	0	0	5			R	R
No Data																																														
400	DOOR WEATHER STRIP NOT SEATED, , , ,								Function: F5 CCC: R30 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																			QLS	3	1	4	2	4	0	0	1	0	1	1	8	2	2	1	0	5			R	R
No Data																																														
401	BRAKE CALIPER DAMAGED, , , SPLASH SHIELD, GRID 2								Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																			QLS	2	6	3	1	5	0	2	1	1	1	3	3	2	3	0	0	5			R	R
No Data																																														
402	CONNECTOR LEAK, , , , B 16								Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																			QLS	4	2	0	2	7	2	0	2	1	1	1	3	3	1	1	0	5			R	R
No Data																																														
403	BRAKE LINE LEAK, , , , # 5								Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																			QLS	1	5	1	2	0	0	0	3	0	1	1	3	0	3	2	0	5			R	R
No Data																																														
404	CROSSOVER LOOM NO STOCK, , , FRONT,								Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																			QLS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5			R	R
No Data																																														
405	ANTI-LOCK BRAKING SYSTEM LOOM BOLT LOOSE, , , ,								Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																			QLS	5	18	5	3	3	0	0	99	55	120	133	2	0	0	4	0	4			R	R
No Data																																														
406	STEERING DAMPER IMPROPER ASSEMBLY, , , # 1,								Function: F5 CCC: H44 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																			QLS	38	24	20	5	23	5	14	19	44	60	27	7	0	3	1	0	4			R	R
No Data																																														
407	TRAILER TOW HITCH BOLT IMPROPER ASSEMBLY, , , # 3,								Function: F2 CCC: XX4 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																			QLS	8	28	9	11	19	19	19	24	28	8	43	13	1	3	0	0	4			R	R
No Data																																														
408	BODY MOUNT NOT TORQUED, , , # 2,								Function: F2 CCC: H22 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																			QLS	3	24	4	29	31	16	35	90	30	15	16	13	3	1	0	0	4			R	R
No Data																																														

Rank	CONCERN GENERAL INFORMATION: Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D)	Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Phase 1: Training/ Versatility	Phase 1: Acceptance Criteria	Phase 2: Reaction Plans	Phase 2: Replication/ Containment	Phase 3: Process Improvement	Phase 3: Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Title / TL = Team Leader / SAQ Number / PDS = Process /Supply/Design / RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT: Containment Status	CONCERN STAT: Permanent Corrective Status	VALIDATION: Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	RANK STATUS: Permanent Corrective Status
409	BRAKE LINE NOT TORQUED, , , #10, BRAKE TRANSITION	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	8	10	10	10	8	5	10	11	12	28	9	8	1	2	1	0	4			R	R
No Data																	No Data																											
410	BRAKE LINE NOT TORQUED, , , #12, BRAKE TRANSITION	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	8	10	10	10	8	5	10	11	12	28	9	8	1	2	1	0	4			R	R
No Data																	No Data																											
411	GLOVE BOX BUMPER MISSING, , , ,	Function: F5 CCC: N59 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	9	26	2	2	7	3	37	65	21	18	4	14	2	1	1	0	4			R	R
No Data																	No Data																											
412	DOOR WEATHER STRIP DISCONNECTED, , , FRONT TOP,	Function: F5 CCC: R31 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				QLS	0	2	2	2	2	5	7	14	2	12	21	10	3	1	0	0	4			R	R
No Data																	No Data																											
413	WHEEL WRONG, , , ,	Function: F2 CCC: TA4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	2	1	0	4	0	2	3	1	1	5	1	28	3	1	0	0	4			R	R
No Data																	No Data																											
414	TIRE DAMAGED, , , ,	Function: F2 CCC: TA4,TC8 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	12	10	1	2	9	11	13	8	10	7	5	13	3	1	0	0	4			R	R
No Data																	No Data																											
415	BRAKE CALIPER BOLT NOT TORQUED, , , #12,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	5	7	1	1	2	3	17	4	4	5	10	13	1	2	1	0	4			R	R
No Data																	No Data																											
416	SWAY CONTROL ARM CROSS THREADED, , , ,	Function: F5 CCC: H44,N50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	0	3	1	0	4	2	2	1	23	4	2	2	1	1	2	0	4			R	R
No Data																	No Data																											
417	STEERING GEAR BOX NOT TORQUED, , , ,	Function: F2 CCC: H50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	5	19	6	3	10	2	16	6	4	8	9	9	0	2	2	0	4			R	R
No Data																	No Data																											
418	BRAKE BOOSTER HOSE CLAMP MISSING, , , ,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	1	2	4	4	3	2	2	10	10	5	3	9	1	3	0	0	4			R	R
No Data																	No Data																											
419	BRAKE CALIPER BOLT NOT TORQUED, , , #11,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				QLS	6	7	2	2	2	2	2	4	3	4	6	14	1	2	1	0	4			R	R

Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D	Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant	Title / TL = Team Leader / SAQ Number / PDS = Process /Supply/Design / RS = Resolution Scheme	(C) Containment Production / (P) Permanent Corrective Action
No Data			No Data	
420	BRAKE HOSE NOT TORQUED, , , ,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:		
No Data			No Data	
421	BODY MOUNT LOOSE, , , # 4,	Function: F2 CCC: H22 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:		
No Data			No Data	
422	SWAY CONTROL ARM NOT TORQUED, , , # 1,	Function: F5 CCC: H44,N50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:		
No Data			No Data	
423	GROUND WIRE MISSING, , , RADIO,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:		
No Data			No Data	
424	BRAKE LINE NOT TORQUED, , , H7, BRACKET	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:		
No Data			No Data	
425	LEAF SPRING LOOSE, , , ,	Function: F5 CCC: H44,N59 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:		
No Data			No Data	
426	BODY MOUNT NOT TORQUED, , , # 4,	Function: F2 CCC: H22 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:		
No Data			No Data	
427	GRILLE MISSING, , , ,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:		
No Data			No Data	
428	SWAY CONTROL ARM NOT TORQUED, , , ,	Function: F5 CCC: N50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:		
No Data			No Data	
429	TRACK BAR BRACKET NOT TORQUED, , , # 2,	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:		
No Data			No Data	

Rank	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
420	QLS	19	9	11	7	10	5	4	8	6	5	8	6	2	1	1	0	4			R	R
421	QLS	2	2	2	1	2	0	2	6	7	8	4	5	3	0	1	0	4			R	R
422	QLS	5	3	2	3	3	3	2	7	8	3	5	7	1	2	1	0	4			R	R
423	QLS	0	0	1	0	1	0	5	1	1	0	11	10	1	2	1	0	4			R	R
424	QLS	5	4	1	5	3	2	2	2	3	12	2	5	1	2	1	0	4			R	R
425	QLS	2	71	6	3	4	1	2	3	0	14	2	5	0	3	1	0	4			R	R
426	QLS	0	7	3	5	1	1	3	10	10	3	2	5	1	1	2	0	4			R	R
427	QLS	2	2	2	4	9	3	3	11	8	7	3	1	1	0	3	0	4			R	R
428	QLS	0	0	0	0	0	0	4	6	5	4	6	3	2	0	2	0	4			R	R
429	QLS	2	7	2	6	2	1	3	4	7	2	6	3	2	1	1	0	4			R	R

Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D	Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status
430	DRIVE SHAFT SUPPORT BEARING MISSING, , , ,	Function: F5 CCC: XX1 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
431	VEHICLE IDENTIFICATION NUMBER DEFECTIVE, , , VIN TRANSFER CASE,	Function: F2 CCC: XX4 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
432	GEAR SHIFT BOOT - 4X4 LOOSE, , , ,	Function: F5 CCC: R30 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
433	AXLE VENT HOSE DISCONNECTED, , , ,	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
434	BRAKE LINE NOT TORQUED, , , , FRAME	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
435	POWER STEERING FLUID COOLER HOSE CROSS THREADED, , , G2,	Function: F2 CCC: H50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
436	AIR SUSPENSION LINE CONNECTOR DISCONNECTED, , , RIGHT REAR,	Function: F5 CCC: H44 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
437	BRAKE LINE LOOSE, , , , # 9	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
438	AIR SUSPENSION LINE CONNECTOR DISCONNECTED, , , FRONT,	Function: F5 CCC: H44 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
439	BODY MOUNT LOOSE, , , ,	Function: F2,F5 CCC: H22,N50 Src: PVL: B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
440	SWAY CONTROL ARM LOOSE, , , FRONT, # 1	Function: F2 CCC: H21 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				

Rank	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
430	QLS	0	0	0	1	0	1	1	4	3	2	6	6	2	1	1	0	4			R	R
431	QLS	0	0	0	0	0	0	1	0	0	0	13	2	0	0	4	0	4			R	R
432	QLS	27	32	28	12	8	13	27	4	3	1	2	7	0	0	4	0	4			R	R
433	QLS	11	10	3	13	3	1	6	12	3	3	3	4	1	1	2	0	4			R	R
434	QLS	0	0	0	0	0	0	0	0	0	0	2	10	3	1	0	0	4			R	R
435	QLS	0	2	3	3	0	0	3	1	2	5	2	3	2	2	0	0	4			R	R
436	QLS	0	1	2	3	3	1	3	4	1	0	4	6	4	0	0	0	4			R	R
437	QLS	1	1	1	2	0	1	0	1	1	0	3	6	3	1	0	0	4			R	R
438	QLS	0	1	0	0	3	0	1	3	1	1	3	5	1	3	0	0	4			R	R
439	QLS	2	6	0	0	1	0	2	3	6	1	1	1	0	4	0	0	4			R	R
440	QLS	1	3	0	1	3	1	3	1	3	0	1	5	3	1	0	0	4			R	R

Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D	Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status
No Data																		No Data				
441	LIFT GATE TRIM PANEL DIRT, , , # 4,	Function: F5 CCC: N42 Src: PVL: B3-EXPEDITION (NA-KTP-MTP) LPT:																				
No Data																		No Data				
442	BRAKE/FUEL LINE BUNDLE DAMAGED, , , FRONT,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																		No Data				
443	CONTROL ARM NOT TORQUED, , , UPPER, # 2	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																		No Data				
444	STEERING INTERMEDIATE SHAFT IMPROPER ASSEMBLY, , , H7,	Function: F2 CCC: H21 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																		No Data				
445	STABILIZER BAR LINK NOT TORQUED, , , # 3,	Function: F5 CCC: H44 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																		No Data				
446	DOOR WEATHER STRIP CREASE, , , ,	Function: F5 CCC: R31 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																		No Data				
447	BRAKE LINE BLEED SCREW IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																		No Data				
448	QUARTER GLASS IMPROPER ASSEMBLY, , , # 5,	Function: F5 CCC: R31 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																		No Data				
449	TRAILER BRAKE CONTROLLER RE-SCAN, , , ,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																		No Data				
450	STEERING RACK IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																		No Data				

Rank	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
441	QLS	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4			R	R
442	QLS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4			R	R
443	QLS	3	1	10	2	2	5	10	6	13	137	55	3	3	0	0	0	3			R	R
444	QLS	6	12	5	4	12	8	19	53	56	11	17	11	3	0	0	0	3			R	R
445	QLS	4	2	0	8	6	0	8	41	68	8	7	5	0	1	2	0	3			R	R
446	QLS	0	0	0	0	0	0	40	159	13	4	25	9	2	1	0	0	3			R	R
447	QLS	19	32	12	26	15	3	4	36	19	7	17	5	3	0	0	0	3			R	R
448	QLS	8	8	31	1	39	1	1	2	3	31	1	11	2	0	1	0	3			R	R
449	QLS	23	26	8	17	19	7	27	9	22	8	8	6	1	2	0	0	3			R	R
450	QLS	2	17	17	5	6	11	15	22	7	15	13	7	2	1	0	0	3			R	R

CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING				PROCESS VALIDATION Phase 1			Phase 2		Phase 3		VALIDATION VERIFICATION							CONC ERN STAT	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS. A / POS. B / POS. C / POS. D	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status
451	HOOD INSULATION PUSH PIN MISSING, , , # 3,	Function: F5 CCC: N12 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
452	STEERING LINKAGE LOOSE, , , # 2,	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
453	TRACK BAR BRACKET NOT TORQUED, , , #10,	Function: F5 CCC: C50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
454	DOOR LOCKED, , , ALL,	Function: F2 CCC: TC8 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
455	HOOD INSULATION PUSH PIN MISSING, , , # 2,	Function: F5 CCC: N12 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
456	DOOR WEATHER STRIP LOOSE, , , FRONT,	Function: F5 CCC: R31 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
457	VEHICLE IDENTIFICATION NUMBER DAMAGED, , , VIN ENGINE,	Function: F2 CCC: XX4 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
458	A-PILLAR GARNISH MISSING, , , ,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
459	WHEEL SCRATCHED, , , ,	Function: F2 CCC: TA4 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
460	CONTROL ARM IMPROPER ASSEMBLY, , , # 3,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
461	TIE ROD NOT TORQUED, , , # 1,	Function: F5 CCC: C50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				

Rank	VALIDATION																				RANK STATUS	
	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
451	QLS	0	0	4	2	58	16	15	23	8	8	17	8	1	2	0	0	3			R	R
452	QLS	5	15	6	11	9	12	18	26	11	13	5	10	3	0	0	0	3			R	R
453	QLS	2	2	4	15	6	1	11	6	13	12	7	6	2	1	0	0	3			R	R
454	QLS	0	1	0	2	4	0	6	13	27	2	2	6	1	2	0	0	3			R	R
455	QLS	0	0	2	2	64	17	15	23	6	7	15	7	1	2	0	0	3			R	R
456	QLS	0	1	1	4	2	1	3	4	7	7	11	8	0	3	0	0	3			R	R
457	QLS	0	0	0	1	0	0	2	2	1	0	13	18	1	1	1	0	3			R	R
458	QLS	1	1	0	4	2	4	3	3	6	8	13	4	1	1	1	0	3			R	R
459	QLS	3	5	5	5	8	5	37	20	16	2	7	6	1	2	0	0	3			R	R
460	QLS	3	15	14	16	19	8	15	16	7	3	9	11	1	2	0	0	3			R	R
461	QLS	3	20	6	9	48	27	20	5	5	22	0	1	0	2	1	0	3			R	R

CONCERN GENERAL INFORMATION | CONTAINMENT / MAPPING | PROCESS VALIDATION (Phase 1, Phase 2, Phase 3) | VALIDATION VERIFICATION | CONCERN STAT | VALIDATION | RANK STATUS

Rank	Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item), Concern, Type, POS.A, POS.B, POS.C, POS.D)	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status
No Data																	No Data					
462	DRIVE SHAFT BOLT LOOSE, , , # 2,	Function: F5 CCC: C50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
463	TOW HOOK IMPROPER ASSEMBLY, , , CHROME,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
464	STEERING DAMPER IMPROPER ASSEMBLY, , , # 2,	Function: F5 CCC: H44 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
465	DOOR WEATHER STRIP WAVY, , , ,	Function: F5 CCC: R31 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
466	HUBCAP IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: B65 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
467	HOOD INSULATION PUSH PIN MISSING, , , #12,	Function: F5 CCC: N12 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
468	CROSS MEMBER NOT TORQUED, , , # 3, TRANSMISSION	Function: F2 CCC: H22 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
469	DOOR EXTRA FASTENER, , , ,	Function: F5 CCC: N40,N59 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
470	HOOD INSULATION PUSH PIN MISSING, , , #11,	Function: F5 CCC: N12 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
471	HOOD INSULATION PUSH PIN MISSING, , , #13,	Function: F5 CCC: N12 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					

Rank	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
462	QLS	1	4	3	4	0	4	6	53	12	7	4	5	2	0	1	0	3			R	R
463	QLS	0	0	3	6	3	19	21	3	22	0	0	5	0	2	1	0	3			R	R
464	QLS	3	11	13	16	4	2	16	14	4	7	7	8	0	3	0	0	3			R	R
465	QLS	0	2	0	1	1	1	0	0	0	0	5	20	2	0	1	0	3			R	R
466	QLS	222	5	15	12	5	9	18	6	8	10	3	2	1	2	0	0	3			R	R
467	QLS	0	0	6	11	21	9	12	5	4	7	5	7	0	0	3	0	3			R	R
468	QLS	4	16	3	10	17	7	19	8	9	4	5	3	1	1	1	0	3			R	R
469	QLS	2	2	2	1	2	2	3	3	4	2	10	4	0	1	2	0	3			R	R
470	QLS	0	0	4	8	14	2	7	3	2	3	5	9	0	0	3	0	3			R	R
471	QLS	0	0	3	7	15	2	3	3	1	3	5	10	0	0	3	0	3			R	R

Rank	Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item) / Concern / Type / POS. A / POS. B / POS. C / POS. D)	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	CONCERN STAT: A-Actual P-Planned	Containment Status	Permanent Corrective Status
472	STABILIZER BAR LINK NOT TORQUED, , , # 2,	Function: F5 CCC: H44 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
473	BRAKE CALIPER BOLT IMPROPER ASSEMBLY, , , # 7,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
474	TIE ROD COTTER PIN MISSING, , , ,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
475	HOOD INSULATION PUSH PIN MISSING, , , #10,	Function: F5 CCC: N12 Src: PVL: B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
476	SWAY CONTROL ARM NOT TORQUED, , , # 3,	Function: F5 CCC: H44,N50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
477	GEAR SHIFT MISSING, , , ,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
478	ANTI-LOCK BRAKING SYSTEM IMPROPER ASSEMBLY, , , ,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
479	CONNECTOR LOOSE, , , , B 14	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
480	ANTI-LOCK BRAKING SYSTEM LOOM BOLT NOT TORQUED, , , # 2,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
481	B-PILLAR PLUG MISSING, , , ,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
482	DOOR WEATHER STRIP DISCONNECTED, , , LOWER,	Function: F5 CCC: R31 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				

Rank	VALIDATION: Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
472	QLS	13	6	3	3	8	2	22	3	1	0	15	3	0	2	1	0	3			R	R
473	QLS	4	2	3	20	4	1	18	12	5	0	7	6	1	2	0	0	3			R	R
474	QLS	8	4	2	3	1	2	3	6	3	3	6	5	0	3	0	0	3			R	R
475	QLS	0	0	6	7	21	9	8	5	3	7	5	2	0	0	3	0	3			R	R
476	QLS	4	6	0	1	0	4	1	4	4	1	6	6	1	1	1	0	3			R	R
477	QLS	0	0	0	4	5	1	0	5	2	6	3	4	0	3	0	0	3			R	R
478	QLS	6	2	2	2	6	7	0	4	5	3	4	3	3	0	0	0	3			R	R
479	QLS	16	3	0	0	0	5	3	24	10	0	3	2	2	1	0	0	3			R	R
480	QLS	37	27	19	61	152	4	3	4	1	1	6	7	1	2	0	0	3			R	R
481	QLS	2	1	0	1	1	1	0	4	5	1	2	6	0	3	0	0	3			R	R
482	QLS	0	0	0	0	0	0	0	0	0	3	5	6	3	0	0	0	3			R	R

CONCERN GENERAL INFORMATION | CONTAINMENT / MAPPING | PROCESS VALIDATION (Phase 1, Phase 2, Phase 3) | VALIDATION VERIFICATION | CONC ERN STAT | VALIDATION | RANK STATUS

Column headings: Rank; Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D); Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant; Critical X; Pre-Delivery A = Audit D = Date/Text; Dept I = Insp/CP D = Date/Text; Capability; Cp/CpK; Workstation Analysis; Training/ Versatility; Acceptance Criteria; Reaction Plans; Replication/ Containment; Process Improvement; Error Proofing; Replicated Internal Indicator (Before, After); Critical X Status; Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme; (C) Containment Production (P) Permanent Corrective Action; Date; A-Actual P-Planned; Containment Status; Permanent Corrective Status; Source; 201102; 201103; 201104; 201105; 201106; 201107; 201108; 201109; 201110; 201111; 201112; 201201; 1/22/2012; 1/29/2012; 2/5/2012; 2/12/2012; Last 4 WKS; Last 4 MOPS; MYTD; Containment Status; Permanent Corrective Status

No Data — No Data

Rank	Part (Item) / Concern / Type / Position	Function / CCC / Src / PVL / LPT	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
483	CONNECTOR DISCONNECTED, , , , C 1179	Function: F5 CCC: H44 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:	QLS	1	2	4	7	0	0	2	0	2	2	8	2	1	2	0	0	3			R	R
No Data	No Data																							
484	TRANSMISSION FLUID COOLER LINE CLIP MISSING, , , ,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:	QLS	12	21	3	11	2	1	5	8	3	2	7	2	1	2	0	0	3			R	R
No Data	No Data																							
485	SWAY CONTROL ARM BRACKET NOT TORQUED, , , # 1,	Function: F2 CCC: H50 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:	QLS	0	3	3	2	8	2	25	8	2	5	3	3	0	3	0	0	3			R	R
No Data	No Data																							
486	VEHICLE IDENTIFICATION NUMBER MISSING, , , VIN TRANSMISSION,	Function: F2 CCC: XX4 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:	QLS	0	0	0	9	7	1	25	1	3	3	4	2	0	0	3	0	3			R	R
No Data	No Data																							
487	FRAME WRONG, , , SCAN,	Function: F2 CCC: H22 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:	QLS	3	5	1	3	5	1	5	7	3	3	3	3	1	2	0	0	3			R	R
No Data	No Data																							
488	BRAKE CALIPER BOLT NOT TORQUED, , , # 7,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:	QLS	1	4	0	1	2	1	21	8	4	1	3	3	2	1	0	0	3			R	R
No Data	No Data																							
489	DOOR WEATHER STRIP WAVY, , , FRONT,	Function: F5 CCC: R31 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:	QLS	0	2	0	1	1	0	1	0	1	2	3	4	0	2	1	0	3			R	R
No Data	No Data																							
490	BRAKE CALIPER BOLT NOT TORQUED, , , # 4,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:	QLS	6	3	4	8	4	0	9	2	5	2	1	2	0	2	1	0	3			R	R
No Data	No Data																							
491	DOOR PLUG MISSING, , , # 1,	Function: F5 CCC: R31 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:	QLS	0	0	0	0	0	0	0	0	0	0	6	4	1	2	0	0	3			R	R
No Data	No Data																							
492	BRAKE AIR IN SYSTEM, , , ,	Function: F2 CCC: H20 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:	QLS	1	1	0	3	0	1	1	0	0	1	5	4	3	0	0	0	3			R	R
No Data	No Data																							

CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING				PROCESS VALIDATION Phase 1			PROCESS VALIDATION Phase 2		PROCESS VALIDATION Phase 3		VALIDATION VERIFICATION						CONC ERN STAT		
Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS. A, POS. B, POS. C, POS. D)	Function / CCC - Cust. Concern Code / Src = Origin. Source, Count / PVL = Paynter Vehicle Lines / LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status
493	STEERING INTERMEDIATE SHAFT IMPROPER ASSEMBLY, , , , # 1	Function: F2 CCC: H50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
494	DOOR WEATHER STRIP - SECONDARY FIT, , , ,	Function: F5 CCC: R31 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
495	LIFT GATE GLASS HINGE NOT TORQUED, , , ,	Function: F5 CCC: B09 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
496	CASTER/CAMBER SLUG LOOSE, , , ,	Function: F5 CCC: H25 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP) LPT:																				
No Data																	No Data					
497	BRAKE ROTOR CORROSION SHIELD RUBS, , , ,	Function: F2 CCC: H20 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),B4-NAVIGATOR (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
498	BACKLITE OPEN, , , SLIDING,	Function: F5 CCC: R30 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
499	SEAT BELT MISSING, , , CENTER,	Function: F5 CCC: XX1 Src: PVL: F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					
500	POWER STEERING PUMP LINE DAMAGED, , , ,	Function: F5 CCC: C50 Src: PVL: B3-EXPEDITION (NA-KTP-MTP),F8-F-SERIES SUPERDUTY (NA-KTP) LPT:																				
No Data																	No Data					

Rank	VALIDATION Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS Containment Status	RANK STATUS Permanent Corrective Status
493	QLS	14	10	2	1	0	0	2	0	1	1	2	5	3	0	0	0	3			R	R
494	QLS	18	18	3	4	7	3	4	3	0	2	2	5	1	1	1	0	3			R	R
495	QLS	0	0	1	2	4	0	0	1	1	1	4	3	1	2	0	0	3			R	R
496	QLS	0	3	0	0	0	1	4	3	1	1	3	3	2	1	0	0	3			R	R
497	QLS	0	0	0	0	0	0	0	0	0	1	1	6	3	0	0	0	3			R	R
498	QLS	1	2	0	3	0	0	0	0	0	0	0	6	0	1	2	0	3			R	R
499	QLS	1	0	2	2	0	0	0	2	1	2	0	3	1	2	0	0	3			R	R
500	QLS	0	1	0	1	2	0	0	1	0	1	1	3	2	1	0	0	3			R	R

ENDOFDATA

ENDOFDATA

Source Validation: C = Containment | P = PCAI | B = Both

SSP:STOP SHIP,ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
GA:GLIDEPATH ADJUST, P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Top CCC From:		Top CCC To:	
Top WAR From:	1	Top '	500
Top GQR From:	1	Top	500
Top QLS From:	1	Top	500
Top Other From:	0	Top	0
Part(Item):	###		
Repair:	###		
Concern Type:	###		
PositionA:	###		

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION Phase 1			PROCESS VALIDATION Phase 2		PROCESS VALIDATION Phase 3		VALIDATION VERIFICATION						CONC ERN STAT			VALIDATION																		RANK STATUS	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D: Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D	Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator: Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status

PositionB: ###
PositionC: ###
PositionD: ###
WAR CCC: Binned
GQR CCC: Binned
WAR Model Year:
GQR Model Year:
GQR Survey Year:
Sort by GQR Mc ###
QLS Model Year:
Counted as TG\ B
Display Zero 12 ###
Resolution Sche 6SF, 6SM, FRM, 8D, JDI, NFDM
Parent Code(s):
Site Code(s): T210R
Concern Type:

CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.
CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.
PCAI DATE STATUS CRITERIA: NO CONTAINMENT DATE = RED; CONTAINMENT PLAN DATE = YELLOW; CONTAINMENT ACTUAL DATE = GREEN.

Top Other From: 0 Top Other To: 0

BSAQ CURRENT MODEL QUALITY TRACKING
FUNCTION TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX Other Sort
APL
A1-KENTUCKY TRUCK PLANT
F2-CHASSIS,F5-VEHICLE ENGINEERING
GLOBAL - 14-Feb-2012 14:38:40 EST

CONCERN GENERAL INFORMATION									CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC ERN STAT			VALIDATION																				RANK STATUS	
	Part (Item) Concern / Concern Type Position A, B, C, D							Function CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant					Phase 1			Phase 2		Phase 3		Replicated Internal Indicator																														
Rank	Part(Item)	Concern	Type	POS. A	POS. B	POS. C	POS. D		Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Before	After	Critical X Status	Title TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	201102	201103	201104	201105	201106	201107	201108	201109	201110	201111	201112	201201	1/22/2012	1/29/2012	2/5/2012	2/12/2012	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status

ENDOFDATA

ENDOFDATA

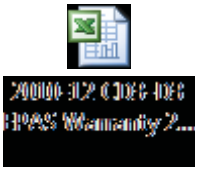
Source Validation C = Containment P = PCAI B = Both

SSP:STOP SHIP,ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMY:COMPLETE - RETIRED
GA:GLIDEPATH ADJUST, P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Top CCC From:		Top CCC To:	
Top WAR From:	1	Top '	500
Top GQR From:	1	Top	500
Top QLS From:	1	Top	500
Top Other From:	0	Top	0
Part(Item):	###		
Repair:	###		
Concern Type:	###		
PositionA:	###		
PositionB:	###		
PositionC:	###		
PositionD:	###		
WAR CCC:	Binned		
GQR CCC:	Binned		
WAR Model Year:			
GQR Model Year:			
GQR Survey Year:			
Sort by GQR M‹	###		
QLS Model Year:			
Counted as TG\	B		
Display Zero 12	###		
Resolution Sche	6SF, 6SM, FRM, 8D, JDI, NFDM		
Parent Code(s):			
Site Code(s):	T210R	CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.	
Concern Type:		CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE OR CONTAINMENT PLAN DATE = RED; CONTAINMENT ACTUAL DATE = GREEN.	
		PCAI DATE STATUS CRITERIA: NO CONTAINMENT DATE = RED; CONTAINMENT PLAN DATE = YELLOW; CONTAINMENT ACTUAL DATE = GREEN.	

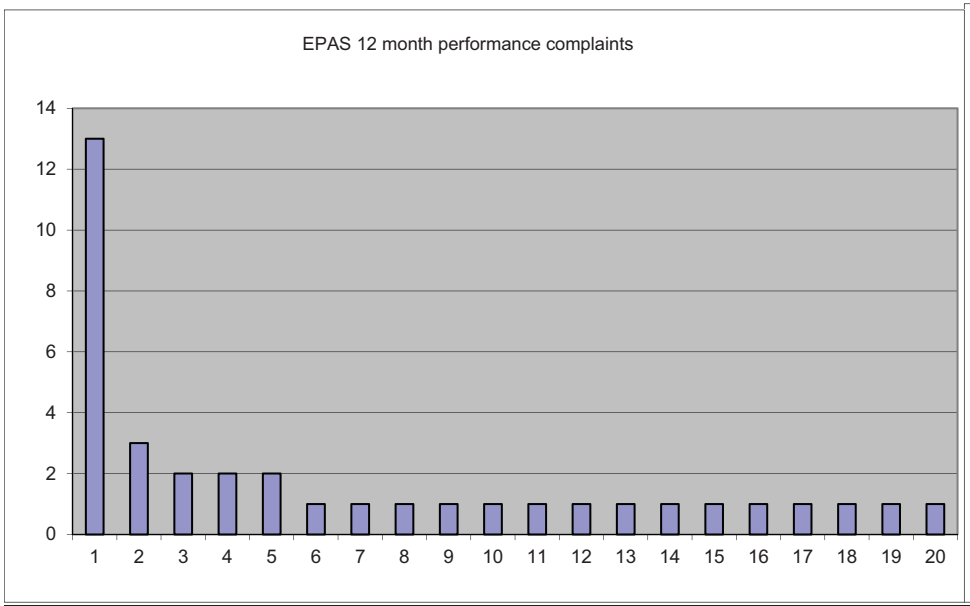
From: Estes, Eric (E.E.)
Sent: Thursday, February 02, 2012 11:06 AM
To: 'Anthony Fleenor' (Anthony.Fleenor@TRW.COM); John Burnett; Christopher Woodruff; Greg Bendzinski (Greg.Bendzinski@TRW.COM); Don Blandino (Don.Blandino@TRW.COM); Salim Semssar; Andy Partridge (Andy.Partridge@TRW.COM); Geoff Jacks (Geoff.Jacks@TRW.COM); Guillermo Aguilar (Guillermo.Aguilar@TRW.COM); Sergio Alvarez (Sergio.Alvarez@TRW.COM); 'JoseJ Lopez' (JoseJ.Lopez@TRW.COM); Greg Austin; Snider, Tim (T.O.); Surella, Matthew (M.M.); Napoli, Laura (L.); Flanagan, Thomas (T.P.); Pienta, Alan (A.); Rossi, Roberto (R.A.); Nick turovich (Nick.turovich@TRW.COM); 'Simon Malsbury'; Jim Duehring (Jim.Duehring@TRW.COM)
Subject: TRW Updated Warranty Trackers all EPAS belt drive platforms 2/2

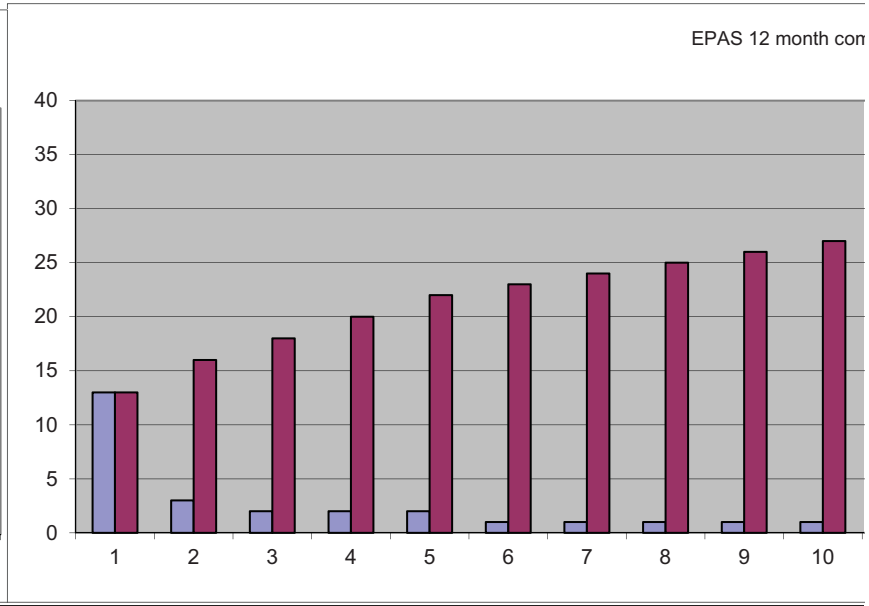
Top Current warranty issue B3A,B43,B6B Tyco relays.
I will set-up a 8am(est) meeting for half hour this Friday to discuss any Tyco updates and the use of solid silver relay contacts.



Eric J Estes
TRW EPAS Steering Systems
Quality Specialist
Hotline ph# 313-317-9358
Cell ph# 734-560-3493

EPP number	Fault code	Date found	Found	Diag rep	PFR Name	Root cause	Ad. Cont.	Perm. Act	Model	Part loc	Next step	TRW resp.	Actions owner
094431177J30692	B3A	1/25/2010	Hot PUMA	1000311	094431177J30692B3A	FNR			CD3	QAO lab	FNR	S. Alvarez	S. Alvarez
093431177J30892	B3A	2/10/2010	HSAP	1000333		Yes	Yes	Yes	CD3	Tyco	FR	E. Narvaez	Tyco
093561177J30791	B3A	2/16/2010	NVH	1000337		TBD			CD3	QAO lab		G. Zarate	TBD
100401177J30006	B3A,BAA,BAB	26-03-10	PUMA	1000NVH		FNR			CD3			J. Lopez	J. Lopez
100741177J30832	B43,BB9,BB7,	21-04-10	PUMA	1000Limpieza 1		Yes	Yes		CD3			E. Narvaez	Tyco
092061177J30175	A30	10.01.09	PUMA	0900185		FNR						M.Ramirez	OPEN
092091177J31270	A30	10.02.09	PUMA	0900187		FNR						R.GARCIA	OPEN
092681177J30393	A30	11.06.09	PUMA	0900264		FNR						J.Juan M	OPEN
092581177J31290	A30	29.10.09	PUMA	0900265		FNR						R.GARCIA	OPEN
091971686F30243	A3A	09.04.09	PUMA	0900196		FNR						J.Juan M	OPEN
092651182J30105	A3A	11.06.09	PUMA	0900269		FNR						R.GARCIA	OPEN
092151177J30290	A3A	10.09.09	PUMA	0900206		FNR							OPEN
092201177J30330	A3A	18.09.09	PUMA	0900210		FNR						R.GARCIA	OPEN
092191182J30038	B3A	11.09.09	PUMA	0900205		FNR							OPEN
092151177J30290	B3A	09.10.09	PUMA	0900252		FNR						J.Juan M	OPEN
092191182J30038	B3A	09.11.09	PUMA	0900270		FNR						J.Juan M	OPEN
094431177J30692	B3A	25.01.10	PUMA	1000311		FNR						R.GARCIA	OPEN
101102005A30028	B3A	09.08.10	PUMA	1000598		FNR						M. RAMIREZ	OPEN
100921177J30392	B3A,BB7,C69	14.05.10	PUMA	1000448		FNR						J.Juan M	OPEN
093031177J30322	B43h	12.12.09	PUMA	0900287		FNR						J.Juan M	OPEN
100741177J30832	B43,BB9,BB7,	21.04.10	PUMA	1000426		Link relay open coil						Tyco	CLOSED
101332002B30544	B43,E30,A30	01.06.10	PUMA	1000470		Link relay open coil						Tyco	CLOSED
101342002B30595	B3A,B9B,BAA	01.06.10	PUMA	1000475		R227 dam	Resistor's voltaje review on cleaning station					Anting	CLOSED
101232002B30613	B3A,BAA,B9B,	23.06.10	PUMA	1000530		R227 dam	Resistor's voltaje review on cleaning station					Anting	CLOSED
100401177J30006	B3A,BAA,BAB	26.03.10	PUMA	1000375		R227 dam	Resistor's voltaje review on cleaning station					Anting	CLOSED





QR number	Description	Liability	Liability Tier	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
I240208, I240512, I240760, I031437, I241013, I241151,	Lost of assistance / Relay related														
I241124, I241277, I241469, I241496, I241663, No QR, J240339-3	Raised Rivet	TRW	Tyco	3									1		

Offset spring	TRW	Tyco					1								
Sulphur contamination	TRW	Tyco													
Link relay armature weld failure	TRW	Tyco			1	2									
Plastic contamination	TRW	Tyco			1		1		1		1		**1**		
Loose plastic tab	TRW	Tyco		1											

I240504, I240786, I241589	Noisy gear due to input shat loose on IPA / Missing input shaft bushing	TRW	Rogersville	1					1						
J240339-4, J200776-C	Lost of assistance PCB clerance related	TRW	Nidec										1	1	
I241036, I241386	Missing mounting bushing	TRW	QAO			1		1							
J030323, J200386	Wrong ECU delivery part number	TRW	QAO									15			
I240259	No communication	TRW	QAO												

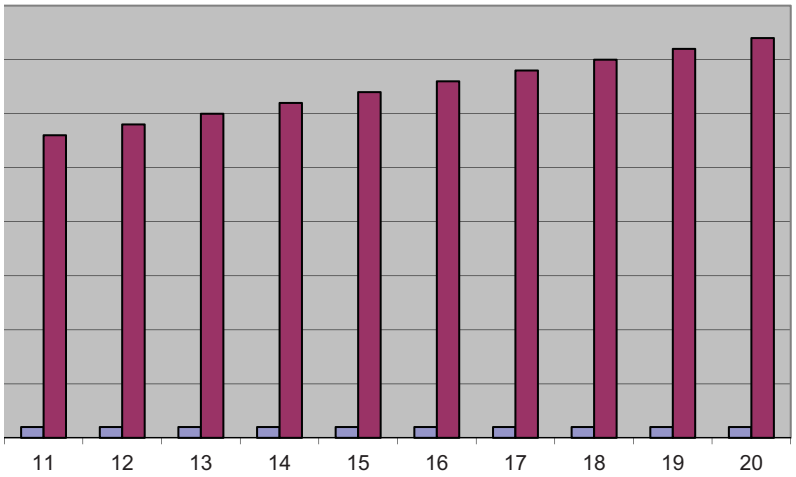
I240647	Bushing off position	TRW	Tenneco												
I241180	Failure codes U0100, U2101	TRW	QAO				41								
I240929	Sensor harness contamination in connector	TRW	Delphi		2										
I202093	Hex nut bushing without threads	TRW	ENA				1								
I241645	Missing tie rods	TRW	QAO						1						
I202814	Housing's slot over spec	TRW	Sensus							1					
I241503	Cricket noise	TRW	Rogersville					84							
J034027	Containment bolt on bushing	TRW	QAO									1			

I240225	Noisy gear due to input shat loose on IPA	TRW	Rogersville												
No QR	Lost of Asistance. Part recirculated that didn't passed through testing stations	TRW	QAO									1			
J240232	Belt sliding while teeth are not well formed	TRW	Gates										**1**		
J200776-C	Damaged ribbon cable / Tear down	TRW	QAO										**1**		
J240482	Bent finger on IPA	TRW	QAO											**1**	

No QR	ECU R227 open circuit. C17 damaged or missing	TRW	Anting												1
J240339, J240482	Lost of assistance. TBD	TRW	TBD										2	2	3

Chicago QR's / If Number-C it means that rejections stayed at QC
Oakville QR's / If Number-C it means that rejections stayed at QC
Hermosillo QR's

nplaint Pareto



Total	Actions taken	PCA date	PCA @ QAO	PCA @ Ford	Recurrence
4	- Modify lower punch from flat to a cone shape for a more robust rivet - Installation of vision system to confirm post-rivet geometry. - Improve EOL cotact resistance testing	5/19/2009	8/11/2009	8/18/2009	

1	- Vision camera installed to prevent missaligned bridge. - Install feature to guide the spring during welding process	9/11/2009 10/9/2009	1/8/2010	1/15/2010	
0	- Contact laser cleaning on week 40/08 - Test effectiveness to be more rep. of the application (low current testing) at Tyco and Nidec	Sept. 2008 4/2/2009	6/25/2009	7/2/2009	
3	- Laser sampling / Lens cleaning. - Welding station PM change	10/9/2009 10/22/2009	1/8/2010	1/15/2010	
5	- Close back of riveting machine and buffer before and after cleaning. -Molding dept. particle reduction. New ionizatrion bars on coil body, cover and base plate.	9/30/2009 11/7/2009 12/11/2009	3/5/2010	3/12/2010	
1	- Improved alignment of base to armature. - 2 cameras installed to check for tab presence. - Blow and vacuum cleaning installation	8/6/2009	10/29/2009	11/5/2009	

2	- Poke yoke system installation to prevent non stacked shafts to be passed through before bushing is installed	1/8/2010	1/15/2010	1/22/2010	
2	- Test to confirm the impedance level between 0V and signal pins in the ribbon cable. - EC to cut back the 0V plane in the PCB artwork, to remove the potential for this overlap	Nov. 09 EC ongoing	10/21/2010	10/23/2010	
2	- Vision camera to detect missing bushings intalled in assy. line	Oct. 2009	Oct. 2009	Oct. 2009	
15	- Investigate feasibility to run cross check verification of correct software info. Between Bully and NVH machine. - Improve line programming to add new part numbers by minimizing manual intervention	2/15/2010 3/1/2010	2/15/2010 3/1/2010	3/8/2010	
0	- Recirculation process set up. - Operators retraining	3/31/2009	3/31/2009	4/7/2009	

0	- Rubber process cleaning improvement at supplier	5/12/2009	5/26/2009	6/2/2009	
41	- Activation test process change - Woodpecker process improvement	9/4/2009 9/13/2009	9/4/2009 9/13/2009	9/20/2009	
2	- Process audit improvement at supplier	10/30/2009	11/6/2009	11/13/2009	
1	- Visual camera system	11/30/2009	11/30/2009	12/5/2009	
1	- Poka yoke installation to assure programming of the part number to be produced into the data base	1/15/2010	1/15/2010	1/22/2010	
1	- Materials handling improvement to remove set up parts	12/12/2009	1/15/2010	1/22/2010	
84	- Return to Job 1 sensor design. - Install guide in op. 60 to turn IPA's input shaft 45 degrees and assure finger retainer in properly installed	12/19/2009	12/19/2009	12/26/2009	
1	- Bolt removal at SL station added	2/17/2010	2/17/2010	12/26/2009	

0	- Add bushing on "t" bar and pinion union. - Change to a new grease	Mar. 2009	Mar. 2009	Apr. 2009	
1	- Develop password that locks ability to operators to define station to send recirculated parts. - Develop traveling card system for recirculated parts	2/25/2010	2/25/2010		
1	- Supplier to remove tape to hold rubber in mandreel. - Molds are being inspected twice (a) 100% at the stripper after demold operation of the slab and (b) at the cooling station prior to placing the next jacket on the m	3/29/2010	4/15/2010	TBD	
1	- Develop the usage of one individual centering tool for the tear down operation	3/30/2010	3/30/2010	4/7/2010	
1	- Desing and implement a Christmas tree tool base to avoid using IPA's container to place this tool	5/25/2010	5/25/2010		

1	TBD				
7	TBD				

Case Number	Ford DTCs	TRW Code (Sympto	Compone nt	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles
FR-0241	U3000-49 U2011-49	B43, BB9	EPP	In Eval (QAO)	**1/31- tri-temp ign. Cycling is the next steps to reproduce any codes.** **2/21-NTF with all testing performed at QAO**	**6/14- pulled EFF data shipped to QAO. B43 in EFF data, also stored BB9 code.** **6/18- in process from Rogersville to QAO.** **10/6- found gears at QAO, leak testing started** **11/8- ambient ign cycling cannot reproduce. Next to cold ign. Cycle**		01237 Kindle Ford	2604
FR-0341	U2011-49	B6B	EPP	In Eval (UK)	**11/15- pulled EFF & stored data shipped to 26mile for analysis. PFR done and sent to 26mile & UK.** **12/3--Sent to UK.**			06644 Williamsburg Motors	641
FR-0399	TC Lamp On	A3A	EPP	In Eval (PDC)	**3/1- John B gave gear to Laura N to deliver to Tim Snider for on-vehicle testing.**	**1/31- relay to ship to UK for Andy to take to the Tyco workshop.** **2/1- discuss if relay issue caused SWA Can Bus issue.** **2/7- Tim agreed to reinstall the EPP and this would be put back on a vehicle for testing**	CUSTOMER STATES THE ADVANCE TRACK LIGHT STAYS ON CONTACTED HORLINE FOR KNOWN CONCERNS IN SENSOR ONLY SERVICED IN STEERING GEAR, REPLACE GEAR. VERIFIED CONCERN FOUND STEERING WHEEL ANGLE SENSOR 220 DEGREES OFF. REPLACED STEERING GEAR AND PERFORMED ALIGNMENT. VERIFIED ADVANCE TRACK LIGHT ON. EEC TEST FOUND CODE 1277. MONITOR PID DATA FOUND STEERING WHEEL	08325 Dan Wiebold Ford	12
FR-0403	U3000-49	B25,B43	EPP	In Eval (26mile)	**2/4- pulled stored & EFF data shipped gear to QAO for analysis**	**2/4- pulled stored & EFF data shipped gear to QAO for analysis**		07312 Suppes Ford	24
FR-0436 RUA# 4561	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	4/18- relay still under analysis, potential contamination issue. Contact do have unknown contamination. 6/17- Tyco still needs to get EDX analysis,Tyco have committed to provide the results of the EDX analysis and an updated report by 8th July.	**3/25- pulled EFF & stored data, shipped to 26mile for surrogate relay test, then remove and ship to Tyco.** **4/4- passed surrogate relay test** **4/6- shipped relay to UK this afternoon, Geoff should have it Friday**		03812 Gordie Boucher Ford	3304
FR-0446	U2011-49	B43, BB9	EPP	in Eval (QAO)	4/15- pulled EFF and stored data shipped to QAO for analysis			00066 Eddins Ford	527
FR-0467 RUA#4855	U3000-49 U3000-96	B43	EPP	in process (Tyco)	6/17- Failure of the coil terminal to base weld. New failure mode, but a new camera has already been added to Line 1 which includes the ability to detect this type of failure. 8D in process.	5/26- pulled stored and EFF data shipped gear to QAO for analysis 6/1- gear shipped from Rogersville to QAO 6/10- Pepe found defective link relay output using scope. Swapped PFS and normal operation. To raise RUA and overnight to Tyco for workshop next week.		07749 Future Ford	2284
FR-0508	U2011-49	B3A	EPP	In Eval QAO	**8/19- lab started testing**	**8/3- pulled EFF & stored data shipped to QAO for further analysis**		04124 Marlow Ford	886
FR-0529	U2011-49 U3000-96	B6B	EPP	In process QAO	**8/9- pulled EFF & stored data shipped to QAO**			02246 Bob Chapman Ford	384

VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
3FAHP0JA5AR[redacted]	1/7/2010	12/23/2009	10/8/2009	11/6/2009	2.5L Gas	5/5/2010			
3FADP0L32AR[redacted]	3/23/2010	3/18/2010	12/16/2010	1/25/2010	2.5L Hybrid	9/24/2010			
3FAHP0JG8BR[redacted]	11/3/2010	10/30/2010	8/2/2010	9/9/2010	3L	12/23/2010	2011		
3FAHP0CG6BR[redacted]	9/21/2010	9/8/2010	4/6/2010	7/29/2010	3L	1/13/2011	2011		
3MEHM0JG9BR[redacted]	12/9/2010	12/13/2010	10/6/2010	10/19/2010	3L	3/11/2011	2011		
3FAHP0JGXBR[redacted]	10/6/2010	9/25/2010	4/13/2010	8/7/2010	3L	3/31/2011	2011		
3FAHP0CG1BR[redacted]	2/25/2011	2/18/2011	1/8/2011	1/11/2011	3L	4/11/2011	2011		
3FAHP0HA8BR[redacted]	2/11/2011	2/1/2011	12/10/2010	12/13/2010	2.5L Gas	7/11/2011	2011		
3FAHP0HA3BR[redacted]	1/15/2011	12/23/2010	11/10/2010	11/10/2010	2.5L Gas	7/8/2011	2011		

Redacted for Relevance

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Issue	Status Open/Closed	current status
0KM BR198102	C200B-62 U3000-96	BD4	TS	In Eval (Rogersville)	Open	2/9- have approval to modify line 1 with new grippers and smaller diameter ,March 21st completion date.
0KM BR198415	rattle under dash	No Codes	TS	In Eval (Rogersville)	Open	2/9- Rogersville received the IPA yesterday and started the investigation of the missing bushing. Rogersville has approval to purchase the camera's. still checking to see if this was a operator mishandling issue. April 1st is target date for completion of both camera's on line 2 & 3.
FR-0377	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	Open	1/19- has signature's of a regulator issue need to scope regulator to check for double start-up
FR-0390	C200B-2F	BD0,BD2, BD4	TS	In Eval (QAO)	Open	1/14- pulled EFF & stored data shipped to QAO for analysis. No damage to TS harness
FR-0411	C200C-2F C200B-62	BD1,BD3, BD4	TS	In Eval (QAO)	Open	4/6- Pepe to put pressure on input shaft in different directions while appling torque to the sensor to see if a code will trip from a bent finger.
FR-0429	C200C-2F U3000-96	BD1,BD3 BC5	TS	in Eval (QAO)	Open	3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness
FR-0431	C200B-2F U3000-49 U3000-96	BD0,BD2, B31	TS	in Eval (QAO)	Open	3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness

Case Number	Ford DTCs	Symptom	Component	Issue	status	Engine
FR-0014	C200B-C200C-2F U3000-96		TS	TS harness damage	Closed	2.5L Hybrid
FR-0018	C200B-62 U3000-96	BD0-BD4	TS	8D Complete (Hella)	Pending	
FR-0020	U200B-2F U200C-2F	BD0-BD3	TS	TS solder joint	Closed	
FR-0031	C200B-62 U3000-96	BD4	TS	Bent TS finger	Closed	
FR-0036	U2011-61 U3000-96	B95	TS	TS ASIC	Closed	
FR-0042	U3000-96	BD3	TS	TS harness damage	Closed	2.5L Hybrid
FR-0043	C200C-2F U3000-96	BD3	TS	TS burrs leadframe	Closed	

FR-0435	C200C-2F	BD1,BD4	TS	in process (QAO)	Open	3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness, but found corrosion in the 2-pin connector
DR-0046	C200C-2F U3000-96	BD3	TS	overwound clockspring	pending	2/3- had a new operator for the rework process recovering this IPA part; issue has been addressed and talked to the operators about it. Right now we are increasing our quality audits to the rework process as well.
UR0003	C200B-2F C200B-62	BD2,BD4	TS	At WPAC	Open	4/6- need to discuss next week the poke yokes designed at station 50 to check for bent veins/fingers on the torgue sensor. Andrew Bradley will join in the discussion to assist Marion to find a reasonable PCA. QAO will also be involved with the discussions.

	under analysis further testing needed QAO
	under analysis Farmington
	under analysis Rogersville
	under analysis at 26mile

FR-0045	C200B-61 U3000-96	B90	TS	TS burrs leadframe	Closed				
FR-0055	C200B-2F U3000-96	BD2	TS	Onsemi Via	Closed				
FR-0069	NVH	growling noise gear/ park. Turn wheel noise	TS	TS ASIC	Closed				
FR-0071	C200C-2F U3000-96	BD3	TS	NTF	Closed	Ambient			
FR-0076	C200B-2F U3000-96	BD0	TS	TS harness damage	Closed	2.5L Hybrid			
FR-0084	N/A	BD0-BD3	TS	TS harness damage	Closed	2.5L Gas			
FR-0109	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Pending				
FR-0113	C200B-61 C200B-62	B90	TS	ASIC	closed				
FR-0123		BD0-BD3	TS	TS harness damage	Closed	2.5L Hybrid			
FR-0133	C200B-2F C200C-2F U3000-96	BD0-BD4	TS	v-clip in IPA housing	Closed	3L			
FR-0136	C200C-2F	BD3, BD1	TS	wire strand short IDE conn	Closed	3L			
FR-0138	C200B-2F	BD2	TS	ASIC	Closed	2.5L Hybrid			

FR-0148	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	2.5L Gas							
FR-0152	C200B-2F U3000-96	BD2	TS	lost short removing ASIC, NTF	Closed	3L							
FR-0156	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	2.5L Hybrid							
FR-0160	C200B-61 C200C-2F	B90, BD3	TS	TS harness damage	Closed	2.5L Hybrid							
FR-0167	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	2.5L Hybrid							
FR-0172	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	In Eval (Wuppetal)	Pending	Ambient							
FR-0176	C200C-2F U3000-96	BD3	TS	overwound clockspring	Closed								
FR-0185	U2011-61 C200B-62 U3000-96	B95, BD4	TS	2-pin conn water ingress	closed	2-pin harness water ingress							
FR-0187	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (Hella)	Closed								
FR-0190	C200B-61 C200B-2F	B90, BD2	TS	overwound clockspring	Pending								
FR-0193	U3000-61 C200B-62	B90, BD4	TS	Bent TS finger	closed								
FR0197		BD0-BD3	TS	double start-up regulator.	Pending								
FR0206		BD2,BD3, B90	TS	overwound clockspring	closed								
FR0208		BD4, BD1,BD3	TS	2-pin conn water ingress	Closed								
FR0210		BD2	TS	clockspring assem	closed								
FR0211		BD0-BD3	TS	double start-up regulator.	Pending								
FR0216		BD0-BD3	TS	double start-up regulator.	Pending								
FR0221		BD0-BD3	TS	overwound clockspring	closed								
FR0226		BD2,BD3	TS	TS harness damage	closed	2.5L Gas							
FR0230		BD0-BD2	TS	2-pin conn water ingress	closed								
FR0233		BD0-BD3	TS	double start-up regulator.	Pending								
FR-0238	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	TS harness damage	closed	2.5L Gas							
FR-0254	C200B-61 C200C-2F U3000-96	B90,BD3	TS	overwound clockspring	closed								

FR-0256	C200B-2F C200B-61 U3000-96	BD0, B90	TS	shrink tube leak	Open				
FR-0257	C200B-2F U3000-96	BD0,BD2	TS	ASIC	close				
FR-0267	C200B-2F U3000-96	BD0,BD2	TS	molex conn	closed				
FR-0289	C200B-2F C200C-2F	BD2, BD3	TS	sent to warehouse	closed	outside Ford's testing range			
FR-0291	C200C-2F C200B-62	BD3, BD4	TS	sent to warehouse	closed	outside Ford's testing range			
FR-0292	C200B-62	BD4, B90	TS	sent to warehouse	closed	outside Ford's testing range			
FR-0293	C200B-2F	BD0, BD2	TS	TS harness damage	Closed	2.5L Hybrid			
FR-0294	C200C-2F C200B-62	BD3, B90	TS	overwound clockspring	Closed				
FR-0298	C200B-2F C200C-2F	BD2, BD3	TS	overwound clockspring	Pending				
FR-0301	C200B-2F	BD0, B90	TS	shrink tube leak	close				
FR-0302	C200B-2F	BD0, BD2	TS	hole drilled in IPA cover	Closed				
FR-0304	C200B-2F C200B-61	BD2, BD4	TS	NTF	Pending				
FR-0312	C200C-2F	BD1, BD3	TS	shrink tube leak	close				
FR-0321	C200C-2F	BD1, BD3	TS	TS harness damage	closed	2.5L Gas			
FR-0322	C200B-2F C200C-2F	BD0, BD3	TS	TS harness damage	Open	2.5L Gas			
FR-0327	C200C-2F	BD1, BD3	TS	NTF	Open				
FR-0332	C200C-2F	BD1, BD3	TS	shrink tube leak	closed				
FR-0337	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	closed	2.5L Hybrid			
FR-0339	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	TS harness damage	closed	2.5L Gas			
FR-0343	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	double start-up regulator.	Pending				
FR0344				TS harness damage	closed	2.5L Hybrid			
FR0345				TS harness damage	closed	2.5L Hybrid			

FR-0359	C200C-2F U3000-96	BD0-BD3	TS	TS harness damage	closed	2.5L Hybrid			
FR-0363	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Open	2.5L Gas			
FR-0364	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Open	2.5L Gas			
FR-0365	C200B-2F C200C-2F C200B-61	BD2, BD3,B90	TS	NTF- looking to install on vehicle if resources allow	Pending	2.5L Hybrid			
FR-0369	C200B-2F C200C-2F	BD2,BD3	TS	overwound clockspring	closed	2.5			
FR-0371	B200B-2F B200C-2F	BD0-BD3	TS	double start-up regulator.	Open	2.5L Gas			
FR-0384	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Open	3L			
DR-0004	C200B-2F C200C-2F	BD0-BD3	EPP	double start-up regulator.	Pending	Cold			
DR-0011	C200B-61 C200C-2F	B90	TS	overwound clockspring	Closed				
DR-0015	C200B-61 C200C-2F	B90	TS	overwound clockspring	Closed				
DR-0021	C200D-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	3.5L w/ APA			
DR-0035	C200C-2F	DB3	TS	NTF	Pending				
DR-0046	C200C-2F U3000-96	BD3	TS	overwound clockspring	closed				
0KM AR369007		BD0-BD3	TS	bend tone ring tooth	closed				
0KM AR407556		BD0,BD2, BD3	TS	TS harness damage	closed	2.5L Gas			
0KM-Oakville	C200B-2F C200C-2F	BD2	TS	overwound clockspring	closed				

Pages 23 - 32 Redacted for Relevance

Redacted for Relevance

U502 Total		5	0			0	11	0	0	0	0	0		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	13	0	1	1	0	0	0	0	0	0	0
Case #	Miles	No Comm	BA4	BA5	BA9	B3A	BBA	BAA	BBB	BAB	BC5	B24	B25	B31	B32	B4E	B40	B6C	B6C	B60	B7E	B7F	B9A	B95	B43	B6B	B97	BD4	TS Damaged Harness	TS-BD0,1,2,3	BB5,7, 8,9	IPA cricket noise	friction code detection AF1-B6A	steering feel loose, binding, noise with	Other	Total	C200D-49	ABS codes with TC lamp on	U2011-49	P07AE-09	C1B00-64	NTF	N/A	Total	Pend	Open
wiring	16	1																																										
wiring	207	1																																										
wiring	51	1																																										
wiring	10	1																																										
wiring	281	1																																										
code reset	289																																						1					
UR0001	18					1																																						
UR0002	12					1																																						
UR0003	15																										1																	1
UR0004	303																																											1
UR0005	1700					1																																						
UR0006	2010					1																																						1
UR0007	18																																	1										1
UR0008	1661					1																																						1
UR0009	3975					1																																						1
UR0010	1838					1																																						1
UR0011																																												1
UR0012	1425					1																																						1
UR0013	115					1																																						1
UR0014	3096					1																																						1
UR0015	1356					1																																						1
UR0016	249																																						1					

Total		**5**	**0**		**0**	**11**	**0**	**0**	**0**	**0**	**0**		**0**	**0**							**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**18**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**12**
		No Comm	BA4	BA5	BA4	B3A	BBA	BC2	BBB	BAB	B99	B24	B25	B31	B32	B4E	B40			B60	B7E	B7F	B9A	B95	B43	B6B	B97	BD4	TS Damaged Harness	BD1,2,3	BB9	IPA cricket noise	friction code detection AF1-B6A	steering feel loose, binding, noise with no codes	Other		C200D-49	C1B00-2F	U2011-49	U2011-61	U3000-96	NTF	N/A		Pend	Open

KEY

CLOSED	
OPEN	
Pending PCA	
NTF	

389	511	79																				
Clsd	Total	Non-TRW	A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8	Failure Mode	Root Cause	PCA Clean Date	ICA	Vehicle build date	motor / relay date	Total Case #		
1		1												No Com	Broken hard shell C1010	Non-TRW issue		5/11/2009		N/A	t TRW Responsibili	not TRW Responsibility
1		1												No Com	harness short	Non-TRW issue		5/23/2009		N/A	t TRW Responsibili	not TRW Responsibility
1		1												No Com	harness short	Non-TRW issue		3/20/2009		N/A	t TRW Responsibili	not TRW Responsibility
1		1												No Com	harness short	Non-TRW issue		3/9/2009		N/A	t TRW Responsibili	not TRW Responsibility
1		1												No Com	harness short	Non-TRW issue		3/30/2009		N/A	t TRW Responsibili	not TRW Responsibility
1														BA4	Mon Micro test	11/23/2009		2/14/2009		FR-0001	Loss of Assist	LOA - other root causes
1														Raised Rivet	relay rivet process	7/31/2009		4/13/2009	9/22/08 / 7/18/2008	FR-0002	Loss of Assist	raised rivet (B3A)
1														Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		4/13/2009		FR-0003	Loss of Assist	rev fit capacitor (B25)
1														Ribbon Cable conn. bent pins	Anting operator assembly error-	1/28/2011-alignment fixture	8/17/2009- work instruction updated	4/30/2009		FR-0004	Loss of Assist	LOA - other root causes
1														Loose screw in EPP	Schalke Handling	5/8/2009	5/5/2009	4/3/2009		FR-0005	Loss of Assist	LOA - other root causes
1														Raised Rivet	relay rivet process	7/31/2009		2/17/2009		FR-0006	Loss of Assist	raised rivet (B3A)
1														Raised Rivet	relay rivet process	7/31/2009		5/7/2009	11/20/08 / 11/7/2008	FR-0007	Loss of Assist	raised rivet (B3A)
1														ASIC	Aux Asic Isense Pin	1/15/2009		3/12/2009		FR-0008	Loss of Assist	LOA - other root causes
1														Code cleared	no gear replaced, NTF at dealer	No gear replaced		3/10/2009		FR-0009	t TRW Responsibili	not TRW Responsibility
1														Raised Rivet	relay rivet process	7/31/2009		5/7/2009	11/20/08 / 11/7/2008	FR-0010	Loss of Assist	raised rivet (B3A)
1														Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		5/23/2009		FR-0011	Loss of Assist	rev fit capacitor (B25)
1														Raised Rivet	relay rivet process	7/31/2009		3/19/2009		FR-0012	Loss of Assist	raised rivet (B3A)
1														Loose screw in EPP	Schalke Handling	5/8/2009	5/5/2009	3/14/2009		FR-0013	Loss of Assist	LOA - other root causes
1		1												damaged TS harness	HSAP/Field handling	Non-TRW issue		3/12/2009		FR-0014	t TRW Responsibili	not TRW Responsibility
1		1												TS unplug & ign cycled	FCSD TS unplugged	Non-TRW issue		4/14/2009		FR-0015	t TRW Responsibili	not TRW Responsibility
1														FET(TRU6)	epoxy splash- purging process	1/20/2010		6/11/2009		FR-0016	Communication	other
1														B32	NTF	NTF		4/15/2009		FR-0017	Loss of Assist	LOA - other root causes
1														BD0-BD4	NTF	NTF		5/18/2009		FR-0018	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
1														loose RBN ball	QAO handling- rack/RBN fixture	8/5/2009	7/20/2009	4/23/2009		FR-0019	Loss of Assist	LOA - other root causes
1														lack of solder on PCB	solder process	7/30/2009		5/19/2009		FR-0020	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
1		1												fluid leak	No gear replaced			4/6/2009		FR-0021	not TRW Responsibility	not TRW Responsibility
1														Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		4/8/2009		FR-0022	Loss of Assist	rev fit capacitor (B25)
1														Raised Rivet	relay rivet process	7/31/2009		3/12/2009	10/7/08 / 9/8/08	FR-0023	Loss of Assist	raised rivet (B3A)
1														Raised Rivet	relay rivet process	7/31/2009		6/1/2009	1/12/09 / 11/27/08	FR-0024	Loss of Assist	raised rivet (B3A)
1														Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		3/19/2009		FR-0025	Loss of Assist	rev fit capacitor (B25)
1														Vstar pin	Weld process	1/4/2010		5/15/2009		FR-0026	Loss of Assist	LOA - other root causes
1														No Com	Resonator cutting process	4/23/2010		4/15/2009		FR-0027	Communication	other
1														Code cleared	no gear replaced, NTF at dealer	No gear replaced		5/14/2009		FR-0028	t TRW Responsibili	not TRW Responsibility
1		1												No Com	Dealer Error	Non-TRW issue		5/6/2009		FR-0029	t TRW Responsibili	not TRW Responsibility
1														B9A	NTF	NTF		3/11/2009		FR-0030	Loss of Assist	LOA - root cause TBD
1														bent TS tooth	TS harness retainer installer tool	5/25/2010 -tray for harness retainer tool	8/4/2009	7/7/2009		FR-0031	Loss of Assist	LOA - other root causes
1														Raised Rivet	relay rivet process	7/31/2009		5/28/2009	/ 11/7/08	FR-0032	Loss of Assist	raised rivet (B3A)
1														B9A	NTF	NTF		4/15/2009		FR-0033	Loss of Assist	LOA - root cause TBD
1														Raised Rivet	relay rivet process	7/31/2009		6/26/2009	/ 11/27/08	FR-0034	Loss of Assist	raised rivet (B3A)
1														Raised Rivet	relay rivet process	7/31/2009		6/19/2009		FR-0035	Loss of Assist	raised rivet (B3A)
1														ASIC	TS ASIC jitter	11/2/2009-revised EOL testing OnSemi		6/15/2009		FR-0036	Loss of Assist	LOA - other root causes
1														Raised Rivet	relay rivet process	7/31/2009		6/20/2009		FR-0037	Loss of Assist	raised rivet (B3A)
1														Raised Rivet	relay rivet process	7/31/2009		5/22/2009		FR-0038	Loss of Assist	raised rivet (B3A)
1														BBA	NTF	NTF		6/15/2009		FR-0039	Loss of Assist	LOA - root cause TBD
1		1												bent rack	curb impact	Non-TRW issue		6/19/2009		FR-0040	t TRW Responsibili	not TRW Responsibility
1														Raised Rivet	relay rivet process	7/31/2009		6/16/2009		FR-0041	Loss of Assist	raised rivet (B3A)
1		1												damaged TS harness	HSAP/Field handling	Non-TRW issue		6/16/2009		FR-0042	t TRW Responsibili	not TRW Responsibility
1														TS short	debris after weld/punch process	3/3/2010	12/10/2009	3/23/2009		FR-0043	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
1														Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		4/13/2009		FR-0044	Loss of Assist	rev fit capacitor (B25)
1														TS short	debris after weld/punch process	3/3/2010	12/10/2009	6/9/2009		FR-0045	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
1														Raised Rivet	relay rivet process	7/31/2009		6/13/2009		FR-0046	Loss of Assist	raised rivet (B3A)
1														micro	main micro	4/25/2011- burn-in screen test	4/26/2009- new fab design	7/24/2009		FR-0047	Loss of Assist	LOA - root cause TBD
1														No Com	NTF	NTF		6/9/2009		FR-0048	Communication	other
1														Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		4/14/2009		FR-0049	Loss of Assist	rev fit capacitor (B25)
1														No Com	dry solder joint process-Kimball	1/30/2010		7/15/2009		FR-0050	Communication	other
1														No Com	Over current resenator / unknown	Non-TRW issue		5/9/2009		FR-0051	t TRW Responsibili	not TRW Responsibility
1		1												TC lamp on	Dealer Error	Non-TRW issue		5/6/2009		FR-0052	t TRW Responsibili	not TRW Responsibility
1		1												bent rack	curb impact	Non-TRW issue		5/8/2009		FR-0053	t TRW Responsibili	not TRW Responsibility
1														B9A	NTF	NTF		4/15/2009		FR-0054	Loss of Assist	LOA - root cause TBD
1														ASIC	TS ASIC Via short	Onsemi refer to continuous defect reduction program-Ian Ingram sent 8D to Ford 12/9/09	Onsemi refer to continuous defect reduction program-Ian Ingram sent 8D to Ford 12/9/09	5/15/2009		FR-0055	Loss of Assist	LOA - other root causes
1														friction code	false friction detection/dealer error			6/12/2009		FR-0056	t TRW Responsibili	not TRW Responsibility

1													B31	NTF	in-pending hold if B31's resurface		service part		FR-0056a	Loss of Assist	LOA - root cause TBD
1													dealer did not return	no gear return, unknown issue	Non-TRW issue		4/13/2009		FR-0057	t TRW Responsibili	not TRW Responsibility
1													dealer did not return	no gear return, unknown issue	Non-TRW issue				FR-0058	t TRW Responsibili	not TRW Responsibility
1													ECU short	PCB shorted copper sliver	3/16/2010		6/20/2009		FR-0059	Loss of Assist	LOA - other root causes
1													B31	NTF	in-pending hold if B31's resurface		8/8/2009		FR-0060	Loss of Assist	LOA - root cause TBD
1	1												housing damage	TS cover impact/unknown	Non-TRW issue		5/12/2009		FR-0061	t TRW Responsibili	not TRW Responsibility
1													pinion nut missing	new eqip torque station in QAO	10/29/2009	9/28/2009	4/1/2009		FR-0062	Loss of Assist	LOA - other root causes
1	1												housing damage	housing datum damaged/unknown	Non-TRW issue		8/6/2009		FR-0063	t TRW Responsibili	not TRW Responsibility
1													B43	NTF	NTF		7/22/2009	/ 1/25/09	FR-0064	Loss of Assist	LOA - root cause TBD
1													B9A	NTF	NTF		4/17/2009		FR-0065	Loss of Assist	LOA - root cause TBD
1													B31	NTF	in-pending hold if B31's resurface		6/17/2009		FR-0066	Loss of Assist	LOA - root cause TBD
1	1												TC lamp on	Dealer Error	Non-TRW issue		4/16/2009		FR-0067	t TRW Responsibili	not TRW Responsibility
1													B32	NTF	could not locate EPP for further testing		4/17/2009		FR-0068	Loss of Assist	LOA - root cause TBD
1													ASIC	TS ASIC jitter	11/2/2009-revised EOL testing OnSemi		4/13/2009		FR-0069	Loss of Assist	LOA - other root causes
1													friction code	false friction detection/dealer error			4/6/2009		FR-0070	t TRW Responsibili	not TRW Responsibility
1													BD1,BD3	NTF	NTF		3/20/2009		FR-0071	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
1													B9A	NTF	NTF		3/11/2009		FR-0072	Loss of Assist	LOA - root cause TBD
1													Encoder IC	ESD	regular ESD Audits all plants	8/10/2010	8/12/2009		FR-0073	Loss of Assist	LOA - root cause TBD
1													motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	9/18/2009		FR-0074	Loss of Assist	LOA - other root causes
1													plastic contamination	motor relay cover contamination	3/8/2010- vac/blow station & parts wash	9/13/2009	8/10/2009	/ 7/14/09	FR-0075	Loss of Assist	LOA - other root causes
1	1												damaged TS harness	HSAP/Field handling	Non-TRW issue		7/17/2009		FR-0076	t TRW Responsibili	not TRW Responsibility
1													BB7	NTF	NTF		8/15/2009		FR-0077	Loss of Assist	LOA - root cause TBD
1													B3A	NTF	NTF		6/4/2009	2/5/2009 /	FR-0078	Loss of Assist	LOA - root cause TBD
1													offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	7/25/2009	/ 6/6/09	FR-0079	Loss of Assist	offset bridge (B3A)
1													B43	NTF	NTF		7/8/2009	/ 1/19/09	FR-0080	Loss of Assist	LOA - root cause TBD
													B6B				5/21/2009		FR-0081	Loss of Assist	LOA - root cause TBD
1													dealer did not return	no gear return, unknown issue					FR-0082	t TRW Responsibili	not TRW Responsibility
1													Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		4/21/2009		FR-0083	Loss of Assist	rev fit capacitor (B25)
1	1												damaged TS harness	HSAP/Field handling	Non-TRW issue		3/11/2009		FR-0084	t TRW Responsibili	not TRW Responsibility
1													No Com	IC14 monitor micro epoxy short	5/4/2010		10/1/2009		FR-0085	Loss of Assist	LOA - other root causes
1													cricket noise	IPA finger ring	12/21/2009	10/31/2009	8/10/2009		FR-0086	Noise	cricket noise
1													Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		2/17/2009		FR-0087	Loss of Assist	rev fit capacitor (B25)
1													Raised Rivet	relay rivet process	7/31/2009		2/18/2009	/ 7/16/08	FR-0088	Loss of Assist	raised rivet (B3A)
1	1												bent rack	field misuse	Non-TRW issue		4/1/2009		FR-0089	t TRW Responsibili	not TRW Responsibility
1													offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	8/13/2009	/ 6/7/09	FR-0090	Loss of Assist	offset bridge (B3A)
1													power module	shorted FET-Fairchild- EOS			10/6/2009		FR-0091	Loss of Assist	LOA - other root causes
1													power module	shorted FET-Fairchild- EOS			10/8/2009		FR-0092	Loss of Assist	LOA - other root causes
1													cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/23/2009		FR-0093	Noise	cricket noise
1													Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		2/10/2009		FR-0094	Loss of Assist	rev fit capacitor (B25)
1													micro	PCB shorted	6/23/2010		10/7/2009		FR-0095	Loss of Assist	LOA - other root causes
1													micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	2/19/2009		FR-0096	Loss of Assist	LOA - root cause TBD
1													B9A	NTF	NTF		8/4/2009		FR-0097	Loss of Assist	LOA - root cause TBD
1													offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	10/2/2009	/ 6/28/09	FR-0098	Loss of Assist	offset bridge (B3A)
1													Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		6/13/2009		FR-0099	Loss of Assist	rev fit capacitor (B25)
1													offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	8/13/2009	7/4/09 /	FR-0100	Loss of Assist	offset bridge (B3A)
1	1												B7F	Non-warranty repair- accident	Non-TRW issue		9/29/2009		FR-0101	t TRW Responsibili	not TRW Responsibility
1	1												housing damage	housing datum damaged/unknown	Non-TRW issue		8/4/2009		FR-0102	t TRW Responsibili	not TRW Responsibility
1													B25	NTF	NTF		10/7/2009		FR-0103	Loss of Assist	LOA - root cause TBD
1													Raised Rivet	relay rivet process	7/31/2009		5/21/2009	12/16/08 / 11/7/08	FR-0104	Loss of Assist	raised rivet (B3A)
1													plastic contamination	motor relay cover contamination	3/8/2010- vac/blow station & parts wash	9/13/2009	5/20/2009	11/26/08 / 3/3/2008	FR-0105	Loss of Assist	LOA - root cause TBD
1													offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	9/30/2009	7/27/09 / 6/8/09	FR-0106	Loss of Assist	offset bridge (B3A)
													No Com	R281 damaged	NTF		9/18/2009		FR-0107	Loss of Assist	LOA - other root causes
1													micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/17/2009		FR-0108	Loss of Assist	LOA - root cause TBD
1													micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	3/30/2009		FR-0109	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
1													micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	5/26/2009		FR-0110	Loss of Assist	LOA - root cause TBD
1													B3A	NTF	NTF		11/7/2009	9/9/09 / week 36	FR-0111	Loss of Assist	LOA - other root causes
1													Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		3/11/2009		FR-0112	Loss of Assist	rev fit capacitor (B25)
1													ASIC	master ASIC- failing gates in digital	5/22/2010 OnSemi Vstress 10/26/2010 Hella Vstress ICT		6/4/2009		FR-0113	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
1													TC lamp on	NTF	NTF		10/3/2009		FR-0114	Loss of Assist	LOA - root cause TBD
1													TC lamp on	NTF	NTF		11/4/2009		FR-0115	t TRW Responsibili	not TRW Responsibility
1													Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		4/13/2009		FR-0116	Loss of Assist	rev fit capacitor (B25)
1													cricket noise	IPA finger ring	12/21/2009	10/31/2009	9/30/2009		FR-0117	Noise	cricket noise
1													cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/3/2009		FR-0118	Noise	cricket noise
1													offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31-9/13/09	11/22/2009	7/21/09 /	FR-0119	Loss of Assist	offset bridge (B3A)
1													cricket noise	IPA finger ring	12/21/2009	10/31/2009	9/19/2009		FR-0120	Noise	cricket noise
1													offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31-9/13/09	9/24/2009	7/20/09 /	FR-0121	Loss of Assist	offset bridge (B3A)

1					cricket noise	IPA finger ring	12/21/2009	10/31/2009	9/16/2009		FR-0122	Noise	cricket noise
1		1			damaged TS harness	HSAP/Field handling	Non-TRW issue	Shop manual change 2011 & 2010m/y	4/23/2009		FR-0123	t TRW Responsibili	not TRW Responsibility
1					TC lamp on	NTF	NTF		9/17/2009		FR-0124	t TRW Responsibili	not TRW Responsibility
1					Cold weld	link relay- armature weld failure	10/9/09(laser samp.-lens cleaning) 10/22/09(weld station PM change)	9/30/2009	9/23/2009		FR-0125	Loss of Assist	LOA - other root causes
1					Flux Density-Halls	Flux Density-weak hall signal	6/15/2010-	4/28/2010	11/3/2009		FR-0126	Loss of Assist	LOA - other root causes
1		1			TC lamp on	Dealer Error	Non-TRW issue		2/13/2009		FR-0127	t TRW Responsibili	not TRW Responsibility
					B6B				10/11/2009	8/16/09 /	FR-0128	Loss of Assist	LOA - root cause TBD
1					micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/8/2009		FR-0129	Loss of Assist	LOA - other root causes
1					cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/21/2009		FR-0130	Noise	cricket noise
1					TC lamp on	NTF			7/13/2009		FR-0131	Loss of Assist	LOA - root cause TBD
1					cricket noise	IPA finger ring	12/21/2009	10/31/2009	9/25/2009		FR-0132	Noise	cricket noise
1					vclip in IPA bore	vclip bent TS tooth	4/8/2010	3/29/2010 QA	7/16/2009		FR-0133	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
1					micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	2/13/2009		FR-0134	Loss of Assist	LOA - root cause TBD
1		1			water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	10/2/2009		FR-0135	Loss of Assist	LOA - other root causes
1					ECU short	Sliver short ECU terminals at ribbon cable	1/6/10-brush station / 4/20/10 vac/blow	12/1/2009	11/4/2009		FR-0136	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
1		1			fluid leak	Dealer chargeback	Non-TRW issue	dealer error , mis-diagnosis			FR-0137	t TRW Responsibili	not TRW Responsibility
1					ASIC	TS ASIC jitter	11/2/2009-revised EOL testing OnSemi		8/26/2009		FR-0138	Loss of Assist	LOA - other root causes
1					micro	monitor micro	4/25/2009		2/18/2009		FR-0139	Loss of Assist	LOA - root cause TBD
1		1			fluid leak	Dealer chargeback	Non-TRW issue	dealer error , mis-diagnosis			FR-0140	t TRW Responsibili	not TRW Responsibility
1					motor PCB solder conn.	Solder in hole plating	4/23/2010- Santis to IM to Nidec	100% optical inspection at IM-5/19/2010	10/29/2009		FR-0141	Loss of Assist	LOA - other root causes
1					cricket noise	IPA finger ring	12/21/2009	10/31/2009	9/30/2009		FR-0142	Noise	cricket noise
1					cricket noise	IPA finger ring	12/21/2009	10/31/2009	11/17/2009		FR-0143	Noise	cricket noise
1					plastic contamination	link relay- plastic contamination	3/8/2010- vac/blow station & parts wash	9/13/2009	12/5/2009	/ 8/24/2009	FR-0144	Loss of Assist	LOA - other root causes
1					Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		12/4/2008		FR-0145	Loss of Assist	rev fit capacitor (B25)
1					motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	10/17/2009		FR-0146	Loss of Assist	LOA - other root causes
1					No Com	NTF	NTF		11/26/2009		FR-0147	Communication	other
1		1			damaged TS harness	HSAP/Field handling	Non-TRW issue				FR-0148	t TRW Responsibili	not TRW Responsibility
1					offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	9/24/2009	7/22/2009 / 6/6/2009	FR-0149	Loss of Assist	offset bridge (B3A)
1					cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/2/2009		FR-0150	Noise	cricket noise
1					B3A	NTF	NTF		3/19/2009	9/29/2008 / 2/22/2008	FR-0151	Loss of Assist	LOA - root cause TBD
1					ASIC	TS ASIC short	NTF-lessons learned ASIC removal		7/27/2009		FR-0152	Loss of Assist	LOA - other root causes
1					plastic contamination	link relay- plastic contamination	3/8/2010- vac/blow station & parts wash	9/13/2009	8/28/2009	7/5/2009 /	FR-0153	Loss of Assist	LOA - root cause TBD
1					Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009	10/31/2009	4/16/2009		FR-0154	Loss of Assist	rev fit capacitor (B25)
1					friction code	false friction detection/dealer error			4/4/2009		FR-0155	Loss of Assist	LOA - root cause TBD
1		1			damaged TS harness	HSAP/Field handling	Non-TRW issue				FR-0156	t TRW Responsibili	not TRW Responsibility
1					B3A	NTF	NTF		3/30/2009	10/5/2008 / 2/22/2008	FR-0157	Loss of Assist	LOA - root cause TBD
1					micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	5/8/2009		FR-0158	Loss of Assist	LOA - root cause TBD
1					cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/29/2009		FR-0159	Noise	cricket noise
1		1			damaged TS harness	HSAP/Field handling	Non-TRW issue		11/26/2009		FR-0160	t TRW Responsibili	not TRW Responsibility
1					cricket noise	IPA finger ring	12/21/2009	10/30/2009	10/12/2009		FR-0161	Noise	cricket noise
1					cricket noise	IPA finger ring	12/21/2009	10/30/2009	9/26/2009		FR-0162	Noise	cricket noise
1					power module	shorted FET-Fairchild- EOS			11/12/2009		FR-0163	Loss of Assist	LOA - root cause TBD
					B6B				1/19/2010	11/12/2009 /	FR-0164	Loss of Assist	LOA - root cause TBD
1					B3A	NTF	NTF		3/27/2009	10/15/2008 / 2/24/2008	FR-0165	Loss of Assist	LOA - root cause TBD
1					cricket noise	IPA finger ring	12/21/2009	10/31/2009	9/18/2009		FR-0166	Noise	cricket noise
1		1			damaged TS harness	HSAP/Field handling	Non-TRW issue		6/20/2009		FR-0167	t TRW Responsibili	not TRW Responsibility
1					loose RBN ball	QAO handling- rack/RBN fixture	8/5/2009	7/20/2009	11/4/2009		FR-0168	Loss of Assist	LOA - other root causes
1					cricket noise	IPA finger ring	12/21/2009	10/31/2009	12/17/2009		FR-0169	Noise	cricket noise
1					offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	8/31/2009		FR-0170	Loss of Assist	offset bridge (B43)
1					cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/3/2009		FR-0171	Noise	cricket noise
1					Molex conn failure	wire strain/ impact			12/8/2009		FR-0172	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
1					cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/1/2009		FR-0173	Noise	cricket noise
1					micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	6/24/2009		FR-0174	Loss of Assist	LOA - root cause TBD
1					B6B	NTF			11/6/2009		FR-0175	Loss of Assist	LOA - root cause TBD
1					damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	6/10/2009		FR-0176	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
1					micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	2/10/2009		FR-0177	Loss of Assist	LOA - root cause TBD
1		1			bent rack	field misuse	Non-TRW issue		6/4/2009		FR-0178	Noise	other
1					pinion nut missing	new eqip torque station in QAO	10/29/2009	9/28/2009	4/1/2009		FR-0179	Loss of Assist	LOA - other root causes
1		1			bent rack	field misuse	Non-TRW issue		8/25/2009		FR-0180	Noise	other
					B43				12/18/2009	10/18/2009 /	FR-0181	Loss of Assist	LOA - root cause TBD
1					offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	9/12/2009	7/17/2009 / 6/7/2009	FR-0182	Loss of Assist	offset bridge (B3A)
1					plastic contamination	motor relay- plastic contamination	3/8/2010- vac/blow station & parts wash	9/13/2009	1/30/2009	12/8/2009 / 11/1/2009	FR-0183	Loss of Assist	LOA - root cause TBD
					BC5				4/2/2009	8/27/08 /	FR-0184	Loss of Assist	LOA - root cause TBD
1		1			water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	12/4/2009		FR-0185	Loss of Assist	LOA - other root causes
1					steering noise	NTF	NTF		9/15/2009		FR-0186	Noise	other

1	[redacted]		Vcc signal open	broken ferrite core at the small segme	10/2/2009		7/24/2009		FR-0187	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
1	[redacted]	1	fluid leak	Dealer chargeback	Non-TRW issue	dealer error , mis-diagnosis	8/28/2009		FR-0188	t TRW Responsibili	not TRW Responsibility
1	[redacted]		No Com	NTF	NTF		4/1/2009		FR-0189	Communication	other
1	[redacted]		damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	6/10/2009		FR-0190	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
1	[redacted]		B3A	NTF	NTF		2/11/2010	11/23/2009 /	FR-0191	Loss of Assist	LOA - root cause TBD
1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/3/2009		FR-0192	Loss of Assist	LOA - root cause TBD
1	[redacted]		bent TS tooth	TS harness retainer installer tool	5/25/2010 -tray for harness retainer tool		1/14/2010		FR-0193	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
1	[redacted]	1	TC lamp on	Dealer Error	Non-TRW issue		8/12/2009		FR-0194	not TRW Responsibility	not TRW Responsibility
1	[redacted]		cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/9/2009		FR-0195	Noise	cricket noise
1	[redacted]		B3A	NTF	NTF		11/12/2009	11/6/2009 /	FR-0196	Loss of Assist	LOA - root cause TBD
1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22			FR-0197	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
1	[redacted]	1	cluster lamp cycling on/off	Dealer chargeback	Non-TRW issue				FR-0198	t TRW Responsibili	not TRW Responsibility
	[redacted]		B6B				7/21/2009	6/7/2009 /	FR-0199	Loss of Assist	LOA - root cause TBD
	[redacted]		B6B				11/24/2009	9/21/2009 /	FR-0200	Loss of Assist	LOA - root cause TBD
1	[redacted]		Raised Rivet	relay rivet process	7/31/2009		5/13/2009	11/21/2008 /	FR-0201	Loss of Assist	LOA - root cause TBD
1	[redacted]		plastic contamination	motor relay- plastic contamination	3/8/2010- vac/blow station & parts wash	9/13/2009	12/12/2009	10/14/2009 /	FR-0202	Loss of Assist	LOA - root cause TBD
1	[redacted]		motor PCB grd plane short- Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010	12/18/2009- mega ohm reading	3/16/2010		FR-0203	Loss of Assist	LOA - root cause TBD
1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	10/28/2009		FR-0204	Loss of Assist	LOA - root cause TBD
	[redacted]		No Com	under analysis			2/25/2010		FR-0205	Communication	other
1	[redacted]		damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	6/12/2009		FR-0206	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
1	[redacted]		B3A	NTF	NTF		1/30/2010	11/21/2009 /	FR-0207	Loss of Assist	LOA - root cause TBD
1	[redacted]	1	water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	12/3/2009		FR-0208	Loss of Assist	LOA - other root causes
1	[redacted]	1	steering binding	Dealer chargeback	Non-TRW issue				FR-0209	t TRW Responsibili	not TRW Responsibility
1	[redacted]		clockspring assembly	lost root cause shipping CS to TYCO	NTF		11/14/2009		FR-0210	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	8/10/2009		FR-0211	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
	[redacted]		TC lamp on				4/27/2009		FR-0212		
1	[redacted]		motor PCB grd plane short- Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	5/27/2009	12/12/2008 /	FR-0213	Loss of Assist	LOA - root cause TBD
	[redacted]		B6B, B3A				6/9/2009	2/18/2009 /	FR-0214	Loss of Assist	LOA - root cause TBD
	[redacted]		TC lamp on						FR-0215		
1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22			FR-0216	Loss of Assist	LOA - root cause TBD
1	[redacted]		offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	10/9/2009	7/29/2009 /	FR-0217	Loss of Assist	offset bridge (B3A)
	[redacted]		B6B	in analysis 26mile					FR-0218	Loss of Assist	LOA - root cause TBD
1	[redacted]		cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/1/2009		FR-0219	Noise	cricket noise
1	[redacted]		Cold weld	link relay- bridge weld failure	10/9/09(laser samp.-lens cleaning) 10/22/09(weld station PM change) 10/30/09(DOE)	9/30/2009			FR-0220	Loss of Assist	LOA - root cause TBD
1	[redacted]		damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010			FR-0221	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
1	[redacted]		B3A	NTF	NTF				FR-0222	Loss of Assist	LOA - root cause TBD
1	[redacted]		friction code	false friction detection/dealer error					FR-0223	Noise	
1	[redacted]		plastic contamination	motor relay- plastic contamination	3/8/2010- vac/blow station & parts wash	9/13/2009	2/17/2010	12/2/2009 / 11/1/2009	FR-0224	Loss of Assist	LOA - root cause TBD
1	[redacted]	1	TC lamp on	Dealer chargeback	Non-TRW issue				FR-0225	not TRW Responsibility	not TRW Responsibility
1	[redacted]	1	damaged TS harness	HSAP/Field handling	Non-TRW issue				FR-0226	t TRW Responsibili	not TRW Responsibility
1	[redacted]		offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	10/7/2009	7/21/2009 /	FR-0227	Loss of Assist	offset bridge (B43)
	[redacted]		B6B				12/10/2009	10/13/2009 /	FR-0228		
1	[redacted]		motor PCB grd plane short- Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	3/23/2010	1/6/2010	FR-0229		
1	[redacted]	1	water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	1/8/2010		FR-0230	Loss of Assist	LOA - other root causes
1	[redacted]		steering noise	NTF	NTF		4/24/2009		FR-0231		
1	[redacted]		oil contamination	wrong lube used on rivet machine	11/12/2010- proper lube in work instruction		2/13/2010	12/1/2009 /	FR-0232		
1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	1/11/2010		FR-0233	Loss of Assist	LOA - root cause TBD
	[redacted]		B9A				4/6/2009	9/20/2008 /	FR-0234		
	[redacted]		friction code	housing bent			6/9/2009		FR-0235		
1	[redacted]	1	TC lamp on	ABS rear speed sen wires crossed	Non-TRW issue				FR-0236	not TRW Responsibility	not TRW Responsibility
	[redacted]		B6B				12/21/2009	10/17/2009 /	FR-0237		
1	[redacted]	1	damaged TS harness	HSAP/Field handling	Non-TRW issue		11/27/2009		FR-0238	t TRW Responsibili	not TRW Responsibility
	[redacted]		housing damage	unknown source			5/19/2009		FR-0239		
1	[redacted]		cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/23/2009		FR-0240	Noise	cricket noise
	[redacted]		B43				1/7/2010		FR-0241		
	[redacted]		B25				12/5/2009		FR-0242		

1					micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	3/20/2009		FR-0243		
					B9A				2/13/2009		FR-0244		
1					motor PCB grd plane short- Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	7/10/2009		FR-0245		
1					B43	CL,K,Na relay Contamination	6/18/2010- plexi glass doors		4/9/2010		FR-0246		
1					No Com	main micro- silicon defectivity	NTF		3/27/2010		FR-0247		
1		1			fluid leak	Dealer chargeback	Non-TRW issue	dealer error , mis-diagnosis	9/9/2009		FR-0248	t TRW Responsibili	not TRW Responsibility
1					micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	2/16/2009		FR-0249		
1		1			damaged TS harness	HSAP/Field handling	Non-TRW issue		1/21/2010		FR-0250	t TRW Responsibili	not TRW Responsibility
1					friction code	QAO assembly process- station 70	4/19/2010		6/10/2009		FR-0251		
1		1			TC lamp on	poor conn at ABS module	Non-TRW issue				FR-0252	not TRW Responsibility	not TRW Responsibility
1					motor PCB grd plane short- Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	3/20/2010		FR-0253	Loss of Assist	LOA - root cause TBD
1					damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	5/26/2009		FR-0254	Loss of Assist	
1		1			No Com	CAN IC chip EOS	Non-TRW issue		9/19/2009		FR-0255		
1					Molex conn failure	shrink tube leak, unknown source			10/15/2009		FR-0256		
1					ASIC	TS ASIC- latent defect	1/17/2009- Chamber "A" removed		10/29/2009		FR-0257		
1					motor PCB grd plane short- Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	3/22/2010		FR-0258	Loss of Assist	LOA - root cause TBD
1					micro	ADC fault	2/18/2011- ADC channel to conv. Test	10/13/2010	4/21/2010		FR-0259		
1		1			TC lamp on	CAN bus repair	Non-TRW issue		2/26/2010		FR-0260	not TRW Responsibility	not TRW Responsibility
					B6B				10/31/2009	9/5/2009 /	FR-0261		
1					B3A	NTF	NTF		3/13/2010	12/28/2009 /	FR-0262		
1					glass fiber contamination	motor relay- Glass fiber	3/8/2010- vac/blow station & parts wash	9/13/2009	2/6/2010	11/19/2009 / 11/1/2009	FR-0263		
					diode				12/8/2009		FR-0264		
					B9A				5/26/2009		FR-0265		
1					micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	2/20/2010		FR-0266	Loss of Assist	LOA - root cause TBD
1					Molex conn failure				4/28/2010		FR-0267		
1					micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	7/22/2009		FR-0268	Loss of Assist	LOA - root cause TBD
1					motor PCB grd plane short- Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	3/9/2010		FR-0269	Loss of Assist	LOA - root cause TBD
1					R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	5/15/2010		FR-0270	Loss of Assist	LOA - other root causes
					B6B				12/16/2009	10/14/2009 /	FR-0271		
1					offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	8/14/2009	7/1/2009 / 6/7/2009	FR-0272	Loss of Assist	offset bridge (B3A)
					B6B				7/7/2009	6/2/2009 /	FR-0273		
1					B3A	NTF	NTF		5/12/2010	3/2/2010 / 1/30/2010	FR-0274		
1		1			fluid leak	Dealer chargeback	Non-TRW issue	dealer error , mis-diagnosis			FR-0275	t TRW Responsibili	not TRW Responsibility
1					TC lamp on	NTF			3/6/2010		FR-0276		
1					B3A	NTF			4/16/2009	9/29/2008 /	FR-0277		
					B6B				12/9/2009	11/9/2009 /	FR-0278		
1					offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	10/10/2009	8/12/2009 /	FR-0279	Loss of Assist	offset bridge (B3A)
1					R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	5/6/2010		FR-0280	Loss of Assist	LOA - other root causes
1					B43	CL,K,Na relay Contamination	6/18/2010- plexi glass doors		3/27/2010		FR-0281		
					B9A				4/4/2009		FR-0282		
1					micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	4/9/2009		FR-0283		
					B6B				9/12/2009	7/10/2009 /	FR-0284		
1					steering over sensitive	NTF	ossible bump steer issue design change 2011		9/5/2009		FR-0285		
1					housing damage	unknown source			11/3/2009		FR-0286		
1					B9A	NTF	EPP lost no further test could be performed		4/20/2010		FR-0287		
					B6B				11/18/2009	10/3/2009 /	FR-0288		
1					outside Ford's testing range	DNT			6/9/2009		FR-0289		
					B6B				11/24/2009	9/21/2009 /	FR-0290		
1					outside Ford's testing range	DNT			10/13/2009		FR-0291		
1					outside Ford's testing range	DNT			6/17/2009		FR-0292		
1		1			damaged TS harness	HSAP/Field handling	Non-TRW issue		12/15/2008		FR-0293	not TRW responsibility	not TRW Responsibility
1					damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	6/19/2009		FR-0294	Loss of Assist	
1					offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	9/28/2009	7/27/2009 / 6/8/2009	FR-0295	Loss of Assist	offset bridge (B3A)
1					offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	9/28/2009	7/21/2009 / 6/8/2009	FR-0296	Loss of Assist	offset bridge (B3A)

1		1						bent rack	field misuse	Non-TRW issue		11/14/2009		FR-0297		
1								damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	5/27/2009		FR-0298	Loss of Assist	
								B9A				3/19/2009		FR-0299		
1								bent rack	field misuse	Non-TRW issue		12/3/2009		FR-0300		
1								Molex conn failure	shrink tube leak, unknown source			6/3/2009		FR-0301		
1		1						hole drilled in IPA cover- moisture	field misuse	Non-TRW issue		4/8/2010		FR-0302		
1								micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	3/23/2010		FR-0303	Loss of Assist	LOA - root cause TBD
1								BD2,BD4	NTF			4/21/2010		FR-0304		
1								R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	7/1/2010		FR-0305	Loss of Assist	LOA - other root causes
1								No Com	sliver beteen legs of regulator	4/28/2010- heat slug caused reg. sliver		1/7/2010		FR-0306		
								TC lamp on				3/2/2010		FR-0307		
								steering noise				1/14/2010		FR-0308		
								TC lamp on				11/3/2009		FR-0309		
1								offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	10/9/2009	7/20/2009 /	FR-0310	Loss of Assist	offset bridge (B3A)
1								R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	6/17/2009		FR-0311	Loss of Assist	LOA - other root causes
1								Molex conn failure	shrink tube leak, unknown source			5/27/2010		FR-0312		
1								R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	6/24/2010	12/25/2009 /	FR-0313	Loss of Assist	LOA - other root causes
1								oil contamination	wrong oil used on rivet machine	11/12/2010- proper lube in work instruction		3/13/2010		FR-0314		
1								R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	6/28/2010		FR-0315	Loss of Assist	LOA - other root causes
								TC lamp on				6/18/2009		FR-0316		
								friction code				6/10/2009		FR-0317		
1								R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	6/25/2010		FR-0318	Loss of Assist	LOA - other root causes
								steering noise				4/15/2010		FR-0319		
1		1						water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	7/23/2010		FR-0320	Loss of Assist	LOA - other root causes
1		1						damaged TS harness	HSAP/Field handling	Non-TRW issue		3/18/2010		FR-0321	not TRW responsibility	not TRW Responsibility
1		1						damaged TS harness	HSAP/Field handling	Non-TRW issue		5/12/2010		FR-0322	not TRW responsibility	not TRW Responsibility
1		1						TC lamp on	ABS SW update	Non-TRW issue	8/20/2010- SW change	4/6/2010		FR-0323		
								No Com				4/27/2010		FR-0324		
1		1						TC lamp on	ABS SW update	Non-TRW issue	8/20/2010- SW change	5/13/2010		FR-0325		
1								BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	8/27/2010		FR-0326		
1								BD1,BD3	NTF			6/4/2010		FR-0327		
								B31				5/24/2010		FR-0328		
								B40				4/12/2010		FR-0329		
								No Com				3/21/2009		FR-0330		
1								BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	6/18/2010		FR-0331		
1								Molex conn failure	shrink tube leak, unknown source			4/16/2010		FR-0332		
								B31				7/26/2010		FR-0333		
1		1						steering noise	ITR unscrewed from rack- field misus	Non-TRW issue		6/18/2009		FR-0334		
1								R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	6/8/2010		FR-0335	Loss of Assist	LOA - other root causes
								BB5,BAC				6/26/2010		FR-0336		
1		1						damaged TS harness	HSAP/Field handling	Non-TRW issue		6/26/2010		FR-0337	not TRW responsibility	not TRW Responsibility
1								R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	5/4/2010		FR-0338	Loss of Assist	LOA - other root causes
1		1						damaged TS harness	HSAP/Field handling	Non-TRW issue		9/4/2010		FR-0339	not TRW responsibility	not TRW Responsibility
1								R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	6/19/2010		FR-0340	Loss of Assist	LOA - other root causes
								B6B				3/23/2010	12/30/2010	FR-0341		
								B9A				4/17/2010		FR-0342		
1								micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	6/19/2010		FR-0343	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
1		1						damaged TS harness	HSAP/Field handling	Non-TRW issue		8/19/2010		FR-0344	not TRW responsibility	not TRW Responsibility
1		1						damaged TS harness	HSAP/Field handling	Non-TRW issue		5/28/2010		FR-0345	not TRW responsibility	not TRW Responsibility
								AF1				6/16/2009		FR-0346		
								No Com				9/24/2009		FR-0347		
1								wrong part returned- hydralic gear	Dealer chargeback			3/12/2010		FR-0348		
1		1						damaged TS harness	HSAP/Field handling	Non-TRW issue		8/27/2010		FR-0349	not TRW responsibility	not TRW Responsibility

1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	6/23/2009		FR-0350	Loss of Assist	LOA - root cause TBD
	[redacted]		AF1				3/31/2009		FR-0351		
1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	4/27/2009		FR-0352	Loss of Assist	LOA - root cause TBD
1	[redacted]		torn boot	unknown source	Non-TRW issue		8/7/2009		FR-0353		
1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	8/31/2010		FR-0354	Loss of Assist	LOA - root cause TBD
1	[redacted]	1	car wondering in the road	dealer misdiagnosis- chargeback	Non-TRW issue		8/29/2009		FR-0355		
1	[redacted]		BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	9/4/2010		FR-0356		
	[redacted]		AF1-B6A				7/15/2009		FR-0357		
	[redacted]		B6C				10/18/2010		FR-0358		
1	[redacted]	1	damaged TS harness	HSAP/Field handling	Non-TRW issue		6/4/2010		FR-0359	Not TRW responsibility	not TRW Responsibility
1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/28/2010		FR-0360		
	[redacted]		B31				8/28/2010		FR-0361		
1	[redacted]	1	friction code	boot damage	Non-TRW issue		5/7/2009		FR-0362		
1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	5/19/2010		FR-0363	Loss of Assist	
1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	8/14/2010		FR-0364	Loss of Assist	
1	[redacted]		BD2,BD3,B90	NTF	n-pending can install on vehicle if time allows		6/2/2010		FR-0365		
1	[redacted]		R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	6/28/2010		FR-0366		
1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	7/14/2009		FR-0367		
1	[redacted]		R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	7/23/2010		FR-0368		
1	[redacted]		damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	5/26/2009		FR-0369		
1	[redacted]	1	Hole drilled in EPP	HSAP/Field handling	Non-TRW issue		8/26/2010		FR-0370	Not TRW responsibility	
1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	10/2/2010		FR-0371	Loss of Assist	
	[redacted]		TC lamp on				8/7/2009		FR-0372		
	[redacted]		Friction code				4/7/2009		FR-0373		
1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	10/2/2010		FR-0374	Loss of Assist	
	[redacted]		binding on turns				10/22/2009		FR-0375		
	[redacted]		B6C				9/3/2010		FR-0376		
	[redacted]		B9A				8/12/2010		FR-0377		
1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/23/2010		FR-0378		
1	[redacted]		B3A	NTF			9/30/2010	7/10/2010 /	FR-0379		
1	[redacted]		B3A	relay contamination Mg,S,Na	7/5/2011	3/23/2011- pulled suspect EPP's offline	11/26/2010	9/7/2010 /	FR-0380		
	[redacted]		friction code				2/19/2009		FR-0381		
1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	8/16/2010	5/17/2010 /	FR-0382	Loss of Assist	
1	[redacted]		R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	8/3/2010		FR-0383		
1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/23/2010		FR-0384	Loss of Assist	
1	[redacted]		Raised Rivet	relay rivet process	7/31/2009		4/15/2009	4/7/2009 /	FR-0385		
	[redacted]		binding on turns				6/10/2009		FR-0386		
1	[redacted]		B3A	NTF			8/13/2010	5/31/2010 /	FR-0387		
1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	8/5/2010		FR-0388		
1	[redacted]		BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	12/1/2010		FR-0389		
	[redacted]		BD0, BD2, BD4				11/11/2010		FR-0390		
1	[redacted]		R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	5/13/2010		FR-0391		
	[redacted]		A19				11/16/2010		FR-0392		
1	[redacted]		BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	11/4/2010		FR-0393		
1	[redacted]		B3A	NTF			10/14/2010	7/29/2010 /	FR-0394		
1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	12/7/2010		FR-0395		
1	[redacted]		B3A, B95	NTF			10/27/2010	8/17/2010 /	FR-0396		
1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/8/2010		FR-0397		
1	[redacted]		B3A	NTF			10/18/2010	8/6/2010 /	FR-0398		
	[redacted]		TC lamp on				11/3/2010	8/20/2010 /	FR-0399		
1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	4/21/2009		FR-0400		
1	[redacted]	1	water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	7/28/2010	4/4/2010 /	FR-0401	Loss of Assist	LOA - other root causes
1	[redacted]	1	fluid leak	chargeback	Non-TRW issue				FR-0402		
	[redacted]		B25,B43				9/21/2010	7/10/2010 /	FR-0403		
	[redacted]		friction code				9/13/2010		FR-0404		
	[redacted]		friction code				7/8/2009		FR-0405		
	[redacted]		B+ draw				7/27/2010		FR-0406		
1	[redacted]		BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	10/21/2010		FR-0407		
1	[redacted]		B3A	relay contamination Mg,S,Na	7/5/2011	3/23/2011- pulled suspect EPP's offline	12/9/2010	9/27/2010 /	FR-0408		
1	[redacted]		micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/27/2010	7/26/2010 /	FR-0409		
	[redacted]		BA4				12/16/2010		FR-0410		
	[redacted]		BD1, BD3,BD4				12/11/2010		FR-0411		
1	[redacted]		B3A	NTF			12/1/2010	9/23/2010 /	FR-0412		

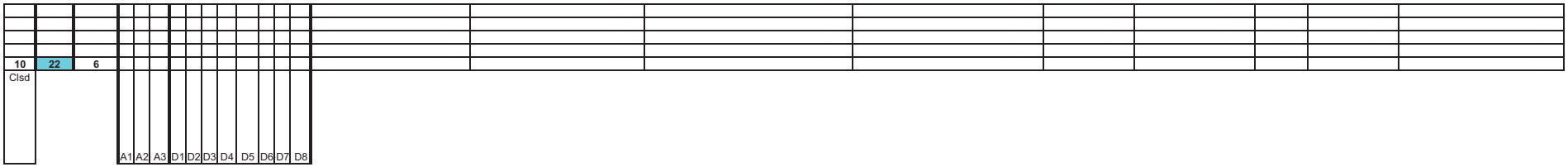
1																micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/23/2010		FR-0413		
1																B3A	relay contamination Mg,S,Na	7/5/2011	3/23/2011- pulled suspect EPP's offline	12/7/2010	9/9/2010 /	FR-0414		
1																BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	1/8/2011		FR-0415		
1																B3A	relay contamination Mg,S,Na	7/5/2011	3/23/2011- pulled suspect EPP's offline	1/15/2011	11/1/2010 /	FR-0416		
1																micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/14/2010	6/18/2010 /	FR-0417		
																friction code				9/20/2010		FR-0418		
1																micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	8/11/2010	6/3/2010 /	FR-0419		
1		1														TC lamp on	ABS SW update	Non-TRW issue	8/20/2010- SW change	8/11/2010	5/31/2010 /	FR-0420		
																friction code				9/21/2010		FR-0421		
1																B3A	relay contamination Mg,S,Na	7/5/2011	3/23/2011- pulled suspect EPP's offline	2/11/2011	11/24/2010 /	FR-0422		
1																B3A	relay contamination Mg,S,Na	7/6/2011	3/23/2011- pulled suspect EPP's offline	12/11/2010	9/27/2010 /	FR-0423		
1																B3A	relay contamination Mg,S,Na	7/5/2011	3/23/2011- pulled suspect EPP's offline	2/11/2011	11/23/2010 /	FR-0424		
1																B3A	relay contamination Mg,S,Na	7/5/2011	3/23/2011- pulled suspect EPP's offline	2/8/2011	11/24/2010 /	FR-0425		
1																micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	11/20/2010		FR-0426		
																B24				10/8/2010		FR-0427		
1																B6B			wrong gear on vehicle	2/10/2011		FR-0428		
1		1														water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	12/13/2010		FR-0429	Loss of Assist	LOA - other root causes
																BB7,B64				2/15/2011		FR-0430		
																BD0,BD2,B31				1/28/2011		FR-0431		
																B24				9/21/2010		FR-0432		
1		1														CEL & IC erratic operation	shorted HS CAN Bus wiring to PSCM	Non-TRW issue		12/15/2010		FR-0433		
																No Com				2/3/2011		FR-0434		
1		1														water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	12/13/2010		FR-0435	Loss of Assist	LOA - other root causes
																B3A				12/9/2010	9/26/2010 /	FR-0436		
1																micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	12/16/2010		FR-0437		
1																micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	12/17/2010		FR-0438		
1																BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	11/2/2010		FR-0439		
1		1														water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	10/5/2010		FR-0440	Loss of Assist	LOA - other root causes
1		1														TC lamp on	ABS SW update	Non-TRW issue	8/20/2010- SW change	8/7/2010		FR-0441		
1																micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	8/24/2010		FR-0442		
1																2/3 pin damaged on return	plastic gone -cannot be tested			10/29/2010		FR-0443		
																B40,B60				11/3/2010		FR-0444		
1																micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	10/12/2010		FR-0445		
																BB9,B43				10/6/2010		FR-0446		
1																micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	10/27/2010		FR-0447		
1																AF1	NTF	NTF		3/1/2011		FR-0448		
1		1														water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	9/26/2010		FR-0449	Loss of Assist	LOA - other root causes
1																micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/4/2010		FR-0450		
1																B3A	NTF			3/1/2011	12/15/2010 /	FR-0451		
1																B3A	relay contamination Mg,S,Na	7/5/2011	3/23/2011- pulled suspect EPP's offline	11/17/2010	9/1/2010 /	FR-0452		
																B32				11/19/2010		FR-0453		
1		1														bent rack	field misuse	Non-TRW issue		8/10/2010		FR-0454		
																B3A				2/23/2011	11/26/2010 /	FR-0455		
																B3A				9/25/2010	7/14/2010 /	FR-0456		
																BD0,BD2				11/13/2010		FR-0457		
1																micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	7/31/2010		FR-0458		
																BC6,B3A				12/1/2010	9/5/2010 /	FR-0459		
1		1														TC lamp on	RCM fixed TC lamp & RCM codes	Non-TRW issue		2/18/2011		FR-0460		
1																TC lamp on	unknown source			2/18/2011		FR-0461		
1																BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	2/26/2011		FR-0462		
1																int no assist	wrong part sent back unknown if dealer or plant installed gear. New gear returned to WPAC			12/15/2010		FR-0463		
																B25				3/11/2011		FR-0464		
1																B3A	NTF			2/22/2011	11/26/2010	FR-0465		
1																B3A	relay contamination Mg,S,Na	7/5/2011	3/23/2011- pulled suspect EPP's offline	2/2/2011	11/24/2010	FR-0466		
																B43				2/25/2011		FR-0467		
																BD2,BD4				3/23/2011		FR-0468		
																TC lamp on				7/29/2010		FR-0469		
																BAF,B7D,B95				1/26/2011		FR-0470		
1		1														TC lamp on	RCM fixed TC lamp & RCM codes	Non-TRW issue		3/10/2011		FR-0471		
																TC lamp on				8/31/2010		FR-0472		
																BD0,BD1,BD3,B90				4/16/2011		FR-0473		
																AF1				3/2/2011		FR-0474		
																BA4				4/30/2011		FR-0475		
																TC lamp on				2/17/2011		FR-0476		
																No Com				1/15/2011		FR-0477		
																TC lamp on				3/9/2011		FR-0478		
																steering binding				6/1/2011		FR-0479		
																BA4,BA5,BC2				4/2/2011		FR-0480		

Clsd	Total	Non-TRW		Root Cause	PCA Clean Date	ICA	Vehicle build date	motor/relay date	Case #		
			P07AE-09				3/16/2011		FR-0481		
			P07AE-09				4/1/2011		FR-0482		
			P07AE-09				3/8/2011		FR-0483		
			ticking noise while turning				2/1/2011		FR-0484		
			BD4				5/11/2011		FR-0485		
			B31				5/13/2011		FR-0486		
									FR-0487		
									FR-0488		
									FR-0489		
									FR-0490		
									FR-0491		
									FR-0492		
									FR-0493		
									FR-0494		
									FR-0495		
									FR-0496		
									FR-0497		
									FR-0498		
									FR-0499		
									FR-0500		
									FR-0501		
									FR-0502		
									FR-0503		
									FR-0504		
									FR-0505		
389	511	79									
Clsd											

			A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8									
atus		Non-TRW	Anaylsis			8D stage									Root Cause	PCA Clean Date	ICA	Vehicle build date	motor/relay date			
37	49	16																		Total		
Clsd	Total	Non-TRW	A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8							Case #		
1														intermittent steering pull	NTF			7/13/2009		DR0001		
1		1												steering noise	boot damage from, PP bubble wrap d	Non-TRW Issue	7/16/2009 new dunnage started	7/1/2009		DR0002	t TRW Responsibili	not TRW Responsibility
1														No Com	main micro- silicon defectivity	1/3/2011		7/13/2009		DR0003	Communication	other
1														micro/regulator startup	regulator SW update		7/6/2010- partial check E22	7/2/2009		DR0004	Communication	other
1														B3A	code reset did not return	No gear replaced		7/14/2009		DR0005	t TRW Responsibili	not TRW Responsibility
1		1												vehicle accident	Non- warranty	Non-TRW Issue				DR0006	t TRW Responsibili	not TRW Responsibility
1														No Com	NTF gear testing			10/1/2009		DR0007	Communication	other
1														R281 solder joint	insufficient solder	2/1/2011		11/18/2009		DR0008	Loss of Assist	LOA - root cause TBD
1		1												B99	Non- production code set Magna testi	Non-TRW Issue		8/31/2009		DR0009	t TRW Responsibili	not TRW Responsibility
1		1												No Com	hardshell broken lock tab C145- ign. f	Non-TRW Issue		12/1/2009		DR0010	t TRW Responsibili	not TRW Responsibility
1														damaged TS clockspring	TS clockspring not centered QAO rework process	3/30/2010	3/30/2010	7/7/2009		DR0011	Loss of Assist	other
1		1												bent rack	field misuse	Non-TRW issue				DR0012	t TRW Responsibili	not TRW Responsibility
														power module	PM bond wire not centered in groove					DR0013	Loss of Assist	LOA - root cause TBD
1														offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31-9/13/09	10/15/2009	6/29/2009 / 6/8/2009	DR0014	Loss of Assist	
1														damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010			DR0015	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
1		1												steering noise	boot damage from, PP bubble wrap d	Non-TRW Issue	7/16/2009 new dunnage started	6/23/2009		DR0016	t TRW Responsibili	not TRW Responsibility
1		1												TC lamp on	Tech misdiagnosis-update manual	Non-TRW Issue				DR0017	t TRW Responsibili	not TRW Responsibility
1														BBB	R96 resistor	Continious line improvements -KOA	could not confirm exact root cause R96			DR0018	Loss of Assist	
1														offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31-9/13/09	10/15/2009	7/23/2009 /	DR0019	Loss of Assist	LOA - root cause TBD
1		1												bent rack	field misuse	Non-TRW issue				DR0020		
1		1												damaged TS harness	plant or field issue	Non-TRW Issue				DR0021	t TRW Responsibili	not TRW Responsibility
1														Ribbon Cable conn. bent pins	Anting operator assembly error-	1/28/2011-alignment fixture	8/17/2009- work instruction updated	2/12/2010		DR0022	Loss of Assist	
1		1												steering noise	hub bearing confirmed causing noise	Non-TRW Issue				DR0023		

1														steering noise	NTF	Dealer misdiagnosis				DR0024		
														B6B	analysis still on going 26mile					DR0025		
1		1												steering noise	hole in OBH boot / unknown	Non-TRW Issue				DR0026		
1														No Com	D28 diode EOS- unknown cause			3/9/2010		DR0027		
														steering noise	rack & ballnut shipped to INA			9/14/2009		DR0028		
														B97	analysis still on going QAO					DR0029		
1														steering noise	missing cord in belt	9/1- 9/7/2010- (at Gates)	9/7/2010- 100% sorts at QAO, Marion	7/12/2009		DR0030		
1														power module	EOS					DR0031		
1		1												steering noise	dealer mis-diagnosis	Non-TRW Issue				DR0032		
														B9A	analysis still on going QAO			10/23/2009		DR0033		
1		1												TC lamp on	dealer mis-diagnosis	Non-TRW Issue				DR0034		
														BD3	NTF at this time, analysis at 26mile					DR0035		
1														offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31-9/13/09	4/15/2010	7/8/2008 / 6/2008	DR0036		
1		1												steering noise	dealer mis-diagnosis	Non-TRW Issue				DR0037		
														B9A	analysis still on going QAO			11/5/2009		DR0038		
1														in process WPAC						DR0039		
1														Raised Rivet	relay rivet process	7/31/2009		7/15/2009		DR0040		
														steering noise				3/3/2010		DR0041		
1		1												steering noise	dealer mis-diagnosis	Non-TRW Issue		3/31/2010		DR0042		
1		1												TC lamp on	dealer mis-diagnosis	Non-TRW Issue		2/4/2010		DR0043		
1														motor PCB grd plane short- Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	9/10/2010		DR0044		
														AF1 - friction						DR0045		
1														damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	8/19/2010- IPA rework done on 2/8/2010		DR0046		
														BD1, BD3						DR0047		
														B9A								
														B43								
37	49	16																				
Clsd			A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8									

0	0	0												Failure Mode	Root Cause			Vehicle build date		Total		
Clsd	Total	Non-TRW	A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8	Failure Mode	Root Cause	PCA Clean Date	ICA	Vehicle build date	motor / relay date	Case #		
1		1												C139 term 24 poor conn	Evav/Fill conn spread can bus term		1/23/2011- new pins in eval/fill conn	12/9/2010		wiring		
1		1												C139 term 24 poor conn	Evav/Fill conn spread can bus term		1/23/2011- new pins in eval/fill conn	12/12/2010		wiring		
1		1												C139 term 24 poor conn	Evav/Fill conn spread can bus term		1/23/2011- new pins in eval/fill conn	12/13/2010		wiring		
1		1												C139 term 24 poor conn	Evav/Fill conn spread can bus term		1/23/2011- new pins in eval/fill conn	1/11/2011		wiring		
1		1												C139 term 24 poor conn	Evav/Fill conn spread can bus term		1/23/2011- new pins in eval/fill conn	1/11/2011		wiring		
1														U2011-49	code reset did not return	No gear replaced		11/22/2010		code reset		
1														B3A	relay contamination Mg,S,Na	7/5/2011		12/16/2010	10/26/2010 / 8/30/2010	UR0001		
1														B3A	relay contamination Mg,S,Na	7/5/2011		1/12/2011	/ 8/30/201	UR0002		
														bent TS tooth			300% inspections at plants	1/24/2011		UR0003		
														EF5	NTF			1/20/2011		UR0004		
1														B3A	relay contamination Mg,S,Na	7/5/2011		11/22/2010	8/30/2010 / week 25	UR0005		
														B3A				11/22/2010	8/30/2010 /	UR0006		
																				UR0007		
														B3A				11/5/2010	7/22/2010 /	UR0008		
														B3A				11/12/2010	7/23/2010 /	UR0009		
														B3A					8/30/2010 /	UR0010		
																				UR0011		
														B3A				11/22/2010	8/30/2010 /	UR0012		
														B3A				2/16/2011	11/5/2010 /	UR0013		
														B3A				11/3/2010	8/30/2010 /	UR0014		
														B3A				11/16/2010	8/30/2010 /	UR0015		
1		1												TC Lamp on- C1B00-64	RCM	Non- TRW issue				UR0016		


10
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PE12-017-008076

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date	Part ETA
FR-0551 RUA# 5258	U2011-49	B3A	EPP	in eval Tyco	**12/18- Tyco went through complete relay test with NTF**	**10/14-pulled EFF & stored data. Shipped to QAO for further testing. 11/3- found motor relay failure once at QAO then could not duplicate code, to raise RUA and ship to Tyco.**		NTF	03028 Willey Ford	226	3FAHP0JG7CR[redacted]	7/8/2011	6/30/2011	5/3/2011	5/5/2011	3L	9/28/2011	4/10/2011		
FR-0554 RUA# 5259	U2011-49	B43	EPP	in eval Tyco	**12/19- Tyco has found surface contamination on contact 4. next step to SEM the contacts**	**10/14-pulled EFF & stored data. Shipped to QAO for further testing 11/3- found link relay problem, to raise RUA and ship to Tyco**		link relay	04501 Taylor Ford	20	3FAHP0HA8CR[redacted]	9/27/2011	9/14/2011	7/24/2011	7/25/2011	2.5L Gas	10/12/2011	6/24/2011		
FR-0555 RUA#	U2011-49	B43	EPP	in eval QAO	**11/18- performed cold relay test NTF**	**10/28-pulled EFF & stored data. Shipped to QAO for further testing**			02672 Imlay City	524	3FAHP0HA2CR[redacted]	7/23/2011	7/16/2011	6/11/2011	6/12/2011	2.5L Gas	9/22/2011	5/26/2011		
FR-0556	No Com	No Com	EPP	in eval QAO	**2/1- found swapping IC1 & IC14 no change leads to main micro.**	**10/28- could not pull any data using canape or the Ford diagnostic, shipped to QAO 1/15- found IC1 CAN transceiver issue. Need more details from UK, next steps.**		main micro	02060 Barnett Ford	24	3FAHP0HA3CR[redacted]	7/4/2011	7/1/2011	5/22/2011	5/23/2011	2.5L Gas	9/10/2011			
FR-0557	U2011-49	B43	EPP	in eval QAO	**11/19- performed cold relay test NTF**	**10/28-pulled EFF & stored data. Shipped to QAO for further testing**			08502 Courtesy Ford	448	3FAHP0HA6CR[redacted]	7/1/2011	6/22/2011	5/9/2011	5/10/2011	2.5L Gas	9/26/2011	4/28/2011		
FR-0558	U2011-49	B3A	EPP	in eval QAO	**11/18- conformal coat found at PL2**	**10/28-pulled EFF & stored data. Shipped to QAO for further testing**		conformal coat	05712 Carriage Ford	3128	3FAHP0HA6CR[redacted]	6/24/2011	6/15/2011	5/15/2011	5/16/2011	2.5L Gas	10/3/2011	5/3/2011		
FR-0559 RUA# 5287	U2011-49	B43	EPP	in eval Tyco	**1/4-**	**11/1-pulled EFF & stored data. Shipped to QAO for further testing 12/14- confirmed link relay failure at bully shipped to UK on 11/22.**		CuS contamination	02202 Downtown Ford	135	3FAHP0JG7CR[redacted]	8/20/2011	8/10/2011	6/14/2011	6/16/2011	3L	10/19/2011	5/31/2011		
FR-0560		AF1	NVH	in eval QAO	**11/15- complete EDF testing lead to NTF, no rust or contamination**	**11/1-pulled EFF & stored data. Shipped to QAO for further testing**		NTF	11325 Doral Lincoln	1320	3LNDL2L34CR[redacted]	7/9/2011	6/30/2011	5/20/2011	5/21/2011	2.5L Hybrid	9/16/2011			
FR-0563	U3000-49 U3000-96	B25	EPP	in eval QAO	**12/2- water ingress through battery pin conn.**	**11/4-pulled EFF & stored data. Shipped to QAO for further testing**		2-pin conn.	00061 Purvis Ford	784	3FAHP0GAXCR[redacted]	6/20/2011	6/10/2011	4/18/2011	4/22/2011	2.5L Gas	9/29/2011			
FR-0564	C200B-2F C200C-2F U3000-49	BD0-BD3, B32	TS	in eval QAO	**12/2- water ingress through battery pin conn.**	**11/11-pulled EFF & stored data. Shipped to QAO for further testing**		2-pin conn.	03776 Legacy Ford	7733	3FAHP0HG3CR[redacted]	6/13/2011	6/3/2011	4/23/2011	4/24/2011	3L	10/5/2011			
FR-0565	Noise in gear while turning	can hear internal noise around ballnut area	NVH	in eval QAO	**12/3- noise in RBNA , discuss causal. Ship ballnut and rack to INA**	**11/11-cab hear internal noise around ballnut area, ship to QAO for analysis**		ballnut	01431 Chapman Ford	2454	3FAHP0HAXCR[redacted]	7/12/2011				2.5L Gas	10/24/2011			
FR-0566	U3000-49 U3000-96	BA4	EPP	in eval QAO	**1/16- switch for micro not working properly found coil L6 not working properly. Discuss and ship to Anting for further analysis**	**11/11-pulled EFF & stored data. Shipped to QAO for further testing**		coil L6	00135 Jerry's Ford Sales	3565	3FAHP0HA5CR[redacted]	7/19/2011	7/9/2011	5/27/2011	5/30/2011	2.5L Gas	10/24/2011			
FR-0567	C200D-49 U2011-61 C1B00-62	B9A, B92,B93	EPP	in eval QAO	**11/11-pulled EFF & stored data. Shipped to QAO for further testing**				04867 Mike Shad Ford	202	3FAHP0HA9CR[redacted]	8/20/2011	7/22/2011	6/8/2011	6/10/2011	2.5L Gas	10/17/2011	5/23/2011		

FR-0568	U2011-49	B3A	EPP	in eval QAO	1/15- surrogate relay test ok, 5amp test leads to contact resistance in motor relay	**11/11-pulled EFF & stored data. Shipped to QAO for further testing**		motor relay	01721 Sound Ford	1826	3FAHP0HA8CR[redacted]	7/13/2011	7/4/2011	5/24/2011	5/24/2011	2.5L Gas	10/1/2011	5/4/2011		
FR-0569	U2011-49	B3A	EPP	in eval QAO	**12/2- motor relay does not close properly cold testing, all other testing passes at QAO**	**11/18-pulled EFF & stored data. Shipped to QAO for further testing**		motor relay	08006 Joe Machens Ford	1901	3FAHP0GA0CR[redacted]	8/20/2011	8/9/2011	6/3/2011	6/18/2011	2.5L Gas	10/26/2011	6/1/2011		
FR-0570	U3000-49 U3000-96	B43,BB7	EPP	in eval QAO	**12/9- motor phase voltage LIC's increase with current flow change ,suspect ECU**	**11/18-pulled EFF & stored data. Shipped to QAO for further testing**			03038 Thoroughbred Ford	250	3FAHP0HA1CR[redacted]	10/15/2011	10/6/2011	8/22/2011	8/24/2011	2.5L Gas	11/7/2011	7/27/2011		
FR-0571	U2011-49	B3A	EPP	in eval QAO	**12/20- poor contact closure 5A test, contact bounce. Ship to Tyco**	**11/18-pulled EFF & stored data. Shipped to QAO for further testing**		motor relay	10302 Crest Lincoln	118	3FAHP0JA6CR[redacted]	9/20/2011	9/7/2011	7/18/2011	7/20/2011	2.5L Gas	10/31/2011	6/21/2011		
FR-0572	U3000-49 U3000-96	B43	EPP	in eval QAO	**1/18- surrogate relay test ok, 5amp relay test found link relay closure issue.**	**11/23-pulled EFF & stored data. Shipped to QAO for further testing**		link relay	01487 Don Chalmers Ford	1104	3FAHP0HG6CR[redacted]	9/7/2011	8/29/2011	6/2/2011	7/5/2011	3L	11/4/2011	6/16/2011		
FR-0573	U2011-49	B3A	EPP	in eval QAO	1/13- conformal coat at motor PCB conn. Int. high resistance	12/12- pulled EFF & stored data shipped gear to QAO for further analysis		conformal coat	07286 Keith Hawthorne Ford	587	3LNDL2L37CR[redacted]	9/8/2011	8/26/2011	6/14/2011	7/4/2011	2.5L Hybrid	11/22/2011	6/15/2011		
FR-0574	U3000-49 U3000-96	B31	EPP	in eval QAO	12/12- pulled EFF & stored data shipped gear to QAO for further analysis				01431 Chapman Ford	930	3FAHP0HA4CR[redacted]	10/11/2011	10/4/2011	8/16/2011	8/19/2011	2.5L Gas	11/15/2011	7/27/2011		
FR-0575	U2011-49	B3A	EPP	in eval QAO	1/15- surrogate relay test ok, 5amp test leads to contact resistance in motor relay	12/12- pulled EFF & stored data shipped gear to QAO for further analysis		motor relay	01057 Town & Country Ford	2835	3FAHP0GA5CR[redacted]	6/25/2011		5/14/2011	5/16/2011	2.5L Gas	11/29/2011	5/3/2011		
FR-0576	P07AE-09	AF1	NVH	in eval QAO	1/11- found bent pinion housing & marks on the plastic bushing, looks like gear has been dropped visible damage. Gear tore down with pictures	12/12- gear was extremely stiff to turn looks like some damage to OBH boot. Shipped to QAO		pinion housing field damage	01471 Springfield Ford	1471	3FAHP0JA5CR[redacted]	7/22/2011	7/14/2011	5/31/2011	6/7/2011	2.5L Gas	11/22/2011			
FR-0577	U2011-49	B3A	EPP	in eval QAO	1/15- surrogate relay test ok, 5amp test leads to contact resistance in motor relay	12/12- pulled EFF & stored data shipped gear to QAO for further analysis		motor relay	04765 Flammer Ford	697	3FAHP0JA7CR[redacted]	9/10/2011	8/29/2011	7/22/2011	7/23/2011	2.5L Gas	10/12/2011	6/22/2011		
FR-0578	U2011-49	B6B	EPP	in eval QAO	12/12- pulled EFF & stored data shipped gear to QAO for further analysis				09669 Dean Arbour Ford	2114	3FAHP0HA9CR[redacted]	7/18/2011	7/8/2011	5/31/2011	6/3/2011	2.5L Gas	10/10/2011	5/21/2011		
FR-0579	U3000-49	B43,BB5	EPP	in eval QAO	12/12- pulled EFF & stored data shipped gear to QAO for further analysis				05254 Long McArthur Inc	2643	3FAHP0HA7CR[redacted]	9/12/2011	9/2/2011	6/2/2011	7/4/2011	2.5L Gas	10/28/2011	6/15/2011		
FR-0580	U3000-49 U3000-96	BA5,BC2	EPP	in eval QAO	12/12- pulled EFF & stored data shipped gear to QAO for further analysis				01691 Long-Lewis Ford	322	3FAHP0HA8CR[redacted]	10/7/2011	9/26/2011	8/8/2011	8/9/2011	2.5L Gas	11/11/2011			
FR-0581	U2011-49	B3A	EPP	in eval QAO	12/12- pulled EFF & stored data shipped gear to QAO for further analysis				00994 Crossroads Ford	1490	3FAHP0HA5CR[redacted]	7/18/2011	7/8/2011	5/31/2011	6/2/2011	2.5L Gas	11/22/2011	5/20/2011		
FR-0582	P07AE-09	AF1	NVH	At WPAC computers down, ship 1/12	12/19- gear stiff to turn input shaft stop to stop. Found small nick on datum and OBH boot I can turn metal clamp is not fully tighten				03623 Loman Ford	215	3FAHP0HA8CR[redacted]	9/29/2011	9/21/2011		8/6/2011	2.5L Gas	11/29/2011			

FR-0583	C200D-49	B9A	EPP	At WPAC computers down, ship 1/12	12/19- pulled EFF and stored data, waiting on UPS to fix WPAC computers to ship out				02694 Dean Sellers	723	3FAHP0JG2CR[redacted]	6/23/2011	6/14/2011	4/23/2011	4/24/2011	3L	12/5/2011	4/7/2011		
FR-0584	TC Lamp on	no codes		At WPAC computers down, ship 1/12	12/19- checked EFF and stored codes no ford or TRW codes listed. Tech also put on lower control arms and put those as the causal. Not clear what the tech did to fix this vehicle. Found programming the ABS module has fixed this issue				00141 Ourisman Ford	1452	3FAHP0HA1CR[redacted]	6/14/2011	6/4/2011	4/17/2011	4/22/2011	2.5L Gas	11/8/2011			
FR-0585	U2011-49 U3000-96	B3A	EPP	At WPAC computers down, ship 1/12	12/19- pulled EFF and stored data, Also has A66,E66 & A3A codes. waiting on UPS to fix WPAC computers to ship out				07592 Ford of Slidell	2534	3FAHP0HA9CR[redacted]	10/7/2011	9/30/2011	8/22/2011	8/23/2011	2.5L Gas	12/1/2011	7/27/2011		
FR-0586	U2011-49	B3A	EPP	At WPAC computers down, ship 1/12	12/19- pulled EFF and stored data, Also has A66,E66 & A3A codes. waiting on UPS to fix WPAC computers to ship out				02164 Port Clinton Ford	217	3FAHP0HA6CR[redacted]	10/8/2011	9/29/2011	8/22/2011	8/23/2011	2.5L Gas	11/15/2011	7/27/2011		
FR-0587	C200C-2F U3000-96	BD1,BD3, B90	TS	At WPAC computers down, ship 1/12	12/19- No damage to the TS harness, pulled EFF & stored data, gear still at WPAC at this time				00089 Koons Ford	504	3FAHP0HA7CR[redacted]	9/10/2011	9/1/2011		7/23/2011	2.5L Gas	12/5/2011			
FR-0588	U3000-49	B43, BB5	EPP	At WPAC computers down, ship 1/12	12/19- Pulled EFF and stored data link relay code still at WPAC till computers fixed				06037 Tennessee Valley Ford	1043	3FAHP0HA5CR[redacted]	6/13/2011	6/3/2011	4/18/2011	4/23/2011	2.5L Gas	12/2/2011	3/27/2011		
FR-0589	no codes	no codes		chargeback	1/6- dealer states he had a P07AE code and replaced the gear per TSB 11-11-3. found not codes in the gear steering gear was not the the complaint of the customer complaint				04474 Tommie Vaughn Motors	10825	3FAHP0JA8CR[redacted]	7/23/2011					12/8/2011			
FR-0590	U2011-49 U3000-96	B6B	EPP	At WPAC	1/13- Pulled EFF and stored data. Stored on Pallet to ship QAO.				04245 Crossroads Ford	3910	3FAHP0JA4CR[redacted]	10/5/2011	9/26/2011	8/8/2011	8/9/2011	2.5L Gas	12/29/2011	7/20/2011		
FR-0591	C200D-49	B9A	EPP	At WPAC	1/13- Pulled EFF and stored data. Stored on Pallet to ship QAO.				09666 Elk Grove Ford	6113	3FAHP0HA5CR[redacted]	6/30/2011	6/22/2011	5/8/2011	5/9/2011	2.5L Gas	12/19/2011	4/10/2011		
FR-0592	U2011-49	B3A	EPP	At WPAC	1/13- Pulled EFF and stored data. Stored on Pallet to ship QAO.				05986 Roberson's Albany Ford	8	3FAHP0HA9CR[redacted]	9/19/2011	9/7/2011	7/10/2011	7/20/2011	2.5L Gas	12/12/2011	6/21/2011		
FR-0593	noise parking lot manuevers	no trw or Ford codes	NVH	At WPAC	1/13- no damage to gear, smooth stop to stop, ready to ship to QAO				00067 Battlefield Ford	2581	3FAHP0JA3CR[redacted]	10/13/2011	10/4/2011	8/25/2011	8/25/2011	2.5L Gas	12/27/2011	7/28/2011		
FR-0594	U2011-49	B3A	EPP	At WPAC	1/13- Pulled EFF and stored data. Stored on Pallet to ship QAO.				09981 Ganley Ford	13026	3FAHP0JG1CR[redacted]	8/23/2011	8/20/2011	7/16/2011	7/18/2011	3L	1/3/2012	6/20/2011		
FR-0595	U2011-49	B3A	EPP	At WPAC	1/13- Pulled EFF and stored data. Stored on Pallet to ship QAO.				09131 Muzi Motors	5868	3FAHP0JG1CR[redacted]	9/2/2011	8/26/2011	7/22/2011	7/23/2011	2.5L Gas	12/28/2011	7/4/2011		
FR-0596	U2011-49	B3A	EPP	At WPAC	1/13- Pulled EFF and stored data. Stored on Pallet to ship QAO.				09878 Herb Chambers Ford	6312	3FAHP0HA4CR[redacted]	8/27/2011	8/16/2011	6/14/2011	6/17/2011	2.5L Gas	12/21/2011	6/1/2011		

FR-0597	U2011-49	B3A	EPP	At WPAC	1/13- Pulled EFF and stored data. Stored on Pallet to ship QAO.				03273 Liberty Ford	5092	3FAGHP0GA0CR[redacted]	7/14/2011	7/7/2011	5/26/2011	5/27/2011	2.5L Gas	11/30/2011	5/4/2011		
FR-0598	U3000-49 U3000-96	BB9,B32	EPP	At WPAC	1/20- Pulled EFF and stored data. Stored on Pallet to ship QAO.				20528 Liccardi Ford	7369	3FAHP0JA8CR[redacted]	6/11/2011	6/2/2011	4/24/2011	4/25/2011	2.5L Gas	1/6/2011			
FR-0599	U2011-49 U3000-96	B6B	EPP	At WPAC	1/20- Pulled EFF and stored data. Stored on Pallet to ship QAO.				08387 Tracy Ford	1704	3FAHP0HA1CR[redacted]	11/19/2011	11/9/2011	9/21/2011	9/22/2011	2.5L Gas	12/27/2011	8/20/2011		
FR-0600	Clunk turning steering lf or rh	no codes	NVH	At WPAC computers down, ship 1/12	1/6- Smooth stop to stop did not notice any noise, ship to QAO for teardown				07488 San Tan Ford	2601	3FAHP0HAXCR[redacted]	10/14/2011					12/19/2011			
FR-0601	U3000-49 U3000-96	B43	EPP	At WPAC computers down, ship 1/12	1/6- Pulled EFF and stored data also has A30 & E30 codes, ship to QAO				05453 Sunrise Ford	48	3FADP0L32CR[redacted]	8/27/2011	8/16/2011	5/27/2011	6/14/2011	2.5L Hybrid	11/29/2011			
FR-0602	C200D-49	B9A	EPP	At WPAC computers down, ship 1/12	1/6- Pulled EFF and stored data, ship to QAO				03073 Mullinax Ford	2989	3FAHP0JA4CR[redacted]	7/20/2011	7/12/2011	5/29/2011	5/30/2011	2.5L Gas	12/8/2011	5/20/2011		
FR-0603	U2011-49 U3000-96	B3A	EPP	At WPAC computers down, ship 1/12	1/6- Pulled EFF and stored data, ship to QAO				03010 Brondes Ford	5067	3FAHP0HA4CR[redacted]	6/18/2011	6/8/2011	4/17/2011	4/22/2011	2.5L Gas	12/19/2011	3/28/2011		
FR-0604	U2011-49	B3A	EPP	At WPAC computers down, ship 1/12	1/6- Pulled EFF and stored data, ship to QAO				00503 C. Basil Ford	3373	3FAHP0JA5CR[redacted]	7/12/2011	7/2/2011	5/21/2011	5/23/2011	2.5L Gas	11/26/2011	5/4/2011		
FR-0605	P07AE-09	AF1	NVH	At WPAC	1/6- customer states scrubbing noise in gear, very hard to turn gear. Found big hole in IBH boot. Water in gear can feel rust on ITR				00429 Townsend Ford	10166	3FAHP0GA0CR[redacted]	7/21/2011				2.5L Gas	12/15/2011			
FR-0606	U2011-49 U3000-96	B3A	EPP	At WPAC	1/20- Pulled EFF and stored data, ship to QAO				00214 Bobby Jones Ford	10890	3FAHP0HA0CR[redacted]	7/19/2011	7/8/2011	5/24/2011	5/26/2011	2.5L Gas	12/31/2011	5/2/2011		
FR-0607	U2011-49	B3A	EPP	At WPAC	1/20- Pulled EFF and stored data, ship to QAO				03233 C. Harper Ford	1023	3FAHP0HA3CR[redacted]	7/18/2011	7/10/2011	5/25/2011	5/27/2011	2.5L Gas	12/28/2011	5/3/2011		
FR-0608	U3000-49 U3000-96	BA5,BC2	EPP	At WPAC	1/20- Pulled EFF and stored data, ship to QAO				11232 Maplecrest Ford	1395	3FAHP0JA1CR[redacted]	8/18/2011	8/6/2011	6/14/2011	6/17/2011	2.5L Gas	1/2/2011			

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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date	Part ETA
0KM BR188663	U3000-61	B97	EPP	In Eval (Anting)	**12/13- waiting on Raymond Qiu to send out 8D. Preliminary report states it was a bushing from the conveyer, now trying to figure out how that got into the EPP.**	11/11- once gear arrives to QAO ship to UK for analysis. 11/29- bushing found in EPP discussions with Anting, shipped to Anting for Analysis.											11/8/2010	2011		
0KM BR310758	reject at prerolls no codes		EPP	In Eval (QAO)	**6/20- Anting performing testing and cannot duplicate the fault, testing ongoing.**	**5/5- Unit remains in power-up status everytime the ignition is turned on. IC3 micro Voltage observed by IoHwAb.Scaled BatteryVoltage variable read from PSCM system is 0.14V 5/17- ship ECU back to Anting for analysis**											4/29/2011	2011		
FR-0333	U3000-49 U3000-96	B31	EPP	In Eval (QAO)	**2/4- Put EPP inline for tri-temp testing then if that passes to perform fault insertion testing similar to FR0328.**	**10/25- pullled EFF & stored data, no external damage, shipped to QAO 11/12- sent email to QAO to send Geoff/Andy the EFF data for next steps. 12/16-Geoff has not received anything**			01345 Bill Marsh Ford	14	3FAHP0JG7BR[redacted]	7/26/2010	7/16/2010	4/8/2010	5/27/2010	3L	10/11/2010	2011		
FR-0358	U3000-49	B6C	EPP	In process (UK)	**6/6- can duplicate the code and other codes 8/8- trying to locate the part, checked with Sam on the location of this part. Pepe to send ECU to the UK for micro analysis. Could be similar to FR0376**	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis**			20337 Holmes Tuttle Ford	544	3FAHP0HA8BR[redacted]	10/18/2010	10/9/2010	4/22/2010	8/14/2010	2.5L Gas	11/12/2010	2011		
FR-0361	U3000-49	B31	EPP	In Eval (QAO)	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis**				06098 Capitol Expressway	4349	3FAHP0JG3BR[redacted]	8/28/2010		5/15/2010	7/13/2010	2.5L Gas	11/5/2010	2011		
FR-0403	U3000-49	B25,B43	EPP	In Eval (26mile)	**4/27- found that the B43 was reproduced at 120Deg C. with the tri-temp chamber.**	**2/4- pulled stored & EFF data shipped gear to QAO for analysis**			07312 Suppes Ford	24	3FAHP0CG6BR[redacted]	9/21/2010	9/8/2010	4/6/2010	7/29/2010	3L	1/13/2011	2011		
FR-0404	P07AE-09	AF1	NVH	in Eval (QAO)	**3/15- initial analysis showed damaged IPA side ITR (testing in process**	**2/4- pulled stored & EFF data shipped gear to QAO for analysis. No visual damage,input shaft turns smooth stop to stop.**			08986 Bill Dube Ford	7458	3FAHP0JA5BR[redacted]	9/13/2010	8/31/2010	4/29/2010	7/24/2010	2.5L Gas	12/31/2010	2011		
FR-0406	Batt. draw	dead battery	EPP	in Eval (QAO)	**3/28- performed all the testing at QAO, NTF. Check for further testing**	**2/11- pulled stored and EFF data no codes, could not verify any visual issues and gear has no stored data.**	CK ELECTRICAL SYSTEM CUSTOMER STATES THAT CAR NEEDED TO BE JUMP STARTED AFTER 2 DAYS. CHECK AND REPORT GEAR INSP. FOR NO START, FOUND BATTERY DEAD. CHARGED BATTERY AND		04691 Bloomington Ford	4691	3FAHP0HA2BR[redacted]	7/27/2010	7/17/2010	4/7/2010	5/28/2010	2.5L Gas	1/25/2011	2011		
FR-0410	U3000-49	BA4	EPP	in Eval (QAO)	**2/11- pulled stored and EFF data shipped gear to QAO for analysis**				01325 Holman Ford	122	3FAHP0JA3BR[redacted]	12/16/2010	12/13/2010	10/5/2010	10/25/2010	2.5L Gas	1/25/2011	2011		
FR-0415	U3000-49	BA4,BA5, BC2	EPP	in process (QAO)	**2/28- Pulled stored & EFF data shipped gear to QAO for analysis**				02750 Avis Ford	4	3FAHP0HA1BR[redacted]	1/8/2011	12/22/2010	11/11/2010	11/11/2010 ?	2.5L Gas	2/8/2011	2011		

FR-0421	P07AE-09	AF1	NVH	in Eval (QAO)	**4/14- failed the EDF testing with high friction on teardown measurements showed bent pinion housing, no other damage to internal parts(rack & ballnut). Have someone**	**3/4- Pulled stored & EFF data shipped gear to QAO for analysis**			02071 I77 Ford	7080	3FAHP0JG0BR[redacted]	9/21/2010	9/9/2010	4/7/2010	7/28/2010	3L	2/3/2010	2011
FR-0427	U3000-49	B24	EPP	in Eval (QAO)	**4/29- top FET three failed open, Pepe to check Aux ASIC.**	**3/25- pulled EFF & stored data, shipped to QAO for analysis 4/20- Pepe discussing results with Geoff to find out the method of testing.**			20455 Casa Ford	832	3FAHP0HA6BR[redacted]	10/8/2010	9/30/2010	5/5/2010	8/16/2010	2.5L Gas	3/7/2011	2011
FR-0430	U3000-49	B64,BB7	EPP	in Eval (QAO)	**5/17- Unwelded terminal corresnponds to 0V terminal of Link Capacitor. Send Anting the pictures and information and ship part out for Anting for analysis.**	**3/25- pulled EFF & stored data, shipped to QAO for analysis 5/10- Pepe is getting strrange Blink signal using canape was not stable to continue tracking this signal to see what is the source of this signal.**			04163 Elvira Ford	4	3FAHP0HGXBR[redacted]	2/15/2011	2/3/2011	12/25/2010	12/26/2010	3L	3/8/2011	2011
FR-0432	U3000-49	B24	EPP	in Eval (QAO)	**5/3- FET open need to check Aux ASIC**	**3/25- pulled EFF & stored data, shipped to QAO for analysis**			07661 Laurel Ford	1354	3FAHP0HA5BR[redacted]	9/21/2010	9/8/2010	6/7/2010	7/17/2010	2.5L Gas	2/23/2011	2011
FR-0434	No Com	No Com	EPP	in Eval (QAO)	**6/22- Anting installed new FSL micro and ECU failed EOL testing found failed IC1 swapped in a new IC1 and the ECU passed EOL. will ship the IC1 out to Infineon for analysis. 10/26- Pepe to get more details on this repair**	**3/25- could not pull any data from the gear tried several times with no response. 4/18- testing the ECU assembly not getting any CAN signals from the micro. Need to confirm micro issue before removing micro and shipping to supplier 5/10- After IC1 swapping exercise the condition on CAN traces remain in same condition always high. To ship ECU assembly to UK for further analysis. 5/13- Pepe getting the tools to swap out the micro to see if the ECU operates properly. Then send the micro IC3 to freescale for level three analysis. 5/17- ship the ECU assembly to Anting for further analysis. 6/20- 2 pins damaged on micro, Freescale could not test to ship Micro back to QAO. Geoff checking for other testing that Freescale can perform on micro**			00165 Gene Latta Ford	59	3FADP0L34BR[redacted]	2/3/2011	1/25/2011	11/28/2010	11/30/2010	2.5L Hybrid	3/8/2010	2011
FR-0436 RUA# 4561	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	8/3- EDX analysis test results were NTF	**3/25- pulled EFF & stored data, shipped to 26mile for surrogate relay test, then remove and ship to Tyco. 4/4- passed surrogate relay test 4/6- shipped relay to UK this afternoon, Geoff should have it Friday 4/18- relay still under analysis, potential contamination issue. Contact do have unknown contamination. 6/17- Tyco still needs to run EDX**			03812 Gordie Boucher Ford	3304	3MEHM0JG9BR[redacted]	12/9/2010	12/13/2010	10/6/2010	10/19/2010	3L	3/11/2011	2011
FR-0444	U3000-49	B40,B60	EPP	in Eval (QAO)	4/15- pulled EFF and stored data shipped to QAO for analysis 9/19- tri-temp ignition cycling with NTF 10/26- can reproduce the fault at -15deg C , ADC signal issue. To get more details on	4/15- pulled EFF and stored data shipped to QAO for analysis			07227 Larry Beckman Motors	461	3FAHP0JG9BR[redacted]	11/30/2010	10/23/2010	6/14/2010	8/29/2010	3L	3/21/2011	2011
FR-0446	U2011-49	B43, BB9	EPP	in Eval (QAO)	10/28- performed bench testing and tri-temp testing ignition cycling with NTF	4/15- pulled EFF and stored data shipped to QAO for analysis			00066 Eddins Ford	527	3FAHP0JGXBR[redacted]	10/6/2010	9/25/2010	4/13/2010	8/7/2010	3L	3/31/2011	2011

FR-0453	U3000-49 U3000-96	B32	EPP	in process (QAO)	4/21- pulled EFF and stored data shipped to QAO for analysis				07467 Woltz & Wind Ford	6479	3FAHP0GAXBR[redacted]	11/19/2010	11/15/2010	8/2/2010	9/24/2010	2.5L Gas	3/31/2011	2011
FR-0459	U2011-49 U3000-49	BC6, B3A	EPP	in Eval (QAO)	10/25- main micro not commanding bottom FET's properly, checking to see if this should be shipped to UK.	5/9- pulled the EFF data ship to QAO for analysis. 6/10- cannot duplicate codes, ignition cycling & tritemp testing.			03778 Ramp Motors	366	3FAHP0JA8BR[redacted]	12/1/2010	11/22/2010	9/24/2010	10/4/2010	2.5L Gas	4/11/2011	2011
FR-0469	TC Lamp On	no codes		At 26mile	5/26-no ford or TRW codes listed in stored data. Unknown what caused TC lamp to come on. Will store at 26mile until further notice on testing steps				09809 Five Star Ford	5732	3FAHP0HA0BR[redacted]	7/29/2010	7/19/2010	3/24/2010	5/27/2010	2.5L Gas	4/29/2011	2011
FR-0472	TC Lamp On	No Codes		At 26mile	6/3- no ford or TRW codes listed in stored data. Unknown what caused TC lamp to come on. Will store at 26mile until further notice on testing steps				00818 Tom Peck Ford	4119	3FAHP0JA7BR[redacted]	8/31/2010	8/20/2010	5/24/2010	7/9/2010	2.5L Gas	5/2/2011	2011
FR-0475 RUA#4950	U3000-49 U3000-96	BA4	EPP	in Eval UK	7/14- shipped to UK for further testing on the Aux. ASIC IC11.	6/3- pulled stored & EFF data from the gear shipped to QAO for further analysis 6/28- scope ISENSE to see what is happening to it during this period of Power Up. Also check for low impedance between 2 tracks - perhaps a PCB issue or contamination between adjacent pins on a IC			03228 Stuart Powell Ford	158	3FAHP0HA7BR[redacted]	4/30/2011	4/15/2011	2/27/2011	2/28/2011	2.5L Gas	5/13/2011	2011
FR-0476	TC Lamp On	no codes		in storage (26mile)	**6/13- had BCE code U0131 not com with PSCM, no ford or TRW codes in the stored data has low battery code events E1A and lat accel event.**				20350 Glenn Jones Ford	6853	3FAHP0JG2BR[redacted]	2/17/2011	2/13/2011	1/3/2011	1/4/2011	3L	5/11/2011	2011
FR-0477	No Com	Mult CAN BUS codes		in storage (26mile)	**6/13- had no problems with EPAS communication, had several Can Bus codes in the PSCM with low battery event codes E1A. No other parts or wiring repaired per the AWS report. The**		CHECK VEHICLE HAS NO POWER STEERING ASSIST TESTED VERIFIED ATTEMPTED TO RETRIVE DTCS UNABLE TO COMMUNCIATE WITH MODULE PIN POINT TEST D STEP D4 REPLACED ELECTRONIC STEERING GEAR		01425 Hines Park Ford	1081	3FAHP0HA2BR[redacted]	1/15/2011				2.5L	5/11/2011	2011
FR-0478	TC Lamp On	no codes		in storage (26mile)	**6/13- will keep an eye on this vehicle I believe this will be a comeback in time with the TC activating at times with the TC lamp**		04/25/2011 05:02PM JONATHAN SAVOY MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: VEHICLE DISPLAYS A MESSAGE OF SERVICE ADVANCE TRACK. HAS HAPPENED MULTIPLE TIMES		05860 Timber Ford	302	3FAHP0HA9BR[redacted]	3/9/2011	2/28/2011	11/6/2010	1/20/2011	2.5L Gas	4/22/2011	2011
FR-0479	pulls left, crooked steering wheel, rack binding	no codes	NVH	in process QAO	**7/25- passed leak test, still in testing. High friction in the EDF testing. Next step teardown to confirm internal damage.**	**6/17- was checking the history to make sure vehicle was not in an accident before shipping from WPAC and did not see any noted. With 3838 miles and vehicle pulls left and steering wheel crooked good chance this was a curb impact that caused these symptoms all of a sudden. The input shaft was stiff turning stop to stop. will ship to QAO for further analysis.**			10939 Pfeiffer Lincoln	3838	3FAHP0HA3BR[redacted]	2/23/2011	2/12/2011			2.5L Gas	6/1/2011	2011
FR-0480	U3000-49	BA4,BA5, BC2	EPP	in process QAO	**7/25-confirmed C154 Cap issue.**	**6/17- pulled stored and EFF data, shipped to QAO for analysis. Good chance C154 Cap issue.**			08990 Quirk Ford	390	3FAHP0JA9BR[redacted]	4/2/2011	3/26/2011	2/14/2011	2/16/2011	2.5L Gas	6/7/2011	2011

FR-0484	light whine/clicking noise	No Codes	NVH	in Eval QAO	**8/16- rack liner pieces on rack and ballnut area, will need to check friction on the rack & ballnut.**	**7/1- did notice a clicking noise in the ballnut area while turning the input shaft. No external housing damage or boot damage noted.**			02975 North Bros. Ford	1654	3FAHP0HA8BR[redacted]	2/1/2011	1/29/2011		12/13/2011	2.5L Gas	6/10/2011	2011
FR-0485	C200B-62	BD4	TS	in Eval QAO	**8/1- leak tested ambient testing with NTF. Next step is performance testing running gear lock to lock then tri-temp testing.**	**7/1- code set once just under 3 minutes into the journey. Pulled EFF & stored data shipped gear to QAO for analysis**			20639 Tom's Ford	24	3FAHP0HA0BR[redacted]	5/11/2011	5/3/2011	3/9/2011	3/10/2011	2.5L Gas	6/3/2011	2011
FR-0486	U3000-49 U3000-96	B31	EPP	in Eval QAO	**8/1- leak tested ready for lab testing**	**7/1- Pulled stored & EFF data, shipped to QAO for analysis**			03853 Park Ford	2	3FAHP0GA3BR[redacted]	5/13/2011	5/4/2011	3/13/2011	3/28/2011	2.5L Gas	6/2/2011	2011
FR-0487	P07AE-09	AF1	NVH	In Eval QAO	**10/5- possible benk rack, further testing and teardown.**	**7/15- input shafted turned smooth stop to stop, pulled stored & EFF data, shipped to QAO** **8/5- no leaks passed EDF/NVH testing, keeping at gear level to see if they want to install back on a vehicle**			03566 Gene Messer Ford	3143	3FAHP0JG1BR[redacted]	3/25/2011			11/30/2010	3L	6/10/2011	2011
FR-0488	P07AE-09	AF1	NVH	In Eval QAO	**10/5- possible benk rack, further testing and teardown.**	**7/15- input shafted turned smooth stop to stop, pulled stored & EFF data, shipped to QAO** **8/5- no leaks passed EDF/NVH testing, keeping at gear level to see if they want to install back on a vehicle**			05671 Rusty Wallace Ford	5273	3FAHP0JAXBR[redacted]	3/4/2011			1/15/2011	2.5L Gas	6/10/2011	2011
FR-0489	U3000-49	B47	EPP	In Eval QAO	**7/15- pulled EFF & stored data shipped to QAO**	**7/15- pulled EFF & stored data shipped to QAO**			03990 Morris Ford	1192	3FAHP0HA1BR[redacted]	3/22/2011	3/11/2011	1/31/2011	2/4/2011	2.5L Gas	6/21/2011	2011
FR-0490	P07AE-09	AF1	NVH	In Eval QAO	**9/20- leak tested ok, full EDF test with NTF**	**7/15- input shafted turned smooth stop to stop, pulled stored & EFF data, shipped to QAO**			01018 O.C. Welch Ford	5482	3FAHP0JAXBR[redacted]	3/4/2011	2/22/2011		1/11/2011	2.5L Gas	6/22/2011	2011
FR-0491	P07AE-09	AF1	NVH	In Eval QAO	**9/20- leak tested ok, full EDF test with NTF**	**7/15- input shafted turned smooth stop to stop, pulled stored & EFF data, shipped to QAO**			02091 Planet Ford	3937	3FAHP0JA0BR[redacted]	3/8/2011	2/24/2011		1/18/2011	2.5L Gas	6/21/2011	2011
FR-0492	P07AE-09	AF1	NVH	In process QAO	**9/20- leak tested ok, full EDF test with NTF**	**7/22- input shafted turned smooth stop to stop, pulled stored & EFF data, shipped to QAO**			04120 Coconut Point Ford	5625	3FAHP0HA0BR[redacted]	3/19/2011	3/9/2011		2/4/2011	2.5L Gas	7/5/2011	2011
FR-0493	C200D-49	B9A	EPP	In Eval (UK)	**10/5- shipped to UK for additional testing by the motors grp.**	**7/22- pulled EFF & stored data, shipped to QAO** **8/15- performed 24hrs of tri-temp ign. Cycling. Next step bully testing**			04893 Midway Ford	9463	3FAHP0HA2BR[redacted]	1/19/2011	1/12/2011	11/3/2010	11/3/2010	2.5L Gas	6/10/2011	2011
FR-0494	P07AE-09	AF1	NVH	In process QAO	**9/20- leak tested ok, full EDF test with NTF**	**7/22- input shafted turned smooth stop to stop, pulled stored & EFF data, shipped to QAO**			06516 Natchitoches Ford	2371	3FAHP0HA5BR[redacted]	3/7/2011	2/25/2011	11/6/2010	1/19/2011	2.5L Gas	6/22/2011	2011

FR-0495	P07AE-09	AF1	NVH	In process QAO	**9/20- leak tested ok, full EDF test with NTF**	**7/22- input shafted turned smooth stop to stop, pulled stored & EFF data, shipped to QAO**			04437 Covert Ford	1330	3FADP0L35BR[redacted]	4/14/2011	3/28/2011		2/16/2011	2.5L Hybrid	7/2/2011	2011
FR-0497	P07AE-09	AF1	NVH	In process QAO	**9/20- leak tested ok, full EDF test with NTF**	**7/22- input shafted turned smooth stop to stop, pulled stored & EFF data, shipped to QAO**			02058 Beechmont Ford	5865	3FAHP0HA4BR[redacted]	2/3/2011	1/26/2011		12/23/2010	2.5L Gas	7/6/2011	2011
FR-0498	P07AE-09	AF1	NVH	In process QAO	**9/20- leak tested ok, full EDF test with NTF**	**7/22- input shafted turned smooth stop to stop, pulled stored & EFF data, shipped to QAO**			01018 O.C. Welch Ford	8474	3FAHP0JA5BR[redacted]	3/4/2011	2/19/2011		1/11/2011	2.5L Gas	6/20/2011	2011
FR-0499	P07AE-09	AF1	NVH	In process QAO	**9/20- leak tested ok, full EDF test with NTF**	**7/22- input shafted turned smooth stop to stop, pulled stored & EFF data, shipped to QAO**			02405 Park Cities Ford	2700	3FAHP0JA0BR[redacted]	3/8/2011	2/24/2011		1/17/2011	2.5L Gas	6/20/2011	2011
FR-0500	P07AE-09	AF1	NVH	In process QAO	**9/20- leak tested ok, full EDF test with NTF**	**7/22- input shafted turned smooth stop to stop, pulled stored & EFF data, shipped to QAO**			00871 Beech Ford	2191	3FAHP0HA4BR[redacted]	4/15/2011	4/5/2011		2/14/2011	2.5L Gas	6/14/2011	2011
FR-0501	P07AE-09	AF1	NVH	In process QAO	**9/20- leak tested ok, full EDF test with NTF**	**7/22- input shafted turned smooth stop to stop, pulled stored & EFF data, shipped to QAO**			00509 Allan Vigil Ford	1193	3FAHP0JA8BR[redacted]	3/8/2011	2/25/2011		1/18/2011	2.5L Gas	6/3/2011	2011
FR-0502	P07AE-09	AF1	NVH	In process QAO	**9/20- leak tested ok, full EDF test with NTF**	**7/22- input shafted turned smooth stop to stop, pulled stored & EFF data, shipped to QAO**			04544 Red McCombs Ford	2449	3FAHP0GA0BR[redacted]	4/2/2011	3/25/2011	2/14/2011	2/16/2011	2.5L Gas	6/15/2011	2011
FR-0503	P07AE-09	AF1	NVH	In Eval QAO	**9/20- leak tested ok, full EDF test with NTF**	**7/22- input shafted turned smooth stop to stop, pulled stored & EFF data, shipped to QAO**			03795 Ted Russell Ford	5716	3FAHP0HAXBR[redacted]	3/5/2011	3/9/2011		1/24/2011	2.5L Gas	6/20/2011	2011
FR-0504 RUA# 5018	U3000-49 U3000-96	BA4,B40, B60	EPP	In Eval UK	**1/3/2012- mechanical damage on the wafer within the ASIC(Melexis). 8D coming**	**7/22- pulled EFF & stored data, shipped to QAO 8/19- low 2.2v on the ref. line and should be 2.5v testing ongoing to find component or PCB issue. 8/22-possible ASIC issue Next step is a part swap, ship to UK for that to be done. 9/21- Aux ASIC- Melexis tested NFF to**		Aux. ASIC	08362 Broadway Ford	893	3FAHP0JA2BR[redacted]	5/11/2011	4/30/2011	2/23/2011	3/6/2011	2.5L Gas	6/22/2011	2011
FR-0505	P07AE-09	AF1	NVH	In Eval QAO	**9/20- leak tested ok, full EDF test with NTF**	**7/22- input shafted turned smooth stop to stop, pulled stored & EFF data, shipped to QAO**			02560 King Ford	2069	3FAHP0JA1BR[redacted]	3/7/2011	2/25/2011		1/12/2011	2.5L Gas	6/21/2011	2011
FR-0506	P07AE-09	AF1	NVH	In Eval QAO	**9/30- leak tested ok, full EDF test with NTF**	**8/3- pulled EFF & stored data input shaft turned smooth stop to stop**			03795 Ted Russell Ford	6453	3FAHP0HA4BR[redacted]	3/18/2011	2/24/2011		1/5/2011	2.5L Gas	6/7/2011	2011

FR-0507	U3000-49 U3000-96	B25	EPP	In Eval QAO	**10/10- ECU track burn't due to accidently SC during analysis**	**8/3- pulled EFF & stored data, also set many A30's & E30's shipped to QAO for further analysis 8/19-perform standard test ign. Cycling, bully tested, tri-temp tested still could not duplicate the code at this time. 9/19- tri-temp ign. Again cold test**			02635 Doug Stanley Ford	93	3FAHP0HA6BR[redacted]	3/25/2011				2.5L Gas	6/18/2011	2011
FR-0508 RUA# 5148	U2011-49	B3A	EPP	In Eval QAO	**10/30- testing and SEM analysis with NTF at Tyco.**	**8/3- pulled EFF & stored data shipped to QAO for further analysis 10/6- cannot duplicate, 5amp test found one contact with poor resistance to raise RUA and ship to Tyco.**			04124 Marlow Ford	886	3FAHP0HA8BR[redacted]	2/11/2011	2/1/2011	12/10/2010	12/13/2010	2.5L Gas	7/11/2011	2011
FR-0509	P07AE-09	AF1	NVH	In Eval QAO	**9/30- leak tested ok, full EDF test with NTF**	**8/3-- input shafted turned smooth stop to stop, no damage to gear, pulled stored & EFF data, shipped to QAO**			00602 Crown Ford	8485	3FAHP0HA5BR[redacted]	3/8/2011	2/24/2011		1/17/2011	2.5L Gas	6/22/2011	2011
FR-0510	P07AE-09	AF1	NVH	In process QAO	**9/30- leak tested ok, full EDF test with NTF**	**8/3-- input shafted turned smooth stop to stop, no damage to gear, pulled stored & EFF data, shipped to QAO**			01970 Kings Ford	4823	3FAHP0JA0BR[redacted]	3/22/2011	3/11/2011		2/4/2011	2.5L Gas	7/12/2011	2011
FR-0511	P07AE-09	AF1	NVH	In process QAO	**9/30- leak tested ok, full EDF test with NTF**	**8/3-- input shafted turned smooth stop to stop, no damage to gear, pulled stored & EFF data, shipped to QAO**			05653 Sames Crow Ford	10709	3FAHP0HA5BR[redacted]	3/4/2011	2/22/2011			2.5L Gas	6/29/2011	2011
FR-0512	C200D-49 U3000-96	B9A	EPP	In eval QAO	**9/12- QCCAR#423894 preliminary analysis finished need final report from Nidec and should be by this Thursday 9/15- wrong hall sensor part# still on-going to see if this is the root cause.**	**8/3- pulled EFF & stored data, code set early in the journey ship to QAO for further testing. 8/8- leak test passed bench tested and code does repeat, will send data to Geoff 8/15- hall C failing this is not similar to the other B9A warranty returns. Have Anting set-up this return back to Nidec for level 3 analysis. 8/19- Sam to ship EPP to Anting then ship to Nidec.**		particle short defectivity in Hall sensor C micro layers- Micronis	03691 Bob Thomas Ford	10	3FAHP0HA5BR[redacted]	5/10/2011	4/29/2011	3/5/2011	3/7/2011	2.5L Gas	6/1/2011	2011
FR-0513	U3000-49	B25	EPP	In eval QAO	**10/7- still cannot duplicate code with tri-temp ign. Cycling, bully 5x or performance testing.**	**8/3- was on Jose Chacon's desk pulled EFF & stored data shipped to QAO for further information**			04843 Maroone Ford	2	3FAHP0JA0BR[redacted]	5/18/2011	5/6/2011	3/9/2011	3/10/2011	2.5L Gas	6/8/2011	2011
FR-0514	P07AE-09	AF1	NVH	In process QAO	**9/30- leak tested ok, full EDF test with NTF**	**8/3-- input shafted turned smooth stop to stop, no damage to gear, pulled stored & EFF data, shipped to QAO**			02531 Bob Tomes Ford	4137	3FAHP0HG4BR[redacted]	3/16/2011	3/5/2011		1/21/2011	3L	6/20/2011	2011
FR-0515	P07AE-09	AF1	NVH	In process QAO	**9/30- leak tested ok, full EDF test with NTF**	**8/3-- input shafted turned smooth stop to stop, no damage to gear, pulled stored & EFF data, shipped to QAO**			03566 Gene Messer Ford	2901	3FAHP0HA0BR[redacted]	3/19/2011	3/9/2011		1/23/2011	2.5L Gas	5/30/2011	2011
FR-0516	P07AE-09	AF1	NVH	In process QAO	**9/30- leak tested ok, full EDF test with NTF**	**8/3-- was on Jose Chacon's desk input shafted turned smooth stop to stop, no damage to gear, pulled stored & EFF data, shipped to QAO**			04275 Landers-McLarty Ford	3567	3FAHP0HG3BR[redacted]	3/7/2011			2/3/2011	3L	7/2/2011	2011

FR-0517	C200B-2F U3000-96	BD0,BD2	TS	In eval QAO	**10/06- found 5 bend finger on the IPA. Was not a rework IPA. Has the inspection marks on the IPA unsure where the damage occurred. Check for any changes that day on the line. Check this IPA on the bend finger tester for fault. Take a couple more pictures of the housing and**	**8/3- no damage to TS harness pulled EFF & stored data shipped to QAO for further testing**			06779 Duncan Ford	5	3FAHP0HA4BR[redacted]	5/26/2011	5/17/2011		3/29/2011	2.5L Gas	7/6/2011	2011
FR-0518	C200D-49	B9A	EPP	In eval QAO	**10/7- cannot duplicate any faults with all the tri-temp/bully testing.**	**8/3- codes int. set making a turn early into the journey 8-29- Testing started. Not duplicated yet.**			02204 Marshall Ford	2910	3FAHP0HAXBR[redacted]	3/14/2011	3/5/2011	1/22/2011	1/24/2011	2.5L Gas	7/19/2011	2011
FR-0519	P07AE-09	AF1	NVH	In process QAO	**9/30- leak tested ok, full EDF test with NTF**	**8/3-- input shafted turned smooth stop to stop, no damage to gear, pulled stored & EFF data, shipped to QAO**			04948 Gary Smith Ford	5477	3FAHP0HA7BR[redacted]	3/30/2011	3/18/2011		3/1/2011	2.5L Gas	7/11/2011	2011
FR-0520	P07AE-09	AF1	NVH	In process QAO	**9/30- leak tested ok, full EDF test with NTF**	**8/3-- input shafted turned smooth stop to stop, no damage to gear, pulled stored & EFF data, shipped to QAO**			02724 All American Ford	1460	3FAHP0JA9BR[redacted]	3/21/2011	3/11/2011		1/31/2011	2.5L Gas	7/14/2011	2011
FR-0521	P07AE-09	AF1	NVH	In process QAO	**10/3- leak tested ok, full EDF test with NTF**	**8/3-- input shafted turned smooth stop to stop, no damage to gear, pulled stored & EFF data, shipped to QAO**			12301 East Carolina Auto	10184	3FAHP0HA7BR[redacted]	3/16/2011			1/20/2011	2.5L Gas	6/23/2011	2011
FR-0522	P07AE-09	AF1	NVH	In process QAO	**10/3- leak tested ok, full EDF test with NTF**	**8/3-- input shafted turned smooth stop to stop, no damage to gear, pulled stored & EFF data, shipped to QAO**			05241 Lincoln Lacy Motors	6805	3FAHP0HG9BR[redacted]	3/18/2011	3/8/2011		1/23/2011	3L	6/30/2011	2011
FR-0523	P07AE-09	AF1	NVH	In process QAO	**10/3- leak tested ok, full EDF test with NTF**	**8/3-- input shafted turned smooth stop to stop, no damage to gear, pulled stored & EFF data, shipped to QAO**			02511 Bankston Ford	5016	3FAHP0HA4BR[redacted]	3/16/2011		11/4/2010	1/20/2011	2.5L Gas	7/1/2011	2011
FR-0524	U3000-49	AE7,AE0		In process QAO	**8/5- pulled stored data and shipped to QAO for analysis**				01662 Magarino Ford	4682	3FADP0L32BR[redacted]	3/15/2011	3/4/2011	1/23/2011	1/25/2011	2.5L Hybrid	6/16/2011	2011
FR-0525	C200D-49	B9A	EPP	in process QAO	**10/7- cannot duplicate any faults with all the tri-temp/bully testing.**	**8/5- pulled stored data and shipped to QAO for analysis**			01286 Tamiami Ford	5221	3FAHP0HA0BR[redacted]	1/11/2011	12/21/2010	10/29/2010	11/2/2010	2.5L Gas	7/22/2011	2011
FR-0526	U3000-49 U3000-61	B7E, B97	EPP	in process QAO	**8/5- pulled stored data and shipped to QAO for analysis**				01203 Fred Beans Ford	4738	3FAHP0HA1BR[redacted]	4/16/2011	4/6/2011	2/13/2011	2/14/2011	2.5L Gas	7/19/2011	2011
FR-0529 RUA# 5224	U2011-49 U3000-96	B6B	EPP	In process QAO	**10/12- permanent motor relay short failure. 11/2- full testing and SEM tested with NTF.**	**8/9- pulled EFF & stored data shipped to QAO**			02246 Bob Chapman Ford	384	3FAHP0HA3BR[redacted]	1/15/2011	12/23/2010	11/10/2010	11/10/2010	2.5L Gas	7/8/2011	2011

FR-0530	U3000-49 U3000-96		EPP	chargeback	8/9- wrong gear returned to WPAC older EPAS gear on vehicle gear built 4/15/09. checked plant records no further action				02486 Five Star Ford	674	3FAHP0HA9BR[redacted]	3/31/2011	4/15/2009				6/4/2011	2011
FR-0531	P07AE-09	AF1	NVH	In Eval QAO	10/3- took several hits to the gear. ECU cover damaged and bent	8/13- hard to turn input shaft, found ECU cover extremely damaged and bent. Shipped to QAO for testing			00061 Purvis Ford	2506	3FAHP0JA4BR[redacted]	4/11/2011		2/14/2011	2/16/2011	2.5L Gas	7/22/2011	2011
FR-0532	C200D-49	B9A	EPP	In Eval QAO	10/7- cannot duplicate any faults with all the tri-temp/bully testing.	8/13-pulled EFF & stored data ship to QAO for further testing			07727 Folsom Lake Ford	7743	3FAHP0HA3BR[redacted]	1/20/2011	1/11/2011	8/28/2010	11/2/2010	2.5L Gas	7/27/2011	2011
FR-0533	C200D-49	B38,B4E	EPP	In Eval QAO	12/2- 5v hall supply issue	8/13-pulled EFF & stored data ship to QAO for further testing			01363 John Kennedy Ford	1598	3FADP0L38BR[redacted]	5/30/2011	5/20/2011	4/10/2011	4/12/2011	2.5L Hybrid	7/27/2011	2011
FR-0534	C200D-49	B9A	EPP	In Eval QAO	8/13-pulled EFF & stored data ship to QAO for further testing	8/13-pulled EFF & stored data ship to QAO for further testing			04044 Tallahassee Ford	5964	3FAHP0HG0BR[redacted]	3/23/2011	3/12/2011	1/29/2011	2/1/2011	3L	7/21/2011	2011
FR-0535 RUA# 5294	C200D-49	B9A	EPP	In Eval UK	10/3- Pepe EDF tested with the updated SW all tests were under 40 degrees NTF with the testing. Now Pepe to run same test on NTF friction gears to compare against the B9A results. 11/23- shipped EPP to UK	8/22-pulled EFF & stored data ship to QAO for further testing 10/3- Pepe EDF tested with the updated SW all tests were under 40 degrees NTF with the testing. Now Pepe to run same test on NTF friction gears to compare against the B9A results.			03139 Spradley/Barr Ford	5445	3FAHP0GA6BR[redacted]	12/31/2010	12/8/2010	9/28/2010	10/18/2010	2.5L Gas	7/22/2011	2011
FR-0536	C200D-49	B9A	EPP	In Eval QAO	10/7- with all the testing NTF to repeat B9A	8/22-pulled EFF & stored data ship to QAO for further testing 10/3- Pepe EDF tested with the updated SW all tests were under 40 degrees NTF with the testing. Now Pepe to run same test on NTF friction gears to compare against the B9A results.			04511 Mac Haik Ford	5970	3FAHP0JG2BR[redacted]	1/10/2011	12/23/2010	11/11/2010	11/11/2010	3L	7/25/2011	2011
FR-0537	C200D-49	B9A	EPP	In Eval QAO	10/3- Pepe EDF tested with the updated SW all tests were under 40 degrees NTF with the testing. Now Pepe to run same test on NTF friction gears to compare against the B9A results.	8/22-pulled EFF & stored data ship to QAO for further testing 10/3- Pepe EDF tested with the updated SW all tests were under 40 degrees NTF with the testing. Now Pepe to run same test on NTF friction gears to compare against the B9A results.			03930 Burd Ford	2503	3FAHP0HG9BR[redacted]	3/15/2011	3/4/2011	1/24/2011	1/25/2011	3L	7/28/2011	2011
FR-0538	C200D-49	B9A	EPP	In Eval QAO	10/7- with all the testing NTF to repeat B9A	8/22-pulled EFF & stored data ship to QAO for further testing 10/3- Pepe EDF tested with the updated SW all tests were under 40 degrees NTF with the testing. Now Pepe to run same test on NTF friction gears to compare against the B9A results.			00664 Sheehy Ford	761	3FAHP0JA0BR[redacted]	3/15/2011	3/4/2011	1/22/2011	1/23/2011	2.5L Gas	8/9/2011	2011
FR-0539 RUA# 5295	C200D-49	B9A	EPP	In Eval UK	10/5- EDF tested and bully and everything passed testing with no codes. 11/23- shipped EPP to UK	8/23-pulled EFF & stored data ship to QAO for further testing			01452 Ace Motor	2318	3FAHP0HA8BR[redacted]	2/5/2011	1/27/2011	12/9/2010	12/14/2010	2.5L Gas	8/6/2011	2011
FR-0540	No Com	no codes	EPP	in Eval QAO	10/6- IC12 burn't EOS	9/17- was not able to communicate with the PSCM but found out the the PCM and ABS module were also defective. Thinking this had a lightning strike or voltage surge to take out all three modules. Causal fault was put on the PCM. Shipped to QAO for analysis			07350 Kenny Ross Ford	3739	3FAHP0JG4BR[redacted]	2/11/2011	2/3/2011	12/28/2010	12/29/2010	3L	8/20/2011	2011
FR-0541	U2011-49 U3000-49	B43,B25	EPP	in Eval QAO	9/17-pulled EFF & stored data. Shipped to QAO for further testing				02235 Mike Bass Ford	3851	3FAHP0HA2BR[redacted]	5/3/2011	4/11/2011	2/27/2011	2/28/2011	2.5L Gas	9/6/2011	2011
FR-0543	C200D-49	B9A	EPP	In Eval 26mile	10/10- perform vibration testing at 32mile.	9/17- pulled EFF & stored data, will ship to 26mile for motor testing on the EDF stand			09981 Ganley Ford	18512	3FAHP0HA1BR[redacted]	1/21/2011	1/13/2011	10/28/2010	11/2/2010	2.5L Gas	8/22/2011	2011
FR-0544	C200D-49	B9A	EPP	In Eval 26mile	10/10- perform vibration testing at 32mile. 10/25- passed over 2hrs of vibration testing no LIC's	9/17- pulled EFF & stored data, will ship to 26mile for motor testing on the EDF stand			05406 Robinson Ford Sales	9886	3FAHP0HA4BR[redacted]	10/29/2010		5/11/2010	9/4/2010	2.5L Gas	8/18/2011	2011
FR-0545	C200D-49	B9A	EPP	In Eval 26mile	10/10- perform vibration testing at 32mile. 10/25- passed over 2hrs of vibration testing no LIC's	9/17- pulled EFF & stored data, will ship to 26mile for motor testing on the EDF stand			02459 Sam Pack's Five Star Ford	7269	3FAHP0JA9BR[redacted]	1/20/2011	1/11/2011	11/15/2011	11/17/2011	2.5L Gas	8/20/2011	2011
FR-0546 RUA# 5298	C200D-49	B9A	EPP	In eval UK	11/23- shipped EPP to UK	9/26- pulled EFF & stored data, will ship to 26mile for motor testing on the EDF stand			01057 Town & Country Ford	1114	3FAHP0HA4BR[redacted]	3/30/2011	3/17/2011	12/5/2010	12/7/2010	2.5L Gas	8/30/2011	11/4/2010
FR-0547 RUA# 5300	C200D-49	B9A	EPP	In eval UK	11/23- shipped EPP to UK	9/26- pulled EFF & stored data, will ship to 26mile for motor testing on the EDF stand			05246 Bill Knight Ford	7668	3FAHP0HA7BR[redacted]	5/9/2011	4/28/2011	3/5/2011	3/8/2011	2.5L Gas	8/24/2011	2/9/2011
FR-0548 RUA# 5296	C200D-49	B9A	EPP	In eval UK	11/23- shipped EPP to UK	9/26- pulled EFF & stored data, will ship to 26mile for motor testing on the EDF stand			08006 Joe Machens Ford	19893	3FAHP0HA3BR[redacted]	1/22/2011	1/14/2011	11/13/2010	11/15/2010	2.5L Gas	9/1/2011	10/15/2010
FR-0549 RUA# 5297	C200D-49	B9A	EPP	In eval UK	11/23- shipped EPP to UK	10/5- pulled EFF & stored data, will ship to 26mile for motor testing on the EDF stand			06432 Grapevine Ford	12509	3FAHP0JG8BR[redacted]	1/15/2011		11/13/2010	11/15/2010	3L	8/8/2011	10/15/2010

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim		P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
FR-0550	U3000-49 U3000-96	BA5,BC2	EPP	In eval QAO	10/5- pulled stored and EFF data. Check kemet cap. Shipped to QAO 11/1- confirmed C154 Kemet Cap	10/5- pulled stored and EFF data. Check kemet cap. Shipped to QAO			04871 Metro Ford	1136	3FAHP0GA8BR[redacted]	5/26/2011	5/17/2011	3/28/2011	3/29/2011	3L	8/29/2011			
FR-0551	U2011-49	B3A	EPP	in process Tyco	11/3- found motor relay failure, to raise RUA and ship to Tyco	10/14-pulled EFF & stored data. Shipped to QAO for further testing			03028 Willey Ford	226	3FAHP0JG7CR[redacted]	7/8/2011	6/30/2011	5/3/2011	5/5/2011	3L	9/28/2011	2012		
FR-0552 RUA# 5299	C200D-49	B9A	EPP	in Eval UK	11/23- shipped EPP to UK	10/14-pulled EFF & stored data. Shipped to QAO for further testing			07927 Chino Hills Ford	6189	3FAHP0HA7BR[redacted]	1/7/2011	12/20/2010	10/29/2010	11/1/2010	2.5L Gas	8/17/2011	10/13/2010		
FR-0553	C200D-49	B9A	EPP	in eval QAO	11/2- trying to get more canape information with updated software from the UK.	10/14-pulled EFF & stored data. Shipped to QAO for further testing 10/19- in vehicle testing at 26mile was able to duplicate the B9A a couple times with a short recording.			09357 Jersey City Ford	1526	3FAHP0HA6CR[redacted]	6/29/2011	6/19/2011	5/9/2011	5/9/2011	2.5L Gas	9/22/2011	4/10/2011		
FR-0554	U2011-49	B43	EPP	in process Tyco	11/3- found link relay problem, to raise RUA and ship to Tyco	10/14-pulled EFF & stored data. Shipped to QAO for further testing												2012		
FR-0555	U2011-49	B43	EPP	in process QAO	10/28-pulled EFF & stored data. Shipped to QAO for further testing													2012		
FR-0556	No Com	No Com	EPP	in process QAO	10/28- could not pull any data using canape or the Ford diagnostic, shipped to QAO													2012		
FR-0557	U2011-49	B43	EPP	in process QAO	10/28-pulled EFF & stored data. Shipped to QAO for further testing													2012		
FR-0558	U2011-49	B3A	EPP	in process QAO	10/28-pulled EFF & stored data. Shipped to QAO for further testing													2012		

Case Number	Ford DTCs	Symptom	Component	Gear Location	Current Updates	Issue Status	Verbatim	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (once known)	VIN	Vehicle Build Date
0KM														
DR-0025	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	9/13- passed hot puma and high pot test, ship to UK for further analysis.	6/15- submit hot process request 7/9- pulled EFF data, need to ship to 26mile for testing 8/25- set for xray tomorrow 8/26- x-ray clean, next ignition cycling with the application SW 9/7- tri temp ignition cycle did not reproduce any codes, next to hot puma. 9/13- passed hot puma and high pot test, ship to UK for further analysis.	POWER STEERING INOP STEERING GEAR FAULT LIGHT. DTC U2011-49 U3000-96. PPT. P S RACK FAILURE. REPLACE RACK.		08913 REGAN FORD	3139			2FMHK6DTXAB[redacted]	1/28/2010
DR-0028	noise turning steering wheel	No codes	NVH	In Eval (INA)	10/25- Pavel to set-up QCCARS to ship to INA	6/28- submit hot process request 7/28- pulled EFF data, no codes, did not notice any abnormal noise while turning input shaft back & forth, ship gear to QAO for analysis. 8/17- gear failed the EDF test but no noise was notice during testing. Waiting on next steps, could put on-vehicle or could teardown gear? 8/23- failed NVH test, did not notice any audible noise while testing. Check with Dan Ulep & Sylvain Nadeau for the next steps before teardown. 8/24-Sylvain- EDF results would suggest RBNA damage; I'd suspect field misuse damage. The bolts that were so tight that had to be tapped to be removed is a red flag for me that work may have been done by an unqualified mechanic. I would suggest sending the RBNA to INA if workshop misuse confirmation is required. 9/8- rack & ballnut ready to be sent to INA, needs Gabreil to write QCCAR. 10/6- Waiting for QCCAR and contact from INA to receive the part. 10/11- Guillermo working with Pavel to find out who will be writing QCCARS now to ship to INA	CONCERN: NOISE IN STEERING TURNING WHEEL BACK AND FORTH DIAGNOSTICS: VISUAL INSPECTION, PINPOINT TEST KC1 ANY KNOWN CONCERNS-NO. USED CHASSIS EARS TO TRY AND ISOLATE. PARTS REPLACED:: NONE TECH QUESTION: WITH THE CHASSIS EARS IT SOUNDS LIKE THE NOISE IS COMING FROM THE RACK AND PINION. THE SHOP MANUAL STATES THAT THE MOTOR DRIVES A BELT, SO I DONT THINK IT COULD BE THAT. I USED A PAIR OF VISE GRIPS AND GRABBED THE LOWER STEERING SHAFT AT THE RACK WHILE ANOTHER TECH ROCKED THE STEERING WHEEL, NO NOISE. I THINK IT COULD BE THE RACK. RECOMMEND YOU DISCONNECT STEERING SHAFT FROM STEERING RACK AND TURN WHEEL. IF NOISE IS NOT PRESENT WITH STEERING SHAFT DISCONNECTED, RECONNECT STEERING SHAFT AND REMOVE OUTER TIE ROD ENDS FROM STEERING KNUCKLES. IF NOISE IS STILL PRESENT WITH OUTER TIE ROD ENDS DISCONNECTED, SUSPECT EPAS STEERING GEAR IS THE CAUSE OF THIS CONCERN. RECOMMEND YOU REPLACE EPAS STEERING GEAR, AND THEN RE-EVALUATE THIS CONCERN. IF NOISE IS COMPARABLE TO A SIMILAR VEHICLE, NO REPAIRS ARE RECOMMENDED		07892 Capital Ford	12696			1FAHP2KTXAG[redacted]	9/14/2009
DR-0029	U3000-61	B97	EPP	In Eval (QAO)	10/6- ambient ignition cycling, NTF at this time.	7/7- Submit hot process request 7/28- pulled EFF data, customer states gear loses assist intermittently backing out of the driveway, dealer could not duplicate the problem but had a stored U3000-61,performed interactive diagnosis code returned on road test.	CHECK INTERACTIVE DIAGNOSTICS CODE CLEARED AND RESET DIAGNOSTICS LEAD TO EPAS GEAR REPLACEMENT		11164 Metropolitan Ford				1LNHL9FT2AG[redacted]	4/21/2010
DR-0033	C200D-49	B9A	EPP	In Eval (QAO)	8/18- gear passed leak test & ambient ignition cycling, next step to cold testing. 11/1- QAO exhausted all testing of this unit, Pepe looking for next step or should it be sent to UK? 11/2- perform wiggle test on the ribbon cable, then PCB motor clearance check.	7/28- pulled EFF data, shipped get to QAO for analysis.			11605 Autoway L/M	5231			2LMHJ5AT9AB[redacted]	10/23/2009
DR-0038	C200D-49	B9A	EPP	In Eval (QAO)	1/24- could not duplicate the double start-up cooling down the regulator using the scope	9/3- pulled EPP & stored data shipped to QAO for analysis			20313 Earnhardt Ford	4834			2FMHK6CT6AB[redacted]	11/5/2009

DR-0039	U2011-49 U3000-96	BD0-BD3	EPP	In Eval (QAO)	1/24- could not duplicate the double start-up cooling down the regulator using the scope	9/27- interactive diagnosis leads to u2011-49 code then set u3000-96			11191 Dick Smith L/M	1803			2LMHJ5AT2ABJ24776	2/15/2010
DR-0041	steering noisey	No codes No Com	NVH	In Eval (26mile)	11/8- Pepe to ship the parts of the rack back to 26mile for engineering evaluation. Inspected seals at QAO and checked with operators. 1/4- found out PIP seal will go to a dual lip seal design in April 2011 with the Wontae OBH. CD3 changes in Jan 2011 with new Rane OBH. 1/10- measure groove depth on the OBH. Jason to follow up.	10/5- could not turn input shaft, could feel rust squeezing the IBH boot to the rack, was able to pull Ford codes no codes stored then I was not able to communicate with the ECU 10/18- Pepe to check leak test results, pictures taken of rusted ITR & rack. 10/25- leak test passed, advised to reassemble boots and recheck IPA & boots for leaks 10/27 still not confirmed location of ingression, cannot duplicate leak 11/5- gear torn down indications water ingress from the press in seal in the OBH was pinched or not molded properly. Need to send pictures and decide what to do with the parts. No history known of this vehicle being in a flood, but this area the customer was in did have flooding conditions around the Nashville,TN area are May 2010.			05646 Crown Ford	8768			2FMHK6DT9AB[redacted]	3/3/2010
DR-0045	P07AE-09	AF1	NVH	In Eval (QAO)	6/10- Rack and Ballnut damaged (Ball nut clip deformed, no damage to housing or other parts on teardown.	5/13-found input shaft very hard to turn, checked history to see if vehicle was in an accident, none in dealer reports. Shipped gear to QAO for further analysis			04824 Langford Ford	13019			1FAHP2KT4BG[redacted]	5/24/2010
DR-0046	C200C-2F U3000-96	BD3	TS	In Eval (QAO)	2/3- had a new operator for the rework process recovering this IPA part; issue has been addressed and talked to the operators about it. Right now we are increasing our quality audits to the rework process as well.	12/7- pulled EFF & stored data, shipped to QAO for analysis, no damage to TS harness. 1/21- found this return was a reworked part and has an overwound clockspring- pre containment with the rework instructions 1/26- TS rework broke containment need to see what happened on the line during rework.8/2/2010 is the proper rework date so this is a post containment gear.			02724 All American Ford	401			2FMHK6DT3BB[redacted]	8/19/2010
DR-0048	C200D-49	B9A	EPP	In Eval (QAO)	7/11- performed high pot test and thermo ign. Cycling with NTF at this time. Testing ongoing	6/6- pulled stored & EFF data, B9A code set erratic 13 & 22 min's into the Journey. possible PCB motor clearance issue.			02417 Don Davies Ford	10586			1LNHL9FT1BG[redacted]	5/10/2010
DR-0049 RUA#4951	U3000-49 U3000-96	B43	EPP	in process (Tyco)	7/15- Link relay is going to be shipped to TYCO for further analysis.	6/17- pulled stored and EFF data to ship to QAO for further analysis			09497 Pines Ford	10			1LNHL9FT0BG[redacted]	2/7/2011
DR-0050	C200D-49	B9A	EPP	in eval (QAO)	7/1- pulled stored and EFF data to ship to QAO for further analysis				10093 Bayway Lincoln	7576			1LNHL9FT9BG[redacted]	7/14/2010
DR0051	C200B-2F C200C-2F	BD0-BD3	TS	in process Hella	1/23- no signal on 1 or 2 all the time, ship to Hella for further analysis. 1/30- possible IPA rework Pepe to check history at QAO.	12/12- pulled eff & stored data, no damage to TS harness. Shipped to QAO for analysis			09285 Lee Motor Company	347			2FMHK6DT6CB[redacted]	9/7/2011

Gear Build Date	ECU Build Date	EPP Build Date	Vehicle Type	Date of Repair	Model Year	Date	Part ETA
8/22/2009	5/28/2009	6/19/2009	Taurus 3.5L GDTI w/o park assist	6/23/2010			
3/26/2010	12/12/2008	1/16/2009	MKS 3.5L GDTI w/o park assist	6/28/2010			
10/9/2009	8/12/2009	9/3/2009	MKT 3.5L GDTI w/o park assist	6/15/2010			
9/12/2009	6/25/2009	7/30/2009	Flex 3.5L GDTI with park assist	8/10/2010			

			MKT 3.5L GDTI with park assist	9/22/2010			
2/10/2010	10/7/2009	12/11/2009	Flex 3.5L GDTI w/o park assist	8/19/2010			
4/26/2010			Taurus 3.5L GDTI w/o park assist	3/16/2011	2011		
8/2/2010	1/25/2010	6/24/2010	Flex 3.5L GDTI w/o park assist	11/13/2010	2011		
4/21/2010	11/5/2009	12/28/2009	MKT 3.5L GDTI w/ park assist	5/12/2011	2011		
1/15/2011	2/12/2010	11/12/2010	MKT 3.5L GDTI w/ park assist	5/16/2011	2011		
6/7/2010	1/12/2010	2/3/2010	MKT 3.5L GDTI w/ park assist	5/31/2011	2011		
8/19/2011		4/25/2011	MKT 3.5L GDTI w/ park assist	10/20/2011			

Case Number	Ford DTCs	Symptom	Component	location	Current Updates	Issue Status	Verbatim	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (once known)	VIN
0KM BR188663	U3000-61	B97	EPP	In Eval (Anting)	**12/13- waiting on Raymond Qiu to send out 8D. Preliminary report states it was a bushing from the conveyer, now trying to figure out how that got into the EPP.**	11/11- once gear arrives to QAO ship to UK for analysis. 11/29- bushing found in EPP discussions with Anting, shipped to Anting for Analysis.							
0KM AR378362		B92	EPP	In Eval (QAO)	**1/14- cut back the plastic and did not find any PCB motor clearance issue. Check with Geoff if there is any further testing to be done 1/21- this is a one off return and could not find any issue at this time. Can keep in pending just in case we get another one**	**5/24- hot & ambient, next step is to cold test with ignition cycling and motor movement. Then bully test. 6/21- ign. Cycling, bully, & puma passed next cold ign. Cycling 8/20- NTF with all the ign. Cycling & hot puma, advised to finish cold testing to complete test. 10/4- all testing has been done ign. Cycling with no problem found. Next step tri-temp testing. 12/6- to use the new tri-temp tester to check for any codes. 12/10- tri-temp complete with no trouble found. Check with Ford to see if we can start to cutaway red plastic to check pins for PCB motor clearance. 12/15- Ford agreed to cut back red plastic and check for PCB motor clearance.**			0KM HSAP				
0KM BR111887		BAA, BAB,BAE, B9B, C69	EPP	In Eval (QAO)	**8/19- HSAP sending gear back to QAO for U3000-96, failed in prerolls station.**	**8/19- HSAP sending gear back to QAO for U3000-96, failed in prerolls station.**							
A Non-warranty return RUA# 4108	U2011-49 U3000-96	B6B	EPP	In Eval (Tyco)	**11/10- relay tore down and contacts shown, next to check SEM of the relay contacts.**	**8/27- shipped out of Rogersville on Friday's truck. 8/26- xray is clear not shorts or offset. Next to see if code resets. Then can do some other tests before relay is removed for inspection. 9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then high pot test on the motor relay low side. 10/8- performed hot puma & high pot test with no faults found. 10/20- shipped to Tyco for relay & contact analysis.**							
DR-0013	U2011-49 U3000-49 U3000-96	BB8, B23	EPP	In Eval (ATE)	9/2- bond wire not well centered into groove due to improper tool setting. Update bond tool installation by dedicated person & provide installation instructions on 9-3-2010 at Fairchild. Geoff sent 8D email to Ford.	2/16- submit hot process request 2/25- dealer did not use the hot process form to return gear it will come back normal part return process 4/12- pulled EFF buffer data and shipped to QAO 4/20- arrived in QAO, to leak check then start testing in lab. 4/23- Samuel able to reproduce B23 the motor PH FET is not closing, the gate signals are working. To check FET with microscope then will use surrogate FET and retest. 4/26- Geoff looked at PFR and advised Samuel to ship power module to Fairchild 5/3- has static bags but waiting for Geoff to help fill out forms from Fairchild before shipping out	02/11/2010 11:40AM ALEXANDER ROGERS MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA -CONCERN: VEH HAS NO POWER STEERING ASSIST FAILURE ON DASH DIAGNOSTICS: CK DCTS INTERACTIVE PINPOINT TEST PARTS REPLACED:: NONE TECH QUESTION: CODES U0428-20 , B2872-BO , U2011-49-48 , U3000-49 , U3000-96 THESE ARE THE COMPLETE CODES THE INTERACTIVE PINPOINT TEST HAS THE TECH GOING IN TWO DIRECTIONS WHICH CODE SHOULD HE TRACE FIRST ARE THERE ANY KNOWNS FOR THESE CODES WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE		10493 George Wall Ford	2132			1LNHL9FT8AG[redacted]
FR-0056a	U3000-49 U3000-96	B31	EPP	In Eval (26mile)	**9/9- have not seen any B31 claims since cold weld issue on FR0125, will keep in pending until we confirm no new B31 claims are found.**	**9/24- this is the service gear the tech installed from fr0056 and had a U3000-96 and had to replace again. analysis done at 26-mile. 9/29- 26-mile with further testing to check B31 code. Check with Simon on progress. 9/30- make sure this was a service part, testing ongoing, no problems found at this time 10/1- xrayed ribbon cable and welds no problems found, still will not reproduce fault. Advised to look at circuit diagram 10/2- Thiha to check with Geoff on pin layout diagram. Fault insertion testing 10/15- 26mile manual cycling on the bench to check for faults, has not failed at this time. 10/23- Geoff to check FTA to help with next step testing for B31's at this stage of the analysis. 11/2- Internal B31 workshop planned after B9A is resolved by electrical teams. 11/18 On hold, B9A investigation first**	Gear#1- Cust. Concern Code: H22 - STEERING REQUIRES EXTRA OR UNEVEN EFFORT Condition Code: 42 - DOES NOT OPERATE PROPERLY Technician Comment: 4645 TEST POWER STEERING MODULE FOR CODES C1277 PERFORM PINPOINT TEST PERFORM REALL TIME DIAGNOSIS ON LINE REPALCE RACK AND PINION Customer Comment: CUST STATES THAT THE POWER STEERING IS INOP tech states he replaced the gear for no assist code c1277 only code stored and PS assist fault in the message center. after gear replacement tech states new gear looked like it was a used gear and had a U3000-96 stored in it after configuring gear. so tech installed another gear Gear#2- Cust. Concern Code: H22 - STEERING REQUIRES EXTRA OR UNEVEN EFFORT Condition Code: 42 - DOES NOT OPERATE PROPERLY Technician Comment: 4645 TEST POWER STEERING MODULE FOR CODES U3000		10736 Ganley L/M	4645			3FAHP0HA4AR[redacted]
FR-0060	U3000-49 U3000-96	B31	EPP	In Eval (QAO)	**9/9- have not seen any B31 claims since cold weld issue on FR0125, will keep in pending until we confirm no new B31 claims are found.**	**9/8- Submit hot process request form 9/18- pulled EFF & Buffer Data code B31 set before C69 latched out. Jason to ship gear to QAO for testing. 9/24- gear arrived in QAO for testing 9/30- take ECU power off take pictures of the seal, Simon/Geoff to email next steps to inspect and xray**	CK STEERING DTCS C1277 ABS B10D251 08 IPC B10D800 08 IPC P1000 OO 2B PCM U300049 48 PSCM U300096 08 PSCM CLEARED MEMORY CODE U300096 08 PSCM CK POWER AT RACK 12.8 VOLTS CK ALL FUSE OK ALL HAVE POWER REPROGRAM RACK MODULE PASS NO STEERING ASSIST INSTALLED NEW RACK REPROGRAM RACK HAS POWER RD TEST OK		07777 Future Ford CA	5			3FAHP0HAXAR[redacted]
FR-0066	U3000-49	B31	EPP	In Eval (26mile)	**9/9- have not seen any B31 claims since cold weld issue on FR0125, will keep in pending until we confirm no new B31 claims are found.**	**9/21- Submit hot process form, Have no information on the EPAS gear replacement, CQIS claim only lists vehicle would not move due to a transmission issue. 9/24- gear arrived at WPAC pulled EFF and Buffer data, return gear to 26 mile 9/25- gear at 26-mile to ship to QAO 9/29-estimate gears to QAO late this Thursday 10/2- cannot reproduce fault code at this time. Next steps from 26-mile 10/15- ke sure part is x-rayed before Sergio goes back, 26mile manual cycling on the bench to check for faults. 10/23- Sergio left EPP at 26-mile for testing, x-rayed PFS could not see any faults with ribbon cable & connections. Geoff to get FTA to decide next steps for other B31 testing. 11/12- PFS at 26-mile waiting on B31 workshop after B9A's are tested**			07313 Washington Ford	8363			3FAHP0HA8AR[redacted]

FR-0081	U2011-49	B6B	EPP	In Eval (UK)	9/7- passed all tri temp ign. Cycling, next hot puma then high pot testing. 9/13- passed hot puma & high pot testing, ship to the UK	10/27- Submit hot process request form 11/5- Pulled EFF/Buffer fault data at WPAC 11/6- gear dropped off at 26-mile and shipped to Rogersville to QAO 11/9- when gear arrives at QAO do shake test for cold weld, x-ray, Geoff to send instructions to Sergio. 11/12- testing starting today in QAO 11/18 - SA: Leak test done OK. Ignition ambient done OK Nothing abnormal found, next step xray motor relay. 11/24- Puma testing & resistance testing passed 11/30- xray of motor relay ok & passed hot ignition cycling. Next step testing voltage reading on PCB. Hot ign. Cycling 12/14- next step hot ignition cycling			06081 San Francisco Ford	158			3FAHP0JG9AR[redacted]
FR-0107	No Com	BC2	EPP	In Eval (UK)	9/28- got final report out of Anting & Kimball no areas on the line where contact can be made with R281 using the strain gage test at all stations. I have final report will put in pending to see if we have any more damaged R281 resistors.	12/4- Submit hot process request form 12/10- pulled EFF & Buffer data and shipped gear to 26-mile 12/17- gear should be sent to the UK to check the monitor micro & related circuits. 1/4- gear now in process to QAO should be there 1/6. 1/13- is fault repeatable, cold test the unit. check the reset line and supply line for the monitor micro.Once this is done, then we can decide the best place to continue analysis. 1/19- photograph the part so that we can read the datecode from it. Could be a C154 issue we have seen before. Sergio & Geoff discussing details. 1/20- RUA raised will ship to UK for further level 3 testing. Fault relates to PCB or solder joint issue. 1/28- further PCB testing is indicating a resistor R281 issue. Further testing to confirm. 3/3- R281 resistor has short on end cap will ship to KOA for analysis by next week.			03726 Torrington Ford	296			3FADP0L33AR[redacted]
FR-0128	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	9/7- passed all tri temp ign. Cycling, next hot puma then high pot testing. 9/13- passed hot puma & high pot testing.	1/21- pulled EFF & buffer data, ship to QAO 2/2- In QAO today will start leak testing 2/3- EFF data shows PH1 & PH2 at link voltage when it should be Vlink/2. This points to the motor relay. Not able to reproduce the fault, working with the special B6B sw version. 2/5- using B6B software and ignition cycling overnight cannot reproduce any codes. 2/26-still cannot duplicate the code using the B6B software no faults or LIC's. 3/8- send to 26mile for cold testing 3/10-Checking the west building today to put in for cold testing 4/9- gear never sent back to 26mile still at QAO. 6/29- bully test done ambient, ign. Cycling done ambient & hot. Not fault found, to perform iso(1000v) test and then cold testing.			04473 Champion Ford	769			3FAHP0HA6AR[redacted]
FR-0164	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	9/13- passed hot puma and high pot testing shipped to UK for more testing.	3/22- Pulled EFF/Buffer data shipped gear to QAO 4/9- Ambient testing done. No faults. Hot testing done. No faults. PH1 & PH2 shorted to PH3 in EFF. Next step Insulation test done at 1000 volts. Pepe to perform 4/9- Ambient testing done. No faults. Hot testing done. No faults. PH1 & PH2 shorted to PH3 in EFF. Next step Insulation test done at 1000 volts. Pepe to perform 6/29- relay measurements performed. Iso(1000v) test done. Ambient/cold ignition cycle done. Cold puma done next step hot puma. 8/25- set for xray tomorrow 8/26- x-ray clean, next tri-temp with the application SW			00509 Allan Vigil Ford	1565			3FAHP0JG5AR[redacted]
FR-0181	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	9/7- passed B6B SW tri temp test, hot puma & all the high pot testing. Next to perform tri-temp ignition cycling	4/12- pulled EFF buffer data, shipped out to QAO 4/19- arrived at QAO today 5/3- leak tested, now at the lab ready for testing 6/15- Unit leak tested, no leaks to report. Unit was Measured on the Phases terminals before first ignition. No unexpected conditions found. Unit bully tested No faults found.Unit is into the freezer to be cold tested 6/29- RELAY MEASURED. AMBIENT BULLY TEST DONE. TO PERFORM ISOLATION TEST, THEN AMBIENT IGNITION CYCLING 8/25- set for xray tomorrow			02405 Park Cities Ford	2903			3FAHP0HG8AR[redacted]
FR-0199	U2011-49	B6B	EPP	In Eval (26mile)	7/19-High-Pot Test complete on EPP no issue found. Need make sure the B6B modified test is run on each of these (70sec loop at Tri-temp) Mike confirmed it has been done. Need EFF data Matrix this week. Salim to set up meeting next week	4/30- Pulled EFF & buffer data, shipped gear to QAO for analysis 5/12- gears should arrive in QAO on Wednesday 6/7- passed leak test, shipped to 26mile for xray 6/9- xray tomorrow 6/10- xray clean, next hot Puma 6/14- passed hot puma with no faults, Mike F working with Michelle Marion on B6B SW for next test. Perform 1000v isolation test. Send Ford fishbone chart on B6B 6/28- check 1000v test by end of week. Geoff check on fishbone for belt drive application.			03273 Liberty Ford	6344			3FAHP0HAXAR[redacted]
FR-0200	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	9/7- during high pot testing to relay low side unit failed, motor PCB tear down now in process. 10/8- motor PCB teardown at UK NTF	4/30- Pulled EFF & buffer data, shipped gear to QAO for analysis 5/12- gears should arrive in QAO on Wednesday 6/7- passed leak test, shipped to 26mile for xray 6/9- xray tomorrow 6/10- xray clean, next Hot Puma 6/14- passed hot puma with no faults, Mike F working with Michelle Marion on B6B SW for next test & 1000v isolation test. 6/25- now ready for tri-temp ign. Cycling 6/28- check 1000v test by end of week. Geoff check on fishbone for belt drive application.			00688 Sands Ford	7892			3FAHP0HA8AR[redacted]
FR-0212	lc lamp on ABS code C1278	A28		At WPAC	5/7- pulled Ford codes & EFF data no codes list only A28 code	5/7- pulled Ford codes & EFF data no codes list only A28 code	INSP.A.B.S. SYSTEM ADVANCE TRAC LIGHT IS ON CODE C1278. PERFORM PINPOINT TEST. REPLACE STEERING GEAR ASSEMBLY AND RETEST.OK.CLEAR CODE.			10403 Fiore Motors	18392			3FAHP0JA5AR[redacted]

FR-0213	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	9/7- during high pot testing to relay low side unit failed, motor PCB tear down confirmed motor PCB clearance issue. 10/1- sent to UK stripped down could not find any area for pin contact to PCB. not a PCB clearance issue. More testing.	5/7- pulled EFF buffer data & shipped to QAO 6/7- passed leak test, shipped to 26mile for xray 6/9- xray tomorrow 6/10- xray indicates raised rivet, cannot cause this code to set. Next hot puma 7/19-High-Pot Test complete on EPP no issue found. Need make sure the B6B modified test is run on each of these (70sec loop at Tri-temp) Mike confirmed it has been done. Need EFF data Matrix this week. Salim to set up meeting next week			04820 Maroone Ford	688			3FAHP0HG0AR[redacted]
FR-0214	U2011-49 U3000-96	B3A, B6B	EPP	In Eval (UK)	1/24- tore down relay, NFF. contacts inspected EDX has evidence of weld.	5/7- also has code B6B listed in fault store, had to ship back from Rogersville to 26mile for xray. 5/25- xray clean & passed the resistance test. Check with Geoff on next steps. 6/7- 5amp test at anbient & hot if that passes tri-temp ign. Cycling 6/10- put into tri-temp chamber with ign. Cycling 6/14- passed 5 days of tri-temp ign. Cycling with no faults. 7/12- solder phases back and recheck with B6B SW in the tri-temp chamber. This B3A also set B6B three times before C69 set in the fault store. 9/7- passed all the testing on the B6B chart, next Ship to UK			10288 Valley Stream L/M	24006		B3Ax2 B6Bx3	3FAHP0HA7AR[redacted]
FR-0215	TC lamp on C1278	A28		At WPAC	5/20- pulled EFF & Buffer data, kept gear at WPAC could install on vehicle	5/20- pulled EFF & Buffer data, kept gear at WPAC could install on vehicle			04331 Brondes Ford	4643			3MEHM0HA3AR[redacted]
FR-0218	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	9/7- passed B6B SW tri temp test, hot puma & all the high pot testing. Next to perform tri-temp ignition cycling	5/20- pulled EFF & Buffer data, shipped to 26mile for xray 6/2- xray slightly looks like raised rivet, resistance measurement passes, checking with Geoff on next step 6/7- to perform standard tri-temp ignition cycling first then if that passes to get application code to remain in diagnostic mode from Michele. 6/10- took out of tri-temp after 3 days no B level faults at this time. Next to reflash with B6B intro SW. hot puma done? 6/21- in thermo chamber from 6/7-6/9 ign. Cycling with no faults with B6B test SW, hot puma passed. 7/19-High-Pot Test complete on EPP no issue found. Need make sure the B6B modified test is run on each of these (70sec loop at Tri-temp) Mike confirmed it has been done. Need EFF data Matrix this week. Salim to set up meeting next week			20249 Mangold Ford	5311			3MEHM0HAXAR[redacted]
FR-0228	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	9/7- passed B6B SW tri temp test, hot puma & all the high pot testing. Next to perform tri-temp ignition cycling	5/27- pulled EFF buffer data, ship gear to 26mile for analysis. Next to leak test an xray relay. 6/9- xray tomorrow 6/10- xray clean, next hot Puma 7/12- flashed new B6B SW, now ready for tri-temp ign. Cycling 7/19-High-Pot Test complete on EPP no issue found. Need make sure the B6B modified test is run on each of these (70sec loop at Tri-temp) Mike confirmed it has been done. Need EFF data Matrix this week. Salim to set up meeting next week			01209 Sloan Motors	6452			3FAHP0GA2AR[redacted]
FR-0237	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	9/7- passed B6B SW tri temp test, hot puma & all the high pot testing. Next to perform tri-temp ignition cycling	5/28- pulled EFF buffer data, shipped gear to 26mile for leak test and xray. 6/10- xray clean , hot puma next 6/14- passed hot puma with no faults, Mike F working with Michelle Marion on B6B SW for next test. 7/19-High-Pot Test complete on EPP no issue found. Need make sure the B6B modified test is run on each of these (70sec loop at Tri-temp) Mike confirmed it has been done. Need EFF data Matrix this week. Salim to set up meeting next week			05475 Encinitas Ford	568			3FAHP0HA2AR[redacted]
FR-0261	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	9/22- going to install on the PU/PD unit for 48hrs.	6/30- pulled EFF data and ship to 26mile for xray. 8/26- x-ray clean, next tri-temp with the application SW 9/1- tri-temp testing able to duplicate B6B 15 ign. Cycles in at 90deg. C, both phase 1 & 2 failed. testing ongoing trying to get gear to fail again. 9/13- scoping the 3 phases on relay low side cannot duplicate code. passed hot puma & high pot testing, ship to UK for testing			08952 Ipswich Ford	8439			3MEDM0L35AR[redacted]
FR-0264	U3000-49 U3000-96	B60	EPP	In Eval (UK)	2/7- UK possible stressing diode fitting to board. Part recovered during analysis at Vishay. Cannot prove what the cause was. One off with this diode issue, like to put in pending just in case another similar issue comes up.	6/30- Also has codes BA4 & B7A, B60 stored in EFF data, shipped to QAO for analysis. 7/7- QAO to ship EPP to UK for analysis. 7/28- hardware issue on PCB, testing still ongoing to isolate the area. 8/2- something pulling phase 1 low, need to check several components to find drain or short. 8/4- found out this is not an ASIC issue further testing needs to be done to pinpoint the circuit problem on phase one 9/8- diode failed in the circuit, sent back to the supplier for analysis. 9/20-To send back to the diode manufacture. 10/6- UK still testing diode, next to xray before sending diode to manufacture. 10/27 Diode has been sent Vishay. X-ray was clear. 12/6- manufacture confirmed diode issue but when they decapsulated the diode the fault went away.			01470 Jim Keim Ford	6196		B60 BA4 B7A	3MEDM0L33AR[redacted]

FR-0271	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	**9/13- passed hot puma and high pot testing shipped to UK for more testing.**	**7/16- pulled EFF data shipped to 26mile for xray & analysis. 8/26- x-ray clean, next tri-temp with the application SW 9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then high pot test on the motor relay low side.**
FR-0273	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then high pot test on the motor relay low side.**	**7/16- pulled EFF data shipped to 26mile for xray & analysis. 8/26- x-ray clean, next tri-temp with the application SW**
FR-0278	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then xray relay. Then perform high pot test on the motor relay low side.**	**7/16- pulled EFF data shipped to 26mile for xray & analysis. 9/1- performing ignition cycling at this time still needs to be xrayed.**
FR-0284	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	**9/22- 24hr ign. Temp cycling to see if offset bridge shows up.**	**7/16- pulled EFF data shipped to 26mile for xray & analysis. 8/26- xray questionable, the bridge is very close to the frame but is not actually touching, next tri-temp ignition cycling. 9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then high pot test on the motor relay low side. 9/13- passed hot puma & high pot testing, ship to UK**
FR-0288	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then high pot test on the motor relay low side.**	**7/30- pulled EFF data and shipped gear to 26mile for xray and analysis 8/26- x-ray clean, next tri-temp with the application SW**
FR-0290	U2011-49	B6B	EPP	In Eval (26mile)	**9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then high pot test on the motor relay low side.**	**7/30- pulled EFF data and shipped gear to 26mile for xray and analysis 8/26- x-ray clean, next tri-temp with the application SW**
FR-0304	C200B-2F C200B-61	BD2, BD4	TS	In Eval (Farmington)	**3/7- all resources to test has been exhausted at this time with NTF. Will keep in pending and check for other TS returns with similar faults**	**9/2- pulled EFF & stored data and shipped to QAO for analysis. Intermittent PS loses assist. 9/22- passed leak test, started to bench test wiggle test harness could not duplicate code. Start ambient ignition cycling 9/27-ambient ignition cycled over 12hrs still cannot produce any codes. 10/4- still at gear level to put into tri-temp chamber and recheck for codes. 10/6- next step to tri-temp test at QAO removed IPA cover no visual issues internally or on the TS PCB. Next to do wiggle testing during bench testing. 10/12- next step to performance test hot. 11/17- use higher temps for tri-temp at 120 deg C instead of 90 deg C. for profile also discuss turning the TS 2 turns CW & CCW while testing 12/3-Awaiting next steps before disassy**

	07357 Ganley Ford	1878			3FAHP0HA6AR[redacted]
	06259 Alphorn Ford	6631			3MEHM0JAXAR[redacted]
	04229 Suburban Ford	4470			3FAHP0HAXAR[redacted]
	06983 Oneonta Ford	12711			3FAHP0JA2AR[redacted]
	06771 Rusty Eck Ford	3252			3FAHP0HA6AR[redacted]
	08988 Drum Hill Ford	1702			3FAHP0CG9AR[redacted]
	06633 Cavalier Ford	1612			3FAHP0JA6AR[redacted]

FR-0307	TC lamp on C1277	No Codes		At WPAC	**9/7- pulled several can/bus Ford U-codes looked like a CAN bus connection or circuit issue from the codes. U0100-00(lost Com ECU/PCM"A"), U0001-88(HS CAN BUS off), U0121-00(lost Com w/ABS), U0415-22(Invalid data from ABS).**	**9/7- pulled several can/bus Ford U-codes looked like a CAN bus connection or circuit issue from the codes. U0100-00(lost Com ECU/PCM"A"), U0001-88(HS CAN BUS off), U0121-00(lost Com w/ABS), U0415-22(Invalid data from ABS).**	CUSTOMER STATES THAT THE TRACTION CNT LIGHT IS COMING ON TEST ABS CODE 1277 STEERING ANGLE PERFORM INTERACTIVE DIAG ONLINE PIN POINT TESTS LEAD TO STEERING ANGLE ERRATIC REPLACE ELECTONIC P S RACK AND PINION		02163 Klaben Ford	10256			3FAHP0JG7AR[redacted]
FR-0309	TC lamp on C1278	E1E		At WPAC	**9/7- pulled ford code B1D23-68(E1E) thermo event. Vehicle returned twice for intermittent TC lamp on C1278.**	9/7- pulled ford code B1D23-68(E1E) thermo event. Vehicle returned twice for intermittent TC lamp on.	WEB FORM DATA - CONCERN: ACCORDING TO THE CUSTOMER, VEHICLE LOST POWER AND TRACTION CONTROL LIGHT CAME ON, AND SERVICE ADVANCE TRAC MESSAGE IN MESSAGE CENTER CAME ON. WHEN VEHICLE ARRIVED HERE, MESSAGE GONE AND TC LIGHT OFF. TEST DROVE BUT UNABLE TO REPRODUCE CONCERN. NOTE, THIS IS THE SECOND TIME CUSTOMER HAS HAD A SIMILAR COMPLAINT. HOWEVER, THE FIRST TIME THE VEHICLE CAME IN, THERE WERE NO CODES PRESENT IN ANY SYSTEM OR ANY OTHER INDICATION OF A FAULT SO I RELEASED THE VEHICLE. THIS TIME I HAVE A CONTINOUS CODE C1278 DIAGNOSTICS: PERFORM DIAGNOSTICS PER SSM 21243. WIGGLE TEST WIRING HARNESS BETWEEN ABS MODULE AND PSCM IN AN ATTEMPT TO RECREATE THE CODE. UNABLE TO DUPLICATE CODE. PERFORM PPT F AND G AS OUTLINED IN THE SHOP MANUAL. ALL RESISTANCES NORMAL. NO OPENS OR SHORTS. INSPECT ALL CONNECTORS. NO DAMAGE TO HARD SHELLS OR PUSHED OUT PINS. NO		04587 Helfman Ford	7439			3FAHP0HA4AR[redacted]
FR-0314 RUA# 4149	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**12/13- oil contamination found on contacts operator using wrong oil for mantanance on rivet machine. Work instruction did not advised operator of proper oil, so a new procedure was added 8/13/2010. this was a known issue caught by another customer. so the estimated PCA date is Nov. 12 going into QAO. waiting on 8D**	**9/27- pulled EFF & stored data, shipped to 26mile for xray and analysis. 9/29- received gear today and passed leak test ready for xray. 10/8- xray clear not fault found, follow standard test procedure. 10/18- The Tri-Temp, 5 amp resistance checks, and the PUMA testing have been completed with no trouble found 11/1- John B to pull relay raise RUA & ship to Tyco for relay workshop. 11/2- sent to Tyco for Nov.22-24 relay workshop 11/29- surface contamination, still under analysis to find source. Under F-TIR for chemical analysis results by 12/8.**			09869 Spitzer Ford	4092			3FAHP0HA5AR[redacted]
FR-0316	TC lamp on C1278	No Codes		At WPAC	**9/27- pull EFF & stored data no codes stored, checking CQIS & AWS for any history information.**		AFTER EXTENSIVE DEALER DIAGNOSIS FOUND OUT THE PSCM FIXED THE VEHICLE FOR INTERMITTENT TC LAMP COMING ON		01061 Keeter Ford	29015			3FAHP0HA2AR[redacted]
FR-0327	C200C-2F U3000-96	BD1, BD3	TS	In Eval (Farmington)	**3/7- all resources to test has been exhausted at this time with NTF. Will keep in pending and check for other TS returns with similar faults**	**10/5- pulled EFF & fault store data, shipped gear to QAO for analysis. No damage to TS harness 10/18- leak test passed sent to lab to start analysis. 11/8- ign cycled need to check with Sam on other testing performed on this gear. 11/15- all the ignition cycling & tri-temp testing has been performed with no trouble found. Bench testing with wiggle testing no trouble found. 11/17- found metallic burr on one of the rotor teeth, advised to ship IPA assembly direct to Hella for analysis. Pepe to contact Angie for information & QCCAR data. 11/18- hella received TS will start function testing 12/1- rotor burr did not cause the codes, Hella function tested sensor assembly with no trouble found. Need to discuss further testing. 12/8- Hella to check PCB below the burr make sure no contact has been made to the board. Measure**			04448 Ramirez Ford	4041			3FAHP0GA6AR[redacted]
FR-0356	U3000-49	BA4,BA5, BC2	EPP	In Eval (QAO)	**2/21- Kemet has stated that a couple of root causes related to these failures and the most likely failure is the C154 anode wire contamination failure during welding & wire alignment issue with wire in the wrong spot during weld. Geoff sent out 8D to Ford for analysis at this time. more testing required by Kemet to setup a test to prove these warranty returns were**	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis 2/3- confirmed C154 issue, need to ship Kemit in the US for analysis. 2/5- capacitor arrived at Kemet in US 2/14- confirmed cold weld issue at US facility**			04822 Greenway Ford	126			3FADP0L35BR[redacted]

FR-0365	C200B-2F C200C-2F C200B-61	BD2, BD3,B90	TS	In Eval (26mile)	**3/7- Ford agreed due to the vehicle issues listed in the customer & vehicle comments to move to pending and if resources allow later and more testing needed to install on-vehicle.**	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis. TS harness conduit pinched near EPP but no wire damage. 1/25- did TRI TEMP and ignition cycling and Hot testing as well and no faults observed. turn input shaft stop to stop while testing NTF. Next step to put on bully tester 5 times with NTF. 2/3-Jim Loria/Don Blandino thinks this vehicle had other vehicle problems that caused the TS codes. 2/11- Sam to put gear through bully testing 5X, if that passes to remove the IPA & ECU cover and visual inspect for poor wiring connections or moisture. If that is Ok to ship back to 26mile for further testing. 2/22- gear arrived at 26mile for testing. 3/4- performed bench testing at 26mile with NTF, advised to put the IPA cover & ECU covers back on and see if we can find a hybrid for on-vehicle testing. Will discuss with Ford engineering.**	CUST STS WRENCH LIGHT AND CHECK ENGINE LIGHT IS ON AND VEHICLE DIES WHILE DRIVING ROAD TESTED EEC TESTED KOER AOEC DTC U0111 U0129 U0155 CLEARED DTC RETESTED VEHICLE DIES WHILE DRIVING AT TIMES WILL NOT RESTART THEFT LIGHT FLASHES INTER. CHECKED WIRING AND FUSES CHECKED FUSE PINPOINT OK IDS INDICATES PCM IS BLANK PERFORMED PMI ON PCM RETESTED VEHICLEOPERATED NORMAL FOR 5 HOURS THEN DIED. RETETSEDFOUND 10 VOLTS ON BOTH HS WIRES AT DCL REPAIR 10/12/2010 08:01AM SALAH TEKKO MSS - FCSD - TECH SVC HOTLINE TECHNICIAN REPLY: I CHECKED C145 AND OTHER CONNECTORS AND FOUND NO FAULTS. I LET THE CAR OPERATE FOR SEVERAL HOURS UNDISTURBED AND IT FINALLY FAULTED AS BEFORE AND VEHICLE DIED, WOULD NOT RESTART AND SET NUMEROUS U CODES IN ALL MODULES. THE HS-CAN CIRCUIT IMPEDANCE ACCROSS DCL PINS 6&14 IS 61 OHMS BUT I GET APPROX 5.5 VOLT AT EACH PIN TO GROUND. THE SPEC IS 2.5 VOLT. IS THERE A WAITING PERIOD BEFORE CHECKING VOLTAGE? I WILL BE DISCONNECTING MODULES TOMORROW TO CHECK FOR FAULTED MODULE. I HAVE NOT CHECKED THE MS CAN YET BUT I WILL. RECOMM 10/12/2010 08:01AM SALAH TEKKO MSS - FCSD - TECH SVC HOTLINE DON, THE VOLTAGE SHOULD REMAIN AT APPROXIMATELY 2.5 VOLTS ON EACH OF THE HS CAN CIRCUITS. RECOMMEND DISCONNECT THE HS CAN MODULES INDIVIDUALLY (EXCEPT THE PCM) AND RETEST FOR PCM COMMUNICATION IN ATTEMPT TO PINPOINT T SHORTED MODULE. IF ALL THE CONNECTORS ARE DISCONNECTED AND NO PCM COMMUNICATION IS ESTABLISHED LOAD TEST THE PCM POWER AND GROUND CIRCUITS, IF ALL OK SUSPECT A PCM RELATED ISSUE.		06992 Peoria Ford	4641			3FADP0L39AR[redacted]
FR-0389	U3000-49 U3000-96	BA4,BA5, BC2	EPP	In Eval (QAO)	**2/21- Kemet has stated that a couple of root causes related to these failures and the most likely failure is the C154 anode wire contamination failure during welding & wire alignment issue with wire in the wrong spot during weld. Geoff sent out 8D to Ford for analysis at this time. more testing required by Kemet to setup a test to prove these warranty returns were**	**1/14- pulled EFF & stored data shipped to QAO for analysis. 2/3- confirmed C154 issue, need to ship Kemit in the US for analysis. 2/5- capacitor arrived at Kemet in US**			01864 Power Ford	160	P0HA0BR2	12/1/2010	11/25/2010
FR-0393	U3000-49	BA4,BA5, BC2	EPP	In Eval (QAO)	**2/21- Kemet has stated that a couple of root causes related to these failures and the most likely failure is the C154 anode wire contamination failure during welding & wire alignment issue with wire in the wrong spot during weld. Geoff sent out 8D to Ford for analysis at this time. more testing required by Kemet to setup a test to prove these warranty returns were the failures listed in the 8D.**	**1/21- pulled EFF & stored data shipped to QAO for analysis 2/3- confirmed C154 issue, need to ship Kemit in the US for analysis. 2/5- capacitor arrived at Kemet in US**			03997 Prince Frederick Ford	1325			3FAHP0HA4BR[redacted]
QAO line failure- 1 RUA-2983		B9A	EPP	In Eval (UK)	**3/26- failed the flux density test. Get details of testing from Simon Wright & get with Nidec to explain their 100% containment operation run some bad units through to see if they fail**	**12/14- able to duplicate code, looking at interaction with auxillary ASIC & hall effects**							
QAO line failure- 2 RUA-2983		B9A	EPP	In Eval (UK)	**12/14- able to duplicate code, looking at interaction with auxillary ASIC & hall effects**	**12/14- able to duplicate code, looking at interaction with auxillary ASIC & hall effects**							
QAO line failure- 3 RUA-2983		B9A	EPP	In Eval (UK)	**3/26- failed the flux density test. Get details of testing from Simon Wright & get with Nidec to explain their 100% containment operation run some bad units through to see if they fail**	**12/14- able to duplicate code, looking at interaction with auxillary ASIC & hall effects**							
0KM BR247653	rattle under dash		TS	In Eval (Rogersville)	**2/9- Rogersville received the IPA yesterday and started the investigation of the missing bushing. Rogersville has approval to purchase the camera's. still checking to see if this was a operator mishandling issue. April 1st is target date for completion of both camera's on line 2 & 3.**	**1/31- plant found movement in the input shaft. QAO will ship to Rogersville for analysis. Possible missing bushing in the IPA assembly.**							

0KM BR198102	C200B-62 U3000-96	BD4	TS	In Eval (Rogersville)	**2/9- have approval to modify line 1 with new grippers and smaller diameter ,March 21st completion date. 5/10- have modification on line 2 for a vision system at station 50 to elimination the visual inspection will need to get timing when that will be implemeted on line 2.**	**11/29- found one bent finger on the rotor, impact mark on top of the finger. QAO investigating cause. 12/6- QAO still looking for causes but also looking for new ways of testing for bend finger after station handling at the grenade pin removal station. 12/15- looking to install laser that detects bent fingers on the rotor, and should be installed in the granade pin detection fixture. We still need to continue analyzing, meanwhile, Third party sorting at Rogerville & 100% sorting for this condition in QAO. 1/5- unsure if laser system can be done at grande pin detection station, still discussing and checking other options. Sorting still continuing at Rogersville & QAO. Couple of the bent rotors found in sorting sent back to Rogersville look for any witness marks on the rotors. 1/10- plan for containment at Rogersville: > 100% visual check for bent rotors added to operator's control sheet**
0KM BR198415	rattle under dash	No Codes	TS	In Eval (Rogersville)	**4/6- just have confirmation that the new target date for the new camera's on line 2 & 3 is 6/7/2011.**	**11/29- movement of the input shaft causing the rattle noise QAO removed IPA and shipped, arrived in Rogersville today for analysis. 12/1- found no pin stamp on the shaft indicating this failed the deflection test bench still trying to understand how this made it into the gear. Machine logic to recognize bushing & input shaft will change today. Looking at installing a timer to install delay & tell the difference between the input shaft and bushing installation. should have 8D finished by COB Friday. 12/6- Jonathon Harris from Ford at Rogersville to inspect the operation & mistake proofing operation to be set-up on the line & handling issue for failed parts. They will use a green dot to identify a pin stamp on input shaft at EOL. 1/5- implement a camera system on the Prodel line to insure part will have a pin stamp, get quote & timing at the end of the week.**

Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Vehicle Type	Date of Repair	Model Year	Date	Part ETA
					11/8/2010	2011		
9/9/2009					2/10/2010			
6/13/2009	7/23/2009	6/5/2009	7/6/2009	2.5L Gas	8/20/2009		9/18/2009	74
8/8/2009	8/3/2009	3/19/2009	6/23/2009	2.5L Gas	9/3/2009		9/18/2009	74
6/17/2009	6/11/2009	1/30/2009	5/3/2009	2.5L Gas	9/1/2009	9IAAX031	9/24/2009	67

5/21/2009	5/14/2009	3/10/2009	4/8/2009	3L	10/27/2009	
9/18/2009	9/10/2009	7/10/2009	8/4/2009	2.5L Hybrid	11/21/2009	
10/11/2009	10/6/2009	6/26/2009	8/28/2009	2.5L Gas	11/24/2009	
1/19/2010	1/14/2010	10/24/2009	11/25/2009	3L	2/23/2010	
12/18/2009	12/15/2009	9/26/2009	10/28/2009	3L	2/25/2010	
7/21/2009	7/16/2009	3/12/2009	6/11/2009	2.5L Gas	4/17/2010	
11/24/2009	11/18/2009	9/4/2009	9/29/2009	2.5L Gas	4/9/2010	
4/27/2009	4/23/2009	1/22/2009	2/18/2009	2.5L Gas	4/1/2010	

5/27/2009	5/21/2009	3/12/2009	4/14/2009	3L	3/9/2010	
6/9/2009	6/2/2009	1/16/2009	4/16/2009	2.5L Gas	4/14/2010	
12/2/2009	11/26/2009	10/13/2009	11/10/2009	2.5L Gas	4/28/2010	
9/28/2009	9/18/2009	6/18/2009	8/12/2009	2.5L Gas	4/2/2010	
12/10/2009	12/6/2009	9/10/2009	10/21/2009	2.5L Gas	5/3/2010	
12/21/2009	12/15/2009	9/29/2009	10/27/2009	2.5L Gas	5/5/2010	
10/31/2009	10/25/2009	8/22/2009	9/17/2010	2.5L Hybrid	5/14/2010	
12/8/2009	11/28/2009	10/14/2009	11/10/2009	2.5L Hybrid	5/15/2010	

12/16/2009	12/12/2009	9/1/2009	10/20/2009	2.5L Gas	6/7/2010	
7/7/2009	6/25/2009	3/12/2009	6/6/2009	2.5L Gas	5/27/2010	
12/9/2009	12/3/2009	10/16/2009	11/23/2009	2.5L Gas	5/28/2010	
9/12/2009	9/6/2009	6/19/2009	7/22/2009	2.5L Gas	5/29/2010	
11/18/2009	11/12/2009	8/20/2009	10/13/2009	2.5L Gas	6/1/2010	
11/24/2009	11/18/2009	9/4/2009	9/29/2009	3L	6/21/2010	
4/21/2010	4/16/2010	2/5/2010	3/8/2010	2.5L Gas	8/9/2010	

3/2/2010	2/24/2010	11/16/2009	1/3/2010	3L	8/2/2010	
11/3/2009	10/28/2009	8/22/2009	9/19/2009	2.5L Gas	8/9/2010	
3/13/2010	3/10/2010	11/10/2009	1/9/2010	2.5L Gas	8/11/2010	
6/18/2009	6/12/2009	2/11/2009	5/7/2009	2.5L Gas	8/23/2010	
6/4/2010	5/22/2010	2/18/2010	4/10/2010	2.5L Gas	9/7/2010	
9/4/2010	8/24/2010	5/17/2010	7/12/2010	2.5L Hybrid	11/17/2010	2011

6/2/2010	5/26/2010	2/16/2010	3/23/2010	2.5L Hybrid	10/9/2010	
8/29/2010	9/29/2010	2.5L Gas	12/16/2010	2011		
11/4/2010	10/23/2010	5/14/2010	9/4/2010	2.5L Gas	1/3/2011	2011
					1/31/2011	2011

					11/16/2010	2011
					11/19/2010	2011

Case Number	Ford DTCs	Symptom	Component	Issue	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (once known)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date
FR-0009	C200D-49	B9A	EPP		6/11 code did not reset tech returned vehicle to customer	6/11- dealer cleared the code, parking lot road tested and drove 11 miles with no codes that reset.	2098			Eric Estes		07888 North Bay Ford California	2098	B9A		3FADP0L39AR[redacted]	3/10/2009	3/1/2009	10/6/2008
FR-0028	U2011-49	B3A			**6/25**- vehicle came in with history code U2011-49 and U0415. no power steering message in the message center. No message during dealer visit and could not duplicate the code. Customer was from out of town so I believe vehicle is back with the customer. No repairs or parts replaced known at this time.				WEB FORM DATA - CONCERN: P/S FAILUR INDICATER MESSAGE CAME ON THEN OFF!!!!!!!!! DIAGNOSTICS: RETRIEVED CODES PARTS REPLACED:: N/A TECH QUESTION: CUSTOMER WAS OUT OF TOWN LIGHT CAME ON HE WHENT TO REPAIR SHOP THEY SHUT IT OFF THEN RESTARTED IT AND IT HAS BEEN WORKING FINE HE BRUOGHT IT HERE AND WE PULLED CODES AND COULD NOT DUPLICATE IT DO YOU HAVE ANY INFO ON A CONCERN LIKE THIS OR ANY SUGGESTIONS!!!! THANK YOU! WERE YOU ABLE TO VERIFY THE CONCERN?	Eric Estes		02775 Astorg FLM W Virginia	3609	N/A		3FAHP0JA7AR[redacted]	5/14/2009	5/9/2009	2/12/2009
DR-0005	U2011-49	B3A			**Code cleared and did not reset after parking lot road test. Drove over 55km without setting code.**				CHECK AND REPORT ON INTERMITTENT NO POWER STEERING (H22 ROADTEST, PULL CODES FROM SYSTEM U2011:49 IDS TEST, PINTEST, PERFORM ONLINE INTERACTIVE DIAG,			A1059 Oak-Land Ford	819			1FAHP2KT5AG[redacted]	7/14/2009		
U502	U2011-49			customer driving	1/24- tech could not duplicate the codes or no assist. Perform parking lot test and road test with no codes or symptoms.				CUST STATES THAT THE MESSAGE CENTER HAD A MESSAGE THAT SAID POWER STEERING ASSIST FAULT AND THE STEERING WAS VERY HARD DIAGNOSTICS: TEST DROVE VEH AND NORMAL OPERATION AT THIS TIME 0 WARNINGS IN THE MESSAGE CENTER IDS TESTED AND FOLLOWED PINPOINT TEST PER WORK SHOP MANUAL AND IT LED ME TO THE CONSERN IS NOT PRESENT AND TO RETURN THE VEH BACK TO THE CUST DTC U2011:49-08,U0121,U0126,U0159,U0428 THE WORK SHOP MANUAL TOLD ME TO CLEAR THE DTC AND TEST DRIVE VEH AND RETEST I CLEARD THE DTC AND THE SYSTEM PASSED PARTS REPLACED:: NONE TECH QUESTION: ANY KNOWN CONSERNS SHOULD I RETURN THE VEH TO THE CUST WERE YOU ABLE TO VERIFY THE CONCERN			02058 Beechmont Ford	289			1FMHK8F83BG[redacted]	11/22/2010		

EPP Build Date	Vehicle Type	Date of Repair	CQIS Report #		
11/19/2008	2.5L Hybrid	6/11/2009	9FKAP138 NHL		
3/25/2009	2.5L Gas	6/25/2009	9FYAI293 NHL		
		10/22/2009			
	3.5L w/APA	1/20/2011			

Case Number	Ford DTCs	Symptom	Component	Gear Location	Current Updates	Verbatim	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (once known)
Conn	U0100-00 U0001-88 U0121-00				6/11- TECH STATES THAT HE FOUND PIN 3 CAN BUS CKT. VDB405 OF C1010 PUSHED OUT -THIS PIN WILL NOT LOCK BACK INTO THE CONNECTOR, TERMINAL ITSELF SEEMS FINE - SEEKING GUIDANCE, SHOULD THE ENTIRE HARNESS BE REPLACED? (IT IS NOT A VERY LONG HARNESS, ABOUT 1FT LONG)						C1010 terminal 4 pin pushout hard shell lock broken	01466 Town & Country Ford Indiana	238	A17 A11 A8D	
Wiring	U0001-88	A11			6/8- dealer found visual issue with connection or wiring for CAN BUS error fault 6/11- CAN BUS wire shorted near Conn. C1010 at the A/C bracket bolt, Harness would swing back & forth against the bolt causing intermittent short.						CAN Bus harness shorted against A/C compressor bolt near C1010	02707 Brighton Ford	51	A11	
Wiring	No Assist/ No Com	No Com	Wiring concern- PSCM ignition feed harness shorted on exhaust converter shield		ABS/EPAS module not responding. No ignition feed to abs/epas at ckt. CBP42 GN, found blown fuse# F42 in SJB install new still blows. Found harness shorted at the catalytic converter shield about 12" from the EPAS connector. vehicle fixed	Wiring concern- PSCM ignition feed harness shorted on exhaust converter shield					CBP42 ignition feed shorted on catalytic converter heat shield	05591 EL CENTRO MOTORS California	4590	N/A	
Wiring	No Assist/ No Com	No Com	Wiring concern- PSCM ignition feed harness shorted at AC compressor		FUSE NUMBER 42 10AMP IN THE SMART JUNCTION BOX BLOWN. WIRE CBP42 GN CHAFED THOUGH ON THE A/C COMPRESSOR AT CONNECTOR C1010 MALE SIDE.REPAIR WIRE AND RELOCATE CONNECTOR.	Wiring concern- PSCM ignition feed harness shorted at AC compressor					harness chafed at A/C bracket near connector C1010	65099 FORD MOTOR COMPANY (WHQ) Mich	1341	N/A	
Wiring	No Assist/ No Com	No Com	Wiring concern- PSCM ignition feed harness shorted on exhaust converter shield		ABS/EPAS module not responding. No ignition feed to abs/epas at ckt. CBP42 GN, found blown fuse# F42 in SJB install new still blows. Found harness shorted between splice S120 & PSCM connector on the catalytic converter shield. Repaired harness vehicle fixed	Wiring concern- PSCM ignition feed harness shorted on exhaust converter shield					CBP42 ignition feed shorted on catalytic converter heat shield	B4412 Parkside Ford Manitoba	164	N/A	
DR-0010	U0131 C1278 U0428	Int. No Com	System Wiring	Ign feed C145 pin "B"	1/11- Dealer replaced the EPAS gear and vehicle still had same symptom"Int. No Com" replaced EPAS harness to fix vehicle C145 hardshell term."B" broken lock tab. Cannot find 700 tag on this vehicle at this time to chargeback gear replacement.	CONCERN: NO POWER STEERING,ADVANCE TRAC LIGHT ON DIAGNOSTICS FOLLOW WSM 418-00 PINPOINT TEST G FOR THIS CONCERN AND LEAD TO EPAS GEAR REPLACEMENT. REPLACED STILL HAD SAME INTERMITTENT NO COMMUNICATION WHILE DRIVING. ADD-ON 12/21/2009 09:07PM JEFFREY WILLIS(FSE) MSS - FCSD - REG - CINCINNATI DEALER PRINCIPAL REQUESTING FSE ASSISTANCE. THIS VEHICLE IS A STOCK UNIT THAT WAS ORDER BY LOCAL FIRE INSPECTOR. IS DUE TO BE DELIVERED TO CUSTOMER ASAP. ADD-ON 12/23/2009 01:40PM JEFFREY WILLIS(FSE) MSS - FCSD - REG - CINCINNATI VISITED THE DEALER ON 12-18-09. PRIOR TO VISIT, TECH HAD PERFORMED PPT AS ADVISED AND THE STEERING GEAR ASSY BUT THE CONCERN WAS STILL PRESENT. - PERFORMED A TEST DROVE WITH SM, WAS UNABLE TO DUPLICATE THE CONCERN. SM STS WHEN CONCERN OCCURS, THE TRACTION LIGHT COMES ON AND THERE IS NO STEER ASSIST FOR JUST A MOMENT. IF YOU KEEP DRIVING THE ASSIST RETURNS AND CONCERN MAY NOT OCCUR THE REST OF THE DAY. THE TECH AND SM FOUND THIS OCCURS ONLY WHEN VEHICLE IS COLD. - TESTED FOR CMDTCS FOUND I/C AND ABS HAD CODE U0131 (LOSS COMM WITH PSCM) AND ABS HAD CODE U0428 FOR INVALID STEERING DATA. CLEARED ALL CODES, PERFORMED A ON DEMAND TEST OF ABS, I/C AND PSCM WITH ALL PASS (NO DTCS). SINCE CONCERN COULD NOT BE DUPLICATED, I ATTEMPTED TO INDUCE THE SAME ISSUE/DTCS BY CREATING AN OPEN IN THE HS CAN CIRCUITS. FOUND THAT WITH OPEN PRESENT, CODE U0131 RETURNED IN THE I/C AND ABS WITH NO POWER STEERING ASSIST. I INSPECTED THE HARNESS FOR CONCERNS AND FOUND THAT HS CAN - PIN AT CONNECTOR C145 TERM. "B" WAS NOT LOCKED INTO THE HARDSHELL (BROKEN TAB). THIS WAS ALLOWING PIN TO "BACKOUT" AND POTENTIALLY LOSE CONTACT AND LOSE COMMUNICATION INTERMITTENTLY. -- CHECKED WITH						02098 Whites Ford	35		
U502	No Com	No Com	femal terminal 24 in C139 spread open	At dealer	1/31- tech called back and the TC lamps were on all the time now, tech found terminal 24 open in c139. tech replaced the female terminal to fix the lamps & code. Vehicle fixed				TECH COULD NOT DUPLICATE TC LAMP ON, HAS C1B00-29(SWA SIGNAL ERRATIC) IN THE ABS PERFORMED PARKING LOT ROAD TEST THEN PARKED THE CUSTOMER TEST DROVE AND THE TC LAMP CAME ON WITH THE SERVICE PS NOW MESSAGE. TECHCHECKED ALL CONNS,TERMINALS & WIRING HAVE GOOD 12V & GRD FEEDS TO PSCM. 1/24- called dealer back to advise to repair C139 tech will need to get the customer back in to check the terminals 24 & 25.		C139 term. 24 spread open from plant evac/fill connector pins too big	00529 Gene Evans Team Ford	16		

U502	No Com	No Com	femal terminal 24 in C139 spread open	At dealer	1/24- tech found loose female terminal 24 in connector 139, tighten terminal now vehicle is fixed.				CUSTOMER STATES TC & TERRAIN LAMP ON INTERMITTENT, SERVICE ADV TRAC MESSAGE & SHIFTER KNOB LAMP WENT OFF. TECH PHYSICALLY CHECK G101 AND USED BULB TO LOAD TEST THE 12V PSCM CIRCUITS. WIRING,TERMINALS,CONNS CLEAN AND TIGHT. VEHICLE NEVER LOST ASSIST COULD FEEL A LITTLE DIFFERENCE IN STEERING FELL WHEN THE TC LAMPS CAME ON BUT STILL HAD ASSIST.		C139 term. 24 spread open from plant evac/fill connector pins too big	20546 Fette Ford	207		
U502	No Com	No Com	femal terminal 24 in C139 spread open	At dealer	1/24- tech found loose female terminal 24 in connector 139, tighten terminal now vehicle is fixed.				CUSTOMER TOOK DELIVERY OF VEHICLE AND DRIVE ONE BLOCK AND BOTH TC & TC OFF LAMPS ON. CUSTOMER DROVE BACK TO DEALER SHUT VEHICLE OFF, TECH STARTED THE VEHICLE UP AND PULLED INTO HIS STALL AND THE TC LAMPS WERE OFF AS HE PULLED INTO HIS STALL THEN THE TC LAMPS CAME ON AND NOW WILL NOT GO OUT WITH EVERY START. HAS GOOD 12V FEEDS TO THE PSCM HE WILL DOUBLE CHECK G101 FOR POOR CONNECTIONS. AT ONE TIME THIS VEHICLE HAD LOW VOLTAGE BUT THE TECH DID NOT EXPERIENCE ANY LOW VOLTAGE ISSUE COULD HAVE HAPPENED DURING NEW CAR PREP.		C139 term. 24 spread open from plant evac/fill connector pins too big	04963 Brandon Ford	51		
U502	No Com	No Com	femal terminal 24 in C139 spread open	At dealer	1/24- tech found loose female terminal 24 in connector 139, tighten terminal now vehicle is fixed.				A COMMUNICATION ISSUE WITH THE POWER STEERING CONTROL MODULE (VAPS). THERE ARE NO PREVIOUS REPORTS OR KNOWN FIXES FOR THIS CONCERN. PLEASE VERIFY THE POWERS AND GROUND CIRCUITS ARE ALL INTACT BY PERFORMING VOLTAGE DROPS TO THE MODULE. IF THE POWER AND GROUND CIRCUITS ARE WITHIN SPEC OF 400 MILLIVOLTS, THEN INSPECT FOR PROPER PIN-FIT USING A SPARE MALE PIN. IF A VOLTAGE DROP OF MORE THAN 500 MILLIVOLTS, THEN REPAIR THE AFFECTED CIRCUIT AND RETEST. PDI WILL NOT GO INTO FOUR WHEEL DRIVE AND TURN SIGNALS NOT WORKING PROPERLY DIAGNOSTICS: GIVES CODES FOR PCSM LOST COMM. TO ABS AND IPC CANNOT COMM. WITH PCSMALSO CODE FOR STEERING ANGLE SENSOR PARTS REPLACED:- NONE		C139 term. 24 spread open from plant evac/fill connector pins too big	02509 Asheboro Ford	10		
U502	No Com	No Com	femal terminal 24 in C139 spread open	At dealer	2/3- called dealer and confirmed that pin 24 was spread open tighten the terminal tang and reinstalled to fix the lamps and codes.				1/27- Call dealer to check C139 terminals 24 & 25 CAN BUS feeds for spread terminals dealer to call back with the fix. Dealer had a steering gear on order advised to cancel once he fixes the terminals			07809 Jones-West Ford	281		

VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Vehicle Type	Date of Repair	Model Year	Date	Part ETA
3FAHP0CG3AR[redacted]	5/11/2009				3L	6/11/2009	9FJAG186 NHL		
3FAHP0JG3AR[redacted]	5/23/2009				3L	6/8/2009	9FHAD240 NHL		
3FAHP0HG7AR[redacted]	3/20/2009				3L	4/29/2009	9EKA8006 NHL		
3MEHM0JG2AR[redacted]	3/9/2009				3L	5/1/2009			
3FAHP0CG8AR[redacted]	3/30/2009				3L	5/12/2009	9ELAW125 NHL		
2FMHK6DT9AB[redacted]	12/1/2009					Flex 3.5L GDTI w/o park assist	########		
1FMHK7F82BG[redacted]	12/9/2010		11/17/2010		3.5L wo/APA	1/17/2011			

1FMHK8D81BG[redacted]	12/12/2010		11/6/2010		3.5L wo/APA	1/19/2011			
1FMHK8F89BG[redacted]	12/13/2010		10/27/2010		3.5L wo/APA	1/19/2011			
1FMHK8D89BG[redacted]	1/11/2011				3.5L wo/APA	1/20/2011			
1FMHK8D8XBG[redacted]	1/11/2011				3.5L wo/APA	1/26/2011			

Pages 88 - 94 Redacted for Relevance

Case Number	Ford DTCs	Symptom	Component	Issue	Current Updates	Issue Status	Verbatim	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Vehicle Type	Date of Repair	Model Year	Date	Part ETA
FR-0001	U3000-49 U3000-96	BA4	EPP	Monitor Micro	**9/14- dates approved by Bill in TRW//Ford warranty meeting to close out**	**4/20** EPP tested at Shirley tgh. cycled cooling to -20C can duplicate code. **5/8** sent to FSL mult. testing of monitor micro unable to duplicate failure. **5/21** micro sent back to Shirley to replicate failure for FSL **5/25** Shirley able to replicate the fault trying to isolate it with a standalone micro test for FSL **6/1** confirm with FSL testing does indicate a micro failure & using micro standalone test stand agree to the proper testing procedures to find micro flash root cause. **6/4-** FSL engineering to witness micro code using the modified standalone test and agree to go forward with there micro testing. **6/5** - Part returned to FSL for further anlaysis, FSL confirmed their agreement that failure is wihtin their device.. **6/12** - FSL continue to characterise the failure at room and extremes of temperature. TRW escalated FSL performance in FSL and now we have improved design support. **6/15** - Micro testing action plan sent to FSL, testing complete on 6/18 **6/22** - Proven not a flash fault standard ATE. Reviewed clears shows an issue in the core miro bits of			01342 Fred Beans Ford Penn	10	3FAHP0JA3AR[redacted]	2/14/2009	1/29/2009	11/6/2008	11/14/2008	2.5L Gas	4/9/2009	9DIAI062 ACR	5/8/2009	93
FR-0002	U2011-49 U3000-96	B3A	**EPP**	Raised Rivet	**7/21 -** 8D updated need Ford Closure	**5/27** gear taken to Washington checked resistance reading of relay at room temp and passed before shipping out to UK **6/1** Shirley found erratic high resistance resistance reading on phase 3 contact pair. x-ray shows evidence of raised baseplate contact #5. **6/4** send out relay to Tyco to confirm causal issue with relay contacts **6/12** still awaiting failure analysis response from Tyco, will chase 6/15. **6/15** - Tyco in Portugal **6/19** - Confirm raised rivet raise but not confirment if it is the fault. **6/24** - Built week 29 **6/30** - Confirmation on raised rivit **7/2** - Tyco are still working on the failure analysis as the device is marginal on their tests and pass the 4-point terminal to contact test. During Tyco visual inspection they identified a possible substance on suspect contact and sent the part for EDX/SEM analysis. The analysis shows the suspect anomaly to not be an issue Cross-cut currently being performed - Next update expected Monday 6nd July **7/6** - X-ray equipment and personnel in Mexico today **7/7** - 1) Tyco confirmed raised rivet with cross-cut 2) X-ray will not be allowed to go to QAO. Parts to be sent to Laredo for X-ray from QAO **7/9** - Tyco 8D received. Need to create/revise TRW 8D w/ this info. **7/10** - X-ray machine not working in Laredo so containment only being done with woodpecker test	REPAIR 05/11/2009 03:42PM JOSE CHACON(PCE) MSS - FCSD - VSP C/P SVC ENG FAV REQUEST. UNIT HAS NO POWER ASSIST. TRW REQUESTED FEEDBACK FOR ANALYSIS. ADD-ON 05/11/2009 03:48PM JOSE CHACON(PCE) MSS - FCSD - VSP C/P SVC ENG SERVICE WRITER INDICATES THIS VEHICLE IS A RENTAL UNIT THAT BELONGS TO DOLLARE RENTAL CAR. THE VEHICLE HAS NO POWER ASSIT AND/OR IT WAS TOWED TO THE DEALER AT THE BEGINNING OF THE MONTH. SW STEVE INDICATED THE MESSAGE CENTER DISPLAYED - POWER STEERING ASSIST FAULT. ADD-ON 05/11/2009 04:06PM JOSE CHACON(PCE) MSS - FCSD - VSP C/P SVC ENG ASKED SW TO SPEAK WITH TECHNICIAN LESS. LESS INDICATED THE STEERING ASSIST IS HARD. TECHNICIAN WAS UNABLE TO DRIVE THE VEHICLE. DURING DIAGNOSIS THE TECHNICIAN		01376 Pacifico Ford Penn	409	3FAHP0HG6AR[redacted]	4/13/2009	4/5/2009	11/20/2008	11/27/2008	3L	5/11/2009	9EKAV151 ACR		

FR-0003	U3000-49 U3000-96	B32	**EPP**	Rev. Cap	**9/17- Kevin agreed to sign off the electrical testing. Kimball will start this new tesing this Monday morning. Sept. 21st. Approx clean date to QAO. 12/7 & HSAP 12/11. Martha update 8D dates and send to Bill Bouse.**	**5/20** - Testing at 26-mile to duplicate B32 code. **5/21-22** no contamination found removing lid. unable to duplicate code at room temp. further heat cycling at this time found current leakage more pronounced with the PFS isolated at 85Deg. C. **5/27**- EPP shipped out to the UK for further testing. **5/28**- EPP arrived at Shirley late. **6/1**-Testing confirmed issue with PFS. **6/4**- Testing set-up to identify faulty component **6/10** - Electrolyte found under ribbon cable connector on the ECU. Capacitor sent to Epcos for analysis. **6/15**- Supplier confirm that the device was not subjected to over voltage. Electrolytes leaking from capacitor. **6/16** - Ongoing. Testing on going at Epcos **6/22** - Capacitor is installed backward in circuit board. Kimball has 8D report to be distributed to team and QAO. vision system effectiveness was verified (17.06) - informing operators about issue and perform robust operators' retraining on each production shift (target 18.06) - implement additional 100% visual inspection on heatsink assembly and packing stations (target 18.06) - quarantine and visual inspection of finished products on Kimball stock – no C2 polarization failures were found so far (target 19.06) **7/2** - 8D copied with sent to QAO **7/6** updated and sent from Kimball with latest dates. Need to finalize 8d for closure **7/7** Theo sent out 8d's yesterday but there were some comments and updates needed. Will send out again to Marth 7/7 for closure	Dealer did not mention PSCM code U3000-49(B32) the first time they pulled codes. After clearing codes U3000-96 was the only code that would not clear and still no steering assist, also was the only code that showed up in the Interactive Online Diagnosis screen shot. Dealer performed pin point test (PPT"C") for U3000-96(B69) lead to replace the EPAS gear.		06724 Bill Talley Ford Virginia	1245	3FAHP0HG9AR[redacted]	4/13/2009	4/7/2009	11/27/2008	12/4/2008	3L	5/11/2009	9EKAQ011 NHL		1190
FR-0004	C1B00-62 C200D-49 U3000-96	B9A	EPP	Ribbon Cable Connector	**9/21- change in Anting 46-47 that would see the change in HSAP week 2 2010.**	**6/8** - pulled code B9A caused C69 lockout code. B93 set once in between B9A faults set. Torque sensor swapped no change with B9A setting, must turn input shaft slightly to set code **6/12** - Intermittent Open Circuit seen on Hall inputs to ECU at the Ribbon cable connector. X-ray shows a potential anomalie **6/15** - Discussions started with Schalke on next steps. Intermittent connection of ribbon cable **6/18** - Part Shipped to Tyco **6/22** - Presentation provided to Group will need to be distrubited. Found issue in connector installation. Currently TRW installed a rework procedure and working on a solution for proper installation of connector. **6/23** - Confirmation Anting performing updated procedure **7/6-** Schalke working with Anting and PE/ME to inverstigate potential process tool or design change. Mtg 7/9	No Assist with "Power Steering Assist Fault" in the vehicles message center. Dealer scan tool pulled stored codes of C200D-49(B9A) and C1B00-62(B93) with the U3000-96(C69) lockout code which the C69 would not clear. Tech states he set code U3000-96(C69) after he charged the battery, tech had low voltage ABS code C1676 that cleared after charging the battery. PPT"C" lead to EPAS gear replacement		10018 Safford L/M Maryland	37	3MEHM0HA4AR[redacted]	4/30/2009	4/23/2009	1/23/2009	2/9/2009	2.5L Gas	6/12/2009	9EUAG112 NHL		1158
FR-0005	U2011-49	B3A	EPP	loose screw	**7/10 -** Recommending that we contact STA to review and close 8d	**6/12-** gear in process to Washington **6/15-** tear down gear and check U.K for next relay test steps. **6/16 -** Epp will be sent to Europe for Analysis **6/22** - Waiting for anaylsis **7/2** - 8D sent to B. Bouse on update **7/6** - Verfied carryover actions from Scalke to Anting with photographs of assy line controls. Need to finalize 8d for closure. **7/9** - Need to arrange a mtg with Ford STA (Jonathon Harris) to review and close 8D. **7/10** - Recommending that we contact STA to review and	REPAIR 05/27/2009 01:43PM JOSE CHACON(PCE) MSS - FCSD - VSP C/P SVC ENG NO FAV OASIS CONTACT. SUPPLIER TRW USING LOG VIEW DATA FROM EPAS DIAGNOSTICS. VIN # 3FAHP0HA9AR116767, AND P&A 00815. REQUEST TO OBTAIN DEALER DIAGNOSTICS AND/OR INFORMATION FOR PART EXCHANGE.		00815 Ronnie Watkins Ford Alabama	537	3FAHP0HA9AR[redacted]	4/3/2009	3/30/2009	12/2/2008	1/13/2009	2.5L Gas	5/25/2009	9E1AY065 ACR		
FR0006	U2011-49	B3A	**EPP**	Raised Rivet	**9/10- confirmed two raised rivets in the relay after xray**	6/3 tech performed parking lot road test, hiway road test and restarted after cold start and B3A code did not reset at this time. 6/5 Called dealer back they road tested the vehicle for two days with no codes returned to customer yesterday. Vehicle fixed at this time. 8/26- customer returned with same code replaced the EPAS gear 8/31- submit hot process form to ship part back to WPAC	4991 . ROAD TEST TO VERIFY CONCERN, UNABLE TO DUPLICATE. SELF TESTED POWER STEERING CONTROL MODULE, U2011:49 08. CHECKED OASIS FOR CONCERNS, NONE. CONTACTED FORD TECH HOTLINE. ADVISED TO CHECK		13123 Wall's L/M Mass	1814	3MEHM0JA8AR[redacted]	2/17/2009	1/22/2009	10/14/2008	10/29/2008	2.5L Gas	6/2/2009	9FBAK121 NHL		

FR-0007	U2011-49 U3000-96	B3A	EPP	**Raised Rivet**	Same Case updates as FR002	**6/12** - confirmed B3A pulling data on-vehicle. Waiting on dealer to swap in new part **6/15** - Will pick-up part today and deliver gear to Washington. Part not ready **6/16** - Eric to Pick -up Part to send to Washington. 26 mile to perform anaysisis **6/17-** Pin 1 & 2 at 50m ohms but pin 3 and any pin has 8k ohms resistance. **6/18** - Confirm raised rivet raise. Part shipped to Tyco **6/23** - Tyco Request QCCAR, QAO Providing documentation to Tyco. Tyco received part and undergoing anaylsis **6/26** - QCCAR written **6/29** - Tyco Reported Raised Rivit as Root cause. **7/2** - Tyco confirm Raised contact as per TRW analysis Device fails Tyco EOLT. Cross cut confirms bad contact riveting **7/6-** X-ray equipment and personnel in Mexico today **7/7** - X-ray will not be allowed to go to QAO. Parts to be sent to Laredo for X-ray from QAO **7/9** - Loose Rivet same as FR002 **7/10** - X-ray machine not working in Laredo so containment only being done with woodpecker test. Simon and Mark to review parts flagged as raised rivet to	DEREK HARMON MSS - FCSD - TECH SVC HOTLINE TAR OPENED AT THE REQUEST OF THE PCE JOSE CHACON. VEHICLE HAS MULTI DTC'S STORED IN MEMORY. THE VEHICLE IS A UNSOLD VEHICLE & DLR IS WAITING ON PART FOR THE REPAIR. PCE & PVT ARE REQUESTING A FSE TO VISIT THE DLR TO REVIEW THE FREEZE FRAM DATA & COMMUNICATE FINDING. ADD-ON 06/11/2009 12:18PM DEREK HARMON MSS - FCSD - TECH SVC HOTLINE ADDITIONAL REPORT TO REVIEW ON THIS SUBJECT VEHICLE IS 9FJAG436. EHTR ADD-ON 06/11/2009 05:12PM IAN GRIFFIN(FSE) MSS - FCSD		11164 Metropolitan Lincoln-Mercury Garden City, MI	10	3MEHM0JGXAR[redacted]	5/7/2009	4/28/2009	1/28/2009	3/18/2009	3L	6/9/2009	9FJAG436 ACR		
FR-0008	U2011-61 C200D-49 U3000-49 U3000-96	B95	EPP	Aux ASIC	**10/6- continuous improvement containment actions added to 8D martha to send out to Bill Bouse and close 8D**	**6/16 -** Dealer waiting on backorder gear **7/6 -** Dealer still waiting on backorder- stock unit **7/13** - Need Dealership verbatium **7/24** - Part received in Washington performing Level 1 anaylsis. Need to start documention. **7/27** - Start Level 2 anaylsis PFR Started. Talked to UK		08198 Sunset Auto Co. Missouri	10	3FAHP0HA9AR[redacted]	3/12/2009	3/4/2009	10/24/2008	11/4/2008	2.5L Gas	6/8/2009	9GAAG067	7/24/2009	63
FR-0010	U2011-49 U3000-96	B3A	**EPP**	Raised Rivet	**8/6-** Closed confirmed raised rivet issue.	**6/16 -** waiting on service gear **6/23 -** 700 tag issued after gear replaced and sending the gear back normal part return, no hot process return.			06249 Les Stumpf Ford Wisc	450	3FAHP0HA0AR[redacted]	5/7/2009	4/28/2009	1/29/2009	3/17/2009	2.5L Gas	6/11/2009			1159
FR-0011	U3000-96	B25	EPP	Rev. Cap	**9/2- same as case FR-0003**	**6/17-** confirmed C3000-96 is the only code listed unknown previous codes in the Interactive diagnosis **7/6** - dealer waiting on backorder **7/13** - Need Dealership verbatium **8/3** - WPAC possibly sent gear to Indy with other hydralic steering gears on accident. Email sent to locate gear. **8/10**- gear was found and will be sent back this week to WPAC 8/27- dropped gear off at 26-mile 8/31- need more information from UK. Remove power	POWER STEERING ASSIST FAILURE* DISPLAYED ON DASH. VERY HARD TO TURN AND AFTER MOVING "SERVICE ADVANCETRAC" DISPLAYED ON DASH AS WELL. DEALER STOCK UNIT JUST OFF TRUCK. HOTLINE CONCTACTED AND RECOMMENED TO SWAP WITH		02786 Paul Cerame Ford	8	3MEHM0HA7AR[redacted]	5/23/2009	5/18/2009	10/22/2008	11/30/2008	2.5L Gas	6/9/2009	9FIA2001 RTDAHL		1161
FR-0012	U3000-96	B3A	EPP	Raised Rivet	**8/28- Xray confirmed raised rivet, ship to tyco**	**6/17-** confirmed C3000-96 is the only code listed unknown previous codes in the Interactive diagnosis **7/3** - service gear sent out to dealer **7/13** - Need Dealership verbatium **7/30**-Called and resent hot process form **8/7**- gear being sent normal parts return process, gear shipped 2 weeks ago	CUSTOMER STAES THAT THE POWER STEERING IS INOP THEREE IS A MESSAGE ON DASH. ROAD TEST VERIFY CONCERN EEC TEST CODE C1277 AND CODE 3000 CALL HOTLINE REPLACE POWER STEERING GEAR ROAD TEST OK CHECKED AND RESET FRONT AND		01980 Beau Townsend Ford	6,900	3FAHP0HA3AR[redacted]	3/19/2009	3/6/2009	12/2/2008	1/12/2009	2.5L Gas	6/15/2009	9FOBA005 NHL		1155
FR-0013	U3000-61	B97	EPP	loose screw	**8/6-** 8D sent out pending closure. (rework part)	**8/18-** dealer ordered gear for resetting code **7/3** - service gear sent out to dealer **7/29** - Part Arrival at Ford. **7/30 -** Sounds like screw under ECU. Will take apart today in 26mi to verify if rework or not. Simon/Paul to verify. Just verified as prior to containment date. Part was reworked verified screw location covered under the 8D containment for screw assembly. Martha provoided	MARSHALL LYSTRA MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: NO POWER STEERING, "POWER STEERING ASSIST FAULT" IN MESSAGE CENTER. DIAGNOSTICS:		08275 Rodeo Ford Texas	109	3FAHP0GA2AR[redacted]	3/14/2009	3/5/2009	12/2/2008	1/12/2009	2.5L Gas	6/17/2009	9FQAO156 NHL		1153
FR-0014	C200B- C200C-2F U3000-96		TS	TS harness damage (HSAP)	**7/14 -** Discussion with Ford can be closed out a non TRW issue.	**6/22-** tech found cut torque sensor harness, tried to repair wires but U3000-96 would not clear. **7/10** - Wire harness damage is in same location as the Hermosillo issue. Discuss action with Bouse **7/13** - Need Discussion With Ford to remove off list **7/14** - Discussion with Ford can be closed out a non TRW issue.	NO STEERING ASSIST DIAGNOSTICS: INTERACTIVE DIAG PARTS REPLACED:: NONE...I FOUND WIRES FROM STEERING SHFT TORQUE SENSORS CUT POSSIBLY DUE TO ASSEMBLY ALL WIRES IN THAT HARNESS WERE CUT EXCEPT YELLOW WIRE I CANT TELL YOU WHAT CIRCUIT THEY ARE BECAUSE I CANT PULL THEM UP IN THE WIRING DIAGRAM ANYWAY I FIXED ALL THE WIRING NOW THE TORQUE SENSOR CODES ARE GONE BUT THE U3000 STILL REMAINS IN CONTINUOUS MEMORY BUT SYSTEM ON DEMAND SAYS PASS BUT STILL WONT CLEAR U3000 TECH QUESTION: I PERFORMED THE INTERACIVE DIAG AND IT		20428 Borman Motor Company New Mexico	329	3FADP0L39AR[redacted]	3/12/2009	3/4/2009	10/28/2008	11/4/2008	2.5L Hybrid	6/22/2009	9FVAN041 NHL		

FR-0015	U3000-96		TS	Dealer Training vehicle, unplugged TS conn. & cycled ignition several times to set C69	**7/21 -** Sent buffer data to team. Will transport to Washington. Issue closed due to training vehicle and C69 Ford System team taking off line to evaluate diagnostic code.	**6/24 -** confirmed C3000-96 is the only code listed unknown previous codes in the Interactive diagnosis **7/3 -** service gear sent out to dealer **7/20 -** Part at Ford undergoing Level 1 Anaylsis. Please note this vehicle was involved in a traing exceise. ETA to Washington 7/21. Dealer training vehicle. **7/21 -** Sent buffer data to team. Will transport to Washington. Issue closed due to training vehicle and C69 Ford System team taking off line to evaluate diagnostic code.	POWER STEERING INOP. PERFORMED TESTING, CONCERNS - DIAGNOSTICS - LAPTOP LOCKED UP MANY TIMES GETTING INTO INTERACTIVE DIAGNOSTICS. ALSO LOCKED UP MANY TIMES AFTER GETTING		07467 Woltz & Wind Ford Pennsylvania	41	3FADP0L3XAR[redacted]	4/14/2009	4/6/2009	11/22/2008	12/1/2008	2.5L Hybrid	6/24/2009	9FXAP075 FCSDFS		1146
FR-0016	U3000-49 U3000-96	BAD	EPP	FET(TRU6) Epoxy splash	**10/6- continuous improvement containment actions added to 8D martha to send out to Bill Bouse and close 8D**	**6/30-** dealer waiting on backorder-customer vehicles **7/15-** dealer received gear this morning. Need Dealer Verbatium **7/20 -** Part at Ford undergoing Level 1 Anaylsis. ETA to Washington 7/21 **7/21 -** Sent buffer data to team. Will transport to Washington. Need PFR **7/22 -** Part at 26 Mile Washington PFR created. Part on test. **7/23 -** Geoff Jacks and T. Than working on testing			07467 Woltz & Wind Ford Pennsylvania	36	3FAHP0HA4AR[redacted]	6/11/2009	6/4/2009	1/22/2009	4/25/2009	2.5L Gas	6/30/2009		7/20/2009	67
FR-0017	U3000-49 U3000-96	B32	EPP	In Eval (Schalke)	**8/6- sent Salim information and history on this return because he will visit Schalke. He will check the 2-pin for possible area of water intrusion because 2-pin had some corrosion noted**	**7/1-** Dealer received part **7/7-** hot process submitted **8/6-** gear returned to WPAC, data pulled **8/10-** take gear this Tuesday to 26-mile for testing **8/11-** gear still at WPAC, will transport to 26-mile once other gears are Xrayed in Livonia **8/12-** gear taken to 26-mile for testing 8/27- broken ribbon cable between coil on relay, either between track & relay or track and connector.	WEB FORM DATA - CONCERN: INSTRUMENT CLUSTER MALFUNCTIONING/SWEEPING , AIRBAG LIGHT COMES ON ADV TRAC LIGHT ON, PS INOP DIAGNOSTICS: EEC TESTS. MONITORED PID DATA MULTIPLE MODULES. FUSES/RELAYS OK. VISUAL		02662 Friendly Ford Mich	1595	3FAHP0JA4AR[redacted]	4/15/2009	4/8/2009	11/8/2008	11/18/2009	2.5L Gas	7/1/2009	9GAAG097 NHL	8/6/2009	112
FR-0018	C200B-62 U3000-96	BD0-BD4	TS	In Eval (Hella)	**3/9- Ecu terminals & IDE connector is clean from any strands or debris.**	**7/1 -** Dealer waiting on back order- customer vehicles **7/13 -** Need Dealership verbatium **7/20 -** Expected arrival at Ford 7/21 **7/21-** Part received at Ford performed buffer data. Washington waiting for Part arrival **7/22 -** Part at 26 Mile Washington PFR created. Part on test. **7/23 -** Code has not reproduced Sensor enginnering evaluated part no issue performed visuale inspection on	Customer Comment: CUSTOMER STATES ON SATURDAY THE POWER STEERING WENT OUT, POWER STEERING ASSIST FAULT, CHECK ENGINE LIGHT ON. AC WENT OUT BUT THINK ITS WORKING AGAIN. HAPPENED ALL WHILE DRIVING		01125 Palmetto Ford SC	1462	3FAHP0HA0AR[redacted]	5/18/2009	5/13/2009	3/3/2009	3/31/2009	2.5L Gas	7/1/2009		7/21/2009	175
FR-0019	N/A	N/A	NVH	**RBN Ball**	**8/6-** Rob K will talk with Bill about 8D closure	**7/6 -** service gear sent to dealer today **7/9 -** Gear is in transit to WPAC **7/13 -** Gear at 26 Mile and is undergoing anaylsis. Currently Thia Than is pulling codes and will have a discussion of next steps in process. Possible next steps are EDF testing. **7/15 -** EDF testing **7/20 -** No codes reported in the Level 1 Anaylsis	No codes or messages in the message center, repair order only lists "when turning the steering wheel is binding", tech states diagnosis lead to EPAS gear replacement. Enterprise Rent A Car vehicle, vehicle delivery date 4/23/2009		09130 Jack Madden Ford	193	3FAHP0HA8AR[redacted]	4/23/2009	4/15/2009	1/23/2009	2/11/2009	2.5L Gas	6/8/2009			
FR-0020	U200B-2F U200C-2F	BD0-BD3	TS	Solder issue on Hella Sensor	**9/3- clean stock used in QAO on July 30th, clean stock at HSAP on July 31st.**	**7/9 -** Torque Sensor Assembly missed a solder joint. Contact Angie at Rogersville about returning the unit. **7/10 -** Part to be in Rogersville today. Angie to review. Then likely on to Hella. Angie should send pictures to Hella today. **7/13 -** Update from TRW on process. **7/14 -** Part on way to Hella. 100% visual inspection, 100% visual inspection sort at Rogesville and Hella so far no suspect parts identified. Target for preliminary 8D 7/15/2009. - Confirm date with Mike Davies	No Steering Assist with "Power Steering Assist Fault" in the vehicles message center. Dealer did not perform Interactive Diagnostics and did not call Hotline so no details on the failure or codes from the technician were listed. From the CANape data retrieved at 26-mile tech had Ford scan tool code C200B-2F (BD2) & C200C-		09266 Northtown Ford	2262	3FAHP0HG2AR[redacted]	5/19/2009	5/13/2009	3/4/2009	4/2/2009	3L	6/24/2009			
FR-0021	No Codes	No Codes	No gear installed	EPAS Gear was not installed. No fluid in gear was axle seal leak	**7/14 -** No fluid in EPAS was wrong diagnostic have closed out issue.	**7/17 -** Containment - they have 100% visual inspection **7/6 -** service gear sent to dealer **7/7-** SF states no codes or messages in the dash but he found red fluid on the bottom of the EPAS gear, SF did not know gear does not have fluid internally. At this time customer is driving the vehicle and will return to get evaluated again to see where the transmission fluid is coming from. Dealer received EPAS service gear yesterday advised not to replace for this fluid leak. **7/13 -** Need Dealership verbatium. Also need to eliminate from the list at no fluild in EPAS system **7/14 -** No fluid in EPAS was wrong diagnostic have			00095 Crouse Ford	3228	3FAHP0HA1AR[redacted]	4/6/2009				2.5L Gas	6/26/2009			

FR-0022	U2011-49	BB9	EPP	Rev. Cap	**8/17 -** same as case FR-0003	**7/3** - dealer replaced the gear **7/6 -** service gear sent to dealer, Gear in process to WPAC **7/9 -** Gear received and under investigation at 26 Mile. **7/10** - Room temp testing did not show anything. Will try hot/cold testing (Thia) **7/13** - Testing has proving NTF and will test Power Down sequence. **7/14** - PFR submitted **7/15** - Part ship to Shirley for anaylsis **7/20** - Part arrival at UK. Access to start testing on rig for anylsis 7/27. Currently test stand is used for the Ford software validation for release. **7/28** - Part is waiting for test rig currently is delayed for the U502 software release. Once software is completed part will go on test. **7/30 -** Started on test this morning on the power up and power down rig. **8/6**- removed off rig cannot repeat failure. Install in temp. chamber to recheck. Discuss Monday on next steps with Geoff Jacks **8/10**- will try to test under load same as FR0025 to duplicate concern. **8/17** - closed to issue case FR-0003			01610 Al Piemonte Ford	6613	3FAHP0HA6AR[redacted]	4/8/2009	4/2/2009	11/6/2008	11/13/2008	2.5L Gas	6/19/2009			
FR-0023	U3000-96	B3A	EPP	Raised Rivet	**8/27- UK confirmed raised rivet in phase 3. sent to Tyco today**	**7/6** - service gear sent to dealer **7/13** - Need Dealership verbatium **7/20** - Expected arrival at Ford 7/21 **7/21**- Part received at Ford performed buffer data. Washington waiting for Part arrival **7/22 -** Part at 26 Mile Washington PFR created. Part on			01637 Elliott Ford	13814	3FAHP0JA6AR[redacted]	3/12/2009	3/5/2009	11/28/2008	1/9/2009	2.5L Gas	6/30/2009			1140
FR-0024	U3000-96	B3A	EPP	Raised Rivet	**8/10-** confirmed raised rivet	**7/6** - Dealer ordered part on backorder- customer vehicle **8/3** - Came into Ford today, data pulled **8/4**- delivered to 26 mile **8/6**- X-ray's confirm raised rivet contact, confirm relay date code & Thiha to check contact resistances.	07/02/2009 06:34PM DAVID KNAPP MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: POWER STEERING ASSIST FAULT, NO ASSIST		05389 Kearny Pearson Ford	179	3FAHP0HA6AR[redacted]	6/1/2009	5/27/2009	1/7/2009	3/24/2009	2.5L Gas	7/2/2009	9GBAL178 NHL		1138
FR-0025	U2011-49 U3000-96	BB9	EPP	Rev. Cap	**8/17 - same as** case FR-0003	**7/6** - Dealer waiting on back order- customer vehicles **7/13** - Need Dealership verbatium **7/20** - Expected arrival at Ford 7/21 **7/24** - Part received in Washington performing Level 1 anaylsis. Need to start documention **7/27** - Level 2 anaylsis and PFR started. Removal FPP			01571 Joe Rizza Ford	6774	3FAHP0HA8AR[redacted]	3/19/2009	3/6/2009	11/21/2008	11/28/2008	2.5L Gas	7/6/2009			1134
FR-0026	U2011-49 U3000-96	B3A	EPP	no weld vstar pin	**11/9- Martha has 8D from Angie Caudell will update and send out to Ford. Clean date into QAO week 1 of 2010.**	**7/7**- Dealer ordered part. - customer vehicle. Email request Canadian gear to be sent back to WPAC **7/15** - Part arrival at Ford will anaylsis at TRW Need PFR. **7/16** - Part arrival at TRW 26 Mile will perform standard B3A test procedures. **7/17** - Confirmed the B3A found not high resistance and going to X-Ray **7/20** - Part in Liviona for anaylsis currently X-ray machine down. If not able to X-ray will ship part to UK for anaylsis. **7/21** - X-ray confirmed no raised rivit and need	-THIS UNIT HAS NO POWER STEERING ASSIST AND THERE WAS A U2011 AND U3000:96 IN THE PSCM, HOWEVER THE PSCM MODULE IS COMMUNICATING NORMALLY. -I CLEARED DTC'S AND ONLY THE U300:96 RETURNS AND THERE IS STILL NO P/S ASSIST. I TRIED TO ACCESS THE INTERACTIVE DIAGNOSIS IN THE FOCUS FWD MANUAL		B3225 Tusket Sales & Service Nova Scotia	355	3FAHP0HA8AR[redacted]	5/15/2009	5/9/2009	2/12/2009	3/25/2009	2.5L Gas	7/6/2009	9GFAP001 NHL	7/15/2009	93
FR-0027	No Com	No Com	EPP	In Eval (UK)	**12/14- Geoff checking with Murata that 11/30 was confirmed data for blade change.**	**6/30**- NO P/S ASSIST, NO COMM /W PSCM **7/1** - dealer ordered part **7/14** -gear sent to dealer **8/3** - Came into Ford today, data pulled **8/4**- delivered to 26 mile **8/10**- level 1 testing able to pull data using gas tune, retested HEV tune and could not pull data, verified with 26-mile. Testing started in 26-mile. **8/11**- Instrument setup the micro to check for micro or CAN Bus issues. **8/12**- Martha to start QCCAR, Geoff & Thiha continue to test the micro circuits **8/20** - Part is intermittent are testing all joints and ciruits for intermitten occurances. **8/24** - Checking voltages. Not starting up properly 9/2- crystal not operating properly faulty all the time now, needs further testing to find cause. 9/8- Thiha to send Geoff crystal/micro information to follow up on the testing 9/11- Thiha sent traces to Geoff to discuss next steps, part will likely be sent to UK for additional analysis. 9/14- Thiha to check one more scope trace and send out to UK this afternoon for addition testing. 9/21- ignition cycling if still does not fail thermo chamber testing. Thiha sent Geoff traces today 9/22-RUA# 002886- traces sent to Geoff and 26-mile to ship gear to UK for level 3 analysis. 9/24- gear shipped to UK yesterday for level 3 testing. Jason to get tracking number 10/1- resonator stopped working swapped out same issue, isolated to micro issue, will swap out micro and check results.	WEB FORM DATA - CONCERN: CUSTOMER STATES VEHICLE HAS NO POWER STEERING DIAGNOSTICS: IDS TEST UNABLE TO COMUNICATE WITH POWER STERING MODULE PARTS REPLACED:: NONE TECH QUESTION: WOULD LIKE TO KNOW IF THERE IS ANY KNOWN CONCERNS WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES		09623 Signature Ford	1579	3FADP0L37AR[redacted]	4/15/2009	4/8/2009	11/28/2008	12/3/2008	2.5L Hybrid	6/30/2009	9F4AJ295 NHL	8/3/2009	115

FR-0029	U3003-68	No Com	EPP		**9/17- pulled EFF & Buffer data only found battery voltage code event U3003-68(E10). tech replaced the gear and the same no communication returned. Dealer error assistant manager advised to replace gear tech found poor ign. terminal connection in EPAS 3-pin conn. tighten reinstalled vehicle fixed**	**7/17-** emailed Canadian contact to send gear back to the WPAC **8/12-** resent email to Canadian contact to check if dealer shipped gear 8/31- talked to Trevor in parts sent EPAS gear back Friday. Should see gear end of this week. 9/8- talked to Vic Mackers at Canadian hotline he will ship part to WPAC today.	07/14/2009 09:10AM EDWIN DERY MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: NO STEERING ASSIST DIAGNOSTICS: SCANNED AND RETRIEVED CODES C1277 AND U0131.FOLLOWED ONLINE TEST BL2 -PSCM NO COMMUNICATION WITH IT THEN FOLLOWED TESTS		B3352 Chebucto Ford Canada	206	3FAHP0JA9AR[redacted]	5/6/2009	4/28/2009	1/21/2009	3/9/2009	2.5L Gas	7/14/2009	9GNAI053 NHL		1126
FR-0030	C200D-49	B9A	EPP	In Eval (UK)	**7/20- has performed all testing and inspections at this time with NTF**	**7/11-** Dealer replacing gear for intermittent loss of assist, submit hot process. No codes listed **7/24 -** Part received in Washington performing Level 1 anaylsis. Need to start documention **7/27 -** Level 2 anaylsis and PFR started. **7/28 -** UK and TRW software working on the anaylsis test at 26 mile for evaluation of part.	States he is losing assist intermittently, unknown set ford co		04691 Bloomington Ford Ohio	4894	3FAHP0GA4AR[redacted]	3/11/2009	3/2/2009	9/25/2008	10/6/2008	2.5L Gas	7/13/2009		7/24/2009	130
FR-0031	C200B-62 U3000-96	BD4	TS	Bent TS finger	**9/11- meeting today at 11am and agreed on containment actions & dates from Rogersville & QAO to close 8D.**	**7/24 -** Part received in Washington performing Level 1 anaylsis. Need to start documention **7/27 -** Level 2 anaylsis and PFR started. **7/28 -** Jim L. has part for deeper dive anaylsis. **7/29 -** Failure has been reproduced next steps are testing the area of the failure. **7/30 -** Need to rule out harness. J. Loria to take off tq sensor cover for further evaluation of sensor. Loria should communicate with UK team during evaluation for recommended steps.. **8/3-** Found reluctor ring contact bend down on CB. Rogersville & QAO to construct fishbone for possible causes **8/4-** Rogersville implemented a quality alert on the	WEB FORM DATA - CONCERN: CHECK POWER STEERING ASSIST FAULT IN MESSAGE CENTER AND ADVANCED TRAC LIGHT ON DIAGNOSTICS: IDS DIAG SELF-TEST PSCM RETRIEVED CODES U0415:00-48, U3000:96-C8, C200B:62-48, U0415:00-48, AND C1277. PERFORMED NETWORK TEST PASSED. PERFORMED INTERACTIVE DIAG IN WORK SHOP MANUAL. IN SECTION		13952 Hines Park L/M MI	2	3MEHM0JG2AR[redacted]	7/7/2009	6/24/2009	3/17/2009	6/15/2009	3L	7/17/2009	9GQBD009 NHL		1123
FR-0032	U2011-49 U3000-49 U3000-72 U3000-96	B43	EPP	Raised Rivet	**9/8- Tyco confirmed this part to be a raised rivet**	**7/22-** Local dealer Bob Thibodeau will replace gear tomorrow I will pickup and deliver tomorrow **7/24 -** Part received in Washington performing Level 1 anaylsis. Need to start documention **7/27 -** Level 2 anaylsis and PFR started **7/28 -** UK and TRW software working on the anaylsis test at 26 mile for evaluation of part. **7/30 -** Will turn on again to see if code repeats **8/6-** 26-mile verified code will repeat after sitting for a few days, possible contaimination, use PUMA tool to	driving vehicle from dealer trade no assist and power steering assist fault in message center.		02703 Bob Thibodeau Ford Centerline, MI	36	3FAHP0JA7AR[redacted]	5/28/2009	5/23/2009	12/3/2008	1/13/2009	2.5L Gas	7/21/2009			1119
FR0033	C200D-49	B9A	EPP	In Eval (UK)	**7/20- has performed all testing and inspections at this time with NTF**	**7/22-** unknown codes & information, submit hot process form. **7/29 -** Part Arrival at Ford.			03623 Loman Ford NY	5159	3FAHP0HA7AR[redacted]	4/15/2009	4/8/2009	11/20/2008	11/25/2008	2.5L Gas	7/21/2009		7/29/2009	125
FR-0034	U2011-49 U3000-96	B3A	EPP	Raised Rivet	**8/10-** confirmed raised rivet	**7/23 -** dealer performed Interactive Diagnosis pulled snap shot data B3A & C69. lead to Gear replacement. **8/3 -** Came into Ford today, data pulled **8/4-** Delivered to 26 mile **8/6-** X-ray's confirm raised rivet contact, confirm relay date code & Thiha to check contact resistances.			01349 Chapman Ford	3	3FADP0L31AR[redacted]	6/26/2009	6/24/2009	2/26/2009	5/25/2009	2.5L Hybrid	7/22/2009			
FR-0035	U2011-49 U3000-96	B3A	EPP	Raised Rivet	**8/12-** confirmed raised rivet on Xray. Confirm resistance checks at 26-mile	**7/29-** No CQIS claim or information. submit Hot request to get gear back to WPAC **8/6-** gear returned to WPAC, data pulled **8/10-** take gear this Tuesday to 26-mile for testing **8/12-** confirmed raised rivet on Xray. Confirm resistance checks at 26-mile			04229 Suburban Ford Waterford, MI	44	3FAHP0HA2AR[redacted]	6/19/2009	6/13/2009	2/19/2009	5/18/2009	2.5L Gas	7/23/2009			

FR-0036	U2011-61 U3000-96	B95	TS	TS ASIC	**9/30- Clean parts now into Hella Sept. 29th. Rogersville working to get timing into QAO/HSAP. Nov. 3rd clean date to get into HSAP.**	**7/29**- submit Hot request to get gear back to WPAC **8/3** - Came into Ford today, data pulled **8/4**- Delivered to 26 mile **8/10**- raise priority level to test next with FR0008 **8/12**- starting to test waiting on UK for direction also FR0008 & FR0016 **8/20** - Waiting on direction form UK based on there testing to set up 26 Mile in parellel with FR008 and FR0016 **8/24** - Torque sensor issue with signal. 8/27- Jim Loria found problem with TS, shipped part to Rogersville for more testing 8/31- arrived in Rogersville will get update on timing today from Todd Williams & Angie Caudil 9/4- TS Passed the Rogersville testing by Todd Williams. Apparently it is an intermittent issue but Todd states this is an issue that Hella is aware of based on previous problems on another program. Shipped out to Hella for testing. Include Ian Ingram on testing results. 9/9- Shipped out to Hella today for testing. Ian Ingram sent email to update after Hella testing. 9/14- Hella received part today in there Logistik center will ship part to there lab- send out testing results tomorrow. 9/16- Markus Dura reporting out of Hella Mike Davies & Ian Ingram will follow-up 9/18- Hella has seem this jitter issue on earlier failure, need to review containment actions & dates and update 8D with new part. 9/22- Ian Ingram will report out the latest information out of Hella to complete the 8D 9/24- Part to be analysed by On-Semi, expected to	NO POWER STEERING DIAGNOSTICS: U3000 CODE LEAD TO PINPOINT TESTS C1, C2, CLEAR CODES, TEST DROVE CODE COMES BACK PARTS REPLACED:: NONE TECH QUESTION: ADVICE WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES		07398 Al Packer's White Marsh Ford Maryland	78	3FAHP0JA9AR[redacted]	6/15/2009	6/8/2009	2/10/2009	5/5/2009	2.5L Gas	7/14/2009	9GNAI175 NHL	8/3/2009	57
FR-0037	U2011-49 U3000-96	B3A	EPP	Raised Rivet	**8/12-** confirmed raised rivet on Xray. Confirm resistance checks at 26-mile	**7/29**- submit Hot request to get gear back to WPAC **8/6**- gear returned to WPAC, data pulled **8/10**- take gear this Tuesday to 26-mile for testing **8/12**- confirmed raised rivet on Xray. Confirm resistance checks at 26-mile			02960 West-Herr Ford	723	3FAHP0JA0AR[redacted]	6/20/2009	6/16/2009	2/2/2009	5/18/2009	2.5L Gas	7/27/2009			
FR-0038		B3A	EPP	Raised Rivet	**8/28- Xray confirmed raised rivet, ship to tyco**	7/29- No EPAS codes listed in AWS report. Gear will come back normal part return routing to WPAC 8/24- Pulled EFF & Buffer Data 8/27- Mike Taylor to Loria FOR Ms Loveria for X Ray	No code information or diagnosis from Interactive Diagnosis or CQIS. AWS report list customer		20657 Metro Ford NY	381	3FAHP0HG5AR[redacted]	5/22/2009	5/16/2009	3/10/2009	4/8/2009	3L	6/16/2009			
FR-0039	U3000-49 U2011-49 U3000-96	BBA	EPP	In Eval (UK)	**3/25- put on the PUPD rig for a couple days still cannot reproduce code.** **8/11- have exhausted all the testing on this return looking for NFF.** **8/30- possible check wire bond, PCB & solder issues**	**8/5**- submitted dealer hot process form to return gear **8/12**- Pulled EFF & Buffer data, does not match interactive diagnosis(see FR0048). Found out dealer had 2 warranty gears and sent wrong EPAS gear with RO. This gear replaced today should be back next week. 8/25- Pulled Eff & Buffer data code BBA 8/27- dropped gear off at 26-mile 8/31- Geoff Jacks requested part to be sent to UK for testing			08990 Quirk Ford	1509	3FAHP0HA6AR[redacted]	6/15/2009	6/8/2009	1/26/2009	4/3/2009	2.5L Gas	8/1/2009	9HAAB012 NHL	8/25/2009	98
FR-0040	P07AE-09	AF1	NVH	Customer damage gear impact	**8/17 -** Part on EDF evaluation. Average torque to rotate is 5.2 N/m. No visible debrie. Tear down approved. Check Tie Rod lash, no visual damage on gear. Forward functional data to Wes	**8/4**- customer backed into a curb, then set P07AE-09 this should be rejected **8/5**- submitted dealer hot process form to return gear **8/12**- Pulled EFF & Buffer data sent out for evaluation. Check date when can install on EDF stand. Will take to 26-mile Thursday. **8/17** - Part on EDF evaluation. Average torque to rotate is 5.2 N/m. No visible debrie. Tear down approved.	CONCERN: STEERING HARD TO TURN--CUST BACKED INTO A CURB-NO VISIBLE DAMAGE DIAGNOSTICS: SELF TEST AND VIS INSPECTION, DCL MONITIOR STEERING WHEEL ANGLE SHOWING 49500 DEG WHILE STEERING IS STRAIGHT		02459 Sam Pack's Five Star Ford TX	4283	3FAHP0HA1AR[redacted]	6/19/2009	6/16/2009	2/19/2009	5/19/2009	2.5L Gas	7/31/2009	9G5A5016 NHL	8/12/2009	
FR-0041	U3000-96	B3A	EPP	Raised Rivet	**8/12-** confirmed raised rivet on Xray. Confirm resistance checks at 26-mile	**8/5**- submitted dealer hot process form to return gear **8/6**- gear returned to WPAC, data pulled **8/10**- take gear this Tuesday to 26-mile for testing **8/11**- take gear to Livonia Tech 3 for Xray. **8/12**- confirmed raised rivet on Xray. Confirm resistance checks at 26-mile	CONCERN: POWER STEERING ASSIST FAULT MESSAGE ON INSTRUMENT CLUSTER. ALSO CHECK ADV TRAC MESSAGE. NO POWER STEERING ASSIST. DIAGNOSTICS: SELF TEST. PINPOINT TEST. CLEARED		03897 Lithia Ford	1369	3FAHP0HA8AR[redacted]	6/16/2009	6/10/2009	2/9/2009	5/6/2009	2.5L Gas	7/31/2009	9G5AK515 NHLDIG		
FR-0042	U3000-96	BD3	TS	TS harness damage (HSAP)	**8/25-** TS harness cut & damaged near second retainer to the IPA- HSAP issue. I have gear here at hotline for inspection.	8/5- Dealer sent gear back normal parts return with 700 tag 8/25- TS harness cut & damaged near second retainer to the IPA- HSAP issue	ROAD TESTEED VEHICLE. NO POWERSTEERING. IDS TEST U3000:96 C 8 OASIS NO TSB OR SSM. ONLINE INTERACTIVE DIAGANOISE. PIN POINT TEST C C2 YES YES CODES STILL PRESENT. FAILED INTERNAL PSCM		02694 Dean Sellars Troy, MI	2	3FADP0L34AR[redacted]	6/16/2009	6/10/2009	2/10/2009	5/3/2009	2.5L Hybrid	7/24/2009			
FR-0043	C200C-2F U3000-96	BD3	TS	In Eval (Hella)	**12/8- stamping burrs on the lead frame is the root cause and supplier Viennaplex/Rejlek confirmed fault. Position of new punching insert will be implemented into the stamping tool. Has new brush station with new welding points. PCA automation/camera process pending till week 4 2010. Ian Ingram to send**	8/7- Dealer sent gear back normal part return, no codes listed in the AWS report. 8/27- dropped gear off at 26-mile 8/31- Jim Loria found issue with TS, needs additional analysis before sending to Rogersville 9/1- Jim found one channel of the TS dropping low indicating a shorted circuit, will continue to test circuits 9/2- Jim found 50 ohm short between channel 2 & ground. Further testing to find cause. 9/4- path of moisture through the TS harness this is old			00852 Joe Cooper Ford	12262	3FAHP0HA6AR[redacted]	3/23/2009	3/12/2009	1/5/2009	1/20/2009	2.5L Gas	7/23/2009		8/27/2009	96

FR-0044	U2011-49	BB9	EPP	Rev. Cap	**9/14- same as case FR-0003**	8/24- Pulled EFF & Buffer Data 8/27- dropped gear off at 26-mile 8/31- Geoff Jacks requested part to be sent to UK for testing 9/2- part has not been shipped Geoff wants 26-mile to perform testing. 9/10- cannot duplicate code put in thermo chamber for hot test. 9/14- confirmed Rev fitted capacitor			09274 Tousley Ford	8743	3FAHP0JG8AR[redacted]	4/13/2009	4/4/2009	11/6/2008	11/13/2008	3L	8/7/2009			
FR-0045	C200B-61 U3000-96	B90	TS	In Eval (Hella)	**12/8- stamping burrs on the lead frame is the root cause and supplier Viennaplex/Rejlek confirmed fault. Position of new punching insert will be implemented into the stamping tool. Has new brush station with new welding points. PCA automation/camera process pending till week 4 2010. Ian Ingram to send**	8/25- Pulled Eff & Buffer data code BD0,BD2,BD4 an B90 final code set 8/31- Jim Loria testing, no updates at this time. 9/1- Jim cannot get the code to reproduce, further testing needed 9/9- part sent back to Simon/Thiha for further intermittent testing. 9/10- Simon could not duplicate any codes will talk to Jim Loria on further testing 9/11- part has been run over the weekend still cannot	WEB FORM DATA - CONCERN: CUST STATES VEH HAS NO POWER STEERING,VERY HARD TO TURN EITHER DIRECTION,ALSO WHEN BRAKING FEELS LIKE YOU SLAMM ON BRAKES. DIAGNOSTICS: VERIFIED CONCERN,VEH HAS NO P/S		02586 Westway Ford TX	3681	3FAHP0HA3AR[redacted]	6/9/2009	6/2/2009	1/26/2009	4/19/2009	2.5L Gas	8/7/2009		8/25/2009	98
FR-0046	U3000-96	B3A	EPP	Raised Rivet	**8/28- Xray confirmed raised rivet, ship to tyco**	8/27- Tomorrow Mike Taylor to bring EPP to Livonia for X-Ray	POWER STEERING FAULT MESSAGE IS DISPLAYED. DTC [redacted]		Mac Haik's Southway Ford	153	3FAHP0HA5AR[redacted]	6/13/2009	6/6/2009	1/30/2009	4/29/2009	2.5L Gas	8/10/2009	9HJAW015 NHL		
FR-0047	U3000-49 U3000-96	BA9	EPP	In Eval (FSL)	**3/15- send 8D to Ford. This fix was using the new pod design fixed on 12/31/2008 at FSL, But the new burn-in program screen test, 12/30/2010 at FSL which estimates 4/25/2011 into QAO.**	Deflection testing has been re established at QAO due to this concern. 10/8- development test target date set for 11/30/2010. 12/20- part now on physical analysis for root cause. Geoff to get the date code to see when the new test arrives into Anting.	CONCERN: NO POWER STEERING ASSSIST DIAGNOSTICS:U300096C8 INTERACTIVE DIAG SAYS TO REPLACE GEAR PARTS REPLACED:: NONE TECH QUESTION: ANY KNOWNS? WERE YOU ABLE TO VERIFY THE CONCERN? IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS		02974 Statewide Ford OH	5	3FAHP0GA2AR[redacted]	7/24/2009	7/18/2009	3/30/2009	6/11/2009	2.5L Gas	8/11/2009		9/2/2009	90
FR-0048	No Com	No Com	EPP	In Eval (Anting)	**3/3- Ford has been sent the update 8D Mike Bahena, Tim Snider & Tim Dietz all concluded to close this case**	**8/12**- Retreived the EFF & Buffer data, tech states he could not communicate with the PSCM **8/17** -Part received at 26 Mile **8/20** - testing all joints and ciruits for intermitten occurances. 8/27- Still no communication. Geoff Jacks has next step testing for Simon to try. 9/21- Still cannot reproduce, to put through ignition cycling if that passes then thermo chamber to get the part to fail 9/30- to get a timeline of failed part when first tested at 26-mile. Geoff coming to 26-mile next week will help with	TECH STATES THIS VEHICLE WAS TOWED IN FROM THRIFTY RAC TECH STATES HE STARTED THE CAR HAD NO ASSIST WITH T/C LAMP ON, TECH HAD ABS CODE C1277 & LOW BATTERY VOLTAGE CODE AND COULD NOT COMMUNICATE WITH THE PSCM. NO PROBLEMS WITH THE BATTERY CODE BUT THE		08990 Quirk Ford	882	3FAHP0HA9AR[redacted]	6/9/2009	6/1/2009	1/9/2009	3/27/2009	2.5L Gas	7/30/2009		8/12/2009	106
FR-0049	U3000-96	BB7	EPP	Rev. Cap	**9/11- same as case FR-0003**	**8/14-** Submit Hot Process request form 9/2- Pull EFF & buffer data at WPAC 9/4- Dropped gear off at 26-mile	CUST STATES POWER STEERING ASSIST FAULT PRESENT ON MESSAGE		10736 Ganley L/M	10725	3FAHP0HG7AR[redacted]	4/14/2009	4/7/2009	11/25/2008	12/2/2008	3L	7/28/2009			
FR-0050		No Com	EPP	dry solder joint (Kimball)	**11/9- Martha to send Geoff & Mike Davies Kimball 8D & TRW 8D to review, then send out to Ford by Wednesday. Get clean date into QAO**	**8/14-** Submit Hot Process request form **8/25**- Cannot pull Eff & Buffer Data from EPAS module 8/27- dropped gear off at 26-mile 8/31- Not tested yet will be tested with FR0027 & 48 9/16- Thiha to send Geoff scope traces. ECU now reset and working at this time.	RUN PP TST ON PSCM AND ALL CONNECTORS CK FOR OPEN OR BAD WIRE AND OR POSS BAD PSCM PSCM NOT COMUNICATING REPL PSCM CLEAR CODES AND RECK OK		01580 Smith Ford	132	3FAHP0HA7AR[redacted]	7/15/2009	7/10/2009	3/13/2009	6/5/2009	2.5L Gas	8/4/2009		8/25/2009	64
FR-0051		No Com	EPP	Damaged regulator (over voltage)	**10/23- specific testing on diode protection on-going with Ford electrical team**	**8/14-** Submit Hot Process request form 9/18- dealer shipped part today should be at WPAC on Monday	NO INFORMATION ON THIS VEHICLE THROUGH INTERACTIVE DIAG, CQIS OR		00475 Burns Ford	386	3FAHP0HA1AR[redacted]	5/9/2009	4/30/2009	1/21/2009	3/10/2009	2.5L Gas	6/25/2009		9/25/2009	33
FR-0052	U0121-00	A8D	Non TRW issue	Int CAN BUS fault, tech replaced the ABS module to fix vehicle at this time.	**8/27- this warranty return is a non TRW issue. Vehicle returned with the same codes after gear replacement and replaced the ABS module the causal on the AWS claim to fix vehicle at this time.**	**8/25-** vehicle returned with the same codes after EPAS gear replaced, tech replaced the ABS module vehicle fixed at this time. Geares not need to be tested, Pulled A8D code CAN BUS Lat Accel Absent fault 8/27- this warranty return is a non TRW issue. Vehicle returned with the same codes after gear replacement and	WEB FORM DATA -CONCERN: TRAC CONTROL LIGHT AND ABS LIGHTS COME ON RANDOMLY. THEN GO OFF WITH NO RHYME OR REASON. THIS IS THE THIRD TIME THAT		00061 Purvis Ford VA	401	3FAHP0HA9AR[redacted]	5/6/2009	4/27/2009	1/29/2009	3/10/2009	2.5L Gas	7/20/2009			
FR-0053		binding	NVH	Customer damage gear impact	**8/27- Costas sent report to Bill Bouse & Wes Porter for review. Gear assembly showed evidence of impact. Wes Porter & Bill agreed.**	**8/25-** earlier dealer states vehicle hit curb. FSE visited dealer and approved EPAS gear for binding while steering with no codes, steering wheel off center & frt tires badly cupped 8/27- Costas sent report to Bill Bouse & Wes Porter for review. Gear assembly showed evidence of impact. Wes Porter agreed.	08/12/2009 06:31PM MARK COUGHLIN MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: CHECK STEERING SYSTEM, ON LEFT TURNS WHEEL LOCKS DIAGNOSTICS: FIRST OF,		00359 South Bay Ford CA	3571	3FAHP0HA4AR[redacted]	5/8/2009	4/27/2009	1/27/2009	3/5/2009	2.5L Gas	8/12/2009			
FR-0054	C200D-49	B9A	EPP	In Eval (UK)	**7/20- has performed all testing and inspections at this time with NTF**	**9/2- Pulled EFF & Buffer data** **9/4- dropped gear off at 26-mile** **9/11- testing to start next week on B9A faults**	**08/20/2009 12:59PM BRADLEY KUMMLER MSS - FCSD - TECH SVC HOTLINE WEB**		05224 Thouroughbred Ford	8548	3FAHP0HG0AR[redacted]	4/15/2009	4/8/2009	11/28/2008	12/3/2008	3L	8/20/2009		9/2/2009	90
FR-0055	C200B-2F U3000-96	BD2	TS	In Eval (OnSemi)	**12/9- Via connections exposed one Via Onsemi that is going too deep. It went through the metal 2.5 layer and touched the nitride layer, this finding confirmed the measured short. corrective action Onsemi refer to continuous defect reduction**	**8/31- submit hot process form to ship part back to WPAC** **9/11- dealer shipped back park normal parts return to the WPAC, couple weeks for return.** **9/18- pulled EFF & Buffer Data code BD2 I set before C69 latched out. Jason to ship gear to QAO for testing.**	INSP AND VERIFIED THE P S SYS WAS IN OP. PERFORM IDS TEST FOR THE PSCM. GOT CODES U3000:96 C8, C200B:62 48. PERFORM INTERACTIVE PINPOINT TEST PER OASIS. PERFORM PID		11164 Metropolitan L/M MI	131	3MEHM0JG2AR[redacted]	5/15/2009	5/11/2009	3/3/2009	3/31/2009	3L	8/20/2009		9/18/2009	74

FR-0056		AF1	NVH	On-vehicle test(Ford)	**9/29 - Bill installed on vehicle and could not duplicate any friction code or notice any steering issues. Dealer did not follow Interactive diagnostic's on the first gear or call the hotline for assistance. Friction code only set once and cleared that's why it came into the dealer with C1277 code only in the ABS & the PSCM code cleared. Dealer Error**	**8/31- submit hot process form 9/4- gear returned to 26-mile for testing 9/8- NTF at 26-mile, passed leak test & EDF test stand. Called dealer tech or service writer cannot remember if vehicle was driven straight in with no assist that set AF1 code then when tech pulled codes and road tested had B6A. He states the only set code was C1277 with the no PS assist fault in the message center. 9/14- cannot find any friction issues with this gear.**	Gear#1- Cust. Concern Code: H22 - STEERING REQUIRES EXTRA OR UNEVEN EFFORT Condition Code: 42 - DOES NOT OPERATE PROPERLY Technician Comment: 4645 TEST POWER STEERING MODULE FOR CODES C1277 PERFORM PINPOINT TEST PERFORM REALL TIME		10736 Ganley L/M	4645	3FAHP0HA4AR[redacted]	6/12/2009	6/4/2009	1/27/2009	4/25/2009	2.5L Gas	8/19/2009		9/4/2009	25
FR-0057	No Codes	No codes	EPP	In Eval (26mile)	**2/5- been a month now and still cannot find gear at 26mile. Considered lost at this time exhausted all areas gear could be located.**	8/28- tech states vehicle has no codes or lamps on and has communication, load tested battery and ignition feeds pass and never has PS assist. Tech will double check ignition feed for terminal tension or pin push out. Tech already ordered gear assembly per symptom chart. 8/31- Submit hot process form to ship part back to WPAC 9/18- pulled EFF & Buffer Data- only code listed A28(angle offset invalid fault) will give gear to Bill Bouse for on vehicle testing.	REPAIR 08/27/2009 10:56AM JASON TAYLOR MSS - FCSD - TECH SVC HOTLINE THE TECH STATES THAT THERE IS NO POWER STEERING ASSIST. THE TECH IS HAVING CONCERNS WITH THE INTERACTIVE DIAGNOSTICS AND CAN NOT PRINT THE PIN POINT TEST		00529 Gene Evans Ford GA	13775	3FAHP0HG5AR[redacted]	4/13/2009	4/7/2009	11/27/2008	12/4/2008	3L	8/27/2009		9/18/2009	74
FR-0058	U3000-96		No gear returned	Gear will not be returned	**9/23- will not get this gear back Ray(PM) states he accidently delivered gear to RCRC when the hot process forms were on his desk, so no 700 tag will be on this gear so we will not be getting this back from the RCRC.**	**9/3- Submit hot process request form 9/23- will not get this gear back Ray(PM) states he accidently delivered gear to RCRC when the hot process forms were on his desk, so no 700 tag will be on this gear so we will not be getting this back from the RCRC.**	08/28/2009 12:29PM JAMES JASKULA MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: STEERING WHEEL HARD TO TURN AND FAULT ON MESSAGE BOARD DIAGNOSTICS: RAN PINPOINT FOR U3000:96 PINPOINT C		09885 All Star Family Ford	9	3FAHP0HG8AR[redacted]	8/1/2009				3L	8/28/2009			
FR-0059	U3000-49 U3000-96	BAB	EPP	PCB copper slivers in lamination	**3/8- Merix, Kimball & TRW in discussion on dates and final summary. 5/18- Geoff sent out final 8D to Guillermo**	**9/3- Submit hot process request form 9/8- Delivered to WPAC today 9/9- pulled EFF & Buffer data at WPAC 9/10- shipped gear from WPAC to 26-mile 9/11- gear received at 26-mile 9/18- pulled codes and cannot duplicate addition testing needed**	REPAIR 08/26/2009 05:27PM MATT ABELA MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: C/S YESTERDAY POWER STEERING ASSIST FAILURE WARNING WAS ON AND CAR HAD NO		05965 Watson Quality Ford	2886	3FAHP0HA7AR[redacted]	6/20/2009	6/16/2009	2/16/2009	5/13/2009	2.5L Gas	8/28/2009		9/9/2009	83
FR-0061	No Codes	Constant Assist	NVH	In Eval	**10/8 Angel states there is a potential risk to hit the rack with the IPA tower if the operation is not performed with care. He needs to get Ford approval to take pictures**	**9/10- gear still in vehicle at the dealer, tech pulling all codes, pull batt feed see if vehicle has hard pull. 9/11- Tech will take snapshot data and email back. Dealer ordered EPAS gear and I submitted hot process request. 9/18- pulled EFF & Buffer data, no codes found cracked gear housing below the IPA. Impact on TS**	REPAIR 09/09/2009 03:55PM JASON TAYLOR MSS - FCSD - TECH SVC HOTLINE THE TECH STATES THAT THERE IS FULL ASSIST ON THE POWER STEERING ALL THE TIME. THE TECH RAN A SELF TEST ON		04617 Champion Ford TX	6144	3FAHP0HA9AR[redacted]	5/12/2009	5/7/2009	2/4/2009	3/17/2009	2.5L Gas	9/8/2009		9/18/2009	40
FR-0062	No Codes	A28	TS	missing pinion shaft nut	**11/6- pinion nut torque station in QAO updated and in operation on 10/29. Martha to update and send 8D to Ford. Close out**	**9/11- Submit hot process form 9/24- pulled EFF & Buffer Data, only stored code is A28(angle offset invalid fault). no visible damage to the gear, get gear to 26-mile for testing 9/25- gear in analysis at 26-mile 9/29- found missing pinion nut on TS, QAO working containment actions and to start 8D. 9/30- quality alert in that assembly station in QAO. Checking containment actions on mistake proofing pinion nut installation & torque. 10/1-Increase the initial torque to monitor the angle in the torque gun, this in order to avoid double**	NO ASSIST LOSS OF STEERING. REPAIR 09/09/2009 04:33PM CHRIS BISHOP MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: CUST STATES TURM ALL THE WAY TO RIGHT AN START BACK STEERING SLIPS DIAGNOSTICS: EPAS TEST VISUAL INSPECT PARTS REPLACED:: NONE TECH QUESTION: TURN TO STOP		05113 Bob Sight Ford Missouri	5180	3FADP0L35AR[redacted]	4/1/2009	3/29/2009	12/10/2008	1/26/2009	2.5L Hybrid	9/9/2009		9/24/2009	34
FR-0063	P07AE-09	AF1	NVH	distorded gear housing	**10/6- 8D submitted to Ford, continue investigation at Benteler & HSAP for possible areas of damage**	**9/11- Submit hot process form 9/18- pulled Eff & Buffer data does have B6A twice left at 26-mile for Costas to analyze. 9/23- friction gear is similar to earlier 0 KM part with damaged datum on Pinion Housing, Pavel wants gear sent back to QAO for analysis. Shipped out from 26-mile.**	TRNSMISSION FRICTION ELEMENT G STUCK OFF. VERIFY CONCERN. INSPECT STEERING. PERF SELF TEST EPAS HAS CODE PO7AE. PERF PNPT TEST F. PERF TEST F1 TO F4. REPL RACK N		04410 Northside Ford TX	159	3FAHP0HA8AR[redacted]	8/6/2009	7/31/2009	3/16/2009	6/23/2009	2.5L Gas	9/4/2009		9/18/2009	40
FR-0064	U3000-49 U3000-96	B43	EPP	In Eval (Tyco)	**3/3- Tyco has concluded with all the relay testing that NTF with the relay testing.**	**9/21- Submit hot process form 10/5- pulled EFF/buffer fault data. 10/12- dropped gear off at 26-mile, Jason to ship to QAO for analysis 10/23- gear arrived yesterday, next step to pressure check for leaks then get the PFS serial# and send to Geoff Jacks for next step analysis**			04888 Santa Fe Ford	5700	3FAHP0HG9AR[redacted]	7/22/2009	7/17/2009	3/9/2009	6/5/2009	3L	9/15/2009	9IRAI161	10/5/2009	57
FR-0065	C200D-49 U3000-96	B9A	EPP	In Eval (UK)	**7/20- has performed all testing and inspections at this time with NTF**	**9/21- Submit hot process form 9/25- pulled EFF & Buffer data, B9A code shipped to QAO for Analysis. 9/29-estimate gears to QAO late this Thursday 10/2- xray ribbon cable area, cannot duplicate fault or find any visual faults with the ribbon cable at this**	09/16/2009 02:53PM MARK COUGHLIN MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: VEHICLE HAS NO POWER STEERING DIAGNOSTICS: RECIEVED		06371 Jim Norton Ford	11862	3MEHM0HA4AR[redacted]	4/17/2009	4/13/2009	1/6/2009	1/27/2009	2.5L Gas	9/16/2009	9IPDR020	9/25/2009	66

FR-0067	No Codes	A28	Unknown Issue	NTF	**10/2- put on EDF stand results check ok no problems found at this time. Sent out email to get help with next steps on this return. We might need to put on-vehicle for testing will talk with Ford.**	**9/21- Submit hot process form, little information on the repair. Tech was trying to fix the ABS steering angle sensor reading for a couple of days and looks like he replaced the gear for an erratic swa sensor reading. no PSCM code listed in interactive diagnosis so unsure why tech replaced the gear. could be a chargeback gear. 9/24- gear arrived at WPAC pulled EFF and Buffer data, return gear to 26 mile, steering angle sensor changes position turning full Left and right 9/29-estimate gears to QAO late this Thursday**	REPLACED THE ABS MODULE FOR CODE C1278 AND VEHICLE RETURNED SAME CODE AND ERRATIC SWA SENSOR POSITION PID THE CODE CLEARLY STATES THAT THE SWA IS GREATER THAN 15 DEG. WHEN DRIVING STRAIGHT. MONITORING PIDS IT CLEARLY IS DIFFERENT EVERY TIME YOU TURN LOCK TO LOCK THEN STEER		06169 Service Motors WI	1096	3MEHM0JA3AR[redacted]	4/16/2009	4/7/2009	11/6/2008	11/17/2008	2.5L Gas	8/28/2009	9H2AN211	9/24/2009	34
FR-0068	U3000-49	B32	EPP	In Eval (QAO)	**8/27- Pepe to locate EPP and report out the latest testing. 9/24- still cannot find EPP part, need to close cannot continue with the analysis.**	**9/25- Submit hot process request back to WPAC, no information on this vehicle, tech was not able to get into Interative diagnosis. 10/5- pull EFF/buffer fault data. 10/12- dropped gear off at 26-mile, Jason to ship to QAO for analysis. 10/23- gear arrived yesterday, next step to pressure check for leaks then get the PFS serial# and send to Geoff Jacks for next step analysis**			05653 Sames Crow Ford	2445	3FAHP0GA3AR[redacted]	4/17/2009	4/13/2009	1/6/2009	1/27/2009	2.5L Gas	9/16/2009		10/5/2009	57
FR-0069	NVH	growling noise gear/ park. Turn wheel noise goes away	TS	TS ASIC	**11/9- confirmed TS jitter same as FR0036, confirmed TS ASIC was built in 2/10/09 before July 09 clean date. Martha to update 8D send out to Ford.**	**9/25- Submit hot process request back to WPAC, no information on this vehicle, tech was not able to get into Interative diagnosis. 10/5- pulled EFF/buffer fault data 10/12- dropped gear off at 26-mile, verified knocking noise, Jim loria to verify noise. 10/21- TS sent to Rogersville 10/23- part received at Rogersville today Update on Monday.**			01131 Green Ford	12401	3FAHP0HA7AR[redacted]	4/13/2009	4/4/2009	11/14/2008	11/24/2008	2.5L Gas	9/24/2009			
FR-0070	P07AE-09	AF1	NVH	In Eval (QAO)	**11/02- Costas looking to close this & FR0056 for false detection.**	**9/28- Submit hot process request back to WPAC 10/5- pulled EFF/buffer fault data 10/12- dropped gear off at 26-mile, Jason to ship to QAO for analysis 10/23- gear passed pressure test bellows removed no signs of contamination. Put on EDF stand today and passed all checks. Costas checking next steps for testing. Possible false detection.**			06179 Capitol Ford	15219	3FAHP0HA4AR[redacted]	4/6/2009	3/31/2009	11/18/2008		2.5L Gas	9/24/2009			
FR-0071	C200C-2F U3000-96	BD1, BD3	TS	In Eval (26mile)	**6/30- TS cover removed have pictures, not sure if pinion plug and other parts were removed at QAO. QAO did have TS removed and scoped the channels with no failures, now that TS has been inspected this is consided NTF.**	**9/29- Submit hot process request form 10/5- pulled EFF/Buffer fault data has 10/12- dropped gear off at 26-mile, Jason to ship to QAO for analysis, 10/23- gear arrived yesterday, next step to pressure check for leaks, then normal TS testing procedure. 11/9- Sergio cannot duplicate code looking to engineering group on next step analysis before removal of any parts. Advised Jim Loria to send next**	WEB FORM DATA - CONCERN: NO POWER ASSIST FROM EPAS. STEERING WHEEL IS EXTREMELY HARD TO TURN. DIAGNOSTICS: TEST DROVE VEHICLE. PULLED CODES: U3000:96 C200C:2F CHECKED PIDS IN DATALOGGER: EPAS MODULE BELIEVE VSS IS		00785 Colorado River Ford	2952	3FAHP0HA6AR[redacted]	3/20/2009	3/12/2009	12/2/2008	1/13/2009	2.5L Gas	9/25/2009	9IYDN006	10/5/2009	57
FR-0072	C200D-49 U3000-96	B9A	EPP	In Eval (UK)	**8/11- exhausted all testing criteria, at NTF.**	**10/2- Submit hot process request form 10/16- EFF/Buffer fault data collected shipped to 26mile. B9A code filled stored data. 10/23- send to look check over and take upstairs for**	Interactive diagnosis pulled both codes below C200D-49- FDAA-9A U3000-96- FDAA-69		07410 Day Ford	16465	3FAHP0HA0AR[redacted]	3/11/2009	3/1/2009	11/18/2008	11/24/2008	2.5L Gas	9/28/2009		########	46
FR0073	C200D-49	B9A	EPP	In Eval (Nidec)	**7/2-encoder failure due to ESD damage, the surge or ESD destroyed because the punchthrough occurs on output Tr of OUT-B. Allegro saying that the part was ESD damaged somewhere in the supply chain.**	**10/2- Submit hot process request form 10/12- Pulled EFF/Buffer fault data, pulled B9A code, dropped off at 26-mile for analysis. 10/23- pass leak test, get update from Simon. 11/18 On hold pending outcome of other B9A investigations 10/30- hold for evaluation of B9A workshop this Tuesday. 1/18- still at 26-mile holding for next step testing. 4/19- send fr0072, fr0096 & this one to the UK for testing, raise one RUA for all three 5/12- Encoder A intermittently fails to fully pulldown the signal that goes to the ECU. Could be weak pull down in Encoder IC or Intermittent high impedance in Encoder. Ongoing motor PCB testing at Nidec. 6/2- Component shipped back to supplier Allegro IN US - open chip and analyse. Report due 14th June to**	TECH STATES HE CLEARED CODE AND THEN VEHICLE WAS SOLD TO CUSTOMER AND THE CUSTOMER RETURNED THE VEHICLE 38 MILES LATER WITH THE SAME C200D-49 CODE, TECH REPLACED THE EPAS GEAR ACCORDING TO INTERACTIVE DIAGNOSTICS WITH SAME CODE RESET.		08862 Portsmouth Ford	39	3FADP0L33AR[redacted]	8/12/2009	8/9/2009	6/1/2009	7/28/2009	2.5L Hybrid	10/1/2009		########	
FR-0074	U3000-49 U3000-96	B25	EPP	motor terminal ground plane short	**4/19- CD3/D3 formal Kickoff is planned for week of April 19th.Assuming approval week of April 19th Nidec can start shipping to Anting on May 18th.* For CD3/D3 Change will be incorporated in August/Sept timeframe based on depleting existing inventories. JC to provide updated incorporation plan in Tuesday Engineering Change meeting and Thursday**	**10/6- Submit hot process request form 10/16- pulled EFF/buffer fault data, ship from WPAC to 26-mile, then ship to QAO for testing. 10/23- gear arrived yesterday, next step to pressure check for leaks then get the PFS serial# and send to Geoff Jacks for next step analysis 10/27- a low resistance(25 Ohms) between Vlink and 0volts, measuring resistance between pin10 (Motor_relay_HS) and pin9 (hall_supply_0volts) of the ribbon cable the 25 Ohms are found. To send to UK for testing.**	10/05/2009 11:55AM MICHAEL YOUNG MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: BRAND NEW UNIT. VEHICLE HAS NO POWER STEERING ASSIST. WARNING MESSAGE IN CLUSTER SAYS POWER STEERING SYSTEM FAULT. ALSO AMBER ADVANCE TRAC LIGHT ON (PROB BECAUSE		01769 Astro Ford	5	3FADP0L32AR[redacted]	9/18/2009	9/9/2009	6/24/2009	7/25/2009	2.5L Hybrid	10/5/2009			

FR-0075	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**12/2- confirmed plastic contamination is from the relay cover. Martha to get the information in the old 8D to close out.**	**10/5- Submit hot process request form 10/12- pulled EFF/Buffer fault data has B3A code, dropped off at 26-mile for analysis. 10/14- x-ray parts did not show cold weld, raised rivet or offset bridge. Next to check resistances 10/16- thiha to check resistance, if fail will ship to Tyco. if pass resistance test will put on puma cycle. 10/29- failed resistance test at 26mile, shipped to Tyco. Tyco did receive the relay today**	POWER STEERING ASSIST LIGHT ON, STEERING WHEEL HARD TO TURN VERIFY THERE TO BE NO POWER STEERING ASSIST AND WARNING LIGHT IS ON. EEC TEST CODE U2011 PRESENT. USING IDS PERFORM ONLINE INTERACTIVE VEHICLE		09372 Tousley Ford	35	3FAHP0GA6AR[redacted]	8/10/2009	8/4/2009	5/18/2009	7/14/2009	2.5L Gas	9/18/2009		
FR-0076	C200B-2F U3000-96	BD0	TS	at DSC1 (ford hotline)	**10/16- found TS harness conduit crushed on gear flange near IPA and cut the one wire. HSAP plant issue. I have gear here in Dearborn for inspection.**	**10/6- Submit hot process request form**			08316 Bozeman Ford	2749	3FADP0L3XAR[redacted]	7/17/2009	6/8/2009	3/9/2009	5/30/2009	2.5L Hybrid	10/2/2009		
FR-0077*	U3000-96	BB7	EPP	In Eval (UK)	**9/9- NTF in UK for B6B testing at this time. No weld marks on the relay for the motor relay tear down. 10/8- no evidence of any relay weld, motors grp. to check motor windings. six weeks to teardown. 11/29- motor teardown with NTF, no other tests can be performed, check with Ford to close out.**	**10/12- Submit hot process request form 10/30- pulled EFF/Buffer Data dropped off at 26-mile 11/4- shipped to Rogersville 11/6- arrived at Rogersville put on truck to QAO 11/12- testing starting today in QAO 11/18 - SA: Leak test done OK. Ignition ambient done OK Nothing abnormal found 11/24- passed hot ignition cycling, in normal operation B3A set. Advised to send Simon the EFF data for Michelle to decode Monday. 11/30- EFF data decoded Geoff to look at and make**	THIS UNIT HAS NO POWER STEERING ASSIST AND THERE WAS A MESSAGE IN THE CLUSTER MESSAGE CENTER THAT DISPLAYED "POWER STEERING ASSIST FAULT" - THERE WAS A C1277 IN THE ABS MODULE AND A U3000:96 IN THE PSCM. -THE C1277 IS NO LONGER PRESENT. -I HAVE TRIED TO GET INTO THE		10428 Quality L/M	15	3MEHM0JG7AR[redacted]	8/15/2009	8/12/2009	3/18/2009	7/1/2009	3L	10/1/2009		
FR-0078 RUA#3250	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**7/7- confirmed NFF with all testing performed at Tyco.**	**10/12-Submit hot process request form 10/16- pulled EFF/buffer fault data, ship from WPAC to 26-mile for analysis. 10/23- pass leak test, get update from Simon. 10/28- mike to x-ray part in Livonia this week. 10/29- did not find anything in the xray this morning. Resistance test then hot Puma testing. 11/02- passed the resistance, hot puma & resistance test. Ambient tested over the weekend no problems**	10/06/2009 11:54AM FRANK VENEZIANO(CLP) MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: C/S NO POWER STEERING ASSIST DIAGNOSTICS: CHECK CODES U3000-96 AND CHECK POWER PARTS REPLACED:: NONE YET TECH QUESTION: BY THE		00917 Beachum & Lee Ford	15006	3FAHP0HA5AR[redacted]	6/4/2009	5/29/2009	1/14/2009	3/31/2009	2.5L Gas	10/6/2009		
FR-0079	U2011-49	B3A	EPP	In Eval (26mile)	**1/5- Tyco confirmed offset bridge, 8D updated and sent out tomorrow.**	**10/16- Submit hot process request form 10/30- pulled EFF/Buffer Data dropped off at 26-mile to ship to QAO 11/6- x-ray leading to offset bridge suspected, to hot puma test next. 11/23- passed hot puma test. Check resistance before sending to Tyco should fail resistance test if this is an offset bridge. 11/24- after testing found high resistance.**	10/13/2009 04:24PM GLEN HILLAKER MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: LOSE OF STEERING ASSIST AT LOW SPEED AT TIMES AND MESSAGE "POWER STEERING FAILURE". DIAGNOSTICS: QUICK TEST U2011-49(B3A).		08532 Dick's MacKenzie Ford	927	3FADP0L31AR[redacted]	7/25/2009	7/21/2009	6/4/2009	7/8/2009	2.5L Hybrid	10/12/2009		
FR-0080 RUA#4016	U3000-49	B43	EPP	In Eval (QAO)	**8/20- believe PFS is still in QAO, Pepe check for the latest status. 8/27- Pepe found PFS to raise RUA and send to Tyco for final testing. 10/6- NFF at Tyco.**	**10/16- Submit hot process request form 10/30- pulled EFF/Buffer Data dropped off at 26-mile 11/4- shipped to Rogersville 11/6- arrived at Rogersville put on truck to QAO 11/12- testing starting today in QAO 11/18 - SA: Leak test done OK. Ignition ambient done OK Nothing abnormal found 11/19- hot ignition cycling, 11/20- high resistance found contact 4 recheck with**			01418 Andy Mohr Ford	3993	3FADP0L36AR[redacted]	7/8/2009	6/25/2009	2/26/2009	5/23/2009	2.5L Hybrid	10/13/2009		
FR-0082	N/A		No gear returned	Gear will not be returned	**11/11- called dealer back to find out what happened to gear and PM states he returned it back to the RCRC and no 700 tag was on this part so the part is scraped, will not get this gear back.**	**10/27- Submit hot process request form**			00669 Michael Steads Hilltop Ford	3860	3FAHP0HA1AR[redacted]	6/3/2009				2.5L Gas	10/14/2009		
FR-0083	U2011-49 U3000-96	BB9	EPP	Rev. Cap	**11/20- reverse capacitor found.**	**10/27- Submit hot process request form 11/5- Pulled EFF/Buffer fault data at WPAC 11/12- testing starting today in QAO 11/18 - SA: Leak test done OK. Ignition ambient done OK Nothing abnormal found, 11/19- next to hot woodpecker test**	CUSTOMER STATES THERE IS A POWER STEERING ASSIST LIGHT ONAND THE P S IS INOP DIAG,INSPECT,PULL CODES WITH IDS,C1B00 86 28,U2011 49 48,U3000 96 C8, RUN INTERACTIVE DIAGNOSTICS FOR STEERINGSYSTEM, DIAGNOSTICS STATE TO		05892 Woody Anderson Ford	4135	3FADP0L38AR[redacted]	4/21/2009	3/7/2009	12/4/2008	1/12/2009	2.5L Hybrid	10/19/2009		

FR-0084	N/A	BD0-BD3	TS		11/6- dropped gear off at 26-mile, TS harness damaged, heat tape rubbed through. With the mileage good chance this is customer related damage. No other warranty claims	10/27- Submit hot process request form 11/5- Pulled EFF/Buffer fault data at WPAC	Customer Comment: CUST STATES LOST ALL POWER STEERING AND SHOWS PS FAULT ON DISPLAY Technician Comment: TEST DRIVE VEHICLE CONFERM LOST OF POWER STEERING AND PS FAULT ON DISPLAY. PERFORM DIAG FOUND CODES		01487 Don Chalmers Ford	22727	3FAHP0HA0AR[redacted]	3/11/2009	3/1/2009	11/22/2008	12/1/2008	2.5L Gas	10/19/2009		
FR-0085	N/A	No Com	EPP	IC14 power supply (Infineon)	1/13- have updated 8D sent out, Geoff has a couple slides to update. new process, dummy leadframe is used then scraped first production lead frame marked and additional visual inspected.	10/27- Submit hot process request form 11/5- Could not pull EFF/Buffer fault data from module no communication. 11/16 Shipped to UK 11/17 Under Analysis 11/17 under analysis in UK, still ignition cycling trying to reproduce no com 11/19- swapped parts IC14 power supply for the monitor micro, part in thermo chamber part failed			07633 Donley Ford	196	3FAHP0HA3AR[redacted]	10/1/2009	9/22/2009	6/16/2009	8/12/2009	2.5L Gas	10/19/2009		
FR-0086	No Codes	Cricket noise	NVH	squeeling noise turning wheel	2/8- confirmed finger ring trapped under IPA cover	10/27- Submit hot process request form 11/5- did not notice any abnormal noise turning the input shaft back & forth, no codes in the fault data. 11/9- dropped off at 26-mile for Costas testing leak test then EDF test stand. 11/12- all the testing at 26-mile could not duplicate the noise from the gear. NTF at this time. Unknown if we should put on-vehicle for testing.			09372 Tousley Ford	45	3FAHP0HA9AR[redacted]	8/10/2009	9/6/2009	5/26/2009	7/23/2009	2.5L Gas	10/22/2009		
FR-0087	U2011-49 U3000-96	BB9	EPP	Rev. Cap	12/2- confirmed rev. capacitor	10/27- Submit hot process request form 11/13- pulled EFF/Buffer data shipped to 26-mile 11/20- ship part to QAO, should be in QAO Nov. 25th, date range fits rev. cap remove PFS after leak check.	10/20/2009 01:10PM IONET PUSTA MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: WHEN TURNING SHARP, LEFT OR RIGHT, FORWARD FOR BACKWARD, STEERING WHEEL WILL VIOLENTLY KICK BACK AND "STEERING FAULT" APPEARED ON MESSAGE CENTER. PULLED VEHICLE OVER AND CYCLED KEY		01170 Discovery Ford	5223	3FAHP0HAXAR[redacted]	2/17/2009	2/3/2009	11/5/2009	11/12/2009	2.5L Gas	10/19/2009		
FR-0088	U2011-49	B3A	EPP	Raised Rivet	11/19- confirmed a raised rivet, to send to Tyco(Evora)	10/27- Submit hot process request form 11/5- pulled EFF/Buffer fault data at WPAC 11/6- dropped gear off at 26-mile for analysis 11/9- EPP sent out for x-ray in Livonia 11/18 - Mike to X Ray again zoomed in today, potential raised rivet			05078 Mel Hambelton Ford	17207	3FAHP0HA6AR[redacted]	2/18/2009	1/28/2009	10/17/2009	10/22/2009	2.5L Gas	10/26/2009		
FR-0089	No Codes	No codes	NVH	grinding noise turning the wheel	3/9- after further investigation it was determinded that misuse was the cause of failure	11/3- Submit hot process request form 11/12- Pulled EFF/Buffer fault data and verify noise in gear while turning 11/19- failed EDF stand results, possible bent rack	CONCERN: GRIND IN FRT WHEN TURNING. DIAGNOSTICS: VERIFED CONCERN. CHECKED FOR		09801 Midland Ford	22,604	3FAHP0HA5AR[redacted]	4/1/2009	3/28/2009	1/9/2009	1/27/2009	2.5L Gas	10/30/2009		
FR-0090	U2011-49	B3A	EPP	In Eval (26mile)	1/5- Tyco confirmed offset bridge, 8D updated and sent out tomorrow.	11/4- Submit hot process request form 11/13- Pulled EFF/Buffer fault data, shipped to 26-mile 12/1- passed leak test, brough upstairs to start testing. 12/7- x-ray looks like an offset bridge, passed Puma test then found 4 ohms on phase 2 that went away after rechecking the other phases. Need to capture scope traces after hot puma test.	WEB FORM DATA - CONCERN: POWER STEERING CUTS OUT AT TIMES. DIAGNOSTICS: PERFROM VISUAL INSP. NOTHING LOOSE OF DAMAGED. SELF TEST. EPAS SYSTEM HAS U CODE. U2011:49-08 PARTS REPLACED:: NONE TECH QUESTION: TRYING TO		04005 Flood Ford	24	3FAHP0HG9AR[redacted]	8/13/2009	8/8/2009	6/10/2009	7/8/2009	3L	10/31/2009		
FR-0091	U3000-49 U3000-96	B97	EPP	In Eval (Fairchild)	3/22- EOS is fairchilds claim, cannot proceed any further with this testing. Sent 8D to Tim Diez	11/11- Submit hot process request form 11/20- pull EFF/Buffer fault data, ship to QAO 12/3- fault repeats suspect B-FET-3, damaged on the power FET Pack. Sergio to cut the wirebond on MOSFET_G6 and measure voltage to isolate power module. Short stays on the power module. 12/7- confirmed power module QAO sent direct to supplier(Fairchild) for analysis. 12/14- shipped to Fairchild stuck in customs, QAO to	NO POWER STEERING DIAGNOSTICS: PINPOINT PARTS REPLACED:: EPAS TECH QUESTION: DOES THIS NEED PMI SERVICE PROCEDURES AFTER REPLACING DOES NOT SHOW. WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE		01857 Buss Ford	38	3FAHP0HG8AR[redacted]	10/6/2009	9/30/2009	6/24/2009	8/26/2009	3L	11/3/2009		
FR-0092	U3000-49 U3000-96	B25	EPP	In Eval (Fairchild)	3/22- EOS is fairchilds claim, cannot proceed any further with this testing. Sent 8D to Tim Diez	11/11- Submit hot process request form 12/2- pulled Eff & Buffer data, ship gear to QAO 12/7- In process to QAO 12/15- B25 fault repetitive. PH3&VLINK found shorted to 0 volts. Short traveled with ECU. Isolate by cutting bond wires and then perform power module swap. Wait for Sergio to return this week. 1/12- confirmed FET power pack, ship to Fairchild for B-FET-3. 1/18- part stuck in customs waiting on paper work	NO POWER ASSIST, POWER ASSIST FAULT ON MESSAGE CENTER DIAGNOSTICS: PINPOINT TEST, CHECK FUSES, CHECK POWER AND GROUND AT ABS MODULE PARTS REPLACED:: ABS MODULE TECH QUESTION: WHAT TO DO, AFTER ABS MODULE REPLACEMENT CODES CAME		00812 All Star Ford	8	3FAHP0HA3AR[redacted]	10/8/2009	9/30/2009	6/30/2009	8/27/2009	2.5L Gas	10/30/2009		
FR-0093	NVH	Cricket noise	NVH	In Eval (26mile)	1/26- Cal Cal Spurlin checked the "cricket" return and verified that the finger ring was trapped between the cover and the sensor	11/30- Submit hot process request form 12/15- found out PM left dealership so will not be hot processed. will get the gear sent through normal parts returns to the WPAC.	11/09/2009 10:21AM BRADLEY SCHOLES MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: SQUEEKING		05634 Alexander Ford	7	3MEHM0JA6AR[redacted]	10/23/2009	10/19/2009	8/8/2009	9/3/2009	2.5L Gas	11/6/2009		

FR-0094	U2011-49 U3000-96	BB9	EPP	Rev. Cap	**12/3- in evaluation QAO found rev. cap**	**11/12- Submit hot process request form 11/20- pull EFF/Buffer fault data, ship to 26mile**			03003 Bill Brown Ford	7774	3FAHP0HA6AR[redacted]	2/10/2009	1/13/2009	10/14/2008	10/21/2008	2.5L Gas	11/3/2009		
FR-0095	U3000-49 U3000-96	BA4	EPP	In Eval (UK)	**4/21- 8D sent to Ford with the corrective action dates, sent 8D to Ford on 4/19.**	**12/2- pulled Eff & Buffer data, ship gear to QAO 12/7- In process to QAO 12/15- B7E fault repetitive. Measures taken with ECU functional sw. leakage on motor phase 3. cut the bond wire for the gate of Phase 3 bottom 1/5- Jose to perform power module swap, wait for Sergio to return this week 1/13- short followed the ECU, Geoff to review report from QAO.**			06418 Bill Hood Ford	651	3FAHP0HA6AR[redacted]	10/7/2009	9/30/2009	6/26/2009	8/25/2009	2.5L Gas	11/12/2009		
FR-0096	C200D-49	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**11/20-Submit hot process request form 12/10- pulled EFF & Buffer data and shipped gear to 26-mile. Leak test and sent upstairs remove EPP and perform ignition cycling. 3/26- has been tri-temo tested for two days and no failures at this time. 3/31- in cold chamber now, no failures at this time. 4/20- has been shipped out to the UK today**	C/S AT TIMES WHEN STARTING VEHICLE POWER STEERING DOES NOT COME ON. EEC TEST TC2000 BCE TEST PIN POINT TEST PIDOMETER TEST TEST DRIVE AND RETEST CUST STATES POWER STEERING STARTED TO WHINE THEN QUIT OPERATING		03898 Coggin Deland Ford	7236	3FADP0L30AR[redacted]	2/19/2009	1/23/2009	11/18/2008	11/24/2008	2.5L Hybrid	11/9/2009		
FR-0097	C200D-49	B9A	EPP	In Eval (UK)	**8/11- exhausted all testing criteria, at NTF.**	**11/12- Submit hot process request form 11/20- pull EFF/Buffer fault data, ship to 26mile 12/1- passed leak test, brough upstairs to start testing. 12/7- able to get this B9A to reset sent to UK**			07495 Moontownship Ford	6870	3FAHP0GA2AR[redacted]	8/4/2009	7/29/2009	3/10/2009	6/22/2009	2.5L Gas	10/29/2009		
FR-0099	U2011-49 U3000-96	BB9	EPP	Rev. Cap	**12/15- gears arrived in QAO in analysis found rev. capacitor.**	**11/24- Submit hot process request form 12/2- pulled Eff & Buffer data, ship gear to QAO 12/7- In process to QAO**	CUSTOMER STATES THAT THE POWER STEERING IS OUT CHECKED AND VERIFIED CONCERN SELF TESTED GOT CODES U3000 96 C8 U2011 49 48 AND C1277 MONITER PIDS FOUND NO STEERING WHELL ROTATIONAL SENSOR NOT BEARING ELECTRICAL TEST		01980 Beau Townsend Ford	13250	3FAHP0HA0AR[redacted]	6/13/2009	6/6/2009	1/24/2009	4/27/2009	2.5L Gas	11/11/2009		
FR-0100	U2011-49	B3A	EPP	In Eval (Tyco)	**2/12- Tyco has confirmed offset bridge**	**11/30- Submit hot process request form 12/10- pulled EFF & Buffer data and shipped gear to 26-mile 12/17- Mike to xray and Michelle to hot puma test before the break. 12/21- offset bridge - Re-Puma (3 or 4 times) - Perform resistance test while hot. - I think x-ray is then sufficient evidence to send part to Tyco. - Remove relay**	C S THAT HARD TO TURN WHEN BACKING UP, LOSES P S AND WARNING CHIME GOES OFF. INTERACTIVE DIAGNOSIS HAS SNAPSHOT DATA OF U2011-49(B3A) DIAG AND REPLACE STEERING GEAR ASSY CLEAR CODES AND TEST DR OK SET TOE IN.		08007 Landmark Ford	1290	3FAHP0HG4AR[redacted]	8/13/2009	8/10/2009	5/20/2009	7/13/2009	3L	11/24/2009		
FR-0101	U3000-96	B7F	EPP	In Eval QAO	**1/13- arrived in QAO testing will start after FR0103 is complete. Found out gear is a non-warranty repair. SM states after alarm company worked on vehicle EPAS gear failed so the dealers sales department covered the repair.**	**11/30- Submit hot process request form 12/21- pulled EFF & Buffer data, ship to QAO**			02584 Texas Motors	12	3FAHP0HA2AR[redacted]	9/29/2009				2.5L Gas	11/23/2009		
FR-0102	P07AE-09	AF1	NVH	distorded gear housing	**2/1- found damaged datum pic's show impact marks at the datum & mounting ring and the materials lab confirmed the housing was out of specs. Unknown where the inpact occurred.**	**11/30- Submit hot process request form 12/21- pulled EFF & Buffer data, ship to QAO 1/13- Jose to start the friction testing today.**	SECOND TIME BACK FOR THE SAME P07AE-09 CODE 2K MILES AGO. VEHICLE LOST POWER STEERING ASSIST,SERVICE ADVANCE TRACK WARNING LIGHT CAME ON HAPPENED ON I 80 AFTER DRIVING FOR 2 HOURS NONSTOP HE SAID HE MUST CONSTANTLY		01224 Hondru Ford	3224	3FADP0L35AR[redacted]	8/4/2009	7/29/2009	3/18/2009	6/25/2009	2.5L Hybrid	11/25/2009		
FR-0103	U3000-96	B25	EPP	In Eval (UK)	**8/3- exhausted all testing in the UK could not duplicate any codes NTF. 8/30- possible check wire bond, PCB & solder issues.**	**11/30- Submit hot process request form 12/21-pulled EFF & Buffer data, sent to QAO 1/13- fault code is not reproducing, to analyze data to find potential cause and lead toward next step testing. 1/15-ambient cycling latched code BC5 found scratches on the PCB, QAO to ship to UK for further testing. 1/20- arrived in UK today.**	CUST STATES POWER STEERING NOT WORKING CONCERN: P3000:96 POWER STEERING INOP DIAGNOSTICS: INTERACTIVE DIAG WILL NOT PROCEED DUE TO ABOVE CODE. PARTS REPLACED:: NONE TECH QUESTION: IS THE MODULE PART OF THE STEERING		05625 Jerry Duncan Ford	1227	3FAHP0HA1AR[redacted]	10/7/2009	9/30/2009	6/29/2009	8/26/2009	2.5L Gas	11/23/2009		

FR-0104	U2011-49 U3000-96	B3A	EPP	In Process (Tyco)	**1/25- Tyco confirmed raised rivet**	**11/30- submit hot process request form 12/10- pulled EFF & Buffer data and shipped gear to 26-mile 12/17- Mike to xray and Michelle to hot puma test before the break. 12/21- raised rivet - Did it fail hot or room temp? - Next step - perform resistance check immediately after failing Puma. - I think x-ray is then sufficient evidence to send part to Tyco.**			05078 Mel Hambelton Ford	3026	3FAHP0JAXAR[redacted]	5/21/2009	5/14/2009	3/20/2009	4/9/2009	2.5L Gas	11/17/2009	
FR-0105 RUA#3628	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**7/19-High-Pot Test complete on EPP no issue found. "Fault not Repeatible, set aside as such and return later if something new is found.**	**12/4- Submit hot process request form 12/10- pulled EFF & Buffer data and shipped gear to 26-mile 12/17- Mike to xray and Michelle to hot puma test before the break. 12/21- could not see any issues with xray - Perform resistance test at room temp. -Re-Puma (3 or 4 times - if not already done) - Perform resistance test while hot**	CUSTOMER STATES THAT THERE IS NO POWER STEERING POWER STEERING ASSIST LIGHT ON DASH BODY CHASSIS AND ELECTRICAL TESTS FAULT CODE U3000-96, PINPOINT TESTS AND DIAGNOSIS, REPLACE POWER STEERING RACK AND PINION, PCSM		00871 Beach Ford	14883	3FAHP0HA1AR[redacted]	5/20/2009	5/15/2009	2/6/2009	3/24/2009	2.5L Gas	11/25/2009	
FR-0106	U2011-49	B3A	EPP	In process (Tyco)	**1/25- Tyco confirmed offset bridge**	**12/4- Submit hot process request form 12/10- pulled EFF & Buffer data and shipped gear to 26-mile 12/17- Mike to xray and Michelle to hot puma test before the break. 12/21- offset bridge Re-Puma (3 or 4 times) - Perform resistance test while hot. - I think x-ray is then sufficient evidence to send part to Tyco.**			05438 Homer Heller Ford	302	3FAHP0HA3AR[redacted]	9/30/2009	9/23/2009	7/10/2009	8/8/2009	2.5L Gas	11/25/2009	
FR-0108		B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**12/4- Submit hot process request form 12/10- pulled EFF & Buffer data and shipped gear to 26-mile. Leak tested 1/13- leak tested and brought upstairs for testing 1/15- hot cold ign cycling and try to reproduce the code. 1/22- Thiha was able to get the code to set one time while tri-temp testing. Testing still ongoing 1/28- thiha to send geoff decoded information when the one code set on the tri temp tester 2/3- Thiha was able to duplicate the B9A again once**	**CUSTOMER STATES THAT DASH WILL READ POWER STEERING ASSIST DEFAULT ON STARTUP INTERMITTENTLY AND THERE WILL BE NO ASSIST. SHUT OFF VEHICLE AND RESTART AND SYMPTOM WILL BE GONE**. BCE SELF TEST ON PSCM AND ATTEMPTED TO USE THE		04664 Jordan Ford	986	3FAHP0HA6AR[redacted]	9/17/2009	9/9/2009	7/8/2009	7/31/2009	2.5L Gas	11/18/2009	
FR-0109	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (UK)	**7/16- confirmed this as a double start up added to B9A list for reg./micro issue. Fulfills parameters to close as regulator issue by meeting criteria established for regulators.**	**12/4- Submit hot process request form 12/21- pulled EFF & Buffer data and ship to QAO 1/13- to leak test and start the standard testing 1/20- could not reproduce the codes, next step to do vibration test on the bully machine. Jose waiting for line to switch back to CD3 to test. 1/25- passed bully testing, next step to discuss with Jim Loria 1/28- all testing has been perform in QAO and cannot get the code to return, ship back to 26mile so tri-temp testing can be done. set back to Rog. Att: Andy-**			08799 Richmond Ford	15707	3FAHP0HA8AR[redacted]	3/30/2009	3/26/2009	11/18/2008	11/26/2008	2.5L Gas	11/24/2009	
FR-0110	N/A	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**12/4- Submit hot process request form 1/7- pulled EFF & Buffer Data, ship to 26mile 1/13- leak tested and brought upstairs for testing 1/15- hot cold ign cycling and try to reproduce the code. 2/3- cannot reproduce any codes at this time with hot & cold ignition cycling 3/22- to move into the cold chamber for testing 4/16- in the west building now thermo testing 4/21- thermo testing since 4/15 in chamber still cannot reproduce code. To Hot Puma test next**			06226 Bergstrom Ford	3789	3FAHP0JAXAR[redacted]	5/26/2009	5/21/2009	2/9/2009	3/23/2009	2.5L Gas	11/12/2009	
FR-0111 RUA#3212	U3000-49 U3000-96	B3A	EPP	In Eval (UK)	**9/24- UK did SEM test and the results lead to NTF.**	**12/4- Submit hot process request form 12/10- pulled EFF & Buffer data and shipped gear to 26-mile 12/17- Mike to xray and Michelle to hot puma test before the break. 12/21-Re-Puma recheck resistance - Photograph top of relay (ensure bar code is clear of glue residue) - Raise RUA 1/11- could not confirm issue with xray, have not duplicated the code, perform the standard test and**			09443 Houston Ford	7	3FAHP0JA9AR[redacted]	11/7/2009	11/1/2009	8/24/2009	9/17/2009	2.5L Gas	11/27/2009	

FR-0112	U3000-96	BB7	EPP	In Eval (QAO)	2/3- found Rev. C2 Cap in the PFS	1/11- Pulled EFF & buffer data also pulled BB9 & BB5 with the BB7 code. Ship to QAO. 2/1- leak tested no leaks, benched tested cannot duplicate code.			04410 Northside Ford	2023	3FADP0L38AR[redacted]	3/11/2009	3/1/2009	10/20/2008	10/29/2008	2.5L Hybrid	12/2/2009	
FR-0113	C200B-61 C200B-62	B90	TS	In Eval (Hella)	9/22- talked about vstress testing at On-Semi that was implemented 4-3-2010 to catch this issue and also Hella implemented their Vstress test at Hella ICT on 9-14-2010. so PCA dates into QAO would be OnSemi's ASIC's took one week to arrive into Hella for this Vstress testing so PCA dates are 5-22-2010 for OnSemi change into QAO & for Hella's change	1/11- Pulled EFF & buffer data also pulled BD4 & B95 with the B90 code. Shipped to QAO. 2/1- leak tested no leaks, benched tested cannot duplicate code 2/3- EFF data shows a problem with the channel 1 torque. Check for any potential damage on the harness. Nothing obvious found. EFF data shows data original fault occurred at low temperature, at 4° C. Need to test at cold temperatures. 2/5- ambient ignition cycling did not reproduce any code, bully testing next. Data shows code reset at			04546 Jordan Ford	5215	3FAHP0JA6AR[redacted]	6/24/2009	6/19/2009	2/4/2009	6/3/2009	2.5L Gas	12/5/2009	
FR-0114		No B Codes-A65	EPP	In Eval (QAO)	4/21- ran through bully test 5x with no failures. Cannot reproduce no com issue. Contribute this gear as possible wiring issue per set code A65.	1/11- pulled EFF & Buffer data unknown why gear was replaced no B codes need to investigate further. Gear at WPAC 2/2- tech should not have replaced gear with no lamps or symptoms after clearing code and road testing, did not record any interactive diagnosis so tech did not follow interactive diagnosis for this repair. 3/8- shipped to QAO for standard no com testing 4/9-Samuel doing ignition test at hot, cold and ambient. No faults at this time	ADVANCE TRAC LIGHT CAME ON AND NO POWER ASSIST WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT COMES ON AND NO POWER ASSIST DIAGNOSTICS: ROAD TEST / EEC TEST / CLEARED CODES RETEST OK CK ALL CONNECTIONS TO STEERING GEAR / GROUNDS / PWR / CK ALL HARD SHELL		02722 Suntrup Ford	1701	3FADP0L31AR[redacted]	10/3/2009	9/29/2009	6/25/2009	8/17/2009	3L	12/21/2009	
FR-0115		A16	EPP	In Eval (QAO)	4/19- pass through bully test several times to confirm a NTF.	1/11- pulled EFF & Buffer data unknown why gear was replaced no B codes need to investigate further. Gear at WPAC 3/8- shipped to QAO for standard no com testing 4/9-Samuel doing ignition test at hot, cold and ambient. No faults at this time	CUSTOMER STATES SERVICE ADVANCE TRAC LIGHT CAME ON IN MESSAGE CENTER. SHORTLY AFTER ALL WARNING LIGHTS CAME ON AND GAUGES STARTED JUMPING. CUSTOMER PULLED OVER TO SIDE OF ROAD WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT CAME		01266 Echelon Ford	198	3FAHP0HA3AR[redacted]	11/4/2009	10/30/2009	8/24/2009	9/21/2009	2.5L Gas	12/15/2009	
FR-0116		BB7	EPP	In Eval (QAO)	2/3- found Rev. C2 Cap in the PFS	1/11- Pulled EFF & buffer data also had BD0-BD3 codes with BB7. shipped out to QAO 2/1- leak tested no leaks, benched tested cannot duplicate code			06771 Rusty Eck Ford	4483	3FAHP0HA5AR[redacted]	4/13/2009	4/4/2009	11/20/2009	11/27/2009	2.5L Gas	12/14/2009	
FR-0117	Chirp noise turning wheel	Cricket noise	NVH	In Eval (26mile)	1/13- leak test, verified the cricket noise no further action.	1/11- pulled EFF & buffer data, I did notice the cricket noise turning the input shaft back & forth. Shipped to 26mile			08006 Joe Machens Ford	59	3FAHP0HA4AR[redacted]	9/30/2009	9/23/2009	7/7/2009	8/5/2009	2.5L Gas	12/8/2009	
FR-0118	squeak noise coming from	Cricket noise	NVH	In Eval (26miles)	1/26- Cal Spurlin checked the "cricket" return and verified that the finger ring was trapped between the cover and the sensor	1/14- Pulled EFF data, did not notice any squeak noise turning input shaft. Ship to 26mile 1/15			00070 Sheehy Ford	1896	3FADP0L34AR[redacted]	10/3/2009	9/29/2009	6/23/2009	8/19/2009	2.5L Hybrid	12/9/2009	
FR-0119	U2011-49	B3A	EPP	In Eval (Tyco)	2/25- Tyco confirmed offset bridge	1/14- code cleared and did not reset, unknown why dealer replaced gear, need to pull CQIS report. 1/18- Found out dealers FSE advised to replace the steering gear for one time code set. 1/25- passed leak test, check on xray results and testing 1/28 check on xray results and testing, Mike Taylor has been out all week, will get results next week. 2/1- xrays were taken today and indicates offset bridge. Get photos of relay, raise RUA send to Tyco. 2/5- Thiha has raised RUA on unit hot puma &	VEHICLE HAS NO POWER STEERING DISPLAYS POWER STEERING ASSIST FAULT ON MESSAGE CENTER ROADTEST UNABLE TO DUPLICATE CONCERN CHECK OAISIS NO INFO CONCERN WAS VERIFIED BY SERVICE ADVISOR A TIME OF WRITE UP DIAG EPAS SYSTEM CODEU2011,U0155 PERFORM		02486 Five Star Ford	212	3FAHP0GA9AR[redacted]	9/22/2009	9/9/2009	7/7/2009	8/4/2009	2.5L Gas	11/24/2009	
FR-0120		Cricket noise	NVH	In Eval (26miles)	1/14- pulled EFF data, noticed cricket noise from turning input shaft back & forth. Shipped to 26mile 1/15				03774 Ewald's Venus Ford	4499	3FAHP0HA2AR[redacted]	9/19/2009	9/10/2009	7/7/2009	8/6/2009	2.5L Gas	12/5/2009	

FR-0121	U2011-49 U3000-96	B3A	EPP	In Process (Tyco)	**2/25- Tyco confirmed offset bridge**	**1/14- pulled eff & buffer data, ship to 26 mile for analysis. Shipped to 26mile 1/15 1/25- passed leak test. check on xray results and testing, 1/28 check on xray results and testing, Mike Taylor has been out all week, will get results next week. 2/1- xrays were taken today and indicates offset bridge. Get photos of relay, raise RUA send to Tyco. 2/5- Thiha has raised RUA on unit hot puma & ignition cycling has not raised any codes and all the resistance reading in specs. To check with Geoff for**			08811 Sentry Ford	2308	3FAHP0HGXAR[redacted]	9/24/2009	9/18/2009	7/8/2009	7/31/2009	3L	12/10/2009	
FR-0122		Cricket noise	NVH	In Eval (26miles)	**1/14- pulled EFF data, noticed cricket noise from turning input shaft back & forth.**		SOMETHING SQUEALING UNDERHOOD? STEERING? CAN HEAR INSIDE CAR WHEN TURNING WHEEL		03552 Greg Sweet Ford	1853	3MEHM0HA5AR[redacted]	9/16/2009	9/8/2009	6/22/2009	7/22/2009	2.5L Gas	12/21/2009	
FR-0123		TS harness was repaired by dealer or customer	TS	At WPAC	**2/10- cannot locate the area the TS harness was damaged because dealer cutout a big section of the harness to repair. Will make service manual changes to prevent repair of the harness. Changes will be made to the 2011 m/y and changes will be made to the 2010 also.**	**1/14- Pulled eff & buffer data need to check repair order, could be charged back to dealer, torques sensor harness is taped from IPA to EPP. Will check CQIS & aws reports. 1/22- talked to dealer harness was damaged when customer brought vehicle to dealer, no accidents or previous known work done. Dealer tried to repair harness dealer could not remember location of repair, need to find area of damage, most likely customer damage. 1/28- took pictures of the harness unable to determe**	CS THERE IS A MESSAGE SAYIONG THE POWER ASSIST HAS FAILED DIAG STEERING CONCERN, FOUND U3000 PERFORMED ITNTE RACTIVE DIAG, FUSES OK, TRIED TO CLEAR CODE WOULD NOT CLEAR. REPLACE STEERING GEAR ASSY,		03756 Gordie Boucher Ford	22239	3FADP0L32AR[redacted]	4/23/2009	4/16/2009	1/22/2009	2/9/2009	2.5L Hybrid	12/28/2009	
FR-0124	C1278 (ABS)	N/A	EPP	In Eval (Tim Snider)	**5/3- No faults occurred. I've been running for a couple of weeks with unseated connector - also no issue 7/6- unseated connector C1010 and able to duplicate TC lamp & code, unknown if this was the fault on this vehicle.**	**1/15- pulled EFF & Buffer Data, sent to Ford make decision what to do with gear. 1/20- Ford/TRW team talked with tech to get specific information, tech did not think the TC lamp was on during his road test with stored code C1278 that the tech could remember but followed advice of hotline, testing all wiring and connectors if good to replace the EPAS gear. 3/8- in process to QAO for standard no com testing 3/10 - intercepted gear at Rogersville Andy E will ship gear directly to Tim Snider. FedEx tracking**	CHECK SERVICE ADVANCE TRAC SYSTEM LIGHT CAME ON CK ADVANCE TRACK SYS LT ON,IDS TEST C1278 IN ABS SYSTEM PERF PINPOINT TESTS FOR ABS NO FAULTS FOUND,ATTEMPT TO PERFORM INTERACTIVE DIAG FOR PSCM,DIAG NOT WORKING PROPERLY CONTACT		00664 Sheehy Ford	3391	3FAHP0GAXAR[redacted]	9/17/2009	9/9/2009	6/30/2009	7/28/2009	2.5L Gas	12/15/2009	
FR-0125	U3000-49 U3000-96	B31	EPP	cold weld	**3/8- confirmed cold weld, final report need from Tyco.**	**1/21- Pulled EFF & Buffer Data, ship gear to QAO 2/2- In QAO today will start leak testing 2/3 - Rattle comes from inside EPP. Confirmed comes from link relay. Cold weld issue 2/5 - Need to take relay out & remove PFS to confirm cold weld or loose screw. 2/12- Suspected cold weld. Traceability suggests failure is from same time period as 4 x 0km failures . Shipped to Tyco**			05389 Kearny Pearson Ford	11752	3FAHP0HG9AR[redacted]	9/23/2009	9/17/2009	7/14/2009	8/10/2009	3L	12/29/2009	
FR-0126	C200D-49	B4E	EPP	In Eval (UK)	**2/24- corrective actions have been put in place by Nidec and Anting to catch this issue of weak hall effect signals with new EOL equipment at anting. Nidec has not clearly confirmed the root cause of the issue but we do have new automation equipment tests to contain the issue at Anting starting 4/20/2010.**	**1/21- Pulled EFF & Buffer Data, Pulled B9A & B38 with B4E, ship gear to QAO 2/2- In QAO today will start leak testing 2/3- Able to duplicate the faults. Unit only fails at the beginning of the journey. Probably the problem is on the 5V_Hall_supply. Next step: Scope signals from halls. 2/5- Sergio suggest this is similar to the QAO B4E end of line failures, scope signals from hall effects 3/2- Able to get B4E and B38 faults. Halls issue. Hall C toggling the output during power up. Motors group**			03334 Charles Gabus Ford	541	3FAHP0HA1AR[redacted]	11/3/2009	10/27/2009	8/24/2009	9/17/2009	2.5L Gas	12/7/2009	
FR-0127	C1B00-64 (ABS)	A5D	EPP	In Eval (QAO)	**3/17- after reading CQIS verbatims advised the 2 EPAS gears & ABS module installed on this vehicle did not fix. Performing FSA# 10B13 that to address DTC C0048-64. Vehicles are reflashed with brake sw that makes system less sensitive to noise on the MTS.**	**1/21- pulled EFF & Buffer Data, did not pull any B codes only A5D. Check CQIS report found dealer replaced epas gear & ABS module same symptom. After going through owner relations for buy back they replaced another EPAS gear and they said they drove over 700 miles and code did not reset?? have the first EPAS gear at WPAC. 2/22- this gear would be a good option to install on vehicle and check for any codes. This was installed on hybrid that is why code is C1B00-64 instead of a C1277 on a non-hybrid.**	CHECK ADVANCE TRAC LIGHT STAYING ON AND THERE IS A RUBBING TYPE NOISE FRONT RIGHT VERIFIED CUSTOMER CONCERN. IDS TEST; RETRIEVED CODE C1B00. STEERING ANGLE SENSOR OUT OF RANGE. PERFORMED SECTION 211 00A INTERACTIVE DIAGNOSTICS		00084 Apple Ford	18721	3FADP0L34AR[redacted]	2/13/2009	11/18/2008	9/16/2008	9/23/2008	2.5L Hybrid	12/9/2009	
FR-0129	C200D-2F U3000-96	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**1/21- pulled EFF & buffer data, ship to QAO 2/2- In QAO today will start leak testing 2/2- In QAO today will start leak testing 2/5- ambient ignition cycling did not reproduce any code, bully testing next. 3/2- Not able to reproduce the fault. Hot and ambient testing. 3/12-Both failures reproduced at lab after some time without powering up EPP. PLUGs visully inspected with microscope and no contamination found between terminals. 5V outputs of the regulator**			05432 Rancho Ford	5458	3FAHP0JA8AR[redacted]	9/8/2009	9/3/2009	6/22/2009	7/21/2009	2.5L Gas	11/30/2009	

FR-0130	Squeak noise while turning	Cricket noise	NVH	In Process (26mile)	**1/21- Notice cricket noise while turning input shaft, shipped to 26-mile**				02709 Tom Holzer Ford	8	3FAHP0JA3AR[redacted]	10/21/2009	10/15/2009	6/29/2009	8/28/2009	2.5L Gas	11/28/2009	
FR-0131	C1277 (ABS)	A65	EPP	In Eval (QAO)	**4/21- ran through bully test 5x with no failures. Cannot reproduce no com issue. Contribute this gear as possible wiring issue per set code A65.**	**1/22- pulled EFF & buffer data, did not notice any codes to cause no assist. Check CQIS why gear was replaced 3/2- shipped gear to QAO for testing 4/12-hot, ambient, & cold testing done with no faults. 4/19- pass through bully test several times to confirm an intermittent**	WHEN VECHILE IS COLD SERVICE AUTO TRACK COMES ON AND NO POWER STEERING CK CODES U0131 C1277,INSPECT WIRING HARNESS PER SSM 21000,OK,PINPOINT TEST,REPLACED STEERING GEAR,RETESTED		04357 Dobbs Ford	11039	3FAHP0HA4AR[redacted]	7/13/2009	6/29/2009	3/17/2009	6/27/2009	2.5L Gas	12/12/2009	
FR-0132	Squeak noise while turning	Cricket noise	NVH	In Process (26mile)	**1/22- Notice cricket noise while turning input shaft, shipped to 26-mile.**				05790 Larry Miller Ford	1201	3FADP0L38AR[redacted]	9/25/2009	9/15/2009	7/7/2009	8/5/2009	2.5L Hybrid	12/7/2009	
FR-0133	C200B-2F C200C-2F U3000-96	BD0-BD4	TS	In Eval (QAO)	**3/31- quality alert has been done changes made moving vclip dispensor & handling of vclips. 8D in process. 4/19- Rob Mrozek approved process on his visit to QAO last week.**	**1/22-pulled EFF & buffer data, shipped to QAO 2/8- Jim Loria looked at the EFF data and is confirming the sensor is defective, probably either bent vane or water ingress. channel 1 is not working properly. Need to hook it up to Canopy next week and try rocking the input shaft and see if that affects the problem. 3/3- with lack of resources at 26-mile suggest to send to QAO to continue testing since channel 1 was failing from the decoded EFF data. Find gear at 26mile**	CUSTOMER STATES THE POWER STEERING IS NOT WORKING AND THE STEERING ASSIST LIGHT ON PLEASE CHECK TECH SCANNED AND FOUND CODES C1277 U3003 U200B AND3000 96 CB TESTED WITH INTERACTVE DIAGNOSIS AND FOUND EPAS FAILED AND NEEDS REPLACED. TECH REMOVED AND REPLACED		Cottam Walker L/M	924	3MEHM0CG5AR[redacted]	7/16/2009	10/19/2009	3/5/2009	5/31/2009	3L	12/4/2009	
FR-0134	C200D-49	B9A	EPP	In Process (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**1/22-pulled EFF & buffer data, B9A only set once, shipped to QAO for standard testing 2/15- shipped out from 26mile to QAO 2/26- to leak test and start lab work 3/2- Not able to reproduce faults. Hot and ambient testing. EFF data 4°C 3/30- cold testing done no faults, bully test next. 4/21- double check cold testing history, bully tested 10x no failures- hot puma check next. 5/3- still cold testing for a week, puma testing next 5/17- cold puma test completed no faults now hot**			02830 Ed Schmid Ford	21130	3MEHM0JA5AR[redacted]	2/13/2009	1/26/2009	10/20/2008	10/23/2008	2.5L Gas	1/7/2010	
FR-0135	U3000-49 U3000-96	BC5	EPP	In Eval (QAO)	**4/12- send to Anting to analyze seal in PFS for the 2-pin to see if that was water contamination entry. 5/4- PFS lost at QAO, been looking for the last 2 weeks. Cannot continue with analysis. I would suspect 2-pin conn fault of water intrusion from pictures.**	**1/29- pulled EFF & Buffer data shipped to QAO. Found 2-pin connector corroded 2/26- Sergio will take photo's of the ECU water contamination in the ECU & 2-pin that could have set codes. EPP leak check was ok no leaks. 3/20- looks like water contamination entered the 2-pin battery connector harness. Have updated photo's.**	STATES POWER STEERING ASSIST FAULT WARNING ON STEERING HARD TO TURN VERIFIED THERE IS NO POWER STEERING ASSIST.VERIFIED ADVANCED TRAC AND POWER STEERING FAULT LIGHT IS ON.RETREIVED DTC C1277 IN ABS MODULE CLEARED DTC.RETESTED,RETREIVED		06042 Tomball Ford	32	3FAHP0HA1AR[redacted]	10/2/2009	9/26/2009	6/20/2009	8/18/2009	2.5L Gas	12/30/2009	
FR-0136	C200C-2F	BD1, BD3	TS	metallic particle found between terminals on ECU connector for PFS ribbon cable	**3/10- part still at QAO- additional information sent to Ford for would like the pictures & conn. dates from this claim copied to a new 8D.**	**1/29- pulled EFF & Buffer data shipped to QAO. Visual inspection of harness ok 2/15- gears just arrived at QAO, B3A testing ongoing will be able to start testing near end of this week 2/22- gear passed leak test now going to lab for testing. 2/25- found 2 ECU terminals shorted from straind of wire causing code. Geoff will write cars report so QAO can ship to Kimball for analysis. 3/3- have containment 8D on this wire strand shorting ECU terminals, sent Ford 8D with latest**	WEB FORM DATA - CONCERN: POWER STEERING FAULT AND ADVANCE TRAC LITE ON NO PS ASSIST DIAGNOSTICS: IDS TEST ON DEMAND AND CHEKED ALL FUSES (OK) PASS ON DEMAND DATA LOGGER SW ANGLE LISTED AT 49150 DEGREES ACTIVE DIAG STATE DEFAULT INTERACTIVE DIAGNOSTICS NOT WORKING,		01892 Webb Ford	633	3FAHP0HG9AR[redacted]	11/4/2009	10/30/2009	8/25/2009	9/22/2009	3L	1/14/2009	

FR-0137		PS Leak	gear chargeback	Chargeback to Dealer	2/4- Pulled EFF & Buffer data no codes, some fluid residue below the IPA. No fluid in the gear. Fluid could be from the brake reservior or the transaxle seal.				05017 Friendly Ford	26955	3FAHP0HA7AR[redacted]	2/17/2009	1/26/2009			2.5L Gas	12/15/2009	
FR-0138	C200B-2F	BD2	TS	In Eval (Hella)	5/19- Rob Mrozek & Tim Snider agreed to close	2/4- Pulled EFF & Buffer data shipped gear to QAO. Dealer noticed damage to the RF hub cap rear and RF tire damage 2/15- gears just arrived at QAO, B3A testing ongoing will be able to start testing near end of this week 2/22- gear passed leak test now going to lab for testing. 2/26- cannot duplicate the code ambient testing & bully testing. decoded EFF data does not show any faults in the data when BD2 code set. Advised to send Jim Loria the information and discuss details	CUSTOMER STATES STEERING LOCKS UP WHILE DRIVING NOTE WHEN STEERING LOSE ACCURED CSUTOMER HAD NO CONTROL AND HIT CURB ON RIGHT FRONT. CUSTOMER STATED RIGHT FRONT WHEEL HAS DAMAGE INSPECTED FOR THE VAHICLE STEERING LOCKS		07522 Bob Rohrman's Ford	6249	3FAHP0HA8AR[redacted]	8/26/2009	8/14/2009	5/27/2009	7/8/2009	2.5L Gas	1/4/2009	
FR-0139	U3000-49 U3000-96	BA4	EPP	In Eval (FSL)	12/3-Freescale believes defect in silicon/piece of foreign material. 12/20- 8D due this week from FSL 1/14- 8D sent from Freescale the clean date is 12/30/08 2/7- estimated date into QAO is 4/25/2009.	2/4- Pulled EFF & Buffer data shipped gear to QAO. 2/26- Sergio states fault set at 0degC in the fault data. To email Geoff the information to see if EPP can be sent to UK for testing 3/1- cold testing needs to be done, ambient completed with no faults & bully testing done with no faults. Compare FR0001 & FR0095 with this BA4 failure to compare similar data. Gear sent to UK for cold testing. 3/10- arrived in UK today RUA sent today. 3/29- can reproduce fault cold testing appears			02709 Tom Holzer Ford	3700	3FAHP0JG3AR[redacted]	2/18/2009	1/27/2009	10/22/2008	10/30/2008	3L	1/4/2010	
FR-0140		PS Leak	gear chargeback	Chargeback to Dealer	2/4- Pulled EFF & Buffer data no codes, some fluid residue below the IPA. No fluid in the gear. Fluid could be from the brake reservior or the transaxle seal. Had to return gear back to the dealer	2/4- Pulled EFF & Buffer data no codes, some fluid residue below the IPA. No fluid in the gear. Fluid could be from the brake reservior or the transaxle seal. Had to return gear back to the dealer			05688 Paul Miller Ford	19033	3FAHP0HA2AR[redacted]	4/24/2009	4/20/2009	1/9/2009	1/29/2009	2.5L Gas	1/6/2010	
FR-0141	C200D-49 U3000-96	B9A	EPP	In Eval (UK)	4/28- discussions with Nidec & Peter Sinkunas to complete 8D.Mike Davies will send out by end of week.	2/4- Pulled EFF & Buffer data, shipped gear to QAO 2/26- need to leak test and start lab testing 3/2- Fault is reproduced at ambient after motor is slightly rotated. Motor elec. position does not change its value. Encoders fault. Need to define next steps? EFF data 21° C. 3/3- scope traces on encoder A & B during repeat			00222 Butler Ford	1663	3FAHP0GA8AR[redacted]	10/29/2009	8/4/2009	8/24/2009	9/17/2009	2.5L Gas	12/22/2009	
FR-0142	No Codes	Cricket Noise	NVH	In process (26mile)	2/5- Noticed Cricket noise while turning the input shaft, no stored codes. Shipped gear to 26mile. To store at 26mile				08801 Morande Ford	880	3FADP0L3XAR[redacted]	9/30/2009	9/23/2009	7/13/2009	8/7/2009	2.5L Hybrid	12/18/2009	
FR-0143	No Codes	Cricket Noise	NVH	In Process (26mile)	2/5- Noticed Cricket noise while turning the input shaft, no stored codes. Shipped gear to 26mile.				08375 Meridian Ford	30	3FAHP0JA7AR[redacted]	11/17/2009	11/11/2009	8/17/2009	10/11/2009	2.5L Gas	12/22/2009	

FR-0144 RUA#3617	U3000-49 U3000-96	B43	EPP	In Eval (Tyco)	**5/24- Tyco confirmed plastic contaimination on contact 4**	**2/5- Pulled EFF & Buffer data shipped gear to QAO** **2/12- failed leak test, no evidence of moisture dealer could have damaged boot. Gear being tested upstairs.** **2/26- Decode EFF send to Geoff on next step testing.** **3/8- resistance measurement ambient & cold** **3/19- ship down to QAO now that they have cold testing available. This is only the EPP assembly in small box.** **3/30- link relay is not closing fully on startup, second key up it works normal. Failed with 1 amp load.**	VEHICLE HAS NO POWER ASSIST AND POWER STEERING ASSIST FAULT IS DISPLAYED IN CLUSTER VERIFIED CONCERN PERFORMED EPAS DIAG PINPOINT TEST C PERFORMED ROAD TEST AND PARKING LOT MANEUVERS, REPLACED STEERING GEAR ASSEMBLY PERFORMED ALIGNMENT OK		09641 Moore Motors	148	3FAHP0HA0AR[redacted]	12/5/2009	12/1/2009	10/8/2009	11/11/2009	2.5L Gas	1/15/2010	
FR-0145	U2011-49	BB7	EPP	In Eval (QAO)	**2/26- Sergio found Rev. Cap**	**2/5- Pulled EFF & Buffer data shipped gear to QAO. Also had BB9 & BB5. Could hear something rattling in EPP. Could be relay cold weld**			09809 Five Star Ford	12825	3FAHP0JG1AR[redacted]	12/4/2008	10/23/2008	8/19/2008	9/10/2008	3L	1/12/2010	
FR-0146	C200D-49 U3000-96	B9A	EPP	In Eval (UK)	**3/26- keep part in pending closed position waiting on PCA same as FR0074, testing & approval process still in progress.**	**2/5- Pulled EFF & Buffer data shipped to QAO.** **2/26- gear at QAO inline for testing** **3/2- B9A reproduced. Static motor electrical position while EPP is being turned. Encoders failure. Need to define next steps? EFF data -11°C** **3/3- scope traces on encoder A & B during repeat failure.** **3/5- testing indicating motor PCB, sent Geoff testing data.** **3/12- Short between V5_EXT2 and 0VOLTS only present when ribbon is plugged. Current on**			03176 Greiner Ford	20	3MEHM0JA7AR[redacted]	10/17/2009	10/13/2009	7/7/2009	7/30/2009	2.5L Gas	12/10/2009	
FR-0147	No Com	A5D	EPP	In Eval (QAO)	**8/13- ECU cover removed wiggle testing done NTF. Exhausted all testing never duplicated a No Com issue. This is NTF. Looking at the fault store looks like the battery was disconnected serveral times unsure if this was a connection problem or low battery voltage.**	**2/11- Inspected 2-pin & 3-pin conn. Did not see any problems or contaminates on the terminals pulled EFF/Buffer data, was able to communicate with no problems. Unit still at WPAC, was checking all reporting data for potential chargeback, did not find anything. will ship out next week** **2/25-gear should arrive in QAO 3/1** **3/5- leak tested no leaks, initial bench testing cannot reproduce no com** **3/29- passed cold ambient & hot testing with no faults & CAN Bus ok. Next steps to bully test if that**	NO POWER STEERING, NEW VEHICLE DEALER STOCK UNIT VERIFY CONCERN VEHICLE HAS NO POWER STEERING ASSIST. EPAS STEERING DIAGNOSIS. SELF TEST HAS NO COMMUNICATION WITH PSCM. COMMUNICATION NETWORK DIAGNOSIS. PERFORM PPT D IN SECTION [illegible]		04019 Joe Cooper Ford	8	3FAHP0HA6AR[redacted]	11/26/2009	11/20/2009	8/17/2009	10/12/2009	2.5L Gas	12/28/2009	
FR-0148	C200B-2F C200C-2F	BD0-BD3	TS	At 26mile	**2/15- sent pictures of harness damage to the Ford group, hard to say where damage occurred with 3778 mile on the vehicle. Either HSAP or field. HSAP did not have any EPAS problems on this vehicle going through the plant.**	**2/11- found damaged TS harness with cut wires at first retainer near EPP. Pulled EFF & buffer data. Shipped to 26mile have pictures.**	C S POWER STEERING ASSIST FAULT MESSAGE IS ON VERIFY CONCERN POWER STEERING FAULT LIGHT IS ON. EPAS ELECT POWER STEERING ASSIT DIAGNOSIS. RETIREVE DTCS U3000:96 PRESENT. PERFORM INERACTIVE PSCM DIAGNOSTICS. PERFORM EPAS STEERING SYSTEM		04019 Joe Cooper Ford	3778	3FADP0L34AR[redacted]	8/12/2009	8/9/2009	6/1/2009	7/27/2009	2.5L Hybrid	12/30/2009	
FR-0149	U2011-49	B3A	EPP	In Eval (Tyco)	**3/24- Tyco confirmed this is an offset bridge. Pre- containment relay**	**2/11- pulled EFF/buffer data, shipped to 26-mile** **2/19- relay x-rayed potential offset bridge, measure resistance, hot puma & measure resistance again. Raise RUA and ship to Tyco** **2/26- puma testing needs to be done then RUA will be raised and relay shipped to Tyco on Monday** **3/8- RUA# 3404 ready to ship out to Tyco. Check that the proper RUA was sent to Tyco. Simon to check with Mike.**	C S THAT ON TWO OCCASIONS LOST POWER STEERING WHILE OEPRATING VEHICLE CHECK AND ADVISE VERIFIED CONCERN CHECK FOR DTCS FOUND DTC B1342 ECU INTERNAL FAULT.CLEAR DTC AND RUN SELF TEST AS PER PINPOINT TEST IN WORK SHOP MANUAL B1342 RETRIEVED AGAIN FOUND		02724 All American Ford	2703	3FAHP0HAXAR[redacted]	9/24/2009	9/11/2009	7/16/2009	8/4/2009	2.5L Gas	1/13/2010	
FR-0150	No codes	Cricket Noise	NVH	In Process (26mile)	**2/16- shipped to 26mile for storage**	**2/12- turned input shaft notice cricket noise while turning input shaft back & forth from center.**			04166 Mcmahon Ford	975	3FAHP0HA4AR[redacted]	10/2/2009	9/28/2009	6/23/2009	8/19/2009	2.5L Gas	12/16/2009	

FR-0151 RUA#3627	U2011-49	B3A	EPP	In Eval (Tyco)	7/19-High-Pot Test complete on EPP no issue found. "Fault not Repeatible, set aside as such and return later if something new is found.	2/19- pulled EFF data shipped to 26mile for standard testing. 2/26- need to leak test and xray 3/1- leak tested had damage to boot & ITR, looks like damage happened after OTR was remove so unknow if damage occurred removing gear from vehicle or in shipping. Mike will xray EPP this week. 3/8- mike to xray this Wednesday 3/15- xray looks clean, next step is resistance testing. 3/29- xray clean to resistance check & test with surrogate relay.	CUST STATES VEH WILL RUN, HAS POWER ASSIST FAULT STEERING GEAR LEAKING(TRANS AXLE SEAL LEAK) ELEC P S DIAG, ORDERED RACK ASSM, REPLACED STEERING RACK ASSEMBLY AND ADJUSTED CASTER CAMBER AND TOE IN AFTER REPAIR. ROAD TEST. THE ONLY OTHER WARRANTY CLAIMS IS RE	01172 Sun State Ford	9798	3FAHP0HA8AR[redacted]	3/19/2009	3/11/2009	11/25/2008		2.5L Gas	1/9/2010	
FR-0152	C200B-2F U3000-96	BD2	TS	In Eval (OnSemi)	4/19- hella lost the short desoldering the ASIC and sent to ONSemi with no problem found. Lessons learned from this return is to use diamond cutter to remove ASIC from PCB	2/19- pulled EFF data and shipped gear to 26mile check EFF data make sure it is not a cold latched concern before sending to QAO 2/25-gear should arrive in QAO 3/1 3/3- Sergio found failed channel 1 in Torque sensor, used known good cable & hella test box to confirm. To send torque sensor to Rogersville for quality testing before shipping to Hella. 3/8- TS arrived in Rogersville today for testing after testing is complete will ship off to Hella. 3/15- TS arrived in Hella this morning.		20589 Larson Ford	7945	3FAHP0JA0AR[redacted]	7/27/2009	7/22/2009	6/1/2009	7/8/2009	2.5L Gas	1/25/2010	
FR-0153 RUA#3618	U3000-49 U3000-96	B43	EPP	In Eval (Tyco)	5/24- Tyco confirmed plastic contaimination on contact 4	2/19- pulled EFF data and shipped to 26mile. Need to rattle test gear at 26mile, also will pull EFF data. 2/26-keep gear at 26mile. gear failed at 3.8degC send decoded EFF to Geoff find out what testing should be done next. 3/19- ship down to QAO now that they have cold testing available. 3/30- link relay is not closing fully on startup, second key up it works normal. Failed 1 amp load test. Could there be a problem in the PFS leadframe? a photo of the PFS with wires connected, be able to show Tyco		01209 Sloan Motors	5236	3FADP0L39AR[redacted]	8/28/2009	8/21/2009	6/16/2009	7/17/2009	3L	1/11/2010	
FR-0154	U2011-49 U3000-96	BB7	EPP	In Eval (QAO)	3/3- QAO confirmed Rev. Cap	2/19- pulled EFF data and shipped gear to QAO. 2/25-gear should arrive in QAO 3/1		12307 Deacon Jones Ford	7157	3MEHM0JA4AR[redacted]	4/16/2009	3/12/2009	12/1/2008	1/19/2009	2.5L Gas	2/1/2010	
FR-0155	P07AE-09	AF1	NVH	In Eval (QAO)	3/15- checked gear for high friction testing lead to low friction with the test results. Code did clear for dealer but dealer was concerned with SWA reading, hotline advised to replace the gear because of the reading.	2/19- pulled EFF data and shipped to QAO, include tech comments friction code cleared and did not reset on road test. 2/25-gear should arrive in QAO 3/1 3/3- In lab ready for testing	WEB FORM DATA - CONCERN: NO POWER STERING ASSIST. SERVICE P/S NOW IN MESSAGE CENTER. DIAGNOSTICS: SELF TEST P/S MODULE MEMORY CODE P07AE09-C8 (TRANS FRICTION ELEMENY G /STUCK OFF. PID FOR STEERING WHEEL ANGLE AT 495150.50 DEG. THERE IS BAD TRANS FLUID LEAK AT LH AXLE SEAL	B3817 Hatheway Ford	21800	3FAHP0HA6AR[redacted]	4/4/2009	2/5/2009	11/8/2008	11/26/2008	2.5L Gas	1/12/2010	
FR-0156	U200B-2F U200C-2F	BD0-BD3	TS	In Eval (QAO)	3/17- appears a sharp object cut the convolute and cut the TS wires inside. Vehicle did not have any other warranty claims done. No failures at the assembly plant.	3/1- pulled EFF/buffer data shipped gear to QAO decoded temp 50degC 3/10- damaged TS harness about 2" from the overmold at IPA. Red wire open Sergio to ship harness back to Englebert & Joel for analysis.	CUSTOMER STATES: THERE IS NO STEERING ASSIST AND THE TRACTION CONTROL LIGHT IS ON PULLED CODE FOUND U3000 96 U200B AND PSCM C200C, ELECTRONIC STEERING MODULE FAILED, REPLACED MODULE RACK RETEST OK.	05563 Airport Marina Ford	5848	3FAHP0HG9AR[redacted]	9/24/2009	9/12/2009	6/26/2009	7/23/2009	3L	1/4/2010	
FR-0157 RUA#3626	U2011-49	B3A	EPP	In Eval (Tyco)	7/19-High-Pot Test complete on EPP no issue found. "Fault not Repeatible, set aside as such and return later if something new is found.	3/15- pulled EFF & Buffer data, shipped to 26mile for analysis 3/22- need to leak test gear today 4/6- xray is clean, resistance check ok, next step to hot resistance check then fit surrogate relay & tri-temp test with ignition cycling. 4/9- inline for thermo cycling after FR0151 4/21- perform resistance check will discuss relay in this Friday's teleconference 4/23- have gone through a documented resistance measurement, are out of chambers and I am		05126 Gary Crossley Ford	12762	3FAHP0JA9AR[redacted]	3/30/2009	3/25/2009	11/25/2008	12/9/2008	2.5L Gas	2/3/2010	

FR-0158	C200D-49	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**3/15- Pulled EFF & Buffer data, shipped to QAO for analysis 4/9- been delayed in transit, now on its way to QAO 4/19- need to leak test then bully test & hot,cold, ambient testing 6/18- passed all QAO B9A testing, shipped to UK for additional testing**			02019 Lebanon Ford	2042	3MEHM0JG0AR[redacted]	5/8/2009	4/27/2009	3/22/2009	1/8/2009	3L	2/8/2010	
FR-0159	squeek noise turning	cricket noise	NVH	In process (26mile)	**3/15- verified cricket noise while turning input shaft, shipped to 26mile put in storage bin**				02736 Varsity Ford	16	3FAHP0JA8AR[redacted]	10/29/2009	10/16/2009	7/7/2009	9/10/2009	2.5L Gas	2/15/2010	
FR-0160	C200B-2F C200C-2F	BD0-BD3	TS	In Process (26mile)	**3/15- pulled EFF & buffer data, notice damaged torques sensor harness, shipped to 26mile. Sent out pictures**	**3/15- pulled EFF & buffer data, notice damaged torques sensor harness, shipped to 26mile.**			03168 Heritage Ford	1029	3FADP0L30AR[redacted]	11/26/2009	11/20/2009	8/14/2009	10/18/2009	2.5L Hybrid	2/11/2010	
FR-0161	squeek noise turning	cricket noise	NVH	In Process (26mile)	**3/15- noticed cricket noise while turning input shaft,shipped to 26mile and pull in storage bin**				02405 Park Cities Ford	323	3FAHP0HA2AR[redacted]	10/12/2009	10/6/2009	6/30/2009	8/26/2009	2.5L Gas	1/26/2010	
FR-0162	squeek noise turning	cricket noise	NVH	In Process (26mile)	**3/15- noticed cricket noise while turning input shaft,shipped to 26mile and pull in storage bin**				00012 Kip Killmon's Tysons Ford	2846	3FADP0L3XAR[redacted]	9/26/2009	9/20/2009				1/18/2010	
FR-0163	U3000-49 U3000-96	B25	EPP	In Eval (Fairchild)	**5/19- Fairchild analyzed power module confirmed EOS at the end of their testing.**	**3/22- Pulled EFF/Buffer data shipped gear to QAO 4/9- Faulty FET POWER pack. PH3/PH2/0_volts/LINK_voltage shorted, Geoff to approve shipment to Fairchild for level 3 analysis. 4/16- Geoff advised to ship FET power pack to Fairchild for analysis. 4/21- looking for anti-static bags to ship power module FET. 4/23- Rogersville sent out couple static bags to QAO should arrive Monday to ship out Power module FET to Fairchild.**			04463 Bobby Ford	65	3MEHM0HA6AR[redacted]	11/12/2009	11/6/2009	9/1/2009	9/25/2009	2.5L Gas	2/24/2010	
FR-0165 RUA#3625	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**7/19-High-Pot Test complete on EPP no issue found. "Fault not Repeatible, set aside as such and return later if something new is found.**	**3/22- Pulled EFF/Buffer data shipped gear to 26mile for xray 3/26- leak test gear today so Mike can xray all three B3A's next week 4/6- xray is clean, resistance check ok, next step to hot resistance check then fit surrogate relay & tri-temp test with ignition cycling. 4/9- surrogate relay on EPP is thermo cycling with ignition cycling. 4/12- did not fail over the weekend 4/16- remove surrogate relay this afternoon and**			07184 Einspahr Auto Plaza	6829	3FAHP0HA3AR[redacted]	3/27/2009	3/12/2009	12/11/2008	1/20/2009	2.5L Gas	2/23/2010	

FR-0166	High pitch Squeek while turning wheel quarter turn from center	cricket noise while turning steering	NVH	In Process (26mile)	**3/21- did not notice cricket noise while turing input shaft. Checked the CQIS report and they state the were turning the wheel back & forth from center to get the chirp noise. Will have 26mile double check noise.**		02/03/2010 01:06PM MARK MCCLELLAND MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: TURNING THE STEERING WHEEL SIDE TO SIDE QUARTER OF A TURN DIAGNOSTICS: REPROSSION LOWER STEERING SHAFT BOOT PARTS REPLACED:: NONE TECH QUESTION: NONE		20147 Sexton Ford	1098	3FAHP0HG1AR[redacted]	9/18/2009				3L	2/3/2010	
FR-0167	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (26mile)	**3/21- damaged TS harness, same area as previous harness with hybrid engine**				03148 Barbee's Freeway Ford	7166	3FADP0L30AR[redacted]	6/20/2009	6/12/2009	2/3/2009	5/3/2009	2.5L Hybrid	2/23/2010	
FR-0168	P07AE-09	AF1	NVH	In Eval (26mile)	**3/30- gears held in the containment area that failed the QAO line have been scrapped. QAO will assemble couple of gears for 26mile testing.**	**3/21- found cracked gear housing near outside housing large boot clamp. Have pictures 3/23- 26mile test plan: 1- Leak test 2- EDF (power off) 3- Tear down and inspect components. 3/25- Friday meeting to update 8D and find root cause at QAO. 3/29- loose RNB balls failed QAO NVH 5/26/09 then gear teardown 6/29-7/15 before 7/29- revised teardown procedure. teardown done before revised**			05563 Airport Marina Ford	4285	3MEHM0JG6AR[redacted]	11/4/2009	10/30/2009	7/17/2009	9/15/2009	3L	2/10/2010	
FR-0169	high pitch squeak while turning	cricket noise	NVH		**3/29- did not notice any cricket noise in the gear while turning the input shaft especially while turning to the right. Check gear for cricket noise.**		03/01/2010 09:24AM BRADLEY SCHOLES MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: HIGH PITCH SQUEAK NOISE FROM EPAS GEAR WITH ENGINE RUNNING OR NOT WHILE TURNING DIAGNOSTICS: INSPECT GEAR AND SEAL FOR DAMAGE OK NVH DIAG. WITH CHASSIS EARS SEEMS TO BE COMMING		02745 Blackwell Ford	301	3FAHP0HA1AR[redacted]	12/17/2009	12/12/2009	8/20/2009	10/19/2009	2.5L Gas	3/1/2010	
FR-0170	U3000-49	B43	EPP	In Eval (QAO)	**8/25- Tyco confirmed offset bridge**	**3/29- Pulled eff & buffer data ship to QAO for analysis. 4/6- sent gears out to Rogersville to ship to QAO for testing 4/15- gear in QAO ready for testing 5/17- QAO has not started testing 8/13- has performed ambient ignition cycling. Next to perform hot puma & then hot & cold ignition cycling. 8/16- found link relay opening with light tapping, sending PFS to 26mile for xray. 8/17- date code from the relay strongly suggests an**			4081	375	3FAHP0JGXAR[redacted]	8/31/2009	8/20/2009	8/17/2009	7/18/2009	3L	3/12/2010	
FR-0171	Squeak noise while turning	cricket noise	NVH		**3/29-noticed cricket noise while turning input shaft. Prior to containment actions**				06672 Battlefield Ford	2040	3FADP0L32AR[redacted]	10/2/2009	9/29/2009	6/20/2009	8/19/2009	2.5L Hybrid	2/22/2010	
FR-0172	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	In Eval (Wuppetal)	**6/29- have all the pictures from Delphi & QAO and only area of molex connector impact damage would be in shipment(box damage) or QAO assembly line.**	**3/29- Pulled eff & buffer data ship to QAO for analysis. Did not notice any damage to the TS harness. 4/6- sent gears out to Rogersville to ship to QAO for testing 4/15- gear in QAO ready for testing 4/19- Broken wire at Molex connector, get information from harness and ship to Delphi. 4/26- Delphi rep. picked up harness at QAO sending harness to Turkey for further analysis.follow-up from Dave Kerska, QCCAR # 378973.**			02163 Klaben Ford	41	3FAHP0JG0AR[redacted]	12/8/2009	11/28/2009	10/14/2009	11/12/2009	3L	3/9/2010	

FR-0173	high pitched squeek from steering	cricket noise	NVH	In Eval (26mile)	**3/30- verified cricket noise from gear pre-containment build at QAO. Put gear in storage**				01534 Willowbrook Ford	3806	3FADP0L35AR[redacted]	10/1/2009	9/3/2009	7/7/2009	8/8/2009	2.5L Hybrid	12/20/2009				
FR-0174	C200D-49	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**3/31- pulled eff buffer data and shipped gear to QAO 4/12- delay in shipping just sent out from 26mile should arrive QAO on Friday 4/19- need to leak test then bully test & hot,cold, ambient testing 5/17- JL- cold bully test raised E98 LIC's on every ignition cycle 6/18- passed all QAO B9A testing, shipped to UK for additional testing**			11270 Hassett Ford	12540	3MEHM0HAXAR[redacted]	6/24/2009	6/19/2009	2/13/2009	5/13/2009	2.5L Gas	2/25/2010			
FR-0175 RUA# 3923	U2011-49	B6B	EPP	In Eval (QAO)	**9/9- to locate ECU & cables to do high pot test then teardown to check motor PCB clearance issue. 10/30- relay sent to Tyco woth NTF, PCB clearance NTF. Close as NTF**	**3/31- pulled eff buffer data and shipped gear to QAO 4/12- delay in shipping just sent out from 26mile should arrive QAO on Friday 6/29- not started, to measure phases before before first ignition. Perform iso test, to recordfirst ignition cycle with oscilloscope. Then proceed with testing. 6/29- not started, to measure phases before before first ignition. Perform iso test, to recordfirst ignition cycle with oscilloscope. Then proceed with testing. 8/18- Filipe carrying motor relay back to Tyco 9/1- Tyco torn down relay no small hot spot but no**			03751 Family Ford	2460	3FAHP0HA6AR[redacted]	11/6/2009	11/2/2009	8/21/2009	9/27/2009	2.5L Gas	2/4/2010			
FR-0176	C200C-2F U3000-96	BD3	TS	In Eval (QAO)	**4/30- T2 signal missing appling stress to clockspring ribbon cable. parts broken cable bent part reworked 2/6/2009, check centering tool use**	**3/31- pulled eff buffer data and shipped gear to QAO 4/6- sent gears out to Rogersville to ship to QAO for testing 4/16- leak test passed also passed bully test 10X. Has been in the cold chamber 13hrs with no failure. Will hot & ambient test next**			07467 Woltz & Wind Ford	18589	3FAHP0HA4AR[redacted]	6/10/2009	6/2/2009	1/26/2009	4/19/2009	2.5L Gas	3/4/2010			
FR-0177	C200D-49	B9A	EPP	In Eval (QAO)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**3/31- pulled eff buffer data and shipped gear to QAO 4/6- sent gears out to Rogersville to ship to QAO for testing 4/19- need to leak test then bully test & hot,cold, ambient testing 4/21- leak check passed taken to lab for testing 4/26- start the bully test tomorrow when line changes 5/3- bully test passed, now in fridge cold testing then will bully test cold and performance test 5/17- JL- cold bully test raised E98 LIC's on every ignition cycle**			04687 Rice Ford	6105	3FAHP0HA4AR[redacted]	2/10/2009	1/13/2009	10/13/2008	10/21/2008	2.5L Gas	3/3/2010			
FR-0178	P07AE-09	AF1	NVH	In Eval (26mile)	**4/28- gear passed case and core harness test, 8D sent to Ford**	**3/31- pulled eff buffer data and shipped gear to 26mile for analysis. No visual damage to gear. Input shaft harder than normal to turn. 4/7- need to leak check gear, inspect inner tie rods then put on EDF stand for testing. 4/9- passed leak check no corrosion or no damage to ITR's failed EDF stand, next to teardown for analysis. 4/12- found bent rack near tooth to pinion area, no damage to ITR. Testing on going in materials lab. 4/16- Jason to find out from Nick T what are the next steps in testing this gear**	CUSTOMER STATES THE STEERING IS VERY STIFF AND YOU CAN HARDLY TURN THE STEERING WHEEL EITHER DIRECTION DIAGNOSIS, QUICK TEST CODE P07AE PIN POINT TEST AND CLEAR CODES ROAD TEST CODE P07AE RETURNED. REMOVE AND REPLACE EPAS RACK AND [illegible]		01940 Boyd County Ford	29328	3FAHP0HA0AR[redacted]	6/4/2009	5/29/2009	1/23/2009	3/31/2009	2.5L Gas	2/18/2010			
FR-0179	steering feels very loose	N/A	NVH	In Eval (26mile)	**4/6- 26mile found missing pinion nut same as FR0062. both gears built on same day 3/29/2009. pre-containment date for corrective actions.**	**3/31- noticed up & down input shaft movement, 26mile to analyze.**			03608 Nemer Ford	17775	3FAHP0HA6AR[redacted]	4/1/2009	3/29/2009	12/10/2008	1/26/2009	2.5L Gas	3/10/2010			

FR-0180	P07AE-09	AF1	NVH	In Eval (26mile)	4/28- gear passed case and core harness test, 8D sent to Ford	3/31- pulled eff buffer data and shipped gear to 26mile. No visual damage to gear. Input shaft harder than normal to turn in both directions. 4/7- need to leak check gear, inspect inner tie rods then put on EDF stand for testing. 4/9- passed leak check no corrosion or no damage to ITR's failed EDF stand, next inline after FR0178 for teardown analysis. 4/12- bent rack near ball screw threaded area, on going testing in the materials lab 4/16- Jason to find out from Nick T what are the next	CUST STATES ADVANCE TRAC LIGHT IS ON AND LACKS POWER STERRING VERIFY CONDITION,EEC TEST(C1277,C1963,U0415,P07AE),PERFORM INTERACTIVE DIAGNOSTICS,PERFORM PINPOINT TESTING,REPLACE EPAS STEERING GEAR,PERFORM ALIGNMENT,PERFORM ROAD TEST & PARKING LOT		04626 Golf Mill Motor Sales	2499	3FAHP0HG4AR[redacted]	8/25/2009	11/21/2009	6/10/2009	7/2/2009	3L	2/22/2010	
FR-0182 RUA# 3589	U2011-49	B3A	EPP	In Eval (Tyco)	5/7- Tyco comfirmed this was an offset bridge.	4/12- pulled EFF buffer data, shipped out to QAO 4/21- xray indicates offset bridge- ship to Tyco 5/5- week 24 relay, just arrived will send out report to verify offset bridge			00084 Apple Ford	14449	3FAHP0HA1AR[redacted]	9/12/2009	9/6/2009	7/1/2009	7/28/2009	2.5L Gas	3/18/2010	
FR-0183 RUA#3590	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/28- Tyco confirmed plastic contamination on contact 5, 3mm of plastic.	4/12- pulled EFF buffer data, shipped to 26mile 4/21- xray clean had high resistance on PH3, next to load test and check resistance. 4/26- perform constant voltage test fixed 100ma/5amp current test today. 5/3- failed the voltage test with fixed current. 5/5- relay ready to ship to Tyco, Mike Fontana to send out report analysis to Ford team & Tyco. 5/6- Geoff sent out information to Ford, 26mile to ship to Tyco for level 3 diagnosis. RUA# 3590			11293	298	3FAHP0HA1AR[redacted]	1/30/2010	1/27/2010	10/29/2009	12/9/2009	2.5L Gas	3/15/2010	
FR-0185	U2011-61 C200B-62 U3000-96	B95, BD4	TS	In Eval (Anting)	8/11- Ford to check yazaki 2-pin connector issues for water ingress. Confirmed closed by Tim	4/19- Pulled EFF buffer data, shipped gear to QAO 4/26- gear arrived today 5/17- failed leak test around one of the TS cover screws, performed cold & ambient testing with no failure at this time. 5/21- Unit will be frozen and bully tested. Also Performance test will be performed at cold temperature. Planned to be done tomorrow morning 6/2- passed all bully testing & cold/ambient ign. Cycling. 6/7-in lab for cold Performance & Puma testing. SAM			03294 O'meara Ford	5455	3FAHP0HG9AR[redacted]	12/4/2009	11/28/2009	10/8/2009	11/11/2009	3L	3/30/2010	
FR-0186	no codes	HEARS NOISE FROM L.S. FRONT OF VEHICLE WHEN AT SLOW SPEEDS	NVH	In Eval (QAO)	6/20-gears passed all NVH & EDF testing at QAO. NTF	4/19- did not notice any gear damage or noise turning input shaft. Shipped gear to QAO. 4/26- gear arrived today 5/3- EDF test stand passed with no noise or friction issues, I will check AWS & CQIS reports to make sure vehicle did not return. 5/4- primarily checking for belt slip, QAO EDF test stand needs to be updated to perform all four tests w/dynamic assists. Talk with Chris Manjos to help set up SW	NOISE IN RIGHT FRONT WHEN TURNING AT SLOWER SPEEDS AND WHEN ACCEL FROM STOP ROAD TEASTED TO VERIFY NOISE...USED CHASSIS EARS TO PINPOINT NOISE...FOUND NOISE COMING FROM RIGHT STRUT...REMOVED STRUT AND REPLACED BRG AND		20528 Liccardi Ford	4651	3FAHP0HA2AR[redacted]	9/15/2009	9/5/2009	6/29/2009	7/23/2009	2.5L Gas	3/25/2010	
FR-0187	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	6/2- broken ferrite core at the small segment of the PCB is the cause why Vcc -line is not given. Design change of the small segment eliminates this part on 8/14/2009 at Hella.	4/19- Pulled EFF buffer data, shipped gear to QAO 4/26- gear arrived today 4/30- TS swapping exercise lead to defective torque sensor, no visual torque sensor issues need to discuss next steps with engineering. Before sending to Hella. 5/3- check with Jim Loria next steps before shipping TS out to hella 5/13- TS failed with four codes BD0-BD3 shipped from Rogersville to Hella, QCCAR #379423 5/21- Vcc- signal is open against ground. Could be			01351 Crivelli Ford	21037	3FAHP0HA0AR[redacted]	7/24/2009	7/20/2009	3/27/2009	6/11/2009	2.5L Gas	3/24/2010	
FR-0188	no codes	gear leaking fluid		gear returned to dealer	4/19- chargeback to dealer				02100 Interstate Ford	9404	3FAHP0HA7AR[redacted]	8/28/2009	8/20/2009			2.5L Gas	3/15/2010	

FR-0189	No Com	A28	EPP	In Eval (QAO)	**8/5- NTF with all the standard testing in QAO, to send PFR, close claim as NTF**	**4/19- was able to communicate with EPAS gear, gear not failing at this time. No codes in gear 4/26- gear arrived today 8/5- NTF with all the standard testing in QAO, to send PFR**			20337 Holmes Tuttle Ford	25746	3FAHP0HA8AR[redacted]	4/1/2009	3/27/2009	12/16/2008	1/26/2009	2.5L Gas	3/15/2010	
FR-0190	C200B-61 C200B-2F	BD2,B90	TS	In Eval (QAO)	**5/5- overwound TS, rework part 2/6/2009 same date as FR0176. missing plastic clockspring tape guide bent clockspring tape. Channel one missing at times.**	**4/19- Pulled EFF buffer data, shipped gear to QAO 4/26- gear arrived today 5/3- leak tested, now at the lab ready for testing**			04081 Family Ford of Enfield	20519	3FAHP0HA3AR[redacted]	6/10/2009	6/2/2009	1/26/2009	4/19/2009	2.5L Gas	3/26/2010	
FR-0191 RUA# 3768	C2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**8/11- passed all Tyco's testing & mechanically ok. Contacts are all inspection and all pass. NTF**	**4/26- pulled EFF Buffer data, shipped to 26mile for testing 5/5- xray clean, next to perform standard resistance testing 5/7- resistance check passed, tri-temp with ignition cycling, if fails then hook up surrogate relay and retest. 5/17- passed tri-temp ignition cycling at this time 6/7- 5amp hot test then check hot puma test. 6/14- passed 5amp & puma testing with no faults. Will consult Geoff on next steps. Need to purchase**			00509 Allan Vigil Ford	1137	3FAHP0JG8AR[redacted]	2/11/2010	2/8/2010	11/5/2009	12/15/2009	3L	3/9/2010	
FR-0192	C200D-49	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**4/26- pulled EFF Buffer data, shipped to QAO for testing 6/14- bully & performance test completed no faults, ambient/cold ign. Cycling, puma testing next. 6/15- QAO completed all the B9A testing they could with no failures, sent to UK for further testing. 6/28- evidence of a regulator issue will explain data in B9A meeting on Wednesday.**			05254 Long McArthur	2919	3FAHP0JG0AR[redacted]	9/3/2009	8/30/2009	5/18/2009	7/14/2009	3L	2/16/2010	
FR-0193	U3000-61 C200B-62	B90,BD4	TS	In Eval (QAO)	**6/23- found on the QAO assembly line possible cause of bent TS finger is christmas tree installer laid on IPA rack when not in use and when TS drops down to operator could cause the bent finger. A new tray was installed to install the tool on 5/25/2010. proper work instruction printed for operator to use this tray for the tool at all times.**	**4/26- pulled EFF Buffer data, shipped to QAO for testing 5/24 performance test,bully test, hot/ambient/cold/audit rig ignition cycling all passed, next to puma test then ribbon cable test. JM 6/7- found one finger of the torque sensor bend down towards the PCB. Put in 8D need to find root cause, Guillermo sent Ford 8D on 0Km bent finger. 6/14- The damage to the warranty return is due to a handling issue. We cannot determine where the damage occurred - Rogersville or QAO, but we did**			10011 Varsity L/M	525	3MEHM0JA9AR[redacted]	1/14/2010	1/7/2010	10/20/2009	11/18/2009	2.5L Gas	4/2/2010	
FR-0194	TC lamp on ABS code C1963-20	A28		At WPAC	**6/15- vehicle returned with same symptom and code c1963 found poor connection at ABS module C135.**	**4/26- pulled EFF Buffer data, kept at WPAC deciding if dealer should be charged back for diagnosis. Code C1963 does not lead to EPAS gear with not stored epas codes & did not perform interactive diagnosis. 4/30- decided by all dealer chargeback did not follow PPT "F" properly for ABS code C1963. the gear will be returned to the dealer. 5/5- checking to see if gear can be tested on-vehicle checking with Russ Biyashev.**	CUST STATES TRACTION CONTROL LIGHT COMES ON AND OFF CUSTOMER CONCERN TRACTION CONTROL LIGHT ON AND OFF PERFORMED TRACTION CONTROL ABS DIAG PULLED CODES C1963 20 FOLLOWED PINPOINT TEST F WHICH LED TO STEERING WHEEL ANGLE SENSORS SPOKE WITH		00472 Jim Tidwell Ford	15483	3FAHP0HA8AR[redacted]	8/12/2009	7/16/2009	6/1/2009	7/27/2009	2.5L Gas	3/5/2010	
FR-0195	steering squeaks	cricket noise	NVH	At 26mile	**4/26- noticed squeak noise in the IPA while turning the input shaft**				08822 Thomas Ford	715	3FADP0L37AR[redacted]	10/9/2009	10/5/2009			2.5L Hybrid	2/11/2010	

FR-0196	U2011-49	B3A	EPP	In Eval (26mile)	**8/11- passed all Tyco's testing & mechanically ok. Contacts are all inspection and all pass. NTF**	**4/26- pulled EFF buffer data, shipped to 26mile for testing 5/5- xray clean, next to perform standard resistance testing 5/7-resistance check passed, tri-temp with ignition cycling, if fails then hook up surrogate relay and retest. 5/17- has been running all last week with no faults, been taken off and put to the side for now. 5/24- perform hot 5amp high resistance test. 6/14- passed 5amp & puma testing with no faults.**			08016 Marshall Ford	5934	3FAHP0HA9AR[redacted]	11/12/2009	11/6/2009	9/1/2009	9/27/2009	2.5L Gas	3/20/2010	
FR-0197	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**4/30- Pulled EFF & buffer data, shipped gear to QAO for analysis 5/12- gears should arrive in QAO on Wednesday 5/18- need to leak test then testing can start in lab 6/2- passed all bully testing & Performance testing. Next temp ign. Cycling & puma. RG 6/4- removed ECU cover has found debris in a couple of different areas the 5V. silver looks like it is shorting across pins 10 & 11 on PL1. At this time it is**			03679 Warnock Ford	3045	3FAHP0HG8AR[redacted]	11/5/2010	11/2/2009	9/1/2009	9/25/2009	3L	4/6/2010	
FR-0198	all IP lamps blinking	A16, A2A		chargeback	**4/30- vehicle had same condition after PSCM was replaced, chargeback gear to dealer, the gear will be returned to the dealer**		04/10/2010 08:49AM MARK MCCLELLAND MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: IC PERFORMS START UP SELF TEST OVER AND OVER AGAIN INTERMITTANTLY DIAGNOSTICS: HAD P/S RACK REPLACED FOR PCM CODES O0131 AND C1277. PERFORMED SSM 21243 AND C1010 AS PER		00565 Towne Ford	2031	3FAHP0HA2AR[redacted]	9/8/2009	9/2/2009			2.5L Gas	4/5/2010	
FR-0201 RUA#3685	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**6/7- Tyco confirmed raised rivet, week 45- 2008**	**5/6- pulled EFF data & shipped to 26mile for testing 5/17- xray indicates raised rivet, further resistance testing before shipping to Tyco 5/18- failed the 5A resistance measurement at Room Temp on the raised rivet shipped to Tyco**			08294 Tri Ford	22433	3MEHM0JA7AR[redacted]	5/13/2009	5/1/2009	2/11/2009	3/19/2009	2.5L Gas	3/29/2010	
FR-0202	U2011-49	B3A	EPP	In Eval (26mile)	**8/11- Tyco confirmed plastic contamination on contact 4.**	**5/6- pulled EFF data & shipped to 26mile for testing 5/17- xray clean, perform 5amp test at ambient & hot. 6/14- 5amp amp test passed, next tri-temp ign. Cycling. 6/21- passed ign. Cycling, next to perform 1000v iso. Test. 6/28- 1000v test to be done by the end of the week 7/12- passed isolation (1000v) test. Performed all the relay testing remove relay raise RUA send to Tyco.**			01385 Sioux Falls Ford	2413	3FAHP0JA5AR[redacted]	12/12/2009	12/7/2009	9/15/2009	10/22/2009	2.5L Gas	4/2/2010	
FR-0203	U3000-49	B7E	EPP	In Eval (UK)	**6/25- confirmed motor PCB clearance issue, shorting pin 12 to the ground plane. Pre-containment have pictures of the pin 12 short.**	**5/6- pulled EFF data notice slight damage to ECU cover from shipping damage no return packing & shipped to QAO for testing 6/7- passed leak test, shipped to 26mile for xray of motor PCB ground plane issue. 6/10- Isolation test(1000v) arc is observed between pins PL2.9 (Hall_supply) and PL2.12 (V_Star). Remove ECU first then resistance measurement to ground to verify PCB pin clearance. 6/14- need to xray part to check motor PCB clearance issues.**			01057 Town & Country Ford	10	3FAHP0HA7AR[redacted]	3/16/2010	3/11/2010	12/2/2009	1/19/2010	2.5L Gas	4/1/2010	
FR-0204	C200D-49	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**5/6- pulled EFF data and shipped to QAO for testing 6/11- leak testing, slight leak at OBH on interface 6/14- passed bully & performance testing, now down to EPP level to start ignition cycling ambient & cold 6/15- QAO completed all the B9A testing they could with no failures, shipped to UK for further testing. 6/28- evidence of a regulator issue will explain data in B9A meeting on Wednesday.**			00503 C Basil Ford	814	3FAHP0GA5AR[redacted]	10/28/2009	10/23/2009	8/12/2009	9/5/2009	2.5L Gas	4/5/2010	

FR-0206	U200B-2F C200B-61	BD2	EPP	In Eval (QAO)	**6/10- confirmed reworked TS that had missing plastic tape guide & twisted clockspring tape. Rework 6/17/09.**	**5/6- pulled EFF data shipped gear to QAO 6/8- Possible damage at clock spring on IPA. In process of visual inspection**			02091 Planet Ford	5827	3FADP0L38AR[redacted]	6/12/2009	6/5/2009	1/22/2009	4/26/2009	2.5L Hybrid	4/1/2010	
FR-0207	U2011-49	B3A	EPP	In Eval (26mile)	**8/11- passed all Tyco's testing & mechanically ok. Contacts are all inspected and all pass. NTF**	**5/7- pulled EFF data shipped to 26mile for xray & testing 5/17- needs to be leak tested today then ready for xray 5/25- xray clean & passed the resistance test. Check with Geoff on next steps. 6/7- 5amp test at anbient & hot if that passes tri-temp ign. Cycling 6/10- put into tri-temp chamber with ign. Cycling 6/14- passed 5 days of tri-temp ign. Cycling with no faults. 1000v iso test next step**			06226 Bergstrom Ford	986	3FAHP0JA3AR[redacted]	1/30/2010	1/27/2010	10/29/2009	12/9/2009	2.5L Gas	4/6/2010	
FR-0208	C200B-62 U3000-96	BD1,BD3, BD4	TS	In Eval (Anting)	**8/11- Ford to check yazaki 2-pin connector issues for water ingress. Confirmed closed by Tim snider**	**5/7- pulled EFF data shipped to QAO for testing, 2-pin conn. Has some corrosion & gear covered in clay or mud.Also had codes BD1,BD3. 5/27- found internal moisture leak in the EPP, moisture traces in the 2-pin. QAO to assemble PFS & ECU cover then ship to Anting for leak evaluation. SAM 6/2- QAO shipped gear to Anting for leak testing around 2-pin. 6/7- shipment arrived in Shanghai today at 5:55pm. 6/14- check status of Anting testing, sent Raymond**			09128 Ultimate Ford	5475	3FAHP0HA4AR[redacted]	12/3/2009	11/26/2009	11/28/2009	10/17/2009	2.5L Gas	3/29/2010	
FR-0209	no codes	no codes	chargeback	chargeback	**5/7- no codes, no visual gear issues & no binding while turning input shaft. Customer complaint at times trying to pass someone on highway vehicle rev's high then makes a bang noise. Transmission work fixed this issue**		C S THAT AT TIMES WHEN ATTEMPTING TO PASS SOMEONE ON HIGHWAY OR MERGING ONTO HIGHWAY VEHICLE WILL REV HIGH THEN MAKES A BANG NOISE THEN VEHICLE WILL ACCELERATE CHECK AND ADVISE ROAD TEST VERIFY CUSTOMER CONCER IS BINDING TO L H OR PULLS TO			02724 All American Ford	10127	3FAHP0HAXAR[redacted]	6/20/2009	6/12/2009			2.5L Gas	3/2/2010	
FR-0210	C200B-2F U3000-96	BD0,BD2	TS	In Eval (Hella)	**11/10- causal part is the clockspring assembly but lost the root cause sending parts to Tyco. Tyco's 8D NTF. New improved failure analysis process at QAO & Hella. Case closed**	**5/7- pulled EFF data shipped to QAO for testing 6/2- leak test passed, next bully testing. Pepe 6/14- cold/ambient bully test passed, now cold ign. Cycling 6/15- Unit is going to be measured and visual inspection will be performed at component level 6/17- Pepe found twisting clockspring in the lock position he losses channel one. Some marking noted on the clockspring. High resistances notice on channel one. 6/28- send PFR to Todd Williams & Angie Caudill.**			09400 Elk River Ford	11869	3FAHP0HA9AR[redacted]	11/14/2009	11/10/2009	9/7/2009	10/10/2009	2.5L Gas	4/12/2010	
FR-0211	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**8/3- confirmed double start-up during analysis and confirmed a regulator issue**	**5/7- pulled EFF data shipped to QAO for testing 5/2- passed bully & ambient performance testing & ignition cycling. Gear in fridge next cold ignition cycling & performance test.**			07419 Doan Ford	4897	3FAHP0HA4AR[redacted]	8/10/2009	8/4/2009	3/19/2009	7/14/2009	2.5L Gas	4/19/2010			
FR-0213	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- during high pot testing to relay low side unit failed, motor PCB tear down confirmed motor PCB clearance issue.**	**5/7- pulled EFF buffer data & shipped to QAO 6/7- passed leak test, shipped to 26mile for xray 6/9- xray tomorrow 6/10- xray indicates raised rivet, cannot cause this code to set. Next hot puma 7/19-High-Pot Test complete on EPP no issue found. Need make sure the B6B modified test is run on each of these (70sec loop at Tri-temp) Mike confirmed it has been done. Need EFF data Matrix this week. Salim to set up meeting next week**			04820 Maroone Ford	688	3FAHP0HG0AR[redacted]	5/27/2009	5/21/2009	3/12/2009	4/14/2009	3L	3/9/2010	
FR-0216	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**8/4- confirmed a double start-up at QAO, indicates a regulator issue and confirmed a regulator issue**	**5/20- pulled EFF & buffer data, shipped to QAO for analysis. 6/11- Pepe found damaged TS harness on Pinion**			09045 Jannell Motors	10045	3FAHP0JG6AR[redacted]	9/3/2009	8/2/2009	6/18/2009	8/14/2009	3L	4/14/2010	

FR-0217 RUA# 3720	U2011-49 U3000-96	B6B	EPP	In Eval (Tyco)	**7/12- Tyco confirmed offset bridge**	**5/20- pulled EFF & Buffer data, shipped to 26mile for xray 6/2- xray indicates offset bridge, resistance measurement passes, checking with Geoff on next step 6/7- agreed for 26mile to raise RUA and send to tyco. 6/14- check shipping status to Tyco. 6/22- Tyco just received relay today**			00243 Team Ford	3147	3FAHP0JG2AR[redacted]	10/9/2009	9/23/2009	7/14/2009	8/11/2009	3L	4/26/2009	
FR-0219	high pitch squeal noise steering	cricket noise	NVH		**5/20- turned input shaft to verify cricket noise turning back & forth from center.**				05477 Performance Ford	2288	3FAHP0HA0AR[redacted]	10/1/2009	9/25/2009			2.5L Gas	3/24/2010	
FR-0220 RUA# 3777	U3000-49	B32	EPP	In Eval (Tyco)	**7/9- has code B31 & B32, Tyco has confirmed failure of link relay as cold weld. Next to open relay to inspect weld. Confirmed bridge weld failure at Tyco.**	**5/24- pulled EFF & fault store shipped gear to QAO for analysis. 6/7- shipped from 26mile to QAO today 6/14- should be in QAO sometime today 6/25- indication cold weld of the link relay, relay build date 2/10/2009 PFS rattles & has open to send link relay to Tyco today**			05389 Kearny Pearson Ford	9318	3FADP0L33AR[redacted]	6/26/2009	6/24/2009	2/27/2009	5/25/2009	2.5L Hybrid	4/15/2010	
FR-0221	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	In Eval (QAO)	**6/17- over wound TS clockspring, IPA rework 6/17/2009**	**5/24- pulled EFF & fault store shipped gear to QAO for analysis. 6/7- shipped from 26mile to QAO today 6/14- should be in QAO sometime today**			02968 Tyler Ford	11915	3FAHP0JA7AR[redacted]	6/22/2009	6/17/2009	2/17/2009	5/13/2009	2.5L Gas	4/22/2010	
FR-0222	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	**8/11- passed all Tyco's testing & mechanically ok. Contacts are all inspected and all pass. NTF**	**5/24- pulled EFF & fault store shipped gear to 26mile for analysis. 6/7- inline for leak testing then xray 6/9- xray tomorrow 6/10- xray clean, next 5amp test 6/14- passed 5amp & puma testing with no faults. Will consult Geoff on next steps 6/14- passed 5amp & puma testing with no faults. 1000v isolation test next. 7/12- passed tri-temp ignition cycling & isolation (1000v) test. Performed all the relay testing remove**			01341 Fred Beans Ford	22179	3FAHP0HGXAR[redacted]	3/20/2009	3/11/2009	12/2/2008	1/13/2009	3L	4/23/2010	
FR-0223	P07AE-09	AF1	NVH	In Eval (QAO)	**7/30- passed all criteria on the EDF stand, NTF at this time.**	**5/24- pulled EFF & fault store shipped gear to QAO for analysis. 6/7- shipped from 26mile to QAO today 6/14- should be in QAO sometime today**			02525 Canton Motors	35256	3FAHP0HA1AR[redacted]	4/29/2009	4/24/2009	1/14/2009	2/4/2009	2.5L Gas	4/20/2010	
FR-0224 RUA#4045	U2011-49	B3A	EPP	In Eval (Tyco)	**10/15- NTF with the testing at Tyco, next will open the relay and perform visual analysis. 10/27-Tyco found a black plastic particle 11/1- follow-up once 8D is sent.**	**5/21- dealer sent back a sunvisor instead of the EPAS gear back to WPAC, dealer charged back for the part. 7/7- dealer sent the proper EPAS gear back to the WPAC, part ready for xray at 26mile. 9/9- clear xray, next to follow standard testing procedure. 9/13- ign. Cycled over the weekend no problem found. 9/17- to perform 5amp resistance test & hot puma 9/27- passed resistance test, hot puma, and all high pot testing NTF. Next to tear relay out and ship to**			07416 Tasca Ford	604	3FAHP0HA4AR[redacted]	2/17/2010				2.5L Gas	4/16/2010	

FR-0225	TC lamp on C1278			chargeback	**5/21- dealer sent back a hydraulic gear instead of the EPAS gear back to WPAC, dealer charged back for the part.**				03840 Svosset Ford	820	3FAHP0JG5AR[redacted]	1/26/2010				3L	4/13/2010	
FR-0226	C200B-2F C200C-2F U3000-96	BD2,BD3	TS	In Eval (QAO)	**5/27- pulled EFF buffer data, found pinched TS harness. Have pictures of damage.**				05790 Larry Miller Ford	20770	3FAHP0HA1AR[redacted]	5/25/2009	5/21/2009			2.5L Gas	4/15/2010	
FR-0227 RUA#4056	U2011-49 U3000-49	B43	EPP	In Eval (Tyco)	**10/8- QAO exhausted all their testing, shipped to Tyco 10/27- confirmed Offset Bridge, precontaiment. Geoff waiting to get update on the 8D.**	**5/27- pulled EFF buffer data, ship gear to QAO for analysis. Also pulled BB7 & BB9 codes from fault store 6/7- shipped from 26mile to QAO today 6/14- should be in QAO sometime today**			04860 Autoway Ford	208	3FAHP0HA9AR[redacted]	10/7/2009	10/2/2009	7/7/2009	8/3/2009	2.5L Gas	4/26/2009	
FR-0229*	C200D-49 U3000-96	B9A	EPP	In Eval (UK)	**11/12- UK received the part testing has not started. 12/17- PCB motor clearance was confirmed in the UK**	**5/27- pulled EFF buffer data, shipped gear to QAO for analysis. Also pulled codes B38 & B4E from the fault store. 6/7- shipped from 26mile to QAO today 6/14- should be in QAO sometime today 9/9- passed all the EOL & standard testing. Ship to UK for further analysis. 10/6- tri temp test before shipping to UK. 10/27 Tri-temp complete, generated BB5,BB7 and BB9 faults but no B9A fault. So ship to Uk for further analysis**			05755 Town & Country Ford	711	3FAHP0HG8AR[redacted]	3/23/2010	3/18/2010	11/30/2009	1/16/2010	3L	4/14/2010	
FR-0230	C200B-2F	BD0,BD2	TS	In Eval (Kimball)	**9/2- Ford asking if the PFS was to print, mainly inside diameters of the 2/3 pin conn.. Sent email to Anting & Kimball to check. Confirmed 2-pin water entry sent Kimball report to Ford.**	**5/28- pulled EFF data, shipped gear to QAO for testing. 6/7- shipped from 26mile to QAO today 6/14- should be in QAO sometime today 6/30- At lab but has not started, will start to testing sometime this week. 7/7- Water ingress due 3 PIN connector of PFS causing malfunction of the system. Also sent email to Anting to see if this PFS needs to be sent to Kimball to have the PFS head molding removed to check access of the moisture into the EPP.**			04515 Boggus Ford	3910	3FAHP0HA9AR[redacted]	1/8/2010	12/23/2009	9/9/2009	11/3/2009	2.5L Gas	4/20/2010	
FR-0231	Noise in frt-end while turning	N/A	NVH	In Eval (26mile)	**8/16- gear when through the NVH & EDF test and passed all tests. NTF**	**5/28- did not notice any gear damage or noise while turning input shaft. 26mile to leak test then put on EDF & then check cricket noise. 6/7- check gear on NVH first then put on EDF tester. 6/14- just a note on these returns, what I have notice with problems with the left trans axle seal leaking on the EPAS gear making the gear look like it leaks fluid then on turns the trans pump will whine & the steering gear gets replaced. This dealer added 1 quart of trans fluid on this repair. 6/21- EPP was accidently removed from the gear, not**	CUSTOMER STATES THERE IS A NOISE IN THE FRONT END WHEN TURNING VERIFIED CONCERN FOUND STEERING RACK NOISY AND LEAKING FLUID NECESSARY TO REPLACE ENTIRE STEERING RACK ASSY RR RACK ASSY RECHECK OK TEST DRIVE OK		07475 Herrington-Yoak Ford	18955	3FAHP0HAXAR[redacted]	4/24/2009	4/20/2009			2.5L Gas	4/5/2010	
FR-0232 RUA# 4110	U3000-49 U3000-96	B43	EPP	In Eval (Tyco)	**12/13- oil contamination found on contacts operator using wrong oil for mantanance on rivet machine. Work instruction did not advised operator of proper oil, so a new procedure was added 8/13/2010. this was a known issue caught by another customer. so the estimated PCA date is Nov. 12 going into QAO. waiting on 8D**	**5/28- pulled EFF data, shipped gear to QAO for testing. Also pulled BB7 from the fault store similar to FR0227 6/7- shipped from 26mile to QAO today 6/14- should be in QAO sometime today 7/2- passed ign. Cycling, bully, hot/ambient puma testing with no failures 7/7- shipped PFS to 26mile for xray of the link relay. 9/1- PFS xray clean, next step to resistance testing ambient & hot. 10/8- need to do hot resistance test**			08619 Cal Worthington Ford	43	3FAHP0JG2AR[redacted]	2/13/2010	2/9/2010	11/4/2009	12/18/2009	3L	4/26/2010	

FR-0233	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**8/6- confirmed double start-up, indicates regulator issue. Confirmed regulator issue.**	**5/28- pulled EFF data, shipped gear to 26mile. No gear or harness damage 6/17- gear ready for leak testing at 26mile should be done by tomorrow 6/21- Jason to check latest status. 6/28- shipped to QAO 7/20-Test in progress. Ignition cycling, IPA movement movement from stop to stop, functional test. Fault not reproducible. 7/26- testing now for a double start-up, has the E22 code in fault store.**			09130 Jack Madden Ford	2541	3FAHP0HAXAR[redacted]	1/11/2010	12/28/2009	9/16/2009	11/2/2009	2.5L Gas	4/13/2010	
FR-0236	TC LAMP ON TURNING	N/A		In storage (QAO)	**5/28- pulled codes only had A8E in the fault store. Found out dealer had same TC lamp on after replacement. Found rear ABS wheel speed sensors mis-wired. Cannot chargeback EPAS since hotline advised to replace. EPAS gear was not the causual part# in AWS.**		CUSTOMER STATES THE TRACTION CONTROL LIGHT COME ON AND VEHIC LE STALLS WHEN MAKING HARD TURNS. PLEASE CHECK AND ADVISE FROM SIMILAR CAR SWAP WHEELS,TIRES,RETEST,SAM E.SWAP ABS MOD,RCM,RETEST,SAME.PER HOTLINE,RR STEERING		10243 Lazare L/M	5679	3MEHM0JG8AR[redacted]	11/18/2009						
FR-0238	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	At 26mile	**6/14- found TS harness conduit near the EPP contacted in three spots, broken black wire in harness. shipped gear to 26mile. Have pictures.**				09217 Apple Valley Ford	10433	3FAHP0HA8AR[redacted]	11/27/2009	11/20/2009	8/18/2009	10/17/2009	2.5L Gas	5/21/2010	
FR-0240	light squeal noise while turning	cricket noise	NVH	At 26mile	**6/14- verified cricket noise while turning the input shaft. Close and store at 26mile**	**6/14- verified cricket noise while turning the input shaft. Close and store at 26mile**			07673 Champion Ford	330	3FAHP0JA9AR[redacted]	10/23/2009	10/19/2009	8/8/2009	9/7/2009	2.5L Gas	3/25/2010	
FR-0243	C200D-49	B9A	EPP	In Eval (QAO)	**11/8- double start-up , send Geoff the info to confirm regulator issue.**	**6/14- pulled EFF data shipped to QAO. B43 in EFF data, also stored BB9 code. 6/18- in process from Rogersville to QAO. 10/6- found gears at QAO, leak testing started**			09195 Hoffman Ford	13573	3FADP0L33AR[redacted]	3/20/2009	3/13/2009	12/9/2008	1/23/2009	2.5L Hybrid	5/17/2010	
FR-0245	C200D-49	B4E	EPP	In process (UK)	**1/31- ship motor assem. to UK to check for possible PCB motor cleareance issue. 2/1- QAO found PCB motor clearance issue at PL2 at 500v, ship to Andy in UK to physically check short.**	**6/14- pulled EFF data shipped to QAO. B4E only code set intermittently .313 secs into the journey. Found cut on OBH boot. 6/22- shipped from Rogersville to QAO 7/7- leak tested passed, testing now starting. 7/27- ign cycling, bully, hot puma passed. Next to start the cold testing. 10/6- cold perf. & 5x cold bully done with NTF. Next step tri-temp testing**			04644 Trier Ford	8771	3FAHP0HA5AR[redacted]	7/10/2009	6/29/2009	3/2/2009	6/1/2009	2.5L Gas	5/10/2010	
FR-0246 RUA# 4342	U3000-49	B43	EPP	In Eval (UK)	**3/23- confirmed that this was human sweat on the relay contacts and the only area that this can happen is right after the laser clean station and they install new plexi glass doors to prevent this issues. The new doors at Tyco were installed on 3/12/2010 that would be june 18, 2010 into QAO.**	**6/14- pulled EFF data shipped to QAO. 6/22- shipped from Rogersville to QAO 7/7- leak tested passed, testing now starting. 9/10- EOL & ambient ign. Cycling done, next step cold testing. 10/8- cold performance, bully & puma all passed, next to tri-temp test. 10/11-now testing in tri-temp chamber 10/27 Tri temp complete and fault not reproducible Next step will be to Xray 11/8- Remove the PFS and send to 26mile**			01388 Chapman Ford	86	3FAHP0HA8AR[redacted]	4/9/2010	3/31/2010	12/3/2009	1/20/2010	2.5L Gas	5/18/2010	

FR-0247 RUA# 3807	TC lamp on C1277 No Assist	No Com	EPP	In Eval (FSL)	**1/31- UK still trying to recreate the failure, NTF at this time. 2/4- go back and put micro on the original ECU for testing to recreate the no com symptom. 4/19- UK has reinstalled the micro on the original ECU and has exhausted their testing and cannot get the ECU to fail after freescale performed their testing. closing as NTF**	**6/14- dealer states they have no assist and only the TC lamp on with code c1277. no PS message and they could communicate with the PSCM. When I hooked up CANape could not communicate or pulled Ford codes or fault store. 6/22- shipped from Rogersville to QAO 7/2- No Com confirmed at QAO sent EPP to UK for further analysis. 7/9- confirmed micro fault, Monday take off board to confirm micro, if it is to ship to FSL for analysis. 7/16- confirmed micro fault sent micro to FSL in**	ADVANCE TRAC LIGHT ON///NO POWER ASSIST GROUND GD14(BK GN) OK, ALSO CIRCUITS HS CAN H/C VCB04(WH BU)VDB05(WH) OK,VSS IS GOOD, FOLLOW INT DIAG PINPOINT F1 F3, REVER & GO TO PINPOINT TEST G, FOLLO TEST G1 G10, G10STATES INST ABS MOD HOTLINE ASSIS	B7208 South Coast Ford	8	3FAHP0JG2AR[redacted]	3/27/2010	3/22/2010	12/3/2009	1/25/2010	3L	5/1/2010		
FR-0248	steering type noise & leaking oil	No codes		WPAC	**6/14- trans axle fluid down 2 qts from lf axle seal leak getting on EPAS gear. Chargeback, dealer repaired left axle seal & bushing and then added 9qts of trans fluid**		VEHICLE IS MAKING LOUD STEERING TYPE NOISE AND LEAKING OIL. CHECK AND ADVISE. INSPECT AND FOUND POWER STEERING RACK ASSY. LEAKING AND NOISY. REPLACE POWER STEERING RACK ASSY. AND RESET ALIGNMENT SPEC'S. TECH ADDED 2 QUARTS OF TRANS	06118 Ernie von Schledorn	18741	3FAHP0HA0AR[redacted]	9/9/2009	9/2/2009	7/2/2009	7/29/2009	2.5L Gas	4/26/2010		
FR-0249	C200D-49 U3000-96	B9A	EPP	In Eval (QAO)	**10/18- next step to tri-temp testing 5/3- close as regulator S/W issue**	**6/14- pulled EFF data shipped to QAO for analysis 6/22- shipped from Rogersville to QAO 7/7- leak tested passed, testing now starting. 8/3- confirmed double start-up during**		02709 Tom Holzer Ford	6482	3FAHP0HA3AR[redacted]	2/16/2009	2/4/2009	11/18/2008	11/24/2008	2.5L Gas	5/10/2010		
FR-0250	C200B-2F	BD0,BD2	TS	In Storage (26mile)	**6/14- dealer attempt to repair the TS harness so we lost the exact location of damage, looks like the repair was under the heat tape. Have pictures.**			05254 Long McArthur	35	3FAHP0GA4AR[redacted]	1/21/2010	1/15/2010	10/15/2009	11/20/2009	2.5L Gas	5/10/2010		
FR-0251	P07AE-09	AF1	NVH	In Eval (QAO)	**10/6- check with QAO if we have 8D or CA for this issue at station 70. will check with Guillermo. 10/20- Guillermo to get poke yoke dates for the station. 10/22- send pictures to understand**	**6/14- friction code cleared for the dealer and did not reset but the steering still hard to turn. I did verify input shaft hard to turn, B6A set twice intermittent. 6/30- shipped to QAO 7/9- there is some suspect of water ingress, I will wait for your opinion and tear down the unit and confirm**		20574 Sansone Ford	27869	3FAHP0HA5AR[redacted]	6/10/2009	6/2/2009	1/16/2009	4/20/2009	2.5L Gas	4/28/2010		
FR-0252	TC lamp on C1963	No codes		In Storage (26mile)	**6/14- check CQIS report and after EPAS gear was install vehicle returned 165 miles later with the same TC lamp on with C1963 tech found poor connection at the ABS module, repaired and fixed the vehicle. Cannot chargeback hotline advised to replace the EPAS gear.**			03049 Munday Ford	22175	3FAHP0HA7AR[redacted]	5/14/2009				2.5L Gas	4/24/2010		
FR-0253	U3000-49 U3000-96	B7E	EPP	In Eval (QAO)	**10/6- pictures show terminal that are contacting ground plane. To close as PCB motor clearance issue.**	**6/14- pulled EFF data and shipped to QAO for analysis 6/22- shipped from Rogersville to QAO 7/20 - PFR Complete. Waiting Warranty team decision. Leaks at bellows. Discuss 7/21- X-ray? Failed at orange connector at 750 and 1000V. 7/21- symptoms appear to be another PCB motor clearance issue. Follow same process as FR0258 9/9- advised to teardown and check PCB motor clearance**		02071 I-77 Ford	679	3FAHP0HA9AR[redacted]	3/20/2010	3/17/2010	12/3/2009	1/23/2010	2.5L Gas	5/5/2010		

FR-0254	C200B-61 C200C-2F U3000-96	BD3,B90	TS	In Eval (QAO)	**7/26- QAO confirmed overwound clockspring, rework was done 5/21/2009. pre-containment**	**6/14- pulled EFF data and shipped to QAO for analysis 6/22- shipped from Rogersville to QAO 6/30- leak tested found leak at pinion plug, will start testing sometime this week.**		12943 Davis-Moore L/M	17090	3FAHP0HA7AR[redacted]	5/26/2009	5/21/2009	2/9/2009	3/23/2009	2.5L Gas	5/4/2010	
FR-0255	No Com	No Com	EPP	In Eval (Infinion)	**10/18- Geoff has presentation to talk about the EOS issue 10/18- Tim Diez looking for number after the ISO2 pulse. 10/27 Geoff now has number and will include in presentation. 11/1- Geoff presented a couple of slides to Ford and Tim Diez & Tim Snider agreed to close this issue as EOS.**	**6/30- pulled EFF data, No Com with my Equipment at WPAC. shipped to QAO 7/7- leak tested passed, testing now starting. 7/16-Low Impedance at Pin 2 of integrated can circuit. Have disconnected ribbon cable. Next step send to UK for Level 3 on Tues? 7/28- somehow EPP shipped to the wrong location UK now trying to get EPP back from New Castle. 7/30- EPP should arrive in UK on Monday, this is when the testing will start. 8/2- UK has received the EPP today after testing**	C,S THAT ENGINE WONT START THEFT LIGHT IS FLASHING PERFORMED DIAG WITH IDS HAD NO COMMUNICATION WITH IDS ON HS CAN NET WORK LOAD TESTED ALL POWERS AND GROUNDS GOING TO PCM ALL WERE OK CK ALL FUSES ALL WERE OK CK FOR CHAFFED WIRING	04962 World Ford	2471	3FAHP0HG9AR[redacted]	9/19/2009	9/10/2009	7/3/2009	8/3/2009	2.5L Gas	5/1/2010	
FR-0256	C200B-2F C200B-61 U3000-96	BD0, B90	TS	In Eval (QAO)	**8/13- Delphi advised this cracked shrink tube caused by rough handling. Advised the torque sensor bolts were missing when received at WPAC, harness was unplugged from EPP & no bolts in IPA. Unknown why dealer would remove bolts. Unknown damage to harness.**	**6/30- pulled EFF data, BD0,BD4,B90 codes set, unknown why dealer removed both bolts for TS harness at IPA cannot be leak checked 7/7- leak test could not be performed missing bolts at the TS harness at the IPA, unknown why dealer removed bolts. testing now starting. 7/20 - Functionals, bully, ignition cycling stop to stop. Still not reproducible 7/26- put bolts back into the TS harness at the IPA and leak check to verify no leak paths. Then continue**		04544 Red McCombs Ford	23246	3FAHP0HA5AR[redacted]	10/15/2009	10/19/2009	8/10/2009	9/2/2009	2.5L Gas	5/20/2010	
FR-0257	C200B-2F U3000-96	BD0,BD2	TS	In Eval (Hella)	**10/7- There are nearly 70 chambers (tools) and chamber A was the oldest. By the results at the automatic test equipment the semiconductor supplier is able find out which process step losses robustness (Yield) and canremove/stop production. Close out claims as of 10/13/2010 by Tim Snider**	**6/30- pulled EFF data BD0 & BD2 with c69 lock out code, no visible damage to TS harness. shipped to QAO for analysis 7/7- leak tested passed, testing now starting. 7/20- One channel for IPA no signal. No visual damage. IPA T1 signal absent. Known TS issue by using the TS swapping exercise. Ship TS to Rogersville. 8/5- gear shipped out of Rogersville to Hella 8/11- Hella just received warranty return today and has confirmed no channel 1. will report out when**		02923 Maxwell Ford	3136	3FAHP0HA2AR[redacted]	10/29/2009	10/24/2009	7/31/2009	9/2/2009	2.5L Gas	5/7/2010	
FR-0258	U3000-49 U3000-96	B25	EPP	In Eval (QAO)	**10/6- pictures show terminal that are contacting ground plane. To close as PCB motor clearance issue.**	**6/30- pulled EFF data and ship to QAO 7/7- leak tested passed, testing now starting. 7/16-Low Impedance between terminals 9 and 10 on PL2 connector (Motor PCB clearance? symptoms same as FR0074). 7/19-Compare to clean date and check how many line rejects Nidec has had (Jacks/Davies). Check xray next. 9/9- advised to teardown and check PCB motor clearance**	VEHICLE JUSY OFF THE CAR CARRIER AND NO POWER STEERING ASSIST, PERFOREMED INTERACTIVE DIAGNOSIS U3000-96 LEAD TO GEAR REPLACEMENT	01545 Fox Valley Ford	2	3FAHP0HA0AR[redacted]	3/22/2010	3/13/2010	12/1/2009	1/15/2010	2.5L Gas	4/14/2010	
FR-0259	U3000-49	B60	EPP	In Eval (FSL)	**11/12- target test date was pushed back to 12/15 for the first test. 1/10- test delayed till 12/26, validation testing still on the production line, waiting on details of clean product. 3/24- ship 8D to Ford 6/30/2010 is the continous improvement for particles SACVD clean receipe & 11/5/2010 ADC channels to converter test at freescale.**	**6/30- Intermittent B60 code resets in message center. pulled EFF data and ship to QAO 7/7- QAO to ship EPP to UK for analysis. 7/28- Micro ADC fault, need to remove micro put on development board for further testing before sending to FSL. 7/30- Micro still intact on the ECU, now tri-temp testing with ignition cycling to get see if failure will occur 8/2- able to duplicate code, indicating micro ADC fault. Will remove micro put on development board**		04984 Key Scales Ford	7	3FAHP0HA1AR[redacted]	4/21/2010	4/14/2010	1/28/2010	3/9/2010	2.5L Gas	5/19/2010	
FR-0260	TC lamp on C1B00- 64	A65		shipped to QAO	**6/30- only had tc lamp with ABS code C1B00-64, no PSCM codes or symptoms. Vehicle had several stored communication code errors. Tech did follow the diagnostic's properly but hotline to not guide tech and suggested to replace epas gear if wiring to gear was ok.**		CONCERN: POWER STREERING ASSIT LIGHT IS ON, RAN CODES AND IT GAVE ME C1BOO:64-68. WENT THROUGH INTERACTIVE DIAGNOSIS GAVE ME A COMMUNICTION CODE BUT THAT I HAD TO REPAIR THE OTHER CODE FIRST. I HAVE NO BLOWN FUSES AND I HAVE POWER GOING TO MODULE BUT I	02635 Doug Stanley Ford	1599	3FADP0L30AR[redacted]	2/26/2010	2/20/2010	11/14/2009	12/24/2009	2.5L Hybrid	4/28/2010	

FR-0262 RUA# 4046	U2011-49	B3A	EPP	In Eval (Tyco)	**10/5- ship to Tyco should arrive on 10/8. 10/27 Tyco says NTF**	**6/30- pulled EFF data and ship to 26mile for xray. 8/26- x-ray clean, next tri temp ignition cycling 9/13- tri temp ign. Cycled over weekend cannot reproduce code. 9/17- to perform 5amp resistance test & hot puma 9/27- passed resistance test, hot puma, and all high pot testing NTF. Next to tear relay out and ship to Tyco.**
FR-0263 RUA# 4047	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**10/5- ship to Tyco should arrive on 10/8. 10/27 Tyco found glass contamination 11/1- Tyco to send out 8D for approval.**	**6/30- pulled EFF data and ship to 26mile for xray. 8/26- x-ray clean, next tri temp ignition cycling 9/13- tri temp ign. Cycled over weekend cannot reproduce code. 9/17- to perform 5amp resistance test & hot puma 9/27- passed resistance test, hot puma, and all high pot testing NTF. Next to tear relay out and ship to Tyco.**
FR-0266	C200D-49	B9A	EPP	In Eval (QAO)	**8/4- confirmed a double start-up at QAO, indicates a regulator issue and confirmed a regulator issue.**	**6/30- B9A set once in the fault store, pulled EFF data and shipped gear to QAO. 7/7- leak tested passed, testing now starting.**
FR-0267	C200B-2F U3000-96	BD0,BD2	TS	In process (Delphi)	**8/13- Delphi stating this is a assembly issue blue wire has most strain compared to other wires in harness. Tim advised we can closed no other Delphi harnesses used in our future gears.**	**6/30- pulled EFF data shipped to QAO for analysis. 7/7- leak tested passed, testing now starting. 7/20-Fault at IPA or Harness, blue wire under torque sensor cover is damaged and out of position 7/20-Fault at IPA or Harness, blue wire under torque sensor cover is damaged and out of position. 7/22- harness shipped from QAO to Delphi**
FR-0268	C200D-49	B9A	EPP	In Eval (QAO)	**8/3- confirmed double start-up during analysis and confirmed a regulator issue.**	**6/30- pulled EFF data shipped to QAO for analysis. 7/7- Fault is not possible to reproduce. Testing is ongoing. Bully test passed, Performance testing passed. I will tear down to EPP level to perform ignition cycling (HOT and COLD).**
FR-0269	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/6- A DVM resistance measurement confirmed that this was the case Motor PCB teardown showed that this failure was caused by Motor PCB Clearance issue.**	**6/30- pulled EFF data and shipped to 26mile for xray 8/26- x-ray clean, next tri-temp with the application SW 9/1- during anbient bench testing on power up able to get B6B to set right away. Vlink short circuit low side drive. Next to cut away red plastic to verify PCB motor pin clearance on PL2.**
FR-0270	U3000-49	BAA,BAB, B9B	EPP	In Eval (QAO)	**7/23-Guillermo sent revised 8d out but still waiting some information. Confirmed r227 impact and high resistance.**	**7/13- pulled EFF data shipped to 26mile pull ECU cover check R227 resistor. 7/19 3 0km failures same R227 resistance failures. Also found some at hot Puma QAO. 7/19-Component location drawing sent to Ford.**

08988 Drum Hill Ford	785	3FAHP0JG5AR[redacted]	3/13/2010	3/6/2010	12/4/2009	1/14/2010	3L	5/17/2010	
01425 Hines Park Ford	3091	3FAHP0JA8AR[redacted]	2/16/2010	1/30/2010	10/30/2009	12/8/2009	2.5L Gas	4/21/2010	
00509 Allan Vigil Ford	3848	3FAHP0HA0AR[redacted]	2/20/2010	2/16/2010	11/17/2009	12/24/2009	2.5L Gas	5/18/2010	
09566 Loganville Ford	40	3FAHP0HA8AR[redacted]	4/28/2010	4/23/2010	2/5/2010	3/8/2010	2.5L Gas	5/20/2010	
08379 Ed Kenley Ford	8798	3FADP0L39AR[redacted]	7/22/2009	7/18/2009	3/12/2009	6/5/2009	2.5L Hybrid	5/11/2010	
05729 Two Rivers Ford	2219	3FAHP0HG6AR[redacted]	3/9/2010	3/3/2010	11/26/2009	1/12/2010	3L	4/6/2010	
03139 Spradley/Barr Ford	14	3FAHP0JA3AR[redacted]	5/15/2010	5/12/2010	2/19/2010	3/26/2010	2.5L Gas	6/2/2010	

FR-0272	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	**8/27- xray indicate offset bridge and the motor build dates indicate precontainment.**	**7/16- pulled EFF data shipped to 26mile for xray & analysis.** **8/9- no testing needed after xray, this falls outside the 6 months in service range. Xray suspect offset bridge, to remove the relay**
FR-0274 RUA#3939	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**9/24- Tyco ran relay through their analysis and lead to NTF.**	**7/16- pulled EFF data shipped to 26mile for xray & analysis.** **8/27- passed leak test, failed the 5amp load test cycled the ignition now passes load test. Advised to let it sit over the weekend and recheck 5amp load test see if it fails again.** **9/1- has recheck the 5amp load test and the resistance are a little over what a normal reading would be. Raise RUA and ship relay to Tyco.** **9/13- shipped relay to Tyco**
FR-0275	Fluid leak			chargeback shipped to Columbus Warehouse	**10/7- shipped to Columbus Warehouse from WPAC**	**7/16/2010- dealer states fluid leaking out of the boots, chargeback gear to dealer#2776. gear covered in oil, most likely trans fluid.**
FR-0276	TC lamp on C1277	A28, A65		In Eval (Ford)	**9/27- Tim states on-vehicle test did not produce any codes or lamps. Close with NTF**	**7/16- pulled EFF data, need to check CQIS report** **8/3- Tim Snider picked up gear from 26mile and will do on-vehicle testing at Ford.**
FR-0277 RUA# 4048	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**10/5- ship to Tyco should arrive on 10/8. 10/27 Tyco says NTF**	**7/16- pulled EFF data shipped to 26mile for xray & analysis.** **8/26- xray questionable, the bridge is very close to the frame but is not actually touching, next tri-temp ignition cycling.** **9/17- to perform 5amp resistance test & hot puma** **9/27- passed resistance test, hot puma, and all high pot testing NTF. Next to tear relay out and ship to Tyco.**
FR-0279	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	**8/27- xray indicate offset bridge and the motor build dates indicate precontainment.**	**7/16- pulled EFF data shipped to 26mile for xray & analysis.** **8/9- no testing needed after xray, this falls outside the 6 months in service range.**
FR-0280	U3000-49	BAA,BAB, B9B	EPP	In process (QAO)	**7/23-Guillermo sent revised 8d out but still waiting some information. Confirmed r227 impact and high resistance.**	**7/16- pulled EFF data shipped to 26mile pull ECU cover check R227 resistor** **7/23-Guillermo sent revised 8d out but still waiting some information.**

07162 Gilmore Ford	5872	3FAHP0JG8AR[redacted]	8/14/2009	8/10/2009	6/10/2009	7/8/2009	3L	4/19/2010	
08325 Dan Wiebold Ford	83	3FAHP0HA4AR[redacted]	5/12/2010	5/6/2010	2/5/2010	3/19/2010	2.5L Gas	6/3/2010	
01388 Chapman Ford	30395	3FAHP0HA2AR[redacted]							
01203 Fred Beans Ford	4180	3FADP0L35AR[redacted]	3/6/2010	3/3/2010	11/23/2009	1/11/2010	2.5L Hybrid	5/26/2010	
04988 Langdale Ford	30175	3FAHP0HA3AR[redacted]	4/16/2009	4/6/2009	11/25/2008	12/2/2008	2.5L Gas	5/4/2010	
05158 Metro Ford	14576	3FAHP0JA6AR[redacted]	10/10/2009	10/5/2009	6/29/2009	8/26/2009	2.5L Gas	6/2/2010	
04501 Taylor Ford	180	3FAHP0HA7AR[redacted]	5/6/2010	4/30/2010	1/18/2010	2/6/2010	2.5L Gas	6/1/2010	

FR-0281 RUA# 4337	U3000-49	B43	EPP	In Eval (UK)	**3/23- confirmed that this was human sweat on the relay contacts and the only area that this can happen is right after the laser clean station and they install new plexi glass doors to prevent this issues. The new doors**	**7/16- pulled EFF data shipped to QAO for analysis 9/2- did standard ambient,hot & cold ignition cycling no codes, performed rattle test no noise. nTF at this time 1/10- tri-temp ignition cycling cannot reproduce any code**		07869 Gaudin Ford	338	3FAHP0HA2AR[redacted]	3/27/2010	3/23/2010	1/13/2010	2/2/2010	2.5L Gas	5/14/2010	
FR-0283	C200D-49	B9A	EPP	In Eval (QAO)	**5/9- to close as a confirmed double start-up**	**7/16- pulled EFF data shipped to QAO for analysis 9/7- ambient,cold ignition cycle with no faults, next to hot puma**		08990 Quirk Ford	16845	3FAHP0HA7AR[redacted]	4/9/2009	4/4/2009	11/28/2008	12/3/2008	2.5L Gas	6/7/2010	
FR-0285	over sensitive steering	A28	NVH	In Eval (Ford)	**11/13- gear location at Ford PDC, Tim Snider's desk.**	**7/16- pulled EFF data, no visible gear damage. Rack turns smooth input shaft solid. Unknown issue sent to QAO for analysis. 8/3- passed EDF test stand, next EOL testing, not sure EOL will detect any issue with this concern with no codes. Check with Ford if this should be sent back for on-vehicle testing. 8/9- Gear passed EDF stand test.QAO to ship gear back to 26mile so Ford can put on-vehicle test. 8/12- Jason received gear at WPAC, need to give to Tim Snider for on-vehicle testing.**	THE CUSTOMER STATES THE STEERING IS VERY SENSITIVE AND ON SNOW AND ICE THE REAR OF THE VEHICLE WILL DART RIGHT OR LEFT. DEALER PERFORM ALIGNMENT ON VEHICLE CUSTOMER RETURNED 1800 MILES LATER WITH SIMILAR COMPLAINT BUT VEHICLE		09304 Lundgren Motors	4802	3FAHP0HG2AR[redacted]	9/5/2009	8/27/2009	5/21/2009	7/17/2009	3L	5/28/2010	
FR-0286	P07AE-09	AF1	NVH	In Eval (QAO)	**1/3- Germany to report out to Chris Brown & advise Jason on any updates.**	**7/16- pulled Eff data, steering stiff turning the input shaft. Noticed a nick mark on the tip of the datum no other damage noticed. 8/6- a friction rejection was confirmed as a bent pinion housing. Will send PFR out later today. 11/16- to ship parts to 26mile for further analysis 12/2-RBNA received at 26mile 12/7- PH at QAO in process to 26mile will be sent to Burlington with FR0239 once it arrives and BNA will be sent back to QAO for storage hold.**			05563 Airport Marina Ford	12603	3MEHM0JG8AR[redacted]	11/3/2009	10/28/2009	8/22/2009	9/19/2009	3L	6/1/2010	
FR-0287	C200D-49	B9A	EPP	In Eval (UK)	**2/10- QAO to send original EPP back to the UK for additional testing. 3/21- Geoff still looking for the EPP assembly to be shipped to UK. 4/6- cannot locate the EPP at QAO unknown if it was scrapped when ECU was shipped to UK for testing. No further testing can be done. NTF**	**7/16- pulled EFF data, shipped gear to QAO for analysis. Also has a B4E in the fault store. 8/19- finish ignition cycling & hot puma testing if that passes to ship to UK for flux density test. 8/26- the data shows that it is a supply fault, rather than a Hall effect or motor fault. Next step to repeat the test looking at 5V HALL on the motor PCB and on the ECU. If the output of the Aux ASIC (pin 40) is not ok then there's 2 options: 1) Aux ASIC failure**			05524 Power Ford	239	3FAHP0HG8AR[redacted]	4/20/2010	4/13/2010	1/27/2010	3/3/2010	3L	6/2/2010	
FR-0289	C200B-2F C200C-2F	BD2, BD3	TS	In Eval (QAO)	**8/9- no testing needed after xray, this falls outside the 6 months in service range.**	**7/30- pulled EFF data and shipped gear to QAO for analysis. Also has a stored B90 code**			10288 Valley Stream L/M	24345	3FAHP0HA8AR[redacted]	6/9/2009	6/2/2009	1/14/2009	4/24/2009	2.5L Gas	6/10/2010	
FR-0291	C200C-2F C200B-62	BD3, BD4	TS	In process (QAO)	**8/9- no testing needed after xray, this falls outside the 6 months in service range.**	**7/30- pulled EFF data and shipped gear to QAO for analysis.**			04870 Al Packer Ford	7125	3FAHP0JA7AR[redacted]	10/13/2009	10/8/2009	7/17/2009	8/6/2009	2.5L Gas	6/16/2010	

FR-0292	C200B-62	BD4, B90	TS	In process (QAO)	**8/9- no testing needed after xray, this falls outside the 6 months in service range.**	**7/30- pulled EFF data and shipped gear to QAO for analysis.**			20600 Ed Carney Ford	14379	3FAHP0HA3AR[redacted]	6/17/2009	6/11/2009	2/3/2009	5/2/2009	2.5L Gas	6/14/2010	
FR-0293	C200B-2F	BD0, BD2	TS	In Eval (QAO)	**8/20- damaged TS harness, found blue wire in the harness cut near the IPA. Field issue**	**7/30- pulled EFF data and shipped gear to QAO for analysis.**			09219 Nelson Ford	27282	3MEDM0L30AR[redacted]	12/15/2008	10/23/2008	8/19/2008	9/11/2008	2.5L Hybrid	6/14/2010	
FR-0294	C200C-2F C200B-62	BD3, B90	TS	In Eval (QAO)	**8/27- found over wound torque sensor, plastic guide damaged clock spring part was reworked on 5/18/2009**	**7/30- pulled EFF data and shipped gear to QAO for analysis.**			03660 Crestwood Ford	25912	3FAHP0HAXAR[redacted]	6/19/2009	6/16/2009	2/20/2009	5/18/2009	2.5L Gas	6/7/2010	
FR-0295	U2011-49	B3A	EPP	In Eval (26mile)	**8/27- xray indicate offset bridge and the motor build dates indicate precontainment.**	**7/30- pulled EFF data and shipped gear to 26mile for xray and analysis** **8/9- no testing needed after xray, this falls outside the 6 months in service range.**			02459 Sam Pack's Five Star Ford	4599	3FAHP0HA7AR[redacted]	9/28/2009	9/19/2009	7/10/2009	8/7/2009	2.5L Gas	6/18/2010	
FR-0296	U2011-49	B3A	EPP	In Eval (26mile)	**8/27- xray indicate offset bridge and the motor build dates indicate precontainment.**	**7/30- pulled EFF data and shipped gear to 26mile for xray and analysis** **8/9- no testing needed after xray, this falls outside the 6 months in service range.**			02319 Liberty Ford	2041	3FAHP0JG3AR[redacted]	9/28/2009	9/19/2009	7/8/2009	7/31/2009	3L	6/11/2010	
FR-0297	Rubbing noise while turning	No Codes	NVH	In Eval (QAO)	**9/8- INA confirmed rack bent on the inboard side of the rack. Have measurements.**	**7/30- IBH boot has slight nick could be a hole, notice slight ticking noise while turning.** **8/19- passed leak test and EDF test stand** **8/24-gear failed NVH, suspect on Rack and Ballnut.** **We'll try some testing on the rack & ballnut.** **8/27- confirmed rack & ballnut to ship to INA for testing.**	RUBBING NOISE FROM THE STEERING COLMN WHEN ROCKING THE STEERING WHEEL LEFT AND RIGHT DIAG P S GEAR GRINDING INTERNAL REPLACED P S GEAR WEB FORM DATA - CONCERN: RUBBING NOISE FROM THE STEERING COLMN WHEN ROCKING THE STEERING		02737 Village Ford	6921	3FAHP0JA0AR[redacted]	11/14/2009	11/8/2009	9/3/2009	9/24/2009	2.5L Gas	6/16/2010	
FR-0298	C200B-2F C200C-2F	BD2, BD3	TS	In process (QAO)	**found overwound torque sensor, rework done 5/21/2009.**	**7/30- pulled EFF data and shipped gear to QAO for analysis.** **8/9- no testing needed after xray, this falls outside the 6 months in service range.**			07417 Grand Ford	16348	3FAHP0HA5AR[redacted]	5/27/2009	5/22/2009	3/23/2009	4/15/2009	2.5L Gas	6/16/2010	

FR-0300	P07AE-09	AF1	NVH	In Eval (QAO)	1/3- Germany to report out to Chris Brown & advise Jason on any updates.	7/30- pulled EFF data and shipped gear to QAO for analysis. Very stiff turning input shaft. 8/27- this is confirmed bent rack, send Nick data for further information. 11/3- Jason Johnson to request rack & ballnut back for 26mile evaluation. 12/2- RBNA received at 26mile	THIS IS THE SECOND TIME BACK FOR THE SAME FRICTION CODE VEHCIEL FIRST CAME IN ON 3/15/2010 WITH 2835 MILES CODES CLEARED AND DID NOT RESET DURING PARKING LOT TEST. VEHICLE RETURNED ON 6/1/2010 WITH 9047 MILES WITH SAME P07AE-09(AF1). REPLACED THE GEAR TO FIX		00115 Seymour Ford	9047	3FAHP0HA2AR[redacted]	12/3/2009	11/25/2009	9/16/2009	11/1/2009	2.5L Gas	6/1/2010	
FR-0301	C200B-2F	BD0, B90	TS	In Eval (26mile)	10/12- confirmed knick in the shrink tube leak, close with known Delphi issue.	8/23- pulled EFF & stored data shipped to QAO for analysis. 8/27- shipped out of Rogersville on Friday's truck. 9/8- all ambient & cold ignition cycling & EOL testing performed with no faults. Next puma testing then remove TS cover. 9/9- removed TS cover found corrosion in the housing, on the sensor & shaft. Looking for next steps from the TS team. 9/10- shrink tube on harness is no damaged or cracked, green seal slightly swelled. Check with Joel			01028 Satcher Motor Co.	25571	3FAHP0HA8AR[redacted]	6/3/2009	5/28/2009	12/10/2008	3/5/2009	2.5L Gas	7/7/2010	
FR-0302	C200B-2F	BD0, BD2	TS	In Eval (QAO)	9/29- showed IPA cover pics to Ford, this is the first one seen with this drilled hole and looking at the fault store it look like this occurred early in mileage. OK to close claim according to Tim.	9/2- pulled EFF & stored data and shipped to QAO for analysis. 9/22- during leak teat at QAO notice hole in the TS cover, removed cover and some metal shaving in IPA and rust marks on the harness holder. Sam to remove the plastic cover to check PCB. Unknown who drilled hole in TS cover, no vehicle history.			09844 Capital Ford	812	3FAHP0HA4AR[redacted]	4/8/2010	3/29/2010	1/18/2010	2/11/2010	2.5L Gas	8/4/2010	
FR-0303	C200D-49	B9A	EPP	In Eval (QAO)	10/18- tri-temp testing lead to double start-up, indications point to a regulator issue. 10/19- Geoff confirmed to close this as a double start-up condition.	9/2- pulled EFF & stored data and shipped to QAO for analysis. 10/15- leak test passed, now testing in tri-temp chamber.			08828 Herb Chambers Ford	3037	3FAHP0HA5AR[redacted]	3/23/2010	3/18/2010	12/9/2009	1/25/2010	2.5L Gas	8/11/2010	
FR-0305	U3000-49 U3000-96	B9B, BAA	EPP	In Eval (QAO)	10/4- screen test did not fail hot, with damage to R227 to close claim 10/11- now tri-temp testing	9/2- pulled EFF & stored data and shipped to QAO for analysis. To check high resistance at R227. 9/20- R227 has impact mark on the resistor but passes all the resistance measurements. 9/21- next step 1) Run the attached configuration while drawing some current. 2) Measure the 2.5V ref with a scope while drawing some current.to use 2.5v ref voltage with canape with temp changes. 9/24- instructions to test from Geoff			05736 Sloan Ford	220	3FAHP0HA5AR[redacted]	7/1/2010	6/19/2010	3/12/2010	4/27/2010	2.5L Gas	8/7/2010	
FR-0306	No Com	No Com	EPP	In Eval (Infineon)	12/16 on 11/29 presented to Ford and explained Inf found a scrap of material in mold regulator with c/a presented. Ford accepted? Closed	9/2- could not pull any data using my Canape at WPAC, tried 3 times no communication with ECU. 9/29- Andy Partridge gave Pepe instruction for testing this no comm gear for this regulator issue. Waiting on testing to be completed. 9/30- there is no low impedance path's to any of the suggested tests. Took more measurements on IC14. 10/4- passed all Andy's suggested testing at QAO next step to ship gear to UK for level 3 analysis. To ship ECU only. 10/6- ECU arrived in the UK today.	STEERING NOISY TOW IN..NO POWER STEERING BRAKE ERROR MSG ON DASH 8.4.10 3:50PM ROAD TESTE, VERIFIED NO POWER STEERING, HOOKED UP IDS, CAN NOT COMMUNICATE WITH PSCM. PERFORM PINPOINT TEST FOR NO COMMUNICATION. PINPOINT TEST LED TO STEERING GEAR		02750 Avis Ford	2935	3FADP0L3XAR[redacted]	1/7/2010	12/23/2009	9/30/2009	11/5/2009	2.5L Hybrid	8/2/2010	
FR-0310	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	10/8- xray indicates offset bridge, close as offset, pre-contamination, get relay date code for Geoff's chart. This is outside Ford's testing range	9/20- shipped gear to 26mile for xray & analysis. Pulled EFF & stored data. 9/23- leak test passed sent upstairs for Mike Taylor to xray.			06353 Detroit Lakes Ford	15090	3FAHP0HA7AR[redacted]	10/9/2009	9/23/2009	7/3/2009	7/31/2009	2.5L Gas	8/11/2010	

FR-0311	U3000-49	BAB,BAA, BB7, B9B	EPP	In Eval (QAO)	**9/29- analysis by SAM at QAO confirmed R227 was damaged.**	**9/20- shipped gear to Rogersville then to QAO for analysis. Pre-containment for the R227 resistor impact.**
FR-0312	C200C-2F	BD1, BD3	TS	In Eval (QAO)	**10/12- confirmed leak in the shrink tube(Delphi harness) nick in harness to close with known issue.**	**9/20- shipped gear to QAO for analysis, pulled EFF & stored data, no visible damage. 9/28- TS harness failed leak test now in lab. 10/4- found internal IPA corrosion on the shaft, & board. To take pictures of the harness shrink tube for damage. Send pics to joel & Engelbert. 10/6- ship harness to 26mile for Joel to analyze.FEDEX : 9373 7350 9810 10/11- joel performed xray clear next step to pressure test TS harness.**
FR-0313	U3000-49	BAA,BAB, B9B, BAE	EPP	In Eval (QAO)	**9/30- SAM confirmed R227 resistor open and has been impacted. Closed**	**9/20- shipped gear to QAO for analysis, pulled EFF & stored data, no visible damage. Precontainment for the R227 resistor impact.**
FR-0314 RUA# 4149	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**12/13- oil contamination found on contacts operator using wrong oil for mantanance on rivet machine. Work instruction did not advised operator of proper oil, so a new procedure was added 8/13/2010. this was a known issue caught by another customer. so the estimated PCA date is Nov. 12 going into QAO. waiting on 8D**	**9/27- pulled EFF & stored data, shipped to 26mile for xray and analysis. 9/29- received gear today and passed leak test ready for xray. 10/8- xray clear not fault found, follow standard test procedure. 10/18- The Tri-Temp, 5 amp resistance checks, and the PUMA testing have been completed with no trouble found 11/1- John B to pull relay raise RUA & ship to Tyco for relay workshop.**
FR-0315	U3000-49	BAA,B9B, BAE	EPP	In Eval (QAO)	**10/25- the damage to R227 fits the dates, precontainment. Closed**	**9/27- pulled EFF & stored data, shipped to QAO for analysis. 10/20- visual inspection does show contact of R227. further testing ongoing. 10/22- R227 & C17 have damage but the gear will not fail at this time. Will continue to test.**
FR-0318	U3000-49	BAA,BAB, B9B, BAE	EPP	In Eval (QAO)	**10/20- have verified that the R227 has been impacted. To close out**	**9/27- pulled EFF & stored data, shipped gear to QAO for analysis. Pre-containment for the R227 resistor impact**
FR-0320	No Com	No Com	EPP	At WPAC	**10/8- Tim inspected gear the connector was fully inserted & appears from the corrosion the rubber gasket around the connector was in place. Indication leads to water wicking in from the wires.**	**10/5- took pictures of corrosion in the 2-pin, did not want to pull any data, going to measure how far 2-pin was installed in connector. Ford to visually inspect this Friday.**

04180 Mooresville Ford	1440	3FAHP0HA1AR[redacted]	6/17/2010	6/10/2010	4/9/2010	5/25/2010	2.5L Gas	8/19/2010	
02968 Tyler Ford	4811	3FAHP0JA2AR[redacted]	5/27/2010		2/23/2010	4/6/2010	2.5L Gas	8/16/2010	
20360 Bell Ford	2093	3FAHP0HAXAR[redacted]	6/24/2010	6/17/2010	3/4/2010	4/27/2010	2.5L Gas	8/19/2010	
09869 Spitzer Ford	4092	3FAHP0HA5AR[redacted]	3/13/2010	3/10/2010	11/10/2009	1/9/2010	2.5L Gas	8/11/2010	
09179 Inver Grove Ford	1104	3MEHM0JA2AR[redacted]	6/28/2010	6/16/2010	12/22/2009	4/24/2010	2.5L Gas	8/23/2010	
08588 Bowen Scarff Ford	1178	3FAHP0CG0AR[redacted]	6/25/2010	6/19/2010	1/7/2010	4/25/2010	3L	8/12/2010	
01060 McLaughlin Ford	10	3FAHP0GA4AR[redacted]	7/23/2010	6/30/2010	3/17/2010	5/6/2010	2.5L Gas	8/16/2010	

FR-0321	C200C-2F	BD1, BD3	TS	At WPAC	**10/5- TS harness damaged and cut wires near the EPP housing flange, took pictures and sent to Ford. To ship to columbus warehouse**			11060 Spradley/ Barickman Ford	1728	3FAHP0GA3AR[redacted]	3/18/2010	3/13/2010	12/3/2009	1/16/2010	2.5L Gas	9/2/2010		
FR-0322	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**10/20- found broken wire in TS, under middle of harness under the heat tape. Close as damaged TS harness. Take pictures and put in PFR.**	**10/5- pulled EFF & fault store data, shipped gear to QAO for analysis. 10/18- leak test passed sent to lab to start analysis.**		09149 Perry Ford	2103	3FAHP0GA6AR[redacted]	5/12/2010	5/5/2010	2/16/2010	3/23/2010	2.5L Gas	9/14/2010		
FR-0323	TC lamp on C1B00-2F	A28		At WPAC	**11/22- ABS group made SW change to prevent this steering angle code from setting on starting or shut down. The ABS SW launch was completed on 8/20/2010**	**10/5- only have A28,A29, A65 codes stored in the fault store. No visual damage to gear. Have gear at wpac.**	ADVANCE TRACTION LIGHT IS ON CHECK AND REPORT CHECK AND CONFRIMED PROBLEM WITH ABS AND PSCM CODE C1B00 RELATED TO STEERING ANGLE SENSOR FAULT. PERFORMED PPT E PER WORKSHOP MANUAL TO E2 STATED TO REPLACE EPAS GEAR	03409 San Franciso Ford	26091	3FADP0L32AR[redacted]	4/6/2010	3/27/2010	1/15/2010	2/4/2010	2.5L Hybrid	8/25/2010		
FR-0325	TC lamp on C1B00-2F	A29		At WPAC	**10/5- tech states TC lamp on doing parking lot manuvers. 11/15- ABS software launch 8/20/2010 for TC lamp on, this vehicle is precontainment.**	**10/5- tech states TC lamp on doing parking lot manuvers.**		02934 Roy O'Brien	404	3FADP0L33AR[redacted]	5/13/2010	5/7/2010	2/16/2010	4/1/2010	2.5L Hybrid	9/3/2010		
FR-0326 RUA#4239	U3000-49	BA4,BA5, BC2	EPP	In Eval (UK)	**2/21- Kemet has stated that a couple of root causes related to these failures and the most likely failure is the C154 anode wire contamination failure during welding & wire**	**10/5- need to update my software to pull canape on 2011my vehicles, pulled ford codes and snap shot data had ba5 code. 10/5- need to update my software to pull canape on 2011my vehicles, pulled ford codes and snap shot**		13952 Hines Park Ford	136	3MEHM0JG5BR[redacted]	8/27/2010	8/21/2010	5/8/2010	7/2/2010	3L	9/20/2010	2011	
FR-0331	U3000-49 U3000-96	BA4,BA5, BC2	EPP	In Eval (QAO)	**2/21- Kemet has stated that a couple of root causes related to these failures and the most likely failure is the C154 anode wire contamination failure during welding & wire alignment issue with wire in the wrong spot during weld. Geoff sent out 8D to Ford for analysis at this time. more testing required by Kemet to setup a test to prove these warranty returns were**	**10/18- pulled EFF & stored data shipped to QAO. Found couple small dents in ECU cover & 2-pin plastic housing broken. 2/3- confirmed C154 issue, need to ship Kemit in the US for analysis. 2/5- capacitor arrived at Kemet in US 2/14- confirmed cold weld issue at US facility**		01026 Cresent Ford	2672	6/8/2010	3/23/2010	5/24/2010	2.5L Gas	9/1/2010			
FR-0330	No Com No start	No Com	EPP	In Eval (QAO)	**11/8- voltage regulator over current condition. Unknown source that caused the over voltage on the CAN BUS circuit. Also the abs module and PCM needed to be replaced for the vehicle to operate with no lamp.**	**10/18- could not comm with the PSCM using Canape. Found out both the ABS & PSCM causing short on CAN BUS high circuit.**	I talked to tech and he said he found both abs and epas bring down the CAN, he disconnected abs still no comm then disconnected epas comm restored , then plugged in abs no comm with epas disconnected plugged back in epas no comm again. I asked him if there are any signs of reverse jump or possible lightening strike based on the number of modules that were testing	04332 Armstrong Ford	25883	3FAHP0HA2AR[redacted]	4/5/2009	3/12/2009	1/5/2009	1/20/2009	2.5L Gas	8/9/2010		
FR-0332		BD1, BD3	TS	In Eval (QAO)	**11/10- Joel did confirm this is a shrink tube leak did not notice and damage to the shrink tube but the leak is coming from this sealed shrink tube.**	**10/18- pulled EFF & stored data shipped gear to QAO for analysis. 11/4- TS harness leak at shrink tube area, no visual signs with microscope. To ship Joel the TS harness for pressure test. 11/8- Joel has the harness and will PSI test tomorrow.**		06578 Courtesy Ford	11272	3FADP0L30AR[redacted]	4/16/2010	4/9/2010	1/27/2010	2/28/2010	2.5L Hybrid	9/16/2010		

FR-0334	steering noisey & steering will not turn	No Codes	NVH	At WPAC	12/7- next steps -Tim requested a copy of the data / calculations used to determine the ITR to Rack specification. Colleen, do you have this? -Have the Mat Lab take photos and measurements to try and evaluate if there was any stretching or damage, or any other visible information we can learn we will have the Material properties of the ITR and Rack verified to spec.	10/25- no stored codes in memory, boot damaged from ITR unscrewed from the rack, unknown how that happened. No Ford warranty noted. 11/1- sent out torque specs to Ford engineering to prove ITR's were torqued properly from QAO plant before gear was sent to HSAP. Field Misuse	STEERING WILL NOT TURN, PRIOR TO THERE WAS A NOISE IN STEERING. WHEN DRIVING VEHICLE LOCKED AND STOPPED VERIFY RIGHT FRONT WHEEL IS TURNED IN AND DOESNT MOVE WHEN THE STEERING WHEEL IS TURNED PUT ON LIFT AND REMOVE THE WHEEL CHECK AND FOUND THE RSIDINNER TIE ROD END UNSCREWED FROM THE PLS RACK THE BOOT IS		03609 Newins Bay Shore Ford	28840	3FAHP0HA3AR[redacted]	6/18/2009	6/12/2009	2/10/2009	5/4/2009	2.5L Gas	10/4/2010	
FR-0335	U3000-49	BAA, B9B	EPP	In Eval (QAO)	12/20- found damaged R227 resistor and high resistance, close to R227 damage at Anting.	10/25- pullled EFF & stored data, IBH broken mount from shipping back to WPAC no shippign foam to protect gear.				00274 Cherokee Ford	7273	3FAHP0JA3AR[redacted]	6/8/2010	6/3/2010	3/25/2010	5/15/2010	2.5L Gas	9/13/2010	
FR-0337	C200B-2F C200C-2F	BD0-BD3	TS	At WPAC	10/25- found cut TS harness wires near the EPP flange. Took pictures, hybrid eng.					03072 Yucca Valley Ford	4111	3FADP0L32AR[redacted]	6/26/2010	6/16/2010	12/22/2009	4/24/2010	2.5L Hybrid	9/27/2010	
FR-0338	U3000-49 U3000-96	BAA, B9B	EPP	In process (QAO)	11/18- R227 damage and measurement out of spec to confirm R227 issue.	11/5- pulled EFF and stored data no damage shipped to QAO for analysis.				06531 Lamarque Ford	6303	3FAHP0HA6AR[redacted]	5/4/2010	4/28/2010	1/21/2010	2/10/2010	2.5L Gas	10/11/2010	
FR-0339	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	At WPAC	11/5- Found damaged Leoni harness, dealer tried to repair harness. Location of damaged near the IPA. Have pictures.					05475 Encinitas Ford	269	3FAHP0HA5BR[redacted]	9/4/2010	8/24/2010	5/24/2010	7/8/2010	2.5L Gas	10/7/2010	2011
FR-0340	U3000-49	BAA,BAB, BAE	EPP	In Eval (QAO)	12/20- found damaged R227 resistor and high resistance, close to R227 damage at Anting.	11/15- pulled EFF & stored data shipped to QAO for analysis				03275 Kistler Ford	2101	3FAHP0HA3AR[redacted]	6/19/2010	6/9/2010	3/17/2010	5/23/2010	2.5L Gas	9/15/2010	
FR-0343	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	In Eval (QAO)	12/8- information sent to UK to confirm this is a regulator issue with a double start-up.	11/15- pulled EFF & stored data shipped to QAO for analysis. 11/22- check EFF for signature status for a regulator issue. Then check for double start-up. Otherwise normal gear level testing.				02934 Roy O'Brien	1139	3FAHP0HA8AR[redacted]	6/19/2010	6/9/2010	3/24/2010	5/25/2010	2.5L Gas	10/5/2010	
FR-0344	C200B-2F U3000-96	BD0,BD2	TS	At WPAC	11/15- damaged TS harness cut blue wire near EPP first retainer, took pictures					20403 Chalmers Capitol Ford	437	3FADP0L37BR[redacted]	8/19/2010	8/7/2010	4/28/2010	6/21/2010	2.5L Hybrid	10/12/2010	2011
FR-0345	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	At WPAC	11/15- damaged TS harness all wires cut off near the EPP flange, took pictures		EPAS GEAR REPLACED ONCE AT 1363 MILES AT CAMELBACK FORD AND VEHICLE RETURNED TO PEORIA FORD WITH 3748 WITH THE TS HARNESS WIRES CUT IN HALF NEAR EPP FLANGE			06992 Peoria Ford	3748	3FADP0L39AR[redacted]	5/28/2010	8/6/2009	12/10/2008	1/26/2009	2.5L Hybrid	10/6/2010	
FR-0348	No Assist PS message fault on	Wrong gear sent back		chargeback	11/15- Dealer sent back a hydraulic gear instead of the EPAS gear. Dealer Chargeback					04927 J.C. Lewis Ford	10546	3FAHP0HA8AR[redacted]	3/12/2010				2.5L Gas	9/9/2010	
FR-0349	C200B-2F C200C-2F U3000-96		TS	At WPAC	11/15- TS harness damaged, dealer tried to repair the Lenoni harness, but had U3000-96(C69). Took pic's					01341 Fred Beans Ford	5	3FADP0L33BR[redacted]	8/27/2010	8/23/2010	3/25/2010	6/30/2010	2.5L Hybrid	10/14/2010	2011
FR-0350	C200D-49	B9A	EPP	In Eval (QAO)	12/10- QAO confirmed this is a regulator issue with a double start-up	11/15- pulled EFF & stored data shipped to QAO for analysis.				01769 Astro Ford	31443	3FAHP0HAXAR[redacted]	6/23/2009	8/31/2009	6/24/2009	8/18/2009	2.5L Gas	10/19/2010	
FR-0352	C200D-49	B9A	EPP	In Eval (QAO)	12/10- QAO confirmed this is a regulator issue with a double start-up	11/15- pulled EFF & stored data shipped to QAO for analysis.				05960 Eddie Preuitt Ford	24408	3FAHP0JA4AR[redacted]	4/27/2009	4/23/2009	1/20/2009	2/18/2009	2.5L Gas	10/25/2010	

FR-0353	Rubbing noise while turning		NVH	In Eval (26mile)	**11/15- found torn boot, transmission removed and replaced at 20K miles, have pictures of the torn boot, Non-TRW issue.**				00664 Sheehy Ford	24118	3FAHP0HAXAR[redacted]	8/7/2009	8/1/2009	3/17/2009	6/23/2009	2.5L Gas	10/25/2010	
FR-0354	C200D-49	B9A	EPP	In Eval (QAO)	**12/10- QAO confirmed this is a regulator issue with a double start-up**	**11/15- pulled EFF & stored data shipped to QAO for analysis.**			01970 Kings Ford	447	3FAHP0HA4BR[redacted]	8/31/2010	8/19/2010	5/6/2010	7/2/2010	2.5L Gas	10/27/2010	2011
FR-0355	Vehicle wonders while driving	No Codes	NVH	chargeback	**12/3- did not see any deterorated of mounting bushing on the gear. Tech replaced the gear performed a complete alignment. Tech should have performed full alignment before gear replacement. Chargeback due to no problems found with bushings. Gear was EDF tested at 26mile with NTF. WPAC could not chargeback because gear was sent out for more testing,**	**11/15- pulled EFF & stored data shipped to 26mile for analysis. Did not notice any issues with the bushings. Tech should have performed an alignment first before replacing the gear. 11/29- passed EDF testing and the bushings are not worn, Jason to ship gear back to WPAC for dealer chargeback. 12/3- did not see any deterorated of mounting bushing on the gear. Tech replaced the gear performed a complete alignment. Tech should have performed full alignment before gear replacement. Chargeback due to no problems found with bushings. Gear was EDF tested at 26mile with NTF. WPAC could not chargeback because gear was sent out for more testing,**	CAR WONDERS ALL OVER ROAD WHEN DRIVING TEST DROVE. CAR IS WANDERING AND STEERING WHEEL CENTER POSITION CHANGES. FOUND RACK BUSHINGS DETERIORATED AND WEAK. BOLTS TIGHT. RECOMMEND REPLACING RACK ASSY BECAUSE BUSHINGS ARE NOT SERVICED SEPERATELY. REPLACED RACK ASSEMBLY. PERFORMED ALIGNMENT AND SET TOE. TEST DROVE AGAIN, OK AT THIS TIME.		07488 San Tan Auto	32352	3FAHP0HA4AR[redacted]	8/29/2009		6/16/2009	7/17/2009	2.5L Gas	10/25/2010	
FR-0359	C200C-2F U3000-96	BD0-BD3	TS	In storage (26mile)	**11/24- Found damaged TS harness near the EPP flange. Cut wires**				03278 Mike Naughton Ford	1312	3FADP0L31AR[redacted]	6/4/2010	5/22/2010	12/22/2009	4/10/2010	2.5L Hybrid	11/8/2010	
FR-0376	U3000-49	B6C	EPP	In Eval (QAO)	**9/30- Freescale sent out 8D for latent failure on the Via. Corrective action implement ceramic bearing with silicon carbide ball spacer to reduce metal rubbing showing 10% reduction. Estimated parts getting into QAO is Dec 17,2010. Sent 8D to Laura,Tom & Tim**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis 6/7- Swapped IC18 and fault still occurs, possible main micro fault to send to the UK for further analysis. 8/8- micro shipped to Freescale for further analysis**			05665 Alexander Ford	5395	3FAHP0HA7BR[redacted]	9/3/2010		4/29/2010	7/5/2010	2.5L Gas	12/10/2010	2011
FR-0360	C200D-49	B9A	EPP	In Eval (QAO)	**4/4- confirmed double start-up to close per signature of the regulator issue.**	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis**			03142 Lakewood Fordland	13	3FAHP0HA3BR[redacted]	9/28/2010	9/18/2010	4/9/2010	7/27/2010	2.5L Gas	11/5/2010	2011
FR-0362	P07AE-09	AF1	NVH	In Eval (26mile)	**12/20- found boot damaged, cause unknown but could have been damaged removing axles when they replaced the transmission prior to EPAS gear replacement.**	**12/7- pulled EFF & stored data, could not turn input shaft, found internal corrosion OBH ITR nut rusted. Advised to reinstall new boot clamps and leak check**	CUSTOMER STATES THERE IS A GRINDING NOISE FROM THE TRANS AREA AND WILL NEUTRALIZE WHEN HOT UPHSHIFTING, ADVISE vehicle came in twice for transmission work prior to replacing the EPAS gear. tech replaced the transmission at 21k miles vehicle returned 31k with damaged boot.		20351 Bob Turner's Ford	31841	3FAHP0HA2AR[redacted]	5/7/2009	4/28/2009	2/11/2009	3/19/2009	2.5L Gas	11/3/2010	
FR-0363	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**1/12- confirmed regulator SW issue with EFF data & has double start-up.**	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis. No damage to TS harness. Check for regulator double start-up**			02686 Briarwood Ford	2692	3FAHP0HA1AR[redacted]	5/19/2010	5/13/2010	2/12/2010	3/21/2010	2.5L Gas	10/7/2010	
FR-0364	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**1/12- confirmed regulator SW issue with EFF data & has double start-up.**	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis. No damage to TS harness. Check for regulator double start-up**			02848 Holman Ford	816	3FAHP0HA8BR[redacted]	8/14/2010	8/6/2010	3/31/2010	6/17/2010	2.5L Gas	11/21/2010	2011
FR-0366	U2011-49	BB5, BB7	EPP	In Eval (QAO)	**4/4- found damaged R227 similar in date of the other damaged resistors from Anting**	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis**			06727 Beach Ford	4905	3FAHP0JAXAR[redacted]	6/26/2010	6/16/2010	3/12/2010	4/24/2010	2.5L Gas	10/29/2010	
FR-0367	C200D-49	B9A	EPP	In Eval (QAO)	**4/4- confirmed double start-up to close per signature of the regulator issue.**	**12/13- pulled EFF & stored data, shipped gear to QAO for analysis**			01281 Haldeman Ford	33515	3FADP0L3XAR[redacted]	7/14/2009	7/8/2009	3/18/2009	6/26/2009	2.5 Hybrid	11/29/2010	
FR-0368	U3000-49	BAA,BAB, BAE	EPP	In Eval (QAO)	**4/4- found damaged R227 similar in date of the other damaged resistors from Anting**	**12/13- pulled EFF & stored data, shipped gear to QAO for analysis**			08027 McMahon Ford	2437	3FAHP0HA4AR[redacted]	7/23/2010	7/5/2010	3/3/2010	5/6/2010	2.5L Gas	11/15/2010	
FR-0369	C200B-2F C200C-2F	BD2,BD3	TS	In Eval (QAO)	**1/19- found IPA rework on 5/21/2009 overwound clockspring and broken plastic guide. Precontainment, close**	**12/13- pulled EFF & stored data, shipped gear to QAO for analysis 1/18- found leak at pinion plug during leak test. Performed tri-temp ignition cycling & dynamic testing NTF. Removed IPA cover oil film on the finger ring. Advised Pepe to complete the PFR and send out to decide on next steps**			01597 Santa Margarita Ford	26830	3FAHP0HG1AR[redacted]	5/26/2009	5/21/2009	2/9/2009	3/23/2009	3L	11/15/2010	
FR-0370	U3000-49 U3000-61 U3000-96	B97	EPP	In process (QAO)	**1/4- nothing more can be done with this return. Field handling issue**	**12/20- have pictures of a hole drilled into the EPP, looks like hole was drill through the Rh floor board, unknown of any aftermarket accessory installed on this vehicle.**			04962 World Ford	225	3FADP0L3XBR[redacted]	8/26/2010		4/1/2010	6/24/2010	2.5L Hybrid	11/23/2010	2011
FR-0371	B200B-2F B200C-2F	BD0-BD3	TS	In process (QAO)	**1/12- confirmed regulator SW issue with EFF data & has double start-up.**	**12/20- pulled EFF & stored data shipped gear to QAO for analysis.**			03893 Vista Ford	990	3FAHP0JA0BR[redacted]	10/2/2010		4/23/2010	8/12/2010	2.5L Gas	11/29/2010	2011

FR-0372	TC lamp on	A65		In storage (26mile)	**12/20- pulled EFF and buffer data no codes or EFF data. Will keep gear at 26mile for storage**				03134 Phil Long Ford	29462	3FAHP0HA9AR[redacted]	8/7/2009	8/3/2009	5/27/2009	6/24/2009	2.5L Gas	11/20/2010	
FR-0374	C200D-49	B9A	EPP	In Eval (QAO)	**2/1- confirmed double start-up with scope and a regulator issue**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis**			01909 Walt Sweeney-West Hills Ford	829	3FAHP0HA4BR[redacted]	10/2/2010	9/21/2010	4/23/2010	8/12/2010	2.5L Gas	12/2/2010	2011
FR-0377	C200D-49	B9A	EPP	In Eval (QAO)	**3/14- passed the tri-temp ignition cycling for 12 hrs, also passed the High pot test. Confirmed Double start-up.**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis 2/11- analysis started cannot reproduce the fault at this time, next to tri-temp ignition cycle. 2/18- cooled EPP down to -40C & heated EPP still could not repeated any double start-up**			05700 Champion Ford	125	3MEHM0HA3BR[redacted]	8/12/2010	8/4/2010	3/31/2010	6/12/2010	2.5L Gas	12/9/2010	2011
FR-0378	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**3/14- confirmed this is a regulator issue, found double start-up**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis 1/19- has signature's of a regulator issue need to scope regulator to check for double start-up**			01237 Kindle Ford	436	3FAHP0HA0BR[redacted]	9/23/2010	9/13/2010	6/1/2010	7/17/2010	2.5L Gas	12/15/2010	2011
FR-0379 RUA# 4324	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco workshop Feb 7th)	**2/9- NTF with the relay analysis at this time, contacts clean. Will discuss next steps with Tyco & UK. 2/14- no further testing can be done**	**1/10- pulled Eff & stored data, shipped gear to 26mile for analysis 1/21- x-ray, puma test, & high pot test with NTF removed relay for Tyco.**			07590 Van Bortel Ford	22823	3FAHP0HA6BR[redacted]	9/30/2010	9/17/2010	4/2/2010	8/3/2010	2.5L Gas	12/13/2010	2011
FR-0380 RUA# 4325	U2011-49 U3000-97	B3A	EPP	In Eval (UK)	**2/21- found Magnesium, sulfer & sodium contamination on the contacts same as the U502 B3A's but**	**1/10- pulled Eff & stored data, shipped gear to 26mile for analysis. 2/9- contact contamination, appears to be possible**			01977 Kerry Ford	39	3FAHP0JA0BR[redacted]	11/26/2010	11/23/2010	8/29/2010	10/5/2010	2.5L Gas	12/20/2010	2011
FR-0381	P07AE-09	AF1	NVH	In Eval (QAO)	**2/28- Mat Alder also inspected this return at QAO- Pieces of soft stop, and housing in the rack groove probably caused the friction issue. 3/21- Mat Alder talked about getting new softstop design in the CD3 products before end of year.**	**1/10- heavy mud all over the gear, turned IPA did not feel any binding stop to stop 1/26- rubber softstop in pieces on the IBH side, loose pieces of rubber on the rack. Teardown the rest of the rack and take pictures of any debris in the gear housing. 2/21- passed friction testing on the audit rig, damaged ITR 2/28- Mat Alder also inspected this return at QAO- Pieces of soft stop, and housing in the rack groove probably caused the friction issue.**			04446 Hacienda Ford	29537	3FAHP0HA6AR[redacted]	2/19/2009	1/30/2009		11/18/2008	2.5L Gas	12/6/2010	
FR-0382	C200D-49	B9A	EPP	In Eval (QAO)	**1/26- confirmed double start-up with the scope. Close as a regulator issue.**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis**			03812 Gordie Boucher Ford	2421	3MEHM0JA7BR[redacted]	8/16/2010	8/3/2010	4/15/2010	6/10/2010	2.5L Gas	12/13/2010	2011
FR-0383	U3000-49	BAA, BAB, B9B	EPP	In Eval (QAO)	**2/2- confirmed damaged R227 resistor with high resistance.**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis**			02865 Ford of Ocala	310	3FAHP0HA6BR[redacted]	8/3/2010	7/23/2010	3/24/2010	5/26/2010	2.5L Gas	12/8/2010	2011
FR-0384	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**2/1- confirmed a double startup using the scope and cooling the regulator.**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis 1/19- has signature's of a regulator issue need to scope regulator to check for double start-up**			03225 New Country Ford	62	3FAHP0CG1BR[redacted]	9/23/2010	9/13/2010	4/9/2010	8/3/2010	3L	11/19/2010	2011
FR-0385 RUA# 4326	U2011-49	B3A	EPP	In Eval (Tyco workshop Feb 7th)	**2/9- raised rivet issue, shown on xray and relay teardown confirmed precontainment with the raised rivet**	**1/10- pulled Eff & stored data, shipped gear to 26mile for analysis 2/9- raised rivet issue, shown on xray and relay**			04735 Nick Nicholas Ford	34743	3MEHM0HA9AR[redacted]	4/15/2009	4/7/2009	11/25/2008	12/2/2008	2.5L Gas	11/19/2010	
FR-0386	stiff return to center after turn	No Codes	NVH	In Eval (QAO)	**2/28- from the pictures and gear analysis from Mat Alder it looks to be a single impact event that caused the bushing & housing damage.**	**1/10- no codes in stored data, felt binding while turning IPA. 1/26- removing bellows found particles of aluminum on teardown found aluminum from the from the OBH bushing area, see pictures.**			05957 Mitchell County Ford	24158	3FAHP0HA0AR[redacted]	6/10/2009	6/2/2010	1/7/2009	4/17/2009	2.5L Gas	11/30/2010	
FR-0387 RUA# 4327	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco workshop Feb 7th)	**2/9- NTF with the relay analysis at this time, contacts clean. Will discuss next steps with Tyco & UK. 2/14- no further testing can be done**	**1/10- pulled Eff & stored data, shipped gear to 26mile for analysis 1/21- x-ray, puma test, & high pot test with NTF removed relay for Tyco.**			03717 Crown Ford	6033	3FAHP0HA4BR[redacted]	8/13/2010	8/4/2010	4/3/2010	6/12/2010	2.5L Gas	12/2/2010	2011
FR-0388	C200D-49	B9A	EPP	In Eval (QAO)	**3/15- confirmed double start-up regulator SW issue.**	**1/14- pulled EFF & stored data shipped to QAO for analysis**			03820 Landers Ford	2198	3FAHP0JG5BR[redacted]	8/5/2010	7/29/2010	3/30/2010	6/15/2010	3L	12/29/2010	2011
FR-0390	C200B-2F	BD0,BD2, BD4	TS	In Eval (Hella)	**7/13- Molex connector resistance pin testing out of spec, need to continue testing to find root cause. TS s/n#A00234401329228910/2 7/14- NTF with complete IPA and TS**	**1/14- pulled EFF & stored data shipped to QAO for analysis. No damage to TS harness 2/14- gear tri temp tested & bully tested with NTF, removed the IPA cover and ECU cover with no visual issues. Ship the part back to 26mile for further**			08759 South Bay Ford	1518	3FAHP0HA4BR[redacted]	11/11/2010	11/8/2010	6/1/2010	6/9/2010	2.5L Gas	12/20/2010	2011
FR-0391	U3000-49 U3000-96	BAA,B9B, BAD	EPP	In Eval (QAO)	**2/2- confirmed damaged R227 resistor with high resistance.**	**1/14- pulled EFF & stored data shipped to QAO for analysis**			00224 Jim Skinner Ford	24271	3FAHP0HA0AR[redacted]	5/13/2010	5/7/2010	1/29/2010	3/12/2010	2.5L Gas	12/27/2010	
FR-0392	No Assist	A19		In Eval (QAO)	**5/20- QAO found broken belt, sent assembly to Mark Banna to forward to Gates. 6/2- final 8D sent for broken belt**	**1/21- pulled EFF & stored data shipped to QAO for analysis 3/15- QAO in process on EDF test stand**			04903 Maroone Ford	1294	3FAHP0HGXBR[redacted]	11/16/2010	11/11/2010	8/9/2010	9/18/2010	3L	12/14/2010	2011

FR-0394 RUA# 4506	U2011-49	B3A	EPP	in Eval (Tyco)	**4/6- all x-rays & testing performed by Tyco with NTF, contacts clean cannot find anything wrong with the relay.**	**1/21- pulled EFF & stored data shipped to 26mile for analysis 1/31- relay to ship to UK for Andy to take to the Tyco workshop 2/22- relay was kept at 26mile for more testing, x-ray clean no defects 3/14- ambient tested with surrogate relay no codes set. Removed relay and shipped to UK 3/31- Tyco will perform analysis, outside**			05557 Fritts Ford	1471	3FAHP0JG0BR[redacted]	10/14/2010		5/11/2010	8/19/2010	3L	1/3/2011	2011
FR-0395		BD0-BD3	TS	in Eval (QAO)	**4/6- confirmed double start-up close as a micro/regulator SW issue.**	**1/31- pulled EFF & stored data, ship to QAO for analysis. Did not get the proper data QAO to pull the proper codes. Has the latest software 41515711C(MFB2) need to get my software updated.**			09692 Courtesy Ford	511	3FAHP0JG5BR[redacted]	12/7/2010	12/1/2010	9/22/2010	10/6/2010	3L	1/14/2011	2011
FR-0396 RUA# 4507	U2011-49	B3A	EPP	in Eval (Tyco)	**4/6- all x-rays & testing performed by Tyco with NTF, contacts clean cannot find anything wrong with the relay.**	**1/31- relay to ship to UK for Andy to take to the Tyco workshop 2/22- relay was kept at 26mile for more testing, x-ray clean no defects 3/14- ambient tested with surrogate relay no codes set. Removed relay and shipped to UK. 3/31- Tyco will perform analysis, outside**			05492 Buerge Ford	2358	3FAHP0HA1BR[redacted]	10/27/2010	10/18/2010	6/21/2010	9/1/2010	2.5L Gas	1/5/2011	2011
FR-0397	C200D-49	B9A	EPP	in Eval (QAO)	**3/15- confirmed double start-up regulator SW issue.**	**1/31- pulled EFF & stored data, ship to QAO for analysis**			02222 Liberty Ford	475	3MEHM0JG7BR[redacted]	9/8/2010	8/30/2010	6/7/2010	7/23/2010	3L	1/13/2011	2011
FR-0398 RUA# 4382	U2011-49	B3A	EPP	In Eval (Tyco workshop Feb 7th)	**2/9- NTF with the relay analysis at this time, contacts clean. Will discuss next steps with Tyco & UK. 2/14- no further testing can be done with the EPP or relay at this time, to close case**	**1/28- high pot test NTF, removed relay for Tyco. 1/31- relay to ship to UK for Andy to take to the Tyco workshop**			09026 Central Ford	896	3FAHP0JA3BR[redacted]	10/18/2010	10/9/2010	6/2/2010	8/25/2010	2.5L Gas	1/14/2011	2011
FR-0399	TC Lamp On	A3A	EPP	In Eval (PDC)	**3/1- John B gave gear to Laura N to deliver to Tim Snider for on-vehicle testing.**	**1/31- relay to ship to UK for Andy to take to the Tyco workshop. 2/1- discuss if relay issue caused SWA Can Bus issue. 2/7- Tim agreed to reinstall the EPP and this would be put back on a vehicle for testing**			08325 Dan Wiebold Ford	12	3FAHP0JG8BR[redacted]	11/3/2010	10/30/2010	8/2/2010	9/9/2010	3L	12/23/2010	2011
FR-0400	C200D-49	B9A	EPP	in process (QAO)	**2/11- has signature's of a regulator issue and scope check does confirm a double start-up. Close**	**1/31- pulled EFF & stored data, ship to QAO for analysis**			09080 Bob McCormick Ford	35723	3FAHP0HA3AR[redacted]	4/21/2009	3/7/2009	12/4/2008	1/14/2009	2.5L Gas	12/30/2010	
FR-0401	U2011-49	B3A	EPP	In Eval (26mile)	**4/6- have pic's of the PFS ribbon cable with heavy corrosion, closing claim due to water intrusion in the 2-pin. Tight terminals will fix this issue.**	**1/31- corrosion in the battery 2-pin connector, 26mile will perform testing to confirm PFS water intrusion issue or other relay circuit issues. 2/22- x-ray at 26mile clean no defects 3/14- looking at the corrosion inside the EPP and down by the motor relay believe the water caused the B3A, motor build date at 4/4/2010 is not around any build issues. Will send**			07505 Jacob George Ford	2857	3FAHP0GA1BR[redacted]	7/28/2010	7/20/2010	3/14/2010	5/6/2010	2.5L Gas	1/3/2011	2011
FR-0402	fluid leak	fluid leaking from gear		chargeback	**1/31- no fluid in gear had WPAC chargeback gear to dealer.**				05822 Allison Ford	28123	3FAHP0GAXAR[redacted]	9/26/2009				2.5L Gas	12/20/2010	
FR-0407	U3000-49	BA4,BA5, BC2	EPP	in Eval (QAO)	**3/3- confirmed c227 Kemet internal weld issue**	**2/11- pulled stored and EFF data no codes, QAO to check C154**			04822 Greenway Ford	2611	3FAHP0HA4BR[redacted]	10/21/2010	10/12/2010	5/7/2010	8/20/2010	2.5L Gas	12/23/2010	2011
FR-0408 RUA# 4508	U2011-49 U3000-96	B3A	EPP	in Eval (Tyco)	7/11- EDX found Sodium (Na) on contact - therefore this can be considered as part of the Na Mg S issue	**2/11- pulled stored and EFF data and shipped to 26mile for analysis. Leak test & xray 2/22- xray clean no defects, start testing. 3/14- ambient tested with surrogate relay no codes set. Removed relay and shipped to UK 3/30- Will wait for TRW/Tyco workshop 4/12 4/18- under analysis at Tyco, on the contamination suspect list**			20524 Carmody Ford	171	3FAHP0HA4BR[redacted]	12/9/2010	12/7/2010	10/3/2010	10/20/2010	2.5L Gas	1/26/2011	2011
FR-0409	C200D-49	B9A	EPP	in Eval (QAO)	**5/16- confirmed double start-up regulator SW issue**	**2/11- pulled stored and EFF data shipped gear to QAO for analysis**			11642 Osman's Lincoln	7263	3MEHM0HA3BR[redacted]	9/27/2010	9/25/2010	4/26/2010	8/12/2010	2.5L Gas	1/13/2011	2011
FR-0411	C200C-2F C200B-62	BD1,BD3, BD4	TS	in Eval (Hella)	**4/18- removed the IPA assembly and verified no bent fingers, shipped the IPA to Hella(Marcus Dura), to ship the TS harness to Joel for PSI & xray testing. 5/10- leak tested the harness and passed**	**2/22- pulled stored & EFF data shipped gear to QAO 3/15- passed leak test, found moisture ingression, v-clip has some corrosion was the only signs of moisture. 3/21- passed bully, performance, tri-temp ign. Cycling & wiggle testing with no codes. Will consult Jim Loria on testing for a bend finger on the bench.**			04273 Lafourche Ford	942	3FAHP0HA8BR[redacted]	12/11/2010	12/8/2010	10/3/2010	10/17/2010	2.5L Gas	1/28/2011	2011
FR-0412 RUA# 4509	U2011-49 U3000-96	B3A	EPP	in Eval (Tyco)	**4/6- all x-rays & testing performed by Tyco with NTF, contacts clean cannot find anything wrong with the relay.**	**2/22- pulled stored & EFF data shipped gear to 26mile. 3/14- ambient tested with surrogate relay no codes set. Removed relay and shipped to UK 3/31- Tyco will perform analysis, outside**			03378 Gookin Ford	2458	3FAHP0HA1BR[redacted]	12/1/2010	11/26/2010	9/28/2010	10/13/2010	2.5L Gas	1/10/2011	2011
FR-0413	C200B-2F C200C-2F	BD0-BD3	TS	in process (QAO)	**3/15- did have signature of regulator and does have double start-up to confirm a regulator issue.**	**2/28- Pulled stored & EFF data shipped gear to QAO for analysis**			02733 North Country Ford	1724	3MEHM0JG8BR[redacted]	9/24/2010	9/13/2010	4/11/2010	8/3/2010	3L	2/9/2010	2011

FR-0414 RUA# 4510	U2011-49	B3A	EPP	in Eval (Tyco)	**4/6- confirmed Mg,S,Na contact contaimination at Tyco. new relay batch dates.**	**2/28- pulled stored & EFF data shipped gear to 26mile for xray and surrogate relay testing. 3/14- ambient tested with surrogate relay no codes set. Removed relay and shipped to UK 3/31- Tyco will perform analysis, outside contamination batch range**			05224 Thoroughbred Ford	2662	3FAHP0HA4BR[redacted]	12/7/2010	12/1/2010	9/26/2010	10/9/2010	2.5L Gas	2/9/2011	2011
FR-0416 RUA# 4511	U2011-49	B3A	EPP	in Eval (Tyco)	**4/6- confirmed Mg,S,Na contact contaimination at Tyco. new relay batch dates.**	**2/28- pulled stored & EFF data shipped gear to 26mile for xray and surrogate relay testing. 3/14- ambient tested with surrogate relay no codes set. Removed relay and shipped to UK 3/31- Tyco will perform analysis, outside contamination batch range**			01909 Walt Sweeney	43	3FAHP0HA5BR[redacted]	1/15/2011	1/7/2011	11/14/2010	11/16/2010	2.5L Gas	2/9/2011	2011
FR-0417	C200D-49	B9A	EPP	in Eval (QAO)	**5/16- confirmed double start-up regulator SW issue**	**2/28- Pulled stored & EFF data shipped gear to QAO for analysis**			01522 Manly Motor Sales	1700	3FAHP0JG9BR[redacted]	9/14/2010	9/4/2010	6/1/2010	7/19/2010	3L	1/24/2011	2011
FR-0418	P07AE-09	AF1	NVH	in Eval (QAO)	**4/14- failed the EDF testing looks like gear took impact on pinion housing, still need to tear down to inspect for further damage.**	**3/4- Pulled stored & EFF data shipped gear to QAO for analysis**			00378 Harbin Motor	7553	3FAHP0JA2BR[redacted]	9/20/2010	9/1/2010	6/8/2010	7/17/2010	2.5L Gas	1/31/2011	2011
FR-0419	C200D-49	B9A	EPP	in Eval (QAO)	**3/15- confirmed double start-up regulator SW issue.**	**3/4- Pulled stored & EFF data shipped gear to QAO for analysis**			05142 Expressway Ford	743	3FAHP0HA9BR[redacted]	8/11/2010	7/30/2010	3/30/2010	6/15/2010	2.5L Gas	2/4/2011	2011
FR-0420	C1B00	No Codes		At WPAC	**3/11- shipped gear to 26mile for storage at this time. ABS did update their SW 8/20/2010 to fix C1B00 codes setting on hybrids.**	**3/4- no stored codes or Ford codes listed. Called hotline stated the TC lamp comes on, tech could not verify, not sure if C1B00 reset for test to replace the steering gear.**			10175 Spartan L/M	1571	3MEDMOL30BR[redacted]	8/11/2010	7/30/2010	4/26/2010	6/13/2010	2.5L Hybrid	2/9/2011	2011
FR-0422 RUA# 4527	U2011-49	B3A	EPP	in Eval (UK)	5/23- Tyco found Na Mg S contamination	**3/11- pulled stored & EFF data shipped to 26mile for testing 3/21- surrogate relay test NTF shipped to UK then ship to Tyco. 3/31- Tyco will perform analysis, outside contamination batch range**			11261 Dana Ford	120	3FAHP0HA7BR[redacted]	2/11/2011	2/1/2011	12/10/2010	12/21/2010	2.5L Gas	3/1/2010	2011
FR-0423 RUA# 4528	U2011-49	B3A	EPP	in Eval (Tyco)	**4/15- Tyco confirmed Mg,S,Na contamination**	**3/11- pulled stored & EFF data shipped to 26mile for testing 3/21- surrogate relay test NTF shipped to UK then ship to Tyco. 3/30- Will wait for TRW/Tyco workshop 4/12**			03010 Brondes Ford	900	3FAHP0HA7BR[redacted]	12/11/2010	12/8/2010	10/5/2010	10/20/2010	2.5L Gas	3/2/2011	2011
FR-0424 RUA# 4559	U2011-50	B3A	EPP	in process (UK)	4/18- confirmed Mg,S,Na on the contacts during the relay workshop	**3/18- pulled stored & EFF data shipped to 26mile for testing 3/24- surrogate relay testing at this time 3/31- Tyco will perform analysis, outside contamination batch range 4/6- shipped relay to UK this afternoon, Geoff should have it Friday**			00998 Crossroads Ford	24	3FAHP0HA7BR[redacted]	2/11/2011	2/1/2011	12/10/2010	12/13/2010	2.5L Gas	3/3/2011	2011
FR-0425 RUA# 4560	U2011-51	B3A	EPP	in process (UK)	4/18- confirmed Mg,S,Na on the contacts during the relay workshop	**3/18- pulled stored & EFF data shipped to 26mile for testing 3/24- surrogate relay testing at this time 3/31- Tyco will perform analysis, outside contamination batch range 4/6- shipped relay to UK this afternoon, Geoff should have it Friday**			05224 Thoroughbred Ford	271	3FAHP0JA1BR[redacted]	2/8/2011	1/31/2011	12/9/2010	12/15/2010	2.5L Gas	3/3/2011	2011
FR-0426	C200D-49	B9A	EPP	in Eval (QAO)	**5/3- confirmed double start-up issue for the update SW micro/reg issue**	**3/25- pulled EFF & stored data, shipped to QAO for analysis**			02284 John Lance Ford	91	3FAHP0JG9BR[redacted]	11/20/2010	11/16/2010	8/13/2010	9/18/2010	3L	3/2/2011	2011
FR-0428	U2011-49 U3000-96	B6B	EPP	in Eval (QAO)	**4/1- found this gear was swapped at the plant or dealer. Wrong gear returned**	**3/25- pulled EFF & stored data, shipped to QAO for analysis**	CHECKED PLANT RECORDS AND I SHOW A DIFFERENT GEAR INSTALLED AT THE STATIC LINE CHECK SO EITHER THE DEALER RETURNED THE WRONG GEAR OR THIS GEAR WAS SWAPPED AT THE PLANT OR DEALER, BUT I KNOW QAO DID NOT SEND THAT GEAR TO HSAP.		09149 Perry Ford	292	3FAHP0JA8BR[redacted]	2/10/2011	11/17/2009	8/26/2009	9/28/2009	2.5L Gas	3/3/2011	2011
FR-0429	C200C-2F U3000-96	BD1,BD3 BC4	TS	in Eval (QAO)	**4/19- Pepe sent PFR to me and is evident that the moisture did come in from the 2-pin connector and caused both link relay code and the TS codes. This issue will be fixed by the tight terminal fix**	**3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness 4/18- passed leak test, tri-temp ignition cycling, pulled cover off to do wiggle testing and found corrosion on the PFS PCB. To ship to Kimball to pull the plastic cover to verify how moisture got on the PCB**			02284 John Lance Ford	7	3FAHP0HA1BR[redacted]	12/13/2010	12/10/2010	10/12/2010	10/18/2010	2.5L Gas	3/8/2011	2011
FR-0431	C200B-2F U3000-49 U3000-96	BD0,BD2, B31	TS	in Eval (QAO)	**4/29- found corrosion on the PFS PCB did not come in through the 2-pin possible PFS seal. Send pic's to Anting for suggestions.**	**3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness**			02283 Ed Mullinax Ford	101	3FAHP0JG8BR[redacted]	1/28/2011	1/18/2011	11/16/2010	11/23/2010	3L	3/2/2011	2011

FR-0433	IP erratic & CEL lamp on	No Codes		in storage (26mile)	**3/28- EPAS gear replaced and vehicle had the same issue. checked CQIS & AWS reports and found PSCM harness from C1010 to the 3-pin at the PSCM shorted causing the erratic CAN BUS issues. Hotline advised to replace the EPAS gear so cannot chargeback to dealer**		HS CAN was shorting out intermittently and when they unplug the 3-pin connector the erratic operation of the cluster and check eng lamp was fixed so hotline advised to replace the EPAS gear and after replace the same problem occurred and they found a short in the CAN BUS harness from C1010 to the EPAS gear 3-pin connector. replqaced the harness and fixed the vehicle. gear is NTF and cannot chargeback the gear.		04245 Crossroads Ford	339	3FAHP0JG8BR[redacted]	12/15/2010	12/14/2010	10/4/2010	10/20/2010	3L	2/21/2011	2011
FR-0435	C200C-2F	BD1,BD4	TS	in Eval (QAO)	**4/26- pulled the PFS and corrosion on the board and the ribbon cable that would cause the torque sensor codes to set.**	**3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness, but found corrosion in the 2-pin connector**			02284 John Lance Ford	15	3FAHP0HAXBR[redacted]	12/13/2010	12/10/2010	10/6/2010	10/24/2010	2.5L Gas	3/8/2011	2011
FR-0437	C200D-49	B9A	EPP	in process (QAO)	4/26- confirmed double start-up regulator SW issue	**4/15- pulled EFF and stored data shipped to QAO for analysis**			04748 Hubler Ford	738	3FAHP0JA5BR[redacted]	12/16/2010	12/13/2010	10/19/2010	10/25/2010	2.5L Gas	3/17/2011	2011
FR-0438	C200B-2F C200C-2F	B9A BD0-BD3	TS	in process (QAO)	4/26- confirmed double start-up regulator SW issue	4/15- pulled EFF and stored data shipped to QAO for analysis			02761 Southgate Ford	87	3FAHP0HA0BR[redacted]	12/17/2010	11/26/2010	9/23/2010	10/12/2010	2.5L Gas	3/21/2011	2011
FR-0439	U3000-49	BA4,BA5, BC2	EPP	in Eval (QAO)	5/3- confirmed Kemet capacitor C154 issue	**4/15- pulled EFF and stored data shipped to QAO for analysis**			06249 Les Stumpf Ford	5755	3FAHP0HG7BR[redacted]	11/2/2010	10/28/2010	5/14/2010	8/20/2010	3L	3/23/2011	2011
FR-0440	C200B-2F	BD2, B31	TS	in Eval (QAO)	6/20- water ingress into the 2-pin connector corroded PFS PCB	4/15- pulled EFF and stored data shipped to QAO for analysis. No damage to the TS harness			08084 Sikeston Motor	5029	3MEHM0JG2BR[redacted]	10/5/2010	9/30/2010	4/23/2010	8/18/2010	3L	3/22/2011	2011
FR-0441	TC lamp on	C1B00		At WPAC	4/20- found this a hybrid where the ABS SW was change to prevent a false SWA code.	4/15- pulled EFF and stored data, no codes set. Checked history no other parts installed			04962 World Ford	7587	3FADP0L37BR[redacted]	8/7/2010	7/27/2010	4/14/2010	6/2/2010	2.5 Hybrid	3/21/2011	2011
FR-0442	C200D-49	B9A	EPP	in Eval (QAO)	**5/3- confirmed double start-up issue for the update SW micro/reg issue**	4/15- pulled EFF and stored data shipped to QAO for analysis			02284 John Lance Ford	1751	3FAHP0HA2BR[redacted]	8/24/2010	8/13/2010	3/30/2010	6/11/2010	2.5L Gas	3/28/2011	2011
FR-0443	U3000-96	cannot be tested	TS	At WPAC	4/15- found the plastic on the 3-pin connector completely broken and terminals bent, 2-pin conn also broken. Cannot get the connectors on to test.				08533 Uhlmann Motors	8086	3FAHP0HA2BR[redacted]	10/29/2010	10/25/2010	4/29/2010	9/10/2010	2.5L Gas	1/29/2011	2011
FR-0445	C200B-2F C200C-2F	BD0-BD3	TS	in Eval (QAO)	4/29- confirmed double start-up for regultator issue	**4/15- pulled EFF and stored data shipped to QAO for analysis. No damage to the TS harness**			02283 Ed Mullinax Ford	783	3FAHP0HG2BR[redacted]	10/12/2010	10/2/2010	5/7/2010	8/16/2010	3L	3/12/2011	2011
FR-0447	C200B-2F C200C-2F	BD0-BD3	TS	in process (QAO)	6/13- confirmed double start-up issue	4/21- pulled EFF and stored data shipped to QAO for analysis			02284 John Lance Ford	612	3FAHP0JG4BR[redacted]	10/27/2010	10/18/2010	6/7/2010	9/3/2010	3L	3/24/2011	2011
FR-0448	P07AE-09	AF1	NVH	in Eval (QAO)	5/10- passed all the EDF/NVH testing and performed teardown with no damage or out of spec dimensions on the internal parts. NPF with analysis.	**4/21- pulled EFF and stored data shipped to QAO for EDF/NVH testing slight stiffness turning input shaft stop to stop**			02444 Jim Bass Ford	532	3FAHP0HA5BR[redacted]	3/1/2011	2/20/2011	1/8/2011	1/11/2011	2.5L Gas	4/2/2011	2011
FR-0449	C200B-2F C200C-2F	BD0-BD3	TS	in process (QAO)	6/13- water ingress EPP 2-pin connector, corrosion on the PFS board near the ribbon cable connection	4/21- pulled EFF and stored data shipped to QAO for analysis			07356 Gray Daniels Ford	4518	3FAHP0HA2BR[redacted]	9/26/2010	9/15/2010	4/7/2010	7/30/2010	2.5L Gas	3/7/2011	2011
FR-0450	C200B-2F C200C-2F	BD0-BD3	TS	in process (QAO)	6/13- confirmed double start-up issue	4/21- pulled EFF and stored data shipped to QAO for analysis			02960 West Herr Ford	527	3FAHP0HA0BR[redacted]	9/4/2010	8/26/2010	5/19/2010	7/7/2010	2.5L Gas	3/28/2011	2011
FR-0451 RUA#4664	C2011-49 U3000-96	B3A	EPP	in Eval (Tyco)	6/23- Tyco performed all relay testing and removed contacts for inspection no contamination found. NTF on relay analysis	4/21- pulled EFF and stored data shipped to 26mile for analysis 4/29- shipped to UK then to Tyco for relay workshop		NTF	05574 Palm Springs Ford	5533	3FAHP0JAXBR[redacted]	3/1/2011	2/19/2011	1/8/2011	1/12/2011	2.5L Gas	3/29/2011	2011
FR-0452 RUA#4665	C2011-49 U3000-96	B3A	EPP	in Eval (Tyco)	7/11- EDX found Na Mg S on contact - therefore this can be considered as part of the Na Mg S issue	4/21- pulled EFF and stored data shipped to 26mile for analysis 6/23- Tyco performed all relay testing and removed contacts for inspection no contamination found. NTF on relay analysis. Tyco have committed to provide the results of the EDX analysis and an updated report by 8th July.			00601 West Herr Ford	1919	3FAHP0HG4BR[redacted]	11/17/2010	11/13/2010	8/9/2010	9/21/2010	3L	4/5/2011	2011

FR-0454	P07AE-09	AF1	NVH	in Eval (QAO)	5/27- bent rack and ballnut due to impact, unknown cause. No other parts replaced at the dealer. Field misuse	4/21- pulled EFF and stored data shipped to QAO for EDF/NVH testing real still turning input shaft left of center CCW			09176 Heritage Ford	9835	3FAHP0HA0BR[redacted]	8/10/2010		3/19/2010	6/15/2010	2.5L Gas	3/21/2011	2011
FR-0455 RUA#4666	C2011-49 U3000-96	B3A	EPP	in Eval (26mile)	8/3- confirmed Mg,Na,S	4/21- pulled EFF and stored data shipped to 26mile for analysis 6/23-Contamination - seeking clarification from Tyco as to the type of contamination.Tyco have committed to provide the results of the EDX analysis and an updated report by 8th July.			01360 New Holland Ford	3	3FAHP0HA9BR[redacted]	2/23/2011	2/11/2011	1/1/2011	1/2/2011	2.5L Gas	3/23/2011	2011
FR-0456 RUA#4840	U2011-49	B3A	EPP	In Eval (Tyco)	6/24- has not been analyzed yet 8/3- Tyco complete their testing and was NTF	5/6- pulled EFF & stored data and shipped to 26mile for surrogate relay test then ship to Tyco for analysis 6/8- surrogate relay testing done to ship to the UK then to Tyco for analysis			02975 North Bros. Ford	2564	3FAHP0JG7BR[redacted]	9/25/2010	9/15/2011	4/12/2010	8/3/2010	3L	3/11/2011	2011
FR-0457	C200B-2F C200C-2F	BD0,BD2	TS	in Eval (Hella)	8/3- signal 1 stable, the resistance values low until they performed the durability test and all the values were normal. Did find something in the flex material unsure if this is solder flux on the PCB. Last step to check the conformal coating and analyze material for possible substance causing short	5/9- pulled the EFF data ship to QAO for analysis. 6/13- confirmed channel 2 issue with TS to ship IPA to Hella for analysis 7/13- TS s/n#A00234401252929410/3 7/27- could not duplicate the issue after durablity testing all the resistance checks are now in specs after the durability test. Possible issue moisture/ humdity issue. Could be something in the conformal coating on the PCB			12152 Uptown Motors	2846	3FAHP0JG7BR[redacted]	11/13/2010	11/10/2010	8/20/2010	9/17/2010	3L	3/21/2011	2011
FR-0458	C200B-2F C200C-2F	BD0-BD3	TS	In process (QAO)	6/13- confirmed double start-up issue	5/9- pulled the EFF data ship to QAO for analysis.			11232 Maplecrest Ford	711	3FAHP0JAXBR[redacted]	7/31/2010	7/21/2010	4/7/2010	5/28/2010	2.5L Gas	3/4/2011	2011
FR-0460	TC Lamp On	No Codes		will ship to Columbus warehouse	5/9- tech installed the EPAS gear same condition with the TC lamp on with yaw codes found defective RCM reading from the roll stability control module in the RCM			non TRW issue	09179 Inver Grove Ford	5	3FAHP0HA9BR[redacted]	2/18/2011	2/8/2011	11/11/2010		2.5L Gas	3/25/2011	2011
FR-0461	TC Lamp On	No Codes		in storage at 26mile	5/9- will ship to 26mile for storage, advised if Ford would like to install on vehicle to verify TC lamp on, they can pick it up anytime for testing				03605 Sunshine Ford	345	3FAHP0HA3BR[redacted]	2/18/2011	2/9/2011	1/1/2011	1/3/2011	2.5L Gas	4/13/2011	2011
FR-0462	U3000-49	BA4,BA5, BC2		in process (QAO)	6/10- found Kemet Cap C154 cause code to set	5/9- pulled the EFF data ship to QAO for analysis.		C154 cold weld	01970 Kings Ford	575	3FAHP0JG1BR[redacted]	2/26/2011	2/19/2011	1/11/2011	1/12/2011	3L	4/16/2011	2011
FR-0463	no assist at times	no codes		shipped to Columbus warehouse	5/9- wrong gear sent back not the original gear that was listed at the plant(ECU s/n# 102722001C3005D 9/29/ 2010 ECU build date) and the EPAS s/n# date codes are newer than the vehicle build dates so a newer gear was returned to the WPAC center. No codes or problems with this returned gear.		CHECKING THE ECU s/n# DOES NOT MATCH THE SAME GEAR THAT WAS INDICATED BY THE PLANT. UNSURE IF THE DEALER SENT THE WRONG GEAR BACK OR IT WAS SWAPPED OUT AT THE PLANT OR DEALER. SO THE UNKNOWN WHERE THE ORIGINAL GEAR IS FOR THIS VEHICLE		05027 Springdale Ford	5	3FAHP0JA1BR[redacted]	12/15/2010	2/17/2011	1/9/2011	1/11/2011	2.5L Gas	4/21/2011	2011
FR-0464	U3000-49	B25	EPP	in Eval (QAO)	6/10- found defective PM found shorted FETS. Anting to finish PS testing	5/9- pulled EFF & stored data and shipped to QAO for analysis			06700 Magic City Ford	3	3FAHP0HA0BR[redacted]	3/11/2011	3/4/2011	1/22/2011	1/24/2011	2.5L Gas	3/29/2011	2011
FR-0465 RUA#4841	U2011-49	B3A	EPP	In Eval (Tyco)	6/23- Tyco performed all relay testing and removed contacts for inspection no contamination found. NTF on relay analysis	5/9- pulled EFF & stored data and shipped to 26mile for surrogate relay test then ship to Tyco for analysis 6/8- surrogate relay testing done to ship to the UK then to Tyco for analysis			01423 Bethlehem-Suburban Motors	85	3FAHP0JA1BR[redacted]	2/22/2011	2/11/2011	1/1/2011	1/2/2011	2.5L Gas	4/18/2011	2011
FR-0466 RUA#4842	U2011-49 U3000-96	B3A	EPP	In process (Tyco)	6/23- Tyco found Na Mg S contamination	5/9- pulled EFF & stored data and shipped to 26mile for surrogate relay test then ship to Tyco for analysis 6/8- surrogate relay testing done to ship to the UK then to Tyco for analysis			Bob Wondries Ford	1332	3FAHP0JG5BR[redacted]	2/2/2011	1/28/2011	12/10/2010	12/15/2010	3L	3/27/2011	2011
FR-0467 RUA#4855	U3000-49 U3000-96	B43	EPP	in process (Tyco)	10/26-have revised 8D 7/29/2011 at Tyco with the new vision system and inspect the electrode every 4 hours	5/26- pulled stored and EFF data shipped gear to QAO for analysis 6/1- gear shipped from Rogersville to QAO 6/10- Pepe found defective link relay output using scope. Swapped PFS and normal operation. To raise RUA and overnight to Tyco for workshop next week. 6/17- Failure of the coil terminal to base weld. New failure mode, but a new camera has already been added to Line 1 which includes the ability to detect this type of failure. 8D in process.			07749 Future Ford	2284	3FAHP0CG1BR[redacted]	2/25/2011	2/18/2011	1/8/2011	1/11/2011	3L	4/11/2011	2011
FR-0468	C200B-2F C200B-62	BD2, BD4	TS	in Eval (Hella)	7/27- the broken down holder on the machine that stamps out the TS finger ring causing metal sliver to protrude down and caused the short on the TS PCB. Stronger design change of the down holder and more frequent maintaince on replacements between stamping process to fix this issue	5/26- received this gear from Jose Chacon's desk he hot processed the part, returned gear to WPAC for level1 analysis pulled stored and EFF data shipped gear to QAO. 6/2- found out gear was shipped to 26mile, John B will ship the gear to Rogersville then shipped to QAO 6/17- found channel 1 freq fault in the IPA, to ship to Hella for analysis			01305 McCafferty Ford	73	3FAHP0JG4BR[redacted]	3/23/2011	3/11/2011	1/29/2011	2/1/2011	3L	4/20/2011	2011

FR-0470	U3000-49 U2011-61 U3000-96	B7D,BAF, B95	EPP	in Eval (QAO)	6/20- Power Module shorted (Top FET2 with Vlink)	6/3- On Jose Chacon's desk pulled stored & EFF data from the gear shipped to QAO for further analysis			05137 Apple Ford	3777	3FAHP0HA2BR[redacted]	1/26/2011	1/18/2011	11/28/2010	11/29/2010	2.5L Gas	3/24/2011	2011
FR-0471	TC Lamp On	No Codes		At 26mile	7/1- found vehicle return for the same TC lamp on, but this time instead of a C1278 has a code C1280. replaced the RCM to fix the vehicle.	6/3- On Jose Chacon's desk no ford or TRW codes listed in stored data. Unknown what caused TC lamp to come on. Will store at 26mile until further notice on testing steps			00565 Towne Ford	25	3FAHP0JG5BR[redacted]	3/10/2011	2/28/2011	1/22/2011	1/26/2011	3L	3/29/2011	2011
FR-0473	C200C-2F U3000-96	BD0,BD1, BD3,B90	TS	in Eval (Hella)	8/3- Hella did not find any problems with the EOL testing will check it at the ASIC level.	6/3- pulled stored & EFF data from the gear shipped to QAO for further analysis. No damage to the TS harness. 6/20- no leaks in leak test, tri-temp tested also tested at full stop,wiggle tested with IPA & ECU cover removed, NTF. To remove IPA and do good visual test and bench test. Do not send to Hella at this time. 6/28- If this sensor available then put back into chamber for 24 hours with ignition cycling 3 minutes OFF and 17 minutes ON. Monitor for LIC's with the EPP mounted outside of the chamber. 6/29- IPA already shipped to Hella, Hella will update on 7/13 meeting.			01345 Bill Marsh Ford	758	3FAHP0HAXBR[redacted]	4/16/2011	4/7/2011	2/5/2011	2/22/2011	2.5L Gas	5/19/2011	2011
FR-0474	P07AE-09	AF1	NVH	in Eval (QAO)	7/1- passed EDF/NVH testing with NTF, did check history(see note). Tear down did not find any failed parts.	6/3- did not notice any damage to the gear, turned input shaft turned smooth stop to stop. Shipped gear to QAO for EDF/NVH testing.	Do not feel the tech perform the PPT properly, hotline should have sent vehicle out with NTF, they could not get the EPAS gear to fail but was looking at the SWA position was not responding according to tech but with no lamps or codes returning they replaced the gear.		04845 Sam Galloway Ford	1893	3FAHP0HGXBR[redacted]	3/2/2011	2/20/2011?	1/10/2011	1/12/2011	3L	5/12/2011	2011
FR-0481	P07AE-09	AF1	NVH	in process QAO	**7/18- no leaks from leak testing, performed EDF/NVH testing NTF. Pepe to send PFR so I can forward to Matt & Tom.**	**6/17- pullled friction code from gear, no visual damage to gear housing and the input shaft turns smooth stop to stop.**			00998 Crossroads Ford	5822	3FAHP0HA6BR[redacted]	3/16/2011	3/5/2011		1/24/2011	2.5L Gas	5/26/2011	2011
FR-0482	P07AE-09	AF1	NVH	in Eval QAO	**7/25- no leaks passed EDF/NVH testing, keeping at gear level to see if they want to install back on a vehicle**	**7/1- pullled friction code from gear, no visual damage to gear housing and the input shaft turns smooth stop to stop.**			05100 Blue Springs Ford	3059	3FAHP0JG5BR[redacted]	4/1/2011	3/24/2011		2/14/2011	3L	6/10/2011	2011
FR-0483	P07AE-09	AF1	NVH	in Eval QAO	**7/25- no leaks passed EDF/NVH testing, keeping at gear level to see if they want to install back on a vehicle**	**7/1- pullled friction code from gear, no visual damage to gear housing and the input shaft turns smooth stop to stop. Large boot clamps removed by dealer to inspect for a moisture and no moisture seen at rack.**			04437 Covert Ford	4485	3FAHP0HG6BR[redacted]	3/8/2011	2/25/2011		1/17/2011	3L	6/8/2010	2011
FR-0496	C200D-49	B9A	EPP	In Eval (QAO)	**10/10- double start-up confirmed at voltage regulator**	**7/22- pulled EFF & stored data, shipped to QAO 8/15- did not start testing yet 8/29- Software issue. Need to run new software to verify.**			09497 Pines Ford	2404	3FAHP0HA3BR[redacted]	12/8/2010	11/30/2010	9/8/2010	10/6/2010	2.5L Gas	6/23/2011	2011
FR-0527	P07AE-09	AF1	NVH	At WPAC	**8/29- rust on the rack inside the boot. No further action needed**	**8/9-- input shafted has slight friction turning stop to stop, no damage to gear, found hole in OBH boot looks like boot scraping on something**			01300 Geo. M. Yocum	2271	3FADP0L37BR[redacted]	3/16/2011	3/5/2011	11/6/2010	1/20/2011	2.5L Hybrid	7/23/2011	2011
FR-0528	P07AE-09	AF1	NVH	In Eval 26mile	**9/21-Harold torn down rack the rack is bent evidence of impact on the ITR and caused the screw end of the rack to carve up the bushing. Closed as field misuse.**	**8/9-- input shafted very stiff while turning, no damage to gear or boots, pulled stored & EFF data, shipped to QAO 8/31- Found Bent rack. Send short gear to 26 Mile. INA to eval also. 9/12- found loose OBH bushing particles on the worn gear and housing area. Found bent rack**			02198 Krieger Ford	10974	3FAHP0HA0BR[redacted]	2/10/2011	1/29/2011	12/10/2010	12/22/2010	2.5L Gas	7/15/2011	2011
FR-0530	U3000-49 U3000-96			At WPAC	**8/9- wrong gear sent back for this vehicle, gear build date on the returned gear was 4/15/2009. will chargeback dealer unknown where this gear came from. No other history on this vehicle but this one claim**				02486 Five Star Ford	674	3FAHP0HA9BR[redacted]	3/31/2011	4/15/2009	1/9/2009	1/29/2009	2.5L Gas	6/4/2011	2011
FR-0542	C200D-49	B9A	EPP	columbus warehouse	**9/17- TS harness connector on the EPP extremely damaged all the pins bent the TS harness conn. Broke off completely cannot be tested**				03334 Charles Gabus Ford	7700	3FAHP0HA0BR[redacted]	1/27/2011				2.5L	9/7/2011	2011

FR-0553	C200D-49	B9A	EPP	in eval QAO	**11/7- checking to see if we can still perform more invehicle testing with this vehicle.**	**10/14-pulled EFF & stored data. Shipped to QAO for further testing 10/19- in vehicle testing at 26mile was able to duplicate the B9A a couple times with a short recording, 11/2- trying to get more canape information with updated software from the UK.**		conformal coat	09357 Jersey City Ford	1526	3FAHP0HA6CR[redacted]	6/29/2011	6/19/2011	5/9/2011	5/9/2011	2.5L Gas	9/22/2011	4/10/2011		
FR-0561	U2011-49	B3A	EPP	in eval QAO	**12/14- found conformal coat in the connector causing int. resistance to motor relay**	**11/1-pulled EFF & stored data. Shipped to QAO for further testing 12/2- cannot duplicate any relay codes with all testing performed at QAO**		conformal coat	03246 Elder Ford	1024	3FAHP0GAXCR[redacted]	8/23/2011	8/20/2011	7/17/2011	7/18/2011	2.5L Gas	10/10/2011	6/22/2011		
FR-0562	U2011-49	B3A	EPP	in eval QAO	**11/18- conformal coat found at PL2**	**11/4-pulled EFF & stored data. Shipped to QAO for further testing**		conformal coat	06633 Cavalier Ford	1057	3FAHP0HA8CR[redacted]	9/11/2011	8/30/2011	7/8/2011	7/10/2011	2.5L Gas	10/18/2011	6/17/2011		
0KM 111152003C 35547	C200B-2F C200C-2F	BD0-BD3	TS	in eval QAO	**8/15- found damaged TS harness that the conduit was cut and cut the black wire in half and exposed the insulation on the red wire.**																	
0KM BR332227	C200B-62	BD4	TS	In Eval (Hella)	**8/3- latent continous continuous defect reduction program for the wafer process plus addition of the PSD mask will be implemented at OnSemi at the end of this year 12/31/2011. Also Implemented transition delay pattern at ATE at supplier 7/22/2011**	**6/2 -gear arrived at QAO late afternoon, will check status 6/3. QAO started 200% inspection on May 12th. 6/6- IPA removed from the gear and confirmed not a bent finger, channel one issue. Need more help from Don Blandino & Jim Loria on the channel one signal and next steps. Ship to Hella for further analysis? 6/7- Pepe confirmed IPA, to ship assembly to Hella for further testing. 7/13- need to get positive TS s/n to get the proper sensor test at Hella, was labeled wrong.**					3FAHP0JA0BR[redacted]	5/28/2011	5/17/2011		4/4/2011		5/31/2011	2011		
0KM BR244911 RUA#4401	U3000-49 U3000-97	B25	EPP	in Eval (UK)	**7/27- April 8th(Anting)- voltage change testing power module. Parts into MAO May 27th.**	**2/1- EPP shipped to UK for analysis 2/28- PM fitted on the ECU assembly testing just started at this time.**					**BR[redacted]**	**1/27/2011**					1/27/2011	**2011**		
0KM BR243453 RUA# 4402		B25		In Eval (UK)	**7/27- April 8th(Anting)- voltage change testing power module. Parts into MAO May 27th.**	**2/11- shipped EPP to UK for analysis, no testing done at this time.**														
0KM BR247974 RUA# 4403	U3000-49 U3000-98	B25	EPP	in Eval (UK)	**7/27- April 8th(Anting)- voltage change testing power module. Parts into MAO May 27th.**	**2/1- EPP shipped to UK for analysis 2/11- arrived in UK no testing done to this EPP assembly 3/8- QAO has incorporated in the PUMA test a car battery in parallel with the power supply for low current supply at start-up same as Marion.**					**BR[redacted]**	**1/27/2011**					1/28/2011	2011		

0KM BR218836 RUA# 4297	U3000-49 U3000-96	B25	EPP	In Eval (UK)	**7/27- April 8th(Anting)- voltage change testing power module. Parts into MAO May 27th.**	**1/5- set B25 three times then set C69, to ship to QAO for analysis** **1/17- Short circuit confirmed at PM. This time Both FETS from phase 2 were found under this condition.** **1/31- shipped to UK for further testing will use this PM return to compare against the other B25 0KM PM failure** **2/7- arrived in the UK today, will start testing.**									10/27/2010		1/5/2011	2011	
0KM BR195438 RUA# 4234	U3000-49 U3000-96	B25	EPP	In Eval (Fairchild)	**1/10- IC11 Aux ASIC failure sent to Melexis and confirmed an ASIC failure analysis ongoing.** **2/7- EOS in ASIC happened when PM failed.**	**11/23- PM damaged short circuit** **12/10- shipped ECU to UK for analysis.**													2011	
0KM BR190049 RUA# 4235	U3000-49 U2011-61 U3000-96	B25, B95	EPP	In Eval (Fairchild)	**7/27- April 8th(Anting)- voltage change testing power module. Parts into MAO May 27th.**	11/5- also has a battery voltage code event U3003-68 HSAP will send gear back to QAO for analysis. 11/11- change the Power Module and see if the replaced Module is being damaged by another condition at ECU. 11/29- PM failure ship to Anting then send to Fairchild for analysis. EOS on the PM 12/10- shipped the ECU to the UK for analysis. 1/31- compare other B25 failure with this return.											11/4/2010	2011	
0KM BR206427		BB8, B7D	EPP	In Eval (QAO)	**7/27- April 8th(Anting)- voltage change testing power module. Parts into MAO May 27th.**	**12/21- Analysis results showed another PM damaged (TOP FET2). replaced PM and ECU is giving now B32. Geoff to look over results.** **1/14- Pepe will check the PM connections to see if that is causing the B6B's & B32's after PM replacement. Geoff will check the information**													2011	
0KM BR753424 (RUA#4030)		BAA,BAB, B9B, BAC,BB8	EPP	In Eval (UK)	**2/7- exhausted all testing cannot duplicate the code, like to close off as NTF. Can submit all the testing results that has been done.**	**9/14-bully tested 5 times, ignition cycling cannot reproduce the codes, ECU cover removed and R227 inspected did notice any damage no measurements taken. Cover reinstalled and ignition cycling ongoing.** **9/20- next step** **1) Run the attached configuration while drawing some current.** **2) Measure the 2.5V ref with a scope while drawing some current.to use 2.5v ref voltage with canape with temp changes.**								8/27/2010		7/13/2010		9/13/2010	2011	
0KM BR154043		BA4,BA5, BC2	EPP	In Eval (UK)	**3/15- has confirmed that in May 2011 a new vision system will be installed as the PCA to check for proper weld. This is estimated to get into QAO in Sept.** **3/21- Geoff jacks and Kinmball Rep will visit Kemet in early June to verify vision system operation.**	**10/25- next to measure the 2.5V ref using CANape. Run the unit without ignition cycling. Report back to Geoff on the results** **11/10- Pepe to repeat the measurement while measuring these points:** **1) 2.5V ref at Monitor Micro (as on previous traces)** **2) 2.5V ref at Aux ASIC (the other side of R72)** **3) The VSW supply to the ASIC** **11/17- Pepe did perform tests and did notice some spikes in the 2.5v ref. voltage waiting for Geoff to respond.** **12/13- Pepe to perform 2.5v testing on known good**						BR[redacted]					10/15/2010		2011	

0KM BR145302 RUA# 4240	TC lamp on C1277	E30	EPP	In Eval (UK)	relay tested and tear down with no trouble found, contacts clean after analysis.	9/22- When the ignition key is turned ON, the Gear assistance delays for around 2 to 3 seconds. There is a code set in the ABS module (C1277) related to the steering wheel sensor angle. Izaguirre thinks the faulty part could be the Gear. I checked this Gear and found E30 link relay open circuit or retry. 9/24- when gear arrives resistance test then use 5amp load and check resistance again. 10/4- gear still at plant, has not been shipped at this time. 11/8- has been ign. Cycled cold NTF, next to														2011		
0KM BR102838		BAA, BAB,BAE, B9B, C69	EPP	In process (QAO)	7/29- HSAP sending gear back to QAO for U3000-96, failed in prerolls station. Confirmed R227 high resistance.					0KM HSAP		3FAHP0HA0BR[redacted]						7/29/2010			
0KM AR406647		BAA, BAB,BAE, B9B	EPP	In process (QAO)	7/12- Anting to submit 8D this week on mechanical stop out of adjustment at vacuum station that was contacting the board damaging R227.	6/15- QAO to complete level 1 & 2 testing when gear arrives from HSAP 6/18- QAO found damaged open R227 resistor , ship to Kimball. 6/21- have presentation and suspect root cause from						AR[redacted]			3/23/2010	5/20/2010		6/14/2010			
0KM AR430358		B9B,BAA, BAB	EPP	In process (QAO)	7/8- confirmed high resistance at the R227.	7/7- In process to QAO for evaluation, check R227 resistor for damage.						AR[redacted]			3/12/2010	4/26/2010		7/5/2010			
0KM BR109457	No start	No Com	EPP	In Eval (UK)	10/15- decoded EFF data found excessive 33v on the battery term. . Unknown where the high voltage source came from. 11/1- Ford investigating anything in the plant that could cause this CAN spike. 12/6- had intial abs issue at pre-rools at plant but code cleared not parts installed, will keep in pending to	9/17- The VRT reported a vehicle found in the yard because it did not start the engine. There were noticed that when the Gear was disconnected the vehicle started without problems. So, the vehicle was taken to the repair area inside the building. I met the VRT analyst Izaguirre in the repair area. Izaguirre could not to get communication with the Gear. The conclusion was the problem is with the High Speed CAN in the Gear EPP circuit. As soon as another witness Gear was connected the vehicle							7/27/2010	7/17/2010	5/17/2010			9/17/2010			
0KM BR218079		B9A	EPP	In Eval (QAO)	12/20- arrived in QAO for testing found double start-up & all criteria leads to regulator issue found out this unit has SW FB2AMFB2 and the new SW fix for the regulator is FB2AMFB3. emailed the SW group in the UK to get all the SW versions and dates so I can get dates going into QAO.	12/20- arrived in QAO for testing found double start-up & all criteria leads to regulator issue found out this unit has SW FB2AMFB2 and the new SW fix for the regulator is FB2AMFB3.						BR[redacted]			10/19/2010			12/15/2010			
0KM AR661730 RUA# 3682		B9A	EPP	In Eval (UK)	5/24- motor PCB clearance issue, low resistance to ground between 5v encoder & grd. Plane	5/3- ambient, hot ,bully test pass, next cold bully test then performance test. Then hot/cold puma testing 5/18- EPP has passed all the testing in QAO EPP shipped to UK for further testing.				0KM HSAP											
0KM BR167331		B9A	EPP	In Eval (QAO)	10/25- This is a clear double start-up. this is pre corrective action SW. regulator issue.													10/15/2010			
0KM BR142333		B7E	EPP	In Eval (QAO)	9/27- found PCB motor cleareance issue Pin 12 to pin 9 at motor PCB has varying resistance found pin 12 too close to the ground plane. Have picture.										6/15/2010	7/15/2010		9/25/2010			

0KM BR142333		B7E	EPP	In Eval (QAO)	**9/27- found PCB motor cleareance issue Pin 12 to pin 9 at motor PCB has varying resistance found pin 12 too close to the ground plane. Have picture. This is pre-containment gear buid date 9/3/2010. new PCB design change for CD3 is 9/15/2010.**									9/3/2010				9/25/2010			
0KM BR155342		BD0-BD3	EPP	In Eval (QAO)	**10/15- evidence points to double start-up, close as regulator issue. Precontainment on the SW update.**																	
0KM BR106781	U3000-49 U3000-96	BC5	EPP	In Eval (QAO)	8/27- confirmed water intrusion, water marks in the CAN and battery connectors; they were ran through the leak testing station, and both parts passed in good condition. Will check with UK for proper EPP leak testing using new 2 & 3 pin connectors to check the integrity of the connector wells.	**8/16 BC5 (repeated four times) and B69. This vehicle has not been verified for water presence yet. FR0135(BC5) confirmed 2-pin conn. Corrosion. 8/23- did not arrived at QAO yet**										5/27/2010		8/16/2010		
0KM BR600577	U3000-49 U3000-96	B40	EPP	In Eval (QAO)	8/27- confirmed water intrusion, water marks in the CAN and battery connectors; they were ran through the leak testing station, and both parts passed in good condition. Will check with UK for proper EPP leak testing using new 2 & 3 pin connectors to check the integrity of the connector wells.	**8/16- It was found with water in the 2-pin and the CAN socket (please see picture attached). The Yazaki connectors were checked by the Yazaki supplier representative. He did not find anything wrong with them. Currently the Gear and the Yazaki harness are in the quarantine crib. The VRT desicion (Fernando Ulloa) is to send both parts to Ford USA in order to continue the analysis over there about how the water got to ingress in the sockets. 8/23- did not arrive at QAO yet**										5/28/2010		8/16/2010		
0KM BR109633	U3000-49 U3000-96	B40	EPP	In Eval (QAO)	**9/2- The result of this EPP was also a water immersion through the CAN connector. Confirmed also with Hermosillo that this vehicle was also parked in the lot that had the other damaged vehicles when all the flooding appear.**	**8/23- did not arrive at QAO yet 8/5- The Gear without assistance was removed from the car and I have already shipped it to TRW QOA (FedEx track # 8699 4789 8215. The Gear will be delivered by this Monday 9th. 8/30- testing still on going with no fault found at this time, will talk with Geoff to see if the cover can be remove to inspect for moisture.**										5/26/2010		8/5/2010		
0 KM (RUA 2878)	No Com	No assist & no communic ation	Ignition Pin Contaminate	No Com	**11/12- QAO still puma testing using pogo pins and regular connectors that would catch contaminate on ECU terminals**	9/17- TRW 26-mile received gear from Chicago plant and confirmed no communication 10/2- material check of the substance on the ignition pin is super glue. Unknown how substance got there.			Plant return	0			7/19/2009							
0KM AR427443	U3000-49 U3000-96	B7E	EPP	In Eval (QAO)	**8/18- confirmed PCB motor clearance issue closed**	**7/27- just arrived at QAO testing starting today 8/3- failed the isolation(1000v) test indicating PCB motor clearance issue. Looking to xray before board to make sure no other concerns before motor PCB removal. 8/9- agreed to remove motor PCB 99% sure motor PCB terminal clearance issue.**					AR[redacted]	7/21/2010				7/21/2010		
0KM AR355344 RUA# 3559		B43	EPP	In Eval (Tyco)	**5/28- Tyco confirmed plastic contamination on contact 4 of the link relay.**	**4/6- Link relay voltage is not reaching the working value due high value of resistance between contacts when is relay is closed, when this value should be close to 0. Part is disassembled in order to confirm the relay that is the root cause for B43. Relay that is not working properly is confirmed. 5/5- week 45- 09 relay, no updates from Tyco. 5/24- xray clean pass all resistance testing, switching marks on all contacts, slight plastic contaimination**					AR[redacted]		4/6/2010				4/6/2010		

0KM AR244868 RUA#3030		B3A	EPP	In Eval (Tyco)	6/7- confirmed motor relay plastic contamination, relay build date 7/6/2009.	5/5- week 28-09 relay, black plastic particles on base and bridge of contact# 3. material analysis to check coil base or cover.			0KM HSAP										
0KM RUA#3317		B3A	EPP	In Eval (QAO)	3/13- Tyco confirmed plastic contamination on contact. Close out	2/12- Voltage at phase1 never reaches the closed contact status. Further testing Confirmes motor relay failure has been declared. relay must be send to TYCO for further analysis. 2/15- relay has been shipped to Tyco			0KM HSAP				1/29/2010	12/9/2009			2/8/2010	
0KM AR369007		BD0-BD3	TS	In Eval (QAO)	6/23- found on the QAO assembly line possible cause of bent TS finger is christmas tree installer laid on IPA rack when not in use and when TS drops down to operator could cause the bent finger. A new tray was installed to install the tool on 5/25/2010. proper work instruction printed for operator to use this tray	4/30- found one bent tooth on the torque sensor ring, small impact mark on the base of the sensor, unknown root cause at this time. 5/17- QAO working on root cause where tooth bent, checking Rogersville & Hella handling.			0KM HSAP									
0KM AR407556	C200B-2F C200C-2F	BD0,BD2, BD3	TS	In Eval (QAO)	7/8- Angel states this Gear was replaced and sent to the scrap. Unfortunately I could not find it at the scrap crib. For the future cases, if any, I will get an agreement with the Final assy repair area and the VRT in order to remove the damaged harness and to keep them for further detailed analysis	6/10- cut TS harness at EPP conn. get the harness under a microscope to understand the mechanism of the failure. talk to Angel to support the VTR team on getting the part to them for analysis 6/21- Guillermo to check lastest status with Angel.			0KM HSAP	0	AR[redacted]						6/9/2010	
0KM AR390291		B9A	EPP	In Eval (UK)	7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix	5/24- in process from QAO to UK 6/21- checking for regulator issue on this return.													
0KM AR657700 RUA# 3680		B9A	EPP	In Eval (UK)	7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix	3/26- ignition cycled at cold, ambient and hot– The testing consisted of ignition on for 5 seconds, off for 5seconds – Torque simulator attached to cause the motor to rotate • Ambient 24 hours • -20°C 12 hours • 90°C 3 hours Unit has also been subjected to the following tests:			0KM HSAP		3MEHM0JG8AR[redacted]						3/13/2009	
0KM AR354559 RUA# 3681		B9A	EPP	In Eval (UK)	7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix	4/21- ambient & hot testing done. Next step to hot puma then bully test. 5/18- EPP has passed all the testing in QAO EPP shipped to UK for further testing. 5/24- IC12 5v regulator not coming up at times similar to FR0110. testing ongoing to find root cause of fault.			0KM HSAP		3FADP0L39AR[redacted]							
0KM AR265204 RUA#3196	U2011-49	B3A	EPP	In Eval (UK)	7/7- no updates will discuss in Friday's meeting with Tyco. NTF with testing at Tyco	12/9- no faults reproduced, ECU lid removed no optical abnormalies, passed cycling overnight. Next steps vibration testing, Measurements of integrity of relevant signals (Motor Relay Drive, VSTAR etc), Motor relay contact resistance measurements and tomorrow X ray of motor relay 12/14- Int. code raised B6B on hot Puma test. x-ray clear & resistance test passed. Compare scope			0KM HSAP		3FAHP0HA8AR[redacted]	11/30/2009		9/25/2009		2.5L Gas	12/1/2009	

0KM AR375533 RUA# 3698		B3A	EPP	In Eval (Tyco)	**7/19-High-Pot Test complete on EPP no issue found. "Fault not Repeatible, set aside as such and return later if something new is found.**	**5/8- (QAO) At PUMA unit was warmed until 100°C, but fault was not repeatable. Some axial movements were done in order to find out fault. - Unit is fault cleaned and turned back on. Fault is not present. - Ignition Cycling. Fault is not raised. - Unit was cold during 24 hours. Fault is not raised. 5/24--xray clean, tri-temp ignition cycling, bully test ,**	This Saturday 8th, AXIS (the company in charge of the sales yard) reported a vehicle that had lost the Gear assistance. The VRT analyst G. Izaguirre went to AXIS to check this car. When the vehicle was turned ON the assistance was back. Izaguirre drove the car to the Final assy repair bay where I met him to review this case											5/8/2010				
0KM BGA22399	U3000-61	B91	EPP	In Eval (UK)	2/25- EPP has been tested on the PU/PD rig with ignition cycling and tri-temp testing with NTF	1/27- vehicle passed all static & dynamic tests but lost assist on the final road test. Gear could be pulled and sent to 26mile for analysis. Cannot duplicate the concern in the vehicle at this time. 1/28- Mike Fontana will go to CAP record all in vehicle data and try to duplicate the code, if not will remove gear take back to 26mile for further analysis. 2/2- performed electrical endurance, code check, spring stand test at various voltages and vehicle test we can't				1/27- vehicle passed all static & dynamic tests but lost assist on the final road	1FMHK7F8XBG[redacted]	1/26/2011				3.5L wo/APA	1/27/2011				
0KM AR401390	steering wheel sticking three times while driving at HSAP	No codes	NVH	In Eval (QAO)	**7/7- NTF with teardown, nick on ballnut not the caused from anything in the internal housing.**	**6/21- no codes in fault store, will edf test next. functional data sent out to Ford passed functional data. 6/22-Gear will be proceed to teardown and report published tomorrow. 6/25- has been torn down and everything looks normal, no unusual findings. Send pics & report to Ford.**	1. When the steering wheel became stuck, what did the driver do to unstick it? The driver did not do anything, the steering got unstuck it hen he stopped 2. Did the steering wheel become stuck in a turn or while driving straight? The steering got stuck in 3 times, 2 in a curve and 1 in a slight curve. 3. If this happened in a turn									5/14/2010		6/17/2010				
0KM-HSAP		BD0-BD3	TS	In Eval (QAO)	3/31Unit has been ignition cycled at all temps. No fault found at this time. Questioned ts harness was disconnected testing gear.	3/9- Bully Test 5 times. No fault found after test repeatibility				3FAHP0HA4AF[redacted]						2/23/2010						
QAO line failure RUA#3616		B43	EPP	In Eval (Tyco)	**5/24- Tyco confirmed offset bridge**	**4/22- BBhighX Open circuit on contacts with coil energised --- Old PUMA failure. Shipped to Tyco 5/5- week 31-09 relay, testing started will report out next week. Suspect offset bridge.**																	
QAO line failure RUA#3619		B43	EPP	In Eval (Tyco)	**6/7- Tyco has fishbone process, wire broke during machine term. tension during or after the stress relief while wrapping on the coil holder. Hella to reduce speed & movement of the winding machine.**	**4/22- E30/A30 & BBHighX ----- Open link relay coil --- Recent PUMA failure. New failure mode.I have not seen any open coil in this relays 4/27- should arrive at Tyco this Thursday 5/5- week 1- 2010 relay, testing started will report out next week. 5/12- Perform additional tests more specifically related to finding intermittent open coil.**																
DR-0001	No codes	Int. vehicle pulls left or right while driving feels like wheel wants to turn on its own	NVH	NTF	**10/26- EDF stand pass and tear down gear pictures sent out. To close out with NTF**	9/14- second time in customer feels pressure in the steering wheel and the vehicle will pull one way or another. No codes or message in the message center. Tech cannot duplicate customer concern. Vehicle returned third time. replaced EPAS gear per dealership customer still unhappy with steering on vehicle, customer bought 20 vehicles from dealer, so dealer bought customer out of this vehicle so now dealer owns vehicle drove vehicle over 100 miles with new EPAS gear cannot duplicate. dealer could not duplicate any steering concerns with original gear. tech did not attempt Interactive diagnosis on this vehicle to perform symptom tests. 9/15- submit hot process to dealer to get gear sent back	First time in customer had collision warning system unavailable & C/C in the message center and the C/C was in/op. tech cleared codes checked all module tech could not duplicate concern. Second time back customer complaint of WEB FORM DATA - CONCERN: CUSTOMER STATES THAT SOME TIMES FEELS LIKE STEERING WHEEL WANTS TO SLIGHTLY TURN ON ITS OWN. CUSTOMER FEELS		12294 Robinson Brothers L/M	547	1LNHL9FT9AG[redacted]	7/13/2009	7/2/2009	6/3/2009	6/25/2009	MKS 3.5L GDTI with park assist	9/1/2009	9HTAS008		

DR-0002	No codes known at this time	Noise from EPAS gear all the time turning the wheel	**NVH**	water contaimination	**10/26- gear tear down and water contamination in pictures sent out to Ford team. Close out due to cut bellow removing bubble wrap on pre-delivery gears.**	9/17- gear hot processed back to WPAC 9/24- gear arrived at WPAC yesterday pulled EFF & Buffer data, no codes, gear has visible cut boot damage, take gear to 26-mile, Mike Puleri wants to be present for teardown. **9/28-** preproduction gears sent in proto-type dunage wrapped in bubble wrap is the initial belief of cut boot issue on this vehicle. Clean date is July 16th for correct shipping dunage. Costa to perform proper friction evaluation. 9/28- preproduction gears sent in proto-type dunage wrapped in bubble wrap is the initial belief of cut boot issue on this vehicle. Clean date is July 16th for correct shipping dunage. Costa to perform proper friction evaluation. 9/30- bellows removed and some rust spotting noted need to get Harold to teardown entire gear and take pictures to send out.	REPAIR 09/16/2009 03:59PM MARK COUGHLIN MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: NOISE ON TURNING WHEEL DIAGNOSTICS: IDS TEST PASS PARTS REPLACED:: NONE TECH QUESTION: STEERING RACK EPAS NOISE , ALL THE TIME WERE YOU ABLE TO VERIFY THE CONCERN? YES AT WHAT SPEED DOES THIS OCCUR? ANY AT WHAT RPM DOES THIS OCCUR? BASE IDLE , ANY RECOMM 09/16/2009 03:59PM MARK COUGHLIN MSS - FCSD - TECH SVC HOTLINE THOMAS, THERE ARE CURRENTLY NO KNOWN ISSUES REGARDING THIS CONCERN. PLEASE ELABORATE ON THE TYPE OF NOISE AND THE PITCH OF THE NOISE. ALSO, PLEASE PROVIDE US WITH YOUR RESULTS FROM THE INTERACTIVE DIAGNOSTICS IN THE WSM UNDER SECTION 211-00A. THANK YOU. REPAIR 09/16/2009 04:23PM TOM FUMEROLA MSS - FCSD -		02393 Kowalski Ford	57	1FAHP2KT8AG[redacted]	7/1/2009	5/27/2009	1/5/2009	2/2/2009	Taurus 3.5L GDTI w/o park assist	9/16/2009	9IPDR024		
DR-0003	No Com	No assist & no communication	EPP	In Eval (FSL)	**10/6- Geoff has received 8D just need to clear up some minor concerns to close this out.** **10/15- FSL sent new version 8D to Geoff he will look over the 8D to confirm it is good enough to send out.** **11/1- just need clean dates into Kimball to close out 12/16 need clean dates at Anting**	9/21- gear will not be returned, tech found poor ignition feed connection at the 3-pin. Unknown what the cause is 9/24- tech could dupicate the no com after 35 miles of driving, to return vehicle to customer. Advised the tech to replace the gear per harness testing passed. When backorder gear comes in tech will call to hot process gear back to WPAC 10/1- submittted the hot process request form. 10/12- pulled EFF & Buffer fault data, has communication 10/15- no com repeatable during ignition cycling, micro not starting up properly, going to UK for additional testing. 10/23 all voltages to the hardware of the micro working properly at this time. 10/26- get with the micro experts & FSL to proceed on next step testing. 11/3- need to consult the micro expert for next step testing, currently micro expert working on FR0027(No Com). Will get to this return next week. Work to ongoing. 12/14- Put original code back in and perform ignition cycling to duplicate failure 1/7- testing ongoing, still cannot duplicate no com. 1/11- Next step to modify application now starting to fail again, using Vector boot code to send out information. 1/29- with John micro expert leaving UK will need to find other option to contiue work. Outsourcing could be other option with FR-0047. 2/12- new software guy appointed to work on testing this Monday. 2/23- when unit powers up at times get stuck in a start up loop. When it fails the frequency measured on the probe	09/18/2009 06:42PM DAVID KNAPP MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: VEHICLE HAS NO POWER ASSIST AND CHECK ASSIST WARNING LIGHT ON. DIAGNOSTICS: CHECKED OASIS, TRIED TO SELF TEST PSCM, DID A NETWORK SELF TEST. CHECKED FOR BATTERY VOLTAGE AT CONNECTOR C-1463B AND GROUND AT C1463B, BOTH TESTED OK. CHECK FOR BATTERY VOLTAGE AND C-1463A PIN 3 CIRCUIT CBP34 VT-BN, IT TO TESTED OK. THERE IS A CONNECTOR ON THE PSCM THAT IS NOT NOT SHOWN ON THE WIRING DIAGRAM, IT HAS SEVERAL SMALL WIRES IN THE CONNECTOR. I UNPLUGGED AND RESEATED CONNECTORS. PARTS REPLACED:: NONE TECH QUESTION: P/S WAS NOT ASSISTING, WHEN TRIED TO SELF TEST, NO COMMUNICATION WITH PSCM. TRIED NETWORK TEST PSCM FAILED. AFTER CHECKING FOR		11056 Landmark L/M	110	1LNHL9FTXAG[redacted]	7/13/2009	6/15/2009	12/8/2008	1/6/2009	MKS 3.5L GDTI with park assist	9/18/2009	9IRCO031	########	128
DR-0004	C200B-2F C200C-2F	BD0-BD3	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	10/30- picked gear up from WHQ garage, pulled eff/buffer fault data and dropped off at 26-mile for testing. 11/11- Jim Loria to start testing this week. 12/14- Jason check with Jim Loria latest updates on analysis 1/11- ignition cycle for 24-48 hrs to try to duplicate, may need vibration test. Need information from Jim what has	POWER STEERING FAULT WHEN START VEHICLE. IT CORRECTS ITSELF IF I RESTART THE VEHICLE ROAD TEST, TEST EPAS, CODES C200B-2F AND C200C-2F. PERFORMED PINPOIT		65099 Vehicle Service Center(VSC) World Headquarters	1123	1FAHP2KT5AG[redacted]	7/2/2009	6/9/2009	12/6/2008	1/7/2009	Taurus 3.5L GDTI w/o park assist	10/19/2009			
DR-0006	U3000-96		Non-warranty	Customer Damage non-warranty	12/15- Just found out this vehicle was in an accident in the body shop and damaged the EPAS gear that set the codes.	11/20- Submit hot process request 12/15- Just found out this vehicle was in an accident in the body shop and damaged the EPAS gear that set the codes.			03003 Bill Brown Ford		1FAHP2KT5AG[redacted]	9/28/2009				Taurus 3.5L GDTI w/o park assist	11/18/2009			
DR-0007	C1B00-2F	No Com	EPP	In Eval (26mile)	3/22- Concluded CAN system wiring issue on vehicle based on testing found numerous CAN codes & EFF data. ABS module has ABS CAN code U0131(no com with PSCM). EPP tested with no problem found and mech. gear check for belt slip and no problems found.closed claim d	12/10- Submit hot process request 1/7- No communication with Canape, pulled bus data had 5 can bus codes. Ship to 26mile. 1/25- no faults on bench was able to get into ECU with no problems also looks like tech have cleared codes. next inline for ignition cycling. Continue with the standard ignition cycling if still with not duplicate to tri-temp cycling. If all electrical testing is NTF do all mechanical testing check out on EPS gear, check belt slip check	CUST STATES CHK ADVANCE TRAC LITE COMES ON WHILE DRIVING- VERIFIED PERFORMED ABS DIAG FOUND C1278 AND U0131 AND C1B00 PERFORMED INTERACTIVE PIN PT TEST WAS LEAD TO REPLACE STEERING GEAR		11442 David McDavid's Lincoln	1688	2LMHJ5AT7AB[redacted]	10/1/2009				MKT 3.5L GDTI w/o park assist	12/7/2009			

DR-0008 RUA# 3697	No Com	BC2	EPP	In Eval (UK)	1/11- sent 8D to Ford for analysis will keep in pending until I get a response.	12/16- Submit hot process request 1/8- could not communication with ECU, shipped to 26mile 1/25- needed to unlock CCP, looks like dealer cleared codes serveral times. Ignition cycling over the weekend cannot reproduce any issues with no communication. Continue with the standard ignition cycling if still with not duplicate to tri-temp cycling. check my equipment for communication, check compare date code with 85 & 27 epoxy & resonator issues. 2/8- Simon will decode EFF data to see if torque sensor code were all set at the same time, of if we need to list as torque sensor return. 2/22- This is a BC2 code looking for diagnostic help from Geoff on next steps. 3/8- Simon sent fishbone to start testing, discussing sending gear to QAO for Sergio to test. 3/19- send gear to QAO today for analysis.	CONCERN: NO POWER STEERING AND LIGHT ON IN MESSAGE CENTER AND TRAC LIGHT ON ABS AND BRAKE LIGHT ON. TECH STATES THAT HE FOUND THAT THE PSCM, C-CM, AND HCM DO NOT COMMUNICATE -TECH FOUND AN OPEN IN THE HS-CAN CIRCUIT VDB05 BETWEEN THE DLC AND THE PSCM -SEEKING GUIDANCE ON HOW TO NARROW DOWN THE LOCATION OF THE OPEN. ADVISED TECH TO ATTEMPT TO NARROW DOWN THE LOCATION OF THE OPEN BY		12307 Deacon Jones Ford	30	2LMHJ5AT8AE[redacted]	11/18/2009	10/27/2009	8/11/2009	9/21/2009	MKT 3.5L GDTI w/o park assist	12/7/2009			
DR-0009	U3000-61 U3000-96	B99	EPP	In Eval (26mile)	3/18-waiting on Mike B to get the Magna test profile or detailed information that raised the B99 fault so Abe has a starting point.	1/4- Submit hot process request form 2/9- inadvertantly shipped to some supplier in the mid-west (somebody screwed up the shipping docs.). It is coming back to me, and will be rerouted to WPAC. 2/10- Vic has received the gear back today and will ship to WPAC 3/2- Pulled EFF/Buffer data Greg Bendzinski to pickup gear and return it to 26mile. Upstairs in lab	RPT ON CAUSE OF NO POWER STEERING TOWED IN CHK NO POWER STEERING ASSIST PERFORM POWER STEERING SYSTEM DIAG INTEGRATED WITH IDS ON LINE RECEIVED 43000:96 C8 U3000 61 48 PSCM INSTRUCTED TO REPL PWR STR GEAR ASSY RE RE PWR STR GEAR ASSY CHK		A1005 Colony Ford	845	2LMHJ5AT8AE[redacted]	8/31/2009	8/1/2009	6/25/2009	7/10/2009	MKT 3.5L GDTI w/park assist	12/31/2009			
DR-0011	C200B-61 C200C-2F U3000-96	BD3,B90	TS	In Eval (Hella)	**3/26- damaged clock spring due to improper IPA reworked, IPA was manual centered here at QAO without special tool. 8D in process** **4/19- Rob M. agreed needs poke yoke system to make sure tech is using the proper tool for tear down. PCA target date Aug/Sept. 2010**	2/3- submit hot process request 2/12- Pulled EFF/buffer data. Has codes B90 & BD3 then set C69. shipped gear to 26mile 2/19- should arrive in QAO on 2/22 2/23- confirm TS issue should arrive in QAO on 2/22 3/3- fault reproduced while turning the input had known good harness & hella test box to confirm TS was the cause. Rogersville received the TS today will test when line is converted to D3 before sending to Hella. 3/5- passed testing at Rogersville, they discussed this concern with Jim Loria and advised it is possible to pass with this type of short. Rogerville will ship to Hella 3/8-Rogersville shipped TS out to Hella. 3/15- gear arrived in Hella this morning, testing started 3/22- 8D submitted to Ford overwinded and bent FFC & Plate protection broken in clockspring. 3/24- discuss areas of potential losing center position. At Rogersville? QAO & during analysis. Need to incorporate test during analysis to check clockspring out of position.	CUSTOMER STATES POWER STEERING STOPPED WORKING TWICE IN 1 DAY NO POWER STEERING ASSIST.EPAS TEST GOT CODES U3000 96C8, C200B 61 48,C200C 2F 48,OASIS NO TSB OR SSM. CLEARED CODES U3000 CAME BACK. MODULE INTERNAL FAULT.NEEDS RACK ASSY. REPLACED RACK.PERFORMED FEA.ROAD TEST OK.KOER SELF TEST PASS.		04216 Ditschman Flemington Ford	3477	1FAHP2KT0AG[redacted]	7/7/2009	6/9/2009	12/13/2008	2/2/2009	Taurus 3.5L GDTI w/o park assist	2/1/2009	2/2/2010		
DR-0012	P07AE-09	AF1	NVH	customer misuse	3/3- teardown did find warped housing and bent rack, submitted pics to Ford to confirm curb impact.	2/5- Pulled Eff & Buffer data, gear binds when you turn input shaft to the right. Ship gear to QAO 2/8- vehicle impacted curb but Ford wants to see EDF test results and teardown at 26mile- 2/9- Jason will followup EDF testing & teardown. Inline waiting for EDF after DR0007 is tested. 2/22- failed EDF test stand right away with high torque reading, could see bowed pinion housing Jason to send out EDF data to Ford. This is a warranty return checking to see if we chargeback the dealer. Need to teardown gear for complete details of impact.	TECH/C 01/07/2010 08:45AM JON NEIL(FSE) MSS - FCSD - REG - KANSAS CTY VEHICLE HAS HIGH STEERING EFFORT, HIGH EFFORT BOTH LEFT AND RIGHT BUT HIGHER EFFORT TO RIGHT. THE VEHICLE HAS HIT A CURB, MARKS ON BOTH LEFT WHEELS. THE TIE RODS DO NOT APPEAR BENT OR DAMAGED, THE LEFT LOWER CONTROL ARM HAS NO VISIBLE DAMAGE. DEALER HAS ORDERED A STEERING RACK, VEHICLE NOT REPAIRED AT THIS TIME.ADD-ON 01/07/2010 08:51AM JON NEIL(FSE) MSS - FCSD - REG - KANSAS CTY THE ATTACHED PICTURES ARE OF THE WHEELS, THE WHEELS WERE CHECKED AND SHOW NO EXCESSIVE RUNOUT. NOTED CURB IMPACT FROM THE LF		02722 Suntrup Ford	7763	1FAHP2KT3AG[redacted]	9/10/2009	7/22/2009	5/28/2009	6/29/2009	Taurus 3.5L GDTI w/o park assist	1/4/2010			

DR-0014 RUA#3540	U2011-49	B3A	EPP	In Eval (26mile)	5/5- confirmed offset bridge, week 24 relay	2/26- submit hot process request form to dealer 3/15- pulled EFF & fault data, ship to 26mile for analysis. 3/22- need to leak test today 4/6- xray looks like offset bridge, do hot puma testing then raise RUA and sent to Tyco. 4/9- xray indicates offset bridge also failed resistance check, sending relay to Tyco today.	WEB FORM DATA - CONCERN: WHEN HIT BUMP LOSE P/STR AND POWER ASSIST OFF COMES ON THE DISPLAY DIAGNOSTICS: VISUAL INSP. OF EPAS ASSY AND WIRING WIGGLE HARNESS , NO ISSUES FOUND PULL CODES ,U2011,P1602 TRIED TO DO INTERACTIVE DIAG BUT CANT GET PAST OASIS PAGE SCOTT REPORTS A U2011:49. CODE RESET IN GARAGE NEXT MORNING VEHICLE WAS IN GARAGE ALL NIGHT AT 65 DEG AMBIENT. SCOTT REPLACE THE EPAS AND		03142 Lakewood Fordland	470	2LMHJ5AT6AB[redacted]	10/15/2009	8/5/2009	6/15/2009	7/10/2009	MKT 3.7L with park assist	2/22/2010			
DR-0015		BD3,B90	TS	In Eval (Hella)	**4/6- confirmed overwound clockspring same as DR0011. have updated 8D using separate centering tool for D-car gears**	3/1- submit hot process request, to pickup gear at garage 3/5. 3/5- picked up gear and dropped off at 26mile pulled fault & EFF data. 3/15- able to duplicate code turning gear to the end of travel, testing does indicate torque sensor need to hook up test harness & hella test box to confirm. 3/16- Jim has confirmed there is an intermittent problem with the Torque Sensor on channel 2 while turning input shaft to end stop. Shipping to Rogersville tomorrow. 3/19- gear is at Rogersville, need to bench test then put on line when line changes next week. 3/23- QCCAR #374081 issued for TS shipping out to Hella. 3/29- arrived in Hella Friday should have results by TS meeting this Wednesday 3/31- we believe this is the same case as DR0011 damaged clock spring due to improper IPA reworked, IPA was manual centered at QAO without special tool. 8D in process. Hella has pictures	MY VEHICHLE HAS LOST ITS POWER STEERING. I AM SCHEDULING THIS APPT BUT WOULD LIKE TO BRING IT IN ON THE 23RD AS I CAN HARDLY STEER IT. REPLACE STEERING RACKALIGHN FRONT END		65099 Vehicle Service Center(VSC) World Headquarters	11482	1FAHP2KT9AG[redacted]	7/7/2009	6/9/2009	12/6/2008	1/4/2009	Taurus 3.5L GDTI w/o park assist	2/26/2010			
DR-0016	P07AE-09	GRINDING NOISE FROM RACK	NVH	At Oakville	4/30- tech states he found boot had a slice like a razor blade causing the water intrusion similar to other early build gears that were shipped to plant in bubble wrap.	3/10- talked to tech found orange water in the drivers side ITR boot, did not notice any damage to boot will inspect boot better after gear is replaced. 3/18- talked to PM to hot process the part back, Vic Matckar will not return until mar.22 to request gear back from dealer. 4/21- still trying to get gear sent back from Oakville, confirmed bellows sliced, see tech comments on 3/19.	WEB FORM DATA - CONCERN: NO POWER ASIST STEERING AT ALL MESSAGE CENTER DISPLAYS SERVICE POWER STEERING NOW STEERING RACK SOUNDS LIKE ITS CRUSHING ROCKS WHEN TURNED SIDE TO SIDE ENGINE		B8013 GALLINGER MOTORS LIMITED	4128	1LNHL9FT4AG[redacted]	6/23/2009				MKS 3.5L GDTI with park assist	3/9/2010			
DR-0017	C1B00-2F U0428-00	AD9		In Eval (26mile)	4/12- Mike Bahena states "this is an Active Park Assist vehicle meaning the relative SWA comes from the SASM in the steering column and not the steering gear. This explains why the A29 is raised and not the A19 (Invalid RSP). A29 is based on the offset signal from ABS inaddition to rsp, whereas A19 is only based on RSP. It also means that the dealer improperly diagnosed the problem and incorrectly replaced the steering gear. I fully expect this problem to come back if the SASM was not replaced. The AD9 code indicates that the gear detected Invalid	3/22-submit hot process request gear back to WPAC 3/29- pulled eff fault data shipped gear to 26mile, vehicle has a separate SWA sensor with auto park. Unknown if tech found wiring issue after installing new gear. This would be good for on vehicle test. (check customer verbatims).	WHEN TURNING LEFT IT SPUTTERS AND THE TRACTION CONTROL COMES ON ,CUSTOMER BARELY PRESSED ON GAS AND IT DID THAT ANYWAY. IDS TEST INTERACTIVE PP TEST WITH IDS. REPLACE ELECTRONIC STEERING GEAR. CHECK ALIGNMENT AND RESET. Called the tech working on the vehicle and he states when turning left the Trac control assist would kick on the TC lamp would		01511 Currie Motors	1330	2FMHK6CT6AB[redacted]	1/6/2010	12/10/2009	8/19/2009	9/12/2009	Flex 3.5L GDTI with park assist	3/11/2010			
DR-0018	U3000-49 U3000-96	BBB	EPP	In Eval (UK)	2/7- Kimball needs to get with KOA find cause of R96 resistor internal failure. 7/5- Anting & KOA snet back final 8D could not confirm root cause of the R96 resistor but has made several changes to their process using Antings Audits. More auto matic processes at KOA. supply plate replaced every 2 weeks instead of every 3 months(Feb.2011). optical inspections at KOA EOL(Nov/10-6/11). Also 2A & 2B B-breaking modify(new design 3/2012). If more issues seen in the field full investigation	3/17- submit hot process request, dealer borrowed a gear from a vehicle on a lot to get the customer into the vehicle. Called dealer to make sure two repairs were not sent out under 3504. found out there are two repair orders in CQIS for this repair both have 3504 causal repairs and two labor ops. one should be charged back to the dealer. 4/9- shipped gear to QAO 4/21- in QAO leak check ok, has not tested in lab. 5/4- no leaks will start testing next week 5/24- in fridge ready for testing 6/7- passed ambient bully & performance testing cold bully testing nex	CAR HAS NO POWER STEERING POWER STEERING FAILURE NOTED 3504 ROAD TEST VERIFIED CK STEERING FAILURE ON DASH NO STEERING ASSIST. IDS TEST SYSTEM CODE U3000 49 48 INTERNAL ELECTRICAL FAILURE PERFORMED PINPOINT TEST CK HOTS AND GROUNDS OK PERFORMED IDS PTS PINPOINT TESTING B 1 CK		10011 Varsity L/M	524	2LMHJ5AT2AB[redacted]	10/23/2009	8/28/2009	8/19/2009	7/16/2009	MKT 3.5L GDTI with park assist	3/11/2010			

DR-0019 RUA#3679	U2011-49	B3A	EPP	In process (Tyco)	6/7- confirmed offset bridge- week 24 precontainment. Will get bigger xray pic.	hot process gear back to WPAC after replacement 4/26- pulled EFF buffer data, shipped gear to 26mile for testing. 5/5- xray indicates offset bridge, check resistances, need to raise RUA then ship to Tyco. 5/12- sent out to Tyco for analysis.	STEERING WARNING LIGHT CAME ON, POWERSTEERING INOP. GOT HOME SHUT OFF RESTARTED AND LIGHTS OUT PW STEERING WORKS N.P.F. TEST DROVE WITH CUSTOMERS PERMISSION 105 MILE, TESTED, HAD CODE U2011 49 STORED, PERFORMED PINPOINT TEST PAS SED, CALLED FORD TECH LINE, PERFORMED TEST REQUESTED PASSED, COULD NOT DUPLICATE CONCERN AT THIS TIME. **OWNRELATIONS** I CALLED MR. CHARLIE WELLS TO TRY AND EASE HIS CONCERNS HE HAD ABOUT THE VEHICLE. HE SAID THE POWER STEERING WENT OUT ON HIS WIFE WHEN SHE WAS DRIVING BACK FROM A TRIP TO FLORIDA. HE SAID THE CODES SHOWED THAT THE POWER STEERING WENT OUT AND THAT THEY CANNOT FIND ANYTHING WRONG WITH IT. HE SAID THAT HE WILL NOT TAKE THE VEHICLE BACK. HE THINKS IT IS A SAFETY CONCERN. HE	06598 Blue Ridge North Georgia Ford	1250	1FAHP2KT4AG[redacted]	10/15/2009				Taurus 3.5L GDTI w/o park assist	3/22/2010			
DR-0020	P07AE-09	AF1	NVH	In Eval (26mile)	7/12- sent Ford the teardown report wo/pics file was too big. Mike B looked over report and advised to close.	hot process gear back to WPAC after replacement 5/3- pulled EFF data, shipped gear to 26mile for testing 5/7- leak test today, then EDF test stand testing 5/17- Leak test passed, EDF failed terribly. Ron said the rack bar is extremely bent in the BNA area. Could not run power ON tests. Could not run power OFF free pinion torque because it was too high. Power OFF mechanical friction was ~3kN. Gear is upstairs now awaiting teardown. Will be a couple days due to current gears in cue already. ITR's looked perfect though, no signs of over travel or bending. 6/4- confirmed bent rack, Jason to sent out Harold's teardown report.	CUSTOMER STATES NO POWER STEERING CONFIRMED CUST CONCERN. PERFORMED DIAG CODE U 0415. PERFORMED INTERACTIVE DIAG WITH IDS. FO UND DEFECTIVE POWER STEERING RACK. NECC TO RE MOVE AND REPLACE POWER STEERING RACK AND RESE T FRONT TOE.	04222 Madison County Ford	3561	1FAHP2KT5AG[redacted]	10/7/2009	9/13/2009	7/2/2009	8/7/2009	Taurus 3.5L GDTI w/o park assist	4/6/2010			
DR-0021	C200D-2F C200C-2F	BD0-BD3	TS	In Process (26mile)	4/19- Found damaged TS harness, cut wires. Have pics. Sent to Ford eng. with vehicle information.			10399 Hempstead Ford	20	2LMHJ5ATXAB[redacted]	7/28/2009	7/19/2009			MKT 3.5L GDTI w/o park assist	4/5/2010			
DR-0022	C200D-49	B9A	EPP	In Eval (UK)	1/11- Anting started to use the alignment fixture 12/10/2010 adds 43 seconds to the station. The EPP's should arrive into QAO approx 1/28/2011.	4/16- sent out hot process request 5/3- pulled EFF & Buffer data, shipped gear to 26mile for testing, 26mile will start the testing hot/cold ign. Cycling 5/7- leak test today, then will start tri-temp testing 5/11- Leak test passed. Was brought upstairs Friday I believe. Need to confirm w M. Taylor 5/17- undergone testing that indicates a ribbon cable failure- sending to UK for further testing. 6/28- motor ribbon cable insertion process, bent terminals in connector, new design insertion tool in testing phase at this time. 8/16- target date still set for the beginning of December 2010 for all plants to be online with alignment tool.	COLLISIN WARNING NOT AVAILABLE POWER ASSIST NOT AVAILABLE ROAD TEST TO ATTEMPT TO VERIFY CONCERN CONCERN IS INTERMITTANT HOTLINE ID 103695363 TEST POWER STEERING CONTROL MODULE C200D COMPLETED ROAD TEST AND PARKING LOT MANUVERS PER INTERACTIVE DIAG TO DUPLICATE CONCERN SPOKE WITH HOTLINE THEY STATE RACK AND PINION HAS UPDATED PART REPLACED RACK AND PINION CHECK FRONT END ALIGNMENT ADJUSTED FRONT TOE ROAD TEST OK AT THIS TIME	05618 Bob Swope Ford	958	1FAHP2KT4AG[redacted]	2/12/2010	11/16/2009	1/12/2009	11/16/2009	Taurus 3.5L GDTI w/o park assist	4/8/2010			

DR-0023	clicking noise turning wheel	N/A	NVH	In Eval (QAO)	10/12- new power supply supplied by Mapro, now EDF machine back up & running. 11/29- passed entire EDF test with NTF, check to close claim. 2/8- Ford finding that the hub bearing replacement or torque the hub bearing bolt can fix the clicking noise, TSB is in process and should be complete soon.	5/24- did not notice any damage to the gear or boots. Turning input shaft is smooth with no noise that I noticed. 6/7- make sure after leak check to put on NVH test, QAO can use Audit rig for testing then put on the EDF tester 7/26- arrived at Rogersville in process to QAO 8/16- leak tested checking QAO for latest update. 10/6- has EDF test been completed? 10/11- power supply for the EDF machine damaged, supplier from Netherland found issue with internal component, specialty component not sure of repair at this time. QAO sent back-up PS to Marion, Marion sent their's in for repair. Pepe will check with Sergio to see the status of the one sent to Netherland for repair.	CLICKING NOISE WHEN TURNING THE STEERING WHEEL AT IDLE VERIFIED CONCERN PERFORMED STEERING RACK DIAG PINPOINT DIAG ROADTEST DIAG REPLACED STEERNG RACK PERFORMED ALIGNMENT, RETST, WITHIN NORMAL CHARACT. CQIS REPORT 04/28/2010 10:32AM DAVID KNAPP MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: WHEN TURNING STEERING FROM SIDE TO SIDE THERE IS A CLICKING/POP NOISE COMING FROM BACKING PLATES, NOISE IS VERY OBVIOUS HAPPENS ON BOTH SIDES ON A FULL TURN NOT QUIT TO FULL TRAVEL DIAGNOSTICS: CHECKED SUSPENSION/STEERING COMPONANTS CAN HEAR NOISE COMING FROM THE BACKING PLATES, WHEN APPLYING PRESSURE BY HAND NOISE WILL CHANGE. PARTS REPLACED:: NONE TECH QUESTION: ARE THERE		09641 Moore Motors	7000	1FAHP2KT1AG[redacted]	8/28/2009	7/31/2009	1/5/2009	6/18/2009	Taurus 3.5L GDTI w/o park assist	4/27/2010			
DR-0024	Clunk snapping noise while turning wheel		NVH	In Eval (26mile)	8/16- passed all NVH & EDF testing. NTF 2/8- Ford finding that the hub bearing replacement or torque the hub bearing bolt can fix the clicking noise, TSB is in process and should be complete soon.	6/21- no codes pulling EFF or fault data, good chance tech mis-diagnosed vehicle returned 3k later with frt. Wheel bearing noise while turning & replaced RF bearing to fix. Can perform NVH & EDF test. Can chargeback steering gear if all tests pass. 7/12- Mike F to follow-up on lab doing NVH test & EDF testing. 7/27- Jason wrote the ETR and brought it to the lab this afternoon.	OWNREL CUSTOMER SAID: 1)TRANSMISSION-HAS HAD MULTIPLE ISSUES FOR THE WHOLE TIME HES HAD IT-BROUGHT IN FOR SERVICE AT 5K AND WAS MAKING A NOISE IN THE TRANSMISSION-FOUND THE LINES HAD AN ISSUE(NOT SURE WHAT IT IS EXACTLY)-REPLACED THE RACK AND PINION2) STEERING COLUMN-FAULTY-REPLACED STEERING COLUMN 3)WHEEL BEARINGS-NOISE COMING FROM THE FRONT END-WORSE NOISE WHEN TURNING-WILL GO IN FOR SERVICE WHEN THE PART COMES IN. TECH REPLACED RF FRT WHEEL BEARING 3K LATER FOR A NOISE WHILE TURNING. NOT SURE IF TECH MAKE A MISTAKE REPLACING THE STEERING GEAR AT 5K		02733 NORTH COUNTRY FORD	5093	1LNHL9FT7AG[redacted]	10/9/2009								
DR-0026	noise turning steering wheel	metal to metal noise coming from gear	NVH	At WPAC	8/3- 2011vehicle. gear at WPAC took pictures and sent to Ford, hole in boot unknown how hole got in boot. Ask Ford if they want the gear for inspection.	6/21- checking inventory for new 2011 D3 gears, so I can hot process gear back. 2011 MKT w/APA. 6/22- still checking to see if QAO can send new 2011 D3 gear out to dealer. 7/12- talked to tech found out OBH boot had hole in it a water came out causing the scraping metal noise. Also dealer installed wrong M/Y steering gear on vehicle installed aa5z-3504-je and should be aa5z-3504-ke or ne. advised Ron SM of this issue to change gear when parts are available. gear hot processed back to WPAC	WEB FORM DATA - CONCERN: DURING THE NEW VEHICLE INSPECTION FOR NOISE COMING FOR THE POWER STEERING RACK. DIAGNOSTICS: VERIFIED NOISE FROM RACK. PARTS REPLACED:: NONE TECH QUESTION: THE NOISE SOUNDS LIKE THE STEERING RACK IS DRY AND HAS A METAL TO METAL SOUND COMING FROM IT. THE VEHICLE IS EQUIPPED WITH EPAS. NEED FURTHER		04235 Vision Ford	31	2LMHJ5AT8BB[redacted]	5/14/2010	4/30/2010			MKT 3.5L GDTI with park assist	7/8/2010	2011		

DR-0027 RUA# 3940	No Com	No Com	EPP	In Eval (UK)	10/15- OnSemi came back and states the diode was overcurrent, suggesting this is a one off failure. 11/1- sent questions back to the manufacture about this diode failure waiting on response UK. 1/10- Kimball looking for continous improvement plan for this defectivity on the diode, will work with OnSemi. 6/25- It is most probable that this die has had a latent defect which was produced during the manufacturing or testing process. No other failures seen for this type of failure in belt drive units. No repeat failures have occurred since this failure.	6/22- dealer to call back with hot process information to return gear. 7/28- Pulled EFF data, technician could not communicate using his IDS. I could not communicate using my CANape at WPAC. 8/20- Pepe found defective voltage regulator, need to confirm regulator issue after Geoff checks the data. 8/30- Geoff to look over the final data from QAO to decide if the regulator should be sent direct to Infineon or to the UK for additional testing. 9/1- QAO to send Geoff ECU assembly so they can remove the regulator. 9/6- ECU sent to Geoff tracking # 9373 7350 8684 by Fedex 9/8- arrived in the UK today 9/17- not regulator issue found diode on circuit that is	CUST STATES POWER STEERING HARD TURN NO COMMUNICATION WITH PSCM,PINPOINT TEST D TO D4,LOAD TEST ALL POWER AND GROUNDS,REPL PSCM RACK AND STEERING ASSEMBLEY,RESET TOE, REPROGRAM PSCM,RD TEST PASSED		06582 Don Bohn Ford	2928	1FAHP2KT5AG[redacted]	3/9/2010	2/10/2010	9/22/2009	12/11/2009	Taurus 3.5L GDTI w/o park assist	6/14/2010			
DR-0030	pop squeal noise turning	No codes	NVH	In Eval (Gates)	9/15- TRW 8D sent to Ford, Tim snider had question about laser system to insure edge trim forward email to Randy Hazell. 9/23- Gates confirmed that the 8D did not have a suggestion for using a laser to insure edge trim integrity. In the PowerPoint slides they did discuss the position sensor and additional	7/9-Pulled EFF data, no codes, could feel slight bind in gear, ship gear to 26mile for analysis. 7/26- arrived at Rogersville in process to QAO 8/20- found belt damage inside have pictures, unknown cause. See what Ford wants to do with the gear. 8/23- Ship gear assembly back to 26mile to try an understand cause of damaged belt.. Sent PFR to Ford 8/23- Ship gear assembly back to 26mile to try an understand cause of damaged belt...Sent PFR to Ford			12507 White Bear L/M	12310	2LMHJ5AT2AB[redacted]	7/12/2009		6/3/2009	6/25/2009	MKT 3.5L GDTI with park assist	6/8/2010			
DR-0031 RUA#3933	U3000-49 U3000-96	B25	EPP	In Eval (Fairchild)	9/27- discussions with Ford on this EOS on the power module issue we agreed to fully decode the EFF data to get all the details when the FET failed. 10/15- details not that helpful, 200 seconds into the journey at 50 kilometers	7/28- pulled EFF data, also has BAD code that set once with B25 8/19- The data shows that Phase 3 top and bottom FETs are short circuit. Power module is having short circuit between V0 and V link terminals. PM will need to be returned to Fairchild in Suzhou, China. 8/26- Mosfet power pack shipped to Fairchild in China. Tracking number is: 9373 7350 7806 9/1- still need 8D update from Fairchild TRW to visit facility and check on this issue. 9/16- power module root caused as EOS by Fairchild. I have 8D available.			11247 White Plains L/M	11994	2LMHJ5AT4AB[redacted]	7/28/2009	7/19/2009	6/15/2009	7/3/2009	MKT 3.5L GDTI with park assist	7/6/2010			
DR-0032	clicking noise turning wheel	No codes	NVH	shipped to warehouse	10/7- shipped to Columbus Warehouse from WPAC	7/28- checked data found out after the steering gear was replace vehicle had the same noise, cannot chargeback hotline advised to replace the gear. Found RF shock and knuckle assembly fixed the noise. Case closed	07/01/2010 04:04PM WILLIAM LEIBENGOOD MSS - FCSD - TECH SVC HOTLINE 2 TIMES TO DEALER. 5 DAYS OUT OF SERVICE. NOTE TO FSE: I AM REQUESTING TECHNICAL ASSISTANCE ON THIS VEHICLE DUE TO UNABLE TO ISOLATE CONCERN. CUSTOMER SEEKING RESOLUTION TO NOISE CONCERN SOON. THERE IS TINNY POP NOISE FROM FRONT END WHEN TURNING STEERING WHEEL IN EITHER DIRECTION. OUTER TIE RODS AND STEERING GEAR HAVE BEEN REPLACED. CONDITION PRESENT TO SAME DEGREE. HOTLINE IS SUSPECTING POSSIBLE SUB-FRAME MOUNT OR POSSIBLE CHARACTERISTIC CONDITION. CUSTOMER WILL RETURN VEHICLE ON THAT DATE FOR FSE INSPECTION.ADD-ON 07/13/2010 04:57PM MARTY EVELAND(FSE) MSS - FCSD - REG - DENVER FSE ON SITE VISIT 7/13. FSE DUPLICATED A SNAPPING / POP / TICK NOISE WHEN TURNING BOTH		03170 Go Courtesy Ford	3652	1FAHP2KTXAG[redacted]	10/16/2009	9/25/2009			Taurus 3.5L GDTI w/o park assist	6/15/2010			

DR-0034	TC lamp on	No codes		shipped to warehouse	10/7- shipped to Columbus Warehouse from WPAC	8/6- pulled EFF data, no codes in the EPAS gear. This was dealer mis-diagnosis read the dealer comments.	TRACTION CONTROLL LIGHT ON IN LIMP MOAD DIAG CONCERN PERFORM END PERFORM ELECT. DIAG RETREIVE CODES U2025 P0709 P1280 U0131 U0401 CALLED HOT LINE REPLACE MODULE THAT ONLY COMES WITH RACK AND PINION REPACE RACK AND ALIGNFRONT END ROAD TEST GOOD. TECH ALSO REPLACE LF WHEEL BEARING NOISE ON THE SAME REPAIR ORDER I BELIEVE THIS CAUSED THE TC LAMP ON & TO ACTIVATE TC AND SLOW THE VEHICLE DOWN. VEHICLE RETURNED 100 MILES LATER VEHICLE CAME BACK WITH SIMILAR COMPLAINT WENT FROM 60MPH DOWN TO 10 MPH, DEALER COULD NOT DUPLICATE THE CONCERN SO NTF AT THIS TIME.			04166 McMahon Ford	5873	2FMHK6DT7AB[redacted]	11/5/2009	10/3/2009			Flex 3.5L GDTI w/o park assist	7/1/2010			
DR-0035	C200C-2F	BD3	TS	In Eval (QAO)	12/1- QAO rechecked the EPP at 120 deg C with no failures. NTF at this time. 12/8- all the testing in the fishbone has been complete with NTF. QAO,26mile & Hella has exhausted all testing and could not find any cause or sign of a potential root cause. will put in pending until we check of any other potential tests that can be run.	8/23- pulled EFF & fault store data and shipped to QAO for analysis 8/27- gear shipped on Rogersville Friday truck to QAO. 9/1- gear passeed leak testing also could not duplicate any codes with ambient ign. Cycling will continue with cold testing. 9/8- still cannot duplicate any codes, bully & performance tested. Finished cold ign. Cycling. 9/22- QAO exhausted testing at gear level, TS team in 26mile looking over testing data to decide if QAO can perform any more testing or gear should be shipped to 26mile for tri-temp testing. Unknown when shipment will arrive for tri-temp oven to QAO and when will it be set-up completely for testing. 9/24- FED EX torque sensor & harness to 26mile for testing today. 9/27- TS & harness arrived at 26mile today. 9/29- 26mile ran TS with power all night NTF now put in tri-temp chamber for temp cycling to see if any codes set. 10/4- tri-temp ign. Cycled for 2-day with no problem found. Joel to x-ray harness. Jim to check TS for further testing. 10/27- shipped TS to Rogersville to remove the shaft then ship to Hella for testing. 11/1- Joel states the xray was clean of the TS harness. TS sent to Rogersville and they sent TS to Hella on 10/30. 11/2- Hella will start testing on TS tomorrow morning and will update in the Ford meeting tomorrow. 11/17- Hella sent final 8D NTF, Jim Loria to check EPP level for possible causes. Don & Jim to complete BD3 fishbone and rule out any other possible causes with the			09422 Spradley/Barr Ford	639	2LMHJ5AT5AB[redacted]	4/14/2010	2/18/2010	12/8/2008	1/15/2009	MKT 3.5L GDTI w/ park assist	7/17/2010			
DR-0036	U2011-49	B3A	EPP	In Eval (26mile)	9/15- sent earlier 8D to Ford on similar issue back in May. Check to see if we can close out.	8/20- pulled EFF & fault store data and shipped to 26mile for analysis. 9/9- confirmed offset bridge with xray, to tear out relay to get date code. 9/13 why was this shipped to Ford with post containment if this was an offset bridge.			03250 Ford of Montebello	180	1FAHP2KT5AG[redacted]	4/15/2010	3/26/2010	7/1/2008	4/13/2009	Taurus 3.5L GDTI w/o park assist	7/6/2010			
DR-0037	snap noise while turning	No codes	NVH	In Eval (PDC)	10/20- EDF & NVH all passed on the gear, found out that the steering gear did not fix the clicking noise in the field, vehicle returned and the dealer replaced the struts & upper strut bearings to fix this noise, claim closed.	8/20- no codes, snapping noise while turning under heavy load. Did not notice any noise while turning input shaft. Ford to put On-vehicle for noise test. 9/2- delivered gear to Tim Snider at PDC 10/6- This gear is still in queue to be EDF tested. need to write an ETR for it and we should have it tested by the end of the week if not sooner. Nick Borgerding will send results as soon as possible.			03050 Fairlane Ford	10087	1FAHP2KTXAG[redacted]	7/15/2009	6/18/2009		1/13/2009	Taurus 3.5L GDTI w/o park assist				
DR-0040 RUA#4150	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	11/29- similar test readings to a raised rivet but the rivet is not raised. crosssection contact 5 shows openings between the leadframe and rivet, close as raised rivet.	10/5- pulled EFF & stored data, TS harness melted by tech using torch to remove gear hold down bolt near the IPA. 10/8- gear passed leak test taken upstairs for xray 10/22- xray clear, tri-temp testing over the week-end, John to check results. 11/1- John B to pull relay raise RUA & ship to Tyco for relay workshop. 11/2- sent to Tyco for Nov.22-24 relay workshop			03276 Jim Robinson Ford	32320	1FAHP2KT5AG[redacted]	7/15/2009	6/18/2009	11/24/2008	12/9/2008	Taurus 3.5L GDTI w/o park assist	9/1/2010			

DR-0042	clicking noise turning wheel	No codes	NVH	In Eval (QAO)	10/18- passed leak test, sent to lab for EDF/NVH testing. 2/1- confirmed to close due to other hub & strut issues causing this noise	10/5- did not notice any noise from gear and no codes in fault store. Ship to QAO for analysis	09/16/2010 08:01AM BETH MIYA MSS - FCSD - TECH SVC HOTLINE TECHNICIAN REPLY: STEERING RACK NOT ROOT CAUSE. REPLACED STEERING RACK. NOISE STILL PRESENT		00042 The Frederick Motor Co	8437	1FAHP2KT2AG[redacted]	3/31/2010	3/9/2010	12/8/2008	1/16/2009	Taurus 3.5L GDTI w/o park assist	8/31/2010			
DR-0043	Int. TC lamp on while turning	No codes		At WPAC	11/15- pulled history on vehicle, tech replaced the PSCM TC lamp still came on during left turns, tech replaced the IC to fix vehicle. NTF with PSCM		C S THAT THE TRAC LIGHT COMES ON AND OFF ADVISE SEEMED TO WORK FOR ABOUT A MONTH BUT NOW HAS SAME SYMPTOMS AT BEFORE. COMES ON INTERMITTENTLY DURING HIGHWAY DRIVING ROAD TEST. TRAC LIGHT COMES ON WHEN MAKE LEFT TURN AND GOES OUT ON NEXT TURN. RETRIEVE DTCS ALL PASS. PERFORM P P TEST G FOUND DISABLE SWITCH BAD. REPLACE SWITCH & RETEST. NOT FIXED. CONTACT HOTLINE. CONTINUE WITH P P G. ALL WIRING OK. RECONTACT HOTLINE. MONITOR SENSOR CLUSTER PIDS ALL OK. REPLACE EPAS MODULE PER HOTLINE. ALIGN ALL 4 WHEELS & RETEST. NOT FIXED. CALL HOTLINE. REMOVE PIN 18 CIRCUIT. THIS IS A HOTLINE MISDIAGNOSIS, THERE WERE NO CODES IN THE SYSTEM & THE HOTLINE REP. WHEN AWAY FROM THE SHOP MANUAL AND HAD THE TECH		01385 Sioux Falls Ford	13880	2FMHK6DT9AB[redacted]	2/4/2010	1/19/2010	9/22/2009	11/24/2009	Flex 3.5L GDTI w/ park assist	10/8/2010			
DR-0044 RUA# 4329	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	12/8- in process to UK from 26mile 2/14- confirmed PCB motor clearance issue	11/5- pulled EFF & stored data, no visual damage shipped to QAO for analysis 11/5- pulled EFF & stored data, no visual damage shipped to QAO for analysis 11/11- non powered measurements such as across the phases and possibly the motor PCB. This way, if we can confirm the is a relay problem with the population, we will not destroy or change any evidence by operating the contacts.			65099 WHQ VSC Center	331	1LNHL9FT2BG[redacted]	9/10/2010	7/24/2010	1/19/2010	3/30/2010	MKS 3.5L GDTI with park assist	10/26/2010	2011		
DR-0046	C200C-2F U3000-96	BD3	TS	In Eval (QAO)	1/21- found this return was a reworked part and has an overwound clockspring- pre containment with the rework instructions	12/7- pulled EFF & stored data, shipped to QAO for analysis, no damage to TS harness.			02724 All American Ford	401	2FMHK6DT3BB[redacted]	8/19/2010	8/2/2010	1/25/2010	6/24/2010	Flex 3.5L GDTI w/o park assist	11/13/2010	2011		
DR-0047	C200C-2F U3000-96	BD1,BD3	TS	In Eval (QAO)	8/10- OnSemi probing OTP cell damaged ASIC. Did confirm issue for loss of signal at all temps the locating is same as jitters. No hot spots or failure using liquid crystals OnSemi to send out 8D to get the potential root cause. 8/12- Unfortunately during lasering / probing on the OTP READ signal the devices got unintentionally damaged beyond repair and no further testing can be performed. most probably conclude that the malfunction must have been caused by a defect in the OTP READ signal path.(directly connected to the digital part of the asic). At ONsemi: As the investigation was stopped (device damaged) can only refer to the Continuous improvement plan for corrective actions.	5/13- pulled stored and EFF data, no damage to gear or TS harness, shipped to QAO for further analysis 6/8-Confirmed losing channel 2 in the TS of the IPA. Ship IPA to Hella for further analysis. 7/13- TS s/n# A0023440-1097423610/3			01228 Carman Ford	113	2LMHJ5AT0BB[redacted]	1/26/2011	1/4/2011	2/3/2010	9/17/2010	MKT 3.5L GDTI w/o park assist	4/4/2011	2011		
0KM-Chicago	U3000-49	BAA,BAB, B9B	EPP	In process (QAO)	8/16- confirmed high resistance on the R227 resistor.	8/10- possible R227 issue at the chicago assemby plant. Contain EPP's at QAO between 4/26-5/10									5/5/2010		8/10/2010			
0KM-Chicago		BAA, BAB, BAE, B3A	EPP	In Eval ((QAO)	7/14- confirmed R227 high resistance &	6/4- able to reproduce the code at 60-70degC 6/7- using PCB test software will not fail, Geoff to check PFR and decide next steps 6/10- issue with VSW supply, R227 measures open circuit. C17 observed to be missing									1/12/2010	2/9/2010		5/1/2010			

0KM-Oakville ABJ28087		B7E	EPP	In Eval (QAO)	5/24- confirmed short on the motor PCB clearance, will be added to the Nidec 8D	waiting on next steps					2LMHJ5ATXAE[redacted]	3/10/2010				MKT 3.5L GDTI w/o park assist					
0KM-Oakville ABB14285		BD2	TS	In Eval (QAO)	4/1- IPA clockspring damage to ribbon cable, moving gear full CW will raise code BD2. TS has been recirculated at QAO	3/31- in process of evaluation					2FMHK6DT7AB[redacted]	2/19/2010	2/4/2010			Flex 3.5L GDTI w/o park assist				
0KM-Chicago AG160762 RUA#3558		B3A	EPP	In Eval (Tyco)	5/12- Tyco confirmed raised Rivet	4/13- - As observed Phase 1 and phase 2 do not reach the Vlink level after power up, swapping exercise - The problem does not travel with the ECU problem travels with Motor Relay.	Unit reported as Steering gear with lack of assist. Checking DTC's it was found U3000 96 code related to an				AG[redacted]		3/9/2010	12/13/2008	1/19/2009		3/26/2010			
0KM-Oakville ABJ28087		B7E	EPP	In Eval (QAO)	5/24- confirmed short on the motor PCB clearance, will be added to the Nidec 8D	waiting on next steps					2LMHJ5ATXAE[redacted]	3/10/2010				MKT 3.5L GDTI w/o park assist				
0KM U502 102941920F 30238		BD0-BD3	TS	CAP	gear sent back to MAO for analysis and found defective TS harness during the swapping exercise found cut open lt green & black wires, causing all the TS codes to set. Looks like harness had impact mark on the conduit, also has damaged 3-pin plastic connector.								2/4/2011		10/21/2010	3.5L w/APA	2/17/2011			
UR0016	TC lamp on	no codes		At WPAC	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				02761 Southgate Ford	249	1FMHK7D82BGA[redacted]	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011			
UR0017	TC lamp on	no codes		At WPAC	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				02731 Atchinson Ford	111	1FMHK8D89BG[redacted]	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011			

Pages 156 - 209 Redacted for Relevance

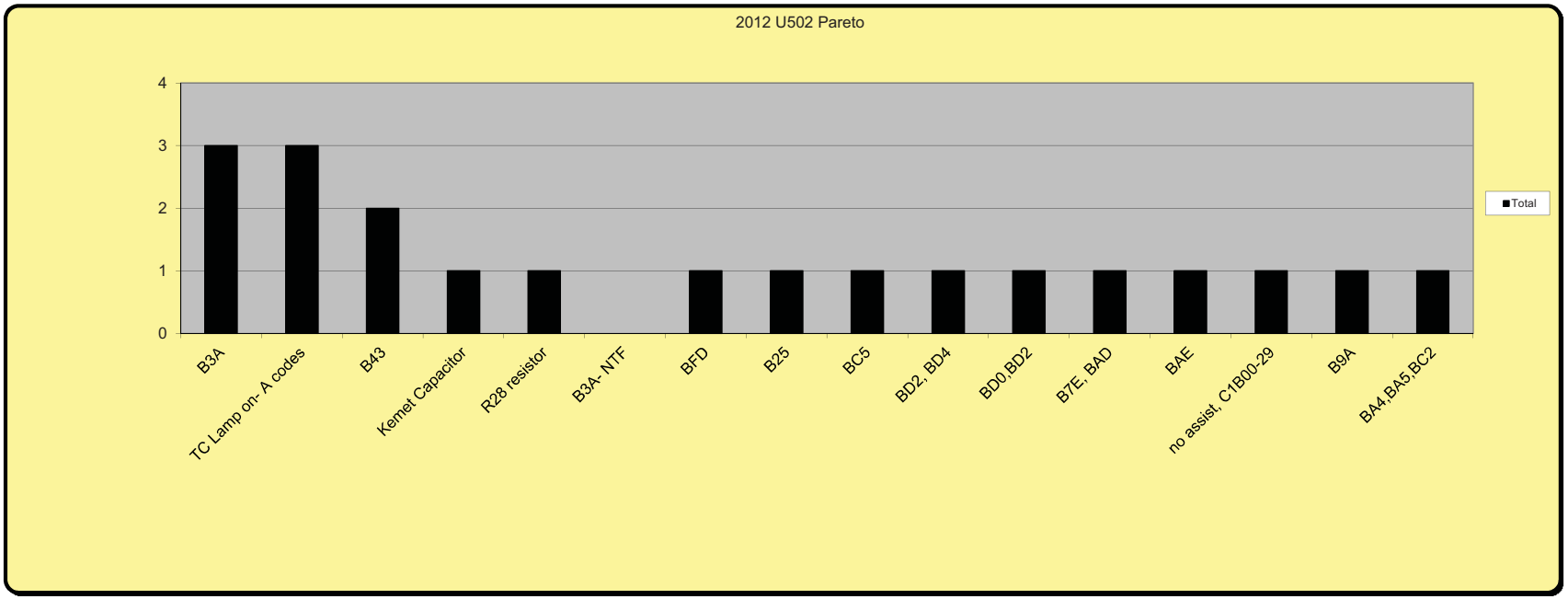
Top Level Failure Mode
Loss of Assist
Loss of Manual Steer
Road Feed back
Power consumption
Interface with car
Communication
EMC
Not TRW responsibility
SAPP
Noise

From: Estes, Eric (E.E.)
Sent: Thursday, January 05, 2012 3:27 PM
To: Flanagan, Thomas (T.P.); Napoli, Laura (L.); Snider, Tim (T.O.); Surella, Matthew (M.M.); Pienta, Alan (A.)
Subject: TRW Updated Warranty Trackers for all EPAS Platforms

B3A is the top issue for platforms at this time(see attached charts)

Let me know if you have any questions on the claims, thanks

Eric J Estes
TRW EPAS Steering Systems
Quality Specialist
Hotline ph# 313-317-9358
Cell ph# 734-560-3493



updated to 1/5/2012

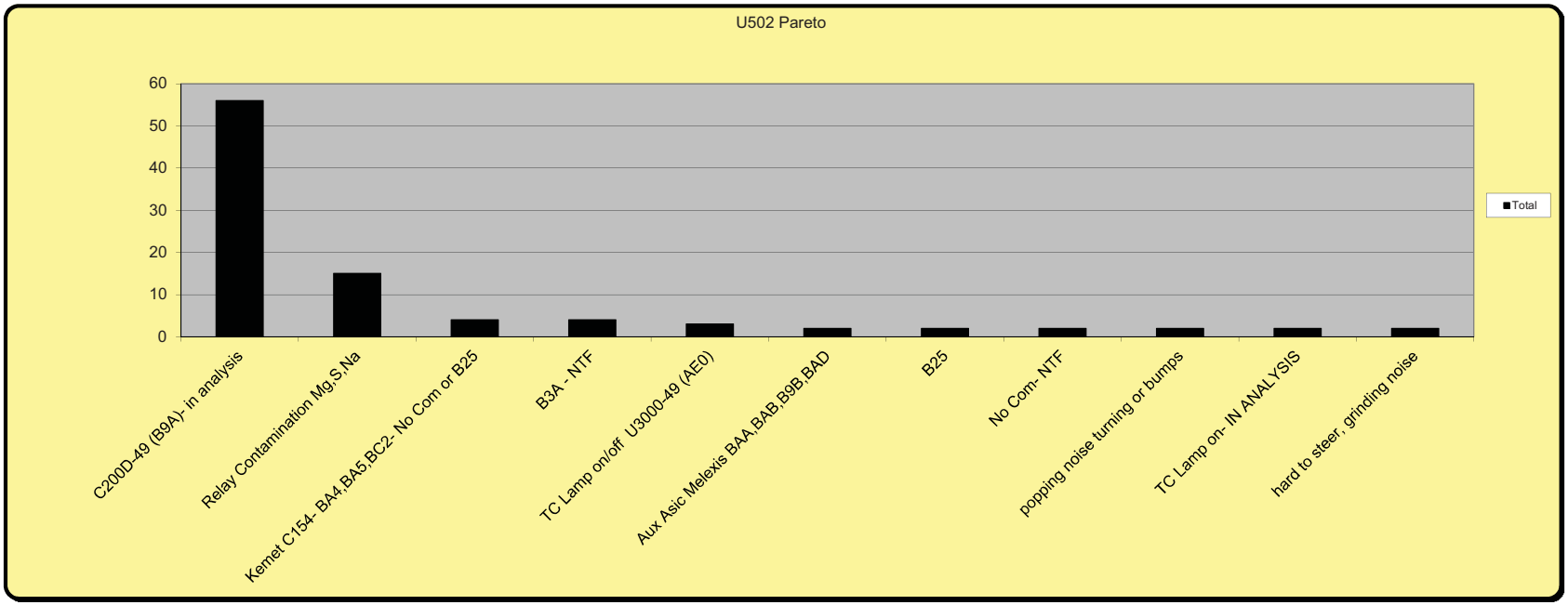
		Vehicle Build Month																		
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments
B3A	UR0133,137,145			3													3	Hot Puma script 11/18/2011		Shipped motor relay to Tyco UR0090 tested at Tyco with NTF
TC Lamp on- A codes	UR0125,134,136		2	1													3			UR0136 installed new gear same TC lamp on and U-code set, unknown fix.
B43	UR0138,143		1	1													2			
Kemet Capacitor	UR0110			1													1	5/30/11	9/12/2011	Confirmed Kemet C154 capacitor Hot test(ICA) Vision system(PCA)
R28 resistor	UR0126		1														1			Found R28 resistor on ECU defective UK to further test
B3A- NTF	UR0090	1																		
BFD	UR0127		1														1			
B25	UR0128		1														1			
BC5	UR0129		1														1			
BD2, BD4	UR0130		1														1			
BD0,BD2	UR0135				1												1			
B7E, BAD	UR0131			1													1			
BAE	UR0132				1												1			
no assist, C1B00-29	UR0139				1												1			
B9A	UR0140			1													1			
BA4,BA5,BC2	UR0142	1															1			
chargeback	UR0144		1														1			
int. no com	UR0146		1														1			

updated to 1/5/2012

		Vehicle Build Month																		
	VIN/Seq#	J-11	A-11	S-11	O-11	N-11	D-11	J-12	F-12	M-12	A-12	M-12	J-12	J-12	A-12	S-12	Total	ICA for Marion	PCA for Marion	Comments

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor build date
UR0090 RUA# 5175	U2011-49	B3A	EPP	In eval Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco 12-7- Tyco found NTF with the relay. SEM on contacts some material found on the contacts that does not affect the operation.	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06672 Battlefield Ford	00636	1FMHK7D81CG[redacted]	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011
UR0125	U3000-49	A16		in eval MAO	11/11- all a codes set no stored b-codes vehicle only set the TC lamp on it did not lose assist. PPT lead to gear replacement with resetting U3000-49, shipped gear to MAO. No ther parts replaced			05340 Royal Oak Ford	183	1FMHK7D82CG[redacted]	8/17/2011	8/13/2011	12/6/2010	12/10/2010	3.5L wo/APA	10/7/2011	5/17/2011
UR0126	U3000-72	A30, E30	EPP	in process UK	12/6-fault following ECU found low resistance on R28 generating incorrect Vbatt readings on ECU. Sergio to ship to UK	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis		04664 Jordan Ford	523	1FMHK8F8XCG[redacted]	8/30/2011	8/26/2011	7/5/2011	7/7/2011	3.5L wo/APA	9/24/2011	
UR0127	U0300-00	BFD	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			00165 Gene Latta Ford	50	1FMHK8F82CG[redacted]	8/29/2011	8/24/2011	7/6/2011	7/8/2011	3.5L wo/APA	10/6/2011	
UR0128	U3000-49	B25	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			07852 Fairview Ford	20	1FMHK7F83CG[redacted]	8/31/2011	8/27/2011	7/7/2011	7/9/2011	3.5L w/APA	9/14/2011	
UR0129	U3000-49	BC5	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			04332 Armstrong Ford	5	1FMHK7F88CG[redacted]	8/23/2011	8/18/2011	6/29/2011	7/2/2011	3.5L w/APA	9/7/2011	
UR0130	C200B-2F C200B-62	BD2,BD4	TS	in eval MAO	11/11- no damage to the ts harness. pulled stored and EFF data from gear, shipped to MAO for analysis			09179 Inver Grove Ford	146	1FMHK8F85CG[redacted]	8/17/2011	8/12/2011	6/16/2011	6/20/2011	3.5L w/APA	9/30/2011	
UR0131	U3000-49 U3000-96	B7E,BAD	EPP	in eval MAO	11/11- pulled stored and EFF data from gear, shipped to MAO for analysis			01741 Lakeland Ford	71	1FMHK7F89CG[redacted]	9/16/2011	9/12/2011	7/21/2011	7/21/2011	3.5L wo/APA	10/24/2011	
UR0132	U3000-49 U3000-96	BAE	EPP	in process MAO	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis			05167 Bob Allen Ford	309	1FMHK8D83CG[redacted]	10/4/2011	9/25/2011	8/17/2011	8/19/2011	3.5L wo/APA	11/4/2011	
UR0133 RUA# 5364	U2011-49 U3000-96	B3A	EPP	in process UK	12/13- could duplicate B3A failure in lab. surrogate relay test OK, ribbon cable wiggle test ok, 5amp test done found faulty motor relay. Save for workshop next year.	11/23- pulled stored and EFF data from gear, shipped to MAO for analysis		01185 McKay Ford	180	1FMHK7D89CG[redacted]	9/23/2011	9/20/2011	8/4/2011	8/5/2011	3.5L wo/APA	10/26/2011	6/8/2011
UR0134	TC lamp on	mult can codes A2A		in process MAO	12/9- Tech states intermittent TC lamp on while driving could not get the lamp to come on but tech states he lost communication with the PSCM unknow if he had IDS issues hotline advised to replace PSCM if all the wiring was tested.			04013 Manhatten Ford	1699	1FMHK8B83CG[redacted]	8/8/2011					11/14/2011	
UR0135	C200B-2F	BD0, BD2	TS	in process MAO	12/9- pulled stored and EFF data shipped to MAO for analysis			06552 Central Ford	148	1FMHK7B83CG[redacted]	10/6/2011	9/30/2011		3/24/2011	3.5L wo/APA	11/5/2011	
UR0136	TC lamp on	mult can codes		in process MAO	12/9- tech replaced the steering gear for C1B00 and mult can codes in all modules and vehicle came back with same TC lamp on in the CQIS report. Unknown what the fix was tech did not mention what was done to fix this issue in AWS, most likely CAN electrical connection issue.			03208 Stone Motors	947	1FMHK8F85CG[redacted]	9/6/2011					10/25/2011	
UR0137	U2011-49	B3A	EPP	in process MAO	12/9- pulled stored and EFF data shipped to MAO for analysis			02709 Tom Holzer Ford	444	1FMHK8D85CG[redacted]	9/28/2011	9/22/2011	7/28/2011	7/29/2011	3.5L wo/APA	10/28/2011	9/22/2011
UR0138	U3000-49	B43	EPP	in process MAO	12/9- pulled stored and EFF data shipped to MAO for analysis			05579 Fuller Ford	483	1FMHK7B81CG[redacted]	8/27/2011	8/24/2011	7/7/2011	7/9/2011	3.5L wo/APA	11/5/2011	5/19/2011
UR0139	C1B00-29 no assist	no stored A or B codes		in process MAO	12/9- pulled stored and EFF data shipped no codes had one E66 code shipped to MAO for analysis Tech states that there are 8-9 modules that fail the network test then tech states no communication with the PSCM. I had no problems with the communication.			07749 Future Ford	2	1FMHK8D87CG[redacted]	10/19/2011	10/14/2011			3.5L wo/APA	11/1/2011	

UR0140	C200D-49	B9A	EPP	At WPAC computers down	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.			04515 Boggus Ford	2476	1FMHK7B84CG[redacted]	9/19/2011	9/6/2011	7/22/2011	7/22/2011	3.5L wo/APA	11/17/2011	
UR0142	U3000-49	BA4,BA5,BC2	EPP	At WPAC computers down	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.			04867 Mike Shad Ford	4131	1FMHK7D89CG[redacted]	7/18/2011	6/23/2011	4/7/2011	4/8/2011	3.5L wo/APA	11/22/2011	
UR0143	U3000-49 U3000-96	B43,B25	EPP	At WPAC computers down	12/19- pulled EFF and stored data, going to freight ship to MAO on 1/6.			06582 Don Bohn Ford	2831	1FMHK7D85CG[redacted]	9/2/2011	8/29/2011	7/14/2011	7/15/2011	3.5L wo/APA	12/1/2011	6/5/2011
UR0144	PS in/op	no codes		chargeback	12/19- found out dealer replaced two EPAS gears, this was the first did not find anything wrong with the gear. Tech states in the cqis report that this vehicle had a u3000-96 after pulling codes the gear never had a u3000-96. to chargeback the gear.			05700 Champion Ford	1546	1FMHK7F90CG[redacted]	8/22/2011				3.5L wo/APA	10/15/2011	
UR0145	U2011-49	B3A	EPP	At WPAC computers down	12/19- pulled EFF and stored data, had E66,A66 & A3A codes. going to freight ship to MAO on 1/6.			01980 Beau Townsend Ford	3126	1FMHK8F83CG[redacted]	9/10/2011	9/7/2011	7/22/2011	7/22/2011	3.5L wo/APA	11/25/2011	
UR0146	Int. No Com	no codes		At WPAC computers down	12/19- tech states he has intermittent no communication in the CQIS report. After 15min road test lost communication, problem int. with can bus			08223 Link Ford	1192	1FMHK7F80CG[redacted]	8/18/2011	8/13/2011	12/17/2010	12/12/2010	3.5L wo/APA	10/7/2011	
0KM	C200B-2F C200C-2F	BD0-BD3, B90	TS	in eval Hella	12/19- cutting process issue, 8D sent to Ford, looking to get a two step cutting process approved for the torque ring templates.	12/6- found metalic fiber shorting on PCB swapped ECU and harness to verify IPA assembly. To ship IPA assem. To Hella		CAP							3.5L wo/APA		
0KM RUA# 5366	U2011-49	B3A	EPP	in eval MAO	12/13- could duplicate B3A failure in lab. surrogate relay test OK, ribbon cable wiggle test ok, 5amp test done found faulty motor relay			CAP						7/13/2011	3.5L wo/APA		



updated to 11/30/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
C200D-49 (B9A)- in analysis	UR0030,45,47,48,58,59,60,61,62,63,64,65,66,67,68,69,70,71,73,75,76,77,79,80,81,82,83,84,85,86,87,88,89,92,95,96,98,99,100,101,103,104,105,108,109,111,113,114,115,116,117,118,119,120,123,124					1	6	3	24	12	8	2					56			8/22- hall effect & encoder differential. More testing needed to find root cause
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26,38,41				9	2	1	2	1								15	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
B3A - NTF	UR0008,09,56, 90				2						1		1				4			NTF with testing at TRW plant & Tyco
TC Lamp on/off U3000-49 (AE0)	UR0023,52,78						1		1				1				3		Non TRW issue	Both gears tested with NTF, on one vehicle the new gear did not fix U3000-49. vehicle could not be fixed shorting the CAN circuits would duplicate the symptoms.
Aux Asic Melexis BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
No Com- NTF	UR0031, 33									1	1						2		NTF	will keep in pending to see if we get a duplicate issue
popping noise turning or bumps	UR0057, UR0093											2					2		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
TC Lamp on- IN ANALYSIS	UR0094,112										2						2			
hard to steer, grinding noise	UR0102, 107										1	1					2			hard to turn input shaft
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb

updated to 11/30/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
ps delay after startup-U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1	7/22/2011- EOL test	4/14/2012-PSD mask	9/14- OnSemi ASIC Jitter
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1		NTF	Full testing done at Hella optical and performance testing lead to NTF
Broken Pulley	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
B6C	UR0050										1						1			
swerve LF suddenly	UR0072								1								1			
BD1,BD3	UR0074							1									1			
BBA,B7F	UR0091								1								1			shorted PM
noise intermittent rh frt side while turning	UR0097						1										1		Non-TRW Issue	tech replacd the EPAS gear and same noise occurred
B31	UR0106							1									1			
No Com- IN ANALYSIS	UR0110														1		1			
BD3,BD4,B90	UR0121											1					1			
BD3,BD4	UR0122											1					1			
3-PIN conn damaged	UR0141																0			
																	0			
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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date	Part ETA
UR0021	U3000-49 U3000-96	BAA,BAB,B9B,BAD	EPP	in eval Melexis	8/15- Geoff to review Melexis 8D and check for further information to finalize.	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is disabled periodically. Ship to UK for further testing 6/29- found faulty Aux. ASIC in the ECU, Anting to contact Melexis so UK and ship out for analysis. 7/4- Aux ASIC arrived in Melexis		03073 Mullinax Ford	03735	1FMHK8B88BG[redacted]	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011			
UR0025	U3000-49	B25	EPP	In eval 26 Mile	9/12- tri-temp ignition cycling at 26mile NTF	5/26- pulled stored & EFF data shipped to MAO for further testing 6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps.		20609 Orange Motor Co	00008	1FMHK7D89BG[redacted]	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011			
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor. 8/15- UK motors grp did full teardown and did not find any flux density fault. Will put on hold until the other warranty returns are examined and tested.shipping other parts out to	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43 Celsius. To be shipped to UK 6/24- Sergio to send PFR to		05559 Villa Ford	7839	1FMHK8F82BG[redacted]	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011	9/17/2010		
UR0032 RUA #4978	U3000-49	BFF,BFC,B1C	EPP	In Eval UK	7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis. 8/1- check with Mike on updates 8/8-part has arrived to the UK.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return.		07590 Van Bortel Ford	03003	1FMHK8F85BG[redacted]	3/4/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/9/2011			
UR0035 RUA# 4979	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In Eval UK	8/8- part has not arrived yet in the UK for further testing check with Anting for update	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/25-MAO reproduced B23-found a a low impedance between pin96 and pin97 on main micro IC3. It seems a problem on the soldering.		04161 Eddie Yaklin Ford	04625	1FMHK7D8XBG[redacted]	12/8/2010	12/6/2010	10/1/2010	10/21/2010	3.5L wo/APA	5/31/2011			
UR0037	Making noise no assist	A19	NVH	In Eval 26mile	8/8- found broken pulley from Capstan, submitted presentation to Ford. When 8D is completed will send out to Ford.			00169 Pittsville Motors	06773	1FMHK8D84BG[redacted]	1/31/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011			
UR0040	U3000-49	BAE,BAB,BAD	EPP	In eval 26mile	8/10- MAO to hold onto EPP until UK is done testing the three gears with similar codes. 9/12- 26mile done tri-temp testing was able to get to reset once. Benched tested was able to get to fail possible aux. ASIC testing still ongoing.	8/1- raise RUA and ship to UK for further analysis. faults not replicating even when in hot testing. Fault not replicating in lab after hot test over ASIC and IC17. During analysis part failing with BA4 , B3A rep B7E. Power module swapped with a reference on.		08811 Sentry Ford	02050	1FMHK8D83BG[redacted]	2/14/2011	2/7/2011	12/13/2010	12/19/2010	3.5L wo/APA	6/16/2011			
UR0041 RUA# 4980	U2011-49	B3A	EPP	In Eval Tyco	10/26- still under analysis. 11/8- Tyco confirmed Mg, Na, S contamination.	8/1- Phase1 motor relay contact not closing.raise RUA and ship to UK 8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco 10/6- Andy Partridge to check results when he is back off vacation. 10/26- still under analysis.		02199 Bob Gillingham Ford	05016	1FMHK8B88BG[redacted]	12/2/2010	11/23/2010	9/14/2010	9/16/2010	3.5L wo/APA	6/13/2011			

UR0042	C200C-2F	BD3	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1-passed EOL & bench testing 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		01273 Fred Beans Ford	04301	1FMHK8D84BG[redacted]	3/14/2011	3/7/2011	1/20/2011	1/29/2011	3.5L wo/APA	6/20/2011			
UR0043 RUA #4981	U3000-49	BAE,BAB,BAD,BAA	EPP	In Eval UK	8/8- UK received the part today for further testing. 8/22- comfirmed IC17, get reply from Anting and ship to Maxium. 11/7- IC17 damaged removing device from the PCB cannot be tested.	8/1- raise RUA and ship to UK for further analysis.AA I sense working fine and Isense IC17 output incorrect. Signal coming from AA is OK but IC17 output is not good. IC17 temperature sensitive. did not swap Component Same failure mode as CR0030 in which after swapping Pin 5 is found broken.		05319 Rusty Eck Ford	05191	1FMHK8F84BG[redacted]	2/22/2011	2/17/2011	12/11/2010	12/16/2010	3.5L w/APA	6/27/2011			
UR0045	C200D-49	B9A	EPP	In Eval UK	8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders are re-synchronised, ran overnight with ign permanently on NFF, test repeated with ign. cycling for two hrs, NFF	8/1- hot and ambient testing done NTF. cold testing next step 8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders		05928 Premier Ford	1695	1FMHK7D8XBG[redacted]	3/28/2011	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011	12/27/2010		
UR0046	C200B-62	BD4	TS	In process MAO	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing. 11/2- unit removed from tri-temp chamber after one month of testing has been done with NTF. Next step to ship to MAO for a teardown analysis	8/1- NTF on bench testing, or EOL testing. 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing		04927 J.C. Lewis Ford	01410	1FMHK7F87BG[redacted]	5/10/2011	5/1/2011	3/24/2011	3/26/2011	3.5L wo/APA	6/16/2011			
UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and encoder, more testing needed to define cause. 11/3- motor PCB at Allegro Simon Malsbury overlooking the analysis.	8/2- pulled stored & EFF data shipped to 26 mile for further information. 8/12- Chris bench tested with NTF with start the tri-temp testing to see if B9A resets 8/15- now able to duplicate the B9A will send Geoff the information on the scope and test set-up.		06700 Majic City Ford	3447	1FMHK8F87BG[redacted]	3/29/2011	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011	12/28/2010		
UR0048	C200D-49	B9A	EPP	In eval 26mile	9/12- performed tri-temp ignition cycling and could not reproduce code NTF 9/21-been uploaded with SW and gone through various test on the dynamometer, the unit has not failed at this time, more testing ongoing	8/2- pulled stored & EFF data shipped to MAO for further information 8/31- Not reproducable Cold		08211 Robinson Brothers Ford	3163	1FMHK7D84BG[redacted]	4/5/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011	12/4/2010		
UR0050 RUA# 5048	U3000-49	B6C	EPP	In Eval Freescale	10/26- found micro failure in analysis with Freescale 12/14- RAM failure comfirmed by Freescale, failed ATE fault , have 8D to close off claim.	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly. 8/29-To be sent to UK		03334 Charles Gabus Ford	04666	1FMHK8F85BG[redacted]	5/2/2011	4/19/2011	2/17/2011	2/24/2011	3.5L w/APA	7/11/2011			
UR0051	U3000-49	B25	EPP	In eval MAO	9/12- ambient testing complete with NTF, next step cold testing. 10/26- cold testing complete with NTF, next step to ship to 26 mile for tri-temp testing.	8/2- pulled stored & EFF data shipped to MAO for further information 8/29-Ambient testing did not duplicate. Will Cold test next 8/31-Cold testing raised BAA, BAB intermittent. Raised twice and did not repeat.		04921 Bozard Ford	02124	1FMHK7D89BG[redacted]	2/25/2011	2/21/2011	1/4/2011	1/7/2011	3.5L wo/APA	6/23/2011			

UR0054	No Com	No codes		at WPAC will ship out to MAO for analysis	9/12- gear not at MAO at this time I will check WPAC tomorrow. 10/26- still cannot locate the gear will check WPAC	8/19- tech was not able to get the tc lamp on or get the vehicle to act up but states he could not communicate with the PSCM using his IDS. Unknow if this was an IDS issue because there would be lamps on and no steering if he was not able to commincate with the PSCM. I had no trouble pulling data when gear arrived.		03776 Legacy Ford	00016	1FMHK8B82BG[redacted]	5/22/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	6/29/2011			
UR0055 RUA# 5176	U3000-49	BA4,BA5,B45,B9C, B6C,B71	EPP	in eval UK	10/17- VSW scoped, cannot communicate with ECU. Potential main micro. Waiting on UK for next steps good chance to swap micro and test. 10/26- in analysis of the micro and confirm failure before removing.	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- able to reproduce codes, possible monitor micro- testing ongoing		06787 Lake Elsinore Ford	02584	1FMHK7D87BG[redacted]	5/13/2011	5/4/2011	3/16/2011	3/19/2011	3.5L wo/APA	714/2011			
UR0056 RUA# 5160	U2011-49	B3A	EPP	in Eval Tyco	9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing 10/26- at Tyco waiting for update 11/2- NTF with testing	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing		06338 Shults Ford	00105	1FMHK7B86BG[redacted]	5/12/2011	5/3/2011	2/28/2011	3/17/2011	3.5L wo/APA	7/11/2011			
UR0058	C200D-49	B9A	EPP	In Eval 26mile	9/21- this unit is in teardown, flex density test, air gap measurement, hall effects swi. Threshold, encoder switching 10/2- x-ray of the motor PCB	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	6543	1FMHK7D86BG[redacted]	3/24/2011	3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA	7/8/2011	12/28/2010		
UR0059	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	2953	1FMHK7F86BG[redacted]	3/31/2011	3/22/2011	1/24/2011	1/29/2011	3.5L wo/APA	7/1/2011	12/28/2010		
UR0060	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		09580 Tracy Langston Ford	3191	1FMHK7D86BG[redacted]	5/3/2011	4/28/2011	3/16/2011	3/18/2011	3.5L wo/APA	8/5/2011	1/25/2011		
UR0061	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		05947 Cannon Ford	4020	1FMHK7D87BG[redacted]	3/15/2011	3/9/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/2/2011	12/27/2010		
UR0062	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	10437	1FMHK8D89BG[redacted]	3/18/2011	3/12/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/10/2011	12/28/2010		
UR0063 RUA# 5238	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and [illegible]		04921 Bozard Ford	14031	1FMHK7F8XBG[redacted]	3/10/2011	3/5/2011	12/25/2010	12/29/2010	3.5L w/APA	8/15/2011	12/6/2010		
UR0064 RUA# 5239	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and [illegible]		11293 Camelback Ford	4655	1FMHK7F88BG[redacted]	3/10/2011	3/4/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/10/2011	12/24/2010		
UR0065 RUA# 5240	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis. 11/14- large amount of conformal coat	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		02709 Tom Holzer Ford	5447	1FMHK8F8XBG[redacted]	4/11/2011	4/5/2011	12/23/2010	12/25/2010	3.5L wo/APA	8/10/2011	12/24/2010		
UR0066 RUA# 5235	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and [illegible]		02405 Park Cities Ford	5234	1FMHK7D80BG[redacted]	1/13/2011	12/14/2010	11/11/2010	11/13/2010	3.5L wo/APA	7/28/2011	10/27/2010		
UR0067 RUA# 5236	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		00469 Bondy's Ford	5426	1FMHK7D89BG[redacted]	3/22/2011	3/15/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/4/2011	12/13/2010		
UR0068 RUA# 5237	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		M2686 Fema Automotriz	16576	1FMHK8F83BG[redacted]	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	8/22/2011	12/23/2010		
UR0069	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas. ECU at UK	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06293 Haldeman	9557	1FMHK7D82BG[redacted]	1/19/2011	1/7/2011	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/7/2010		
UR0070 RUA# 5241	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further		07986 Henderson Ford	2775	1FMHK8B89BG[redacted]	3/24/2011	3/20/2011	1/24/2011	1/28/2011	3.5L wo/APA	8/15/2011	12/28/2010		
UR0071	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			00643 Buster Miles Ford	5112	1FMHK7D83BG[redacted]	5/2/2011	4/25/2011	2/28/2011	3/3/2011	3.5L wo/APA	8/12/2011	1/20/2011		
UR0072	Frt end will swerve to LF suddenly	no codes		In Eval MAO	9/9- no damage to gear and rack move smooth stop to stop no codes in the stored or EFF data. Shipped to MAO for analysis			05417 Kemp Ford	10075	1FMHK7F88BG[redacted]	3/8/2011	3/3/2011		1/13/2011	3.5L wo/APA	8/19/2011			

UR0073	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			09469 Randall Reed's Ford	1856	1FMHK7F83BG[redacted]	4/28/2011	4/25/2011	3/16/2011	3/17/2011	3.5L wo/APA	8/1/2011	1/24/2011			
UR0074	C200C-2F	BD1,BD3	TS	In Eval MAO	9/21- NTF with ambient testing. Next step is to run EOL testing.	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		08990 Quirk Ford	10839	1FMHK8D81BG[redacted]	2/10/2011	2/1/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/16/2011				
UR0075	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			07398 Al Packer's Ford	4286	1FMHK8F87BG[redacted]	4/25/2011	4/15/2011	2/12/2011	2/14/2011	3.5L wo/APA	8/8/2011	12/30/2010			
UR0076	C200D-49	B9A	EPP	In Eval MAO	11/8- was able to duplicate the B9A twice simulated hwy driving conditions on the bench. Sergio getting instructions from Geoff Jacks	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		06938 Fox Ford	2989	1FMHK8F81BG[redacted]	4/13/2011	4/7/2011	1/26/2011	1/29/2011	3.5L wo/APA	8/3/2011	12/27/2010			
UR0077	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing			02890 Russ Milne Ford	9977	1FMHK8D89BG[redacted]	2/23/2011	2/18/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/22/2011	12/24/2010			
UR0079	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing 8/31- Not reproducable Cold			05613 Lance Cunningham Ford	6993	1FMHK7D81BG[redacted]	3/29/2011	3/24/2011	12/7/2010	2/17/2011	3.5L wo/APA	8/10/2011	12/30/2010			
UR0080	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing			08006 Joe Machens	6386	1FMHK8D85BG[redacted]	5/6/2011	4/30/2011	2/17/2011	2/18/2011	3.5L wo/APA	8/25/2011	12/30/2010			
UR0081	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			06063 Smith Ford	9014	1FMHK8F87BG[redacted]	3/31/2011	3/27/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/16/2011	12/23/2010			
UR0082	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			01730 Mike Fitzpatrick Ford	10293	1FMHK7D84BG[redacted]	3/4/2011	3/1/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/15/2011	12/24/2010			
UR0083	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			03924 Crown Ford	23203	1FMHK7F87BG[redacted]	12/16/2010	12/11/2011	11/13/2010	11/14/2010	3.5L wo/APA	9/1/2011	10/27/2010			
UR0084	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			00478 Wade Ford	7238	1FMHK7D80BG[redacted]	4/4/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	9/7/2011	12/4/2010			
UR0085	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			02645 Prince-Gnade Ford	4583	1FMHK8F8XBG[redacted]	4/12/2011	4/5/2011	12/1/2010	12/4/2010	3.5L wo/APA	9/2/2011	11/8/2010			
UR0086	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			02486 Five Star Ford	5025	1FMHK7F84BG[redacted]	4/27/2011	4/19/2011	2/24/2011	3/4/2011	3.5L w/APA	9/2/2011	1/3/2011			
UR0087	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			00406 Collier Ford	3228	1FMHK7D8XBG[redacted]	4/6/2011	4/2/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/29/2011	12/27/2010			
UR0088	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			09989 Mark Martin Ford	11159	1FMHK8D82BG[redacted]	2/10/2011	2/2/2011	12/13/2011	9/9/2011	3.5L wo/APA	8/30/2011	11/11/2010			
UR0089	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing			04870 Al Packer Ford	5997	1FMHK7D88BG[redacted]	3/9/2011	3/4/2011	1/13/2011	1/14/2011	3.5L wo/APA	8/29/2011	12/23/2010			
UR0090 RUA# 5175	U2011-49	B3A	EPP	In process Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco 11/9- Tyco NFF with all testing done to relay	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06672 Battlefield Ford	00636	1FMHK7D81CG[redacted]	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011			
UR0091	U2011-49 U3000-49 U3000-96	BBA,B7F	EPP	In eval MAO	shorted phase 3 to 0volt. damaged PM 10/26- close out shorted FET is prior to the containment date			01545 Fox Valley Ford	02926	1FMHK7D89BG[redacted]	3/10/2011	3/5/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/1/2011	12/24/2011			
UR0092	C200D-49	B9A	EPP	In Eval MAO	9/30- pulled stored & EFF data from the gear and shipped to MAO for further testing			08190 All American Ford	11798	1FMHK8B88BG[redacted]	3/9/2011	3/5/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/18/2011	11/12/2010			
UR0094	TC Lamp on	No codes		In Eval MAO	10/26- ambient testing no codes or LIC's set NTF.	10/3- pulled stored and EFF data and shipped to MAO for further diagnosis		02346 Caranfa Ford	02600	1FMHK7D87BG[redacted]	5/25/2011	5/19/2011	3/26/2011	3/27/2011	3.5L wo/APA	8/5/2011				
UR0095	C200D-49	B9A	EPP	In Eval MAO	10/3- pulled stored & EFF data from the gear and shipped to MAO for further testing			05928 Premier Ford	5159	1FMHK7D81BG[redacted]	3/14/2011	3/7/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/8/2011	12/25/2010			
UR0096	U2011-61 C200D-49 U3000-96	B92,B9A	EPP	in vehicle test Gary Smith	10/12- sergio perform limit & profile testing see if code resets. 10/17- NTF on the bully test and passed limit testing 10/18 gear shipped to PDC to be installed in Gary Smith's vehicle 10/20- gear installed into vehicle and laura to hookup data recorder.	10/4- pulled stored and EFF data, shipped to MAO for further analysis		02694 Dean Sellars Inc	10986	1FMHK8F87BG[redacted]	4/21/2011	4/14/2011	2/16/2011	3/4/2011	3.5L w/APA	9/2/2011	1/20/2011			
UR0097	Rh frt making noise turning	No codes	NVH	At WPAC	10/10- found out in the CQIS report that the vehicle was making the same noise or preactivation after a new EPAS gear was replaced. Unknown what the noise or fault is while turning. NTF at level 1 testing.	10/4- no damage smooth slop to stop turning input shaft no noise and no codes. Check history of this gear		03073 Mullinax Ford	07412	1FMHK7F80BG[redacted]	1/25/2011	1/10/2011		11/20/2011	3.5L wo/APA	8/20/2011				

UR0098	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			04871 Metro Ford	5127	1FMHK7F84BG[redacted]	1/31/2011	1/26/2011	12/16/2011	12/17/2011	3.5L wo/APA	8/20/2011	11/11/2010		
UR0099	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			02459 Sam Pack's Five Star Ford	15697	1FMHK7D82BG[redacted]	2/15/2011	2/8/2011	12/6/2010	12/11/2010	3.5L wo/APA	8/22/2011	11/10/2010		
UR0100	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			04450 Rodriguez Ford	6288	1FMHK7D86BG[redacted]	5/21/2011	5/16/2011	3/30/2011	3/31/2011	3.5L wo/APA	9/13/2011	2/12/2011		
UR0101	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing			08951 Ford of Clermont	8900	1FMHK7D85BG[redacted]	5/3/2011	4/26/2011	3/15/2011	3/17/2011	3.5L wo/APA	9/7/2011	1/24/2011		
UR0102	Steers hard grind noise turning	No codes	NVH	In Eval MAO	10/7- no visible damage to the boots. gear hard to turn, ship to MAO to leak check and see if moisture in gear			05353 Alexander Ford	01570	1FMHK8F84BG[redacted]	9/20/2011				3.5L w/APA	9/20/2011			
UR0103	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			01471 Springfield Ford	6513	1FMHK8D80BG[redacted]	5/12/2011	5/4/2011	1/24/2011	1/28/2011	3.5L wo/APA	9/14/2011	12/272010		
UR0104	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			06359 Thornhill Ford	6114	1FMHK8D89BG[redacted]	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	7/21/2011	12/23/2010		
UR0105	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			04163 Elvria Ford	11483	1FMHK7F88BG[redacted]	4/13/2011	4/6/2011	2/4/2011	2/11/2011	3.5L wo/APA	9/2/2011	12/29/2010		
UR0106	U3000-49 U3000-96	B31	EPP	In Eval MAO	10/17- ambient testing passed, next step is to perform hot testing. 10/26- still in progress	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		04871 Metro Ford	04756	1FMHK7D81BG[redacted]	2/16/2011	2/8/2011	12/8/2010	12/11/2010	3.5L wo/APA	7/20/2011			
UR0107	P07AE-09	AF1	NVH	In Eval MAO	10/7- hard to turn input shaft, perform leak check then check for moisture.			09923 Boone Ford	06601	1FMHK8B84BG[redacted]	5/23/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	8/25/2011			
UR0108	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			01125 Palmetto Ford	5696	1FMHK7B8XBG[redacted]	3/2/2011	2/25/2011	1/4/2011	1/8/2011	3.5L wo/APA	8/30/2011	12/24/2010		
UR0109	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			02459 Sam Pack's Five Star Ford	7642	1FMHK7D85BG[redacted]	1/13/2011	12/13/2010	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/25/2010		
UR0110	No Assist	No Com	EPP	In Eval MAO	10/17-Confirmed Kemet cap C154 10/26- get approval from Anting to ship C154 back to Kemet for analysis.	10/7- could not pull any data from gear no communication with canape shipped to MAO for further testing		01281 Haldeman Ford	00372	1FMHK8D85CG[redacted]	9/4/2011	8/30/2011	7/14/2011	7/15/2011	3.5L wo/APA	9/22/2011			
UR0111	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing			02549 Silsbee Ford	8861	1FMHK7F88BG[redacted]	4/21/2011	4/14/2011	1/13/2011	1/15/2011	3.5L wo/APA	9/1/2011	12/23/2010		
UR0112	TC Lamp on	BD2,BD3	TS	In Eval MAO	10/26- shipped from WPAC to MAO	10/7- tech only mentions TC lamp on and no communication with the PSCM. I had no problem communicating with the PSCM. Does have multiple A & E codes in stored data		20028 Bryden Ford	05876	1FMHK8D84BG[redacted]	5/10/2011	5/1/2011	3/20/2011	3/21/2011	3.5L wo/APA	8/16/2011			
UR0113	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			00469 Bondy's Ford	6897	1FMHK7D89BG[redacted]	3/21/2011	3/15/2011	1/15/2011	1/16/2011	3.5L wo/APA	8/29/2011	12/23/2010		
UR0114	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing			00469 Bondy's Ford	7379	1FMHK7F87BG[redacted]	3/15/2011	3/9/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/24/2011	12/27/2010		
UR0115	C200D-49	B9A	EPP	in process MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			00389 Mountain View Ford	12040	1FMHK8D88BG[redacted]	3/25/2011	3/23/2011	1/24/2011	1/29/2011	3.5L wo/APA	9/22/2011	12/27/2010		
UR0116	C200D-49	B9A	EPP	in process MAO	10/20- gear installed in Matt Surella's 2012 U502 for B9A canape recording	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		02980 Shamaley Ford	07119	1FMHK7D89BG[redacted]	1/26/2011	1/18/2011	12/4/2010	12/4/2010	3.5L wo/APA	9/2/2011	10/27/2010		
UR0117	C200D-49	B9A, BD0-BD3	EPP	in process MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing			04424 Jennings Anderson Ford	3010	1FMHK7D85BG[redacted]	3/17/2011	3/11/2011	1/25/2011	1/28/2011	3.5L wo/APA	7/2/2011	12/28/2010		
UR0118	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		04283 Varsity Ford	6217	1FMHK7F87BG[redacted]	5/10/2011	5/5/2011	2/24/2011	3/8/2011	3.5L w/APA	8/19/2011	1/2/2011		
UR0119	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		01015 Fort Mill Ford	9320	1FMHK7D83BG[redacted]	3/18/2011	3/14/2011	1/4/2011	1/7/2011	3.5L wo/APA	9/8/2011	12/24/2010		
UR0120	C200D-49	B9A	EPP	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			02704 Fairway Ford	5395	1FMHK7D81BG[redacted]	5/21/2011	5/16/2011	3/30/2011	4/1/2011	3.5L wo/APA	9/21/2011	2/15/2011		

UR0121	C200C-C200B-62	BD3, BD4, B90	TS	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing			04863 Duval Ford	1713	1FMHK7B88BG[redacted]	6/17/2011	6/10/2011	4/24/2011	4/27/2011	3.5L wo/APA	8/25/2011			
UR0122	C200C-C200B-62	BD3, BD4	TS	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing. No damage to TS harness			09452 Ted Britt Ford	167	1FMHK7D85BG[redacted]	6/10/2011	6/7/2011	4/7/2011	4/8/2011	3.5L wo/APA	7/25/2011			
UR0123	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		01232 John Kennedy Ford	3735	1FMHK8D8XBG[redacted]	6/2/2011	5/26/2011	4/13/2011	4/15/2011	3.5L wo/APA	9/28/2011	3/14/2011		
UR0124	C200D-49	B9A	EPP	in process MAO	11/4- gear put on EDF test stand with no LICs or codes. Teardown motor PCB and shipped to Allegro in US.	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		20527 Malouf Ford	2621	1FMHK8B81BG[redacted]	6/3/2011	5/31/2011	3/31/2011	3/31/2011	3.5L wo/APA	9/27/2011	2/14/2011		
UR0141	No Com	No Com	EPP	At WPAC computers down	12/19- could not plug in the 3-pin conn. Ign. feed terminal damaged have pictures. Freight ship to MAO on 1/6. This is a 2011 vehicle			11192 City World Ford	16590	1FMHK8D87BG[redacted]	3/11/2011	10/6/2011	8/9/2011	8/11/2011	3.5L wo/APA	11/7/2011			

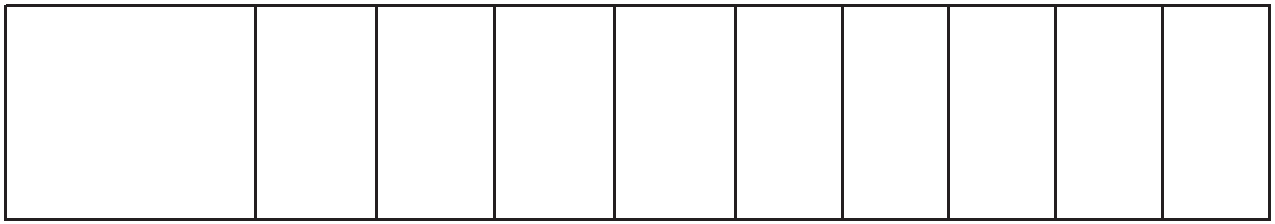
Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP				
0KM BGA30310	No Assist	?		CAP	no returned part from CAP				
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned		07955 Ron Dupratt Ford	15
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts	CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO	00089 Koons Ford	303
UR0007	loud growl noise gear hard to turn		NVH	At CAP, unknown location	5/3- found out the gear was shipped to CAP unknown who has the gear at this time.	3/3- talked to tech states vehicle is hard to turn the wheel even on the hoist, no boot damage only code tech states he had U0253 which is not a PSCM code advise tech to call back with more	WEB FORM DATA - CONCERN: STEERING ASSIST IS INOP, LOUD GROWLING NOISE WHEN ATTEMPTING TO TURN THE STEERING WHEEL DIAGNOSTICS: VISUAL INSPECTION IS OK, NO VISIBLE SIGNS OF CAUSE, GROWLING NOISE	08398 Don Aadsen Ford	18

UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirned no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled. 3/10- I pulled EFF and fault		Lease management vehicle- Steve	1661
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirned no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any		Lease management vehicle- Doug White	3984
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.		06700 Magic City Ford	5155
UR0031 RUA#4977	No Com	No Com	EPP	In Eval UK	8/3- raise RUA and ship to UK for further testing. 8/8- part has not arrived yet in the UK check Anting for update 9/30- UK did a visual inspection did not find anything on the board or with the soldered pin. Feels no point with further action due to NTF from MAO.	7/1- could not pull any Ford or Canape data, verified equipment does work, shipped to MAO for analysis. 7/25- It was found a low impedance between pin2 IC14 and ground. IC14 circuit open pin 2 of IC14 still present resoldered pin 2 and everything is working nomal at this time. ECU fixed Sergio did notice some marks close to		02459 Sam Pack's Ford	11

0KM BGA85712	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.		

VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
1FMHK8F81BG[redacted]	3/16/2011				3.5L w/APA	3/16/2011			
					3.5L w/APA				
1FMHK8D87BG[redacted]	1/24/2011	1/17/2011	11/16/2010	11/22/2010	3.5L wo/APA	2/2/2011			
1FMHK8F8XBG[redacted]	1/20/2011	1/19/2011	12/1/2010	12/4/2010	3.5L w/APA	2/12/2011			
1FMHK8F86BG[redacted]	1/31/2011				3.5L wo/APA	3/2/2011			

1FMHK8D86BG[redacted]	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
1FMHK8D88BG[redacted]	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			
1FMHK8F84BG[redacted]	1/19/2011	1/11/2011	10/13/2010	10/30/2010	3.5L wo/APA	4/19/2011			
1FMHK7D85BG[redacted]	5/9/2011	4/29/2011	2/24/2011	3/4/2011	3.5L wo/APA	5/18/2011			



Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA32423	U3000-49	B25,BB8, B95	EPP	In Eval (26mile)	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in this wednesdays				1FMHK8F81BC[redacted]	3/2/2011				3.5L wo/APA	3/2/2011			
0KM BGA56776		B25,BB8		MAO	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign				BC[redacted]			1/25/2011	2/25/2011		4/13/2011			
0KM BGA59863	steering noise on full left stop		NVH	in Eval (26mile)	5/9- mark on the ITR that indicates the ITR over articulated. the gear was dropped or impacted before assembly in the vehicle. Marion,ZF or MAP the gear could be dropped. No marks on the EPAS housing. Unknown source at this time.	5/2- shipped direct to 26mile from CAP 5/4- found right side tie rod bent, cannot find out how this happen, waiting for Ford to instruct next steps.				34 BC[redacted]				3/2/2011		4/27/2011			
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi	CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2	09618 Brown Motors	18	1FMHK8D83BC[redacted]	12/16/2010				3.5L wo/APA	1/12/2011			
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil	CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-	02071 I-77 Ford	10	1FMHK8D83BC[redacted]	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when		Ford Management Lease Car- Chicago	1700	1FMHK8F88BC[redacted]	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after		Ford PDC Fleet vehicle- Taras Palczynski	2010	1FMHK7D89BC[redacted]	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Bumett will install surrogate relay and test ambient if testing passes will remove relay and ship to		lease management vehicle WHQ VSC	1838	1FMHK8F89BC[redacted]	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			

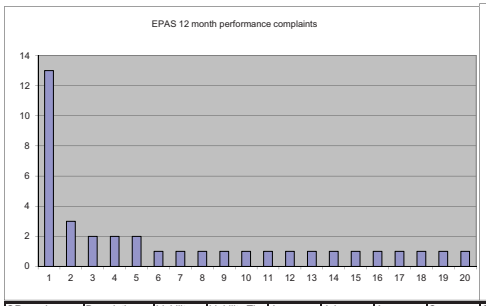
UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.		04331 Brondes Ford		1FMHK7F87BG[redacted]	2/24/2011					3.5L wo/APA	3/28/2011			
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with [illegible]		02058 Beechmo nt Ford	1425	1FMHK8F83BG[redacted]	11/22/2010									
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to		00807 Crest Ford	115	1FMHK8F85BG[redacted]	2/16/2011					3.5L w/APA	3/9/2011			
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK		03820 Landers Ford	3096	1FMHK8F8XBG[redacted]	11/3/2010					3.5L w/APA	3/5/2011			
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate		00807 Crest Ford	1356	1FMHK7B87BG[redacted]	11/16/2010					3.5L wo/APA	2/25/2011			
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change			02761 Southgate Ford	249	1FMHK7D82BGA[redacted]	3/8/2011	3/3/2011				3.5L wo/APA	3/30/2011			
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING [illegible]	02731 Atchinson Ford	111	1FMHK8D89BG[redacted]	3/4/2011	3/1/2011				3.5L wo/APA	3/31/2011			
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET [illegible]	05646 Crown Ford	30	1FMHK7D85BG[redacted]	3/8/2011				3.5L wo/APA	4/6/2011			
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor 7/15- it was agreed that there is visual evidence of the pins showing if the molex conn is not fully inserted. operator instructions does cover the visual inspection.	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex conn. Reinstall and function test IPA. 5/23- reinstalled connector gear passed all testing 6/22-Greg Austin checking with		02058 Beechmo nt Ford	13	1FMK8F80BG[redacted]	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253		WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING	07737 Serramote Ford	611	1FMHK8D89BG[redacted]	2/15/2011	2/7/2011			3.5L wo/APA	3/23/2011			

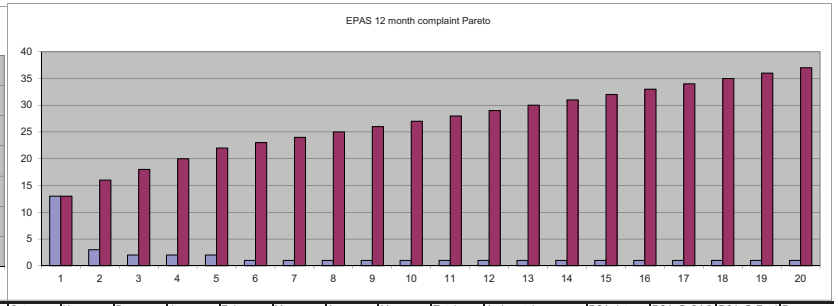
UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing		05126 Gary Crossley Ford	4475	1FMHK8F80BG[redacted]	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011						
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week		06081 San Francisco Ford	14	1FMHK8D81BG[redacted]	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011						
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.		02694 Dean Sellers	3754	1FMHK8F8XBG[redacted]	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011						
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-		08305 Evergreen Ford	49	1FMHK8F84BG[redacted]	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011						
UR0028	rubbing noise while turning at stop	no codes	NVH	in process MAO	6/10- No problem found EOL EDF/NVH testing. Did find a couple of impact markes on the OBH & EPP. Unsure what the tech moved or changed during gear replacement to fix noise. NPF- unknown cause	6/6- no codes in fault store, did not notice any noise turning input shaft back & forth from center. Shipped to MAO for EDF/NVH testing	CONCERN: FRONT END MAKES RUBBING SOUND FROM FRONT WHEN TURNING IN A PARKING LOT. DIAGNOSTICS: N/A PARTS REPLACED:N/A TECH QUESTION: ANY KNOWN CONCERNS? WERE YOU ABLE TO VERIFY THE CONCERN? YES AT WHAT SPEED DOES THIS OCCUR? WHEN VEHICLE IS STOPPED AND TURNING WHEEL MOST FREQUENTLY. AT WHAT RPM DOES THIS OCCUR? 750 CUSTOMER STATES CHEKC FOR NOISE WHEN TURNING WHEEL VERIFY NOISE WHEN TURNING. ISOLATE NOISE TO RACK ASSY.	20636 Schultz Ford	5475	1FMHK8D8XBG[redacted]	1/20/2011	1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011						
UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.		5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER	08868 John C. Stewart & Son	17	1FMHK8D83BG[redacted]	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011						
UR0033	No Com	No Com	EPP	In Eval MAO	7/26- No problem found with EPP communication, pulled normal data from the EPP. Still testing NTF. Unknown if tech mis-diagnosed vehicle for this front abs sensor issue.	7/1- was able to get into Canape data. After new EPAS gear installed vehicle returned 14 miles later with ABS & TC lamp coming on found shorted harness for abs frt sensor.		08452 New Brighton Ford	872	1FMHK7B80BG[redacted]	4/18/2011	4/9/2011	12/25/2010	12/31/2010	3.5L wo/APA	6/4/2011						
UR0034	U2011-61 U3000-96	B95	TS	In Eval Hella	8/31-: Frequency variation on channel 2 without torque--> Failure description: PWM2 jitter, the ASIC has received at Onsemi and the analysis is ongoing, first results are possible on 2th of September.	7/1- pulled stored and EFF data, shipped to MAO for analysis 8/1-Checked with oscilloscope. Unstable Channel 2 PWM when no torque is applied. You can see a varation in channel 2		00210 Sunny King Ford	02707	1FMHK7D80BG[redacted]	1/20/2011	1/15/2011	11/16/2010	12/2/2010	3.5L wo/APA	5/11/2011						

UR0036	C200B-2F C200C-2F	BD0-BD3	TS	In Eval Hella	8/31- No channel 2--> Function test on application level at all temperatures: The function test was passed. No Conspicuousness were found. Short durability / lifetime test shows no deviation, currently we will reproduce the failure according the information from Sergio. 9/21- Full testing and optical inspections lead to NTF. case closed as NTF	8/1- BD3 fault is raised when IPA is fully turned CCW. Reference EPP used. Fault travelling with IPA. IPA signals are scoped. Observed a voltage drop in 5V supply. After a while fault is replicated, there was no signal on channel 2. bobby to ship to Hella.		M1626 Sanchez Auto	00008	1FMHK7F82BG[redacted]	4/13/2011	4/7/2011	12/7/2010	12/11/2010	3.5L wo/APA	6/2/2011					
UR0037	Making noise no assist	A19	NVH	In Eval 26mile	8/8- found broken pulley from Capstan, submitted presentation to Ford. When 8D is completed will send out to Ford.			00169 Pittsville Motors	6773	1FMHK8D84BG[redacted]	1/31/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011					
UR0038 RUA#4997	U2011-49 U3000-96	B3A	EPP	In Eval UK	9/21-confirmed from tycothis is a Mg,Na,S contamination issue	8/1- MAO working on ambient and hot testing. 8/8- MAO testing still ongoing 8/11- cannot duplicate code fits the Mg,Na contamination dates shipped to UK then Tyco week 25 relay build		07563 Riser Ford	9727	1FMHK7F83BG[redacted]	11/23/2010	11/17/2010	9/10/2010	9/16/2010	3.5L w/APA	5/2/2011					
UR0039	No Com	No Com	EPP	In eval MAO	8/10-confirmed C154 Kemet Cap	7/25- no other claims on this vehicle		03591 Matthews-Currie Ford	1484	1FMHK7B81BG[redacted]	3/29/2011	3/27/2011	1/7/2011	1/9/2011	3.5L wo/APA	6/13/2011					
UR0044	Wheels lock TC lamp on C1B00-64	No codes		At WPAC	7/25-tech did not follow proper diagnostic's vehicle equipped with auto park C1B00-64 leads to SWA sensor in column. Hotliner requested to replace the RCM Chargeback dealer.			01472 Gullo Ford	3702	1FMHK7F87BG[redacted]	3/3/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/11/2011					
UR0049	U3000-49	BA4,BA5, BC2	EPP	In process MAO - Cap shipped to Kemet	8/29-Kemet C154 capacitor issue(cold weld issue)	8/2- pulled stored & EFF data shipped to MAO for further information 8/2- pulled stored & EFF data shipped to MAO for further information.		08862 Portsmouth Ford	457	1FMHK7F82BG[redacted]	5/13/2011	5/5/2011	3/23/2011	3/24/2011	3.5L wo/APA	6/28/2011					
UR0052	Check eng lamp on U3000-49	AE0		At WPAC	8/10- ship gear out of WPAC and test gear at MAO. If NTF to close case. 9/12- all testing passed, NTF	8/2- could not pull any codes only had a AEO code(CAN message fault)in PSCM check CQIS case dealer replaced EPAS gear and same codes set(U3000-49) no change, dealer could not fix vehicle and vehicle was bought back. Int no		00149 Waldrof Ford	1343	1FMHK8D81BG[redacted]	3/7/2011	3/2/2011	12/26/2010	12/30/2010	3.5L wo/APA	4/15/2011					
UR0053	U3000-49	BA4,BA5, BC2		in eval MAO	9/9- confirmed C154 Kemet Cap	8/19- pulled EFF & stored data does fit the signature of a Kemet C154 failure shipped to MAO to confirm		01928 Bert Wolfe Ford	629	1FMHK8D81BG[redacted]	5/20/2011	5/12/2011	2/11/2011	2/14/2011	3.5L wo/APA	7/6/2011					
UR0057	popping noise frt-end turning	no codes, lamps or noise from the gear		dealer chargeback	8/19- checked the history on this gear because I did not find any thing wrong with the gear physically or internal codes. Found out a bumper beam weld broke and causing the noise. Will chargeback the gear to the dealer			04544 Red McCombs Ford	1108	1FMHK7F89BG[redacted]	6/3/2011	5/26/2011		4/21/2011	3.5L wo/APA	7/6/2011					
UR0078	TC Lamp on	No codes		In process MAO	9/9- tech installed new PSCM vehicle still will not communicate. Non-TRW issue. Wiring issue. According to CQIS report.			02265 Mathews Ford	85	1FMHK8D83BG[redacted]	7/12/2011	6/24/2011	4/6/2011	4/7/2011	3.5L wo/APA	8/24/2011					
UR0093	bumps can hear noise from frt-end	No codes	NVH	At WPAC	9/30- dealer had same noise after EPAS gear replacement after FSE assistance found LF subframe mount grounding, then vehicle returned week later found bumber bar noise that fixed the vehicle. NTF with Gear			07815 Frank Jackson Ford	1323	1FMHK7F87BG[redacted]	6/13/2011	6/7/2011	4/6/2011	4/9/2011	3.5L wo/APA	9/12/2011					
UR0110	No Assist	No Com	EPP	In Eval MAO	10/17-Confirmed Kemet cap C154 10/26- get approval from Anting to ship C154 back to Kemet for analysis.	10/7- could not pull any data from gear no communication with canape shipped to MAO for further testing		01281 Haldeman Ford	00372	1FMHK8D85CG[redacted]	9/4/2011	8/30/2011	7/14/2011	7/15/2011	3.5L wo/APA	9/22/2011					

0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/15- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for				1FMHK8D81BG[redacted]	3/14/2011				3.5L wo/APA	3/2/2011			

EPP number	Fault code	Date found	Found	Diag rep	PFR Name	Root cause	Ad. Cont.	Perm. Act.	Model	Part loc	Next step	TRW resp.	Actions owner
094431177J30692	B3A	1/25/2010	Hot PUMA	1000311	094431177J30692B3AF	FNR			CD3	QAO lab	FNR	S. Alvarez	S. Alvarez
093431177J30892	B3A	2/10/2010	HSAP	1000333		Yes	Yes	Yes	CD3	Tyco	FR	E. Narvaez	Tyco
093561177J30791	B3A	2/16/2010	NVH	1000337		TBD			CD3	QAO lab		G. Zarate	TBD
100401177J30006	B3A,BAA,BAB	26-03-10	PUMA	1000NVH		FNR			CD3			J. Lopez	J. Lopez
100741177J30832	B43,BB9,BB7,	21-04-10	PUMA	1000Limpieza 1		Yes	Yes		CD3			E. Narvaez	Tyco
092061177J30175	A30	10.01.09	PUMA	0900185		FNR						M.Ramirez	OPEN
092091177J31270	A30	10.02.09	PUMA	0900187		FNR						R.GARCIA	OPEN
092681177J30393	A30	11.06.09	PUMA	0900264		FNR						J.Juan M	OPEN
092581177J31290	A30	29.10.09	PUMA	0900265		FNR						R.GARCIA	OPEN
091971686F30243	A3A	09.04.09	PUMA	0900196		FNR						J.Juan M	OPEN
092651182J30105	A3A	11.06.09	PUMA	0900269		FNR						R.GARCIA	OPEN
092151177J30290	A3A	10.09.09	PUMA	0900206		FNR							OPEN
092201177J30330	A3A	18.09.09	PUMA	0900210		FNR						R.GARCIA	OPEN
092191182J30038	B3A	11.09.09	PUMA	0900205		FNR							OPEN
092151177J30290	B3A	09.10.09	PUMA	0900252		FNR						J.Juan M	OPEN
092191182J30038	B3A	09.11.09	PUMA	0900270		FNR						J.Juan M	OPEN
094431177J30692	B3A	25.01.10	PUMA	1000311		FNR						R.GARCIA	OPEN
101102005A30028	B3A	09.08.10	PUMA	1000598		FNR						M. RAMIREZ	OPEN
100921177J30392	B3A,BB7,C69	14.05.10	PUMA	1000448		FNR						J.Juan M	OPEN
093031177J30322	B43h	12.12.09	PUMA	0900287		FNR						J.Juan M	OPEN
100741177J30832	B43,BB9,BB7,	21.04.10	PUMA	1000426		Link relay open coil						Tyco	CLOSED
101332002B30544	B43,E30,A30	01.06.10	PUMA	1000470		Link relay open coil						Tyco	CLOSED
101342002B30595	B3A,B9B,BAA	01.06.10	PUMA	1000475		R227 dama	Resistor's voltaje review on cleaning station					Anting	CLOSED
101232002B30613	B3A,BAA,B9B,	23.06.10	PUMA	1000530		R227 dama	Resistor's voltaje review on cleaning station					Anting	CLOSED
100401177J30006	B3A,BAA,BAB	26.03.10	PUMA	1000375		R227 dama	Resistor's voltaje review on cleaning station					Anting	CLOSED





QR number	Description	Liability	Liability Tier	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Total	Actions taken	PCA date	PCA @ QAO	PCA @ Ford	Recurrence
I240208, I240512, I240760, I031437, I241013, I241151, I241124, I241277, I241469, I241496, I241663, No QR, J240339-3	Lost of assistance / Relay related																				
	Raised Rivet	TRW	Tyco	3									1			4	- Modify lower punch from flat to a cone shape for a more robust rivet - Installation of vision system to confirm post-rivet geometry. - Improve EOL cotact resistance testing	5/19/2009	8/11/2009	8/18/2009	
	Offset spring	TRW	Tyco					1								1	- Vision camera installed to prevent missaligned bridge. - Install feature to guide the spring during welding process	9/11/2009 10/9/2009	1/8/2010	1/15/2010	
	Sulphur contamination	TRW	Tyco													0	- Contact laser cleaning on week 40/08 - Test effectiveness to be more rep. of the application (low current testing) at Tyco and Nidec	Sept. 2008 4/2/2009	6/25/2009	7/2/2009	
	Link relay armature weld failure	TRW	Tyco			1	2									3	- Laser sampling / Lens cleaning. - Welding station PM change	10/9/2009 10/22/2009	1/8/2010	1/15/2010	
	Plastic contamination	TRW	Tyco			1		1		1		1		1		5	- Close back of riveting machine and buffer before and after cleaning. -Molding dept. particle reduction. New ionizatrion bars on coil body, cover and base plate.	9/30/2009 11/7/2009 12/11/2009	3/5/2010	3/12/2010	
	Loose plastic tab	TRW	Tyco		1											1	- Improved alignment of base to armature. - 2 cameras installed to check for tab presence. - Blow and vacuum cleaning installation	8/6/2009	10/29/2009	11/5/2009	
I240504, I240786, I241589	Noisy gear due to input shat loose on IPA / Missing input shaft bushing	TRW	Rogersville	1					1							2	- Poke yoke system installation to prevent non stacked shafts to be passed through before bushing is installed	1/8/2010	1/15/2010	1/22/2010	

J240339-4, J200776-C	Lost of assistance PCB clerance related	TRW	Nidec										1	1		2	- Test to confirm the impedance level between 0V and signal pins in the ribbon cable. - EC to cut back the 0V plane in the PCB artwork, to remove the potential for this overlap	Nov. 09 EC ongoing	10/21/2010	10/23/2010	
I241036, I241386	Missing mounting bushing	TRW	QAO			1		1								2	- Vision camera to detect missing bushings intalled in assy. line	Oct. 2009	Oct. 2009	Oct. 2009	
J030323, J200386	Wrong ECU delivery part number	TRW	QAO									15				15	- Investigate feasibility to run cross check verification of correct software info. Between Bully and NVH machine. - Improve line programming to add new part numbers by minimizing manual intervention	2/15/2010 3/1/2010	2/15/2010 3/1/2010	3/8/2010	
I240259	No communication	TRW	QAO													0	- Recirculation process set up. - Operators retraining	3/31/2009	3/31/2009	4/7/2009	
I240647	Bushing off position	TRW	Tenneco													0	- Rubber process cleaning improvement at supplier	5/12/2009	5/26/2009	6/2/2009	
I241180	Failure codes U0100, U2101	TRW	QAO				41									41	- Activation test process change - Woodpecker process improvement	9/4/2009 9/13/2009	9/4/2009 9/13/2009	9/20/2009	
I240929	Sensor harness contamination in connector	TRW	Delphi		2											2	- Process audit improvement at supplier	10/30/2009	11/6/2009	11/13/2009	
I202093	Hex nut bushing without threads	TRW	ENA				1									1	- Visual camera system	11/30/2009	11/30/2009	12/5/2009	
I241645	Missing tie rods	TRW	QAO						1							1	- Poka yoke installation to assure programming of the part number to be produced into the data base	1/15/2010	1/15/2010	1/22/2010	
I202814	Housing's slot over spec	TRW	Sensus							1						1	- Materials handling improvement to remove set up parts	12/12/2009	1/15/2010	1/22/2010	
I241503	Cricket noise	TRW	Rogersville					84								84	- Return to Job 1 sensor design. - Install guide in op. 60 to turn IPA's input shaft 45 degrees and assure finger retainer in properly installed	12/19/2009	12/19/2009	12/26/2009	
J034027	Containment bolt on bushing	TRW	QAO									1				1	- Bolt removal at SL station added	2/17/2010	2/17/2010	12/26/2009	
I240225	Noisy gear due to input shat loose on IPA	TRW	Rogersville													0	- Add bushing on "t" bar and pinion union. - Change to a new grease	Mar. 2009	Mar. 2009	Apr. 2009	

No QR	Lost of Asistance. Part recirculated that didn't passed through testing stations	TRW	QAO									1				1	- Develop password that locks ability to operators to define station to send recirculated parts. - Develop traveling card system for recirculated parts	2/25/2010	2/25/2010		
J240232	Belt sliding while teeth are not well formed	TRW	Gates										1			1	- Supplier to remove tape to hold rubber in mandreel. - Molds are being inspected twice (a) 100% at the stripper after demold operation of the slab and (b) at the cooling station prior to placing the next jacket on the m	3/29/2010	4/15/2010	TBD	
J200776-C	Damaged ribbon cable / Tear down	TRW	QAO										1			1	- Develop the usage of one individual centering tool for the tear down operation	3/30/2010	3/30/2010	4/7/2010	
J240482	Bent finger on IPA	TRW	QAO											1		1	- Desing and implement a Christmas tree tool base to avoid using IPA's container to place this tool	5/25/2010	5/25/2010		
No QR	ECU R227 open circuit. C17 damaged or missing	TRW	Anting												1	1	TBD				
J240339, J240482	Lost of assistance. TBD	TRW	TBD										2	2	3	7	TBD				

Chicago QR's / If Number-C it means that rejections stayed at QC
Oakville QR's / If Number-C it means that rejections stayed at QC
Hermosillo QR's

Case Number	Ford DTCs	TRW Code (Sympto	Compone nt	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles
FR-0241	U3000-49 U2011-49	B43, BB9	EPP	In Eval (QAO)	**1/31- tri-temp ign. Cycling is the next steps to reproduce any codes.** **2/21-NTF with all testing performed at QAO**	**6/14- pulled EFF data shipped to QAO. B43 in EFF data, also stored BB9 code.** **6/18- in process from Rogersville to QAO.** **10/6- found gears at QAO, leak testing started** **11/8- ambient ign cycling cannot reproduce. Next to cold ign. Cycle**		01237 Kindle Ford	2604
FR-0341	U2011-49	B6B	EPP	In Eval (UK)	**11/15- pulled EFF & stored data shipped to 26mile for analysis. PFR done and sent to 26mile & UK.** **12/3--Sent to UK.**			06644 Williamsburg Motors	641
FR-0399	TC Lamp On	A3A	EPP	In Eval (PDC)	**3/1- John B gave gear to Laura N to deliver to Tim Snider for on-vehicle testing.**	**1/31- relay to ship to UK for Andy to take to the Tyco workshop.** **2/1- discuss if relay issue caused SWA Can Bus issue.** **2/7- Tim agreed to reinstall the EPP and this would be put back on a vehicle for testing**	CUSTOMER STATES THE ADVANCE TRACK LIGHT STAYS ON CONTACTED HORLINE FOR KNOWN CONCERNS IN SENSOR ONLY SERVICED IN STEERING GEAR, REPLACE GEAR. VERIFIED CONCERN FOUND STEERING WHEEL ANGLE SENSOR 220 DEGREES OFF. REPLACED STEERING GEAR AND PERFORMED ALIGNMENT. VERIFIED ADVANCE TRACK LIGHT ON. EEC TEST FOUND CODE 1277. MONITOR PID DATA FOUND STEERING WHEEL	08325 Dan Wiebold Ford	12
FR-0403	U3000-49	B25,B43	EPP	In Eval (26mile)	**2/4- pulled stored & EFF data shipped gear to QAO for analysis**	**2/4- pulled stored & EFF data shipped gear to QAO for analysis**		07312 Suppes Ford	24
FR-0436 RUA# 4561	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	4/18- relay still under analysis, potential contamination issue. Contact do have unknown contamination. 6/17- Tyco still needs to get EDX analysis,Tyco have committed to provide the results of the EDX analysis and an updated report by 8th July.	**3/25- pulled EFF & stored data, shipped to 26mile for surrogate relay test, then remove and ship to Tyco.** **4/4- passed surrogate relay test** **4/6- shipped relay to UK this afternoon, Geoff should have it Friday**		03812 Gordie Boucher Ford	3304
FR-0446	U2011-49	B43, BB9	EPP	in Eval (QAO)	4/15- pulled EFF and stored data shipped to QAO for analysis			00066 Eddins Ford	527
FR-0467 RUA#4855	U3000-49 U3000-96	B43	EPP	in process (Tyco)	6/17- Failure of the coil terminal to base weld. New failure mode, but a new camera has already been added to Line 1 which includes the ability to detect this type of failure. 8D in process.	5/26- pulled stored and EFF data shipped gear to QAO for analysis 6/1- gear shipped from Rogersville to QAO 6/10- Pepe found defective link relay output using scope. Swapped PFS and normal operation. To raise RUA and overnight to Tyco for workshop next week.		07749 Future Ford	2284
FR-0508	U2011-49	B3A	EPP	In Eval QAO	**8/19- lab started testing**	**8/3- pulled EFF & stored data shipped to QAO for further analysis**		04124 Marlow Ford	886
FR-0529	U2011-49 U3000-96	B6B	EPP	In process QAO	**8/9- pulled EFF & stored data shipped to QAO**			02246 Bob Chapman Ford	384

VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
3FAHP0JA5AR[redacted]	1/7/2010	12/23/2009	10/8/2009	11/6/2009	2.5L Gas	5/5/2010			
3FADP0L32AR[redacted]	3/23/2010	3/18/2010	12/16/2010	1/25/2010	2.5L Hybrid	9/24/2010			
3FAHP0JG8BR[redacted]	11/3/2010	10/30/2010	8/2/2010	9/9/2010	3L	12/23/2010	2011		
3FAHP0CG6BR[redacted]	9/21/2010	9/8/2010	4/6/2010	7/29/2010	3L	1/13/2011	2011		
3MEHM0JG9BR[redacted]	12/9/2010	12/13/2010	10/6/2010	10/19/2010	3L	3/11/2011	2011		
3FAHP0JGXBR[redacted]	10/6/2010	9/25/2010	4/13/2010	8/7/2010	3L	3/31/2011	2011		
3FAHP0CG1BR[redacted]	2/25/2011	2/18/2011	1/8/2011	1/11/2011	3L	4/11/2011	2011		
3FAHP0HA8BR[redacted]	2/11/2011	2/1/2011	12/10/2010	12/13/2010	2.5L Gas	7/11/2011	2011		
3FAHP0HA3BR[redacted]	1/15/2011	12/23/2010	11/10/2010	11/10/2010	2.5L Gas	7/8/2011	2011		

CD3		TRW Confirmed																	Status				Non-TRW	Anaylsis			8D stage								Comments
Total		**10**	**1**	**10**	**0**	**0**	**4**	**0**	**4**	**2**	**0**	**2**	**0**	**10**	**1**	**4**	**10**	**58**	**0**	**11**	**13**	**24**	**5**												
Case #	Miles	Other	BA4	B3A	BAA	B32	B9A	B95	B43	B97	B7E	BD1,2,3	BB9	Noise	BA5	B31	Other	Tota	Pend	Open	Clsd	Tota	Non-TRW	A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8	
CR#3014248	0			1																	1		1											Relay - Sweat contamination
CR#3014527	0	1															1				1														QAO: Incorrect test sequence - CFF code in EFF buffer
H241742	0	1															1				1														QAO: NVH bug software issue
H241743	0			1																	1		1												Relay - Sulphur contamination
I240154	0			1																	1		1												Relay - Sulphur contamination
I240208	0									2											1														Schalke: screw
I240225	0													8							1														IPA missing input shaft bushing
I240259	0	3															3				1														EPAS incorrect tune
I240504	0													1							1														IPA missing input shaft bushing
I240512	0											1									1														Aluminum sliver in Yazaki connector
I240623	0	1															1				1		1												NVM defectivity
I240647	0	1															1				1														Mounting bushing damaged
I240760	0		1	1					1											1			1												EPP at Shirley under analysis Relay - Raised Rivet
I240786	0													1						1															NFF IPA missing input shaft bushing
I240929	0											1				1				1															EPP at Shirley under analysis EPP at Shirley under analysis
I241003	0	1															1			1															Concern disputed
I241013	0			1					1											1															EPP at Shirley under analysis Relay - Offset Spring Relay - Offset Spring
I241036	0	1															1			1															QAO- missing mounting bushing
I241124	0																1			1															NVH lost the sequence
I241151	0 0			1 1																1 1															Relay - Offset Spring NFR
																1				1															Link Relay - cold weld
I241180	0	1																		1															Manufacturing reset
I241277	0															3				1															Link Relay - cold weld
AR265204	0			1																1															In Eval UK
1000333	0			1																1															In Eval QAO
RUA#3317				1																	1														B3A plastic contaimination- link relay
AR355344									1												1														B3A plastic contaimination- link relay
AR661730							1													1															IC12 regulator not coming up on start-up
AR354559							1													1															IC12 regulator not coming up on start-up
AR390291							1													1															
AR657700							1													1															PCB motor clearance issue
Total		**10**	**1**	**10**	**0**	**0**	**4**	**0**	**4**	**2**	**0**	**2**	**0**	**10**	**1**	**4**	**10**	**58**	**0**	**11**	**13**	**24**	**5**												

D-Car		TRW Confirmed																	Status				Non-TRW	Anaylsis			8D stage								Comments
Total		**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**		**0**	**7**	**0**	**6**	**1**	**7**	**0**												
Case #	Miles	Other	BA4	B3A	BAA	B32	B9A	B95	B43	B97	B7E	BD1,2,3	BB9	Noise	BA5		Other	Tota	Pend	Open	Clsd	Tota	Non-TRW	A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8	
CR 3074681	0			1																1															Raised rivet
AIM 3054252	0			1																1															Raised rivet
I031437	0			1																1															Relay - Offset Spring
	0	1																		1															No Communication
oakville	0											1									1															overwound TS clock spring
oakville	0										1									1															motor terminal PCB clearence issue
chicago	0			1																1															open relay contact 5
	0																																		
	0																																		
	0																																		
	0																																		
	0																																		
Total		**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**		**0**	**7**	**0**	**6**	**1**	**7**	**0**												

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Issue	Status Open/Closed	current status
0KM BR198102	C200B-62 U3000-96	BD4	TS	In Eval (Rogersville)	Open	2/9- have approval to modify line 1 with new grippers and smaller diameter ,March 21st completion date.
0KM BR198415	rattle under dash	No Codes	TS	In Eval (Rogersville)	Open	2/9- Rogersville received the IPA yesterday and started the investigation of the missing bushing. Rogersville has approval to purchase the camera's. still checking to see if this was a operator mishandling issue. April 1st is target date for completion of both camera's on line 2 & 3.
FR-0377	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	Open	1/19- has signature's of a regulator issue need to scope regulator to check for double start-up
FR-0390	C200B-2F	BD0,BD2, BD4	TS	In Eval (QAO)	Open	1/14- pulled EFF & stored data shipped to QAO for analysis. No damage to TS harness
FR-0411	C200C-2F C200B-62	BD1,BD3, BD4	TS	In Eval (QAO)	Open	4/6- Pepe to put pressure on input shaft in different directions while appling torque to the sensor to see if a code will trip from a bent finger.
FR-0429	C200C-2F U3000-96	BD1,BD3 BC5	TS	in Eval (QAO)	Open	3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness
FR-0431	C200B-2F U3000-49 U3000-96	BD0,BD2, B31	TS	in Eval (QAO)	Open	3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness
FR-0435	C200C-2F	BD1,BD4	TS	in process (QAO)	Open	3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness, but found corrosion in the 2-pin connector
DR-0046	C200C-2F U3000-96	BD3	TS	overwound clockspring	pending	2/3- had a new operator for the rework process recovering this IPA part; issue has been addressed and talked to the operators about it. Right now we are increasing our quality audits to the rework process as well.

Case Number	Ford DTCs	Symptom	Component	Issue	status	Engine
FR-0014	C200B-C200C-2F U3000-96		TS	TS harness damage	Closed	2.5L Hybrid
FR-0018	C200B-62 U3000-96	BD0-BD4	TS	8D Complete (Hella)	Pending	
FR-0020	U200B-2F U200C-2F	BD0-BD3	TS	TS solder joint	Closed	
FR-0031	C200B-62 U3000-96	BD4	TS	Bent TS finger	Closed	
FR-0036	U2011-61 U3000-96	B95	TS	TS ASIC	Closed	
FR-0042	U3000-96	BD3	TS	TS harness damage	Closed	2.5L Hybrid
FR-0043	C200C-2F U3000-96	BD3	TS	TS burrs leadframe	Closed	
FR-0045	C200B-61 U3000-96	B90	TS	TS burrs leadframe	Closed	
FR-0055	C200B-2F U3000-96	BD2	TS	Onsemi Via	Closed	

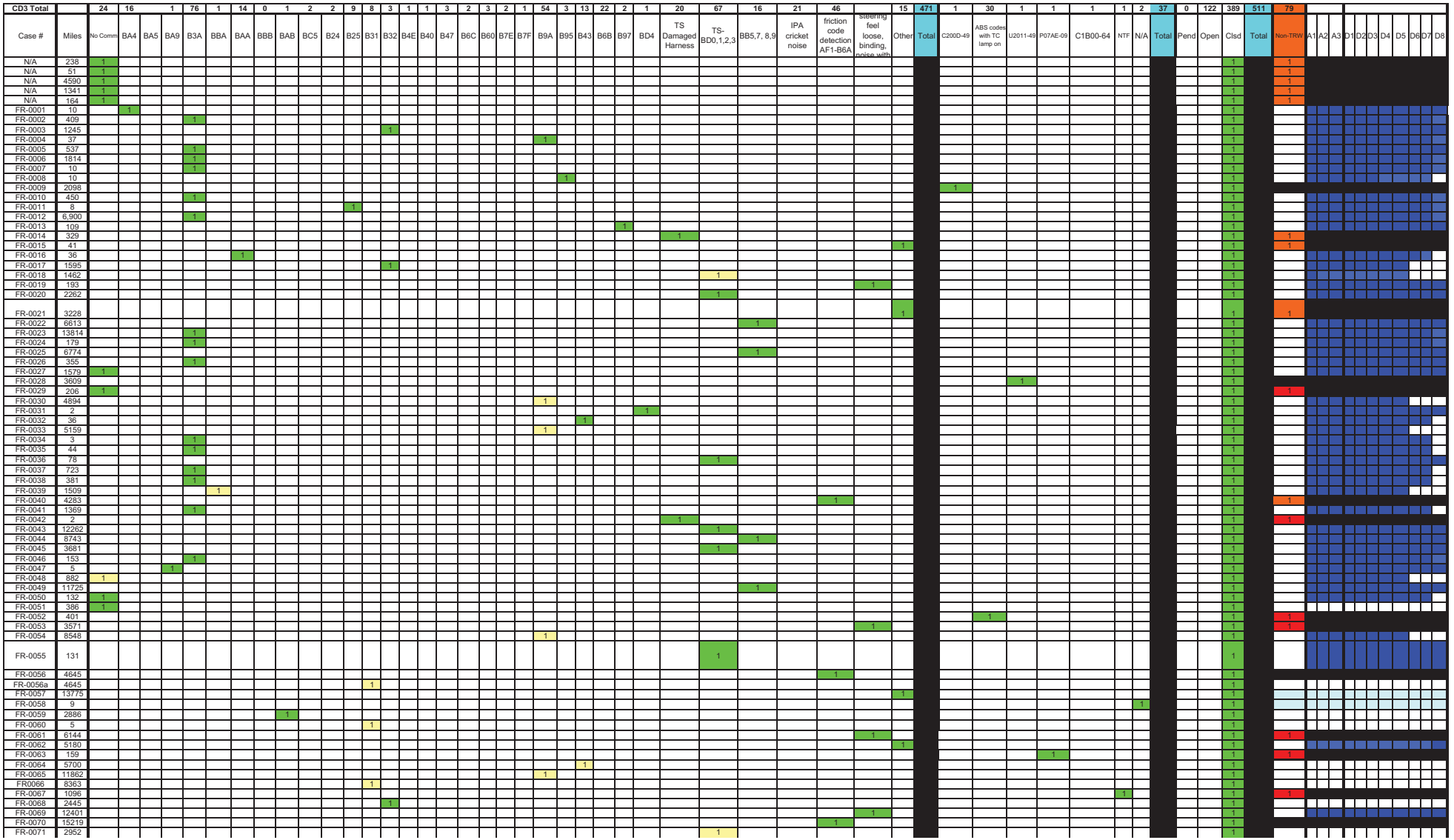
UR0003	C200B-2F C200B-62	BD2,BD4	TS	At WPAC	Open	4/6- need to discuss next week the poke yokes designed at station 50 to check for bent veins/fingers on the torgue sensor. Andrew Bradley will join in the discussion to assist Marion to find a reasonable PCA. QAO will also be involved with the discussions.
	under analysis further testing needed QAO					
	under analysis Farmington					
	under analysis Rogersville					
	under analysis at 26mile					

FR-0069	NVH	growling noise gear/ park. Turn wheel noise	TS	TS ASIC	Closed				
FR-0071	C200C-2F U3000-96	BD3	TS	NTF	Closed	Ambient			
FR-0076	C200B-2F U3000-96	BD0	TS	TS harness damage	Closed	2.5L Hybrid			
FR-0084	N/A	BD0-BD3	TS	TS harness damage	Closed	2.5L Gas			
FR-0109	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Pending				
FR-0113	C200B-61 C200B-62	B90	TS	ASIC	closed				
FR-0123		BD0-BD3	TS	TS harness damage	Closed	2.5L Hybrid			
FR-0133	C200B-2F C200C-2F U3000-96	BD0-BD4	TS	v-clip in IPA housing	Closed	3L			
FR-0136	C200C-2F	BD3, BD1	TS	wire strand short IDE conn	Closed	3L			
FR-0138	C200B-2F	BD2	TS	ASIC	Closed	2.5L Hybrid			
FR-0148	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	2.5L Gas			
FR-0152	C200B-2F U3000-96	BD2	TS	lost short removing ASIC, NTF	Closed	3L			
FR-0156	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	2.5L Hybrid			
FR-0160	C200B-61 C200C-2F	B90, BD3	TS	TS harness damage	Closed	2.5L Hybrid			
FR-0167	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	2.5L Hybrid			
FR-0172	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	In Eval (Wuppetal)	Pending	Ambient			

FR-0176	C200C-2F U3000-96	BD3	TS	overwound clockspring	Closed								
FR-0185	U2011-61 C200B-62 U3000-96	B95, BD4	TS	2-pin conn water ingress	closed	2-pin harness water ingress							
FR-0187	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (Hella)	Closed								
FR-0190	C200B-61 C200B-2F	B90, BD2	TS	overwound clockspring	Pending								
FR-0193	U3000-61 C200B-62	B90, BD4	TS	Bent TS finger	closed								
FR0197		BD0-BD3	TS	double start-up regulator.	Pending								
FR0206		BD2,BD3, B90	TS	overwound clockspring	closed								
FR0208		BD4, BD1,BD3	TS	2-pin conn water ingress	Closed								
FR0210		BD2	TS	clockspring assem	closed								
FR0211		BD0-BD3	TS	double start-up regulator.	Pending								
FR0216		BD0-BD3	TS	double start-up regulator.	Pending								
FR0221		BD0-BD3	TS	overwound clockspring	closed								
FR0226		BD2,BD3	TS	TS harness damage	closed	2.5L Gas							
FR0230		BD0-BD2	TS	2-pin conn water ingress	closed								
FR0233		BD0-BD3	TS	double start-up regulator.	Pending								
FR-0238	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	TS harness damage	closed	2.5L Gas							
FR-0254	C200B-61 C200C-2F U3000-96	B90,BD3	TS	overwound clockspring	closed								
FR-0256	C200B-2F C200B-61 U3000-96	BD0, B90	TS	shrink tube leak	Open								
FR-0257	C200B-2F U3000-96	BD0,BD2	TS	ASIC	close								
FR-0267	C200B-2F U3000-96	BD0,BD2	TS	molex conn	closed								
FR-0289	C200B-2F C200C-2F	BD2, BD3	TS	sent to warehouse	closed	outside Ford's testing range							
FR-0291	C200C-2F C200B-62	BD3, BD4	TS	sent to warehouse	closed	outside Ford's testing range							
FR-0292	C200B-62	BD4, B90	TS	sent to warehouse	closed	outside Ford's testing range							
FR-0293	C200B-2F	BD0, BD2	TS	TS harness damage	Closed	2.5L Hybrid							
FR-0294	C200C-2F C200B-62	BD3, B90	TS	overwound clockspring	Closed								
FR-0298	C200B-2F C200C-2F	BD2, BD3	TS	overwound clockspring	Pending								

FR-0301	C200B-2F	BD0, B90	TS	shrink tube leak	close				
FR-0302	C200B-2F	BD0, BD2	TS	hole drilled in IPA cover	Closed				
FR-0304	C200B-2F C200B-61	BD2, BD4	TS	NTF	Pending				
FR-0312	C200C-2F	BD1, BD3	TS	shrink tube leak	close				
FR-0321	C200C-2F	BD1, BD3	TS	TS harness damage	closed	2.5L Gas			
FR-0322	C200B-2F C200C-2F	BD0, BD3	TS	TS harness damage	Open	2.5L Gas			
FR-0327	C200C-2F	BD1, BD3	TS	NTF	Open				
FR-0332	C200C-2F	BD1, BD3	TS	shrink tube leak	closed				
FR-0337	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	closed	2.5L Hybrid			
FR-0339	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	TS harness damage	closed	2.5L Gas			
FR-0343	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	double start-up regulator.	Pending				
FR0344				TS harness damage	closed	2.5L Hybrid			
FR0345				TS harness damage	closed	2.5L Hybrid			
FR-0359	C200C-2F U3000-96	BD0-BD3	TS	TS harness damage	closed	2.5L Hybrid			
FR-0363	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Open	2.5L Gas			
FR-0364	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Open	2.5L Gas			
FR-0365	C200B-2F C200C-2F C200B-61	BD2, BD3,B90	TS	NTF- looking to install on vehicle if resources allow	Pending	2.5L Hybrid			
FR-0369	C200B-2F C200C-2F	BD2,BD3	TS	overwound clockspring	closed	2.5			
FR-0371	B200B-2F B200C-2F	BD0-BD3	TS	double start-up regulator.	Open	2.5L Gas			
FR-0384	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Open	3L			
DR-0004	C200B-2F C200C-2F	BD0-BD3	EPP	double start-up regulator.	Pending	Cold			
DR-0011	C200B-61 C200C-2F	B90	TS	overwound clockspring	Closed				
DR-0015	C200B-61 C200C-2F	B90	TS	overwound clockspring	Closed				

DR-0021	C200D-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	3.5L w/ APA
DR-0035	C200C-2F	DB3	TS	NTF	Pending	
DR-0046	C200C-2F U3000-96	BD3	TS	overwound clockspring	closed	
0KM AR369007		BD0-BD3	TS	bend tone ring tooth	closed	
0KM AR407556		BD0,BD2, BD3	TS	TS harness damage	closed	2.5L Gas
0KM-Oakville	C200B-2F C200C-2F	BD2	TS	overwound clockspring	closed	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Case #
Miles
No Comm
BA4
BA5
BA9
B3A
BBA
BAA
BBB
BAB
BC5
B24
B25
B31
B32
B4E
B40
B47
B6C
B60
B7E
B7F
B9A
B95
B43
B6B
B97
BD4
TS Damaged Harness
TS-BD0,1,2,3
BB5,7, 8,9
IPA cricket noise
friction code detection AF1-B6A
steering feel loose, binding, noise with
Other
Total
C200D-49
ABS codes with TC lamp on
U2011-49
P07AE-09
C1B00-64
NTF
N/A
Total
Pend
Open
Clsd
Total
Non-TRW
A1
A2
A3
D1
D2
D3
D4
D5
D6
D7
D8
N/A 238
N/A 51
N/A 4590
N/A 1341
N/A 164
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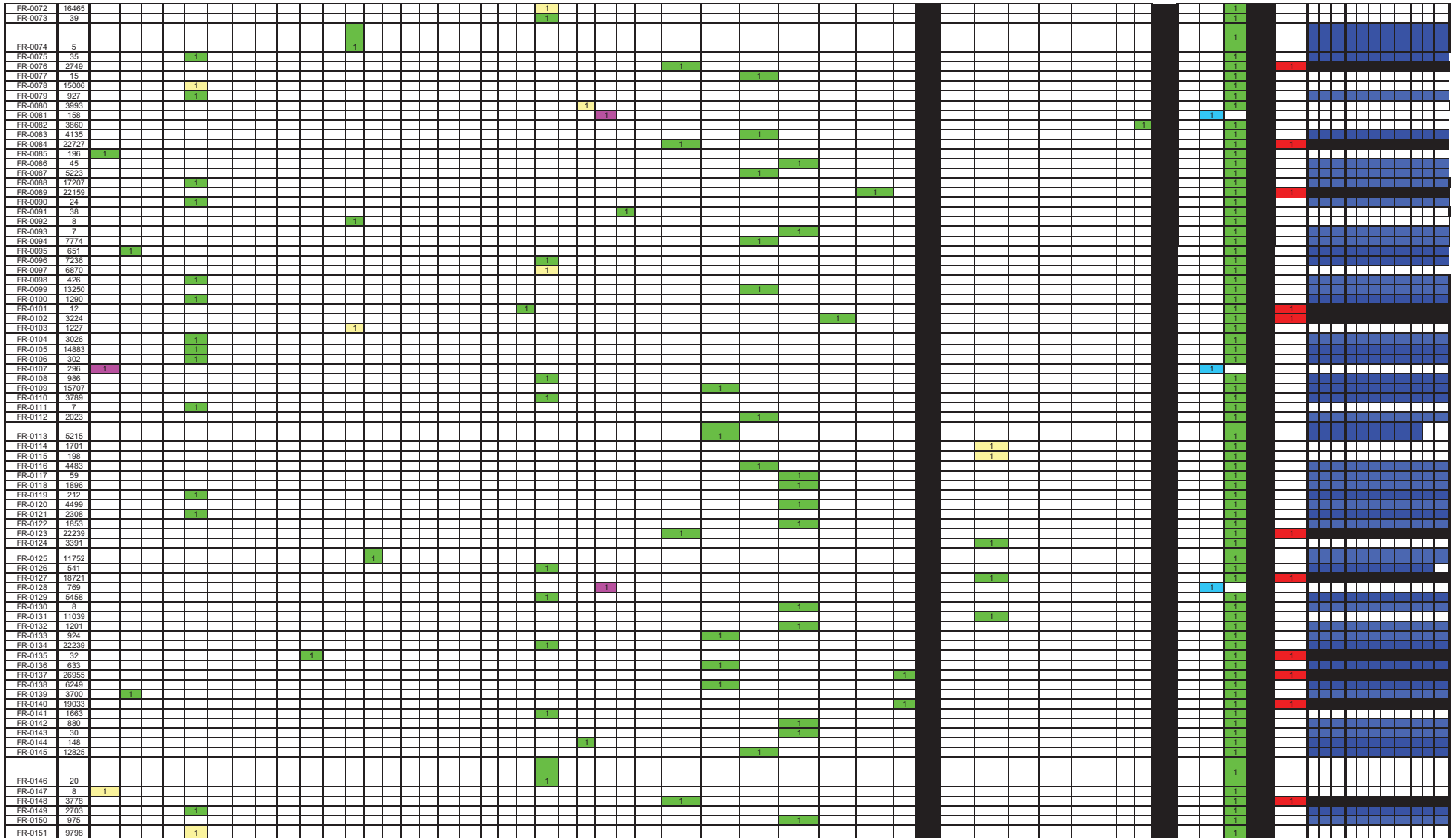
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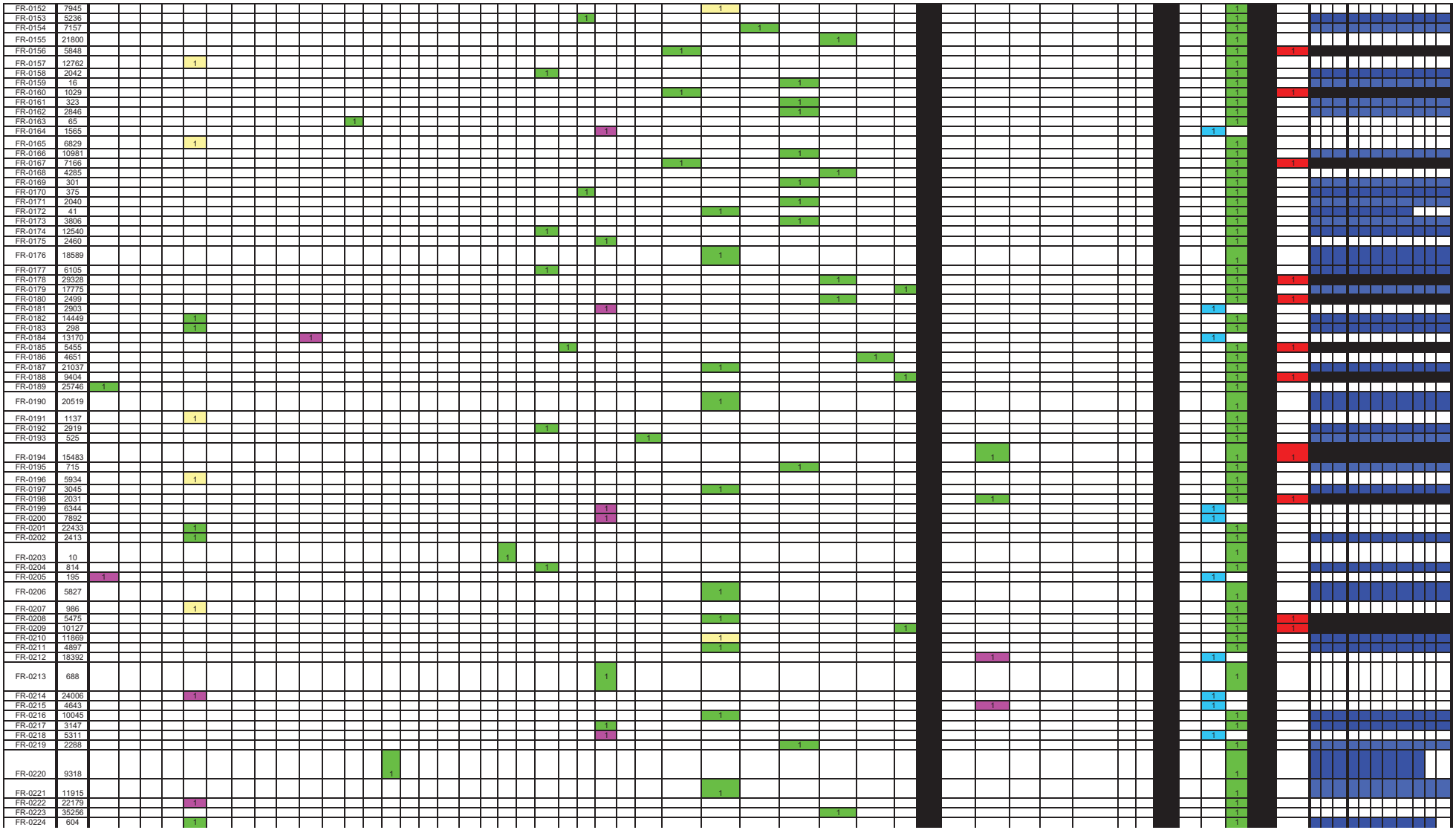

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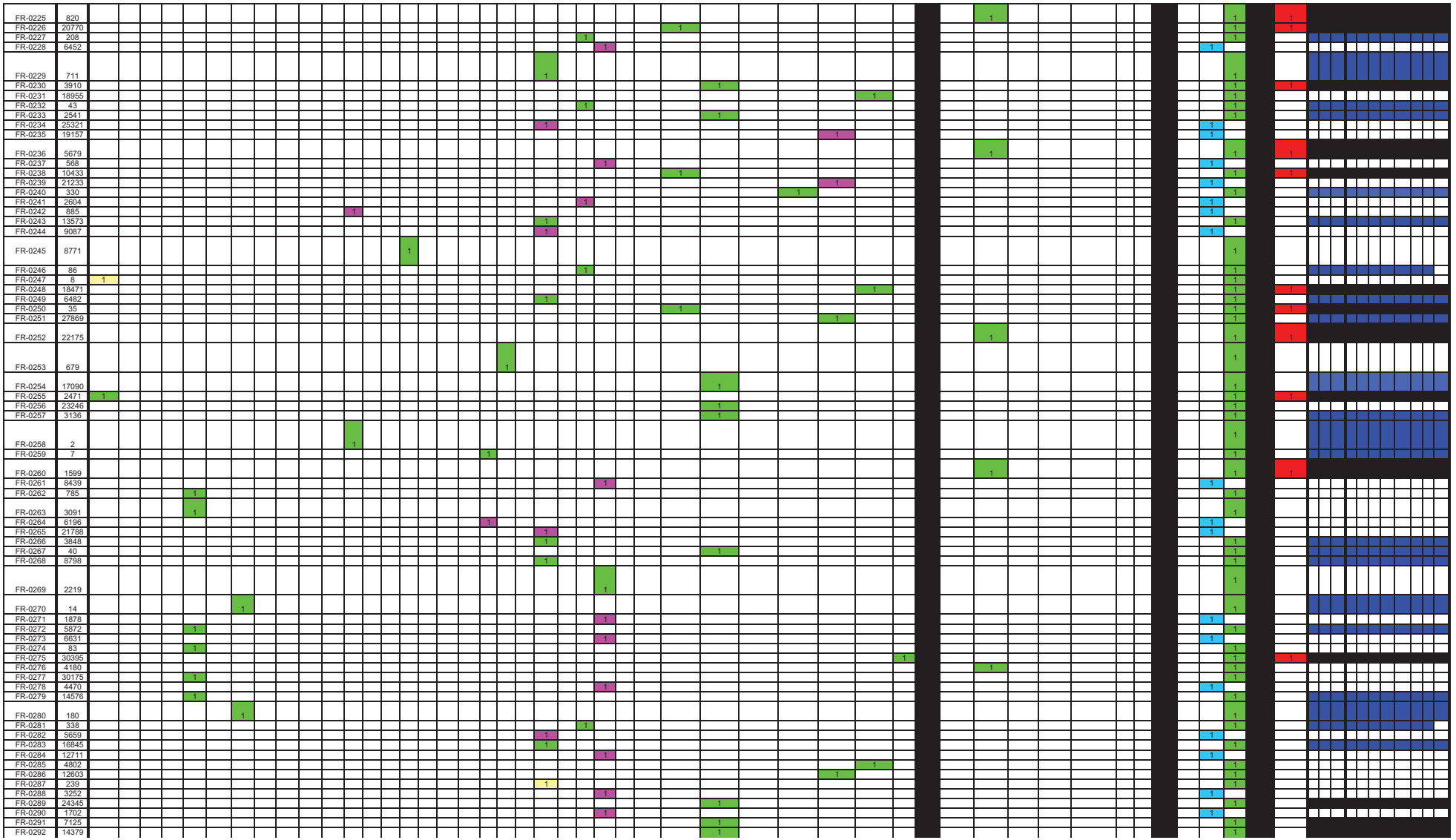
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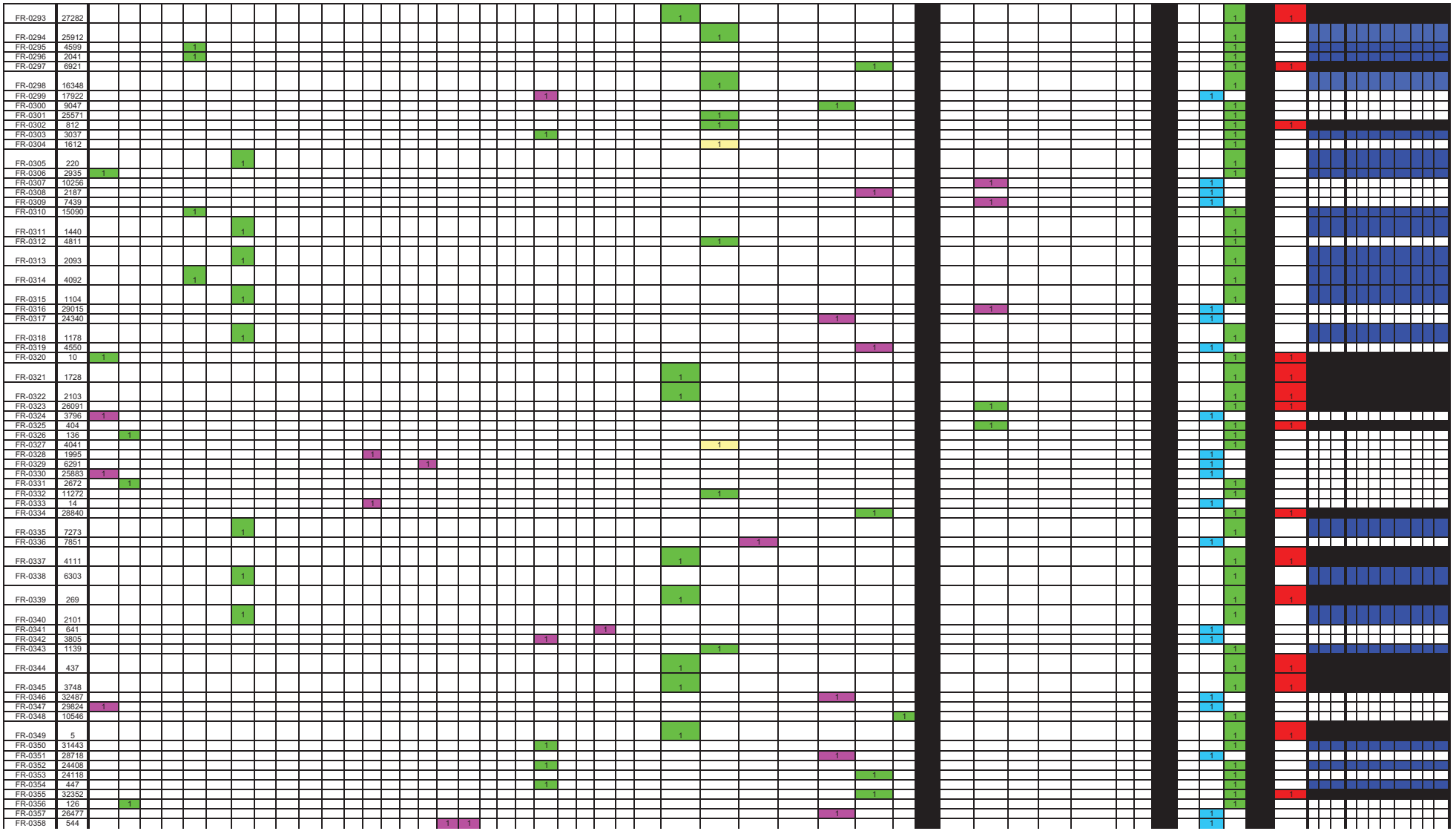
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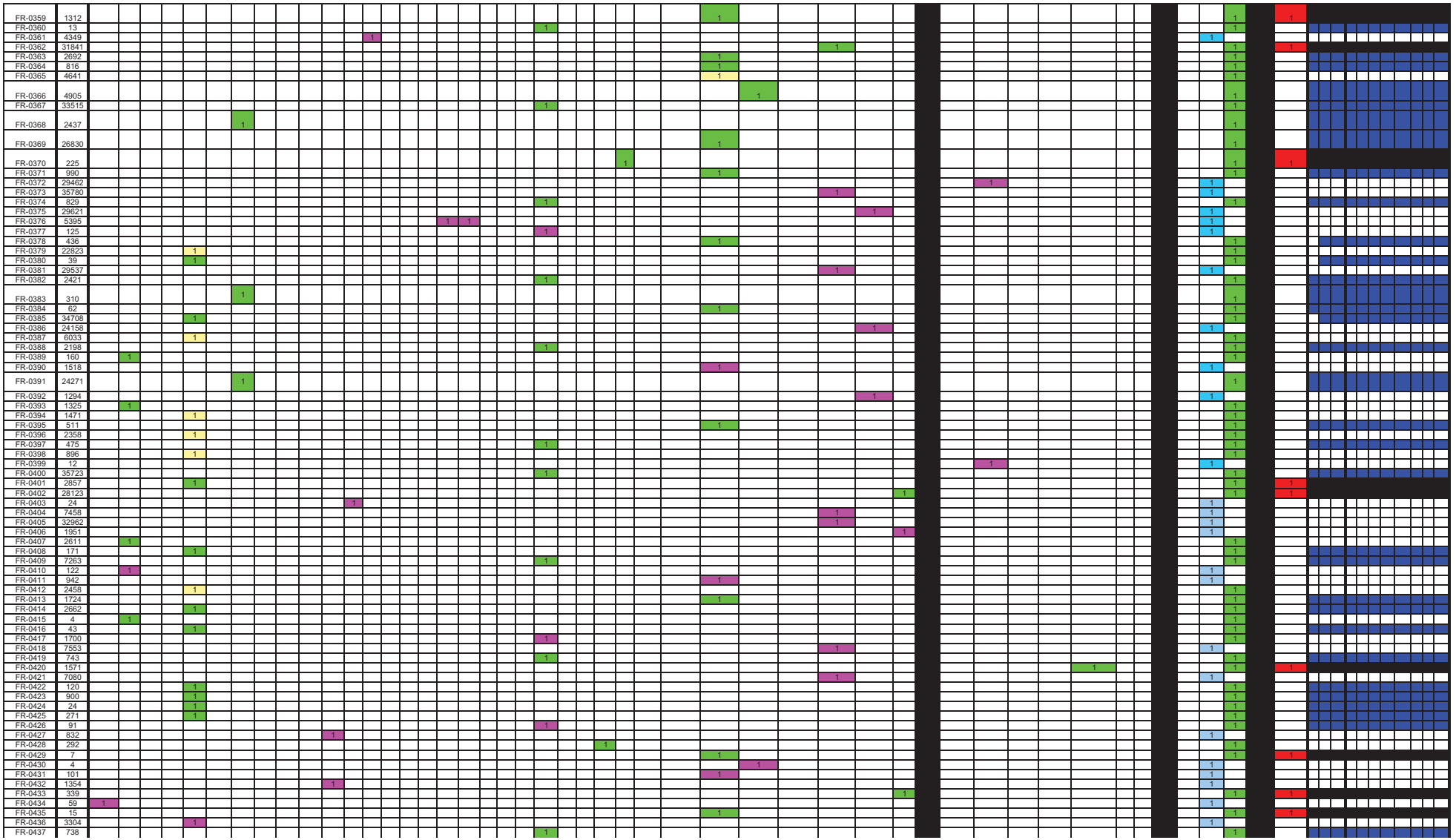
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D-CAR	Mileage	No Comm	BA4	BA5	BA9	B3A	BBA	BAA	BBB	BAB	BC5	B24	B25	B31	B32	B4E	B40	B6C	B6C	B60	B7E	B7F	B9A	B95	B43	B6B	B97	BD4	TS Damaged Harness	BD0,1,2,3	BB7, 9	IPA cricket noise	friction code detection AF1-B6A	steering feel loose, binding, noise with no codes	Other		C200D-49	ABS codes with TC lamp on	U2011-49	P07AE-09	C1B00-64	NTF	N/A		Pend	Open	Clsd		Non-TRW	A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8
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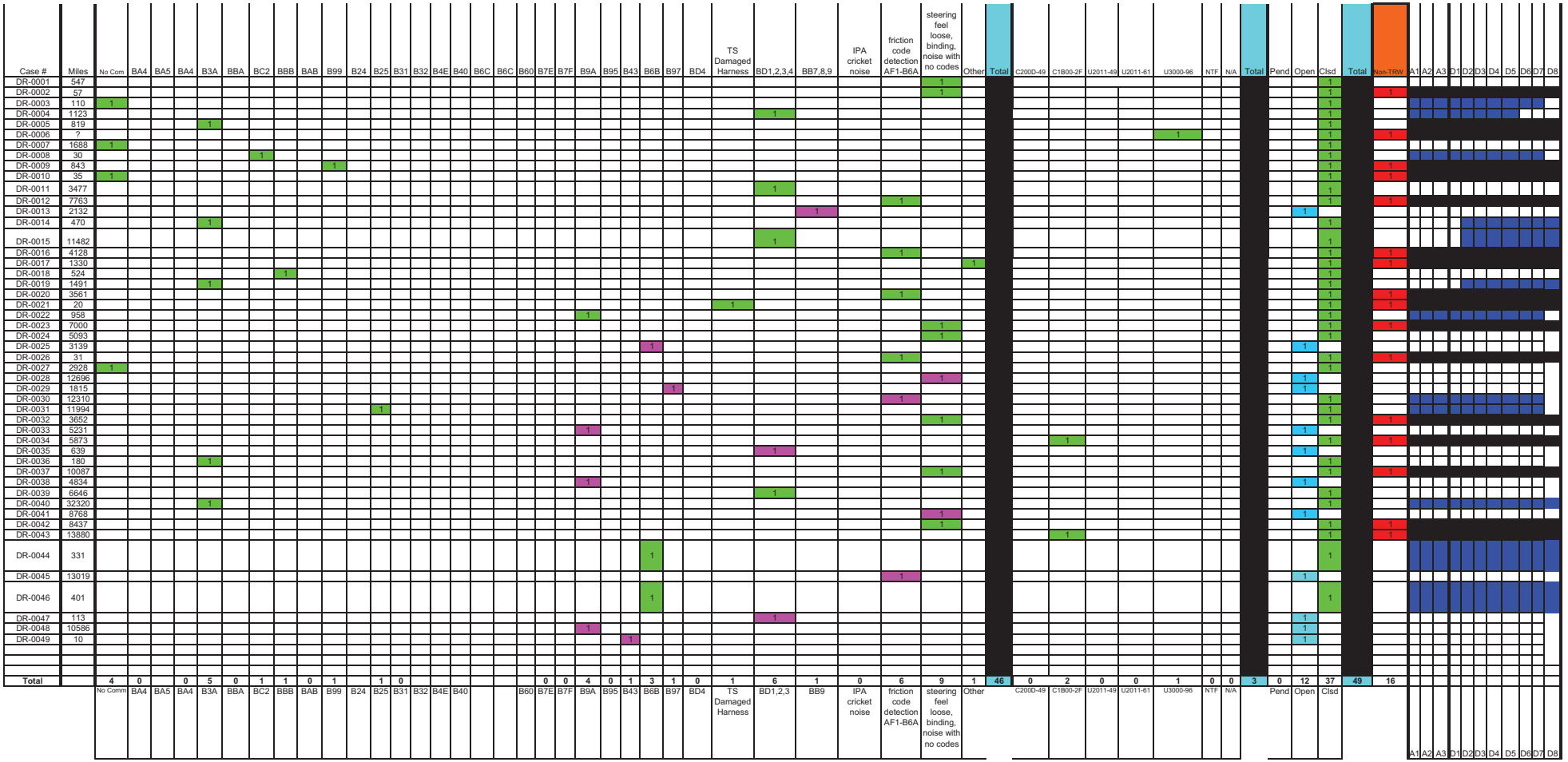
D-CAR	Mileage	TRW Confirmed																																			Dearler Confirm								Status				Non-TRW	Anaylsis			8D stage							
Total		4	0		0	5	0	1	1	0	1		1	0	0							0	4	0	1	3	1	0	1	6	1	0	6	9	1	46	0	2	0	0	1	0	0	3	0	12	37	49	16											



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DR-0002	57																																1											1													
DR-0003	110	1																																										1													
DR-0004	1123																													1														1													
DR-0005	819					1																																					1													
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DR-0007	1688	1																																									1													
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DR-0019	1491					1																																																			
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DR-0047	113																													1																			1													
DR-0048	10586																						1																									1													
DR-0049	10																								1																									1													
Total		**4**	**0**		**0**	**5**	**0**	**1**	**1**	**0**	**1**		**1**	**0**							**0**	**0**	**4**	**0**	**1**	**3**	**1**	**0**	**1**	**6**	**1**	**0**	**6**	**9**	**1**	**46**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**12**	**37**	**49**	**16**											
		No Comm	BA4	BA5	BA4	B3A	BBA	BC2	BBB	BAB	B99	B24	B25	B31	B32	B4E	B40			B60	B7E	B7F	B9A	B95	B43	B6B	B97	BD4	TS Damaged Harness	BD1,2,3	BB9	IPA cricket noise	friction code detection AF1-B6A	steering feel loose, binding, noise with no codes	Other		C200D-49	C1B00-2F	U2011-49	U2011-61	U3000-96	NTF	N/A		Pend	Open	Clsd			A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8

U502 Total		5	0		0	11	0	0	0	0	0		0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	13	0	1	1	0	0	0	0	0	0	0	0	0	0	0											
Case #	Miles	No Comm	BA4	BA5	BA9	B3A	BBA	BAA	BBB	BAB	BC5	B24	B25	B31	B32	B4E	B40	B6C	B6C	B60	B7E	B7F	B9A	B95	B43	B6B	B97	BD4	TS Damaged Harness	TS-BD0,1,2,3	BB5,7, 8,9	IPA cricket noise	friction code detection AF1-B6A	steering feel loose, binding, noise with	Other	Total	C200D-49	ABS codes with TC lamp on	U2011-49	P07AE-09	C1B00-64	NTF	N/A	Total	Pend	Open	Clsd	Total	Non-TRW	A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8
wiring	16	1																																													1													
wiring	207	1																																												1													
wiring	51	1																																												1													
wiring	10	1																																												1													
wiring	281	1																																												1													
code reset	289																																														1													
UR0001	18					1																																								1													

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UR0004	303																																													1														
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UR0010	1838					1																																								1														
UR0011																																														1														
UR0012	1425					1																																								1														
UR0013	115					1																																								1														
UR0014	3096					1																																								1														
UR0015	1356					1																																								1														
UR0016	249																																					1								1		1	[redacted]										
Total		**5**	**0**		**0**	**11**	**0**	**0**	**0**	**0**	**0**		**0**	**0**							**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**18**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**12**	**10**	**22**	**6**											
		No Comm	BA4	BA5	BA4	B3A	BBA	BC2	BBB	BAB	B99	B24	B25	B31	B32	B4E	B40			B60	B7E	B7F	B9A	B95	B43	B6B	B97	BD4	TS Damaged Harness	BD1,2,3	BB9	IPA cricket noise	friction code detection AF1-B6A	steering feel loose, binding, noise with no codes	Other		C200D-49	C1B00-2F	U2011-49	U2011-61	U3000-96	NTF	N/A		Pend	Open	Clsd			A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8

KEY

CLOSED	(green)
OPEN	(purple)
Pending PCA	(blue)
NTF	(yellow)

Failure Mode	Root Cause			Vehicle build date		Total		
Failure Mode	Root Cause	PCA Clean Date	ICA	Vehicle build date	motor / relay date	Case #		
No Com	Broken hard shell C1010	Non-TRW issue		5/11/2009		N/A	t TRW Responsibil	not TRW Responsibility
No Com	harness short	Non-TRW issue		5/23/2009		N/A	t TRW Responsibil	not TRW Responsibility
No Com	harness short	Non-TRW issue		3/20/2009		N/A	t TRW Responsibil	not TRW Responsibility
No Com	harness short	Non-TRW issue		3/9/2009		N/A	t TRW Responsibil	not TRW Responsibility
No Com	harness short	Non-TRW issue		3/30/2009		N/A	t TRW Responsibil	not TRW Responsibility
BA4	Mon Micro test	11/23/2009		2/14/2009		FR-0001	Loss of Assist	LOA - other root causes
Raised Rivet	relay rivet process	7/31/2009		4/13/2009	9/22/08 / 7/18/2008	FR-0002	Loss of Assist	raised rivet (B3A)
Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		4/13/2009		FR-0003	Loss of Assist	rev fit capacitor (B25)
Ribbon Cable conn. bent pins	Anting operator assembly error-	1/28/2011-alignment fixture	8/17/2009- work instruction updated	4/30/2009		FR-0004	Loss of Assist	LOA - other root causes
Loose screw in EPP	Schalke Handling	5/8/2009	5/5/2009	4/3/2009		FR-0005	Loss of Assist	LOA - other root causes
Raised Rivet	relay rivet process	7/31/2009		2/17/2009		FR-0006	Loss of Assist	raised rivet (B3A)
Raised Rivet	relay rivet process	7/31/2009		5/7/2009	11/20/08 / 11/7/2008	FR-0007	Loss of Assist	raised rivet (B3A)
ASIC	Aux Asic Isense Pin	1/15/2009		3/12/2009		FR-0008	Loss of Assist	LOA - other root causes
Code cleared	no gear replaced, NTF at dealer	No gear replaced		3/10/2009		FR-0009	t TRW Responsibil	not TRW Responsibility
Raised Rivet	relay rivet process	7/31/2009		5/7/2009	11/20/08 / 11/7/2008	FR-0010	Loss of Assist	raised rivet (B3A)
Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		5/23/2009		FR-0011	Loss of Assist	rev fit capacitor (B25)
Raised Rivet	relay rivet process	7/31/2009		3/19/2009		FR-0012	Loss of Assist	raised rivet (B3A)
Loose screw in EPP	Schalke Handling	5/8/2009	5/5/2009	3/14/2009		FR-0013	Loss of Assist	LOA - other root causes
damaged TS harness	HSAP/Field handling	Non-TRW issue		3/12/2009		FR-0014	t TRW Responsibil	not TRW Responsibility
TS unplug & ign cycled	FCSD TS unplugged	Non-TRW issue		4/14/2009		FR-0015	t TRW Responsibil	not TRW Responsibility
FET(TRU6)	epoxy splash- purging process	1/20/2010		6/11/2009		FR-0016	Communication	other
B32	NTF	NTF		4/15/2009		FR-0017	Loss of Assist	LOA - other root causes
BD0-BD4	NTF	NTF		5/18/2009		FR-0018	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
loose RBN ball	QAO handling- rack/RBN fixture	8/5/2009	7/20/2009	4/23/2009		FR-0019	Loss of Assist	LOA - other root causes
lack of solder on PCB	solder process	7/30/2009		5/19/2009		FR-0020	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
fluid leak	No gear replaced			4/6/2009		FR-0021	not TRW Responsibility	not TRW Responsibility
Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		4/8/2009		FR-0022	Loss of Assist	rev fit capacitor (B25)
Raised Rivet	relay rivet process	7/31/2009		3/12/2009	10/7/08 / 9/8/08	FR-0023	Loss of Assist	raised rivet (B3A)
Raised Rivet	relay rivet process	7/31/2009		6/1/2009	1/12/09 / 11/27/08	FR-0024	Loss of Assist	raised rivet (B3A)
Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		3/19/2009		FR-0025	Loss of Assist	rev fit capacitor (B25)
Vstar pin	Weld process	1/4/2010		5/15/2009		FR-0026	Loss of Assist	LOA - other root causes
No Com	Resonator cutting process	4/23/2010		4/15/2009		FR-0027	Communication	other
Code cleared	no gear replaced, NTF at dealer	No gear replaced		5/14/2009		FR-0028	t TRW Responsibil	not TRW Responsibility
No Com	Dealer Error	Non-TRW issue		5/6/2009		FR-0029	t TRW Responsibil	not TRW Responsibility
B9A	NTF	NTF		3/11/2009		FR-0030	Loss of Assist	LOA - root cause TBD
bent TS tooth	TS harness retainer installer tool	5/25/2010 -tray for harness retainer tool	8/4/2009	7/7/2009		FR-0031	Loss of Assist	LOA - other root causes
Raised Rivet	relay rivet process	7/31/2009		5/28/2009	/ 11/7/08	FR-0032	Loss of Assist	raised rivet (B3A)
B9A	NTF	NTF		4/15/2009		FR-0033	Loss of Assist	LOA - root cause TBD
Raised Rivet	relay rivet process	7/31/2009		6/26/2009	/ 11/27/08	FR-0034	Loss of Assist	raised rivet (B3A)
Raised Rivet	relay rivet process	7/31/2009		6/19/2009		FR-0035	Loss of Assist	raised rivet (B3A)
ASIC	TS ASIC jitter	11/2/2009-revised EOL testing OnSemi		6/15/2009		FR-0036	Loss of Assist	LOA - other root causes
Raised Rivet	relay rivet process	7/31/2009		6/20/2009		FR-0037	Loss of Assist	raised rivet (B3A)
Raised Rivet	relay rivet process	7/31/2009		5/22/2009		FR-0038	Loss of Assist	raised rivet (B3A)
BBA	NTF	NTF		6/15/2009		FR-0039	Loss of Assist	LOA - root cause TBD
bent rack	curb impact	Non-TRW issue		6/19/2009		FR-0040	t TRW Responsibil	not TRW Responsibility
Raised Rivet	relay rivet process	7/31/2009		6/16/2009		FR-0041	Loss of Assist	raised rivet (B3A)
damaged TS harness	HSAP/Field handling	Non-TRW issue		6/16/2009		FR-0042	t TRW Responsibil	not TRW Responsibility
TS short	debris after weld/punch process	3/3/2010	12/10/2009	3/23/2009		FR-0043	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		4/13/2009		FR-0044	Loss of Assist	rev fit capacitor (B25)
TS short	debris after weld/punch process	3/3/2010	12/10/2009	6/9/2009		FR-0045	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
Raised Rivet	relay rivet process	7/31/2009		6/13/2009		FR-0046	Loss of Assist	raised rivet (B3A)
micro	main micro	4/25/2011- burn-in screen test	4/26/2009- new fab design	7/24/2009		FR-0047	Loss of Assist	LOA - root cause TBD
No Com	NTF	NTF		6/9/2009		FR-0048	Communication	other
Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		4/14/2009		FR-0049	Loss of Assist	rev fit capacitor (B25)
No Com	dry solder joint process-Kimball	1/30/2010		7/15/2009		FR-0050	Communication	other
No Com	Over current resenator / unknown	Non-TRW issue		5/9/2009		FR-0051	t TRW Responsibil	not TRW Responsibility
TC lamp on	Dealer Error	Non-TRW issue		5/6/2009		FR-0052	t TRW Responsibil	not TRW Responsibility
bent rack	curb impact	Non-TRW issue		5/8/2009		FR-0053	t TRW Responsibil	not TRW Responsibility
B9A	NTF	NTF		4/15/2009		FR-0054	Loss of Assist	LOA - root cause TBD
ASIC	TS ASIC Via short	Onsemi refer to continuous defect reduction program-Ian Ingram sent 8D to Ford 12/9/09	Onsemi refer to continuous defect reduction program-Ian Ingram sent 8D to Ford 12/9/09	5/15/2009		FR-0055	Loss of Assist	LOA - other root causes
friction code	false friction detection/dealer error			6/12/2009		FR-0056	t TRW Responsibil	not TRW Responsibility
B31	NTF	in-pending hold if B31's resurface		service part		FR-0056a	Loss of Assist	LOA - root cause TBD
dealer did not return	no gear return, unknown issue	Non-TRW issue		4/13/2009		FR-0057	t TRW Responsibil	not TRW Responsibility
dealer did not return	no gear return, unknown issue	Non-TRW issue				FR-0058	t TRW Responsibil	not TRW Responsibility
ECU short	PCB shorted copper sliver	3/16/2010		6/20/2009		FR-0059	Loss of Assist	LOA - other root causes
B31	NTF	in-pending hold if B31's resurface		8/8/2009		FR-0060	Loss of Assist	LOA - root cause TBD
housing damage	TS cover impact/unknown	Non-TRW issue		5/12/2009		FR-0061	t TRW Responsibil	not TRW Responsibility
pinion nut missing	new eqip torque station in QAO	10/29/2009	9/28/2009	4/1/2009		FR-0062	Loss of Assist	LOA - other root causes
housing damage	housing datum damaged/unknown	Non-TRW issue		8/6/2009		FR-0063	t TRW Responsibil	not TRW Responsibility
B43	NTF	NTF		7/22/2009	/ 1/25/09	FR-0064	Loss of Assist	LOA - root cause TBD
B9A	NTF	NTF		4/17/2009		FR-0065	Loss of Assist	LOA - root cause TBD
B31	NTF	in-pending hold if B31's resurface		6/17/2009		FR-0066	Loss of Assist	LOA - root cause TBD
TC lamp on	Dealer Error	Non-TRW issue		4/16/2009		FR-0067	t TRW Responsibil	not TRW Responsibility
B32	NTF	could not locate EPP for further testing		4/17/2009		FR-0068	Loss of Assist	LOA - root cause TBD
ASIC	TS ASIC jitter	11/2/2009-revised EOL testing OnSemi		4/13/2009		FR-0069	Loss of Assist	LOA - other root causes
friction code	false friction detection/dealer error			4/6/2009		FR-0070	t TRW Responsibil	not TRW Responsibility
BD1,BD3	NTF	NTF		3/20/2009		FR-0071	Loss of Assist	Hella Torque Sensor (BD0-4, B90)

B9A	NTF	NTF		3/11/2009		FR-0072	Loss of Assist	LOA - root cause TBD
Encoder IC	ESD	regular ESD Audits all plants	8/10/2010	8/12/2009		FR-0073	Loss of Assist	LOA - root cause TBD
motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	9/18/2009		FR-0074	Loss of Assist	LOA - other root causes
plastic contamination	motor relay cover contamination	3/8/2010- vac/blow station & parts wash	9/13/2009	8/10/2009	/ 7/14/09	FR-0075	Loss of Assist	LOA - other root causes
damaged TS harness	HSAP/Field handling	Non-TRW issue		7/17/2009		FR-0076	t TRW Responsibil	not TRW Responsibility
BB7	NTF	NTF		8/15/2009		FR-0077	Loss of Assist	LOA - root cause TBD
B3A	NTF	NTF		6/4/2009	2/5/2009 /	FR-0078	Loss of Assist	LOA - root cause TBD
offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	7/25/2009	/ 6/6/09	FR-0079	Loss of Assist	offset bridge (B3A)
B43	NTF	NTF		7/8/2009	/ 1/19/09	FR-0080	Loss of Assist	LOA - root cause TBD
B6B				5/21/2009		FR-0081	Loss of Assist	LOA - root cause TBD
dealer did not return	no gear return, unknown issue					FR-0082	t TRW Responsibil	not TRW Responsibility
Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		4/21/2009		FR-0083	Loss of Assist	rev fit capacitor (B25)
damaged TS harness	HSAP/Field handling	Non-TRW issue		3/11/2009		FR-0084	t TRW Responsibil	not TRW Responsibility
No Com	IC14 monitor micro epoxy short	5/4/2010		10/1/2009		FR-0085	Loss of Assist	LOA - other root causes
cricket noise	IPA finger ring	12/21/2009	10/31/2009	8/10/2009		FR-0086	Noise	cricket noise
Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		2/17/2009		FR-0087	Loss of Assist	rev fit capacitor (B25)
Raised Rivet	relay rivet process	7/31/2009		2/18/2009	/ 7/16/08	FR-0088	Loss of Assist	raised rivet (B3A)
bent rack	field misuse	Non-TRW issue		4/1/2009		FR-0089	t TRW Responsibil	not TRW Responsibility
offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	8/13/2009	/ 6/7/09	FR-0090	Loss of Assist	offset bridge (B3A)
power module	shorted FET-Fairchild- EOS			10/6/2009		FR-0091	Loss of Assist	LOA - other root causes
power module	shorted FET-Fairchild- EOS			10/8/2009		FR-0092	Loss of Assist	LOA - other root causes
cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/23/2009		FR-0093	Noise	cricket noise
Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		2/10/2009		FR-0094	Loss of Assist	rev fit capacitor (B25)
micro	PCB shorted	6/23/2010		10/7/2009		FR-0095	Loss of Assist	LOA - other root causes
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	2/19/2009		FR-0096	Loss of Assist	LOA - root cause TBD
B9A	NTF	NTF		8/4/2009		FR-0097	Loss of Assist	LOA - root cause TBD
offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	10/2/2009	/ 6/28/09	FR-0098	Loss of Assist	offset bridge (B3A)
Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		6/13/2009		FR-0099	Loss of Assist	rev fit capacitor (B25)
offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	8/13/2009	7/4/09 /	FR-0100	Loss of Assist	offset bridge (B3A)
B7F	Non-warranty repair- accident	Non-TRW issue		9/29/2009		FR-0101	t TRW Responsibil	not TRW Responsibility
housing damage	housing datum damaged/unknown	Non-TRW issue		8/4/2009		FR-0102	t TRW Responsibil	not TRW Responsibility
B25	NTF	NTF		10/7/2009		FR-0103	Loss of Assist	LOA - root cause TBD
Raised Rivet	relay rivet process	7/31/2009		5/21/2009	12/16/08 / 11/7/08	FR-0104	Loss of Assist	raised rivet (B3A)
plastic contamination	motor relay cover contamination	3/8/2010- vac/blow station & parts wash	9/13/2009	5/20/2009	11/26/08 / 3/3/2008	FR-0105	Loss of Assist	LOA - root cause TBD
offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	9/30/2009	7/27/09 / 6/8/09	FR-0106	Loss of Assist	offset bridge (B3A)
No Com	R281 damaged	NTF		9/18/2009		FR-0107	Loss of Assist	LOA - other root causes
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/17/2009		FR-0108	Loss of Assist	LOA - root cause TBD
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	3/30/2009		FR-0109	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	5/26/2009		FR-0110	Loss of Assist	LOA - root cause TBD
B3A	NTF	NTF		11/7/2009	9/9/09 / week 36	FR-0111	Loss of Assist	LOA - other root causes
Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		3/11/2009		FR-0112	Loss of Assist	rev fit capacitor (B25)
ASIC	master ASIC- failing gates in digital	5/22/2010 OnSemi Vstress 10/26/2010 Hella Vstress ICT		6/4/2009		FR-0113	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
TC lamp on	NTF	NTF		10/3/2009		FR-0114	Loss of Assist	LOA - root cause TBD
TC lamp on	NTF	NTF		11/4/2009		FR-0115	t TRW Responsibil	not TRW Responsibility
Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		4/13/2009		FR-0116	Loss of Assist	rev fit capacitor (B25)
cricket noise	IPA finger ring	12/21/2009	10/31/2009	9/30/2009		FR-0117	Noise	cricket noise
cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/3/2009		FR-0118	Noise	cricket noise
offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31-9/13/09	11/22/2009	7/21/09 /	FR-0119	Loss of Assist	offset bridge (B3A)
cricket noise	IPA finger ring	12/21/2009	10/31/2009	9/19/2009		FR-0120	Noise	cricket noise
offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31-9/13/09	9/24/2009	7/20/09 /	FR-0121	Loss of Assist	offset bridge (B3A)
cricket noise	IPA finger ring	12/21/2009	10/31/2009	9/16/2009		FR-0122	Noise	cricket noise
damaged TS harness	HSAP/Field handling	Non-TRW issue	Shop manual change 2011 & 2010m/y	4/23/2009		FR-0123	t TRW Responsibil	not TRW Responsibility
TC lamp on	NTF	NTF		9/17/2009		FR-0124	t TRW Responsibil	not TRW Responsibility
Cold weld	link relay- armature weld failure	10/9/09(laser samp.-lens cleaning) 10/22/09(weld station PM change)	9/30/2009	9/23/2009		FR-0125	Loss of Assist	LOA - other root causes
Flux Density-Halls	Flux Density-weak hall signal	6/15/2010-	4/28/2010	11/3/2009		FR-0126	Loss of Assist	LOA - other root causes
TC lamp on	Dealer Error	Non-TRW issue		2/13/2009		FR-0127	t TRW Responsibil	not TRW Responsibility
B6B				10/11/2009	8/16/09 /	FR-0128	Loss of Assist	LOA - root cause TBD
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/8/2009		FR-0129	Loss of Assist	LOA - other root causes
cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/21/2009		FR-0130	Noise	cricket noise
TC lamp on	NTF			7/13/2009		FR-0131	Loss of Assist	LOA - root cause TBD
cricket noise	IPA finger ring	12/21/2009	10/31/2009	9/25/2009		FR-0132	Noise	cricket noise
vclip in IPA bore	vclip bent TS tooth	4/8/2010	3/29/2010 QA	7/16/2009		FR-0133	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	2/13/2009		FR-0134	Loss of Assist	LOA - root cause TBD
water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	10/2/2009		FR-0135	Loss of Assist	LOA - other root causes
ECU short	Sliver short ECU terminals at ribbon cab	1/6/10-brush station / 4/20/10 vac/blow	12/1/2009	11/4/2009		FR-0136	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
fluid leak	Dealer chargeback	Non-TRW issue	dealer error , mis-diagnosis			FR-0137	t TRW Responsibil	not TRW Responsibility
ASIC	TS ASIC jitter	11/2/2009-revised EOL testing OnSemi		8/26/2009		FR-0138	Loss of Assist	LOA - other root causes
micro	monitor micro	4/25/2009		2/18/2009		FR-0139	Loss of Assist	LOA - root cause TBD
fluid leak	Dealer chargeback	Non-TRW issue	dealer error , mis-diagnosis			FR-0140	t TRW Responsibil	not TRW Responsibility
motor PCB solder conn.	Solder in hole plating	4/23/2010- Santis to IM to Nidec	100% optical inspection at IM-5/19/2010	10/29/2009		FR-0141	Loss of Assist	LOA - other root causes
cricket noise	IPA finger ring	12/21/2009	10/31/2009	9/30/2009		FR-0142	Noise	cricket noise
cricket noise	IPA finger ring	12/21/2009	10/31/2009	11/17/2009		FR-0143	Noise	cricket noise
plastic contamination	link relay- plastic contamination	3/8/2010- vac/blow station & parts wash	9/13/2009	12/5/2009	/ 8/24/2009	FR-0144	Loss of Assist	LOA - other root causes
Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009		12/4/2008		FR-0145	Loss of Assist	rev fit capacitor (B25)
motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	10/17/2009		FR-0146	Loss of Assist	LOA - other root causes
No Com	NTF	NTF		11/26/2009		FR-0147	Communication	other
damaged TS harness	HSAP/Field handling	Non-TRW issue				FR-0148	t TRW Responsibil	not TRW Responsibility
offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	9/24/2009	7/22/2009 / 6/6/2009	FR-0149	Loss of Assist	offset bridge (B3A)
cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/2/2009		FR-0150	Noise	cricket noise
B3A	NTF	NTF		3/19/2009	9/29/2008 / 2/22/2008	FR-0151	Loss of Assist	LOA - root cause TBD

ASIC	TS ASIC short	NTF-lessons learned ASIC removal		7/27/2009		FR-0152	Loss of Assist	LOA - other root causes
plastic contamination	link relay- plastic contamination	3/8/2010- vac/blow station & parts wash	9/13/2009	8/28/2009	7/5/2009 /	FR-0153	Loss of Assist	LOA - root cause TBD
Rev Fitted Capacitor	Vision System Detection Failure	12/11/2009	10/31/2009	4/16/2009		FR-0154	Loss of Assist	rev fit capacitor (B25)
friction code	false friction detection/dealer error			4/4/2009		FR-0155	Loss of Assist	LOA - root cause TBD
damaged TS harness	HSAP/Field handling	Non-TRW issue				FR-0156	t TRW Responsibil	not TRW Responsibility
B3A	NTF	NTF		3/30/2009	10/5/2008 / 2/22/2008	FR-0157	Loss of Assist	LOA - root cause TBD
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	5/8/2009		FR-0158	Loss of Assist	LOA - root cause TBD
cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/29/2009		FR-0159	Noise	cricket noise
damaged TS harness	HSAP/Field handling	Non-TRW issue		11/26/2009		FR-0160	t TRW Responsibil	not TRW Responsibility
cricket noise	IPA finger ring	12/21/2009	10/30/2009	10/12/2009		FR-0161	Noise	cricket noise
cricket noise	IPA finger ring	12/21/2009	10/30/2009	9/26/2009		FR-0162	Noise	cricket noise
power module	shorted FET-Fairchild- EOS			11/12/2009		FR-0163	Loss of Assist	LOA - root cause TBD
B6B				1/19/2010	11/12/2009 /	FR-0164	Loss of Assist	LOA - root cause TBD
B3A	NTF	NTF		3/27/2009	10/15/2008 / 2/24/2008	FR-0165	Loss of Assist	LOA - root cause TBD
cricket noise	IPA finger ring	12/21/2009	10/31/2009	9/18/2009		FR-0166	Noise	cricket noise
damaged TS harness	HSAP/Field handling	Non-TRW issue		6/20/2009		FR-0167	t TRW Responsibil	not TRW Responsibility
loose RBN ball	QAO handling- rack/RBN fixture	8/5/2009	7/20/2009	11/4/2009		FR-0168	Loss of Assist	LOA - other root causes
cricket noise	IPA finger ring	12/21/2009	10/31/2009	12/17/2009		FR-0169	Noise	cricket noise
offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	8/31/2009		FR-0170	Loss of Assist	offset bridge (B43)
cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/3/2009		FR-0171	Noise	cricket noise
Molex conn failure	wire strain/ impact			12/8/2009		FR-0172	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/1/2009		FR-0173	Noise	cricket noise
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	6/24/2009		FR-0174	Loss of Assist	LOA - root cause TBD
B6B	NTF			11/6/2009		FR-0175	Loss of Assist	LOA - root cause TBD
damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	6/10/2009		FR-0176	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	2/10/2009		FR-0177	Loss of Assist	LOA - root cause TBD
bent rack	field misuse	Non-TRW issue		6/4/2009		FR-0178	Noise	other
pinion nut missing	new eqip torque station in QAO	10/29/2009	9/28/2009	4/1/2009		FR-0179	Loss of Assist	LOA - other root causes
bent rack	field misuse	Non-TRW issue		8/25/2009		FR-0180	Noise	other
B43				12/18/2009	10/18/2009 /	FR-0181	Loss of Assist	LOA - root cause TBD
offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	9/12/2009	7/17/2009 / 6/7/2009	FR-0182	Loss of Assist	offset bridge (B3A)
plastic contamination	motor relay- plastic contamination	3/8/2010- vac/blow station & parts wash	9/13/2009	1/30/2009	12/8/2009 / 11/1/2009	FR-0183	Loss of Assist	LOA - root cause TBD
BC5				4/2/2009	8/27/08 /	FR-0184	Loss of Assist	LOA - root cause TBD
water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	12/4/2009		FR-0185	Loss of Assist	LOA - other root causes
steering noise	NTF	NTF		9/15/2009		FR-0186	Noise	other
Vcc signal open	broken ferrite core at the small segm	10/2/2009		7/24/2009		FR-0187	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
fluid leak	Dealer chargeback	Non-TRW issue	dealer error , mis-diagnosis	8/28/2009		FR-0188	t TRW Responsibil	not TRW Responsibility
No Com	NTF	NTF		4/1/2009		FR-0189	Communication	other
damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	6/10/2009		FR-0190	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
B3A	NTF	NTF		2/11/2010	11/23/2009 /	FR-0191	Loss of Assist	LOA - root cause TBD
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/3/2009		FR-0192	Loss of Assist	LOA - root cause TBD
bent TS tooth	TS harness retainer installer tool	5/25/2010 -tray for harness retainer tool		1/14/2010		FR-0193	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
TC lamp on	Dealer Error	Non-TRW issue		8/12/2009		FR-0194	not TRW Responsibility	not TRW Responsibility
cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/9/2009		FR-0195	Noise	cricket noise
B3A	NTF	NTF		11/12/2009	11/6/2009 /	FR-0196	Loss of Assist	LOA - root cause TBD
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22			FR-0197	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
cluster lamp cycling on/off	Dealer chargeback	Non-TRW issue				FR-0198	t TRW Responsibil	not TRW Responsibility
B6B				7/21/2009	6/7/2009 /	FR-0199	Loss of Assist	LOA - root cause TBD
B6B				11/24/2009	9/21/2009 /	FR-0200	Loss of Assist	LOA - root cause TBD
Raised Rivet	relay rivet process	7/31/2009		5/13/2009	11/21/2008 /	FR-0201	Loss of Assist	LOA - root cause TBD
plastic contamination	motor relay- plastic contamination	3/8/2010- vac/blow station & parts wash	9/13/2009	12/12/2009	10/14/2009 /	FR-0202	Loss of Assist	LOA - root cause TBD
motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010	12/18/2009- mega ohm reading	3/16/2010		FR-0203	Loss of Assist	LOA - root cause TBD
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	10/28/2009		FR-0204	Loss of Assist	LOA - root cause TBD
No Com	under analysis			2/25/2010		FR-0205	Communication	other
damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	6/12/2009		FR-0206	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
B3A	NTF	NTF		1/30/2010	11/21/2009 /	FR-0207	Loss of Assist	LOA - root cause TBD
water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	12/3/2009		FR-0208	Loss of Assist	LOA - other root causes
steering binding	Dealer chargeback	Non-TRW issue				FR-0209	t TRW Responsibil	not TRW Responsibility
clockspring assembly	lost root cause shipping CS to TYCO	NTF		11/14/2009		FR-0210	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	8/10/2009		FR-0211	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
TC lamp on				4/27/2009		FR-0212		
motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	5/27/2009	12/12/2008 /	FR-0213	Loss of Assist	LOA - root cause TBD
B6B, B3A				6/9/2009	2/18/2009 /	FR-0214	Loss of Assist	LOA - root cause TBD
TC lamp on						FR-0215		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22			FR-0216	Loss of Assist	LOA - root cause TBD
offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	10/9/2009	7/29/2009 /	FR-0217	Loss of Assist	offset bridge (B3A)
B6B	in analysis 26mile					FR-0218	Loss of Assist	LOA - root cause TBD
cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/1/2009		FR-0219	Noise	cricket noise
Cold weld	link relay- bridge weld failure	10/9/09(laser samp.-lens cleaning) 10/22/09(weld station PM change) 10/30/09(DOE)	9/30/2009			FR-0220	Loss of Assist	LOA - root cause TBD
damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010			FR-0221	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
B3A	NTF	NTF				FR-0222	Loss of Assist	LOA - root cause TBD
friction code	false friction detection/dealer error					FR-0223	Noise	
plastic contamination	motor relay- plastic contamination	3/8/2010- vac/blow station & parts wash	9/13/2009	2/17/2010	12/2/2009 / 11/1/2009	FR-0224	Loss of Assist	LOA - root cause TBD

TC lamp on	Dealer chargeback	Non-TRW issue				FR-0225	not TRW Responsibility	not TRW Responsibility
damaged TS harness	HSAP/Field handling	Non-TRW issue				FR-0226	t TRW Responsibil	not TRW Responsibility
offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	10/7/2009	7/21/2009 /	FR-0227	Loss of Assist	offset bridge (B43)
B6B				12/10/2009	10/13/2009 /	FR-0228		
motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	3/23/2010	1/6/2010	FR-0229		
water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	1/8/2010		FR-0230	Loss of Assist	LOA - other root causes
steering noise	NTF	NTF		4/24/2009		FR-0231		
oil contamination	wrong lube used on rivet machine	11/12/2010- proper lube in work instruction		2/13/2010	12/1/2009 /	FR-0232		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	1/11/2010		FR-0233	Loss of Assist	LOA - root cause TBD
B9A				4/6/2009	9/20/2008 /	FR-0234		
friction code	housing bent			6/9/2009		FR-0235		
TC lamp on	ABS rear speed sen wires crossed	Non-TRW issue				FR-0236	not TRW Responsibility	not TRW Responsibility
B6B				12/21/2009	10/17/2009 /	FR-0237		
damaged TS harness	HSAP/Field handling	Non-TRW issue		11/27/2009		FR-0238	t TRW Responsibil	not TRW Responsibility
housing damage	unknown source			5/19/2009		FR-0239		
cricket noise	IPA finger ring	12/21/2009	10/31/2009	10/23/2009		FR-0240	Noise	cricket noise
B43				1/7/2010		FR-0241		
B25				12/5/2009		FR-0242		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	3/20/2009		FR-0243		
B9A				2/13/2009		FR-0244		
motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	7/10/2009		FR-0245		
B43	CL,K,Na relay Contamination	6/18/2010- plexi glass doors		4/9/2010		FR-0246		
No Com	main micro- silicon defectivity	NTF		3/27/2010		FR-0247		
fluid leak	Dealer chargeback	Non-TRW issue	dealer error , mis-diagnosis	9/9/2009		FR-0248	t TRW Responsibil	not TRW Responsibility
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	2/16/2009		FR-0249		
damaged TS harness	HSAP/Field handling	Non-TRW issue		1/21/2010		FR-0250	t TRW Responsibil	not TRW Responsibility
friction code	QAO assembly process- station 70	4/19/2010		6/10/2009		FR-0251		
TC lamp on	poor conn at ABS module	Non-TRW issue				FR-0252	not TRW Responsibility	not TRW Responsibility
motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	3/20/2010		FR-0253	Loss of Assist	LOA - root cause TBD
damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	5/26/2009		FR-0254	Loss of Assist	
No Com	CAN IC chip EOS	Non-TRW issue		9/19/2009		FR-0255		
Molex conn failure	shrink tube leak, unknown source			10/15/2009		FR-0256		
ASIC	TS ASIC- latent defect	1/17/2009- Chamber "A" removed		10/29/2009		FR-0257		
motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	3/22/2010		FR-0258	Loss of Assist	LOA - root cause TBD
micro	ADC fault	2/18/2011- ADC channel to conv. Test	10/13/2010	4/21/2010		FR-0259		
TC lamp on	CAN bus repair	Non-TRW issue		2/26/2010		FR-0260	not TRW Responsibility	not TRW Responsibility
B6B				10/31/2009	9/5/2009 /	FR-0261		
B3A	NTF	NTF		3/13/2010	12/28/2009 /	FR-0262		
glass fiber contamination	motor relay- Glass fiber	3/8/2010- vac/blow station & parts wash	9/13/2009	2/6/2010	11/19/2009 / 11/1/2009	FR-0263		
diode				12/8/2009		FR-0264		
B9A				5/26/2009		FR-0265		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	2/20/2010		FR-0266	Loss of Assist	LOA - root cause TBD
Molex conn failure				4/28/2010		FR-0267		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	7/22/2009		FR-0268	Loss of Assist	LOA - root cause TBD
motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	3/9/2010		FR-0269	Loss of Assist	LOA - root cause TBD
R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	5/15/2010		FR-0270	Loss of Assist	LOA - other root causes
B6B				12/16/2009	10/14/2009 /	FR-0271		
offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	8/14/2009	7/1/2009 / 6/7/2009	FR-0272	Loss of Assist	offset bridge (B3A)
B6B				7/7/2009	6/2/2009 /	FR-0273		
B3A	NTF	NTF		5/12/2010	3/2/2010 / 1/30/2010	FR-0274		
fluid leak	Dealer chargeback	Non-TRW issue	dealer error , mis-diagnosis			FR-0275	t TRW Responsibil	not TRW Responsibility
TC lamp on	NTF			3/6/2010		FR-0276		
B3A	NTF			4/16/2009	9/29/2008 /	FR-0277		
B6B				12/9/2009	11/9/2009 /	FR-0278		
offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	10/10/2009	8/12/2009 /	FR-0279	Loss of Assist	offset bridge (B3A)
R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	5/6/2010		FR-0280	Loss of Assist	LOA - other root causes
B43	CL,K,Na relay Contamination	6/18/2010- plexi glass doors		3/27/2010		FR-0281		
B9A				4/4/2009		FR-0282		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	4/9/2009		FR-0283		
B6B				9/12/2009	7/10/2009 /	FR-0284		
steering over sensitive	NTF	ossible bump steer issue design change 2011		9/5/2009		FR-0285		
housing damage	unknown source			11/3/2009		FR-0286		
B9A	NTF	EPP lost no further test could be performed		4/20/2010		FR-0287		
B6B				11/18/2009	10/3/2009 /	FR-0288		
outside Ford's testing range	DNT			6/9/2009		FR-0289		
B6B				11/24/2009	9/21/2009 /	FR-0290		
outside Ford's testing range	DNT			10/13/2009		FR-0291		
outside Ford's testing range	DNT			6/17/2009		FR-0292		

damaged TS harness	HSAP/Field handling	Non-TRW issue		12/15/2008		FR-0293	not TRW responsibility	not TRW Responsibility
damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	6/19/2009		FR-0294	Loss of Assist	
offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	9/28/2009	7/27/2009 / 6/8/2009	FR-0295	Loss of Assist	offset bridge (B3A)
offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	9/28/2009	7/21/2009 / 6/8/2009	FR-0296	Loss of Assist	offset bridge (B3A)
bent rack	field misuse	Non-TRW issue		11/14/2009		FR-0297		
damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	5/27/2009		FR-0298	Loss of Assist	
B9A				3/19/2009		FR-0299		
bent rack	field misuse	Non-TRW issue		12/3/2009		FR-0300		
Molex conn failure	shrink tube leak, unknown source			6/3/2009		FR-0301		
hole drilled in IPA cover- moisture	field misuse	Non-TRW issue		4/8/2010		FR-0302		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	3/23/2010		FR-0303	Loss of Assist	LOA - root cause TBD
BD2,BD4	NTF			4/21/2010		FR-0304		
R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	7/1/2010		FR-0305	Loss of Assist	LOA - other root causes
No Com	sliver beteen legs of regulator	4/28/2010- heat slug caused reg. sliver		1/7/2010		FR-0306		
TC lamp on				3/2/2010		FR-0307		
steering noise				1/14/2010		FR-0308		
TC lamp on				11/3/2009		FR-0309		
offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31- 9/13/09	10/9/2009	7/20/2009 /	FR-0310	Loss of Assist	offset bridge (B3A)
R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	6/17/2009		FR-0311	Loss of Assist	LOA - other root causes
Molex conn failure	shrink tube leak, unknown source			5/27/2010		FR-0312		
R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	6/24/2010	12/25/2009 /	FR-0313	Loss of Assist	LOA - other root causes
oil contamination	wrong oil used on rivet machine	11/12/2010- proper lube in work instruction		3/13/2010		FR-0314		
R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	6/28/2010		FR-0315	Loss of Assist	LOA - other root causes
TC lamp on				6/18/2009		FR-0316		
friction code				6/10/2009		FR-0317		
R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	6/25/2010		FR-0318	Loss of Assist	LOA - other root causes
steering noise				4/15/2010		FR-0319		
water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	7/23/2010		FR-0320	Loss of Assist	LOA - other root causes
damaged TS harness	HSAP/Field handling	Non-TRW issue		3/18/2010		FR-0321	not TRW responsibility	not TRW Responsibility
damaged TS harness	HSAP/Field handling	Non-TRW issue		5/12/2010		FR-0322	not TRW responsibility	not TRW Responsibility
TC lamp on	ABS SW update	Non-TRW issue	8/20/2010- SW change	4/6/2010		FR-0323		
No Com				4/27/2010		FR-0324		
TC lamp on	ABS SW update	Non-TRW issue	8/20/2010- SW change	5/13/2010		FR-0325		
BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	8/27/2010		FR-0326		
BD1,BD3	NTF			6/4/2010		FR-0327		
B31				5/24/2010		FR-0328		
B40				4/12/2010		FR-0329		
No Com				3/21/2009		FR-0330		
BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	6/18/2010		FR-0331		
Molex conn failure	shrink tube leak, unknown source			4/16/2010		FR-0332		
B31				7/26/2010		FR-0333		
steering noise	ITR unscrewed from rack- field misus	Non-TRW issue		6/18/2009		FR-0334		
R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	6/8/2010		FR-0335	Loss of Assist	LOA - other root causes
BB5,BAC				6/26/2010		FR-0336		
damaged TS harness	HSAP/Field handling	Non-TRW issue		6/26/2010		FR-0337	not TRW responsibility	not TRW Responsibility
R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	5/4/2010		FR-0338	Loss of Assist	LOA - other root causes
damaged TS harness	HSAP/Field handling	Non-TRW issue		9/4/2010		FR-0339	not TRW responsibility	not TRW Responsibility
R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	6/19/2010		FR-0340	Loss of Assist	LOA - other root causes
B6B				3/23/2010	12/30/2010	FR-0341		
B9A				4/17/2010		FR-0342		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	6/19/2010		FR-0343	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
damaged TS harness	HSAP/Field handling	Non-TRW issue		8/19/2010		FR-0344	not TRW responsibility	not TRW Responsibility
damaged TS harness	HSAP/Field handling	Non-TRW issue		5/28/2010		FR-0345	not TRW responsibility	not TRW Responsibility
AF1				6/16/2009		FR-0346		
No Com				9/24/2009		FR-0347		
wrong part returned- hydralic gea	Dealer chargeback			3/12/2010		FR-0348		
damaged TS harness	HSAP/Field handling	Non-TRW issue		8/27/2010		FR-0349	not TRW responsibility	not TRW Responsibility
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	6/23/2009		FR-0350	Loss of Assist	LOA - root cause TBD
AF1				3/31/2009		FR-0351		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	4/27/2009		FR-0352	Loss of Assist	LOA - root cause TBD
torn boot	unknown source	Non-TRW issue		8/7/2009		FR-0353		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	8/31/2010		FR-0354	Loss of Assist	LOA - root cause TBD
car wondering in the road	dealer misdiagnosis- chargeback	Non-TRW issue		8/29/2009		FR-0355		
BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	9/4/2010		FR-0356		
AF1-B6A				7/15/2009		FR-0357		
B6C				10/18/2010		FR-0358		

damaged TS harness	HSAP/Field handling	Non-TRW issue		6/4/2010		FR-0359	Not TRW responsibility	not TRW Responsibility
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/28/2010		FR-0360		
B31				8/28/2010		FR-0361		
friction code	boot damage	Non-TRW issue		5/7/2009		FR-0362		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	5/19/2010		FR-0363	Loss of Assist	
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	8/14/2010		FR-0364	Loss of Assist	
BD2,BD3,B90	NTF	n-pending can install on vehicle if time allows		6/2/2010		FR-0365		
R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	6/28/2010		FR-0366		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	7/14/2009		FR-0367		
R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	7/23/2010		FR-0368		
damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	5/26/2009		FR-0369		
Hole drilled in EPP	HSAP/Field handling	Non-TRW issue		8/26/2010		FR-0370	Not TRW responsibility	
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	10/2/2010		FR-0371	Loss of Assist	
TC lamp on				8/7/2009		FR-0372		
Friction code				4/7/2009		FR-0373		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	10/2/2010		FR-0374	Loss of Assist	
binding on turns				10/22/2009		FR-0375		
B6C				9/3/2010		FR-0376		
B9A				8/12/2010		FR-0377		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/23/2010		FR-0378		
B3A	NTF			9/30/2010	7/10/2010 /	FR-0379		
B3A	relay contamination Mg,S,Na	7/5/2011	3/23/2011- pulled suspect EPP's offline	11/26/2010	9/7/2010 /	FR-0380		
friction code				2/19/2009		FR-0381		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	8/16/2010	5/17/2010 /	FR-0382	Loss of Assist	
R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	8/3/2010		FR-0383		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/23/2010		FR-0384	Loss of Assist	
Raised Rivet	relay rivet process	7/31/2009		4/15/2009	4/7/2009 /	FR-0385		
binding on turns				6/10/2009		FR-0386		
B3A	NTF			8/13/2010	5/31/2010 /	FR-0387		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	8/5/2010		FR-0388		
BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	12/1/2010		FR-0389		
BD0, BD2, BD4				11/11/2010		FR-0390		
R227	hard stopper out of adj (Anting)	8/17/2010- vac pipe diameter 12/13- non-adj hard stop	8/10/2010- hard stop adj	5/13/2010		FR-0391		
A19				11/16/2010		FR-0392		
BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	11/4/2010		FR-0393		
B3A	NTF			10/14/2010	7/29/2010 /	FR-0394		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	12/7/2010		FR-0395		
B3A, B95	NTF			10/27/2010	8/17/2010 /	FR-0396		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/8/2010		FR-0397		
B3A	NTF			10/18/2010	8/6/2010 /	FR-0398		
TC lamp on				11/3/2010	8/20/2010 /	FR-0399		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	4/21/2009		FR-0400		
water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	7/28/2010	4/4/2010 /	FR-0401	Loss of Assist	LOA - other root causes
fluid leak	chargeback	Non-TRW issue				FR-0402		
B25,B43				9/21/2010	7/10/2010 /	FR-0403		
friction code				9/13/2010		FR-0404		
friction code				7/8/2009		FR-0405		
B+ draw				7/27/2010		FR-0406		
BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	10/21/2010		FR-0407		
B3A	relay contamination Mg,S,Na	7/5/2011	3/23/2011- pulled suspect EPP's offline	12/9/2010	9/27/2010 /	FR-0408		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/27/2010	7/26/2010 /	FR-0409		
BA4				12/16/2010		FR-0410		
BD1, BD3,BD4				12/11/2010		FR-0411		
B3A	NTF			12/1/2010	9/23/2010 /	FR-0412		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/23/2010		FR-0413		
B3A	relay contamination Mg,S,Na	7/5/2011	3/23/2011- pulled suspect EPP's offline	12/7/2010	9/9/2010 /	FR-0414		
BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	1/8/2011		FR-0415		
B3A	relay contamination Mg,S,Na	7/5/2011	3/23/2011- pulled suspect EPP's offline	1/15/2011	11/1/2010 /	FR-0416		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/14/2010	6/18/2010 /	FR-0417		
friction code				9/20/2010		FR-0418		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	8/11/2010	6/3/2010 /	FR-0419		
TC lamp on	ABS SW update	Non-TRW issue	8/20/2010- SW change	8/11/2010	5/31/2010 /	FR-0420		
friction code				9/21/2010		FR-0421		
B3A	relay contamination Mg,S,Na	7/5/2011	3/23/2011- pulled suspect EPP's offline	2/11/2011	11/24/2010 /	FR-0422		
B3A	relay contamination Mg,S,Na	7/6/2011	3/23/2011- pulled suspect EPP's offline	12/11/2010	9/27/2010 /	FR-0423		
B3A	relay contamination Mg,S,Na	7/5/2011	3/23/2011- pulled suspect EPP's offline	2/11/2011	11/23/2010 /	FR-0424		
B3A	relay contamination Mg,S,Na	7/5/2011	3/23/2011- pulled suspect EPP's offline	2/8/2011	11/24/2010 /	FR-0425		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	11/20/2010		FR-0426		
B24				10/8/2010		FR-0427		
B6B			wrong gear on vehicle	2/10/2011		FR-0428		
water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	12/13/2010		FR-0429	Loss of Assist	LOA - other root causes
BB7,B64				2/15/2011		FR-0430		
BD0,BD2,B31				1/28/2011		FR-0431		
B24				9/21/2010		FR-0432		
CEL & IC erratic operation	shorted HS CAN Bus wiring to PSC	Non-TRW issue		12/15/2010		FR-0433		
No Com				2/3/2011		FR-0434		
water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	12/13/2010		FR-0435	Loss of Assist	LOA - other root causes
B3A				12/9/2010	9/26/2010 /	FR-0436		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	12/16/2010		FR-0437		

micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	12/17/2010		FR-0438		
BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	11/2/2010		FR-0439		
water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	10/5/2010		FR-0440	Loss of Assist	LOA - other root causes
TC lamp on	ABS SW update	Non-TRW issue	8/20/2010- SW change	8/7/2010		FR-0441		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	8/24/2010		FR-0442		
2/3 pin damaged on return	plastic gone -cannot be tested			10/29/2010		FR-0443		
B40,B60				11/3/2010		FR-0444		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	10/12/2010		FR-0445		
BB9,B43				10/6/2010		FR-0446		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	10/27/2010		FR-0447		
AF1	NTF	NTF		3/1/2011		FR-0448		
water ingress EPP	2-pin harness connector	Non-TRW issue	tight terminals implemented- date?	9/26/2010		FR-0449	Loss of Assist	LOA - other root causes
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	9/4/2010		FR-0450		
B3A	NTF			3/1/2011	12/15/2010 /	FR-0451		
B3A	relay contamination Mg,S,Na	7/5/2011	3/23/2011- pulled suspect EPP's offline	11/17/2010	9/1/2010 /	FR-0452		
B32				11/19/2010		FR-0453		
bent rack	field misuse	Non-TRW issue		8/10/2010		FR-0454		
B3A				2/23/2011	11/26/2010 /	FR-0455		
B3A				9/25/2010	7/14/2010 /	FR-0456		
BD0,BD2				11/13/2010		FR-0457		
micro/regulator startup	regulator SW update	12/14/2010	7/6/2010- partial check E22	7/31/2010		FR-0458		
BC6,B3A				12/1/2010	9/5/2010 /	FR-0459		
TC lamp on	RCM fixed TC lamp & RCM codes	Non-TRW issue		2/18/2011		FR-0460		
TC lamp on	unknown source			2/18/2011		FR-0461		
BA4,BA5,BC2	C154 poor anode weld	9/12/2011- vision system	5/30/2011- hot test,etc	2/26/2011		FR-0462		
int no assist	wrong part sent back unknown if dealer or plant installed gear. New gear returned to WPAC			12/15/2010		FR-0463		
B25				3/11/2011		FR-0464		
B3A	NTF			2/22/2011	11/26/2010	FR-0465		
B3A	relay contamination Mg,S,Na	7/5/2011	3/23/2011- pulled suspect EPP's offline	2/2/2011	11/24/2010	FR-0466		
B43				2/25/2011		FR-0467		
BD2,BD4				3/23/2011		FR-0468		
TC lamp on				7/29/2010		FR-0469		
BAF,B7D,B95				1/26/2011		FR-0470		
TC lamp on	RCM fixed TC lamp & RCM codes	Non-TRW issue		3/10/2011		FR-0471		
TC lamp on				8/31/2010		FR-0472		
BD0,BD1,BD3,B90				4/16/2011		FR-0473		
AF1				3/2/2011		FR-0474		
BA4				4/30/2011		FR-0475		
TC lamp on				2/17/2011		FR-0476		
No Com				1/15/2011		FR-0477		
TC lamp on				3/9/2011		FR-0478		
steering binding				6/1/2011		FR-0479		
BA4,BA5,BC2				4/2/2011		FR-0480		
P07AE-09				3/16/2011		FR-0481		
P07AE-09				4/1/2011		FR-0482		
P07AE-09				3/8/2011		FR-0483		
ticking noise while turning				2/1/2011		FR-0484		
BD4				5/11/2011		FR-0485		
B31				5/13/2011		FR-0486		
						FR-0487		
						FR-0488		
						FR-0489		
						FR-0490		
						FR-0491		
						FR-0492		
						FR-0493		
						FR-0494		
						FR-0495		
						FR-0496		
						FR-0497		
						FR-0498		
						FR-0499		
						FR-0500		
						FR-0501		
						FR-0502		
						FR-0503		
						FR-0504		
						FR-0505		
	Root Cause	PCA Clean Date	ICA	Vehicle build date	motor/relay date			
						Total		

						Case #		
intermittent steering pull	NTF			7/13/2009		DR0001		
steering noise	boot damage from, PP bubble wrap	Non-TRW Issue	7/16/2009 new dunnage started	7/1/2009		DR0002	t TRW Responsibil	not TRW Responsibility
No Com	main micro- silicon defectivity	1/3/2011		7/13/2009		DR0003	Communication	other
micro/regulator startup	regulator SW update		7/6/2010- partial check E22	7/2/2009		DR0004	Communication	other
B3A	code reset did not return	No gear replaced		7/14/2009		DR0005	t TRW Responsibil	not TRW Responsibility
vehicle accident	Non- warranty	Non-TRW Issue				DR0006	t TRW Responsibil	not TRW Responsibility
No Com	NTF gear testing			10/1/2009		DR0007	Communication	other
R281 solder joint	insufficient solder	2/1/2011		11/18/2009		DR0008	Loss of Assist	LOA - root cause TBD
B99	Non- production code set Magna tes	Non-TRW Issue		8/31/2009		DR0009	t TRW Responsibil	not TRW Responsibility
No Com	hardshell broken lock tab C145- ign.	Non-TRW Issue		12/1/2009		DR0010	t TRW Responsibil	not TRW Responsibility
damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	7/7/2009		DR0011	Loss of Assist	other
bent rack	field misuse	Non-TRW issue				DR0012	t TRW Responsibil	not TRW Responsibility
power module	PM bond wire not centered in groove					DR0013	Loss of Assist	LOA - root cause TBD
offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31-9/13/09	10/15/2009	6/29/2009 / 6/8/2009	DR0014	Loss of Assist	
damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010			DR0015	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
steering noise	boot damage from, PP bubble wrap	Non-TRW Issue	7/16/2009 new dunnage started	6/23/2009		DR0016	t TRW Responsibil	not TRW Responsibility
TC lamp on	Tech misdiagnosis-update manual	Non-TRW Issue				DR0017	t TRW Responsibil	not TRW Responsibility
BBB	R96 resistor	Continious line improvements -KOA	could not confirm exact root cause R96			DR0018	Loss of Assist	
offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31-9/13/09	10/15/2009	7/23/2009 /	DR0019	Loss of Assist	LOA - root cause TBD
bent rack	field misuse	Non-TRW issue				DR0020		
damaged TS harness	plant or field issue	Non-TRW Issue				DR0021	t TRW Responsibil	not TRW Responsibility
Ribbon Cable conn. bent pins	Anting operator assembly error-	1/28/2011-alignment fixture	8/17/2009- work instruction updated	2/12/2010		DR0022	Loss of Assist	
steering noise	hub bearing confirmed causing noise	Non-TRW Issue				DR0023		
steering noise	NTF	Dealer misdiagnosis				DR0024		
B6B	analysis still on going 26mile					DR0025		
steering noise	hole in OBH boot / unknown	Non-TRW Issue				DR0026		
No Com	D28 diode EOS- unknown cause			3/9/2010		DR0027		
steering noise	rack & ballnut shipped to INA			9/14/2009		DR0028		
B97	analysis still on going QAO					DR0029		
steering noise	missing cord in belt	9/1- 9/7/2010- (at Gates)	9/7/2010- 100% sorts at QAO, Marion	7/12/2009		DR0030		
power module	EOS					DR0031		
steering noise	dealer mis-diagnosis	Non-TRW Issue				DR0032		
B9A	analysis still on going QAO			10/23/2009		DR0033		
TC lamp on	dealer mis-diagnosis	Non-TRW Issue				DR0034		
BD3	NTF at this time, analysis at 26mile					DR0035		
offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide	7/31-9/13/09	4/15/2010	7/8/2008 / 6/2008	DR0036		
steering noise	dealer mis-diagnosis	Non-TRW Issue				DR0037		
B9A	analysis still on going QAO			11/5/2009		DR0038		
in process WPAC						DR0039		
Raised Rivet	relay rivet process	7/31/2009		7/15/2009		DR0040		
steering noise				3/3/2010		DR0041		
steering noise	dealer mis-diagnosis	Non-TRW Issue		3/31/2010		DR0042		
TC lamp on	dealer mis-diagnosis	Non-TRW Issue		2/4/2010		DR0043		
motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change	12/18/2009- mega ohm reading	9/10/2010		DR0044		
AF1 - friction						DR0045		
damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010	3/30/2010	8/19/2010- IPA rework done on 2/8/2010		DR0046		
BD1, BD3						DR0047		
B9A								
B43								

Failure Mode	Root Cause			Vehicle build date		**Total**		
Failure Mode	Root Cause	PCA Clean Date	ICA	Vehicle build date	motor / relay date	Case #		
C139 term 24 poor conn	Evav/Fill conn spread can bus term		1/23/2011- new pins in eval/fill conn	12/9/2010		wiring		
C139 term 24 poor conn	Evav/Fill conn spread can bus term		1/23/2011- new pins in eval/fill conn	12/12/2010		wiring		
C139 term 24 poor conn	Evav/Fill conn spread can bus term		1/23/2011- new pins in eval/fill conn	12/13/2010		wiring		
C139 term 24 poor conn	Evav/Fill conn spread can bus term		1/23/2011- new pins in eval/fill conn	1/11/2011		wiring		
C139 term 24 poor conn	Evav/Fill conn spread can bus term		1/23/2011- new pins in eval/fill conn	1/11/2011		wiring		
U2011-49	code reset did not return	No gear replaced		11/22/2010		code reset		
B3A	relay contamination Mg,S,Na	7/5/2011		12/16/2010	10/26/2010 / 8/30/2010	UR0001		

B3A	relay contamination Mg,S,Na	7/5/2011		1/12/2011	/ 8/30/201	UR0002		
bent TS tooth			300% inspections at plants	1/24/2011		UR0003		
EF5	NTF			1/20/2011		UR0004		
B3A	relay contamination Mg,S,Na	7/5/2011		11/22/2010	8/30/2010 / week 25	UR0005		
B3A				11/22/2010	8/30/2010 /	UR0006		
						UR0007		
B3A				11/5/2010	7/22/2010 /	UR0008		
B3A				11/12/2010	7/23/2010 /	UR0009		
B3A					8/30/2010 /	UR0010		
						UR0011		
B3A				11/22/2010	8/30/2010 /	UR0012		
B3A				2/16/2011	11/5/2010 /	UR0013		
B3A				11/3/2010	8/30/2010 /	UR0014		
B3A				11/16/2010	8/30/2010 /	UR0015		
TC Lamp on- C1B00-64	RCM	Non- TRW issue				UR0016		

PAGES 55 – 246 REDACTED FOR RELEVANCE

PE12-017 008236

PE12-017 008237

From: Estes, Eric (E.E.)
Sent: Tuesday, June 14, 2011 11:26 AM
To: Kingstrom, Mark (M.D.); Surella, Matthew (M.M.); Snider, Tim (T.O.); Pienta, Alan (A.); Diez, Timothy (T.P.); Flanagan, Thomas (T.P.)
Subject: TRW Warranty Trackers 6/13

Attachments: Copy of [redacted]EPAS Warranty June 13_2011.xls; 2011 U502 Warranty Tracker 6-13.xls; [redacted]Warranty Tracker 6-13.xls

Here are the all the updated TRW warranty trackers for all EPAS gears

Copy of [redacted] [redacted] EPAS Wa...

2011 U502 'arranty Tracker 6-1

[redacted] 'arranty Tracker 6-1

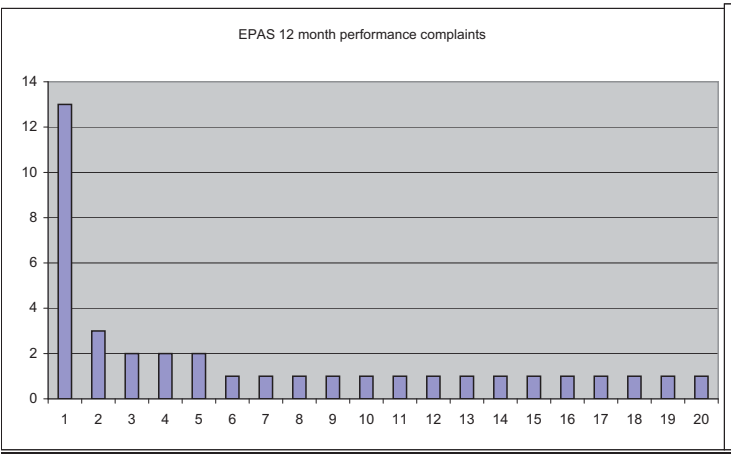
Eric J Estes
TRW EPAS Steering Systems
Quality Specialist
Hotline ph# 313-317-9358
Cell ph# 734-560-3493

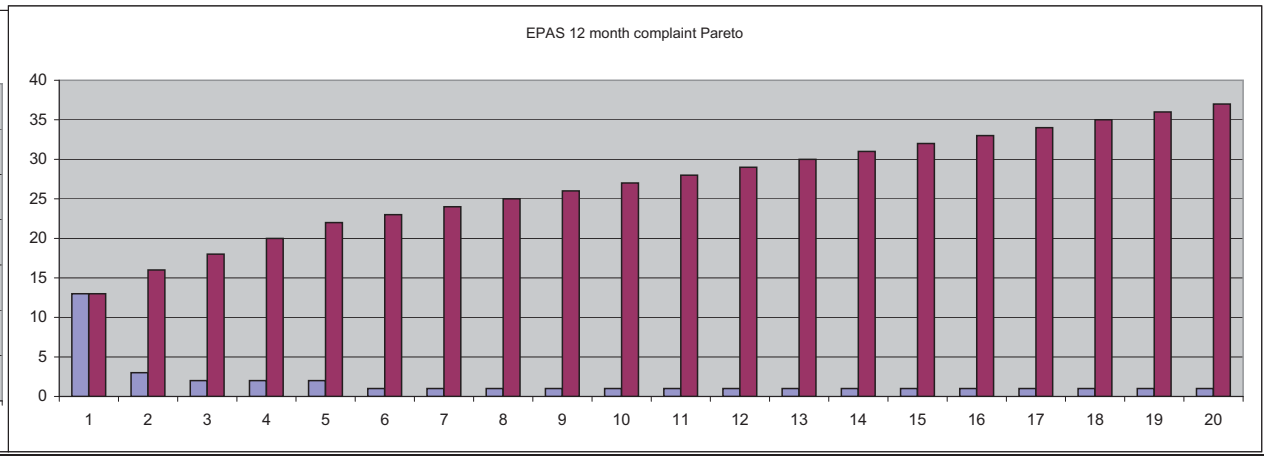
EPP number	Fault code	Date found	Found	Diag rep	PFR Name	Root cause	Ad. Cont.	Perm. Act.	Model	Part loc	Next step	TRW resp.	Actions owner
093281182J30391	B25	1/17/2010	Hot PUMA	1000304	093281182J30391B25F	Yes	Yes	Devel.	D3	QAO lab	FNR	E. Narvaez	Nidec
093381177J30368	B25	1/18/2010	Hot PUMA	1000307	093381177J30368 B25	Yes	Yes	Devel.	CD3	QAO lab	FNR	E. Narvaez	Nidec
093301177J30850	B25	1/18/2010	Bully			Yes	Yes	Devel.	CD3	QAO lab		E. Narvaez	Nidec
093361177J30659	B25	1/22/2010	Hot PUMA	1000308	093361177J30658	FNR			CD3	QAO lab	FNR	J. Lopez	J. Lopez
093511177J30748	B25	2/8/2010	Hot PUMA	1000332	093511177J30748 B25	FNR			CD3	QAO lab	FNR	J. Lopez	J. Lopez
100211177J30201	B25	10/3/2010	Limpieza 1	1000Bully		FNR			CD3			J. Lopez	J. Lopez
100221177J31575	B25	11/3/2010	Limpieza 1	1000Limpieza 1		FNR			CD3			J. Lopez	J. Lopez
100601177J30025	B25	5/4/2010	PUMA	1000Limpieza 1		FNR			CD3			J. Lopez	J. Lopez
093461182J30389	B25	19-04-2010	Limpieza 1	1000PUMA		FNR			CD3			J. Lopez	J. Lopez
092991177J30231	B25	17.12.09	PUMA	0900293	092991177J30231	Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
093071177J30892	B25	20.12.09	PUMA	0900295	093071177J30892	Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation		FNR			Anting	CLOSED
093281182J30391	B25	17.01.10	PUMA	1000304	093281182J30391B25F	Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation		FNR			Anting	CLOSED
093381177J30368	B25	18.01.10	PUMA	1000307	093381177J30368 B25	Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation		FNR			Anting	CLOSED
093361177J30658	B25	22.01.10	PUMA	1000308	093361177J30658	Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation		FNR			Anting	CLOSED
093511177J30748	B25	08.02.10	PUMA	1000332	093511177J30748 B25	Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation		FNR			Anting	CLOSED

092381177J30116	B25	10.01.09	PUMA	0900223		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
092831177J30144	B25	11.08.09	PUMA	0900183		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
091941177J30295	B25	18.08.09	PUMA	0900184		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
092611177J31182	B25	28.10.09	PUMA	0900261		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
092611177J30991	B25	29.10.09	PUMA	0900215		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
100051177J30399	B25	03.02.10	PUMA	1000325		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
091131182D30013	B25	19.02.10	PUMA	1000347		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
091131182D30060	B25	19.02.10	PUMA	1000345		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED

091131182D30003	B25	20.02.10	PUMA	1000340		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
091131182D30006	B25	20.02.10	PUMA	1000349		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
091131182D30010	B25	20.02.10	PUMA	1000341		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
091131182D30047	B25	20.02.10	PUMA	1000355		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
091131182D30054	B25	20.02.10	PUMA	1000360		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
100131177J30768	B25	03.04.10	PUMA	1000406		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
100601177J30025	B25	04.05.10	PUMA	1000430		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
101011177J30301	B25	22.05.10	PUMA	1000461		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED

093461182J30389	B25	19.04.10	Cleaning 1	1000484		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
100211177J30201	B25	03.10.10	Cleaning 1	1000369		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
100221177J31575	B25	03.11.10	Cleaning 1	1000371		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
100321177J30688	B25	24.03.10	Cleaning 1	1000391		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
100541177J30110	B25	29.03.10	Cleaning 1	1000409		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
100931177J30460	B25	15.05.10	Cleaning 1	1000510		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
101532002B30159	B25	29.07.10	Cleaning 1	1000549		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED
101812002B31384	B25	18.08.10	Cleaning 1	1000573		Unit arrived with fault from Anting. UNIT is FNR	Hot PUMA and cleaning operation					Anting	CLOSED





QR number	Description	Liability	Liability Tier	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Total	Actions taken	PCA date	PCA @ QAO	PCA @ Ford	Recurrence
I240208, I240512, I240760, I031437, I241013, I241151, I241124, I241277, I241469, I241496, I241663, No QR, J240339-3	Lost of assistance / Relay related																				
	Raised Rivet	TRW	Tyco	3									1			4	- Modify lower punch from flat to a cone shape for a more robust rivet - Installation of vision system to confirm post-rivet geometry. - Improve EOL cotact resistance testing	5/19/2009	8/11/2009	8/18/2009	
	Offset spring	TRW	Tyco					1								1	- Vision camera installed to prevent missaligned bridge. - Install feature to guide the spring during welding process	9/11/2009 10/9/2009	1/8/2010	1/15/2010	
	Sulphur contamination	TRW	Tyco													0	- Contact laser cleaning on week 40/08 - Test effectiveness to be more rep. of the application (low current testing) at Tyco and Nidec	Sept. 2008 4/2/2009	6/25/2009	7/2/2009	
	Link relay armature weld failure	TRW	Tyco			1	2									3	- Laser sampling / Lens cleaning. - Welding station PM change	10/9/2009 10/22/2009	1/8/2010	1/15/2010	
	Plastic contamination	TRW	Tyco			1		1		1		1		1		5	- Close back of riveting machine and buffer before and after cleaning. -Molding dept. particle reduction. New ionizatrion bars on coil body, cover and base plate.	9/30/2009 11/7/2009 12/11/2009	3/5/2010	3/12/2010	

	Loose plastic tab	TRW	Tyco		1											1	- Improved alignment of base to armature. - 2 cameras installed to check for tab presence. - Blow and vacuum cleaning installation	8/6/2009	10/29/2009	11/5/2009	
I240504, I240786, I241589	Noisy gear due to input shat loose on IPA / Missing input shaft bushing	TRW	Rogersville	1					1							2	- Poke yoke system installation to prevent non stacked shafts to be passed through before bushing is installed	1/8/2010	1/15/2010	1/22/2010	
J240339-4, J200776-C	Lost of assistance PCB clerance related	TRW	Nidec										1	1		2	- Test to confirm the impedance level between 0V and signal pins in the ribbon cable. - EC to cut back the 0V plane in the PCB artwork, to remove the potential for this overlap	Nov. 09 EC ongoing	10/21/2010	10/23/2010	
I241036, I241386	Missing mounting bushing	TRW	QAO			1		1								2	- Vision camera to detect missing bushings intalled in assy. line	Oct. 2009	Oct. 2009	Oct. 2009	
J030323, J200386	Wrong ECU delivery part number	TRW	QAO									15				15	- Investigate feasibility to run cross check verification of correct software info. Between Bully and NVH machine. - Improve line programming to add new part numbers by minimizing manual intervention	2/15/2010 3/1/2010	2/15/2010 3/1/2010	3/8/2010	
I240259	No communication	TRW	QAO													0	- Recirculation process set up. - Operators retraining	3/31/2009	3/31/2009	4/7/2009	
I240647	Bushing off position	TRW	Tenneco													0	- Rubber process cleaning improvement at supplier	5/12/2009	5/26/2009	6/2/2009	
I241180	Failure codes U0100, U2101	TRW	QAO				41									41	- Activation test process change - Woodpecker process improvement	9/4/2009 9/13/2009	9/4/2009 9/13/2009	9/20/2009	
I240929	Sensor harness contamination in connector	TRW	Delphi		2											2	- Process audit improvement at supplier	10/30/2009	11/6/2009	11/13/2009	
I202093	Hex nut bushing without threads	TRW	ENA				1									1	- Visual camera system	11/30/2009	11/30/2009	12/5/2009	
I241645	Missing tie rods	TRW	QAO						1							1	- Poka yoke installation to assure programming of the part number to be produced into the data base	1/15/2010	1/15/2010	1/22/2010	

I202814	Housing's slot over spec	TRW	Sensus							1						1	- Materials handling improvement to remove set up parts	12/12/2009	1/15/2010	1/22/2010	
I241503	Cricket noise	TRW	Rogersville					84								84	- Return to Job 1 sensor design. - Install guide in op. 60 to turn IPA's input shaft 45 degrees and assure finger retainer in properly installed	12/19/2009	12/19/2009	12/26/2009	
J034027	Containment bolt on bushing	TRW	QAO									1				1	- Bolt removal at SL station added	2/17/2010	2/17/2010	12/26/2009	
I240225	Noisy gear due to input shat loose on IPA	TRW	Rogersville													0	- Add bushing on "t" bar and pinion union. - Change to a new grease	Mar. 2009	Mar. 2009	Apr. 2009	
No QR	Lost of Asistance. Part recirculated that didn't passed through testing stations	TRW	QAO									1				1	- Develop password that locks ability to operators to define station to send recirculated parts. - Develop traveling card system for recirculated parts	2/25/2010	2/25/2010		
J240232	Belt sliding while teeth are not well formed	TRW	Gates										1			1	- Supplier to remove tape to hold rubber in mandreel. - Molds are being inspected twice (a) 100% at the stripper after demold operation of the slab and (b) at the cooling station prior to placing the next jacket on the m	3/29/2010	4/15/2010	TBD	
J200776-C	Damaged ribbon cable / Tear down	TRW	QAO										1			1	- Develop the usage of one individual centering tool for the tear down operation	3/30/2010	3/30/2010	4/7/2010	
J240482	Bent finger on IPA	TRW	QAO											1		1	- Desing and implement a Christmas tree tool base to avoid using IPA's container to place this tool	5/25/2010	5/25/2010		
No QR	ECU R227 open circuit. C17 damaged or missing	TRW	Anting												1	1	TBD				
J240339, J240482	Lost of assistance. TBD	TRW	TBD										2	2	3	7	TBD				

Chicago QR's / If Number-C it means that rejections stayed at QC
Oakville QR's / If Number-C it means that rejections stayed at QC
Hermosillo QR's

CD3		TRW Confirmed																	Status				Non-TRW	Anaylsis			8D stage								
Total		**10**	**1**	**10**	**0**	**0**	**4**	**0**	**4**	**2**	**0**	**2**	**0**	**10**	**1**	**4**	**10**	**58**	**0**	**11**	**13**	**24**	**5**												
Case #	Miles	Other	BA4	B3A	BAA	B32	B9A	B95	B43	B97	B7E	BD1,2,3	BB9	Noise	BA5	B31	Other	Tota	Pend	Open	Clsd	Tota	Non-TRW	A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8	
CR#3014248	0			1																	1		1												
CR#3014527	0	1															1				1														
H241742	0	1															1				1														
H241743	0			1																	1		1												
I240154	0			1																	1		1												
I240208	0									2											1														
I240225	0													8							1														
I240259	0	3															3				1														
I240504	0													1							1														
I240512	0											1									1														
I240623	0	1															1				1		1												
I240647	0	1															1				1														
I240760	0		1																	1															
				1																	1		1												
									1											1															
I240786	0													1						1														
I240929	0											1								1														
															1					1														
I241003	0	1															1			1														
I241013	0								1											1														
				1																1														
									1											1														
I241036	0	1															1			1														
I241124	0																1			1														
I241151	0			1																1														
	0			1																1														
																1				1														
I241180	0	1																		1														
I241277	0															3				1														
AR265204	0			1																1														
1000333	0			1																1														
RUA#3317				1																	1													
AR355344									1												1													
AR661730							1													1														
AR354559							1													1														
AR390291							1													1														
AR657700							1													1														
Total		**10**	**1**	**10**	**0**	**0**	**4**	**0**	**4**	**2**	**0**	**2**	**0**	**10**	**1**	**4**	**10**	**58**	**0**	**11**	**13**	**24**	**5**												

D-Car		TRW Confirmed																	Status				Non-TRW	Anaylsis			8D stage								
Total		**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**		**0**	**7**	**0**	**6**	**1**	**7**	**0**												
Case #	Miles	Other	BA4	B3A	BAA	B32	B9A	B95	B43	B97	B7E	BD1,2,3	BB9	Noise	BA5		Other	Tota	Pend	Open	Clsd	Tota	Non-TRW	A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8	
CR 3074681	0			1																1														
AIM 3054252	0			1																1														
I031437	0			1																1														
	0	1																		1														
oakville	0											1									1														
oakville	0										1									1														

chicago	0			1																	1																					
	0																																								
	0																																							
	0																																							
	0																																							
	0																																							
Total		**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**		**0**	**7**	**0**	**6**	**1**	**7**	**0**																		

Comments
Relay - Sweat contamination
QAO: Incorrect test sequence - CFF code in EFF buffer
QAO: NVH bug software issue
Relay - Sulphur contamination
Relay - Sulphur contamination
Schalke: screw
IPA missing input shaft bushing
EPAS incorrect tune
IPA missing input shaft bushing
Aluminum sliver in Yazaki connector
NVM defectivity
Mounting bushing damaged
EPP at Shirley under analysis
Relay - Raised Rivet
NFF
IPA missing input shaft bushing
EPP at Shirley under analysis
EPP at Shirley under analysis
Concern disputed
EPP at Shirley under analysis
Relay - Offset Spring
Relay - Offset Spring
QAO- missing mounting bushing
NVH lost the sequence
Relay - Offset Spring
NFR
Link Relay - cold weld
Manufacturing reset
Link Relay - cold weld
In Eval UK
In Eval QAO
B3A plastic contaimination- link relay
B3A plastic contaimination- link relay
IC12 regulator not coming up on start-up
IC12 regulator not coming up on start-up
PCB motor clearance issue

Comments
Raised rivet
Raised rivet
Relay - Offset Spring
No Communication
overwound TS clock spring
motor terminal PCB clearence issue

open relay contact 5

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Issue	Status Open/Closed	current status
0KM BR198102	C200B-62 U3000-96	BD4	TS	In Eval (Rogersville)	Open	2/9- have approval to modify line 1 with new grippers and smaller diameter ,March 21st completion date.
0KM BR198415	rattle under dash	No Codes	TS	In Eval (Rogersville)	Open	2/9- Rogersville received the IPA yesterday and started the investigation of the missing bushing. Rogersville has approval to purchase the camera's. still checking to see if this was a operator mishandling issue. April 1st is target date for completion of both camera's on line 2 & 3.
FR-0377	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	Open	1/19- has signature's of a regulator issue need to scope regulator to check for double start-up
FR-0390	C200B-2F	BD0,BD2, BD4	TS	In Eval (QAO)	Open	1/14- pulled EFF & stored data shipped to QAO for analysis. No damage to TS harness
FR-0411	C200C-2F C200B-62	BD1,BD3, BD4	TS	In Eval (QAO)	Open	4/6- Pepe to put pressure on input shaft in different directions while appling torque to the sensor to see if a code will trip from a bent finger.
FR-0429	C200C-2F U3000-96	BD1,BD3 BC5	TS	in Eval (QAO)	Open	3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness
FR-0431	C200B-2F U3000-49 U3000-96	BD0,BD2, B31	TS	in Eval (QAO)	Open	3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness

Case Number	Ford DTCs	Symptom	Component	Issue	status	Engine
FR-0014	C200B-C200C-2F U3000-96		TS	TS harness damage	Closed	2.5L Hybrid
FR-0018	C200B-62 U3000-96	BD0-BD4	TS	8D Complete (Hella)	Pending	
FR-0020	U200B-2F U200C-2F	BD0-BD3	TS	TS solder joint	Closed	
FR-0031	C200B-62 U3000-96	BD4	TS	Bent TS finger	Closed	
FR-0036	U2011-61 U3000-96	B95	TS	TS ASIC	Closed	
FR-0042	U3000-96	BD3	TS	TS harness damage	Closed	2.5L Hybrid
FR-0043	C200C-2F U3000-96	BD3	TS	TS burrs leadframe	Closed	

FR-0435	C200C-2F	BD1,BD4	TS	in process (QAO)	Open	3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness, but found corrosion in the 2-pin connector
DR-0046	C200C-2F U3000-96	BD3	TS	overwound clockspring	pending	2/3- had a new operator for the rework process recovering this IPA part; issue has been addressed and talked to the operators about it. Right now we are increasing our quality audits to the rework process as well.
UR0003	C200B-2F C200B-62	BD2,BD4	TS	At WPAC	Open	4/6- need to discuss next week the poke yokes designed at station 50 to check for bent veins/fingers on the torgue sensor. Andrew Bradley will join in the discussion to assist Marion to find a reasonable PCA. QAO will also be involved with the discussions.

	under analysis further testing needed QAO
	under analysis Farmington
	under analysis Rogersville
	under analysis at 26mile

FR-0045	C200B-61 U3000-96	B90	TS	TS burrs leadframe	Closed	
FR-0055	C200B-2F U3000-96	BD2	TS	Onsemi Via	Closed	
FR-0069	NVH	growling noise gear/ park. Turn wheel noise	TS	TS ASIC	Closed	
FR-0071	C200C-2F U3000-96	BD3	TS	NTF	Closed	Ambient
FR-0076	C200B-2F U3000-96	BD0 TS		TS harness damage	Closed	2.5L Hybrid
FR-0084	N/A	BD0-BD3	TS	TS harness damage	Closed	2.5L Gas
FR-0109	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Pending	
FR-0113	C200B-61 C200B-62	B90	TS	ASIC	closed	
FR-0123		BD0-BD3	TS	TS harness damage	Closed	2.5L Hybrid
FR-0133	C200B-2F C200C-2F U3000-96	BD0-BD4	TS	v-clip in IPA housing	Closed	3L

FR-0136	C200C-2F	BD3, BD1	TS	wire strand short IDE conn	Closed	3L
FR-0138	C200B-2F	BD2	TS	ASIC	Closed	2.5L Hybrid
FR-0148	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	2.5L Gas
FR-0152	C200B-2F U3000-96	BD2	TS	lost short removing ASIC, NTF	Closed	3L
FR-0156	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	2.5L Hybrid
FR-0160	C200B-61 C200C-2F	B90, BD3	TS	TS harness damage	Closed	2.5L Hybrid
FR-0167	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	2.5L Hybrid
FR-0172	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	In Eval (Wuppetal)	Pending	Ambient
FR-0176	C200C-2F U3000-96	BD3	TS	overwound clockspring	Closed	
FR-0185	U2011-61 C200B-62 U3000-96	B95, BD4	TS	2-pin conn water ingress	closed	2-pin harness water ingress
FR-0187	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (Hella)	Closed	
FR-0190	C200B-61 C200B-2F	B90, BD2	TS	overwound clockspring	Pending	
FR-0193	U3000-61 C200B-62	B90, BD4	TS	Bent TS finger	closed	
FR0197		BD0-BD3	TS	double start-up regulator.	Pending	
FR0206		BD2,BD3, B90	TS	overwound clockspring	closed	
FR0208		BD4, BD1,BD3	TS	2-pin conn water ingress	Closed	

FR0210		BD2	TS	clockspring assem	closed	
FR0211		BD0-BD3	TS	double start-up regulator.	Pending	
FR0216		BD0-BD3	TS	double start-up regulator.	Pending	
FR0221		BD0-BD3	TS	overwound clockspring	closed	
FR0226		BD2,BD3	TS	TS harness damage	closed	2.5L Gas
FR0230		BD0-BD2	TS	2-pin conn water ingress	closed	
FR0233		BD0-BD3	TS	double start-up regulator.	Pending	
FR-0238	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	TS harness damage	closed	2.5L Gas
FR-0254	C200B-61 C200C-2F U3000-96	B90,BD3	TS	overwound clockspring	closed	
FR-0256	C200B-2F C200B-61 U3000-96	BD0, B90	TS	shrink tube leak	Open	
FR-0257	C200B-2F U3000-96	BD0,BD2	TS	ASIC	close	
FR-0267	C200B-2F U3000-96	BD0,BD2	TS	molex conn	closed	
FR-0289	C200B-2F C200C-2F	BD2, BD3	TS	sent to warehouse	closed	outside Ford's testing range
FR-0291	C200C-2F C200B-62	BD3, BD4	TS	sent to warehouse	closed	outside Ford's testing range
FR-0292	C200B-62	BD4, B90	TS	sent to warehouse	closed	outside Ford's testing range
FR-0293	C200B-2F	BD0, BD2	TS	TS harness damage	Closed	2.5L Hybrid
FR-0294	C200C-2F C200B-62	BD3, B90	TS	overwound clockspring	Closed	
FR-0298	C200B-2F C200C-2F	BD2, BD3	TS	overwound clockspring	Pending	
FR-0301	C200B-2F	BD0, B90	TS	shrink tube leak	close	
FR-0302	C200B-2F	BD0, BD2	TS	hole drilled in IPA cover	Closed	
FR-0304	C200B-2F C200B-61	BD2, BD4	TS	NTF	Pending	

FR-0312	C200C-2F	BD1, BD3	TS	shrink tube leak	close	
FR-0321	C200C-2F	BD1, BD3	TS	TS harness damage	closed	2.5L Gas
FR-0322	C200B-2F C200C-2F	BD0, BD3	TS	TS harness damage	Open	2.5L Gas
FR-0327	C200C-2F	BD1, BD3	TS	NTF	Open	
FR-0332	C200C-2F	BD1, BD3	TS	shrink tube leak	closed	
FR-0337	C200B-2F C200C-2F	BD0-BD3	TS	TS harness damage	closed	2.5L Hybrid
FR-0339	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	TS harness damage	closed	2.5L Gas
FR-0343	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	double start-up regulator.	Pending	
FR0344				TS harness damage	closed	2.5L Hybrid
FR0345				TS harness damage	closed	2.5L Hybrid
FR-0359	C200C-2F U3000-96	BD0-BD3	TS	TS harness damage	closed	2.5L Hybrid
FR-0363	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Open	2.5L Gas
FR-0364	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Open	2.5L Gas
FR-0365	C200B-2F C200C-2F C200B-61	BD2, BD3,B90	TS	NTF- looking to install on vehicle if resources allow	Pending	2.5L Hybrid
FR-0369	C200B-2F C200C-2F	BD2,BD3	TS	overwound clockspring	closed	2.5
FR-0371	B200B-2F B200C-2F	BD0-BD3	TS	double start-up regulator.	Open	2.5L Gas
FR-0384	C200B-2F C200C-2F	BD0-BD3	TS	double start-up regulator.	Open	3L

DR-0004	C200B-2F C200C-2F	BD0-BD3	EPP	double start-up regulator.	Pending	Cold
DR-0011	C200B-61 C200C-2F	B90	TS	overwound clockspring	Closed	
DR-0015	C200B-61 C200C-2F	B90	TS	overwound clockspring	Closed	
DR-0021	C200D-2F C200C-2F	BD0-BD3	TS	TS harness damage	Closed	3.5L w/ APA
DR-0035	C200C-2F	DB3	TS	NTF	Pending	
DR-0046	C200C-2F U3000-96	BD3	TS	overwound clockspring	closed	
0KM AR369007		BD0-BD3	TS	bend tone ring tooth	closed	
0KM AR407556		BD0,BD2, BD3	TS	TS harness damage	closed	2.5L Gas
0KM-Oakville	C200B-2F C200C-2F	BD2	TS	overwound clockspring	closed	

CD3 Total		23	14		1	76	1	14	0	1	2	2	9	8	3	1	1	2	3	2	1	52	3	13	22	2	1	20	66	16	21	28		15	442
Case #	Miles	No Comm	BA4	BA5	BA9	B3A	BBA	BAA	BBB	BAB	BC5	B24	B25	B31	B32	B4E	B40	B6C	B60	B7E	B7F	B9A	B95	B43	B6B	B97	BD4	TS Damaged Harness	TS-BD0,1,2,3	BB5,7, 8,9	IPA cricket noise	friction code detection AF1-B6A	steering feel loose, binding, noise with	Other	Total
FR-0017	1595														1																			
FR-0018	1462																												1					
FR-0030	4894																					1												
FR-0033	5159																					1												
FR-0039	1509						1																											
FR-0048	882	1																																
FR-0054	8548																					1												
FR-0056a	4645													1																				
FR-0060	5													1																				
FR-0064	5700																							1										
FR-0065	11862																					1												
FR0066	8363													1																				
FR-0068	2445														1																			
FR-0071	2952																												1					
FR-0072	16465																					1												
FR-0077	15																													1				
FR-0078	15006					1																												
FR-0080	3993																							1										
FR-0097	6870																					1												
FR-0103	1227												1																					
FR-0111	7					1																												
FR-0114	1701																																	
FR-0115	198																																	
FR-0124	3391																																	
FR-0131	11039																																	
FR-0147	8	1																																
FR-0151	9798					1																												
FR-0157	12762					1																												
FR-0165	6829					1																												
FR-0175	2460																								1									
FR-0186	4651																																1	
FR-0189	25746	1																																
FR-0191	1137					1																												
FR-0196	5934					1																												
FR-0207	986					1																												
FR-0222	22179					1																												
FR-0231	18955																																1	
FR-0262	785					1																												
FR-0274	83					1																												
FR-0276	4180																																	
FR-0277	30175					1																												
FR-0285	4802																																1	
FR-0287	239																					1												
FR-0304	1612																												1					
FR-0327	4041																												1					
FR-0365	4641																												1					
FR-0379	22823					1																												
FR-0387	6033					1																												
FR-0394	1471					1																												

FR-0396	2358					1																										
FR-0398	896					1																										
FR-0412	2458					1																										
FR-0448	532																												1			
Total		**23**	**14**	**0**	**1**	**76**	**1**	**14**	**0**	**1**	**2**	**2**	**9**	**8**	**3**	**1**	**1**	**2**	**3**	**2**	**1**	**52**	**3**	**13**	**22**	**2**	**1**	**20**	**66**	**16**	**21**	**28**	**19**	**15**	**442**
		No Comm	BA4	BA5	BA9	B3A	BBA	BAA	BBB	BAB	BC5	B24	B25	B31	B32	B4E	B40	B6C	B60	B7E	B7F	B9A	B95	B43	B6B	B97	BD4	TS Damaged Harness	BD0,1,2,3	BB7, 9	IPA cricket noise	friction code detection AF1-B6A	steering feel loose, binding, noise with no codes	Other	

D-CAR	Mileage	TRW Confirmed																															
Total		**4**	**0**		**0**	**5**	**0**	**1**	**1**	**0**	**1**		**1**	**0**	**0**						**0**	**4**	**0**	**0**	**3**	**1**	**0**	**1**	**6**	**1**	**0**	**6**	**9**	**1**	**45**
Case #	Miles	No Com	BA4	BA5	BA4	B3A	BBA	BC2	BBB	BAB	B99	B24	B25	B31	B32	B4E	B40	B6C	B60	B7E	B7F	B9A	B95	B43	B6B	B97	BD4	TS Damaged Harness	BD1,2,3,4	BB7,8,9	IPA cricket noise	friction code detection AF1-B6A	steering feel loose, binding, noise with no codes	Other	Total
DR-0001	547																															1		
DR-0002	57																															1		
DR-0003	110	1																																
DR-0004	1123																												1					
DR-0005	819					1																												
DR-0006	?																																	
DR-0007	1688	1																																
DR-0008	30							1																										
DR-0009	843										1																							
DR-0010	35	1																																
DR-0011	3477																												1					
DR-0012	7763																															1		
DR-0013	2132																													1				
DR-0014	470					1																												
DR-0015	11482																												1					
DR-0016	4128																															1		
DR-0017	1330																																1	
DR-0018	524								1																									
DR-0019	1491					1																												
DR-0020	3561																															1		
DR-0021	20																											1						
DR-0022	958																					1												
DR-0023	7000																															1		
DR-0024	5093																															1		
DR-0025	3139																								1									
DR-0026	31																															1		
DR-0027	2928	1																																
DR-0028	12696																																1	
DR-0029	1815																									1								
DR-0030	12310																															1		
DR-0031	11994												1																					
DR-0032	3652																																1	
DR-0033	5231																					1												

DR-0034	5873																																
DR-0035	639																										1						
DR-0036	180					1																											
DR-0037	10087																															1	
DR-0038	4834																				1												
DR-0039	6646																										1						
DR-0040	32320					1																											
DR-0041	8768																															1	
DR-0042	8437																															1	
DR-0043	13880																																
DR-0044	331																							1									
DR-0045	13019																														1		
DR-0046	401																							1									
DR-0047	113																										1						
DR-0048	10586																				1												
Total		**4**	**0**		**0**	**5**	**0**	**1**	**1**	**0**	**1**		**1**	**0**						**0**	**0**	**4**	**0**	**0**	**3**	**1**	**0**	**1**	**6**	**1**	**0**	**6**	**9**	**1**	**45**
		No Comm	BA4	BA5	BA4	B3A	BBA	BC2	BBB	BAB	B99	B24	B25	B31	B32	B4E	B40		B60	B7E	B7F	B9A	B95	B43	B6B	B97	BD4	TS Damaged Harness	BD1,2,3	BB9	IPA cricket noise	friction code detection AF1-B6A	steering feel loose, binding, noise with no codes	Other	

U502 Total		**5**	**0**		**0**	**11**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**13**
Case #	Miles	No Comm	BA4	BA5	BA9	B3A	BBA	BAA	BBB	BAB	BC5	B24	B25	B31	B32	B4E	B40	B6C	B60	B7E	B7F	B9A	B95	B43	B6B	B97	BD4	TS Damaged Harness	TS-BD0,1,2,3	BB5,7, 8,9	IPA cricket noise	friction code detection AF1-B6A	steering feel loose, binding, noise with	Other	Total
wiring	16	1																																
wiring	207	1																																
wiring	51	1																																
wiring	10	1																																
wiring	281	1																																
code reset	289																																	
UR0001	18					1																												
UR0002	12					1																												
UR0003	15																										1							
UR0004	303																																	
UR0005	1700					1																												
UR0006	2010					1																												
UR0007	18																															1		
UR0008	1661					1																												
UR0009	3975					1																												
UR0010	1838					1																												
UR0011																																		
UR0012	1425					1																												
UR0013	115					1																												
UR0014	3096					1																												
UR0015	1356					1																												
UR0016	249																																	

Total		**5**	**0**		**0**	**11**	**0**	**0**	**0**	**0**	**0**		**0**	**0**						**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**18**
		No Comm	BA4	BA5	BA4	B3A	BBA	BC2	BBB	BAB	B99	B24	B25	B31	B32	B4E	B40		B60	B7E	B7F	B9A	B95	B43	B6B	B97	BD4	TS Damaged Harness	BD1,2,3	BB9	IPA cricket noise	friction code detection AF1-B6A	steering feel loose, binding, noise with no codes	Other

KEY

CLOSED	
OPEN	
Pending PCA	
NTF	

1	28	1	1	1	1	2	35	0	103	378	481	75													Failure Mode	Root Cause	
C200D-49	ABS codes with TC lamp on	U2011-49	P07AE-09	C1B00-64	NTF	N/A	Total	Pend	Open	Clsd	Total	Non-TRW	A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8	Failure Mode	Root Cause	PCA Clean Date
										1														B32	NTF	NTF
										1														BD0-BD4	NTF	NTF
										1														B9A	NTF	NTF
										1														B9A	NTF	NTF
										1														BBA	NTF	NTF
										1														No Com	NTF	NTF
										1														B9A	NTF	NTF
										1														B31	NTF	in-pending hold if B31's resurface
										1														B31	NTF	in-pending hold if B31's resurface
										1														B43	NTF NTF	
										1														B9A	NTF	NTF
										1														B31	NTF	in-pending hold if B31's resurface
										1														B32	NTF	could not locate EPP for further testing
										1														BD1,BD3	NTF	NTF
										1														B9A	NTF	NTF
										1														BB7 NTF		NTF
										1														B3A	NTF	NTF
										1														B43	NTF	NTF
										1														B9A	NTF	NTF
										1														B25	NTF	NTF
										1														B3A	NTF	NTF
	1									1														TC lamp on	NTF	NTF
	1									1														TC lamp on	NTF	NTF
	1									1														TC lamp on	NTF	NTF
	1									1														TC lamp on	NTF	
										1														No Com	NTF	NTF
										1														B3A	NTF	NTF
										1														B3A	NTF	NTF
										1														B3A	NTF	NTF
										1														B6B	NTF	
										1														steering noise	NTF	NTF
										1														No Com	NTF	NTF
										1														B3A	NTF	NTF
										1														B3A	NTF	NTF
										1														B3A	NTF	NTF
										1														B3A	NTF	NTF
										1														steering noise	NTF	NTF
										1														B3A	NTF	NTF
										1														B3A	NTF	NTF
	1									1														TC lamp on	NTF	
										1														B3A	NTF	
										1														steering over sensitive	NTF	ossible bump steer issue design change 201
										1														B9A	NTF	EPP lost no further test could be performed
										1														BD2,BD4	NTF	
										1														BD1,BD3	NTF	
										1														BD2,BD3,B90	NTF	n-pending can install on vehicle if time allows
										1														B3A	NTF	
										1														B3A	NTF	
										1														B3A	NTF	

										1															B3A, B95	NTF	
										1															B3A	NTF	
										1															B3A	NTF	
										1															AF1	NTF	NTF
1	**28**	**1**	**1**	**1**	**1**	**2**	**35**	**0**	**103**	**378**	**481**	**75**														
C200D-49	ABS codes with TC lamp on	U2011-49	P07AE-09	C1B00-64	NTF	N/A		Pend	Open	Clsd			A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8			
Dearler Confirm								Status				Non-TRW	Anaylsis			8D stage									Root Cause	PCA Clean Date
0	**2**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**13**	**35**	**48**	**16**														
C200D-49	C1B00-2F	U2011-49	U2011-61	U3000-96	NTF	N/A	Total	Pend	Open	Clsd	Total	Non-TRW	A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8			
										1														intermittent steering pull	NTF	
										1		1												steering noise	boot damage from, PP bubble wrap	Non-TRW Issue
										1														No Com	main micro- silicon defectivity	1/3/2011
										1														micro/regulator startup	regulator SW update	
										1														B3A	code reset did not return	No gear replaced
				1						1		1												vehicle accident	Non- warranty	Non-TRW Issue
										1														No Com	NTF gear testing	
										1														R281 solder joint	insufficient solder	2/1/2011
										1		1												B99	Non- production code set Magna tes	Non-TRW Issue
										1		1												No Com	hardshell broken lock tab C145- ign.	Non-TRW Issue
										1														damaged TS clockspring	TS clockspring not centered QAO rework process	3/30/2010
										1		1												bent rack	field misuse	Non-TRW issue
									1															power module	PM bond wire not centered in groove	
										1														offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide
										1														damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010
										1		1												steering noise	boot damage from, PP bubble wrap	Non-TRW Issue
										1		1												TC lamp on	Tech misdiagnosis-update manual	Non-TRW Issue
									1															BBB	NTF	
										1														offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide
										1		1												bent rack	field misuse	Non-TRW issue
										1		1												damaged TS harness	plant or field issue	Non-TRW Issue
										1														Ribbon Cable conn. bent pins	Anting operator assembly error-	1/28/2011-alignment fixture
										1		1												steering noise	hub bearing confirmed causing noise	Non-TRW Issue
										1														steering noise	NTF	Dealer misdiagnosis
									1															B6B	analysis still on going 26mile	
										1		1												steering noise	hole in OBH boot / unknown	Non-TRW Issue
									1															No Com	diode over current	
									1															steering noise	rack & ballnut shipped to INA	
									1															B97	analysis still on going QAO	
										1														steering noise	missing cord in belt	9/1- 9/7/2010- (at Gates)
										1														power module	EOS	
										1		1												steering noise	dealer mis-diagnosis	Non-TRW Issue
									1															B9A	analysis still on going QAO	

	1									1		1																TC lamp on	dealer mis-diagnosis	Non-TRW Issue
									1																			BD3	NTF at this time, analysis at 26mile	
										1																			offset bridge	relay assembly process	9/11/09-Vision 10/9-spring guide
										1		1																	steering noise	dealer mis-diagnosis	Non-TRW Issue
									1																			B9A	analysis still on going QAO	
										1																			in process WPAC		
										1																			Raised Rivet	relay rivet process	7/31/2009
									1																				steering noise		
										1		1																	steering noise	dealer mis-diagnosis	Non-TRW Issue
	1									1		1																	TC lamp on	dealer mis-diagnosis	Non-TRW Issue
										1																			motor PCB grd plane short-Nidec	motor pin short to PCB ground	CD3- 9/15/2010 D3- 10/19/2010 motor PCB design change
									1																				AF1 - friction		
										1																			damaged TS clockspring	TS clockspring not centered QAO rework process.	3/30/2010
									1																				BD1, BD3		
									1																				B9A		
0	**2**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**13**	**35**	**48**	**16**																			
C200D-49	C1B00-2F	U2011-49	U2011-61	U3000-96	NTF	N/A		Pend	Open	Clsd			A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8								

0	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**																Failure Mode	Root Cause	
C200D-49	ABS codes with TC lamp on	U2011-49	P07AE-09	C1B00-64	NTF	N/A	Total	Pend	Open	Clsd	Total	Non-TRW	A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8					Failure Mode	Root Cause	PCA Clean Date
										1		1																C139 term 24 poor conn	Evav/Fill conn spread can bus term	
										1		1																C139 term 24 poor conn	Evav/Fill conn spread can bus term	
										1		1																C139 term 24 poor conn	Evav/Fill conn spread can bus term	
										1		1																C139 term 24 poor conn	Evav/Fill conn spread can bus term	
										1		1																C139 term 24 poor conn	Evav/Fill conn spread can bus term	
		1								1																		U2011-49	code reset did not return	No gear replaced
										1																		B3A	relay contamination Mg,S,Na	7/5/2011
										1																		B3A	relay contamination Mg,S,Na	7/5/2011
									1																			bent TS tooth		
									1																			EF5	NTF	
										1																		B3A	relay contamination Mg,S,Na	7/5/2011
									1																			B3A		
									1																						
									1																			B3A		
									1																			B3A		
									1																			B3A		
									1																						
									1																			B3A		
									1																			B3A		
									1																			B3A		
									1																			B3A		
	1									1		1																TC Lamp on- C1B00-64	RCM	Non- TRW issue

0	**1**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**12**	**10**	**22**	**6**														
C200D-49	C1B00-2F	U2011-49	U2011-61	U3000-96	NTF	N/A		Pend	Open	Clsd			A1	A2	A3	D1	D2	D3	D4	D5	D6	D7	D8			

	Vehicle build date		**Total**		
ICA	Vehicle build date	motor / relay date	Case #		
	4/15/2009		FR-0017	Loss of Assist	LOA - other root causes
	5/18/2009		FR-0018	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
	3/11/2009		FR-0030	Loss of Assist	LOA - root cause TBD
	4/15/2009		FR-0033	Loss of Assist	LOA - root cause TBD
	6/15/2009		FR-0039	Loss of Assist	LOA - root cause TBD
	6/9/2009		FR-0048	Communication	other
	4/15/2009		FR-0054	Loss of Assist	LOA - root cause TBD
	service part		FR-0056a	Loss of Assist	LOA - root cause TBD
	8/8/2009		FR-0060	Loss of Assist	LOA - root cause TBD
	7/22/2009	/ 1/25/09	FR-0064	Loss of Assist	LOA - root cause TBD
	4/17/2009		FR-0065	Loss of Assist	LOA - root cause TBD
	6/17/2009		FR-0066	Loss of Assist	LOA - root cause TBD
	4/17/2009		FR-0068	Loss of Assist	LOA - root cause TBD
	3/20/2009		FR-0071	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
	3/11/2009		FR-0072	Loss of Assist	LOA - root cause TBD
	8/15/2009		FR-0077	Loss of Assist	LOA - root cause TBD
	6/4/2009	2/5/2009 /	FR-0078	Loss of Assist	LOA - root cause TBD
	7/8/2009	/ 1/19/09	FR-0080	Loss of Assist	LOA - root cause TBD
	8/4/2009		FR-0097	Loss of Assist	LOA - root cause TBD
	10/7/2009		FR-0103	Loss of Assist	LOA - root cause TBD
	11/7/2009	9/9/09 / week 36	FR-0111	Loss of Assist	LOA - other root causes
	10/3/2009		FR-0114	Loss of Assist	LOA - root cause TBD
	11/4/2009		FR-0115	ot TRW Responsibil	not TRW Responsibility
	9/17/2009		FR-0124	ot TRW Responsibil	not TRW Responsibility
	7/13/2009		FR-0131	Loss of Assist	LOA - root cause TBD
	11/26/2009		FR-0147	Communication	other
	3/19/2009	9/29/2008 / 2/22/2008	FR-0151	Loss of Assist	LOA - root cause TBD
	3/30/2009	10/5/2008 / 2/22/2008	FR-0157	Loss of Assist	LOA - root cause TBD
	3/27/2009	10/15/2008 / 2/24/2008	FR-0165	Loss of Assist	LOA - root cause TBD
	11/6/2009		FR-0175	Loss of Assist	LOA - root cause TBD
	9/15/2009		FR-0186	Noise	other
	4/1/2009		FR-0189	Communication	other
	2/11/2010	11/23/2009 /	FR-0191	Loss of Assist	LOA - root cause TBD
	11/12/2009	11/6/2009 /	FR-0196	Loss of Assist	LOA - root cause TBD
	1/30/2010	11/21/2009 /	FR-0207	Loss of Assist	LOA - root cause TBD
			FR-0222	Loss of Assist	LOA - root cause TBD
	4/24/2009		FR-0231		
	3/13/2010	12/28/2009 /	FR-0262		
	5/12/2010	3/2/2010 / 1/30/2010	FR-0274		
	3/6/2010		FR-0276		
	4/16/2009	9/29/2008 /	FR-0277		
1	9/5/2009		FR-0285		
	4/20/2010		FR-0287		
	4/21/2010		FR-0304		
	6/4/2010		FR-0327		
s	6/2/2010		FR-0365		
	9/30/2010	7/10/2010 /	FR-0379		
	8/13/2010	5/31/2010 /	FR-0387		
	10/14/2010	7/29/2010 /	FR-0394		

	10/27/2010	8/17/2010 /	FR-0396		
	10/18/2010	8/6/2010 /	FR-0398		
	12/1/2010	9/23/2010 /	FR-0412		
	3/1/2011		FR-0448		

ICA	Vehicle build date	motor/relay date			
			Total		
			Case #		
	7/13/2009		DR0001		
7/16/2009 new dunnage started	7/1/2009		DR0002	ot TRW Responsibil	not TRW Responsibility
	7/13/2009		DR0003	Communication	other
7/6/2010- partial check E22	7/2/2009		DR0004	Communication	other
	7/14/2009		DR0005	ot TRW Responsibil	not TRW Responsibility
			DR0006	ot TRW Responsibil	not TRW Responsibility
	10/1/2009		DR0007	Communication	other
	11/18/2009		DR0008	Loss of Assist	LOA - root cause TBD
	8/31/2009		DR0009	ot TRW Responsibil	not TRW Responsibility
	12/1/2009		DR0010	ot TRW Responsibil	not TRW Responsibility
3/30/2010	7/7/2009		DR0011	Loss of Assist	other
			DR0012	ot TRW Responsibil	not TRW Responsibility
			DR0013	Loss of Assist	LOA - root cause TBD
7/31-9/13/09	10/15/2009	6/29/2009 / 6/8/2009	DR0014	Loss of Assist	
3/30/2010			DR0015	Loss of Assist	Hella Torque Sensor (BD0-4, B90)
7/16/2009 new dunnage started	6/23/2009		DR0016	ot TRW Responsibil	not TRW Responsibility
			DR0017	ot TRW Responsibil	not TRW Responsibility
			DR0018	Loss of Assist	
7/31-9/13/09	10/15/2009	7/23/2009 /	DR0019	Loss of Assist	LOA - root cause TBD
			DR0020		
			DR0021	ot TRW Responsibil	not TRW Responsibility
8/17/2009- work instruction updated	2/12/2010		DR0022	Loss of Assist	
			DR0023		
			DR0024		
			DR0025		
			DR0026		
	3/9/2010		DR0027		
	9/14/2009		DR0028		
			DR0029		
9/7/2010- 100% sorts at QAO, Marion	7/12/2009		DR0030		
			DR0031		
			DR0032		
	10/23/2009		DR0033		

			DR0034		
			DR0035		
7/31-9/13/09	4/15/2010	7/8/2008 / 6/2008	DR0036		
			DR0037		
	11/5/2009		DR0038		
			DR0039		
	7/15/2009		DR0040		
	3/3/2010		DR0041		
	3/31/2010		DR0042		
	2/4/2010		DR0043		
12/18/2009- mega ohm reading	9/10/2010		DR0044		
			DR0045		
3/30/2010	8/19/2010- IPA rework done on 2/8/2010		DR0046		
			DR0047		

	Vehicle build date		**Total**		
ICA	Vehicle build date	motor / relay date	Case #		
1/23/2011- new pins in eval/fill conn	12/9/2010		wiring		
1/23/2011- new pins in eval/fill conn	12/12/2010		wiring		
1/23/2011- new pins in eval/fill conn	12/13/2010		wiring		
1/23/2011- new pins in eval/fill conn	1/11/2011		wiring		
1/23/2011- new pins in eval/fill conn	1/11/2011		wiring		
	11/22/2010		code reset		
	12/16/2010	10/26/2010 / 8/30/2010	UR0001		
	1/12/2011	/ 8/30/201	UR0002		
300% inspections at plants	1/24/2011		UR0003		
	1/20/2011		UR0004		
	11/22/2010	8/30/2010 / week 25	UR0005		
	11/22/2010	8/30/2010 /	UR0006		
			UR0007		
	11/5/2010	7/22/2010 /	UR0008		
	11/12/2010	7/23/2010 /	UR0009		
		8/30/2010 /	UR0010		
			UR0011		
	11/22/2010	8/30/2010 /	UR0012		
	2/16/2011	11/5/2010 /	UR0013		
	11/3/2010	8/30/2010 /	UR0014		
	11/16/2010	8/30/2010 /	UR0015		
			UR0016		

Case Number	Ford DTCs	TRW Code (Sympto	Compone nt	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles
0KM BR188663	U3000-61	B97	EPP	In Eval (Anting)	**12/13- waiting on Raymond Qiu to send out 8D. Preliminary report states it was a bushing from the conveyer, now trying to figure out how that got into the EPP.**	11/11- once gear arrives to QAO ship to UK for analysis. 11/29- bushing found in EPP discussions with Anting, shipped to Anting for Analysis.							
0KM BR190049 RUA# 4235	U3000-49 U2011-61 U3000-96	B25, B95	EPP	In Eval (Fairchild)	**1/31- compare other B25 failure with this return.**	11/5- also has a battery voltage code event U3003-68 HSAP will send gear back to QAO for analysis. 11/11- change the Power Module and see if the replaced Module is being damaged by another condition at ECU. 11/29- PM failure ship to Anting then send to Fairchild for analysis. EOS on the PM 12/10- shipped the ECU to the UK for analysis.							
0KM BR195438 RUA# 4234	U3000-49 U3000-96	B25	EPP	In Eval (Fairchild)	**1/10- IC11 Aux ASIC failure sent to Melexis and confirmed an ASIC failure analysis ongoing. 2/7- EOS in ASIC happened when PM failed.**	**11/23- PM damaged short circuit 12/10- shipped ECU to UK for analysis.**							
0KM BR206427		BB8, B7D	EPP	In Eval (QAO)	**1/14- Pepe will check the PM connections to see if that is causing the B6B's & B32's after PM replacement. Geoff will check the information**	**12/21- Analysis results showed another PM damaged (TOP FET2). replaced PM and ECU is giving now B32. Geoff to look over results. 1/14- Pepe will check the PM connections to see if that is causing the B6B's & B32's after PM replacement. Geoff will check the information**							
0KM BR218836 RUA# 4297	U3000-49 U3000-96	B25	EPP	In Eval (UK)	**1/31- shipped to UK for further testing will use this PM return to compare against the other B25 0KM PM failure 2/7- arrived in the UK today, will start testing.**	**1/5- set B25 three times then set C69, to ship to QAO for analysis 1/17- Short circuit confirmed at PM. This time Both FETS from phase 2 were found under this condition.**							

0KM BR243453 RUA# 4402		B25		In Eval (UK)	**2/11- shipped EPP to UK for analysis, no testing done at this time.**	**2/11- shipped EPP to UK for analysis, no testing done at this time.**							
0KM BR244911 RUA#4401	U3000-49 U3000-97	B25	EPP	in process (UK)	**2/28- PM fitted on the ECU assembly testing just started at this time.**	**2/1- EPP shipped to UK for analysis**							
0KM BR247974 RUA# 4403	U3000-49 U3000-98	B25	EPP	in Eval (UK)	**3/8- QAO has incorporated in the PUMA test a car battery in parallel with the power supply for low current supply at start-up same as Marion.**	**2/1- EPP shipped to UK for analysis** **2/11- arrived in UK no testing done to this EPP assembly**							
0KM BR310758	reject at prerolls no codes		EPP	In Eval (QAO)	**5/17- ship ECU back to Anting for analysis**	**5/5- Unit remains in power-up status everytime the ignition is turned on.** **IC3 micro Voltage observed by IoHwAb.Scaled BatteryVoltage variable read from PSCM system is 0.14V**							
0KM BR332227	C200B-62	BD4	TS	In process (Hella)	**6/7- Pepe confirmed IPA, to ship assembly to Hella for further testing.**	**6/2 -gear arrived at QAO late afternoon, will check status 6/3. QAO started 200% inspection on May 12th.** **6/6- IPA removed from the gear and confirmed not a bent finger, channel one issue. Need more help from Don Blandino & Jim Loria on the channel one signal and next steps. Ship to Hella for further analysis?**							
0KM BR342036	U2011-49	B3A	EPP	in process QAO	**6/9- relay arrived at QAO late afternoon, testing indicates motor relay. To raise RUA and overnight to Tyco for relay workshop.**								

FR-0184	U3000-49	BC5	EPP	In Eval (UK)	**4/6- Pepe found EPP assembly will ship to Geoff for more testing**	**1/31- ECU just arrived in the UK Andy will start testing. 3/21- Geoff looking for EPP assembly to be sent to the UK.**							04570 Bluebonnet Motors	13170
FR-0205	No Com	No Com	EPP	In Eval (QAO)	**5/9- need to put EPP back through temp cycling to see if they can get the no com to fail again. QAO did see a shorted issue with C15 because had 0 volts between input and ign. But once pin 2 was lifted & soldered back on the IC14 the ECU has been working properly with no problems.**	**5/6- could not communicate with test box no visual issues with 2 or 3-pin connector terminals shipped to QAO for testing 6/14- passed leak test, ambient ign. Cycling with no faults. Bully ambient & cold with performace testing. 6/15- gear bully tested with no faults. Cold testing next. 10/11- next steps to tri-temp EPP assembly 10/15- right before installing into tri-temp chamber was no able to communicate with ECU. Next to check regulator output**			NO COMMUNICATION TO MODULE VERIFIED CONCERN PARKING LOT ROAD TEST DIAGNOSE EPAS SYSTEM NO COMMUNICATION TO POWER STEERING CONTROL MODULE PERFORMED PINPOINT TEST D. REPLACED POWER STEERING CONTROL MODULE. This is the only warranty claim listed at this time. vehicle returned a week after sale			04024 Bob Hurley Ford	195
FR-0234	C200D-49 U3000-96	B9A	EPP	In Eval (QAO)	**5/9- still need to put the regulator on for further testing to confirm this was not an ECU or motor clearance issue.**	**5/28- pulled EFF data, shipped gear to QAO for testing. 6/7- shipped from 26mile to QAO today 6/14- should be in QAO sometime today 7/7- passed all QAO B9A testing, bully,hot puma, ign cycling cannot reproduce code. Shipped gear to UK for further testing 8/3- Voltage regulator damaged during cooling down exercise, need to find out what the next step is. 9/9- with damaged regulator cannot find out if this is a regulator issue. To perform**							09357 Jersey City Ford	25321
FR-0235	P07AE-09	AF1	NVH	In Eval (26mile)	**2/4- Jose performed the housing measurements and gauging. Need to go over final results and report out.**	**5/28- pulled EFF buffer data, shipped gear to QAO. 6/7- shipped from 26mile to QAO today 6/14- should be in QAO sometime today 8/2- Unit is FNR and it has been disassembled. No unusual condition found. Next step will be to send the Pinion Housing and Rack and Ball nut to Metrology laboratory in order to discard any bent condition at those components**			C S STEERING HARD TO TURN IDS RETRIVE 2 DTC C200B AND P07AE FIND OPEN AT SJB FUSE #42 FIND HARNESS 14290 RUBBING UNDER FRONT OF VEHICLE REPAIR WIRE AND REROUTE WIRE GREEN CIRCUIT #CBP42 REPAIR WIRE AND RE ROUTE WIRE CLEAR CODES RETEST FIND STEERING STILL HARD WITH 1 DTC P07AE FOLLOW PP TEST TO F4 ANSWER YES THAT DTC PO7AE IS STILL PRESENT ORDER EPAS STEERING GEAR REPL STEERING GEAR,TECH 3			10288 Valley Stream L/M	19157
FR-0239	P07AE-09	AF1	NVH	In Eval (26mile)	**2/4- Jose performed the housing measurements and gauging. Need to go over final results and report out.**	**6/14- Pulled EFF fault data, shipped gear to 26mile. 6/16- Friction gear is in the lab to be leak tested and measure yoke set. 6/21- pinion housing bend, need to perform teardown & lay-out to determine if rack is bent also. 6/28- Jason to check 32 Mile to get FR0239 laid out. I have to find the CMM holding fixture and a print, and get the parts up there. Working on the print and fixture now**							11068 Findlay L/M	21233
FR-0241	U3000-49 U2011-49	B43, BB9	EPP	In Eval (QAO)	**1/31- tri-temp ign. Cycling is the next steps to reproduce any codes**	**6/14- pulled EFF data shipped to QAO. B43 in EFF data, also stored BB9 code. 6/18- in process from Rogersville to QAO. 10/6- found gears at QAO, leak testing started 11/8- ambient ign cycling cannot reproduce. Next to cold ign. Cycle**							01237 Kindle Ford	2604

FR-0242	U3000-49 U3000-96	B25	EPP	In Eval (QAO)	**11/8- ambient ign cycling cannot reproduce. Next to cold ign. cycle**	**6/18- in process from Rogersville to QAO. 10/6- found gears at QAO, leak testing started 11/8- ambient ign cycling cannot reproduce. Next to cold ign. Cycle**					10302 Crest Ford	885
FR-0244	C200D-49	B9A	EPP	In Eval (QAO)	**5/9- tri-temp testing done, performance with not trouble found. To perform the high pot testing then strip back plastic to check for PCB motor clearance issue.**	**6/14- pulled EFF data shipped to QAO. B43 in EFF data, also stored BB9 code. 6/18- in process from Rogersville to QAO. 10/6- found gears at QAO, leak testing started**					09675 Borgman Ford	9087
FR-0259	U3000-49	B60	EPP	In Eval (FSL)	**11/12- target test date was pushed back to 12/15 for the first test. 1/10- test delayed till 12/26, validation testing still on the production line, waiting on details of clean product. 3/24- ship 8D to Ford 6/30/2010 is the continous improvement for particles SACVD clean receipe & 11/5/2010 ADC channels to converter test at freescale.**	**6/30- Intermittent B60 code resets in message center. pulled EFF data and ship to QAO 7/7- QAO to ship EPP to UK for analysis. 7/28- Micro ADC fault, need to remove micro put on development board for further testing before sending to FSL. 7/30- Micro still intact on the ECU, now tri-temp testing with ignition cycling to get see if failure will occur 8/2- able to duplicate code, indicating micro**					04984 Key Scales Ford	7
FR-0265	C200D-49 U3000-96	B9A	EPP	In Eval (QAO)	**5/29- was pulling B93 & B9A continue testing**	**6/30- OBH screws removed, cannot leak test. Pulled EFF data and shipped to QAO**					02975 North Bros. Ford	21788
FR-0282	C200D-49	B9A	EPP	In Eval (QAO)	**5/9- NFF after passing all the tri-temp ign. Cycling next step to high pot testing then check for PCB motor clearance issue**	**7/16- pulled EFF data shipped to QAO for analysis**					04865 Desoto Ford	5659
FR-0299	C200D-49	B9A	EPP	In Eval (QAO)	**10/18- tri-temp testing passed no faults found.**	**7/30- pulled EFF data and shipped gear to QAO for analysis.**					20659 Breakey Motors	17922
FR-0308	steering noisey	No Codes	NVH	In Eval (INA)	**10/25- Pavel to write the QCCARS to ship out to INA**	**9/13- can hear ballnut noise while turning input shaft, did not notice any damage & no stored codes. 9/27- Test results out of specification. Frequency amplitude at 600Hz is around 1.9 en CCW.With this condition on 600hz band RBNA swapped with a good known referente RBNA.Noise testing passed after RBNA swaping with no issues to report. Checking RBNA performance it is being detected too much looseness at Ballnut**					04587 Helfman Ford	2187

FR-0317	P07AE-09	AF1	NVH	In Eval (INA)	**1/3- parts sent to Germany for inspection, Chris Brown will request results on the analysis.**	**9/27- pulled EFF & stored data, shipped gear to QAO for analysis. 10/15- missing large clamp on boot, no grease on ITR and missing soft stop. ITR**			REPLACED LEFT SIDE HALFSHAFT, SEAL & BUSHING. RETEST,			07313 Washington Ford	24340
FR-0319*	rubbing noise in frt. End	No Codes	NVH	In Eval (INA)	**2/4- Ballnut loose and making noise, ship to INA for final analysis.**	**10/5- slight resistance while turning input shaft, TS harness conduit crushed near EPP. No codes in fault store shipped to QAO for testing. 11/29- failed the NVH test in line for teardown to check the rack & ballnut**						02710 Huntington Ford	4550
FR-0324	No Com	No Com	EPP	In process (UK)	**2/4-IC14 circuit needs more testing ship PFR out, possible C154 issue Sam to ship EPP back to UK for x-ray and analysis.**	**10/5- could not get any data using my CANape at WPAC, re-tried 3 times. The 3-pin & 2-pin clean with no corrosion. No physical damage to gear. Ship to QAO 10/18- leak test passed sent to lab to start analysis. 11/8- Pepe testing resistor & capacitor in the regulator circuit.**						09358 Lawrenceville Ford	3796
FR-0328	U3000-49	B31	EPP	In Eval (QAO)	**2/4- Sam to perform fault insertion testing.**	**10/5- pulled EFF & fault store data, shipped gear to QAO for analysis. No visual damage to gear 10/18- leak test passed sent to lab to start analysis. 11/12- sent email to QAO to send Geoff/Andy the EFF data for next steps. Pepe put EPP through all the tri-temp testing & ign. Cycling NTF. Next to do fault insertion testing.**						04927 J.C. Lewis Ford	1995
FR-0329	U3000-49 U3000-96	B40	EPP	In Eval (QAO)	**11/18- tri-temp cannot reproduce any codes. Sent Geoff the EFF data for next steps** **12/16- still discussing with Geoff**	**10/18- pulled EFF & stored data shipped to QAO for analysis**						03850 Broadway Ford	6291
FR-0333	U3000-49 U3000-96	B31	EPP	In Eval (QAO)	**2/4- Put EPP inline for tri-temp testing then if that passes to perform fault insertion testing similar to FR0328.**	**10/25- pullled EFF & stored data, no external damage, shipped to QAO 11/12- sent email to QAO to send Geoff/Andy the EFF data for next steps. 12/16-Geoff has not received anything**						01345 Bill Marsh Ford	14
FR-0334	steering noisey & steering will not turn	No Codes	NVH	In Eval (26mile)	**1/3- Jason to follow up with materials lab testing. Check with Mike or gabe. Check with Collen for the data calculations.**	**10/25- no stored codes in memory, boot damaged from ITR unscrewed from the rack, unknown how that happened. No Ford warranty noted. 11/1- sent out torque specs to Ford engineering to prove ITR's were torqued properly from QAO plant before gear was sent to HSAP. Field Misuse 12/7- next steps -Tim requested a copy of the data / calculations used to determine the ITR to**	8/14/2012		STEERING WILL NOT TURN, PRIOR TO THERE WAS A NOISE IN STEERING. WHEN DRIVING VEHICLE LOCKED AND STOPPED VERIFY RIGHT FRONT WHEEL IS TURNED IN AND DOESNT MOVE WHEN THE STEERING WHEEL IS TURNED PUT ON LIFT AND REMOVE THE WHEEL CHECK AND FOUND THE R-SIDE INNER TIE ROD END UNSCREWED FROM THE PLS RACK THE BOOT IS DAMAGED AS ARE THE THREADS ON THE RACK AND INNER TIE ROD CHECK OASIS NO APPLICABLE MSG CONTACT HOTLINE NO PRIOR REPORTS ADVISED TO REPL THE PS RACK REPL THE RSIDE TIE ROD WAS HANGING 10/04/2010 01:31PM JOHN HERDZIK MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: CUSTOMER STATES			03609 Newins Bay Shore Ford	28840

FR-0336	U2011-49	BB5, BAC	EPP	In Eval (QAO)	**12/10- Andy P gave Pepe instruction on testing signals on TRU6 & TRU1.**	**10/25- pulled EFF & stored data, shipped gear to QAO for analysis**						05389 Kearny Pearson Ford	7851
FR-0341	U2011-49	B6B	EPP	In Eval (UK)	**11/15- pulled EFF & stored data shipped to 26mile for analysis. PFR done and sent to 26mile & UK. 12/3--Sent to UK.**							06644 Williamsburg Motors	641
FR-0342	C200D-49	B9A	EPP	In Eval (QAO)	**11/15- pulled EFF & stored data shipped to QAO for analysis.**							06000 Country Ford	3805
FR-0346	P07AE-09	AF1	NVH	In Eval (26mile)	**1/3- perform gear teardown, inspection and analysis.**	**11/15- pulled EFF & stored data shipped to 26mile for analysis. PFR done and sent to 26mile. 11/29-passed all testing done at the EDF stand. Looking at all the history data & Interactive diagnosis. I don't think the tech followed the PPT properly. He did not show that he cleared the code and the code did not reset. He states in the AWS report that it reset but in the interactive diagnosis & fault store does not show that the code reset. could have been caused by the low pressure in the tires.**			WEB FORM DATA - CONCERN: SERVICE POWER STEERING NOW LAMP ON. NO ASSIST. CODES:P07AE:09-C8, U0415:00-48, C1B00:86-68 DIAGNOSTICS: PULLED DTCS, FOLLOWED STEERING INTERACTIVE TEST. TIRES WERE LOW BY 9 PSI. ADJUSTED AND RETESTED. CODES WILL NOT CLEAR. MONITERED STEERING ANGLE PIDS THEY ARE AT 5553.5DEG AND 49150.5DEG , ALSO VSS AT 62.1MPH SITTING STILL. INTERACTIVE TEST WANT BOOTS REMOVED FOR INNER TIEROD INSPECTION, BUT IM UNCLEAR IF I HAVE AN ELECTRICAL ISSUE. PARTS REPLACED:: NONE, THIS VEHICLE HAS HAD BOTH WHEEL BEARINGS REPLACED AT LOWER MILAGE. TECH QUESTION: THE STEERING SENSOR TESTS ARE UNCLEAR, THEY POINT TO DIFFERENT SECTIONS OF THE WORKSHOP MANUAL, AND NO TESTS ARE FOUND. I BELIEVE I HAVE A STEER SENSOR PROBLEM, BUT UNSURE IF A MECHANICAL PROBLEM IS THE ROOT CAUSE. PLEASE LIST ANY PERTINENT FREEZE FRAME DATA PLEASE LIST ANY VEHICLE MODIFICATIONS, OR TYPE NONE. NONE RECOMM 10/05/2010 03:10PM TIM WROBEL MSS - FCSD - TECH SVC HOTLINE MICHAEL, THE PID READINGS FOR THIS VEHICLE WILL BE SKEWED UNTIL THE PSCM			04846 Sunrise Ford	32487
FR-0347	No Com	No Com	EPP	In Eval (QAO)	**11/15- pulled EFF & stored data shipped to QAO for analysis.**							02015 Turnpike Ford	29824
FR-0351	P07AE-09	AF1	NVH	In Eval (QAO)	**2/22- passed EDF/NVH test, has broken restrictor case. Next step teardown and analysis**	**11/15- pulled EFF & stored data shipped to QAO for analysis. No damage to gear, input shaft turns normal**						04515 Boggus Ford	28718
FR-0357	P07AE-09	AF1	NVH	In Eval (QAO)	**2/22- passed EDF/NVH test, has broken restrictor case. Next step teardown and analysis**	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis**			CUSTOMER STATES STEERING WHEEL HARD TO TURN VERIFIED CUSTOMER CONCERN NO POWER STEERING CHECKED DTCS RAN EEC TEST FOUND P07AE PP TEST AD FOLLOWED LEAD TO REPLACE SHORTED EPAS SYS REMOVED VEH SUBFRAME R & R EPAS AND RETESTED OK			00808 Moore-Stewart Ford	26477
FR-0358	U3000-49	B6C	EPP	In Eval (QAO)	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis**							20337 Holmes Tuttle Ford	544
FR-0361	U3000-49	B31	EPP	In Eval (QAO)	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis**							06098 Capitol Expressway	4349
FR-0373	P07AE-09	AF1	NVH	In Eval (QAO)	**3/14- Pepe checking with 26mile to see if we should teardown, no response. Advised this should be tore down to**	**1/10- Pulled EFF data, no damage to gear and the IPA shaft tuned normal stop to stop. Shipped gear to QAO for analysis**						03900 Bergev's Ford	35780
FR-0375	Binding on turns	No Codes	NVH	In Eval (QAO)	**3/14- NTF passed all performance and EDF/NVH testing. Check next steps to see if we need to teardown gear.**	**1/10- pulled stored data no codes and the IPA shaft turned normal stop to stop. Shipped to QAO for EDF testing**			CUST STATES WHEN CORNERING FEELS LIKE IT BINDING AND NOT EASY TO TURN VERIFIED CONCERN,RAN OASIS NO TSBS OR SSMS FOR THIS			02686 Briarwood Ford	29621
FR-0376	U3000-49	B6C	EPP	In Eval (QAO)	**6/7- Swapped IC18 and fault still occurs, possible main micro fault to send to the UK for further analysis.**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis**						05665 Alexander Ford	5395
FR-0377	C200D-49	B9A	EPP	In Eval (QAO)	**3/14- passed the tri-temp ignition cycling for 12 hrs, also passed the High pot test.**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis 2/11- analysis started cannot reproduce the**						05700 Champion Ford	125
FR-0390	C200B-2F	BD0,BD2, BD4	TS	In Eval (Hella)	**3/24- no porosity issue with the pinion housing, material analysis of the grease was a heavy Castrol grease that stained the housing, this was not moisture in the housing it was grease**	**1/14- pulled EFF & stored data shipped to QAO for analysis. No damage to TS harness 2/14- gear tri temp tested & bully tested with NTF, removed the IPA cover and ECU cover with no visual issues. Ship the part back to**						08759 South Bay Ford	1518
FR-0392	No Assist	A19		In Eval (QAO)	**3/15- QAO in process on EDF test stand.**	**1/21- pulled EFF & stored data shipped to QAO for analysis**			THIS IS THE ONLY WARRANTY CLAIM ON THIS VEHICLE, NO OTHER INFORMATION. CUST. STATES STEERING IS HARD ROAD TEST, CHECK POWER STEERING. REPLACE POWER STEERING GEAR.			04903 Maroone Ford	1294
FR-0399	TC Lamp On	A3A	EPP	In Eval (PDC)	**3/1- John B gave gear to Laura N to deliver to Tim Snider for on-vehicle testing.**	**1/31- relay to ship to UK for Andy to take to the Tyco workshop. 2/1- discuss if relay issue caused SWA Can Bus issue. 2/7- Tim agreed to reinstall the EPP and this would be put back on a vehicle for testing**			CUSTOMER STATES THE ADVANCE TRACK LIGHT STAYS ON CONTACTED HORLINE FOR KNOWN CONCERNS IN SENSOR ONLY SERVICED IN STEERING GEAR, REPLACE GEAR. VERIFIED CONCERN FOUND STEERING WHEEL ANGLE SENSOR 220 DEGREES OFF. REPLACED STEERING GEAR AND PERFORMED ALIGNMENT. VERIFIED ADVANCE TRACK LIGHT ON. EEC TEST FOUND CODE 1277. MONITOR PID DATA FOUND STEERING WHEEL			08325 Dan Wiebold Ford	12

FR-0403	U3000-49	B25,B43	EPP	In Eval (26mile)	**2/4- pulled stored & EFF data shipped gear to QAO for analysis**							07312 Suppes Ford	24
FR-0404	P07AE-09	AF1	NVH	in Eval (QAO)	**3/15- initial analysis showed damaged IPA side ITR (testing in process**	**2/4- pulled stored & EFF data shipped gear to QAO for analysis. No visual damage,input shaft turns smooth stop to stop.**						08986 Bill Dube Ford	7458
FR-0405	P07AE-09	AF1	NVH	in Eval (QAO)	**3/15- initial analysis showed damaged IPA side ITR (testing in process**	**2/4- pulled stored & EFF data shipped gear to QAO for analysis. No visual damage,input shaft turns smooth stop to stop.**						00089 Koons Ford	32962
FR-0406	Batt. draw	dead battery	EPP	in Eval (QAO)	**3/28- performed all the testing at QAO, NTF. Check for further testing**	**2/11- pulled stored and EFF data no codes, could not verify any visual issues and gear has no stored data.**			CK ELECTRICAL SYSTEM CUSTOMER STATES THAT CAR NEEDED TO BE JUMP STARTED AFTER 2 DAYS. CHECK AND REPORT GEAR INSP. FOR NO START, FOUND BATTERY DEAD. CHARGED BATTERY AND PERF. BATTERY DRAIN TEST, FOUND 500MA DRAW. ISOLATED CIRCUITS AND FOUND FUSES F1 AND F2 CAUSING CONCERN. TRACED TO EPAS MODULE INTERNALLY SHORTED. REPLACED STEERING GEAR AND PERF. ALIGNMENT. RECHECKED 244MA.			04691 Bloomington Ford	4691
FR-0408 RUA# 4508	U2011-49 U3000-96	B3A	EPP	in Eval (Tyco)	4/18- under analysis at Tyco, on the contamination suspect list	**2/11- pulled stored and EFF data and shipped to 26mile for analysis. Leak test & xray** **2/22- xray clean no defects, start testing.** **3/14- ambient tested with surrogate relay no codes set. Removed relay and shipped to UK** **3/30- Will wait for TRW/Tyco workshop 4/12**						20524 Carmody Ford	171
FR-0410	U3000-49	BA4 EPP		in Eval (QAO)	**2/11- pulled stored and EFF data shipped gear to QAO for analysis**							01325 Holman Ford	122
FR-0411	C200C-2F C200B-62	BD1,BD3, BD4	TS	in Eval (Hella)	**4/18- removed the IPA assembly and verified no bent fingers, shipped the IPA to Hella(Marcus Dura), to ship the TS harness to Joel for PSI & xray testing.** **5/10- leak tested the harness and passed**	**2/22- pulled stored & EFF data shipped gear to QAO** **3/15- passed leak test, found moisture ingression, v-clip has some corrosion was the only signs of moisture.** **3/21- passed bully, performance, tri-temp ign. Cycling & wiggle testing with no codes. Will consult Jim Loria on testing for a bend finger on the bench.** **4/6- Pepe to put pressure on input shaft in different directions while appling torque to the sensor to see if a code will trip from a bent finger**						04273 Lafourche Ford	942
FR-0415	U3000-49	BA4,BA5, BC2	EPP	in process (QAO)	**2/28- Pulled stored & EFF data shipped gear to QAO for analysis**							02750 Avis Ford	4
FR-0418	P07AE-09	AF1	NVH	in Eval (QAO)	**4/14- failed the EDF testing looks like gear took impact on pinion housing, still need to tear down to inspect for further damage.**	**3/4- Pulled stored & EFF data shipped gear to QAO for analysis**						00378 Harbin Motor	7553
FR-0421	P07AE-09	AF1	NVH	in Eval (QAO)	**4/14- failed the EDF testing with high friction on teardown measurements showed bent pinion housing, no other damage to internal parts(rack & ballnut). Have someone inspect the housing measurements.**	**3/4- Pulled stored & EFF data shipped gear to QAO for analysis**						02071 I77 Ford	7080
FR-0422 RUA# 4527	U2011-49	B3A	EPP	in Eval (UK)	**4/6- relay at shirley under analysis**	**3/11- pulled stored & EFF data shipped to 26mile for testing** **3/21- surrogate relay test NTF shipped to UK then ship to Tyco.** **3/31- Tyco will perform analysis, outside contamination batch range.**						11261 Dana Ford	120
FR-0423 RUA# 4528	U2011-49	B3A	EPP	in process (Tyco)	**3/21- surrogate relay test NTF shipped to UK then ship to Tyco.** **3/30- Will wait for TRW/Tyco workshop 4/12**	**3/11- pulled stored & EFF data shipped to 26mile for testing**						03010 Brondes Ford	900
FR-0427	U3000-49	B24	EPP	in Eval (QAO)	**4/29- top FET three failed open, Pepe to check Aux ASIC.**	**3/25- pulled EFF & stored data, shipped to QAO for analysis** **4/20- Pepe discussing results with Geoff to find out the method of testing.**						20455 Casa Ford	832

FR-0428	U2011-49 U3000-96	B6B	EPP	in Eval (QAO)	**4/1- found this gear was swapped at the plant or dealer since the vehicle was checked in at the static check at the plant.**	**3/25- pulled EFF & stored data, shipped to QAO for analysis**			CHECKED PLANT RECORDS AND I SHOW A DIFFERENT GEAR INSTALLED AT THE STATIC LINE CHECK SO EITHER THE DEALER RETURNED THE WRONG GEAR OR THIS GEAR WAS SWAPPED AT THE PLANT OR DEALER, BUT I KNOW QAO DID NOT SEND THAT GEAR TO HSAP.			09149 Perry Ford	292
FR-0430	U3000-49	B64,BB7	EPP	in Eval (QAO)	**5/17- Unwelded terminal corresnponds to 0V terminal of Link Capacitor. Send Anting the pictures and information and ship part out for Anting for analysis.**	**3/25- pulled EFF & stored data, shipped to QAO for analysis 5/10- Pepe is getting sttrange Blink signal using canape was not stable to continue tracking this signal to see what is the source of this signal.**						04163 Elvira Ford	4
FR-0431	C200B-2F U3000-49 U3000-96	BD0,BD2, B31	TS	in Eval (QAO)	**4/29- found corrosion on the PFS PCB did not come in through the 2-pin possible PFS seal. Send pic's to Anting for suggestions.**	**3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness**						02283 Ed Mullinax Ford	101
FR-0432	U3000-49	B24	EPP	in Eval (QAO)	**5/3- FET open need to check Aux ASIC**	**3/25- pulled EFF & stored data, shipped to QAO for analysis**						07661 Laurel Ford	1354
FR-0434	No Com	No Com	EPP	in Eval (QAO)	**5/13- Pepe getting the tools to swap out the micro to see if the ECU operates properly. Then send the micro IC3 to freescale for level three analysis. 5/17- ship the ECU assembly to Anting for further analysis.**	**3/25- could not pull any data from the gear tried several times with no response. 4/18- testing the ECU assembly not getting any CAN signals from the micro. Need to confirm micro issue before removing micro and shipping to supplier 5/10- After IC1 swapping exercise the condition on CAN traces remain in same condition always high. To ship ECU assembly to UK for further analysis.**						00165 Gene Latta Ford	59
FR-0436 RUA# 4561	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	4/18- relay still under analysis, potential contamination issue.	**3/25- pulled EFF & stored data, shipped to 26mile for surrogate relay test, then remove and ship to Tyco. 4/4- passed surrogate relay test 4/6- shipped relay to UK this afternoon, Geoff should have it Friday**						03812 Gordie Boucher Ford	3304
FR-0440	C200B-2F	BD2, B31	TS	in Eval (QAO)	4/15- pulled EFF and stored data shipped to QAO for analysis. No damage to the TS harness							08084 Sikeston Motor	5029
FR-0444	U3000-49	B40,B60	EPP	in Eval (QAO)	4/15- pulled EFF and stored data shipped to QAO for analysis							07227 Larry Beckman Motors	461
FR-0446	U2011-49	B43, BB9	EPP	in Eval (QAO)	4/15- pulled EFF and stored data shipped to QAO for analysis							00066 Eddins Ford	527
FR-0451	C2011-49 U3000-96	B3A	EPP	in Eval (Tyco)	4/29- shipped to UK then to Tyco for relay workshop	4/21- pulled EFF and stored data shipped to 26mile for analysis						05574 Palm Springs Ford	5533
FR-0452	C2011-49 U3000-96	B3A	EPP	in Eval (Tyco)	4/29- shipped to UK then to Tyco for relay workshop	4/21- pulled EFF and stored data shipped to 26mile for analysis						00601 West Herr Ford	1919
FR-0453	U3000-49 U3000-96	B32	EPP	in process (QAO)	4/21- pulled EFF and stored data shipped to QAO for analysis							07467 Woltz & Wind Ford	6479
FR-0454	P07AE-09	AF1	NVH	in Eval (QAO)	4/21- pulled EFF and stored data shipped to QAO for EDF/NVH testing real still turning input shaft left of center CCW							09176 Heritage Ford	9835
FR-0455	C2011-49 U3000-96	B3A	EPP	in Eval (26mile)	4/29- shipped to UK then to Tyco for relay workshop	4/21- pulled EFF and stored data shipped to 26mile for analysis						01360 New Holland Ford	3
FR-0456	U2011-49	B3A	EPP	In process (Tyco)	6/8- surrogate relay testing done to ship to the UK then to Tyco for analysis	5/6- pulled EFF & stored data and shipped to 26mile for surrogate relay test then ship to Tyco for analysis						02975 North Bros. Ford	2564
FR-0457	C200B-2F C200C-2F	BD0,BD2	TS	in process (Hella)	6/13- confirmed channel 2 issue with TS to ship IPA to Hella for analysis	5/9- pulled the EFF data ship to QAO for analysis.						12152 Uptown Motors	2846
FR-0459	U2011-49 U3000-49	BC6, B3A	EPP	in Eval (QAO)	6/10- cannot duplicate codes, ignition cycling & tritemp testing.	5/9- pulled the EFF data ship to QAO for analysis.						03778 Ramp Motors	366
FR-0464	U3000-49	B25	EPP	in Eval (QAO)	6/10- found defective PM found shorted FETS. Anting to finish PS testing	5/9- pulled EFF & stored data and shipped to QAO for analysis						06700 Magic City Ford	3
FR-0465	U2011-49	B3A	EPP	In process (Tyco)	6/8- surrogate relay testing done to ship to the UK then to Tyco for analysis	5/9- pulled EFF & stored data and shipped to 26mile for surrogate relay test then ship to Tyco for analysis						01423 Bethlehem-Suburban Motors	85
FR-0466	U2011-49 U3000-96	B3A	EPP	In process (Tyco)	6/8- surrogate relay testing done to ship to the UK then to Tyco for analysis	5/9- pulled EFF & stored data and shipped to 26mile for surrogate relay test then ship to Tyco for analysis						Bob Wondries Ford	1332

FR-0467	U3000-49 U3000-96	B43	EPP	in process (Tyco)	6/10- Pepe found defective link relay output using scope. Swapped PFS and normal operation. To raise RUA and overnight to Tyco for workshop next week.	5/26- pulled stored and EFF data shipped gear to QAO for analysis 6/1- gear shipped from Rogersville to QAO						07749 Future Ford	2284
FR-0468	C200B-2F C200B-62	BD2, BD4	TS	in process (QAO)	5/26- received this gear from Jose Chacon's desk he hot processed the part, returned gear to WPAC for level1 analysis pulled stored and EFF data shipped gear to QAO. 6/2- found out gear was shipped to 26mile, John B will ship the gear to Rogersville then shipped to QAO							01305 McCafferty Ford	73
FR-0469	TC Lamp On	no codes		At 26mile	5/26-no ford or TRW codes listed in stored data. Unknown what caused TC lamp to come on. Will store at 26mile until further notice on testing steps							09809 Five Star Ford	5732
FR-0470	U3000-49 U2011-61 U3000-96	B7D,BAF, B95	EPP	in process (QAO)	6/3- pulled stored & EFF data from the gear shipped to QAO for further analysis							05137 Apple Ford	3777
FR-0471	TC Lamp On	No Codes		At 26mile	6/3- no ford or TRW codes listed in stored data. Unknown what caused TC lamp to come on. Will store at 26mile until further notice on testing steps							00565 Towne Ford	25
FR-0472	TC Lamp On	No Codes		At 26mile	6/3- no ford or TRW codes listed in stored data. Unknown what caused TC lamp to come on. Will store at 26mile until further notice on testing steps							00818 Tom Peck Ford	4119
FR-0473	C200C-2F U3000-96	BD0,BD1, BD3,B90	TS	in process (QAO)	6/3- pulled stored & EFF data from the gear shipped to QAO for further analysis. No damage to the TS harness.							01345 Bill Marsh Ford	758
FR-0474	P07AE-09	AF1	NVH	in process (QAO)	6/3- did not notice any damage to the gear, turned input shaft turned smooth stop to stop. Shipped gear to QAO for EDF/NVH testing.							04845 Sam Galloway Ford	1893
FR-0475	U3000-49 U3000-96	BA4	EPP	in process (QAO)	6/3- pulled stored & EFF data from the gear shipped to QAO for further analysis							03228 Stuart Powell Ford	158
FR-0476	TC Lamp On	no codes		At WPAC	**13-Jun**							20350 Glenn Jones Ford	6853
FR-0477	No Com	Mult CAN BUS codes		At WPAC	**6/13- had no problems with EPAS communication, had several Can Bus codes in the PSCM with low battery event codes. No other parts or wiring repaired per the AWS report. The information points to a Can Bus wiring repair.**				CHECK VEHICLE HAS NO POWER STEERING ASSIST TESTED VERIFIED ATTEMPTED TO RETRIVE DTCS UNABLE TO COMMUNCIATE WITH MODULE PIN POINT TEST D STEP D4 REPLACED ELECTRONIC STEERING GEAR			01425 Hines Park Ford	1081
FR-0478	TC Lamp On	no codes		At WPAC	**6/13- will keep an eye on this vehicle I believe this will be a comeback in time with the TC activating at times with the TC lamp**				04/25/2011 05:02PM JONATHAN SAVOY MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: VEHICLE DISPLAYS A MESSAGE OF SERVICE ADVANCE TRACK. HAS HAPPENED MULTIPLE TIMES AND CAR WILL CHUG INTERMITTANTLY DIAGNOSTICS: TEST DROVE. COULD NOT DUPLICATE CONCERN. MESSAGE NOT DISPLAYED AT THIS TIME. SCANNED FOR CODES AND 2 WERE FOUND			05860 Timber Ford	302

VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
						11/8/2010	2011		
						11/4/2010	2011		
							2011		
							2011		
				10/27/2010		1/5/2011	2011		

BR[redacted]	**1/27/2011**					1/27/2011	**2011**
BR[redacted]	**1/27/2011**					1/28/2011	2011
						4/29/2011	2011
3FAHP0JA0BR[redacted]	5/28/2011	5/17/2011		4/4/2011		5/31/2011	2011
BR342036						6/6/2011	2011

3FAHP0HA4AR[redacted]	4/2/2009	3/30/2009	10/28/2008	11/5/2008	2.5L Gas	3/11/2010	
3FAHP0JG2AR[redacted]	2/25/2010	2/19/2010	11/13/2009	12/21/2009	3L	3/26/2010	
3FAHP0CG0AR[redacted]	4/6/2009	4/1/2009	11/13/2008	11/21/2008	3L	4/27/2010	
3FAHP0HAXAR[redacted]	6/9/2009	6/1/2009			2.5L Gas	4/15/2010	
3FAHP0HA1AR[redacted]	5/19/2009	5/13/2009	3/4/2009	4/2/2009	2.5L Gas	4/13/2010	
3FAHP0JA5AR[redacted]	1/7/2010	12/23/2009	10/8/2009	11/6/2009	2.5L Gas	5/5/2010	

3MEHM0JG3AR[redacted]	12/5/2009	11/28/2009	10/12/2009	11/11/2009	3L	4/16/2010	
3FAHP0HAXAR[redacted]	2/13/2009	1/28/2009	10/16/2008	10/28/2008	2.5L Gas	5/18/2010	
3FAHP0HA1AR[redacted]	4/21/2010	4/14/2010	1/28/2010	3/9/2010	2.5L Gas	5/19/2010	
3FAHP0JAXAR[redacted]	5/26/2009	5/21/2009	11/18/2008	11/25/2008	2.5L Gas	5/5/2010	
3FAHP0HG9AR[redacted]	4/4/2009	3/27/2009	11/18/2008	11/24/2008	3L	5/28/2010	
3FAHP0GA1AR[redacted]	3/19/2009	3/11/2009	12/4/2008	1/19/2009	2.5L Gas	5/17/2010	
3FAHP0GA9AR[redacted]	6/21/2010	1/8/2010	10/14/2010	11/11/2009	2.5L Gas	8/9/2010	

3FAHP0HA1AR[redacted]	6/10/2009	6/2/2009	1/26/2009	4/19/2009	2.5L Gas	9/7/2010	
3FAHP0HA1AR[redacted]	4/15/2010	4/7/2010	1/21/2010	2/27/2010	2.5L Gas	9/15/2010	
3FAHP0HAXAR[redacted]	4/27/2010	4/22/2010	2/5/2010	3/15/2010	2.5L Gas	9/21/2010	
3FAHP0HA4AR[redacted]	5/24/2010	5/17/2010	2/19/2010	3/27/2010	2.5L Gas	8/27/2010	
3FADP0L30AR[redacted]	4/12/2010	4/5/2010	11/5/2009	1/31/2010	2.5L Hybrid	9/10/2010	
3FAHP0JG7BR[redacted]	7/26/2010	7/16/2010	4/8/2010	5/27/2010	3L	10/11/2010	2011
3FAHP0HA3AR[redacted]	6/18/2009	6/12/2009	2/10/2009	5/4/2009	2.5L Gas	10/4/2010	

3FAHP0HA4AR[redacted]	6/26/2010	6/17/2010	3/4/2010	4/24/2010	2.5L Gas	10/5/2010	
3FADP0L32AR[redacted]	3/23/2010	3/18/2010	12/16/2010	1/25/2010	2.5L Hybrid	9/24/2010	
3FAHP0HA7AR[redacted]	4/17/2010	4/12/2010	1/26/2010	3/6/2010	2.5L Gas	9/20/2010	
3FADP0L32AR[redacted]	6/16/2009	6/10/2009	2/10/2009	5/6/2009	2.5L Hybrid	10/5/2010	
3FAHP0HG7AR[redacted]	9/24/2009	9/11/2009	6/25/2009	8/4/2009	3L	10/4/2010	
3FAHP0HA3AR[redacted]	3/31/2009		12/5/2008	1/15/2009	2.5L Gas	10/25/2010	
3FAHP0GA3AR[redacted]	7/15/2009	7/10/2009	3/11/2009	6/4/2009	2.5L Gas	11/3/2010	
3FAHP0HA8BR[redacted]	10/18/2010	10/9/2010	4/22/2010	8/14/2010	2.5L Gas	11/12/2010	2011
3FAHP0JG3BR[redacted]	8/28/2010		5/15/2010	7/13/2010	2.5L Gas	11/5/2010	2011
3FAHP0JA0AR[redacted]	4/7/2009	4/2/2009	8/27/2008	10/20/2008	2.5L Gas	11/19/2010	
3FAHP0HAXAR[redacted]	10/22/2009	10/17/2009	7/16/2009	9/10/2009	2.5L Gas	12/7/2010	
3FAHP0HA7BR[redacted]	9/3/2010		4/29/2010	7/5/2010	2.5L Gas	12/10/2010	2011
3MEHM0HA3BR[redacted]	8/12/2010	8/4/2010	3/31/2010	6/12/2010	2.5L Gas	12/9/2010	2011
3FAHP0HA4BR[redacted]	11/11/2010	11/8/2010	6/1/2010	6/9/2010	2.5L Gas	12/20/2010	2011
3FAHP0HGXBR[redacted]	11/16/2010	11/11/2010	8/9/2010	9/18/2010	3L	12/14/2010	2011
3FAHP0JG8BR[redacted]	11/3/2010	10/30/2010	8/2/2010	9/9/2010	3L	12/23/2010	2011

3FAHP0CG6BR[redacted]	9/21/2010	9/8/2010	4/6/2010	7/29/2010	3L	1/13/2011	2011
3FAHP0JA5BR[redacted]	9/13/2010	8/31/2010	4/29/2010	7/24/2010	2.5L Gas	12/31/2010	2011
3FAHP0HA3AR[redacted]	7/8/2009	6/30/2009	2/18/2009	5/12/2009	2.5L Gas	1/6/2011	
3FAHP0HA2BR[redacted]	7/27/2010	7/17/2010	4/7/2010	5/28/2010	2.5L Gas	1/25/2011	2011
3FAHP0HA4BR[redacted]	12/9/2010	12/7/2010	10/3/2010	10/20/2010	2.5L Gas	1/26/2011	2011
3FAHP0JA3BR[redacted]	12/16/2010	12/13/2010	10/5/2010	10/25/2010	2.5L Gas	1/25/2011	2011
3FAHP0HA8BR[redacted]	12/11/2010	12/8/2010	10/3/2010	10/17/2010	2.5L Gas	1/28/2011	2011
3FAHP0HA1BR[redacted]	1/8/2011	12/22/2010	11/11/2010	11/11/2010?	2.5L Gas	2/8/2011	2011
3FAHP0JA2BR[redacted]	9/20/2010	9/1/2010	6/8/2010	7/17/2010	2.5L Gas	1/31/2011	2011
3FAHP0JG0BR[redacted]	9/21/2010	9/9/2010	4/7/2010	7/28/2010	3L	2/3/2010	2011
3FAHP0HA7BR[redacted]	2/11/2011	2/1/2011	12/10/2010	12/21/2010	2.5L Gas	3/1/2010	2011
3FAHP0HA7BR[redacted]	12/11/2010	12/8/2010	10/5/2010	10/20/2010	2.5L Gas	3/2/2011	2011
3FAHP0HA6BR[redacted]	10/8/2010	9/30/2010	5/5/2010	8/16/2010	2.5L Gas	3/7/2011	2011

3FAHP0JA8BR[redacted]	2/10/2011	11/17/2009	8/26/2009	9/28/2009	2.5L Gas	3/3/2011	2011
3FAHP0HGXBR[redacted]	2/15/2011	2/3/2011	12/25/2010	12/26/2010	3L	3/8/2011	2011
3FAHP0JG8BR[redacted]	1/28/2011	1/18/2011	11/16/2010	11/23/2010	3L	3/2/2011	2011
3FAHP0HA5BR[redacted]	9/21/2010	9/8/2010	6/7/2010	7/17/2010	2.5L Gas	2/23/2011	2011
3FADP0L34BR[redacted]	2/3/2011	1/25/2011	11/28/2010	11/30/2010	2.5L Hybrid	3/8/2010	2011
3MEHM0JG9BR[redacted]	12/9/2010	12/13/2010	10/6/2010	10/19/2010	3L	3/11/2011	2011
3MEHM0JG2BR[redacted]	10/5/2010	9/30/2010	4/23/2010	8/18/2010	3L	3/22/2011	2011
3FAHP0JG9BR[redacted]	11/30/2010	10/23/2010	6/14/2010	8/29/2010	3L	3/21/2011	2011
3FAHP0JGXBR[redacted]	10/6/2010	9/25/2010	4/13/2010	8/7/2010	3L	3/31/2011	2011
3FAHP0JAXBR[redacted]	3/1/2011	2/19/2011	1/8/2011	1/12/2011	2.5L Gas	3/29/2011	2011
3FAHP0HG4BR[redacted]	11/17/2010	11/13/2010	8/9/2010	9/21/2010	3L	4/5/2011	2011
3FAHP0GAXBR[redacted]	11/19/2010	11/15/2010	8/2/2010	9/24/2010	2.5L Gas	3/31/2011	2011
3FAHP0HA0BR[redacted]	8/10/2010		3/19/2010	6/15/2010	2.5L Gas	3/21/2011	2011
3FAHP0HA9BR[redacted]	2/23/2011	2/11/2011	1/1/2011	1/2/2011	2.5L Gas	3/23/2011	2011
3FAHP0JG7BR[redacted]	9/25/2010	9/15/2011	4/12/2010	8/3/2010	3L	3/11/2011	2011
3FAHP0JG7BR[redacted]	11/13/2010	11/10/2010	8/20/2010	9/17/2010	3L	3/21/2011	2011
3FAHP0JA8BR[redacted]	12/1/2010	11/22/2010	9/24/2010	10/4/2010	2.5L Gas	4/11/2011	2011
3FAHP0HA0BR[redacted]	3/11/2011	3/4/2011	1/22/2011	1/24/2011	2.5L Gas	3/29/2011	2011
3FAHP0JA1BR[redacted]	2/22/2011	2/11/2011	1/1/2011	1/2/2011	2.5L Gas	4/18/2011	2011
3FAHP0JG5BR[redacted]	2/2/2011	1/28/2011	12/10/2010	12/15/2010	3L	3/27/2011	2011

3FAHP0CG1BR[redacted]	2/25/2011	2/18/2011	1/8/2011	1/11/2011	3L	4/11/2011	2011
3FAHP0JG4BR[redacted]	3/23/2011	3/11/2011	1/29/2011	2/1/2011	3L	4/20/2011	2011
3FAHP0HA0BR[redacted]	7/29/2010	7/19/2010	3/24/2010	5/27/2010	2.5L Gas	4/29/2011	2011
3FAHP0HA2BR[redacted]	1/26/2011	1/18/2011	11/28/2010	11/29/2010	2.5L Gas	3/24/2011	2011
3FAHP0JG5BR[redacted]	3/10/2011	2/28/2011	1/22/2011	1/26/2011	3L	3/29/2011	2011
3FAHP0JA7BR[redacted]	8/31/2010	8/20/2010	5/24/2010	7/9/2010	2.5L Gas	5/2/2011	2011
3FAHP0HAXBR[redacted]	4/16/2011	4/7/2011	2/5/2011	2/22/2011	2.5L Gas	5/19/2011	2011
3FAHP0HGXBR[redacted]	3/2/2011	2/20/2011?	1/10/2011	1/12/2011	3L	5/12/2011	2011
3FAHP0HA7BR[redacted]	4/30/2011	4/15/2011	2/27/2011	2/28/2011	2.5L Gas	5/13/2011	2011
3FAHP0JG2BR[redacted]	2/17/2011	2/13/2011	1/3/2011	1/4/2011	3L	5/11/2011	2011
3FAHP0HA2BR[redacted]	1/15/2011				2.5L	5/11/2011	2011
3FAHP0HA9BR[redacted]	3/9/2011	2/28/2011	11/6/2010	1/20/2011	2.5L	4/22/2011	2011

8/14/2012

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Case Number	Ford DTCs	Symptom	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State
0KM								
DR-0018	U3000-49 U3000-96	BBB	EPP	In Eval (UK)	2/7- Kimball needs to get with KOA find cause of R96 resistor internal failure.	3/17- submit hot process request, dealer borrowed a gear from a vehicle on a lot to get the customer into the vehicle. Called dealer to make sure two repairs were not sent out under 3504. found out there are two repair orders in CQIS for this repair both have 3504 causal repairs and two labor ops. one should be charged back to the dealer. 4/9- shipped gear to QAO 4/21- in QAO leak check ok, has not tested in lab. 5/4- no leaks will start testing next week 5/24- in fridge ready for testing 6/7- passed ambient bully & performance testing cold bully testing nex 6/15- Unit has been ignition cycled over 12 hours. after that fault repeated 2 times and then no more. Unit was warmed and ignition cycles in progress. 7/12- Geoff to send Tim Diez info on BBB fault description., Geoff sent out 7/14. 10/20- BBB set every ign. Cycle now- Geoff thinks this is a micro issue, to ship the ECU to the UK. 11/29- further testing to be done either solder joint or R96 resistor is the cause at this time. 12/16 ECU is back at Kimball and		
DR-0025	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	9/13- passed hot puma and high pot test, ship to UK for further analysis.	6/15- submit hot process request 7/9- pulled EFF data, need to ship to 26mile for testing 8/25- set for xray tomorrow 8/26- x-ray clean, next ignition cycling with the application SW 9/7- tri temp ignition cycle did not reproduce any codes, next to hot puma. 9/13- passed hot puma and high pot test, ship to UK for further analysis.		

DR-0027 RUA# 3940	No Com	No Com	EPP	In Eval (UK)	10/15- OnSemi came back and states the diode was overcurrent, suggesting this is a one off failure. 11/1- sent questions back to the manufacture about this diode failure waiting on response UK. 1/10- Kimball looking for continous improvement plan for this defectivity on the diode, will work with OnSemi.	6/22- dealer to call back with hot process information to return gear. 7/28- Pulled EFF data, technician could not communicate using his IDS. I could not communicate using my CANape at WPAC. 8/20- Pepe found defective voltage regulator, need to confirm regulator issue after Geoff checks the data. 8/30- Geoff to look over the final data from QAO to decide if the regulator should be sent direct to Infineon or to the UK for additional testing. 9/1- QAO to send Geoff ECU assembly so they can remove the regulator. 9/6- ECU sent to Geoff tracking # 9373 7350 8684 by Fedex 9/8- arrived in the UK today 9/17- not regulator issue found diode on circuit that is leaky more testing need to check other parts of the circuit. 9/27- diode sent out to supplier from the UK for testing. 10/8- Geoff at Kimball next week to follow-up any diode updates.		
DR-0028	noise turning steering wheel	No codes	NVH	In Eval (INA)	10/25- Pavel to set-up QCCARS to ship to INA	6/28- submit hot process request 7/28- pulled EFF data, no codes, did not notice any abnormal noise while turning input shaft back & forth, ship gear to QAO for analysis. 8/17- gear failed the EDF test but no noise was notice during testing. Waiting on next steps, could put on-vehicle or could teardown gear? 8/23- failed NVH test, did not notice any audible noise while testing. Check with Dan Ulep & Sylvain Nadeau for the next steps before teardown. 8/24-Sylvain- EDF results would suggest RBNA damage; I'd suspect field misuse damage. The bolts that were so tight that had to be tapped to be removed is a red flag for me that work may have been done by an unqualified mechanic. I would suggest sending the RBNA to INA if workshop misuse confirmation is required. 9/8- rack & ballnut ready to be sent to INA, needs Gabreil to write QCCAR. 10/6- Waiting for QCCAR and contact from INA to receive the part. 10/11- Guillermo working with Pavel to find out who will be writing QCCARS now to ship to INA		
DR-0029	U3000-61	B97	EPP	In Eval (QAO)	10/6- ambient ignition cycling, NTF at this time.	7/7- Submit hot process request 7/28- pulled EFF data, customer states gear loses assist intermittently backing out of the driveway, dealer could not duplicate the problem but had a stored U3000-61,performed interactive diagnosis code returned on road test.		
DR-0033	C200D-49 B9A		EPP	In Eval (QAO)	8/18- gear passed leak test & ambient ignition cycling, next step to cold testing. 11/1- QAO exhausted all testing of this unit, Pepe looking for next step or should it be sent to UK? 11/2- perform wiggle test on the ribbon cable, then PCB motor clearance check.	7/28- pulled EFF data, shipped get to QAO for analysis.		

DR-0038	C200D-49 B9A		EPP	In Eval (QAO)	1/24- could not duplicate the double start-up cooling down the regulator using the scope	9/3- pulled EPP & stored data shipped to QAO for analysis		
DR-0039	U2011-49 U3000-96	BD0-BD3	EPP	In Eval (QAO)	1/24- could not duplicate the double start-up cooling down the regulator using the scope	9/27- interactive diagnosis leads to u2011-49 code then set u300096		
DR-0041	steering noisey	No codes No Com	NVH	In Eval (26mile)	11/8- Pepe to ship the parts of the rack back to 26mile for engineering evaluation. Inspected seals at QAO and checked with operators. 1/4- found out PIP seal will go to a dual lip seal design in April 2011 with the Wontae OBH. CD3 changes in Jan 2011 with new Rane OBH. 1/10- measure groove depth on the OBH. Jason to follow up.	10/5- could not turn input shaft, could feel rust squeezing the IBH boot to the rack, was able to pull Ford codes no codes stored then I was not able to communicate with the ECU 10/18- Pepe to check leak test results, pictures taken of rusted ITR & rack. 10/25- leak test passed, advised to reassemble boots and recheck IPA & boots for leaks 10/27 still not confirmed location of ingression, cannot duplicate leak 11/5- gear torn down indications water ingress from the press in seal in the OBH was pinched or not molded properly. Need to send pictures and decide what to do with the parts. No history known of this vehicle being in a flood, but this area the customer was in did have flooding conditions around the Nashville,TN area are May 2010.		
DR-0045	P07AE-09	AF1	NVH	In Eval (QAO)	5/13-found input shaft very hard to turn, checked history to see if vehicle was in an accident, none in dealer reports. Shipped gear to QAO for further analysis	5/13-found input shaft very hard to turn, checked history to see if vehicle was in an accident, none in dealer reports. Shipped gear to QAO for further analysis		
DR-0046	C200C-2F U3000-96	BD3	TS	In Eval (QAO)	2/3- had a new operator for the rework process recovering this IPA part; issue has been addressed and talked to the operators about it. Right now we are increasing our quality audits to the rework process as well.	12/7- pulled EFF & stored data, shipped to QAO for analysis, no damage to TS harness. 1/21- found this return was a reworked part and has an overwound clockspring- pre containment with the rework instructions 1/26- TS rework broke containment need to see what happened on the line during rework.8/2/2010 is the proper rework date so this is a post containment gear.		
DR-0047	C200C-2F U3000-96	BD1,BD3	TS	In Eval (QAO)	6/8-Confirmed losing channel 2 in the TS of the IPA. Ship IPA to Hella for further analysis.	5/13- pulled stored and EFF data, no damage to gear or TS harness, shipped to QAO for further analysis		
DR-0048	C200D-49 B9A		EPP	in process (QAO	6/6- pulled stored & EFF data, B9A code set erratic 13 & 22 min's into the Journey. possible PCB motor clearance issue.			

Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (once known)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date
CAR HAS NO POWER STEERING POWER STEERING FAILURE NOTED 3504 ROAD TEST VERIFIED CK STEERING FAILURE ON DASH NO STEERING ASSIST. IDS TEST SYSTEM CODE U3000 49 48 INTERNAL ELECTRICAL FAILURE PERFORMED PINPOINT TEST CK HOTS AND GROUNDS OK PERFORMED IDS PTS PINPOINT TESTING B 1 CK ALL CONNECTION FOR DAMAGE OR LOOSE OK TEST B 2 TEST DRIVE DIAG REPLACE RACK AND MODULE FAILURE REPLACED RACK CK ALIGNMENT SET TOE ROAD TEST VEHICLE TOWED IN 75 MILES LATER WITH NO START DEAD BATTERY & THEFT LAMP FLASHING HAD TO JUMP START. BATTERY FAILED NEEDED TO REPLACE THE BATTERY, CHARGING SYSTEM OK.			10011 Varsity L/M	524			2LMHJ5AT2AB[redacted]	10/23/2009	8/28/2009	8/19/2009	7/16/2009
POWER STEERING INOP STEERING GEAR FAULT LIGHT. DTC U2011-49 U3000-96. PPT. P S RACK FAILURE. REPLACE RACK.			08913 REGAN FORD	3139			2FMHK6DTXAB[redacted]	1/28/2010			

CUST STATES POWER STEERING HARD TURN NO COMMUNICATION WITH PSCM,PINPOINT TEST D TO D4,LOAD TEST ALL POWER AND GROUNDS,REPL PSCM RACK AND STEERING ASSEMBLEY,RESET TOE, REPROGRAM PSCM,RD TEST PASSED			06582 Don Bohn Ford	2928			1FAHP2KT5AG[redacted]	3/9/2010	2/10/2010	9/22/2009	12/11/2009
CONCERN: NOISE IN STEERING TURNING WHEEL BACK AND FORTH DIAGNOSTICS: VISUAL INSPECTION, PINPOINT TEST KC1 ANY KNOWN CONCERNS-NO. USED CHASSIS EARS TO TRY AND ISOLATE. PARTS REPLACED:: NONE TECH QUESTION: WITH THE CHASSIS EARS IT SOUNDS LIKE THE NOISE IS COMING FROM THE RACK AND PINION. THE SHOP MANUAL STATES THAT THE MOTOR DRIVES A BELT, SO I DONT THINK IT COULD BE THAT. I USED A PAIR OF VISE GRIPS AND GRABBED THE LOWER STEERING SHAFT AT THE RACK WHILE ANOTHER TECH ROCKED THE STEERING WHEEL, NO NOISE. I THINK IT COULD BE THE RACK. RECOMMEND YOU DISCONNECT STEERING SHAFT FROM STEERING RACK AND TURN WHEEL. IF NOISE IS NOT PRESENT WITH STEERING SHAFT DISCONNECTED, RECONNECT STEERING SHAFT AND REMOVE OUTER TIE ROD ENDS FROM STEERING KNUCKLES. IF NOISE IS STILL PRESENT WITH OUTER TIE ROD ENDS DISCONNECTED, SUSPECT EPAS STEERING GEAR IS THE CAUSE OF THIS CONCERN. RECOMMEND YOU REPLACE EPAS STEERING GEAR, AND THEN RE-EVALUATE THIS CONCERN. IF NOISE IS COMPARABLE TO A SIMILAR VEHICLE, NO REPAIRS ARE RECOMMENDED			07892 Capital Ford	12696			1FAHP2KTXAG[redacted]	9/14/2009	8/22/2009	5/28/2009	6/19/2009
CHECK INTERACTIVE DIAGNOSTICS CODE CLEARED AND RESET DIAGNOSTICS LEAD TO EPAS GEAR REPLACEMENT			11164 Metropolitan Ford				1LNHL9FT2AG[redacted]	4/21/2010	3/26/2010	12/12/2008	1/16/2009
			11605 Autoway L/M	5231			2LMHJ5AT9AB[redacted]	10/23/2009	10/9/2009	8/12/2009	9/3/2009

			20313 Earnhardt Ford	4834			2FMHK6CT6AB[redacted]	11/5/2009	9/12/2009	6/25/2009	7/30/2009
			11191 Dick Smith L/M	1803			2LMHJ5AT2AB[redacted]	2/15/2010			
			05646 Crown Ford	8768			2FMHK6DT9AB[redacted]	3/3/2010	2/10/2010	10/7/2009	12/11/2009
			04824 Langford Ford	13019			1FAHP2KT4BG[redacted]	5/24/2010	4/26/2010		
			02724 All American Ford	401			2FMHK6DT3BB[redacted]	8/19/2010	8/2/2010	1/25/2010	6/24/2010
			01228 Carman Ford	113			2LMHJ5AT0BB[redacted]	1/26/2011	1/4/2011	2/3/2010	9/17/2010
			02417 Don Davies Ford	10586			1LNHL9FT1BG[redacted]	5/10/2010	4/21/2010	11/5/2009	12/28/2009

Vehicle Type	Date of Repair	Model Year	Date	Part ETA
	3/11/2010			

	6/14/2010			
	6/23/2010			
	6/28/2010			
	6/15/2010			

	8/10/2010			
	9/22/2010			
	8/19/2010			
	3/16/2011	2011		
	11/13/2010	2011		
	4/4/2011	2011		
	5/12/2011	2011		

Case Number	Ford DTCs	Symptom	Component	Issue	Current Updates	Issue Status	Gear location	Report State
0KM AR378362		B92	EPP	In Eval (QAO)	**1/14- cut back the plastic and did not find any PCB motor clearance issue. Check with Geoff if there is any further testing to be done** **1/21- this is a one off return and could not find any issue at this time. Can keep in pending just in case we get another one**	**5/24- hot & ambient, next step is to cold test with ignition cycling and motor movement. Then bully test.** **6/21- ign. Cycling, bully, & puma passed next cold ign. Cycling** **8/20- NTF with all the ign. Cycling & hot puma, advised to finish cold testing to complete test.** **10/4- all testing has been done ign. Cycling with no problem found. Next step tri-temp testing.** **12/6- to use the new tri-temp tester to check for any codes.** **12/10- tri-temp complete with no trouble found. Check with Ford to see if we can start to cutaway red plastic to check pins for PCB motor clearance.** **12/15- Ford agreed to cut back red plastic and check for PCB motor clearance.**		
0KM BR111887		BAA, BAB,BAE, B9B, C69	EPP	In Eval (QAO)	**8/19- HSAP sending gear back to QAO for U3000-96, failed in prerolls station.**	**8/19- HSAP sending gear back to QAO for U3000-96, failed in prerolls station.**		
A Non-warranty return RUA# 4108	U2011-49 U3000-96	B6B	EPP	In Eval (Tyco)	**11/10- relay tore down and contacts shown, next to check SEM of the relay contacts.**	**8/27- shipped out of Rogersville on Friday's truck.** **8/26- xray is clear not shorts or offset. Next to see if code resets. Then can do some other tests before relay is removed for inspection.** **9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then high pot test on the motor relay low side.** **10/8- performed hot puma & high pot test with no faults found.** **10/20- shipped to Tyco for relay & contact analysis.**		
DR-0013	U2011-49 U3000-49 U3000-96	BB8, B23	EPP	In Eval (ATE)	9/2- bond wire not well centered into groove due to improper tool setting. Update bond tool installation by dedicated person & provide installation instructions on 9-3-2010 at Fairchild. Geoff sent 8D email to Ford.	2/16- submit hot process request 2/25- dealer did not use the hot process form to return gear it will come back normal part return process 4/12- pulled EFF buffer data and shipped to QAO 4/20- arrived in QAO, to leak check then start testing in lab. 4/23- Samuel able to reproduce B23 the motor PH FET is not closing, the gate signals are working. To check FET with microscope then will use surrogate FET and retest. 4/26- Geoff looked at PFR and advised Samuel to ship power module to Fairchild 5/3- has static bags but waiting for Geoff to help fill out forms from Fairchild before shipping out		
FR-0056a	U3000-49 U3000-96	B31	EPP	In Eval (26mile)	**9/9- have not seen any B31 claims since cold weld issue on FR0125, will keep in pending until we confirm no new B31 claims are found.**	**9/24- this is the service gear the tech installed from fr0056 and had a U3000-96 and had to replace again. analysis done at 26-mile.** **9/29- 26-mile with further testing to check B31 code. Check with Simon on progress.** **9/30- make sure this was a service part, testing ongoing, no problems found at this time** **10/1- xrayed ribbon cable and welds no problems found, still will not reproduce fault. Advised to look at circuit diagram** **10/2- Thiha to check with Geoff on pin layout diagram. Fault insertion testing** **10/15- 26mile manual cycling on the bench to check for faults, has not failed at this time.** **10/23- Geoff to check FTA to help with next step testing for B31's at this stage of the analysis.** **11/2- Internal B31 workshop planned after B9A is resolved by electrical teams.** **11/18 On hold, B9A investigation first**		

FR-0060	U3000-49 U3000-96	B31	EPP	In Eval (QAO)	**9/9- have not seen any B31 claims since cold weld issue on FR0125, will keep in pending until we confirm no new B31 claims are found.**	**9/8- Submit hot process request form** **9/18- pulled EFF & Buffer Data code B31 set before C69 latched out. Jason to ship gear to QAO for testing.** **9/24- gear arrived in QAO for testing** **9/30- take ECU cover off take pictures of the seal. Simon/Geoff to email next steps to inspect and xray.**		
FR-0066	U3000-49	B31	EPP	In Eval (26mile)	**9/9- have not seen any B31 claims since cold weld issue on FR0125, will keep in pending until we confirm no new B31 claims are found.**	**9/21- Submit hot process form, Have no information on the EPAS gear replacement, CQIS claim only lists vehicle would not move due to a transmission issue.** **9/24- gear arrived at WPAC pulled EFF and Buffer data, return gear to 26 mile** **9/25- gear at 26-mile to ship to QAO** **9/29-estimate gears to QAO late this Thursday** **10/2- cannot reproduce fault code at this time. Next steps from 26-mile** **10/15- ke sure part is x-rayed before Sergio goes back, 26mile manual cycling on the bench to check for faults.** **10/23- Sergio left EPP at 26-mile for testing, x-rayed PFS could not see any faults with ribbon cable & connections. Geoff to get FTA to decide next steps for other B31 testing.** **11/12- PFS at 26-mile waiting on B31 workshop after B9A's are tested**		
FR-0081	U2011-49	B6B	EPP	In Eval (UK)	**9/7- passed all tri temp ign. Cycling, next hot puma then high pot testing.** **9/13- passed hot puma & high pot testing, ship to the UK**	**10/27- Submit hot process request form** **11/5- Pulled EFF/Buffer fault data at WPAC** **11/6- gear dropped off at 26-mile and shipped to Rogersville to QAO** **11/9- when gear arrives at QAO do shake test for cold weld, x-ray, Geoff to send instructions to Sergio.** **11/12- testing starting today in QAO** **11/18 - SA: Leak test done OK. Ignition ambient done OK Nothing abnormal found, next step xray motor relay.** **11/24- Puma testing & resistance testing passed** **11/30- xray of motor relay ok & passed hot ignition cycling. Next step testing voltage reading on PCB. Hot ign. Cycling** **12/14- next step hot ignition cycling**		
FR-0107	No Com	BC2	EPP	In Eval (UK)	**9/28- got final report out of Anting & Kimball no areas on the line where contact can be made with R281 using the strain gage test at all stations. I have final report will put in pending to see if we have any more damaged R281 resistors.**	**12/4- Submit hot process request form** **12/10- pulled EFF & Buffer data and shipped gear to 26-mile** **12/17- gear should be sent to the UK to check the monitor micro & related circuits.** **1/4- gear now in process to QAO should be there 1/6.** **1/13- is fault repeatable, cold test the unit. check the reset line and supply line for the monitor micro.Once this is done, then we can decide the best place to continue analysis.** **1/19- photograph the part so that we can read the datecode from it. Could be a C154 issue we have seen before. Sergio & Geoff discussing details.** **1/20- RUA raised will ship to UK for further level 3 testing. Fault relates to PCB or solder joint issue.** **1/28- further PCB testing is indicating a resistor R281 issue. Further testing to confirm.** **3/3- R281 resistor has short on end cap will ship to KOA for analysis by next week.**		
FR-0109	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (UK)	**7/16- confirmed this as a double start-up added to B9A list for reg./micro issue. Fulfills parameters to close as regulator issue by meeting criteria established for regulators.**	**12/4- Submit hot process request form** **12/21- pulled EFF & Buffer data and ship to QAO** **1/13- to leak test and start the standard testing** **1/20- could not reproduce the codes, next step to do vibration test on the bully machine. Jose waiting for line to switch back to CD3 to test.** **1/25- passed bully testing, next step to discuss with Jim Loria** **1/28- all testing has been perform in QAO and cannot get the code to return, ship back to 26mile so tri-temp testing can be done. set back to Rog. Att: Andy-truck V08385 SKID# 22** **2/22- all four channels tripped codes at** **-2.9degC EFF data collected. Testing on going in the chamber.** **3/1- Visnu to set-up software to measure voltages when gear trips fault code to find area of fault at TS,**		

FR-0128	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- passed all tri temp ign. Cycling, next hot puma then high pot testing. 9/13- passed hot puma & high pot testing.**	**1/21- pulled EFF & buffer data, ship to QAO 2/2- In QAO today will start leak testing 2/3- EFF data shows PH1 & PH2 at link voltage when it should be Vlink/2. This points to the motor relay. Not able to reproduce the fault, working with the special B6B sw version. 2/5- using B6B software and ignition cycling overnight cannot reproduce any codes. 2/26-still cannot duplicate the code using the B6B software no faults or LIC's. 3/8- send to 26mile for cold testing 3/10-Checking the west building today to put in for cold testing 4/9- gear never sent back to 26mile still at QAO. 6/29- bully test done ambient, ign. Cycling done ambient & hot. Not fault found, to perform iso(1000v) test and then cold testing.**		
FR-0164	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	**9/13- passed hot puma and high pot testing shipped to UK for more testing.**	**3/22- Pulled EFF/Buffer data shipped gear to QAO 4/9- Ambient testing done. No faults. Hot testing done. No faults. PH1 & PH2 shorted to PH3 in EFF. Next step Insulation test done at 1000 volts. Pepe to perform 4/9- Ambient testing done. No faults. Hot testing done. No faults. PH1 & PH2 shorted to PH3 in EFF. Next step Insulation test done at 1000 volts. Pepe to perform 6/29- relay measurements performed. Iso(1000v) test done. Ambient/cold ignition cycle done. Cold puma done next step hot puma. 8/25- set for xray tomorrow 8/26- x-ray clean, next tri-temp with the application SW**		
FR-0181	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- passed B6B SW tri temp test, hot puma & all the high pot testing. Next to perform tri-temp ignition cycling**	**4/12- pulled EFF buffer data, shipped out to QAO 4/19- arrived at QAO today 5/3- leak tested, now at the lab ready for testing 6/15- Unit leak tested, no leaks to report. Unit was Measured on the Phases terminals before first ignition. No unexpected conditions found. Unit bully tested No faults found.Unit is into the freezer to be cold tested 6/29- RELAY MEASURED. AMBIENT BULLY TEST DONE. TO PERFORM ISOLATION TEST, THEN AMBIENT IGNITION CYCLING 8/25- set for xray tomorrow**		
FR-0199	U2011-49	B6B	EPP	In Eval (26mile)	**7/19-High-Pot Test complete on EPP no issue found. Need make sure the B6B modified test is run on each of these (70sec loop at Tri-temp) Mike confirmed it has been done. Need EFF data Matrix this week. Salim to set up meeting next week**	**4/30- Pulled EFF & buffer data, shipped gear to QAO for analysis 5/12- gears should arrive in QAO on Wednesday 6/7- passed leak test, shipped to 26mile for xray 6/9- xray tomorrow 6/10- xray clean, next hot Puma 6/14- passed hot puma with no faults, Mike F working with Michelle Marion on B6B SW for next test. Perform 1000v isolation test. Send Ford fishbone chart on B6B 6/28- check 1000v test by end of week. Geoff check on fishbone for belt drive application.**		
FR-0200	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	**9/7- during high pot testing to relay low side unit failed, motor PCB tear down now in process. 10/8- motor PCB teardown at UK NTF**	**4/30- Pulled EFF & buffer data, shipped gear to QAO for analysis 5/12- gears should arrive in QAO on Wednesday 6/7- passed leak test, shipped to 26mile for xray 6/9- xray tomorrow 6/10- xray clean, next Hot Puma 6/14- passed hot puma with no faults, Mike F working with Michelle Marion on B6B SW for next test & 1000v isolation test. 6/25- now ready for tri-temp ign. Cycling 6/28- check 1000v test by end of week. Geoff check on fishbone for belt drive application.**		
FR-0212	tc lamp on ABS code C1278	A28		At WPAC	**5/7- pulled Ford codes & EFF data no codes list only A28 code**	**5/7- pulled Ford codes & EFF data no codes list only A28 code**		

FR-0213	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	**9/7- during high pot testing to relay low side unit failed, motor PCB tear down confirmed motor PCB clearance issue. 10/1- sent to UK stripped down could not find any area for pin contact to PCB. not a PCB clearance issue. More testing.**	**5/7- pulled EFF buffer data & shipped to QAO 6/7- passed leak test, shipped to 26mile for xray 6/9- xray tomorrow 6/10- xray indicates raised rivet, cannot cause this code to set. Next hot puma 7/19-High-Pot Test complete on EPP no issue found. Need make sure the B6B modified test is run on each of these (70sec loop at Tri-temp) Mike confirmed it has been done. Need EFF data Matrix this week. Salim to set up meeting next week**		
FR-0214	U2011-49 U3000-96	B3A, B6B	EPP	In Eval (UK)	**1/24- tore down relay, NFF. contacts inspected EDX has evidence of weld.**	**5/7- also has code B6B listed in fault store, had to ship back from Rogersville to 26mile for xray. 5/25- xray clean & passed the resistance test. Check with Geoff on next steps. 6/7- 5amp test at anbient & hot if that passes tri-temp ign. Cycling 6/10- put into tri-temp chamber with ign. Cycling 6/14- passed 5 days of tri-temp ign. Cycling with no faults. 7/12- solder phases back and recheck with B6B SW in the tri-temp chamber. This B3A also set B6B three times before C69 set in the fault store. 9/7- passed all the testing on the B6B chart, next Ship to UK**		
FR-0215	TC lamp on C1278	A28		At WPAC	**5/20- pulled EFF & Buffer data, kept gear at WPAC could install on vehicle**	**5/20- pulled EFF & Buffer data, kept gear at WPAC could install on vehicle**		
FR-0218	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- passed B6B SW tri temp test, hot puma & all the high pot testing. Next to perform tri-temp ignition cycling**	**5/20- pulled EFF & Buffer data, shipped to 26mile for xray 6/2- xray slightly looks like raised rivet, resistance measurement passes, checking with Geoff on next step 6/7- to perform standard tri-temp ignition cycling first then if that passes to get application code to remain in diagnostic mode from Michele. 6/10- took out of tri-temp after 3 days no B level faults at this time. Next to reflash with B6B intro SW. hot puma done? 6/21- in thermo chamber from 6/7-6/9 ign. Cycling with no faults with B6B test SW, hot puma passed. 7/19-High-Pot Test complete on EPP no issue found. Need make sure the B6B modified test is run on each of these (70sec loop at Tri-temp) Mike confirmed it has been done. Need EFF data Matrix this week. Salim to set up meeting next week**		
FR-0228	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- passed B6B SW tri temp test, hot puma & all the high pot testing. Next to perform tri-temp ignition cycling**	**5/27- pulled EFF buffer data, ship gear to 26mile for analysis. Next to leak test an xray relay. 6/9- xray tomorrow 6/10- xray clean, next hot Puma 7/12- flashed new B6B SW, now ready for tri-temp ign. Cycling 7/19-High-Pot Test complete on EPP no issue found. Need make sure the B6B modified test is run on each of these (70sec loop at Tri-temp) Mike confirmed it has been done. Need EFF data Matrix this week. Salim to set up meeting next week**		

FR-0237	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- passed B6B SW tri temp test, hot puma & all the high pot testing. Next to perform tri-temp ignition cycling**	**5/28- pulled EFF buffer data, shipped gear to 26mile for leak test and xray.** **6/10- xray clean , hot puma next** **6/14- passed hot puma with no faults, Mike F working with Michelle Marion on B6B SW for next test.** **7/19-High-Pot Test complete on EPP no issue found. Need make sure the B6B modified test is run on each of these (70sec loop at Tri-temp) Mike confirmed it has been done. Need EFF data Matrix this week. Salim to set up meeting next week**		
FR-0261	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	**9/22- going to install on the PU/PD unit for 48hrs.**	**6/30- pulled EFF data and ship to 26mile for xray.** **8/26- x-ray clean, next tri-temp with the application SW** **9/1- tri-temp testing able to duplicate B6B 15 ign. Cycles in at 90deg. C, both phase 1 & 2 failed. testing ongoing trying to get gear to fail again.** **9/13- scoping the 3 phases on relay low side cannot duplicate code. passed hot puma & high pot testing, ship to UK for testing**		
FR-0264	U3000-49 U3000-96	B60	EPP	In Eval (UK)	**2/7- UK possible stressing diode fitting to board. Part recovered during analysis at Vishay. Cannot prove what the cause was. One off with this diode issue, like to put in pending just in case another similar issue comes up.**	**6/30- Also has codes BA4 & B7A, B60 stored in EFF data, shipped to QAO for analysis.** **7/7- QAO to ship EPP to UK for analysis.** **7/28- hardware issue on PCB, testing still ongoing to isolate the area.** **8/2- something pulling phase 1 low, need to check several components to find drain or short.** **8/4- found out this is not an ASIC issue further testing needs to be done to pinpoint the circuit problem on phase one** **9/8- diode failed in the circuit, sent back to the supplier for analysis.** **9/20-To send back to the diode manufacture.** **10/6- UK still testing diode, next to xray before sending diode to manufacture. 10/27 Diode has been sent Vishay. X-ray was clear.** **12/6- manufacture confirmed diode issue but when they decapsulated the diode the fault went away. Now**		
FR-0271	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	**9/13- passed hot puma and high pot testing shipped to UK for more testing.**	**7/16- pulled EFF data shipped to 26mile for xray & analysis.** **8/26- x-ray clean, next tri-temp with the application SW** **9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then high pot test on the motor relay low side.**		
FR-0273	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then high pot test on the motor relay low side.**	**7/16- pulled EFF data shipped to 26mile for xray & analysis.** **8/26- x-ray clean, next tri-temp with the application SW**		

FR-0278	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then xray relay. Then perform high pot test on the motor relay low side.**	**7/16- pulled EFF data shipped to 26mile for xray & analysis.** **9/1- performing ignition cycling at this time still needs to be xrayed.**		
FR-0284	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	**9/22- 24hr ign. Temp cycling to see if offset bridge shows up.**	**7/16- pulled EFF data shipped to 26mile for xray & analysis.** **8/26- xray questionable, the bridge is very close to the frame but is not actually touching, next tri-temp ignition cycling.** **9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then high pot test on the motor relay low side.** **9/13- passed hot puma & high pot testing, ship to UK**		
FR-0288	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then high pot test on the motor relay low side.**	**7/30- pulled EFF data and shipped gear to 26mile for xray and analysis** **8/26- x-ray clean, next tri-temp with the application SW**		
FR-0290	U2011-49	B6B	EPP	In Eval (26mile)	**9/7- tri-temp ignition cycle cannot reproduce any codes. Next to hot puma, then high pot test on the motor relay low side.**	**7/30- pulled EFF data and shipped gear to 26mile for xray and analysis** **8/26- x-ray clean, next tri-temp with the application SW**		

FR-0304	C200B-2F C200B-61	BD2, BD4	TS	In Eval (Farmington)	**3/7- all resources to test has been exhausted at this time with NTF. Will keep in pending and check for other TS returns with similar faults**	**9/2- pulled EFF & stored data and shipped to QAO for analysis. Intermittent PS loses assist.** **9/22- passed leak test, started to bench test wiggle test harness could not duplicate code. Start ambient ignition cycling** **9/27-ambient ignition cycled over 12hrs still cannot produce any codes.** **10/4- still at gear level to put into tri-temp chamber and recheck for codes.** **10/6- next step to tri-temp test at QAO** **removed IPA cover no visual issues internally or on the TS PCB. Next to do wiggle testing during bench testing.** **10/12- next step to performance test hot.** **11/17- use higher temps for tri-temp at 120 deg C instead of 90 deg C. for profile also discuss turning the TS 2 turns CW & CCW while testing** **12/3-Awaiting next steps before disassy**		
FR-0307	TC lamp on C1277	No Codes		At WPAC	**9/7- pulled several can/bus Ford U-codes looked like a CAN bus connection or circuit issue from the codes. U0100-00(lost Com ECU/PCM"A"), U0001-88(HS CAN BUS off), U0121-00(lost Com w/ABS), U0415-22(Invalid data from ABS).**	**9/7- pulled several can/bus Ford U-codes looked like a CAN bus connection or circuit issue from the codes. U0100-00(lost Com ECU/PCM"A"), U0001-88(HS CAN BUS off), U0121-00(lost Com w/ABS), U0415-22(Invalid data from ABS).**		
FR-0309	TC lamp on C1278	E1E		At WPAC	**9/7- pulled ford code B1D23-68(E1E) thermo event. Vehicle returned twice for intermittent TC lamp on C1278.**	9/7- pulled ford code B1D23-68(E1E) thermo event. Vehicle returned twice for intermittent TC lamp on.		
FR-0314 RUA# 4149	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**12/13- oil contamination found on contacts operator using wrong oil for mantanance on rivet machine. Work instruction did not advised operator of proper oil, so a new procedure was added 8/13/2010. this was a known issue caught by another customer. so the estimated PCA date is Nov. 12 going into QAO. waiting on 8D**	**9/27- pulled EFF & stored data, shipped to 26mile for xray and analysis.** **9/29- received gear today and passed leak test ready for xray.** **10/8- xray clear not fault found, follow standard test procedure.** **10/18- The Tri-Temp, 5 amp resistance checks, and the PUMA testing have been completed with no trouble found** **11/1- John B to pull relay raise RUA & ship to Tyco for relay workshop.** **11/2- sent to Tyco for Nov.22-24 relay workshop** **11/29- surface contamination, still under analysis to find source. Under F-TIR for chemical analysis results by 12/8.**		

FR-0316	TC lamp on C1278	No Codes		At WPAC	**9/27- pull EFF & stored data no codes stored, checking CQIS & AWS for any history information.**			
FR-0327	C200C-2F U3000-96	BD1, BD3	TS	In Eval (Farmington)	**3/7- all resources to test has been exhausted at this time with NTF. Will keep in pending and check for other TS returns with similar faults**	**10/5- pulled EFF & fault store data, shipped gear to QAO for analysis. No damage to TS harness** **10/18- leak test passed sent to lab to start analysis.** **11/8- ign cycled need to check with Sam on other testing performed on this gear.** **11/15- all the ignition cycling & tri-temp testing has been performed with no trouble found. Bench testing with wiggle testing no trouble found.** **11/17- found metallic burr on one of the rotor teeth, advised to ship IPA assembly direct to Hella for analysis. Pepe to contact Angie for information & QCCAR data.** **11/18- hella received TS will start function testing** **12/1- rotor burr did not cause the codes, Hella function tested sensor assembly with no trouble found. Need to discuss further testing.** **12/8- Hella to check PCB below the burr make sure no contact has been made to the board. Measure**		
FR-0331	U3000-49 U3000-96	BA4,BA5,BC2	EPP	In Eval (QAO)	**2/21- Kemet has stated that a couple of root causes related to these failures and the most likely failure is the C154 anode wire contamination failure during welding & wire alignment issue with wire in the wrong spot during weld.** **Geoff sent out 8D to Ford for analysis at this time. more testing required by Kemet to setup a test to prove these warranty returns were**	**10/18- pulled EFF & stored data shipped to QAO. Found couple small dents in ECU cover & 2-pin plastic housing broken.** **2/3- confirmed C154 issue, need to ship Kemit in the US for analysis.** **2/5- capacitor arrived at Kemet in US** **2/14- confirmed cold weld issue at US facility**		
FR-0356	U3000-49	BA4,BA5,BC2	EPP	In Eval (QAO)	**2/21- Kemet has stated that a couple of root causes related to these failures and the most likely failure is the C154 anode wire contamination failure during welding & wire alignment issue with wire in the wrong spot during weld.** **Geoff sent out 8D to Ford for analysis at this time. more testing required by Kemet to setup a test to prove these warranty returns were**	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis** **2/3- confirmed C154 issue, need to ship Kemit in the US for analysis.** **2/5- capacitor arrived at Kemet in US** **2/14- confirmed cold weld issue at US facility**		

FR-0365	C200B-2F C200C-2F C200B-61	BD2, BD3,B90	TS	In Eval (26mile)	**3/7- Ford agreed due to the vehicle issues listed in the customer & vehicle comments to move to pending and if resources allow later and more testing needed to install on-vehicle.**	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis. TS harness conduit pinched near EPP but no wire damage.** **1/25- did TRI TEMP and ignition cycling and Hot testing as well and no faults observed. turn input shaft stop to stop while testing NTF. Next step to put on bully tester 5 times with NTF.** **2/3-Jim Loria/Don Blandino thinks this vehicle had other vehicle problems that caused the TS codes.** **2/11- Sam to put gear through bully testing 5X, if that passes to remove the IPA & ECU cover and visual inspect for poor wiring connections or moisture. If that is Ok to ship back to 26mile for further testing.** **2/22- gear arrived at 26mile for testing.** **3/4- performed bench testing at 26mile with NTF, advised to put the IPA cover & ECU covers back on and see if we can find a hybrid for on-vehicle testing. Will discuss with Ford engineering.**		
FR-0389	U3000-49 U3000-96	BA4,BA5,B C2	EPP	In Eval (QAO)	**2/21- Kemet has stated that a couple of root causes related to these failures and the most likely failure is the C154 anode wire contamination failure during welding & wire alignment issue with wire in the wrong spot during weld.** **Geoff sent out 8D to Ford for analysis at this time. more testing required by Kemet to setup a test to prove these warranty returns were**	**1/14- pulled EFF & stored data shipped to QAO for analysis.** **2/3- confirmed C154 issue, need to ship Kemit in the US for analysis.** **2/5- capacitor arrived at Kemet in US**		
FR-0393	U3000-49	BA4,BA5,B C2	EPP	In Eval (QAO)	**2/21- Kemet has stated that a couple of root causes related to these failures and the most likely failure is the C154 anode wire contamination failure during welding & wire alignment issue with wire in the wrong spot during weld.** **Geoff sent out 8D to Ford for analysis at this time. more testing required by Kemet to setup a test to prove these warranty returns were the failures listed in the 8D.**	**1/21- pulled EFF & stored data shipped to QAO for analysis** **2/3- confirmed C154 issue, need to ship Kemit in the US for analysis.** **2/5- capacitor arrived at Kemet in US**		
QAO line failure- 1 RUA-2983		B9A	EPP	In Eval (UK)	**3/26- failed the flux density test. Get details of testing from Simon Wright & get with Nidec to explain their 100% containment operation run some bad units through to see if they fail**	**12/14- able to duplicate code, looking at interaction with auxillary ASIC & hall effects**		

QAO line failure- 2 RUA-2983		B9A	EPP	In Eval (UK)	**12/14- able to duplicate code, looking at interaction with auxillary ASIC & hall effects**	**12/14- able to duplicate code, looking at interaction with auxillary ASIC & hall effects**		
QAO line failure- 3 RUA-2983		B9A	EPP	In Eval (UK)	**3/26- failed the flux density test. Get details of testing from Simon Wright & get with Nidec to explain their 100% containment operation run some bad units through to see if they fail**	**12/14- able to duplicate code, looking at interaction with auxillary ASIC & hall effects**		
0KM BGA22399	U3000-61	B91		In Eval (UK)	2/25- EPP has been tested on the PU/PD rig with ignition cycling and tri-temp testing with NTF	1/27- vehicle passed all static & dynamic tests but lost assist on the final road test. Gear could be pulled and sent to 26mile for analysis. Cannot duplicate the concern in the vehicle at this time. 1/28- Mike Fontana will go to CAP record all in vehicle data and try to duplicate the code, if not will remove gear take back to 26mile for further analysis. 2/2- performed electrical endurance, code check, spring stand test at various voltages and vehicle test we can't reproduce this fault, checking with Geoff on next steps		
0KM BR247653	rattle under dash		TS	In Eval (Rogersville)	**2/9- Rogersville received the IPA yesterday and started the investigation of the missing bushing. Rogersville has approval to purchase the camera's. still checking to see if this was a operator mishandling issue. April 1st is target date for completion of both camera's on line 2 & 3.**	**1/31- plant found movement in the input shaft. QAO will ship to Rogersville for analysis. Possible missing bushing in the IPA assembly.**		
0KM BR198102	C200B-62 U3000-96	BD4	TS	In Eval (Rogersville)	**2/9- have approval to modify line 1 with new grippers and smaller diameter ,March 21st completion date. 5/10- have modification on line 2 for a vision system at station 50 to elimination the visual inspection will need to get timing when that will be implemeted on line 2.**	**11/29- found one bent finger on the rotor, impact mark on top of the finger. QAO investigating cause. 12/6- QAO still looking for causes but also looking for new ways of testing for bend finger after station handling at the grenade pin removal station. 12/15- looking to install laser that detects bent fingers on the rotor, and should be installed in the granade pin detection fixture. We still need to continue analyzing, meanwhile, Third party sorting at Rogerville & 100% sorting for this condition in QAO. 1/5- unsure if laser system can be done at grande pin detection station, still discussing and checking other options. Sorting still continuing at Rogersville & QAO. Couple of the bent rotors found in sorting sent back to Rogersville look for any witness marks on the rotors. 1/10- plan for containment at Rogersville: > 100% visual check for bent rotors added to operator's control sheet**		
0KM BR198415	rattle under dash	No Codes	TS	In Eval (Rogersville)	**4/6- just have confirmation that the new target date for the new camera's on line 2 & 3 is 6/7/2011.**	**11/29- movement of the input shaft causing the rattle noise QAO removed IPA and shipped, arrived in Rogersville today for analysis. 12/1- found no pin stamp on the shaft indicating this failed the deflection test bench still trying to understand how this made it into the gear. Machine logic to recognize bushing & input shaft will change today. Looking at installing a timer to install delay & tell the difference between the input shaft and bushing installation. should have 8D finished by COB Friday. 12/6- Jonathon Harris from Ford at Rogersville to inspect the operation & mistake proofing operation to be set-up on the line & handling issue for failed parts. They will use a green dot to identify a pin stamp on input shaft at EOL. 1/5- implement a camera system on the Prodel line to insure part will have a pin stamp, get quote & timing at the end of the week.**		

0KM BR753424		BAA,BAB, B9B, BAC,BB8	EPP	In Eval (UK)	**2/7- exhausted all testing cannot duplicate the code, like to close off as NTF. Can submit all the testing results that has been done.**	**9/14-bully tested 5 times, ignition cycling cannot reproduce the codes, ECU cover removed and R227 inspected did notice any damage no measurements taken. Cover reinstalled and ignition cycling ongoing.** **9/20- next step** **1) Run the attached configuration while drawing some current.** **2) Measure the 2.5V ref with a scope while drawing some current.to use 2.5v ref voltage with canape with temp changes.** **9/24- instructions to test from Geoff** **We need to draw a comparison between CANape and scope measurements. I would like to see a direct comparison as follows:** **1) a) Measure the 2.5V Ref with CANape (I sent you a configuration for doing this which included 'ADC.Pseudobuffer[12] to [15]'**		

Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (once known)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date
			0KM HSAP							
02/11/2010 11:40AM ALEXANDER ROGERS MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA -CONCERN: VEH HAS NO POWER STEERING ASSIST FAILURE ON DASH DIAGNOSTICS: CK DCTS INTERACTIVE PINPOINT TEST PARTS REPLACED:: NONE TECH QUESTION: CODES U0428-20 , B2872-BO , U2011-49-48 , U3000-49 , U3000-96 THESE ARE THE COMPLETE CODES THE INTERACTIVE PINPOINT TEST HAS THE TECH GOING IN TWO DIRECTIONS WHICH CODE SHOULD HE TRACE FIRST ARE THERE ANY KNOWNS FOR THESE CODES WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE			10493 George Wall Ford	2132			1LNHL9FT8AG[redacted]	9/9/2009		
Gear#1- Cust. Concern Code: H22 - STEERING REQUIRES EXTRA OR UNEVEN EFFORT Condition Code: 42 - DOES NOT OPERATE PROPERLY Technician Comment: 4645 TEST POWER STEERING MODULE FOR CODES C1277 PERFORM PINPOINT TEST PERFORM REALL TIME DIAGNOSIS ON LINE REPALCE RACK AND PINION Customer Comment: CUST STATES THAT THE POWER STEERING IS INOP tech states he replaced the gear for no assist code c1277 only code stored and PS assist fault in the message center. after gear replacement tech states new gear looked like it was a used gear and had a U3000-96 stored in it after configuring gear. so tech installed another gear Gear#2- Cust. Concern Code: H22 - STEERING REQUIRES EXTRA OR UNEVEN EFFORT Condition Code: 42 - DOES NOT OPERATE PROPERLY Technician Comment: 4645 TEST POWER STEERING MODULE FOR CODES U3000	Simon Malsbury/ Thiha Than		10736 Ganley L/M	4645			3FAHP0HA4AR[redacted]	6/13/2009	7/23/2009	6/5/2009

CK STEERING DTCS C1277 ABS B10D251 08 IPC B10D800 08 IPC P1000 OO 2B PCM U300049 48 PSCM U300096 08 PSCM CLEARED MEMORY CODE U300096 08 PSCM CK POWER AT RACK 12.8 VOLTS CK ALL FUSE OK ALL HAVE POWER REPROGRAM RACK MODULE PASS NO STEERING ASSIST INSTALLED NEW RACK REPROGRAM RACK HAS POWER RD TEST OK	QAO testing		07777 Future Ford CA	5			3FAHP0HAXAR[redacted]	8/8/2009	8/3/2009	3/19/2009
	shipped to QAO		07313 Washington Ford	8363			3FAHP0HA8AR[redacted]	6/17/2009	6/11/2009	1/30/2009
			06081 San Francisco Ford	158			3FAHP0JG9AR[redacted]	5/21/2009	5/14/2009	3/10/2009
			03726 Torrington Ford	296			3FADP0L33AR[redacted]	9/18/2009	9/10/2009	7/10/2009
			08799 Richmond Ford	15707			3FAHP0HA8AR[redacted]	3/30/2009	3/26/2009	11/18/2008

			04473 Champion Ford	769			3FAHP0HA6AR[redacted]	10/11/2009	10/6/2009	6/26/2009
			00509 Allan Vigil Ford	1565			3FAHP0JG5AR[redacted]	1/19/2010	1/14/2010	10/24/2009
			02405 Park Cities Ford	2903			3FAHP0HG8AR[redacted]	12/18/2009	12/15/2009	9/26/2009
			03273 Liberty Ford	6344			3FAHP0HAXAR[redacted]	7/21/2009	7/16/2009	3/12/2009
			00688 Sands Ford	7892			3FAHP0HA8AR[redacted]	11/24/2009	11/18/2009	9/4/2009
INSP.A.B.S. SYSTEM ADVANCE TRAC LIGHT IS ON CODE C1278. PERFORM PINPOINT TEST. REPLACE STEERING GEAR ASSEMBLY AND RETEST.OK.CLEAR CODE.			10403 Fiore Motors	18392			3FAHP0JA5AR[redacted]	4/27/2009	4/23/2009	1/22/2009

			04820 Maroone Ford	688			3FAHP0HG0AR[redacted]	5/27/2009	5/21/2009	3/12/2009
			10288 Valley Stream L/M	24006		B3Ax2 B6Bx3	3FAHP0HA7AR[redacted]	6/9/2009	6/2/2009	1/16/2009
			04331 Brondes Ford	4643			3MEHM0HA3AR[redacted]	12/2/2009	11/26/2009	10/13/2009
			20249 Mangold Ford	5311			3MEHM0HAXAR[redacted]	9/28/2009	9/18/2009	6/18/2009
			01209 Sloan Motors	6452			3FAHP0GA2AR[redacted]	12/10/2009	12/6/2009	9/10/2009

		05475 Encinitas Ford	568			3FAHP0HA2AR[redacted]	12/21/2009	12/15/2009	9/29/2009
		08952 Ipswich Ford	8439			3MEDM0L35AR[redacted]	10/31/2009	10/25/2009	8/22/2009
		01470 Jim Keim Ford	6196		B60 BA4 B7A	3MEDM0L33AR[redacted]	12/8/2009	11/28/2009	10/14/2009
		07357 Ganley Ford	1878			3FAHP0HA6AR[redacted]	12/16/2009	12/12/2009	9/1/2009
		06259 Alphorn Ford	6631			3MEHM0JAXAR[redacted]	7/7/2009	6/25/2009	3/12/2009

		04229 Suburban Ford	4470			3FAHP0HAXAR[redacted]	12/9/2009	12/3/2009	10/16/2009
		06983 Oneonta Ford	12711			3FAHP0JA2AR[redacted]	9/12/2009	9/6/2009	6/19/2009
		06771 Rusty Eck Ford	3252			3FAHP0HA6AR[redacted]	11/18/2009	11/12/2009	8/20/2009
		08988 Drum Hill Ford	1702			3FAHP0CG9AR[redacted]	11/24/2009	11/18/2009	9/4/2009

		06633 Cavalier Ford	1612			3FAHP0JA6AR[redacted]	4/21/2010	4/16/2010	2/5/2010
CUSTOMER STATES THAT THE TRACTION CNT LIGHT IS COMING ON TEST ABS CODE 1277 STEERING ANGLE PERFORM INTERACTIVE DIAG ONLINE PIN POINT TESTS LEAD TO STEERING ANGLE ERRATIC REPLACE ELECTONIC P S RACK AND PINION		02163 Klaben Ford	10256			3FAHP0JG7AR[redacted]	3/2/2010	2/24/2010	11/16/2009
WEB FORM DATA - CONCERN: ACCORDING TO THE CUSTOMER, VEHICLE LOST POWER AND TRACTION CONTROL LIGHT CAME ON, AND SERVICE ADVANCE TRAC MESSAGE IN MESSAGE CENTER CAME ON. WHEN VEHICLE ARRIVED HERE, MESSAGE GONE AND TC LIGHT OFF. TEST DROVE BUT UNABLE TO REPRODUCE CONCERN. NOTE, THIS IS THE SECOND TIME CUSTOMER HAS HAD A SIMILAR COMPLAINT. HOWEVER, THE FIRST TIME THE VEHICLE CAME IN, THERE WERE NO CODES PRESENT IN ANY SYSTEM OR ANY OTHER INDICATION OF A FAULT SO I RELEASED THE VEHICLE. THIS TIME I HAVE A CONTINOUS CODE C1278 DIAGNOSTICS: PERFORM DIAGNOSTICS PER SSM 21243. WIGGLE TEST WIRING HARNESS BETWEEN ABS MODULE AND PSCM IN AN ATTEMPT TO RECREATE THE CODE. UNABLE TO DUPLICATE CODE. PERFORM PPT F AND G AS OUTLINED IN THE SHOP MANUAL. ALL RESISTANCES NORMAL. NO OPENS OR SHORTS. INSPECT ALL CONNECTORS, NO DAMAGE TO HARD SHELLS OR PUSHED OUT PINS, NO		04587 Helfman Ford	7439			3FAHP0HA4AR[redacted]	11/3/2009	10/28/2009	8/22/2009
		09869 Spitzer Ford	4092			3FAHP0HA5AR[redacted]	3/13/2010	3/10/2010	11/10/2009

AFTER EXTENSIVE DEALER DIAGNOSIS FOUND OUT THE PSCM FIXED THE VEHICLE FOR INTERMITTENT TC LAMP COMING ON

		01061 Keeter Ford	29015			3FAHP0HA2AR[redacted]	6/18/2009	6/12/2009	2/11/2009
		04448 Ramirez Ford	4041			3FAHP0GA6AR[redacted]	6/4/2010	5/22/2010	2/18/2010
		01026 Cresent Ford	2672	P0HAXAR4	6/18/2010	6/8/2010	3/23/2010	5/24/2010	2.5L Gas
		04822 Greenway Ford	126			3FADP0L35BR[redacted]	9/4/2010	8/24/2010	5/17/2010

CUST STS WRENCH LIGHT AND CHECK ENGINE LIGHT IS ON AND VEHICLE DIES WHILE DRIVING ROAD TESTED EEC TESTED KOER AOEC DTC U0111 U0129 U0155 CLEARED DTC RETESTED VEHICLE DIES WHILE DRIVING AT TIMES WILL NOT RESTART THEFT LIGHT FLASHES INTER. CHECKED WIRING AND FUSES CHECKED FUSE PINPOINT OK IDS INDICATES PCM IS BLANK PERFORMED PMI ON PCM RETESTED VEHICLEOPERATED NORMAL FOR 5 HOURS THEN DIED. RETETSEDFOUND 10 VOLTS ON BOTH HS WIRES AT DCL REPAIR 10/12/2010 08:01AM SALAH TEKKO MSS - FCSD - TECH SVC HOTLINE TECHNICIAN REPLY: I CHECKED C145 AND OTHER CONNECTORS AND FOUND NO FAULTS. I LET THE CAR OPERATE FOR SEVERAL HOURS UNDISTURBED AND IT FINALLY FAULTED AS BEFORE AND VEHICLE DIED, WOULD NOT RESTART AND SET NUMEROUS U CODES IN ALL MODULES. THE HS-CAN CIRCUIT IMPEDANCE ACCROSS DCL PINS 6&14 IS 61 OHMS BUT I GET APPROX 5.5 VOLT AT EACH PIN TO GROUND. THE SPEC IS 2.5 VOLT. IS THERE A WAITING PERIOD BEFORE CHECKING VOLTAGE? I WILL BE DISCONNECTING MODULES TOMORROW TO CHECK FOR FAULTED MODULE. I HAVE NOT CHECKED THE MS CAN YET BUT I WILL.			06992 Peoria Ford	4641			3FADP0L39AR[redacted]	6/2/2010	5/26/2010	2/16/2010
			01864 Power Ford	160	P0HA0BR2	12/1/2010	11/25/2010	8/29/2010	9/29/2010	2.5L Gas
			03997 Prince Frederick Ford	1325			3FAHP0HA4BR[redacted]	11/4/2010	10/23/2010	5/14/2010

1/27- vehicle passed all static & dynamic tests but lost assist on the final road test. Gear could be pulled and sent to 26mile for analysis. Cannot duplicate the concern in the vehicle at this time. 1/28- Mike Fontana will go to CAP record all in vehicle data and try to duplicate the code, if not will remove gear take back to 26mile for further analysis. 2/2- performed electrical endurance, code check, spring stand test at various voltages and vehicle test we can't reproduce this fault, checking with Geoff on next steps							1FMHK7F8XBGA[redacted]	1/26/2011		

								8/27/2010	

EPP Build Date	Vehicle Type	Date of Repair	Model Year	Date	Part ETA
		2/10/2010			
7/6/2009	2.5L Gas	8/20/2009		9/18/2009	74

6/23/2009	2.5L Gas	9/3/2009		9/18/2009	74
5/3/2009	2.5L Gas	9/1/2009	9IAAX031	9/24/2009	67
4/8/2009	3L	10/27/2009			
8/4/2009	2.5L Hybrid	11/21/2009			
11/26/2008	2.5L Gas	11/24/2009			

8/28/2009	2.5L Gas	11/24/2009	
11/25/2009	3L	2/23/2010	
10/28/2009	3L	2/25/2010	
6/11/2009	2.5L Gas	4/17/2010	
9/29/2009	2.5L Gas	4/9/2010	
2/18/2009	2.5L Gas	4/1/2010	

4/14/2009	3L	3/9/2010	
4/16/2009	2.5L Gas	4/14/2010	
11/10/2009	2.5L Gas	4/28/2010	
8/12/2009	2.5L Gas	4/2/2010	
10/21/2009	2.5L Gas	5/3/2010	

10/27/2009	2.5L Gas	5/5/2010	
9/17/2010	2.5L Hybrid	5/14/2010	
11/10/2009	2.5L Hybrid	5/15/2010	
10/20/2009	2.5L Gas	6/7/2010	
6/6/2009	2.5L Gas	5/27/2010	

11/23/2009	2.5L Gas	5/28/2010	
7/22/2009	2.5L Gas	5/29/2010	
10/13/2009	2.5L Gas	6/1/2010	
9/29/2009	3L	6/21/2010	

3/8/2010	2.5L Gas	8/9/2010	
1/3/2010	3L	8/2/2010	
9/19/2009	2.5L Gas	8/9/2010	
1/9/2010	2.5L Gas	8/11/2010	

5/7/2009	2.5L Gas	8/23/2010	
4/10/2010	2.5L Gas	9/7/2010	
9/1/2010			
7/12/2010	2.5L Hybrid	11/17/2010	2011

3/23/2010	2.5L Hybrid	10/9/2010	
12/16/2010	2011		
9/4/2010	2.5L Gas	1/3/2011	2011

	3.5L wo/APA	1/27/2011			
		1/31/2011	2011		
		11/16/2010	2011		
		11/19/2010	2011		

7/13/2010		9/13/2010	2011

Case Number	Ford DTCs	Symptom	Component	Issue	Current Updates	Issue Status	Gear location	Report State	Verbatim
FR-0009	C200D-49	B9A	EPP		6/11 code did not reset tech returned vehicle to customer	6/11- dealer cleared the code, parking lot road tested and drove 11 miles with no codes that reset.	2098		
FR-0028	U2011-49	B3A			**6/25**- vehicle came in with history code U2011-49 and U0415. no power steering message in the message center. No message during dealer visit and could not duplicate the code. Customer was from out of town so I believe vehicle is back with the customer. No repairs or parts replaced known at this time.				WEB FORM DATA - CONCERN: P/S FAILUR INDICATER MESSAGE CAME ON THEN OFF!!!!!!!! DIAGNOSTICS: RETRIEVED CODES PARTS REPLACED:: N/A TECH QUESTION: CUSTOMER WAS OUT OF TOWN LIGHT CAME ON HE WHENT TO REPAIR SHOP THEY SHUT IT OFF THEN RESTARTED IT AND IT HAS BEEN WORKING FINE HE BRUOGHT IT HERE AND WE PULLED CODES AND COULD NOT DUPLICATE IT DO YOU HAVE ANY INFO ON A CONCERN LIKE THIS OR ANY SUGGESTIONS!!!! THANK YOU! WERE YOU ABLE TO VERIFY THE CONCERN?
DR-0005	U2011-49	B3A			**Code cleared and did not reset after parking lot road test. Drove over 55km without setting code.**				CHECK AND REPORT ON INTERMITTENT NO POWER STEERING (H22 ROADTEST, PULL CODES FROM SYSTEM U2011:49 IDS TEST, PINTEST, PERFORM ONLINE INTERACTIVE DIAG, CUST STATES THAT THE MESSAGE CENTER HAD A MESSAGE THAT SAID POWER STEERING ASSIST FAULT AND THE STEERING WAS VERY HARD DIAGNOSTICS: TEST DROVE VEH AND NORMAL OPERATION AT THIS TIME 0 WARNINGS IN THE MESSAGE CENTER IDS TESTED AND FOLLOWED PINPOINT TEST PER WORK SHOP MANUAL AND IT LED ME TO THE CONSERN IS NOT PRESENT AND TO RETURN THE VEH BACK TO THE CUST DTC U2011:49-08,U0121,U0126,U0159,U0428 THE WORK SHOP MANUAL TOLD ME TO CLEAR THE DTC AND TEST DRIVE VEH AND RETEST I CLEARD THE DTC AND THE SYSTEM PASSED PARTS REPLACED:: NONE TECH QUESTION: ANY KNOWN CONSERNS SHOULD I RETURN THE VEH TO THE CUST WERE YOU ABLE TO VERIFY THE CONCERN
U502	U2011-49			customer driving	1/24- tech could not duplicate the codes or no assist. Perform parking lot test and road test with no codes or symptoms.				

Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (once known)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Vehicle Type	Date of Repair	CQIS Report #		
Eric Estes		07888 North Bay Ford California	2098	B9A		3FADP0L39AR[redacted]	3/10/2009	3/1/2009	10/6/2008	11/19/2008	2.5L Hybrid	6/11/2009	9FKAP13 8 NHL		
Eric Estes		02775 Astorg FLM W Virginia	3609	N/A		3FAHP0JA7AR[redacted]	5/14/2009	5/9/2009	2/12/2009	3/25/2009	2.5L Gas	6/25/2009	9FYAI293 NHL		
		A1059 Oak-Land Ford	819			1FAHP2KT5AG[redacted]	7/14/2009					10/22/2009			
		02058 Beechmont Ford	289			1FMHK8F83BG[redacted]	11/22/2010				3.5L w/APA	1/20/2011			

Case Number	Ford DTCs	Symptom	Component	Gear Location	Current Updates	Verbatim
Conn	U0100-00 U0001-88 U0121-00				6/11- TECH STATES THAT HE FOUND PIN 3 CAN BUS CKT. VDB405 OF C1010 PUSHED OUT -THIS PIN WILL NOT LOCK BACK INTO THE CONNECTOR, TERMINAL ITSELF SEEMS FINE - SEEKING GUIDANCE, SHOULD THE ENTIRE HARNESS BE REPLACED? (IT IS NOT A VERY LONG HARNESS, ABOUT 1FT LONG)	
Wiring U0001-88		A11			6/8- dealer found visual issue with connection or wiring for CAN BUS error fault 6/11- CAN BUS wire shorted near Conn. C1010 at the A/C bracket bolt, Harness would swing back & forth against the bolt causing intermittent short.	
Wiring	No Assist/ No Com	No Com	Wiring concern- PSCM ignition feed harness shorted on exhaust converter shield		ABS/EPAS module not responding. No ignition feed to abs/epas at ckt. CBP42 GN, found blown fuse# F42 in SJB install new still blows. Found harness shorted at the catalytic converter shield about 12" from the EPAS connector. vehicle fixed	Wiring concern- PSCM ignition feed harness shorted on exhaust converter shield
Wiring	No Assist/ No Com	No Com	Wiring concern- PSCM ignition feed harness shorted at AC compressor		FUSE NUMBER 42 10AMP IN THE SMART JUNCTION BOX BLOWN. WIRE CBP42 GN CHAFED THOUGH ON THE A/C COMPRESSOR AT CONNECTOR C1010 MALE SIDE.REPAIR WIRE AND RELOCATE CONNECTOR.	Wiring concern- PSCM ignition feed harness shorted at AC compressor
Wiring	No Assist/ No Com	No Com	Wiring concern- PSCM ignition feed harness shorted on exhaust converter shield		ABS/EPAS module not responding. No ignition feed to abs/epas at ckt. CBP42 GN, found blown fuse# F42 in SJB install new still blows. Found harness shorted between splice S120 & PSCM connector on the catalytic converter shield. Repaired harness vehicle fixed	Wiring concern- PSCM ignition feed harness shorted on exhaust converter shield

DR-0010	U0131 C1278 U0428	Int. No Com	System Wiring	Ign feed C145 pin "B"	1/11- Dealer replaced the EPAS gear and vehicle still had same symptom"Int. No Com" replaced EPAS harness to fix vehicle C145 hardshell term."B" broken lock tab. Cannot find 700 tag on this vehicle at this time to chargeback gear replacement.	CONCERN: NO POWER STEERING,ADVANCE TRAC LIGHT ON DIAGNOSTICS FOLLOW WSM 418-00 PINPOINT TEST G FOR THIS CONCERN AND LEAD TO EPAS GEAR REPLACEMENT. REPLACED STILL HAD SAME INTERMITTENT NO COMMUNICATION WHILE DRIVING. ADD-ON 12/21/2009 09:07PM JEFFREY WILLIS(FSE) MSS - FCSD - REG - CINCINNATI DEALER PRINCIPAL REQUESTING FSE ASSISTANCE. THIS VEHICLE IS A STOCK UNIT THAT WAS ORDER BY LOCAL FIRE INSPECTOR. IS DUE TO BE DELIVERED TO CUSTOMER ASAP. ADD-ON 12/23/2009 01:40PM JEFFREY WILLIS(FSE) MSS - FCSD - REG - CINCINNATI VISITED THE DEALER ON 12-18-09. PRIOR TO VISIT, TECH HAD PERFORMED PPT AS ADVISED AND THE STEERING GEAR ASSY BUT THE CONCERN WAS STILL PRESENT. - PERFORMED A TEST DROVE WITH SM, WAS UNABLE TO DUPLICATE THE CONCERN. SM STS WHEN CONCERN OCCURS, THE TRACTION LIGHT COMES ON AND THERE IS NO STEER ASSIST FOR JUST A MOMENT. IF YOU KEEP DRIVING THE ASSIST RETURNS AND CONCERN MAY NOT OCCUR THE REST OF THE DAY. THE TECH AND SM FOUND THIS OCCURS ONLY WHEN VEHICLE IS COLD. - TESTED FOR CMDTCS FOUND I/C AND ABS HAD CODE U0131 (LOSS COMM WITH PSCM) AND ABS HAD
U502	No Com	No Com	femal terminal 24 in C139 spread open	At dealer	1/31- tech called back and the TC lamps were on all the time now, tech found terminal 24 open in c139. tech replaced the female terminal to fix the lamps & code. Vehicle fixed	
U502	No Com	No Com	femal terminal 24 in C139 spread open	At dealer	1/24- tech found loose female terminal 24 in connector 139, tighten terminal now vehicle is fixed.	

U502	No Com	No Com	femal terminal 24 in C139 spread open	At dealer	1/24- tech found loose female terminal 24 in connector 139, tighten terminal now vehicle is fixed.	
U502	No Com	No Com	femal terminal 24 in C139 spread open	At dealer	1/24- tech found loose female terminal 24 in connector 139, tighten terminal now vehicle is fixed.	
U502	No Com	No Com	femal terminal 24 in C139 spread open	At dealer	2/3- called dealer and confirmed that pin 24 was spread open tighten the terminal tang and reinstalled to fix the lamps and codes.	

Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (once known)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date
				C1010 terminal 4 pin pushout hard shell lock broken	01466 Town & Country Ford Indiana	238	A17 A11 A8D		3FAHP0CG3AR[redacted]	5/11/2009		
				CAN Bus harness shorted against A/C compressor bolt near C1010	02707 Brighton Ford	51	A11		3FAHP0JG3AR[redacted]	5/23/2009		
				CBP42 ignition feed shorted on catalytic converter heat shield	05591 EL CENTRO MOTORS California	4590	N/A		3FAHP0HG7AR[redacted]	3/20/2009		
				harness chafed at A/C bracket near connector C1010	65099 FORD MOTOR COMPANY (WHQ) Mich	1341	N/A		3MEHM0JG2AR[redacted]	3/9/2009		
				CBP42 ignition feed shorted on catalytic converter heat shield	B4412 Parkside Ford Manitoba	164	N/A		3FAHP0CG8AR[redacted]	3/30/2009		

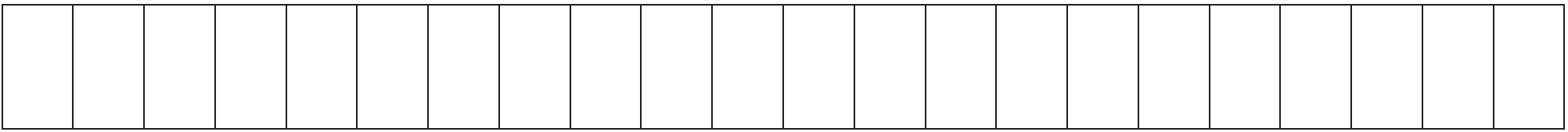
					02098 Whites Ford	35				2FMHK6DT9AB[redacted]	12/1/2009	
		TECH COULD NOT DUPLICATE TC LAMP ON, HAS C1B00-29(SWA SIGNAL ERRATIC) IN THE ABS PERFORMED PARKING LOT ROAD TEST THEN PARKED THE CUSTOMER TEST DROVE AND THE TC LAMP CAME ON WITH THE SERVICE PS NOW MESSAGE. TECHCHECKED ALL CONNS,TERMINALS & WIRING HAVE GOOD 12V & GRD FEEDS TO PSCM. 1/24- called dealer back to advise to repair C139 tech will need to get the customer back in to check the terminals 24 & 25.		C139 term. 24 spread open from plant evac/fill connector pins too big	00529 Gene Evans Team Ford	16			1FMHK7F82BG[redacted]	12/9/2010		11/17/2010
		CUSTOMER STATES TC & TERRAIN LAMP ON INTERMITTENT, SERVICE ADV TRAC MESSAGE & SHIFTER KNOB LAMP WENT OFF. TECH PHYSICALLY CHECK G101 AND USED BULB TO LOAD TEST THE 12V PSCM CIRCUITS. WIRING,TERMINALS,CONNS CLEAN AND TIGHT. VEHICLE NEVER LOST ASSIST COULD FEEL A LITTLE DIFFERENCE IN STEERING FELL WHEN THE TC LAMPS CAME ON BUT STILL HAD ASSIST.		C139 term. 24 spread open from plant evac/fill connector pins too big	20546 Fette Ford	207			1FMHK8D81BG[redacted]	12/12/2010		11/6/2010

		CUSTOMER TOOK DELIVERY OF VEHICLE AND DRIVE ONE BLOCK AND BOTH TC & TC OFF LAMPS ON. CUSTOMER DROVE BACK TO DEALER SHUT VEHICLE OFF, TECH STARTED THE VEHICLE UP AND PULLED INTO HIS STALL AND THE TC LAMPS WERE OFF AS HE PULLED INTO HIS STALL THEN THE TC LAMPS CAME ON AND NOW WILL NOT GO OUT WITH EVERY START. HAS GOOD 12V FEEDS TO THE PSCM HE WILL DOUBLE CHECK G101 FOR POOR CONNECTIONS. AT ONE TIME THIS VEHICLE HAD LOW VOLTAGE BUT THE TECH DID NOT EXPERIENCE ANY LOW VOLTAGE ISSUE COULD HAVE HAPPENED DURING NEW CAR PREP.		C139 term. 24 spread open from plant evac/fill connector pins too big	04963 Brandon Ford	51			1FMHK8F89BG[redacted]	12/13/2010		10/27/2010
		A COMMUNICATION ISSUE WITH THE POWER STEERING CONTROL MODULE (VAPS). THERE ARE NO PREVIOUS REPORTS OR KNOWN FIXES FOR THIS CONCERN. PLEASE VERIFY THE POWERS AND GROUND CIRCUITS ARE ALL INTACT BY PERFORMING VOLTAGE DROPS TO THE MODULE. IF THE POWER AND GROUND CIRCUITS ARE WITHIN SPEC OF 400 MILLIVOLTS, THEN INSPECT FOR PROPER PIN-FIT USING A SPARE MALE PIN. IF A VOLTAGE DROP OF MORE THAN 500 MILLIVOLTS, THEN REPAIR THE AFFECTED CIRCUIT AND RETEST. PDI WILL NOT GO INTO FOUR WHEEL DRIVE AND TURN SIGNALS NOT WORKING PROPERLY DIAGNOSTICS: GIVES CODES FOR PCSM LOST COMM. TO ABS AND IPC CANNOT COMM. WITH PCSMALSO CODE FOR STEERING ANGLE SENSOR PARTS REPLACED:: NONE		C139 term. 24 spread open from plant evac/fill connector pins too big	02509 Asheboro Ford	10			1FMHK8D89BG[redacted]	1/11/2011		
		1/27- Call dealer to check C139 terminals 24 & 25 CAN BUS feeds for spread terminals dealer to call back with the fix. Dealer had a steering gear on order advised to cancel once he fixes the terminals			07809 Jones-West Ford	281			1FMHK8D8XBG[redacted]	1/11/2011		

EPP Build Date	Vehicle Type	Date of Repair	Model Year	Date	Part ETA
	3L	6/11/2009	9FJAG186 NHL		
	3L	6/8/2009	9FHAD240 NHL		
	3L	4/29/2009	9EKA8006 NHL		
	3L	5/1/2009			
	3L	5/12/2009	9ELAW125 NHL		

		Flex 3.5L GDTI w/o park assist	########		
	3.5L wo/APA	1/17/2011			
	3.5L wo/APA	1/19/2011			

	3.5L wo/APA	1/19/2011			
	3.5L wo/APA	1/20/2011			
	3.5L wo/APA	1/26/2011			



Case Number	Ford DTCs	Symptom	Component	Issue	Current Updates	Issue Status	Gear location
FR-0001	U3000-49 U3000-96	BA4	EPP	Monitor Micro	**9/14- dates approved by Bill in TRW/Ford warranty meeting to close out**	**4/20** EPP tested at Shirley Ign. cycled cooling to -20C can duplicate code. **5/8** sent to FSL mult. testing of monitor micro unable to duplicate failure. **5/21** micro sent back to Shirley to replicate failure for FSL **5/25** Shirley able to replicate the fault trying to isolate it with a standalone micro test for FSL **6/1** confirm with FSL testing does indicate a micro failure & using micro standalone test stand agree to the proper testing procedures to find micro flash root cause. **6/4**- FSL engineering to witness micro code using the modified standalone test and agree to go forward with there micro testing. **6/5** - Part returned to FSL for further anlaysis, FSL confirmed their agreement that failure is wihtin their device.. **6/12** - FSL continue to characterise the failure at room and extremes of temperature. TRW escalated FSL performance in FSL and now we have improved design support. **6/15** - Micro testing action plan sent to FSL, testing complete on 6/18 **6/22** - Proven not a flash fault standard ATE. Reviewed clears shows an issue in the core miro bits of mathmatics. Mico test for containment. Will need to Identify which process is effective as containemt. Freescale i **6/30** - Summary the containment at Freescale will be July 30, 2009 **7/6**- Summary the containment at Freescale will be July 30, 2009 Containment at Kimball about 1 week later, Nee **7/7** - Kimball has QCCAR and will monitor Freescale. Report as closed with 7/30 containment **7/8** - Theo to revise 8D (latest date was June 11) **7/13** -Paul will have 8d updated for Tuesday 7/14 **7/14** - 8D sent to Theo Brockmann at Shalka for review will send to Ford 7/15. **7/15** - Theo send 8D to Eric and Martha to be sent to customer. **7/20** - Jeff Jacks to get information to Ford on latest timelime of action items from Freescal and to also provide inf **7/21** - Jeff to have to get the timing information from Freescale on dates of Containment. Also will need D3 firmed **7/27** - Augest 11th target for start of testing parts. Clean point to Kimball estamated Augest 18, 2009. **7/28** - 8D submitted to Paul for update 8d for customer	4/15 WPAC parts review 4/20 EPP in UK for further testing 5/8 micro sent to FSL 5/21micro sent back to Shirley 6/5- sent back to FSL acknowledge testing failure 6/15 - Freescale in Malaysia now testing after initial evaluation in Germany
FR-0002	U2011-49 U3000-96	B3A	**EPP**	Raised Rivet	**7/21 -** 8D updated need Ford Closure	**5/27** gear taken to Washington checked resistance reading of relay at room temp and passed before shipping out to UK **6/1** Shirley found erratic high resistance resistance reading on phase 3 contact pair. x-ray shows evidence of raised baseplate contact #5. **6/4** send out relay to Tyco to confirm causal issue with relay contacts **6/12** still awaiting failure analysis response from Tyco, will chase 6/15. **6/15** - Tyco in Portugal **6/19** - Confirm raised rivet raise but not confirment if it is the fault. **6/24** - Built week 29 **6/30** - Confirmation on raised rivit **7/2** - Tyco are still working on the failure analysis as the device is marginal on their tests and pass the 4-point terminal to contact test. During Tyco visual inspection they identified a possible substance on suspect contact and sent the part for EDX/SEM analysis. The analysis shows the suspect anomaly to not be an issue Cross-cut currently being performed - Next update expected Monday 6nd July **7/6-** X-ray equipment and personnel in Mexico today **7/7** - 1) Tyco confirmed raised rivet with cross-cut 2) X-ray will not be allowed to go to QAO. Parts to be sent to	5/27 parts review part taken to Washington to ship out to the UK 6/1 in UK for testing 6/4- relay sent to Tyco 6/15 - Tyco in Portugal

FR-0003	U3000-49 U3000-96	B32	**EPP**	Rev. Cap	**9/17- Kevin agreed to sign off the electrical testing. Kimball will start this new tesing this Monday morning Sept. 21st. Approx clean date to QAO 12/7 & HSAP 12/11. Martha update 8D dates and send to Bill Bouse.**	**5/20** - Testing at 26-mile to duplicate B32 code. **5/21-22** no contamination found removing lid. unable to duplicate code at room temp. further heat cycling at this time found current leakage more pronounced with the PFS isolated at 85Deg. C. **5/27**- EPP shipped out to the UK for further testing. **5/28**- EPP arrived at Shirley late. **6/1**-Testing confirmed issue with PFS. **6/4**- Testing set-up to identify faulty component **6/10** - Electrolyte found under ribbon cable connector on the ECU. Capacitor sent to Epcos for analysis. **6/15**- Supplier confirm that the device was not subjected to over voltage. Electrolytes leaking from capacitor. **6/16** - Ongoing. Testing on going at Epcos **6/22** - Capacitor is installed backward in circuit board. Kimball has 8D report to be distributed to team and QAO. vision system effectiveness was verified (17.06) - informing operators about issue and perform robust operators' retraining on each production shift (target 18.06) - implement additional 100% visual inspection on heatsink assembly and packing stations (target 18.06) - quarantine and visual inspection of finished products on Kimball stock – no C2 polarization failures were found s **7/2** - 8D copied with sent to QAO **7/6** updated and sent from Kimball with latest dates. Need to finalize 8d for closure	5/20 WPAC parts review 5/20 EPP in Washington for testing. 5/27 EPP shipped to UK 5/28 EPP arrived at UK 6/10- Capacitor sent to Epcos
FR-0004	C1B00-62 C200D-49 U3000-96	B9A	EPP	Ribbon Cable Connector	**9/21- change in Anting 46-47 that would see the change in HSAP week 2 2010.**	**6/8** - pulled code B9A caused C69 lockout code. B93 set once in between B9A faults set. Torque sensor swapped no change with B9A setting, must turn input shaft slightly to set code **6/12** - Intermittent Open Circuit seen on Hall inputs to ECU at the Ribbon cable connector. X-ray shows a potential anomalie **6/15** - Discussions started with Schalke on next steps. Intermittent connection of ribbon cable **6/18** - Part Shipped to Tyco **6/22** - Presentation provided to Group will need to be distrubited. Found issue in connector installation. Currently TRW installed a rework procedure and working on a solution for proper installation of connector. **6/23** - Confirmation Anting performing updated procedure **7/6-** Schalke working with Anting and PE/ME to inverstigate potential process tool or design change. Mtg 7/9 **7/7-** Schalke/Anting have asked ATS to design a guide tool for pressing in connetor. ATS will have a draft proposal 7/9 **7/9** Presentation received. Need to evaluate and implement if acceptable. **7/10** - Have ideas for guide tool from ATS. Will review again next Wed. Would like to discuss possibility for design change if tool does not work. Will discuss next week with engineering. **7/13** - Seen presentations on the improvement in the possible process. Long term goal is to have an engineering **7/14** - Will forward latest 8D to Ford 7/15. **7/15** - Sent to Ford	6/8 WPAC No Parts Review 6/8 taken to Washington for analysis 6/9 sent to UK 6/18 sent at Tyco
FR-0005	U2011-49	B3A	EPP	loose screw	**7/10 -** Recommending that we contact STA to review and close 8d	**6/12-** gear in process to Washington **6/15-** tear down gear and check U.K for next relay test steps. **6/16 -** Epp will be sent to Europe for Analysis **6/22** - Waiting for anaylsis **7/2** - 8D sent to B. Bouse on update **7/6** - Verfied carryover actions from Scalke to Anting with photographs of assy line controls. Need to finalize 8d for closure. **7/9** - Need to arrange a mtg with Ford STA (Jonathon Harris) to review and close 8D. **7/10** - Recommending that we contact STA to review and close 8d	5/25 ordered gear for customer on back order 6/4 dealer received gear waiting for dealer to send back 6/9 part sent out will be here for tomorrow 6/11 part arrived at WPAC 6/12- gear at Wasington to pull Level 1 codes & testing 6/17- EPP ship to Europe

FR0006	U2011-49	B3A	**EPP**	Raised Rivet	**9/10- confirmed two raised rivets in the relay after xray**	6/3 tech performed parking lot road test, hiway road test and restarted after cold start and B3A code did not reset at this time. 6/5 Called dealer back they road tested the vehicle for two days with no codes returned to customer yesterday. Vehicle fixed at this time. 8/26- customer returned with same code replaced the EPAS gear 8/31- submit hot process form to ship part back to WPAC 9/2- pulled level 1 data second time back for same code. Code did clear and did not reset on return. Need to get EPP xrayed in Livonia 9/10- confirmed two raised rivets in the relay after xray	1814
FR-0007	U2011-49 U3000-96	B3A	EPP	**Raised Rivet**	Same Case updates as FR002	**6/12** - confirmed B3A pulling data on-vehicle. Waiting on dealer to swap in new part **6/15** - Will pick-up part today and deliver gear to Washington. Part not ready **6/16** - Eric to Pick -up Part to send to Washington. 26 mile to perform anayslsis **6/17-** Pin 1 & 2 at 50m ohms but pin 3 and any pin has 8k ohms resistance. **6/18** - Confirm raised rivet raise. Part shipped to Tyco **6/23** - Tyco Request QCCAR, QAO Providing documentation to Tyco. Tyco received part and undergoing anaylsis **6/26** - QCCAR written **6/29** - Tyco Reported Raised Rivit as Root cause. **7/2** - Tyco confirm Raised contact as per TRW analysis Device fails Tyco EOLT. Cross cut confirms bad contact riveting **7/6-** X-ray equipment and personnel in Mexico today **7/7** - X-ray will not be allowed to go to QAO. Parts to be sent to Laredo for X-ray from QAO **7/9** - Loose Rivet same as FR002 **7/10** - X-ray machine not working in Laredo so containment only being done with woodpecker test. Simon and Mark to review parts flagged as raised rivet to validate the screening process to use parts in pipeline. If we can prove those found during woodpecker have the condition, may be able to stop x-ray	6/9- dealer ordered gear on back order. Waiting on FSE to meet TRW at dealer so TRW can pull data and exchange warranty service gear. 6/12 dropped replacement gear at dealer waiting for tech to replace. Will pick-up and deliver to Washington 6/16 dropped gear off at Washington late afternoon 6/18 - Sent to TYCO for anyalsis. Tracking number:918881479187
FR-0008	U2011-61 C200D-49 U3000-49 U3000-96	B95	EPP	Aux ASIC	**10/6- continuous improvement containment actions added to 8D martha to send out to Bill Bouse and close 8D**	**6/16 -** Dealer waiting on backorder gear **7/6 -** Dealer still waiting on backorder- stock unit **7/13** - Need Dealership verbatium **7/24** - Part received in Washington performing Level 1 anaylsis. Need to start documention. **7/27** - Start Level 2 anaylsis PFR Started. Talked to UK will start additional testing on FR008. Clear codes and power up and test the repability. **7/29** - UK and 26 Mile software working on the diagnostics of the compents for testing the fault. When faults were	**6/15**- dealer waiting on backorder service gear **8/20** - Part to be shipped to UK for further anaylsis.
FR-0010	U2011-49 U3000-96	B3A	**EPP**	Raised Rivet	**8/6-** Closed confirmed raised rivet issue.	**6/18 -** waiting on service gear **6/23 -** 700 tag issued after gear replaced and sending the gear back normal part return, no hot process return. should see the gear week of 7/13 **7/13** - Need Dealership verbatium	**7/22** - Part at 26 Mile Washington **7/24** - Part shipped to
FR-0011	U3000-96	B25	EPP	Rev. Cap	**9/2- same as case FR-0003**	**6/17**- confirmed C3000-96 is the only code listed unknown previous codes in the Interactive diagnosis **7/6** - dealer waiting on backorder **7/13** - Need Dealership verbatium **8/3** - WPAC possibly sent gear to Indy with other hydralic steering gears on accident. Email sent to locate gear. **8/10**- gear was found and will be sent back this week to WPAC 8/27- dropped gear off at 26-mile 8/31- need more information from UK. Remove power filter stage check capacitor. 9/2- pulled power filter stage enough to find rev. capacitor. To get serial number to check vision system test.	**6/17**- dealer ordered part

FR-0012	U3000-96	B3A	EPP	Raised Rivet	**8/28- Xray confirmed raised rivet, ship to tyco**	**6/17**- confirmed C3000-96 is the only code listed unknown previous codes in the Interactive diagnosis **7/3** - service gear sent out to dealer **7/13** - Need Dealership verbatium **7/30**-Called and resent hot process form **8/7**- gear being sent normal parts return process, gear shipped 2 weeks ago 8/27- Mike Taylor disasemble EPP and bring to Livonia for X-Ray	**6/17**- dealer ordered part
FR-0013	U3000-61	B97	EPP	loose screw	**8/6-** 8D sent out pending closure. (rework part)	**6/18-** dealer ordered gear for resetting code **7/3** - service gear sent out to dealer **7/29** - Part Arrival at Ford. **7/30 -** Sounds like screw under ECU. Will take apart today in 26mi to verify if rework or not. Simon/Paul to verify. Just verified as prior to containment date. Part was reworked verified screw location covered under the 8D containment for screw assembly. Martha provoided 8D numbers SPC09FO013 and RFW2009F01 8/6- 8D sent out pending closure	**6/18**- dealer ordered gear
FR-0014	C200B-C200C-2F U3000-96		TS	TS harness damage (HSAP)	**7/14 -** Discussion with Ford can be closed out a non TRW issue.	**6/22-** tech found cut torque sensor harness, tried to repair wires but U3000-96 would not clear. **7/10** - Wire harness damage is in same location as the Hermosillo issue. Discuss action with Bouse **7/13** - Need Discussion With Ford to remove off list **7/14** - Discussion with Ford can be closed out a non TRW issue.	
FR-0015	U3000-96		TS	Dealer Training vehicle, unplugged TS conn. & cycled ignition several times to set C69	**7/21 -** Sent buffer data to team. Will transport to Washington. Issue closed due to training vehicle and C69 Ford System team taking off line to evaluate diagnostic code.	**6/24** - confirmed C3000-96 is the only code listed unknown previous codes in the Interactive diagnosis **7/3** - service gear sent out to dealer **7/20** - Part at Ford undergoing Level 1 Anaylsis. Please note this vehicle was involved in a traing exceise. ETA to Washington 7/21. Dealer training vehicle. **7/21** - Sent buffer data to team. Will transport to Washington. Issue closed due to training vehicle and C69 Ford System team taking off line to evaluate diagnostic code.	**7/20 -** Part at Ford

FR-0016	U3000-49 U3000-96	BAD	EPP	FET(TRU6) Epoxy splash	**10/6- continuous improvement containment actions added to 8D martha to send out to Bill Bouse and close 8D**	**6/30**- dealer waiting on backorder-customer vehicles **7/15**- dealer received gear this morning. Need Dealer Verbatium **7/20** - Part at Ford undergoing Level 1 Anaylsis. ETA to Washington 7/21 **7/21** - Sent buffer data to team. Will transport to Washington. Need PFR **7/22** - Part at 26 Mile Washington PFR created. Part on test. **7/23** - Geoff Jacks and T. Than working on testing parmaters for gear anaylsis. **7/24** - Currently code is repetable still working with UK on anaylsis. **7/27** - TRW 26 mile working with UK on anaylsis for diagnostics. Level 2 Anaylsis **7/30** - Need to take EPP lid off to verify cause. Need to verify the outputs and inputs to the ASIC compair good vs. bad. Also, evaluate solder joints and mico.	**7/20 -** Part at Ford **7/22** - Part at 26 Mile Washington 8/20 - Part to be shipped to UK for further anaylsis.
FR-0017	U3000-49 U3000-96	B32	EPP	In Eval (Schalke)	**8/6- sent Salim information and history on this return because he will visit Schalke. He will check the 2-pin for possible area of water intrusion because 2-pin had some corrosion noted**	~~7/1- Dealer received part~~ **7/7**- hot process submitted **8/6**- gear returned to WPAC, data pulled **8/10**- take gear this Tuesday to 26-mile for testing **8/11**- gear still at WPAC, will transport to 26-mile once other gears are Xrayed in Livonia **8/12**- gear taken to 26-mile for testing 8/27- broken ribbon cable between coil on relay, either between track & relay or track and connector. 9/2- open track, white residue on track, need to remove PFS out to get to the PCB. Will send out pictures today. Will do pressure test today.	
FR-0018	C200B-62 U3000-96	BD0-BD4	TS	In Eval (Hella)	**3/9- Ecu terminals & IDE connector is clean from any strands or debris.**	~~7/1 - Dealer waiting on back order- customer vehicles~~ **7/13** - Need Dealership verbatium **7/20** - Expected arrival at Ford 7/21 **7/21**- Part received at Ford performed buffer data. Washington waiting for Part arrival **7/22** - Part at 26 Mile Washington PFR created. Part on test. **7/23** - Code has not reproduced Sensor enginnering evaluated part no issue performed visuale inspection on the top of solder with microscope seen no issues (Can't see back side unless destry part not at that level of anaylsis). Currently on still on root cause anaylsis will set up gear and test for Hot and Cold chamber cycling to reporduce failure.	**Hella**
FR-0019	N/A	N/A	NVH	**RBN Ball**	**8/6-** Rob K will talk with Bill about 8D closure	~~7/27 - Currently part on host test at 26 Mile no issues reported~~ **7/6** - service gear sent to dealer today **7/9** - Gear is in transit to WPAC **7/13** - Gear at 26 Mile and is undergoing anaylsis. Currently Thia Than is pulling codes and will have a discussion of next steps in process. Possible next steps are EDF testing. **7/15** - EDF testing **7/20** - No codes reported in the Level 1 Anaylsis. **7/24** - Issue with RNBA ball bearing in on gear assembly. **7/27** - QAO identified two areas of concern assembly and teardown. Currently imporved handling and will	**7/13** - Part at 26 Mile for anaylsis
FR-0020	U200B-2F U200C-2F	BD0-BD3	TS	Solder issue on Hella Sensor	**9/3- clean stock used in QAO on July 30th, clean stock at HSAP on July 31st.**	**7/9** - Torque Sensor Assembly missed a solder joint. Contact Angie at Rogersville about returning the unit. **7/10** - Part to be in Rogersville today. Angie to review. Then likely on to Hella. Angie should send pictures to Hella today. **7/13** - Update from TRW on process. **7/14** - Part on way to Hella. 100% visual inspection, 100% visual inspection sort at Rogesville and Hella so far no suspect parts identified. Target for preliminary 8D 7/15/2009. - Confirm date with Mike Davies **7/17** - Containment - they have 100% visual inspection on the line after the Automatic optical Inspection (AOI) for the solder joints. 3668 checked, 2 suspect parts removed, but not failures against the IPC soldering requirements for class 3 joints (highest level). They are also changing the AOI pass criteria to 100% solder fillet (class 3 requires min 75%) as further containment.	**7/14** - Part on way to Hella for review

FR-0021	No Codes	No Codes	No gear installed	EPAS Gear was not installed. No fluid in gear was axle seal leak	**7/14 -** No fluid in EPAS was wrong diagnostic have closed out issue.	**7/6 -** service gear sent to dealer **7/7**- SF states no codes or messages in the dash but he found red fluid on the bottom of the EPAS gear, SF did not know gear does not have fluid internally. At this time customer is driving the vehicle and will return to get evaluated again to see where the transmission fluid is coming from. Dealer received EPAS service gear yesterday advised not to replace for this fluid leak. **7/13** - Need Dealership verbatium. Also need to eliminate from the list at no fluild in EPAS system **7/14** - No fluid in EPAS was wrong diagnostic have closed out issue.	
FR-0022	U2011-49	BB9	EPP	Rev. Cap	**8/17 -** same as case FR-0003	**7/3** - dealer replaced the gear **7/6 -** service gear sent to dealer, Gear in process to WPAC **7/9 -** Gear received and under investigation at 26 Mile. **7/10** - Room temp testing did not show anything. Will try hot/cold testing (Thia) **7/13** - Testing has proving NTF and will test Power Down sequence. **7/14** - PFR submitted **7/15** - Part ship to Shirley for anaylsis **7/20** - Part arrival at UK. Access to start testing on rig for anylsis 7/27. Currently test stand is used for the Ford software validation for release. **7/28** - Part is waiting for test rig currently is delayed for the U502 software release. Once software is completed part will go on test. **7/30 -** Started on test this morning on the power up and power down rig. **8/6**- removed off rig cannot repeat failure. Install in temp. chamber to recheck. Discuss Monday on next steps with Geoff Jacks **8/10**- will try to test under load same as FR0025 to duplicate concern. **8/17** - closed to issue case FR-0003	**7/15** - Part ship to Shirley for anaylsis
FR-0023	U3000-96	B3A	EPP	Raised Rivet	**8/27- UK confirmed raised rivet in phase 3. sent to Tyco today**	**7/6** - service gear sent to dealer **7/13** - Need Dealership verbatium **7/20** - Expected arrival at Ford 7/21 **7/21**- Part received at Ford performed buffer data. Washington waiting for Part arrival **7/22** - Part at 26 Mile Washington PFR created. Part on test. **7/23** - Send PN to Geoff Jacks to verify relay build date. No high resistance. Woodpecker show no issues.	**7/20 -** Part at Ford **7/22** - Part at 26 Mile Washington **7/29** - Part shipped to UK **8/3**- part arrived in UK
FR-0024	U3000-96	B3A	EPP	Raised Rivet	**8/10-** confirmed raised rivet	**7/6** - Dealer ordered part on backorder- customer vehicle **8/3** - Came into Ford today, data pulled **8/4**- delivered to 26 mile **8/6**- X-ray's confirm raised rivet contact, confirm relay date code & Thiha to check contact resistances.	8/4- delivered to 26 mile
FR-0025	U2011-49 U3000-96	BB9	EPP	Rev. Cap	**8/17 - same as** case FR-0003	**7/6** - Dealer waiting on back order- customer vehicles **7/13** - Need Dealership verbatium **7/20** - Expected arrival at Ford 7/21 **7/24** - Part received in Washington performing Level 1 anaylsis. Need to start documention **7/27** - Level 2 anaylsis and PFR started. Remaval EPP from gear. **7/30** - Paul will give information to Simon on how to proceed	
FR-0026	U2011-49 U3000-96	B3A	EPP	no weld vstar pin	**11/9- Martha has 8D from Angie Caudell will update and send out to Ford. Clean date into QAO week 1 of 2010.**	**7/7**- Dealer ordered part. - customer vehicle. Email request Canadian gear to be sent back to WPAC **7/15** - Part arrival at Ford will anaylsis at TRW Need PFR. **7/16** - Part arrival at TRW 26 Mile will perform standard B3A test procedures. **7/17** - Confirmed the B3A found not high resistance and going to X-Ray **7/20** - Part in Liviona for anaylsis currently X-ray machine down. If not able to X-ray will ship part to UK for anaylsis. **7/21** - X-ray confirmed no raised rivit and need confirmation from UK on either to woodpecker test or ship to UK. Woodpecker the part at 26 Mile. **7/22** - Will start testing process on oscillascope to evaluate EPP and relay. Currently part set a A3A with the start of woodpeckering based on the scope test will evaluate the next steps **7/27** - Run all test then remove the relay X-ray and shipment of part. **7/28** - A3A has occured once again part needs to be shipped to UK for deeper evaluation and testing.	**7/16** - Part arrival at TRW 26 Mile **7/29** - Part Shipped to UK. **8/3**-part arrived in UK 8/20 - Part at Anting

FR-0027	No Com	No Com	EPP	In Eval (UK)	**12/14- Geoff checking with Murata that 11/30 was confirmed data for blade change.**	**6/30**- NO P/S ASSIST, NO COMM /W PSCM **7/1** - dealer ordered part **7/14** -gear sent to dealer **8/3** - Came into Ford today, data pulled **8/4**- delivered to 26 mile **8/10**- level 1 testing able to pull data using gas tune, retested HEV tune and could not pull data, verified with 26-mile. Testing started in 26-mile. **8/11**- Instrument setup the micro to check for micro or CAN Bus issues. **8/12**- Martha to start QCCAR, Geoff & Thiha continue to test the micro circuits **8/20** - Part is intermittent are testing all joints and ciruits for intermitten occurances. **8/24** - Checking voltages. Not starting up properly 9/2- crystal not operating properly faulty all the time now, needs further testing to find cause. 9/8- Thiha to send Geoff crystal/micro information to follow up on the testing 9/11- Thiha sent traces to Geoff to discuss next steps, part will likely be sent to UK for additional analysis. 9/14- Thiha to check one more scope trace and send out to UK this afternoon for addition testing. 9/21- ignition cycling if still does not fail thermo chamber testing. Thiha sent Geoff traces today	8/4- delivered to 26-mile
FR-0029	U3003-68	No Com	EPP		**9/17- pulled EFF & Buffer data only found battery voltage code event U3003-68(E10). tech replaced the gear and the same no communication returned. Dealer error assistant manager advised to replace gear tech found poor ign. terminal connection in EPAS 3-pin conn. tighten reinstalled vehicle fixed**	**7/17**- emailed Canadian contact to send gear back to the WPAC **8/12**- resent email to Canadian contact to check if dealer shipped gear 8/31- talked to Trevor in parts sent EPAS gear back Friday. Should see gear end of this week. 9/8- talked to Vic Mackers at Canadian hotline he will ship part to WPAC today.	
FR-0030	C200D-49	B9A	EPP	In Eval (UK)	**7/20- has performed all testing and inspections at this time with NTF**	**7/17**- Dealer replacing gear for intermittent loss of assist, submit hot process. No codes listed **7/24** - Part received in Washington performing Level 1 anaylsis. Need to start documention **7/27** - Level 2 anaylsis and PFR started. **7/28** - UK and TRW software working on the anaylsis test at 26 mile for evaluation of part. **7/30 -** Not repeatable. Waiting to get on EDF stand. Only know it failed at 50°c. Code never latched out. Need to get EFF data to Shirley	
FR-0031	C200B-62 U3000-96	BD4	TS	Bent TS finger	**9/11- meeting today at 11am and agreed on containment actions & dates from Rogersville & QAO to close 8D.**	**7/24** - Part received in Washington performing Level 1 anaylsis. Need to start documention **7/27** - Level 2 anaylsis and PFR started. **7/28** - Jim L. has part for deeper dive anaylsis. **7/29** - Failure has been reproduced next steps are testing the area of the failure. **7/30** - Need to rule out harness. J. Loria to take off tq sensor cover for further evaluation of sensor. Loria should communicate with UK team during evaluation for recommended steps.. **8/3-** Found reluctor ring contact bend down on CB. Rogersville & QAO to construct fishbone for possible causes **8/4**- Rogersville implemented a quality alert on the process line and QAO has 100% inspection for a bent pin. Need to get 8D out. **8/6-** Rogersville to investigate mark on tooth for possible causes. Hella to update 8D late next week. **8/10**- Martha updated QAO control plan- IPA teeth inspected before installed in gear. 200% IPA inspection at QAO & Rogersville for containment Rogersville testing part on line to see if it will be kicked out & check possible causes of marks on teeth. **8/11**- Todd Williams to put IPA through mechanical displacement test. Then take to lab to check mark on tooth and	
FR-0032	U2011-49 U3000-49 U3000-72 U3000-96	B43	EPP	Raised Rivet	**9/8- Tyco confirmed this part to be a raised rivet**	**7/22**- Local dealer Bob Thibodeau will replace gear tomorrow I will pickup and deliver tomorrow **7/24** - Part received in Washington performing Level 1 anaylsis. Need to start documention **7/27** - Level 2 anaylsis and PFR started **7/28** - UK and TRW software working on the anaylsis test at 26 mile for evaluation of part. **7/30** - Will turn on again to see if code repeats **8/6**- 26-mile verified code will repeat after sitting for a few days, possible contaimination, use PUMA tool to confirm load data, finish fault store data 8/12- nothing found in the fault data pulling out the power filter stage for testing 8/31- Xrayed and sent to tyco 9/1- last check part stuck in customs on the way to Tyco 9/4- reached Tyco today will teardown and report out next week	

FR0033	C200D-49	B9A	EPP	In Eval (UK)	**7/20- has performed all testing and inspections at this time with NTF**	**7/22**- unknown codes & information, submit hot process form. **7/29** - Part Arrival at Ford. **7/30** - Arrived at 26 mi **8/10**- to work with UK cannot reproduce faults	
FR-0034	U2011-49 U3000-96	B3A	EPP	Raised Rivet	**8/10-** confirmed raised rivet	**7/23** - dealer performed Interactive Diagnosis pulled snap shot data B3A & C69. lead to Gear replacement. **8/3** - Came into Ford today, data pulled **8/4**- Delivered to 26 mile **8/6**- X-ray's confirm raised rivet contact, confirm relay date code & Thiha to check contact resistances.	8/4- Delivered to 26 mile
FR-0035	U2011-49 U3000-96	B3A	EPP	Raised Rivet	**8/12-** confirmed raised rivet on Xray. Confirm resistance checks at 26-mile	**7/29**- No CQIS claim or information. submit Hot request to get gear back to WPAC **8/6**- gear returned to WPAC, data pulled **8/10**- take gear this Tuesday to 26-mile for testing **8/12**- confirmed raised rivet on Xray. Confirm resistance checks at 26-mile	
FR-0036	U2011-61 U3000-96	B95	TS	TS ASIC	**9/30- Clean parts now into Hella Sept. 29th. Rogersville working to get timing into QAO/HSAP. Nov. 3rd clean date to get into HSAP.**	**7/29**- submit Hot request to get gear back to WPAC **8/3** - Came into Ford today, data pulled **8/4**- Delivered to 26 mile **8/10**- raise priority level to test next with FR0008 **8/12**- starting to test waiting on UK for direction also FR0008 & FR0016 **8/20** - Waiting on direction form UK based on there testing to set up 26 Mile in parellel with FR008 and FR0016 **8/24** - Torque sensor issue with signal. 8/27- Jim Loria found problem with TS, shipped part to Rogersville for more testing 8/31- arrived in Rogersville will get update on timing today from Todd Williams & Angie Caudil 9/4- TS Passed the Rogersville testing by Todd Williams. Apparently it is an intermittent issue but Todd states this is an issue that Hella is aware of based on previous problems on another program. Shipped out to Hella for testing. Include Ian Ingram on testing results. 9/9- Shipped out to Hella today for testing. Ian Ingram sent email to update after Hella testing. 9/14- Hella received part today in there Logistik center will ship part to there lab- send out testing results tomorrow.	8/4- Delivered to 26 mile
FR-0037	U2011-49 U3000-96	B3A	EPP	Raised Rivet	**8/12-** confirmed raised rivet on Xray. Confirm resistance checks at 26-mile	**7/29**- submit Hot request to get gear back to WPAC **8/6**- gear returned to WPAC, data pulled **8/10**- take gear this Tuesday to 26-mile for testing **8/12**- confirmed raised rivet on Xray. Confirm resistance checks at 26-mile	
FR-0038		B3A	EPP	Raised Rivet	**8/28- Xray confirmed raised rivet, ship to tyco**	**7/29**- no EPAS codes listed in AWS report. Gear will come back normal part return routing to WPAC 8/24- Pulled EFF & Buffer Data 8/27- Mike Taylor to bring EPP to Livonia for X-Ray	
FR-0039	U3000-49 U2011-49 U3000-96	BBA	EPP	In Eval (UK)	**3/25- put on the PUPD rig for a couple days still cannot reproduce code.** **8/11- have exhausted all the testing on this return looking for NFF.** **8/30- possible check wire bond, PCB & solder issues**	**8/5**- submitted dealer hot process form to return gear **8/12**- Pulled EFF & Buffer data, does not match interactive diagnosis(see FR0048). Found out dealer had 2 warranty gears and sent wrong EPAS gear with RO. This gear replaced today should be back next week. 8/25- Pulled Eff & Buffer data code BBA 8/27- dropped gear off at 26-mile 8/31- Geoff Jacks requested part to be sent to UK for testing 9/2- part has not been shipped Geoff wants 26-mile to perform testing. 9/10- cannot duplicate code put in thermo chamber for hot test. 9/11- still cannot duplicate any codes at this time	
FR-0040	P07AE-09	AF1	NVH	Customer damage gear impact	**8/17 -** Part on EDF evaluation. Average torque to rotate is 5.2 N/m. No visible debrie. Tear down approved. Check Tie Rod lash, no visual damage on gear. Forward functional data to Wes	**8/4**- customer backed into a curb, then set P07AE-09 this should be rejected **8/5**- submitted dealer hot process form to return gear **8/12**- Pulled EFF & Buffer data sent out for evaluation. Check date when can install on EDF stand. Will take to 26-mile Thursday. **8/17** - Part on EDF evaluation. Average torque to rotate is 5.2 N/m. No visible debrie. Tear down approved. Check Tie Rod lash, no visual damage on gear. Forward functional data to Wes 8/20 - email from Ford I am OK with letting this go. Hard to have the dealer go back to the owner for payment. Agree with you Wes that	
FR-0041	U3000-96	B3A	EPP	Raised Rivet	**8/12-** confirmed raised rivet on Xray. Confirm resistance checks at 26-mile	**8/5**- submitted dealer hot process form to return gear **8/6-** gear returned to WPAC, data pulled **8/10**- take gear this Tuesday to 26-mile for testing **8/11**- take gear to Livonia Tech 3 for Xray. **8/12-** confirmed raised rivet on Xray. Confirm resistance checks at 26-mile	

FR-0042	U3000-96	BD3	TS	TS harness damage (HSAP)	**8/25-** TS harness cut & damaged near second retainer to the IPA- HSAP issue. I have gear here at hotline for inspection.	8/5- Dealer sent gear back normal parts return with 700 tag 8/25- TS harness cut & damaged near second retainer to the IPA- HSAP issue	
FR-0043	C200C-2F U3000-96	BD3	TS	In Eval (Hella)	**12/8- stamping burrs on the lead frame is the root cause and supplier Viennaplex/Rejlek confirmed fault. Position of new punching insert will be implemented into the stamping tool. Has new brush station with new welding points. PCA automation/camera process pending till week 4 2010. Ian Ingram to send Hella 8D to Ford(12/9)**	8/7- Dealer sent gear back normal part return, no codes listed in the AWS report. 8/27- dropped gear off at 26-mile 8/31- Jim Loria found issue with TS, needs additional analysis before sending to Rogersville 9/1- Jim found one channel of the TS dropping low indicating a shorted circuit, will continue to test circuits 9/2- Jim found 50 ohm short between channel 2 & ground. Further testing to find cause. 9/4- path of moisture through the TS harness this is old version harness. To finish up testing on TS at 26-mile and ship TS to Hella for level 3 analysis. Include Ian Ingram on all the sensor testing information. 9/9- arrived at Hella emails sent to Ian Ingram to give a status update on testing. 9/14- testing results from Hella will be done Tuesday morning and sent out. 9/16- TS testing still on-going at Hella will Markus will report back complete testing results when finished	
FR-0044	U2011-49	BB9	EPP	Rev. Cap	**9/14- same as case FR-0003**	8/24- Pulled EFF & Buffer Data 8/27- dropped gear off at 26-mile 8/31- Geoff Jacks requested part to be sent to UK for testing 9/2- part has not been shipped Geoff wants 26-mile to perform testing. 9/10- cannot duplicate code put in thermo chamber for hot test. 9/14- confirmed Rev fitted capacitor	
FR-0045	C200B-61 U3000-96	B90	TS	In Eval (Hella)	**12/8- stamping burrs on the lead frame is the root cause and supplier Viennaplex/Rejlek confirmed fault. Position of new punching insert will be implemented into the stamping tool. Has new brush station with new welding points. PCA automation/camera process pending till week 4 2010. Ian Ingram to send Hella 8D to Ford(12/9)**	8/25- Pulled Eff & Buffer data code BD0,BD2,BD4 an B90 final code set 8/31- Jim Loria testing, no updates at this time. 9/1- Jim cannot get the code to reproduce, further testing needed 9/9- part sent back to Simon/Thiha for further intermittent testing. 9/10- Simon could not duplicate any codes will talk to Jim Loria on further testing 9/11- part has been run over the weekend still cannot duplicate any codes at this time, compare 9/14- cannot reproduce any faults, testing will start this week to check for intermittents. 9/14- Insert square wave and cycle ignition 5 sec on & off. Check back with results 9/30- gear is queue for ignition cycling testing 10/5- currently ignition cycling, going to do wiggle testing of the ribbon cable while cycling	
FR-0046	U3000-96	B3A	EPP	Raised Rivet	**8/28- Xray confirmed raised rivet, ship to tyco**	8/27- Tomorrow Mike Taylor to bring EPP to Livonia for X-Ray	
FR-0047	U3000-49 U3000-96	BA9	EPP	In Eval (FSL)	**3/15- send 8D to Ford. This fix was using the new pod design fixed on 12/31/2008 at FSL, But the new burn-in program screen test, 12/30/2010 at FSL which estimates 4/25/2011 into QAO.**	Deflection testing has been re established at QAO due to this concern. 10/8- development test target date set for 11/30/2010. 12/20- part now on physical analysis for root cause. Geoff to get the date code to see when the new test arrives into Anting.	

FR-0048	No Com	No Com	EPP	In Eval (Anting)	**3/3- Ford has been sent the update 8D Mike Bahena, Tim Snider & Tim Dietz all concluded to close this case**	**8/12**- Retreived the EFF & Buffer data, tech states he could not communicate with the PSCM **8/17** -Part received at 26 Mile **8/20** - testing all joints and ciruits for intermitten occurances. 8/27- Still no communication. Geoff Jacks has next step testing for Simon to try. 9/21- Still cannot reproduce, to put through ignition cycling if that passes then thermo chamber to get the part to fail 9/30- to get a timeline of failed part when first tested at 26-mile. Geoff coming to 26-mile next week will help with diagnosis 10/6- had communication when first received, checked regulator passed voltage tests. Heated EPP still passes. Next step is to ignition cycle. 10/8- going into hot ignition cycling tomorrow 10/15-ECU cover taken off, water ingress in EPP, residue on back of PFS. If built at Schalke to ship for leak	
FR-0049	U3000-96	BB7	EPP	Rev. Cap	**9/11- same as case FR-0003**	**8/14-** Submit Hot Process request form 9/2- Pull EFF & buffer data at WPAC 9/4- Dropped gear off at 26-mile	
FR-0050		No Com	EPP	dry solder joint (Kimball)	**11/9- Martha to send Geoff & Mike Davies Kimball 8D & TRW 8D to review, then send out to Ford by Wednesday. Get clean date into QAO**	**8/14-** Submit Hot Process request form **8/25**- Cannot pull Eff & Buffer Data from EPAS module 8/27- dropped gear off at 26-mile 8/31- Not tested yet will be tested with FR0027 & 48 9/16- Thiha to send Geoff scope traces. ECU now reset and working at this time. 9/21- Simon found resistor failure in the ignition circuit.	
FR-0051		No Com	EPP	Damaged regulator (over voltage)	**10/23- specific testing on diode protection on-going with Ford electrical team**	**8/14-** Submit Hot Process request form 9/18- dealer shipped part today should be at WPAC on Monday 9/25- could not pull any EFF/Buffer data from gear, No Communication.	UK
FR-0052	U0121-00	A8D	Non TRW issue	Int CAN BUS fault, tech replaced the ABS module to fix vehicle at this time.	**8/27- this warranty return is a non TRW issue. Vehicle returned with the same codes after gear replacement and replaced the ABS module the causal on the AWS claim to fix vehicle at this time.**	**8/25-** vehicle returned with the same codes after EPAS gear replaced, tech replaced the ABS module vehicle fixed at this time. Geares not need to be tested, Pulled A8D code CAN BUS Lat Accel Absent fault 8/27- this warranty return is a non TRW issue. Vehicle returned with the same codes after gear replacement and replaced the ABS module the causal on the AWS claim to fix vehicle at this time.	
FR-0053		binding	NVH	Customer damage gear impact	**8/27- Costas sent report to Bill Bouse & Wes Porter for review. Gear assembly showed evidence of impact. Wes Porter & Bill agreed.**	**8/25-** earlier dealer states vehicle hit curb. FSE visited dealer and approved EPAS gear for binding while steering with no codes, steering wheel off center & frt tires badly cupped 8/27- Costas sent report to Bill Bouse & Wes Porter for review. Gear assembly showed evidence of impact. Wes Porter agreed.	
FR-0054	C200D-49	B9A	EPP	In Eval (UK)	**7/20- has performed all testing and inspections at this time with NTF**	**9/2- Pulled EFF & Buffer data** **9/4- dropped gear off at 26-mile** **9/11- testing to start next week on B9A faults**	
FR-0055	C200B-2F U3000-96	BD2	TS	In Eval (OnSemi)	**12/9- Via connections exposed one Via Onsemi that is going too deep. It went through the metal 2.5 layer and touched the nitride layer, this finding confirmed the measured short. corrective action Onsemi refer to continuous defect reduction**	**8/31- submit hot process form to ship part back to WPAC** **9/11- dealer shipped back park normal parts return to the WPAC, couple weeks for return.** **9/18- pulled EFF & Buffer Data code BD2 I set before C69 latched out. Jason to ship gear to QAO for testing.** **9/24- gear arrived in QAO for testing** **9/30- TS PCB problem- QAO to send to Rogersville for inspection/test then send to Hella.** **10/1- Martha to send out tracking number to Rogerville for arrival**	

FR-0056		AF1	NVH	On-vehicle test(Ford)	**9/29 - Bill installed on vehicle and could not duplicate any friction code or notice any steering issues. Dealer did not follow Interactive diagnostic's on the first gear or call the hotline for assistance. Friction code only set once and cleared that's why it came into the dealer with C1277 code only in the ABS & the PSCM code cleared. Dealer Error at this time**	**8/31- submit hot process form** **9/4- gear returned to 26-mile for testing** **9/8- NTF at 26-mile, passed leak test & EDF test stand. Called dealer tech or service writer cannot remember if vehicle was driven straight in with no assist that set AF1 code then when tech pulled codes and road tested had B6A. He states the only set code was C1277 with the no PS assist fault in the message center.** **9/14- cannot find any friction issues with this gear, passed leak testing no visible corrosion at the ITR, IPA areas. Passed EDF stand info sent to Bill. See if Ford would like to test on vehicle.** **9/17- will pick-up gear today from 26-mile and return to Ford for on-vehicle testing** **9/18- sent Bill B email that this friction code cleared will not reset, passed all 26-mile testing. Gear is here**	
FR-0057	No Codes	No codes	EPP	In Eval (26mile)	**2/5- been a month now and still cannot find gear at 26mile. Considered lost at this time exhausted all areas gear could be located.**	8/28- tech states vehicle has no codes or lamps on and has communication, load tested battery and ignition feeds pass and never has PS assist. Tech will double check ignition feed for terminal tension or pin push out. Tech already ordered gear assembly per symptom chart. 8/31- Submit hot process form to ship part back to WPAC 9/18- pulled EFF & Buffer Data- only code listed A28(angle offset invalid fault) will give gear to Bill Bouse for on vehicle testing. 10/16- next step to put on EDF stand if passes to teardown., talk to Bill on location of gear 10/23 10/30- vehicle at 26-mile vehicle did fail with no assist and the TC lamp on to remove gear, leak test and remove ECU cover for voltage testing.	
FR-0058	U3000-96		No gear returned	Gear will not be returned	**9/23- will not get this gear back Ray(PM) states he accidently delivered gear to RCRC when the hot process forms were on his desk, so no 700 tag will be on this gear so we will not be getting this back from the RCRC.**	**9/3- Submit hot process request form** **9/23- will not get this gear back Ray(PM) states he accidently delivered gear to RCRC when the hot process forms were on his desk, so no 700 tag will be on this gear so we will not be getting this back from the RCRC.**	
FR-0059	U3000-49 U3000-96	BAB	EPP	PCB copper slivers in lamination	**3/8- Merix, Kimball & TRW in discussion on dates and final summary.** **5/18- Geoff sent out final 8D to Guillermo**	**9/3- Submit hot process request form** **9/8- Delivered to WPAC today** **9/9- pulled EFF & Buffer data at WPAC** **9/10- shipped gear from WPAC to 26-mile** **9/11- gear received at 26-mile** **9/18- pulled codes and cannot duplicate addition testing needed** **9/30- Simon to perform standard test on EPP**	Merix
FR-0061	No Codes	Constant Assist	NVH	In Eval	**10/8 Angel states there is a potential risk to hit the rack with the IPA tower if the operation is not performed with care. He needs to get Ford approval to take pictures**	**9/10- gear still in vehicle at the dealer, tech pulling all codes, pull batt feed see if vehicle has hard pull.** **9/11- Tech will take snapshot data and email back. Dealer ordered EPAS gear and I submitted hot process request.** **9/18- pulled EFF & Buffer data, no codes found cracked gear housing below the IPA. Impact on TS housing looks like it caused crack. Wes Porter to inspect damage Monday morning and be there for disassembly.** **9/21- confirmed broken t-bar, checking impact study to brake t-bar. Also check possiblity where impact**	
FR-0062	No Codes	A28	TS	missing pinion shaft nut	**11/6- pinion nut torque station in QAO updated and in operation on 10/29. Martha to update and send 8D to Ford. Close out**	**9/11- Submit hot process form** **9/24- pulled EFF & Buffer Data, only stored code is A28(angle offset invalid fault). no visible damage to the gear, get gear to 26-mile for testing** **9/25- gear in analysis at 26-mile** **9/29- found missing pinion nut on TS, QAO working containment actions and to start 8D.** **9/30- quality alert in that assembly station in QAO. Checking containment actions on mistake proofing pinion nut installation & torque.** **10/1-Increase the initial torque to monitor the angle in the torque gun, this in order to avoid double torque over one same component, complete.** **In process to develop a new torque socket for the station, this socket will include a position sensor to verify what socket is use in each torque (Pinion nut or pinion plug) in case the sensor detect an incorrect socket even the torque was correct the part will be rejected.**	

FR-0063	P07AE-09	AF1	NVH	distorded gear housing	**10/6- 8D submitted to Ford, continue investigation at Benteler & HSAP for possible areas of damage**	**9/11- Submit hot process form** **9/18- pulled Eff & Buffer data does have B6A twice left at 26-mile for Costas to analyze.** **9/23- friction gear is similar to earlier 0 KM part with damaged datum on Pinion Housing, Pavel wants gear sent back to QAO for analysis. Shipped out from 26-mile.** **9/29- layout gear and compare with 0km part with same symptoms & friction code. Martha to add information to the 8D** **10/2- Angel Salazar to investigate gear handling on subframes at Benteler & HSAP to find possible area of**	
FR-0064	U3000-49 U3000-96	B43	EPP	In Eval (Tyco)	**3/3- Tyco has concluded with all the relay testing that NTF with the relay testing.**	**9/21- Submit hot process form** **10/5- pulled EFF/buffer fault data.** **10/12- dropped gear off at 26-mile, Jason to ship to QAO for analysis** **10/23- gear arrived yesterday, next step to pressure check for leaks then get the PFS serial# and send to Geoff Jacks for next step analysis** **10/28- code repeatable and link relay will not close. To send to the UK for level 3 testing.** **11/9- in Uk testing cannot reproduce at this time.**	Tyco
FR-0065	C200D-49 U3000-96	B9A	EPP	In Eval (UK)	**7/20- has performed all testing and inspections at this time with NTF**	**9/21- Submit hot process form** **9/25- pulled EFF & Buffer data, B9A code shipped to QAO for Analysis.** **9/29-estimate gears to QAO late this Thursday** **10/2- xray ribbon cable area, cannot duplicate fault or find any visual faults with the ribbon cable at this time.** **10/12- sergio in-process to deliver to 26mile for testing**	
FR-0067	No Codes	A28	Unknown Issue	NTF	**10/2- put on EDF stand results check ok no problems found at this time. Sent out email to get help with next steps on this return. We might need to put on-vehicle for testing will talk with Ford.**	**9/21- Submit hot process form, little information on the repair. Tech was trying to fix the ABS steering angle sensor reading for a couple of days and looks like he replaced the gear for an erratic swa sensor reading. no PSCM code listed in interactive diagnosis so unsure why tech replaced the gear. could be a chargeback gear.** **9/24- gear arrived at WPAC pulled EFF and Buffer data, return gear to 26 mile, steering angle sensor changes position turning full Left and right** **9/29-estimate gears to QAO late this Thursday** **10/2- put on EDF stand results check ok no problems found at this time. Sent out email to get help with next steps on this return. We might need to put on-vehicle for testing will talk with Ford.**	
FR-0068	U3000-49	B32	EPP	In Eval (QAO)	**8/27- Pepe to locate EPP and report out the latest testing.** **9/24- still cannot find EPP part, need to close cannot continue with the analysis.**	**9/25- Submit hot process request back to WPAC, no information on this vehicle, tech was not able to get into Interative diagnosis.** **10/5- pull EFF/buffer fault data.** **10/12- dropped gear off at 26-mile, Jason to ship to QAO for analysis.** **10/23- gear arrived yesterday, next step to pressure check for leaks then get the PFS serial# and send to Geoff Jacks for next step analysis** **11/9- passed leak test, not rev. cap. Testing on-going at QAO. Get update from Sergio does code repeat & next step testing.** **11/18 - SA:Fault no reproduced. Leak test done OK. Ambient cycling ignition done**	
FR-0069	NVH	growling noise gear/ park. Turn wheel noise goes away	TS	TS ASIC	**11/9- confirmed TS jitter same as FR0036, confirmed TS ASIC was built in 2/10/09 before July 09 clean date. Martha to update 8D send out to Ford.**	**9/25- Submit hot process request back to WPAC, no information on this vehicle, tech was not able to get into Interative diagnosis.** **10/5- pulled EFF/buffer fault data** **10/12- dropped gear off at 26-mile, verified knocking noise, Jim Ioria to verify noise.** **10/21- TS sent to Rogersville** **10/23- part received at Rogersville today Update on Monday.** **10/26- Comfirmed TS ASIC is prior build to FR0036 which same TS ASIC concern. Apr.09 is the build date and FR0036 was in June. Clean date week 31.** **10/28- part arrived at Hella today for testing, lab testing to start Monday**	

FR-0070	P07AE-09	AF1	NVH	In Eval (QAO)	**11/02- Costas looking to close this & FR0056 for false detection.**	**9/28- Submit hot process request back to WPAC** **10/5- pulled EFF/buffer fault data** **10/12- dropped gear off at 26-mile, Jason to ship to QAO for analysis** **10/23- gear passed pressure test bellows removed no signs of contamination. Put on EDF stand today and passed all checks. Costas checking next steps for testing. Possible false detection.**	
FR-0071	C200C-2F U3000-96	BD1, BD3	TS	In Eval (26mile)	**6/30- TS cover removed have pictures, not sure if pinion plug and other parts were removed at QAO. QAO did have TS removed and scoped the channels with no failures, now that TS has been inspected this is consided NTF.**	**9/29- Submit hot process request form** **10/5- pulled EFF/Buffer fault data has** **10/12- dropped gear off at 26-mile, Jason to ship to QAO for analysis,** **10/23- gear arrived yesterday, next step to pressure check for leaks, then normal TS testing procedure.** **11/9- Sergio cannot duplicate code looking to engineering group on next step analysis before removal of any parts. Advised Jim Loria to send next step testing to Sergio.** **11/18 - SA:Fault no reproduced. Leak test done OK. Ambient ignition done OK.** **11/24- need to confirm with Jim Loria next step testing.** **1/28- all testing has been perform in QAO and cannot get the code to return, ship back to 26mile so tri-**	
FR-0072	C200D-49 U3000-96	B9A	EPP	In Eval (UK)	**8/11- exhausted all testing criteria, at NTF.**	**10/2- Submit hot process request form** **10/16- EFF/Buffer fault data collected shipped to 26mile. B9A code filled stored data.** **10/23- need to leak check gear and take upstairs for testing.** **10/30- passed leak check, install gear on vehicle check for resetting B9A code. Sent fault data for review**	
FR0073	C200D-49	B9A	EPP	In Eval (Nidec)	**7/2-encoder failure due to ESD damage, the surge or ESD destroyed because the punchthrough occurs on output Tr of OUT-B. Allegro saying that the part was ESD damaged somewhere in the supply chain.**	**10/2- Submit hot process request form** **10/12- Pulled EFF/Buffer fault data, pulled B9A code, dropped off at 26-mile for analysis.** **10/23- pass leak test, get update from Simon.** **11/18 On hold pending outcome of other B9A investigations** **10/30- hold for evaluation of B9A workshop this Tuesday.** **1/18- still at 26-mile holding for next step testing.**	
FR-0074	U3000-49 U3000-96	B25	EPP	motor terminal ground plane short	**4/19- CD3/D3 formal Kickoff is planned for week of April 19th.Assuming approval week of April 19th Nidec can start shipping to Anting on May 18th.* For CD3/D3 Change will be incorporated in August/Sept timeframe based on depleting existing inventories. JC to provide updated incorporation plan in Tuesday Engineering Change meeting and Thursday**	**10/6- Submit hot process request form** **10/16- pulled EFF/buffer fault data, ship from WPAC to 26-mile, then ship to QAO for testing.** **10/23- gear arrived yesterday, next step to pressure check for leaks then get the PFS serial# and send to Geoff Jacks for next step analysis** **10/27- a low resistance(25 Ohms) between Vlink and 0volts, measuring resistance between pin10 (Motor_relay_HS) and pin9 (hall_supply_0volts) of the ribbon cable the 25 Ohms are found. To send to UK for testing.** **11/4- x-ray has not shown any anomalies removed the motor PCB, cut away some of the connector plastic of the motor to allow inspection of the solder joints.** **11/16 Analysis continuing with Nidec** **11/23- Nidec to check pin resistance measurement for shorts ICA. Mike Davies advised Ford of changes**	UK
FR-0075	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**12/2- confirmed plastic contamination is from the relay cover. Martha to get the information in the old 8D to close out.**	**10/5- Submit hot process request form** **10/12- pulled EFF/Buffer fault data has B3A code, dropped off at 26-mile for analysis.** **10/14- x-ray parts did not show cold weld, raised rivet or offset bridge. Next to check resistances** **10/16- thiha to check resistance, if fail will ship to Tyco. if pass resistance test will put on puma cycle.** **10/29- failed resistance test at 26mile, shipped to Tyco. Tyco did receive the relay today** **11/9- checking with Tyco on relay testing from last week. Mike Davies to follow up** **11/19- still working with Tyco to check proper contact resistances.** **11/23- confirm plastic contamination, need to confirm where plastic came from coil base or cover. RUA# 2961**	

FR-0076	C200B-2F U3000-96	BD0 TS		at DSC1 (ford hotline)	**10/16- found TS harness conduit crushed on gear flange near IPA and cut the one wire. HSAP plant issue. I have gear here in Dearborn for inspection.**	**10/6- Submit hot process request form**	
FR-0077*	U3000-96	BB7	EPP	In Eval (UK)	**9/9- NTF in UK for B6B testing at this time. No weld marks on the relay for the motor relay tear down. 10/8- no evidence of any relay weld, motors grp. to check motor windings. six weeks to teardown. 11/29- motor teardown with NTF, no other tests can be performed, check with Ford to close out.**	**10/12- Submit hot process request form 10/30- pulled EFF/Buffer Data dropped off at 26-mile 11/4- shipped to Rogersville 11/6- arrived at Rogersville put on truck to QAO 11/12- testing starting today in QAO 11/18 - SA: Leak test done OK. Ignition ambient done OK Nothing abnormal found 11/24- passed hot ignition cycling, in normal operation B3A set. Advised to send Simon the EFF data for Michelle to decode Monday. 11/30- EFF data decoded Geoff to look at and make decision on analysis. 12/14- Next step testing 1/7- EFF shows that the link voltage (drive stage supply voltage) is very low at less than 3V. This has led**	
FR-0078 RUA#3250	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**7/7- confirmed NFF with all testing performed at Tyco.**	**10/12-Submit hot process request form 10/16- pulled EFF/buffer fault data, ship from WPAC to 26-mile for analysis. 10/23- pass leak test, get update from Simon. 10/28- mike to x-ray part in Livonia this week. 10/29- did not find anything in the xray this morning. Resistance test then hot Puma testing. 11/02- passed the resistance, hot puma & resistance test. Ambient tested over the weekend no problems found at this time 11/6- hot & cold ignition cycling testing next, x-ray ribbon cable. 11/17 passed bench testing. Hot / cold next**	
FR-0079	U2011-49	B3A	EPP	In Eval (26mile)	**1/5- Tyco confirmed offset bridge, 8D updated and sent out tomorrow.**	**10/16- Submit hot process request form 10/30- pulled EFF/Buffer Data dropped off at 26-mile to ship to QAO 11/6- x-ray leading to offset bridge suspected, to hot puma test next. 11/23- passed hot puma test. Check resistance before sending to Tyco should fail resistance test if this is an offset bridge. 11/24- after testing found high resistance. 12/14- raise RUA- 03161 & PFR. ship relay out to Tyco today**	
FR-0080 RUA#4016	U3000-49	B43	EPP	In Eval (QAO)	**8/20- believe PFS is still in QAO, Pepe check for the latest status. 8/27- Pepe found PFS to raise RUA and send to Tyco for final testing. 10/6- NFF at Tyco.**	**10/16- Submit hot process request form 10/30- pulled EFF/Buffer Data dropped off at 26-mile 11/4- shipped to Rogersville 11/6- arrived at Rogersville put on truck to QAO 11/12- testing starting today in QAO 11/18 - SA: Leak test done OK. Ignition ambient done OK Nothing abnormal found 11/19- hot ignition cycling, 11/20- high resistance found contact 4 recheck with amp load across contact. Martha to follow up. 11/24- passed load test across contacts. Sergio to send Simon EFF fault data for Michelle to decode on**	

FR-0082	N/A		No gear returned	Gear will not be returned	**11/11- called dealer back to find out what happened to gear and PM states he returned it back to the RCRC and no 700 tag was on this part so the part is scraped, will not get this gear back.**	**10/27- Submit hot process request form**	
FR-0083	U2011-49 U3000-96	BB9	EPP	Rev. Cap	**11/20- reverse capacitor found.**	**10/27- Submit hot process request form** **11/5- Pulled EFF/Buffer fault data at WPAC** **11/12- testing starting today in QAO** **11/18 - SA: Leak test done OK. Ignition ambient done OK Nothing abnormal found,** **11/19- next to hot woodpecker test**	
FR-0084	N/A	BD0-BD3	TS		**11/6- dropped gear off at 26-mile, TS harness damaged, heat tape rubbed through. With the mileage good chance this is customer related damage. No other warranty claims**	**10/27- Submit hot process request form** **11/5- Pulled EFF/Buffer fault data at WPAC**	
FR-0085	N/A	No Com	EPP	IC14 power supply (Infineon)	**1/13- have updated 8D sent out, Geoff has a couple slides to update. new process, dummy leadframe is used then scraped first production lead frame marked and additional visual inspected.**	**10/27- Submit hot process request form** **11/5- Could not pull EFF/Buffer fault data from module no communication.** **11/16 Shipped to UK** **11/17 Under Analysis** **11/17 under analysis in UK, still ignition cycling trying to reproduce no com** **11/19- swapped parts IC14 power supply for the monitor micro, part in thermo chamber part failed again.** **11/23- Geoff to send power supply chip for the monitor micro to Infineon tomorrow for analysis.** **11/30- Infineon received chip and will send update when their testing is completed.** **12/3- Infineon has confirmed IC14 has identified irregularities on the leadframe.**	
FR-0086	No Codes	Cricket noise	NVH	squeeling noise turning wheel	**2/8- confirmed finger ring trapped under IPA cover**	**10/27- Submit hot process request form** **11/5- did not notice any abnormal noise turning the input shaft back & forth, no codes in the fault data.** **11/9- dropped off at 26-mile for Costas testing leak test then EDF test stand.** **11/12- all the testing at 26-mile could not duplicate the noise from the gear. NTF at this time. Unknown if we should put on-vehicle for testing.**	
FR-0087	U2011-49 U3000-96	BB9	EPP	Rev. Cap	**12/2- confirmed rev. capacitor**	**10/27- Submit hot process request form** **11/13- pulled EFF/Buffer data shipped to 26-mile** **11/20- ship part to QAO, should be in QAO Nov. 25th, date range fits rev. cap remove PFS after leak check.**	

FR-0088	U2011-49	B3A	EPP	Raised Rivet	**11/19- confirmed a raised rivet, to send to Tyco(Evora)**	**10/27- Submit hot process request form** **11/5- pulled EFF/Buffer fault data at WPAC** **11/6- dropped gear off at 26-mile for analysis** **11/9- EPP sent out for x-ray in Livonia** **11/18 - Mike to X Ray again zoomed in today, potential raised rivet**	
FR-0089	No Codes	No codes	NVH	grinding noise turning the wheel	**3/9- after further investigation it was determinded that misuse was the cause of failure**	**11/3- Submit hot process request form** **11/12- Pulled EFF/Buffer fault data and verify noise in gear while turning** **11/19- failed EDF stand results, possible bent rack, gear sent to Harold for teardown** **11/30- Costas states The RBNA is in material lab where they will do further investigation on surface**	
FR-0090	U2011-49	B3A	EPP	In Eval (26mile)	**1/5- Tyco confirmed offset bridge, 8D updated and sent out tomorrow.**	**11/4- Submit hot process request form** **11/13- Pulled EFF/Buffer fault data, shipped to 26-mile** **12/1- passed leak test, brough upstairs to start testing.** **12/7- x-ray looks like an offset bridge, passed Puma test then found 4 ohms on phase 2 that went away after rechecking the other phases. Need to capture scope traces after hot puma test.** **12/14- raise RUA# 03160, get additional testing information and send to Tyco.**	
FR-0091	U3000-49 U3000-96	B97	EPP	In Eval (Fairchild)	**3/22- EOS is fairchilds claim, cannot proceed any further with this testing. Sent 8D to Tim Diez**	**11/11- Submit hot process request form** **11/20- pull EFF/Buffer fault data, ship to QAO** **12/3- fault repeats suspect B-FET-3, damaged on the power FET Pack. Sergio to cut the wirebond on MOSFET_G6 and measure voltage to isolate power module. Short stays on the power module.** **12/7- confirmed power module QAO sent direct to supplier(Fairchild) for analysis.** **12/14- shipped to Fairchild stuck in customs, QAO to send paperwork.** **1/7- Kimball/TRW in discussions with Fairchild on testing & analysis. EOS is Fairchilds claim, TRW working with Fairchild on this analysis.** **1/25- get build dates from each power module and compare dates. Sergio to send Geoff information. Line**	
FR-0092	U3000-49 U3000-96	B25	EPP	In Eval (Fairchild)	**3/22- EOS is fairchilds claim, cannot proceed any further with this testing. Sent 8D to Tim Diez**	**11/11- Submit hot process request form** **12/2- pulled Eff & Buffer data, ship gear to QAO** **12/7- In process to QAO** **12/15- B25 fault repetitive. PH3&VLINK found shorted to 0 volts. Short traveled with ECU. Isolate by cutting bond wires and then perform power module swap. Wait for Sergio to return this week.** **1/12- confirmed FET power pack, ship to Fairchild for B-FET-3.** **1/18- part stuck in customs waiting on paper work from QAO. Guillermo to check status and get update by next Monday** **2/2- part has been examined by Fairchild, needs further testing. Failure is electrical short and maybe an EOS event or device related and suggests to further analyze in fab site. Checked plant LogIQ status no EPAS codes set at all test stations. Happened 22 days after build and did not leave dealer after dropped**	
FR-0093	NVH	Cricket noise	NVH	In Eval (26mile)	**1/26- Cal Cal Spurlin checked the "cricket" return and verified that the finger ring was trapped between the cover and the sensor**	**11/30- Submit hot process request form** **12/15- found out PM left dealership so will not be hot processed. will get the gear sent through normal parts returns to the WPAC.** **1/7- Pulled EFF & Buffer Data, did not notice any noise turning the input shaft back & forth**	
FR-0094	U2011-49 U3000-96	BB9	EPP	Rev. Cap	**12/3- in evaluation QAO found rev. cap**	**11/12- Submit hot process request form** **11/20- pull EFF/Buffer fault data, ship to 26mile**	

FR-0095	U3000-49 U3000-96	BA4	EPP	In Eval (UK)	**4/21- 8D sent to Ford with the corrective action dates, sent 8D to Ford on 4/19.**	**12/2- pulled Eff & Buffer data, ship gear to QAO** **12/7- In process to QAO** **12/15- B7E fault repetitive. Measures taken with ECU functional sw. leakage on motor phase 3. cut the bond wire for the gate of Phase 3 bottom** **1/5- Jose to perform power module swap, wait for Sergio to return this week** **1/13- short followed the ECU, Geoff to review report from QAO.** **1/22- work being completed further testing needed,results leading to diode fault.** **1/25- diode 21 ok, EPP needs level 3 testing to ship to UK, tracking # 8674 8338 0093** **1/27- just arrived in the UK for testing.**	
FR-0096	C200D-49	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**11/20-Submit hot process request form** **12/10- pulled EFF & Buffer data and shipped gear to 26-mile. Leak test and sent upstairs remove EPP and perform ignition cycling.** **3/26- has been tri-temo tested for two days and no failures at this time.** **3/31- in cold chamber now, no failures at this time.** **4/20- has been shipped out to the UK today**	
FR-0097	C200D-49	B9A	EPP	In Eval (UK)	**8/11- exhausted all testing criteria, at NTF.**	**11/12- Submit hot process request form** **11/20- pull EFF/Buffer fault data, ship to 26mile** **12/1- passed leak test, brough upstairs to start testing.** **12/7- able to get this B9A to reset sent to UK** **12/14- RUA 03162- need PFR sent, additional bench testing in UK.**	
FR-0099	U2011-49 U3000-96	BB9	EPP	Rev. Cap	**12/15- gears arrived in QAO in analysis found rev. capacitor.**	**11/24- Submit hot process request form** **12/2- pulled Eff & Buffer data, ship gear to QAO** **12/7- In process to QAO**	
FR-0100	U2011-49	B3A	EPP	In Eval (Tyco)	**2/12- Tyco has confirmed offset bridge**	**11/30- Submit hot process request form** **12/10- pulled EFF & Buffer data and shipped gear to 26-mile** **12/17- Mike to xray and Michelle to hot puma test before the break.** **12/21- offset bridge** **- Re-Puma (3 or 4 times)** **- Perform resistance test while hot.** **- I think x-ray is then sufficient evidence to send part to Tyco.** **- Remove relay** **- Photograph top of relay (ensure bar code is clear of glue residue)** **- Raise RUA** **- Send to Tyco**	
FR-0101	U3000-96	B7F	EPP	In Eval QAO	**1/13- arrived in QAO testing will start after FR0103 is complete. Found out gear is a non-warranty repair. SM states after alarm company worked on vehicle EPAS gear failed so the dealers sales department covered the repair.**	**11/30- Submit hot process request form** **12/21- pulled EFF & Buffer data, ship to QAO**	

FR-0102	P07AE-09	AF1	NVH	distorded gear housing	**2/1- found damaged datum pic's show impact marks at the datum & mounting ring and the materials lab confirmed the housing was out of specs. Unknown where the inpact occurred.**	**11/30- Submit hot process request form** **12/21- pulled EFF & Buffer data, ship to QAO** **1/13- Jose to start the friction testing today.**	
FR-0103	U3000-96	B25	EPP	In Eval (UK)	**8/3- exhausted all testing in the UK could not duplicate any codes NTF.** **8/30- possible check wire bond, PCB & solder issues.**	**11/30- Submit hot process request form** **12/21-pulled EFF & Buffer data, sent to QAO** **1/13- fault code is not reproducing, to analyze data to find potential cause and lead toward next step testing.** **1/15-ambient cycling latched code BC5 found scratches on the PCB, QAO to ship to UK for further testing.** **1/20- arrived in UK today.** **1/29- Geoff still able to repeat B25, other testing being done unable to analyze further. Make sure this is not a rev. cap**	
FR-0104	U2011-49 U3000-96	B3A	EPP	In Process (Tyco)	**1/25- Tyco confirmed raised rivet**	**11/30- Submit hot process request form** **12/10- pulled EFF & Buffer data and shipped gear to 26-mile** **12/17- Mike to xray and Michelle to hot puma test before the break.** **12/21- raised rivet** **- Did it fail hot or room temp?** **- Next step - perform resistance check immediately after failing Puma.** **- I think x-ray is then sufficient evidence to send part to Tyco.** **- Remove relay** **- Photograph top of relay (ensure bar code is clear of glue residue)** **- Raise RUA** **- Send to Tyco**	
FR-0105 RUA#3628	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**7/19-High-Pot Test complete on EPP no issue found. "Fault not Repeatible, set aside as such and return later if something new is found.**	**12/4- Submit hot process request form** **12/10- pulled EFF & Buffer data and shipped gear to 26-mile** **12/17- Mike to xray and Michelle to hot puma test before the break.** **12/21- could not see any issues with xray** **- Perform resistance test at room temp.** **-Re-Puma (3 or 4 times - if not already done)** **- Perform resistance test while hot** **1/15- tri- temp ign. Cycling, try to get in chamber next week.** **1/18- set aside for FR0096(B9A) testing.**	
FR-0106	U2011-49	B3A	EPP	In process (Tyco)	**1/25- Tyco confirmed offset bridge**	**12/4- Submit hot process request form** **12/10- pulled EFF & Buffer data and shipped gear to 26-mile** **12/17- Mike to xray and Michelle to hot puma test before the break.** **12/21- offset bridge** **Re-Puma (3 or 4 times)** **- Perform resistance test while hot.** **- I think x-ray is then sufficient evidence to send part to Tyco.** **- Remove relay** **- Photograph top of relay (ensure bar code is clear of glue residue)** **- Raise RUA**	

FR-0108		B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**12/4- Submit hot process request form** **12/10- pulled EFF & Buffer data and shipped gear to 26-mile. Leak tested** **1/13- leak tested and brought upstairs for testing** **1/15- hot cold ign cycling and try to reproduce the code.** **1/22- Thiha was able to get the code to set one time while tri-temp testing. Testing still ongoing** **1/28- thiha to send geoff decoded information when the one code set on the tri temp tester** **2/3- Thiha was able to duplicate the B9A again once while tri-temp testing sent results to Geoff Jacks.** **2/10- Geoff sent 26mile the canopy configuration to use while tri-temp testing to capture this data. Waiting for the** **2/19- one temp chamber broken and waiting for DR0004 in the other chamber to finish. Data logging is ready for operation.**	
FR-0109	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (UK)	**7/16- confirmed this as a double start-up added to B9A list for reg./micro issue. Fulfills parameters to close as regulator issue by meeting criteria established for regulators.**	**12/4- Submit hot process request form** **12/21- pulled EFF & Buffer data and ship to QAO** **1/13- to leak test and start the standard testing** **1/20- could not reproduce the codes, next step to do vibration test on the bully machine. Jose waiting for line to switch back to CD3 to test.** **1/25- passed bully testing, next step to discuss with Jim Loria** **1/28- all testing has been perform in QAO and cannot get the code to return, ship back to 26mile so tri-temp testing can be done. set back to Rog. Att: Andy-truck V08385 SKID# 22** **2/22- all four channels tripped codes at** **-2.9degC EFF data collected. Testing on going in the chamber.** **3/1- Visnu to set-up software to measure voltages when gear trips fault code to find area of fault at TS,**	
FR-0110	N/A	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**12/4- Submit hot process request form** **1/7- pulled EFF & Buffer Data, ship to 26mile** **1/13- leak tested and brought upstairs for testing** **1/15- hot cold ign cycling and try to reproduce the code.** **2/3- cannot reproduce any codes at this time with hot & cold ignition cycling** **3/22- to move into the cold chamber for testing** **4/16- in the west building now thermo testing** **4/21- thermo testing since 4/15 in chamber still cannot reproduce code. To Hot Puma test next** **4/23- Tri-temp and ignition cycling in the W. building. CANape running to capture fault if trips.** **4/26- has not failed for over one week.** **5/7- to hot puma test if that passes to ship to the UK for complete B9A testing.**	
FR-0111 RUA#3212	U3000-49 U3000-96	B3A	EPP	In Eval (UK)	**9/24- UK did SEM test and the results lead to NTF.**	**12/4- Submit hot process request form** **12/10- pulled EFF & Buffer data and shipped gear to 26-mile** **12/17- Mike to xray and Michelle to hot puma test before the break.** **12/21-Re-Puma recheck resistance** **- Photograph top of relay (ensure bar code is clear of glue residue)** **- Raise RUA** **1/11- could not confirm issue with xray, have not duplicated the code, perform the standard test and conf. with Geoff to find next step testing.** **1/18- hot woodpecker couple of times and check resistances. Geoff & Thiha to follow up on the details.** **1/25- attach relay back on board or into a KG unit for additional Puma testing.** **2/3- several attemps to put relay back on a known good PCB with no luck, possible relay damage from**	

FR-0112	U3000-96	BB7	EPP	In Eval (QAO)	**2/3- found Rev. C2 Cap in the PFS**	**1/11- Pulled EFF & buffer data also pulled BB9 & BB5 with the BB7 code. Ship to QAO.** **2/1- leak tested no leaks, benched tested cannot duplicate code.**	
FR-0113	C200B-61 C200B-62	B90	TS	In Eval (Hella)	**9/22- talked about vstress testing at On-Semi that was implemented 4-3-2010 to catch this issue and also Hella implemented their Vstress test at Hella ICT on 9-14-2010.** **so PCA dates into QAO would be OnSemi's ASIC's took one week to arrive into Hella for this Vstress testing so PCA dates are 5-22-2010 for OnSemi change into QAO & for Hella's change**	**1/11- Pulled EFF & buffer data also pulled BD4 & B95 with the B90 code. Shipped to QAO.** **2/1- leak tested no leaks, benched tested cannot duplicate code** **2/3- EFF data shows a problem with the channel 1 torque. Check for any potential damage on the harness. Nothing obvious found. EFF data shows data original fault occurred at low temperature, at 4° C. Need to test at cold temperatures.** **2/5- ambient ignition cycling did not reproduce any code, bully testing next. Data shows code reset at 4degC.** **3/8- in process to 26mile for cold testing** **3/10-Checking the west building today to put in for cold testing** **3/19- will go into the cold chamber after DR0004 is done testing.** **3/26- will be hooked after DR0004 is done testing In the east building**	
FR-0114		No B Codes-A65	EPP	In Eval (QAO)	**4/21- ran through bully test 5x with no failures. Cannot reproduce no com issue. Contribute this gear as possible wiring issue per set code A65.**	**1/11- pulled EFF & Buffer data unknown why gear was replaced no B codes need to investigate further. Gear at WPAC** **2/2- tech should not have replaced gear with no lamps or symptoms after clearing code and road testing, did not record any interactive diagnosis so tech did not follow interactive diagnosis for this repair.** **3/8- shipped to QAO for standard no com testing** **4/9-Samuel doing ignition test at hot, cold and ambient. No faults at this time** **4/19- pass through bully test several times to confirm an intermittent**	
FR-0115		A16	EPP	In Eval (QAO)	**4/19- pass through bully test several times to confirm a NTF.**	**1/11- pulled EFF & Buffer data unknown why gear was replaced no B codes need to investigate further. Gear at WPAC** **3/8- shipped to QAO for standard no com testing** **4/9-Samuel doing ignition test at hot, cold and ambient. No faults at this time**	

FR-0116		BB7	EPP	In Eval (QAO)	**2/3- found Rev. C2 Cap in the PFS**	**1/11- Pulled EFF & buffer data also had BD0-BD3 codes with BB7. shipped out to QAO** **2/1- leak tested no leaks, benched tested cannot duplicate code**	
FR-0117	Chirp noise turning wheel	Cricket noise	NVH	In Eval (26mile)	**1/13- leak test, verified the cricket noise no further action.**	**1/11- pulled EFF & buffer data, I did notice the cricket noise turning the input shaft back & forth. Shipped to 26mile**	
FR-0118	squeak noise coming from	Cricket noise	NVH	In Eval (26miles)	**1/26- Cal Spurlin checked the "cricket" return and verified that the finger ring was trapped between the cover and the sensor**	**1/14- Pulled EFF data, did not notice any squeak noise turning input shaft. Ship to 26mile 1/15**	
FR-0119	U2011-49	B3A	EPP	In Eval (Tyco)	**2/25- Tyco confirmed offset bridge**	**1/14- code cleared and did not reset, unknown why dealer replaced gear, need to pull CQIS report.** **1/18- Found out dealers FSE advised to replace the steering gear for one time code set.** **1/25- passed leak test, check on xray results and testing** **1/28 check on xray results and testing, Mike Taylor has been out all week, will get results next week.** **2/1- xrays were taken today and indicates offset bridge. Get photos of relay, raise RUA send to Tyco.** **2/5- Thiha has raised RUA on unit hot puma & ignition cycling has not raised any codes and all the resistance reading in specs. To check with Geoff for next steps** **2/11- RUA raised shipped to Tyco today est. date to Tyco 2/17**	
FR-0120		Cricket noise	NVH	In Eval (26miles)	**1/14- pulled EFF data, noticed cricket noise from turning input shaft back & forth. Shipped to 26mile 1/15**		
FR-0121	U2011-49 U3000-96	B3A	EPP	In Process (Tyco)	**2/25- Tyco confirmed offset bridge**	**1/14- pulled eff & buffer data, ship to 26 mile for analysis. Shipped to 26mile 1/15** **1/25- passed leak test. check on xray results and testing,** **1/28 check on xray results and testing, Mike Taylor has been out all week, will get results next week.** **2/1- xrays were taken today and indicates offset bridge. Get photos of relay, raise RUA send to Tyco.** **2/5- Thiha has raised RUA on unit hot puma & ignition cycling has not raised any codes and all the resistance reading in specs. To check with Geoff for next steps** **2/11- RUA raised shipped to Tyco today, est. date to Tyco 2/17.**	
FR-0122		Cricket noise	NVH	In Eval (26miles)	**1/14- pulled EFF data, noticed cricket noise from turning input shaft back & forth.**		

FR-0123		TS harness was repaired by dealer or customer	TS	At WPAC	**2/10- cannot locate the area the TS harness was damaged because dealer cutout a big section of the harness to repair. Will make service manual changes to prevent repair of the harness. Changes will be made to the 2011 m/y and changes will be made to the 2010 also.**	**1/14- Pulled eff & buffer data need to check repair order, could be charged back to dealer, torques sensor harness is taped from IPA to EPP. Will check CQIS & aws reports.** **1/22- talked to dealer harness was damaged when customer brought vehicle to dealer, no accidents or previous known work done. Dealer tried to repair harness dealer could not remember location of repair, need to find area of damage, most likely customer damage.** **1/28- took pictures of the harness unable to deterime where & how the damage occurred on the TS harness. Not sure any further testing can be done. Will discuss with Ford on next steps.**	
FR-0124	C1278 (ABS)	N/A	EPP	In Eval (Tim Snider)	**5/3- No faults occurred.** **I've been running for a couple of weeks with unseated connector - also no issue** **7/6- unseated connector C1010 and able to duplicate TC lamp & code, unknown if this was the fault on this vehicle.**	**1/15- pulled EFF & Buffer Data, sent to Ford make decision what to do with gear.** **1/20- Ford/TRW team talked with tech to get specific information, tech did not think the TC lamp was on during his road test with stored code C1278 that the tech could remember but followed advice of hotline, testing all wiring and connectors if good to replace the EPAS gear.** **3/8- in process to QAO for standard no com testing** **3/10 - intercepted gear at Rogersville Andy E will ship gear directly to Tim Snider. FedEx tracking #037996760000241. It should arrive there by Friday. Gear to be installed on vehicle and tested for C1277 codes.** **4/19- cannot get the gear to fail at this time, further road testing needed to confirm NPF.**	
FR-0125	U3000-49 U3000-96	B31	EPP	cold weld	**3/8- confirmed cold weld, final report need from Tyco.**	**1/21- Pulled EFF & Buffer Data, ship gear to QAO** **2/2- In QAO today will start leak testing** **2/3 - Rattle comes from inside EPP. Confirmed comes from link relay. Cold weld issue** **2/5 - Need to take relay out & remove PFS to confirm cold weld or loose screw.** **2/12- Suspected cold weld. Traceability suggests failure is from same time period as 4 x 0km failures . Shipped to Tyco**	Tyco
FR-0126	C200D-49	B4E	EPP	In Eval (UK)	**2/24- corrective actions have been put in place by Nidec and Anting to catch this issue of weak hall effect signals with new EOL equipment at anting. Nidec has not clearly confirmed the root cause of the issue but we do have new automation equipment tests to contain the issue at Anting starting 4/20/2010.**	**1/21- Pulled EFF & Buffer Data, Pulled B9A & B38 with B4E, ship gear to QAO** **2/2- In QAO today will start leak testing** **2/3- Able to duplicate the faults. Unit only fails at the beginning of the journey. Probably the problem is on the 5V_Hall_supply. Next step: Scope signals from halls.** **2/5- Sergio suggest this is similar to the QAO B4E end of line failures, scope signals from hall effects** **3/2- Able to get B4E and B38 faults. Halls issue. Hall C toggling the output during power up. Motors group in UK looking at QAO end of line failures for similar issues, update soon. In discussions with Nidec** **3/19- next steps to do flux density testing next week.** **3/26- failed the flux density test. Get details of testing from Simon Wright & get with Nidec to explain their 100% containment operation run some bad units through to see if they fail** **4/20- has been root caused as target magnet flux density issue**	

FR-0127	C1B00-64 (ABS)	A5D	EPP	In Eval (QAO)	**3/17- after reading CQIS verbatims advised the 2 EPAS gears & ABS module installed on this vehicle did not fix. Performing FSA# 10B13 that to address DTC C0048-64. Vehicles are reflashed with brake sw that makes system less sensitive to noise on the MTS.**	**1/21- pulled EFF & Buffer Data, did not pull any B codes only A5D. Check CQIS report found dealer replaced epas gear & ABS module same symptom. After going through owner relations for buy back they replaced another EPAS gear and they said they drove over 700 miles and code did not reset?? have the first EPAS gear at WPAC.** **2/22- this gear would be a good option to install on vehicle and check for any codes. This was installed on hybrid that is why code is C1B00-64 instead of a C1277 on a non-hybrid.** **3/8- shipped to QAO today** **3/17- arrived in QAO ready for testing**	
FR-0129	C200D-2F U3000-96	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**1/21- pulled EFF & buffer data, ship to QAO** **2/2- In QAO today will start leak testing** **2/2- In QAO today will start leak testing** **2/5- ambient ignition cycling did not reproduce any code, bully testing next.** **3/2- Not able to reproduce the fault. Hot and ambient testing.** **3/12-Both failures reproduced at lab after some time without powering up EPP. PLUGs visully inspected with microscope and no contamination found between terminals. 5V outputs of the regulator scoped. Noisy signals but normal, as in good known EPPs. Not possible to reproduce again faults. Cold testing in planned.** **3/19- possible issue with the regulator 5v rails do not come on during first start-up. Ship to UK for analysis**	
FR-0130	Squeak noise while turning	Cricket noise	NVH	In Process (26mile)	**1/21- Notice cricket noise while turning input shaft, shipped to 26-mile**		
FR-0131	C1277 (ABS)	A65	EPP	In Eval (QAO)	**4/21- ran through bully test 5x with no failures. Cannot reproduce no com issue. Contribute this gear as possible wiring issue per set code A65.**	**1/22- pulled EFF & buffer data, did not notice any codes to cause no assist. Check CQIS why gear was replaced** **3/2- shipped gear to QAO for testing** **4/12-hot, ambient, & cold testing done with no faults.** **4/19- pass through bully test several times to confirm an intermittent**	

FR-0132	Squeak noise while turning	Cricket noise	NVH	In Process (26mile)	**1/22- Notice cricket noise while turning input shaft, shipped to 26-mile.**		
FR-0133	C200B-2F C200C-2F U3000-96	BD0-BD4	TS	In Eval (QAO)	**3/31- quality alert has been done changes made moving vclip dispensor & handling of vclips. 8D in process.** **4/19- Rob Mrozek approved process on his visit to QAO last week.**	**1/22-pulled EFF & buffer data, shipped to QAO** **2/8- Jim Loria looked at the EFF data and is confirming the sensor is defective, probably either bent vane or water ingress. channel 1 is not working properly. Need to hook it up to Canopy next week and try rocking the input shaft and see if that affects the problem.** **3/3- with lack of resources at 26-mile suggest to send to QAO to continue testing since channel 1 was failing from the decoded EFF data. Find gear at 26mile** **3/8- shipped to QAO for testing failed at ambient temp.** **3/18- shipped out of Rogersville to QAO** **3/26- Found an extra V clip on the gear between housing and IPA (rotor side). Hella torque sensor windings are damaged due to this. QAO handling** **3/29- get 8D started and put in quality line alert with pictures with the handling of v clips.**	
FR-0134	C200D-49	B9A	EPP	In Process (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**1/22-pulled EFF & buffer data, B9A only set once, shipped to QAO for standard testing** **2/15- shipped out from 26mile to QAO** **2/26- to leak test and start lab work** **3/2- Not able to reproduce faults. Hot and ambient testing. EFF data 4°C** **3/30- cold testing done no faults, bully test next.** **4/21- double check cold testing history, bully tested 10x no failures- hot puma check next.** **5/3- still cold testing for a week, puma testing next** **5/17- cold puma test completed no faults now hot puma testing, then hot/cold bully** **6/18- passed all QAO B9A testing, shipped to UK for additional testing**	
FR-0135	U3000-49 U3000-96	BC5	EPP	In Eval (QAO)	**4/12- send to Anting to analyze seal in PFS for the 2-pin to see if that was water contamination entry.** **5/4- PFS lost at QAO, been looking for the last 2 weeks. Cannot continue with analysis. I would suspect 2-pin conn fault of water intrusion from pictures.**	**1/29- pulled EFF & Buffer data shipped to QAO. Found 2-pin connector corroded** **2/26- Sergio will take photo's of the ECU water contamination in the ECU & 2-pin that could have set codes. EPP leak check was ok no leaks.** **3/20- looks like water contamination entered the 2-pin battery connector harness. Have updated photo's.**	

FR-0136	C200C-2F	BD1, BD3	TS	metallic particle found between terminals on ECU connector for PFS ribbon cable	**3/10- part still at QAO- additional information sent to Ford for would like the pictures & conn. dates from this claim copied to a new 8D.**	**1/29- pulled EFF & Buffer data shipped to QAO. Visual inspection of harness ok** **2/15- gears just arrived at QAO, B3A testing ongoing will be able to start testing near end of this week** **2/22- gear passed leak test now going to lab for testing.** **2/25- found 2 ECU terminals shorted from straind of wire causing code. Geoff will write cars report so QAO can ship to Kimball for analysis.** **3/3- have containment 8D on this wire strand shorting ECU terminals, sent Ford 8D with latest PFR, also send IDE connector dates. VCARs written to ship board to Kimball to update 8D.**	
FR-0137		PS Leak	gear chargeback	Chargeback to Dealer	**2/4- Pulled EFF & Buffer data no codes, some fluid residue below the IPA. No fluid in the gear. Fluid could be from the brake reservior or the transaxle seal.**		
FR-0138	C200B-2F	BD2	TS	In Eval (Hella)	**5/19- Rob Mrozek & Tim Snider agreed to close**	**2/4- Pulled EFF & Buffer data shipped gear to QAO. Dealer noticed damage to the RF hub cap rear and RF tire damage** **2/15- gears just arrived at QAO, B3A testing ongoing will be able to start testing near end of this week** **2/22- gear passed leak test now going to lab for testing.** **2/26- cannot duplicate the code ambient testing & bully testing. decoded EFF data does not show any faults in the data when BD2 code set. Advised to send Jim Loria the information and discuss details** **3/5- still cannot duplicate code during hot test at EPP level.** **3/10- continue ambient end of line testing.** **3/24- found intermittent open in channel 1 while scoping the signals, used test box & known good cable still has int. open. Send to Rogersville for testing, remove TS & write QCCARS then send to Hella.** **3/29- in Rogersville for line testing then will ship out to Hella.**	
FR-0139	U3000-49 U3000-96	BA4	EPP	In Eval (FSL)	**12/3-Freescale believes defect in silicon/piece of foreign material.** **12/20- 8D due this week from FSL** **1/14- 8D sent from Freescale the clean date is 12/30/08** **2/7- estimated date into QAO is 4/25/2009.**	**2/4- Pulled EFF & Buffer data shipped gear to QAO.** **2/26- Sergio states fault set at 0degC in the fault data. To email Geoff the information to see if EPP can be sent to UK for testing** **3/1- cold testing needs to be done, ambient completed with no faults & bully testing done with no faults. Compare FR0001 & FR0095 with this BA4 failure to compare similar data. Gear sent to UK for cold testing.** **3/10- arrived in UK today RUA sent today.** **3/29- can reproduce fault cold testing appears monitor micro fault, in process to ship to FSL in Munich for analysis.** **4/16- writing test code so they can capture failure data from the micro, will update next week.** **4/19- Geoff to discuss with FSL in teleconferece tomorrow**	

FR-0140		PS Leak	gear chargeback	Chargeback to Dealer	**2/4- Pulled EFF & Buffer data no codes, some fluid residue below the IPA. No fluid in the gear. Fluid could be from the brake reservior or the transaxle seal. Had to return gear back to the dealer**	**2/4- Pulled EFF & Buffer data no codes, some fluid residue below the IPA. No fluid in the gear. Fluid could be from the brake reservior or the transaxle seal. Had to return gear back to the dealer**	
FR-0141	C200D-49 U3000-96	B9A	EPP	In Eval (UK)	**4/28- discussions with Nidec & Peter Sinkunas to complete 8D.Mike Davies will send out by end of week.**	**2/4- Pulled EFF & Buffer data, shipped gear to QAO** **2/26- need to leak test and start lab testing** **3/2- Fault is reproduced at ambient after motor is slightly rotated. Motor elec. position does not change its value. Encoders fault. Need to define next steps? EFF data 21° C.** **3/3- scope traces on encoder A & B during repeat failure.** **3/5- testing indicating motor PCB, sent Geoff testing data.** **3/12- Despite encoders have correct supply, both are not reading. Send to UK tracking # 9373 7349 8749** **3/19- xray shows poor solder joint on pin 3 of the 5v supply pin. Get Nidec involved with teardown**	
FR-0142	No Codes	Cricket Noise	NVH	In process (26mile)	**2/5- Noticed Cricket noise while turning the input shaft, no stored codes. Shipped gear to 26mile. To store at 26mile**		
FR-0143	No Codes	Cricket Noise	NVH	In Process (26mile)	**2/5- Noticed Cricket noise while turning the input shaft, no stored codes. Shipped gear to 26mile.**		
FR-0144 RUA#3617	U3000-49 U3000-96	B43	EPP	In Eval (Tyco)	**5/24- Tyco confirmed plastic contaimination on contact 4**	**2/5- Pulled EFF & Buffer data shipped gear to QAO** **2/12- failed leak test, no evidence of moisture dealer could have damaged boot. Gear being tested upstairs.** **2/26- Decode EFF send to Geoff on next step testing.** **3/8- resistance measurement ambient & cold** **3/19- ship down to QAO now that they have cold testing available. This is only the EPP assembly in small box.** **3/30- link relay is not closing fully on startup, second key up it works normal. Failed with 1 amp load. Could there be a problem in the PFS leadframe? a photo of the PFS with wires connected, be able to show Tyco a clear picture of fault.** **4/21- QAO confirmed Open circuit on contacts with coil energized shipped link relay to Tyco yesterday.**	

FR-0145	U2011-49	BB7	EPP	In Eval (QAO)	**2/26- Sergio found Rev. Cap**	**2/5- Pulled EFF & Buffer data shipped gear to QAO. Also had BB9 & BB5. Could hear something rattling in EPP. Could be relay cold weld**	
FR-0146	C200D-49 U3000-96	B9A	EPP	In Eval (UK)	**3/26- keep part in pending closed position waiting on PCA same as FR0074, testing & approval process still in progress.**	**2/5- Pulled EFF & Buffer data shipped to QAO.** **2/26- gear at QAO inline for testing** **3/2- B9A reproduced. Static motor electrical position while EPP is being turned. Encoders failure. Need to define next steps? EFF data -11°C** **3/3- scope traces on encoder A & B during repeat failure.** **3/5- testing indicating motor PCB, sent Geoff testing data.** **3/12- Short between V5_EXT2 and 0VOLTS only present when ribbon is plugged. Current on V5_EXT2 has been measured with an special harness. Found that short is on the motor. Unlikely to be clearance on motor PCB. Send to UK tracking # 9373 7349 8749** **3/19- confirmed int. low impedence on pin 3, 5v supply touching ground plane similar to FR0074.**	
FR-0147	No Com	A5D	EPP	In Eval (QAO)	**8/13- ECU cover removed wiggle testing done NTF. Exhausted all testing never duplicated a No Com issue. This is NTF. Looking at the fault store looks like the battery was disconnected serveral times unsure if this was a connection problem or low battery voltage.**	**2/11- Inspected 2-pin & 3-pin conn. Did not see any problems or contaminates on the terminals pulled EFF/Buffer data, was able to communicate with no problems. Unit still at WPAC, was checking all reporting data for potential chargeback, did not find anything. will ship out next week** **2/25-gear should arrive in QAO 3/1** **3/5- leak tested no leaks, initial bench testing cannot reproduce no com** **3/29- passed cold ambient & hot testing with no faults & CAN Bus ok. Next steps to bully test if that passes to remove cover check ribbon cable for intermittent connections** **4/12- bully testing passed.** **4/21- removing ECU cover and do visual & wiggle testing.**	
FR-0148	C200B-2F C200C-2F	BD0-BD3	TS	At 26mile	**2/15- sent pictures of harness damage to the Ford group, hard to say where damage occurred with 3778 mile on the vehicle. Either HSAP or field. HSAP did not have any EPAS problems on this vehicle going through the plant.**	**2/11- found damaged TS harness with cut wires at first retainer near EPP. Pulled EFF & buffer data. Shipped to 26mile have pictures.**	

FR-0149	U2011-49	B3A	EPP	In Eval (Tyco)	**3/24- Tyco confirmed this is an offset bridge. Pre- containment relay**	**2/11- pulled EFF/buffer data, shipped to 26-mile** **2/19- relay x-rayed potential offset bridge, measure resistance, hot puma & measure resistance again. Raise RUA and ship to Tyco** **2/26- puma testing needs to be done then RUA will be raised and relay shipped to Tyco on Monday** **3/8- RUA# 3404 ready to ship out to Tyco. Check that the proper RUA was sent to Tyco. Simon to check with Mike.**	
FR-0150	No codes	Cricket Noise	NVH	In Process (26mile)	**2/16- shipped to 26mile for storage**	**2/12- turned input shaft notice cricket noise while turning input shaft back & forth from center.**	
FR-0151 RUA#3627	U2011-49	B3A	EPP	In Eval (Tyco)	**7/19-High-Pot Test complete on EPP no issue found. "Fault not Repeatible, set aside as such and return later if something new is found.**	**2/19- pulled EFF data shipped to 26mile for standard testing.** **2/26- need to leak test and xray** **3/1- leak tested had damage to boot & ITR, looks like damage happened after OTR was remove so unknow if damage occurred removing gear from vehicle or in shipping. Mike will xray EPP this week.** **3/8- mike to xray this Wednesday** **3/15- xray looks clean, next step is resistance testing.** **3/29- xray clean to resistance check & test with surrogate relay.** **4/6- xray is clean, resistance check ok, next step to hot resistance check then fit surrogate relay & tri-temp test with ignition cycling.** **4/9- inline for thermo cycling after FR0165.** **4/21- perform resistance check will discuss relay in this Friday's teleconference**	
FR-0152	C200B-2F U3000-96	BD2	TS	In Eval (OnSemi)	**4/19- hella lost the short desoldering the ASIC and sent to ONSemi with no problem found. Lessons learned from this return is to use diamond cutter to remove ASIC from PCB**	**2/19- pulled EFF data and shipped gear to 26mile check EFF data make sure it is not a cold latched concern before sending to QAO** **2/25-gear should arrive in QAO 3/1** **3/3- Sergio found failed channel 1 in Torque sensor, used known good cable & hella test box to confirm. To send torque sensor to Rogersville for quality testing before shipping to Hella.** **3/8- TS arrived in Rogersville today for testing after testing is complete will ship off to Hella.** **3/15- TS arrived in Hella this morning.** **3/18- Hella found TS ASIC failure sent to OnSemi for analysis.** **3/31- Device failed on ATE (bin 12) at room temperature.** **X-ray and Sam analysis showed no anomalies.** **Further analysis to be done at ONSEMI Analysis Center Oudenaarde**	

FR-0153 RUA#3618	U3000-49 U3000-96	B43	EPP	In Eval (Tyco)	**5/24- Tyco confirmed plastic contaimination on contact 4**	**2/19- pulled EFF data and shipped to 26mile. Need to rattle test gear at 26mile, also will pull EFF data. 2/26-keep gear at 26mile. gear failed at 3.8degC send decoded EFF to Geoff find out what testing should be done next. 3/19- ship down to QAO now that they have cold testing available. 3/30- link relay is not closing fully on startup, second key up it works normal. Failed 1 amp load test. Could there be a problem in the PFS leadframe? a photo of the PFS with wires connected, be able to show Tyco a clear picture of fault. 4/9- Signals scoped at EPP level . Link relay failing. Ship relay to Tyco 4/21- QAO confirmed Open circuit on contacts with coil energized shipped link relay to Tyco yesterday. RUA-3618 5/5- week 22-09 relay, at Tyco will report out next week.**	
FR-0154	U2011-49 U3000-96	BB7	EPP	In Eval (QAO)	**3/3- QAO confirmed Rev. Cap**	**2/19- pulled EFF data and shipped gear to QAO. 2/25-gear should arrive in QAO 3/1**	
FR-0155	P07AE-09	AF1	NVH	In Eval (QAO)	**3/15- checked gear for high friction testing lead to low friction with the test results. Code did clear for dealer but dealer was concerned with SWA reading, hotline advised to replace the gear because of the reading.**	**2/19- pulled EFF data and shipped to QAO, include tech comments friction code cleared and did not reset on road test. 2/25-gear should arrive in QAO 3/1 3/3- In lab ready for testing**	QAO
FR-0156	U200B-2F U200C-2F	BD0-BD3	TS	In Eval (QAO)	**3/17- appears a sharp object cut the convolute and cut the TS wires inside. Vehicle did not have any other warranty claims done. No failures at the assembly plant.**	**3/1- pulled EFF/buffer data shipped gear to QAO decoded temp 50degC 3/10- damaged TS harness about 2" from the overmold at IPA. Red wire open Sergio to ship harness back to Englebert & Joel for analysis.**	

FR-0157 RUA#3626	U2011-49	B3A	EPP	In Eval (Tyco)	**7/19-High-Pot Test complete on EPP no issue found. "Fault not Repeatible, set aside as such and return later if something new is found.**	**3/15- pulled EFF & Buffer data, shipped to 26mile for analysis 3/22- need to leak test gear today 4/6- xray is clean, resistance check ok, next step to hot resistance check then fit surrogate relay & tri-temp test with ignition cycling. 4/9- inline for thermo cycling after FR0151 4/21- perform resistance check will discuss relay in this Friday's teleconference 4/23- have gone through a documented resistance measurement, are out of chambers and I am currently in discussion with G. Jacks to determine next steps. 4/26- discussed with Ford will send to Tyco for further testing 5/5- week 37-08 relay, in process to tyco 5/12- Tyco to perform Fritt test to 5A.**	
FR-0158	C200D-49	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**3/15- Pulled EFF & Buffer data, shipped to QAO for analysis 4/9- been delayed in transit, now on its way to QAO 4/19- need to leak test then bully test & hot,cold, ambient testing 6/18- passed all QAO B9A testing, shipped to UK for additional testing**	
FR-0159	squeek noise turning	cricket noise	NVH	In process (26mile)	**3/15- verified cricket noise while turning input shaft, shipped to 26mile put in storage bin**		
FR-0160	C200B-2F C200C-2F	BD0-BD3	TS	In Process (26mile)	**3/15- pulled EFF & buffer data, notice damaged torques sensor harness, shipped to 26mile. Sent out pictures**	**3/15- pulled EFF & buffer data, notice damaged torques sensor harness, shipped to 26mile.**	

FR-0161	squeek noise turning	cricket noise	NVH	In Process (26mile)	**3/15- noticed cricket noise while turning input shaft,shipped to 26mile and pull in storage bin**		
FR-0162	squeek noise turning	cricket noise	NVH	In Process (26mile)	**3/15- noticed cricket noise while turning input shaft,shipped to 26mile and pull in storage bin**		
FR-0163	U3000-49 U3000-96	B25	EPP	In Eval (Fairchild)	**5/19- Fairchild analyzed power module confirmed EOS at the end of their testing.**	**3/22- Pulled EFF/Buffer data shipped gear to QAO** **4/9- Faulty FET POWER pack. PH3/PH2/0_volts/LINK_voltage shorted, Geoff to approve shipment to Fairchild for level 3 analysis.** **4/16- Geoff advised to ship FET power pack to Fairchild for analysis.** **4/21- looking for anti-static bags to ship power module FET.** **4/23- Rogersville sent out couple static bags to QAO should arrive Monday to ship out Power module FET to Fairchild.** **5/3- has static bags but waiting for Geoff to help fill out forms from Fairchild before shipping out.** **5/4- part shipped out today to Fairchild(China)**	
FR-0165 RUA#3625	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**7/19-High-Pot Test complete on EPP no issue found. "Fault not Repeatible, set aside as such and return later if something new is found.**	**3/22- Pulled EFF/Buffer data shipped gear to 26mile for xray** **3/26- leak test gear today so Mike can xray all three B3A's next week** **4/6- xray is clean, resistance check ok, next step to hot resistance check then fit surrogate relay & tri-temp test with ignition cycling.** **4/9- surrogate relay on EPP is thermo cycling with ignition cycling.** **4/12- did not fail over the weekend** **4/16- remove surrogate relay this afternoon and thermo test over the weekend. Geoff to get relay batch numbers from Nidec on this one FR0151 & FR0157 all have similar motor build dates around 10/2008.** **4/21- need to do relay resistance check before Friday's teleconference** **4/23- have gone through a documented resistance measurement, are out of chambers and I am currently in discussion with G. Jacks to determine next steps.**	

FR-0166	High pitch Squeek while turning wheel quarter turn from center	cricket noise while turning steering	NVH	In Process (26mile)	**3/21- did not notice cricket noise while turing input shaft. Checked the CQIS report and they state the were turning the wheel back & forth from center to get the chirp noise. Will have 26mile double check noise.**		
FR-0167	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (26mile)	**3/21- damaged TS harness, same area as previous harness with hybrid engine**		
FR-0168	P07AE-09	AF1	NVH	In Eval (26mile)	**3/30- gears held in the containment area that failed the QAO line have been scrapped. QAO will assemble couple of gears for 26mile testing.**	**3/21- found cracked gear housing near outside housing large boot clamp. Have pictures** **3/23- 26mile test plan:** **1- Leak test** **2- EDF (power off)** **3- Tear down and inspect components.** **3/25- Friday meeting to update 8D and find root cause at QAO.** **3/29- loose RNB balls failed QAO NVH 5/26/09 then gear teardown 6/29-7/15 before 7/29- revised teardown procedure. teardown done before revised teardown process could have caused the loose balls.** **Gear assembled 10/30/2009 and passed.**	
FR-0169	high pitch squeak while turning	cricket noise	NVH		**3/29- did not notice any cricket noise in the gear while turning the input shaft especially while turning to the right. Check gear for cricket noise.**		

FR-0170	U3000-49	B43	EPP	In Eval (QAO)	**8/25- Tyco confirmed offset bridge**	**3/29- Pulled eff & buffer data ship to QAO for analysis. 4/6- sent gears out to Rogersville to ship to QAO for testing 4/15- gear in QAO ready for testing 5/17- QAO has not started testing 8/13- has performed ambient ignition cycling. Next to perform hot puma & then hot & cold ignition cycling. 8/16- found link relay opening with light tapping, sending PFS to 26mile for xray. 8/17- date code from the relay strongly suggests an offset bridge along with relay opening with light tapping. To raise RUA and send to Tyco for xray. 8/18- Filipe carrying link relay back to Tyco**	
FR-0171	Squeak noise while turning	cricket noise	NVH		**3/29-noticed cricket noise while turning input shaft. Prior to containment actions**		
FR-0172	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	In Eval (Wuppetal)	**6/29- have all the pictures from Delphi & QAO and only area of molex connector impact damage would be in shipment(box damage) or QAO assembly line.**	**3/29- Pulled eff & buffer data ship to QAO for analysis. Did not notice any damage to the TS harness. 4/6- sent gears out to Rogersville to ship to QAO for testing 4/15- gear in QAO ready for testing 4/19- Broken wire at Molex connector, get information from harness and ship to Delphi. 4/26- Delphi rep. picked up harness at QAO sending harness to Turkey for further analysis.follow-up from Dave Kerska, QCCAR # 378973. 5/17- Delphi verified damaged molex connector & broken red wire, sent Delphi presentation to Ford, harness sent to Wuppetal for further analysis. 6/2- Wuppertal plant states the copper strands are not damaged by a mechanical impact. The terminal is broken inside the connector. It is caused by a mechanical impact to the connector which is not caused by Delphi.**	
FR-0173	high pitched squeek from steering	cricket noise	NVH	In Eval (26mile)	**3/30- verified cricket noise from gear pre-containment build at QAO. Put gear in storage**		
FR-0174	C200D-49	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**3/31- pulled eff buffer data and shipped gear to QAO 4/12- delay in shipping just sent out from 26mile should arrive QAO on Friday 4/19- need to leak test then bully test & hot,cold, ambient testing 5/17- JL- cold bully test raised E98 LIC's on every ignition cycle 6/18- passed all QAO B9A testing, shipped to UK for additional testing**	

FR-0175 RUA# 3923	U2011-49	B6B	EPP	In Eval (QAO)	**9/9- to locate ECU & cables to do high pot test then teardown to check motor PCB clearance issue. 10/30- relay sent to Tyco woth NTF, PCB clearance NTF. Close as NTF**	**3/31- pulled eff buffer data and shipped gear to QAO 4/12- delay in shipping just sent out from 26mile should arrive QAO on Friday 6/29- not started, to measure phases before before first ignition. Perform iso test, to recordfirst ignition cycle with oscilloscope. Then proceed with testing. 6/29- not started, to measure phases before before first ignition. Perform iso test, to recordfirst ignition cycle with oscilloscope. Then proceed with testing. 8/18- Filipe carrying motor relay back to Tyco 9/1- Tyco torn down relay no small hot spot but no evidence of welding. NTF 9/7- perform high pot testing then check motor relay PCB cleareance.**	
FR-0176	C200C-2F U3000-96	BD3	TS	In Eval (QAO)	**4/30- T2 signal missing appling stress to clockspring ribbon cable. parts broken cable bent part reworked 2/6/2009, check centering tool use**	**3/31- pulled eff buffer data and shipped gear to QAO 4/6- sent gears out to Rogersville to ship to QAO for testing 4/16- leak test passed also passed bully test 10X. Has been in the cold chamber 13hrs with no failure. Will hot & ambient test next**	
FR-0177	C200D-49	B9A	EPP	In Eval (QAO)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**3/31- pulled eff buffer data and shipped gear to QAO 4/6- sent gears out to Rogersville to ship to QAO for testing 4/19- need to leak test then bully test & hot,cold, ambient testing 4/21- leak check passed taken to lab for testing 4/26- start the bully test tomorrow when line changes 5/3- bully test passed, now in fridge cold testing then will bully test cold and performance test 5/17- JL- cold bully test raised E98 LIC's on every ignition cycle**	
FR-0178	P07AE-09	AF1	NVH	In Eval (26mile)	**4/28- gear passed case and core harness test, 8D sent to Ford**	**3/31- pulled eff buffer data and shipped gear to 26mile for analysis. No visual damage to gear. Input shaft harder than normal to turn. 4/7- need to leak check gear, inspect inner tie rods then put on EDF stand for testing. 4/9- passed leak check no corrosion or no damage to ITR's failed EDF stand, next to teardown for analysis. 4/12- found bent rack near tooth to pinion area, no damage to ITR. Testing on going in materials lab. 4/16- Jason to find out from Nick T what are the next steps in testing this gear 4/21- request in lab downstairs to do a dye check and detect cracks first before we destroy the part for a hardness test. Hardness check should be next week. Nick T & Phil Mikula working to get summary report 4/23- yesterday checking for signs of impact. Piece sent to lab to check for core & case depth hardness. Report out late Monday**	
FR-0179	steering feels very loose	N/A	NVH	In Eval (26mile)	**4/6- 26mile found missing pinion nut same as FR0062. both gears built on same day 3/29/2009. pre-containment date for corrective actions.**	**3/31- noticed up & down input shaft movement, 26mile to analyze.**	

FR-0180	P07AE-09	AF1	NVH	In Eval (26mile)	**4/28- gear passed case and core harness test, 8D sent to Ford**	**3/31- pulled eff buffer data and shipped gear to 26mile. No visual damage to gear. Input shaft harder than normal to turn in both directions. 4/7- need to leak check gear, inspect inner tie rods then put on EDF stand for testing. 4/9- passed leak check no corrosion or no damage to ITR's failed EDF stand, next inline after FR0178 for teardown analysis. 4/12- bent rack near ball screw threaded area, on going testing in the materials lab 4/16- Jason to find out from Nick T what are the next steps in testing this gear 4/21- request in lab downstairs to do a dye check and detect cracks first before we destroy the part for a hardness test. Hardness check should be next week. Nick T & Phil Mikula working to get summary report 4/23- yesterday checking for signs of impact. Piece sent to lab to check for core & case depth hardness. Report out late Monday**	
FR-0182 RUA# 3589	U2011-49	B3A	EPP	In Eval (Tyco)	**5/7- Tyco comfirmed this was an offset bridge.**	**4/12- pulled EFF buffer data, shipped out to QAO 4/21- xray indicates offset bridge- ship to Tyco 5/5- week 24 relay, just arrived will send out report to verify offset bridge**	
FR-0183 RUA#3590	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**5/28- Tyco confirmed plastic contamination on contact 5, 3mm of plastic.**	**4/12- pulled EFF buffer data, shipped to 26mile 4/21- xray clean had high resistance on PH3, next to load test and check resistance. 4/26- perform constant voltage test fixed 100ma/5amp current test today. 5/3- failed the voltage test with fixed current. 5/5- relay ready to ship to Tyco, Mike Fontana to send out report analysis to Ford team & Tyco. 5/6- Geoff sent out information to Ford, 26mile to ship to Tyco for level 3 diagnosis. RUA# 3590**	
FR-0185	U2011-61 C200B-62 U3000-96	B95, BD4	TS	In Eval (Anting)	**8/11- Ford to check yazaki 2-pin connector issues for water ingress. Confirmed closed by Tim**	**4/19- Pulled EFF buffer data, shipped gear to QAO 4/26- gear arrived today 5/17- failed leak test around one of the TS cover screws, performed cold & ambient testing with no failure at this time. 5/21- Unit will be frozen and bully tested. Also Performance test will be performed at cold temperature. Planned to be done tomorrow morning 6/2- passed all bully testing & cold/ambient ign. Cycling. 6/7-in lab for cold Performance & Puma testing. SAM testing 6/15- confirmed moisture intrusion, EPP failed leak test 6/25- EPP sent to Anting for analysis. 7/26- same 2-pin PFS leak as FR0208. investigation ongoing at Kimball & Anting.**	
FR-0186	no codes	HEARS NOISE FROM L.S. FRONT OF VEHICLE WHEN AT SLOW SPEEDS AND	NVH	In Eval (QAO)	**6/20-gears passed all NVH & EDF testing at QAO. NTF**	**4/19- did not notice any gear damage or noise turning input shaft. Shipped gear to QAO. 4/26- gear arrived today 5/3- EDF test stand passed with no noise or friction issues, I will check AWS & CQIS reports to make sure vehicle did not return. 5/4- primarily checking for belt slip, QAO EDF test stand needs to be updated to perform all four tests w/dynamic assists. Talk with Chris Manjos to help set-up SW 5/17- talked to Pepe the SW was updated for the full EDF testing, the gear still needs to go back through to verify the full test.**	

FR-0187	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**6/2- broken ferrite core at the small segment of the PCB is the cause why Vcc -line is not given. Design change of the small segment eliminates this part on 8/14/2009 at Hella.**	**4/19- Pulled EFF buffer data, shipped gear to QAO** **4/26- gear arrived today** **4/30- TS swapping exercise lead to defective torque sensor, no visual torque sensor issues need to discuss next steps with engineering. Before sending to Hella.** **5/3- check with Jim Loria next steps before shipping TS out to hella** **5/13- TS failed with four codes BD0-BD3 shipped from Rogersville to Hella, QCCAR #379423** **5/21- Vcc- signal is open against ground. Could be broken cable or weld issue on the FFC cable to pin 1, open when there should be 5v. Hella will send out report this Tuesday 5/25.**	
FR-0188	no codes	gear leaking fluid		gear returned to dealer	**4/19- chargeback to dealer**		
FR-0189	No Com	A28	EPP	In Eval (QAO)	**8/5- NTF with all the standard testing in QAO, to send PFR, close claim as NTF**	**4/19- was able to communicate with EPAS gear, gear not failing at this time. No codes in gear** **4/26- gear arrived today** **8/5- NTF with all the standard testing in QAO, to send PFR**	
FR-0190	C200B-61 C200B-2F	BD2,B90	TS	In Eval (QAO)	**5/5- overwound TS, rework part 2/6/2009 same date as FR0176. missing plastic clockspring tape guide bent clockspring tape. Channel one missing at times.**	**4/19- Pulled EFF buffer data, shipped gear to QAO** **4/26- gear arrived today** **5/3- leak tested, now at the lab ready for testing**	

FR-0191 RUA# 3768	C2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**8/11- passed all Tyco's testing & mechanically ok. Contacts are all inspection and all pass. NTF**	**4/26- pulled EFF Buffer data, shipped to 26mile for testing** **5/5- xray clean, next to perform standard resistance testing** **5/7- resistance check passed, tri-temp with ignition cycling, if fails then hook up surrogate relay and retest.** **5/17- passed tri-temp ignition cycling at this time** **6/7- 5amp hot test then check hot puma test.** **6/14- passed 5amp & puma testing with no faults. Will consult Geoff on next steps. Need to purchase meeger tester for 1000v isolation test on motor phases.** **6/21- passed 1000v isolation test, ship to Tyco for testing. Raise RUA.** **6/28- RUA raised sent to Tyco** **7/9- NFF with all of Tyco's testing, next to open relay and visual inspection.**	
FR-0192	C200D-49	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**4/26- pulled EFF Buffer data, shipped to QAO for testing** **6/14- bully & performance test completed no faults, ambient/cold ign. Cycling, puma testing next.** **6/15- QAO completed all the B9A testing they could with no failures, sent to UK for further testing.** **6/28- evidence of a regulator issue will explain data in B9A meeting on Wednesday.**	
FR-0193	U3000-61 C200B-62	B90,BD4	TS	In Eval (QAO)	**6/23- found on the QAO assembly line possible cause of bent TS finger is christmas tree installer laid on IPA rack when not in use and when TS drops down to operator could cause the bent finger. A new tray was installed to install the tool on 5/25/2010. proper work instruction printed for operator to use this tray for the tool at all times.**	**4/26- pulled EFF Buffer data, shipped to QAO for testing** **5/24 performance test,bully test, hot/ambient/cold/audit rig ignition cycling all passed, next to puma test then ribbon cable test. JM** **6/7- found one finger of the torque sensor bend down towards the PCB. Put in 8D need to find root cause, Guillermo sent Ford 8D on 0Km bent finger.** **6/14- The damage to the warranty return is due to a handling issue. We cannot determine where the damage occurred - Rogersville or QAO, but we did take the following proactive measures: We attempted to assemble a known bent rotor in order to verify that the Prodel line would reject rotor fingers bent in the upward direction. Part was rejected at the rotor weld station for B1 fault: bent rotor vane. We created a monthly electrician PM to verify correct axis alignment on station B2/B3 - weld stations. This will ensure that the part is being loaded/unloaded correctly and that no tooling is contacting the rotor fingers. We**	
FR-0194	TC lamp on ABS code C1963-20	A28		At WPAC	**6/15- vehicle returned with same symptom and code c1963 found poor connection at ABS module C135.**	**4/26- pulled EFF Buffer data, kept at WPAC deciding if dealer should be charged back for diagnosis. Code C1963 does not lead to EPAS gear with not stored epas codes & did not perform interactive diagnosis.** **4/30- decided by all dealer chargeback did not follow PPT "F" properly for ABS code C1963. the gear will be returned to the dealer.** **5/5- checking to see if gear can be tested on-vehicle checking with Russ Biyashev.**	
FR-0195	steering squeaks	cricket noise	NVH	At 26mile	**4/26- noticed squeak noise in the IPA while turning the input shaft**		

FR-0196	U2011-49	B3A	EPP	In Eval (26mile)	**8/11- passed all Tyco's testing & mechanically ok. Contacts are all inspection and all pass. NTF**	**4/26- pulled EFF buffer data, shipped to 26mile for testing** **5/5- xray clean, next to perform standard resistance testing** **5/7-resistance check passed, tri-temp with ignition cycling, if fails then hook up surrogate relay and retest.** **5/17- has been running all last week with no faults, been taken off and put to the side for now.** **5/24- perform hot 5amp high resistance test.** **6/14- passed 5amp & puma testing with no faults. Will consult Geoff on next steps. Need to purchase meeger tester for 1000v isolation test on motor phases.** **6/28- check 1000v test by end of week.** **7/9- passed isolation test to raise RUA and ship to Tyco.**	
FR-0197	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**4/30- Pulled EFF & buffer data, shipped gear to QAO for analysis** **5/12- gears should arrive in QAO on Wednesday** **5/18- need to leak test then testing can start in lab** **6/2- passed all bully testing & Performance testing. Next temp ign. Cycling & puma. RG** **6/4- removed ECU cover has found debris in a couple of different areas the 5V. sliver looks like it is shorting across pins 10 & 11 on PL1. At this time it is not shorting.** **6/14- ECU arrived in Kimball today. Geoff will follow-up make sure lab gets part and starts analysis.** **6/22- Suspect fibers that were noted by customer are actually cracks in flux on solder joints. NFF with Kimball testing, Kimball to ship ECU back to UK for further testing.**	
FR-0198	all IP lamps blinking	A16, A2A		chargeback	**4/30- vehicle had same condition after PSCM was replaced, chargeback gear to dealer, the gear will be returned to the dealer**		
FR-0201 RUA#3685	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**6/7- Tyco confirmed raised rivet, week 45- 2008**	**5/6- pulled EFF data & shipped to 26mile for testing** **5/17- xray indicates raised rivet, further resistance testing before shipping to Tyco** **5/18- failed the 5A resistance measurement at Room Temp on the raised rivet shipped to Tyco**	
FR-0202	U2011-49	B3A	EPP	In Eval (26mile)	**8/11- Tyco confirmed plastic contamination on contact 4.**	**5/6- pulled EFF data & shipped to 26mile for testing** **5/17- xray clean, perform 5amp test at ambient & hot.** **6/14- 5amp amp test passed, next tri-temp ign. Cycling.** **6/21- passed ign. Cycling, next to perform 1000v iso. Test.** **6/28- 1000v test to be done by the end of the week** **7/12- passed isolation (1000v) test. Performed all the relay testing remove relay raise RUA send to Tyco.**	

FR-0203	U3000-49	B7E	EPP	In Eval (UK)	**6/25- confirmed motor PCB clearance issue, shorting pin 12 to the ground plane. Pre-containment have pictures of the pin 12 short.**	**5/6- pulled EFF data notice slight damage to ECU cover from shipping damage no return packing & shipped to QAO for testing 6/7- passed leak test, shipped to 26mile for xray of motor PCB ground plane issue. 6/10- Isolation test(1000v) arc is observed between pins PL2.9 (Hall_supply) and PL2.12 (V_Star). Remove ECU first then resistance measurement to ground to verify PCB pin clearance. 6/14- need to xray part to check motor PCB clearance issues. 6/21- PCB in the UK for testing- xray PCB 6/25- confirmed motor PCB clearance issue, shorting pin 12 to the ground plane. Pre-containment have pictures of the short**	
FR-0204	C200D-49	B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**5/6- pulled EFF data and shipped to QAO for testing 6/11- leak testing, slight leak at OBH on interface 6/14- passed bully & performance testing, now down to EPP level to start ignition cycling ambient & cold 6/15- QAO completed all the B9A testing they could with no failures, shipped to UK for further testing. 6/28- evidence of a regulator issue will explain data in B9A meeting on Wednesday.**	
FR-0206	U200B-2F C200B-61	BD2	EPP	In Eval (QAO)	**6/10- confirmed reworked TS that had missing plastic tape guide & twisted clockspring tape. Rework 6/17/09.**	**5/6- pulled EFF data shipped gear to QAO 6/8- Possible damage at clock spring on IPA. In process of visual inspection**	
FR-0207	U2011-49	B3A	EPP	In Eval (26mile)	**8/11- passed all Tyco's testing & mechanically ok. Contacts are all inspected and all pass. NTF**	**5/7- pulled EFF data shipped to 26mile for xray & testing 5/17- needs to be leak tested today then ready for xray 5/25- xray clean & passed the resistance test. Check with Geoff on next steps. 6/7- 5amp test at anbient & hot if that passes tri-temp ign. Cycling 6/10- put into tri-temp chamber with ign. Cycling 6/14- passed 5 days of tri-temp ign. Cycling with no faults. 1000v iso test next step 7/12- has performed all the relay testing and passed isolation(1000v) test. Next to take out relay send to Tyco.**	
FR-0208	C200B-62 U3000-96	BD1,BD3, BD4	TS	In Eval (Anting)	**8/11- Ford to check yazaki 2-pin connector issues for water ingress. Confirmed closed by Tim snider**	**5/7- pulled EFF data shipped to QAO for testing, 2-pin conn. Has some corrosion & gear covered in clay or mud.Also had codes BD1,BD3. 5/27- found internal moisture leak in the EPP, moisture traces in the 2-pin. QAO to assemble PFS & ECU cover then ship to Anting for leak evaluation. SAM 6/2- QAO shipped gear to Anting for leak testing around 2-pin. 6/7- shipment arrived in Shanghai today at 5:55pm. 6/14- check status of Anting testing, sent Raymond Qiu an email. 6/21- emailed Raymond Qui to take backside pictures of the PFS with the plastic removed to verify water path from 2-pin. Report out as soon as Raymond responds. 6/25- Anting will remove the molding to check conn. moulding area that it is in place at the 2-pin. Raymond Qiu will follow-up and get pictures.**	

FR-0209	no codes	no codes	chargeback	chargeback	**5/7- no codes, no visual gear issues & no binding while turning input shaft. Customer complaint at times trying to pass someone on highway vehicle rev's high then makes a bang noise. Transmission work fixed this issue**		
FR-0210	C200B-2F U3000-96	BD0,BD2	TS	In Eval (Hella)	**11/10- causal part is the clockspring assembly but lost the root cause sending parts to Tyco. Tyco's 8D NTF. New improved failure analysis process at QAO & Hella. Case closed**	**5/7- pulled EFF data shipped to QAO for testing 6/2- leak test passed, next bully testing. Pepe 6/14- cold/ambient bully test passed, now cold ign. Cycling 6/15- Unit is going to be measured and visual inspection will be performed at component level 6/17- Pepe found twisting clockspring in the lock position he losses channel one. Some marking noted on the clockspring. High resistances notice on channel one. 6/28- send PFR to Todd Williams & Angie Caudill. Discuss if TS should be sent to Rogersville for high resistance on channel one 6/30- We agreed with clockspring torn down at QAO to ship TS to 26mile for Hella's inspection to see if problem is located directly to torque sensor ribbon cable of solder joints. 7/7- Pepe shipping TS assembly to Rogers ville for analysis.**	
FR-0211	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**8/3- confirmed double start-up during analysis and confirmed a regulator issue**	**5/7- pulled EFF data shipped to QAO for testing 6/2- passed bully & ambient performance testing & ignition cycling. Gear in fridge next cold ignition cycling & performance test. 6/14- cold ignition cycling at this time**	
FR-0213	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/7- during high pot testing to relay low side unit failed, motor PCB tear down confirmed motor PCB clearance issue.**	**5/7- pulled EFF buffer data & shipped to QAO 6/7- passed leak test, shipped to 26mile for xray 6/9- xray tomorrow 6/10- xray indicates raised rivet, cannot cause this code to set. Next hot puma 7/19-High-Pot Test complete on EPP no issue found. Need make sure the B6B modified test is run on each of these (70sec loop at Tri-temp) Mike confirmed it has been done. Need EFF data Matrix this week. Salim to set up meeting next week**	
FR-0216	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**8/4- confirmed a double start-up at QAO, indicates a regulator issue and confirmed a regulator issue.**	**5/20- pulled EFF & buffer data, shipped to QAO for analysis. 6/11- Pepe found damaged TS harness on Pinion side 6/15- passed leak test, ambient & cold ign. Cycling**	
FR-0217 RUA# 3720	U2011-49 U3000-96	B6B	EPP	In Eval (Tyco)	**7/12- Tyco confirmed offset bridge**	**5/20- pulled EFF & Buffer data, shipped to 26mile for xray 6/2- xray indicates offset bridge, resistance measurement passes, checking with Geoff on next step 6/7- agreed for 26mile to raise RUA and send to tyco. 6/14- check shipping status to Tyco. 6/22- Tyco just received relay today**	

FR-0219	high pitch squeal noise steering	cricket noise	NVH		**5/20- turned input shaft to verify cricket noise turning back & forth from center.**		
FR-0220 RUA# 3777	U3000-49	B32	EPP	In Eval (Tyco)	**7/9- has code B31 & B32, Tyco has confirmed failure of link relay as cold weld. Next to open relay to inspect weld. Confirmed bridge weld failure at Tyco.**	**5/24- pulled EFF & fault store shipped gear to QAO for analysis. 6/7- shipped from 26mile to QAO today 6/14- should be in QAO sometime today 6/25- indication cold weld of the link relay, relay build date 2/10/2009 PFS rattles & has open to send link relay to Tyco today**	
FR-0221	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	In Eval (QAO)	**6/17- over wound TS clockspring, IPA rework 6/17/2009**	**5/24- pulled EFF & fault store shipped gear to QAO for analysis. 6/7- shipped from 26mile to QAO today 6/14- should be in QAO sometime today**	
FR-0222	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	**8/11- passed all Tyco's testing & mechanically ok. Contacts are all inspected and all pass. NTF**	**5/24- pulled EFF & fault store shipped gear to 26mile for analysis. 6/7- inline for leak testing then xray 6/9- xray tomorrow 6/10- xray clean, next 5amp test 6/14- passed 5amp & puma testing with no faults. Will consult Geoff on next steps 6/14- passed 5amp & puma testing with no faults. 1000v isolation test next. 7/12- passed tri-temp ignition cycling & isolation (1000v) test. Performed all the relay testing remove relay raise RUA send to Tyco.**	

FR-0223	P07AE-09	AF1	NVH	In Eval (QAO)	**7/30- passed all criteria on the EDF stand, NTF at this time.**	**5/24- pulled EFF & fault store shipped gear to QAO for analysis.** **6/7- shipped from 26mile to QAO today** **6/14- should be in QAO sometime today**	
FR-0224 RUA#4045	U2011-49	B3A	EPP	In Eval (Tyco)	**10/15- NTF with the testing at Tyco, next will open the relay and perform visual analysis.** **10/27-Tyco found a black plastic particle** **11/1- follow-up once 8D is sent.**	**5/21- dealer sent back a sunvisor instead of the EPAS gear back to WPAC, dealer charged back for the part.** **7/7- dealer sent the proper EPAS gear back to the WPAC, part ready for xray at 26mile.** **9/9- clear xray, next to follow standard testing procedure.** **9/13- ign. Cycled over the weekend no problem found.** **9/17- to perform 5amp resistance test & hot puma** **9/27- passed resistance test, hot puma, and all high pot testing NTF. Next to tear relay out and ship to Tyco.** **10/5- ship to Tyco should arrive on 10/8.**	
FR-0225	TC lamp on C1278			chargeback	**5/21- dealer sent back a hydraulic gear instead of the EPAS gear back to WPAC, dealer charged back for the part.**		
FR-0226	C200B-2F C200C-2F U3000-96	BD2,BD3	TS	In Eval (QAO)	**5/27- pulled EFF buffer data, found pinched TS harness. Have pictures of damage.**		

FR-0227 RUA#4056	U2011-49 U3000-49	B43	EPP	In Eval (Tyco)	**10/8- QAO exhausted all their testing, shipped to Tyco** **10/27- confirmed Offset Bridge, precontaiment. Geoff waiting to get update on the 8D.**	**5/27- pulled EFF buffer data, ship gear to QAO for analysis. Also pulled BB7 & BB9 codes from fault store** **6/7- shipped from 26mile to QAO today** **6/14- should be in QAO sometime today**	
FR-0229*	C200D-49 U3000-96	B9A	EPP	In Eval (UK)	**11/12- UK received the part testing has not started.** **12/17- PCB motor clearance was confirmed in the UK**	**5/27- pulled EFF buffer data, shipped gear to QAO for analysis. Also pulled codes B38 & B4E from the fault store.** **6/7- shipped from 26mile to QAO today** **6/14- should be in QAO sometime today** **9/9- passed all the EOL & standard testing. Ship to UK for further analysis.** **10/6- tri temp test before shipping to UK. 10/27 Tri-temp complete, generated BB5,BB7 and BB9 faults but no B9A fault. So ship to Uk for further analysis**	
FR-0230	C200B-2F	BD0,BD2	TS	In Eval (Kimball)	**9/2- Ford asking if the PFS was to print, mainly inside diameters of the 2/3 pin conn.. Sent email to Anting & Kimball to check. Confirmed 2-pin water entry sent Kimball report to Ford.**	**5/28- pulled EFF data, shipped gear to QAO for testing.** **6/7- shipped from 26mile to QAO today** **6/14- should be in QAO sometime today** **6/30- At lab but has not started, will start to testing sometime this week.** **7/7- Water ingress due 3 PIN connector of PFS causing malfunction of the system. Also sent email to Anting to see if this PFS needs to be sent to Kimball to have the PFS head molding removed to check access of the moisture into the EPP.** **8/27- shipped to Kimball today.** **DHL#: 357 3958 054**	
FR-0231	Noise in frt-end while turning	N/A	NVH	In Eval (26mile)	**8/16- gear when through the NVH & EDF test and passed all tests. NTF**	**5/28- did not notice any gear damage or noise while turning input shaft. 26mile to leak test then put on EDF & then check cricket noise.** **6/7- check gear on NVH first then put on EDF tester.** **6/14- just a note on these returns, what I have notice with problems with the left trans axle seal leaking on the EPAS gear making the gear look like it leaks fluid then on turns the trans pump will whine & the steering gear gets replaced. This dealer added 1 quart of trans fluid on this repair.** **6/21- EPP was accidently removed from the gear, not sure if EPP should be reinstalled? Check with Ford** **7/7- reinstall EPP on gear, NVH test & EDF test to verify any noise concerns. Mark Bugosh is going to put the EPP back on and get the belt tension as good as he can, then give it to the lab downstairs.** **ETR# U2010-00605 for the lab to do EDF and NVH.**	

FR-0232 RUA# 4110	U3000-49 U3000-96	B43	EPP	In Eval (Tyco)	**12/13- oil contamination found on contacts operator using wrong oil for mantanance on rivet machine. Work instruction did not advised operator of proper oil, so a new procedure was added 8/13/2010. this was a known issue caught by another customer. so the estimated PCA date is Nov. 12 going into QAO. waiting on 8D**	**5/28- pulled EFF data, shipped gear to QAO for testing. Also pulled BB7 from the fault store similar to FR0227** **6/7- shipped from 26mile to QAO today** **6/14- should be in QAO sometime today** **7/2- passed ign. Cycling, bully, hot/ambient puma testing with no failures** **7/7- shipped PFS to 26mile for xray of the link relay.** **9/1- PFS xray clean, next step to resistance testing ambient & hot.** **10/8- need to do hot resistance test** **10/20- hot resistance check was performed in QAO. To ship PFS to Tyco.** **11/1- waiting on Tyco relay workshop Nov.22-24** **11/29- surface contamination, still under analysis to find source. Under F-TIR for chemical analysis**	
FR-0233	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**8/6- confirmed double start-up, indicates regulator issue. Confirmed regulator issue.**	**5/28- pulled EFF data, shipped gear to 26mile. No gear or harness damage** **6/17- gear ready for leak testing at 26mile should be done by tomorrow** **6/21- Jason to check latest status.** **6/28- shipped to QAO** **7/20-Test in progress. Ignition cycling, IPA movement movement from stop to stop, functional test. Fault not reproducible.** **7/26- testing now for a double start-up, has the E22 code in fault store.** **7/28- QAO to get freezer spray and test for the double start-up**	
FR-0236	TC LAMP ON TURNING	N/A		In storage (QAO)	**5/28- pulled codes only had A8E in the fault store. Found out dealer had same TC lamp on after replacement. Found rear ABS wheel speed sensors mis-wired. Cannot chargeback EPAS since hotline advised to replace. EPAS gear was not the causual part# in AWS.**		
FR-0238	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	At 26mile	**6/14- found TS harness conduit near the EPP contacted in three spots, broken black wire in harness. shipped gear to 26mile. Have pictures.**		

FR-0240	light squeal noise while turning	cricket noise	NVH	At 26mile	**6/14- verified cricket noise while turning the input shaft. Close and store at 26mile**	**6/14- verified cricket noise while turning the input shaft. Close and store at 26mile**	
FR-0243	C200D-49	B9A	EPP	In Eval (QAO)	**11/8- double start-up , send Geoff the info to confirm regulator issue.**	**6/14- pulled EFF data shipped to QAO. B43 in EFF data, also stored BB9 code.** **6/18- in process from Rogersville to QAO.** **10/6- found gears at QAO, leak testing started**	
FR-0245	C200D-49	B4E	EPP	In process (UK)	**1/31- ship motor assem. to UK to check for possible PCB motor cleareance issue.** **2/1- QAO found PCB motor clearance issue at PL2 at 500v, ship to Andy in UK to physically check short.**	**6/14- pulled EFF data shipped to QAO. B4E only code set intermittently .313 secs into the journey. Found cut on OBH boot.** **6/22- shipped from Rogersville to QAO** **7/7- leak tested passed, testing now starting.** **7/27- ign cycling, bully, hot puma passed. Next to start the cold testing.** **10/6- cold perf. & 5x cold bully done with NTF. Next step tri-temp testing**	
FR-0246 RUA# 4342	U3000-49	B43	EPP	In Eval (UK)	**3/23- confirmed that this was human sweat on the relay contacts and the only area that this can happen is right after the laser clean station and they install new plexi glass doors to prevent this issues. The new doors at Tyco were installed on 3/12/2010 that would be june 18, 2010 into QAO.**	**6/14- pulled EFF data shipped to QAO.** **6/22- shipped from Rogersville to QAO** **7/7- leak tested passed, testing now starting.** **9/10- EOL & ambient ign. Cycling done, next step cold testing.** **10/8- cold performance, bully & puma all passed, next to tri-temp test.** **10/11-now testing in tri-temp chamber 10/27 Tri temp complete and fault not reproducible Next step will be to Xray** **11/8- Remove the PFS and send to 26mile for link relay xray.** **1/31- 26mile shipped link relay to UK for Andy to take to the workshop** **2/9- NTF with relay SEM has some strange burn/ contamination on the contacts, Andy to bring relay back**	

FR-0247 RUA# 3807	TC lamp on C1277 No Assist	No Com	EPP	In Eval (FSL)	**1/31- UK still trying to recreate the failure, NTF at this time. 2/4- go back and put micro on the original ECU for testing to recreate the no com symptom. 4/19- UK has reinstalled the micro on the original ECU and has exhausted their testing and cannot get the ECU to fail after freescale performed their testing. closing as NTF**	**6/14- dealer states they have no assist and only the TC lamp on with code c1277. no PS message and they could communicate with the PSCM. When I hooked up CANape could not communicate or pulled Ford codes or fault store. 6/22- shipped from Rogersville to QAO 7/2- No Com confirmed at QAO sent EPP to UK for further analysis. 7/9- confirmed micro fault, Monday take off board to confirm micro, if it is to ship to FSL for analysis. 7/16- confirmed micro fault sent micro to FSL in Munich. 7/19- Acknowledged receipt today. 7/30- device now having a hard time failing, now in tri temp chamber at 125C to see if they can get to fail, will report out next week 8/16- micro under analysis at FSL in Malaysia, Geoff will follow-up in tomorrows call with FSL**	
FR-0248	steering type noise & leaking oil	No codes		WPAC	**6/14- trans axle fluid down 2 qts from lf axle seal leak getting on EPAS gear. Chargeback, dealer repaired left axle seal & bushing and then added 9qts of trans fluid**		
FR-0249	C200D-49 U3000-96	B9A	EPP	In Eval (QAO)	**10/18- next step to tri-temp testing 5/3- close as regulator S/W issue**	**6/14- pulled EFF data shipped to QAO for analysis 6/22- shipped from Rogersville to QAO 7/7- leak tested passed, testing now starting. 8/3- confirmed double start-up during**	
FR-0250	C200B-2F	BD0,BD2	TS	In Storage (26mile)	**6/14- dealer attempt to repair the TS harness so we lost the exact location of damage, looks like the repair was under the heat tape. Have pictures.**		

FR-0251	P07AE-09	AF1	NVH	In Eval (QAO)	**10/6- check with QAO if we have 8D or CA for this issue at station 70. will check with Guillermo. 10/20- Guillermo to get poke yoke dates for the station. 10/22- send pictures to understand process. 4/10- PCA it's a poke yoke that works by preventing the screw in tool to work in reverse (pinion nut and plug tool), the implementation date was**	**6/14- friction code cleared for the dealer and did not reset but the steering still hard to turn. I did verify input shaft hard to turn, B6A set twice intermittent. 6/30- shipped to QAO 7/9- there is some suspect of water ingress, I will wait for your opinion and tear down the unit and confirm this contamination by visual inspection. Wanted Pepe to reassemble boots & do a leak test to possible area's of moisture. 8/11-reassembled did not show any leaks during leak test. 8/13-pinion nut was being assembled twice. This condition occurred when operator did not complete full sequence and did not torque the pinion nut properly. Operator needs to turn back the pinion nut tool in order to re-torque it. But due to the rack and pinion assembly this action makes the rack travel to end position and make the rack and pinion crash.**	
FR-0252	TC lamp on C1963	No codes		In Storage (26mile)	**6/14- check CQIS report and after EPAS gear was install vehicle returned 165 miles later with the same TC lamp on with C1963 tech found poor connection at the ABS module, repaired and fixed the vehicle. Cannot chargeback hotline advised to replace the EPAS gear.**		
FR-0253	U3000-49 U3000-96	B7E	EPP	In Eval (QAO)	**10/6- pictures show terminal that are contacting ground plane. To close as PCB motor clearance issue.**	**6/14- pulled EFF data and shipped to QAO for analysis 6/22- shipped from Rogersville to QAO 7/20 - PFR Complete. Waiting Warranty team decision. Leaks at bellows. Discuss 7/21- X-ray? Failed at orange connector at 750 and 1000V. 7/21- symptoms appear to be another PCB motor clearance issue. Follow same process as FR0258 9/9- advised to teardown and check PCB motor clearance**	
FR-0254	C200B-61 C200C-2F U3000-96	BD3,B90	TS	In Eval (QAO)	**7/26- QAO confirmed overwound clockspring, rework was done 5/21/2009. pre-containment**	**6/14- pulled EFF data and shipped to QAO for analysis 6/22- shipped from Rogersville to QAO 6/30- leak tested found leak at pinion plug, will start testing sometime this week.**	

FR-0255	No Com	No Com	EPP	In Eval (Infinion)	**10/18- Geoff has presentation to talk about the EOS issue 10/18- Tim Diez looking for number after the ISO2 pulse. 10/27 Geoff now has number and will include in presentation. 11/1- Geoff presented a couple of slides to Ford and Tim Diez & Tim Snider agreed to close this issue as EOS.**	**6/30- pulled EFF data, No Com with my Equipment at WPAC. shipped to QAO 7/7- leak tested passed, testing now starting. 7/16-Low Impedance at Pin 2 of integrated can circuit. Have disconnected ribbon cable. Next step send to UK for Level 3 on Tues? 7/28- somehow EPP shipped to the wrong location UK now trying to get EPP back from New Castle. 7/30- EPP should arrive in UK on Monday, this is when the testing will start. 8/2- UK has received the EPP today after testing something with the CAN IC circuit. Analysis still ongoing. 8/4- confirmed a defective CAN IC chip needs to send to Infinion for further analysis. 9/8- CAN IC chip EOS, excessive voltage on the CAN circuit. The ABS module was also replaced no ABS module return from Conti-Teves.**	
FR-0256	C200B-2F C200B-61 U3000-96	BD0, B90	TS	In Eval (QAO)	**8/13- Delphi advised this cracked shrink tube caused by rough handling. Advised the torque sensor bolts were missing when received at WPAC, harness was unplugged from EPP & no bolts in IPA. Unknown why dealer would remove bolts. Unknown damage to harness.**	**6/30- pulled EFF data, BD0,BD4,B90 codes set, unknown why dealer removed both bolts for TS harness at IPA cannot be leak checked 7/7- leak test could not be performed missing bolts at the TS harness at the IPA, unknown why dealer removed bolts. testing now starting. 7/20 - Functionals, bully, ignition cycling stop to stop. Still not reproducible 7/26- put bolts back into the TS harness at the IPA and leak check to verify no leak paths. Then continue to test. 7/30- signs of moisture inside IPA unknown when bolts were removed from the TS harness, when reassembled TS failed leak test 8/5- Dave Kerska finding out what plant to send the TS harness to in Turkey or Germany.**	
FR-0257	C200B-2F U3000-96	BD0,BD2	TS	In Eval (Hella)	**10/7- There are nearly 70 chambers (tools) and chamber A was the oldest. By the results at the automatic test equipment the semiconductor supplier is able find out which process step losses robustness (Yield) and canremove/stop production. Close out claims as of 10/13/2010 by Tim Snider**	**6/30- pulled EFF data BD0 & BD2 with c69 lock out code, no visible damage to TS harness. shipped to QAO for analysis 7/7- leak tested passed, testing now starting. 7/20- One channel for IPA no signal. No visual damage. IPA T1 signal absent. Known TS issue by using the TS swapping exercise. Ship TS to Rogersville. 8/5- gear shipped out of Rogersville to Hella 8/11- Hella just received warranty return today and has confirmed no channel 1. will report out when they find root cause. 8/26- ASIC failed on Automatic testequipment at room temperature. X-ray and Sam analysis showed no anomalies. Further investigations were started and we expect update of the analysis (with root cause) latest on 3th of september from the sub-supplier.**	
FR-0258	U3000-49 U3000-96	B25	EPP	In Eval (QAO)	**10/6- pictures show terminal that are contacting ground plane. To close as PCB motor clearance issue.**	**6/30- pulled EFF data and ship to QAO 7/7- leak tested passed, testing now starting. 7/16-Low Impedance between terminals 9 and 10 on PL2 connector (Motor PCB clearance? symptoms same as FR0074). 7/19-Compare to clean date and check how many line rejects Nidec has had (Jacks/Davies). Check xray next. 9/9- advised to teardown and check PCB motor clearance**	

FR-0259	U3000-49	B60	EPP	In Eval (FSL)	**11/12- target test date was pushed back to 12/15 for the first test. 1/10- test delayed till 12/26, validation testing still on the production line, waiting on details of clean product. 3/24- ship 8D to Ford 6/30/2010 is the continous improvement for particles SACVD clean receipe & 11/5/2010 ADC channels to converter test at freescale.**	**6/30- Intermittent B60 code resets in message center. pulled EFF data and ship to QAO 7/7- QAO to ship EPP to UK for analysis. 7/28- Micro ADC fault, need to remove micro put on development board for further testing before sending to FSL. 7/30- Micro still intact on the ECU, now tri-temp testing with ignition cycling to get see if failure will occur 8/2- able to duplicate code, indicating micro ADC fault. Will remove micro put on development board will wait for Geoff to test SW before shipping to FSL 8/11- did confirm this is a micro fault will send to FSL. 8/16- geoff will follow-up with FSL tomorrow with latest update. 10/6- FSL developed test to be completed 11/2 to capture ADC micro failure.**	
FR-0260	TC lamp on C1B00-64	A65		shipped to QAO	**6/30- only had tc lamp with ABS code C1B00-64, no PSCM codes or symptoms. Vehicle had several stored communication code errors. Tech did follow the diagnostic's properly but hotline to not guide tech and suggested to replace epas gear if wiring to gear was ok.**		
FR-0262 RUA# 4046	U2011-49	B3A	EPP	In Eval (Tyco)	**10/5- ship to Tyco should arrive on 10/8. 10/27 Tyco says NTF**	**6/30- pulled EFF data and ship to 26mile for xray. 8/26- x-ray clean, next tri temp ignition cycling 9/13- tri temp ign. Cycled over weekend cannot reproduce code. 9/17- to perform 5amp resistance test & hot puma 9/27- passed resistance test, hot puma, and all high pot testing NTF. Next to tear relay out and ship to Tyco.**	
FR-0263 RUA# 4047	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**10/5- ship to Tyco should arrive on 10/8. 10/27 Tyco found glass contamination 11/1- Tyco to send out 8D for approval.**	**6/30- pulled EFF data and ship to 26mile for xray. 8/26- x-ray clean, next tri temp ignition cycling 9/13- tri temp ign. Cycled over weekend cannot reproduce code. 9/17- to perform 5amp resistance test & hot puma 9/27- passed resistance test, hot puma, and all high pot testing NTF. Next to tear relay out and ship to Tyco.**	

FR-0266	C200D-49	B9A	EPP	In Eval (QAO)	**8/4- confirmed a double start-up at QAO, indicates a regulator issue and confirmed a regulator issue.**	**6/30- B9A set once in the fault store, pulled EFF data and shipped gear to QAO.** **7/7- leak tested passed, testing now starting.**	
FR-0267	C200B-2F U3000-96	BD0,BD2	TS	In process (Delphi)	**8/13- Delphi stating this is a assembly issue blue wire has most strain compared to other wires in harness. Tim advised we can closed no other Delphi harnesses used in our future gears.**	**6/30- pulled EFF data shipped to QAO for analysis.** **7/7- leak tested passed, testing now starting.** **7/20-Fault at IPA or Harness, blue wire under torque sensor cover is damaged and out of position** **7/20-Fault at IPA or Harness, blue wire under torque sensor cover is damaged and out of position.** **7/22- harness shipped from QAO to Delphi**	
FR-0268	C200D-49	B9A	EPP	In Eval (QAO)	**8/3- confirmed double start-up during analysis and confirmed a regulator issue.**	**6/30- pulled EFF data shipped to QAO for analysis.** **7/7- Fault is not possible to reproduce. Testing is ongoing. Bully test passed, Performance testing passed. I will tear down to EPP level to perform ignition cycling (HOT and COLD).**	
FR-0269	U2011-49 U3000-96	B6B	EPP	In Eval (26mile)	**9/6- A DVM resistance measurement confirmed that this was the case Motor PCB teardown showed that this failure was caused by Motor PCB Clearance issue.**	**6/30- pulled EFF data and shipped to 26mile for xray** **8/26- x-ray clean, next tri-temp with the application SW** **9/1- during anbient bench testing on power up able to get B6B to set right away. Vlink short circuit low side drive. Next to cut away red plastic to verify PCB motor pin clearance on PL2.**	

FR-0270	U3000-49	BAA,BAB, B9B	EPP	In Eval (QAO)	**7/23-Guillermo sent revised 8d out but still waiting some information. Confirmed r227 impact and high resistance.**	**7/13- pulled EFF data shipped to 26mile pull ECU cover check R227 resistor. 7/19 3 0km failures same R227 resistance failures. Also found some at hot Puma QAO. 7/19-Component location drawing sent to Ford.**	
FR-0272	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	**8/27- xray indicate offset bridge and the motor build dates indicate precontainment.**	**7/16- pulled EFF data shipped to 26mile for xray & analysis. 8/9- no testing needed after xray, this falls outside the 6 months in service range. Xray suspect offset bridge, to remove the relay**	
FR-0274 RUA#3939	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**9/24- Tyco ran relay through their analysis and lead to NTF.**	**7/16- pulled EFF data shipped to 26mile for xray & analysis. 8/27- passed leak test, failed the 5amp load test cycled the ignition now passes load test. Advised to let it sit over the weekend and recheck 5amp load test see if it fails again. 9/1- has recheck the 5amp load test and the resistance are a little over what a normal reading would be. Raise RUA and ship relay to Tyco. 9/13- shipped relay to Tyco**	
FR-0275	Fluid leak			chargeback shipped to Columbus Warehouse	**10/7- shipped to Columbus Warehouse from WPAC**	**7/16/2010- dealer states fluid leaking out of the boots, chargeback gear to dealer#2776. gear covered in oil, most likely trans fluid.**	

FR-0276	TC lamp on C1277	A28, A65		In Eval (Ford)	**9/27- Tim states on-vehicle test did not produce any codes or lamps. Close with NTF**	**7/16- pulled EFF data, need to check CQIS report** **8/3- Tim Snider picked up gear from 26mile and will do on-vehicle testing at Ford.**	
FR-0277 RUA# 4048	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**10/5- ship to Tyco should arrive on 10/8. 10/27 Tyco says NTF**	**7/16- pulled EFF data shipped to 26mile for xray & analysis.** **8/26- xray questionable, the bridge is very close to the frame but is not actually touching, next tri-temp ignition cycling.** **9/17- to perform 5amp resistance test & hot puma** **9/27- passed resistance test, hot puma, and all high pot testing NTF. Next to tear relay out and ship to Tyco.**	
FR-0279	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	**8/27- xray indicate offset bridge and the motor build dates indicate precontainment.**	**7/16- pulled EFF data shipped to 26mile for xray & analysis.** **8/9- no testing needed after xray, this falls outside the 6 months in service range.**	
FR-0280	U3000-49	BAA,BAB, B9B	EPP	In process (QAO)	**7/23-Guillermo sent revised 8d out but still waiting some information. Confirmed r227 impact and high resistance.**	**7/16- pulled EFF data shipped to 26mile pull ECU cover check R227 resistor** **7/23-Guillermo sent revised 8d out but still waiting some information.**	
FR-0281 RUA# 4337	U3000-49	B43	EPP	In Eval (UK)	**3/23- confirmed that this was human sweat on the relay contacts and the only area that this can happen is right after the laser clean station and they install new plexi glass doors to prevent this issues. The new doors at**	**7/16- pulled EFF data shipped to QAO for analysis** **9/2- did standard ambient,hot & cold ignition cycling no codes, performed rattle test no noise. nTF at this time** **1/10- tri-temp ignition cycling cannot reproduce any code** **1/31- ship link relay to Tyco for the relay workshop.** **2/9- NTF with relay SEM has some strange burn/ contamination on the contacts, Andy to bring relay back**	

FR-0283	C200D-49	B9A	EPP	In Eval (QAO)	**5/9- to close as a confirmed double start-up**	**7/16- pulled EFF data shipped to QAO for analysis** **9/7- ambient,cold ignition cycle with no faults, next to hot puma**	
FR-0285	over sensitive steering	A28	NVH	In Eval (Ford)	**11/13- gear location at Ford PDC, Tim Snider's desk.**	**7/16- pulled EFF data, no visible gear damage. Rack turns smooth input shaft solid. Unknown issue sent to QAO for analysis.** **8/3- passed EDF test stand, next EOL testing, not sure EOL will detect any issue with this concern with no codes. Check with Ford if this should be sent back for on-vehicle testing.** **8/9- Gear passed EDF stand test.QAO to ship gear back to 26mile so Ford can put on-vehicle test.** **8/12- Jason received gear at WPAC, need to give to Tim Snider for on-vehicle testing.** **8/23- Jason to give gear to Mike Bahena to deliver to Tim Snider** **11/12- note from Tim Snider** **I have this gear next to my desk. There does not seem to be much desire from Dynamics to evaluate this gear as part of a TGW investigation since they believe this is a bump steer issue and there is a design change coming 2011 MY post Job 1 on the knuckle to fix it. Point 12, the outer tie rod ball center, will**	
FR-0286	P07AE-09	AF1	NVH	In Eval (QAO)	**1/3- Germany to report out to Chris Brown & advise Jason on any updates.**	**7/16- pulled Eff data, steering stiff turning the input shaft. Noticed a nick mark on the tip of the datum no other damage noticed.** **8/6- a friction rejection was confirmed as a bent pinion housing. Will send PFR out later today.** **11/16- to ship parts to 26mile for further analysis** **12/2-RBNA received at 26mile** **12/7- PH at QAO in process to 26mile will be sent to Burlington with FR0239 once it arrives and BNA will be sent back to QAO for storage hold.**	
FR-0287	C200D-49	B9A	EPP	In Eval (UK)	**2/10- QAO to send original EPP back to the UK for additional testing.** **3/21- Geoff still looking for the EPP assembly to be shipped to UK.** **4/6- cannot locate the EPP at QAO unknown if it was scrapped when ECU was shipped to UK for testing. No further testing can be done. NTF**	**7/16- pulled EFF data, shipped gear to QAO for analysis. Also has a B4E in the fault store.** **8/19- finish ignition cycling & hot puma testing if that passes to ship to UK for flux density test.** **8/26- the data shows that it is a supply fault, rather than a Hall effect or motor fault. Next step to repeat the test looking at 5V HALL on the motor PCB and on the ECU.** **If the output of the Aux ASIC (pin 40) is not ok then there's 2 options:** **1) Aux ASIC failure** **2) Low impedance between 5V HALL and 0V (potentially the motor PCB clearance issue?)** **10/6- ECU arrived in the UK today**	

FR-0289	C200B-2F C200C-2F	BD2, BD3	TS	In Eval (QAO)	**8/9- no testing needed after xray, this falls outside the 6 months in service range.**	**7/30- pulled EFF data and shipped gear to QAO for analysis. Also has a stored B90 code**	
FR-0291	C200C-2F C200B-62	BD3, BD4	TS	In process (QAO)	**8/9- no testing needed after xray, this falls outside the 6 months in service range.**	**7/30- pulled EFF data and shipped gear to QAO for analysis.**	
FR-0292	C200B-62	BD4, B90	TS	In process (QAO)	**8/9- no testing needed after xray, this falls outside the 6 months in service range.**	**7/30- pulled EFF data and shipped gear to QAO for analysis.**	
FR-0293	C200B-2F	BD0, BD2	TS	In Eval (QAO)	**8/20- damaged TS harness, found blue wire in the harness cut near the IPA. Field issue**	**7/30- pulled EFF data and shipped gear to QAO for analysis.**	

FR-0294	C200C-2F C200B-62	BD3, B90	TS	In Eval (QAO)	**8/27- found over wound torque sensor, plastic guide damaged clock spring part was reworked on 5/18/2009**	**7/30- pulled EFF data and shipped gear to QAO for analysis.**	
FR-0295	U2011-49	B3A	EPP	In Eval (26mile)	**8/27- xray indicate offset bridge and the motor build dates indicate precontainment.**	**7/30- pulled EFF data and shipped gear to 26mile for xray and analysis** **8/9- no testing needed after xray, this falls outside the 6 months in service range.**	
FR-0296	U2011-49	B3A	EPP	In Eval (26mile)	**8/27- xray indicate offset bridge and the motor build dates indicate precontainment.**	**7/30- pulled EFF data and shipped gear to 26mile for xray and analysis** **8/9- no testing needed after xray, this falls outside the 6 months in service range.**	
FR-0297	Rubbing noise while turning	No Codes	NVH	In Eval (QAO)	**9/8- INA confirmed rack bent on the inboard side of the rack. Have measurements.**	**7/30- IBH boot has slight nick could be a hole, notice slight ticking noise while turning.** **8/19- passed leak test and EDF test stand** **8/24-gear failed NVH, suspect on Rack and Ballnut. We'll try some testing on the rack & ballnut.** **8/27- confirmed rack & ballnut to ship to INA for testing.**	

FR-0298	C200B-2F C200C-2F	BD2, BD3	TS	In process (QAO)	**found overwound torque sensor, rework done 5/21/2009.**	**7/30- pulled EFF data and shipped gear to QAO for analysis.** **8/9- no testing needed after xray, this falls outside the 6 months in service range.**	
FR-0300	P07AE-09	AF1	NVH	In Eval (QAO)	**1/3- Germany to report out to Chris Brown & advise Jason on any updates.**	**7/30- pulled EFF data and shipped gear to QAO for analysis. Very stiff turning input shaft.** **8/27- this is confirmed bent rack, send Nick data for further information.** **11/3- Jason Johnson to request rack & ballnut back for 26mile evaluation. 12/2- RBNA received at 26mile**	
FR-0301	C200B-2F	BD0, B90	TS	In Eval (26mile)	**10/12- confirmed knick in the shrink tube leak, close with known Delphi issue.**	**8/23- pulled EFF & stored data shipped to QAO for analysis.** **8/27- shipped out of Rogersville on Friday's truck.** **9/8- all ambient & cold ignition cycling & EOL testing performed with no faults. Next puma testing then remove TS cover.** **9/9- removed TS cover found corrosion in the housing, on the sensor & shaft. Looking for next steps from the TS team.** **9/10- shrink tube on harness is no damaged or cracked, green seal slightly swelled. Check with Joel what next steps should be. Send out current information and pictures.** **9/21- harness failed the vacuum test install known good harness and that passed, put original harness on with pressure in dunk tank could not find any bubbles. Could only find small nick on the shrink tube. To contact Joel to see if more testing is needed or ship harness back to 26mile for testing.**	
FR-0302	C200B-2F	BD0, BD2	TS	In Eval (QAO)	**9/29- showed IPA cover pics to Ford, this is the first one seen with this drilled hole and looking at the fault store it look like this occurred early in mileage. OK to close claim according to Tim.**	**9/2- pulled EFF & stored data and shipped to QAO for analysis.** **9/22- during leak teat at QAO notice hole in the TS cover, removed cover and some metal shaving in IPA and rust marks on the harness holder. Sam to remove the plastic cover to check PCB. Unknown who drilled hole in TS cover, no vehicle history.**	

FR-0303	C200D-49	B9A	EPP	In Eval (QAO)	**10/18- tri-temp testing lead to double start-up, indications point to a regulator issue.** **10/19- Geoff confirmed to close this as a double start-up condition.**	**9/2- pulled EFF & stored data and shipped to QAO for analysis.** **10/15- leak test passed, now testing in tri-temp chamber.**	
FR-0305	U3000-49 U3000-96	B9B, BAA	EPP	In Eval (QAO)	**10/4- screen test did not fail hot, with damage to R227 to close claim** **10/11- now tri-temp testing**	**9/2- pulled EFF & stored data and shipped to QAO for analysis. To check high resistance at R227.** **9/20- R227 has impact mark on the resistor but passes all the resistance measurements.** **9/21- next step** **1) Run the attached configuration while drawing some current.** **2) Measure the 2.5V ref with a scope while drawing some current.to use 2.5v ref voltage with canape with temp changes.** **9/24- instructions to test from Geoff** **We need to draw a comparison between CANape and scope measurements. I would like to see a direct comparison as follows:** **1) a) Measure the 2.5V Ref with CANape (I sent you a configuration for doing this which included 'ADC.Pseudobuffer[12] to [15]'**	
FR-0306	No Com	No Com	EPP	In Eval (Infineon)	**12/16 on 11/29 presented to Ford and explained Inf found a scrap of material in mold regulator with c/a presented. Ford accepted? Closed**	**9/2- could not pull any data using my Canape at WPAC, tried 3 times no communication with ECU.** **9/29- Andy Partridge gave Pepe instruction for testing this no comm gear for this regulator issue. Waiting on testing to be completed.** **9/30- there is no low impedance path's to any of the suggested tests. Took more measurements on IC14.** **10/4- passed all Andy's suggested testing at QAO next step to ship gear to UK for level 3 analysis. To ship ECU only.** **10/6- ECU arrived in the UK today.** **10/8- UK found regulator failure, to xray before shipping to Infineon.** **10/25- regulator testing in progress.** **10/27 Regulator now with Infineon.** **11/8- Infineon detected a metal sliver between the pins of the regulator leadframe. Now checking for possible sources of the contamination**	
FR-0310	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	**10/8- xray indicates offset bridge, close as offset, pre-contamination, get relay date code for Geoff's chart. This is outside Ford's testing range**	**9/20- shipped gear to 26mile for xray & analysis. Pulled EFF & stored data.** **9/23- leak test passed sent upstairs for Mike Taylor to xray.**	

FR-0311	U3000-49	BAB,BAA, BB7, B9B	EPP	In Eval (QAO)	**9/29- analysis by SAM at QAO confirmed R227 was damaged.**	**9/20- shipped gear to Rogersville then to QAO for analysis. Pre-containment for the R227 resistor impact.**	
FR-0312	C200C-2F	BD1, BD3	TS	In Eval (QAO)	**10/12- confirmed leak in the shrink tube(Delphi harness) nick in harness to close with known issue.**	**9/20- shipped gear to QAO for analysis, pulled EFF & stored data, no visible damage. 9/28- TS harness failed leak test now in lab. 10/4- found internal IPA corrosion on the shaft, & board. To take pictures of the harness shrink tube for damage. Send pics to joel & Engelbert. 10/6- ship harness to 26mile for Joel to analyze.FEDEX : 9373 7350 9810 10/11- joel performed xray clear next step to pressure test TS harness.**	
FR-0313	U3000-49	BAA,BAB, B9B, BAE	EPP	In Eval (QAO)	**9/30- SAM confirmed R227 resistor open and has been impacted. Closed**	**9/20- shipped gear to QAO for analysis, pulled EFF & stored data, no visible damage. Precontainment for the R227 resistor impact.**	
FR-0314 RUA# 4149	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	**12/13- oil contamination found on contacts operator using wrong oil for mantanance on rivet machine. Work instruction did not advised operator of proper oil, so a new procedure was added 8/13/2010. this was a known issue caught by another customer. so the estimated PCA date is Nov. 12 going into QAO. waiting on 8D**	**9/27- pulled EFF & stored data, shipped to 26mile for xray and analysis. 9/29- received gear today and passed leak test ready for xray. 10/8- xray clear not fault found, follow standard test procedure. 10/18- The Tri-Temp, 5 amp resistance checks, and the PUMA testing have been completed with no trouble found 11/1- John B to pull relay raise RUA & ship to Tyco for relay workshop. 11/2- sent to Tyco for Nov.22-24 relay workshop 11/29- surface contamination, still under analysis to find source. Under F-TIR for chemical analysis results by 12/8.**	

FR-0315	U3000-49	BAA,B9B, BAE	EPP	In Eval (QAO)	**10/25- the damage to R227 fits the dates, precontainment. Closed**	**9/27- pulled EFF & stored data, shipped to QAO for analysis. 10/20- visual inspection does show contact of R227. further testing ongoing. 10/22- R227 & C17 have damage but the gear will not fail at this time. Will continue to test.**	
FR-0318	U3000-49	BAA,BAB, B9B, BAE	EPP	In Eval (QAO)	**10/20- have verified that the R227 has been impacted. To close out**	**9/27- pulled EFF & stored data, shipped gear to QAO for analysis. Pre-containment for the R227 resistor impact**	
FR-0320	No Com	No Com	EPP	At WPAC	**10/8- Tim inspected gear the connector was fully inserted & appears from the corrosion the rubber gasket around the connector was in place. Indication leads to water wicking in from the wires.**	**10/5- took pictures of corrosion in the 2-pin, did not want to pull any data, going to measure how far 2-pin was installed in connector. Ford to visually inspect this Friday.**	
FR-0321	C200C-2F	BD1, BD3	TS	At WPAC	**10/5- TS harness damaged and cut wires near the EPP housing flange, took pictures and sent to Ford. To ship to columbus warehouse**		

FR-0322	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**10/20- found broken wire in TS, under middle of harness under the heat tape. Close as damaged TS harness. Take pictures and put in PFR.**	**10/5- pulled EFF & fault store data, shipped gear to QAO for analysis.** **10/18- leak test passed sent to lab to start analysis.**	
FR-0323	TC lamp on C1B00-2F	A28		At WPAC	**11/22- ABS group made SW change to prevent this steering angle code from setting on starting or shut down. The ABS SW launch was completed on 8/20/2010**	**10/5- only have A28,A29, A65 codes stored in the fault store. No visual damage to gear. Have gear at wpac.**	
FR-0325	TC lamp on C1B00-2F	A29		At WPAC	**10/5- tech states TC lamp on doing parking lot manuvers.** **11/15- ABS software launch 8/20/2010 for TC lamp on, this vehicle is precontainment.**	**10/5- tech states TC lamp on doing parking lot manuvers.**	
FR-0326 RUA#4239	U3000-49	BA4,BA5,B C2	EPP	In Eval (UK)	**2/21- Kemet has stated that a couple of root causes related to these failures and the most likely failure is the C154 anode wire contamination failure during welding & wire**	**10/5- need to update my software to pull canape on 2011my vehicles, pulled ford codes and snap shot data had ba5 code.** **10/5- need to update my software to pull canape on 2011my vehicles, pulled ford codes and snap shot data had ba5 code.** **12/13- Pepe to ship EPP assembly to UK to accelerate testing for this issue.**	
FR-0330	No Com No start	No Com	EPP	In Eval (QAO)	**11/8- voltage regulator over current condition. Unknown source that caused the over voltage on the CAN BUS circuit. Also the abs module and PCM needed to be replaced for the vehicle to operate with no lamp.**	**10/18- could not comm with the PSCM using Canape. Found out both the ABS & PSCM causing short on CAN BUS high circuit.**	

FR-0332		BD1, BD3	TS	In Eval (QAO)	**11/10- Joel did confirm this is a shrink tube leak did not notice and damage to the shrink tube but the leak is coming from this sealed shrink tube.**	**10/18- pulled EFF & stored data shipped gear to QAO for analysis.** **11/4- TS harness leak at shrink tube area, no visual signs with microscope. To ship Joel the TS harness for pressure test.** **11/8- Joel has the harness and will PSI test tomorrow.**	
FR-0334	steering noisey & steering will not turn	No Codes	NVH	At WPAC	**12/7- next steps** **-Tim requested a copy of the data / calculations used to determine the ITR to Rack specification. Colleen, do you have this?** **-Have the Mat Lab take photos and measurements to try and evaluate if there was any stretching or damage, or any other visible information we can learn** **we will have the Material properties of the ITR and Rack verified to spec.**	**10/25- no stored codes in memory, boot damaged from ITR unscrewed from the rack, unknown how that happened. No Ford warranty noted.** **11/1- sent out torque specs to Ford engineering to prove ITR's were torqued properly from QAO plant before gear was sent to HSAP. Field Misuse**	
FR-0335	U3000-49	BAA, B9B	EPP	In Eval (QAO)	**12/20- found damaged R227 resistor and high resistance, close to R227 damage at Anting.**	**10/25- pullled EFF & stored data, IBH broken mount from shipping back to WPAC no shippign foam to protect gear.**	
FR-0337	C200B-2F C200C-2F	BD0-BD3	TS	At WPAC	**10/25- found cut TS harness wires near the EPP flange. Took pictures, hybrid eng.**		
FR-0338	U3000-49 U3000-96	BAA, B9B	EPP	In process (QAO)	**11/18- R227 damage and measurement out of spec to confirm R227 issue.**	**11/5- pulled EFF and stored data no damage shipped to QAO for analysis.**	

FR-0339	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	At WPAC	**11/5- Found damaged Leoni harness, dealer tried to repair harness. Location of damaged near the IPA. Have pictures.**		
FR-0340	U3000-49	BAA,BAB, BAE	EPP	In Eval (QAO)	**12/20- found damaged R227 resistor and high resistance, close to R227 damage at Anting.**	**11/15- pulled EFF & stored data shipped to QAO for analysis**	
FR-0343	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	In Eval (QAO)	**12/8- information sent to UK to confirm this is a regulator issue with a double start-up.**	**11/15- pulled EFF & stored data shipped to QAO for analysis. 11/22- check EFF for signature status for a regulator issue. Then check for double start-up. Otherwise normal gear level testing.**	
FR-0344	C200B-2F U3000-96	BD0,BD2	TS	At WPAC	**11/15- damaged TS harness cut blue wire near EPP first retainer, took pictures**		
FR-0345	C200B-2F C200C-2F U3000-96	BD0-BD3	TS	At WPAC	**11/15- damaged TS harness all wires cut off near the EPP flange, took pictures**		
FR-0348	No Assist PS message fault on	Wrong gear sent back		chargeback	**11/15- Dealer sent back a hydraulic gear instead of the EPAS gear. Dealer Chargeback**		
FR-0349	C200B-2F C200C-2F U3000-96		TS	At WPAC	**11/15- TS harness damaged, dealer tried to repair the Lenoni harness, but had U3000-96(C69). Took pic's**		
FR-0350	C200D-49	B9A	EPP	In Eval (QAO)	**12/10- QAO confirmed this is a regulator issue with a double start-up**	**11/15- pulled EFF & stored data shipped to QAO for analysis.**	
FR-0352	C200D-49	B9A	EPP	In Eval (QAO)	**12/10- QAO confirmed this is a regulator issue with a double start-up**	**11/15- pulled EFF & stored data shipped to QAO for analysis.**	
FR-0353	Rubbing noise while turning		NVH	In Eval (26mile)	**11/15- found torn boot, transmission removed and replaced at 20K miles, have pictures of the torn boot, Non-TRW issue.**		
FR-0354	C200D-49	B9A	EPP	In Eval (QAO)	**12/10- QAO confirmed this is a regulator issue with a double start-up**	**11/15- pulled EFF & stored data shipped to QAO for analysis.**	

FR-0355	Vehicle wonders while driving	No Codes	NVH	chargeback	**12/3- did not see any deterorated of mounting bushing on the gear. Tech replaced the gear performed a complete alignment. Tech should have performed full alignment before gear replacement. Chargeback due to no problems found with bushings. Gear was EDF tested at 26mile with NTF. WPAC could not chargeback because gear was sent out for more testing,**	**11/15- pulled EFF & stored data shipped to 26mile for analysis. Did not notice any issues with the bushings. Tech should have performed an alignment first before replacing the gear.** **11/29- passed EDF testing and the bushings are not worn, Jason to ship gear back to WPAC for dealer chargeback.** **12/3- did not see any deterorated of mounting bushing on the gear. Tech replaced the gear performed a complete alignment. Tech should have performed full alignment before gear replacement. Chargeback due to no problems found with bushings. Gear was EDF tested at 26mile with NTF. WPAC could not chargeback because gear was sent out for more testing,**	
FR-0359	C200C-2F U3000-96	BD0-BD3	TS	In storage (26mile)	**11/24- Found damaged TS harness near the EPP flange. Cut wires**		
FR-0360	C200D-49	B9A	EPP	In Eval (QAO)	**4/4- confirmed double start-up to close per signature of the regulator issue.**	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis**	
FR-0362	P07AE-09	AF1	NVH	In Eval (26mile)	**12/20- found boot damaged, cause unknown but could have been damaged removing axles when they replaced the transmission prior to EPAS gear replacement.**	**12/7- pulled EFF & stored data, could not turn input shaft, found internal corrosion OBH ITR nut rusted. Advised to reinstall new boot clamps and leak check**	
FR-0363	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**1/12- confirmed regulator SW issue with EFF data & has double start-up.**	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis. No damage to TS harness. Check for regulator double start-up**	
FR-0364	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**1/12- confirmed regulator SW issue with EFF data & has double start-up.**	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis. No damage to TS harness. Check for regulator double start-up**	
FR-0366	U2011-49	BB5, BB7	EPP	In Eval (QAO)	**4/4- found damaged R227 similar in date of the other damaged resistors from Anting**	**11/24- pulled EFF & stored data, shipped gear to QAO for analysis**	
FR-0367	C200D-49	B9A	EPP	In Eval (QAO)	**4/4- confirmed double start-up to close per signature of the regulator issue.**	**12/13- pulled EFF & stored data, shipped gear to QAO for analysis**	
FR-0368	U3000-49	BAA,BAB, BAE	EPP	In Eval (QAO)	**4/4- found damaged R227 similar in date of the other damaged resistors from Anting**	**12/13- pulled EFF & stored data, shipped gear to QAO for analysis**	
FR-0369	C200B-2F C200C-2F	BD2,BD3	TS	In Eval (QAO)	**1/19- found IPA rework on 5/21/2009 overwound clockspring and broken plastic guide. Precontainment, close**	**12/13- pulled EFF & stored data, shipped gear to QAO for analysis** **1/18- found leak at pinion plug during leak test. Performed tri-temp ignition cycling & dynamic testing NTF. Removed IPA cover oil film on the finger ring. Advised Pepe to complete the PFR and send out to decide on next steps.**	
FR-0370	U3000-49 U3000-61 U3000-96	B97	EPP	In process (QAO)	**1/4- nothing more can be done with this return. Field handling issue**	**12/20- have pictures of a hole drilled into the EPP, looks like hole was drill through the Rh floor board, unknown of any aftermarket accessory installed on this vehicle.**	
FR-0371	B200B-2F B200C-2F	BD0-BD3	TS	In process (QAO)	**1/12- confirmed regulator SW issue with EFF data & has double start-up.**	**12/20- pulled EFF & stored data shipped gear to QAO for analysis.**	
FR-0372	TC lamp on	A65		In storage (26mile)	**12/20- pulled EFF and buffer data no codes or EFF data. Will keep gear at 26mile for storage**		

FR-0374	C200D-49	B9A	EPP	In Eval (QAO)	**2/1- confirmed double start-up with scope and a regulator issue**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis**	
FR-0378	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**3/14- confirmed this is a regulator issue, found double start-up**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis** **1/19- has signature's of a regulator issue need to scope regulator to check for double start-up**	
FR-0379 RUA# 4324	U2011-49 U3000-96	B3A EPP		In Eval (Tyco workshop Feb 7th)	**2/9- NTF with the relay analysis at this time, contacts clean. Will discuss next steps with Tyco & UK.** **2/14- no further testing can be done**	**1/10- pulled Eff & stored data, shipped gear to 26mile for analysis** **1/21- x-ray, puma test, & high pot test with NTF removed relay for Tyco.**	
FR-0380 RUA# 4325	U2011-49 U3000-97	B3A EPP		In Eval (UK)	**2/21- found Magnesium, sulfer & sodium contamination on the contacts same as the U502 B3A's but**	**1/10- pulled Eff & stored data, shipped gear to 26mile for analysis.** **2/9- contact contamination, appears to be possible oil fron the rivet machine, further analysis needed to confirm.**	
FR-0381	P07AE-09	AF1	NVH	In Eval (QAO)	**2/28- Mat Alder also inspected this return at QAO- Pieces of soft stop, and housing in the rack groove probably caused the friction issue.** **3/21- Mat Alder talked about getting new softstop design in the CD3 products before end of year.**	**1/10- heavy mud all over the gear, turned IPA did not feel any binding stop to stop** **1/26- rubber softstop in pieces on the IBH side, loose pieces of rubber on the rack. Teardown the rest of the rack and take pictures of any debris in the gear housing.** **2/21- passed friction testing on the audit rig, damaged ITR** **2/28- Mat Alder also inspected this return at QAO- Pieces of soft stop, and housing in the rack groove probably caused the friction issue.** **3/21- Mat Alder talked about getting new softstop design in the CD3 products before end of year.**	
FR-0382	C200D-49	B9A	EPP	In Eval (QAO)	**1/26- confirmed double start-up with the scope. Close as a regulator issue.**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis**	
FR-0383	U3000-49	BAA, BAB, B9B	EPP	In Eval (QAO)	**2/2- confirmed damaged R227 resistor with high resistance.**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis**	
FR-0384	C200B-2F C200C-2F	BD0-BD3	TS	In Eval (QAO)	**2/1- confirmed a double startup using the scope and cooling the regulator.**	**1/10- pulled Eff & stored data, shipped gear to QAO for analysis** **1/19- has signature's of a regulator issue need to scope regulator to check for double start-up**	
FR-0385 RUA# 4326	U2011-49	B3A	EPP	In Eval (Tyco workshop Feb 7th)	**2/9- raised rivet issue, shown on xray and relay teardown confirmed precontainment with the raised rivet**	**1/10- pulled Eff & stored data, shipped gear to 26mile for analysis** **2/9- raised rivet issue, shown on xray and relay teardown confirmed raised rivet precontainment with the raised rivet issue.**	
FR-0386	stiff return to center after turn	No Codes	NVH	In Eval (QAO)	**2/28- from the pictures and gear analysis from Mat Alder it looks to be a single impact event that caused the bushing & housing damage.**	**1/10- no codes in stored data, felt binding while turning IPA.** **1/26- removing bellows found particles of aluminum on teardown found aluminum from the from the OBH bushing area, see pictures.**	
FR-0387 RUA# 4327	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco workshop Feb 7th)	**2/9- NTF with the relay analysis at this time, contacts clean. Will discuss next steps with Tyco & UK.** **2/14- no further testing can be done**	**1/10- pulled Eff & stored data, shipped gear to 26mile for analysis** **1/21- x-ray, puma test, & high pot test with NTF removed relay for Tyco.**	

FR-0388	C200D-49	B9A	EPP	In Eval (QAO)	**3/15- confirmed double start-up regulator SW issue.**	**1/14- pulled EFF & stored data shipped to QAO for analysis**	
FR-0391	U3000-49 U3000-96	BAA,B9B, BAD	EPP	In Eval (QAO)	**2/2- confirmed damaged R227 resistor with high resistance.**	**1/14- pulled EFF & stored data shipped to QAO for analysis**	
FR-0394 RUA# 4506	U2011-49	B3A	EPP	in Eval (Tyco)	**4/6- all x-rays & testing performed by Tyco with NTF, contacts clean cannot find anything wrong with the relay.**	**1/21- pulled EFF & stored data shipped to 26mile for analysis 1/31- relay to ship to UK for Andy to take to the Tyco workshop 2/22- relay was kept at 26mile for more testing, x-ray clean no defects 3/14- ambient tested with surrogate relay no codes set. Removed relay and shipped to UK 3/31- Tyco will perform analysis, outside contamination batch range.**	
FR-0395		BD0-BD3	TS	in Eval (QAO)	**4/6- confirmed double start-up close as a micro/regulator SW issue.**	**1/31- pulled EFF & stored data, ship to QAO for analysis. Did not get the proper data QAO to pull the proper codes. Has the latest software 41515711C(MFB2) need to get my software updated.**	
FR-0396 RUA# 4507	U2011-49	B3A	EPP	in Eval (Tyco)	**4/6- all x-rays & testing performed by Tyco with NTF, contacts clean cannot find anything wrong with the relay.**	**1/31- relay to ship to UK for Andy to take to the Tyco workshop 2/22- relay was kept at 26mile for more testing, x-ray clean no defects 3/14- ambient tested with surrogate relay no codes set. Removed relay and shipped to UK. 3/31- Tyco will perform analysis, outside contamination batch range.**	
FR-0397	C200D-49	B9A	EPP	in Eval (QAO)	**3/15- confirmed double start-up regulator SW issue.**	**1/31- pulled EFF & stored data, ship to QAO for analysis**	
FR-0398 RUA# 4382	U2011-49	B3A	EPP	In Eval (Tyco workshop Feb 7th)	**2/9- NTF with the relay analysis at this time, contacts clean. Will discuss next steps with Tyco & UK. 2/14- no further testing can be done with the EPP or relay at this time, to close case**	**1/28- high pot test NTF, removed relay for Tyco. 1/31- relay to ship to UK for Andy to take to the Tyco workshop**	
FR-0400	C200D-49	B9A	EPP	in process (QAO)	**2/11- has signature's of a regulator issue and scope check does confirm a double start-up. Close**	**1/31- pulled EFF & stored data, ship to QAO for analysis**	
FR-0401	U2011-49	B3A	EPP	In Eval (26mile)	**4/6- have pic's of the PFS ribbon cable with heavy corrosion, closing claim due to water intrusion in the 2-pin. Tight terminals will fix this issue.**	**1/31- corrosion in the battery 2-pin connector, 26mile will perform testing to confirm PFS water intrusion issue or other relay circuit issues. 2/22- x-ray at 26mile clean no defects 3/14- looking at the corrosion inside the EPP and down by the motor relay believe the water caused the B3A, motor build date at 4/4/2010 is not around any build issues. Will send pic's to Geoff to comment.**	
FR-0402	fluid leak	fluid leaking from gear		chargeback	**1/31- no fluid in gear had WPAC chargeback gear to dealer.**		
FR-0407	U3000-49	BA4,BA5,BC2	EPP	in Eval (QAO)	**3/3- confirmed c227 Kemet internal weld issue**	**2/11- pulled stored and EFF data no codes, QAO to check C154**	
FR-0409	C200D-49	B9A	EPP	in Eval (QAO)	**5/16- confirmed double start-up regulator SW issue**	**2/11- pulled stored and EFF data shipped gear to QAO for analysis**	
FR-0413	C200B-2F C200C-2F	BD0-BD3	TS	in process (QAO)	**3/15- did have signature of regulator and does have double start-up to confirm a regulator issue.**	**2/28- Pulled stored & EFF data shipped gear to QAO for analysis**	
FR-0412 RUA# 4509	U2011-49 U3000-96	B3A	EPP	in Eval (Tyco)	**4/6- all x-rays & testing performed by Tyco with NTF, contacts clean cannot find anything wrong with the relay.**	**2/22- pulled stored & EFF data shipped gear to 26mile. 3/14- ambient tested with surrogate relay no codes set. Removed relay and shipped to UK 3/31- Tyco will perform analysis, outside contamination batch range.**	
FR-0414 RUA# 4510	U2011-49	B3A	EPP	in Eval (Tyco)	**4/6- confirmed Mg,S,Na contact contaimination at Tyco. new relay batch dates.**	**2/28- pulled stored & EFF data shipped gear to 26mile for xray and surrogate relay testing. 3/14- ambient tested with surrogate relay no codes set. Removed relay and shipped to UK 3/31- Tyco will perform analysis, outside contamination batch range.**	

FR-0416 RUA# 4511	U2011-49	B3A	EPP	in Eval (Tyco)	**4/6- confirmed Mg,S,Na contact contaimination at Tyco. new relay batch dates.**	**2/28- pulled stored & EFF data shipped gear to 26mile for xray and surrogate relay testing. 3/14- ambient tested with surrogate relay no codes set. Removed relay and shipped to UK 3/31- Tyco will perform analysis, outside contamination batch range.**	
FR-0417	C200D-49	B9A	EPP	in Eval (QAO)	**5/16- confirmed double start-up regulator SW issue**	**2/28- Pulled stored & EFF data shipped gear to QAO for analysis**	
FR-0419	C200D-49	B9A	EPP	in Eval (QAO)	**3/15- confirmed double start-up regulator SW issue.**	**3/4- Pulled stored & EFF data shipped gear to QAO for analysis**	
FR-0420	C1B00	No Codes		At WPAC	**3/11- shipped gear to 26mile for storage at this time. ABS did update their SW 8/20/2010 to fix C1B00 codes setting on hybrids.**	**3/4- no stored codes or Ford codes listed. Called hotline stated the TC lamp comes on, tech could not verify, not sure if C1B00 reset for test to replace the steering gear.**	
FR-0424 RUA# 4559	U2011-50	B3A	EPP	in process (UK)	4/18- confirmed Mg,S,Na on the contacts during the relay workshop	**3/18- pulled stored & EFF data shipped to 26mile for testing 3/24- surrogate relay testing at this time 3/31- Tyco will perform analysis, outside contamination batch range 4/6- shipped relay to UK this afternoon, Geoff should have it Friday**	
FR-0425 RUA# 4560	U2011-51	B3A	EPP	in process (UK)	4/18- confirmed Mg,S,Na on the contacts during the relay workshop	**3/18- pulled stored & EFF data shipped to 26mile for testing 3/24- surrogate relay testing at this time 3/31- Tyco will perform analysis, outside contamination batch range 4/6- shipped relay to UK this afternoon, Geoff should have it Friday**	
FR-0426	C200D-49	B9A	EPP	in Eval (QAO)	**5/3- confirmed double start-up issue for the update SW micro/reg issue**	**3/25- pulled EFF & stored data, shipped to QAO for analysis**	
FR-0429	C200C-2F U3000-96	BD1,BD3 BC5	TS	in Eval (QAO)	**4/19- Pepe sent PFR to me and is evident that the moisture did come in from the 2-pin connector and caused both link relay code and the TS codes. This issue will be fixed by the tight terminal fix**	**3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness 4/18- passed leak test, tri-temp ignition cycling, pulled cover off to do wiggle testing and found corrosion on the PFS PCB. To ship to Kimball to pull the plastic cover to verify how moisture got on the PCB.**	
FR-0433	IP erratic & CEL lamp on	No Codes		in storage (26mile)	**3/28- EPAS gear replaced and vehicle had the same issue. checked CQIS & AWS reports and found PSCM harness from C1010 to the 3-pin at the PSCM shorted causing the erratic CAN BUS issues. Hotline advised to replace the EPAS gear so cannot chargeback to dealer**		
FR-0435	C200C-2F	BD1,BD4	TS	in Eval (QAO)	**4/26- pulled the PFS and corrosion on the board and the ribbon cable that would cause the torque sensor codes to set.**	**3/25- pulled EFF & stored data, shipped to QAO for analysis. No damage to the TS harness, but found corrosion in the 2-pin connector**	
FR-0437	C200D-49	B9A	EPP	in process (QAO)	4/26- confirmed double start-up regulator SW issue	**4/15- pulled EFF and stored data shipped to QAO for analysis**	
FR-0438	C200B-2F C200C-2F	B9A BD0-BD3	TS	in process (QAO)	4/26- confirmed double start-up regulator SW issue	4/15- pulled EFF and stored data shipped to QAO for analysis	
FR-0439	U3000-49	BA4,BA5,BC2	EPP	in Eval (QAO)	5/3- confirmed Kemet capacitor C154 issue	**4/15- pulled EFF and stored data shipped to QAO for analysis**	
FR-0441	TC lamp on	C1B00		At WPAC	4/20- found this a hybrid where the ABS SW was change to prevent a false SWA code.	4/15- pulled EFF and stored data, no codes set. Checked history no other parts installed	

FR-0442	C200D-49	B9A	EPP	in Eval (QAO)	**5/3- confirmed double start-up issue for the update SW micro/reg issue**	4/15- pulled EFF and stored data shipped to QAO for analysis	
FR-0443	U3000-96	cannot be tested	TS	At WPAC	4/15- found the plastic on the 3-pin connector completely broken and terminals bent, 2-pin conn also broken. Cannot get the connectors on to test.		
FR-0445	C200B-2F C200C-2F	BD0-BD3	TS	in Eval (QAO)	4/29- confirmed double start-up for regultator issue	**4/15- pulled EFF and stored data shipped to QAO for analysis. No damage to the TS harness**	
FR-0447	C200B-2F C200C-2F	BD0-BD3	TS	in process (QAO)	6/13- confirmed double start-up issue	4/21- pulled EFF and stored data shipped to QAO for analysis	
FR-0448	P07AE-09	AF1	NVH	in Eval (QAO)	5/10- passed all the EDF/NVH testing and performed teardown with no damage or out of spec dimensions on the internal parts. NPF with analysis.	**4/21- pulled EFF and stored data shipped to QAO for EDF/NVH testing slight stiffness turning input shaft stop to stop**	
FR-0449	C200B-2F C200C-2F	BD0-BD3	TS	in process (QAO)	6/13- water ingress EPP 2-pin connector, corrosion on the PFS board near the ribbon cable connection	4/21- pulled EFF and stored data shipped to QAO for analysis	
FR-0450	C200B-2F C200C-2F	BD0-BD3	TS	in process (QAO)	6/13- confirmed double start-up issue	4/21- pulled EFF and stored data shipped to QAO for analysis	
FR-0458	C200B-2F C200C-2F	BD0-BD3	TS	In process (QAO)	6/13- confirmed double start-up issue	5/9- pulled the EFF data ship to QAO for analysis.	
FR-0460	TC Lamp On	No Codes		will ship to Columbus warehouse	5/9- tech installed the EPAS gear same condition with the TC lamp on with yaw codes found defective RCM reading from the roll stability control module in the RCM		
FR-0461	TC Lamp On	No Codes		in storage at 26mile	5/9- will ship to 26mile for storage, advised if Ford would like to install on vehicle to verify TC lamp on, they can pick it up anytime for testing		
FR-0462	U3000-49	BA4,BA5,BC2		in process (QAO)	6/10- found Kemet Cap C154 cause code to set	5/9- pulled the EFF data ship to QAO for analysis.	

FR-0463	no assist at times	no codes		shipped to Columbus warehouse	5/9- wrong gear sent back not the original gear that was listed at the plant(ECU s/n# 102722001C3005D 9/29/ 2010 ECU build date) and the EPAS s/n# date codes are newer than the vehicle build dates so a newer gear was returned to the WPAC center. No codes or problems with this returned gear.		
0KM BR154043		BA4,BA5,BC2	EPP	In Eval (UK)	**3/15- has confirmed that in May 2011 a new vision system will be installed as the PCA to check for proper weld. This is estimated to get into QAO in Sept.** **3/21- Geoff jacks and Kinmball Rep will visit Kemet in early June to verify vision system operation.**	**10/25- next to measure the 2.5V ref using CANape. Run the unit without ignition cycling. Report back to Geoff on the results** **11/10- Pepe to repeat the measurement while measuring these points:** **1) 2.5V ref at Monitor Micro (as on previous traces)** **2) 2.5V ref at Aux ASIC (the other side of R72)** **3) The VSW supply to the ASIC** **11/17- Pepe did perform tests and did notice some spikes in the 2.5v ref. voltage waiting for Geoff to respond.** **12/13- Pepe to perform 2.5v testing on known good unit to compare results with this ECU.** **1/10- Pepe will send Geoff the information on the testing so they can check against the EPP FR0326 in the UK.** **1/14- testing is still on-going at UK for faults.** **1/31- Pepe will check C154 Cap for internal opens**	
0KM BR145302 RUA# 4240	TC lamp on C1277	E30	EPP	In Eval (UK)	**relay tested and tear down with no trouble found, contacts clean after analysis.**	**9/22- When the ignition key is turned ON, the Gear assistance delays for around 2 to 3 seconds. There is a code set in the ABS module (C1277) related to the steering wheel sensor angle. Izaguirre thinks the faulty part could be the Gear. I checked this Gear and found E30 link relay open circuit or retry.** **9/24- when gear arrives resistance test then use 5amp load and check resistance again.** **10/4- gear still at plant, has not been shipped at this time.** **11/8- has been ign. Cycled cold NTF, next to resistance test & 5a resistance test.** **12/10- perform the resistance tests if ok ship to Tyco for next workshop.** **12/13- resistance test passes testing, wait for UK to give the OK to ship to Tyco.**	
0KM BR102838		BAA, BAB,BAE, B9B, C69	EPP	In process (QAO)	**7/29- HSAP sending gear back to QAO for U3000-96, failed in prerolls station. Confirmed R227 high resistance.**		
0KM AR406647		BAA, BAB,BAE, B9B	EPP	In process (QAO)	**7/12- Anting to submit 8D this week on mechanical stop out of adjustment at vacuum station that was contacting the board damaging R227.**	**6/15- QAO to complete level 1 & 2 testing when gear arrives from HSAP** **6/18- QAO found damaged open R227 resistor , ship to Kimball.** **6/21- have presentation and suspect root cause from Anting.**	
0KM AR430358		B9B,BAA, BAB	EPP	In process (QAO)	**7/8- confirmed high resistance at the R227.**	**7/7- In process to QAO for evaluation, check R227 resistor for damage.**	

0KM BR109457	No start	No Com	EPP	In Eval (UK)	**10/15- decoded EFF data found excessive 33v on the battery term. . Unknown where the high voltage source came from. 11/1- Ford investigating anything in the plant that could cause this CAN spike. 12/6- had intial abs issue at pre-rools at plant but code cleared not parts installed. will keep in pending to**	**9/17- The VRT reported a vehicle found in the yard because it did not start the engine. There were noticed that when the Gear was disconnected the vehicle started without problems. So, the vehicle was taken to the repair area inside the building. I met the VRT analyst Izaguirre in the repair area. Izaguirre could not to get communication with the Gear. The conclusion was the problem is with the High Speed CAN in the Gear EPP circuit. As soon as another witness Gear was connected the vehicle worked fine. 9/24- indication of CAN HI & LOW shorted, check for something on the rails then check every IC to regulator. 9/27- testing on this shorted regulator IC12 leading to level 3 analysis to be performed in the UK. 10/4- just arrived in UK today 10/6- confirmed input to regulator has gone short circuit, more testing needed on that circuit.**	
0KM BR218079		B9A	EPP	In Eval (QAO)	**12/20- arrived in QAO for testing found double start-up & all criteria leads to regulator issue found out this unit has SW FB2AMFB2 and the new SW fix for the regulator is FB2AMFB3. emailed the SW group in the UK to get all the SW versions and dates so I can get dates going into QAO.**	**12/20- arrived in QAO for testing found double start-up & all criteria leads to regulator issue found out this unit has SW FB2AMFB2 and the new SW fix for the regulator is FB2AMFB3.**	
0KM AR661730 RUA# 3682		B9A	EPP	In Eval (UK)	**5/24- motor PCB clearance issue, low resistance to ground between 5v encoder & grd. Plane**	**5/3- ambient, hot ,bully test pass, next cold bully test then performance test. Then hot/cold puma testing 5/18- EPP has passed all the testing in QAO EPP shipped to UK for further testing.**	
0KM BR167331		B9A	EPP	In Eval (QAO)	**10/25- This is a clear double start-up. this is pre corrective action SW. regulator issue.**		
0KM BR142333		B7E	EPP	In Eval (QAO)	**9/27- found PCB motor cleareance issue Pin 12 to pin 9 at motor PCB has varying resistance found pin 12 too close to the ground plane. Have picture.**		

0KM BR142333		B7E	EPP	In Eval (QAO)	**9/27- found PCB motor cleareance issue Pin 12 to pin 9 at motor PCB has varying resistance found pin 12 too close to the ground plane. Have picture. This is pre-containment gear buid date 9/3/2010. new PCB design change for CD3 is 9/15/2010.**		
0KM BR155342		BD0-BD3	EPP	In Eval (QAO)	**10/15- evidence points to double start up, close as regulator issue. Precontainment on the SW update.**		
0KM BR106781	U3000-49 U3000-96	BC5	EPP	In Eval (QAO)	8/27- confirmed water intrusion, water marks in the CAN and battery connectors; they were ran through the leak testing station, and both parts passed in good condition. Will check with UK for proper EPP leak testing using new 2 & 3 pin connectors to check the integrity of the connector wells.	**8/16 BC5 (repeated four times) and B69. This vehicle has not been verified for water presence yet. FR0135(BC5) confirmed 2-pin conn. Corrosion. 8/23- did not arrived at QAO yet**	
0KM BR600577	U3000-49 U3000-96	B40	EPP	In Eval (QAO)	8/27- confirmed water intrusion, water marks in the CAN and battery connectors; they were ran through the leak testing station, and both parts passed in good condition. Will check with UK for proper EPP leak testing using new 2 & 3 pin connectors to check the integrity of the connector wells.	**8/16- It was found with water in the 2-pin and the CAN socket (please see picture attached). The Yazaki connectors were checked by the Yazaki supplier representative. He did not find anything wrong with them. Currently the Gear and the Yazaki harness are in the quarantine crib. The VRT desicion (Fernando Ulloa) is to send both parts to Ford USA in order to continue the analysis over there about how the water got to ingress in the sockets. 8/23- did not arrive at QAO yet**	
0KM BR109633	U3000-49 U3000-96	B40	EPP	In Eval (QAO)	**9/2- The result of this EPP was also a water immersion through the CAN connector. Confirmed also with Hermosillo that this vehicle was also parked in the lot that had the other damaged vehicles when all the flooding appear.**	**8/23- did not arrive at QAO yet 8/5- The Gear without assistance was removed from the car and I have already shipped it to TRW QOA (FedEx track # 8699 4789 8215. The Gear will be delivered by this Monday 9th. 8/30- testing still on going with no fault found at this time, will talk with Geoff to see if the cover can be remove to inspect for moisture.**	

0 KM (RUA 2878)	No Com	No assist & no communic ation	Ignition Pin Contaminate	No Com	**11/12- QAO still puma testing using pogo pins and regular connectors that would catch contaminate on ECU terminals**	9/17- TRW 26-mile received gear from Chicago plant and confirmed no communication 10/2- material check of the substance on the ignition pin is super glue. Unknown how substance got there. 10/15- checking areas in the process supply line for contaminate(super glue) to drip on ignition terminal. 10/26- Check QAO electrical checks would fail using there connections. find out if an EPP would fail with this	26-mile
0KM AR427443	U3000-49 U3000-96	B7E	EPP	In Eval (QAO)	**8/18- confirmed PCB motor clearance issue closed**	**7/27- just arrived at QAO testing starting today** **8/3- failed the isolation(1000v) test indicating PCB motor clearance issue. Looking to xray before board to make sure no other concerns before motor PCB removal.** **8/9- agreed to remove motor PCB 99% sure motor PCB terminal clearance issue.**	
0KM AR355344 RUA# 3559		B43	EPP	In Eval (Tyco)	**5/28- Tyco confirmed plastic contamination on contact 4 of the link relay.**	**4/6- Link relay voltage is not reaching the working value due high value of resistance between contacts when is relay is closed, when this value should be close to 0. Part is disassembled in order to confirm the relay that is the root cause for B43. Relay that is not working properly is confirmed.** **5/5- week 45- 09 relay, no updates from Tyco.** **5/24- xray clean pass all resistance testing, switching marks on all contacts, slight plastic contaimination on contact 4 that may have caused the malfunction.**	
0KM AR244868 RUA#3030		B3A	EPP	In Eval (Tyco)	**6/7- confirmed motor relay plastic contamination, relay build date 7/6/2009.**	**5/5- week 28-09 relay, black plastic particles on base and bridge of contact# 3. material analysis to check coil base or cover.**	
0KM RUA#3317		B3A	EPP	In Eval (QAO)	**3/13- Tyco confirmed plastic contamination on contact. Close out**	**2/12- Voltage at phase1 never reaches the closed contact status. Further testing** **Confirmes motor relay failure has been declared. relay must be send to TYCO for further analysis.** **2/15- relay has been shipped to Tyco**	

0KM AR369007		BD0-BD3	TS	In Eval (QAO)	**6/23- found on the QAO assembly line possible cause of bent TS finger is christmas tree installer laid on IPA rack when not in use and when TS drops down to operator could cause the bent finger. A new tray was installed to install the tool on 5/25/2010. proper work instruction printed for operator to use this tray**	**4/30- found one bent tooth on the torque sensor ring, small impact mark on the base of the sensor, unknown root cause at this time.** **5/17- QAO working on root cause where tooth bent, checking Rogersville & Hella handling.**	
0KM AR407556	C200B-2F C200C-2F	BD0,BD2, BD3	TS	In Eval (QAO)	**7/8- Angel states this Gear was replaced and sent to the scrap. Unfortunately I could not find it at the scrap crib. For the future cases, if any, I will get an agreement with the Final assy repair area and the VRT in order to remove the damaged harness and to keep them for further detailed analysis**	**6/10- cut TS harness at EPP conn. get the harness under a microscope to understand the mechanism of the failure. talk to Angel to support the VTR team on getting the part to them for analysis** **6/21- Guillermo to check lastest status with Angel.**	
0KM AR390291		B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**5/24- in process from QAO to UK** **6/21- checking for regulator issue on this return.**	
0KM AR657700 RUA# 3680		B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**3/26- ignition cycled at cold, ambient and hot– The testing consisted of ignition on for 5 seconds, off for 5seconds** **– Torque simulator attached to cause the motor to rotate** **• Ambient 24 hours** **• -20°C 12 hours** **• 90°C 3 hours** **Unit has also been subjected to the following tests:** **– Bully test** **No faults or LICs generated**	
0KM AR354559 RUA# 3681		B9A	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	**4/21- ambient & hot testing done. Next step to hot puma then bully test.** **5/18- EPP has passed all the testing in QAO EPP shipped to UK for further testing.** **5/24- IC12 5v regulator not coming up at times similar to FR0110. testing ongoing to find root cause of fault.**	

0KM AR265204 RUA#3196	U2011-49	B3A	EPP	In Eval (UK)	**7/7- no updates will discuss in Friday's meeting with Tyco. NTF with testing at Tyco**	**12/9- no faults reproduced, ECU lid removed no optical abnormalies, passed cycling overnight. Next steps vibration testing, Measurements of integrity of relevant signals (Motor Relay Drive, VSTAR etc), Motor relay contact resistance measurements and tomorrow X ray of motor relay** **12/14- Int. code raised B6B on hot Puma test. x-ray clear & resistance test passed. Compare scope traces at point of failure.Hot Puma testing for the next two days until failure. Noise difference between known good relay and this relay.** **1/6- noisey relay stops with known good relay. Advised to ship EPP to Geoff for further testing before shipping relay to Tyco.**	
0KM AR375533 RUA# 3698		B3A	EPP	In Eval (Tyco)	**7/19-High-Pot Test complete on EPP no issue found. "Fault not Repeatible, set aside as such and return later if something new is found.**	**5/8- (QAO) At PUMA unit was warmed until 100°C, but fault was not repeatable. Some axial movements were done in order to find out fault.** **- Unit is fault cleaned and turned back on. Fault is not present.** **- Ignition Cycling. Fault is not raised.** **- Unit was cold during 24 hours. Fault is not raised.** **5/24--xray clean, tri-temp ignition cycling, bully test , 5amp load testing passed resistance measurement.** **6/7- Tyco received relay testing ongoing** **7/7- NFF with Tyco's testing, will discuss further with Tyco this Monday.**	
0KM AR401390	steering wheel sticking three times while driving at HSAP	No codes	NVH	In Eval (QAO)	**7/7- NTF with teardown, nick on ballnut not the caused from anything in the internal housing.**	**6/21- no codes in fault store, will edf test next. functional data sent out to Ford passed functional data.** **6/22-Gear will be proceed to teardown and report published tomorrow.** **6/25- has been torn down and everything looks normal, no unusual findings. Send pics & report to Ford.**	
0KM- HSAP		BD0-BD3	TS	In Eval (QAO)	3/31Unit has been ignition cycled at all temps. No fault found at this time. Questioned ts harness was disconnected testing gear.	3/9- Bully Test 5 times. No fault found after test repeatibility	
QAO line failure RUA#3616		B43	EPP	In Eval (Tyco)	**5/24- Tyco confirmed offset bridge**	**4/22- BBhighX Open circuit on contacts with coil energised --- Old PUMA failure. Shipped to Tyco** **5/5- week 31-09 relay, testing started will report out next week. Suspect offset bridge.**	
QAO line failure RUA#3619		B43	EPP	In Eval (Tyco)	**6/7- Tyco has fishbone process, wire broke during machine term. tension during or after the stress relief while wrapping on the coil holder. Hella to reduce speed & movement of the winding machine.**	**4/22- E30/A30 & BBHighX ----- Open link relay coil --- Recent PUMA failure. New failure mode.I have not seen any open coil in this relays** **4/27- should arrive at Tyco this Thursday** **5/5- week 1- 2010 relay, testing started will report out next week.** **5/12- Perform additional tests more specifically related to finding intermittent open coil.**	

DR-0001	No codes	Int. vehicle pulls left or right while driving feels like wheel wants to turn on its own	NVH	NTF	**10/26- EDF stand pass and tear down gear pictures sent out. To close out with NTF**	9/14- second time in customer feels pressure in the steering wheel and the vehicle will pull one way or another. No codes or message in the message center. Tech cannot duplicate customer concern. Vehicle returned third time. replaced EPAS gear per dealership customer still unhappy with steering on vehicle, customer bought 20 vehicles from dealer, so dealer bought customer out of this vehicle so now dealer owns vehicle drove vehicle over 100 miles with new EPAS gear cannot duplicate. dealer could not duplicate any steering concerns with original gear. tech did not attempt Interactive diagnosis on this vehicle to perform symptom tests. 9/15- submit hot process to dealer to get gear sent back to WPAC 9/18- pulled EFF & Buffer data only code listed A8E(CAN Veh Lat Accel Invalid Fault). Will give the gear to Mike Bahena for on vehicle testing. 9/28- Mike to install on vehicle sometime today for testing 10/1- Mike drove the vehicle and could not duplicate any steering issues, will drive again tomorrow. If nothing is found will pull the buffer data, take to 26-mile to install on EDF stand. 10/12- cannot find any problems on vehicle Mike Bahena to take to 26-mile to install on EDF stand for testing. 10/15- vehicle passed the EDF stand testing, next to teardown for inspection.	Dearborn
DR-0002	No codes known at this time	Noise from EPAS gear all the time turning the wheel	**NVH**	water contaimination	**10/26- gear tear down and water contamination in pictures sent out to Ford team. Close out due to cut bellow removing bubble wrap on pre-delivery gears.**	9/17- gear hot processed back to WPAC 9/24- gear arrived at WPAC yesterday pulled EFF & Buffer data, no codes, gear has visible cut boot damage, take gear to 26-mile, Mike Puleri wants to be present for teardown. **9/28-** preproduction gears sent in proto-type dunage wrapped in bubble wrap is the initial belief of cut boot issue on this vehicle. Clean date is July 16th for correct shipping dunage. Costa to perform proper friction evaluation. 9/28- preproduction gears sent in proto-type dunage wrapped in bubble wrap is the initial belief of cut boot issue on this vehicle. Clean date is July 16th for correct shipping dunage. Costa to perform proper friction evaluation. 9/30- bellows removed and some rust spotting noted need to get Harold to teardown entire gear and take pictures to send out.	26-mile
DR-0003	No Com	No assist & no communication	EPP	In Eval (FSL)	**10/6- Geoff has received 8D just need to clear up some minor concerns to close this out.** **10/15- FSL sent new version 8D to Geoff he will look over the 8D to confirm it is good enough to send out.** **11/1- just need clean dates into Kimball to close out 12/16 need clean dates at Anting**	9/21- gear will not be returned, tech found poor ignition feed connection at the 3-pin. Unknown what the cause is 9/24- tech could dupicate the no com after 35 miles of driving, to return vehicle to customer. Advised the tech to replace the gear per harness testing passed. When backorder gear comes in tech will call to hot process gear back to WPAC 10/1- submittted the hot process request form. 10/12- pulled EFF & Buffer fault data, has communication 10/15- no com repeatable during ignition cycling, micro not starting up properly, going to UK for additional testing. 10/23 all voltages to the hardware of the micro working properly at this time. 10/26- get with the micro experts & FSL to proceed on next step testing. 11/3- need to consult the micro expert for next step testing, currently micro expert working on FR0027(No Com). Will get to this return next week. Work to ongoing. 12/14- Put original code back in and perform ignition cycling to duplicate failure 1/7- testing ongoing, still cannot duplicate no com. 1/11- Next step to modify application now starting to fail again, using Vector boot code to send out information. 1/29- with John micro expert leaving UK will need to find other option to contiue work. Outsourcing could be other	UK
DR-0004	C200B-2F C200C-2F	BD0-BD3	EPP	In Eval (UK)	**7/7- has double start-up issue considered a regulator/micro issue. Need timing for the SW fix**	10/30- picked gear up from WHQ garage, pulled eff/buffer fault data and dropped off at 26-mile for testing. 11/11- Jim Loria to start testing this week. 12/14- Jason check with Jim Loria latest updates on analysis 1/11- ignition cycle for 24-48 hrs to try to duplicate, may need vibration test. Need information from Jim what has been tested up to this point. 2/10- add temp cycle-ignition test info when Jim gets back to 26 mile. The plan is to read the fault codes to see if a sensor code was logged during testing	26-mile
DR-0006	U3000-96		Non-warranty	Customer Damage non-warranty	12/15- Just found out this vehicle was in an accident in the body shop and damaged the EPAS gear that set the codes.	11/20- Submit hot process request 12/15- Just found out this vehicle was in an accident in the body shop and damaged the EPAS gear that set the codes.	

DR-0007	C1B00-2F	No Com	EPP	In Eval (26mile)	3/22- Concluded CAN system wiring issue on vehicle based on testing found numerous CAN codes & EFF data. ABS module has ABS CAN code U0131(no com with PSCM). EPP tested with no problem found and mech. gear check for belt slip and no problems found.closed claim d	12/10- Submit hot process request 1/7- No communication with Canape, pulled bus data had 5 can bus codes. Ship to 26mile. 1/25- no faults on bench was able to get into ECU with no problems also looks like tech have cleared codes. next inline for ignition cycling. Continue with the standard ignition cycling if still with not duplicate to tri-temp cycling. If all electrical testing is NTF do all mechanical testing check put on EDF stand, check belt slip check other parts for exceeding rack travel(A29) 2/8- CARS written and inline waiting for EDF stand for testing. 2/22- all EDF test stand data came back normal and no codes latched, send to teardown to check for any belt slip. Send information when testing done so we can close out	
DR-0008 RUA# 3697	No Com	BC2	EPP	In Eval (UK)	1/11- sent 8D to Ford for analysis will keep in pending until I get a response.	12/16- Submit hot process request 1/8- could not communication with ECU, shipped to 26mile 1/25- needed to unlock CCP, looks like dealer cleared codes serveral times. Ignition cycling over the weekend cannot reproduce any issues with no communication. Continue with the standard ignition cycling if still with not duplicate to tri-temp cycling. check my equipment for communication, check compare date code with 85 & 27 epoxy & resonator issues. 2/8- Simon will decode EFF data to see if torque sensor code were all set at the same time, of if we need to list as torque sensor return. 2/22- This is a BC2 code looking for diagnostic help from Geoff on next steps. 3/8- Simon sent fishbone to start testing, discussing sending gear to QAO for Sergio to test. 3/19- send gear to QAO today for analysis. 4/9- sent EFF data to QAO & fishbone for testing. 4/19- has been bully tested 5 time and hot, ambient, & cold tested with no failures at this time. 4/21- Geoff advised to get xray of Epp at a certain angle, Samuel needs to consult Geoff on location of capacitor then QAO needs to find new xray supplier. 4/26- shipping EPP back to 26mile to xray internal capacitor 5/3-Andy shipped EPP to 26mile for xray 5/7- Geoff explained to Mike F how to xray EPP	
DR-0009	U3000-61 U3000-96	B99	EPP	In Eval (26mile)	3/18-waiting on Mike B to get the Magna test profile or detailed information that raised the B99 fault so Abe has a starting point.	1/4- Submit hot process request form 2/9- inadvertantly shipped to some supplier in the mid-west (somebody screwed up the shipping docs.). It is coming back to me, and will be rerouted to WPAC. 2/10- Vic has received the gear back today and will ship to WPAC 3/2- Pulled EFF/Buffer data Greg Bendzinski to pickup gear and return it to 26mile. Upstairs in lab	
DR-0011	C200B-61 C200C-2F U3000-96	BD3,B90	TS	In Eval (Hella)	**3/26- damaged clock spring due to improper IPA reworked, IPA was manual centered here at QAO without special tool. 8D in process** **4/19- Rob M. agreed needs poke yoke system to make sure tech is using the proper tool for tear down. PCA target date Aug/Sept. 2010**	2/3- submit hot process request 2/12- Pulled EFF/buffer data. Has codes B90 & BD3 then set C69. shipped gear to 26mile 2/19- should arrive in QAO on 2/22 2/23- confirm TS issue should arrive in QAO on 2/22 3/3- fault reproduced while turning the input had known good harness & hella test box to confirm TS was the cause. Rogersville received the TS today will test when line is converted to D3 before sending to Hella. 3/5- passed testing at Rogersville, they discussed this concern with Jim Loria and advised it is possible to pass with this type of short. Rogerville will ship to Hella 3/8-Rogersville shipped TS out to Hella. 3/15- gear arrived in Hella this morning, testing started 3/22- 8D submitted to Ford overwinded and bent FFC & Plate protection broken in clockspring. 3/24- discuss areas of potential losing center position. At Rogersville? QAO & during analysis. Need to incorporate test during analysis to check clockspring out of position.	

DR-0012	P07AE-09	AF1	NVH	customer misuse	3/3- teardown did find warped housing and bent rack, submitted pics to Ford to confirm curb impact.	2/5- Pulled Eff & Buffer data, gear binds when you turn input shaft to the right. Ship gear to QAO 2/8- vehicle impacted curb but Ford wants to see EDF test results and teardown at 26mile- 2/9- Jason will followup EDF testing & teardown. Inline waiting for EDF after DR0007 is tested. 2/22- failed EDF test stand right away with high torque reading, could see bowed pinion housing Jason to send out EDF data to Ford. This is a warranty return checking to see if we chargeback the dealer. Need to teardown gear for complete details of impact.	26mile
DR-0014 RUA#3540	U2011-49	B3A	EPP	In Eval (26mile)	5/5- confirmed offset bridge, week 24 relay	2/26- submit hot process request form to dealer 3/15- pulled EFF & fault data, ship to 26mile for analysis. 3/22- need to leak test today 4/6- xray looks like offset bridge, do hot puma testing then raise RUA and sent to Tyco. 4/9- xray indicates offset bridge also failed resistance check, sending relay to Tyco today.	
DR-0015		BD3,B90	TS	In Eval (Hella)	**4/6- confirmed overwound clockspring same as DR0011. have updated 8D using separate centering tool for D-car gears**	3/1- submit hot process request, to pickup gear at garage 3/5. 3/5- picked up gear and dropped off at 26mile pulled fault & EFF data. 3/15- able to duplicate code turning gear to the end of travel, testing does indicate torque sensor need to hook up test harness & hella test box to confirm. 3/16- Jim has confirmed there is an intermittent problem with the Torque Sensor on channel 2 while turning input shaft to end stop. Shipping to Rogersville tomorrow. 3/19- gear is at Rogersville, need to bench test then put on line when line changes next week. 3/23- QCCAR #374081 issued for TS shipping out to Hella. 3/29- arrived in Hella Friday should have results by TS meeting this Wednesday 3/31- we believe this is the same case as DR0011 damaged clock spring due to improper IPA reworked, IPA was manual centered at QAO without special tool. 8D in process. Hella has pictures	
DR-0016	P07AE-09	GRINDING NOISE FROM RACK	NVH	At Oakville	4/30- tech states he found boot had a slice like a razor blade causing the water intrusion similar to other early build gears that were shipped to plant in bubble wrap.	3/10- talked to tech found orange water in the drivers side ITR boot, did not notice any damage to boot will inspect boot better after gear is replaced. 3/18- talked to PM to hot process the part back, Vic Matckar will not return until mar.22 to request gear back from dealer. 4/21- still trying to get gear sent back from Oakville, confirmed bellows sliced, see tech comments on 3/19. 4/28- talked to Vic Matckars and they cannot locate the gear, they think the gear was scrapped at WEPEC. From the information this gear will not be returned. The new hot process request now in place will have the dealer send the gear directly back to the WPAC instead of sending the gear back to Oakville then to WPAC.	
DR-0017	C1B00-2F U0428-00	AD9		In Eval (26mile)	4/12- Mike Bahena states "this is an Active Park Assist vehicle meaning the relative SWA comes from the SASM in the steering column and not the steering gear. This explains why the A29 is raised and not the A19 (Invalid RSP). A29 is based on the offset signal from ABS inaddition to rsp, whereas A19 is only based on RSP. It also means that the dealer improperly diagnosed the problem and incorrectly replaced the steering gear. I fully expect this problem to come back if the SASM was not replaced. The AD9 code indicates that the gear detected Invalid data from the	3/22-submit hot process request gear back to WPAC 3/29- pulled eff fault data shipped gear to 26mile, vehicle has a separate SWA sensor with auto park. Unknown if tech found wiring issue after installing new gear. This would be good for on vehicle test. (check customer verbatims).	

DR-0019 RUA#3679	U2011-49	B3A	EPP	In process (Tyco)	6/7- confirmed offset bridge- week 24 precontainment. Will get bigger xray pic.	hot process gear back to WPAC after replacement 4/26- pulled EFF buffer data, shipped gear to 26mile for testing. 5/5- xray indicates offset bridge, check resistances, need to raise RUA then ship to Tyco. 5/12- sent out to Tyco for analysis.	
DR-0020	P07AE-09	AF1	NVH	In Eval (26mile)	7/12- sent Ford the teardown report wo/pics file was too big. Mike B looked over report and advised to close.	hot process gear back to WPAC after replacement 5/3- pulled EFF data, shipped gear to 26mile for testing 5/7- leak test today, then EDF test stand testing 5/17- Leak test passed, EDF failed terribly. Ron said the rack bar is extremely bent in the BNA area. Could not run power ON tests. Could not run power OFF free pinion torque because it was too high. Power OFF mechanical friction was ~3kN. Gear is upstairs now awaiting teardown. Will be a couple days due to current gears in cue already. ITR's looked perfect though, no signs of over travel or bending. 6/4- confirmed bent rack, Jason to sent out Harold's teardown report.	
DR-0021	C200D-2F C200C-2F	BD0-BD3	TS	In Process (26mile)	4/19- Found damaged TS harness, cut wires. Have pics. Sent to Ford eng. with vehicle information.		
DR-0022	C200D-49	B9A	EPP	In Eval (UK)	1/11- Anting started to use the alignment fixture 12/10/2010 adds 43 seconds to the station. The EPP's should arrive into QAO approx 1/28/2011.	4/16- sent out hot process request 5/3- pulled EFF & Buffer data, shipped gear to 26mile for testing, 26mile will start the testing hot/cold ign. Cycling 5/7- leak test today, then will start tri-temp testing 5/11- Leak test passed. Was brought upstairs Friday I believe. Need to confirm w M. Taylor 5/17- undergone testing that indicates a ribbon cable failure- sending to UK for further testing. 6/28- motor ribbon cable insertion process, bent terminals in connector, new design insertion tool in testing phase at this time. 8/16- target date still set for the beginning of December 2010 for all plants to be online with alignment tool.	
DR-0023	clicking noise turning wheel	N/A	NVH	In Eval (QAO)	10/12- new power supply supplied by Mapro, now EDF machine back up & running. 11/29- passed entire EDF test with NTF, check to close claim. 2/8- Ford finding that the hub bearing replacement or torque the hub bearing bolt can fix the clicking noise, TSB is in process and should be complete soon.	5/24- did not notice any damage to the gear or boots. Turning input shaft is smooth with no noise that I noticed. 6/7- make sure after leak check to put on NVH test, QAO can use Audit rig for testing then put on the EDF tester 7/26- arrived at Rogersville in process to QAO 8/16- leak tested checking QAO for latest update. 10/6- has EDF test been completed? 10/11- power supply for the EDF machine damaged, supplier from Netherland found issue with internal component, specialty component not sure of repair at this time. QAO sent back-up PS to Marion, Marion sent their's in for repair. Pepe will check with Sergio to see the status of the one sent to Netherland for repair.	

DR-0024	Clunk snapping noise while turning wheel		NVH	In Eval (26mile)	8/16- passed all NVH & EDF testing. NTF 2/8- Ford finding that the hub bearing replacement or torque the hub bearing bolt can fix the clicking noise, TSB is in process and should be complete soon.	6/21- no codes pulling EFF or fault data, good chance tech mis-diagnosed vehicle returned 3k later with frt. Wheel bearing noise while turning & replaced RF bearing to fix. Can perform NVH & EDF test. Can chargeback steering gear if all tests pass. 7/12- Mike F to follow-up on lab doing NVH test & EDF testing. 7/27- Jason wrote the ETR and brought it to the lab this afternoon.	
DR-0026	noise turning steering wheel	metal to metal noise coming from gear	NVH	At WPAC	8/3- 2011vehicle. gear at WPAC took pictures and sent to Ford, hole in boot unknown how hole got in boot. Ask Ford if they want the gear for inspection.	6/21- checking inventory for new 2011 D3 gears, so I can hot process gear back. 2011 MKT w/APA. 6/22- still checking to see if QAO can send new 2011 D3 gear out to dealer. 7/12- talked to tech found out OBH boot had hole in it a water came out causing the scraping metal noise. Also dealer installed wrong M/Y steering gear on vehicle installed aa5z-3504-je and should be aa5z-3504-ke or ne. advised Ron SM of this issue to change gear when parts are available. gear hot processed back to WPAC	
DR-0030	pop squeal noise turning	No codes	NVH	In Eval (Gates)	9/15- TRW 8D sent to Ford, Tim snider had question about laser system to insure edge trim forward email to Randy Hazell. 9/23- Gates confirmed that the 8D did not have a suggestion for using a laser to insure edge trim integrity. In the PowerPoint slides they did discuss the position sensor and additional	7/9-Pulled EFF data, no codes, could feel slight bind in gear, ship gear to 26mile for analysis. 7/26- arrived at Rogersville in process to QAO 8/20- found belt damage inside have pictures, unknown cause. See what Ford wants to do with the gear. 8/23- Ship gear assembly back to 26mile to try an understand cause of damaged belt.. Sent PFR to Ford 8/23- Ship gear assembly back to 26mile to try an understand cause of damaged belt.. Sent PFR to Ford. Sam to overnight belt back to 26mile let Gates engineering check belt. 8/27- Gates engineers took belt back to plant in US to measure center to center to check for belt stretch. Then will be sent back to their UK plant for final analysis. 9/1- Gates testing did verify issue with belt sent belt to UK for level 3 analysis.	
DR-0031 RUA#3933	U3000-49 U3000-96	B25	EPP	In Eval (Fairchild)	9/27- discussions with Ford on this EOS on the power module issue we agreed to fully decode the EFF data to get all the details when the FET failed. 10/15- details not that helpful, 200 seconds into the journey at 50 kilometers	7/28- pulled EFF data, also has BAD code that set once with B25 8/19- The data shows that Phase 3 top and bottom FETs are short circuit. Power module is having short circuit between V0 and V link terminals. PM will need to be returned to Fairchild in Suzhou, China. 8/26- Mosfet power pack shipped to Fairchild in China. Tracking number is: 9373 7350 7806 9/1- still need 8D update from Fairchild TRW to visit facility and check on this issue. 9/16- power module root caused as EOS by Fairchild. I have 8D available.	
DR-0032	clicking noise turning wheel	No codes	NVH	shipped to warehouse	10/7- shipped to Columbus Warehouse from WPAC	7/28- checked data found out after the steering gear was replace vehicle had the same noise, cannot chargeback hotline advised to replace the gear. Found RF shock and knuckle assembly fixed the noise. Case closed	
DR-0034	TC lamp on	No codes		shipped to warehouse	10/7- shipped to Columbus Warehouse from WPAC	8/6- pulled EFF data, no codes in the EPAS gear. This was dealer mis-diagnosis read the dealer comments.	

DR-0035	C200C-2F	BD3	TS	In Eval (QAO)	12/1- QAO rechecked the EPP at 120 deg C with no failures. NTF at this time. 12/8- all the testing in the fishbone has been complete with NTF. QAO,26mile & Hella has exhausted all testing and could not find any cause or sign of a potential root cause. will put in pending until we check of any other potential tests that can be run.	8/23- pulled EFF & fault store data and shipped to QAO for analysis 8/27- gear shipped on Rogersville Friday truck to QAO. 9/1- gear passeed leak testing also could not duplicate any codes with ambient ign. Cycling will continue with cold testing. 9/8- still cannot duplicate any codes, bully & performance tested. Finished cold ign. Cycling. 9/22- QAO exhausted testing at gear level, TS team in 26mile looking over testing data to decide if QAO can perform any more testing or gear should be shipped to 26mile for tri-temp testing. Unknown when shipment will arrive for tri-temp oven to QAO and when will it be set-up completely for testing. 9/24- FED EX torque sensor & harness to 26mile for testing today. 9/27- TS & harness arrived at 26mile today. 9/29- 26mile ran TS with power all night NTF now put in tri-temp chamber for temp cycling to see if any codes set. 10/4- tri-temp ign. Cycled for 2-day with no problem found. Joel to x-ray harness. Jim to check TS for further testing. 10/27- shipped TS to Rogersville to remove the shaft then ship to Hella for testing.	
DR-0036	U2011-49	B3A	EPP	In Eval (26mile)	9/15- sent earlier 8D to Ford on similar issue back in May. Check to see if we can close out.	8/20- pulled EFF & fault store data and shipped to 26mile for analysis. 9/9- confirmed offset bridge with xray, to tear out relay to get date code. 9/13 why was this shipped to Ford with post containment if this was an offset bridge.	
DR-0037	snap noise while turning	No codes	NVH	In Eval (PDC)	10/20- EDF & NVH all passed on the gear, found out that the steering gear did not fix the clicking noise in the field, vehicle returned and the dealer replaced the struts & upper strut bearings to fix this noise, claim closed.	8/20- no codes, snapping noise while turning under heavy load. Did not notice any noise while turning input shaft. Ford to put On-vehicle for noise test. 9/2- delivered gear to Tim Snider at PDC 10/6- This gear is still in queue to be EDF tested. need to write an ETR for it and we should have it tested by the end of the week if not sooner. Nick Borgerding will send results as soon as possible.	
DR-0040 RUA#4150	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	11/29- similar test readings to a raised rivet but the rivet is not raised. crosssection contact 5 shows openings between the leadframe and rivet, close as raised rivet.	10/5- pulled EFF & stored data, TS harness melted by tech using torch to remove gear hold down bolt near the IPA. 10/8- gear passed leak test taken upstairs for xray 10/22- xray clear, tri-temp testing over the week-end, John to check results. 11/1- John B to pull relay raise RUA & ship to Tyco for relay workshop. 11/2- sent to Tyco for Nov.22-24 relay workshop	
DR-0042	clicking noise turning wheel	No codes	NVH	In Eval (QAO)	10/18- passed leak test, sent to lab for EDF/NVH testing. 2/1- confirmed to close due to other hub & strut issues causing this noise	10/5- did not notice any noise from gear and no codes in fault store. Ship to QAO for analysis	
DR-0043	Int. TC lamp on while turning	No codes		At WPAC	11/15- pulled history on vehicle, tech replaced the PSCM TC lamp still came on during left turns, tech replaced the IC to fix vehicle. NTF with PSCM		
DR-0044 RUA# 4329	U2011-49 U3000-96	B6B	EPP	In Eval (UK)	12/8- in process to UK from 26mile 2/14- confirmed PCB motor clearance issue	11/5- pulled EFF & stored data, no visual damage shipped to QAO for analysis 11/5- pulled EFF & stored data, no visual damage shipped to QAO for analysis 11/11- non powered measurements such as across the phases and possibly the motor PCB. This way, if we can confirm the is a relay problem with the population, we will not destroy or change any evidence by operating the contacts.	

DR-0046	C200C-2F U3000-96	BD3	TS	In Eval (QAO)	1/21- found this return was a reworked part and has an overwound clockspring- pre containment with the rework instructions	12/7- pulled EFF & stored data, shipped to QAO for analysis, no damage to TS harness.	
0KM- Chicago	U3000-49	BAA,BAB, B9B	EPP	In process (QAO)	8/16- confirmed high resistance on the R227 resistor.	8/10- possible R227 issue at the chicago assemby plant. Contain EPP's at QAO between 4/26-5/10	
0KM- Chicago		BAA, BAB, BAE, B3A	EPP	In Eval ((QAO)	7/14- confirmed R227 high resistance &	6/4- able to reproduce the code at 60-70degC 6/7- using PCB test software will not fail, Geoff to check PFR and decide next steps 6/10- issue with VSW supply, R227 measures open circuit. C17 observed to be missing	
0KM- Oakville ABJ28087		B7E	EPP	In Eval (QAO)	5/24- confirmed short on the motor PCB clearance, will be added to the Nidec 8D	waiting on next steps	
0KM- Oakville ABB14285		BD2	TS	In Eval (QAO)	4/1- IPA clockspring damage to ribbon cable, moving gear full CW will raise code BD2. TS has been recirculated at QAO	3/31- in process of evaluation	
0KM- Chicago AG160762 RUA#3558		B3A	EPP	In Eval (Tyco)	5/12- Tyco confirmed raised Rivet	4/13- - As observed Phase 1 and phase 2 do not reach the Vlink level after power up, swapping exercise - The problem does not travel with the ECU problem travels with Motor Relay. Path 4-5 open NOK. Path 3-4- 0.1 ohm OK Coil resistance-170 ohm, Contact 5 not closing.	
0KM- Oakville ABJ28087		B7E	EPP	In Eval (QAO)	5/24- confirmed short on the motor PCB clearance, will be added to the Nidec 8D	waiting on next steps	
0KM U502 102941920 F30238		BD0-BD3	TS	CAP	gear sent back to MAO for analysis and found defective TS harness during the swapping exercise found cut open lt green & black wires, causing all the TS codes to set. Looks like harness had impact mark on the conduit, also has damaged 3-pin plastic connector.		
UR0016	TC lamp on	no codes		At WPAC	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		
UR0017	TC lamp on	no codes		At WPAC	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		

Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (once known)	VIN	Vehicle Build Date	Gear Build Date
8D in process - 346199		Geoff Jacks		01342 Fred Beans Ford Penn	10	N/A	BA4 (4) C69	3FAHP0JA3AR[redacted]	2/14/2009	1/29/2009
8D in process - 346200	REPAIR 05/11/2009 03:42PM JOSE CHACON(PCE) MSS - FCSD - VSP C/P SVC ENG FAV REQUEST. UNIT HAS NO POWER ASSIST. TRW REQUESTED FEEDBACK FOR ANALYSIS. ADD-ON 05/11/2009 03:48PM JOSE CHACON(PCE) MSS - FCSD - VSP C/P SVC ENG SERVICE WRITER INDICATES THIS VEHICLE IS A RENTAL UNIT THAT BELONGS TO DOLLARE RENTAL CAR. THE VEHICLE HAS NO POWER ASSIT AND/OR IT WAS TOWED TO THE DEALER AT THE BEGINNING OF THE MONTH. SW STEVE INDICATED THE MESSAGE CENTER DISPLAYED - POWER STEERING ASSIST FAULT. ADD-ON 05/11/2009 04:06PM JOSE CHACON(PCE) MSS - FCSD - VSP C/P SVC ENG ASKED SW TO SPEAK WITH TECHNICIAN LESS. LESS INDICATED THE STEERING ASSIST IS HARD. TECHNICIAN WAS UNABLE TO DRIVE THE VEHICLE. DURING DIAGNOSIS THE TECHNICIAN USED THE INTERACTIVE DIAGNOSIS OUTLINED IN THE ON-LINE WORKSHOP MANUAL. THE IDS DISPLAYED TWO CODES: U2011-49-48 FOR THE PSCM MODULE AND CODE U3000-96-C8 PSCM. LESS FOLLOWED THE PINPOINT TEST AND CLEARED THE CODES. RE-RAN THE DIAGNOSTICS AND CODE U3000-96-C8 PSCM CAME COMING BACK. FURTHER PINPOINT TEST DIAGNOSIS INDICATED TO REPLACE THE EPAS ASSEMBLY. ASKED LESS IF ANY OTHER	Paul Ireland	Raised Rivet?	01376 Pacifico Ford Penn	409	N/A	B3A (4) C69	3FAHP0HG6AR[redacted]	4/13/2009	4/5/2009

8D in process - 346201	Dealer did not mention PSCM code U3000-49(B32) the first time they pulled codes. After clearing codes U3000-96 was the only code that would not clear and still no steering assist, also was the only code that showed up in the Interactive Online Diagnosis screen shot. Dealer performed pin point test (PPT"C") for U3000-96(B69) lead to replace the EPAS gear.	Mike Davies/ Ian Ingram	Leaky Capacitor. Installation of Capasitor backwords.	06724 Bill Talley Ford Virginia	1245	N/A	B32 (4) C69	3FAHP0HG9AR[redacted]	4/13/2009	4/7/2009
8D in process - 346202	No Assist with "Power Steering Assist Fault" in the vehicles message center. Dealer scan tool pulled stored codes of C200D-49(B9A) and C1B00-62(B93) with the U3000-96(C69) lockout code which the C69 would not clear. Tech states he set code U3000-96(C69) after he charged the battery, tech had low voltage ABS code C1676 that cleared after charging the battery. PPT"C" lead to EPAS gear replacement	Peter Juellicher/ Theo Brockman	Ribbon Cable Installation	10018 Safford L/M Maryland	37	N/A	B93(1) B9A(3) C69	3MEHM0HA4AR[redacted]	4/30/2009	4/23/2009
8D in process	REPAIR 05/27/2009 01:43PM JOSE CHACON(PCE) MSS - FCSD - VSP C/P SVC ENG NO FAV OASIS CONTACT. SUPPLIER TRW USING LOG VIEW DATA FROM EPAS DIAGNOSTICS. VIN # 3FAHP0HA9AR[redacted], AND P&A 00815. REQUEST TO OBTAIN DEALER DIAGNOSTICS AND/OR INFORMATION FOR PART EXCHANGE. OWNER 05/27/2009 01:43PM JOSE CHACON(PCE) MSS - FCSD - VSP C/P SVC ENG THE OWNER INDICATES THEY JUST BOUGHT THE VEHICLE AND WAS DRIVEN OVER THE WEEKEND. OWNER NOTED THE STEERING GOT HARD AND ALMOST LOST CONTROL WHILE DRIVING THROUGH A CURVE. OWNET PULLED ON THE SIDE OF THE ROAD, TURNED THE VEHICLE OFF AND/OR RESTARTED. THE STEERING RETURNED TO NORMAL. CUSTOMED SCHEDULED DEALER VISIT ON 05/25. ADD-ON 05/27/2009 01:46PM JOSE CHACON(PCE) MSS - FCSD - VSP C/P SVC ENG SPOKE WITH SW PAM AND/OR TECHNICIAN MICHAEL. MICHAEL INDICATED THE INSTRUMENT PANEL WARNING MESSAGE WAS ON WITH "POWER STEERING FAULT"	Thiha Than		00815 Ronnie Watkins Ford Alabama	537	B3A	B3A(2)	3FAHP0HA9AR[redacted]	4/3/2009	3/30/2009

	4991 . ROAD TEST TO VERIFY CONCERN, UNABLE TO DUPLICATE. SELF TESTED POWER STEERING CONTROL MODULE, U2011:49 08. CHECKED OASIS FOR CONCERNS, NONE. CONTACTED FORD TECH HOTLINE. ADVISED TO CHECK FOR WIRING CONCERNS IN THE HAR NESS TO STEERING MODULE. TESTED HARNESS, IN VARIOUS LOCATION, AND FOUND N O FAULTS. ADVISED TO FOLLOW INTERACTIVE DIAGNOSTICS. PERFORMED INTERACTIVE. TECH REPLACED THE GEAR SECOND TIME BACK FOR THE SAME CODE. TOOK OVER 3K MILES FOR THE CODE TO RESET.	Eric Estes		13123 Wall's L/M Mass	1814	B3A		3MEHM0JA8AR[redacted]	2/17/2009	1/22/2009
8D in process	REPAIR 06/11/2009 12:17PM DEREK HARMON MSS - FCSD - TECH SVC HOTLINE TAR OPENED AT THE REQUEST OF THE PCE JOSE CHACON. VEHICLE HAS MULTI DTC'S STORED IN MEMORY. THE VEHICLE IS A UNSOLD VEHICLE & DLR IS WAITING ON PART FOR THE REPAIR. PCE & PVT ARE REQUESTING A FSE TO VISIT THE DLR TO REVIEW THE FREEZE FRAM DATA & COMMUNCATE FINDING. ADD-ON 06/11/2009 12:18PM DEREK HARMON MSS - FCSD - TECH SVC HOTLINE ADDITIONAL REPORT TO REVIEW ON THIS SUBJECT VEHICLE IS 9FJAG436. EHTR ADD-ON 06/11/2009 05:12PM IAN GRIFFIN(FSE) MSS - FCSD - REG - DETROIT SET UP VISIT WITH JOSE CHACON AND SERVICE MANAGER BRIAN GRAHAM AT THE DEALERSHIP TOMORROW AT 8:00. PCE WILL BE BRINGING ENGINEERS WITH HIM AND A NEW RACK FOR THE ISSUE. DEALER REPORTED NO FREEZE FRAME DATA, BUT THE CODE IS A HARD FAULT. ADD-ON 06/12/2009 08:36AM DEREK HARMON MSS - FCSD - TECH SVC HOTLINE EHTR ADD-ON 06/15/2009 08:27AM IAN GRIFFIN(FSE) MSS - FCSD - REG - DETROIT DEALERSHIP IS CURRENTLY INSTALLING RACK DROPPED OFF BY ENGINEERING. ENGINEERING HAS ISSUED A 700 TAG TO PICK UP THE OLD PART. DEALERSHIP IS TO KEEP ORDER FOR RACK IN THE SYSTEM AND ENGINEERING WILL PICK UP THE RACK WHEN IT ARRIVES SINCE ENGINEERING DELIVERED RACK. THEY ARE BASICALLY JUST GOING TO PICK UP THE NEW ONE THAT GETS SHIPPED INSTEAD OF CANCELLING ORDER BECAUSE THEY BROUGHT THEIR OWN RACK OUT ON FRIDAY. DEALERSHIP TO CALL FSE AND LET ME KNOW IF THE VEHICLE IS REPAIRED AFTER REPLACEMENT. ADD-ON 06/16/2009 06:49AM IAN GRIFFIN(FSE) MSS - FCSD - REG - DETROIT DEALERSHIP EMAILED FSE AND INDICATED THAT THE VEHICLE IS REPAIRED	Eric Estes		11164 Metropolitan Lincoln-Mercury Garden City, MI	10	N/A	B3A (4) C69	3MEHM0JGXAR[redacted]	5/7/2009	4/28/2009
		Geoff Jacks		08198 Sunset Auto Co. Missouri	10	N/A		3FAHP0HA9AR[redacted]	3/12/2009	3/4/2009
		Eric Estes		06249 Les Stumpf Ford Wisc	450	N/A		3FAHP0HA0AR[redacted]	5/7/2009	4/28/2009
	POWER STEERING ASSIST FAILURE* DISPLAYED ON DASH. VERY HARD TO TURN AND AFTER MOVING "SERVICE ADVANCETRAC" DISPLAYED ON DASH AS WELL. DEALER STOCK UNIT JUST OFF TRUCK. HOTLINE CONCTACTED AND RECOMMENED TO SWAP WITH KNOW GOOD AND NO PROBLEMS SEVERAL ATTEMPTS MADE TO GET INTO PCM IDS AT 61.07 AND IDS WILL DISPLAY STATED UNIQUE PCM IDENTIFIER IS NOT PRESENT. NO KNOWN PPT TO FOLLOW OR ABLE TO PERFROM A NETWORK TEST. VEHICLE WILL RUN AND SHIFT FINE NO POWER STEERING NO CHECK ENGINE LIGHT.	Simon Malsbury/ Thiha Than		02786 Paul Cerame Ford	8	N/A		3MEHM0HA7AR[redacted]	5/23/2009	5/18/2009

	CUSTOMER STAES THAT THE POWER STEERING IS INOP THEREE IS A MESSAGE ON DASH. ROAD TEST VERIFY CONCERN EEC TEST CODE C1277 AND CODE 3000 CALL HOTLINE REPLACE POWER STEERING GEAR ROAD TEST OK CHECKED AND RESET FRONT AND REAR ALIGNMENT 9911	Eric Estes		01980 Beau Townsend Ford	6,900	N/A		3FAHP0HA3AR[redacted]	3/19/2009	3/6/2009
	REPAIR 06/17/2009 08:42PM MARSHALL EXTRA MSG - FORD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: NO POWER STEERING, "POWER STEERING ASSIST FAULT" IN MESSAGE CENTER. DIAGNOSTICS: WENT THROUGH INTERACTIVE DIAGNOSTICS VIA PTS, LEADS TO GEAR REPLACEMENT PARTS REPLACED:: NONE YET TECH QUESTION: THIS IS A CAR MODIFIED TO A COUNTY CONSTABLES CAR. I CANT FIND ANYTHING TIED INTO THE P/S SYSTEM OR NETWORK, BUT IM CONCERNED ABOUT REPLACING THE GEAR WITHOUT SOME FURTHER VERIFICATION. WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS	Eric Estes		08275 Rodeo Ford Texas	109	N/A		3FAHP0GA2AR[redacted]	3/14/2009	3/5/2009
	NO STEERING ASSIST DIAGNOSTICS: INTERACTIVE DIAG PARTS REPLACED:: NONE...I FOUND WIRES FROM STEERING SHFT TORQUE SENSORS CUT POSSIBLY DUE TO ASSEMBLY ALL WIRES IN THAT HARNESS WERE CUT EXCEPT YELLOW WIRE I CANT TELL YOU WHAT CIRCUIT THEY ARE BECAUSE I CANT PULL THEM UP IN THE WIRING DIAGRAM ANYWAY I FIXED ALL THE WIRING NOW THE TORQUE SENSOR CODES ARE GONE BUT THE U3000 STILL REMAINS IN CONTINUOUS MEMORY BUT SYSTEM ON DEMAND SAYS PASS BUT STILL WONT CLEAR U3000 TECH QUESTION: I PERFORMED THE INTERACIVE DIAG AND IT SAYS TO PUT EPAS GEAR ASSEMBLY IN IT I JUST WANTED TO CHECK WITH YOU GUYS TO MAKE SURE THAT IS CORRECT. COULD THE WIRES HAVE SHORTED OUT THE MODULE? WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES	Eric Estes		20428 Borman Motor Company New Mexico	329	N/A		3FADP0L39AR[redacted]	3/12/2009	3/4/2009
	DIAGNOSTICS - LAPTOP LOCKED UP MANY TIMES GETTING INTO INTERACTIVE DIAGNOSTICS. ALSO LOCKED UP MANY TIMES AFTER GETTING INTO INTERACTIVE DIAG. CAUSING A LOCK UP AND FORCING A COMPLETE REBOOT. DIAGNOSTIC ALSO REQUIRED A EXTENSIVE TEST DRIVE WITH NO POWER STEERING ASST. DRIVING THE VEHICLE FOR 10 MIN AT HWY SPEED PINPOINT TEST (C2). THIS TESTING LEADS US TO REQUIRE REPLACEMENT OF THE POWER STEERING UNIT. CALLED HOTLINE AND ENGINEERING. GOT TO DALE BOUSE - 313-805-2289 THE PS ENGINEER. HE ADVISED THAT THE CODE WE HAVE HAS LOCKED THE POWER STEERING UNIT AND REPLACEMENT IS NECESSARY. HE WANTED	Eric Estes		07467 Woltz & Wind Ford Pennsylvania	41	N/A		3FADP0L3XAR[redacted]	4/14/2009	4/6/2009

		Geoff Jacks		07467 Woltz & Wind Ford Pennsylvania	36	BAA C69		3FAHP0HA4AR[redacted]	6/11/2009	6/4/2009
	WEB FORM DATA - CONCERN: INSTRUMENT CLUSTER MALFUNCTIONING/SWEEPING, AIRBAG LIGHT COMES ON ADV TRAC LIGHT ON, PS INOP DIAGNOSTICS: EEC TESTS. MONITORED PID DATA MULTIPLE MODULES. FUSES/RELAYS OK. VISUAL OK PARTS REPLACED:: NONE TECH QUESTION: CANNOT ACCESS INTERACTIVE DIAGNOSTICS SO NO HELP AVAILABLE. HAD ALL KINDS OF NETWORK CODES. ERASED CODES. NONE RETURNED. ALL MODULES PASS. ONLY CONCERN REMAINING IS NO P/S. ANY KNOWN CONCERNS? WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST FOLLOWED?	Simon Malsbury/ Thiha Than		02662 Friendly Ford Mich	1595	N/A		3FAHP0JA4AR[redacted]	4/15/2009	4/8/2009
	Customer Comment: CUSTOMER STATES ON SATURDAY THE POWER STEERING WENT OUT, POWER STEERING ASSIST FAULT, CHECK ENGINE LIGHT ON. AC WENT OUT BUT THINK ITS WORKING AGAIN. HAPPENED ALL WHILE DRIVING. Technician Comment:VERIFIED CONCERN, HOOKED UP VCM WITH LAP TOP, FOLLOWED ON LINE INTERACTION DIAGNOSING SOFTWARE. CHECKED FOR DAMAGE (NONE)TEST DROVE, COMPUTER STATED DAIG, TO REPLACE ELECTRONIC RACK. REPLACED RACK AND PERFORMED ALIGNMENT.CODES ON BACK..	Simon Malsbury/ Thiha Than		01125 Palmetto Ford SC	1462	N/A		3FAHP0HA0AR[redacted]	5/18/2009	5/13/2009
	No codes or messages in the message center, repair order only lists "when turning the steering wheel is binding", tech states diagnosis lead to EPAS gear replacement. Enterprise Rent A Car vehicle, vehicle delivery date 4/23/2009.	Eric Estes		09130 Jack Madden Ford	193	N/A		3FAHP0HA8AR[redacted]	4/23/2009	4/15/2009
8D created	No Steering Assist with "Power Steering Assist Fault" in the vehicles message center. Dealer did not perform Interactive Diagnostics and did not call Hotline so no details on the failure or codes from the technician were listed. From the CANape data retrieved at 26-mile tech had Ford scan tool code C200B-2F (BD2) & C200C-2F (BD1 & BD3) then code U3000-96 (C69) latched and would not clear.	Mike Davies		09266 Northtown Ford	2262	N/A		3FAHP0HG2AR[redacted]	5/19/2009	5/13/2009

		Eric Estes		00095 Crouse Ford	3228	N/A		3FAHP0HA1AR[redacted]	4/6/2009	
		Geoff Jacks		01610 Al Piemonte Ford	6613	N/A		3FAHP0HA6AR[redacted]	4/8/2009	4/2/2009
		Eric Estes		01637 Elliott Ford	13814	N/A		3FAHP0JA6AR[redacted]	3/12/2009	3/5/2009
	07/02/2009 06:34PM DAVID KNAPP MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: POWER STEERING ASSIST FAULT, NO ASSIST DIAGNOSTICS: RETRIEVED CODE U3000-96. INSPECTED FUSES AND ALL COMPONENTS AND CONNECTORS. UNABLE TO ENTER INTERACTIVE DIAGNOSTICS. HAD FSE ON THE PHONE TO TROUBLESHOOT INTERACTIVE DIAG PROBLEM TO NO AVAIL. IT LOOKS LIKE IT WILL NEED A STEERING GEAR BUT	Eric Estes		05389 Kearny Pearson Ford	179	N/A		3FAHP0HA6AR[redacted]	6/1/2009	5/27/2009
		Geoff Jacks		01571 Joe Rizza Ford	6774	BB9		3FAHP0HA8AR[redacted]	3/19/2009	3/6/2009
	-THIS UNIT HAS NO POWER STEERING ASSIST AND THERE WAS A U2011 AND U3000:96 IN THE PSCM, HOWEVER THE PSCM MODULE IS COMMUNICATING NORMALLY. -I CLEARED DTC'S AND ONLY THE U300:96 RETURNS AND THERE IS STILL NO P/S ASSIST. -I TRIED TO ACCESS THE INTERACTIVE DIAGNOSIS IN THE ONLINE SHOP MANUAL, BUT I WAS NOT ABLE TO ACCESS THIS. -I HAVE CHECKED ALL PSCM MODULE POWER & GROUND PINS AT THE PSCM MODULE FOR GOOD POWER & GROUND AND THEY ARE OK. -WITH JOHN ON THE PHONE I WALKED HIM THROUGH THE ONLINE SHOP MANUAL SECTION 211-00A AND HE WAS FINALLY ABLE TO ACCESS THE PSCM INTERACTIVE DIAGNOSIS SECTION OF THE SHOP MANUAL.	Geoff Jacks		B3225 Tusket Sales & Service Nova Scotia	355	B3A		3FAHP0HA8AR[redacted]	5/15/2009	5/9/2009

	WEB FORM DATA - CONCERN: CUSTOMER STATES VEHICLE HAS NO POWER STEERING DIAGNOSTICS: IDS TEST UNABLE TO COMUNICATE WITH POWER STERING MODULE PARTS REPLACED:: NONE TECH QUESTION: WOULD LIKE TO KNOW IF THERE IS ANY KNOWN CONCERNS WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES	Simon Malsbury/ Thiha Than		09623 Signature Ford	1579	N/A		3FADP0L37AR[redacted]	4/15/2009	4/8/2009
	07/14/2009 09:10AM EDWIN DERY MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: NO STEERING ASSIST DIAGNOSTICS: SCANNED AND RETRIEVED CODES C1277 AND U0131.FOLLOWED ONLINE TEST BL2 -PSCM NO COMMUNICATION WITH IT.THEN FOLLOWED TESTS D.ALL POWER AND GROUND TESTS PASSED AS WELL AS HS-CAN TESTS PASSED.AM BEING DIRECTED TO REPLACED THE PSCM,BUT LOOKING FOR REASSURANCE BEFORE ORDERING PARTS REPLACED:: NONE TECH QUESTION: SOUND LOGICAL OR IS THERE ASOMETHING ELSE I SHOULD HAVE A HEADS UP ON? WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES 09/08/2009 05:00PM LARRY LUCZKOWSKI MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: STEERING HAS FULL ASSIST AT ALL TIMES. OVERSENSITIVE WHEN DRIVING	Eric Estes		B3352 Chebucto Ford Canada	206	C69		3FAHP0JA9AR[redacted]	5/6/2009	4/28/2009
	States he is losing assist intermittently, unknown set ford codes	Simon Malsbury/ Thiha Than		04691 Bloomington Ford Ohio	4894	N/A		3FAHP0GA4AR[redacted]	3/11/2009	3/2/2009
	WEB FORM DATA - CONCERN: CHECK POWER STEERING ASSIST FAULT IN MESSAGE CENTER AND ADVANCED TRAC LIGHT ON DIAGNOSTICS: IDS DIAG SELF-TEST PSCM RETRIEVED CODES U0415:00-48, U3000:96-C8, C200B:62-48, U0415:00-48, AND C1277. PERFORMED NETWORK TEST PASSED. PERFORMED INTERACTIVE DIAG IN WORK SHOP MANUAL. IN SECTION KC1 READ VEHICLE INFORMATION COMPUTER SAYS "NETWORK TEST NOT COMPLETE" AND WILL NOT LET ME GO ANY FURTHER IN THE DIAG PROCESS. POWER STEERING DOES NOT WORK PARTS REPLACED:: NONE TECH QUESTION: IS THERE A NORMAL STYLE PIN POINT TEST OR DO I HAVE TO DO THE INTERACTIVE DIAG? PLEASE HELP WITH DIAG. THANKS WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST FOLLOWED? NO	Todd Williams		13952 Hines Park L/M MI	2	N/A		3MEHM0JG2AR[redacted]	7/7/2009	6/24/2009
	driving vehicle from dealer trade no assist and power steering assist fault in message center.	Tyco		02703 Bob Thibodeau Ford Centerline, MI	36	N/A		3FAHP0JA7AR[redacted]	5/28/2009	5/23/2009

		Simon Malsbury/ Thiha Than		03623 Loman Ford NY	5159	N/A		3FAHP0HA7AR[redacted]	4/15/2009	4/8/2009
		Eric Estes		01349 Chapman Ford	3	B3A		3FADP0L31AR[redacted]	6/26/2009	6/24/2009
		Eric Estes		04229 Suburban Ford Waterford, MI	44	B3A		3FAHP0HA2AR[redacted]	6/19/2009	6/13/2009
	NO POWER STEERING DIAGNOSTICS: U3000 CODE LEAD TO PINPOINT TESTS C1, C2, CLEAR CODES, TEST DROVE CODE COMES BACK PARTS REPLACED:: NONE TECH QUESTION: ADVICE WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES	Hella		07398 Al Packer's White Marsh Ford Maryland	78	B95		3FAHP0JA9AR[redacted]	6/15/2009	6/8/2009
		Eric Estes		02960 West-Herr Ford	723	B3A		3FAHP0JA0AR[redacted]	6/20/2009	6/16/2009
	No code information or diagnosis from Interactive Diagnosis or CQIS. AWS report list customer complaint as "CHECK CUSTOMER CONCERN NO POWER STEERING AND AUTO TRAC LIGHT IS ON". Tech comments"DOES NOT OPERATE PROPERLY PERFORMED	Eric Estes		20657 Metro Ford NY	381			3FAHP0HG5AR[redacted]	5/22/2009	5/16/2009
		Simon Malsbury/ Thiha Than		08990 Quirk Ford	1509			3FAHP0HA6AR[redacted]	6/15/2009	6/8/2009
	CONCERN: STEERING HARD TO TURN--CUST BACKED INTO A CURB-NO VISIBLE DAMAGE DIAGNOSTICS: SELF TEST AND VIS INSPECTION, DCL MONITIOR STEERING WHEEL ANGLE SHOWING 49500 DEG WHILE STEERING IS STRAIGHT PARTS REPLACED:: NONE TECH QUESTION: LOOKING FOR KNOWN CONCERNS OR JUST PROCEED WITH INTERACTIVE DIAG WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES	Eric Estes		02459 Sam Pack's Five Star Ford TX	4283			3FAHP0HA1AR[redacted]	6/19/2009	6/16/2009
	CONCERN: POWER STEERING ASSIST FAULT MESSAGE ON INSTRUMENT CLUSTER. ALSO CHECK ADV TRAC MESSAGE. NO POWER STEERING ASSIST. DIAGNOSTICS: SELF TEST. PINPOINT TEST. CLEARED CODES. ROAD TEST 10MIN BETWEEN 45MPH AND 60MPH WITH 4 LANE CHANGES. PARKING LOT LOCK TO LOCK MANEUVERS. AFTER ROAD TEST 03000:96 CODE STILL PRESENT. PINPOINT TEST SAYS REPLACE STEERING GEAR. PARTS REPLACED:: NONE TECH QUESTION: BEFORE ORDERING A STEERING GEAR I WOULD LIKE TO KNOW IF THERE ARE ANY KNOWN CONCERNS WITH THESE GEARS YET? THANK YOU WERE YOU	Eric Estes		03897 Lithia Ford	1369			3FAHP0HA8AR[redacted]	6/16/2009	6/10/2009

	ROAD TESTEED VEHICLE. NO POWERSTEERING. IDS TEST U3000:96 C 8 OASIS NO TSB OR SSM. ONLINE INTERACTIVE DIAGANOISE. PIN POINT TEST C C2 YES YES CODES STILL PRESENT. FAILED INTERNAL PSCM. RAISED VEHICLE. DIASSEMBLED. REPLACED ELECTRONIC RACK AND PINION.. REASSEMBLED. PERFORMED 2 WHEEL ALIGNMENT. SET FRONT TOE. CLEARED CODES RETESTED OK AT THIS TIME	Eric Estes		02694 Dean Sellars Troy, MI	2	N/A		3FADP0L34AR[redacted]	6/16/2009	6/10/2009
		Hella		00852 Joe Cooper Ford	12262	N/A		3FAHP0HA6AR[redacted]	3/23/2009	3/12/2009
		Eric Estes		09274 Tousley Ford	8743	BB7		3FAHP0JG8AR[redacted]	4/13/2009	4/4/2009
	WEB FORM DATA - CONCERN: CUST STATES VEH HAS NO POWER STEERING,VERY HARD TO TURN EITHER DIRECTION,ALSO WHEN BRAKING FEELS LIKE YOU SLAMM ON BRAKES. DIAGNOSTICS: VERIFIED CONCERN,VEH HAS NO P/S ASSIST.PERFORMED EEC FOR ABS C1277, HVAC U0423:68-08, PCM P100, PSCM U3000 96-08. PERFORMED INTERACTIVE DIAG FOUND TSB FOR DTC U3000 BUT VEH NOT EQUIPT WITH SINC SO UNABLE TO PROGRAM .BUT INTERACTIVE DIAG STATES TO REPAIR THIS DTC FIRST. PARTS REPLACED:: NONE TECH QUESTION: NOT SURE OF WHICH DTC,OR PIN POINT TO FOLLOW FIRST WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST FOLLOWED? NO	Simon Malsbury/ Thiha Than		02586 Westway Ford TX	3681	N/A		3FAHP0HA3AR[redacted]	6/9/2009	6/2/2009
	POWER STEERING FAULT MESSAGE IS DISPLAYED. DTC C1277 & U3000 ARE PRESENT. ATTEMPTING TO LOCATE CONNECTOR C1010. UNABLE TO LOCATE CONNECTOR. DTC'S CAN BE CLEARED. THERE IS STILL LACK OF STEERING ASSIST BUT CODE HAVE NOT YET	Eric Estes		06985 Mac Haik's Southway Ford	153			3FAHP0HA5AR[redacted]	6/13/2009	6/6/2009
	CONCERN: NO POWER STEERING ASSSIST DIAGNOSTICS:U300096C8 INTERACTIVE DIAG SAYS TO REPLACE GEAR PARTS REPLACED:: NONE TECH QUESTION: ANY KNOWNS? WERE YOU ABLE TO VERIFY THE CONCERN? IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? WAS THE PINPOINT TEST FOLLOWED?	Geoff Jacks		02974 Statewide Ford OH	5	N/A		3FAHP0GA2AR[redacted]	7/24/2009	7/18/2009

	TECH STATES THIS VEHICLE WAS TOWED IN FROM THRIFTY RAC TECH STATES HE STARTED THE CAR HAD NO ASSIST WITH T/C LAMP ON, TECH HAD ABS CODE C1277 & LOW BATTERY VOLTAGE CODE AND COULD NOT COMMUNICATE WITH THE PSCM. NO PROBLEMS WITH THE BATTERY CODE BUT THE BATTERY DID HAVE A RED EYE. TECH INSTALLED THE NEW EPAS GEAR VEHICLE NOW HAS ASSIST AND THE TC WENT OFF.	Simon Malsbury/ Thiha Than		08990 Quirk Ford	882	N/A		3FAHP0HA9AR[redacted]	6/9/2009	6/1/2009
	CUST STATES POWER STEERING ASSIST FAULT PRESENT ON MESSAGE CENTER TRACTION LIGHT COMES ON AS WELL ADVISE. EEC TEST SYSTEM CODE CODE U3000:96 PERFORM PINPOINT TEST PERFORM INTERACTIVE	Simon Malsbury/ Thiha Than		10736 Ganley L/M	10725			3FAHP0HG7AR[redacted]	4/14/2009	4/7/2009
	RUN PP TST ON PSCM AND ALL CONNECTORS CK FOR OPEN OR BAD WIRE AND OR POSS BAD PSCM PSCM NOT COMUNICATING REPL PSCM CLEAR CODES AND RECK OK WPI	Simon Malsbury/ Thiha Than		01580 Smith Ford	132			3FAHP0HA7AR[redacted]	7/15/2009	7/10/2009
	NO INFORMATION ON THIS VEHICLE THROUGH INTERACTIVE DIAG, CQIS OR AWS CLAIMS. WILL WAIT TILL GEAR RETURNS WITH THE REPAIR ORDER.	Simon Malsbury/ Thiha Than		00475 Burns Ford	386			3FAHP0HA1AR[redacted]	5/9/2009	4/30/2009
	WEB FORM DATA -CONCERN: TRAC CONTROL LIGHT AND ABS LIGHTS COME ON RANDOMLY. THEN GO OFF WITH NO RHYME OR REASON. THIS IS THE THIRD TIME THAT THIS VEHICLE HAS COME IN FOR THIS ISSUE. WE DRIVE IT FOR 100 MILES OR SO AND HAVE NOT BEEN ABLE TO DUPLICATE THE CONCERN. EACH TIME IT HAS THE EXACT SAME DTCS. WE DO ROAD TESTS AND WIGGLE TESTS AND TRY TO TRACE THE CAN HARNESS AS BEST WE CAN AND HAVE BEEN UNABLE TO FIND AND ISSUE DIAGNOSTICS: KOEO, KOER, ROAD	Eric Estes		00061 Purvis Ford VA	401	N/A		3FAHP0HA9AR[redacted]	5/6/2009	4/27/2009
	CONCERN: CHECK STEERING SYSTEM, ON LEFT TURNS WHEEL LOCKS DIAGNOSTICS: FIRST OF, DROVE THE VEHICLE, IMEDIATELY NOTICED WHEEL OFF-CENTERED, AND DRIFT TO THE RIGHT. CHECKED TIRE WEAR, BOTH FRONT TIRES WEARING POORLY OUTSIDE EDGES, AND TOED INWARD. CHECKED FOR ANY VISUAL SIGNS OF BENT, LOOSE OR MISALIGNED PARTS ALL OK. SET ALL TIRES TO 32PSI, PERFORMED ALL WHEEL ALIGNMENT AND ADJUSTED REAR TOE, FOLLOWED BY FRONT END TOE ADJUSTMENT. PLEASE ALSO NOT: FRONT WHEEL HAS SIGNS OFF HITTING CURB, AND HAD THE MOST OF POSITIVE TOE	Eric Estes		00359 South Bay Ford CA	3571	N/A		3FAHP0HA4AR[redacted]	5/8/2009	4/27/2009
	08/20/2009 12:59PM BRADLEY KUMMLER MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: POWER STEERING HAS LOST ASSIST A COUPLE OF TIMES INTERMITITLY. DIAGNOSTICS: TEST DROVE 41 MILES. DID NOT HAVE A PROBLEM. CHECKED FOR CODES	Simon Malsbury/ Thiha Than		05224 Thouroughbred Ford	8548	N/A		3FAHP0HG0AR[redacted]	4/15/2009	4/8/2009
	INSP AND VERIFIED THE P S SYS WAS IN OP. PERFORM IDS TEST FOR THE PSCM. GOT CODES U3000:96 C8, C200B:62 48. PERFORM INTERACTIVE PINPOINT TEST PER OASIS. PERFORM PID MONITOR TEST AND FOU	QAO testing		11164 Metropolitan L/M MI	131	N/A		3MEHM0JG2AR[redacted]	5/15/2009	5/11/2009

	Gear#1- Cust. Concern Code: H22 - STEERING REQUIRES EXTRA OR UNEVEN EFFORT Condition Code: 42 - DOES NOT OPERATE PROPERLY Technician Comment: 4645 TEST POWER STEERING MODULE FOR CODES C1277 PERFORM PINPOINT TEST PERFORM REALL TIME DIAGNOSIS ON LINE REPALCE RACK AND PINION Customer Comment: CUST STATES THAT THE POWER STEERING IS INOP tech states he replaced the gear for no assist code c1277 only code stored and PS assist fault in the message center. after gear replacement tech states new gear looked like it was a used gear and had a U3000-96 stored in it after configuring gear. so tech installed another gear Gear#2- Cust. Concern Code: H22 - STEERING REQUIRES EXTRA OR UNEVEN EFFORT	Bill Bouse		10736 Ganley L/M	4645			3FAHP0HA4AR[redacted]	6/12/2009	6/4/2009
	REPAIR 08/27/2009 10:56AM JASON TAYLOR MSS - FCSD - TECH SVC HOTLINE THE TECH STATES THAT THERE IS NO POWER STEERING ASSIST. THE TECH IS HAVING CONCERNS WITH THE INTERACTIVE DIAGNOSTICS AND CAN NOT PRINT THE PIN POINT TEST OFF TO PERFORM THE TESTING AT THE VEHICLE. THERE ARE NO DTC'S PRESENT IN THE PSCM. THE VBAT PID IS READING .7 VOLTS. THE TECH HAS MONITORED THE VOLTAGE AT THE MODULE AND THERE IS 12.4 VOLTS ON BOTH POWER CIRCUITS. THE TECH HAS REMOVED AND CLEANED THE GROUND. THE TECH ALSO SUPPLIED A REDUNDANT KNOWN GOOD GROUND WITH NO CHANGE RECOMM 08/27/2009 10:56AM JASON TAYLOR MSS - FCSD - TECH SVC HOTLINE SCOTT	Rob Kostadina		00529 Gene Evans Ford GA	13775			3FAHP0HG5AR[redacted]	4/13/2009	4/7/2009
	08/28/2009 12:29PM JAMES JASKULA MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: STEERING WHEEL HARD TO TURN AND FAULT ON MESSAGE BOARD DIAGNOSTICS: RAN PINPOINT FOR U3000:96 PINPOINT C PARTS REPLACED:: NONE TECH QUESTION: OKAY PINPOINT AND INTERACTIVE DIAG SAID TO REPLACE THE EPAS GEAR. IS THIS CORRECT DUE TO THE CODE BEING A PROSESSOR FAULT WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES	Eric Estes		09885 All Star Family Ford	9			3FAHP0HG8AR[redacted]	8/1/2009	
	REPAIR 08/26/2009 05:27PM MATT ABELA MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: C/S YESTERDAY POWER STEERING ASSIST FAILURE WARNING WAS ON AND CAR HAD NO POWER STEERING DRIVING FROM HATTISBURG TO FL. IS WORKING NOW DIAGNOSTICS: INSPECTION ALL OK IDS TEST ON PSCM CODE U3000-49-08 IN MEMOREY CODE NOT PRESENT AT THIS TIME PARTS REPLACED:: NONE TECH QUESTION: PREFORM TEST AS PER INTERACTIVE WORKSHOP MANUAL ROAD TEST CODE DID NOT RETURN HAVE U HAD ANY RELATED SYMTOMS WITH THIS CODE WERE YOU ABLE TO VERIFY THE	Simon Malsbury/ Thiha Than		05965 Watson Quality Ford	2886			3FAHP0HA7AR[redacted]	6/20/2009	6/16/2009
	REPAIR 09/09/2009 03:55PM JASON TAYLOR MSS - FCSD - TECH SVC HOTLINE THE TECH STATES THAT THERE IS FULL ASSIST ON THE POWER STEERING ALL THE TIME. THE TECH RAN A SELF TEST ON THE PSCM AND THERE WERE NO DTC'S PRESENT. THE TECH MONITORED THE STEERING WHEEL ANGLE SENSOR AND IT IS READING 49,150 DEGREES ALL THE TIME.	Costas		04617 Champion Ford TX	6144			3FAHP0HA9AR[redacted]	5/12/2009	5/7/2009
	NO ASSIST LOSS OF STEERING. REPAIR 09/09/2009 04:33PM CHRIS BISHOP MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: CUST STATES TURM ALL THE WAY TO RIGHT AN START BACK STEERING SLIPS DIAGNOSTICS: EPAS TEST VISUAL INSPECT PARTS REPLACED:: NONE TECH QUESTION: TURN TO STOP BOTH DIRECTIONS AND INSPECT STEERING SHAFT AT RACK WHEN RETURING SHAFT IN RACK RISES THEN DROP BACK DOWN. NORMAL OR NOT? WERE YOU ABLE TO VERIFY THE CONCERN? NO IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST FOLLOWED? NO	Costas		05113 Bob Sight Ford Missouri	5180			3FADP0L35AR[redacted]	4/1/2009	3/29/2009

	TRNSMISSION FRICTION ELEMENT G STUCK OFF. VERIFY CONCERN. INSPECT STEERING. PERF SELF TEST EPAS HAS CODE PO7AE. PERF PNPT TEST F. PERF TEST F1 TO F4. REPL RACK N PINION, REMOVE FLEX PIPE & LOWERED SUB FRAME, REMOVED ENGINE ROLL BOLT. CK ALIGNMT & SET TOE, CLEARED DTCS IN PSCM, PERFORM IVD TEST, ROAD TEST FOR 10 MINS AS PER PPT 4 SO THAT RACK WOULD CENTER	shipped to QAO		04410 Northside Ford TX	159			3FAHP0HA8AR[redacted]	8/6/2009	7/31/2009
		Eric Estes		04888 Santa Fe Ford	5700			3FAHP0HG9AR[redacted]	7/22/2009	7/17/2009
	09/16/2009 02:53PM MARK COUGHLIN MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: VEHICLE HAS NO POWER STEERING DIAGNOSTICS: RECIEVED CODE C-1277 AND U-3000-96-C8 AND CK BOTH FUSES JBJ AND 10 AMP FUSE IN PASSENGER COMPARTMENT,PERFORM INTERACTIVE DIAG BUT WAS NOT ABLE PERFORM PP TEST PARTS REPLACED:: NONE TECH QUESTION: IDS WOULD NOT BRING UP PP TEST WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE	Eric Estes		06371 Jim Norton Ford	11862			3MEHM0HA4AR[redacted]	4/17/2009	4/13/2009
	REPLACED THE ABS MODULE FOR CODE C1278 AND VEHICLE RETURNED SAME CODE AND ERRATIC SWA SENSOR POSITION PID THE CODE CLEARLY STATES THAT THE SWA IS GREATER THAN 15 DEG. WHEN DRIVING STRAIGHT. MONITORING PIDS IT CLEARLY IS DIFFERENT EVERY TIME YOU TURN LOCK TO LOCK THEN STEER STRAIGHT AGAIN MY VEHICLE WITH THE WHEELS STRAIGHT AHEAD SAYS THE WHEEL IS AT 258 DEGREES AND TURNED TO LEFT LOCK READS 330 DGREES AND RIGHT LOCK READS 668 DEGREES. IF THE PSCM, FOR EXAMPLE, LEARNS 6 AS THE STRAIGHT AHEAD READING, THEN AFTER A LOCK TO LOCK STRAIGHT IS READING AT 9 IT COULD INDUCE THIS CONCERN. I WOULD BEGIN WITH AN INITIALIZATION ON THE PSCM AND RETEST IF THE CONCERN IS STILL PRESENT THEN PLEASE CALL IN TO DISCUSS THIS VEHICLE IN GREATER DETAIL. THE TECH STATES THAT INTERMITTENTLY THE STEERING WHEEL ANGLE SENSOR WILL	Eric Estes		06169 Service Motors WI	1096			3MEHM0JA3AR[redacted]	4/16/2009	4/7/2009
		Eric Estes		05653 Sames Crow Ford	2445			3FAHP0GA3AR[redacted]	4/17/2009	4/13/2009
		Eric Estes		01131 Green Ford	12401			3FAHP0HA7AR[redacted]	4/13/2009	4/4/2009

		Eric Estes		06179 Capitol Ford	15219			3FAHP0HA4AR[redacted]	4/6/2009	3/31/2009
	WEB FORM DATA - CONCERN: NO POWER ASSIST FROM EPAS. STEERING WHEEL IS EXTREMELY HARD TO TURN. DIAGNOSTICS: TEST DROVE VEHICLE. PULLED CODES: U3000:96 C200C:2F CHECKED PIDS IN DATALOGGER: EPAS MODULE BELIEVE VSS IS 61.25MPH WHILE PARKED, ALL OTHER MODULES READ CORRECT 0MPH EPAS ALSO HAS A STEERING ANGLE OF 49,000+ DEGREES. PARTS REPLACED:: NONE TECH QUESTION: ANY KNOWN CONCERNS OR SUGGESTED REPAIRS? IS THE STEERING TORQUE SENSOR IN THE EPAS OR ON THE COLUMN? IS THERE ANY HARD COPY OF THE PINPOINT? THE IDS INTERACTIVE DIAG IS BEING EXTREMELY SLOW. WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS	Eric Estes		00785 Colorado River Ford	2952			3FAHP0HA6AR[redacted]	3/20/2009	3/12/2009
	Interactive diagnosis pulled both codes below C200D-49- FDAA-9A U3000-96- FDAA-69	Eric Estes		07410 Day Ford	16465	B9A		3FAHP0HA0AR[redacted]	3/11/2009	3/1/2009
	TECH STATES HE CLEARED CODE AND THEN VEHICLE WAS SOLD TO CUSTOMER AND THE CUSTOMER RETURNED THE VEHICLE 38 MILES LATER WITH THE SAME C200D-49 CODE, TECH REPLACED THE EPAS GEAR ACCORDING TO INTERACTIVE DIAGNOSTICS WITH SAME CODE RESET.	Eric Estes		08862 Portsmouth Ford	39	B9A		3FADP0L33AR[redacted]	8/12/2009	8/9/2009
	10/05/2009 11:55AM MICHAEL YOUNG MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: BRAND NEW UNIT. VEHICLE HAS NO POWER STEERING ASSIST. WARNING MESSAGE IN CLUSTER SAYS POWER STEERING SYSTEM FAULT. ALSO AMBER ADVANCE TRAC LIGHT ON (PROB BECAUSE EPAS IS NOT RELAYING STEERING ANGLE) DIAGNOSTICS: PERFORMED INTERACTIVE DIAGNOSTICS USING IDS. CONNECTORS ARE OK. FUSES ARE OK. DIRECTED TO REPLACED EPAS. CODES RETRIEVED ARE U3000:49-48, U3000:96-C8, C1B00:86-28. PARTS REPLACED:: NONE. TECH QUESTION: NEW VEHICLE, FINDING IT HARD TO BELIEVE THIS THING LEFT THE PLANT LIKE THIS. ANY KNOWN ISSUES BEFORE REPLACING THE EPAS AS DIRECTED? THANKS SO MUCH AND HAVE A GREAT DAY. WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES	UK		01769 Astro Ford	5	B25		3FADP0L32AR[redacted]	9/18/2009	9/9/2009
	POWER STEERING ASSIST LIGHT ON, STEERING WHEEL HARD TO TURN VERIFY THERE TO BE NO POWER STEERING ASSIST AND WARNING LIGHT IS ON. EEC TEST CODE U2011 PRESENT. USING IDS PERFORM ONLINE INTERACTIVE VEHICLE DIAGNOSIS GUIDED PINPOINT TEST. FOUND INTERNAL ECU FAILURE OF THE EPAS STEERING GEAR. 1210: LOWERED SUBFRAME AND REMOVED STEERING GEAR INSTALLED NEW GEAR PUT OUTER TIE ROD ENDS FROM OLD GEAR ON NEW GEAR REASSEMBLED AND PERFORMED			09372 Tousley Ford	35			3FAHP0GA6AR[redacted]	8/10/2009	8/4/2009

				08316 Bozeman Ford	2749			3FADP0L3XAR[redacted]	7/17/2009	6/8/2009
	THIS UNIT HAS NO POWER STEERING ASSIST AND THERE WAS A MESSAGE IN THE CLUSTER MESSAGE CENTER THAT DISPLAYED "POWER STEERING ASSIST FAULT" -THERE WAS A C1277 IN THE ABS MODULE AND A U3000:96 IN THE PSCM. -THE C1277 IS NO LONGER PRESENT. -I HAVE TRIED TO GET INTO THE ONLINE SHOP MANUAL TO PERFORM THE INTERACTIVE DIAGNOSIS ON THE EPAS SYSTEM, BUT I CANNOT GET INTO THE ONLINE SHOP MANUALS DUE TO A SERVER ISSUE.			10428 Quality L/M	15			3MEHM0JG7AR[redacted]	8/15/2009	8/12/2009
	10/06/2009 11:54AM FRANK VENEZIANO(CLP) MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: C/S NO POWER STEERING ASSIST DIAGNOSTICS: CHECK CODES U3000-96 AND CHECK POWER PARTS REPLACED:: NONE YET TECH QUESTION: BY THE CODES WE ARE GETTING IT LOOK LIKE WE HAVE A EPAS SYSTEM PROBLEM . THE U2011-49 LEADS YOU TO CHECK THE STEERING ANGLE SENSOR WHICH IS INSIDE, IN THAT CASE THE EPAS SYSTEM WILL HAVE TO BE EXCHANCED WITH NEW UNIT . FIRST PROBLEM WITH ONE. HAD ANY PROBLEMS IN ONE OUT THERE WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES			00917 Beachum & Lee Ford	15006		B3A x3 C69	3FAHP0HA5AR[redacted]	6/4/2009	5/29/2009
	10/13/2009 04:24PM GLEN HILLAKER MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: LOSE OF STEERING ASSIST AT LOW SPEED AT TIMES AND MESSAGE "POWER STEERING FAILURE". DIAGNOSTICS: QUICK TEST U2011-49(B3A). CODE DID NOT REPEAT AFTER CLEARING FOR THE DEALER AND THEY DID NOT WANT TO RETURN THE VEHICLE TO THE CUSTOMER WITHOUT DOING ANYTHING. WITH THIS CODE B3A AND THE MILEAGE(993), LOCATION SEATTLE(WET CLIMATE) ADVISED THE HOTLINER TO TELL THE TECH TO REPLACE THE GEAR.			08532 Dick's MacKenzie Ford	927	B3A	B3A x2	3FADP0L31AR[redacted]	7/25/2009	7/21/2009
				01418 Andy Mohr Ford	3993			3FADP0L36AR[redacted]	7/8/2009	6/25/2009

				00669 Michael Steads Hilltop Ford	3860			3FAHP0HA1AR[redacted]	6/3/2009	
	CUSTOMER STATES THERE IS A POWER STEERING ASSIST LIGHT ONAND THE P S IS INOP DIAG,INSPECT,PULL CODES WITH IDS,C1B00 86 28,U2011 49 48,U3000 96 C8, RUN INTERACTIVE DIAGNOSTICS FOR STEERINGSYSTEM, DIAGNOSTICS STATE TO DIAG U3000 96 C8 FIRST,RUNPINPOINT TEST C1 PER INTERACTIVE DIAG,TEST STATES FOR CODEU3000 96 TO REPLACE EPAS STEERING GEAR, R&I UNDER BODY TRIMAND FENDER TRIM, LOWER SUBFRAM FOR ACCESS TO EPAS GEAR, R&REPAS GEAR, REINSTALL, CL			05892 Woody Anderson Ford	4135			3FADP0L38AR[redacted]	4/21/2009	3/7/2009
	Customer Comment: CUST STATES LOST ALL POWER STEERING AND SHOWS PS FAULT ON DISPLAY Technician Comment: TEST DRIVE VEHICLE CONFERM LOST OF POWER STEERING AND PS FAULT ON DISPLAY. PERFORM DIAG FOUND CODES C1277. PEREFORM PIN POINT F AND INTEERACTICE DIAG. MONITOR PIDS. FOUND STEERING WHEEL TO CHANGING AT ALL. REPLACE STEERING GEAR HAD TO REMOVE SUB FRAME TO ACCES. PERFORM ALIGNMENT. CLEAR CODES RE TEST NORMAL OPERATION. END MILES 22733			01487 Don Chalmers Ford	22727			3FAHP0HA0AR[redacted]	3/11/2009	3/1/2009
				07633 Donley Ford	196			3FAHP0HA3AR[redacted]	10/1/2009	9/22/2009
				09372 Tousley Ford	45			3FAHP0HA9AR[redacted]	8/10/2009	9/6/2009
	10/20/2009 01:10PM IONET PUSTA MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: WHEN TURNING SHARP, LEFT OR RIGHT, FORWARD FOR BACKWARD, STEERING WHEEL WILL VIOLENTLY KICK BACK AND "STEERING FAULT" APPEARED ON MESSAGE CENTER. PULLED VEHICLE OVER AND CYCLED KEY ON AND OFF AND STEERING RETURNED TO NORMAL. MESSAGE CENTER BLANK UNTIL CONDITION OCCURS AGAIN. DIAGNOSTICS: PULLED CODES-U2011 PRESENT. DESCRIPTION-U2011-MOTOR. FAILURE TYPE-49-INTERNAL ELECTRONIC FAILURE. STATUS-08 (NOT CURRENT DTC)-FAULT PREVIOUSLY DETECTED, NOT CURRENTLY PRESENT. PARTS REPLACED:: NONE AT THIS TIME TECH QUESTION: CAN YOU GIVE US A PATH TO FOLLOW? WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? WAS THE PINPOINT TEST FOLLOWED?			01170 Discovery Ford	5223			3FAHP0HAXAR[redacted]	2/17/2009	2/3/2009

				05078 Mel Hambelton Ford	17207			3FAHP0HA6AR[redacted]	2/18/2009	1/28/2009
	CONCERN: GRIND IN FRT WHEN TURNING. DIAGNOSTICS: VERIFED CONCERN...CHECKED FOR TSBS 20795 MATCHES MY CONCERN BUT ITS NOT A NORMAL NOISE...I VERIFED THE SEAL WAS INSTALLED CORRECTLY THEN REMOVED THE SEAL ALL TOGETHER THE NOISE STAYED THE SAME...THERE IS A GRINDING NOISE COMING FROM THE STEERING GEAR...I			09801 Midland Ford	22,604			3FAHP0HA5AR[redacted]	4/1/2009	3/28/2009
	WEB FORM DATA - CONCERN: POWER STEERING CUTS OUT AT TIMES. DIAGNOSTICS: PERFROM VISUAL INSP. NOTHING LOOSE OF DAMAGED. SELF TEST. EPAS SYSTEM HAS U CODE. U2011:49-08 PARTS REPLACED:: NONE TECH QUESTION: TRYING TO DIAG SYSTEM BUT INTERACTIVE PINPOIN TEST WILL NOT READ VEHICLE INFORMATION AND I CANNOT GET TO ANY OTHER DTC CHARTS. IDS WILL SELF TEST SYSTEM BUT WHEN TRYING TO RUN INTERACTIVE PINPOINT VCM ICON WILL NOT LIGHT UP AND WILL NOT READ INFO. IS THERE ANOTHER PATH I USE TO DIAG THIS OR ARE THERE ANY KNOWN CONCERNS? WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES			04005 Flood Ford	24			3FAHP0HG9AR[redacted]	8/13/2009	8/8/2009
	NO POWER STEERING DIAGNOSTICS: PINPOINT PARTS REPLACED:: EPAS TECH QUESTION: DOES THIS NEED PMI SERVICE PROCEDURES AFTER REPLACING DOES NOT SHOW. WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES			01857 Buss Ford	38			3FAHP0HG8AR[redacted]	10/6/2009	9/30/2009
	NO POWER ASSIST, POWER ASSIST FAULT ON MESSAGE CENTER DIAGNOSTICS: PINPOINT TEST, CHECK FUSES, CHECK POWER AND GROUND AT ABS MODULE PARTS REPLACED:: ABS MODULE TECH QUESTION: WHAT TO DO, AFTER ABS MODULE REPLACEMENT CODES CAME BACK, FOLLOW INTERACTIVE DIAGNOSTICS AND PAGE SAID TO DIAGNOSE U3000:96-C8 FIRST, DTC CHART FOR CODE REFERS ME TO SECTION 211-00A, NO PIN POINT TEST FOR CODE, SEEMS LIKE PSCM IS FAULTY WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES			00812 All Star Ford	8	B25 C69		3FAHP0HA3AR[redacted]	10/8/2009	9/30/2009
	11/09/2009 10:21AM BRADLEY SCHOLES MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: SQUEEKING NOISE IN STEERING WHILE TURNING CAN ALSO BE HEARD WHILE SITTING STILL AND TURNING THE WHEEL FROM SIDE TO SIDE NOISE IS COMING FROM STEERING COLUMN AREA/FLOOR BOARD DIAGNOSTICS: TEST DROVE TO VERIFY CONCERN			05634 Alexander Ford	7			3MEHM0JA6AR[redacted]	10/23/2009	10/19/2009
				03003 Bill Brown Ford	7774			3FAHP0HA6AR[redacted]	2/10/2009	1/13/2009

				06418 Bill Hood Ford	651			3FAHP0HA6AR[redacted]	10/7/2009	9/30/2009
	C/S AT TIMES WHEN STARTING VEHICLE POWER STEERING DOES NOT COME ON. EEC TEST TC2000 BCE TEST PIN POINT TEST PIDOMETER TEST TEST DRIVE AND RETEST CUST STATES POWER STEERING STARTED TO WHINE THEN QUIT OPERATING PERFORM EPAS STEERING GEAR DIAG AND PINPOINT TEST. REPLACE POWER RACK			03898 Coggin Deland Ford	7236			3FADP0L30AR[redacted]	2/19/2009	1/23/2009
				07495 Moontownship Ford	6870			3FAHP0GA2AR[redacted]	8/4/2009	7/29/2009
	CUSTOMER STATES THAT THE POWER STEERING IS OUT CHECKED AND VERIFIED CONCERN SELF TESTED GOT CODES U3000 96 C8 U2011 49 48 AND C1277 MONITER PIDS FOUND NO STEERING WHELL ROTATIONAL SENSOR NOT READING ELECTRICAL TEST FOUND SENSOR BAD HAVE TO GET HOLE RACK AND PINION ASSY REMOVED SUBFRAME AND REPLACED STEERING GEAR REASSEMBLED AND RETESTED OK NEEDS ALIGNED			01980 Beau Townsend Ford	13250			3FAHP0HA0AR[redacted]	6/13/2009	6/6/2009
	C S THAT HARD TO TURN WHEN BACKING UP, LOSES P S AND WARNING CHIME GOES OFF. INTERACTIVE DIAGNOSIS HAS SNAPSHOT DATA OF U2011-49(B3A) DIAG AND REPLACE STEERING GEAR ASSY CLEAR CODES AND TEST DR OK SET TOE IN.			08007 Landmark Ford	1290			3FAHP0HG4AR[redacted]	8/13/2009	8/10/2009
				02584 Texas Motors	12			3FAHP0HA2AR[redacted]	9/29/2009	

	SECOND TIME BACK FOR THE SAME P07AE-09 CODE 2K MILES AGO. VEHICLE LOST POWER STEERING ASSIST,SERVICE ADVANCE TRACK WARNING LIGHT CAME ON HAPPENED ON I 80 AFTER DRIVING FOR 2 HOURS NONSTOP HE SAID HE MUST CONSTANTLY CORRECT STEERING TO KEEP STRAIGHT. VERIFIED,SET UP IDS CODES C1B00,V0415,P07AE CONTACTED FORD TECH ASSIST HOTLINE TOLD TO DIAGNOSE DTC P07AE,PERFORMED INTERACTIVE DIAG,PERFORMED PINPOINT TESTS F1 F4 EPAS STEERING GEAR AT FAULT REPLACED STEERING GEAR PERFORMED 4 WHEEL ALIGNMENT,ADJUSTED FRONT AND REAR TOE ANGLES.TEST DROVE AFTER REPAIRS TO VERIFY			01224 Hondru Ford	3224			3FADP0L35AR[redacted]	8/4/2009	7/29/2009
	CUST STATES POWER STEERING NOT WORKING CONCERN: P3000:96 POWER STEERING INOP DIAGNOSTICS: INTERACTIVE DIAG WILL NOT PROCEED DUE TO ABOVE CODE. PARTS REPLACED:: NONE TECH QUESTION: IS THE MODULE PART OF THE STEERING RACK? MODULE NOT IN PARTS LIST. WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST FOLLOWED? NO			05625 Jerry Duncan Ford	1227			3FAHP0HA1AR[redacted]	10/7/2009	9/30/2009
				05078 Mel Hambelton Ford	3026			3FAHP0JAXAR[redacted]	5/21/2009	5/14/2009
	CUSTOMER STATES THAT THERE IS NO POWER STEERING POWER STEERING ASSIST LIGHT ON DASH BODY CHASSIS AND ELECTRICAL TESTS FAULT CODE U3000-96, PINPOINT TESTS AND DIAGNOSIS, REPLACE POWER STEERING RACK AND PINION, PSCM MODULE PART OF RACK AND ALIGHN FRONT END, CLEAR FAULTS			00871 Beach Ford	14883			3FAHP0HA1AR[redacted]	5/20/2009	5/15/2009
				05438 Homer Heller Ford	302			3FAHP0HA3AR[redacted]	9/30/2009	9/23/2009

	CUSTOMER STATES THAT DASH WILL READ POWER STEERING ASSIST DEFAULT ON STARTUP INTERMITTENTLY AND THERE WILL BE NO ASSIST. SHUT OFF VEHICLE AND RESTART AND SYMPTOM WILL BE GONE. BCE SELF TEST ON PSCM AND ATTEMPTED TO USE THE INTERACTIVE TESTING ON PTS. HOWEVER SINCE CONDITION IS NOT A HARD FAULT THE TEST IS NOT HELPFUL. USED DATALOGGER TO SEE INTERACTION OF INPUTS AJND OUTPUTS. NOTICED THAT SW ANG DIR SHOWS LEFT AND DOES NOT CHANGE NO MATTER WHICH WAY THE STEERING IS TURNED. SW ANG READING IS 49150.50 AND DOES NOT CHANGE. SW ANG RATE 0.0 AND DOES NOT CHANGE. THESE READINGS DO NOT SEEM TO BE CORRECT. ALSO THE C1277 WAS IN CONTINUOUS MEMORY ON SATURDAY HOWEVER TODAY THERE ARE NO DTCS AT ALL. IT IS IMPORTANT THAT WHEN PERFORMING THE INTERACTIVE VEHICLE DYNAMICS THAT ALL SAVED CODES ARE STILL PRESENT AS THE			04664 Jordan Ford	986			3FAHP0HA6AR[redacted]	9/17/2009	9/9/2009
				08799 Richmond Ford	15707			3FAHP0HA8AR[redacted]	3/30/2009	3/26/2009
				06226 Bergstrom Ford	3789			3FAHP0JAXAR[redacted]	5/26/2009	5/21/2009
				09443 Houston Ford	7			3FAHP0JA9AR[redacted]	11/7/2009	11/1/2009

				04410 Northside Ford	2023			3FADP0L38AR[redacted]	3/11/2009	3/1/2009
				04546 Jordan Ford	5215			3FAHP0JA6AR[redacted]	6/24/2009	6/19/2009
	ADVANCE TRAC LIGHT CAME ON AND NO POWER ASSIST WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT COMES ON AND NO POWER ASSIST DIAGNOSTICS: ROAD TEST / EEC TEST / CLEARED CODES RETEST OK CK ALL CONNECTIONS TO STEERING GEAR / GROUNDS / PWR / CK ALL HARD SHELL CONNECTIONS OK SUSPRCT PSCM IN STEERING GEAR PARTS REPLACED:: NONE TECH QUESTION: BASED ON CODES AND CUSTOMER DISCRIPTIONS TECH SUSPECT PSCM IN STEERING RACK IS AT FAULT, WOULD SUPPORT THIS FINDING. THANKS WERE YOU ABLE TO VERIFY THE CONCERN? NO IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES RECOMM 12/22/2009 02:13PM JAMES SHEKLETON MSS - FCSD - TECH SVC HOTLINE			02722 Suntrup Ford	1701			3FADP0L31AR[redacted]	10/3/2009	9/29/2009
	CUSTOMER STATES SERVICE ADVANCE TRAC LIGHT CAME ON IN MESSAGE CENTER. SHORTLY AFTER ALL WARNING LIGHTS CAME ON AND GAUGES STARTED JUMPING. CUSTOMER PULLED OVER TO SIDE OF ROAD WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT CAME ON SHORTLY AFTER ALL WARNING LIGHTS CAME ON. TURNED OFF THAN WOULD NOT RESTART DIAGNOSTICS: WILL START AT TIMES OK EEC TEST PCM P1602 P0260F ABS C1277 C1963 U0001 U0100 U0140 U0155 U0401 U0402 APIM HAD U0100 U0151 U0155 GPSM U0155 U0423 IPC U0100 U0121 UO131 U0151 U0154OCSM U0151 PSCM U0001 U0100 U0415 RCM U0154 U0155 U0253 U3002 WHEN RUNNING TACH WILL STOP WORKING ALL WARNINGS LIGHTS ON INCLUDING THEFT LIGHT FLASHING. ALL MODULES FAILED NETWORK TEST AT TIMES EXCEPT GEM. HIGH SPEED CAN WIRES AT DATA LINK PIN 6 9 VOLTS PIN 14 8 VOLTS. PIN			01266 Echelon Ford	198			3FAHP0HA3AR[redacted]	11/4/2009	10/30/2009

				06771 Rusty Eck Ford	4483			3FAHP0HA5AR[redacted]	4/13/2009	4/4/2009
				08006 Joe Machens Ford	59			3FAHP0HA4AR[redacted]	9/30/2009	9/23/2009
				00070 Sheehy Ford	1896			3FADP0L34AR[redacted]	10/3/2009	9/29/2009
	VEHICLE HAS NO POWER STEERING DISPLAYS POWER STEERING ASSIST FAULT ON MESSAGE CENTER ROADTEST UNABLE TO DUPLICATE CONCERN CHECK OAISIS NO INFO CONCERN WAS VERIFIED BY SERVICE ADVISOR A TIME OF WRITE UP DIAG EPAS SYSTEM CODEU2011,U0155 PERFORM INTERACTIVE DIAGNOSIS ALL TESTS PASS CONTAC HOTLINE AND PERFORM VOLTAGE DROP TEST ON EPAS MOTOR POIWER AND GROUND CIRCUITS ALL CIRCUITS OK CHECK ALL PINS AND CONNECTORS ALL OK CONSULT WITH FSE REPLACE RACK. NORMALLY GEAR SHOULD HAVE BEEN GIVEN BACK TO THE CUSTOMER SINCE CODE WOULD NOT RESET FOR THE DEALER AFTER CLEARING OUT. BUT DEALERS FSE APPROVED EPAS GEAR REPLACEMENT.			02486 Five Star Ford	212			3FAHP0GA9AR[redacted]	9/22/2009	9/9/2009
				03774 Ewald's Venus Ford	4499			3FAHP0HA2AR[redacted]	9/19/2009	9/10/2009
				08811 Sentry Ford	2308			3FAHP0HGXAR[redacted]	9/24/2009	9/18/2009
	SOMETHING SQUEALING UNDERHOOD? STEERING? CAN HEAR INSIDE CAR WHEN TURNING WHEEL NOISY VERIFY BEEPING TYPE NOISE WHEN TURNING STEERING WHEEL. MT TIME LIFT TO INSPECT, INSPECT SEAL PER SSM 20795, UNHOOK INTERMEDIATE SHAFT FROM			03552 Greg Sweet Ford	1853			3MEHM0HA5AR[redacted]	9/16/2009	9/8/2009

	CS THERE IS A MESSAGE SAYIONG THE POWER ASSIST HAS FAILED DIAG STEERING CONCERN, FOUND U3000 PERFORMED ITNTE RACTIVE DIAG, FUSES OK, TRIED TO CLEAR CODE WOULD NOT CLEAR. REPLACE STEERING GEAR ASSY,			03756 Gordie Boucher Ford	22239			3FADP0L32AR[redacted]	4/23/2009	4/16/2009
	CHECK SERVICE ADVANCE TRAC SYSTEM LIGHT CAME ON CK ADVANCE TRACK SYS LT ON,IDS TEST C1278 IN ABS SYSTEM PERF PINPOINT TESTS FOR ABS NO FAULTS FOUND,ATTEMPT TO PERFORM INTERACTIVE DIAG FOR PSCM,DIAG NOT WORKING PROPERLY,CONTACT HOTLINE ID #103510166 MONITOR PCSM PIDS FOUND STEER ANGLE SENSOR READING INCORRECT,CK ALL PCSM MODULE CIRCUITS ADVISED TO REPL POWER STEERING RACK MODULE ASSY,REPL PS RACK,PERFORM			00664 Sheehy Ford	3391			3FAHP0GAXAR[redacted]	9/17/2009	9/9/2009
				05389 Kearny Pearson Ford	11752			3FAHP0HG9AR[redacted]	9/23/2009	9/17/2009
				03334 Charles Gabus Ford	541			3FAHP0HA1AR[redacted]	11/3/2009	10/27/2009

	CHECK ADVANCE TRAC LIGHT STAYING ON AND THERE IS A RUBBING TYPE NOISE FRONT RIGHT VERIFIED CUSTOMER CONCERN. IDS TEST; RETRIEVED CODE C1B00. STEERING ANGLE SENSOR OUT OF RANGE. PERFORMED SECTION 211 00A INTERACTIVE DIAGNOSTICS AND WAS THEN SENT TO SECTION 418 00 FOR EPAS DIAGNOSTIC PINPOINT TEST. CALLED HOTLINE AND WAS INSTRUCTED TO CHECK ALL WIRING AND PIN FIT. ALL PIN FIT AND WIRING WERE OK. ALSO TESTED POWER AND GROUND TO POWER STEERING MODULE AND OK, REPLACED EPAS GEAR. VEHICLE RETURNED SAME PROBLEM AFTER 1300 MILES-TRACTION CONTROL LIGHT WAS NOT ON WHEN CUSTOMER DROPPED VEHICLE OFF. IDS TEST; RETRIEVED CODE C1B00 64. CONTACTED HOTLINE AND WAS INSTRUCTED TO PIN FIT ALL EPAS WIRING AT CONNECTORS C1467 A AND B AS WE AS AT CONNECTOR 1010 AND 1010. ALL PIN FIT			00084 Apple Ford	18721			3FADP0L34AR[redacted]	2/13/2009	11/18/2008
				05432 Rancho Ford	5458			3FAHP0JA8AR[redacted]	9/8/2009	9/3/2009
				02709 Tom Holzer Ford	8			3FAHP0JA3AR[redacted]	10/21/2009	10/15/2009
	WHEN VECHILE IS COLD SERVICE AUTO TRACK COMES ON AND NO POWER STEERING CK CODES U0131 C1277,INSPECT WIRING HARNESS PER SSM 21000,OK,PINPOINT TEST,REPLACED STEERING GEAR,RETESTED			04357 Dobbs Ford	11039			3FAHP0HA4AR[redacted]	7/13/2009	6/29/2009

				05790 Larry Miller Ford	1201			3FADP0L38AR[redacted]	9/25/2009	9/15/2009
	CUSTOMER STATES THE POWER STEERING IS NOT WORKING AND THE STEERING ASSIST LIGHT ON PLEASE CHECK TECH SCANNED AND FOUND CODES C1277 U3003 U200B AND3000 96 CB TESTED WITH INTERACTVE DIAGNOSIS AND FOUND EPAS FAILED AND NEEDS REPLACED. TECH REMOVED AND REPLACED THE STEERING GEAR WITH EPAS RETESTED ALL PASS AND WORKING AS DESIGNED			Cottam Walker L/M	924			3MEHM0CG5AR[redacted]	7/16/2009	10/19/2009
				02830 Ed Schmid Ford	21130			3MEHM0JA5AR[redacted]	2/13/2009	1/26/2009
	STATES POWER STEERING ASSIST FAULT WARNING ON STEERING HARD TO TURN VERIFIED THERE IS NO POWER STEERING ASSIST.VERIFIED ADVANCED TRAC AND POWER STEERING FAULT LIGHT IS ON.RETREIVED DTC C1277 IN ABS MODULE CLEARED DTC.RETESTED.RETREIVED DTC U 3000 IN PSCM COULD NOT CLEAR DTC.PERFORMED VISUAL INSPECTION.INSPECTED CONNECTORS,PINS FOR DAMAGE OR BACKOUT.CHECKED GROUNDS AND POWER.REMOVED AND REPLACED STEERING GEAR DUE TO INTERNAL FAILURE OS STEERING ANGLE			06042 Tomball Ford	32			3FAHP0HA1AR[redacted]	10/2/2009	9/26/2009

	WEB FORM DATA - CONCERN: POWER STEERING FAULT AND ADVANCE TRAC LITE ON NO PS ASSIST DIAGNOSTICS: IDS TEST ON DEMAND AND CHEKED ALL FUSES (OK) PASS ON DEMAND DATA LOGGER SW ANGLE LISTED AT 49150 DEGREES ACTIVE DIAG STATE DEFAULT INTERACTIVE DIAGNOSTICS NOT WORKING, ONLY DOTS FOR TWENTY MINUTES. PARTS REPLACED:: NA TECH QUESTION: ANY SIMILAR REPORTS? IS SW ANGLE OUT OF RANGE CAUSING DEFAULT MODE? ANY SUGGESTIONS? WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST FOLLOWED? NO			01892 Webb Ford	633			3FAHP0HG9AR[redacted]	11/4/2009	10/30/2009
				05017 Friendly Ford	26955			3FAHP0HA7AR[redacted]	2/17/2009	1/26/2009
	CUSTOMER STATES STEERING LOCKS UP WHILE DRIVING NOTE WHEN STEERING LOSE ACCURED CSUTOMER HAD NO CONTROL AND HIT CURB ON RIGHT FRONT. CUSTOMER STATED RIGHT FRONT WHEEL HAS DAMAGE INSPECTED FOR THE VAHICLE STEERING LOCKS UP. VERIFIED THE COMPLAINT. VERIFIED DAMMAGE TO BOTH HUB CAPS ON PASS SIDE AND PASS SIDE FRONT WHEEL. PERFORMED STEERING DIAG. PULLED DTC CODES C1277,C1963, AND U0028:08. CONTACTED HOTLINE CONTACT#103 531 056. FOUND THE POWER STEERING RACK TO INTERMITANTLY BE SHORTING INTERNALY. R+R THE POWER STEERING RACK. REPLACED PASS SIDE HUB			07522 Bob Rohrman's Ford	6249			3FAHP0HA8AR[redacted]	8/26/2009	8/14/2009
				02709 Tom Holzer Ford	3700			3FAHP0JG3AR[redacted]	2/18/2009	1/27/2009

				05688 Paul Miller Ford	19033			3FAHP0HA2AR[redacted]	4/24/2009	4/20/2009
				00222 Butler Ford	1663			3FAHP0GA8AR[redacted]	10/29/2009	8/4/2009
				08801 Morande Ford	880			3FADP0L3XAR[redacted]	9/30/2009	9/23/2009
				08375 Meridian Ford	30			3FAHP0JA7AR[redacted]	11/17/2009	11/11/2009
	VEHICLE HAS NO POWER ASSIST AND POWER STEERING ASSIST FAULT IS DISPLAYED IN CLUSTER VERIFIED CONCERN PERFORMED EPAS DIAG PINPOINT TEST C PERFORMED ROAD TEST AND PARKING LOT MANEUVERS, REPLACED STEERING GEAR ASSEMBLY PERFORMED ALIGNMENT CK AND SET TOE RETEST OK			09641 Moore Motors	148			3FAHP0HA0AR[redacted]	12/5/2009	12/1/2009

				09809 Five Star Ford	12825			3FAHP0JG1AR[redacted]	12/4/2008	10/23/2008
				03176 Greiner Ford	20			3MEHM0JA7AR[redacted]	10/17/2009	10/13/2009
	NO POWER STEERING, NEW VEHICLE DEALER STOCK UNIT VERIFY CONCERN VEHICLE HAS NO POWER STEERING ASSIST. EPAS STEERING DIAGNOSIS. SELF TEST HAS NO COMMUNICATION WITH PSCM. COMMUNICATION NETWORK DIAGNOSIS. PERFORM PPT D IN SECTION 418 01 OF SHOP MANUAL. D1 D4 ISOLATED CONCERN TO FAULTY PSCM. REPLACE EPAS STEERING GEAR PSCM ASSY. CHECK FRT CAMBER CASTER AND TOE. CORRECT FRT CAMBER CASTER AND TOE. PRINTOUNT ATTATCHED TO HARD COPY.			04019 Joe Cooper Ford	8			3FAHP0HA6AR[redacted]	11/26/2009	11/20/2009
	C S POWER STEERING ASSIST FAULT MESSAGE IS ON VERIFY CONCERN POWER STEERING FAULT LIGHT IS ON. EPAS ELECT POWER STEERING ASSIT DIAGNOSIS. RETIREVE DTCS U3000:96 PRESENT. PERFORM INERACTIVE PSCM DIAGNOSTICS. PERFORM EPAS STEERING SYTEM ROAD TEST WITH PARKING LOT MANUEVERS. ISOLATE FAULT TO POWER STEERING CONTROL MODULE. REMOVE FRT SUBFRAME AND REPALCE STEERING GEAR. CHECK FRT CAMBER CASTER AND TOE AND CORRECT FRT CAMBER			04019 Joe Cooper Ford	3778			3FADP0L34AR[redacted]	8/12/2009	8/9/2009

	C S THAT ON TWO OCCASIONS LOST POWER STEERING WHILE OEPRATING VEHICLE CHECK AND ADVISE VERIFIED CONCERN CHECK FOR DTCS FOUND DTC B1342 ECU INTERNAL FAULT.CLEAR DTC AND RUN SELF TEST AS PER PINPOINT TEST IN WORK SHOP MANUAL B1342 RETREIVED AGAIN FOUND NECESSARY TO REPLACE THE ELECTRONIC POWER STEERING MODULE AND GEAR ASSEMBLY AND PERFORMED WHEEL ALIGNMENT ROAD TEST OKAY AT THIS TIME.			02724 All American Ford	2703			3FAHP0HAXAR[redacted]	9/24/2009	9/11/2009
				04166 Mcmahon Ford	975			3FAHP0HA4AR[redacted]	10/2/2009	9/28/2009
	CUST STATES VEH WILL RUN, HAS POWER ASSIST FAULT STEERING GEAR LEAKING(TRANS AXLE SEAL LEAK) ELEC P S DIAG, ORDERED RACK ASSM, REPLACED STEERING RACK ASSEMBLY AND ADJUSTED CASTER CAMBER AND TOE IN AFTER REPAIR. ROAD TEST. THE ONLY OTHER WARRANTY CLAIMS IS RF WINDOW REGULATOR			01172 Sun State Ford	9798			3FAHP0HA8AR[redacted]	3/19/2009	3/11/2009
				20589 Larson Ford	7945			3FAHP0JA0AR[redacted]	7/27/2009	7/22/2009

				01209 Sloan Motors	5236			3FADP0L39AR[redacted]	8/28/2009	8/21/2009
				12307 Deacon Jones Ford	7157			3MEHM0JA4AR[redacted]	4/16/2009	3/12/2009
	WEB FORM DATA - CONCERN: NO POWER STERING ASSIST. SERVICE P/S NOW IN MESSAGE CENTER. DIAGNOSTICS: SELF TEST P/S MODULE MEMORY CODE P07AE09-C8 (TRANS FRICTION ELEMENY G /STUCK OFF. PID FOR STEERING WHEEL ANGLE AT 495150.50 DEG. THERE IS BAD TRANS FLUID LEAK AT LH AXLE SEAL A RESULT OF FAILED BUSHING IN TRANS CASE. OUR INTERACTIVE DIAGNOSTIC SYSTEM IN NOT RUNNING YET. PARTS REPLACED:: NONE YET TECH QUESTION: COULD CAUSE BE IN THE STERRING ASSY SINCE MOTOR POSITION IS USE TO DETERMINE SSTEERING ANGLE? WERE YOU ABLE TOVERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST INTHE WSM FOR THIS CONCERN? WAS THE PINPOINT TEST FOLLOWED? NO VICTOR, YES, THE CONCERN COULD BE CAUSED BY THE STEERING ASSEMBLY. SINCE THE STEERING WHEEL ANGLE SENSOR IS NOT READING CORRECTLY, AND THERE IS A LACK OF			B3817 Hatheway Ford	21800			3FAHP0HA6AR[redacted]	4/4/2009	2/5/2009
	CUSTOMER STATES: THERE IS NO STEERING ASSIST AND THE TRACTION CONTROL LIGHT IS ON PULLED CODE FOUND U3000 96 U200B AND PSCM C200C, ELECTRONIC STEERING MODULE FAILED, REPLACED MODULE RACK RETEST OK.			05563 Airport Marina Ford	5848			3FAHP0HG9AR[redacted]	9/24/2009	9/12/2009

		05126 Gary Crossley Ford	12762			3FAHP0JA9AR[redacted]	3/30/2009	3/25/2009
		02019 Lebanon Ford	2042			3MEHM0JG0AR[redacted]	5/8/2009	4/27/2009
		02736 Varsity Ford	16			3FAHP0JA8AR[redacted]	10/29/2009	10/16/2009
		03168 Heritage Ford	1029			3FADP0L30AR[redacted]	11/26/2009	11/20/2009

		02405 Park Cities Ford	323			3FAHP0HA2AR[redacted]	10/12/2009	10/6/2009
		00012 Kip Killmon's Tysons Ford	2846			3FADP0L3XAR[redacted]	9/26/2009	9/20/2009
		04463 Bobby Ford	65			3MEHM0HA6AR[redacted]	11/12/2009	11/6/2009
		07184 Einspahr Auto Plaza	6829			3FAHP0HA3AR[redacted]	3/27/2009	3/12/2009

	02/03/2010 01:06PM MARK MCCLELLAND MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: TURNING THE STEERING WHEEL SIDE TO SIDE QUARTER OF A TURN DIAGNOSTICS: REPROSSION LOWER STEERING SHAFT BOOT PARTS REPLACED:: NONE TECH QUESTION: NONE WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST 02/03/2010 04:27PM ALEXANDER ROGERS MSS - FCSD - TECH SVC HOTLINE COMMENT BY: TECHNICIAN - 2/3/2010 4:20:06 PM THERE IS A SQUEAK NOISE WHEN TURNING THE WHEEL A QUARTER OF A TURN. SOUNDS LIKE A SEAL RUBBING. COMING FROM THE ELECTRONIC STEERING CONTROL UNIT. 02/03/2010 04:51PM EDWIN DERY MSS - FCSD - TECH SVC HOTLINE TECHNICIAN REPLY: USED			20147 Sexton Ford	1098			3FAHP0HG1AR[redacted]	9/18/2009	
				03148 Barbee's Freeway Ford	7166			3FADP0L30AR[redacted]	6/20/2009	6/12/2009
				05563 Airport Marina Ford	4285			3MEHM0JG6AR[redacted]	11/4/2009	10/30/2009
	03/01/2010 09:24AM BRADLEY SCHOLES MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: HIGH PITCH SQUEAK NOISE FROM EPAS GEAR WITH ENGINE RUNNING OR NOT WHILE TURNING DIAGNOSTICS: INSPECT GEAR AND SEAL FOR DAMAGE OK NVH DIAG. WITH CHASSIS EARS SEEMS TO BE COMMING FOR GEAR PARTS REPLACED:: NONE TECH QUESTION: FOUND SSM 20795 NOT SURE WHAT THE SSM IS ASKING ME TO PERFORM A FIX OR LEAVE IT ALONE DASH SEAL SEEMS TO BE INSTALLED CORRECTLY NOISE IS IN GEAR OR SEAL? TRIED LUBING SEAL TO STOP NOISE DID NOT HELP WERE YOU ABLE TO VERIFY THE CONCERN? CALVIN STATES THAT HE HEARS THE NOISE LOUDEST AT THE GEAR. HE HAS LUBED THE SEAL AT THE BULK HEAD WITH NO CHANGE. HE IS SEEKING FURTHER DIRECTION TO PROCEED.			02745 Blackwell Ford	301			3FAHP0HA1AR[redacted]	12/17/2009	12/12/2009

				4081	375			3FAHP0JGXAR[redacted]	8/31/2009	8/20/2009
				06672 Battlefield Ford	2040			3FADP0L32AR[redacted]	10/2/2009	9/29/2009
				02163 Klaben Ford	41			3FAHP0JG0AR[redacted]	12/8/2009	11/28/2009
				01534 Willowbrook Ford	3806			3FADP0L35AR[redacted]	10/1/2009	9/3/2009
				11270 Hassett Ford	12540			3MEHM0HAXAR[redacted]	6/24/2009	6/19/2009

				03751 Family Ford	2460			3FAHP0HA6AR[redacted]	11/6/2009	11/2/2009
				07467 Woltz & Wind Ford	18589			3FAHP0HA4AR[redacted]	6/10/2009	6/2/2009
				04687 Rice Ford	6105			3FAHP0HA4AR[redacted]	2/10/2009	1/13/2009
	CUSTOMER STATES THE STEERING IS VERY STIFF AND YOU CAN HARDLY TURN THE STEERING WHEEL EITHER DIRECTION DIAGNOSIS, QUICK TEST CODE P07AE PIN POINT TEST AND CLEAR CODES ROAD TEST CODE P07AE RETURNED. REMOVE AND REPLACE EPAS RACK AND RETEST. PERFOR MED ALIGNMENT CHECK AND NECESSARY TO RESET TOE TO SPECS.			01940 Boyd County Ford	29328			3FAHP0HA0AR[redacted]	6/4/2009	5/29/2009
				03608 Nemer Ford	17775			3FAHP0HA6AR[redacted]	4/1/2009	3/29/2009

	CUST STATES ADVANCE TRAC LIGHT IS ON AND LACKS POWER STERRING VERIFY CONDITION,EEC TEST(C1277,C1963,U0415,P07AE),PERFORM INTERACTIVE DIAGNOSTICS,PERFORM PINPOINT TESTING,REPLACE EPAS STEERING GEAR,PERFORM ALIGNMENT,PERFORM ROAD TEST & PARKING LOT MANUVERS,VERIFIED EFFECTIVE REPAIR AT THIS TIME.			04626 Golf Mill Motor Sales	2499			3FAHP0HG4AR[redacted]	8/25/2009	11/21/2009
				00084 Apple Ford	14449			3FAHP0HA1AR[redacted]	9/12/2009	9/6/2009
				11293	298			3FAHP0HA1AR[redacted]	1/30/2010	1/27/2010
				03294 O'meara Ford	5455			3FAHP0HG9AR[redacted]	12/4/2009	11/28/2009
	NOISE IN RIGHT FRONT WHEN TURNING AT SLOWER SPEEDS AND WHEN ACCEL FROM STOP ROAD TEASTED TO VERIFY NOISE...USED CHASSIS EARS TO PINPOINT NOISE...FOUND NOISE COMING FROM RIGHT STRUT...REMOVED STRUT AND REPLACED BRG AND INSULATORS....ALSO REMOVED LEFT STRUT TO RESEAT BUSHING...ROAD TESTED...SOME NOISE STILL PRESENT...RETORQUED SUBFRAM BOLTS LOWER CONTROLL ARMS AND CALIPER BRACKETS...REMOVED RIGHT FRONT AXEL AND REPLACED HUB BRG DUE TO EXCESSIVE NOISE FROM BRG.... vehicle returned 500 miles later with same noise, unknown if PS holddown bolts torqued properly. C S HEARS NOISE FROM L.S. FRONT OF VEHICLE WHEN AT SLOW SPEEDS AND BRAKING			20528 Liccardi Ford	4651			3FAHP0HA2AR[redacted]	9/15/2009	9/5/2009

		01351 Crivelli Ford	21037			3FAHP0HA0AR[redacted]	7/24/2009	7/20/2009
		02100 Interstate Ford	9404			3FAHP0HA7AR[redacted]	8/28/2009	8/20/2009
		20337 Holmes Tuttle Ford	25746			3FAHP0HA8AR[redacted]	4/1/2009	3/27/2009
		04081 Family Ford of Enfield	20519			3FAHP0HA3AR[redacted]	6/10/2009	6/2/2009

				00509 Allan Vigil Ford	1137			3FAHP0JG8AR[redacted]	2/11/2010	2/8/2010
				05254 Long McArthur	2919			3FAHP0JG0AR[redacted]	9/3/2009	8/30/2009
				10011 Varsity L/M	525			3MEHM0JA9AR[redacted]	1/14/2010	1/7/2010
	CUST STATES TRACTION CONTROL LIGHT COMES ON AND OFF CUSTOMER CONCERN TRACTION CONTROL LIGHT ON AND OFF PERFORMED TRACTION CONTROL ABS DIAG PULLED CODES C1963 20 FOLLOWED PINPOINT TEST F WHICH LED TO STEERING WHEEL ANGLE SENSORS SPOKE WITH HOTLINE CONFIRMED SENSORS ONLY AVAILABLE IN STEERING RACK TECH REPLACED STEERING RACK NECESSARY TO LOWER SUBFRAME TO ACCESS AND REPLACE RACK AFTER REPLACING RACK TECH CHECKED ALIGNMENT AND CORRECTED TO SPEC RETEST ADD-ON 03/19/2010 09:16AM MARK MCCLELLAND MSS - FCSD - TECH SVC HOTLINE -RE-CONTACTED TECHNICIAN. REPLACING THE EPAS RACK RESOLVED THIS CONCERN ADD-ON 06/15/2010 01:06PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA VEHICLE RETURNED 165MILES LATER WITH SAME TC LAMP ON C1963 AND COUPLE OTHER U-CODES TECH FOUND POOR TERMINAL CONNECTIONS AT THE ABS MODULE			00472 Jim Tidwell Ford	15483			3FAHP0HA8AR[redacted]	8/12/2009	7/16/2009
				08822 Thomas Ford	715			3FADP0L37AR[redacted]	10/9/2009	10/5/2009

				08016 Marshall Ford	5934			3FAHP0HA9AR[redacted]	11/12/2009	11/6/2009
				03679 Warnock Ford	3045			3FAHP0HG8AR[redacted]	11/5/2010	11/2/2009
	04/10/2010 08:49AM MARK MCCLELLAND MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: IC PERFORMS START UP SELF TEST OVER AND OVER AGAIN INTERMITTANTLY DIAGNOSTICS: HAD P/S RACK REPLACED FOR PCM CODES O0131 AND C1277. PERFORMED SSM 21243 AND C1010 AS PER SSMS. NO PROBLEM FOUND. WHEN ACTS UP NOW HAS HIGH SPEED CAN BUS CODES AND MODULE COMMUNICATION ERRORS IN MOST MODULES. PARTS REPLACED:: PSCM TECH QUESTION: IS THERE ANY KNOWN ISSUES LIKE THIS? ANY DIRECTION TO FIND MODULE LOCKING UP HIGH SPEED CAN NETWORK WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES RECOMM 04/10/2010 08:49AM MARK MCCLELLAND MSS - FCSD - TECH SVC HOTLINE JOHNATHAN, DID THE CURRENT CONCERN JUST BEGIN AFTER THE PSCM REPLACEMENT? IF			00565 Towne Ford	2031			3FAHP0HA2AR[redacted]	9/8/2009	9/2/2009
				08294 Tri Ford	22433			3MEHM0JA7AR[redacted]	5/13/2009	5/1/2009
				01385 Sioux Falls Ford	2413			3FAHP0JA5AR[redacted]	12/12/2009	12/7/2009

				01057 Town & Country Ford	10			3FAHP0HA7AR[redacted]	3/16/2010	3/11/2010
				00503 C Basil Ford	814			3FAHP0GA5AR[redacted]	10/28/2009	10/23/2009
				02091 Planet Ford	5827			3FADP0L38AR[redacted]	6/12/2009	6/5/2009
				06226 Bergstrom Ford	986			3FAHP0JA3AR[redacted]	1/30/2010	1/27/2010
				09128 Ultimate Ford	5475			3FAHP0HA4AR[redacted]	12/3/2009	11/26/2009

	C S THAT AT TIMES WHEN ATTEMPTING TO PASS SOMEONE ON HIGHWAY OR MERGING ONTO HIGHWAY VEHICLE WILL REV HIGH THEN MAKES A BANG NOISE THEN VEHICLE WILL ACCELERATE CHECK AND ADVISE ROAD TEST VERIFY CUSTOMER CONCER IS BINDING TO L H OR PULLS TO THE LEFT CK AND INSPECTED VISUALY THE FRONT END AND STTERING GEAR FOR ANY DAMEGE OR BROKENT END PERFORM THE PIN POINT TEST .RUN SELF TES FOR CODES NO DTC PRESEN CK AND MONITOR THE PIDS CK THE SENSOR CONECTOR AND TERMINALS VISUALY A NEED NEW STTERING GEARS INTERNAL FAILURE REPLACEMNET ONLY ASSEMBLY			02724 All American Ford	10127			3FAHP0HAXAR[redacted]	6/20/2009	6/12/2009
				09400 Elk River Ford	11869			3FAHP0HA9AR[redacted]	11/14/2009	11/10/2009
				07419 Doan Ford	4897			3FAHP0HA4AR[redacted]	8/10/2009	8/4/2009
				04820 Maroone Ford	688			3FAHP0HG0AR[redacted]	5/27/2009	5/21/2009
				09045 Jannell Motors	10045			3FAHP0JG6AR[redacted]	9/3/2009	8/2/2009
				00243 Team Ford	3147			3FAHP0JG2AR[redacted]	10/9/2009	9/23/2009

		05477 Performance Ford	2288			3FAHP0HA0AR[redacted]	10/1/2009	9/25/2009
		05389 Kearny Pearson Ford	9318		B32x1 B31x2	3FADP0L33AR[redacted]	6/26/2009	6/24/2009
		02968 Tyler Ford	11915			3FAHP0JA7AR[redacted]	6/22/2009	6/17/2009
		01341 Fred Beans Ford	22179			3FAHP0HGXAR[redacted]	3/20/2009	3/11/2009

		02525 Canton Motors	35256			3FAHP0HA1AR[redacted]	4/29/2009	4/24/2009
		07416 Tasca Ford	604			3FAHP0HA4AR[redacted]	2/17/2010	
		03840 Svosset Ford	820			3FAHP0JG5AR[redacted]	1/26/2010	
		05790 Larry Miller Ford	20770			3FAHP0HA1AR[redacted]	5/25/2009	5/21/2009

				04860 Autoway Ford	208			3FAHP0HA9AR[redacted]	10/7/2009	10/2/2009
				05755 Town & Country Ford	711			3FAHP0HG8AR[redacted]	3/23/2010	3/18/2010
				04515 Boggus Ford	3910			3FAHP0HA9AR[redacted]	1/8/2010	12/23/2009
	CUSTOMER STATES THERE IS A NOISE IN THE FRONT END WHEN TURNING VERIFIED CONCERN FOUND STEERING RACK NOISY AND LEAKING FLUID NECESSARY TO REPLACE ENTIRE STEERING RACK ASSY RR RACK ASSY RECHECK OK TEST DRIVE OK			07475 Herrington-Yoak Ford	18955			3FAHP0HAXAR[redacted]	4/24/2009	4/20/2009

				08619 Cal Worthington Ford	43			3FAHP0JG2AR[redacted]	2/13/2010	2/9/2010
				09130 Jack Madden Ford	2541			3FAHP0HAXAR[redacted]	1/11/2010	12/28/2009
	CUSTOMER STATES THE TRACTION CONTROL LIGHT COME ON AND VEHIC LE STALLS WHEN MAKING HARD TURNS. PLEASE CHECK AND ADVISE FROM SIMILAR CAR SWAP WHEELS,TIRES,RETEST,SAME.SWAP ABS MOD,RCM,RETEST,SAME.PER HOTLINE,RR STEERING GEAR,SET TOE.RETEST,SAME.FIELD ENGINEER SPENT DAY CHECKING CAR.CHECKED ABS WIRING FOUND RIGHT REAR AND LEFT REAR ABS SENSOR WIRING CROSSED.REINSTALLED WIRING PER EVTM. RETESTED NORMAL OPERATION.			10243 Lazare L/M	5679			3MEHM0JG8AR[redacted]	11/18/2009	
				09217 Apple Valley Ford	10433			3FAHP0HA8AR[redacted]	11/27/2009	11/20/2009

		07673 Champion Ford	330			3FAHP0JA9AR[redacted]	10/23/2009	10/19/2009
		09195 Hoffman Ford	13573		B9Ax3	3FADP0L33AR[redacted]	3/20/2009	3/13/2009
		04644 Trier Ford	8771		B4Ex3	3FAHP0HA5AR[redacted]	7/10/2009	6/29/2009
		01388 Chapman Ford	86		B43x4	3FAHP0HA8AR[redacted]	4/9/2010	3/31/2010

	ADVANCE TRAC LIGHT ON///NO POWER ASSIST GROUND GD14(BK GN) OK, ALSO CIRCUITS HS CAN H/C VCB04(WH BU)VDB05(WH) OK,VSS IS GOOD, FOLLOW INT DIAG PINPOINT F1 F3, REVER & GO TO PINPOINT TEST G, FOLLO TEST G1 G10, G10STATES INST ABS MOD HOTLINE ASSIS ID#1030758439 ERIC ESTES TRW EPAS STRG SYST QUAL SPEC GCQIS AESC6024 TO LOAD TEST PWR & GRND TO PS STRG CONT MOD(PCSM)TEST SBB02,YE/RD, CBP42 GN, GD401			B7208 South Coast Ford	8		N/A	3FAHP0JG2AR[redacted]	3/27/2010	3/22/2010
	VEHICLE IS MAKING LOUD STEERING TYPE NOISE AND LEAKING OIL. CHECK AND ADVISE. INSPECT AND FOUND POWER STEERING RACK ASSY. LEAKING AND NOISY. REPLACE POWER STEERING RACK ASSY. AND RESET ALIGNMENT SPEC'S. TECH ADDED 2 QUARTS OF TRANS FLUID THEN ON THE LAST LINE OF THE REPAIR ORDER TECH REPAIRED LEAKING TRANS AXLE SEAL. SEE BELOW TECH LEAKING TRANSMISSION FLUID FROM LEFT FRONT AXLE SEAL AREA. CHECK AND ADVISE INSPECT AND FOUND LEAKING FRONT LEFT HALF SHAFT AXLE SEAL. PERFORM TSB 10 9 4. REPLACE HALF SHAFT, BUSHING AND AXLE SEAL. TOP OFF TRANSMISSION FLUID TO THE PROPER LEVEL AND RECHECK. OK AT THIS TIME. TECH REPLACED 9 QTS OF TRANS FLUID ON THIS REPAIR			06118 Ernie von Schledorn	18741		N/A	3FAHP0HA0AR[redacted]	9/9/2009	9/2/2009
				02709 Tom Holzer Ford	6482		B9Ax5 C69	3FAHP0HA3AR[redacted]	2/16/2009	2/4/2009
				05254 Long McArthur	35		BD2x3 BD0x3	3FAHP0GA4AR[redacted]	1/21/2010	1/15/2010

		20574 Sansone Ford	27869		AF1x1 B6Ax2	3FAHP0HA5AR[redacted]	6/10/2009	6/2/2009
		03049 Munday Ford	22175			3FAHP0HA7AR[redacted]	5/14/2009	
		02071 I-77 Ford	679		B7Ex5 C69	3FAHP0HA9AR[redacted]	3/20/2010	3/17/2010
		12943 Davis-Moore L/M	17090		B90x1 BD3x4 C69	3FAHP0HA7AR[redacted]	5/26/2009	5/21/2009

	C,S THAT ENGINE WONT START THEFT LIGHT IS FLASHING PERFORMED DIAG WITH IDS HAD NO COMMUNICATION WITH IDS ON HS CAN NET WORK LOAD TESTED ALL POWERS AND GROUNDS GOING TO PCM ALL WERE OK CK ALL FUSES ALL WERE OK CK FOR CHAFFED WIRING NONE FOUND CK VEREF AND ALL SENSORS ALL WERE OK MANUALY INSTALLED VIN NUMBER INTO IDS AND RAN NET WORK TEST AND HS CAN NET WORK FAILED STARTED PERFORMING PIN POINT TEST AD1			04962 World Ford	2471			3FAHP0HG9AR[redacted]	9/19/2009	9/10/2009
				04544 Red McCombs Ford	23246			3FAHP0HA5AR[redacted]	10/15/2009	10/19/2009
				02923 Maxwell Ford	3136			3FAHP0HA2AR[redacted]	10/29/2009	10/24/2009
	VEHICLE JUSY OFF THE CAR CARRIER AND NO POWER STEERING ASSIST, PERFOREMED INTERACTIVE DIAGNOSIS U3000-96 LEAD TO GEAR REPLACEMENT			01545 Fox Valley Ford	2			3FAHP0HA0AR[redacted]	3/22/2010	3/13/2010

				04984 Key Scales Ford	7			3FAHP0HA1AR[redacted]	4/21/2010	4/14/2010
	CONCERN: POWER STREERING ASSIT LIGHT IS ON, RAN CODES AND IT GAVE ME C1BOO:64-68. WENT THROUGH INTERACTIVE DIAGNOSIS GAVE ME A COMMUNICTION CODE BUT THAT I HAD TO REPAIR THE OTHER CODE FIRST. I HAVE NO BLOWN FUSES AND I HAVE POWER GOING TO MODULE BUT I DONT WANT TO REPLACE THE MODULE YET. AM I MISSING A STEP OR IS THERE ANOTHER WAY TO DIAGNOSIS THE PROBLEM? ALSO I CANNOT FIND A BASE PART NUMBER FOR THE POWER STEERING CONTROL MODULE? DIAGNOSTICS: NONE PARTS REPLACED:: NONE TECH QUESTION: HELP PLEASE WERE YOU ABLE TO VERIFY THE CONCERN? NO IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST FOLLOWED? YES			02635 Doug Stanley Ford	1599			3FADP0L30AR[redacted]	2/26/2010	2/20/2010
				08988 Drum Hill Ford	785			3FAHP0JG5AR[redacted]	3/13/2010	3/6/2010
				01425 Hines Park Ford	3091			3FAHP0JA8AR[redacted]	2/16/2010	1/30/2010

		00509 Allan Vigil Ford	3848			3FAHP0HA0AR[redacted]	2/20/2010	2/16/2010
		09566 Loganville Ford	40			3FAHP0HA8AR[redacted]	4/28/2010	4/23/2010
		08379 Ed Kenley Ford	8798			3FADP0L39AR[redacted]	7/22/2009	7/18/2009
		05729 Two Rivers Ford	2219			3FAHP0HG6AR[redacted]	3/9/2010	3/3/2010

		03139 Spradley/Barr Ford	14			3FAHP0JA3AR[redacted]	5/15/2010	5/12/2010
		07162 Gilmore Ford	5872			3FAHP0JG8AR[redacted]	8/14/2009	8/10/2009
		08325 Dan Wiebold Ford	83			3FAHP0HA4AR[redacted]	5/12/2010	5/6/2010
		01388 Chapman Ford	30395			3FAHP0HA2AR[redacted]		

		01203 Fred Beans Ford	4180			3FADP0L35AR[redacted]	3/6/2010	3/3/2010
		04988 Langdale Ford	30175			3FAHP0HA3AR[redacted]	4/16/2009	4/6/2009
		05158 Metro Ford	14576			3FAHP0JA6AR[redacted]	10/10/2009	10/5/2009
		04501 Taylor Ford	180			3FAHP0HA7AR[redacted]	5/6/2010	4/30/2010
		07869 Gaudin Ford	338			3FAHP0HA2AR[redacted]	3/27/2010	3/23/2010

	THE CUSTOMER STATES THE STEERING IS VERY SENSITIVE AND ON SNOW AND ICE THE REAR OF THE VEHICLE WILL DART RIGHT OR LEFT. DEALER PERFORM ALIGNMENT ON VEHICLE CUSTOMER RETURNED 1800 MILES LATER WITH SIMILAR COMPLAINT BUT VEHICLE HARD TO HANDLE ON THE HIGHWAY.			08990 Quirk Ford	16845			3FAHP0HA7AR[redacted]	4/9/2009	4/4/2009
				09304 Lundgren Motors	4802			3FAHP0HG2AR[redacted]	9/5/2009	8/27/2009
				05563 Airport Marina Ford	12603			3MEHM0JG8AR[redacted]	11/3/2009	10/28/2009
				05524 Power Ford	239		B9A B4E	3FAHP0HG8AR[redacted]	4/20/2010	4/13/2010

		10288 Valley Stream L/M	24345		BD2 BD3 B90	3FAHP0HA8AR[redacted]	6/9/2009	6/2/2009
		04870 Al Packer Ford	7125			3FAHP0JA7AR[redacted]	10/13/2009	10/8/2009
		20600 Ed Carney Ford	14379		BD4 B90	3FAHP0HA3AR[redacted]	6/17/2009	6/11/2009
		09219 Nelson Ford	27282			3MEDM0L30AR[redacted]	12/15/2008	10/23/2008

				03660 Crestwood Ford	25912			3FAHP0HAXAR[redacted]	6/19/2009	6/16/2009
				02459 Sam Pack's Five Star Ford	4599			3FAHP0HA7AR[redacted]	9/28/2009	9/19/2009
				02319 Liberty Ford	2041			3FAHP0JG3AR[redacted]	9/28/2009	9/19/2009
	RUBBING NOISE FROM THE STEERING COLMN WHEN ROCKING THE STEERING WHEEL LEFT AND RIGHT DIAG P S GEAR GRINDING INTERNAL REPLACED P S GEAR WEB FORM DATA - CONCERN: RUBBING NOISE FROM THE STEERING COLMN WHEN ROCKING THE STEERING WHEEL LEFT AND RIGHT DIAGNOSTICS: ROADTEST AND VISUAL INSP PARTS REPLACED:: NONE TECH QUESTION: ANY KNOWN CONCERNS WITH VEHICLE? VERIFIED AND IS ABNORMAL COMPARED TO LIKE VEHICLES, SUSPECT EPAS THANK YOU WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES LUBRICATE THE STEERING GEAR/DASH SEAL AND RETEST FOR THE RUBBING NOISE. IF THE NOISE IS LOUDEST IN THE STEERING COLUMN, THE EPAS UNIT IS NOT SUSPECTED				02737 Village Ford	6921			3FAHP0JA0AR[redacted]	11/14/2009	11/8/2009

				07417 Grand Ford	16348			3FAHP0HA5AR[redacted]	5/27/2009	5/22/2009
	THIS IS THE SECOND TIME BACK FOR THE SAME FRICTION CODE VEHCIEL FIRST CAME IN ON 3/15/2010 WITH 2835 MILES CODES CLEARED AND DID NOT RESET DURING PARKING LOT TEST. VEHICLE RETURNED ON 6/1/2010 WITH 9047 MILES WITH SAME P07AE-09(AF1). REPLACED THE GEAR TO FIX THIS INTERMITTENT CONDITION.			00115 Seymour Ford	9047			3FAHP0HA2AR[redacted]	12/3/2009	11/25/2009
				01028 Satcher Motor Co.	25571			3FAHP0HA8AR[redacted]	6/3/2009	5/28/2009
				09844 Capital Ford	812			3FAHP0HA4AR[redacted]	4/8/2010	3/29/2010

				08828 Herb Chambers Ford	3037			3FAHP0HA5AR[redacted]	3/23/2010	3/18/2010
				05736 Sloan Ford	220			3FAHP0HA5AR[redacted]	7/1/2010	6/19/2010
	STEERING NOISY TOW IN..NO POWER STEERING BRAKE ERROR MSG ON DASH 8.4.10 3:50PM ROAD TESTE, VERIFIED NO POWER STEERING, HOOKED UP IDS, CAN NOT COMMUNICATE WITH PSCM. PERFORM PINPOINT TEST FOR NO COMMUNICATION. PINPOINT TEST LED TO STEERING GEAR REPLACEMENT. INSTALL NEW GEAR, REPROGRAM MODULE WITH AS BUILT DATA. CHECK FRONT END ALIGNMENT AND RESET TOE TO SPECS. ROAD TEST,OK.			02750 Avis Ford	2935			3FADP0L3XAR[redacted]	1/7/2010	12/23/2009
				06353 Detroit Lakes Ford	15090			3FAHP0HA7AR[redacted]	10/9/2009	9/23/2009

		04180 Mooresville Ford	1440			3FAHP0HA1AR[redacted]	6/17/2010	6/10/2010
		02968 Tyler Ford	4811			3FAHP0JA2AR[redacted]	5/27/2010	
		20360 Bell Ford	2093			3FAHP0HAXAR[redacted]	6/24/2010	6/17/2010
		09869 Spitzer Ford	4092			3FAHP0HA5AR[redacted]	3/13/2010	3/10/2010

		09179 Inver Grove Ford	1104			3MEHM0JA2AR[redacted]	6/28/2010	6/16/2010
		08588 Bowen Scarff Ford	1178			3FAHP0CG0AR[redacted]	6/25/2010	6/19/2010
	2-pin corrosion	01060 McLaughlin Ford	10			3FAHP0GA4AR[redacted]	7/23/2010	6/30/2010
	TS harness damage	11060 Spradley/ Barickman Ford	1728			3FAHP0GA3AR[redacted]	3/18/2010	3/13/2010

				09149 Perry Ford	2103			3FAHP0GA6AR[redacted]	5/12/2010	5/5/2010
	ADVANCE TRACTION LIGHT IS ON CHECK AND REPORT CHECK AND CONFRIMED PROBLEM WITH ABS AND PSCM CODE C1B00 RELATED TO STEERING ANGLE SENSOR FAULT. PERFORMED PPT E PER WORKSHOP MANUAL TO E2 STATED TO REPLACE EPAS GEAR			03409 San Franciso Ford	26091			3FADP0L32AR[redacted]	4/6/2010	3/27/2010
				02934 Roy O'Brien	404			3FADP0L33AR[redacted]	5/13/2010	5/7/2010
				13952 Hines Park Ford	136			3MEHM0JG5BR[redacted]	8/27/2010	8/21/2010
	I talked to tech and he said he found both abs and epas bring down the CAN, he disconnected abs still no comm then disconnected epas comm restored , then plugged in abs no comm with epas disconnected plugged back in epas no comm again. I asked him if there are any signs of reverse jump or possible lightening strike based on the number of modules that were testing bad he said wasnt sure. VEH TOWED INTO SHOP FOR NOT TURNING ON VERIFIED CONCERN,DIAG & FOUND NO COMMUNICATION W/PCM, CK ALL PWR & GROUND OK, R&R FAULTY PCM, RETEST STILL PROBLEM W/NETWORK COMM, PPT TEST A,QA FOUND STEERING GEAR SHORTED CAUSING PCM TO SHORT OUT & ALSO NO PWR AT ABS MODULE, NEC TO R&R PSCM & ABS MODULE, RETEST OK.			04332 Armstrong Ford	25883			3FAHP0HA2AR[redacted]	4/5/2009	3/12/2009

				06578 Courtesy Ford	11272			3FADP0L30AR[redacted]	4/16/2010	4/9/2010
	STEERING WILL NOT TURN, PRIOR TO THERE WAS A NOISE IN STEERING. WHEN DRIVING VEHICLE LOCKED AND STOPPED VERIFY RIGHT FRONT WHEEL IS TURNED IN AND DOESNT MOVE WHEN THE STEERING WHEEL IS TURNED PUT ON LIFT AND REMOVE THE WHEEL CHECK AND FOUND THE RSIDINNER TIE ROD END UNSCREWED FROM THE PLS RACK THE BOOT IS DAMAGED AS ARE THE THREADS ON THE RACK AND INNER TIE ROD CHECK OASIS NO APPLICABLE MSG CONTACT HOTLINE NO PRIOR REPORTS ADVISED TO REPL THE PS RACK REPL THE RSIDE TIE ROD WAS HANGING 10/04/2010 01:31PM JOHN HERDZIK MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: CUSTOMER STATES VEHICLE WILL NOT STEER. DIAGNOSTICS: THE RIGHT FRONT INNER TIE ROD UNTHREADED FROM THE RACK.THE THREADS ON THE RACK AND TIE ROD ARE DAMAGED.THE BOOT IS TORN.THE LOCK NUT FOR THE OUTER TIE ROD WAS TIGHT. PARTS REPLACED: NONE TECH QUESTION: HAVE THERE BEEN ANY REPORTS OF THIS HAPPENING BEFORE?WE HAVE NOT SEEN THIS HAPPEN AT THIS			03609 Newins Bay Shore Ford	28840			3FAHP0HA3AR[redacted]	6/18/2009	6/12/2009
				00274 Cherokee Ford	7273			3FAHP0JA3AR[redacted]	6/8/2010	6/3/2010
				03072 Yucca Valley Ford	4111			3FADP0L32AR[redacted]	6/26/2010	6/16/2010
				06531 Lamarque Ford	6303			3FAHP0HA6AR[redacted]	5/4/2010	4/28/2010

				05475 Encinitas Ford	269			3FAHP0HA5BR[redacted]	9/4/2010	8/24/2010
				03275 Kistler Ford	2101			3FAHP0HA3AR[redacted]	6/19/2010	6/9/2010
				02934 Roy O'Brien	1139			3FAHP0HA8AR[redacted]	6/19/2010	6/9/2010
				20403 Chalmers Capitol Ford	437			3FADP0L37BR[redacted]	8/19/2010	8/7/2010
	EPAS GEAR REPLACED ONCE AT 1363 MILES AT CAMELBACK FORD AND VEHICLE RETURNED TO PEORIA FORD WITH 3748 WITH THE TS HARNESS WIRES CUT IN HALF NEAR EPP FLANGE			06992 Peoria Ford	3748			3FADP0L39AR[redacted]	5/28/2010	8/6/2009
				04927 J.C. Lewis Ford	10546			3FAHP0HA8AR[redacted]	3/12/2010	
				01341 Fred Beans Ford	5			3FADP0L33BR[redacted]	8/27/2010	8/23/2010
				01769 Astro Ford	31443			3FAHP0HAXAR[redacted]	6/23/2009	8/31/2009
				05960 Eddie Preuitt Ford	24408			3FAHP0JA4AR[redacted]	4/27/2009	4/23/2009
				00664 Sheehy Ford	24118			3FAHP0HAXAR[redacted]	8/7/2009	8/1/2009
				01970 Kings Ford	447			3FAHP0HA4BR[redacted]	8/31/2010	8/19/2010

	CAR WONDERS ALL OVER ROAD WHEN DRIVING TEST DROVE. CAR IS WANDERING AND STEERING WHEEL CENTER POSITION CHANGES. FOUND RACK BUSHINGS DETERIORATED AND WEAK. BOLTS TIGHT. RECOMMEND REPLACING RACK ASSY BECAUSE BUSHINGS ARE NOT SERVICED SEPERATELY. REPLACED RACK ASSEMBLY. PERFORMED ALIGNMENT AND SET TOE. TEST DROVE AGAIN, OK AT THIS TIME.			07488 San Tan Auto	32352			3FAHP0HA4AR[redacted]	8/29/2009	
				03278 Mike Naughton Ford	1312			3FADP0L31AR[redacted]	6/4/2010	5/22/2010
				03142 Lakewood Fordland	13			3FAHP0HA3BR[redacted]	9/28/2010	9/18/2010
	CUSTOMER STATES THERE IS A GRINDING NOISE FROM THE TRANS AREA AND WILL NEUTRALIZE WHEN HOT UPHSHIFTING, ADVISE vehicle came in twice for transmission work prior to replacing the EPAS gear. tech replaced the transmission at 21k miles vehicle returned 31k with damaged boot.			20351 Bob Turner's Ford	31841			3FAHP0HA2AR[redacted]	5/7/2009	4/28/2009
				02686 Briarwood Ford	2692			3FAHP0HA1AR[redacted]	5/19/2010	5/13/2010
				02848 Holman Ford	816			3FAHP0HA8BR[redacted]	8/14/2010	8/6/2010
				06727 Beach Ford	4905			3FAHP0JAXAR[redacted]	6/26/2010	6/16/2010
				01281 Haldeman Ford	33515			3FADPOL3XAR[redacted]	7/14/2009	7/8/2009
				08027 McMahon Ford	2437			3FAHP0HA4AR[redacted]	7/23/2010	7/5/2010
				01597 Santa Margarita Ford	26830			3FAHP0HG1AR[redacted]	5/26/2009	5/21/2009
				04962 World Ford	225			3FADP0L3XBR[redacted]	8/26/2010	
				03893 Vista Ford	990			3FAHP0JA0BR[redacted]	10/2/2010	
				03134 Phil Long Ford	29462			3FAHP0HA9AR[redacted]	8/7/2009	8/3/2009

				01909 Walt Sweeney- West Hills Ford	829			3FAHP0HA4BR[redacted]	10/2/2010	9/21/2010
				01237 Kindle Ford	436			3FAHP0HA0BR[redacted]	9/23/2010	9/13/2010
				07590 Van Bortel Ford	22823			3FAHP0HA6BR[redacted]	9/30/2010	9/17/2010
				01977 Kerry Ford	39			3FAHP0JA0BR[redacted]	11/26/2010	11/23/2010
				04446 Hacienda Ford	29537			3FAHP0HA6AR[redacted]	2/19/2009	1/30/2009
				03812 Gordie Boucher Ford	2421			3MEHM0JA7BR[redacted]	8/16/2010	8/3/2010
				02865 Ford of Ocala	310			3FAHP0HA6BR[redacted]	8/3/2010	7/23/2010
				03225 New Country Ford	62			3FAHP0CG1BR[redacted]	9/23/2010	9/13/2010
				04735 Nick Nicholas Ford	34743			3MEHM0HA9AR[redacted]	4/15/2009	4/7/2009
				05957 Mitchell County Ford	24158			3FAHP0HA0AR[redacted]	6/10/2009	6/2/2010
				03717 Crown Ford	6033			3FAHP0HA4BR[redacted]	8/13/2010	8/4/2010

				03820 Landers Ford	2198			3FAHP0JG5BR[redacted]	8/5/2010	7/29/2010
				00224 Jim Skinner Ford	24271			3FAHP0HA0AR[redacted]	5/13/2010	5/7/2010
				05557 Fritts Ford	1471			3FAHP0JG0BR[redacted]	10/14/2010	
				09692 Courtesy Ford	511			3FAHP0JG5BR[redacted]	12/7/2010	12/1/2010
				05492 Buerge Ford	2358			3FAHP0HA1BR[redacted]	10/27/2010	10/18/2010
				02222 Liberty Ford	475			3MEHM0JG7BR[redacted]	9/8/2010	8/30/2010
				09026 Central Ford	896			3FAHP0JA3BR[redacted]	10/18/2010	10/9/2010
				09080 Bob McCormick Ford	35723			3FAHP0HA3AR[redacted]	4/21/2009	3/7/2009
				07505 Jacob George Ford	2857			3FAHP0GA1BR[redacted]	7/28/2010	7/20/2010
				05822 Allison Ford	28123			3FAHP0GAXAR[redacted]	9/26/2009	
				04822 Greenway Ford	2611			3FAHP0HA4BR[redacted]	10/21/2010	10/12/2010
				11642 Osman's Lincoln	7263			3MEHM0HA3BR[redacted]	9/27/2010	9/25/2010
				02733 North Country Ford	1724			3MEHM0JG8BR[redacted]	9/24/2010	9/13/2010
				03378 Gookin Ford	2458			3FAHP0HA1BR[redacted]	12/1/2010	11/26/2010
				05224 Thoroughbred Ford	2662			3FAHP0HA4BR[redacted]	12/7/2010	12/1/2010

				01909 Walt Sweeney	43			3FAHP0HA5BR[redacted]	1/15/2011	1/7/2011
				01522 Manly Motor Sales	1700			3FAHP0JG9BR[redacted]	9/14/2010	9/4/2010
				05142 Expressway Ford	743			3FAHP0HA9BR[redacted]	8/11/2010	7/30/2010
				10175 Spartan L/M	1571			3MEDMOL30BR[redacted]	8/11/2010	7/30/2010
				00998 Crossroads Ford	24			3FAHP0HA7BR[redacted]	2/11/2011	2/1/2011
				05224 Thoroughbred Ford	271			3FAHP0JA1BR[redacted]	2/8/2011	1/31/2011
				02284 John Lance Ford	91			3FAHP0JG9BR[redacted]	11/20/2010	11/16/2010
				02284 John Lance Ford	7			3FAHP0HA1BR2[redacted]	12/13/2010	12/10/2010
	HS CAN was shorting out intermittently and when they unplug the 3-pin connector the erratic operation of the cluster and check eng lamp was fixed so hotline advised to replace the EPAS gear and after replace the same problem occurred and they found a short in the CAN BUS harness from C1010 to the EPAS gear 3-pin connector. replqaced the harness and fixed the vehicle. gear is NTF and cannot chargeback the gear.			04245 Crossroads Ford	339			3FAHP0JG8BR[redacted]	12/15/2010	12/14/2010
				02284 John Lance Ford	15			3FAHP0HAXBR[redacted]	12/13/2010	12/10/2010
				04748 Hubler Ford	738			3FAHP0JA5BR[redacted]	12/16/2010	12/13/2010
				02761 Southgate Ford	87			3FAHP0HA0BR[redacted]	12/17/2010	11/26/2010
				06249 Les Stumpf Ford	5755			3FAHP0HG7BR[redacted]	11/2/2010	10/28/2010
				04962 World Ford	7587			3FADP0L37BR[redacted]	8/7/2010	7/27/2010

				02284 John Lance Ford	1751			3FAHP0HA2BR[redacted]	8/24/2010	8/13/2010
				08533 Uhlmann Motors	8086			3FAHP0HA2BR[redacted]	10/29/2010	10/25/2010
				02283 Ed Mullinax Ford	783			3FAHP0HG2BR[redacted]	10/12/2010	10/2/2010
				02284 John Lance Ford	612			3FAHP0JG4BR[redacted]	10/27/2010	10/18/2010
				02444 Jim Bass Ford	532			3FAHP0HA5BR[redacted]	3/1/2011	2/20/2011
				07356 Gray Daniels Ford	4518			3FAHP0HA2BR[redacted]	9/26/2010	9/15/2010
				02960 West Herr Ford	527			3FAHP0HA0BR[redacted]	9/4/2010	8/26/2010
				11232 Maplecrest Ford	711			3FAHP0JAXBR[redacted]	7/31/2010	7/21/2010
				09179 Inver Grove Ford	5			3FAHP0HA9BR[redacted]	2/18/2011	2/8/2011
				03605 Sunshine Ford	345			3FAHP0HA3BR[redacted]	2/18/2011	2/9/2011
				01970 Kings Ford	575			3FAHP0JG1BR[redacted]	2/26/2011	2/19/2011

	CHECKING THE ECU s/n# DOES NOT MATCH THE SAME GEAR THAT WAS INDICATED BY THE PLANT. UNSURE IF THE DEALER SENT THE WRONG GEAR BACK OR IT WAS SWAPPED OUT AT THE PLANT OR DEALER. SO THE UNKNOWN WHERE THE ORIGINAL GEAR IS FOR THIS VEHICLE			05027 Springdale Ford	5			3FAHP0JA1BR[redacted]	12/15/2010	2/17/2011
								BR[redacted]		
				0KM HSAP				3FAHP0HA0BR[redacted]		
								A[redacted]		
								AR[redacted]		

								7/27/2010	7/17/2010	
							BR[redacted]			
				0KM HSAP						

										9/3/2010

				Plant return	0					7/19/2009
								AR[redacted]	7/21/2010	
								AR[redacted]		4/6/2010
				0KM HSAP						
				0KM HSAP						1/29/2010

				0KM HSAP						
				0KM HSAP	0			AR[redacted]		
				0KM HSAP				3MEHM0JG8AR[redacted]		
				0KM HSAP				3FADP0L39AR[redacted]		

				0KM HSAP				3FAHP0HA8AR[redacted]	11/30/2009	
	This Saturday 8th, AXIS (the company in charge of the sales yard) reported a vehicle that had lost the Gear assistance. The VRT analyst G. Izaguirre went to AXIS to check this car. When the vehicle was turned ON the assistance was back. Izaguirre drove the car to the Final assy repair bay where I met him to review this case Vehicle rotation # 5310 / VIN : AR[redacted] EPP # 100841177J30494 / Build Julian date : 124									
	1. When the steering wheel became stuck, what did the driver do to unstick it? The driver did not do anything, the steering got unstuck it hen he stopped 2. Did the steering wheel become stuck in a turn or while driving straight? The steering got stuck in 3 times, 2 in a curve and 1 in a slight curve. 3. If this happened in a turn, approximately what angle was the wheel? 1st time= -30°.....2nd Time= 30°..... 3rd Time= 5° 4. Driver reports the steering wheel was stuck at least three times. Were the driving conditions the same each time it became stuck, and did the driver do the same action each time to unstuck it? Yes, the driver did not do anything to unstuck it, he said he tried to unstuck it putting force in the steering wheel with no success, until the third time putting this force the steering was released.									
								3FAHP0HA4AR[redacted]		

	First time in customer had collision warning system unavailable & C/C in the message center and the C/C was in/op. tech cleared codes checked all module tech could not duplicate concern. Second time back customer complaint of WEB FORM DATA - CONCERN: CUSTOMER STATES THAT SOME TIMES FEELS LIKE STEERING WHEEL WANTS TO SLIGHTLY TURN ON ITS OWN, CUSTOMER FEELS PRESSURE IN STEERING WHEEL AND CAR WILL PULL TO ONE WAY OR THE OTHER, DIAGNOSTICS: ALL MODULE SELF TEST, FAIL SECM. DATA NOT FOUND. PARTS REPLACED:: NONE TECH QUESTION: ANY KNOWN CONCERNS? WERE YOU ABLE TO VERIFY THE CONCERN? NO IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? YES WAS THE PINPOINT TEST FOLLOWED? YES FRANK, THERE ARE NO PAST REPORTS IN THE DATABASE WITH THIS CONCERN. I RECOMMEND REFERRING TO SECTION 206-09 IN THE WSM AND FOLLOW PIN POINT TEST I FOR THIS CONCERN. IF YOU NEED FURTHER ASSISTANCE PLEASE UPDATE THIS FORM. THANK YOU	Eric Estes		12294 Robinson Brothers L/M	547		A8E	1LNHL9FT9AG[redacted]	7/13/2009	7/2/2009
	REPAIR 09/16/2009 03:59PM MARK COUGHLIN MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: NOISE ON TURNING WHEEL DIAGNOSTICS: IDS TEST PASS PARTS REPLACED:: NONE TECH QUESTION: STEERING RACK EPAS NOISE , ALL THE TIME WERE YOU ABLE TO VERIFY THE CONCERN? YES AT WHAT SPEED DOES THIS OCCUR? ANY AT WHAT RPM DOES THIS OCCUR? BASE IDLE , ANY RECOMM 09/16/2009 03:59PM MARK COUGHLIN MSS - FCSD - TECH SVC HOTLINE THOMAS, THERE ARE CURRENTLY NO KNOWN ISSUES REGARDING THIS CONCERN. PLEASE ELABORATE ON THE TYPE OF NOISE AND THE PITCH OF THE NOISE. ALSO, PLEASE PROVIDE US WITH YOUR RESULTS FROM THE INTERACTIVE DIAGNOSTICS IN THE WSM UNDER SECTION 211-00A. THANK YOU. REPAIR 09/16/2009 04:23PM TOM FUMEROLA MSS - FCSD - TECH SVC HOTLINE TECHNICIAN REPLY: GRINDING NOISE, ELEMINATED AND DISCONNECTED TIE RODS AND STEERING COLUMN SHAFT AND NOISE IS SEVERE IN RACK . MANUALLY TURN RACK GRINDS AND STOPS RECOMM 09/16/2009 04:23PM TOM FUMEROLA MSS - FCSD - TECH SVC HOTLINE THE RACK SOUNDS LIKE IT NEEDS TO BE REPLACED. PEEL BACK THE BOOT FOR INSPECTION TO SEE IF	Eric Estes		02393 Kowalski Ford	57			1FAHP2KT8AG[redacted]	7/1/2009	5/27/2009
	09/18/2009 06:42PM DAVID KNAPP MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: VEHICLE HAS NO POWER ASSIST AND CHECK ASSIST WARNING LIGHT ON. DIAGNOSTICS: CHECKED OASIS, TRIED TO SELF TEST PSCM, DID A NETWORK SELF TEST. CHECKED FOR BATTERY VOLTAGE AT CONNECTOR C-1463B AND GROUND AT C1463B, BOTH TESTED OK. CHECK FOR BATTERY VOLTAGE AND C-1463A PIN 3 CIRCUIT CBP34 VT-BN, IT TO TESTED OK. THERE IS A CONNECTOR ON THE PSCM THAT IS NOT NOT SHOWN ON THE WIRING DIAGRAM, IT HAS SEVERAL SMALL WIRES IN THE CONNECTOR. I UNPLUGGED AND RESEATED CONNECTORS. PARTS REPLACED:: NONE TECH QUESTION: P/S WAS NOT ASSISTING, WHEN TRIED TO SELF TEST, NO COMMUNICATION WITH PSCM. TRIED NETWORK TEST PSCM FAILED. AFTER CHECKING FOR POWER AND GROUNDS AT PSCM AND RESEATING THE CONNECTOR WITH SEVERAL WIRES NOT SHOWN IN WIRING DISGRAM 43-1. P/S STARTED TO OPERATE CORRECTLY. I THERE ANY PIDS YOU COULD SUGGEST I MONITOR WHILE DOING A WIGGLE TEST? I ROAD TESTED SEVERAL MILES AND SYSTEM OPERATED CORRECTLY AND SELF TESTS WITH NO DTC. WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN			11056 Landmark L/M	110			1LNHL9FTXAG[redacted]	7/13/2009	6/15/2009
	POWER STEERING FAULT WHEN START VEHICLE. IT CORRECTS ITSELF IF I RESTART THE VEHICLE ROAD TEST, TEST EPAS, CODES C200B-2F AND C200C-2F. PERFORMED PINPOIT TEST AND REPLACED STEERING GEAR. SEN OUT FOR ALIGNMENT.			65099 Vehicle Service Center(VSC) World Headquarters	1123			1FAHP2KT5AG[redacted]	7/2/2009	6/9/2009
				03003 Bill Brown Ford				1FAHP2KT5AG[redacted]	9/28/2009	

	CUST STATES CHK ADVANCE TRAC LITE COMES ON WHILE DRIVING- VERIFIED PERFORMED ABS DIAG FOUND C1278 AND U0131 AND C1B00 PERFORMED INTERACTIVE PIN PT TEST WAS LEAD TO REPLACE STEER ING GEAR CONTACTED HOTLINE WAS TOLD TO FOLLOW THERE PIN PT TEST CHECKED POWER AND GROUND TO PSCM AND NETWORK WIRES FROM JOINT CONNECTOR 9 TO PSCM AND FROM PCM ALL WIRES PASSED REPLACED STEERING GEAR RECALIBRATED RETESTED OK CHECKED AND CORRECT TOE. ROADTEST AND VERIFY REPAIRS OK NOT SURE ABOUT THE TECHNICIANS DIAGNOSIS ADVISED THAT THE PSCM FAILED NETWORK TEST INDICATING NO COMMUNICATION BUT HE STATES HE CAN PULL CODE			11442 David McDavid's Lincoln	1688			2LMHJ5AT7AB[redacted]	10/1/2009	
	CONCERN: NO POWER STEERING AND LIGHT ON IN MESSAGE CENTER AND TRAC LIGHT ON ABS AND BRAKE LIGHT ON. TECH STATES THAT HE FOUND THAT THE PSCM, C-CM, AND HCM DO NOT COMMUNICATE -TECH FOUND AN OPEN IN THE HS-CAN CIRCUIT VDB05 BETWEEN THE DLC AND THE PSCM -SEEKING GUIDANCE ON HOW TO NARROW DOWN THE LOCATION OF THE OPEN. ADVISED TECH TO ATTEMPT TO NARROW DOWN THE LOCATION OF THE OPEN BY CHECKING CONTINUITY BETWEEN THE MODULES AND JOINT CONNECTORS IN THE VEHICLE. THE JOINT CONNECTORS MAKE IT EASIER TO BREAK THE NETWORK INTO SECTIONS FOR DIAGNOSIS -SINCE THIS VEHICLE IS NEW, THE CONCERN IS LIKELY RELATED TO A PUSHED OUT OR BENT PIN WHICH OCCURRED DURING ASSEMBLY OR TRANSPORT. THE PSCM FAILS THE NETWORK TEST. TODD PLEASE DISCONNECT JOINT 9 AND THE PSCM AND LOAD TEST THE NETWORK CIRCUITS FROM JOINT 9 TO PSCM. IF THAT PASSES THEN WITH THE PCM DISCONNECTED I'D LIKE TO LOAD TEST THE NETWORK THROUGH THE JOINT CONNECTOR TO PSCM. IF THAT PASSES INSPECTION PLEASE INSPECT THE POWER/GROUND/NETWORK TERMINALS FOR LOOSENESS OR PUSHED BACK TERMINAL. IF NO ISSUES ARE NOTED TO LOAD TEST THE PSCM PWR/GRND CIRCUITS WITH A			12307 Deacon Jones Ford	30			2LMHJ5AT8AB[redacted]	11/18/2009	10/27/2009
	RPT ON CAUSE OF NO POWER STEERING TOWED IN CHK NO POWER STEERING ASSIST PERFORM POWER STEERING SYSTEM DIAG INTEGRATED WITH IDS ON LINE RECEIVED 43000:96 C8 U3000 61 48 PSCM INSTRUCTED TO REPL PWR STR GEAR ASSY RE RE PWR STR GEAR ASSY CHK CAST/CAMB TOE OK ROADTEST OK I suspect that there is a flaw in the Active Park Assist SW that was exploited by the Magna testing, but I don't think this is an issue we are seeing in production with Valeo. I suspect that Magna used the Angle control in a subtlety different way than Valeo thus exposing the issue. The likely of a true monitor failure is very low and because this occurred in a cobbled vehicle I think it is an issue we need to study and understand, but not consider a true field APA failure. I will work to understand if any data traces from Magna exist that can help us.			A1005 Colony Ford	845			2LMHJ5AT8AB[redacted]	8/31/2009	8/1/2009
	CUSTOMER STATES POWER STEERING STOPPED WORKING TWICE IN 1 DAY NO POWER STEERING ASSIST.EPAS TEST GOT CODES U3000 96C8, C200B 61 48,C200C 2F 48,OASIS NO TSB OR SSM. CLEARED CODES U3000 CAME BACK. MODULE INTERNAL FAULT.NEEDS RACK ASSY. REPLACED RACK.PERFORMED FEA.ROAD TEST OK.KOER SELF TEST PASS.			04216 Ditschman Flemington Ford	3477			1FAHP2KT0AG[redacted]	7/7/2009	6/9/2009

	TECH/C 01/07/2010 08:45AM JON NEIL(FSE) MSS - FCSD - REG - KANSAS CTY VEHICLE HAS HIGH STEERING EFFORT, HIGH EFFORT BOTH LEFT AND RIGHT BUT HIGHER EFFORT TO RIGHT. THE VEHICLE HAS HIT A CURB, MARKS ON BOTH LEFT WHEELS. THE TIE RODS DO NOT APPEAR BENT OR DAMAGED, THE LEFT LOWER CONTROL ARM HAS NO VISIBLE DAMAGE. DEALER HAS ORDERED A STEERING RACK, VEHICLE NOT REPAIRED AT THIS TIME.ADD-ON 01/07/2010 08:51AM JON NEIL(FSE) MSS - FCSD - REG - KANSAS CTY THE ATTACHED PICTURES ARE OF THE WHEELS, THE WHEELS WERE CHECKED AND SHOW NO EXCESSIVE RUNOUT. NOTED CURB IMPACT FROM THE LF TIRE FROM PICTURES SHOWN			02722 Suntrup Ford	7763			1FAHP2KT3AG[redacted]	9/10/2009	7/22/2009
	WEB FORM DATA - CONCERN: WHEN HIT BUMP LOSE P/STR AND POWER ASSIST OFF COMES ON THE DISPLAY DIAGNOSTICS: VISUAL INSP. OF EPAS ASSY AND WIRING WIGGLE HARNESS , NO ISSUES FOUND PULL CODES ,U2011,P1602 TRIED TO DO INTERACTIVE DIAG BUT CANT GET PAST OASIS PAGE SCOTT REPORTS A U2011:49. CODE RESET IN GARAGE NEXT MORNING VEHICLE WAS IN GARAGE ALL NIGHT AT 65 DEG AMBIENT. SCOTT REPLACE THE EPAS AND RETEST. ERIC ESTES CONSULTED.			03142 Lakewood Fordland	470			2LMHJ5AT6AB[redacted]	10/15/2009	8/5/2009
	MY VEHICLE HAS LOST ITS POWER STEERING. I AM SCHEDULING THIS APPT BUT WOULD LIKE TO BRING IT IN ON THE 23RD AS I CAN HARDLY STEER IT. REPLACE STEERING RACKALIGHN FRONT END			65099 Vehicle Service Center(VSC) World Headquarters	11482			1FAHP2KT9AG[redacted]	7/7/2009	6/9/2009
	WEB FORM DATA - CONCERN: NO POWER ASIST STEERING AT ALL MESSAGE CENTER DISPLAYS SERVICE POWER STEERING NOW STEERING RACK SOUNDS LIKE ITS CRUSHING ROCKS WHEN TURNED SIDE TO SIDE ENGINE RUNNING OR NOT. DIAGNOSTICS: ITERACTIVE DIAG, (NOT IMPRESSED) PARTS REPLACED:: NONE TECH QUESTION: SYMPTOM CHART AND NOISE IS SUGGESTING THAT WE CHANGE POWER STEERING GEAR. WERE YOU ABLE TO VERIFY THE CONCERN? YES IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST FOLLOWED? NO 03/19/2010 02:27PM AMY MEINKEN MSS - FCSD - TECH SVC HOTLINE TECH COMMENTS: UPON			B8013 GALLINGER MOTORS LIMITED	4128			1LNHL9FT4AG[redacted]	6/23/2009	
	WHEN TURNING LEFT IT SPUTTERS AND THE TRACTION CONTROL COMES ON ,CUSTOMER BARELY PRESSED ON GAS AND IT DID THAT ANYWAY. IDS TEST INTERACTIVE PP TEST WITH IDS. REPLACE ELECTRONIC STEERING GEAR. CHECK ALIGNMENT AND RESET. Called the tech working on the vehicle and he states when turning left the Trac control assist would kick on the TC lamp would turn on but no PS message from the cluster message center. tech cleared the codes and let the customer have the vehicle the vehicle returned with the same two PSCM codes & no codes in the ABS. tech replaced the EPAS gear and fixed the vehicle. C:\Documents and Settings\eestes\Des			01511 Currie Motors	1330			2FMHK6CT6AB[redacted]	1/6/2010	12/10/2009

	STEERING WARNING LIGHT CAME ON, POWERSTEERING INOP. GOT HOME SHUT OFF RESTARTED AND LIGHTS OUT PW STEERING WORKS N.P.F. TEST DROVE WITH CUSTOMERS PERMISSION 105 MILE, TESTED, HAD CODE U2011 49 STORED, PERFORMED PINPOINT TEST PAS SED, CALLED FORD TECH LINE, PERFORMED TEST REQUESTED PASSED, COULD NOT DUPLICATE CONCERN AT THIS TIME. **OWNRELATIONS** I CALLED MR. CHARLIE WELLS TO TRY AND EASE HIS CONCERNS HE HAD ABOUT THE VEHICLE. HE SAID THE POWER STEERING WENT OUT ON HIS WIFE WHEN SHE WAS DRIVING BACK FROM A TRIP TO FLORIDA. HE SAID THE CODES SHOWED THAT THE POWER STEERING WENT OUT AND THAT THEY CANNOT FIND ANYTHING WRONG WITH IT. HE SAID THAT HE WILL NOT TAKE THE VEHICLE BACK. HE THINKS IT IS A SAFETY CONCERN. HE REFUSES TO LET HIS WIFE DRIVE THE VEHICLE WITH HIS GRANDKIDS IN IT. I SAID THAT THE DEALERSHIP HAS GONE THROUGH THE PROPER DIAGNOSTICS TO LOOK FOR ANY PROBLEM. NO PROBLEM WAS FOUND. THEY COULD NOT REPAIR SOMETHING THAT THEY COULD NOT FIND. I SAID THE VEHICLE IS READY TO BE PICKED UP NOW, AND THAT IF HE HAD ANY OTHER ISSUE, HE COULD CALL			06598 Blue Ridge North Georgia Ford	1250			1FAHP2KT4AG[redacted]	10/15/2009	
	CUSTOMER STATES NO POWER STEERING CONFIRMED CUST CONCERN. PERFORMED DIAG CODE U 0415. PERFORMED INTERACTIVE DIAG WITH IDS. FO UND DEFECTIVE POWER STEERING RACK. NECC TO RE MOVE AND REPLACE POWER STEERING RACK AND RESE T FRONT TOE.			04222 Madison County Ford	3561			1FAHP2KT5AG[redacted]	10/7/2009	9/13/2009
				10399 Hempstead Ford	20			2LMHJ5ATXAB[redacted]	7/28/2009	7/19/2009
	COLLISIN WARNING NOT AVAILABLE POWER ASSIST NOT AVAILABLE ROAD TEST TO ATTEMPT TO VERIFY CONCERN CONCERN IS INTERMITTANT HOTLINE ID 103695363 TEST POWER STEERING CONTROL MODULE C200D COMPLETED ROAD TEST AND PARKING LOT MANUVERS PER INTERACTIVE DIAG TO DUPLICATE CONCERN SPOKE WITH HOTLINE THEY STATE RACK AND PINION HAS UPDATED PART REPLACED RACK AND PINION CHECK FRONT END ALIGNMENT ADJUSTED FRONT TOE ROAD TEST OK AT THIS TIME			05618 Bob Swope Ford	958			1FAHP2KT4AG[redacted]	2/12/2010	11/16/2009
	CLICKING NOISE WHEN TURNING THE STEERING WHEEL AT IDLE VERIFIED CONCERN PERFORMED STEERING RACK DIAG PINPOINT DIAG ROADTEST DIAG REPLACED STEERNG RACK PERFORMED ALIGNMENT, RETST, WITHIN NORMAL CHARACT. CQIS REPORT 04/28/2010 10:32AM DAVID KNAPP MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: WHEN TURNING STEERING FROM SIDE TO SIDE THERE IS A CLICKING/POP NOISE COMING FROM BACKING PLATES, NOISE IS VERY OBVIOUS HAPPENS ON BOTH SIDES ON A FULL TURN NOT QUIT TO FULL TRAVEL DIAGNOSTICS: CHECKED SUSPENSION/STEERING COMPONANTS CAN HEAR NOISE COMING FROM THE BACKING PLATES, WHEN APPLYING PRESSURE BY HAND NOISE WILL CHANGE. PARTS REPLACED:: NONE TECH QUESTION: ARE THERE ANY KNOWN CONCERNS, POSSIBLY STEERING GEAR RESINATING NOISE TO MAKE BAKING PLATES NOISY, THIS NOISE IS CONSISTANT AND SAME IN NOISE AND LEVEL OF SOUND EVERY TIME KREG, WE WOULD NOT SUSPECT A STEERING GEAR AT THIS TIME FOR THIS CONCERN. WE WOULD SUGGEST CHECKING FOR THE BACKING PLATES, CALIPER AND PADS BY REMOVING THEM ONE AT A TIME TO SEE IF THE NOISE STILL HAPPENS. IF YOU CAN REPRODUCE THE CONCERN ON A DRIVE ON RACK RO LUBE PIT TRY DOING SO NEXT TO			09641 Moore Motors	7000			1FAHP2KT1AG[redacted]	8/28/2009	7/31/2009

	OWNREL CUSTOMER SAID: 1)TRANSMISSION-HAS HAD MULTIPLE ISSUES FOR THE WHOLE TIME HES HAD IT-BROUGHT IN FOR SERVICE AT 5K AND WAS MAKING A NOISE IN THE TRANSMISSION-FOUND THE LINES HAD AN ISSUE(NOT SURE WHAT IT IS EXACTLY)-REPLACED THE RACK AND PINION2) STEERING COLUMN-FAULTY-REPLACED STEERING COLUMN 3)WHEEL BEARINGS-NOISE COMING FROM THE FRONT END-WORSE NOISE WHEN TURNING-WILL GO IN FOR SERVICE WHEN THE PART COMES IN. TECH REPLACED RF FRT WHEEL BEARING 3K LATER FOR A NOISE WHILE TURNING. NOT SURE IF TECH MAKE A MISTAKE REPLACING THE STEERING GEAR AT 5K INSTEAD OF THE RF BEARING			02733 NORTH COUNTRY FORD	5093			1LNHL9FT7AG[redacted]	10/9/2009	
	WEB FORM DATA - CONCERN: DURING THE NEW VEHICLE INSPECTION FOR NOISE COMING FOR THE POWER STEERING RACK. DIAGNOSTICS: VERIFIED NOISE FROM RACK. PARTS REPLACED:: NONE TECH QUESTION: THE NOISE SOUNDS LIKE THE STEERING RACK IS DRY AND HAS A METAL TO METAL SOUND COMING FROM IT. THE VEHICLE IS EQUIPPED WITH EPAS. NEED FURTHER DIRECTION,			04235 Vision Ford	31			2LMHJ5AT8BB[redacted]	5/14/2010	4/30/2010
				12507 White Bear L/M	12310			2LMHJ5AT2AB[redacted]	7/12/2009	
				11247 White Plains L/M	11994		B25x3 BADx1	2LMHJ5AT4AB[redacted]	7/28/2009	7/19/2009
	07/01/2010 04:04PM WILLIAM LEIBENGOOD MSS - FCSD - TECH SVC HOTLINE 2 TIMES TO DEALER. 5 DAYS OUT OF SERVICE. NOTE TO FSE: I AM REQUESTING TECHNICAL ASSISTANCE ON THIS VEHICLE DUE TO UNABLE TO ISOLATE CONCERN. CUSTOMER SEEKING RESOLUTION TO NOISE CONCERN SOON. THERE IS TINNY POP NOISE FROM FRONT END WHEN TURNING STEERING WHEEL IN EITHER DIRECTION. OUTER TIE RODS AND STEERING GEAR HAVE BEEN REPLACED. CONDITION PRESENT TO SAME DEGREE. HOTLINE IS SUSPECTING POSSIBLE SUB-FRAME MOUNT OR POSSIBLE CHARACTERISTIC CONDITION. CUSTOMER WILL RETURN VEHICLE ON THAT DATE FOR FSE INSPECTION.ADD-ON 07/13/2010 04:57PM MARTY EVELAND(FSE) MSS - FCSD - REG - DENVER FSE ON SITE VISIT 7/13. FSE DUPLICATED A SNAPPING / POP / TICK NOISE WHEN TURNING BOTH DIRECTIONS WHILE DRIVING A LOW SPEED (<5MPH) OR EVEN AT A STOP. THE NOISE CAME FROM THE LEFT WHEN TURNING RIGHT AND THE RIGHT WHEN TURNING LEFT. FSE USED ENGINE EAR TO LISTED TO SUSPENSION AND STEERING SYSTEM. FSE ALSO TOUCHED VARIOUS COMPONENTS AND FELT THE NOISE TRASMIT TO VARIOUS SUSPENSION COMPONENTS. FSE			03170 Go Courtesy Ford	3652			1FAHP2KTXAG[redacted]	10/16/2009	9/25/2009
	TRACTION CONTROLL LIGHT ON IN LIMP MOAD DIAG CONCERN PERFORM END PERFORM ELECT. DIAG RETREIVE CODES U2025 P0709 P1280 U0131 U0401 CALLED HOT LINE REPLACE MODULE THAT ONLY COMES WITH RACK AND PINION REPACE RACK AND ALIGNFRONT END ROAD TEST GOOD. TECH ALSO REPLACE LF WHEEL BEARING NOISE ON THE SAME REPAIR ORDER I BELIEVE THIS CAUSED THE TC LAMP ON & TO ACTIVATE TC AND SLOW THE VEHICLE DOWN. VEHICLE RETURNED 100 MILES LATER VEHICLE CAME BACK WITH SIMILAR COMPLAINT WENT FROM 60MPH DOWN TO 10 MPH, DEALER COULD NOT DUPLICATE THE CONCERN SO NTF AT THIS TIME.			04166 McMahon Ford	5873			2FMHK6DT7AB[redacted]	11/5/2009	10/3/2009

				09422 Spradley/Barr Ford	639			2LMHJ5AT5AB[redacted]	4/14/2010	2/18/2010
				03250 Ford of Montebello	180			1FAHP2KT5AG[redacted]	4/15/2010	3/26/2010
				03050 Fairlane Ford	10087			1FAHP2KTXAG[redacted]	7/15/2009	6/18/2009
				03276 Jim Robinson Ford	32320			1FAHP2KT5AG[redacted]	7/15/2009	6/18/2009
	09/16/2010 08:01AM BETH MIYA MSS - FCSD - TECH SVC HOTLINE TECHNICIAN REPLY: STEERING RACK NOT ROOT CAUSE. REPLACED STEERING RACK, NOISE STILL PRESENT.			00042 The Frederick Motor Co	8437			1FAHP2KT2AG[redacted]	3/31/2010	3/9/2010
	C S THAT THE TRAC LIGHT COMES ON AND OFF ADVISE SEEMED TO WORK FOR ABOUT A MONTH BUT NOW HAS SAME SYMPTOMS AT BEFORE. COMES ON INTERMITTENTLY DURING HIGHWAY DRIVING ROAD TEST. TRAC LIGHT COMES ON WHEN MAKE LEFT TURN AND GOES OUT ON NEXT TURN. RETRIEVE DTCS ALL PASS. PERFORM P P TEST G FOUND DISABLE SWITCH BAD. REPLACE SWITCH & RETEST. NOT FIXED. CONTACT HOTLINE. CONTINUE WITH P P G. ALL WIRING OK. RECONTACT HOTLINE. MONITOR SENSOR CLUSTER PIDS ALL OK. REPLACE EPAS MODULE PER HOTLINE. ALIGN ALL 4 WHEELS & RETEST. NOT FIXED. CALL HOTLINE. REMOVE PIN 18 CIRCUIT. THIS IS A HOTLINE MISDIAGNOSIS, THERE WERE NO CODES IN THE SYSTEM & THE HOTLINE REP. WHEN AWAY FROM THE SHOP MANUAL AND HAD THE TECH REPLACE THE PSCM, THINKING THAT THE SWA SENSOR WAS IN THE EPAS GEAR AND WITH VEHICLES WITH APA IT HAS A SWA SENSOR IN THE COLUMN. SO THE NEXT TIME THEY CALLED IN THEY FOLLOWED THE ppt PROPERLY AND REPLACED THE IC TO FIX THE VEHICLE BECAUSE THAT CONTROLS THE TC LAMP OPERATION			01385 Sioux Falls Ford	13880			2FMHK6DT9AB[redacted]	2/4/2010	1/19/2010
				65099 WHQ VSC Center	331			1LNHL9FT2BG[redacted]	9/10/2010	7/24/2010

				02724 All American Ford	401			2FMHK6DT3BB[redacted]	8/19/2010	8/2/2010
								2LMHJ5ATXAB[redacted]	3/10/2010	
								2FMHK6DT7AB[redacted]	2/19/2010	2/4/2010
	Unit reported as Steering gear with lack of assist. Checking DTC's it was found U3000-96 code related to an internal component failure. Checking by CCP B3A fault confirmed.							A[redacted]		3/9/2010
								2LMHJ5ATXAB[redacted]	3/10/2010	
										2/4/2011
				02761 Southgate Ford	249			1FMHK7D82BGA[redacted]	3/8/2011	3/3/2011
				02731 Atchinson Ford	111			1FMHK8D89BG[redacted]	3/4/2011	3/1/2011

ECU Build Date	EPP Build Date	Vehicle Type	Date of Repair	Model Year	Date	Part ETA
11/6/2008	11/14/2008	2.5L Gas	4/9/2009	9DIAI062 ACR	5/8/2009	93
11/20/2008	11/27/2008	3L	5/11/2009	9EKAV151 ACR		

11/27/2008	12/4/2008	3L	5/11/2009	9EKAQ011 NHL		
1/23/2009	2/9/2009	2.5L Gas	6/12/2009	9EUAG112 NHL		1191 1159
12/2/2008	1/13/2009	2.5L Gas	5/25/2009	9E1AY065 ACR		

10/14/2008	10/29/2008	2.5L Gas	6/2/2009	9FBAK121 NHL		
1/28/2009	3/18/2009	3L	6/9/2009	9FJAG436 ACR		
10/24/2008	11/4/2008	2.5L Gas	6/8/2009	9GAAG067	7/24/2009	63
1/29/2009	3/17/2009	2.5L Gas	6/11/2009			1160
10/22/2008	11/30/2008	2.5L Gas	6/9/2009	9FIA2001 RTDAHL		1162

12/2/2008	1/12/2009	2.5L Gas	6/15/2009	9FOBA005 NHL		1156
12/2/2008	1/12/2009	2.5L Gas	6/17/2009	9FQAO156 NHL		1154
10/28/2008	11/4/2008	2.5L Hybrid	6/22/2009	9FVAN041 NHL		
11/22/2008	12/1/2008	2.5L Hybrid	6/24/2009	9FXAP075 FCSDFS		1147

1/22/2009	4/25/2009	2.5L Gas	6/30/2009		7/20/2009	67
11/8/2008	11/18/2009	2.5L Gas	7/1/2009	9GAAG097 NHL	8/6/2009	112
3/3/2009	3/31/2009	2.5L Gas	7/1/2009		7/21/2009	175
1/23/2009	2/11/2009	2.5L Gas	6/8/2009			
3/4/2009	4/2/2009	3L	6/24/2009			

		2.5L Gas	6/26/2009			
11/6/2008	11/13/2008	2.5L Gas	6/19/2009			
11/28/2008	1/9/2009	2.5L Gas	6/30/2009			1141
1/7/2009	3/24/2009	2.5L Gas	7/2/2009	9GBAL178 NHL		1139
11/21/2008	11/28/2008	2.5L Gas	7/6/2009			1135
2/12/2009	3/25/2009	2.5L Gas	7/6/2009	9GFAP001 NHL	7/15/2009	93

11/28/2008	12/3/2008	2.5L Hybrid	6/30/2009	9F4AJ295 NHL	8/3/2009	115
1/21/2009	3/9/2009	2.5L Gas	7/14/2009	9GNAI053 NHL		1127
9/25/2008	10/6/2008	2.5L Gas	7/13/2009		7/24/2009	130
3/17/2009	6/15/2009	3L	7/17/2009	9GQBD009 NHL		1124
12/3/2008	1/13/2009	2.5L Gas	7/21/2009			1120

11/20/2008	11/25/2008	2.5L Gas	7/21/2009		7/29/2009	125
2/26/2009	5/25/2009	2.5L Hybrid	7/22/2009			
2/19/2009	5/18/2009	2.5L Gas	7/23/2009			
2/10/2009	5/5/2009	2.5L Gas	7/14/2009	9GNAI175 NHL	8/3/2009	57
2/2/2009	5/18/2009	2.5L Gas	7/27/2009			
3/10/2009	4/8/2009	3L	6/16/2009			
1/26/2009	4/3/2009	2.5L Gas	8/1/2009	9HAAB012 NHL	8/25/2009	98
2/19/2009	5/19/2009	2.5L Gas	7/31/2009	9G5A5016 NHL	8/12/2009	
2/9/2009	5/6/2009	2.5L Gas	7/31/2009	9G5AK515 NHLDIG		

2/10/2009	5/3/2009	2.5L Hybrid	7/24/2009			
1/5/2009	1/20/2009	2.5L Gas	7/23/2009		8/27/2009	96
11/6/2008	11/13/2008	3L	8/7/2009			
1/26/2009	4/19/2009	2.5L Gas	8/7/2009		8/25/2009	98
1/30/2009	4/29/2009	2.5L Gas	8/10/2009	9HJAW015 NHL		
3/30/2009	6/11/2009	2.5L Gas	8/11/2009		9/2/2009	90

1/9/2009	3/27/2009	2.5L Gas	7/30/2009		8/12/2009	106
11/25/2008	12/2/2008	3L	7/28/2009			
3/13/2009	6/5/2009	2.5L Gas	8/4/2009		8/25/2009	64
1/21/2009	3/10/2009	2.5L Gas	6/25/2009		9/25/2009	33
1/29/2009	3/10/2009	2.5L Gas	7/20/2009			
1/27/2009	3/5/2009	2.5L Gas	8/12/2009			
11/28/2008	12/3/2008	3L	8/20/2009		9/2/2009	90
3/3/2009	3/31/2009	3L	8/20/2009		9/18/2009	74

1/27/2009	4/25/2009	2.5L Gas	8/19/2009		9/4/2009	25
11/27/2008	12/4/2008	3L	8/27/2009		9/18/2009	74
		3L	8/28/2009			
2/16/2009	5/13/2009	2.5L Gas	8/28/2009		9/9/2009	83
2/4/2009	3/17/2009	2.5L Gas	9/8/2009		9/18/2009	40
12/10/2008	1/26/2009	2.5L Hybrid	9/9/2009		9/24/2009	34

3/16/2009	6/23/2009	2.5L Gas	9/4/2009		9/18/2009	40
3/9/2009	6/5/2009	3L	9/15/2009	9IRAI161	10/5/2009	57
1/6/2009	1/27/2009	2.5L Gas	9/16/2009	9IPDR020	9/25/2009	66
11/6/2008	11/17/2008	2.5L Gas	8/28/2009	9H2AN211	9/24/2009	34
1/6/2009	1/27/2009	2.5L Gas	9/16/2009		10/5/2009	57
11/14/2008	11/24/2008	2.5L Gas	9/24/2009			

11/18/2008		2.5L Gas	9/24/2009			
12/2/2008	1/13/2009	2.5L Gas	9/25/2009	9IYDN006	10/5/2009	57
11/18/2008	11/24/2008	2.5L Gas	9/28/2009		########	46
6/1/2009	7/28/2009	2.5L Hybrid	10/1/2009		########	
6/24/2009	7/25/2009	2.5L Hybrid	10/5/2009			
5/18/2009	7/14/2009	2.5L Gas	9/18/2009			

3/9/2009	5/30/2009	2.5L Hybrid	10/2/2009		
3/18/2009	7/1/2009	3L	10/1/2009		
1/14/2009	3/31/2009	2.5L Gas	10/6/2009		
6/4/2009	7/8/2009	2.5L Hybrid	10/12/2009		
2/26/2009	5/23/2009	2.5L Hybrid	10/13/2009		

		2.5L Gas	10/14/2009		
12/4/2008	1/12/2009	2.5L Hybrid	10/19/2009		
11/22/2008	12/1/2008	2.5L Gas	10/19/2009		
6/16/2009	8/12/2009	2.5L Gas	10/19/2009		
5/26/2009	7/23/2009	2.5L Gas	10/22/2009		
11/5/2009	11/12/2009	2.5L Gas	10/19/2009		

10/17/2009	10/22/2009	2.5L Gas	10/26/2009		
1/9/2009	1/27/2009	2.5L Gas	10/30/2009		
6/10/2009	7/8/2009	3L	10/31/2009		
6/24/2009	8/26/2009	3L	11/3/2009		
6/30/2009	8/27/2009	2.5L Gas	10/30/2009		
8/8/2009	9/3/2009	2.5L Gas	11/6/2009		
10/14/2008	10/21/2008	2.5L Gas	11/3/2009		

6/26/2009	8/25/2009	2.5L Gas	11/12/2009		
11/18/2008	11/24/2008	2.5L Hybrid	11/9/2009		
3/10/2009	6/22/2009	2.5L Gas	10/29/2009		
1/24/2009	4/27/2009	2.5L Gas	11/11/2009		
5/20/2009	7/13/2009	3L	11/24/2009		
		2.5L Gas	11/23/2009		

3/18/2009	6/25/2009	2.5L Hybrid	11/25/2009	
6/29/2009	8/26/2009	2.5L Gas	11/23/2009	
3/20/2009	4/9/2009	2.5L Gas	11/17/2009	
2/6/2009	3/24/2009	2.5L Gas	11/25/2009	
7/10/2009	8/8/2009	2.5L Gas	11/25/2009	

7/8/2009	7/31/2009	2.5L Gas	11/18/2009	
11/18/2008	11/26/2008	2.5L Gas	11/24/2009	
2/9/2009	3/23/2009	2.5L Gas	11/12/2009	
8/24/2009	9/17/2009	2.5L Gas	11/27/2009	

10/20/2008	10/29/2008	2.5L Hybrid	12/2/2009	
2/4/2009	6/3/2009	2.5L Gas	12/5/2009	
6/25/2009	8/17/2009	3L	12/21/2009	
8/24/2009	9/21/2009	2.5L Gas	12/15/2009	

11/20/2009	11/27/2009	2.5L Gas	12/14/2009	
7/7/2009	8/5/2009	2.5L Gas	12/8/2009	
6/23/2009	8/19/2009	2.5L Hybrid	12/9/2009	
7/7/2009	8/4/2009	2.5L Gas	11/24/2009	
7/7/2009	8/6/2009	2.5L Gas	12/5/2009	
7/8/2009	7/31/2009	3L	12/10/2009	
6/22/2009	7/22/2009	2.5L Gas	12/21/2009	

1/22/2009	2/9/2009	2.5L Hybrid	12/28/2009	
6/30/2009	7/28/2009	2.5L Gas	12/15/2009	
7/14/2009	8/10/2009	3L	12/29/2009	
8/24/2009	9/17/2009	2.5L Gas	12/7/2009	

9/16/2008	9/23/2008	2.5L Hybrid	12/9/2009	
6/22/2009	7/21/2009	2.5L Gas	11/30/2009	
6/29/2009	8/28/2009	2.5L Gas	11/28/2009	
3/17/2009	6/27/2009	2.5L Gas	12/12/2009	

7/7/2009	8/5/2009	2.5L Hybrid	12/7/2009	
3/5/2009	5/31/2009	3L	12/4/2009	
10/20/2008	10/23/2008	2.5L Gas	1/7/2010	
6/20/2009	8/18/2009	2.5L Gas	12/30/2009	

8/25/2009	9/22/2009	3L	1/14/2009	
		2.5L Gas	12/15/2009	
5/27/2009	7/8/2009	2.5L Gas	1/4/2009	
10/22/2008	10/30/2008	3L	1/4/2010	

1/9/2009	1/29/2009	2.5L Gas	1/6/2010	
8/24/2009	9/17/2009	2.5L Gas	12/22/2009	
7/13/2009	8/7/2009	2.5L Hybrid	12/18/2009	
8/17/2009	10/11/2009	2.5L Gas	12/22/2009	
10/8/2009	11/11/2009	2.5L Gas	1/15/2010	

8/19/2008	9/10/2008	3L	1/12/2010	
7/7/2009	7/30/2009	2.5L Gas	12/10/2009	
8/17/2009	10/12/2009	2.5L Gas	12/28/2009	
6/1/2009	7/27/2009	2.5L Hybrid	12/30/2009	

7/16/2009	8/4/2009	2.5L Gas	1/13/2010	
6/23/2009	8/19/2009	2.5L Gas	12/16/2009	
11/25/2008		2.5L Gas	1/9/2010	
6/1/2009	7/8/2009	2.5L Gas	1/25/2010	

6/16/2009	7/17/2009	3L	1/11/2010	
12/1/2008	1/19/2009	2.5L Gas	2/1/2010	
11/8/2008	11/26/2008	2.5L Gas	1/12/2010	
6/26/2009	7/23/2009	3L	1/4/2010	

11/25/2008	12/9/2008	2.5L Gas	2/3/2010	
3/22/2009	1/8/2009	3L	2/8/2010	
7/7/2009	9/10/2009	2.5L Gas	2/15/2010	
8/14/2009	10/18/2009	2.5L Hybrid	2/11/2010	

6/30/2009	8/26/2009	2.5L Gas	1/26/2010	
			1/18/2010	
9/1/2009	9/25/2009	2.5L Gas	2/24/2010	
12/11/2008	1/20/2009	2.5L Gas	2/23/2010	

		3L	2/3/2010	
2/3/2009	5/3/2009	2.5L Hybrid	2/23/2010	
7/17/2009	9/15/2009	3L	2/10/2010	
8/20/2009	10/19/2009	2.5L Gas	3/1/2010	

8/17/2009	7/18/2009	3L	3/12/2010			
6/20/2009	8/19/2009	2.5L Hybrid	2/22/2010			
10/14/2009	11/12/2009	3L	3/9/2010			
7/7/2009	8/8/2009	2.5L Hybrid	12/20/2009			
2/13/2009	5/13/2009	2.5L Gas	2/25/2010			

8/21/2009	9/27/2009	2.5L Gas	2/4/2010			
1/26/2009	4/19/2009	2.5L Gas	3/4/2010			
10/13/2008	10/21/2008	2.5L Gas	3/3/2010			
1/23/2009	3/31/2009	2.5L Gas	2/18/2010			
12/10/2008	1/26/2009	2.5L Gas	3/10/2010			

6/10/2009	7/2/2009	3L	2/22/2010	
7/1/2009	7/28/2009	2.5L Gas	3/18/2010	
10/29/2009	12/9/2009	2.5L Gas	3/15/2010	
10/8/2009	11/11/2009	3L	3/30/2010	
6/29/2009	7/23/2009	2.5L Gas	3/25/2010	

3/27/2009	6/11/2009	2.5L Gas	3/24/2010	
		2.5L Gas	3/15/2010	
12/16/2008	1/26/2009	2.5L Gas	3/15/2010	
1/26/2009	4/19/2009	2.5L Gas	3/26/2010	

11/5/2009	12/15/2009	3L	3/9/2010	
5/18/2009	7/14/2009	3L	2/16/2010	
10/20/2009	11/18/2009	2.5L Gas	4/2/2010	
6/1/2009	7/27/2009	2.5L Gas	3/5/2010	
		2.5L Hybrid	2/11/2010	

9/1/2009	9/27/2009	2.5L Gas	3/20/2010	
9/1/2009	9/25/2009	3L	4/6/2010	
		2.5L Gas	4/5/2010	
2/11/2009	3/19/2009	2.5L Gas	3/29/2010	
9/15/2009	10/22/2009	2.5L Gas	4/2/2010	

12/2/2009	1/19/2010	2.5L Gas	4/1/2010	
8/12/2009	9/5/2009	2.5L Gas	4/5/2010	
1/22/2009	4/26/2009	2.5L Hybrid	4/1/2010	
10/29/2009	12/9/2009	2.5L Gas	4/6/2010	
11/28/2009	10/17/2009	2.5L Gas	3/29/2010	

		2.5L Gas	3/2/2010			
9/7/2009	10/10/2009	2.5L Gas	4/12/2010			
3/19/2009	7/14/2009	2.5L Gas	4/19/2010			
3/12/2009	4/14/2009	3L	3/9/2010			
6/18/2009	8/14/2009	3L	4/14/2010			
7/14/2009	8/11/2009	3L	4/26/2009			

		2.5L Gas	3/24/2010	
2/27/2009	5/25/2009	2.5L Hybrid	4/15/2010	
2/17/2009	5/13/2009	2.5L Gas	4/22/2010	
12/2/2008	1/13/2009	3L	4/23/2010	

1/14/2009	2/4/2009	2.5L Gas	4/20/2010	
		2.5L Gas	4/16/2010	
		3L	4/13/2010	
		2.5L Gas	4/15/2010	

7/7/2009	8/3/2009	2.5L Gas	4/26/2009	
11/30/2009	1/16/2010	3L	4/14/2010	
9/9/2009	11/3/2009	2.5L Gas	4/20/2010	
		2.5L Gas	4/5/2010	

11/4/2009	12/18/2009	3L	4/26/2010	
9/16/2009	11/2/2009	2.5L Gas	4/13/2010	
8/18/2009	10/17/2009	2.5L Gas	5/21/2010	

8/8/2009	9/7/2009	2.5L Gas	3/25/2010	
12/9/2008	1/23/2009	2.5L Hybrid	5/17/2010	
3/2/2009	6/1/2009	2.5L Gas	5/10/2010	
12/3/2009	1/20/2010	2.5L Gas	5/18/2010	

12/3/2009	1/25/2010	3L	5/1/2010		
7/2/2009	7/29/2009	2.5L Gas	4/26/2010		
11/18/2008	11/24/2008	2.5L Gas	5/10/2010		
10/15/2009	11/20/2009	2.5L Gas	5/10/2010		

1/16/2009	4/20/2009	2.5L Gas	4/28/2010	
		2.5L Gas	4/24/2010	
12/3/2009	1/23/2010	2.5L Gas	5/5/2010	
2/9/2009	3/23/2009	2.5L Gas	5/4/2010	

7/3/2009	8/3/2009	2.5L Gas	5/1/2010	
8/10/2009	9/2/2009	2.5L Gas	5/20/2010	
7/31/2009	9/2/2009	2.5L Gas	5/7/2010	
12/1/2009	1/15/2010	2.5L Gas	4/14/2010	

1/28/2010	3/9/2010	2.5L Gas	5/19/2010	
11/14/2009	12/24/2009	2.5L Hybrid	4/28/2010	
12/4/2009	1/14/2010	3L	5/17/2010	
10/30/2009	12/8/2009	2.5L Gas	4/21/2010	

11/17/2009	12/24/2009	2.5L Gas	5/18/2010	
2/5/2010	3/8/2010	2.5L Gas	5/20/2010	
3/12/2009	6/5/2009	2.5L Hybrid	5/11/2010	
11/26/2009	1/12/2010	3L	4/6/2010	

2/19/2010	3/26/2010	2.5L Gas	6/2/2010	
6/10/2009	7/8/2009	3L	4/19/2010	
2/5/2010	3/19/2010	2.5L Gas	6/3/2010	

11/23/2009	1/11/2010	2.5L Hybrid	5/26/2010	
11/25/2008	12/2/2008	2.5L Gas	5/4/2010	
6/29/2009	8/26/2009	2.5L Gas	6/2/2010	
1/18/2010	2/6/2010	2.5L Gas	6/1/2010	
1/13/2010	2/2/2010	2.5L Gas	5/14/2010	

11/28/2008	12/3/2008	2.5L Gas	6/7/2010	
5/21/2009	7/17/2009	3L	5/28/2010	
8/22/2009	9/19/2009	3L	6/1/2010	
1/27/2010	3/3/2010	3L	6/2/2010	

1/14/2009	4/24/2009	2.5L Gas	6/10/2010	
7/17/2009	8/6/2009	2.5L Gas	6/16/2010	
2/3/2009	5/2/2009	2.5L Gas	6/14/2010	
8/19/2008	9/11/2008	2.5L Hybrid	6/14/2010	

2/20/2009	5/18/2009	2.5L Gas	6/7/2010	
7/10/2009	8/7/2009	2.5L Gas	6/18/2010	
7/8/2009	7/31/2009	3L	6/11/2010	
9/3/2009	9/24/2009	2.5L Gas	6/16/2010	

3/23/2009	4/15/2009	2.5L Gas	6/16/2010	
9/16/2009	11/1/2009	2.5L Gas	6/1/2010	
12/10/2008	3/5/2009	2.5L Gas	7/7/2010	
1/18/2010	2/11/2010	2.5L Gas	8/4/2010	

12/9/2009	1/25/2010	2.5L Gas	8/11/2010	
3/12/2010	4/27/2010	2.5L Gas	8/7/2010	
9/30/2009	11/5/2009	2.5L Hybrid	8/2/2010	
7/3/2009	7/31/2009	2.5L Gas	8/11/2010	

4/9/2010	5/25/2010	2.5L Gas	8/19/2010	
2/23/2010	4/6/2010	2.5L Gas	8/16/2010	
3/4/2010	4/27/2010	2.5L Gas	8/19/2010	
11/10/2009	1/9/2010	2.5L Gas	8/11/2010	

12/22/2009	4/24/2010	2.5L Gas	8/23/2010	
1/7/2010	4/25/2010	3L	8/12/2010	
3/17/2010	5/6/2010	2.5L Gas	8/16/2010	
12/3/2009	1/16/2010	2.5L Gas	9/2/2010	

2/16/2010	3/23/2010	2.5L Gas	9/14/2010	
1/15/2010	2/4/2010	2.5L Hybrid	8/25/2010	
2/16/2010	4/1/2010	2.5L Hybrid	9/3/2010	
5/8/2010	7/2/2010	3L	9/20/2010	2011
1/5/2009	1/20/2009	2.5L Gas	8/9/2010	

1/27/2010	2/28/2010	2.5L Hybrid	9/16/2010	
2/10/2009	5/4/2009	2.5L Gas	10/4/2010	
3/25/2010	5/15/2010	2.5L Gas	9/13/2010	
12/22/2009	4/24/2010	2.5L Hybrid	9/27/2010	
1/21/2010	2/10/2010	2.5L Gas	10/11/2010	

5/24/2010	7/8/2010	2.5L Gas	10/7/2010	2011
3/17/2010	5/23/2010	2.5L Gas	9/15/2010	
3/24/2010	5/25/2010	2.5L Gas	10/5/2010	
4/28/2010	6/21/2010	2.5L Hybrid	10/12/2010	2011
12/10/2008	1/26/2009	2.5L Hybrid	10/6/2010	
		2.5L Gas	9/9/2010	
3/25/2010	6/30/2010	2.5L Hybrid	10/14/2010	2011
6/24/2009	8/18/2009	2.5L Gas	10/19/2010	
1/20/2009	2/18/2009	2.5L Gas	10/25/2010	
3/17/2009	6/23/2009	2.5L Gas	10/25/2010	
5/6/2010	7/2/2010	2.5L Gas	10/27/2010	2011

6/16/2009	7/17/2009	2.5L Gas	10/25/2010	
12/22/2009	4/10/2010	2.5L Hybrid	11/8/2010	
4/9/2010	7/27/2010	2.5L Gas	11/5/2010	2011
2/11/2009	3/19/2009	2.5L Gas	11/3/2010	
2/12/2010	3/21/2010	2.5L Gas	10/7/2010	
3/31/2010	6/17/2010	2.5L Gas	11/21/2010	2011
3/12/2010	4/24/2010	2.5L Gas	10/29/2010	
3/18/2009	6/26/2009	2.5 Hybrid	11/29/2010	
3/3/2010	5/6/2010	2.5L Gas	11/15/2010	
2/9/2009	3/23/2009	3L	11/15/2010	
4/1/2010	6/24/2010	2.5L Hybrid	11/23/2010	2011
4/23/2010	8/12/2010	2.5L Gas	11/29/2010	2011
5/27/2009	6/24/2009	2.5L Gas	11/20/2010	

4/23/2010	8/12/2010	2.5L Gas	12/2/2010	2011
6/1/2010	7/17/2010	2.5L Gas	12/15/2010	2011
4/2/2010	8/3/2010	2.5L Gas	12/13/2010	2011
8/29/2010	10/5/2010	2.5L Gas	12/20/2010	2011
	11/18/2008	2.5L Gas	12/6/2010	
4/15/2010	6/10/2010	2.5L Gas	12/13/2010	2011
3/24/2010	5/26/2010	2.5L Gas	12/8/2010	2011
4/9/2010	8/3/2010	3L	11/19/2010	2011
11/25/2008	12/2/2008	2.5L Gas	11/19/2010	
1/7/2009	4/17/2009	2.5L Gas	11/30/2010	
4/3/2010	6/12/2010	2.5L Gas	12/2/2010	2011

3/30/2010	6/15/2010	3L	12/29/2010	2011
1/29/2010	3/12/2010	2.5L Gas	12/27/2010	
5/11/2010	8/19/2010	3L	1/3/2011	2011
9/22/2010	10/6/2010	3L	1/14/2011	2011
6/21/2010	9/1/2010	2.5L Gas	1/5/2011	2011
6/7/2010	7/23/2010	3L	1/13/2011	2011
6/2/2010	8/25/2010	2.5L Gas	1/14/2011	2011
12/4/2008	1/14/2009	2.5L Gas	12/30/2010	
3/14/2010	5/6/2010	2.5L Gas	1/3/2011	2011
		2.5L Gas	12/20/2010	
5/7/2010	8/20/2010	2.5L Gas	12/23/2010	2011
4/26/2010	8/12/2010	2.5L Gas	1/13/2011	2011
4/11/2010	8/3/2010	3L	2/9/2010	2011
9/28/2010	10/13/2010	2.5L Gas	1/10/2011	2011
9/26/2010	10/9/2010	2.5L Gas	2/9/2011	2011

11/14/2010	11/16/2010	2.5L Gas	2/9/2011	2011
6/1/2010	7/19/2010	3L	1/24/2011	2011
3/30/2010	6/15/2010	2.5L Gas	2/4/2011	2011
4/26/2010	6/13/2010	2.5L Hybrid	2/9/2011	2011
12/10/2010	12/13/2010	2.5L Gas	3/3/2011	2011
12/9/2010	12/15/2010	2.5L Gas	3/3/2011	2011
8/13/2010	9/18/2010	3L	3/2/2011	2011
10/12/2010	10/18/2010	2.5L Gas	3/8/2011	2011
10/4/2010	10/20/2010	3L	2/21/2011	2011
10/6/2010	10/24/2010	2.5L Gas	3/8/2011	2011
10/19/2010	10/25/2010	2.5L Gas	3/17/2011	2011
9/23/2010	10/12/2010	2.5L Gas	3/21/2011	2011
5/14/2010	8/20/2010	3L	3/23/2011	2011
4/14/2010	6/2/2010	2.5 Hybrid	3/21/2011	2011

3/30/2010	6/11/2010	2.5L Gas	3/28/2011	2011
4/29/2010	9/10/2010	2.5L Gas	1/29/2011	2011
5/7/2010	8/16/2010	3L	3/12/2011	2011
6/7/2010	9/3/2010	3L	3/24/2011	2011
1/8/2011	1/11/2011	2.5L Gas	4/2/2011	2011
4/7/2010	7/30/2010	2.5L Gas	3/7/2011	2011
5/19/2010	7/7/2010	2.5L Gas	3/28/2011	2011
4/7/2010	5/28/2010	2.5L Gas	3/4/2011	2011
11/11/2010		2.5L Gas	3/25/2011	2011
1/1/2011	1/3/2011	2.5L Gas	4/13/2011	2011
1/11/2011	1/12/2011	3L	4/16/2011	2011

1/9/2011	1/11/2011	2.5L Gas	4/21/2011	2011		
			10/15/2010	2011		
				2011		
			7/29/2010			
3/23/2010	5/20/2010		6/14/2010			
3/12/2010	4/26/2010		7/5/2010			

5/17/2010			9/17/2010			
10/19/2010			12/15/2010			
			10/15/2010			
6/15/2010	7/15/2010		9/25/2010			

			9/25/2010	
	5/27/2010		8/16/2010	
	5/28/2010		8/16/2010	
	5/26/2010		8/5/2010	

			7/21/2010			
			4/6/2010			
12/9/2009			2/8/2010			

			6/9/2010	
			3/13/2009	

9/25/2009		2.5L Gas	12/1/2009			
			5/8/2010			
	5/14/2010		6/17/2010			
			2/23/2010			

6/3/2009	6/25/2009		9/1/2009	9HTAS008		
1/5/2009	2/2/2009		9/16/2009	9IPDR024		
12/8/2008	1/6/2009		9/18/2009	9IRCO031	########	128
12/6/2008	1/7/2009		10/19/2009			
			11/18/2009			

Redacted for Relevance

			12/7/2009			
8/11/2009	9/21/2009		12/7/2009			
6/25/2009	7/10/2009		12/31/2009			
12/13/2008	2/2/2009		2/1/2009	2/2/2010		

5/28/2009	6/29/2009		1/4/2010			
6/15/2009	7/10/2009		2/22/2010			
12/6/2008	1/4/2009		2/26/2010			
			3/9/2010			
8/19/2009	9/12/2009		3/11/2010			

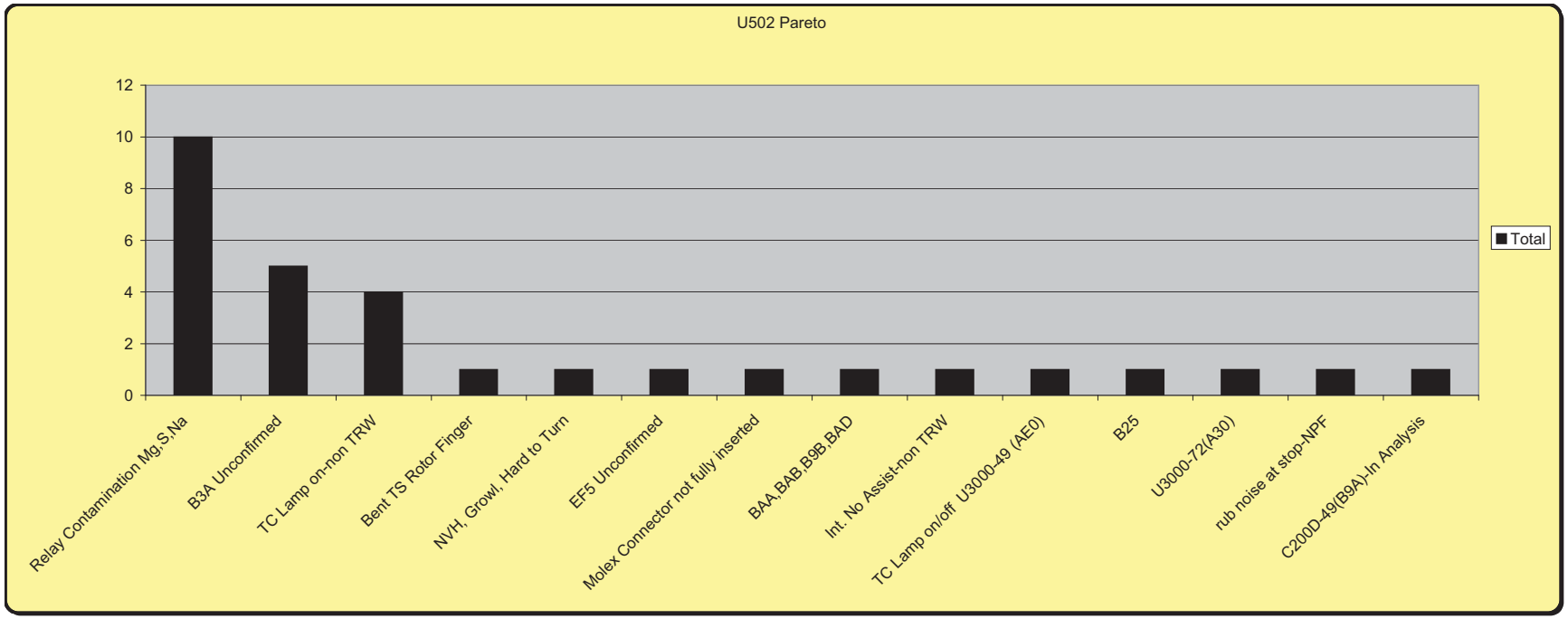
		3 TI K	3/22/2010			
7/2/2009	8/7/2009	3 TI K	4/6/2010			
		3 TI K	4/5/2010			
1/12/2009	11/16/2009	3 TI K	4/8/2010			
1/5/2009	6/18/2009	3 TI K	4/27/2010			

			7/8/2010	2011		
6/3/2009	6/25/2009		6/8/2010			
6/15/2009	7/3/2009		7/6/2010			
			6/15/2010			
			7/1/2010			

12/8/2008	1/15/2009		7/17/2010			
7/1/2008	4/13/2009		7/6/2010			
	1/13/2009					
11/24/2008	12/9/2008		9/1/2010			
12/8/2008	1/16/2009		8/31/2010			
9/22/2009	11/24/2009		10/8/2010			
1/19/2010	3/30/2010		10/26/2010	2011		

1/25/2010	6/24/2010		11/13/2010	2011		
	5/5/2010		8/10/2010			
1/12/2010	2/9/2010		5/1/2010			
12/13/2008	1/19/2009		3/26/2010			
	10/21/2010	3.5L w/APA	2/17/2011			
		3.5L wo/APA	3/30/2011			
		3.5L wo/APA	3/31/2011			

Top Level Failure Mode
Loss of Assist
Loss of Manual Steer
Road Feed back
Power consumption
Interface with car
Communication
EMC
Not TRW responsibility
SAPP
Noise



updated to 6/13/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15				6	1	1	2									10	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
B3A Unconfirmed	UR0008,9,20,24,26				4				1								5			
TC Lamp on-non TRW	UR0016,17,18, 29								4								4	5/17/11	Non-TRW Issue	RCM causing TC lamp on for C1B00 code ISM 5/17/2011 & workshop manual corrected for this issue
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1			gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error
BAA,BAB,B9B,BAD	UR0021						1										1			5/19-ship from 26mile to MAO
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
TC Lamp on/off U3000-49 (AE0)	UR0023						1										1			5/23- ship gear back to Marion for analysis
B25	UR0025								1								1			5/31- testing still ongoing to duplicate the code. Ambient testing done
U3000-72(A30)	UR0027								1								1			6/10- high voltage events caused A30 to set
rub noise at stop-NPF	UR0028						1										1			6/10- NPF EOL test, unknown cause
C200D-49(B9A)-In Analysis	UR0030						1										1			6/10- in process to MAO
																	0			
																	0			
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updated to 6/13/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
																	0			
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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles
0KM BGA32423	U3000-49	B25,BB8,B95	EPP	In Eval (26mile)	5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign voltage spikes at start-up. Lead time 3-5 week around 6/17 for return on rig 2. after that is returned they will send	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in							
0KM BGA56776		B25,BB8		MAO	5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign voltage spikes at start-up. Lead time 3-5 week around 6/17 for return on rig 2.	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink							
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex conn. Reinstall and function test IPA. 5/23- reinstalled connector gear passed all testing	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC						02058 Beechmont Ford	13
UR0020 RUA# 4743	U2011-49	B3A	EPP	in process (UK)	5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing suspicious EPPs due to contamination. Surrogate relay test then ship to UK to forward to Tyco for further analysis in week 24 workshop	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3						05126 Gary Crossley Ford	4475
UR0021	U3000-49 U3000-96	BAA,BAB, B9B,BAD	EPP	in Eval UK	5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is disabled periodically. Ship to UK for further testing	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3						03073 Mullinax Ford	3735
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/6- Laura to check with Rob Kostadina on history of AE0 code	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on.						06700 Magic City Ford	5155

UR0024 RUA# 4827	U2011-49	B3A	EPP	In process Tyco	6/8- shipped relay to Tyco for relay workshop next week	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop						06081 San Francisco Ford	14
UR0025	U3000-49	B25	EPP	In eval MAO	6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time.	5/26- pulled stored & EFF data shipped to MAO for further testing						20609 Orange Motor Co	8
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In process MAO	6/9- shipped relay out to Tyco for relay workshop next week.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011						02694 Dean Sellers	3754
UR0027	U3000-72	A30	EPP	in process Tyco	6/13- to check the history on this vehicle to see if it returns with the same code & symptoms for high voltage issue. Sergio to remove the link relay and send out to Tyco for analysis.	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-00(CAN engine speed absent), U3000-72(A30) link relay open. code reset according to tech that made the tech replace the gear. I will ship gear to MAO this week. 6/10- checking the EFF data the vehicle had 16.8v that caused the codes to set, no codes set at normal 8-15v power feed. NPF at this time.						08305 Evergreen Ford	49
UR0028	rubbing noise while turning at stop	no codes	NVH	in process MAO	6/10- No problem found EOL EDF/NVH testing. Did find a couple of impact markes on the OBH & EPP. Unsure what the tech moved or changed during gear replacement to fix noise. NPF	6/6- no codes in fault store, did not notice any noise turning input shaft back & forth from center. Shipped to MAO for EDF/NVH testing			CONCERN: FRONT END MAKES RUBBING SOUND FROM FRONT WHEN TURNING IN A PARKING LOT. DIAGNOSTICS: N/A PARTS REPLACED:N/A TECH QUESTION: ANY KNOWN CONCERNS? WERE YOU ABLE TO VERIFY THE CONCERN? YES AT WHAT SPEED DOES THIS OCCUR? WHEN VEHICLE IS STOPPED AND TURNING WHEEL MOST FREQUENTLY. AT WHAT RPM DOES THIS OCCUR? 750 CUSTOMER STATES CHEKC FOR NOISE WHEN TURNING WHEEL VERIFY NOISE WHEN TURNING. ISOLATE NOISE TO RACK ASSY.			20636 Schultz Ford	5475
UR0030	C200D-49	B9A	EPP	In process MAO	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle							05559 Villa Ford	7839

Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
		1FMHK8F81BG[redacted]	3/2/2011				3.5L wo/APA	3/2/2011			
		BG[redacted]			1/25/2011	2/25/2011		4/13/2011			
		1FMK8F80BG[redacted]	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
		1FMHK8F80BG[redacted]	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011			
		1FMHK8B88BG[redacted]	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011			
		1FMHK8F84BG[redacted]	1/19/2011	1/11/2011	10/13/2010	10/30/2010	3.5L wo/APA	4/19/2011			

		1FMHK8D81BG[redacted]	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011			
		1FMHK7D89BG[redacted]	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011			
		1FMHK8F8XBG[redacted]	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			
		1FMHK8F84BG[redacted]	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011			
		1FMHK8D8XBG[redacted]	1/20/2011	1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011			
		1FMHK8F82BG[redacted]	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP										1FMH
0KM BGA30310	No Assist	?		CAP	no returned part from CAP										
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned, should be tomorrow. Then part should arrive at WPAC by Monday 2/14. 4/6- need to discuss next week						07955 Ron Dupratt Ford	15		
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts			CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO			00089 Koons Ford	303		
UR0007	loud growl noise gear hard to turn		NVH	At CAP, unknown location	5/3- found out the gear was shipped to CAP unknown who has the gear at this time.	3/3- talked to tech states vehicle is hard to turn the wheel even on the hoist, no boot damage only code tech states he had U0253 which is not a PSCM code advise tech to call back with more			WEB FORM DATA - CONCERN: STEERING ASSIST IS INOP, LOUD GROWLING NOISE WHEN ATTEMPTING TO TURN THE STEERING WHEEL DIAGNOSTICS: VISUAL INSPECTION IS OK, NO VISIBLE SIGNS OF CAUSE, GROWLING NOISE			08398 Don Aadsen Ford	18		
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirned no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled. 3/16- I pulled EFF and fault						Lease management vehicle Steve Baker	1661		
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirned no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any						Lease management vehicle Doug White	3984		

VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
lK8F81BGA	3/16/2011				3.5L w/APA	3/16/2011			
					3.5L w/APA				
1FMHK8D87BG[redacted]	1/24/2011	1/17/2011	11/16/2010	11/22/2010	3.5L wo/APA	2/2/2011			
1FMHK8F8XBG[redacted]	1/20/2011	1/19/2011	12/1/2010	12/4/2010	3.5L w/APA	2/12/2011			
1FMHK8F86BG[redacted]	1/31/2011				3.5L wo/APA	3/2/2011			
1FMHK8D86BG[redacted]	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
1FMHK8D88BG[redacted]	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles
0KM BGA59863	steering noise on full left stop		NVH	in Eval (26mile)	5/9- mark on the ITR that indicates the ITR over articulated. the gear was dropped or impacted before assembly in the vehicle. Marion,ZF or MAP the gear could be dropped. No marks on the EPAS housing. Unknown source at this time.	5/2- shipped direct to 26mile from CAP 5/4- found right side tie rod bent, cannot find out how this happen, waiting for Ford to instruct next steps.							34
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi			CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2			09618 Brown Motors	18
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil			CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-			02071 I-77 Ford	10
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when						Ford Management Lease Car- Chicago	1700
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after						Ford PDC Fleet vehicle- Taras Palczynski	2010
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to						lease management vehicle WHQ VSC	1838

UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.						04331 Brondes Ford	
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with						02058 Beechmon t Ford	1425
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to						00807 Crest Ford	115
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK						03820 Landers Ford	3096
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate						00807 Crest Ford	1356
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change							02761 Southgate Ford	249
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING APPROVAL CODE FOR RCM REPLACEMENT			02731 Atchinson Ford	111
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET AGIAN ANY KNOWN CONCERNS REPAIRS OR			05646 Crown Ford	30

UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253				WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING			07737 Serramote Ford	611
UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.				5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER.			08868 John C. Stewart & Son	17
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/15- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for 36 hrs with no A3A's, F66's or							

Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
		BG[redacted]				3/2/2011		4/27/2011			
		1FMHK8D83BG[redacted]	12/16/2010				3.5L wo/APA	1/12/2011			
		1FMHK8D83BG[redacted]	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
		1FMHK8F88BG[redacted]	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
		1FMHK7D89BG[redacted]	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
		1FMHK8F89BG[redacted]	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			

		1FMHK7F87BG[redacted]	2/24/2011				3.5L wo/APA	3/28/2011			
		1FMHK8F83BG[redacted]	11/22/2010								
		1FMHK8F85BG[redacted]	2/16/2011				3.5L w/APA	3/9/2011			
	`	1FMHK8F8XBG[redacted]	11/3/2010				3.5L w/APA	3/5/2011			
		1FMHK7B87BG[redacted]	11/16/2010				3.5L wo/APA	2/25/2011			
		1FMHK7D82BGA[redacted]	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011			
		1FMHK8D89BG[redacted]	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011			
		1FMHK7D85BG[redacted]	3/8/2011				3.5L wo/APA	4/6/2011			

		1FMHK8D89BG[redacted]	2/15/2011	2/7/2011			3.5L wo/APA	3/23/2011			
		1FMHK8D83BG[redacted]	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011			
		1FMHK8D81BG[redacted]	3/14/2011				3.5L wo/APA	3/2/2011			

Redacted for Relevance

Redacted for Relevance

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates
CR0001	U3000-53	B25,BB8	EPP	in Eval MAO	6/7- Anting just received the Power supply today for line 2 and will assembly on the line and send out the waveform to Andy to verify no spikes. Once that is operating to spec they will send out PS for line 1 for modifications.
CR0003	U3000-49	B25,BB8, B95	EPP	in Eval MAO	6/7- Anting just received the Power supply today for line 2 and will assembly on the line and send out the waveform to Andy to verify no spikes. Once that is operating to spec they will send out PS for line 1 for modifications.
CR0013	high speed wonder LF or RH after 10-15 miles	no codes	steering sensitivity	in Eval MAO	6/6- gear on a management lease vehicle Tim Snider to road test today to check for steering symptoms after extended road test.
CR0014	C102D	AF8	NVH	in Eval MAO	5/20- pulled EFF & stored data, shipped to MAO for further analysis. No gear damage and input shaft turned smooth stop to stop
CR0015	C102D	AF8	NVH	in Eval MAO	5/20- pulled EFF & stored data, shipped to MAO for further analysis. No gear damage and input shaft turned smooth stop to stop
CR0016	U3000-42 U3000-53	B9C, B8F,BFC	EPP	in Eval MAO	6/6- Sergio to ship ECU to UK for further analysis

CR0017	C102D	AF8	NVH	in Eval MAO	5/26- pulled EFF & stored data, shipped to MAO for further analysis. No gear damage and input shaft turned smooth stop to stop
CR0019	C102D	AF8	NVH	in Eval MAO	6/3- pulled EFF & stored data, shipped to MAO for further analysis. No gear damage and input shaft turned smooth stop to stop
CR0020	C102D	AF8	NVH	in Eval MAO	6/3- pulled EFF & stored data, shipped to MAO for further analysis. No gear damage and input shaft turned smooth stop to stop
CR0021	C102D	AF8	NVH	in Eval MAO	6/3- pulled EFF & stored data, shipped to MAO for further analysis. No gear damage and input shaft turned smooth stop to stop
CR0022	No Com C102D	AF8,B50, B52	NVH	in Eval MAO	6/3- pulled EFF & stored data, I was able to communicate with no problems. shipped to MAO for further analysis. No gear damage and input shaft turned smooth stop to stop. Unsure if tech had TS harness unplugged to set codes B50 & B52(PU channel 1 & 2 Freq faults) these codes set right after the friction detection fault.
CR0023	U3000-49 U3000-53	BD2,BD3, BD4	TS	in Eval MAO	6/10- IPA was reworked on 3/18 and reinstalled 3/20. found 3 bent fingers on the IPA rotor impact mak on the tip of the finger and located behind plastic tab. Possible rework issue
CR0024	U3000-49 U3000-53	BD2,BD4, B90	TS	in Eval MAO	6/10 - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex conn. Reinstall and function test IPA. reinstalled connector gear passed all testing. Pepe sending operators instruction from QAO to make sure it matches MAO instruction sheet.

CR0025	U3000-49	BA4,BA5, BC2	EPP	in process MAO	6/10- pulled EFF & stored data shipped to MAO check for possible Kemet Cap(C154)
CR0026	No Com	No Com	EPP	in process MAO	6/10- could not pull any data Ford diagnostics or canape data. Checked all connections and retried three times shipp gear to MAO for further analysis.
CR0027	U3000-49	B25,BB8	EPP	in process MAO	6/10-pulled EFF & stored data, shipped gear to MAO for possible shorted PM issue
Manager lease Gina	stick slip/ High friction C102D		NVH	at PDC	5-24- sent out TTR numbers from MAO EOL to Ford team
0KM CL155447	Loss of assist on left steering stop	BD2	TS	in eval 26mile	5/31-Next steps install IPA back in housing, recheck in vehicle test
0KM CL138949	stick slip/ High friction C102D		NVH	in eval 26mile	5/31-Next steps 1) Remove IPA bearings from Pinion housing 2) Measure Pinion Housing for any
0KM	NVH whine		NVH	in eval MAO	6/7- Yuriy is traveling to Rogersville(RVA) today. We will coordinate with RVA to improve the 8D.
0KM CL157693	No Com	No Com	EPP	in eval MAO	6/6- no comms. I scoped some signals on ECU and found a ripple on V3v3_2 signal. C154 issue? Geoff to check PFR.
0KM CL152266	U3000-49	B45, B4A, B9C, BA9	EPP	in eval MAO	6/6- These fault are not reproducible at ambient temperature. Geoff checking PFR for possible causes.

Issue Status	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	VIN
4/25- pulled Ford codes did not have software to pull codes, shipped to MAO 5/2- Found shorted top FET 3 to check circuits that feed the FET 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign voltage spikes at start-up. Lead time 3-5 week around 6/17 for return on rig 2. after that is returned they will send the other PS out for modification on line 1.		03278 Mike Naughton Ford	65	1FAHP3F20CL[redacted]
5/11- found shorted FET, waiting on UK for further instructions 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign voltage spikes at start-up. Lead time 3-5 week around 6/17 for return on rig 2. after that is returned they will send the other PS out for modification on line 1.		05848 Homer Skelton Ford	56	1FAHP3F29CL[redacted]
5/20- no Ford or TRW codes in the stored data. Shipped gear to MAO for analysis. 6/1- gear past EOL test with no friction issues lower friction when the gear was first tested. Ship gear to Tim Snider at PDC for on-vehicle testing.		02923 Maxwell Ford	796	1FAHP3K27CL[redacted]
		20636 Schultz Ford	387	1FAHP3N21CL[redacted]
		09910 Veterans Ford	596	1FAHP3F21CL[redacted]
5/26- pulled stored and EFF data on gear shipped to MAO for further analysis.		04185 Gowanda Ford	176	1FAHP3F26CL[redacted]

		01125 Palmetto Ford	1110	1FAHP3F27CL[redacted]
		04845 Sam Galloway Ford	385	1FAHP3F21CL[redacted]
		03050 Fairlane Ford	1209	1FAHP3M29CL[redacted]
		04216 Ditschman Flemington Ford	648	1FAHP3F20CL[redacted]
		04945 Bill Currie Ford	229	1FAHP3F20CL[redacted]
6/3- Pulled stored and EFF data from gear. No damage to TS harness, shipped to MAO for further analysis		04402 Joe Myers Ford	51	1FAHP3M22CL[redacted]
6/3- Pulled stored and EFF data from gear. No damage to TS harness, shipped to MAO for further analysis		09559 Davidson Ford	279	1FAHP3F20CL[redacted]

		04617 Champion Ford	768	1FAHP3F24CL[redacted]
		09981 Ganley Ford	5	1FAHP3M21CL[redacted]
		04808 Kelly Ford	10	1FAHP3K24CL[redacted]
Here's the loose plan for the C346N vehicle we discussed yesterday: 1. Drive vehicle to experience stick slip 2. Check front end alignment 3. Check any other vehicle setting Dynamics would like to check 4. Measure steering wheel torque vs angle for the following conditions: 5. Loosen subframe bolts to see if stick slip			1764	1FAHP3K20CL[redacted]
5/16- gears received at MAO need to pull		CAP		1FAHP3N2XCL[redacted]
5/16- gears received at MAO need to pull data and start testing. 5/20-Friction level above 19.6Nm. Witness/impact mark on outside of mounting		CAP		1FAHP3K29CL[redacted]
5/2- ICA in place of checking the last rack before dressing cycle to measure the ball contact angle, when out of spec causes the whine. 5/20- The two parts were shipped to Rogersville to be measured on EOLT. Ganesh to give the latest update to MAO. Also give us the VIN#/rotation # from MAP.		CAP		
		CAP		1FAHP3F24CL[redacted]
		CAP		1FAHP3F24CL[redacted]

Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
3/3/2011	2/18/2011	12/14/2011	12/21/2010	2L wo/APA	3/31/2011			
3/24/2011	3/7/2011	1/29/2011	1/30/2011	2L wo/APA	4/16/2011			
4/4/2011	3/28/2011	1/28/2011	1/31/2011	2L wo/APA	4/27/2011			
2/18/2011	2/9/2011			2L w/APA	5/2/2011			
3/25/2011	3/20/2011			2L wo/APA	4/27/2011			
4/6/2011	3/29/2011			2L wo/APA	5/2/2011			

2/23/2011	2/17/2011			2L wo/APA	5/3/2011			
2/9/2011	1/30/2011			2L w/APA	5/11/2011			
3/24/2011	3/18/2011			2L wo/APA	4/27/2011			
3/29/2011	3/20/2011			2L wo/APA	5/10/2011			
3/30/2011	3/24/2011			2L wo/APA	4/29/2011			
3/29/2011	3/20/2011			2L wo/APA	4/29/2011			
4/5/2011	3/26/2011			2L wo/APA	5/5/2011			

3/23/2011	3/17/2011			2L wo/APA	5/6/2011			
4/11/2011	4/1/2011	1/29/2011	1/29/2011	2L wo/APA	4/29/2011			
4/8/2011	3/28/2011	10/25/2010	1/23/2011	2L wo/APA	4/23/2011			
2/10/2011				2L wo/APA	5/17/2011			
5/5/2011				2L wo/APA	5/9/2011			
4/28/2011				2L wo/APA	5/10/2011			
					5/2/2011			
5/9/2011		4/6/2011		2L wo/APA	6/3/2011			
5/10/2011		3/11/2011		2L wo/APA	6/3/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates

Issue Status	Gear location	Report State	Verbatim	Assigned To

Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date

EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles
CR0002	C102D	AF8	NVH	in Eval MAO	5/11- all testing passed in friction meeting compared before and after results.	5/3- NTF after EDF/NVH test stand						04765 Flammer Ford	317
CR0004	C102D	AF8	NVH	in Eval MAO	5/13- Sergio performed EDF testing TTR and assist curve readings NTF. compare to reading before leaving MAO	5/6- pulled EFF & stored data shipped gear to MAO. Turned input shaft smooth stop to stop						04462 Randall Reed's Planet Ford	508
CR0005	C102D	AF8	NVH	in Eval MAO	5/13- Sergio performed EDF testing TTR and assist curve readings NTF. compared before and after readings readings all after readings lower in friction.	5/6- pulled EFF & stored data shipped gear to MAO. Turned input shaft smooth stop to stop						09685 Crossroads Ford	349
CR0006	C102D	AF8	NVH	in Eval MAO	5/13- Sergio performed EDF testing TTR and assist curve readings NTF. compared before and after readings readings all after readings lower in friction.	5/6- pulled EFF & stored data shipped gear to MAO. Turned input shaft smooth stop to stop						08178 Pundman n Motors	567
CR0007	C102D	AF8	NVH	in Eval MAO	5/13- Sergio performed EDF testing TTR and assist curve readings NTF. compared before and after readings readings all after readings lower in friction.	5/6- pulled EFF & stored data shipped gear to MAO. Turned input shaft smooth stop to stop						06724 Bill Talley Ford	501
CR0008	C102D	AF8	NVH	In Ford Germany testing	5/23- Sergio performed EDF testing TTR and assist curve readings NTF. compared before and after readings readings all after readings lower in friction.	5/12- pulled EFF & stored data, shipped to MAO for further analysis, no damage and input shaft turns smooth stop to stop						04437 Covert Ford	635
CR0009	C102D	AF8	NVH	In Ford Germany testing	5/23- Sergio performed EDF testing TTR and assist curve readings NTF. compared before and after readings readings all after readings lower in friction.	5/12- pulled EFF & stored data, shipped to MAO for further analysis, no damage and input shaft turns smooth stop to stop						03385 Classic Ford	1798
CR0010	C102D	AF8	NVH	In Ford Germany testing	5/23- Sergio performed EDF testing TTR and assist curve readings NTF. compared before and after readings readings all after readings lower in friction.	5/12- pulled EFF & stored data, shipped to MAO for further analysis, no damage and input shaft turns smooth stop to stop						11430 North Park L/M	715
CR0011	C102D	AF8	NVH	In Ford Germany testing	5/23- Sergio performed EDF testing TTR and assist curve readings NTF. compared before and after readings readings all after readings lower in friction.	5/12- pulled EFF & stored data, shipped to MAO for further analysis, no damage and input shaft turns smooth stop to stop						04945 Bill Currie Ford	242
CR0012	C102D	AF8	NVH	In Ford Germany testing	5/23- Sergio performed EDF testing TTR and assist curve readings NTF. compared before and after readings readings all after readings lower in friction.	5/12- pulled EFF & stored data, shipped to MAO for further analysis, no damage and input shaft turns smooth stop to stop						06244 Sterling McCall Ford	254
CR0018	Int No Assist	no codes		ship to Columbus for reman	5/31- found cross threaded screw at the High current BJB that caused this int. no assist & communication with the pscm.	5/26- pulled stored data no ford codes or TRW codes. will keep at WPAC to check on the history of this gear good chance this is a wiring issue						01304 C&C Ford	10

Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
		1FAHP3F24CL[redacted]	3/23/2011	3/15/2011	1/5/2011	1/7/2011	2L wo/APA	4/11/2011			
		1FAHP3F29CL[redacted]	3/7/2011	1/26/2011			2L wo/APA	4/14/2011			
		1FAHP3K21CL[redacted]	3/25/2011	3/20/2011	2/18/2011	2/19/2011	2L wo/APA	4/15/2011			
		1FAHP3F25CL[redacted]	2/16/2011	1/30/2011	12/18/2010	12/20/2010	2L wo/APA	4/21/2011			
		1FAHP3H26CL[redacted]	3/28/2011	3/21/2011	10/23/2011	1/23/2011	2L wo/APA	4/13/2011			
		1FAHP3H24CL[redacted]	3/28/2011	3/21/2011	2/8/2011	2/11/2011	2L wo/APA	4/25/2011			
		1FAHP3M22CL[redacted]	3/10/2011	3/2/2011	1/13/2011	1/16/2011	2L wo/APA	4/27/2011			
		1FAHP3H23CL[redacted]	3/18/2011	3/14/2011	10/23/2010	1/22/2011	2L wo/APA	4/20/2011			
		1FAHP3M2XCL[redacted]	3/10/2011	3/1/2011	10/25/2010		2L wo/APA	4/20/2011			
		1FAHP3H21CL[redacted]	4/1/2011	3/26/2011	2/16/2011	2/18/2011	2L wo/APA	4/21/2011			
		1FAHP3F20CL[redacted]	3/8/2011								

2011 Explorer sales														
Sum of VEHICLES	Production Month													
Sell Dealer State	2010-10	2010-11	2010-12	2011-01	2011-02	2011-03	2011-04	2011-05	2011-06	2011-07	Grand Total			
Ak - Alaska		3	9	20	6	71	33	40	28	5	215		215	0.0
Al - Alabama		20	73	73	79	224	146	165	184	28	992	5	992	5.0
Ar - Arkansas		20	37	33	59	103	77	101	81	16	527	2	527	3.8
Az - Arizona		15	66	98	73	197	128	148	134	23	882	1	882	1.1
Ca - California		88	696	1736	1499	1288	940	1830	1168	205	9450	1	9450	0.1
Co - Colorado		17	68	94	80	160	108	168	126	30	851		851	0.0
Ct - Connecticut		17	55	42	69	109	106	118	102	25	643		643	0.0
Dc - District Of Columbia				22	1	1	3	5	3	27	62		62	0.0
De - Delaware		10	15	16	22	47	31	36	29	5	211		211	0.0
Fl - Florida		94	313	334	301	684	643	617	451	65	3502	3	3502	0.9
Ga - Georgia		42	135	181	175	428	380	449	468	131	2389	2	2389	0.8
Hi - Hawaii		6	15	21	5	34	16	27	14	4	142		142	0.0
Ia - Iowa		21	38	79	96	151	92	143	114	32	766		766	0.0
Id - Idaho		2	10	15	13	41	26	31	28	13	179		179	0.0
Il - Illinois		95	205	293	324	744	427	571	526	125	3310		3310	0.0
In - Indiana		27	98	109	147	258	192	213	195	33	1272		1272	0.0
Ks - Kansas		6	31	53	55	127	61	100	102	33	568		568	0.0
Ky - Kentucky		59	61	73	78	156	139	133	120	25	844		844	0.0
La - Louisiana		17	69	93	90	201	161	173	192	39	1035	1	1035	1.0
Ma - Massachusetts		33	123	112	148	227	163	202	231	29	1268		1268	0.0
Md - Maryland		30	90	138	105	262	162	240	231	33	1291		1291	0.0
Me - Maine		4	13	19	18	45	24	33	26	8	190		190	0.0
Mi - Michigan	197	3731	363	464	885	1193	778	817	815	163	9406	3	9406	0.3
Mn - Minnesota		31	107	150	169	308	127	207	252	67	1418		1418	0.0
Mo - Missouri		72	145	262	291	637	216	643	190	72	2528	2	2528	0.8
Ms - Mississippi		8	27	40	40	80	73	63	62	24	417	2	417	4.8
Mt - Montana		2	9	15	16	40	20	37	33	9	181		181	0.0
Nc - North Carolina		34	121	155	142	337	284	247	340	59	1719	1	1719	0.6
Nd - North Dakota		3	14	23	20	65	18	36	49	14	242		242	0.0
Ne - Nebraska		7	24	30	34	95	52	77	72	22	413		413	0.0
Nh - New Hampshire		8	30	25	31	69	52	48	49	14	326		326	0.0
Nj - New Jersey		60	295	401	1141	1076	977	1064	624	140	5778	2	5778	0.3
Nm - New Mexico		3	30	34	20	70	55	60	61	13	346		346	0.0
Nv - Nevada		5	20	36	15	63	31	52	41	13	276		276	0.0
Ny - New York		120	398	414	487	777	650	782	813	185	4626	1	4626	0.2
Oh - Ohio		81	188	218	341	534	420	442	416	87	2727	1	2727	0.4
Ok - Oklahoma		11	62	89	54	157	118	141	113	25	770		770	0.0
Or - Oregon		5	32	48	35	97	43	79	82	10	431		431	0.0
Pa - Pennsylvania		88	257	336	410	714	535	568	579	119	3606	1	3606	0.3
Ri - Rhode Island		9	13	16	20	16	22	26	19	5	146		146	0.0
Sc - South Carolina		24	53	79	70	184	135	112	113	17	787	1	787	1.3
Sd - South Dakota		5	10	23	26	43	51	48	36	14	256		256	0.0
Tn - Tennessee		52	82	115	147	252	224	277	191	39	1379	2	1379	1.5
Tx - Texas		132	458	630	299	1142	1009	1086	834	197	5787	11	5787	1.9
Ut - Utah		6	23	25	61	76	55	119	77	14	456		456	0.0
Va - Virginia		79	139	177	206	440	295	376	335	61	2108	1	2108	0.5
Vt - Vermont		3	11	10	17	23	14	21	21	5	125		125	0.0
Wa - Washington		13	63	58	83	154	82	120	128	28	729		729	0.0
Wi - Wisconsin		23	69	94	110	248	190	181	168	46	1129		1129	0.0
Wv - West Virginia		18	34	43	25	84	36	69	63	11	383	1	383	2.6
Wy - Wyoming		3	5	11	12	21	11	23	16	1	103		103	0.0
Grand Total	197	5262	5302	7675	8650	14553	10631	13364	11145	2408	79187	44	79187	0.6

Count of VIN_CD	PART_NUM_CAUS_BASE		
VIN_CD	3504	14D212	Grand Total
1FMHK7B8XBG[redacted]	1		1
1FMHK7D80BG[redacted]	1	2	3
1FMHK7D80BG[redacted]	1	1	2
1FMHK7D81BG[redacted]	1	1	2
1FMHK7D81BG[redacted]	1	1	2
1FMHK7D82BG[redacted]	1	3	4
1FMHK7D82BG[redacted]	1	1	2
1FMHK7D83BG[redacted]	1		1
1FMHK7D84BG[redacted]	1	1	2
1FMHK7D84BG[redacted]	1	1	2
1FMHK7D85BG[redacted]	1		1
1FMHK7D85BG[redacted]	1		1
1FMHK7D86BG[redacted]	1		1
1FMHK7D86BG[redacted]	1		1
1FMHK7D86BG[redacted]	1		1
1FMHK7D88BG[redacted]	1		1
1FMHK7D89BG[redacted]	1		1
1FMHK7D89BG[redacted]	1		1
1FMHK7D8XBG[redacted]	1		1
1FMHK7D8XBG[redacted]	1	3	4
1FMHK7F83BG[redacted]	1		1
1FMHK7F84BG[redacted]	2	1	3
1FMHK7F84BG[redacted]	1	1	2
1FMHK7F86BG[redacted]	1	3	4
1FMHK7F87BG[redacted]	1		1
1FMHK7F87BG[redacted]	1		1
1FMHK7F88BG[redacted]	1		1
1FMHK7F88BG[redacted]	1		1
1FMHK7F88BG[redacted]	2	3	5
1FMHK7F8XBG[redacted]	1	1	2
1FMHK8B88BG[redacted]	1		1
1FMHK8B89BG[redacted]	1		1
1FMHK8D80BG[redacted]	1	1	2
1FMHK8D82BG[redacted]	1		1
1FMHK8D85BG[redacted]	1		1
1FMHK8D89BG[redacted]	1		1
1FMHK8D89BG[redacted]	2		2
1FMHK8D89BG[redacted]	1	2	3
1FMHK8F81BG[redacted]	1	1	2
1FMHK8F82BG[redacted]	1		1
1FMHK8F83BG[redacted]	1		1
1FMHK8F87BG[redacted]	1	1	2
1FMHK8F87BG[redacted]	1		1
1FMHK8F8XBG[redacted]	1	1	2
1FMHK8F8XBG[redacted]	1		1
Grand Total	48	29	77

19 with both
9 on same visit

44

Report Info Status=Finished
Data Selec Model Year = MY_12[2012], MY_11[2011]
Report Sel Report Name=Standard Claims List

MDL_YR	VIN_CD	PART_NUI	PART_NUI	CUST_CO	COND_CD	RPR_DT	TIS_WSD	0	1	2	3	4	5	6	7	8	9	CLM_KEY	MILGE	Mile Bin	MTRL_CO
2011	1FMHK8F83BG	65	650	C25	42	22-Aug-11	5						1					851447	10299	10000	134.43
2011	1FMHK7B8XBG	3504	HE	H21	69	30-Aug-11	6							1				1171884	5696	6000	1046.86
2011	1FMHK7D80BG	3504	HE	H22	42	28-Jul-11	6							1				845517	5234	5000	1046.86
2011	1FMHK7D80BG	3504	HE	C50	42	7-Sep-11	5						1					1023980	7238	7000	1121.64
2011	1FMHK7D81BG	3504	HE	H22	42	8-Aug-11	5						1					854271	5159	5000	1046.86
2011	1FMHK7D81BG	3504	HE	C50	42	10-Aug-11	5						1					989520	6993	7000	1046.86
2011	1FMHK7D82BG	3504	HE	H22	42	24-Aug-11	6							1				978512	9557	10000	1368.4
2011	1FMHK7D82BG	3504	HE	G32	46	22-Aug-11	6							1				976984	15697	16000	1046.86
2011	1FMHK7D83BG	3504	HE	H39	42	12-Aug-11	4					1						952926	5112	5000	1046.86
2011	1FMHK7D84BG	3504	HE	C50	42	15-Aug-11	4					1						1062584	10293	10000	1121.64
2011	1FMHK7D84BG	3504	HE	H39	42	23-Jun-11	3				1							701197	3163	3000	1046.86
2011	1FMHK7D85BG	3504	HE	G32	42	24-Aug-11	7								1			1040167	7642	8000	1091.57
2011	1FMHK7D85BG	3504	HE	H22	42	7-Sep-11	4					1						1065695	8900	9000	1437.19
2011	1FMHK7D86BG	3504	HE	H22	42	8-Jul-11	3				1							772397	6543	7000	1046.86
2011	1FMHK7D86BG	3504	HE	H22	42	5-Aug-11	3				1							829252	3191	3000	1046.86
2011	1FMHK7D86BG	3504	HE	H22	41	13-Sep-11	4					1						1052345	6288	6000	1046.86
2011	1FMHK7D88BG	3504	HE	H22	42	29-Aug-11	4					1						989015	5997	6000	997.01
2011	1FMHK7D89BG	3504	HE	C50	42	29-Aug-11	5						1					1087817	6897	7000	1046.86
2011	1FMHK7D89BG	3504	HE	H39	42	4-Aug-11	5						1					952860	5426	5000	1046.86
2011	1FMHK7D8XBG	3504	HE	H50	42	29-Aug-11	3				1							1062024	3228	3000	1066.93
2011	1FMHK7D8XBG	3504	HE	H22	42	1-Jul-11	3				1							671725	1695	2000	1091.17
2011	1FMHK7F83BG	3504	HE	H22	42	1-Aug-11	3				1							816760	1856	2000	1058.28
2011	1FMHK7F84BG	3504	*	G32	42	16-Aug-11	6							1				853656	5027	5000	0
2011	1FMHK7F84BG	3504	HE	C50	42	20-Aug-11	6							1				1026067	5127	5000	1301.1
2011	1FMHK7F84BG	3504	JE	C50	42	2-Sep-11	4					1						1040180	5025	5000	1520.32
2011	1FMHK7F86BG	3504	HE	H22	42	1-Jul-11	2			1								814061	2953	3000	1048.96
2011	1FMHK7F87BG	3504	HE	H50	42	1-Sep-11	8									1		1025563	23203	23000	1046.86
2011	1FMHK7F87BG	3504	HE	H22	42	24-Aug-11	4					1						1087818	7397	7000	1046.86
2011	1FMHK7F88BG	3504	HE	C50	42	10-Aug-11	4					1						829639	4655	5000	1046.86
2011	1FMHK7F88BG	3504	HE	H22	42	1-Sep-11	4					1						1127930	8861	9000	1046.86
2011	1FMHK7F88BG	3504	*	H22	42	2-Sep-11	5						1					1105509	11483	11000	0
2011	1FMHK7F88BG	3504	HE	H22	42	2-Sep-11	5						1					1189346	11483	11000	1046.86
2011	1FMHK7F8XBG	3504	JE	H22	42	15-Aug-11	5						1					872597	14031	14000	1447.92
2011	1FMHK8B88BG	3504	HE	H22	42	18-Aug-11	5						1					1054060	11798	12000	1325.78
2011	1FMHK8B89BG	3504	HE	H22	42	15-Aug-11	5						1					967433	2775	3000	1250.25
2011	1FMHK8D80BG	3504	HE	H50	42	14-Sep-11	4					1						1127531	6513	7000	1073.82
2011	1FMHK8D82BG	3504	HE	H22	42	30-Aug-11	5						1					1043454	11159	11000	1046.86
2011	1FMHK8D85BG	3504	HE	H22	42	25-Aug-11	3				1							1012343	6386	6000	1046.86
2011	1FMHK8D89BG	3504	HE	H22	69	21-Jul-11	4					1						989792	6114	6000	1046.86
2011	1FMHK8D89BG	3504	*	H19	42	15-Aug-11	6							1				852743	9708	10000	0
2011	1FMHK8D89BG	3504	HE	H50	42	22-Aug-11	6							1				871698	9977	10000	1046.86
2011	1FMHK8D89BG	3504	HE	C50	42	10-Aug-11	4					1						826602	10437	10000	1066.93
2011	1FMHK8F81BG	3504	HE	H50	42	3-Aug-11	4					1						873462	2989	3000	1078.36
2011	1FMHK8F82BG	3504	CE	H22	42	13-May-11	4					1						506445	7839	8000	1037.18
2011	1FMHK8F83BG	3504	HE	H22	42	22-Aug-11	5						1					885248	10299	10000	1154.29
2011	1FMHK8F87BG	3504	JE	N58	42	14-Jul-11	2			1								725092	3447	3000	1550.75
2011	1FMHK8F87BG	3504	HE	H50	42	16-Aug-11	5						1					1026778	9014	9000	1046.86
2011	1FMHK8F8XBG	3504	HE	H22	42	10-Aug-11	4					1						871608	5447	5000	1046.86
2011	1FMHK8F8XBG	3504	HE	H22	42	2-Sep-11	5						1					1051500	4583	5000	1046.86

									0	0	2	7	15	14	8	1	1	0				
2011	1FMHK7D84BG	[redacted]	5005	*	N59		33	14-Jul-11	3				1						695285	3463	3000	10.91
2011	1FMHK7D82BG	[redacted]	7005	*	L73	D1		20-Jun-11	4					1					636677	9958	10000	96.66
2011	1FMHK7F88BG	[redacted]	14202	*	A07		4	29-Jul-11	4					1					743932	8369	8000	0
2011	1FMHK7F8XBG	[redacted]	16016	*	B07		7	15-Aug-11	5						1				839852	14031	14000	0
2011	1FMHK7D80BG	[redacted]	17626	*	B19		33	28-Jul-11	6							1			795953	5234	5000	10.5
2011	1FMHK7D89BG	[redacted]	7804609	AA	B91		42	31-May-11	3				1						553597	2507	3000	50.69
2011	1FMHK8F87BG	[redacted]	7821852	*	L17		33	11-Apr-11	0	1									370327	5	0	0
2011	1FMHK7F86BG	[redacted]	7823394	A	G07		42	9-Sep-11	5						1				1009957	6211	6000	79.66
2011	1FMHK7D86BG	[redacted]	10E893	A	A59		42	24-Jun-11	1		1								608145	800	1000	131.49
2011	1FMHK7F84BG	[redacted]	13N021	A	L26		46	16-Aug-11	6							1			846645	5027	5000	21.02
2011	1FMHK8D80BG	[redacted]	14B351	A	G09		42	14-Sep-11	4					1					1088334	6513	7000	216.83
2011	1FMHK7D80BG	[redacted]	14D212	*	A86		4	18-Jul-11	6							1			699208	4995	5000	0
2011	1FMHK7D80BG	[redacted]	14D212	*	A86		4	28-Jul-11	6							1			801652	5234	5000	0
2011	1FMHK7D80BG	[redacted]	14D212	*	A60		4	7-Oct-11	6							1			1309749	8611	9000	0
2011	1FMHK7D81BG	[redacted]	14D212	*	A07		4	8-Aug-11	5						1				821891	5159	5000	0
2011	1FMHK7D81BG	[redacted]	14D212	*	A07		42	21-Apr-11	1		1								438838	406	0	0
2011	1FMHK7D82BG	[redacted]	14D212	AN	A07		42	11-Mar-11	1		1								290794	263	0	488
2011	1FMHK7D82BG	[redacted]	14D212	*	A60		4	22-Jul-11	5						1				779618	5904	6000	0
2011	1FMHK7D82BG	[redacted]	14D212	*	A87		42	11-Mar-11	1		1								302689	263	0	0
2011	1FMHK7D82BG	[redacted]	14D212	*	A07		4	22-Aug-11	6							1			953587	15697	16000	0
2011	1FMHK7D84BG	[redacted]	14D212	*	A07		4	15-Aug-11	4					1					1051142	10293	10000	0
2011	1FMHK7D84BG	[redacted]	14D212	*	G32		4	20-Jul-11	4					1					718778	3544	4000	0
2011	1FMHK7D8XBG	[redacted]	14D212	BS	A07		42	6-Jun-11	2			1							538996	1002	1000	488
2011	1FMHK7D8XBG	[redacted]	14D212	*	A07		4	17-May-11	2			1							487371	825	1000	0
2011	1FMHK7D8XBG	[redacted]	14D212	*	A07		4	24-May-11	2			1							602703	1002	1000	0
2011	1FMHK7F84BG	[redacted]	14D212	*	A07		4	16-Aug-11	6							1			839822	5027	5000	0
2011	1FMHK7F84BG	[redacted]	14D212	*	A86		4	4-Aug-11	3				1						766999	3704	4000	0
2011	1FMHK7F86BG	[redacted]	14D212	BS	A07		42	28-Jun-11	2			1							624066	2953	3000	488
2011	1FMHK7F86BG	[redacted]	14D212	*	A60		4	30-May-11	1		1								531916	1682	2000	0
2011	1FMHK7F86BG	[redacted]	14D212	*	A86		42	1-Jul-11	2			1							749252	2953	3000	0
2011	1FMHK7F88BG	[redacted]	14D212	BV	A07		42	23-Aug-11	4					1					856570	10686	11000	488
2011	1FMHK7F88BG	[redacted]	14D212	*	A07		4	19-Aug-11	4					1					853295	10469	10000	0
2011	1FMHK7F88BG	[redacted]	14D212	*	A07		4	23-Aug-11	4					1					1140430	10686	11000	0
2011	1FMHK7F8XBG	[redacted]	14D212	*	A18		4	15-Aug-11	5						1				839853	14031	14000	0
2011	1FMHK8D80BG	[redacted]	14D212	*	A18		4	14-Sep-11	4					1					1088335	6513	7000	0
2011	1FMHK8D89BG	[redacted]	14D212	BS	A07		42	19-Jul-11	4					1					702243	8668	9000	488
2011	1FMHK8D89BG	[redacted]	14D212	*	A86		4	29-Jul-11	4					1					755833	9598	10000	0
2011	1FMHK8F81BG	[redacted]	14D212	*	A60		4	8-Sep-11	5						1				1011939	3601	4000	0
2011	1FMHK8F87BG	[redacted]	14D212	*	A60		4	23-Sep-11	4					1					1158209	5251	5000	0
2011	1FMHK8F8XBG	[redacted]	14D212	*	A60		4	10-Aug-11	4					1					861088	5447	5000	0
2011	1FMHK8F8XBG	[redacted]	18C815	*	A07		42	30-Jun-11	3				1						670282	2306	2000	0
2011	1FMHK8D89BG	[redacted]	19C107	BS	A07		42	13-Oct-11	7								1		1348702	16053	16000	223.55
2011	1FMHK8D82BG	[redacted]	19E616	B	C05		41	12-Jul-11	3				1						726201	8507	9000	23.83
2011	1FMHK8F82BG	[redacted]	1A189	A	B65		28	17-Aug-11	7								1		888145	12558	13000	128.94
2011	1FMHK7D81BG	[redacted]	3F791	AA	C50		42	28-Jul-11	4					1					785706	6017	6000	152.32
2011	1FMHK7D83BG	[redacted]	3F791	*	C50		4	12-Aug-11	4					1					929760	5112	5000	0
2011	1FMHK7F8XBG	[redacted]	54045A36	*	T53		7	15-Aug-11	5						1				839851	14031	14000	0
2011	1FMHK7D89BG	[redacted]	8C607	C	C02		42	7-Jul-11	3				1						742230	4035	4000	336.64
2011	1FMHK7F87BG	[redacted]	8C607	C	E23		42	16-Jun-11	2			1							584466	2567	3000	311.71
2011	1FMHK7F88BG	[redacted]	8C607	C	C05		42	27-Jul-11	4					1					784898	5026	5000	341.76
2011	1FMHK8B88BG	[redacted]	8C607	C	E23		42	9-May-11	2			1							479679	3654	4000	394.76
2011	1FMHK8D89BG	[redacted]	8C607	C	E23		42	30-Sep-11	6							1			1295187	7901	8000	336.64

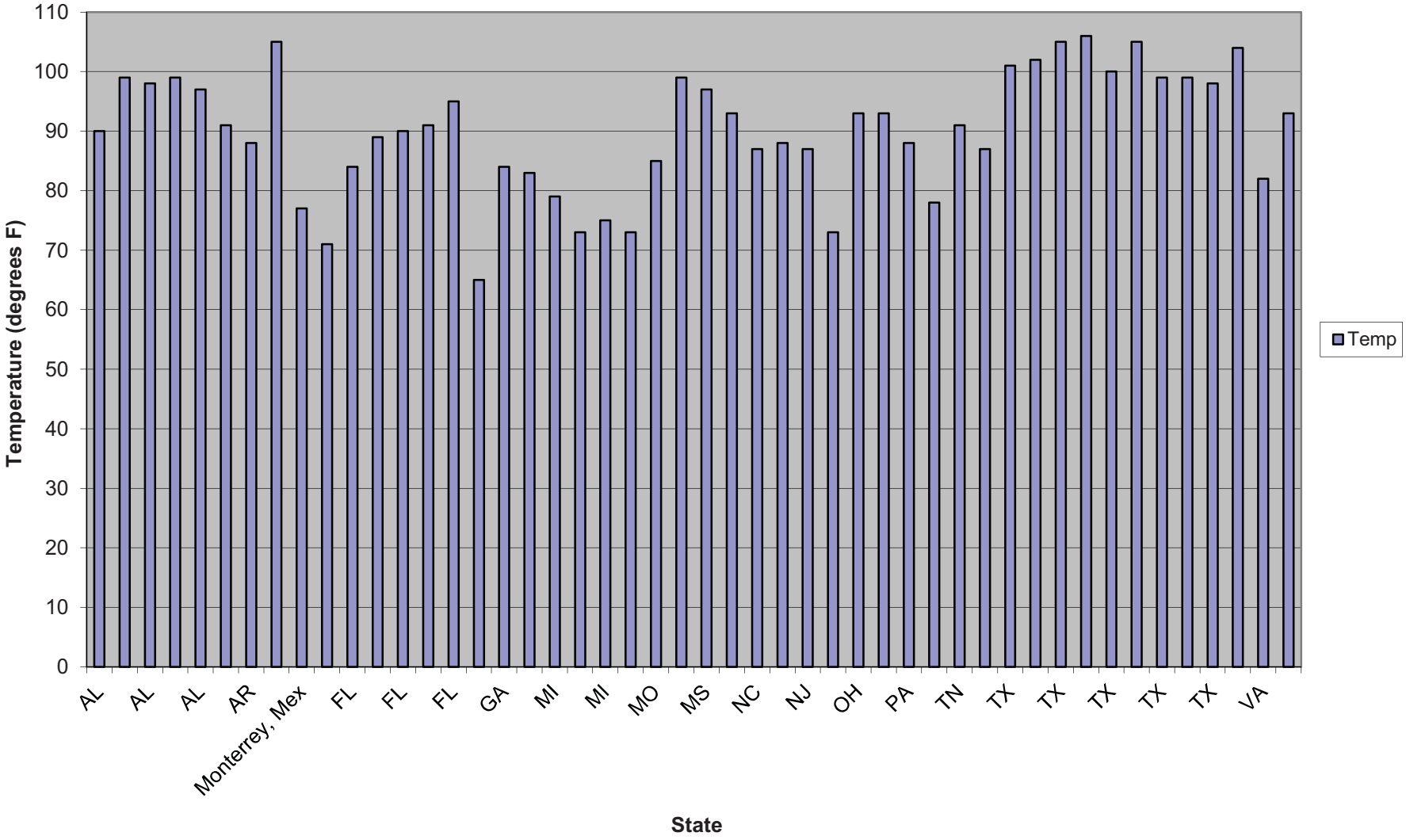
2011	1FMHK8F8XBG[redacted]	8C607	C	E23	42	25-Jul-11	3		1					748321	3356	3000	362.5
2011	1FMHK7D89BG[redacted]	9F472	D	E29	42	4-Aug-11	5				1			929664	5426	5000	137.72
2011	1FMHK7D89BG[redacted]	9F472	D	E29	42	15-Sep-11	6					1		1200921	6304	6000	137.72
2011	1FMHK7D88BG[redacted]	NPF	*	H22	82	18-Aug-11	4			1				853650	5334	5000	0

TOT_COS	LBR_HRS	DLR_CD	DLR_SUB_	REGION_C	ST_PROV_	CPSC_CD	TECH_TXT1	TECH_TX1	CUST_TX1	AREA_CD	COUNTRY	SLS_DLR_	TXN_CD	CNTRY_S	QRT_CD	VFG_CD	AWS_VL_(	VRT_CD	TIS_FLAG
147.13	0.5	M2686	*	NA	BJ	140101	MOTOR NO ENCIENDE,SE CARGA	LTS,CON (	REV.FALL	16	MEX	2M2091	E82	MEX	*	V19	U2	F03	
1275.66	2.6	1125	*	NA	SC	110101	TESTED STEERING SYSTEM, C1B	00:29 IN AE	CUSTOME	843	USA	121299	2	USA	*	V87	U2	F02	@
1852.44	6.8	2405	*	NA	TX	110101	ROAD TEST UNABLE TO VERIFY C	S OF ALL `	CUSTOME	214	USA	152005	1	USA	*	V87	U2	F02	
1616.19	5.1	478	*	NA	GA	110101	TEST DRIVE VEHICLE, FOUND VE	REMOVEI	CUST STA	770	USA	121004	1	USA	*	V89	U2	F05	@
1364.33	4.1	5928	*	NA	MS	110101	CHECK FOR NO POWER STEERIN	EAR.	DIAGNOSI	662	USA	123462	1	USA	*	V87	U2	F02	
1160.35	1.3	5613	*	NA	TN	110101	DTC C1B00, U0255, C200D, NEED	R, PROFO	CUST STA	865	USA	121218	1	USA	*	V89	U2	F05	
1668.78	2.9	6293	*	NA	NJ	110101	INSTALL SOP STEERING GEAR. PI	REMOVEI	INSTALL S	609	USA	116445	1	USA	*	V87	U2	F02	
1493.22	4.7	2459	*	NA	TX	110101	M TIME IS FOR NO LABOR OP REI	R AND RE	TRACTION	972	USA	152014	E84	USA	*	V83	U2	F03	
1351.92	3.9	643	*	NA	AL	110101	EPAS DIAGNOSIS EPAS ROADTES	AND ALIG	CUST STA	256	USA	121561	1	USA	*	V21	U2	F02	@
1211.17	1	1730	*	NA	GA	110101	VERIFY CONCERN,PERF INSP,CK	OASIS,RE`	CUST STA	770	USA	121024	2	USA	*	V89	U2	F05	
1193.69	1.6	8211	*	NA	LA	110101	PREPPED FOR BCE DIAGNOSIS R	CONNECT	ELECTRIC	225	USA	123203	1	USA	*	V21	U2	F02	
1433.46	3.6	2459	*	NA	TX	110101	VERIFIED CONCERN SERVICE AD	21737 PEI	CHECK SE	972	USA	152017	2	USA	*	V83	U2	F03	
1550.69	1.1	8951	*	NA	FL	110101	TECH RAN BCE TEST C200D, PER	ED	CUSTOME	352	USA	124542	1	USA	*	V87	U2	F02	@
1287.46	2.6	2486	*	NA	TX	110101	TEST DROVE AND VERIFIED CON	EAR ASSE	CUSTOME	817	USA	152020	1	USA	*	V87	U2	F02	
1298.91	3.1	9580	*	NA	TN	110101	FAULTY RACK AND PINION VERI	CRADLE S	CUST STA	615	USA	123258	1	USA	*	V87	U2	F02	
1374.07	3.9	4450	*	NA	TX	110101	UNIT CAME IN WITH POWER STEE	ND PERFC	POWER S`	956	USA	152123	1	USA	*	V87	U2	F02	@
1140.8	1.6	4870	*	NA	FL	110101	4616 STEERING LOSS. IDS DIAG C	R.	THE CUST	561	USA	124218	1	USA	*	V87	U2	F02	
1431.78	4.8	469	*	NA	AL	110101	TEST DROVE VEHICLE HAS NO P(	RACK TES	CUST. STA	334	USA	121524	1	USA	*	V89	U2	F05	
1431.78	4.8	469	*	NA	AL	110101	RACK & PINION STEERING GEAR	ASSEMBLY	CUST.S TA	334	USA	121524	1	USA	*	V21	U2	F02	
1384.51	4.3	406	*	NA	AL	110101	COULD NOT DUPLICATE CONCER	NNECTOR	POWER S`	334	USA	121553	1	USA	*	V87	U2	F02	
1578.98	6.3	5928	*	NA	MS	110101	PERFORM STEERING GEAR DIAG.	PERFON	DIAGNOSI	662	USA	123462	1	USA	*	V87	U2	F02	
1412.23	3.7	9469	*	NA	TX	110101	CC42 DOES NOT OPERATE PROP	E IS FOR 1	CUST STA	972	USA	152009	2	USA	*	V87	U2	F02	
59.06	0.6	4871	*	NA	FL	110200	5027 RECALIBRATION PERFROMED	ELECTR	STEERING	305	USA	116830	2	USA	*	V83	U2	F03	
1517.65	2.2	4871	*	NA	FL	110101	STEERING GEAR IDS HOOK UP C(	IN CHECK	STEERING	305	USA	116830	2	USA	*	V89	U2	F05	
1964.51	4.8	2486	*	NA	TX	110101	VERIFYED CONCERN.PERFORM F	IS TIME.C/	POWER A`	817	USA	152020	1	USA	*	V89	U2	F05	
1483.9	4.7	2486	*	NA	TX	110101	ROAD TEST VERIFY CONCERN DI	ERFORM F	CUSTOME	817	USA	152020	1	USA	*	V87	U2	F02	
1267.85	2.5	3924	*	NA	NC	110101	IDS TEST, FOUND C200D:49 08 IN	E	GENERAL	910	USA	172729	E84	USA	*	V87	U2	F02	
1431.78	4.8	469	*	NA	AL	110101	RETRIEVED CODES FROM PCSM	CK TEST F	CUST. STA	334	USA	121524	1	USA	*	V87	U2	F02	
1514.13	4.6	11293	*	NA	AZ	110101	CONFIRM CONCERN PERFORM E	LEAR DTC	OTHER ST	602	USA	171466	2	USA	*	V89	U2	F05	
1270.57	2.7	2549	*	NA	TX	110101	STEERING ANGLE SENSOR INPUT	FALURE.(	CUSTOME	409	USA	152721	2	USA	*	V87	U2	F02	
150	0	4163	*	NA	OH	110200	5 DAYS ESP LOANER		LOANER E	440	USA	144433	1	USA	*	V87	U2	F02	@
1322.94	2.9	4163	*	NA	OH	110101	RD TEST P S WORKING PERFORM	EST	C S THAT	440	USA	144433	1	USA	*	V87	U2	F02	@
1593.77	1.7	4921	*	NA	FL	110101	STEERING INPO ROAD TEST IDS C200D 49 0		C S VEHIC	904	USA	124413	E84	USA	*	V87	U2	F02	
1818.05	3.8	8190	*	NA	NJ	110101	VERIFY CONCERN HOOK UP IDS (	DATA. ALI	CUSTOME	201	USA	113143	2	USA	*	V87	U2	F02	
1610.7	4.5	7986	*	NA	NY	110101	SEE ADDITIONAL COMMENTS RO	NSPECT V	CUSTOME	585	USA	144030	1	USA	*	V87	U2	F02	
1521.36	3.8	1471	*	NA	PA	110101	EPAS STEERING GEAR ASSY BAD	POINT TE	CUSTOME	610	USA	116028	1	USA	*	V87	U2	F02	@
1239.52	2.7	9989	*	NA	AR	110101	VERIFIED,DIAG,EEC,CODES C1B0	D TRANSF	POWER S`	870	USA	123588	2	USA	*	V87	U2	F02	
1649.52	6.3	8006	*	NA	MO	110101	ROAD TEST STEERING SEEMS TC	T PASS R(	CUSTOME	573	USA	153792	1	USA	*	V87	U2	F02	
1317.45	3.5	6359	*	NA	WV	110101	PERFORMED QUICK TEST WHICH	HIS TIME	CUST STA	304	USA	147486	1	USA	*	V87	U2	F02	
85.35	0.9	2890	*	NA	MI	110200	RETRIEVED CODE C200D PERFOI	ECH HOT	ABS LIGH`	586	USA	148040	1	USA	*	V21	U2	F02	
1283.95	2.5	2890	*	NA	MI	110101	INOP STEERING GEAR PROGRAMMABLE MC		CK STEER	586	USA	148040	1	USA	*	V87	U2	F02	
1483.35	4.5	2486	*	NA	TX	110101	ROAD TEST UNABLE TO DUPLICA	LIGNMEN1	CUSTOME	817	USA	152020	1	USA	*	V89	U2	F05	
1350.15	3.4	6938	*	NA	MI	110101	M TIME DUE TO NO LABOR OP	II AND REPL	CK FOR LO	231	USA	148644	1	USA	*	V87	U2	F02	
1380.45	3.4	5559	*	NA	CA	110101	STEERING WHEEL LOCKED UP W	RESOLVE	CUSTOME	714	USA	171053	1	USA	*	V87	U2	F02	
1205.07	2	M2686	*	NA	BJ	110101	DIRECCION DURA P/GIRAR VOLAI	A CUAL N(	REV.DIRE(	16	MEX	2M2091	2	MEX	*	V87	U2	F02	
1742.99	2	6700	*	NA	VA	110101	VER CUST CONCERN, FOUND CO	TER REPA	CUST STA	540	USA	127080	1	USA	*	V87	U2	F02	
1368.34	3.8	6063	*	NA	AR	110101	RAN SELF TEST ON PSCM. RETRI	PERF CAI	POWER S`	501	USA	123580	1	USA	*	V87	U2	F02	
1360.72	3.3	2709	*	NA	MI	110101	VERIFIED CHECK CODES C200D:49 08	R&R F	CK LOST F	248	USA	148030	1	USA	*	V87	U2	F02	
1412.44	3.5	2645	*	NA	MO	110101	VERIFIED CONCERN PERFORMEI	GNMENT	CUST STA	636	USA	153341	1	USA	*	V87	U2	F02	@

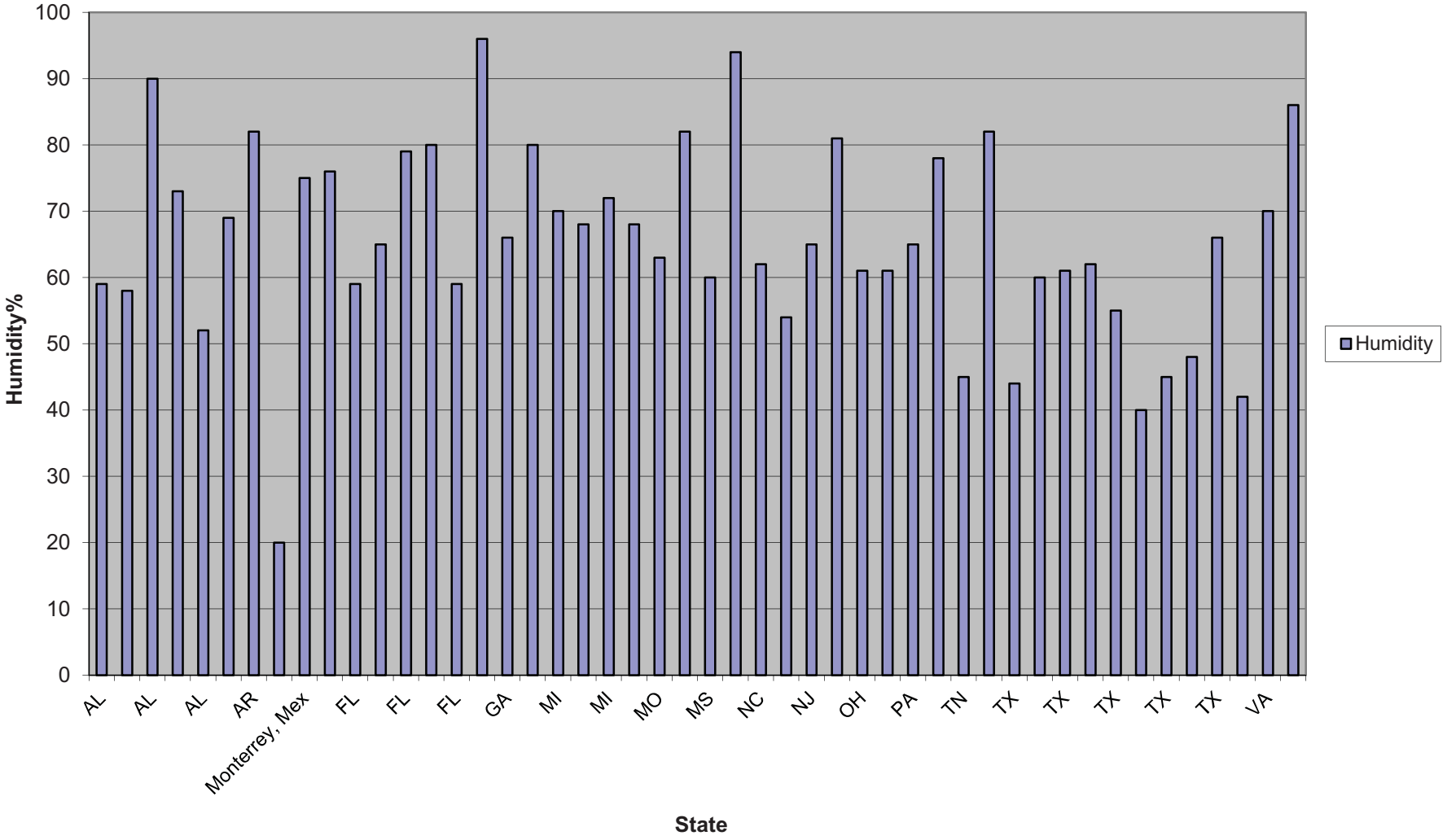
102.68	1	8211	*	NA	LA	20101	TEST DROVE FOR NVH WHEN BA	BOLTS. TE	DRIVABILI	225	USA	123203	1	USA	*	V39	U2	F05												
884.91	8.3	2459	*	NA	TX	70101	VIS INSP UNDER VEH FOUND FLU	BOTH CAS	CK FOR A	972	USA	152014	1	USA	*	V48	U2	F04												
95.2	1	4163	*	NA	OH	180101	VERIFY CONCERN AND REPROGRAM	SYNC C	S THAT	440	USA	144433	1	USA	*	V81	U2	F03												
128.69	1.5	4921	*	NA	FL	10203	FOUND CLIP POPPING OUT. R AND R	FENDE	C S DRIVE	904	USA	124413	E84	USA	*	V75	U2	F08												
39.42	0.3	2405	*	NA	TX	10202	CC33 CP#17626 VERIFIED CUSTOMER CON		CUSTOME	214	USA	152005	1	USA	*	V31	U2	F08												
66.23	0.2	469	*	NA	AL	0112XX	TRIM REMOVED AND REPLACED	DRIVERS S	USE SPO	334	USA	121524	1	USA	*	V71	U2	F07												
39.83	0.5	6063	*	NA	AR	11404	REMOVED DRIVERS DOOR PANEL AND	RES	CHECK DF	501	USA	123580	1	USA	*	V07	U2	F08												
181.46	1.1	2486	*	NA	TX	11103	VERIFIED CUST CONCERN. PERFORMED	BC	PASSENG	817	USA	152020	1	USA	*	V09	U2	F08	@											
299.29	2	4450	*	NA	TX	190701	VERIFIED CONCERN. RAN NAVIGATION	DIG	CUSTOME	956	USA	152123	1	USA	*	V81	U2	F03												
40.71	0.2	4871	*	NA	FL	170101	5027 BULB REPLACED BLOWN LEFT	HEADLI	DRIVEABII	305	USA	116830	2	USA	*	V77	U2	F08												
314.87	1	1471	*	NA	PA	11421	BAD ELECTRIC LIFT PISTON DRIV	STRUT	CUSTOME	610	USA	116028	1	USA	*	V39	U2	F05	@											
125.33	1.3	2405	*	NA	TX	191701	CC04 CP#14D212 VERIFIED CUSTOMER CC		CUSTOME	214	USA	152005	1	USA	*	V81	U2	F03												
125.33	1.3	2405	*	NA	TX	191701	CC04 CP#14D212 VERIFIED CUSTOMER CC		CUSTOME	214	USA	152005	1	USA	*	V81	U2	F03												
126.06	1.3	478	*	NA	GA	191701	REPROGRAMMED MYTOUCH WITH LATEST		SYNC SYS	770	USA	121004	1	USA	*	V81	U2	F03	@											
100.66	1.3	5928	*	NA	MS	191701	PERFORM TSB 11 7 24 SOFTWARE	UPDATE	ELECTRIC	662	USA	123462	1	USA	*	V81	U2	F03												
109.97	1.3	5613	*	NA	TN	191701	REPROGRAN SYNC MY TOUCH TO 11 04 18		CUSTOME	865	USA	121218	1	USA	*	V81	U2	F03												
488	0	67803	*	NA	MI	191701	Dealer RO# 60339 1878# A0583867		*		USA	116445	2	USA	*	V81	U2	F03	@											
134.65	1.3	6293	*	NA	NJ	191701	NO NAV SINCE LAST UPDATE. SU	NC.	CUST STA	609	USA	116445	1	USA	*	V81	U2	F03												
752.78	7.5	6293	*	NA	NJ	191701	VERIFY NAV SYNC SCREEN INOP. EXE	ERRC	CUST STS	609	USA	116445	1	USA	*	V17	U2	F03												
119.64	0	2459	*	NA	TX	191701	REPROGRAM THE APIM(FULL REPROGRAM		SYNC COI	972	USA	152014	E83	USA	*	V81	U2	F03												
179.08	2	1730	*	NA	GA	191701	VERIFY CONCERN,PERF BCE TEST,PP	TEST	CUST STA	770	USA	121024	2	USA	*	V81	U2	F03												
119.3	1.3	8211	*	NA	LA	191701	APIM ERRATIC OPERATION 42		ELECTRIC	225	USA	123203	1	USA	*	V83	U2	F03												
488	0	67803	*	NA	MI	191701	Dealer RO# 6062313 1878# A0617449		*		USA	123462	2	USA	*	V81	U2	F03	@											
97.54	1.3	5928	*	NA	MS	191701	CP:14D212	CHECK SY	SOUND SY	662	USA	123462	1	USA	*	V81	U2	F03												
622.75	8.3	5928	*	NA	MS	191701	TOUCH SCREEN IS BLNK. NO DTC	SEVERAL	SOUND SY	662	USA	123462	1	USA	*	V81	U2	F03												
127.96	1.3	4871	*	NA	FL	191701	5027 TSB AS PER TSB 11 7 24 FULL	REPTRO	INTERIOR	305	USA	116830	2	USA	*	V81	U2	F03												
120.3	1.3	2486	*	NA	TX	191701	VERIFIED CUST CONCERN. REPROGRAMME		CUSTOME	817	USA	152020	1	USA	*	V81	U2	F03												
488	0	67803	*	NA	MI	191701	Dealer RO# 505631 1878# A0626849		*		USA	152020	2	USA	*	V81	U2	F03	@											
116.57	1.3	2486	*	NA	TX	191701	CHECKED SOFTWARE LEVEL AN	SB SHOUL	CUSTOME	817	USA	152020	1	USA	*	V81	U2	F03												
175.83	1.9	2486	*	NA	TX	191701	REPLACED APIM PER SF AND REPROGRAM		SYNC ISSI	817	USA	152020	1	USA	*	V81	U2	F03												
488	0	67803	*	NA	MI	191701	Dealer RO# 145442 1878# A0650802		*		USA	144433	2	USA	*	V81	U2	F03	@											
152.32	1.6	4163	*	NA	OH	191701	VERIFY CONCERN PERFORM APIM FULL UP		C S THAT	440	USA	144433	1	USA	*	V81	U2	F03												
190.4	2	4163	*	NA	OH	191701	VERIFY CONCERN REPLACE APIM MODULE	TOUCH SC	440	USA	144433	1	USA	*	V81	U2	F03													
111.53	1.3	4921	*	NA	FL	191701	VERIFY CONCERN. PERFORM APIM	REPRO	C S HAS M	904	USA	124413	E83	USA	*	V81	U2	F03												
127.45	1.3	1471	*	NA	PA	191701	MY TOUCH SOFTWARE UPDATE TSB 11 07 2		CUSTOME	610	USA	116028	1	USA	*	V81	U2	F03	@											
488	0	67803	*	NA	MI	191701	Dealer RO# 507942 1878# A0634577		*		USA	152020	2	USA	*	V81	U2	F03	@											
185.08	2	2486	*	NA	TX	191701	INSPECTED VEHICLE AND VERIFIED CONCE		CUSTOME	817	USA	152020	1	USA	*	V81	U2	F03												
103.92	1.3	6938	*	NA	MI	191701	PERFORM TSB 11 7 24 REFLASH APIM TO TH		SCREEN C	231	USA	148644	1	USA	*	V81	U2	F03	@											
124.96	1.3	6700	*	NA	VA	191701	UPDATED SYNC USING TSB 11 07 24 RECHE		FORD REC	540	USA	127080	1	USA	*	V81	U2	F03												
123.64	1.3	2709	*	NA	MI	191701	REPROGRAMMED SYNC AS PER TSB 11 7 24		CK MY TO	248	USA	148030	1	USA	*	V81	U2	F03												
313.35	3	2645	*	NA	MO	150102	VERIFIED CONCERN CHECKED A	CF MODU	CUST STA	636	USA	153341	1	USA	*	V81	U2	F03												
223.55	0	67803	*	NA	MI	1501XX	Dealer RO# 516921 1878# A0672389		*		USA	152020	E83	USA	*	V81	U2	F03	@											
195.07	2.4	9989	*	NA	AR	120403	HOOKED UP GAUGES TO MONITC	TOR TEST	AC QUITS	870	USA	123588	2	USA	*	V79	U2	F07												
116.94	0.5	5508	*	NA	CA	40404	28 SENSOR ASSEMBLY TIRE PRI	SSURE LI(	CUSTOME	949	USA	171053	E84	USA	*	V88	U2	F02												
204.7	0.6	5613	*	NA	TN	110501	DTC C1BOO:86 68 STEERING ANGLE	SENSO	CUST STA	865	USA	121218	1	USA	*	V89	U2	F05												
23.47	0.3	643	*	NA	AL	110501	TEST DRIVE PERFORMED TSB 11 02 12	UPD.	CUST STA	256	USA	121561	1	USA	*	V89	U2	F05	@											
60.05	0.7	4921	*	NA	FL	11202	ACCESS CENTER CONSULE TO REA	ATTACH	C S REAR	904	USA	124413	E84	USA	*	V74	U2	F07												
416.84	1	469	*	NA	AL	30306	COOLING FAN BODY CHASSIS	ELECTRIC/	CUST STA	334	USA	121524	1	USA	*	V79	U2	F07												
391.91	1	469	*	NA	AL	30306	COOLING FAN BODY CHASSIS	ELECTRIC/	CS VEHICI	334	USA	121524	1	USA	*	V45	U2	F04												
456	1.2	4163	*	NA	OH	30306	VERIFY CONCERN DIAG AND REP	LING PRO	C S AC GE	440	USA	144433	1	USA	*	V79	U2	F07												
507.6	1.1	8190	*	NA	NJ	30306	VERIFY CONCERN HOOK UP IDS (	S. CHECK	CUST STA	201	USA	113143	2	USA	*	V45	U2	F04												
406.22	0.9	6359	*	NA	WV	30306	PERFORM BAISIC CHECKS AND SCANNED F		CUSTOME	304	USA	147486	1	USA	*	V45	U2	F04	@											

414.7	0.6	389	*	NA	TN	30306	VERIFIED CUSTOMER CONCERN. STEM. .6 1	CHECK FC	423	USA	153341	2	USA	*	V45	U2	F04					
209.9	0.9	469	*	NA	AL	31403	O2 SENSOR EEC SYSTEM DIAGNOSIS (QUI	CUST. STA	334	USA	121524	S07	USA	*	V29	U2	F04					
209.9	0.9	469	*	NA	AL	31403	O2 SENSOR EEC SYSTEM DIAGNOSIS (QUI	CUST. STA	334	USA	121524	S07	USA	*	V29	U2	F04	@				
26.96	0.3	4870	*	NA	FL	615	4616 POWER STEERING INOP EXCESSIVE F	CUSTOME	561	USA	124218	1	USA	*	V87	U2	F02					

Count of VIN_CD	Repair Month								
Prod Month	3	4	5	6	7	8	9	10	Grand Total
1	2		1		5	7			15
2				1	1	5			7
3		2	5	3	10	23	4	1	48
4				2	5	9	7	1	24
5				1		4	5		10
12							1		1
Grand Total	2	2	6	7	21	48	17	2	105


Temperature at Time of Repair per State
Temperature (degrees F)
110
100
90
80
70
60
50
40
30
20
10
0
AL
AL
AL
AR
Monterrey, Mex
FL
FL
FL
GA
MI
MI
MO
MS
NC
NJ
OH
PA
TN
TX
TX
TX
TX
TX
VA
State
Temp

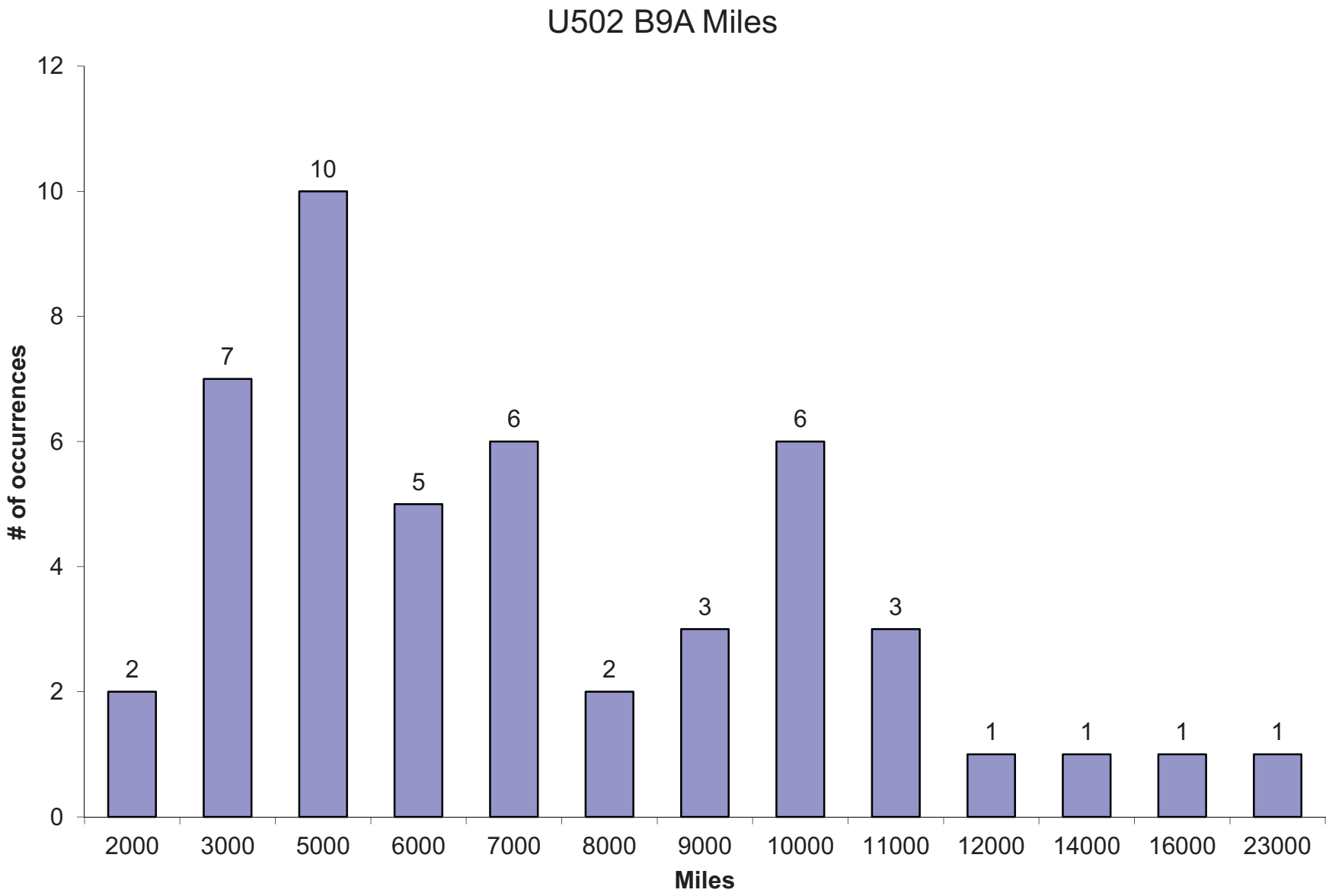
Humidity


100
90
80
70
60
50
40
30
20
10
0
Humidity%
AL
AL
AL
AR
Monterrey, Mex
FL
FL
FL
GA
MI
MI
MO
MS
NC
NJ
OH
PA
TN
TX
TX
TX
TX
TX
VA
State
Humidity

MDL_YR	VIN_CD	[redacted]	LBR_COS	VEH_LINE	MKT_DER	BOD_CAB	VER_SERI	DRIVE_CD	ENG_CD	TRANS_CI	PLANT_CI	PRODN_DT	Prod Month	WRTY_START	NAME	ST_PROV_CD	RPR_DT	Temp
2011	1FMHK7D83BG		305.06	T/UB	F	T/WD	T/EF	T/A	T/KX	T/CG	AD	2-May-11	5	12-May-11	**BUSTER MILES FORD**	**AL**	**12-Aug-11**	**90**
2011	1FMHK7D89BG		384.92	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	21-Mar-11	3	23-Apr-11	**BONDY'S FORD LINCOLN**	**AL**	**29-Aug-11**	**99**
2011	1FMHK7D89BG		384.92	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	22-Mar-11	3	31-Mar-11	**BONDY'S FORD LINCOLN**	**AL**	**4-Aug-11**	**98**
2011	1FMHK7D8XBG		317.58	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	6-Apr-11	4	3-Jun-11	**COLLIER FORD, INC.**	**AL**	**29-Aug-11**	**99**
2011	1FMHK7F87BG		384.92	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	15-Mar-11	3	27-Apr-11	**BONDY'S FORD LINCOLN**	**AL**	**24-Aug-11**	**97**
2011	1FMHK8D82BG		192.66	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	10-Feb-11	2	29-Apr-11	**MARK MARTIN FORD**	**AR**	**30-Aug-11**	**91**
2011	1FMHK8F87BG		321.48	T/UB	F	T/WD	T/EF	T/F	T/KX	T/WJ	AD	31-Mar-11	3	18-Apr-11	**SMITH FORD, INC.**	**AR**	**16-Aug-11**	**88**
2011	1FMHK7F88BG		467.27	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	10-Mar-11	3	20-Apr-11	**CAMELBACK FORD LINCOLN**	**AZ**	**10-Aug-11**	**105**
2011	1FMHK8F83BG		50.78	T/UB	F	T/WD	T/EF	T/F	T/KX	T/WJ	AD	1-Mar-11	3	29-Mar-11	**FEMA AUTOMOTRIZ, S.A. DE C.V.**	**Monterrey, Mex**	**22-Aug-11**	**77**
2011	1FMHK8F82BG		343.27	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	19-Jan-11	1	31-Jan-11	**VILLA FORD**	**CA**	**13-May-11**	**71**
2011	1FMHK7D85BG		113.5	T/UB	F	T/WD	T/EF	T/A	T/KX	T/CG	AD	3-May-11	5	20-May-11	**FORD OF CLERMONT, INC.**	**FL**	**7-Sep-11**	**84**
2011	1FMHK7D88BG		143.79	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	9-Mar-11	3	5-May-11	**AL PACKER FORD LINCOLN**	**FL**	**29-Aug-11**	**89**
2011	1FMHK7F84BG		59.06	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	31-Jan-11	1	22-Feb-11	**METRO FORD LINCOLN**	**FL**	**16-Aug-11**	**90**
2011	1FMHK7F84BG		216.55	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	31-Jan-11	1	22-Feb-11	**METRO FORD LINCOLN**	**FL**	**20-Aug-11**	**91**
2011	1FMHK7F8XBG		145.85	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	10-Mar-11	3	25-Mar-11	**BOZARD FORD-LINCOLN**	**FL**	**15-Aug-11**	**95**
2011	1FMHK7D80BG		494.55	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	4-Apr-11	4	14-Apr-11	**WADE FORD, INC.**	**GA**	**7-Sep-11**	**65**
2011	1FMHK7D84BG		89.53	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	4-Mar-11	3	13-May-11	**MIKE FITZPATRICK FORD, INC.**	**GA**	**15-Aug-11**	**84**
2011	1FMHK7D84BG		146.83	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	5-Apr-11	4	21-Apr-11	**ROBINSON BROTHERS FORD LINCOLN**	**LA**	**23-Jun-11**	**83**
2011	1FMHK8D89BG		85.35	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	23-Feb-11	2	17-Mar-11	**RUSS MILNE FORD, INC.**	**MI**	**15-Aug-11**	**79**
2011	1FMHK8D89BG		237.09	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	23-Feb-11	2	17-Mar-11	**RUSS MILNE FORD, INC.**	**MI**	**22-Aug-11**	**73**
2011	1FMHK8F81BG		271.79	T/UB	F	T/WD	T/EF	T/F	T/KX	T/WJ	AD	13-Apr-11	4	28-Apr-11	**FOX FORD LINCOLN GRAND TRAVERS**	**MI**	**3-Aug-11**	**75**
2011	1FMHK8F8XBG		313.86	T/UB	F	T/WD	T/EF	T/F	T/KX	T/WJ	AD	11-Apr-11	4	21-Apr-11	**TOM HOLZER FORD, INC.**	**MI**	**10-Aug-11**	**73**
2011	1FMHK8D85BG		602.66	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	6-May-11	5	17-Jun-11	**JOE MACHENS FORD LINCOLN**	**MO**	**25-Aug-11**	**85**
2011	1FMHK8F8XBG		365.58	T/UB	F	T/WD	T/EF	T/F	T/KX	T/WJ	AD	12-Apr-11	4	28-Apr-11	**PRICE-GNADE FORD, INC.**	**MO**	**2-Sep-11**	**99**
2011	1FMHK7D81BG		317.47	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	14-Mar-11	3	25-Mar-11	**PREMIER FORD LINCOLN**	**MS**	**8-Aug-11**	**97**
2011	1FMHK7D8XBG		487.81	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	28-Mar-11	3	15-Apr-11	**PREMIER FORD LINCOLN**	**MS**	**1-Jul-11**	**93**
2011	1FMHK7F87BG		220.99	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	16-Dec-10	12	6-Jan-11	**CROWN FORD**	**NC**	**1-Sep-11**	**87**
2011	1FMHK7D82BG		300.38	T/UB	F	T/WD	T/EF	T/A	T/KX	T/CG	AD	19-Jan-11	1	9-Mar-11	**HALDEMAN FORD**	**NJ**	**24-Aug-11**	**88**
2011	1FMHK8B88BG		402.27	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	9-Mar-11	3	31-Mar-11	**ALL AMERICAN FORD LINCOLN OF P**	**NJ**	**18-Aug-11**	**87**
2011	1FMHK8B89BG		360.45	T/UB	F	T/WD	T/EF	T/F	T/KX	T/WJ	AD	24-Mar-11	3	31-Mar-11	**HENDERSON FORD**	**NY**	**15-Aug-11**	**73**
2011	1FMHK7F88BG		0	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	13-Apr-11	4	27-Apr-11	**ELYRIA FORD**	**OH**	**2-Sep-11**	**93**
2011	1FMHK7F88BG		276.08	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	13-Apr-11	4	27-Apr-11	**ELYRIA FORD**	**OH**	**2-Sep-11**	**93**
2011	1FMHK8D80BG		372.54	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	12-May-11	5	20-May-11	**SPRINGFIELD FORD LINCOLN**	**PA**	**14-Sep-11**	**88**
2011	1FMHK7B8XBG		228.8	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	2-Mar-11	3	28-Mar-11	**PALMETTO FORD LINCOLN**	**SC**	**30-Aug-11**	**78**
2011	1FMHK7D81BG		113.49	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	29-Mar-11	3	6-Apr-11	**LANCE CUNNINGHAM FORD**	**TN**	**10-Aug-11**	**91**
2011	1FMHK7D86BG		252.05	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	3-May-11	5	24-May-11	**TRACY LANGSTON FORD, LLC**	**TN**	**5-Aug-11**	**87**
2011	1FMHK7D80BG		655.58	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	13-Jan-11	1	2-Feb-11	**PARK CITIES FORD LINCOLN**	**TX**	**28-Jul-11**	**101**
2011	1FMHK7D82BG		446.36	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	15-Feb-11	2	8-Mar-11	**SAM PACK'S FIVE STAR FORD**	**TX**	**22-Aug-11**	**102**
2011	1FMHK7D85BG		341.89	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	13-Jan-11	1	28-Jan-11	**SAM PACK'S FIVE STAR FORD**	**TX**	**24-Aug-11**	**105**
2011	1FMHK7D86BG		240.6	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	24-Mar-11	3	12-Apr-11	**FIVE STAR FORD**	**TX**	**8-Jul-11**	**106**
2011	1FMHK7D86BG		327.21	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	21-May-11	5	14-Jun-11	**RODRIGUEZ FORD, INC.**	**TX**	**13-Sep-11**	**100**
2011	1FMHK7F83BG		353.95	T/UB	F	T/WD	T/EF	T/A	T/KX	T/CG	AD	28-Apr-11	4	25-May-11	**RANDALL REED'S PRESTIGE FORD**	**TX**	**1-Aug-11**	**105**
2011	1FMHK7F84BG		444.19	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	27-Apr-11	4	14-May-11	**FIVE STAR FORD**	**TX**	**2-Sep-11**	**99**
2011	1FMHK7F86BG		434.94	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	31-Mar-11	3	7-May-11	**FIVE STAR FORD**	**TX**	**1-Jul-11**	**99**
2011	1FMHK7F88BG		223.71	T/UB	F	T/WD	T/EF	T/A	T/KX	T/WJ	AD	21-Apr-11	4	14-May-11	**SILSBEE FORD, INC.**	**TX**	**1-Sep-11**	**98**
2011	1FMHK8D89BG		416.42	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	18-Mar-11	3	14-Apr-11	**FIVE STAR FORD**	**TX**	**10-Aug-11**	**104**
2011	1FMHK8F87BG		192.24	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	29-Mar-11	3	27-May-11	**MAGIC CITY FORD LINCOLN MERCUR**	**VA**	**14-Jul-11**	**82**
2011	1FMHK8D89BG		270.59	T/UB	F	T/WD	T/EF	T/F	T/KX	T/CG	AD	1-Mar-11	3	12-Apr-11	**THORNHILL FORD LINCOLN**	**WV**	**21-Jul-11**	**93**
																		90.1875

Humidity	Humidity	DOC_NUM	PH_NUM	WCC_CD	PART_NUI	PART_NUI	PART_NUI	CUST_CO	COND_CD	RPR_DT	Repair Month	TIS_WSD	CLM_KEY	MILGE	Miles Bin	MTRL_CO	TOT_COS	LBR_HRS	DLR_CD	DLR_SUB	REGION_C	ST_PROV	CPSC_CD
0.59	59	116346B	4632247	5O01	BB5Z	3504	HE	H39	42	12-Aug-11	8	4	952926	5112	5000	1046.86	1351.92	3.9	643	*	NA	AL	110101
0.58	58	8793851	7925171	5O01	BB5Z	3504	HE	C50	42	29-Aug-11	8	5	1087817	6897	7000	1046.86	1431.78	4.8	469	*	NA	AL	110101
0.90	90	8685351	7925171	5O01	BB5Z	3504	HE	H39	42	4-Aug-11	8	5	952860	5426	5000	1046.86	1431.78	4.8	469	*	NA	AL	110101
0.73	73	142649B	5678444	5O01	BB5Z	3504	HE	H50	42	29-Aug-11	8	3	1062024	3228	3000	1066.93	1384.51	4.3	406	*	NA	AL	110101
0.52	52	8776451	7925171	5O01	BB5Z	3504	HE	H22	42	24-Aug-11	8	4	1087818	7397	7000	1046.86	1431.78	4.8	469	*	NA	AL	110101
0.69	69	2314901	7934461	5O01	BB5Z	3504	HE	H22	42	30-Aug-11	8	5	1043454	11159	11000	1046.86	1239.52	2.7	9989	*	NA	AR	110101
0.82	82	552351	3299881	5O01	BB5Z	3504	HE	H50	42	16-Aug-11	8	5	1026778	9014	9000	1046.86	1368.34	3.8	6063	*	NA	AR	110101
0.20	20	273737A	2641851	5O01	BB5Z	3504	HE	C50	42	10-Aug-11	8	4	829639	4655	5000	1046.86	1514.13	4.6	11293	*	NA	AZ	110101
0.75	75	2891101	6827000	5O01	BB5Z	3504	HE	H22	42	22-Aug-11	8	5	885248	10299	10000	1154.29	1205.07	2	M2686	*	NA	BJ	110101
0.76	76	4026451	6378222	5O01	BB5Z	3504	CE	H22	42	13-May-11	5	4	506445	7839	8000	1037.18	1380.45	3.4	5559	*	NA	CA	110101
0.59	59	5563951	3946161	5O01	BB5Z	3504	HE	H22	42	7-Sep-11	9	4	1065695	8900	9000	1437.19	1550.69	1.1	8951	*	NA	FL	110101
0.65	65	427181A	6896550	5O01	BB5Z	3504	HE	H22	42	29-Aug-11	8	4	989015	5997	6000	997.01	1140.8	1.6	4870	*	NA	FL	110101
0.79	79	120983C	7519711	5O01	*	3504	*	G32	42	16-Aug-11	8	6	853656	5027	5000	0	59.06	0.6	4871	*	NA	FL	110200
0.80	80	121132A	7519711	5O01	BB5Z	3504	HE	C50	42	20-Aug-11	8	6	1026067	5127	5000	1301.1	1517.65	2.2	4871	*	NA	FL	110101
0.59	59	22173501	8241641	5O01	BB5Z	3504	JE	H22	42	15-Aug-11	8	5	872597	14031	14000	1447.92	1593.77	1.7	4921	*	NA	FL	110101
0.96	96	328908A	4361200	5O01	BB5Z	3504	HE	C50	42	7-Sep-11	9	5	1023980	7238	7000	1121.64	1616.19	5.1	478	*	NA	GA	110101
0.66	66	5969701	5023673	5O01	BB5Z	3504	HE	C50	42	15-Aug-11	8	4	1062584	10293	10000	1121.64	1211.17	1	1730	*	NA	GA	110101
0.80	80	821402	2938900	5O01	BB5Z	3504	HE	H39	42	23-Jun-11	6	3	701197	3163	3000	1046.86	1193.69	1.6	8211	*	NA	LA	110101
0.70	70	7869451	9487700	5O01	*	3504	*	H19	42	15-Aug-11	8	6	852743	9708	10000	0	85.35	0.9	2890	*	NA	MI	110200
0.68	68	7914251	9487700	5O01	BB5Z	3504	HE	H50	42	22-Aug-11	8	6	871698	9977	10000	1046.86	1283.95	2.5	2890	*	NA	MI	110101
0.72	72	9531601	9222000	5O01	BB5Z	3504	HE	H50	42	3-Aug-11	8	4	873462	2989	3000	1078.36	1350.15	3.4	6938	*	NA	MI	110101
0.68	68	383803A	4741234	5O01	BB5Z	3504	HE	H22	42	10-Aug-11	8	4	871608	5447	5000	1046.86	1360.72	3.3	2709	*	NA	MI	110101
0.63	63	67771901	4454411	5O01	BB5Z	3504	HE	H22	42	25-Aug-11	8	3	1012343	6386	6000	1046.86	1649.52	6.3	8006	*	NA	MO	110101
0.82	82	14789601	3569000	5O01	BB5Z	3504	HE	H22	42	2-Sep-11	9	5	1051500	4583	5000	1046.86	1412.44	3.5	2645	*	NA	MO	110101
0.60	60	6549401	3273673	5O01	BB5Z	3504	HE	H22	42	8-Aug-11	8	5	854271	5159	5000	1046.86	1364.33	4.1	5928	*	NA	MS	110101
0.94	94	6402701	3273673	5O01	BB5Z	3504	HE	H22	42	1-Jul-11	7	3	671725	1695	2000	1091.17	1578.98	6.3	5928	*	NA	MS	110101
0.62	62	10117201	8671121	5O01	BB5Z	3504	HE	H50	42	1-Sep-11	9	8	1025563	23203	23000	1046.86	1267.85	2.5	3924	*	NA	NC	110101
0.54	54	063886A	4480940	5O01	BB5Z	3504	HE	H22	42	24-Aug-11	8	6	978512	9557	10000	1368.4	1668.78	2.9	6293	*	NA	NJ	110101
0.65	65	081710B	2624900	5O01	BB5Z	3504	HE	H22	42	18-Aug-11	8	5	1054060	11798	12000	1325.78	1818.05	3.8	8190	*	NA	NJ	110101
0.81	81	102984A	7871700	5O01	BB5Z	3504	HE	H22	42	15-Aug-11	8	5	967433	2775	3000	1250.25	1610.7	4.5	7986	*	NA	NY	110101
0.61	61	145954B	3663673	5O01	*	3504	*	H22	42	2-Sep-11	9	5	1105509	11483	11000	0	150	0	4163	*	NA	OH	110200
0.61	61	145954A	3663673	5O01	BB5Z	3504	HE	H22	42	2-Sep-11	9	5	1189346	11483	11000	1046.86	1322.94	2.9	4163	*	NA	OH	110101
0.65	65	33684903	5440700	5O01	BB5Z	3504	HE	H50	42	14-Sep-11	9	4	1127531	6513	7000	1073.82	1521.36	3.8	1471	*	NA	PA	110101
0.78	78	5332851	5713673	5O01	BB5Z	3504	HE	H21	69	30-Aug-11	8	6	1171884	5696	6000	1046.86	1275.66	2.6	1125	*	NA	SC	110101
0.45	45	41033201	6872100	5O01	BB5Z	3504	HE	C50	42	10-Aug-11	8	5	989520	6993	7000	1046.86	1160.35	1.3	5613	*	NA	TN	110101
0.82	82	4509201	3827950	5O01	BB5Z	3504	HE	H22	42	5-Aug-11	8	3	829252	3191	3000	1046.86	1298.91	3.1	9580	*	NA	TN	110101
0.44	44	51452805	3588800	5O01	BB5Z	3504	HE	H22	42	28-Jul-11	7	6	845517	5234	5000	1046.86	1852.44	6.8	2405	*	NA	TX	110101
0.60	60	232636A	2426415	5O01	BB5Z	3504	HE	G32	46	22-Aug-11	8	6	976984	15697	16000	1046.86	1493.22	4.7	2459	*	NA	TX	110101
0.61	61	232759A	2426415	5O01	BB5Z	3504	HE	G32	42	24-Aug-11	8	7	1040167	7642	8000	1091.57	1433.46	3.6	2459	*	NA	TX	110101
0.62	62	506944A	4988838	5O01	BB5Z	3504	HE	H22	42	8-Jul-11	7	3	772397	6543	7000	1046.86	1287.46	2.6	2486	*	NA	TX	110101
0.55	55	10739401	6892452	5O01	BB5Z	3504	HE	H22	41	13-Sep-11	9	4	1052345	6288	6000	1046.86	1374.07	3.9	4450	*	NA	TX	110101
0.40	40	76147101	8643673	5O01	BB5Z	3504	HE	H22	42	1-Aug-11	8	3	816760	1856	2000	1058.28	1412.23	3.7	9469	*	NA	TX	110101
0.45	45	512773A	4988838	5O01	BB5Z	3504	JE	C50	42	2-Sep-11	9	4	1040180	5025	5000	1520.32	1964.51	4.8	2486	*	NA	TX	110101
0.48	48	505631A	4988838	5O01	BB5Z	3504	HE	H22	42	1-Jul-11	7	2	814061	2953	3000	1048.96	1483.9	4.7	2486	*	NA	TX	110101
0.66	66	759701	3853724	5O01	BB5Z	3504	HE	H22	42	1-Sep-11	9	4	1127930	8861	9000	1046.86	1270.57	2.7	2549	*	NA	TX	110101
0.42	42	510397B	4988838	5O01	BB5Z	3504	HE	C50	42	10-Aug-11	8	4	826602	10437	10000	1066.93	1483.35	4.5	2486	*	NA	TX	110101
0.70	70	243763A	3450911	5O01	BB5Z	3504	JE	N58	42	14-Jul-11	7	2	725092	3447	3000	1550.75	1742.99	2	6700	*	NA	VA	110101
0.86	86	66271201	8558300	5O01	BB5Z	3504	HE	H22	69	21-Jul-11	7	4	989792	6114	6114	1046.86	1317.45	3.5	6359	*	NA	WV	110101
	65.583333											4.541667		7281.979									

TECH_TXT1	TECH_TXT	CUST_TXT	AREA_CD	COUNTRY	SLS_DLR_	TXN_CD	CNTRY_S	QRT_CD	VFG_CD	AWS_VL_(	VRT_CD	TIS_FLAG
EPAS DIAGNOSIS EPAS ROADTES	AND ALIG	CUST STA	256	USA	121561	1	USA	*	V21	U2	F02	@
TEST DROVE VEHICLE HAS NO P	RACK TES	CUST. ST/	334	USA	121524	1	USA	*	V89	U2	F05	
RACK & PINION STEERING GEAR ASSEMBL		CUST.S TA	334	USA	121524	1	USA	*	V21	U2	F02	
COULD NOT DUPLICATE CONCER	NNECTOR	POWER S	334	USA	121553	1	USA	*	V87	U2	F02	
RETRIEVED CODES FROM PCSM	CK TEST F	CUST. ST/	334	USA	121524	1	USA	*	V87	U2	F02	
VERIFIED,DIAG,EEC,CODES C1B0	D TRANSF	POWER S	870	USA	123588	2	USA	*	V87	U2	F02	
RAN SELF TEST ON PSCM. RETRI	PERF CAI	POWER S	501	USA	123580	1	USA	*	V87	U2	F02	
CONFIRM CONCERN PERFORM E	LEAR DTC	OTHER ST	602	USA	171466	2	USA	*	V89	U2	F05	
DIRECCION DURA P/GIRAR VOLA	A CUAL N	REV.DIRE	16	MEX	2M2091	2	MEX	*	V87	U2	F02	
STEERING WHEEL LOCKED UP W	RESOLVE	CUSTOME	714	USA	171053	1	USA	*	V87	U2	F02	
TECH RAN BCE TEST C200D, PER	ED	CUSTOME	352	USA	124542	1	USA	*	V87	U2	F02	@
4616 STEERING LOSS. IDS DIAG C	R.	THE CUST	561	USA	124218	1	USA	*	V87	U2	F02	
5027 RECALIBRATION PERFROMED ELECTR		STEERING	305	USA	116830	2	USA	*	V83	U2	F03	
STEERING GEAR IDS HOOK UP C	IN CHECK	STEERING	305	USA	116830	2	USA	*	V89	U2	F05	
STEERING INPO ROAD TEST IDS C200D 49 0		C S VEHIC	904	USA	124413	E84	USA	*	V87	U2	F02	
TEST DRIVE VEHICLE, FOUND VE	REMOVE	CUST STA	770	USA	121004	1	USA	*	V89	U2	F05	@
VERIFY CONCERN,PERF INSP,CK	OASIS,RE	CUST STA	770	USA	121024	2	USA	*	V89	U2	F05	
PREPPED FOR BCE DIAGNOSIS R	CONNECT	ELECTRIC	225	USA	123203	1	USA	*	V21	U2	F02	
RETRIEVED CODE C200D PERFOI	ECH HOT	ABS LIGH	586	USA	148040	1	USA	*	V21	U2	F02	
INOP STEERING GEAR PROGRAMMABLE M		CK STEER	586	USA	148040	1	USA	*	V87	U2	F02	
M TIME DUE TO NO LABOR OP	I AND REPL	CK FOR LO	231	USA	148644	1	USA	*	V87	U2	F02	
VERIFIED CHECK CODES C200D:49 08	R&R I	CK LOST F	248	USA	148030	1	USA	*	V87	U2	F02	
ROAD TEST STEERING SEEMS TC	T PASS R	CUSTOME	573	USA	153792	1	USA	*	V87	U2	F02	
VERIFIED CONCERN PERFORMEI	GNMENT	CUST STA	636	USA	153341	1	USA	*	V87	U2	F02	@
CHECK FOR NO POWER STEERIN	EAR.	DIAGNOSE	662	USA	123462	1	USA	*	V87	U2	F02	
PERFORM STEERING GEAR DIAG. PERFRO		DIAGNOSE	662	USA	123462	1	USA	*	V87	U2	F02	
IDS TEST, FOUND C200D:49 08 IN E		GENERAL	910	USA	172729	E84	USA	*	V87	U2	F02	
INSTALL SOP STEERING GEAR. P	REMOVE	INSTALL S	609	USA	116445	1	USA	*	V87	U2	F02	
VERIFY CONCERN HOOK UP IDS (	DATA. AL	CUSTOME	201	USA	113143	2	USA	*	V87	U2	F02	
SEE ADDITIONAL COMMENTS RO.	NSPECT V	CUSTOME	585	USA	144030	1	USA	*	V87	U2	F02	
5 DAYS ESP LOANER		LOANER E	440	USA	144433	1	USA	*	V87	U2	F02	@
RD TEST P S WORKING PERFORI	EST	C S THAT	440	USA	144433	1	USA	*	V87	U2	F02	@
EPAS STEERING GEAR ASSY BAI	POINT TE	CUSTOME	610	USA	116028	1	USA	*	V87	U2	F02	@
TESTED STEERING SYSTEM, C1B00:29 IN A		CUSTOME	843	USA	121299	2	USA	*	V87	U2	F02	@
DTC C1B00, U0255, C200D, NEED	R, PROFO	CUST STA	865	USA	121218	1	USA	*	V89	U2	F05	
FAULTY RACK AND PINION	VER CRADLE S	CUST STA	615	USA	123258	1	USA	*	V87	U2	F02	
ROAD TEST UNABLE TO VERIFY (	S OF ALL `	CUSTOME	214	USA	152005	1	USA	*	V87	U2	F02	
M TIME IS FOR NO LABOR OP REI	R AND RE	TRACTION	972	USA	152014	E84	USA	*	V83	U2	F03	
VERIFIED CONCERN SERVICE AD	21737 PEI	CHECK SE	972	USA	152017	2	USA	*	V83	U2	F03	
TEST DROVE AND VERIFIED CON	EAR ASSE	CUSTOME	817	USA	152020	1	USA	*	V87	U2	F02	
UNIT CAME IN WITH POWER STEE	ND PERF(	POWER S	956	USA	152123	1	USA	*	V87	U2	F02	@
CC42 DOES NOT OPERATE PROP	E IS FOR T	CUST STA	972	USA	152009	2	USA	*	V87	U2	F02	
VERIFYED CONCERN.PERFORM F	IS TIME.C/	POWER A	817	USA	152020	1	USA	*	V89	U2	F05	
ROAD TEST VERIFY CONCERN DI	ERFORM I	CUSTOME	817	USA	152020	1	USA	*	V87	U2	F02	
STEERING ANGLE SENSOR INPUT FALURE.(		CUSTOME	409	USA	152721	2	USA	*	V87	U2	F02	
ROAD TEST UNABLE TO DUPLICA	LIGNMEN	CUSTOME	817	USA	152020	1	USA	*	V89	U2	F05	
VER CUST CONCERN, FOUND CO	TER REPA	CUST STA	540	USA	127080	1	USA	*	V87	U2	F02	
PERFORMED QUICK TEST WHICH	HIS TIME	CUST STA	304	USA	147486	1	USA	*	V87	U2	F02	


U502 B9A Miles
# of occurrences
Miles
0
2
4
6
8
10
12
2000
3000
5000
6000
7000
8000
9000
10000
11000
12000
14000
16000
23000
2
7
10
5
6
2
3
6
3
1
1
1
1

Count of VIN_CD	
Miles Bin	Total
2000	2
3000	7
5000	10
6000	5
7000	6
8000	2
9000	3
10000	6
11000	3
12000	1
14000	1
16000	1
23000	1
Grand Total	48

Count of VIN_CD	
Miles Bin	Total
2000	2
3000	7
5000	10
6000	5
7000	6
8000	2
9000	3
10000	6
11000	3
12000	1
14000	1
16000	1
23000	1
Grand Total	48

TIS Bin	Total
0	0
1	0
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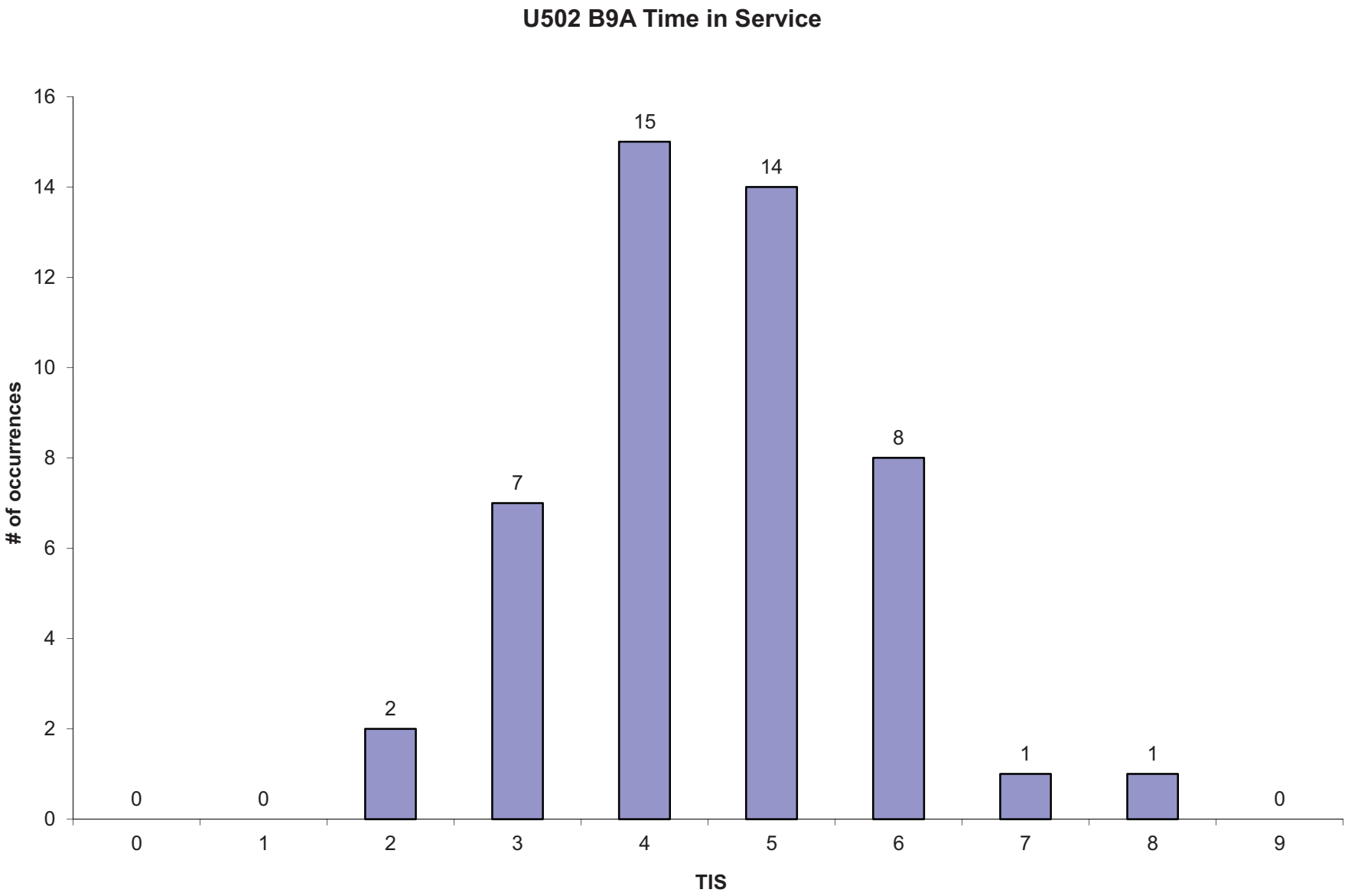
3	7
4	15
5	14
6	8
7	1
8	1
9	0
	48
	6.857143


U502 B9A Time in Service
# of occurrences
16
14
12
10
8
6
4
2
0
0
0
2
7
15
14
8
1
1
0
0
1
2
3
4
5
6
7
8
9
TIS

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name / Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date	Part ETA
FR-0493	C200D-49	B9A	EPP	In Eval (UK)	10/5- shipped to UK for additional testing by the motors grp.	7/22- pulled EFF & stored data, shipped to QAO 8/15- performed		04893 Midway Ford	9463	3FAHP0HA2BR23	1/19/2011	1/12/2011	11/3/2010	11/3/2010	2.5L Gas	6/10/2011	2011		
FR-0496	C200D-49	B9A	EPP	In Eval (QAO)	10/10- double start up confirmed at voltage regulator	7/22- pulled EFF & stored data, shipped to QAO 8/15- did not		09497 Pines Ford	2404	3FAHP0HA3BR20	12/8/2010	11/30/2010	9/8/2010	10/6/2010	2.5L Gas	6/23/2011	2011		
FR-0512	C200D-49 U3000-96	B9A	EPP	In eval QAO	9/12- QCCAR#423894 preliminary analysis finished	8/3- pulled EFF & stored data, code set early in the journey ship		03691 Bob Thomas	10	3FAHP0HA5BR31	5/10/2011	4/29/2011	3/5/2011	3/7/2011	2.5L Gas	6/1/2011	2011		
FR-0518	C200D-49	B9A	EPP	In eval QAO	8-29- Testing started. Not duplicated yet.	8/3- codes int. set making a turn early into the journey		02204 Marshall Ford	2910	3FAHP0HAXBR28	3/14/2011	3/5/2011	1/22/2011	1/24/2011	2.5L Gas	7/19/2011	2011		
FR-0525	C200D-49	B9A	EPP	in process QAO	8/5- pulled stored data and shipped to QAO for analysis			01286 Tamiami Ford	5221	3FAHP0HA0BR23	1/11/2011	12/21/2010	10/29/2010	11/2/2010	2.5L Gas	7/22/2011	2011		
FR-0532	C200D-49	B9A	EPP	In Eval QAO	8/13-pulled EFF & stored data ship to QAO for further testing			07727 Folsom Lake	7743	3FAHP0HA3BR[redacted]	1/20/2011	1/11/2011	8/28/2010	11/2/2010	2.5L Gas	7/27/2011	2011		
FR-0534	C200D-49	B9A	EPP	In Eval QAO	8/13-pulled EFF & stored data ship to QAO for further testing	8/13-pulled EFF & stored data ship to QAO for further testing		04044 Tallahassee Ford	5964	3FAHP0HG0BR[redacted]	3/23/2011	3/12/2011	1/29/2011	2/1/2011	3L	7/21/2011	2011		
FR-0535	C200D-49	B9A	EPP	In Eval QAO	10/3- Pepe EDF tested with the updated SW all tests were under	8/22-pulled EFF & stored data ship to QAO for further testing		03139 Spradley/Barr Ford	5445	3FAHP0GA6BR[redacted]	12/31/2010	12/8/2010	9/28/2010	10/18/2010	2.5L Gas	7/22/2011	2011		
FR-0536	C200D-49	B9A	EPP	In Eval QAO	10/3- Pepe EDF tested with the updated SW all tests were under	8/22-pulled EFF & stored data ship to QAO for further testing		04511 Mac Haik Ford	5970	3FAHP0JG2BR[redacted]	1/10/2011	12/23/2010	11/11/2010	11/11/2010	3L	7/25/2011	2011		
FR-0537	C200D-49	B9A	EPP	In Eval QAO	10/3- Pepe EDF tested with the updated SW all tests were under	8/22-pulled EFF & stored data ship to QAO for further testing		03930 Burd Ford	2503	3FAHP0HG9BR[redacted]	3/15/2011	3/4/2011	1/24/2011	1/25/2011	3L	7/28/2011	2011		
FR-0538	C200D-49	B9A	EPP	In Eval QAO	10/3- Pepe EDF tested with the updated SW all tests were under	8/22-pulled EFF & stored data ship to QAO for further testing		00664 Sheehy Ford	761	3FAHP0JA0BR[redacted]	3/15/2011	3/4/2011	1/22/2011	1/23/2011	2.5L Gas	8/9/2011	2011		
FR-0539	C200D-49	B9A	EPP	In Eval QAO	10/5- EDF tested and bully and everything passed testing with no	8/23-pulled EFF & stored data ship to QAO for further testing		01452 Ace Motor	2318	3FAHP0HA8BR[redacted]	2/5/2011	1/27/2011	12/9/2010	12/14/2010	2.5L Gas	8/6/2011	2011		

FR-0543	C200D-49	B9A	EPP	In Eval 26mile	**10/10- perform vibration testing at 32mile.**	**9/17- pulled EFF & stored data, will ship to 26mile for motor**		09981 Ganley Ford	18512	3FAHP0HA1BR[redacted]	1/21/2011	1/13/2011	10/28/2010	11/2/2010	2.5L Gas	8/22/2011	2011
FR-0544	C200D-49	B9A	EPP	In Eval 26mile	**10/10- perform vibration testing at 32mile.**	**9/17- pulled EFF & stored data, will ship to 26mile for motor**		05406 Robinson Ford	9886	3FAHP0HA4BR[redacted]	10/29/2010		5/11/2010	9/4/2010	2.5L Gas	8/18/2011	2011
FR-0545	C200D-49	B9A	EPP	In Eval 26mile	**10/10- perform vibration testing at 32mile.**	**9/17- pulled EFF & stored data, will ship to 26mile for motor**		02459 Sam Pack's Five	7269	3FAHP0JA9BR[redacted]	1/20/2011	1/11/2011	11/15/2011	11/17/2011	2.5L Gas	8/20/2011	2011
FR-0546	C200D-49	B9A	EPP	In process QAO	**9/26- pulled EFF & stored data, will ship to 26mile for motor testing on**			01057 Town & Count	1114	3FAHP0HA4BR[redacted]	3/30/2011	3/17/2011	12/5/2010	12/7/2010	2.5L Gas	8/30/2011	11/4/2010
FR-0547	C200D-49	B9A	EPP	In process QAO	**9/26- pulled EFF & stored data, will ship to 26mile for motor testing on**			05246 Bill Knight Ford	7668	3FAHP0HA7BR[redacted]	5/9/2011	4/28/2011	3/5/2011	3/8/2011	2.5L Gas	8/24/2011	2/9/2011
FR-0548	C200D-49	B9A	EPP	In process QAO	**9/26- pulled EFF & stored data, will ship to 26mile for motor testing on**			08006 Joe Machens	19893	3FAHP0HA3BR[redacted]	1/22/2011	1/14/2011	11/13/2010	11/15/2010	2.5L Gas	9/1/2011	########
FR-0549	C200D-49	B9A	EPP	In process QAO	**10/5- pulled EFF & stored data, will ship to 26mile for motor testing on**			06432 Grapevine Ford	12509	3FAHP0JG8BR[redacted]	1/15/2011		11/13/2010	11/15/2010	3L	8/8/2011	########

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date	Part ETA
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux	6/10- pulled stored & EFF data shipped to MAO for further testing,	05559 Villa Ford	07839	1FMHK8F 82BG[redacted]	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011	9/17/2010		
UR0045	C200D-49	B9A	EPP	In Eval UK	8/8- cold testing finished with NTF ship to UK for further testing	8/1- hot and ambient testing done NTF. cold testing next step	05928 Premier Ford	01695	1FMHK7D 8XBG[redacted]	3/28/2011	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011	12/27/2010		
UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and	8/2- pulled stored & EFF data shipped to 26 mile for further	06700 Majic City Ford	03447	1FMHK8F 87BG[redacted]	3/29/2011	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011	12/28/2010		
UR0048	C200D-49	B9A	EPP	In eval 26mile	9/12- performed tri-temp ignition cycling and could not reproduce code	8/2- pulled stored & EFF data shipped to MAO for further	08211 Robinson Brothers Ford	03163	1FMHK7D 84BG[redacted]	4/5/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011			
UR0058	C200D-49	B9A	EPP	In Eval 26mile	9/21- this unit is in teardown, flex density test, air gap measurement, hall	8/26- pulled stored & EFF data from the gear and shipped to MAO	02486 Five Star Ford	06543	1FMHK7D 86BG[redacted]	3/24/2011	3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA	7/8/2011	12/28/2010		
UR0059	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for		02486 Five Star Ford	02953	1FMHK7F 86BG[redacted]	3/31/2011	3/22/2011	1/24/2011	1/29/2011	3.5L wo/APA	7/1/2011	12/28/2010		
UR0060	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for		09580 Tracy Langston Ford	03191	1FMHK7D 86BG[redacted]	5/3/2011	4/28/2011	3/16/2011	3/18/2011	3.5L wo/APA	8/5/2011			
UR0061	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for		05947 Cannon Ford	04020	1FMHK7D 87BGA[redacted]	3/15/2011	3/9/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/2/2011	12/27/2010		
UR0062	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for		02486 Five Star Ford	10437	1FMHK8D 89BG[redacted]	3/18/2011	3/12/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/10/2011	12/28/2010		
UR0063	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm	8/26- pulled stored & EFF data from the gear and shipped to MAO	04921 Bozard Ford	14031	1FMHK7F 8XBG[redacted]	3/10/2011	3/5/2011	12/25/2010	12/29/2010	3.5L w/APA	8/15/2011			
UR0064	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for		11293 Camelback Ford	04655	1FMHK7F 88BG[redacted]	3/10/2011	3/4/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/10/2011			
UR0065	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm		02709 Tom Holzer Ford	05447	1FMHK8F 8XBG[redacted]	4/11/2011	4/5/2011	12/23/2010	12/25/2010	3.5L wo/APA	8/10/2011			
UR0066	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm	8/26- pulled stored & EFF data from the gear and shipped to MAO	02405 Park Cities Ford	05234	1FMHK7D 80BG[redacted]	1/13/2011	12/14/2010	11/11/2010	11/13/2010	3.5L wo/APA	7/28/2011			
UR0067	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm	8/26- pulled stored & EFF data from the gear and shipped to MAO	00469 Bondy's Ford	05426	1FMHK7D 89BG[redacted]	3/22/2011	3/15/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/4/2011			

UR0068	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for		M2686 Fema Automotriz	16576	1FMHK8F 83BG[redacted]	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	8/22/2011	
UR0069	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for		06293 Haldeman	09557	1FMHK7D 82BG[redacted]	1/19/2011	1/7/2011	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	
UR0070	C200D-49	B9A	EPP	In Eval MAO	10/3- ran B9A gears on EDF test stand at 41 degrees at 120rpm & 60 rpm	8/26- pulled stored & EFF data from the gear and shipped to MAO	07986 Henderson Ford	02775	1FMHK8B 89BG[redacted]	3/24/2011	3/20/2011	1/24/2011	1/28/2011	3.5L wo/APA	8/15/2011	
UR0071	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for		00643 Buster Miles Ford	05112	1FMHK7D 83BGA59[redacted]	5/2/2011	4/25/2011	2/28/2011	3/3/2011	3.5L wo/APA	8/12/2011	
UR0073	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further		09469 Randall Reed's Ford	01856	1FMHK7F 83BG[redacted]	4/28/2011	4/25/2011	3/16/2011	3/17/2011	3.5L wo/APA	8/1/2011	
UR0075	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further		07398 Al Packer's Ford	04286	1FMHK8F 87BGA[redacted]	4/25/2011	4/15/2011	2/12/2011	2/14/2011	3.5L wo/APA	8/8/2011	
UR0076	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further		06938 Fox Ford	02989	1FMHK8F 81BG[redacted]	4/13/2011	4/7/2011	1/26/2011	1/29/2011	3.5L wo/APA	8/3/2011	
UR0077	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further		02890 Russ Milne Ford	09977	1FMHK8D 89BG[redacted]	2/23/2011	2/18/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/22/2011	
UR0079	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for		05613 Lance Cunningham Ford	06993	1FMHK7D 81BG[redacted]	3/29/2011	3/24/2011	12/7/2010	2/17/2011	3.5L wo/APA	8/10/2011	
UR0080	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for		08006 Joe Machens	06386	1FMHK8D 85BG[redacted]	5/6/2011	4/30/2011	2/17/2011	2/18/2011	3.5L wo/APA	8/25/2011	
UR0081	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for		06063 Smith Ford	09014	1FMHK8F 87BG[redacted]	3/31/2011	3/27/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/16/2011	12/23/2010
UR0082	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for		01730 Mike Fitzpatrick Ford	10293	1FMHK7D 84BG[redacted]	3/4/2011	3/1/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/15/2011	12/24/2010
UR0083	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for		03924 Crown Ford	23203	1FMHK7F 87BGA12[redacted]	12/16/2010	12/11/2011	11/13/2010	11/14/2010	3.5L wo/APA	9/1/2011	10/27/2010
UR0084	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for		00478 Wade Ford	07238	1FMHK7D 80BG[redacted]	4/4/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	9/7/2011	12/4/2010
UR0085	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for		02645 Prince-Gnade Ford	04583	1FMHK8F 8XBG[redacted]	4/12/2011	4/5/2011	12/1/2010	12/4/2010	3.5L wo/APA	9/2/2011	11/8/2010

UR0086	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for		02486 Five Star Ford	05025	1FMHK7F 84BG[redacted]	4/27/2011	4/19/2011	2/24/2011	3/4/2011	3.5L w/APA	9/2/2011	1/3/2011		
UR0087	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for		00406 Collier Ford	03228	1FMHK7D 8XB[redacted]	4/6/2011	4/2/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/29/2011	12/27/2011		
UR0088	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for		09989 Mark Martin Ford	11159	1FMHK8D 82BG[redacted]	2/10/2011	2/2/2011	12/13/2011	9/9/2011	3.5L wo/APA	8/30/2011	11/11/2010		
UR0089	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for		04870 Al Packer Ford	05997	1FMHK7D 88BG[redacted]	3/9/2011	3/4/2011	1/13/2011	1/14/2011	3.5L wo/APA	8/29/2011	12/23/2011		
UR0092	C200D-49	B9A	EPP	In Eval MAO	9/30- pulled stored & EFF data from the gear and shipped to MAO for		08190 All American Ford	11798	1FMHK8b 88BG[redacted]	3/9/2011	3/5/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/18/2011	11/12/2010		
UR0095	C200D-49	B9A	EPP	In Eval MAO	10/3- pulled stored & EFF data from the gear and shipped to MAO for		05928 Premier Ford	05159	1FMHK7D 81BG[redacted]	3/14/2011	3/7/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/8/2011	12/25/2010		
UR0096	U2011-61 C200D-49 U3000-96	B92,B9A	EPP	in process MAO	10/12- sergio perform limit & profile testing see if code resets	10/4- pulled stored and EFF data, shipped to MAO for further analysis	02694 Dean Sellars Inc	10986	1FMHK8F 87BG[redacted]	4/21/2011	4/14/2011	2/16/2011	3/4/2011	3.5L w/APA	9/2/2011	1/20/2011		
UR0098	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		04871 Metro Ford	05127	1FMHK7F 84BG[redacted]	1/31/2011	1/26/2011	12/16/2011	12/17/2011	3.5L wo/APA	8/20/2011	11/11/2010		
UR0099	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		02459 Sam Pack's Five Star Ford	15697	1FMHK7D 82BG[redacted]	2/15/2011	2/8/2011	12/6/2010	12/11/2010	3.5L wo/APA	8/22/2011	11/10/2010		
UR0100	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		04450 Rodriguez Ford	06288	1FMHK7D 86BG[redacted]	5/21/2011	5/16/2011	3/30/2011	3/31/2011	3.5L wo/APA	9/13/2011	2/12/2011		
UR0101	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for		08951 Ford of Clermont	08900	1FMHK7D 85BG[redacted]	5/3/2011	4/26/2011	3/15/2011	3/17/2011	3.5L wo/APA	9/7/2011	1/24/2011		
UR0103	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for		01471 Springfield Ford	06513	1FMHK8D 80BG[redacted]	5/12/2011	5/4/2011	1/24/2011	1/28/2011	3.5L wo/APA	9/14/2011	12/272011		
UR0104	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for		06359 Thornhill Ford	06114	1FMHK8D 89BG[redacted]	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	7/21/2011	12/23/2011		
UR0105	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for		04163 Elvria Ford	11483	1FMHK7F 88BG[redacted]	4/13/2011	4/6/2011	2/4/2011	2/11/2011	3.5L wo/APA	9/2/2011	12/29/2011		

UR0108	C200D-49	B9A	EPP	In process MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for		01125 Palmetto Ford	05696	1FMHK7B 8XBG[redacted]	3/2/2011	2/25/2011	1/4/2011	1/8/2011	3.5L wo/APA	8/30/2011	12/24/2011		
UR0109	C200D-49	B9A	EPP	In process MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for		02459 Sam Pack's Five Star Ford	07642	1FMHK7D 85BG[redacted]	1/13/2011	12/13/2010	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/25/2010		
UR0111	C200D-49	B9A	EPP	In process MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for		02549 Silsbee Ford	08861	1FMHK7F 88BG[redacted]	4/21/2011	4/14/2011	1/13/2011	1/15/2011	3.5L wo/APA	9/1/2011	12/23/2010		
UR0113	C200D-49	B9A	EPP	In process MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for		00469 Bondy's Ford	06897	1FMHK7D 89BG[redacted]	3/21/2011	3/15/2011	1/15/2011	1/16/2011	3.5L wo/APA	8/29/2011	12/23/2011		
UR0114	C200D-49	B9A	EPP	In process MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for		00469 Bondy's Ford	07379	1FMHK7F 87BG[redacted]	3/15/2011	3/9/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/24/2011	12/27/2010		

				Vehicle Build Month																
Active	**Issue Title**	**TRW Case Report #**	**Ford DTC**	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11	Total	ICA for Marion
Motor	B3A - Mg, S, Na Contamination	UR0001 (RUA# 4308), UR0002 (RUA# 4384), UR0005	U2011-49 U3000-96		1	1	1												3	
Torque Sensor	BD2, BD4 - TS signal freq fault (Ch 1)	UR0003	C200B-2F C200B-62				1												1	400% Visual Inspection
		TRW Monthly Totals -->		**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		

Number of issue titles = 2 **Case Sub Total =** **4**

No Problem Found / Misbins / Others	**Issue Title**	**TRW Case Report #**	**Ford DTC**	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11	Total	ICA for Marion
EPP	Loss of Assist - 3-way connector unplugged	UR0004	U3000-96				1												1	
?	Loss of Assist and Growl noise	BGA21885																		
		TRW Monthly Totals -->		**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		

Number of issue titles = 1 **Case Sub Total =** **1**

All TRW Monthly ***0 1 1 3 0 0 0 0 0 0 0 0 0 0 0***

Number of all issue titles = 2 ***Case All Total =*** ***5***

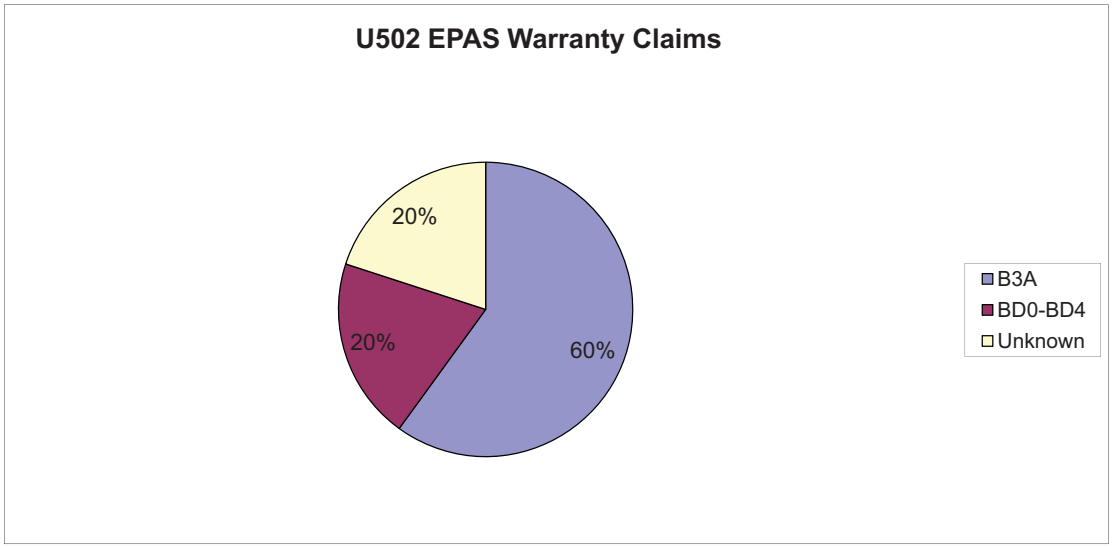
Color Code

	=	**Update from Last Review**
	=	**ICA Month**
	=	**PCA Month**
	=	**More Than 1 Issue**

PCA for Marion	Comments
TBD	2/6/2011- Tyco workshop occurred week of 2/7/11. Contact supplier (Doduco) is suspected source of contamination.
TBD	Bent rotor finger found which damaged TS PCB.

PCA for Marion	Comments
	Waiting for gear. Root cause unknown.

B3A	3
BD0-BD4	1
Unknown	1



Redacted for Relevance

PE12-017 008668

Redacted for Relevance

PE12-017 008669

From: Napoli, Laura (L.)
Sent: Monday, April 18, 2011 1:56 PM
To: Surella, Matthew (M.M.); Mrozek, Robert (R.M.)
Cc: Kingstrom, Mark (M.D.)
Subject: RE: U502 Paynter 04 11.xls
Attachments: U502 EPAS Warranty 4-4-11 Paynter.xls; CD3 EPAS Warranty Feb 23, 2011 Paynter.xls

This is the Pareto I use for U502 based off Tim's CD3 Pareto. I've also attached the last one I have from Tim for CD3.

From: Surella, Matthew (M.M.)
Sent: Thursday, April 14, 2011 8:59 AM
To: Napoli, Laura (L.); Mrozek, Robert (R.M.)
Cc: Kingstrom, Mark (M.D.)
Subject: RE: U502 Paynter 04 11.xls

Laura/Rob,
Mark and I are trying to get TRW in line with what is being done on B-car, Nexteer programs, and HPAS programs in terms of providing a pareto and a paynter chart. I also want to make sure they're consistent globally on C1. We found that Tim was doing a lot of the work himself on CD3 that TRW was apparently doing separately and not sharing.

Matthew Surella
Steering R&P Gear/Tie Rods Supervisor / MBB
NAPD Chassis - Steering
313-805-3997

From: Surella, Matthew (M.M.)
Sent: Thursday, April 14, 2011 8:52 AM
To: Estes, Eric (E.E.); Kingstrom, Mark (M.D.)
Cc: Napoli, Laura (L.); Mrozek, Robert (R.M.)
Subject: RE: U502 Paynter 04 11.xls

Eric,
Mark and I think this will work well. The only thing missing is the pareto set up to show number of claims per root cause but this is easy to do with the data presented in this file. Can you send us the [redacted] and [redacted] files so we can see them? Can these files be cut by model year?

[redacted] is similar to this and is already consistent globally. Please let us know what C1 Europe is doing. The request from this end would be to do it the same as you have presented here. C1 needs to be consistent globally so we can compare Europe and NA. Thanks.

Matthew Surella
Steering R&P Gear/Tie Rods Supervisor / MBB
NAPD Chassis - Steering
313-805-3997

From: Estes, Eric (E.E.)
Sent: Wednesday, April 13, 2011 2:56 PM
To: Surella, Matthew (M.M.); Kingstrom, Mark (M.D.)
Cc: Napoli, Laura (L.); Mrozek, Robert (R.M.)
Subject: FW: U502 Paynter 04 11.xls

Matt my manager does keep a paynter chart in this format for [redacted] U502 & we will do the same for [redacted] the only difference is they are not tracked by each VIN in this chart. Let me know if you like this chart and I can start sending this out when you need it.

We are still waiting on Europe to send their C1 pareto charts over so we can see what format they use.

Eric

From: Anthony Fleenor [mailto:Anthony.Fleenor@TRW.COM]
Sent: Wednesday, April 13, 2011 10:03 AM
To: Estes, Eric (E.E.); Andy Partridge; Geoff Jacks; Greg Austin; Gregory Sheets; Pat Messer; Salim Semssar
Subject: U502 Paynter 04 11.xls

U502 as I know it now.

Any updates or corrections please let me know

Tony Fleenor
TRW Steering Warranty
423-272-4221

				Vehicle Build Month																		
Active	**Issue Title**	**TRW Case Report #**	**Ford DTC**	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11	Total	ICA for Marion	PCA for Marion	Comments
Motor	B3A - Mg, S, Na Contamination	UR0001, UR0002, BGA26938 (not confirmed), BGA02503 (not confirmed)	U2011-49 U3000-96		1	1	1	1											4	1. Doduco rivets built but not used at Tyco sent back to Doduco to re-clean through Sulfuric Acid wash. 2. Gear assys built with suspect Doduco contacts being quarantined at TRW and will not be shipped to CAP.	1. Better controls on bucket use at Doduco to avoid cross-contamination including washing empty bucket prior to each use. 2. Improve wash process at Doduco and Tyco.	Mg, S, Na found on contact rivet from Doduco/Tyco. Final PCA implemented at Doduco 3/24. Parts to arrive in CAP end of May/early June
Torque Sensor	BD0, BD2, BD3, BD4 - TS signal freq faults	UR0003 BGA06042 (not confirmed)	C200B-2F C200B-62		1		1												2	400% Visual Inspection	1. Reduce contact area of gap set tooling. 2. Redesign of the bearing pack for the pre assembly MP fixture to obtain a more robust fixture. 3. Replace 400% visual inspection with measurable gauge for gap check at all fingers at MAO.	Bent rotor finger found which damaged TS PCB. TRW/Rogersville to implement online gauge to measure gap before cover is assembled.
		TRW Monthly Totals -->		**0**	**2**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**				

Number of issue titles = 2 **Case Sub Total =** **6**

No Problem Found / Misbins / Others	**Issue Title**	**TRW Case Report #**	**Ford DTC**	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11	Total	ICA for Marion	PCA for Marion	Comments
EPP	Loss of Assist - 3-way connector unplugged	UR0004	U3000-96				1												1	No ICA	No PCA	Gear evaluated. NFF. Investigating possible NVM issue.
TBD	Loss of Assist and Growl noise	UR0007	NFF				1												1	No ICA	No PCA	Canadian return. Waiting for gear to be returned to TRW. Root cause unknown.
TBD	Loss of Assist	BGA27421	U3000-96					1											1	No ICA	No PCA	Waiting for gear to be returned to TRW. Root cause unknown.
		TRW Monthly Totals -->		**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**				

Number of issue titles = 1 **Case Sub Total =** **3**

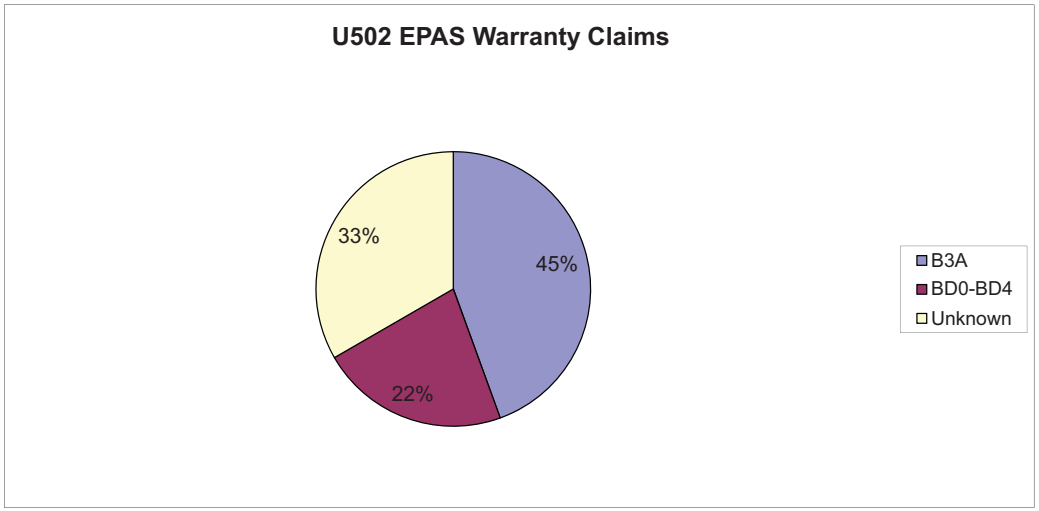
All TRW Monthly ***0 2 1 4 2 0 0 0 0 0 0 0 0 0 0***

Number of all issue titles = 3 ***Case All Total =*** ***9***

Color Code

	=	**Update from Last Review**
	=	**ICA Month**
	=	**PCA Month**
	=	**More Than 1 Issue**

B3A	4
BD0-BD4	2
Unknown	3



CD3 EPAS Warranty Paynter Chart Summary

				Vehicle Build Month																		
Active	**Issue Title**	**TRW Case Report #**	**Ford DTC**	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11	Total	ICA for Marion	PCA for Marion	Comments
Motor	B3A - Mg, S, Na Contamination	UR0001, UR0002, UR0005, UR0006, UR0008, UR0009, UR0010, UR0011; Not Confirmed: BGA26938 & BGA02503	U2011-49 U3000-96		6	1	1	2											10	1. Doduco rivets built but not used at Tyco sent back to Doduco to re-clean through Sulfuric Acid wash. 2. Gear assys built with suspect Doduco contacts being quarantined at TRW and will not be shipped to CAP.	1. Better controls on bucket use at Doduco to avoid cross-contamination including washing empty bucket prior to each use. 2. Improve wash process at Doduco and Tyco.	Mg, S, Na found on contact rivet from Doduco/Tyco. Final PCA implemented at Doduco 3/24. Parts to arrive i CAP end of May/early June
Torque Sensor	BD0, BD2, BD3, BD4 - TS signal freq faults	UR0003, BGA06042 (not confirmed), 2013 prototype gear	C200B-2F C200B-62		2		1												3	400% Visual Inspection	1. Reduce contact area of gap set tooling. 2. Redesign of the bearing pack for the pre assembly MP fixture to obtain a more robust fixture. 3. Replace 400% visual inspection with measurable gauge for gap check at all fingers at MAO.	Bent rotor finger found which damaged TS PCB. TRW/Rogersville to implement online gauge to measure gap before cover is assembled.
			TRW Monthly Totals -->	**0**	**8**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**				

Number of issue titles = 2

Case Sub Total = **13**

PE12-017 008674

CD3 EPAS Warranty Paynter Chart Summary

				Vehicle Build Month																		
No Problem Found / Misbins / Others	**Issue Title**	**TRW Case Report #**	**Ford DTC**	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11	Total	ICA for Marion	PCA for Marion	Comments
PSCM	B91 - Torque Assist Calculation Failure	0KM-BGA22399	U3000-61				1												1	No ICA	No PCA	Unable to duplicate
EPP	Loss of Assist - 3-way connector unplugged	UR0004	U3000-96				1												1	No ICA	No PCA	Gear evaluated. NFF. Investigating possible NVM issue.
TBD	Loss of Assist and Growl noise	UR0007	NFF				1												1	No ICA	No PCA	Waiting for gear to be returned to TRW. Root cause unknown.
TBD	Loss of Assist	BGA27421	U3000-96					1											1	No ICA	No PCA	Waiting for gear to be returned to TRW. Root cause unknown.
			TRW Monthly Totals -->	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**				

Number of issue titles = 5

Case Sub Total = **4**

All TRW Monthly Totals --> ***0 8 1 5 3 0 0 0 0 0 0 0 0 0 0***

Number of all issue titles = 4

Case All Total = ***17***

Color Code

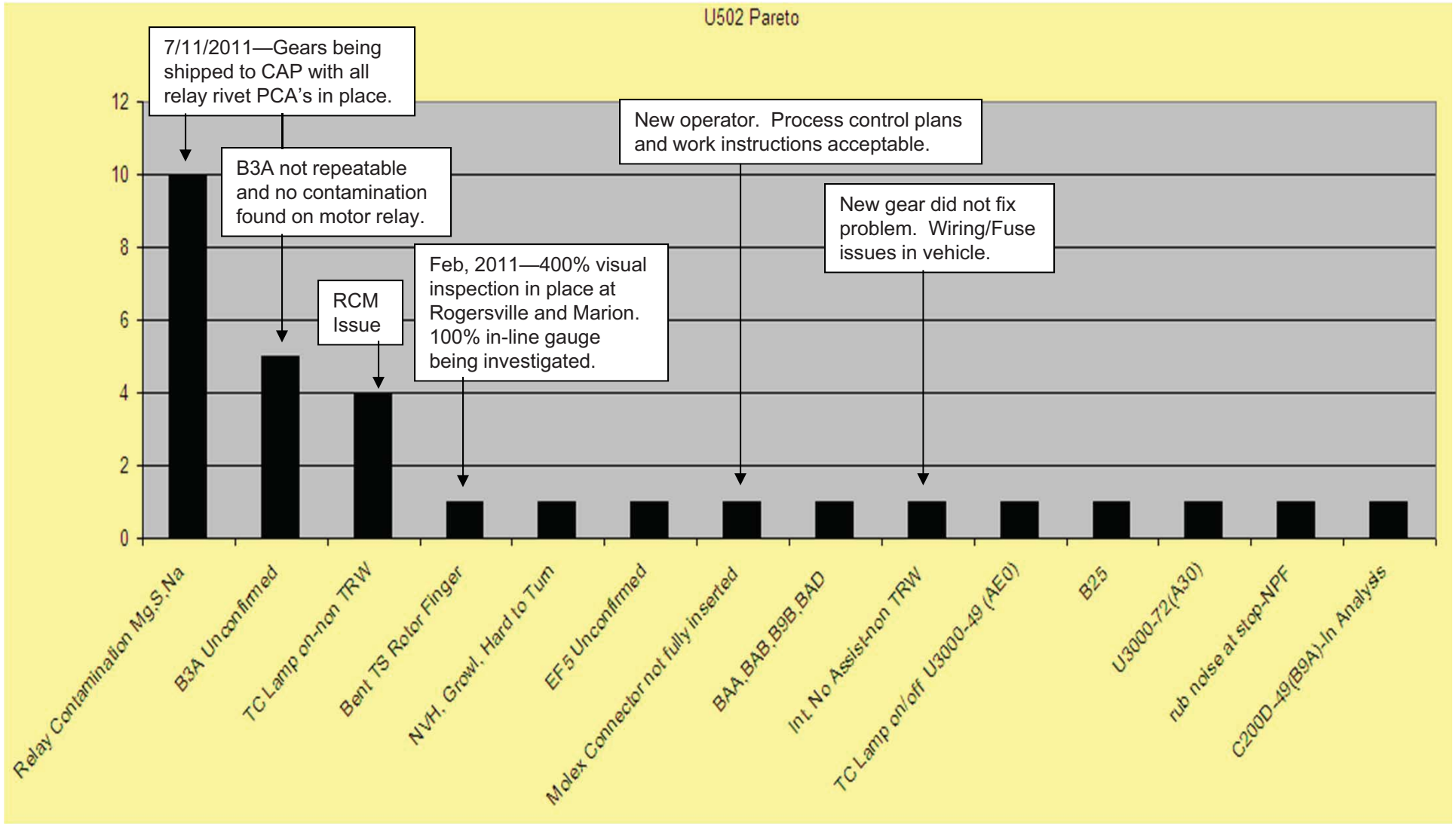
	=	**Update from Last Review**
	=	**ICA Month**
	=	**PCA Month**
	=	**More Than 1 Issue**

PE12-017 008675

U502 Warranty

Laura Napoli
Eric Estes (TRW Quality)
6/27/2011

U502 EPAS Pareto on Warranty Returns



From: Jackson, Bradley (B.G.)
Sent: Friday, August 26, 2011 12:02 PM
To: Cassata, Joe (J.)
Cc: Napoli, Laura (L.); Mrozek, Robert (R.M.); Estes, Eric (E.E.)
Subject: U502 gear replaced

Joe, PEARS 140225 was submitted today for this gear. Would you please follow up with this dealer on Monday to ensure they ship the gear out quickly. Thanks!

Claim Detail Report

Model Year = 2011; **Claim Key =** 863094

Vehicle Information **Claim Information**
Model Year: 2011 Document Number: 194127B
Market Derived: F - FORD Repair Date: 08-AUG-11
Body/Cab Type: T/WD - 4 DOOR WAGON Distance: 4286
Version/Series: T/EF-FORD SERIES TIS: 3
Drive Type: T/F-4 WHL L/H FULL TIME DRIVE
Vehicle Line: T/UB-EXPLORER [11-12]
Warranty Start Date: 30-MAY-11
Production Date: 25-APR-11
VIN: 1FMHK8F87BG[redacted]

Expense Information
Dealer Information:
Customer Paid Amount: .00
Dealer Name AL PACKER'S WHITE MARSH FORD L Deductible Amount: .00
Dealer Code: 07398 - * Dealer Paid Amount: .00
Address: 9801 PULASKI HIGHWAY Labor Cost: 457.32
City: MIDDLE RIVER Misc. Expense Amount: .00
State: MD Zip Code:21220 Part Markup Amount: 304.84
Country: USA Region Code: NA Material Cost: 1066.93
Phone: (443)777-5000 Total Cost Gross: 1524.25

Cust. Concern Code: H50 - STEERING GEAR/PUMP TROUBLES
Condition Code: 41 - STICKS/BINDS/GRABS
Technician Comment: STEERING HARD TO TURN. USE IDS, FAULT CODE C200D. PERFORM PINPOINT TESTS B. B1 NO OTHER CODES PRESENT. B2 INSPECT HARNESS FOR DAMAGE, NONE FOUND. B3 CLEAR CODES AND ROAD TEST, C200D RETURNED. INSTALL NEW STEERING GEAR ASSY. PERFORM PMI. ROAD TEST. OK. DISCARD 2 STABILIZER NUTS, STEERING SHAFT BOLT AND RACK BOLTS PER WORKSHOP MANUAL. PERFORM FRONT END ALIGNMENT. ADJUST LEFTTHE M TIME CLAIMED O
Customer Comment: CUSTOMER REPORTS STEERING BECAME VERY HARD TO TURN AUTO TRAC WARNING LIGHTS CAME ON

Labor Op Code	Labor Op Description	Labor Op Cost
3504E	18.67	
3504E45	28.00	
3504E8	9.33	
3504E47	28.00	
MT3504A	261.32	
MT3001A	56.00	
3001A1	CASTER, CAMBER AND TOE-IN CORRECT	56.00

Causal Flag	PREF	Full Part Number BASE	SUFF	Part Description	Part CPSC	Extended Quantity	Amount
Y	BB5Z	3504 HE	GEAR	ASY-STEERING	110101	1	1046.86
N	*	W712961	S439	NANANA	1	2.10	
N	*	W713968	S440	NANANA	2	6.55	
N	*	W714710	S439	110101	2	11.42	

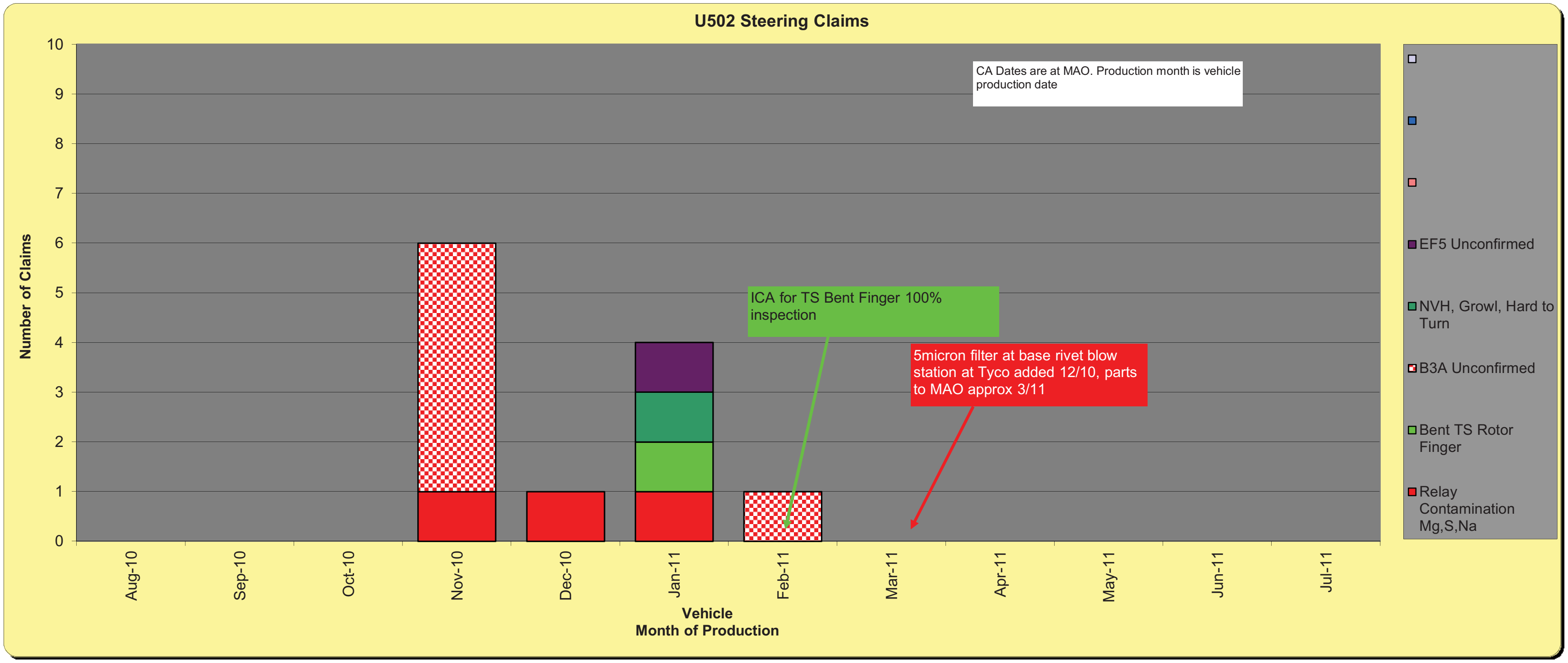
DTC Sections: **Mil. Light On =** N

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
	CHAS	C200D			

Regards,

Brad Jackson

Chassis Resident Engineer
Chicago Assembly Plant
Ford Motor Company
Phone: +1.313.805.4798
bjackson@ford.com



updated to 4/11/11

Issue Title	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
		Vehicle Build Month																		
Relay Contamination Mg,S,Na	UR0001, 2,5				1	1	1										3	3/1/11		Filters added at Tyco blowoff as a level of containment, not 100% effective
Bent TS Rotor Finger	UR0003						1										1	2/11/11		Containment 100% inspection in Feb
B3A Unconfirmed	UR0006,8,9, 10,11,12				5			1									6			
NVH, Growl, Hard to Turn	UR0007						1										1			
EF5 Unconfirmed	UR0004						1										1			
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updated to 4/11/11

		Vehicle Build Month																	
Issue Title	**VIN/Seq#**	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
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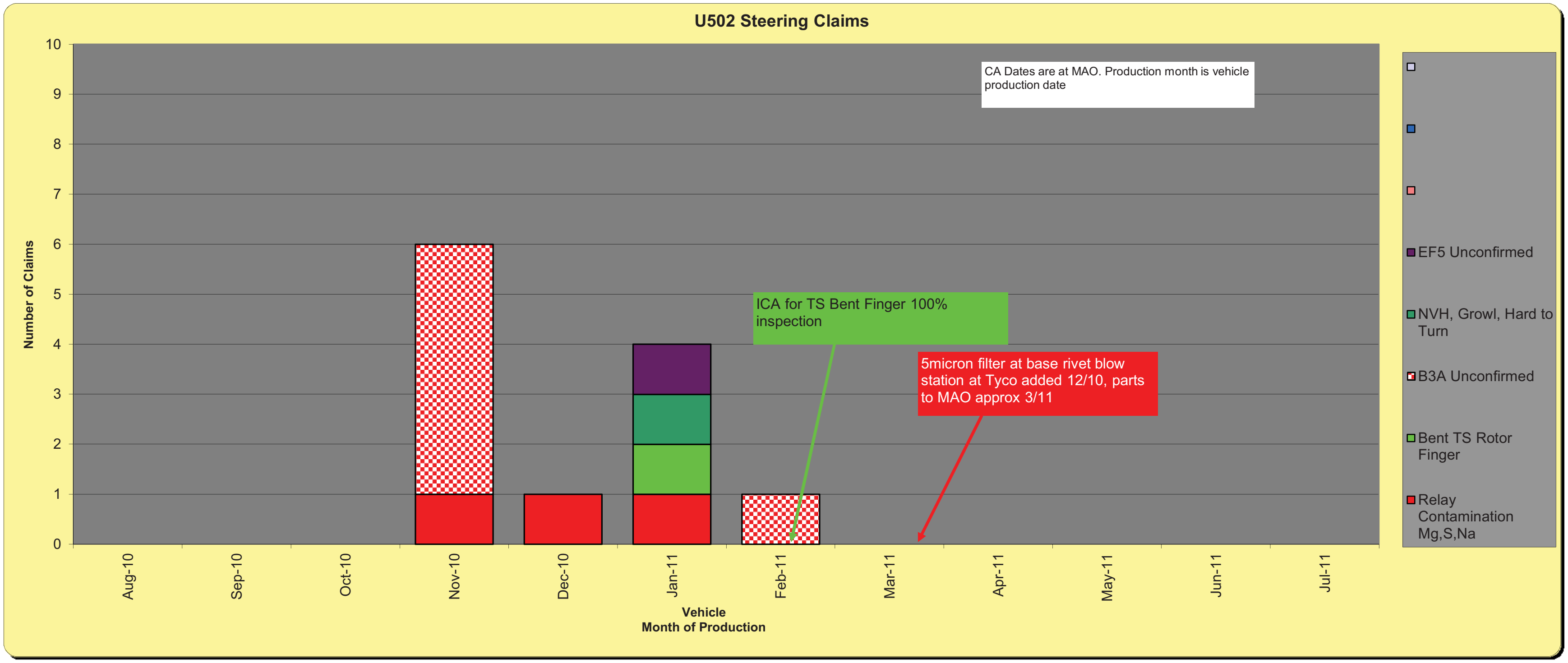
PE12-017 008681



updated to 4/11/11

		Vehicle Build Month																		
Issue Title	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Relay Contamination Mg,S,Na	UR0001, 2,5				1	1	1										3	3/1/11		Filters added at Tyco blowoff as a level of containment, not 100% effective
Bent TS Rotor Finger	UR0003						1										1	2/11/11		Containment 100% inspection in Feb
B3A Unconfirmed	UR0006,8,9, 10,11,12				5			1									6			
NVH, Growl, Hard to Turn	UR0007						1										1			
EF5 Unconfirmed	UR0004						1										1			
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updated to 4/11/11

		Vehicle Build Month																	
Issue Title	**VIN/Seq#**	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
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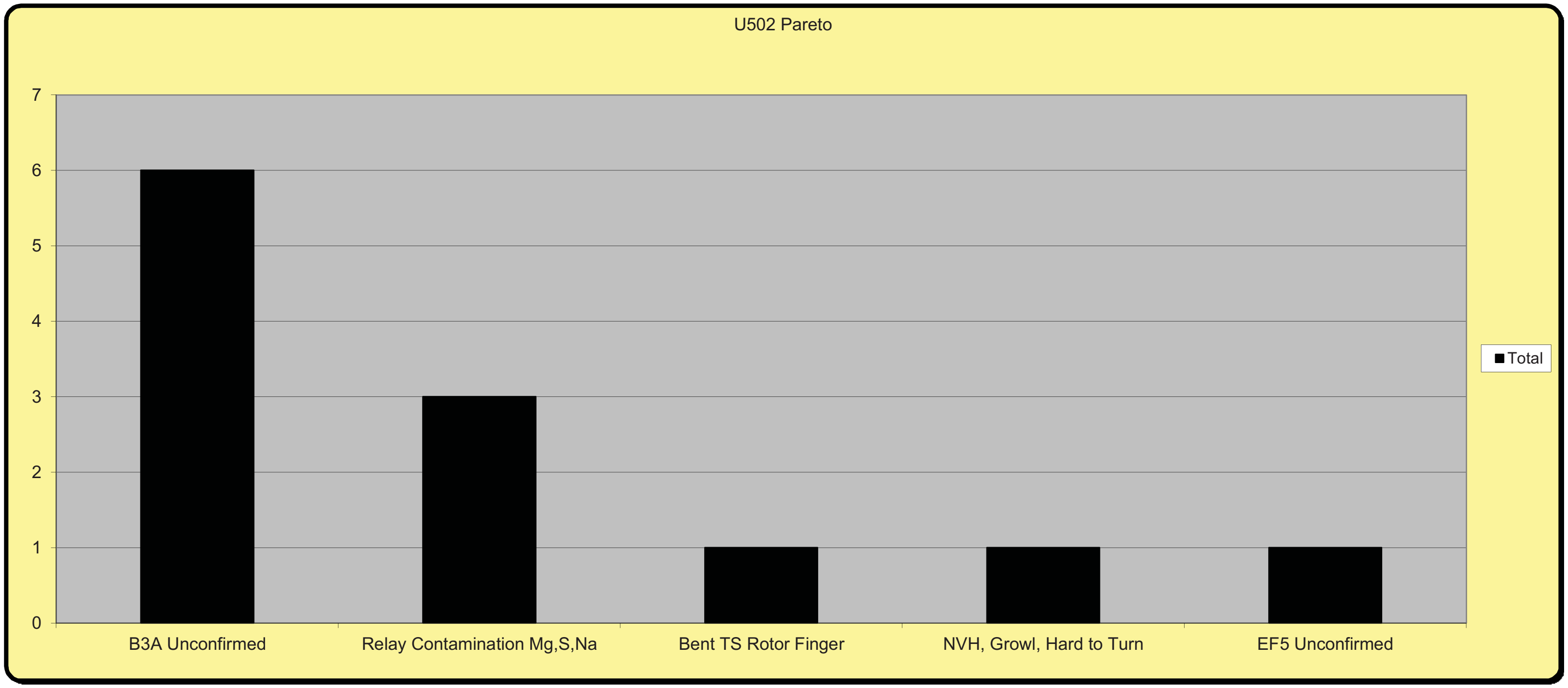
PE12-017 008683



updated to 4/11/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
B3A Unconfirmed	UR0006,8,9, 10,11,12				5			1									6			
Relay Contamination Mg,S,Na	UR0001, 2,5				1	1	1										3	3/1/11		Filters added at Tyco blowoff as a level of containment, not 100% effective
Bent TS Rotor Finger	UR0003						1										1	2/11/11		Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1			
EF5 Unconfirmed	UR0004						1										1			
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PE12-017 008684

updated to 4/11/11

		Vehicle Build Month																	
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
																	0			
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PE12-017 008685

ECB VRT	ECB VFG	ECB CCC	Part (Item)	Concern	Concern Type	Position A	Position B	Position C	Position D	DESIGN	PROCESS	Supplier Process
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H50 - STEERING GEAR/PUMP TROUBL	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED		X	
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	INPUT SHAFT			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H50 - STEERING GEAR/PUMP TROUBL	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H50 - STEERING GEAR/PUMP TROUBL	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	INPUT SHAFT			X
F02 - CHASSIS	V87 - STEERING	N58 - STEERING NOISY	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED	X		X
F02 - CHASSIS	V87 - STEERING	H50 - STEERING GEAR/PUMP TROUBL	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H50 - STEERING GEAR/PUMP TROUBL	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H50 - STEERING GEAR/PUMP TROUBL	STEERING RACK	IMPROPER FUNCTION				ELECTRIC STEERING				X
F02 - CHASSIS	V87 - STEERING	N58 - STEERING NOISY	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H50 - STEERING GEAR/PUMP TROUBL	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H50 - STEERING GEAR/PUMP TROUBL	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	N58 - STEERING NOISY	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H50 - STEERING GEAR/PUMP TROUBL	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H50 - STEERING GEAR/PUMP TROUBL	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H50 - STEERING GEAR/PUMP TROUBL	STEERING RACK	IMPROPER FUNCTION				ELECTRIC STEERING	NO PROBLEM FOUND		X	X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H50 - STEERING GEAR/PUMP TROUBL	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H50 - STEERING GEAR/PUMP TROUBL	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	INPUT SHAFT			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	N58 - STEERING NOISY	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H50 - STEERING GEAR/PUMP TROUBL	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H50 - STEERING GEAR/PUMP TROUBL	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	INPUT SHAFT			X
F02 - CHASSIS	V87 - STEERING	H50 - STEERING GEAR/PUMP TROUBL	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED	X		
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED	X		
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H50 - STEERING GEAR/PUMP TROUBL	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X

F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	INPUT SHAFT			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED			X
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	DEFECTIVE				ELECTRIC STEERING	REPLACED	X		
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	STEERING RACK	IMPROPER FUNCTION				ELECTRIC STEERING		X		
F02 - CHASSIS	V87 - STEERING	H50 - STEERING GEAR/PUMP TROUBL	STEERING RACK	IMPROPER FUNCTION				ELECTRIC STEERING		X		

Supplier Design	Claim Key	Model Year	Plant Code	Plant Description	Vehicle Line Code	Vehicle Line Description	VIN Code	Production Date	Warranty Start Date	Repair Date	TIS_WSD	Mileage	Material Cost	Labor Cost	Labor Hours	Total Cost Gross
	395166	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8D82BG	11/12/2010	1/9/2011	4/1/2011	3	5754	1024	55	1	1079
	300183	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7D89BG	11/16/2010	1/10/2011	3/10/2011	2	1470	0	55	1	55
	214167	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8D87BG	1/24/2011	2/4/2011	2/2/2011	0	15	1024	609	5.5	1633
	323273	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7B87BG	11/16/2010	1/12/2011	2/25/2011	2	1356	1024	368	4.1	1392
	356521	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8F89BG	11/18/2010	1/12/2011	3/24/2011	3	1838	0	55	1	55
	315373	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8F83BG	11/22/2010	1/3/2011	3/22/2011	3	1425	1026	218	2.7	1243
	294431	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8F82BG	11/30/2010	1/17/2011	2/28/2011	2	2294	1472	438	5.2	1911
	182388	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8D83BG	12/16/2010	1/29/2011	1/12/2011	0	18	0	492	6.5	492
	202997	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8D83BG	1/12/2011	2/2/2011	1/27/2011	0	10	0	280	3.9	280
	433160	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8F87BG	1/18/2011	2/2/2011	4/13/2011	3	2804	1470	162	2	1632
	438144	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8B88BG	1/18/2011	3/8/2011	4/28/2011	2	3735	1458	328	3.3	1786
	452242	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8F84BG	1/19/2011	2/5/2011	4/19/2011	3	5155	1035	317	3.4	1352
	258045	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8F8XBG	1/20/2011	3/12/2011	2/12/2011	0	303	1024	64	0.7	1088
	390182	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8D84BG	3/23/2011	5/8/2011	4/20/2011	0	5	0	26	0.3	26
	274426	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8F86BG	1/31/2011	7/15/2011	2/24/2011	0	18	1024	316	3.8	1340
	527018	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8D84BG	1/31/2011	2/28/2011	5/25/2011	3	6773	1024	146	1.6	1170
	293056	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8D80BG	2/16/2011	3/21/2011	3/8/2011	0	5	1208	406	3.8	1614
	308468	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8F85BG	2/16/2011	3/8/2011	3/9/2011	1	115	1026	341	3.8	1366
	340758	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7F87BG	2/24/2011	3/12/2011	3/29/2011	1	1800	1024	233	2.9	1257
	671204	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7D89BG	2/25/2011	3/29/2011	6/23/2011	3	2124	997	257	3	1254
	576373	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8B8XBG	3/3/2011	3/28/2011	5/20/2011	2	2947	1070	648	6.6	1718
	566418	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8F85BG	3/4/2011	3/26/2011	6/9/2011	3	3003	1623	244	3	1868
	417059	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7D85BG	3/8/2011	6/24/2011	4/5/2011	0	30	1024	300	3.5	1324
	435029	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8D81BG	3/8/2011	4/22/2011	4/28/2011	1	14	1024	282	2.1	1306
	465815	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8F84BG	3/9/2011	5/8/2011	5/10/2011	1	49	1064	432	4.4	1496
	737315	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7F86BG	3/15/2011	4/19/2011	7/1/2011	3	5248	1047	292	3.2	1339
	549026	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8D81BG	3/7/2011	3/19/2011	4/15/2011	1	1343	1024	679	6.9	1703
	767764	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7D85BG	3/17/2011	5/3/2011	7/2/2011	3	3010	1047	247	2.9	1294
	438862	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7D84BG	3/24/2011	4/19/2011	4/21/2011	1	164	1024	388	4.7	1412
	671725	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7D8XBG	3/28/2011	4/15/2011	7/1/2011	3	1695	1091	488	6.3	1579
	466698	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7D89BG	3/29/2011		4/21/2011	-1	8	1024	476	5.1	1500
	570483	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7B81BG	3/29/2011	4/27/2011	6/13/2011	2	1484	1511	320	3.1	1831
	631463	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8D84BG	3/14/2011	3/30/2011	6/20/2011	3	4301	1047	280	3.1	1327
	576439	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7F82BG	3/29/2011	4/7/2011	5/31/2011	2	535	1026	382	3.9	1408
	725092	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8F87BG	3/29/2011	5/27/2011	7/14/2011	2	3447	1551	192	2	1743
	814061	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7F86BG	3/31/2011	5/7/2011	7/1/2011	2	2953	1049	435	4.7	1484
	722419	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8D81BG	4/1/2011	4/16/2011	7/7/2011	3	2611	1265	263	2.9	1529
	540088	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7F82BG	4/13/2011		6/2/2011	-1	8	1143	12	0.5	1155
	664025	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7F84BG	4/13/2011	4/30/2011	6/27/2011	2	2359	1520	300	2.8	1820
	556186	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7B80BG	4/18/2011	5/25/2011	6/4/2011	1	872	1047	284	2.7	1331
	701197	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7D84BG	4/5/2011	4/21/2011	6/23/2011	3	3163	1047	147	1.6	1194
	801037	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7F85BG	4/20/2011	6/2/2011	7/22/2011	2	4978	1128	357	3.6	1485
	671236	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7D86BG	4/25/2011	5/14/2011	7/12/2011	2	4885	0	49	0.6	49
	816760	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7F83BG	4/28/2011	5/25/2011	8/1/2011	3	1856	1058	354	3.7	1412
	687210	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8F85BG	5/2/2011	5/23/2011	7/11/2011	2	4666	1520	406	4.6	1927
	536446	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7D85BG	5/9/2011	5/26/2011	5/18/2011	0	11	1047	368	4	1415
	676713	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7F87BG	5/10/2011	5/25/2011	6/16/2011	1	1410	1122	489	5.9	1610

	718134	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7B86BG		5/12/2011	6/28/2011	7/11/2011	1	105	1047	152	1.8	1199
	701411	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7F82BG		5/13/2011	6/25/2011	6/28/2011	1	457	1047	336	3.6	1383
	751390	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7D87B		5/13/2011	5/26/2011	7/14/2011	2	2584	1047	229	2.3	1275
	772397	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7D86B		3/24/2011	4/12/2011	7/8/2011	3	6543	1047	241	2.6	1287
	729580	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8D81B		5/20/2011	6/16/2011	7/6/2011	1	629	1047	383	4.5	1430
	661269	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8F81BG		5/21/2011	6/21/2011	6/29/2011	1	215	1629	844	7.6	2473
	711024	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8B82BG		5/22/2011	6/6/2011	6/29/2011	1	16	1087	251	2.9	1338
	816751	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7D85B		6/10/2011	7/21/2011	7/25/2011	1	167	1047	345	3.2	1392
	829252	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK7D86B		5/3/2011	5/24/2011	8/5/2011	3	3191	1047	252	3.1	1299
	863094	2011	AD	CHICAGO PLANT BUILD	U2	EXPLORER (NA-CAP)	1FMHK8F87BG		4/25/2011	5/30/2011	8/8/2011	3	4286	1067	457	4.9	1524

Original VRT	Original VFG	Original CCC	MKT DER	Body Cab Style	Version Series	Drive Code	Engine Code	Transmission Code
F05 - VEHICLE ENGINEERING	V89 - RIDE & HANDLING	C50 - OTHER STEERING/HANDLING AN	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F05 - VEHICLE ENGINEERING	V89 - RIDE & HANDLING	C50 - OTHER STEERING/HANDLING AN	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F05 - VEHICLE ENGINEERING	V89 - RIDE & HANDLING	C50 - OTHER STEERING/HANDLING AN	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H50 - STEERING GEAR/PUMP TROUBL	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	N58 - STEERING NOISY	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H50 - STEERING GEAR/PUMP TROUBL	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F05 - VEHICLE ENGINEERING	V89 - RIDE & HANDLING	C50 - OTHER STEERING/HANDLING AN	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V21 - BRAKING	H20 - OTHER BRAKE TROUBLES (INCL	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H21 - STEERING HAS EXCESSIVE FRE	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	N58 - STEERING NOISY	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F05 - VEHICLE ENGINEERING	V89 - RIDE & HANDLING	C50 - OTHER STEERING/HANDLING AN	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F05 - VEHICLE ENGINEERING	V89 - RIDE & HANDLING	C50 - OTHER STEERING/HANDLING AN	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	N58 - STEERING NOISY	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F05 - VEHICLE ENGINEERING	V89 - RIDE & HANDLING	C50 - OTHER STEERING/HANDLING AN	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V21 - BRAKING	H39 - TRACTION CONTROL/ADVANCE	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F04 - POWERTRAIN	V29 - CHECK ENGINE LIGHT	E29 - CHECK ENGINE LIGHT TROUBLE	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F05 - VEHICLE ENGINEERING	V89 - RIDE & HANDLING	C50 - OTHER STEERING/HANDLING AN	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F05 - VEHICLE ENGINEERING	V89 - RIDE & HANDLING	C50 - OTHER STEERING/HANDLING AN	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	N58 - STEERING NOISY	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F05 - VEHICLE ENGINEERING	V89 - RIDE & HANDLING	C50 - OTHER STEERING/HANDLING AN	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F05 - VEHICLE ENGINEERING	V89 - RIDE & HANDLING	C50 - OTHER STEERING/HANDLING AN	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F05 - VEHICLE ENGINEERING	V89 - RIDE & HANDLING	C50 - OTHER STEERING/HANDLING AN	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V21 - BRAKING	H39 - TRACTION CONTROL/ADVANCE	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V21 - BRAKING	H39 - TRACTION CONTROL/ADVANCE	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F05 - VEHICLE ENGINEERING	V89 - RIDE & HANDLING	C50 - OTHER STEERING/HANDLING AN	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F03 - ELECTRICAL	V17 - ELECTRICAL ACCESSORIES FUN	E40 - ELECTRONIC MODULE TROUBLE	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP

F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H22 - STEERING REQUIRES EXTRA OF	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/A - 2 WHL L/H FRONT DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP
F02 - CHASSIS	V87 - STEERING	H50 - STEERING GEAR/PUMP TROUBL	F	T/WD - 4 DOOR WAGON	T/EF - FORD SERIES	T/F - 4 WHL L/H FULL TIME DRIVE	E2209 - CYCLONE GAS V6 (3.5L I/TIVCT	A1104 - AT - 6F50/55 - VDP

CLR_TRIM_CD	Paint	Document Number	WCC	Prefix (Causal Part)	Base (Causal Part)	Suffix (Causal Part)	AWS PART DESCRIPTION	Condition Code	Customer Comment
000SV - MEDIUM LT STONE	PN3J9 - KONA BLUE	644717A	5O01	BB5Z	3504	BE	GEAR ASY-STEERING	01 - BROKEN/CRACKED	POWER STEERING STOPPED WORKIN
000SV - MEDIUM LT STONE	PN4A4 - GOLDEN BRONZE METALLIC (	641866A	6Y20	*	LONLY	*	COMPANY GARAGE LABOR ONLY CLA	01 - BROKEN/CRACKED	REPLACE STEERING GEAR
000SV - MEDIUM LT STONE	PN3KP - WHITE PLATINUM TRI-COAT	168057A	5O01	BB5Z	3504	BE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	FOUND DURING DEMO DRIVE, P S LOS
000SV - MEDIUM LT STONE	PN3J9 - KONA BLUE	233600A	5O01	BB5Z	3504	BE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CUSTOMER STATES THAT POWER ST
000DW - CHARCOAL BLACK	PN3KQ - TUXEDO BLACK METALLIC	643751A	6Y20	*	LONLY	*	COMPANY GARAGE LABOR ONLY CLA	01 - BROKEN/CRACKED	STEERING FAULT WARNING LIGHT IS
000SV - MEDIUM LT STONE	PN4AC - GOLD LEAF	431545A	5O01	BB5Z	3504	CE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	THE POWER STEERING ASST. FAULT
000DW - CHARCOAL BLACK	PN3KP - WHITE PLATINUM TRI-COAT	9146601	5O01	BB5Z	3504	CE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	VERIFIER PAS D'ASSITANCE DIRECTIC
000DW - CHARCOAL BLACK	PN3KQ - TUXEDO BLACK METALLIC	20265801	5O01	BB5Z	3504	BE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CUSTOMER STATES WHEN ON DRIVE
000SV - MEDIUM LT STONE	PN4A2 - BORDEAUX RESERVE METAL	1423901	5O01	*	3504	*	GEAR ASY-STEERING	69 - FROZEN/SEIZED/BINDING	CUSTOMER STATES THAT THE POWE
000DW - CHARCOAL BLACK	PN3KQ - TUXEDO BLACK METALLIC	35198401	5O01	*	3504	*	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CHECK AND REPORT ON POWER STE
000SV - MEDIUM LT STONE	PN3JD - WHITE SUEDE	530371A	5O01	BB5Z	3504	BE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CUST STS AFTER DRIVING OVER BUM
000QL - CHARCOAL BLACK/PECAN	PN3KP - WHITE PLATINUM TRI-COAT	239435D	5O01	BB5Z	3504	BE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CUST STATES THE TRAC CONTROL LI
000SV - MEDIUM LT STONE	PN3KQ - TUXEDO BLACK METALLIC	030655A	5O01	BB5Z	3504	BE	GEAR ASY-STEERING	41 - STICKS/BINDS/GRABS	C S CHECK THE P S JUST WENT OUT
000SV - MEDIUM LT STONE	PN3KD - STERLING GRAY METALLIC	051625A	7W15	*	14C689	*	SNS BLND SPT	04 - SOFTWARE REVISION, FLASH MO	STEERING/SUSPENSION; CUSTOMER
000SV - MEDIUM LT STONE	PN3KP - WHITE PLATINUM TRI-COAT	195764A	5O01	BB5Z	3504	BE	GEAR ASY-STEERING	41 - STICKS/BINDS/GRABS	CUST STATES THAT THE STEERING W
000DW - CHARCOAL BLACK	PN3KQ - TUXEDO BLACK METALLIC	019558A	5O01	BB5Z	3504	BE	GEAR ASY-STEERING	01 - BROKEN/CRACKED	CUSTOMER STATES;THE CUSTOMER
000DW - CHARCOAL BLACK	PN3KP - WHITE PLATINUM TRI-COAT	012123A	5O01	BB5Z	3504	BE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	UPON PERFORMING VEHICLE PREP F
000SV - MEDIUM LT STONE	PN3KP - WHITE PLATINUM TRI-COAT	234129A	5O01	BB5Z	3504	CE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	PWR STEERING HAS NO PWR ASSIST
000SV - MEDIUM LT STONE	PN3KP - WHITE PLATINUM TRI-COAT	229178A	5O01	BB5Z	3504	BE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CUSTOMER STATES WHEN DRIVING T
000SV - MEDIUM LT STONE	PN4AC - GOLD LEAF	21833301	5O01	BB5Z	3504	HE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	ADVANCE TRAC LIGHT IS STAYING ON
000SV - MEDIUM LT STONE	PN3KQ - TUXEDO BLACK METALLIC	3134001	5O01	*	3504	*	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	*STEERINGS AND SUSP. CUSTOMER S
000DW - CHARCOAL BLACK	PN3KQ - TUXEDO BLACK METALLIC	68245502	5O01	BB5Z	3504	JE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CUSTOMER STATES SHE LOST THE S
000SV - MEDIUM LT STONE	PN4AC - GOLD LEAF	36728503	5O01	BB5Z	3504	BE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CK TRACTION LIGHT COMES ON AT TI
000DW - CHARCOAL BLACK	PN3KQ - TUXEDO BLACK METALLIC	497312A	5O01	BB5Z	3504	BE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CUSTOMER STATES THE POWER STE
000DW - CHARCOAL BLACK	PN3KQ - TUXEDO BLACK METALLIC	3078501	5O01	BB5Z	3504	CE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	*STEERINGS AND SUSP. CUSTOMER S
000QL - CHARCOAL BLACK/PECAN	PN3KD - STERLING GRAY METALLIC	51255601	5O01	BB5Z	3504	HE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CUSTOMER STATES LOST POWER ST
000SV - MEDIUM LT STONE	PN3KP - WHITE PLATINUM TRI-COAT	1309051	5O01	BB5Z	3504	BE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CUSTOMER STS SERVICE ENGINE SO
000DW - CHARCOAL BLACK	PN4A4 - GOLDEN BRONZE METALLIC (	2309151	5O01	BB5Z	3504	HE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CUSTOMER STATES THAT STEERING
000SV - MEDIUM LT STONE	PN3KP - WHITE PLATINUM TRI-COAT	41739601	5O01	BB5Z	3504	BE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CUST STATES WAS DRIVING AND THE
000SV - MEDIUM LT STONE	PN4A2 - BORDEAUX RESERVE METAL	6402701	5O01	BB5Z	3504	HE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	DIAGNOSE STEERING SYSTEM CUSTO
000DW - CHARCOAL BLACK	PN3KQ - TUXEDO BLACK METALLIC	8344851	5O01	BB5Z	3504	BE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CHECKFOR ADVANXR TRACK LIGHT O
000SV - MEDIUM LT STONE	PN3JD - WHITE SUEDE	7580203	5O01	BB5Z	3504	HE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CUSTOMER STATES THE VEH HAS NO
000SV - MEDIUM LT STONE	PN4A2 - BORDEAUX RESERVE METAL	39440701	5O01	BB5Z	3504	HE	GEAR ASY-STEERING	33 - LOOSE PART	CUSTOMER STATES THAT YOU LOSE
000SV - MEDIUM LT STONE	PN3KQ - TUXEDO BLACK METALLIC	358046A	5O01	*	3504	*	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	C/S THE STEERING WHEEL IS STIFF
000DW - CHARCOAL BLACK	PN4AG - INGOT SILVER METALLIC	243763A	5O01	BB5Z	3504	JE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CUST STATES WHEN DRIVING AT TIM
000SV - MEDIUM LT STONE	PN3KP - WHITE PLATINUM TRI-COAT	505631A	5O01	BB5Z	3504	HE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CUSTOMER STATES THE P S IS INOP
000DW - CHARCOAL BLACK	PN3KQ - TUXEDO BLACK METALLIC	637562A	5O01	BB5Z	3504	HE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	.C S LOSES ALL POWER STEERING
000DW - CHARCOAL BLACK	PN4AG - INGOT SILVER METALLIC	288101	5O01	BB5Z	3504	HE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	IND DE DIRECCION ASISTIDA AVERIAD
000DW - CHARCOAL BLACK	PN3KD - STERLING GRAY METALLIC	430248A	5O01	BB5Z	3504	JE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	C50 ADVISE ON AT TIMES POWER STE
000SV - MEDIUM LT STONE	PN4AG - INGOT SILVER METALLIC	4137001	5O01	BB5Z	3504	HE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	STEERING & SUSPENSIO CUSTOMER
000SV - MEDIUM LT STONE	PN3KP - WHITE PLATINUM TRI-COAT	821402	5O01	BB5Z	3504	HE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	ELECTRICAL C/S THE TCS MALFUNCT
000SV - MEDIUM LT STONE	PN3KP - WHITE PLATINUM TRI-COAT	21778701	5O01	BB5Z	3504	HE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	SUSPENSION CUST STATES ADVANCE
000SV - MEDIUM LT STONE	PN3JD - WHITE SUEDE	144853A	5O01	*	3A500	*	GR & LKGE ASY-STNG	42 - DOES NOT OPERATE PROPERLY	C S THAT HIS WIFE WAS DRIVING DOV
000SV - MEDIUM LT STONE	PN3KP - WHITE PLATINUM TRI-COAT	76147101	5O01	BB5Z	3504	HE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CUST STATES WHEN TURNING INTO A
000DW - CHARCOAL BLACK	PN3KP - WHITE PLATINUM TRI-COAT	515439A	5O01	BB5Z	3504	JE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CUSTOMER STATES THAT THE POWE
000SV - MEDIUM LT STONE	PN3KP - WHITE PLATINUM TRI-COAT	224637A	5O01	BB5Z	3504	HE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	STEERING REQUIRES EXTRA OR UNE
000SV - MEDIUM LT STONE	PN3KD - STERLING GRAY METALLIC	7424601	5O01	BB5Z	3504	HE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	VEH READS SVC ADVANCE TRAC AND

000SV - MEDIUM LT STONE	PN3JD - WHITE SUEDE	53910001	5O01	BB5Z	3504	HE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CUSTOMER STATES NO POWER STEE
000DW - CHARCOAL BLACK	PN4A4 - GOLDEN BRONZE METALLIC (	528520A	5O01	BB5Z	3504	HE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CUST STATES LOSS OF POWER STEE
000DW - CHARCOAL BLACK	PN3KD - STERLING GRAY METALLIC	309187A	5O01	BB5Z	3504	HE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CUSTOMER REPORTS POWER STEER
000SV - MEDIUM LT STONE	PN3KP - WHITE PLATINUM TRI-COAT	506944A	5O01	BB5Z	3504	HE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CUSTOMER STATE THE VEHICLE HAS
000SV - MEDIUM LT STONE	PN4A2 - BORDEAUX RESERVE METAL	354572A	5O01	BB5Z	3504	HE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	C S VEH HAS NO POWER STEERING
000DW - CHARCOAL BLACK	PN3KP - WHITE PLATINUM TRI-COAT	31773301	5O01	BB5Z	3504	JE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	GETTING POWER STEERING ASSIST F
000SV - MEDIUM LT STONE	PN4AG - INGOT SILVER METALLIC	48880101	5O01	BB5Z	3504	HE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CUSTOMER STATES: ADVANCE TRAC
000DW - CHARCOAL BLACK	PN3KD - STERLING GRAY METALLIC	79591701	5O01	BB5Z	3504	HE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CK FOR REASON VEHICLE HAS NO PO
000SV - MEDIUM LT STONE	PN3JD - WHITE SUEDE	4509201	5O01	BB5Z	3504	HE	GEAR ASY-STEERING	42 - DOES NOT OPERATE PROPERLY	CUST STATES VEH WAS PARKED IN P
000DW - CHARCOAL BLACK	PN3J9 - KONA BLUE	194127B	5O01	BB5Z	3504	HE	GEAR ASY-STEERING	41 - STICKS/BINDS/GRABS	CUSTOMER REPORTS STEERING BEC

Technicians Comment	CPSC_6_CAUSL_CD	TXN_CD	RPR_DLR_CD	RPR_DLR_SUB_CD	Repair Dealer Region	Repair Dealer Name	Repair Dealer Phone	Repair Dealer State	Repair Dealer Country	SLS_DLR_CD	Sell Dealer Country
REPLACE STEERING GEAR INTERNAL	110101	2	65099	*	NA	FORD MOTOR COMPANY (WHQ)	888 5940413	MI	USA	18410K	USA
INSTALL STEERING GEAR	1	2	65099	*	NA	FORD MOTOR COMPANY (WHQ)	888 5940413	MI	USA	18460K	USA
15 (381) RELACED EPAS GEAR SYSTE	110101	1	7955	*	NA	RON DUPRATT FORD	707 6785555	CA	USA	172511	USA
PERFORM EPAS TEST DRIVE, PERFOI	110101	2	807	*	NA	CREST FORD FLAT ROCK, INC.	734 7822400	MI	USA	18461M	USA
REPLACE STEERING GEAR SEND OUT	1	2	65099	*	NA	FORD MOTOR COMPANY (WHQ)	888 5940413	MI	USA	18404Q	USA
TEST DROVE VEH AND HAD NO POWE	110101	2	2058	*	NA	BEECHMONT FORD INC	513 7526611	OH	USA	18404Q	USA
T778 CONFIRMER PAS D'ASSISTANCE	110101	1	B2515	*	NA	JACQUES OLIVIER FORD INC.	450 4453673	QC	CAN	4B2515	CAN
PERFORMED IDS TESTS INCLUDING R	110101	1	9618	*	NA	BROWN MOTORS, INC.	231 4393673	MI	USA	148643	USA
TECH CHECKED OUT AND RAN DIAG T	110200	1	2071	*	NA	I77 FORD MERCURY	304 3723673	WV	USA	147551	USA
REPLACED STEERING GEAR, PROGRA	110200	1	B4400	*	NA	MID-TOWN FORD SALES LIMITED	204 2847650	MB	CAN	4B4400	CAN
EPAS DIAG FOUND CODE B0086 28, PI	110101	2	3073	*	NA	MULLINAX FORD	407 8897600	FL	USA	124224	USA
VERIFIED CONCERN AND HAD CODE F	110101	1	6700	*	NA	MAGIC CITY FORD LINCOLN MERCUR	540 3450911	VA	USA	127080	USA
WENT TO TEST DRIVE VEHICLE AND C	110101	2	89	*	NA	KOONS FORD OF ANNAPOLIS, INC.	410 2242100	MD	USA	127418	USA
UNABLE TO DUPLICATE CUSTOMERS	190401	1	4377	*	NA	IMPERIAL FORD	508 4732800	MA	USA	111456	USA
VERIFIED CONCERN HOOKED UP IDS	110101	1	8398	*	NA	DON AADSEN FORD	406 6764420	MT	USA	174616	USA
FOUND GEARS INSIDE OF ELECTRIC S	110101	1	169	*	NA	PITTSVILLE MOTORS, INC.	410 8358338	MD	USA	127560	USA
INSPECTED,FOUND NO POWER STEE	110101	1	7530	*	NA	PERFORMANCE FORD LINCOLN	973 9276700	NJ	USA	113450	USA
PERFORM EPAS DIAG AQUIRED DTC U	110101	1	807	*	NA	CREST FORD FLAT ROCK, INC.	734 7822400	MI	USA	148047	USA
DO NOT MAKE REPAIRS UNTILL ENGI	110101	1	4331	*	NA	BRONDES FORD LINCOLN	419 8871511	OH	USA	148059	USA
IDS TEST INSPECT PINPT TEST REMO	110101	2	4921	*	NA	BOZARD FORD-LINCOLN	904 8241641	FL	USA	124413	USA
REPLACED EPAS ASSEMBLY, PERFOI	110200	2	8305	*	NA	EVERGREEN FORD	425 3926900	WA	USA	152850	USA
MT TMIME FOR UNPUBLISHER LABOR	110101	2	7590	*	NA	VAN BORTEL FORD, INC.	585 9249525	NY	USA	113348	USA
R&R STEERING GEAR ALIGN FRONT W	110101	1	5646	*	NA	CROWN FORD	615 2443615	TN	USA	121752	USA
16 CONFIRMED COMPLIANT STEERIN	110101	2	6081	*	NA	SAN FRANCISCO FORD LINCOLN MER	415 8616000	CA	USA	152850	USA
REPLACED EPAS STEERING GEAR. PE	110101	1	8305	*	NA	EVERGREEN FORD	425 3926900	WA	USA	174020	USA
VERIFIED CONCERN. PERFORMED SE	110101	2	4462	*	NA	RANDALL REED'S PLANET FORD	281 4469171	TX	USA	116088	USA
IC, CENTER CONSOLD, & FRONT DIAP	110101	S07	149	*	NA	WALDORF FORD, INC.	301 8432400	MD	USA	127047	USA
0 STEERING GEAR PROGRAMMABLE F	110101	2	4424	*	NA	JENNINGS ANDERSON FORD	830 7553673	TX	USA	152058	USA
VERIFY CONCERN. IDS DIAG FOR STE	110101	2	5662	*	NA	CROSSROADS FORD LINCOLN, INC.	502 6951990	KY	USA	147654	USA
PERFORM STEERING GEAR DIAG. PEI	110101	1	5928	*	NA	PREMIER FORD LINCOLN	662 3273673	MS	USA	123462	USA
STEERING GEAR ASSEMBLY EPAS DIA	110101	1	20609	*	NA	ORANGE MOTOR COMPANY, INC.	518 4895414	NY	USA	113160	USA
VERIFY POWER STEERING INOP SELF	110101	1	3591	*	NA	MATTHEWS-CURRIE FORD COMPANY	941 4886787	FL	USA	124543	USA
CHECJK STEERING CONCERN CHECK	110101	1	1273	*	NA	FRED BEANS FORD OF BOYERTOWN,	610 3672081	PA	USA	116474	USA
INSPECTED AND EEC CHECKED C220I	110200	2	8556	*	NA	FORD AND LINCOLN OF BELLEVUE	425 4542454	WA	USA	121004	USA
VER CUST CONCERN, FOUND CODE C	110101	1	6700	*	NA	MAGIC CITY FORD LINCOLN MERCUR	540 3450911	VA	USA	127080	USA
ROAD TEST VERIFY CONCERN DIAG E	110101	1	2486	*	NA	FIVE STAR FORD	817 4988838	TX	USA	152020	USA
TEST DROVE MANY TIMES CUSTOMEI	110101	1	601	*	NA	WEST-HERR FORD, INC.	716 6495640	NY	USA	144120	USA
DIAG CON IDS DETECTANDO QUE EL I	110101	1	M1626	*	NA	SANCHEZ AUTOMOTRIZ, S.A DE C.V.	917 2134000	EM	MEX	2M1626	MEX
TEST DROVE VEHICLE PARKING LOT I	110101	1	1597	*	NA	SANTA MARGARITA FORD	949 4596800	CA	USA	171074	USA
VERIFY NO POWER STEERING AND AI	110101	1	8452	*	NA	NEW BRIGHTON FORD, INC.	651 6339010	MN	USA	158004	USA
PREPPED FOR BCE DIAGNOSIS RAN F	110101	1	8211	*	NA	ROBINSON BROTHERS FORD	225 2938900	LA	USA	123203	USA
ROAD TESTED VERIFIED ADVANCE TI	110101	2	509	*	NA	ALLAN VIGIL FORD LINCOLN, INC.	678 3643673	GA	USA	121022	USA
RETRIVED CODES,C1BOO;86 28,C200I	110101	1	4962	*	NA	WORLD FORD-PENSACOLA	850 4769050	FL	USA	124018	USA
CC42 DOES NOT OPERATE PROPERLY	110101	2	9469	*	NA	RANDALL REED'S PRESTIGE FORD	972 8643673	TX	USA	152009	USA
VERIFY CONCERN HOOK UP IDS AND	110101	2	3334	*	NA	CHARLES GABUS FORD	515 2700707	IA	USA	158663	USA
16 CC 42 CP TIME TO VERIFY FOUND I	110101	1	2459	*	NA	SAM PACK'S FIVE STAR FORD	972 2426415	TX	USA	152014	USA
PERF RD TEST VERIFY CONCERN. SC	110101	2	4927	*	NA	J.C. LEWIS FORD	912 9250234	GA	USA	172730	USA

VERIFY NO PS AND ADVANCE TRACK	110101	2	6338	*	NA	SHULTS FORD LINCOLN, INC.	412 8282300	PA	USA	144004	USA
TECH 4562 ROAD TEST+VERIFY NO PO	110101	2	8862	*	NA	PORTSMOUTH FORD	603 4331221	NH	USA	172729	USA
VERIFIED CONCERN I HAD NO POWER	110101	2	6787	*	NA	LAKE ELSINORE FORD	951 4714100	CA	USA	171018	USA
TEST DROVE AND VERIFIED CONCER	110101	1	2486	*	NA	FIVE STAR FORD	817 4988838	TX	USA	152020	USA
VERIFIED NOT STEERING ASSIST.PER	110101	2	1928	*	NA	BERT WOLFE FORD, INC.	304 3441601	WV	USA	171726	USA
VERIFIED CK FOR CODES U3000 49,U3	110101	2	10565	*	NA	NAPLETON'S PARK RIDGE LINCOLN-M	847 8250770	IL	USA	141082	USA
PULLED VEHICLE IN AND LIGHTS WER	110101	2	3776	*	NA	LEGACY FORD PASCO	509 5448000	WA	USA	183000	USA
EPAS STEERING GEAR LOOKED UP FO	110101	2	9452	*	NA	TED BRITT FORD SALES, INC.	703 6732300	VA	USA	172730	USA
FAULTY RACK AND PINION VERIFY CO	110101	1	9580	*	NA	TRACY LANGSTON FORD-LINCOLN, LL	615 3827950	TN	USA	123258	USA
STEERING HARD TO TURN. USE IDS, F	110101	1	7398	*	NA	AL PACKER'S WHITE MARSH FORD LL	443 7775000	MD	USA	127027	USA

SLS_DLR_SUB_CD	Sell Dealer Region	AWS Load Date	ECB Load Date	Bin Comments	Tire Brand	Tire Size	Engine Plant	TRN Plant	Fuel Type
*	NA	4/22/2011	4/23/2011	Called WHQ garage. No answer. Gear ha	* - [N/A]	D3HA8 - P245/60R18 A/S BSW	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	3/18/2011	3/19/2011	Called Barry Moses. Operative steering g	* - [N/A]	D3HA8 - P245/60R18 A/S BSW	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	2/8/2011	2/9/2011	Called dealership. Lost assist while turnin	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	3/29/2011	3/30/2011	Called dealership. Tech described single	* - [N/A]	D3KAY - P245/65R 17 A/S	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	4/8/2011	4/12/2011	Called WHQ garage. Could not describe s	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	3/25/2011	3/26/2011	Called dealership. Tech described B3A el	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	3/17/2011	3/18/2011	TRW rep Eric Estes previously called dea	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	1/24/2011	1/25/2011	Claim history indicates failure caused by r	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	2/2/2011	2/4/2011	Called dealership after CQIS report. Deal	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	5/5/2011	5/6/2011	Called dealership. Service advisor states	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	5/6/2011	5/7/2011	Called dealership. Tech explained custom	* - [N/A]	D3KAY - P245/65R 17 A/S	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	5/11/2011	5/12/2011	Called dealership. Tech explained that ste	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	3/1/2011	3/3/2011	Called dealership. Only U3000:96 code pr	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	4/21/2011	4/22/2011	Called dealership. Salesperson noticed pc	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	3/8/2011	3/9/2011	Called dealerhip. Vehicle lost EPAS assis	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	6/3/2011	6/4/2011	Called dealership. No EPAS assist. No DT	* - [N/A]	D3HA8 - P245/60R18 A/S BSW	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	3/16/2011	3/17/2011	Called dealership. Tech stated unit arrived	* - [N/A]	D3HA8 - P245/60R18 A/S BSW	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	3/23/2011	3/24/2011	Called dealership. Tech described inopera	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	4/4/2011	4/5/2011	Called dealership. Service advisor stated	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	7/13/2011	7/14/2011	Called dealership. Gear had C1B00:86, U	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	6/17/2011	6/18/2011	Called dealership. Tech stated no codes t	* - [N/A]	D3KAY - P245/65R 17 A/S	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	6/15/2011	6/16/2011	Called dealership. Tech stated EPAS inop	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	4/29/2011	4/30/2011	Called dealership. Tech stated unit came	* - [N/A]	D3HA8 - P245/60R18 A/S BSW	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	5/5/2011	5/6/2011	Called dealership. Advisor stated unit can	* - [N/A]	D3HA8 - P245/60R18 A/S BSW	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	5/16/2011	5/17/2011	Called dealership. Tech described inopera	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	7/28/2011	7/29/2011	Tech comments show C200D internal mo	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	6/10/2011	6/11/2011	Called dealership. Multiple fault lights in IP	* - [N/A]	D3HA8 - P245/60R18 A/S BSW	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	8/4/2011	8/5/2011	Called dealership. Tech explained custom	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	5/6/2011	5/7/2011	Called dealership. Customer lost assist, re	* - [N/A]	D3HA8 - P245/60R18 A/S BSW	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	7/13/2011	7/14/2011	Called dealership. EPAS inop with C200D	* - [N/A]	D3HA8 - P245/60R18 A/S BSW	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	5/16/2011	5/17/2011	Called dealership. Tech described inopera	* - [N/A]	D3HA8 - P245/60R18 A/S BSW	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	6/16/2011	6/17/2011	Called dealership. Tech could only remem	* - [N/A]	D3KAY - P245/65R 17 A/S	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	7/1/2011	7/2/2011	EPAS failure. C200C 2F 08 torque sensor	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	6/17/2011	6/18/2011	Called dealership. Tech explained unit su	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	7/26/2011	7/27/2011	Tech comments have C200D DTC. Intern	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	8/16/2011	8/17/2011	C200D	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	7/26/2011	7/27/2011	Called dealership. EPAS intermittently sto	* - [N/A]	D3HA8 - P245/60R18 A/S BSW	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	6/8/2011	6/9/2011	Tech comments describe inoperative pow	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	7/12/2011	7/13/2011	Gear has a C200D motor fault code. Part	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	6/13/2011	6/14/2011	Called dealership. Tech pulled U0131:00A	* - [N/A]	D3KAY - P245/65R 17 A/S	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	7/20/2011	7/21/2011	Tech comments show C200B torque sens	* - [N/A]	D3HA8 - P245/60R18 A/S BSW	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	8/12/2011	8/15/2011	call into laura napoli to discuss C200D 15	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	7/13/2011	7/14/2011	Gear has C200D motor fault code. Part re	* - [N/A]	D3HA8 - P245/60R18 A/S BSW	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	8/16/2011	8/17/2011		* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	7/18/2011	7/19/2011	Tech comments show U3000:49 and U30	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	6/7/2011	6/8/2011	Called dealership. No assist, no communi	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	7/14/2011	7/15/2011	DTC section of claim shows U3000 code.	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas

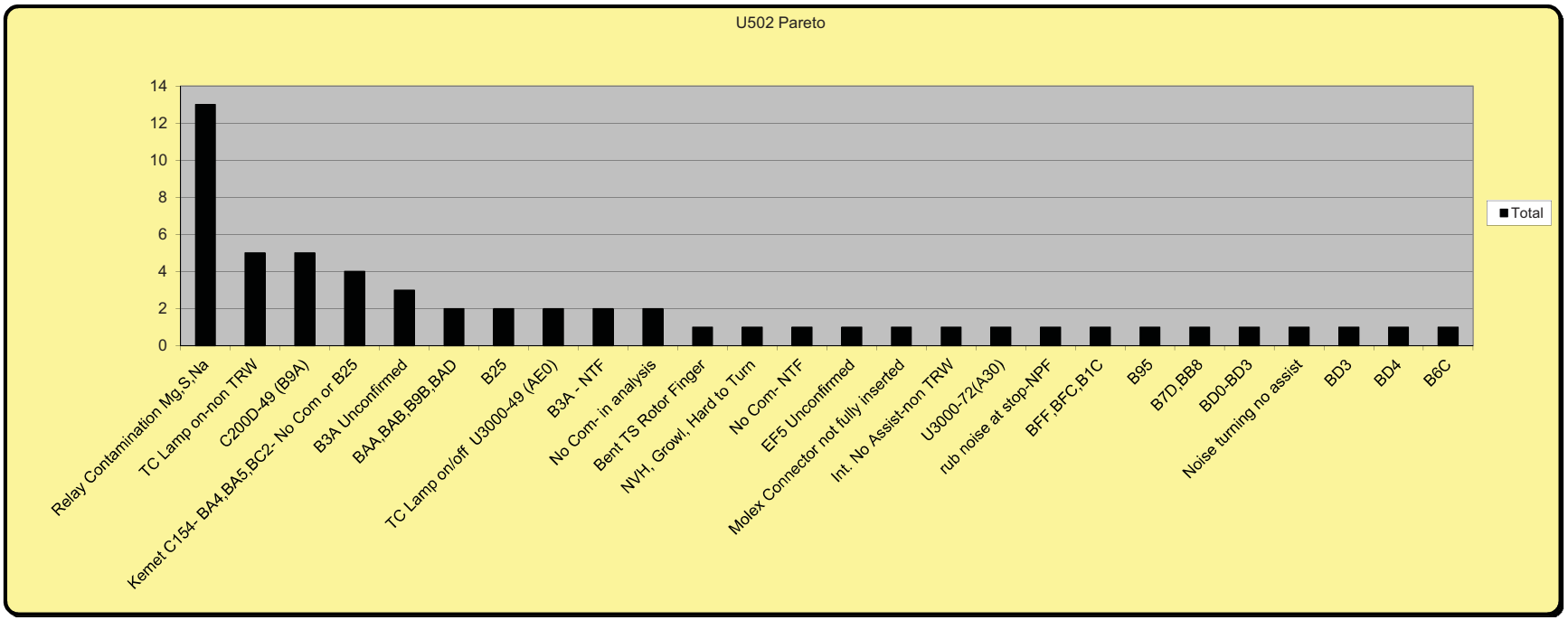
*	NA	7/25/2011	7/26/2011	Tech comments show U2011 and U3000	* - [N/A]	D3KAY - P245/65R 17 A/S	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	7/20/2011	7/21/2011	Tech comments show U3000:96 internal f	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	8/1/2011	8/2/2011	Called dealership. Intermittent EPAS loss	* - [N/A]	D3HA8 - P245/60R18 A/S BSW	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	8/5/2011	8/6/2011	Claim detail and tech comments show C2	* - [N/A]	D3HA8 - P245/60R18 A/S BSW	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	7/27/2011	7/28/2011	Called dealership to verify codes. U3000:	* - [N/A]	D3HA8 - P245/60R18 A/S BSW	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	7/11/2011	7/12/2011	Called dealership. Tech explained gear ha	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	7/22/2011	7/23/2011	Called dealership. Service advisor stated	* - [N/A]	D3KAY - P245/65R 17 A/S	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	8/16/2011	8/17/2011		* - [N/A]	D3HA8 - P245/60R18 A/S BSW	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	8/18/2011	8/19/2011	PEARS 138370 submitted 19 august. part	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas
*	NA	8/25/2011	8/26/2011	PEARS 140225 submitted 26 august. part	* - [N/A]	D3IAY - P255/50R-20 BSW A/SEASON	EN22 - LIMA	AT11 - VAN DYKE	G - Gas

From: Estes, Eric (E.E.)
Sent: Monday, August 22, 2011 2:34 PM
To: Napoli, Laura (L.); Anthony Fleenor
Cc: Geoff Jacks; Andy Partridge; Christopher Woodruff; John Burnett; Sergio Alvarez; Greg Austin; Gregory Sheets; Greg Bendzinski; Pienta, Alan (A.); Surella, Matthew (M.M.)
Subject: Updated 2011 U502 Tracker

Here is the updated warranty tracker for U502, B9A is the big hitter at this time.

Eric

PE12-017 008698



updated to 8/22/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26				8	1	1	2	1								13	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
TC Lamp on-non TRW	UR0016,17,18, 29,44								5								5	5/17/11	Non-TRW Issue	RCM causing TC lamp on for C1B00 code ISM 5/17/2011 & workshop manual corrected for this issue
C200D-49 (B9A)	UR0030,45,47, 48,58						1		3	1							5			8/22- hall effect & encoder differential. More testing needed to find root cause
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
B3A Unconfirmed	UR0038,41,56				1	1					1						3			NTF after relay contact analysis at Tyco
BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
TC Lamp on/off U3000-49 (AE0)	UR0023,52						1		1								2			5/23- ship gear back to Marion for analysis
B3A - NTF	UR0008,9				2												2			
No Com- in analysis	UR0035, 54										2						2			7/1- No Com
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location
No Com- NTF	UR0033									1							1			7/1- No Com
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF

updated to 8/22/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1			
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1			
Noise turning no assist	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
B6C	UR0050										1						1			
popping noise turning	UR0057											1					1		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
																	0			
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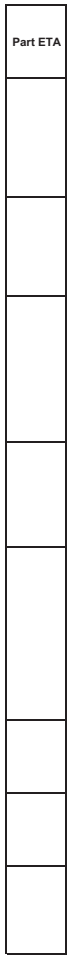
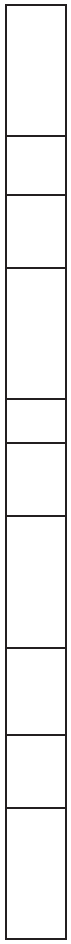
PE12-017 008700

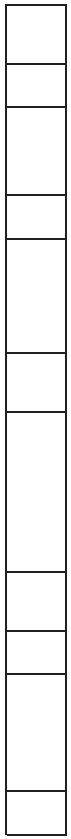
Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date
0KM BGA85712	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.														
UR0021	U3000-49 U3000-96	BAA,BAB,B9B,BAD	EPP	in eval Melexis	8/15- Geoff to review Melexis 8D and check for further information to finalize.	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry working fine.PCB software found that Bridge enable line is			03073 Mullinax Ford	3735			1FMHK8B88BG[redacted]	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011		
UR0025	U3000-49	B25	EPP	In eval MAO	8/3- Sergio to send PFR to Andy/Geoff/Mike Molloy 8/15- Fault is not reproducible at ambient . EFF data shows fault was raised at 6 C degrees. There is one 0KM with exactly same fingerprints. Try cold testing using a freezer. 8/22- ship gear to 26mile for tri-temp testing.	5/26- pulled stored & EFF data shipped to MAO for further testing 6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps.			20609 Orange Motor Co	8			1FMHK7D89BG[redacted]	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011		
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor. 8/15- UK motors grp did full teardown and did not find any flux density fault. Will put on hold until	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43 Celsius. To be shipped to UK			05559 Villa Ford	7839			1FMHK8F82BG[redacted]	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011		
UR0031 RUA#4977	No Com	No Com	EPP	In Eval UK	8/3- raise RUA and ship to UK for further testing. 8/8- part has not arrived yet in the UK check Anting for update	7/1- could not pull any Ford or Canape data, verified equipment does work, shipped to MAO for analysis. 7/25- It was found a low impedance between pin2 IC14 and ground. IC14 circuit open pin 2 of IC14 still present resoldered pin 2 and everything is working nomal at this time. ECU fixed Sergio did notice some marks close to pin 2 and the ground plane. Testing still ongoing			02459 Sam Pack's Ford	11			1FMHK7D85BG[redacted]	5/9/2011	4/29/2011	2/24/2011	3/4/2011	3.5L wo/APA	5/18/2011		
UR0032 RUA #4978	U3000-49	BFF,BFC,B1C	EPP	In Eval UK	7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis. 8/1- check with Mike on updates 8/8-part has arrived to the UK.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return.			07590 Van Bortel Ford	3003			1FMHK8F85BG[redacted]	3/4/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/9/2011		
UR0034	U2011-61 U3000-96	B95	TS	In Eval Hella	8/1Checked with oscilloscope. Unstable Channel 2 PWM when no torque is applied. You can see a varation in channel 2 . Bobby to ship part to Hella	7/1- pulled stored and EFF data, shipped to MAO for analysis			00210 Sunny King Ford	2707			1FMHK7D80BG[redacted]	1/20/2011	1/15/2011	11/16/2010	12/2/2010	3.5L wo/APA	5/11/2011		
UR0035 RUA# 4979	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In Eval UK	8/8- part has not arrived yet in the UK for further testing check with Anting for update	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/25-MAO reproduced B23- found a a low impedance between pin96 and pin97 on main micro IC3. It seems a problem on the soldering.			04161 Eddie Yaklin Ford	4625			1FMHK7D8XBG[redacted]	12/8/2010	12/6/2010	10/1/2010	10/21/2010	3.5L wo/APA	5/31/2011		

UR0036	C200B-2F C200C-2F	BD0-BD3	TS	In Eval Hella	8/1- BD3 fault is raised when IPA is fully turned CCW. Reference EPP used. Fault travelling with IPA harness. IPA signals are scoped. Observed a voltage drop in 5V supply. After a while fault is replicated, there was no signal on channel 2. bobby to ship to Hella.				M1626 Sanchez Auto	8			1FMHK7F82BG[redacted]	4/13/2011	4/7/2011	12/7/2010	12/11/2010	3.5L wo/APA	6/2/2011		
UR0037	Making noise no assist	A19	NVH	In Eval 26mile	8/8- found broken pulley from Capstan, submitted presentation to Ford. When 8D is completed will send out to Ford.				00169 Pittsville Motors	6773			1FMHK8D84BG[redacted]	1/31/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011		
UR0038 RUA#4997	U2011-49 U3000-96	B3A	EPP	In Eval UK	8/8- MAO testing still ongoing 8/11- cannot duplicate code fits the Mg,Na contamination dates shipped to UK then Tyco week 25 relay build	8/1- MAO working on ambient and hot testing.			07563 Riser Ford	9727			1FMHK7F83BG[redacted]	11/23/2010	11/17/2010	9/10/2010	9/16/2010	3.5L w/APA	5/2/2011		
UR0040 RUA#	U3000-49	BAE,BAB,BAD	EPP	In eval MAO	8/10- MAO to hold onto EPP until UK is done testing the three gears with similar codes	8/1- raise RUA and ship to UK for further analysis. faults not replicating even when in hot testing. Fault not replicating in lab after hot test over ASIC and IC17. During analysis part failing with BA4 , B3A rep B7E. Power module swapped with a reference on.			08811 Sentry Ford	2050			1FMHK8D83BG[redacted]	2/14/2011	2/7/2011	12/13/2010	12/19/2010	3.5L wo/APA	6/16/2011		
UR0041 RUA# 4980	U2011-49	B3A	EPP	In Eval UK	8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco	8/1- Phase1 motor relay contact not closing.raise RUA and ship to UK			02199 Bob Gillingham Ford	5016			1FMHK8B88BG[redacted]	12/2/2010	11/23/2010	9/14/2010	9/16/2010	3.5L wo/APA	6/13/2011		
UR0042	C200C-2F	BD3	TS	In process MAO	8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing	8/1-passed EOL & bench testing			01273 Fred Beans Ford	4301			1FMHK8D84BG[redacted]	3/14/2011	3/7/2011	1/20/2011	1/29/2011	3.5L wo/APA	6/20/2011		
UR0043 RUA #4981	U3000-49	BAE,BAB,BAD,BAA	EPP	In Eval UK	8/8- UK received the part today for further testing. 8/22- comfirmed IC17, get reply from Anting and ship to supplier.	8/1- raise RUA and ship to UK for further analysis.AA I sense working fine and Isense IC17 output incorrect. Signal coming from AA is OK but IC17 output is not good. IC17 temperature sensitive. did not swap Component Same failure mode as CR0030 in which after swapping Pin 5 is found broken.			05319 Rusty Eck Ford	5191			1FMHK8F84BG[redacted]	2/22/2011	2/17/2011	12/11/2010	12/16/2010	3.5L w/APA	6/27/2011		
UR0045	C200D-49	B9A	EPP	In Eval MAO	8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives.	8/1- hot and ambient testing done NTF. cold testing next step			05928 Premier Ford	1695			1FMHK7D8XBG[redacted]	3/28/2011	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011		
UR0046	C200B-62	BD4	TS	In process MAO	8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing	8/1- NTF on bench testing, or EOL testing.			04927 J.C. Lewis Ford	1410			1FMHK7F87BG[redacted]	5/10/2011	5/1/2011	3/24/2011	3/26/2011	3.5L wo/APA	6/16/2011		
UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and encoder, more testing needed to define cause.	8/2- pulled stored & EFF data shipped to 26 mile for further information. 8/12- Chris bench tested with NTF with start the tri-temp testing to see if B9A resets 8/15- now able to duplicate the B9A will send Geoff the information on the scope and test set-up.			06700 Majic City Ford	3447			1FMHK8F87BF[redacted]	3/29/2011	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011		

UR0048	C200D-49	B9A	EPP	In process MAO	8/2- pulled stored & EFF data shipped to MAO for further information				08211 Robinson Brothers Ford	3163			1FMHK7D84BG[redacted]	4/5/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011		
UR0049	U3000-49	BA4,BA5,BC2	EPP	In process MAO	8/2- pulled stored & EFF data shipped to MAO for further information	8/2- pulled stored & EFF data shipped to MAO for further information			08862 Portsmouth Ford	457			1FMHK7F82BG[redacted]	5/13/2011	5/5/2011	3/23/2011	3/24/2011	3.5L wo/APA	6/28/2011		
UR0050	U3000-49	B6C	EPP	In process MAO	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly.				03334 Charles Gabus Ford	4666			1FMHK8F85BG[redacted]	5/2/2011	4/19/2011	2/17/2011	2/24/2011	3.5L w/APA	7/11/2011		
UR0051	U3000-49	B25	EPP	In process MAO	8/2- pulled stored & EFF data shipped to MAO for further information				04921 Bozard Ford	2124			1FMHK7D89BG[redacted]	2/25/2011	2/21/2011	1/4/2011	1/7/2011	3.5L wo/APA	6/23/2011		
UR0052	Check eng lamp on U3000-49	AE0		At WPAC	8/10- ship gear out of WPAC and test gear at MAO. If NTF to close case	8/2- could not pull any codes only had a AEO code(CAN message fault)in PSCM check CQIS case dealer replaced EPAS gear and same codes set(U3000-49) no change, dealer could not fix vehicle and vehicle was bought back. Int no communication from the CAN			00149 Waldrof Ford	1343			1FMHK8D81BG[redacted]	3/7/2011	3/2/2011	12/26/2010	12/30/2010	3.5L wo/APA	4/15/2011		
UR0053	U3000-49	BA4,BA5,BC2		In process MAO	8/19- pulled EFF & stored data does fit the signature of a Kemet C154 failure shipped to MAO to confirm				01928 Bert Wolfe Ford	629			1FMHK8D81BG[redacted]	5/20/2011	5/12/2011	2/11/2011	2/14/2011	3.5L wo/APA	7/6/2011		
UR0054	No Com	No codes		at WPAC will ship out to MAO for analysis	8/19- tech was not able to get the tc lamp on or get the vehicle to act up but states he could not communicate with the PSCM using his IDS. Unknow if this was an IDS issue because there would be lamps on and no steering if he was not able to commincate with the PSCM. I had no trouble pulling data when gear arrived.				03776 Legacy Ford	16			1FMHK8B82BG[redacted]	5/22/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	6/29/2011		
UR0055	U3000-49	BA4,BA5,B45,B9C, B6C,B71		In process MAO	8/19- pulled EFF & stored data shipped to MAO for further analysis				06787 Lake Elsinore Ford	2584			1FMHK7D87BG[redacted]	5/13/2011	5/4/2011	3/16/2011	3/19/2011	3.5L wo/APA	714/2011		
UR0056	U2011-49	B3A		In process MAO	8/19- pulled EFF & stored data shipped to MAO for further analysis				06338 Shults Ford	105			1FMHK7B86BG[redacted]	5/12/2011	5/3/2011	2/28/2011	3/17/2011	3.5L wo/APA	7/11/2011		
UR0057	popping noise frt-end turning	no codes, lamps or noise from the gear		dealer chargeback	8/19- checked the history on this gear because I did not find any thing wrong with the gear physically or internal codes. Found out a bumper beam weld broke and causing the noise. Will chargeback the gear to the dealer				04544 Red McCombs Ford	1108			1FMHK7F89BG[redacted]	6/3/2011	5/26/2011		4/21/2011	3.5L wo/APA	7/6/2011		
UR0058	C200D-49	B9A		In process MAO	8/19- pulled stored & EFF data from the gear and shipped to MAO for further testing				02486 Five Star Ford	6543			1FMHK7D86BG[redacted]	3/24/2011	3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA	7/8/2011		


Part ETA





Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP											1FMHK8F81BG[redacted]	3/16/2011				3.5L w/APA	3/16/2011			
0KM BGA30310	No Assist	?		CAP	no returned part from CAP																3.5L w/APA				
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned, should be tomorrow. Then part should arrive at WPAC by Monday 2/14.						07955 Ron Dupratt Ford	15			1FMHK8D87BG[redacted]	1/24/2011	1/17/2011	########	########	3.5L wo/APA	2/2/2011			
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts			CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO			00089 Koons Ford	303			1FMHK8F8XBG[redacted]	1/20/2011	1/19/2011	12/1/2010	12/4/2010	3.5L w/APA	2/12/2011			
UR0007	loud growl noise gear hard to turn		NVH	At CAP, unknown location	5/3- found out the gear was shipped to CAP unknown who has the gear at this time.	3/3- talked to tech states vehicle is hard to turn the wheel even on the hoist, no boot damage only code tech states he had U0253 which is not a PSCM code advise tech to call back with more			WEB FORM DATA - CONCERN: STEERING ASSIST IS INOP, LOUD GROWLING NOISE WHEN ATTEMPTING TO TURN THE STEERING WHEEL DIAGNOSTICS: VISUAL INSPECTION IS OK, NO VISIBLE SIGNS OF CAUSE, GROWLING			08398 Don Aadsen Ford	18			1FMHK8F86BG[redacted]	1/31/2011				3.5L wo/APA	3/2/2011			
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled.						Lease management vehicle- Steve	1661			1FMHK8D86BG[redacted]	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirmed no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any						Lease management vehicle- Doug White	3984			1FMHK8D88BG[redacted]	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.						06700 Magic City Ford	5155			1FMHK8F84BG[redacted]	1/19/2011	1/11/2011	########	########	3.5L wo/APA	4/19/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Gear location	Report State	Verbatim	Assigned To	Root Cause	P&A Code/ Dealer Name/ Dealer State	Miles	Snap Shot Data (if known)	TRW Fault (fault store codes)	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA32423	U3000-49	B25,BB8, B95	EPP	In Eval (26mile)	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will send out to this understand										1FMHK8F81BG[redacted]	3/2/2011				3.5L wo/APA	3/2/2011			
0KM BGA56776		B25,BB8		MAO	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign										BG[redacted]			1/25/2011	2/25/2011		4/13/2011			
0KM BGA59863	steering noise on full left stop		NVH	in Eval (26mile)	5/9- mark on the ITR that indicates the ITR over articulated. the gear was dropped or impacted before assembly in the vehicle. Marion,ZF or MAP the gear could be dropped. No marks on the EPAS housing. Unknown source at this time.	5/2- shipped direct to 26mile from CAP 5/4- found right side tie rod bent, cannot find out how this happen, waiting for Ford to instruct next steps.							34			BG[redacted]				3/2/2011		4/27/2011			
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi			CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2			09618 Brown Motors	18			1FMHK8D83BG[redacted]	12/16/2010				3.5L wo/APA	1/12/2011			
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil			CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-			02071 I-77 Ford	10			1FMHK8D83BG[redacted]	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
UR0005 RUA# 4498	U2011-49	B3A	EPP	In Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when						Ford Management Lease Car- Chicago	1700			1FMHK8F88BG[redacted]	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after						Ford PDC Fleet vehicle- Taras Palczynsk	2010			1FMHK7D89BG[redacted]	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to						lease management vehicle WHQ VSC	1838			1FMHK8F89BG[redacted]	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			
UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.						04331 Brondes Ford				1FMHK7F87BG[redacted]	2/24/2011				3.5L wo/APA	3/28/2011			
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with						02058 Beechmont Ford	1425			1FMHK8F83BG[redacted]	11/22/2010								
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to						00807 Crest Ford	115			1FMHK8F85BG[redacted]	2/16/2011				3.5L w/APA	3/9/2011			
UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK						03820 Landers Ford	3096		-	1FMHK8F8XBG[redacted]	11/3/2010				3.5L w/APA	3/5/2011			

UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate						00807 Crest Ford	1356			1FMHK7B87BG[redacted]	11/16/2010				3.5L wo/APA	2/25/2011					
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change							02761 Southgate Ford	249			1FMHK7D82BG[redacted]	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011					
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING			02731 Atchinson Ford	111			1FMHK8D89BG[redacted]	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011					
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change				WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:- NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET			05646 Crown Ford	30			1FMHK7D85BG[redacted]	3/8/2011				3.5L wo/APA	4/6/2011					
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex						02058 Beechmont Ford	13			1FMK8F80BG[redacted]	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011					
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253				WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING			07737 Serramonte Ford	611			1FMHK8D89BG[redacted]	2/15/2011	2/7/2011			3.5L wo/APA	3/23/2011					
UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing						05126 Gary Crossley Ford	4475			1FMHK8F80BG[redacted]	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011					
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week						06081 San Francisco Ford	14			1FMHK8D81BG[redacted]	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011					
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.						02694 Dean Sellers	3754			1FMHK8F8XBG[redacted]	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011					
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 76 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-						08305 Evergreen Ford	49			1FMHK8F84BG[redacted]	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011					
UR0028	rubbing noise while turning at stop	no codes	NVH	in process MAO	6/10- No problem found EOL EDF/NVH testing. Did find a couple of impact markes on the OBH & EPP. Unsure what the tech moved or changed during gear replacement to fix noise. NPF- unknown cause	6/6- no codes in fault store, did not notice any noise turning input shaft back & forth from center. Shipped to MAO for EDF/NVH testing			CONCERN: FRONT END MAKES RUBBING SOUND FROM FRONT WHEN TURNING IN A PARKING LOT. DIAGNOSTICS: N/A PARTS REPLACED:N/A TECH QUESTION: ANY KNOWN CONCERNS? WERE YOU ABLE TO VERIFY THE CONCERN? YES AT WHAT SPEED DOES THIS OCCUR? WHEN VEHICLE IS STOPPED AND TURNING WHEEL MOST FREQUENTLY. AT WHAT RPM DOES THIS OCCUR? 750 CUSTOMER STATES CHEKC FOR NOISE WHEN TURNING WHEEL VERIFY NOISE WHEN TURNING. ISOLATE NOISE TO RACK ASSY.			20636 Schultz Ford	5475			1FMHK8D8XBG[redacted]	1/20/2011	1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011					

UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data; no ford codes or TRW codes that would cause the TC lamp to come on.				5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER			08868 John C. Stewart & Son	17			1FMHK8D83BG[redacted]	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011			
UR0033	No Com	No Com	EPP	In Eval MAO	7/26- No problem found with EPP communication, pulled normal data from the EPP. Still testing NTF. Unknown if tech mis-diagnosed vehicle for this front abs sensor issue.	7/1- was able to get into Canape data. After new EPAS gear installed vehicle returned 14 miles later with ABS & TC lamp coming on found shorted harness for abs frt sensor.						08452 New Brighton Ford	872			1FMHK7B80BG[redacted]	4/18/2011	4/9/2011	12/25/2010	12/31/2010	3.5L wo/APA	6/4/2011			
UR0039	No Com	No Com	EPP	In eval MAO	8/10-confirmed C154 Kemet Cap	7/25- no other claims on this vehicle						03591 Matthews-Currie Ford	1484			1FMHK7B81BG[redacted]	3/29/2011	3/27/2011	1/7/2011	1/9/2011	3.5L wo/APA	6/13/2011			
UR0044	Wheels lock TC lamp on C1B00-64	No codes		At WPAC	7/25-tech did not follow proper diagnostic's vehicle equipped with auto park C1B00-64 leads to SWA sensor in column. Hotliner requested to replace the RCM Chargeback dealer.							01472 Gullo Ford	3702			1FMHK7F87BG[redacted]	3/3/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/11/2011			
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/15- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for 96 hrs with no 5210s, 556's or										1FMHK8D81BG[redacted]	3/14/2011				3.5L wo/APA	3/2/2011			

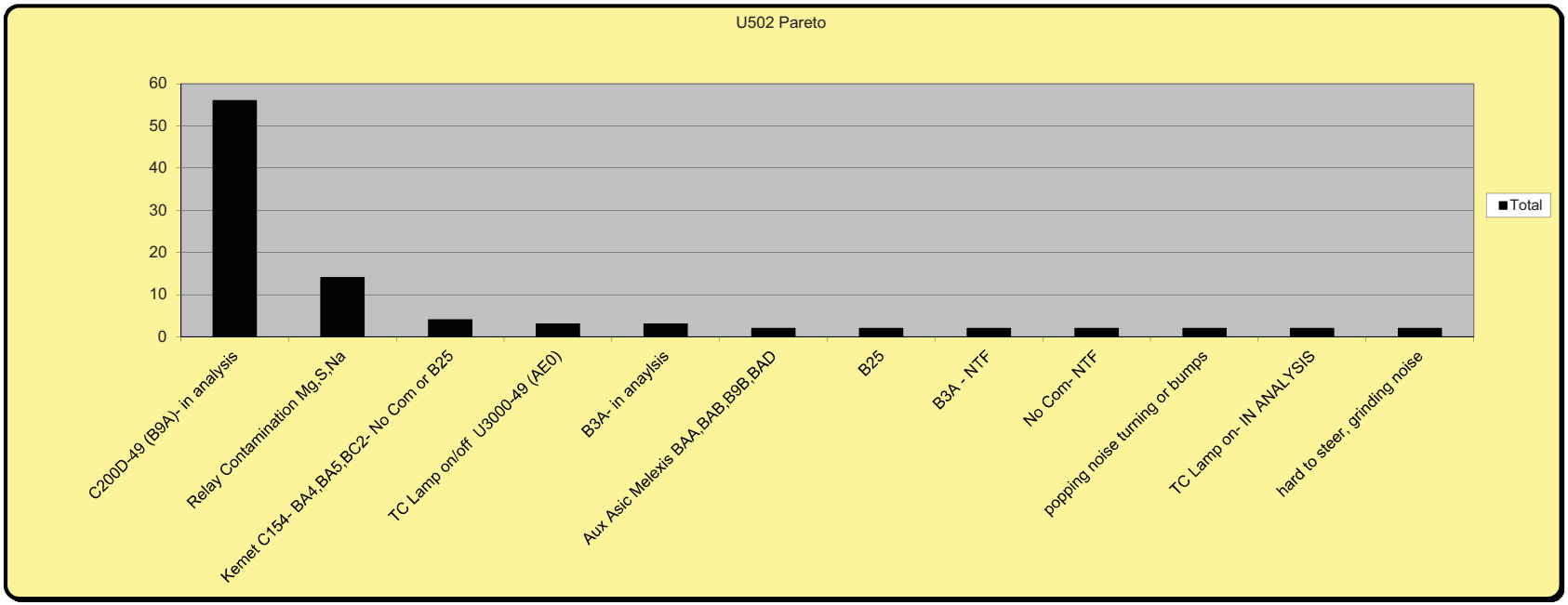
From: Estes, Eric (E.E.)
Sent: Wednesday, November 02, 2011 5:26 PM
To: Napoli, Laura (L.); Surella, Matthew (M.M.); Flanagan, Thomas (T.P.)
Cc: 'Anthony Fleenor' (Anthony.Fleenor@TRW.COM); Salim Semssar; John Burnett; Christopher Woodruff; Geoff Jacks (Geoff.Jacks@TRW.COM); Andy Partridge (Andy.Partridge@TRW.COM); Sergio Alvarez (Sergio.Alvarez@TRW.COM); Greg Austin; Don Blandino (Don.Blandino@TRW.COM)
Subject: Updated U502 Warranty Tracker 11-2

We are starting to get 2012 warranty returns back I will start a new paynter chart tab for the 2012 returns once I pull all the data from the gears at WPAC.
The latest U502 vehicle build date in Chicago with the B9A code is June 2011 and I have not seen any 2012's with the B9A at this time.

Let me know if I need to make any changes or if you have any questions, thanks

Eric J Estes
TRW EPAS Steering Systems
Quality Specialist
Hotline ph# 313-317-9358
Cell ph# 734-560-3493

PE12-017 008711



updated to 11/2/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
C200D-49 (B9A)- in analysis	UR0030,45,47,48,58,59,60,61,62,63,64,65,66,67,68,69,70,71,73,75,76,77,79,80,81,82,83,84,85,86,87,88,89,92,95,96,98,99,100,101,103,104,105,108,109,111,113,114,115,116,117,118,119,120,123,124					1	6	3	24	12	8	2					56			8/22- hall effect & encoder differential. More testing needed to find root cause
Relay Contamination Mg,S,Na	UR0001, 2,5,6,10,11, 12,13,14,15,20, 24,26,38				9	1	1	2	1								14	3/1/11	7/5/11	Doduco added the extra rinse cycles and timed changes of EOL washes to fix cross contamination issues on the contacts.
Kemet C154- BA4,BA5,BC2- No Com or B25	UR0039,49,53, 55										4						4	5/30/11	9/12/2011	Hot test(ICA) Vision system(PCA)
TC Lamp on/off U3000-49 (AE0)	UR0023,52,78						1		1				1				3		Non TRW issue	Both gears tested with NTF, on one vehicle the new gear did not fix U3000-49. vehicle could not be fixed shorting the CAN circuits would duplicate the symptoms.
B3A- in anaylsis	UR0041,56,90					1					1		1				3			NTF after relay contact analysis at Tyco
Aux Asic Melexis BAA,BAB,B9B,BAD	UR0021,43						1	1									2			6/29- Aux ASIC ship to Melexis for analysis
B25	UR0025, 51							1	1								2			5/31- testing still ongoing to duplicate the code. Ambient testing done
B3A - NTF	UR0008,09				2												2			
No Com- NTF	UR0031, 33									1	1						2		NTF	will keep in pending to see if we get a duplicate issue
popping noise turning or bumps	UR0057, UR0093											2					2		Non-TRW Issue	found broken frt bumper beam weld, dealer chargeback
TC Lamp on- IN ANALYSIS	UR0094,112										2						2			
hard to steer, grinding noise	UR0102, 107										1	1					2			hard to turn input shaft

updated to 11/2/11

		Vehicle Build Month																		
	VIN/Seq#	A-10	S-10	O-10	N-10	D-10	J-11	F-11	M-11	A-11	M-11	J-11	J-11	A-11	S-11	O-11	Total	ICA for Marion	PCA for Marion	Comments
Bent TS Rotor Finger	UR0003						1										1	2/11/11	Target date 7/2011	Containment 100% inspection in Feb
NVH, Growl, Hard to Turn	UR0007						1										1		No gear returned to TRW	gear shipped to CAP, unknown location
EF5 Unconfirmed	UR0004						1										1			cannot get gear to fail, UK evaluating another gear with similar NV ram issues hold in pending
Molex Connector not fully inserted	UR0019							1									1			5/20-found molex connector not fully inserted, operator error. 8/1-operator can visually inspec to see if fully latched
Int. No Assist-non TRW	UR0022							1									1		Non-TRW Issue	5/23- unknown wiring fix
ps delay after startup-U3000-72(A30)	UR0027								1								1		NTF	6/10- high voltage events caused A30 to set 8/3-Tyco completed their link relay testing-NTF
rub noise at stop-NPF	UR0028						1										1		NTF	6/10- NPF EOL test, unknown cause
BFF,BFC,B1C	UR0032								1								1			
B95	UR0034						1										1	7/22/2011- EOL test	4/14/2012-PSD mask	9/14- OnSemi ASIC Jitter
B7D,BB8	UR0035					1											1			
BD0-BD3	UR0036									1							1			
Broken Pulley	UR0037						1										1			found broken pulley from Capstan
BD3	UR0042										1						1			
BD4	UR0046										1						1			
B6C	UR0050										1						1			
swerve LF suddenly	UR0072								1								1			
BD1,BD3	UR0074							1									1			
BBA,B7F	UR0091								1								1			shorted PM
noise intermittent rh frt side while turning	UR0097						1										1		Non-TRW Issue	tech replacd the EPAS gear and same noise occurred
B31	UR0106							1									1			
No Com- IN ANALYSIS	UR0110														1		1			
BD3,BD4,B90	UR0121											1					1			
BD3,BD4	UR0122											1					1			
																	0			
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Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Motor Build Date	Date	Part ETA
UR0021	U3000-49 U3000-96	BAA,BAB,B9B,BAD	EPP	in eval Melexis	8/15- Geoff to review Melexis 8D and check for further information to finalize.	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level3 5/24- Faults raised each cycle. R227 discarded as a root cause. Vsw circuitry	03073 Mullinax Ford	03735	1FMHK8B88BC[redacted]	1/18/2011	1/7/2011	10/30/2010		3.5L wo/APA	4/28/2011			
UR0025	U3000-49	B25	EPP	In eval 26 Mile	9/12- tri-temp ignition cycling at 26mile NTF	5/26- pulled stored & EFF data shipped to MAO for further testing 6/10- this is not a shorted FET issue according to the EFF data. Cannot duplicate the issue at this time. 7/18- Sergio to send Geoff PFR for next steps.	20609 Orange Motor Co	00008	1FMHK7D89BC[redacted]	3/29/2011	2/28/2011	1/4/2011	1/8/2011	3.5L wo/APA	4/21/2011			
UR0030 RUA#4878	C200D-49	B9A	EPP	In eval UK	8/8- teardown and inspection of PCB had NTF, next step is to check the flux density of the permanet magnet in the motor. 8/15- UK motors grp did full teardown and did not find any flux density fault. Will put on hold until the other warranty returns are examined and tested.shipping other parts out to suppliers for testing	6/10- pulled stored & EFF data shipped to MAO for further testing, does have the updated FNU5-B2-AMBBB SW in this vehicle 6/23-B9A -- FNR at ambient. Fault raised at 43 Celsius. To be shipped to UK 6/24- Sergio to send PFR to	05559 Villa Ford	7839	1FMHK8F82BC[redacted]	1/19/2011	1/3/2011	9/26/2010	10/15/2010	3.5L w/APA	5/13/2011	9/17/2010		
UR0032 RUA #4978	U3000-49	BFF,BFC,B1C	EPP	In Eval UK	7/20- ship ECU back to Shirley attention Mike Molloy for further NVM analysis. 8/1- check with Mike on updates 8/8-part has arrived to the UK.	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/11- Sergio to get testing instructions from Geoff on this return.	07590 Van Bortel Ford	03003	1FMHK8F85BC[redacted]	3/4/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/9/2011			
UR0035 RUA# 4979	U2011-49 U3000-49 U3000-96	B7D,BB8	EPP	In Eval UK	8/8- part has not arrived yet in the UK for further testing check with Anting for update	7/1- pulled stored and EFF data, shipped to MAO for analysis. 7/25-MAO reproduced B23- found a a low impedance between pin96 and pin97 on main micro IC3. It seems a problem on the soldering.	04161 Eddie Yaklin Ford	04625	1FMHK7D8XBC[redacted]	12/8/2010	12/6/2010	10/1/2010	10/21/2010	3.5L wo/APA	5/31/2011			
UR0036	C200B-2F C200C-2F	BD0-BD3	TS	In Eval Hella	8/31- No channel 2--> Function test on application level at all temperatures: The function test was passed. No Conspicuousness were found. Short durability / lifetime test shows no deviation, currently we will reproduce the failure according the information from Sergio.	8/1- BD3 fault is raised when IPA is fully turned CCW. Reference EPP used. Fault travelling with IPA. IPA signals are scoped. Observed a voltage drop in 5V supply. After a while fault is replicated, there was no signal on channel 2. bobby to ship to Hella.	M1626 Sanchez Auto	00008	1FMHK7F82BC[redacted]	4/13/2011	4/7/2011	12/7/2010	12/11/2010	3.5L wo/APA	6/2/2011			
UR0037	Making noise no assist	A19	NVH	In Eval 26mile	8/8- found broken pulley from Capstan, submitted presentation to Ford. When 8D is completed will send out to Ford.		00169 Pittsville Motors	06773	1FMHK8D84BC[redacted]	1/31/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011			

UR0040	U3000-49	BAE,BAB,BAD	EPP	In eval 26mile	8/10- MAO to hold onto EPP until UK is done testing the three gears with similar codes. 9/12- 26mile done tri-temp testing was able to get to reset once. Benched tested was able to get to fail possible aux. ASIC issue testing still ongoing.	8/1- raise RUA and ship to UK for further analysis. faults not replicating even when in hot testing. Fault not replicating in lab after hot test over ASIC and IC17. During analysis part failing with BA4 , B3A rep B7E. Power module swapped with a reference on.	08811 Sentry Ford	02050	1FMHK8D83BG[redacted]	2/14/2011	2/7/2011	12/13/2010	12/19/2010	3.5L wo/APA	6/16/2011			
UR0041 RUA# 4980	U2011-49	B3A	EPP	In Eval Tyco	8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco 10/6- Andy Partridge to check results when he is back off vacation. 10/26- still under analysis.	8/1- Phase1 motor relay contact not closing.raise RUA and ship to UK 8/8- UK received the part today for further testing.week 25 relay 8/16-shipped to Tyco	02199 Bob Gillingham Ford	05016	1FMHK8B88BG[redacted]	12/2/2010	11/23/2010	9/14/2010	9/16/2010	3.5L wo/APA	6/13/2011			
UR0042	C200C-2F	BD3	TS	In Eval 26mile	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing.	8/1-passed EOL & bench testing 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing	01273 Fred Beans Ford	04301	1FMHK8D84BG[redacted]	3/14/2011	3/7/2011	1/20/2011	1/29/2011	3.5L wo/APA	6/20/2011			
UR0043 RUA #4981	U3000-49	BAE,BAB,BAD,BAA	EPP	In Eval UK	8/8- UK received the part today for further testing. 8/22- comfirmed IC17, get reply from Anting and ship to Maxium.	8/1- raise RUA and ship to UK for further analysis.AA I sense working fine and Isense IC17 output incorrect. Signal coming from AA is OK but IC17 output is not good. IC17 temperature sensitive. did not swap Component Same failure mode as CR0030 in which after swapping Pin 5 is found broken.	05319 Rusty Eck Ford	05191	1FMHK8F84BG[redacted]	2/22/2011	2/17/2011	12/11/2010	12/16/2010	3.5L w/APA	6/27/2011			
UR0045	C200D-49	B9A	EPP	In Eval UK	8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders are re-synchronised, ran overnight with ign permanently on NFF, test repeated with ign. cycling for two hrs, NFF	8/1- hot and ambient testing done NTF. cold testing next step 8/8- cold testing finished with NTF ship to UK for further testing 8/12- will let motors grp perform full speed & load testing before returning to lab when EPP arrives. 9/21- testing of rotating the motor through the point where the hall and encoders	05928 Premier Ford	1695	1FMHK7D8XBG[redacted]	3/28/2011	3/23/2011	1/24/2010	1/29/2010	3.5L wo/APA	7/1/2011	12/27/2010		
UR0046	C200B-62	BD4	TS	In Eval 26mile	9/12- performed tri-temp ignition cycling while moving input shaft stop to stop with NTF. Check with Don/Jim on further testing	8/1- NTF on bench testing, or EOL testing. 8/3- ambient & cold testing done with NTF, next step hot testing-NTF. 8/11- ship to 26mile for tri-temp testing	04927 J.C. Lewis Ford	01410	1FMHK7F87BG[redacted]	5/10/2011	5/1/2011	3/24/2011	3/26/2011	3.5L wo/APA	6/16/2011			

UR0047	C200D-49	B9A	EPP	In Eval 26mile	8/22- are finding issues with seperation between the hall effects and encoder, more testing needed to define cause.	8/2- pulled stored & EFF data shipped to 26 mile for further information. 8/12- Chris bench tested with NTF with start the tri-temp testing to see if B9A resets 8/15- now able to duplicate the B9A will send Geoff the information on the scope and test set-up.	06700 Majic City Ford	3447	1FMHK8F87BG[redacted]	3/29/2011	3/24/2011	10/26/2010	2/13/2011	3.5L w/APA	7/14/2011	12/28/2010		
UR0048	C200D-49	B9A	EPP	In eval 26mile	9/12- performed tri-temp ignition cycling and could not reproduce code NTF 9/21-been uploaded with SW and gone through various test on the dynamometer, the unit has not failed at this time, more testing ongoing	8/2- pulled stored & EFF data shipped to MAO for further information 8/31- Not reproducable Cold	08211 Robinson Brothers Ford	3163	1FMHK7D84BG[redacted]	4/5/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	6/23/2011	12/4/2010		
UR0050 RUA# 5048	U3000-49	B6C	EPP	In Eval Freescale	10/26- found micro failure in analysis with Freescale	8/2- pulled stored & EFF data shipped to MAO for further information. Tech used heat to remove bolt and melted the bushing materail and black is covering EPP assembly. 8/29-To be sent to UK	03334 Charles Gabus Ford	04666	1FMHK8F85BG[redacted]	5/2/2011	4/19/2011	2/17/2011	2/24/2011	3.5L w/APA	7/11/2011			
UR0051	U3000-49	B25	EPP	In eval MAO	9/12- ambient testing complete with NTF, next step cold testing. 10/26- cold testing complete with NTF, next step to ship to 26 mile for tri-temp testing.	8/2- pulled stored & EFF data shipped to MAO for further information 8/29-Ambient testing did not duplicate. Will Cold test next 8/31-Cold testing raised BAA, BAB intermittent. Raised twice and did not repeat.	04921 Bozard Ford	02124	1FMHK7D89BG[redacted]	2/25/2011	2/21/2011	1/4/2011	1/7/2011	3.5L wo/APA	6/23/2011			
UR0054	No Com	No codes		at WPAC will ship out to MAO for analysis	9/12- gear not at MAO at this time I will check WPAC tomorrow. 10/26- still cannot locate the gear will check WPAC	8/19- tech was not able to get the tc lamp on or get the vehicle to act up but states he could not communicate with the PSCM using his IDS. Unknow if this was an IDS issue because there would be lamps on and no steering if he was not able to commincate with the PSCM. I had no trouble pulling data when gear arrived.	03776 Legacy Ford	00016	1FMHK8B82BG[redacted]	5/22/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	6/29/2011			
UR0055 RUA# 5176	U3000-49	BA4,BA5,B45,B9C, B6C,B71	EPP	in eval UK	10/17- VSW scoped, cannot communicate with ECU. Potential main micro. Waiting on UK for next steps good chance to swap micro and test. 10/26- in analysis of the micro and confirm failure before removing.	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- able to reproduce codes, possible monitor micro- testing ongoing	06787 Lake Elsinore Ford	02584	1FMHK7D87BG[redacted]	5/13/2011	5/4/2011	3/16/2011	3/19/2011	3.5L wo/APA	714/2011			
UR0056 RUA# 5160	U2011-49	B3A	EPP	in Eval Tyco	9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing 10/26- at Tyco waiting for update	8/19- pulled EFF & stored data shipped to MAO for further analysis 9/12- NTF at this time need to perform the 5amp resistance testing. 9/21- NTF with the 5 amp test, ship to Tyco for testing	06338 Shults Ford	00105	1FMHK7B86BG[redacted]	5/12/2011	5/3/2011	2/28/2011	3/17/2011	3.5L wo/APA	7/11/2011			

UR0058	C200D-49	B9A	EPP	In Eval 26mile	9/21- this unit is in teardown, flex density test, air gap measurement, hall effects swi. Threshold, encoder switching 10/2- x-ray of the motor PCB	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	02486 Five Star Ford	6543	1FMHK7D86BC[redacted]	3/24/2011	3/21/2011	1/24/2011	1/27/2011	3.5L wo/APA	7/8/2011	12/28/2010		
UR0059	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	02486 Five Star Ford	2953	1FMHK7F86BC[redacted]	3/31/2011	3/22/2011	1/24/2011	1/29/2011	3.5L wo/APA	7/1/2011	12/28/2010		
UR0060	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	09580 Tracy Langston Ford	3191	1FMHK7D86BC[redacted]	5/3/2011	4/28/2011	3/16/2011	3/18/2011	3.5L wo/APA	8/5/2011	1/25/2011		
UR0061	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	05947 Cannon Ford	4020	1FMHK7D87BC[redacted]	3/15/2011	3/9/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/2/2011	12/27/2010		
UR0062	C200D-49	B9A	EPP	In Eval MAO	10/10- shipped to UK for further testing	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	02486 Five Star Ford	10437	1FMHK8D89BC[redacted]	3/18/2011	3/12/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/10/2011	12/28/2010		
UR0063 RUA# 5238	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and [illegible]	04921 Bozard Ford	14031	1FMHK7F8XBC[redacted]	3/10/2011	3/5/2011	12/25/2010	12/29/2010	3.5L w/APA	8/15/2011	12/6/2010		
UR0064 RUA# 5239	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and [illegible]	11293 Camelback Ford	4655	1FMHK7F88BC[redacted]	3/10/2011	3/4/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/10/2011	12/24/2010		
UR0065 RUA# 5240	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further	02709 Tom Holzer Ford	5447	1FMHK8F8XBC[redacted]	4/11/2011	4/5/2011	12/23/2010	12/25/2010	3.5L wo/APA	8/10/2011	12/24/2010		
UR0066 RUA# 5235	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas	8/26- pulled stored & EFF data from the gear and [illegible]	02405 Park Cities Ford	5234	1FMHK7D80BC[redacted]	1/13/2011	12/14/2010	11/11/2010	11/13/2010	3.5L wo/APA	7/28/2011	10/27/2010		
UR0067 RUA# 5236	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas	8/26- pulled stored & EFF data from the gear and shipped to MAO for further	00469 Bondy's Ford	5426	1FMHK7D89BC[redacted]	3/22/2011	3/15/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/4/2011	12/13/2010		
UR0068 RUA# 5237	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	M2686 Fema Automotriz	16576	1FMHK8F83BC[redacted]	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	8/22/2011	12/23/2010		
UR0069	C200D-49	B9A	EPP	In Eval MAO	11/2- motor PCB shipped out to Micronas	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	06293 Haldeman	9557	1FMHK7D82BC[redacted]	1/19/2011	1/7/2011	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/7/2010		
UR0070 RUA# 5241	C200D-49	B9A	EPP	In Eval MAO	11/2- EPP shipped to UK for B9A teardown analysis.	8/26- pulled stored & EFF data from the gear and shipped to MAO for further	07986 Henderson Ford	2775	1FMHK8B89BC[redacted]	3/24/2011	3/20/2011	1/24/2011	1/28/2011	3.5L wo/APA	8/15/2011	12/28/2010		
UR0071	C200D-49	B9A	EPP	In Eval MAO	8/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		00643 Buster Miles Ford	5112	1FMHK7D83BC[redacted]	5/2/2011	4/25/2011	2/28/2011	3/3/2011	3.5L wo/APA	8/12/2011	1/20/2011		
UR0072	Frt end will swerve to LF suddenly	no codes		In Eval MAO	9/9- no damage to gear and rack move smooth stop to stop no codes in the stored or EFF data. Shipped to MAO for analysis		05417 Kemp Ford	10075	1FMHK7F88BC[redacted]	3/8/2011	3/3/2011		1/13/2011	3.5L wo/APA	8/19/2011			
UR0073	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		09469 Randall Reed's Ford	1856	1FMHK7F83BC[redacted]	4/28/2011	4/25/2011	3/16/2011	3/17/2011	3.5L wo/APA	8/1/2011	1/24/2011		
UR0074	C200C-2F	BD1,BD3	TS	In Eval MAO	9/21- NTF with ambient testing. Next step is to run EOL testing.	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing	08990 Quirk Ford	10839	1FMHK8D81BC[redacted]	2/10/2011	2/1/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/16/2011			
UR0075	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		07398 Al Packer's Ford	4286	1FMHK8F87BC[redacted]	4/25/2011	4/15/2011	2/12/2011	2/14/2011	3.5L wo/APA	8/8/2011			
UR0076	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		06938 Fox Ford	2989	1FMHK8F81BC[redacted]	4/13/2011	4/7/2011	1/26/2011	1/29/2011	3.5L wo/APA	8/3/2011	12/27/2010		

UR0077	C200D-49	B9A	EPP	In Eval MAO	9/9- pulled stored & EFF data from the gear and shipped to MAO for further testing		02890 Russ Milne Ford	9977	1FMHK8D89BG[redacted]	2/23/2011	2/18/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/22/2011	12/24/2010		
UR0079	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing 8/31- Not reproducable Cold		05613 Lance Cunningham Ford	6993	1FMHK7D81BG[redacted]	3/29/2011	3/24/2011	12/7/2010	2/17/2011	3.5L wo/APA	8/10/2011			
UR0080	C200D-49	B9A	EPP	In Eval MAO	9/16- pulled stored & EFF data from the gear and shipped to MAO for further testing		08006 Joe Machens	6386	1FMHK8D85BG[redacted]	5/6/2011	4/30/2011	2/17/2011	2/18/2011	3.5L wo/APA	8/25/2011			
UR0081	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		06063 Smith Ford	9014	1FMHK8F87BG[redacted]	3/31/2011	3/27/2011	1/13/2011	1/15/2011	3.5L wo/APA	8/16/2011	12/23/2010		
UR0082	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		01730 Mike Fitzpatrick Ford	10293	1FMHK7D84BG[redacted]	3/4/2011	3/1/2011	1/4/2011	1/7/2011	3.5L wo/APA	8/15/2011	12/24/2010		
UR0083	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		03924 Crown Ford	23203	1FMHK7F87BG[redacted]	12/16/2010	12/11/2011	11/13/2010	11/14/2010	3.5L wo/APA	9/1/2011	10/27/2010		
UR0084	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		00478 Wade Ford	7238	1FMHK7D80BG[redacted]	4/4/2011	3/30/2011	12/25/2010	12/26/2010	3.5L wo/APA	9/7/2011	12/4/2010		
UR0085	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02645 Prince-Gnade Ford	4583	1FMHK8F8XBG[redacted]	4/12/2011	4/5/2011	12/1/2010	12/4/2010	3.5L wo/APA	9/2/2011	11/8/2010		
UR0086	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		02486 Five Star Ford	5025	1FMHK7F84BG[redacted]	4/27/2011	4/19/2011	2/24/2011	3/4/2011	3.5L w/APA	9/2/2011	1/3/2011		
UR0087	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		00406 Collier Ford	3228	1FMHK7D8XBG[redacted]	4/6/2011	4/2/2011	1/24/2011	1/29/2011	3.5L wo/APA	8/29/2011	12/27/2011		
UR0088	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		09989 Mark Martin Ford	11159	1FMHK8D82BG[redacted]	2/10/2011	2/2/2011	12/13/2011	9/9/2011	3.5L wo/APA	8/30/2011	11/11/2010		
UR0089	C200D-49	B9A	EPP	In Eval MAO	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing		04870 Al Packer Ford	5997	1FMHK7D88BG[redacted]	3/9/2011	3/4/2011	1/13/2011	1/14/2011	3.5L wo/APA	8/29/2011	12/23/2011		
UR0090 RUA# 5175	U2011-49	B3A	EPP	In process Tyco	10/17- B3A reapeating PH2 motor relay open contacts. Ship to Tyco	9/26- pulled stored & EFF data from the gear and shipped to MAO for further testing	06672 Battlefield Ford	00636	1FMHK7D81CG[redacted]	7/19/2011	7/14/2011	5/13/2011	5/14/2011	3.5L wo/APA	8/22/2011	4/19/2011		
UR0091	U2011-49 U3000-49 U3000-96	BBA,B7F	EPP	In eval MAO	shorted phase 3 to 0volt. damaged PM 10/26- close out shorted FET is prior to the containment date		01545 Fox Valley Ford	02926	1FMHK7D89BG[redacted]	3/10/2011	3/5/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/1/2011	12/24/2011		
UR0092	C200D-49	B9A	EPP	In Eval MAO	9/30- pulled stored & EFF data from the gear and shipped to MAO for further testing		08190 All American Ford	11798	1FMHK8B88BG[redacted]	3/9/2011	3/5/2011	12/19/2010	12/23/2010	3.5L wo/APA	8/18/2011	11/12/2010		
UR0094	TC Lamp on	No codes		In Eval MAO	10/26- ambient testing no codes or LIC's set NTF.	10/3- pulled stored and EFF data and shipped to MAO for further diagnosis	02346 Caranfa Ford	02600	1FMHK7D87BG[redacted]	5/25/2011	5/19/2011	3/26/2011	3/27/2011	3.5L wo/APA	8/5/2011			
UR0095	C200D-49	B9A	EPP	In Eval MAO	10/3- pulled stored & EFF data from the gear and shipped to MAO for further testing		05928 Premier Ford	5159	1FMHK7D81BG[redacted]	3/14/2011	3/7/2011	1/25/2011	1/27/2011	3.5L wo/APA	8/8/2011	12/25/2010		
UR0096	U2011-61 C200D-49 U3000-96	B92,B9A	EPP	in vehicle test Gary Smith	10/12- sergio perform limit & profile testing see if code resets. 10/17- NTF on the bully test and passed limit testing 10/18 gear shipped to PDC to be installed in Gary Smith's vehicle 10/20- gear installed into vehicle and laura to hookup data recorder.	10/4- pulled stored and EFF data, shipped to MAO for further analysis	02694 Dean Sellars Inc	10986	1FMHK8F87BG[redacted]	4/21/2011	4/14/2011	2/16/2011	3/4/2011	3.5L w/APA	9/2/2011	1/20/2011		

UR0097	Rh frt making noise turning	No codes	NVH	At WPAC	10/10- found out in the CQIS report that the vehicle was making the same noise or preactivation after a new EPAS gear was replaced. Unknown what the noise or fault is while turning. NTF at level 1 testing.	10/4- no damage smooth stop to stop turning input shaft no noise and no codes. Check history of this gear	03073 Mullinax Ford	07412	1FMHK7F80BG[redacted]	1/25/2011	1/10/2011		11/20/2011	3.5L wo/APA	8/20/2011			
UR0098	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		04871 Metro Ford	5127	1FMHK7F84BG[redacted]	1/31/2011	1/26/2011	12/16/2011	12/17/2011	3.5L wo/APA	8/20/2011	11/11/2010		
UR0099	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		02459 Sam Pack's Five Star Ford	15697	1FMHK7D82BG[redacted]	2/15/2011	2/8/2011	12/6/2010	12/11/2010	3.5L wo/APA	8/22/2011	11/10/2010		
UR0100	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		04450 Rodriguez Ford	6288	1FMHK7D86BG[redacted]	5/21/2011	5/16/2011	3/30/2011	3/31/2011	3.5L wo/APA	9/13/2011	2/12/2011		
UR0101	C200D-49	B9A	EPP	In Eval MAO	10/5- pulled stored & EFF data from the gear and shipped to MAO for further testing		08951 Ford of Clermont	8900	1FMHK7D85BG[redacted]	5/3/2011	4/26/2011	3/15/2011	3/17/2011	3.5L wo/APA	9/7/2011	1/24/2011		
UR0102	Steers hard grind noise turning	No codes	NVH	In Eval MAO	10/7- no visible damage to the boots. gear hard to turn, ship to MAO to leak check and see if moisture in gear		05353 Alexander Ford	01570	1FMHK8F84BG[redacted]	9/20/2011				3.5L w/APA	9/20/2011			
UR0103	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		01471 Springfield Ford	6513	1FMHK8D80BG[redacted]	5/12/2011	5/4/2011	1/24/2011	1/28/2011	3.5L wo/APA	9/14/2011	12/272011		
UR0104	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		06359 Thornhill Ford	6114	1FMHK8D89BG[redacted]	3/1/2011	2/24/2011	1/14/2011	1/15/2011	3.5L wo/APA	7/21/2011	12/23/2011		
UR0105	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		04163 Elvria Ford	11483	1FMHK7F88BG[redacted]	4/13/2011	4/6/2011	2/4/2011	2/11/2011	3.5L wo/APA	9/2/2011	12/29/2011		
UR0106	U3000-49 U3000-96	B31	EPP	In Eval MAO	10/17- ambient testing passed, next step is to perform hot testing. 10/26- still in progress	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing	04871 Metro Ford	04756	1FMHK7D81BG[redacted]	2/16/2011	2/8/2011	12/8/2010	12/11/2010	3.5L wo/APA	7/20/2011			
UR0107	P07AE-09	AF1	NVH	In Eval MAO	10/7- hard to turn input shaft, perform leak check then check for moisture.		09923 Boone Ford	06601	1FMHK8B84BG[redacted]1	5/23/2011	5/18/2011	4/7/2011	4/8/2011	3.5L wo/APA	8/25/2011			
UR0108	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		01125 Palmetto Ford	5696	1FMHK7B8XBG[redacted]	3/2/2011	2/25/2011	1/4/2011	1/8/2011	3.5L wo/APA	8/30/2011	12/24/2011		
UR0109	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		02459 Sam Pack's Five Star Ford	7642	1FMHK7D85BG[redacted]	1/13/2011	12/13/2010	10/13/2010	10/30/2010	3.5L wo/APA	8/24/2011	10/25/2010		
UR0110	No Assist	No Com	EPP	In Eval MAO	10/17-Confirmed Kemet cap C154 10/26- get approval from Anting to ship C154 back to Kemet for analysis.	10/7- could not pull any data from gear no communication with canape shipped to MAO for further testing	01281 Haldeman Ford	00372	1FMHK8D85CG[redacted]	9/4/2011	8/30/2011	7/14/2011	7/15/2011	3.5L wo/APA	9/22/2011			
UR0111	C200D-49	B9A	EPP	In Eval MAO	10/7- pulled stored & EFF data from the gear and shipped to MAO for further testing		02549 Silsbee Ford	8861	1FMHK7F88BG[redacted]	4/21/2011	4/14/2011	1/13/2011	1/15/2011	3.5L wo/APA	9/1/2011	12/23/2010		
UR0112	TC Lamp on	BD2,BD3	TS	In Eval MAO	10/26- shipped from WPAC to MAO	10/7- tech only mentions TC lamp on and no communication with the PSCM. I had no problem communicating with the PSCM. Does have multiple A & E codes in stored data	20028 Bryden Ford	05876	1FMHK8D84BG[redacted]	5/10/2011	5/1/2011	3/20/2011	3/21/2011	3.5L wo/APA	8/16/2011			
UR0113	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing		00469 Bondy's Ford	6897	1FMHK7D89BG[redacted]	3/21/2011	3/15/2011	1/15/2011	1/16/2011	3.5L wo/APA	8/29/2011	12/23/2011		
UR0114	C200D-49	B9A	EPP	In Eval MAO	10/10- pulled stored & EFF data from the gear and shipped to MAO for further testing		00469 Bondy's Ford	7379	1FMHK7F87BG[redacted]	3/15/2011	3/9/2011	1/25/2011	1/26/2011	3.5L wo/APA	8/24/2011	12/27/2010		

UR0115	C200D-49	B9A	EPP	in process MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		00389 Mountain View Ford	12040	1FMHK8D88BC[redacted]	3/25/2011	3/23/2011	1/24/2011	1/29/2011	3.5L wo/APA	9/22/2011	12/27/2010		
UR0116	C200D-49	B9A	EPP	in process MAO	10/20- gear installed in Matt Surella's 2012 U502 for B9A canape recording	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing	02980 Shamaley Ford	07119	1FMHK7D89BC[redacted]	1/26/2011	1/18/2011	12/4/2010	12/4/2010	3.5L wo/APA	9/2/2011	10/27/2010		
UR0117	C200D-49	B9A, BD0-BD3	EPP	in process MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		04424 Jennings Anderson Ford	3010	1FMHK7D85BC[redacted]	3/17/2011	3/11/2011	1/25/2011	1/28/2011	3.5L wo/APA	7/2/2011	12/28/2011		
UR0118	C200D-49	B9A	EPP	in process MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		04283 Varsity Ford	6217	1FMHK7F87BC[redacted]	5/10/2011	5/5/2011	2/24/2011	3/8/2011	3.5L w/APA	8/19/2011	1/2/2011		
UR0119	C200D-49	B9A	EPP	in process MAO	10/14- pulled stored & EFF data from the gear and shipped to MAO for further testing		01015 Fort Mill Ford	9320	1FMHK7D83BC[redacted]	3/18/2011	3/14/2011	1/4/2011	1/7/2011	3.5L wo/APA	9/8/2011	12/24/2010		
UR0120	C200D-49	B9A	EPP	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		02704 Fairway Ford	5395	1FMHK7D81BC[redacted]	5/21/2011	5/16/2011	3/30/2011	4/1/2011	3.5L wo/APA	9/21/2011	2/15/2011		
UR0121	C200C-C200B-62	BD3, BD4, B90	TS	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		04863 Duval Ford	1713	1FMHK7B88BC[redacted]	6/17/2011	6/10/2011	4/24/2011	4/27/2011	3.5L wo/APA	8/25/2011			
UR0122	C200C-C200B-63	BD3, BD4	TS	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing. No damage to TS harness		09452 Ted Britt Ford	167	1FMHK7D85BC[redacted]	6/10/2011	6/7/2011	4/7/2011	4/8/2011	3.5L wo/APA	7/25/2011			
UR0123	C200D-49	B9A	EPP	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		01232 John Kennedy Ford	3735	1FMHK8D8XBC[redacted]	6/2/2011	5/26/2011	4/13/2011	4/15/2011	3.5L wo/APA	9/28/2011	3/14/2011		
UR0124	C200D-49	B9A	EPP	in process MAO	10/21- pulled stored & EFF data from the gear and shipped to MAO for further testing		20527 Malouf Ford	2621	1FMHK8B81BC[redacted]	6/3/2011	5/31/2011	3/31/2011	3/31/2011	3.5L wo/APA	9/27/2011	2/14/2011		

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles
0KM BGA41610	C200B-62	BD4	TS	CAP	no returned part from CAP				
0KM BGA30310	No Assist	?		CAP	no returned part from CAP				
UR0003	C200B-2F C200B-62	BD0,BD2, BD4	TS	In Eval (MAO)	5/23- made decision to keep 400% inspection in place for PCA. But to follow through on the parts req. so if we do find a bent finger to order parts for reflection gage on station 50.	2/4- seen interactive diagnosis for the codes and the dealer ordered an EPAS gear. Put hot process request to be returned to WPAC 2/9- dealer will ship out part once 700 tag is assigned, should be tomorrow. Then part should arrive at WPAC by Monday 2/14. 4/6- need to discuss next		07955 Ron Dupratt Ford	15
UR0004	U3000-96	EF5		In Eval (26mile)	5/2- NTF with the testing on this gear at 26mile. UK testing another similar NV ram issue, NTF with that unit at this time. I will keep in pending to see if we get any other returns.	2/21- 700 tag should generate today, hoping to get the gear back to WPAC for initial analysis. 2/22- dealer ordered wrong steering gear, now waiting for new part with AP feature to be sent through the Ford parts	CHECK THE P S JUST WENT OUT WENT TO TEST DRIVE VEHICLE AND COULD NOT GET IT TO TURN AT ALL REALLY. PULLED VEHICLE INTO STALL. PULLED CODES HAD U3000:96. PULLED OASIS NO TSB, NO SSM, DID SOME PIN POINT TEST, AND EEC TEST. SENT HOTLINE INFO	00089 Koons Ford	303

UR0007	loud growl noise gear hard to turn		NVH	At CAP, unknown location	5/3- found out the gear was shipped to CAP unknown who has the gear at this time.	3/3- talked to tech states vehicle is hard to turn the wheel even on the hoist, no boot damage only code tech states he had U0253 which is not a PSCM code advise tech to call back with more	WEB FORM DATA - CONCERN: STEERING ASSIST IS INOP, LOUD GROWLING NOISE WHEN ATTEMPTING TO TURN THE STEERING WHEEL DIAGNOSTICS: VISUAL INSPECTION IS OK, NO VISIBLE SIGNS OF CAUSE, GROWLING NOISE	08398 Don Aadsen Ford	18
UR0008 RUA# 4530	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirned no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/9- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled.		Lease management vehicle- Steve	1661
UR0009 RUA# 4558	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Confirned no fault found, contacts clean, no other testing can be done with relay cut out of the board	3/10- EFF stored data pulled by Ford, will set-up appointment next week with the VSC center to have the gear pulled 3/24- surrogate relay installed and being testing for any		Lease management vehicle- Doug White	3984
UR0023	TC Lamp on, U3000-49	AE0		In Eval MAO	6/17- high voltage spike testing did not produce any A codes into the system, cannot reproduce the AEO code. NTF 6/22- will need to get gear back with similar codes and perform vehicle testing. Laura will provide the vehicle.	5/20- pulled data found several can bus codes. Unknown if any would cause the TC lamp to come on. 6/6- Laura to check with Rob Kostadina on history of AE0 code 6/15- Sergio to perform open and short testing on reference EPP to see if similar code sets. Also perform voltage spikes to see if code can be set.		06700 Magic City Ford	5155

UR0031 RUA#4977	No Com	No Com	EPP	In Eval UK	8/3- raise RUA and ship to UK for further testing. 8/8- part has not arrived yet in the UK check Anting for update 9/30- UK did a visual inspection did not find anything on the board or with the soldered pin. Feels no point with further action due to NTF from MAO.	7/1- could not pull any Ford or Canape data, verified equipment does work, shipped to MAO for analysis. 7/25- It was found a low impedance between pin2 IC14 and ground. IC14 circuit open pin 2 of IC14 still present resoldered pin 2 and everything is working nomal at this time. ECU fixed Sergio did notice some marks close to		02459 Sam Pack's Ford	11
0KM BGA8571 2	C200B U3000		TS		7/11- finger ring getting hung-up during assembly causing plastic ribbon cable guide to break Greg to check for a different process from the auto assembly. 8/1- SREA submitted for the manual assembly process, will get the dates.	6/21- Teresa pulling data from the gear then shipping gear to MAO for analysis. 6/22- gear returned testing started not a bent finger. Damage to the ribbon cable. Need to investigate damage.			

VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
1FMHK8F81BG[redacted]	3/16/2011				3.5L w/APA	3/16/2011			
					3.5L w/APA				
1FMHK8D87BG[redacted]	1/24/2011	1/17/2011	11/16/2010	11/22/2010	3.5L wo/APA	2/2/2011			
1FMHK8F8XBG[redacted]	1/20/2011	1/19/2011	12/1/2010	12/4/2010	3.5L w/APA	2/12/2011			

1FMHK8F86BG[redacted]	1/31/2011				3.5L wo/APA	3/2/2011			
1FMHK8D86BG[redacted]	11/5/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/7/2011			
1FMHK8D88BG[redacted]	11/12/2010	10/23/2010	8/17/2010	8/27/2010	3.5L wo/APA	3/9/2011			
1FMHK8F84BG[redacted]	1/19/2011	1/11/2011	10/13/2010	10/30/2010	3.5L wo/APA	4/19/2011			

1FMHK7D85BG[redacted]	5/9/2011	4/29/2011	2/24/2011	3/4/2011	3.5L wo/APA	5/18/2011			

Case Number	Ford DTCs	TRW Code (Symptom)	Component	Gear Location	Current Updates	Issue Status	Verbatim	P&A Code/ Dealer Name/ Dealer State	Miles	VIN	Vehicle Build Date	Gear Build Date	ECU Build Date	EPP Build Date	Eng. Type	Date of Repair	Model Year	Date	Part ETA
0KM BGA32423	U3000-49	B25,BB8, B95	EPP	In Eval (26mile)	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	3/22- arrived at 26mile today, pulled EFF and stored data, will send out the data to find next steps. 3/28- confirmed that the FET is shorted in the PM, John measure a short across the phases. Andy Partridge will report out in this wednesday				1FMHK8F81BG[redacted]	3/2/2011				3.5L wo/APA	3/2/2011			
0KM BGA56776		B25,BB8		MAO	8/1- We agreed the voltage change at Anting on April 8, 2011 was the PCA that made the impact of no further escapes from Anting. That would work out to be Aug 19th in MAO for the PCA date.	4/25- PM failed, PH2 is found shorted to 0 volts and Vlink 5/25- Anting has made some changes to the PS tester to prevent some spikes. Last week Anting sent their PS back to the supplier to get modified to totally prevent any hign				BG[redacted]			1/25/2011	2/25/2011		4/13/2011			
0KM BGA59863	steering noise on full left stop		NVH	in Eval (26mile)	5/9- mark on the ITR that indicates the ITR over articulated. the gear was dropped or impacted before assembly in the vehicle. Marion,ZF or MAP the gear could be dropped. No marks on the EPAS housing. Unknown source at this time.	5/2- shipped direct to 26mile from CAP 5/4- found right side tie rod bent, cannot find out how this happen, waiting for Ford to instruct next steps.			34	BG[redacted]				3/2/2011		4/27/2011			
UR0001 RUA# 4308	U2011-49	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wi	CUSTOMER STATES WHEN ON TEST DRIVE THE POWER STEERING QUIT AND A RED INDICATOR LIGHT CAME ONE. DIAGNOSTICS: PERFORMED IDS TESTS U0253:00-28 IPC U2011:49-08 PSCM CODE RESETS INTERMITTENTLY AND MAINLY RESETS AFTER A HOT SOAK. WILL REPLACED THE RESETTING U2	09618 Brown Motors	18	1FMHK8D83BG[redacted]	12/16/2010				3.5L wo/APA	1/12/2011			
UR0002 (UR0008) RUA# 4384	U2011-49 U3000-96	B3A	EPP	In Eval (Tyco)	3/9- have implemented some containment actions. Starting today Tyco will heat treat(150deg for 1.5hrs) 100% of the rivets from Doduco to reduce contact resistance. 3/2 start shipping rivets weekly to U of Madrid for SEM/EDX analysis. Sorting of Ford stoc	2/21- waiting on Duduco line audit information and also looking to get Tyco's presentation to send to Ford. Still at this time no new information on where the contamination came from. 3/9- have implemented some containment actions. Starting today Tyco wil	CUSTOMER STATES NO PS ASSIST TECH HAS U3000-96 PPT IN WSM LEADS TO EPAS GEAR REPLAEMENT. 1/28- MAO shipped EPAS gear to dealer on Saturday 2/3- identified another B3A, will check other components in the EPP if OK to ship relay to Tyco for analysis. 2/3-	02071 I-77 Ford	10	1FMHK8D83BG[redacted]	1/12/2011		11/11/2010	11/13/2010	3.5L wo/APA	1/28/2011			
UR0005 RUA# 4498	U2011-49	B3A	EPP	in Eval (Tyco)	3/16- confirmed Mag,sulfer,sodium contamination, same as UR1 & UR2. here are the changes that are being made at Doduco before the next batch build that will be supervised by Tyco & TRW. Containments such as bucket washing and new sulphur bath to be implem	3/3- pulled snap shot data that has B3A, gear now in process to 26mile for analysis. 3/4- will arrive at 26mile this afternoon for analysis. Will hook up surrogate relay over the weekend if no codes set will remove the relay and ship to Tyco for test when		Ford Management Lease Car- Chicago	1700	1FMHK8F88BG[redacted]	11/22/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/1/2011			
UR0006 RUA# 4529	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/7- customer will drop off vehicle at VSC garage for replacement as soon as MAO gear arrives at the VSC center. I will pick-up the gear after		Ford PDC Fleet vehicle- Taras Palczynski	2010	1FMHK7D89BG[redacted]	11/16/2010	11/9/2010	9/13/2010	9/16/2010	3.5L wo/APA	3/7/2011			
UR0010 RUA# 4585	U2011-49	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- picked up gear from WHQ VSC garage, pulled EFF and stored data. 4/4 John Burnett will install surrogate relay and test ambient if testing passes will remove relay and ship to		lease management vehicle WHQ VSC	1838	1FMHK8F89BG[redacted]	11/18/2010	11/14/2010	9/21/2010	9/24/2010	3.5L w/APA	3/29/2010			
UR0011 RUA# 4621	U2011-49	B3A	EPP	At Dealer	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/30- checked interactive diagnostic's intermittent B3A sets to ship gear back to 26mile for analysis.		04331 Brondes Ford		1FMHK7F87BG[redacted]	2/24/2011				3.5L wo/APA	3/28/2011			
UR0012 RUA# 4596	U2011-49 U2011-61 U3000-96	B3A, B95	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/1- shipped from the dealer to CAP then to 26mile for testing, install surrogate relay test with		02058 Beechmont Ford	1425	1FMHK8F83BG[redacted]	11/22/2010								
UR0013 RUA# 4601	U2011-49	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/8- Arrived at 26mile for testing, will not make the workshop will install surrogate relay and test 4/13- done testing with the surrogate relay will ship relay to		00807 Crest Ford	115	1FMHK8F85BG[redacted]	2/16/2011				3.5L w/APA	3/9/2011			

UR0014 RUA# 4618	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate relay if passes will ship out relay to UK		03820 Landers Ford	3096	1FMHK8F8XBG[redacted]	11/3/2010				3.5L w/APA	3/5/2011			
UR0015 RUA# 4619	U2011-49 U3000-96	B3A	EPP	In Eval (26mile)	5/4- Tyco confirmed this as a Mg,Na,S failure.	4/11- pulled fault store and EFF data, shipped gear to 26mile for further testing 4/13- testing with surrogate		00807 Crest Ford	1356	1FMHK7B87BG[redacted]	11/16/2010				3.5L wo/APA	2/25/2011			
UR0016	TC lamp on	no codes		Ship to 26mile for storage	4/26- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change			02761 Southgate Ford	249	1FMHK7D82BGA[redacted]	3/8/2011	3/3/2011			3.5L wo/APA	3/30/2011			
UR0017	TC lamp on	no codes		Ship to 26mile for storage	4/29- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		CUST REPORTS T/C LIGHT STAYING ON. TECH VERIFIED THIS CONCERN SELF TEST CODE C-1B00-64 FROM ABS MODULE. TECH REPORTS NO CODES FROM RCM. TECH REPORTS REPLACED THE STEERING RACK PER NHL RECOMMENDATION. TECH REPORTS VEHICLE STILL HAS T/C LIGHT ON CONCERN. RECONTACTED NHL WAS INFORMED TO REPLACE THE RCM. TECH REPLACED THE RCM REPORTS NORMAL T/C LIGHT FUNCTION NO RETURN CODES. TECH IS NOW SEEKING	02731 Atchinson Ford	111	1FMHK8D89BG[redacted]	3/4/2011	3/1/2011			3.5L wo/APA	3/31/2011			
UR0018	TC lamp on	no codes		at 26mile storage	5/12- pulled stored data from gear no codes stored in gear, check CQIS data and found the RCM fixed the vehicle. Cannot chargeback the gear to the dealer because hotline advised to change		WEB FORM DATA - CONCERN: ADVANCE TRAC LIGHT ON DIAGNOSTICS: RUN OASIS NO TSBS FOUND ROADTEST VECH PARTS REPLACED:: NONE TECH QUESTION: THIS IS A NEW VECH WITH ABS DTC C1B00:64-68 IN MEMORY.I CLEARED THE DTC WENT APPROX 1 MILE HIT THE BRACKES TRACTION CONTROL ACTIVATED AND LAMP CAME BACK ON. SAME DTC SET	05646 Crown Ford	30	1FMHK7D85BG[redacted]	3/8/2011				3.5L wo/APA	4/6/2011			
UR0019	C200B-2F	BD0,BD2	TS	In Eval (MAO)	6/22-Greg Austin checking with Leoni harness company for any suggestions or changes that can be made to assure full insertion of the molex connector. 7/11- The Molex plug on the harness has a paint mark on the lock tab that shows through the mating connector when properly latched. The paint mark color appears to be light gray. Perhaps the mark could be made more visible with lighting directed to the Molex socket on the sensor	5/13- pulled stored & EFF data from the gear no TS harness damage. Shipped gear to MAO from WPAC 5/18- - Improper MOLEX connector insertion during assembly process, but no physical defects with molex connector on sensor or TS harness connector. Investigate further operator training. Molex		02058 Beechmo nt Ford	13	1FMK8F80BG[redacted]	2/4/2011	1/22/2011	12/5/2011	12/8/2011	3.5L w/APA	4/27/2011			
UR0022	Int. No Assist	no codes		at WPAC	5/20- pulled data no ford codes or TRW codes checked hotline CQIS claim and found electrical connection issue with the wiring(UNKNOWN SOURCE) EPAS Gear did not fix symptom. this vehicle set ABS codes U0131,C1B00 & U0253		WEB FORM DATA - CONCERN: NO POWER STEERING ASSIST DIAGNOSTICS: INSPECTED THE STEERING GEAR AND CONNECTOR AND FOUND OK. RAN THE SELF TEST AND THE POWER STEERING MODULE PASSED. THE ABS MODULE HAD CODES C1B00 AND U0131. FOUND THE STEERING ASSIT STARTED WORKING MOMENTARELY AFTER THE SELF TES AND THE STOPED WORKING. MONITORED THE STEERING	07737 Serramote Ford	611	1FMHK8D89BG[redacted]	2/15/2011	2/7/2011			3.5L wo/APA	3/23/2011			
UR0020 RUA# 4743	U2011-49	B3A	EPP	in eval (Tyco)	6/23- Contamination - confirmed as Mg,Na,S at Tyco	5/16- CAP shipped gear direct to 26mile, performed level1 analysis shipped to MAO for level 3 5/24- Scope traces indicate a motor relay failure. EPP serial number is not found withing		05126 Gary Crossley Ford	4475	1FMHK8F80BG[redacted]	11/5/2010	10/22/2010			3.5L w/APA	4/18/2011			
UR0024 RUA# 4827	U2011-49	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination week 35 relay build was in the 3rd batch- Aug 26th.-Sept. 7th	5/25- surrogate relay test, raise RUA ship to UK for week 24 workshop 6/8- shipped relay to Tyco for relay workshop next week		06081 San Francisco Ford	14	1FMHK8D81BG[redacted]	3/8/2011	3/2/2011		12/27/2010	3.5L wo/APA	4/28/2011			
UR0026 RUA# 4809	U2011-49 U3000-96	B3A	EPP	In Eval Tyco	6/23- Tyco confirmed Mg,S,Na contamination, week 25 relay build was in the 1st contact batch- June 13th.-June 20th.	5/26- pulled stored & EFF data shipped to MAO for further testing, motor build date 8/30/2011 6/9- shipped relay out to Tyco for relay workshop next week.		02694 Dean Sellers	3754	1FMHK8F8XBG[redacted]	11/22/2010	11/11/2010	9/13/2010	9/16/2010	3.5L wo/APA	5/13/2011			
UR0027 RUA#4879	U3000-72	A30	EPP	in eval Tyco	8/1- email Carlos to get update 8/3- A30 was raised a total of 78 times on car. This fault is coming together with a E11, which is a high battery voltage. A30 EFF data confirms this high voltage at 16.8. Relay shipped to Tyco. -Tyco NTF	5/26-Found out vehicle had a battery voltage code 3003, U0100 CAN BUS code ECU/PCM A code from unknown module. Checking history 5/31- all the codes came from the PSCM low voltage code event U3003-68, U0100-		08305 Evergreen Ford	49	1FMHK8F84BG[redacted]	3/9/2011	2/28/2011	12/25/2010	12/29/2010	3.5L w/APA	5/10/2011			

UR0028	rubbing noise while turning at stop	no codes	NVH	in process MAO	6/10- No problem found EOL EDF/NVH testing. Did find a couple of impact markes on the OBH & EPP. Unsure what the tech moved or changed during gear replacement to fix noise. NPF- unknown cause	6/6- no codes in fault store, did not notice any noise turning input shaft back & forth from center. Shipped to MAO for EDF/NVH testing	CONCERN: FRONT END MAKES RUBBING SOUND FROM FRONT WHEN TURNING IN A PARKING LOT. DIAGNOSTICS: N/A PARTS REPLACED:N/A TECH QUESTION: ANY KNOWN CONCERNS? WERE YOU ABLE TO VERIFY THE CONCERN? YES AT WHAT SPEED DOES THIS OCCUR? WHEN VEHICLE IS STOPPED AND TURNING WHEEL MOST FREQUENTLY. AT WHAT RPM DOES THIS OCCUR? 750 CUSTOMER STATES CHEKC FOR NOISE WHEN TURNING WHEEL VERIFY NOISE WHEN TURNING. ISOLATE NOISE TO RACK ASSY.	20636 Schultz Ford	5475	1FMHK8D8XBG[redacted]	1/20/2011	1/6/2011	9/27/2010	10/7/2010	3.5L wo/APA	5/18/2011					
UR0029	TC Lamp on	no codes		At WPAC	6/10- pulled stored and EFF data, no ford codes or TRW codes that would cause the TC lamp to come on.		5/9- TECH TO CHECK PIDS FOR ERRATIC OPERATION WHEN THIS INTERMITTENT TC LAMP CAME ON, REPLACED THE EPAS GEAR SAME SYMPTOMS OCCUR 05/19/2011 02:45PM ERIC ESTES MSS - TSO - DIGITAL IMAGE RTDA CONTACTED DEALER FOUND OUT THE YAW SIGNAL WAS STUCK ON 0 ALL THE TIME DURING ROAD TEST. DEALER REPLACED THE RCM AFTER 20 MILES OF ROAD TEST NO TC LAMP ON, TC ACTIVATION OR ABS CODES, VEHICLE FIXED AT THIS TIME. TO RELEASE BACK TO CUSTOMER	08868 John C. Stewart & Son	17	1FMHK8D83BG[redacted]	3/8/2011	3/2/2011	1/5/2011	1/13/2011	3.5L wo/APA	5/6/2011					
UR0033	No Com	No Com	EPP	In Eval MAO	7/26- No problem found with EPP communication, pulled normal data from the EPP. Still testing NTF. Unknown if tech mis-diagnosed vehicle for this front abs sensor issue.	7/1- was able to get into Canape data. After new EPAS gear installed vehicle returned 14 miles later with ABS & TC lamp coming on found shorted harness for abs frt sensor.		08452 New Brighton Ford	872	1FMHK7B80BG[redacted]	4/18/2011	4/9/2011	12/25/2010	12/31/2010	3.5L wo/APA	6/4/2011					
UR0034	U2011-61 U3000-96	B95	TS	In Eval Hella	8/31-: Frequency variation on channel 2 without torque--> Failure description: PWM2 jitter, the ASIC has received at Onsemi and the analysis is ongoing, first results are possible on 2th of September.	7/1- pulled stored and EFF data, shipped to MAO for analysis 8/1-Checked with oscilloscope. Unstable Channel 2 PWM when no torque is applied. You can see a varation in channel 2 . Bobby to ship part to Hella				00210 Sunny King Ford	02707	1FMHK7D80 BGA17232	1/20/2011	1/15/2011	########	12/2/2010	3.5L wo/APA	5/11/2011			
UR0037	Making noise no assist	A19	NVH	In Eval 26mile	8/8- found broken pulley from Capstan, submitted presentation to Ford. When 8D is completed will send out to Ford.			00169 Pittsville Motors	6773	1FMHK8D84BG[redacted]	1/31/2011	1/24/2011	11/17/2010	11/19/2010	3.5L wo/APA	5/25/2011					
UR0038 RUA#4997	U2011-49 U3000-96	B3A	EPP	In Eval UK	9/21-confirmed from tycothis is a Mg,Na,S contamination issue	8/1- MAO working on ambient and hot testing. 8/8- MAO testing still ongoing 8/11- cannot duplicate code fits the Mg,Na contamination dates shipped to UK then Tyco week 25 relay build		07563 Riser Ford	9727	1FMHK7F83BG[redacted]	11/23/2010	11/17/2010	9/10/2010	9/16/2010	3.5L w/APA	5/2/2011					
UR0039	No Com	No Com	EPP	In eval MAO	8/10-confirmed C154 Kemet Cap	7/25- no other claims on this vehicle		03591 Matthews-Currie Ford	1484	1FMHK7B81BG[redacted]	3/29/2011	3/27/2011	1/7/2011	1/9/2011	3.5L wo/APA	6/13/2011					
UR0044	Wheels lock TC lamp on C1B00-64	No codes		At WPAC	7/25-tech did not follow proper diagnostic's vehicle equipped with auto park C1B00-64 leads to SWA sensor in column. Hotliner requested to replace the RCM Chargeback dealer.			01472 Gullo Ford	3702	1FMHK7F87BG[redacted]	3/3/2011	2/28/2011	12/5/2010	12/8/2010	3.5L w/APA	6/11/2011					
UR0049	U3000-49	BA4,BA5, BC2	EPP	In process MAO - Cap shipped to Kemet	8/29-Kemet C154 capacitor issue(cold weld issue)	8/2- pulled stored & EFF data shipped to MAO for further information 8/2- pulled stored & EFF data shipped to MAO for further information.		08862 Portsmouth Ford	457	1FMHK7F82BG[redacted]	5/13/2011	5/5/2011	3/23/2011	3/24/2011	3.5L wo/APA	6/28/2011					
UR0052	Check eng lamp on U3000-49	AE0		At WPAC	8/10- ship gear out of WPAC and test gear at MAO. If NTF to close case. 9/12- all testing passed, NTF	8/2- could not pull any codes only had a AEO code(CAN message fault)in PSCM check CQIS case dealer replaced EPAS gear and same codes set(U3000-49) no change, dealer could not fix vehicle and vehicle was bought back. Int no		00149 Waldrof Ford	1343	1FMHK8D81BG[redacted]	3/7/2011	3/2/2011	12/26/2010	12/30/2010	3.5L wo/APA	4/15/2011					
UR0053	U3000-49	BA4,BA5, BC2		in eval MAO	9/9- confirmed C154 Kemet Cap	8/19- pulled EFF & stored data does fit the signature of a Kemet C154 failure shipped to MAO to confirm		01928 Bert Wolfe Ford	629	1FMHK8D81BG[redacted]	5/20/2011	5/12/2011	2/11/2011	2/14/2011	3.5L wo/APA	7/6/2011					
UR0057	popping noise frt-end turning	no codes, lamps or noise from the gear		dealer chargeback	8/19- checked the history on this gear because I did not find any thing wrong with the gear physically or internal codes. Found out a bumper beam weld broke and causing the noise. Will chargeback the gear to the dealer			04544 Red McCombs Ford	1108	1FMHK7F89BG[redacted]	6/3/2011	5/26/2011		4/21/2011	3.5L wo/APA	7/6/2011					

UR0078	TC Lamp on	No codes		In process MAO	9/9- tech installed new PSCM vehicle still will not communicate. Non-TRW issue. Wiring issue. According to CQIS report.			02265 Mathews Ford	85	1FMHK8D83BG[redacted]	7/12/2011	6/24/2011	4/6/2011	4/7/2011	3.5L wo/APA	8/24/2011			
UR0093	bumps can hear noise from frt-end	No codes	NVH	At WPAC	9/30- dealer had same noise after EPAS gear replacement after FSE assistance found LF subframe mount grounding, then vehicle returned week later found bumber bar noise that fixed the vehicle. NTF with Gear					07815 Frank Jackson Ford	1323	1FMHK7F878	6/13/2011	6/7/2011	4/6/2011	4/9/2011	3.5L wo/APA	9/12/2011	
0KM BGA39357 RUA# 4531	U2011-49 U2011-61 U3000-49 U3000-96	B3A	EPP	In Eval (Tyco)	5/4- Tyco confirmed this as a Mg,Na,S failure.	3/15- pulled Ford codes unknown what the TRW codes are at this time, to pull CANape codes and ship to 26mile for analysis. 3/21- tri-temp ignition cycled for [illegible]				1FMHK8D81BG[redacted]	3/14/2011				3.5L wo/APA	3/2/2011			