

PE13-003

FORD

APPENDIS I

TSB

Engineering Review

Non Conf Engineering Review

From: Renwick, Rick (R.J.)
Sent: Friday, April 29, 2011 4:51 PM
To: Boerger, Jim (J.G.)
Subject: FW: CD3 FMEM QSF CLOSED !!
[Please thank the team \(again!\) for this rapid issue resolution and closure of the QSF.](#)

Regards,

Rick Renwick
Chief Engineer
Large Gas and Diesel Engine Engineering
Ford Motor Company

20000 Rotunda Dr. Dearborn MI 48124
Bldg 1, 13B100, MD #1150
External Ph: 01 313 390-9938
EMail: rrenwick@ford.com

From: Johnson, David (D.J.)
Sent: Friday, April 29, 2011 3:15 PM
To: McDonagh, Scot (S.M.); Balzer, Stacy (S.L.); Renwick, Rick (R.J.); Baum, Joe (J.M.); Boerger, Jim (J.G.); Sparks, Douglas (D.S.); Dixon, Mark (M.R.); Langley, Scott (C.S.); Davis, Andrae (A.L.); Chacon, Jose (A.); Oyafuso, Kevin (K.G.); Cervenán, Neil (N.J.); Gudino Mendoza, Martin (J.M.)
Subject: RE: CD3 FMEM QSF CLOSED !!

[Nice work team!!!!](#)

Regards,

David J. Johnson

**Chief Engineer,
Customer Service Engineering
Ford Customer Service Division
ph: (313) 322-9454
cell: (313) 492-7613**

From: McDonagh, Scot (S.M.)
Sent: Friday, April 29, 2011 3:07 PM
To: Johnson, David (D.J.); Balzer, Stacy (S.L.); Renwick, Rick (R.J.); Baum, Joe (J.M.); Boerger, Jim (J.G.); Sparks, Douglas (D.S.); Dixon, Mark (M.R.); Langley, Scott (C.S.); Davis, Andrae (A.L.); Chacon, Jose (A.); Oyafuso, Kevin (K.G.); Cervenán, Neil (N.J.); Gudino Mendoza, Martin (J.M.)
Subject: CD3 FMEM QSF CLOSED !!
Importance: High

2010-2011MY CD3 3.5L QSF closed today with release of TSB 11-4-23. QSF open (9) days total

| | | | | | | | | | |
|--------|--------|-------------------|-----------|--|----------|-----------|------------|---|---|
| FUSION | 2011-2 | 02920110017-MI | PO RRENWI | CC: MIL P2112 with intermittent DTC codes | 20/Apr/2 | 27/Jun/20 | 19/Jul/201 | 9 | 3 |
| MILAN | 011 | L P2112, 3.5L - | W CK - | P2104/P2111, FMEM & rough idle. Key restart, | 011 | 11 | 1 | | |
| MKZ | | With Intermittent | SLANGLE | concern gone for short term drive. CA: RFI Noise in | | | | | |
| | | P2111/P2104 | 1 - | ETB circuits, built 08/01/2010 to 03/12/2011. | | | | | |
| | | FMEM & Rough | JCHACO | SC: Powertrain ETB/PCM Revised Jumper Harness. | | | | | |
| | | Idle | N3 | PC: Plant approval released 03/11. Revised wiring | | | | | |
| | | | | harness routing at HSAP 03/12. ST: Parts PSW | | | | | |
| | | | | projected completion date 05/05. TSB approval | | | | | |
| | | | | projected 05/20/2011. Team(s)engaged on improving | | | | | |
| | | | | timing for service & pull ahead parts for release. | | | | | |

Scot G. McDonagh
 PT Quality Engineering
 Phone: (313)337-8091
smcdonag@ford.com

From: Osepchook, William (W.R.)
Sent: Wednesday, October 20, 2010 7:34 AM
To: Langley, Scott (C.S.); Davis, Andrae (A.L.); Boerger, Jim (J.G.)
Cc: Harmon, Derek (D.M.)
Subject: ETB TSB 000-2010-1794R2 is ready for just in time collaboration review
Attachments: enUSA_art000-2010-1794R2.pdf

Importance: High

This should be out to dealers on Monday Oct 25, 2010

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

From: Siplus, G (G.)
Sent: Tuesday, October 19, 2010 2:08 PM
To: Osepchook, William (W.R.)
Subject: 000-2010-1794R2 is ready for just in time collaboration review
Importance: High

YOU MUST RESPOND BY CLOSE OF BUSINESS 10/21/2010

Failure to respond by the deadline is considered approval of the article as written.

*** DO NOT REPLY TO THIS NOTE ***

The following Technical Service Bulletin (TSB) is available for viewing at:

<http://www.gsi.ford.com/oz/tips/CollabWeb/Collaborator.asp>

Concern Tracking Number: 000-2010-1794R2

Description: DTC P2111 Or P2112, Or Lower Than Desired Engine Idle Speed, Engine Idle Speed Fluctuates With Or Without DTCs.

Vehicles: E-150, E-250, Edge, F-150, Flex, Focus, Fusion, MKS, MKT, MKX, MKZ, Taurus

Review all articles that pertain to your area of responsibility for accuracy and completeness and select ONE of the following:

1. Approve the article as written
2. Approve the article with edits

Note: If a vehicle line or model year has been excluded from the article select this option and list the vehicle line(s) that should be added.

3. Reject the article with attached reason

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

**DTC P2111 OR P2112, OR LOWER THAN DESIRED
ENGINE IDLE SPEED, ENGINE IDLE SPEED
FLUCTUATES WITH OR WITHOUT DTCS**

**Concern
Tracking#
000-2010-1794R2**

FORD:

2010-2011 Focus, Fusion, Taurus
2010 E-150, E-250, Edge, F-150
2010-2011 Flex

LINCOLN:

2010-2011 MKS, MKZ
2010 MKX
2010-2011 MKT

ISSUE

Some 2010 Edge, MKX, F-150, E-Series, 2010-2011 Flex, MKT, Focus, Taurus, MKS, Fusion and MKZ vehicles with any of the following engines: 2.0L, 3.5L (excluding GTDI), 3.7L and 4.6L 2V, may exhibit Diagnostic Trouble Codes (DTCs) P2111, P2112, or the idle speed drops lower than desired and/or fluctuates. The idle speed concern can be intermittent and DTCs P2111, P2112 may or may not be present.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

1. Determine engine build date. Refer to Workshop Manual (WSM), Section 303-01, Engine Identification for details.
 - a. If engine build date is within date range indicated below, proceed to Step 2.
 - 2.0L - 2/11/2010-8/2/2010.
 - 3.5L and 3.7L - 3/1/2010-8/3/2010.
 - 4.6L 2V - 5/7/2010-8/2/2010.
 - b. If engine build date is not within range in 1A, do not continue with this article. Refer to Powertrain Control/Emissions Diagnostics (PC/ED) manual for normal diagnostics.
2. If vehicle exhibits any of the following symptoms, replace the throttle body. Refer to WSM, Section 303-04.
 - DTC P2111 and/or PP2112.
 - Idle speed lower than desired.
 - Idle speed fluctuates.

| PART NUMBER | PART NAME |
|---------------|---------------------|
| 7T4Z-9E926-FA | Electronic Throttle |
| 8S4Z-9E926-B | Electronic Throttle |

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited Warranty Coverage And Emissions Warranty Coverage
IMPORTANT: Warranty coverage limits/policies are not altered by a TSB. Warranty coverage limits are determined by the identified causal part.

| OPERATION | DESCRIPTION | TIME |
|-----------|---|---------|
| 00010R2A | 2010 F-150 4.6L: Check DTCs And Replace The Throttle Body (Do Not Use With Any Other Labor Operations) | 0.6 Hr. |
| 00010R2A | 2010-2011 Econoline 4.6L 150, 250: Check DTCs And Replace The Throttle Body (Do Not Use With Any Other Labor Operations) | 0.8 Hr. |
| 00010R2A | 2010-2011 Fusion, MKZ, Taurus, And Flex 2010 Edge, MKX 3.5L DOHC: Check DTCs And Replace The Throttle Body (Do Not Use With Any Other Labor Operations) | 0.6 Hr. |

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

Concern Tracking# 000-2010-1794R2 (Continued)

| | | | |
|----------|--|---------|--|
| 00010R2A | 2010-2011 MKS, MKT 3.7L: Check DTCs And Replace The Throttle Body (Do Not Use With Any Other Labor Operations) | 0.6 Hr. | OASIS CODES: 600000 , 606000 , 607000 , 607400 , 607700 |
| 00010R2A | 2010-2011 Focus 2.0L DOHC: Check DTCs And Replace The Throttle Body (Do Not Use With Any Other Labor Operations) | 0.6 Hr. | , 612000 , 617000 , 618400 |

DEALER CODING

| BASIC PART NO. | CONDITION CODE |
|----------------|-------------------|
| 9F991 | D4 |

From: Isaacson, James (J.W.)
Sent: Friday, November 06, 2009 8:27 AM
To: Bradcoski, Brian (B.P.); Tucker, Christopher (C.H.); Salinas, Daniel (D.I.); Boerger, Jim (J.G.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.); Leifer, James (J.); Jones, Jennifer (J.O.); Chabon, Michael (W.); Langley, Scott (C.S.); Prescott, Amanda (A.B.); Querio, Jennifer (J.)
Cc: Haven, Keith (K.); Baker, Kelly (K.A.); Osepchook, William (W.R.)
Subject: FW: 087-2009-2122 is ready for just in time collaboration review
Attachments: enUSA_art087-2009-2122.pdf

Importance: High

Team,
Please review, Looks like it's finally going through!!!

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

From: Siplus, G (G.)
Sent: Friday, November 06, 2009 7:45 AM
To: Isaacson, James (J.W.)
Subject: 087-2009-2122 is ready for just in time collaboration review
Importance: High

YOU MUST RESPOND BY CLOSE OF BUSINESS 11/9/2009

Failure to respond by the deadline is considered approval of the article as written.

*** DO NOT REPLY TO THIS NOTE ***

The following Technical Service Bulletin (TSB) is available for viewing at:

<http://www.gsi.ford.com/oz/tips/CollabWeb/Collaborator.asp>

Concern Tracking Number: 087-2009-2122

Description: Malfunction Indicator Lamp (MIL) On With Diagnostic Trouble Code (DTC) P2135 - Built Between 6/22/2009 - 10/15/2009 .

Vehicles: Escape, Escape Hybrid, Fusion, Mariner, Mariner Hybrid, Milan

Review all articles that pertain to your area of responsibility for accuracy and completeness and select ONE of the following:

1. Approve the article as written
2. Approve the article with edits

Note: If a vehicle line or model year has been excluded from the article select this option and list the vehicle line(s) that should be added.

3. Reject the article with attached reason

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

**MALFUNCTION INDICATOR LAMP (MIL) ON WITH
DIAGNOSTIC TROUBLE CODE (DTC) P2135—BUILT
BETWEEN 6/22/2009—10/15/2009**

**Concern
Tracking#
087-2009-2122**

FORD:

2010 Fusion
2009 Escape Hybrid, Escape

MERCURY:

2010 Milan
2009 Mariner Hybrid, Mariner

ISSUE

Some 2009-2010 Escape, Mariner, Escape Hybrid, Mariner Hybrid, 2010 Fusion, Milan, Fusion Hybrid, and Milan Hybrid vehicles, built on or between 6/22/2009 - 10/15/2009, may exhibit a malfunction indicator lamp (MIL) or wrench light with diagnostic trouble code (DTC) P2135. DTCs P2111 and/or P0122 may also be present. Drivability symptoms may include intermittent rough idle, idle speed below specification and/or reduced power. This concern may be attributed to Electronic Throttle Body (ETB) hardware. If the vehicle only exhibits DTCs P2111 or P0122 follow normal Powertrain Controls/Emissions Diagnosis (PC/ED) pinpoint test (PPT) diagnostics.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

1. Check for DTCs and confirm vehicle build date. Is DTC P2135 present and vehicle built on or between 6/22/09-10/15/09?
 - a. Yes - proceed to Step 2.
 - b. No - Procedure does not apply. Refer to PC/ED PPT DV for appropriate diagnostic routines.
2. Replace the ETB per the Workshop Manual (WSM), Section 303-04.

| PART NUMBER | PART NAME |
|--------------|--------------------------|
| 9L8Z-9E926-A | Electronic Throttle Body |

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited Warranty Coverage
IMPORTANT: Warranty coverage limits/policies are not altered by a TSB. Warranty coverage limits are determined by the identified causal part.

| OPERATION | DESCRIPTION | TIME |
|-----------|---|---------|
| 0870922A | 2009 Escape, Escape Hybrid, Mariner, Mariner Hybrid: Replace The ETB, Includes Time To Check And Clear Codes (Do Not Use With Any Other Operations) | 0.6 Hr. |
| 0870922A | 2010 Fusion, Fusion Hybrid, Milan, Milan Hybrid 2.5L Engine: Replace The ETB, Includes Time To Check And Clear Codes (Do Not Use With Any Other Operations) | 0.6 Hr. |
| 0870922A | 2010 Fusion, Milan 3.0L Engine: Replace The ETB, Includes Time To Check And Clear Codes (Do Not Use With Any Other Operations) | 0.8 Hr. |

DEALER CODING

BASIC PART NO.
9E926

OASIS CODES: 600000, 698298

CONDITION
CODE
42

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From: Isaacson, James (J.W.)
Sent: Friday, November 06, 2009 11:03 AM
To: Bradcoski, Brian (B.P.); Tucker, Christopher (C.H.); Salinas, Daniel (D.I.); Boerger, Jim (J.G.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.); Leifer, James (J.); Jones, Jennifer (J.O.); Chabon, Michael (W.); Langley, Scott (C.S.); Prescott, Amanda (A.B.); Querio, Jennifer (J.)
Cc: Haven, Keith (K.); Baker, Kelly (K.A.); Osepchook, William (W.R.)
Subject: FW: 087-2009-2122

Team,
Not sure who is editing our TSB so late and not advising about the changes...
But we do NEED the Hybrids to remain on this TSB, Correct?

From: Isaacson, James (J.W.)
Sent: Friday, November 06, 2009 11:02 AM
To: Klump, Robert (R.F.)
Cc: Jones, Jennifer (J.O.)
Subject: 087-2009-2122

Bob,
Confused.

Earlier this morning I received the first attached e-mail... I looked it over and sent it out to the team for final review.



087-2009-2122 in: email0000 and0000 21...
re:sooty four jpn...

Then, later this morning, I received the same TSB for review again... BUT... It dropped off vehicles Fusion and Milan. I did not act fast enough and save the article as, I can no longer see anything in Co-lab on this article at this phase of the process.



087-2009-2122 in:
re:sooty four jpn...

Now a third?? Changed back?? But the Hybrids were removed...



087-2009-2122 in: email0000 and0000 21...
re:sooty four jpn...

What has changed? Why? Who can and did change this without me??? Will these be published as our team intended and agreed?
These two TSB's really need to go! Can I assist???

James (Iggy) Isaacson

*Little can be designed to last forever...
Everything can be designed to be serviced.
The customer that matters most, is the one behind a Ford wheel.*

Ford Motor Company

Service Engineering/ V-Engine Engineering
Building 1, 3rd Floor, Cubicle# 13G030
20000 Rotunda Dr., Dearborn, Mi. 48124-4091 USA
Cell #: 313-805-9707, Fax # 313-390-6600
jisaacso@ford.com. Mail Drop 1107

From: Siplus, G (G.)
Sent: Friday, November 06, 2009 7:45 AM
To: Isaacson, James (J.W.)
Subject: 087-2009-2122 is ready for just in time collaboration review

Importance: High

YOU MUST RESPOND BY CLOSE OF BUSINESS 11/9/2009

Failure to respond by the deadline is considered approval of the article as written.

*** DO NOT REPLY TO THIS NOTE ***

The following Technical Service Bulletin (TSB) is available for viewing at:

<http://www.gsi.ford.com/oz/tips/CollabWeb/Collaborator.asp>

Concern Tracking Number: 087-2009-2122

Description: Malfunction Indicator Lamp (MIL) On With Diagnostic Trouble Code (DTC) P2135 - Built Between 6/22/2009 - 10/15/2009 .

Vehicles: Escape, Escape Hybrid, Fusion, Mariner, Mariner Hybrid, Milan

Review all articles that pertain to your area of responsibility for accuracy and completeness and select ONE of the following:

1. Approve the article as written
2. Approve the article with edits

Note: If a vehicle line or model year has been excluded from the article select this option and list the vehicle line(s) that should be added.

3. Reject the article with attached reason
-

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**MALFUNCTION INDICATOR LAMP (MIL) ON WITH
DIAGNOSTIC TROUBLE CODE (DTC) P2135—BUILT
BETWEEN 6/22/2009—10/15/2009**

**Concern
Tracking#
087-2009-2122**

FORD:

2010 Fusion
2009 Escape Hybrid, Escape

MERCURY:

2010 Milan
2009 Mariner Hybrid, Mariner

ISSUE

Some 2009-2010 Escape, Mariner, Escape Hybrid, Mariner Hybrid, 2010 Fusion, Milan, Fusion Hybrid, and Milan Hybrid vehicles, built on or between 6/22/2009 - 10/15/2009, may exhibit a malfunction indicator lamp (MIL) or wrench light with diagnostic trouble code (DTC) P2135. DTCs P2111 and/or P0122 may also be present. Drivability symptoms may include intermittent rough idle, idle speed below specification and/or reduced power. This concern may be attributed to Electronic Throttle Body (ETB) hardware. If the vehicle only exhibits DTCs P2111 or P0122 follow normal Powertrain Controls/Emissions Diagnosis (PC/ED) pinpoint test (PPT) diagnostics.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

1. Check for DTCs and confirm vehicle build date. Is DTC P2135 present and vehicle built on or between 6/22/09-10/15/09?
 - a. Yes - proceed to Step 2.
 - b. No - Procedure does not apply. Refer to PC/ED PPT DV for appropriate diagnostic routines.
2. Replace the ETB per the Workshop Manual (WSM), Section 303-04.

| PART NUMBER | PART NAME |
|--------------|--------------------------|
| 9L8Z-9E926-A | Electronic Throttle Body |

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited Warranty Coverage
IMPORTANT: Warranty coverage limits/policies are not altered by a TSB. Warranty coverage limits are determined by the identified causal part.

| OPERATION | DESCRIPTION | TIME |
|-----------|---|---------|
| 0870922A | 2009 Escape, Escape Hybrid, Mariner, Mariner Hybrid: Replace The ETB, Includes Time To Check And Clear Codes (Do Not Use With Any Other Operations) | 0.6 Hr. |
| 0870922A | 2010 Fusion, Fusion Hybrid, Milan, Milan Hybrid 2.5L Engine: Replace The ETB, Includes Time To Check And Clear Codes (Do Not Use With Any Other Operations) | 0.6 Hr. |
| 0870922A | 2010 Fusion, Milan 3.0L Engine: Replace The ETB, Includes Time To Check And Clear Codes (Do Not Use With Any Other Operations) | 0.8 Hr. |

DEALER CODING

BASIC PART NO.
9E926

OASIS CODES: 600000, 698298

CONDITION
CODE
42

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From: Siplus, G (G.)
Sent: Friday, November 06, 2009 9:41 AM
To: Isaacson, James (J.W.)
Subject: 087-2009-2122 is ready for just in time collaboration review

Importance: High

YOU MUST RESPOND BY CLOSE OF BUSINESS 11/9/2009

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Vehicles: Escape, Mariner

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1. Approve the article as written
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Note: If a vehicle line or model year has been excluded from the article select this option and list the vehicle line(s) that should be added.

3. Reject the article with attached reason
-

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

From: Siplus, G (G.)
Sent: Friday, November 06, 2009 9:52 AM
To: Isaacson, James (J.W.)
Subject: 087-2009-2122 is ready for just in time collaboration review

Importance: High

YOU MUST RESPOND BY CLOSE OF BUSINESS 11/9/2009

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Vehicles: Escape, Fusion, Mariner, Milan

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-

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**MALFUNCTION INDICATOR LAMP (MIL) ON WITH
DIAGNOSTIC TROUBLE CODE (DTC) P2135—BUILT
BETWEEN 6/22/2009—10/15/2009**

**Concern
Tracking#
087-2009-2122**

FORD:
2010 Fusion
2009 Escape

MERCURY:
2010 Milan
2009 Mariner

ISSUE

Some 2009-2010 Escape, Mariner, Escape Hybrid, Mariner Hybrid, 2010 Fusion, Milan, Fusion Hybrid, and Milan Hybrid vehicles, built on or between 6/22/2009 - 10/15/2009, may exhibit a malfunction indicator lamp (MIL) or wrench light with diagnostic trouble code (DTC) P2135. DTCs P2111 and/or P0122 may also be present. Drivability symptoms may include intermittent rough idle, idle speed below specification and/or reduced power. This concern may be attributed to Electronic Throttle Body (ETB) hardware. If the vehicle only exhibits DTCs P2111 or P0122 follow normal Powertrain Controls/Emissions Diagnosis (PC/ED) pinpoint test (PPT) diagnostics.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

1. Check for DTCs and confirm vehicle build date. Is DTC P2135 present and vehicle built on or between 6/22/09-10/15/09?
 - a. Yes - proceed to Step 2.
 - b. No - Procedure does not apply. Refer to PC/ED PPT DV for appropriate diagnostic routines.
2. Replace the ETB per the Workshop Manual (WSM), Section 303-04.

| PART NUMBER | PART NAME |
|--------------|--------------------------|
| 9L8Z-9E926-A | Electronic Throttle Body |

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited Warranty Coverage And Emissions Warranty Coverage
IMPORTANT: Warranty coverage limits/policies are not altered by a TSB. Warranty coverage limits are determined by the identified causal part.

| OPERATION | DESCRIPTION | TIME |
|-----------|---|---------|
| 0870922A | 2009 Escape, Escape Hybrid, Mariner, Mariner Hybrid: Replace The ETB, Includes Time To Check And Clear Codes (Do Not Use With Any Other Operations) | 0.6 Hr. |
| 0870922A | 2010 Fusion, Fusion Hybrid, Milan, Milan Hybrid 2.5L Engine: Replace The ETB, Includes Time To Check And Clear Codes (Do Not Use With Any Other Operations) | 0.6 Hr. |
| 0870922A | 2010 Fusion, Milan 3.0L Engine: Replace The ETB, Includes Time To Check And Clear Codes (Do Not Use With Any Other Operations) | 0.8 Hr. |

DEALER CODING

BASIC PART NO.
9E926

OASIS CODES: 600000, 698298

CONDITION
CODE
42

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From: Langley, Scott (C.S.)
Sent: Sunday, July 12, 2009 11:16 AM
To: Pulay, Kirk (K.); Hall, Brent (A.); McRoy, Gitanjali (G.); Sims, Ivan (I.D.); Chabon, Michael (W.); Davis, Andrae (A.L.)
Subject: FW: 2010 CD3 modules....ETB input?

What do you think?

This SSM was directed to be written as soon as they understood there was a specific issue with the ETB and they are trying to avoid unnecessary PCM replacement... understandable. There was a high % of TNI PCMs replaced for these P0122/P0222 codes.

But, I am not real happy about highlighting the ETB immediately. (I thought it was at the top of the dealer's list anyway!)

The SSM does say to "perform the PC/ED pinpoint test DV diagnostic subroutine," but it clearly highlights the ETB.

I would probably prefer wording like... if no trouble is found with the PCM, wire harness or, replace the ETB.

The problem is that the ETB issue is somewhat intermittent... it has taken testing at temps or the screening test to confirm the failure.

The screening test is not practical for the dealers to perform. So, that is some justification to point them to the ETB.

One thing that needs to be verified... is it possible to have an issue with the PCM that would cause these codes?

I need to give them feedback Monday.

Sincerely,

Scott Langley

PD Supervisor - Component C Current Quality

& Rawsonville Resident Engrg - Engine

(Components = Air Metering, Fuel Metering, Ignition, ESMS)

Ford Motor Company - Bldg #1

cell: 313-805-8789

email: slangle1@ford.com

From: McDonagh, Scot (S.M.)
Sent: Friday, July 10, 2009 8:41 AM
To: Langley, Scott (C.S.); Chea, Top (T.C.); Matysiewicz, Edwin (E.J.); Dixon, Mark (M.R.); Ramirez, Mauricio (M.R.)
Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Kadrovich, Kathy (K.); Post, Kyle (K.R.); Bailey, Owen (O.R.); Cowher, Terry (T.); Chacon, Jose (A.); Prescott, Amanda (A.B.); Courtney, Bill (W.L.); Boerger, Jim (J.G.); Davis, Andrae (A.L.); Hall, Brent (A.); Chabon, Michael (W.); Sims, Ivan (I.D.); Jones, Jennifer (J.O.); McRoy, Gitanjali (G.); Bos, Ed (E.A.)
Subject: RE: 2010 CD3 modules.....update

Thanks Scott- Your thoughts on the below revised SSM draft ?

Some 2009 Escape/Mariner, Escape/Mariner Hybrids and 2010 Fusion/Milan, Fusion/Milan Hybrids built prior to 6/15/2009 equipped with 2.5L and 3.0L Engines may exhibit a Lacks Power concern and/or Malfunction Indicator Light(MIL) with Electronic Throttle Body(ETB), Throttle Position Sensor(TPS) Diagnostic Trouble Code P0122 (Throttle/Pedal Position Sensor A- Circuit Low) And/Or P0222(Throttle/Pedal Position Switch B- Circuit Low). Do not replace the Powertrain Control Module for this concern. Perform PC/ED Pinpoint test DV Diagnostic Subroutine. If root cause is undetermined following diagnostic routines replace Electronic Throttle Body(ETB).

Scot G. McDonagh

Super-Duty PT Quality

Phone: (313)337-8091

smcdonag@ford.com

From: Langley, Scott (C.S.)

Sent: Friday, July 10, 2009 7:41 AM

To: McDonagh, Scot (S.M.); Chea, Top (T.C.); Matysiewicz, Edwin (E.J.); Dixon, Mark (M.R.); Ramirez, Mauricio (M.R.)

Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Kadrovich, Kathy (K.); Post, Kyle (K.R.); Bailey, Owen (O.R.); Cowher, Terry (T.); Chacon, Jose (A.); Prescott, Amanda (A.B.); Courtney, Bill (W.L.); Boerger, Jim (J.G.); Davis, Andrae (A.L.); Hall, Brent (A.); Chabon, Michael (W.); Sims, Ivan (I.D.); Jones, Jennifer (J.O.); McRoy, Gitanjali (G.); Bos, Ed (E.A.)

Subject: RE: 2010 CD3 modules.....update

#1, I think Mary Ann confirmed there were two "suspect" PCMs, but that neither had ETB-related codes.

Note that this P0122 and P0222 will be flagged for issues other than the known ETB chip timing issue. For one, wire harness issues can also flag this code.

In analyzing the claims, we have significantly more P0122 and P0222 associated claims than we would expect for the chip timing issue. We feel we have a good handle on the risk/occurrence of the chip timing issue.

I have summarized our [confirmed ETB failures](#) for the TPS chip Timing issue:

- all but one have either the P0122 or P0222 codes.
- Only two have any mention of driveability issues

9L8E ETB's with confirmed Chip Timing Error

| <u>VIN</u> | <u>CUST COMPLAINT</u> | <u>DTC</u> |
|--------------|--------------------------------------|-------------------------------------|
| 1F...24822 | CEL | P0122 w/ P1125 & P2135 |
| 3F...5849 | CEL | P0222 w/ p0505 |
| 1F...65219 | CLE | P0222w/ P0505, P2127, P2128 & P2100 |
| 1F...69677 | Wrench | P0122 w/ P111 |
| 4M...15269 | CEL | P0122 |
| 1F...KA95724 | CEL & Wrench & "poor mileage (23.5)" | P0122 w/ P1000 |
| 1F...KA08329 | Wrench | Wrench light w/ no codes |
| 4M...13382 | CEL & "No power on Accel" | P0222 |
| 1F...KB34984 | CEL | P0122 |

CEL = Check Engine Light.

Please call me with any questions.

Sincerely,

Scott Langley

*PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine*

(Components = Air Metering, Fuel Metering, Ignition, ESMS)

Ford Motor Company - Bldg #1

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From: McDonagh, Scot (S.M.)

Sent: Wednesday, July 08, 2009 7:35 AM

To: Langley, Scott (C.S.); Chea, Top (T.C.); Matysiewicz, Edwin (E.J.); Dixon, Mark (M.R.); Ramirez, Mauricio (M.R.)

Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.);

Kadrovich, Kathy (K.); Post, Kyle (K.R.); Bailey, Owen (O.R.); Cowher, Terry (T.); Chacon, Jose (A.); Prescott, Amanda (A.B.)

Subject: RE: 2010 CD3 modules.....update

VEE SSM release approval pending confirmation on whether or not we should include "Do not replace the Powertrain Control Module" statement in the communication release. Will customers experience Drivability concerns(Stalls/Lacks Power/No-Start) or MIL only ? Thanks

Some 2009 Escape/Mariner, Escape/Mariner Hybrids and 2010 Fusion/Milan, Fusion/Milan Hybrids built prior to 6/15/2009 equipped with 2.5L and 3.0L Engines may exhibit a MIL light and Electronic Throttle Body(ETB), Throttle Position Sensor(TPS) Diagnostic Trouble Codes P0122 (Throttle/Pedal Position Sensor A-Circuit Low) And/Or P0222(Throttle/Pedal Position Switch B- Circuit Low). Perform PC/ED Pinpoint test DV Diagnostic Subroutine. If root cause is undetermined following normal diagnostics. Do not replace the Powertrain Control Module. This concern is under investigation. Monitor OASIS for future updates.

Scot G. McDonagh

Super-Duty PT Quality

Phone: (313)337-8091

smcdonag@ford.com

From: Langley, Scott (C.S.)

Sent: Tuesday, July 07, 2009 4:40 PM

To: Chea, Top (T.C.); Matysiewicz, Edwin (E.J.); Dixon, Mark (M.R.); Ramirez, Mauricio (M.R.)

Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.);

Kadrovich, Kathy (K.); Post, Kyle (K.R.); Bailey, Owen (O.R.); Cowher, Terry (T.); McDonagh, Scot (S.M.)

Subject: RE: 2010 CD3 modules.....update

Guys,

Did this get confirmed? ...Was it 108375 the one PCM Dave had issues with?

Sincerely,

Scott Langley

PD Supervisor - Component C Current Quality

& Rawsonville Resident Engrg - Engine

(Components = Air Metering, Fuel Metering, Ignition, ESMS)

Ford Motor Company - Bldg #1

cell: 313-805-8789

email: slangle1@ford.com

From: Chea, Top (T.C.) [mailto:tchea@ford.com]

Sent: Wednesday, June 24, 2009 2:03 PM

To: Matysiewicz, Edwin (E.J.); Dixon, Mark (M.R.); Ramirez, Mauricio (M.R.)

Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Kadrovich, Kathy (K.); Post, Kyle (K.R.); Bailey, Owen (O.R.); Cowher, Terry (T.)

Subject: RE: 2010 CD3 modules.....update

Are these PCMs from cars in which wiring was called out as the root cause? 3 of the 5 PCM with ETC issues below was due to wiring so I expect those PCMs to NOT have issues. I expect 108375 and possibly 108149 would have issues. Was it 108375 the one PCM Dave had issues with. What were the root causes to the other 7 vehicles? Has anyone run a "clean" returned PCM in a temperature chamber to make sure that the issue isn't related to temperature?

Thanks,

Top Chea

From: Matysiewicz, Edwin (E.J.)

Sent: Wednesday, June 24, 2009 1:44 PM

To: Dixon, Mark (M.R.); Ramirez, Mauricio (M.R.)

Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Kadrovich, Kathy (K.); Post, Kyle (K.R.); Chea, Top (T.C.); Bailey, Owen (O.R.); Cowher, Terry (T.)

Subject: RE: 2010 CD3 modules.....update

Mark and Mauricio

Dave Wood from Conti and I just finished driving 12 of the 2010 CD3 I4 ATX field return PCMs, and had an issue with only one PCM. The other 11 PCMs drove clean and tested KOER clean.

6 of the 11 PCMs that tested clean had ETC OBD codes.

I used a vehicle that Terry Cowher loaned to us.

Ed

From: Dixon, Mark (M.R.)

Sent: Wednesday, June 24, 2009 12:17 PM

To: Matysiewicz, Edwin (E.J.)

Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Kadrovich, Kathy (K.); Post, Kyle (K.R.); Chea, Top (T.C.)

Subject: RE: 2010 CD3 modules.....update

Ed, the Delphi corrective actions (containment and PCA) for the chip in the TB are below.

ICA engines to HSAP 6/14 with 100% screening process at tier #1

PCA engines to HSAP 7/10 with chip manufacturing process 100% cutoff 6/26 at tier #1

Mark Dixon
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Ford Motor Company
Building 2 / 24K36
<mailto:mdixon@ford.com>
Tel: (313) 805-7051

From: Matysiewicz, Edwin (E.J.)
Sent: Tuesday, June 23, 2009 12:24 PM
To: Dixon, Mark (M.R.)
Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Kadrovich, Kathy (K.); Post, Kyle (K.R.); Chea, Top (T.C.)
Subject: RE: 2010 CD3 modules.....update

Mark

I have been seeing ETB faults in 2009 U377 warranty on both I4 and V6 powertrains for a while, and when I check the PCMs, the PCM performance is clean.

Kathy Kadrovich visited a short time ago, and we both think that we need to do some sort of dealership notification on the Delphi ETB to limit the replacement of good PCMs.

Please advise on next steps as we need to improve management of this warranty action

Ed

From: Dixon, Mark (M.R.)
Sent: Tuesday, June 23, 2009 11:44 AM
To: Kadrovich, Kathy (K.); Post, Kyle (K.R.); Chea, Top (T.C.); Matysiewicz, Edwin (E.J.)
Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.)
Subject: RE: 2010 CD3 modules.....update

Attached is summary of Delphi TB chip concern that is driving the TP circuit codes in Kyles note below.

Kathy, how many of these have resulted in PCM replacements? Do we need to get a message out to stop the replacement?

Mark Dixon
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<mailto:mdixon@ford.com>
Tel: (313) 805-7051

From: Kadrovich, Kathy (K.)
Sent: Tuesday, June 23, 2009 10:58 AM
To: Post, Kyle (K.R.); Chea, Top (T.C.); Matysiewicz, Edwin (E.J.)
Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Dixon, Mark (M.R.)
Subject: RE: 2010 CD3 modules.....update

I also added comments....

3-wiring

2-PCM for different failure modes (Stalls w/engine/wrench light and Check Engine light only).

By the way - one of you asked about the P0688 - It's just a typo. It is a P06B8. Sometimes hard for an admin to read a tech's handwriting.

Known issue with IDS Clear KAM function. Already fixed.

From: Post, Kyle (K.R.)
Sent: Friday, June 19, 2009 11:49 AM
To: Chea, Top (T.C.); Matysiewicz, Edwin (E.J.)
Cc: King, Brian (B.M.); Kadrovich, Kathy (K.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.)
Subject: RE: 2010 CD3 modules.....update

Good answers Top. I added a few comments.

Top

I went through the 12 I4 ATX CD3 PCMs that I have on my desk, and 5 have ETC issues.

600717 has 0642 [ETC A lo]

P0642 - VREF Under-voltage / short-to-ground fault code, sounds like wiring/corrosion or the PCM to me. Never got one during development . This claim calls out wiring as the root cause - 12" from the pcm, circuit LE423 GNVV.

114662 has 0122, 0222, 2122, 1127 [TPA lo, TPB lo, Pedal D lo, Pedal E lo]

TP sensors are out of range. It's either wiring/corrosion, PCM, or ETB sensors. (Since the pedal faults also set, check ETC Ref for short to ground or open, or internal PCM) Find out what was replaced and if it fixed the issue. This one also calls out wiring (Base 14290).

108149 has 0122, 0222, 0212, 2127, 0685

You also got a CCSD relay code along with the TP sensors out of range code. So my guess is wiring. I don't know what P0212 is (P2122?) . Find out what was replaced and if it fixed the issue. Stalls with engine/wrench light - my guess is pcm as root cause here.

108375 has 2107

H-bridge fault. Most likely PCM. Find out what was replaced and if it fixed the issue. (Can be shorts on the ETB TACM+/- wires. Check for chaffing on harness) This one had a TB replaced but came back with the P2107 check engine light. Looks like pcm as root cause.

109365 has 0122, 0301, 0316, 0351, 2111, 2135, 0688

You are getting misfire codes along with the TP codes. Most likely PCM or wiring. I don't know what P0688 is. Find out what was replaced and if it fixed the issue. This one calls out wiring as root cause (Base 14290).

How do we tell if these are Denso or Delphi ETB's ? the 2.5L is Delphi

The two 2010 V6 Fusion PCMs are both misfire fault cases [one P0305, and one P0306].

Please advise on what you would like to do with the I4 ETC cases.

Thanks

Ed

From: Chea, Top (T.C.)
Sent: Friday, June 19, 2009 9:18 AM
To: Matysiewicz, Edwin (E.J.)
Cc: King, Brian (B.M.); Kadrovich, Kathy (K.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Post, Kyle (K.R.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.)
Subject: RE: 2010 CD3 modules.....update

The P2135 is a TP sensor comparison fault. In 2010 we switched from a Denso ETB to a Delphi ETB for the I4. I've heard lots of issues with the Delphi ETB popping up. Kirk/Kyle, can you confirm if there were any bad lots of ETB that could have gone to the CD3 program from Delphi?

What were the replacement parts that fixed the issues on the 3 cars? I noticed on one of the cars, the ETB change did not fix the issue.

Top

From: Matysiewicz, Edwin (E.J.)
Sent: Friday, June 19, 2009 6:01 AM
To: Chea, Top (T.C.)
Cc: King, Brian (B.M.); Kadrovich, Kathy (K.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.)
Subject: RE: 2010 CD3 modules.....update

Top

We don't have any 2010 Fusion test cars yet, so the answer is no.

I have a 2009 Escape with a P2135 ETC code that I have driven for over a week without any issue surfacing.

Do you understand the 2135 code very well, and what would be the common root cause to set it ?

My question was if you had any OBD ETC fault code issues on the 2010 Fusion launch as we don't see many ETC faults, false or otherwise.

Thanks

Ed

From: Chea, Top (T.C.)
Sent: Thursday, June 18, 2009 2:24 PM
To: Matysiewicz, Edwin (E.J.); King, Brian (B.M.)
Subject: RE: 2010 CD3 modules.....update

I see 3 cars with ETC codes and all 3 of them, the PCMs were pulled. Did it fix the issue on them or was it wiring? And did you test them after Dave Wood said they were okay? What was your result?

[Top](#)

From: Matysiewicz, Edwin (E.J.)
Sent: Thursday, June 18, 2009 2:07 PM
To: Chea, Top (T.C.); King, Brian (B.M.)
Subject: 2010 CD3 modules.....update

[Top](#)

Initial 2010 fusion Warranty looks like an issue on the I4 with ETC codes,

Did you have to fix them at launch ?

Brian

Initial 2010 fusion warranty looks like an issue with P030X faults on the V6.

Did you fixes at launch ?

Thanks

Ed

From: Graham, David (D.L.)
Sent: Friday, March 15, 2013 9:27 AM
To: Hwang, Sheng-Jiaw (S.J.)
Cc: Osephhook, William (W.R.); Isaacson, James (J.W.)
Subject: FW: TSB (US) Courtesy Copy: 087-2013-1011R1: Loss Of Engine RPMs - Lack Of Acceleration - Wrench Light Illuminated With Or Without Diagnostic Trouble Codes (DTCs) P2111 And/or P2112

Joe –
TSB drafted

From: Siplus, G (G.)
Sent: Thursday, March 14, 2013 2:51 PM
To: Abhyankar, Sanjay (S.B.); Murray, Al (A.R.); Caines, Bill (B.); Boullin, Stephanie (S.); Tews, Bryan (B.H.); Chacon, Jose (A.); Tedone, Damian (D.J.); Dobbs, Dan (K.D.); Garant, Dan (DCG.); Wood, Daniel (D.P.); Capoccia, David (D.C.); Graham, David (D.L.); Ott, David (D.J.); Ruppert, Dave (D.R.); Werthmann, Dave (D.G.); Derington, Bryan (B.P.); Dias, Alexandre (A.O.); Smith, Ed (J.); Yerke, Eric (E.R.); Hermann, Erik (E.H.); Santos, Evandro (E.M.); Gregoricka, David (D.J.); Patel, Harendra (H.M.); Humphries, Glenn (G.L.); Hansen, James (J.B.); Jansen, Michael (M.R.); Kahn, Jason (J.); Willard, Jeremy (J.); Pawloski, John (.); Saieg, John (J.R.); Sturgill, John (J.); Zeitz, Keith (K.A.); Respecki, Laura (L.); Manick, Lawrence (L.A.); Mark.palleschi@us.bosch.com; Taylor, Mark (M.K.); Trapp, Martin (M.A.); BMENTGEN@ford.com; Merlano, Nicolas (N.M.); Spencer, Mike (M.T.); Morton, Mike (M.F.); Cervenak, Neil (N.J.); Nichols, Steven (S.); McClain, Shawn (S.M.); Westermann, W Scott (W.S.); Harmon, Derek (D.M.); Harmon, Derek (D.M.); Dixon, Mark (M.R.); Bell, Ernie (E.)
Subject: TSB (US) Courtesy Copy: 087-2013-1011R1: Loss Of Engine RPMs - Lack Of Acceleration - Wrench Light Illuminated With Or Without Diagnostic Trouble Codes (DTCs) P2111 And/or P2112

TSB (US) Courtesy Copy

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General Information

Last action taken (as of 3/14/2013 6:50:39 PM GMT): Accept/Submit to approvers
Comment:

Author: DHARMON3
Tracking Number: 087-2013-1011R1
Global Concern Number: 104-2012-0025
Title: Loss Of Engine RPMs - Lack Of Acceleration - Wrench Light Illuminated With Or Without Diagnostic Trouble Codes (DTCs) P2111 And/or P2112
Article Type: TSB (US)

TSB Issue:

Some 2009-2012 Escape, 2009-2011 Mariner, 2010-2012 Fusion and 2010-2011 Milan vehicles equipped with the 2.5L DOHC or 3.0L engine may exhibit a loss of engine RPMs or lack of acceleration with illuminated Wrench Light. DTCs P2111 and/or P2112 may or may not be stored in the powertrain control module (PCM).

TSB Action:

Follow the Service Procedure steps to correct the concern.

TSB Service Procedure:

1. Using the Integrated Diagnostic Scan tool (IDS) or equivalent, retrieve all Continuous Memory DTCs . Are DTCs P2111 and/or P2112 present?
 - a. No - proceed to Step 2
 - b. Yes - proceed to Step 3
2. Using IDS, access the Electronic Throttle Body (ETB) Check Function test and follow screen prompts. (figure 1). Are Faults present?
 - a. No - This article does not apply, Refer to the Powertrain Control/Emissions Diagnostic (PC/ED) manual for normal diagnostics.
 - b. Yes - Proceed to step 3.
3. Replace ETB and gasket. Refer to Workshop Manual, Section 303-04.
4. Reprogram the PCM to the latest calibration using IDS release XX or higher. Calibration files may also be obtained at www.motorcraft.com
5. Clear Keep Alive Memory

Category: Service Fix - TSB Only
Request Type: QSF
Activity Code: Powertrain Engine
Vehicle Applications:

| Vehicle Lines | Model Year Start | Model Year End | Assembly Plants | Body Styles | Engine | Trans Axles | Build From | Build To |
|---------------|------------------|----------------|-----------------|-------------|-------------------|-------------|------------|----------|
| Escape | 2009 | 2012 | | | 2.5L DOHC | | | |
| Fusion | 2010 | 2012 | | | 2.5L DOHC | | | |
| Fusion | 2010 | 2012 | | | 3.0L 4V FLEX FUEL | | | |
| Mariner | 2009 | 2011 | | | 2.5L DOHC | | | |
| Milan | 2010 | 2011 | | | 2.5L DOHC | | | |
| Milan | 2010 | 2011 | | | 3.0L 4V FLEX FUEL | | | |
| Escape | 2009 | 2012 | | | 3.0L V6 | | | |
| Mariner | 2009 | 2011 | | | 3.0L V6 | | | |

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Changes Needed in Other Pubs:

TSBs to Supersede:

SSMs to Supersede:

ISMs to Supersede:

Other application Articles:

Select the reason for republication:

Procedure verified by CDSID:

Describe How The Procedure Was Verified:

dharmon3
 GCQIS reports, PD Engineering duplication, Freeze Frame recordings.

Do you have access to a vehicle for time study?

Yes

If Yes, contact for vehicle CDSID:

dharmon3

Are Illustrations Required?

Yes

If Yes, Contact information for illustrations:

CDSID(Ford only):

dharmon3

Full Name:

Derek Harmon

Phone:

313-317-4276

Illustration Notes:

email me at dharmon3@ford.com, I will send you the special IDS tool screen shot for the TSB. Thanks, Derek

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p2111, P2112, 200000, 206000, 600000, 606000, 607000, 607400, 607500, 614000, 698298

DTC Codes and OASIS Service Codes:

Global Customer Symptom Codes:

| Category | Q1 | Q2 | Q3 | Full Code |
|----------------------------|------------------------------------|--|--------------|-----------|
| Driver Aides & Information | Warning Indicators/Messages/Chimes | Electronic Throttle Control (Wrench Image) | Stays On | 227568 |
| Driver Aides & Information | Warning Indicators/Messages/Chimes | Service Engine Soon (Engine Image) | Stays On | 227Q68 |
| Driving Performance | Stalls/Quits | At Idle | Intermittent | 552139 |
| Driving Performance | Stalls/Quits | Acceleration | Intermittent | 552239 |
| Driving Performance | Lack/Loss of Power | Acceleration | Intermittent | 554239 |

Causal Basic Part # or Finis Code:

| Causal Part # or Finis Code | Warranty Condition Codes |
|-----------------------------|--------------------------|
| 9E926 | Powertrain: 42 |

Calibrations List:

White Paper Numbers:

Parts Request Information

Are Parts Required?

Yes

QSF Single Agenda Or Program FRC Date:

2/2/2013

Parts List:

| | | | | | | | |
|---|----------------------|--------------------|----------------------|------------------|----------------------|-----------------|-------------------------------|
| 1 | *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
| | Existing | ds7e9f991ae | No | Sell | Throttle Body | 1 | 2000 |
| | *Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company |
| | 14300 | | | | | | |
| | @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | Replaced Eng. # | Is Calibration Needed |
| | | | DS7Z-9E926-A | | | No | |
| 2 | *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
| | Existing | 8E5G9E936AA | No | Sell | T/B Gasket I4 | 1 | 1000 |
| | *Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company |
| | 7800 | | | | | | |
| | @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | Replaced Eng. # | Is Calibration Needed |
| | | | 8E5Z-9E936-A | | | No | |
| 3 | *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
| | Existing | 9L8E9E936AA | No | Sell | T/B Gasket V6 | 1 | 1000 |
| | *Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company |
| | 7150 | | | | | | |
| | @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | Replaced Eng. # | Is Calibration Needed |
| | | | 9L8Z-9E936-A | | | No | |

Parts catalog flag needed?

No

Part number(s) that require flag:

Is geographic location significant?

No

Special instructions/remarks:

***** Parts List *****

DS7Z-9E926-A Throttle Body

8E5Z-9E936-A 2.5L Throttle Body Gasket

9L8Z-9E936-A 3.0L Throttle Body Gasket

Article Number:

BCM Number:

(End automated email)

From: Osepchook, William (W.R.)
Sent: Monday, October 11, 2010 2:51 PM
To: Langley, Scott (C.S.); Davis, Andrae (A.L.)
Subject: FW: TSB Part Approval Complete: 000-2010-1794R1: Vehicles With Diagnostic Trouble Codes (DTC) P2111 or P2112, or Lower Than Desired Engine Idle, Engine Idle fluctuations with or without DTC.

Parts are approved.....so they must have plenty in stock.

From: Nesbitt, Robert (R.A.)
Sent: Monday, October 11, 2010 2:46 PM
To: Osepchook, William (W.R.); Nesbitt, Robert (R.A.)
Subject: TSB Part Approval Complete: 000-2010-1794R1: Vehicles With Diagnostic Trouble Codes (DTC) P2111 or P2112, or Lower Than Desired Engine Idle, Engine Idle fluctuations with or without DTC.

TSB Part Approval Complete

***** NOTE: The system generated the email. Do not reply to this email *****

***** To be removed from this distribution list, please email Robert Klump at rklump@ford.com *****

This message is being sent on behalf of RNESBIT1.

This is a courtesy copy of the following article to advise you this article has been approved for release by PS&L.

General Information

Last action taken (as of 10/11/2010 6:46:06 PM GMT): Approve for release
Comment:

Author: WOSEPCHO
Tracking Number: 000-2010-1794R1
Author Tracking Number: --
Title: Vehicles With Diagnostic Trouble Codes (DTC) P2111 or P2112, or Lower Than Desired Engine Idle, Engine Idle fluctuations with or without DTC.
Article Type: TSB

TSB Issue:

Some 2010 and 2011 vehicles with specific engine build dates and equipped with any of the following engines: 2.0L, 3.5L PFI, 3.7L PFI & 4.6L 2V, may exhibit P2111 or P2112 DTCs or a concern where idle speed drops lower than desired and/or fluctuates. The idle speed concern can be intermittent, and may be accompanied with DTC P2111 and/or P2112.

TSB Action:

See TSB Procedure.

TSB Service Procedure:

1. Verify engine build date. Refer to Work Shop Manual, section 303-01, under Engine Identification, for details.

A. If engine build dates are within range for the engine indicated below proceed to step #2.

For vehicles equipped with a 2.0L - 2/11/2010-8/2/2010

For vehicles equipped with a 3.5L and 3.7L PFI - 3/1/2010-8/3/2010

For vehicles equipped with a 4.6L 2v - 5/7/2010-8/2/2010

B. If the engine build date does not fit the date range in 1A, then do not continue this article, follow normal diagnostics in PC/ED manual.

2. Using IDS, retrieve DTC's

A.If there are DTCs not related to the ETB,follow normal diagnostics.

B.If DTC P2111 and/or P2112 with or without other ETB codes or there are no codes, but the vehicle exhibits idle speeds that drop lower than desired and/or fluctuates, replace the ETB.

Category:

Service Fix (10 years - TSB Only)

Request Type:

QSF

Would this make a good cost save business case?

No

Activity Code:

087 Powertrain Engine

Vehicle Applications:

| Vehicle Lines | Model Year Start | Model Year End | Assembly Plants | Body Styles | Engine | Trans Axles | Build From | Build To |
|---------------|------------------|----------------|-----------------|-------------|-----------------------|-------------|------------|----------|
| E-150 | 2010 | 2011 | | | 4.6L EFI ROMEO | | | |
| E-250 | 2010 | 2011 | | | 4.6L EFI ROMEO | | | |
| F-150 | 2010 | 2010 | | | 4.6L EFI ROMEO | | | |
| Flex | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Focus | 2010 | 2011 | | | 2.0L EFI DOHC DURATEC | | | |
| MKS | 2010 | 2011 | | | 3.7L 4V-DAMB PFI V6 | | | |
| MKT | 2010 | 2011 | | | 3.7L 4V-DAMB PFI V6 | | | |
| MKX | 2010 | 2010 | | | 3.5L DOHC 4V V6 | | | |
| MKZ | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Taurus | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Edge | 2010 | 2010 | | | 3.5L DOHC 4V V6 | | | |
| Fusion | 2010 | 2011 | | | 3.5L DOHC 4V | | | |

| | | | | | | | | |
|--|--|--|--|--|----|--|--|--|
| | | | | | V6 | | | |
|--|--|--|--|--|----|--|--|--|

If SPECS Case, Select all Other Affected Publications:

Changes Needed in Other Pubs:

TSBs to Supersede:

SSMs to Supersede:

ISMs to Supersede:

Other application Articles:

Select the reason for republication:

Procedure verified by CDSID: wosepcho

Describe How The Procedure Was Verified: Testing

Do you have access to a vehicle for time study? N/A

If Yes, contact for vehicle CDSID:

Labor Operations:

Are Illustrations Required? No

If Yes, Contact information for illustrations:

CDSID(Ford only):

Full Name:

Phone::

Illustration Notes:

Trustmarks affected: Ford, Lincoln

Additional Trustmarks To Notify: Mazda

Article Distribution: WDMO, Canada, Mexico, United States

DTC Codes and OASIS Service Codes: P2111, P2112, 600000, 606000, 607000, 607400, 607700, 612000, 617000, 618400

Causal Basic Part # or Finis Code:

| Causal Part # or Finis Code | Warranty Condition Codes |
|-----------------------------|--------------------------|
| 9F991 | Electrical: d4 |

Calibrations List:

White Paper Numbers:

Parts Request Information

Are Parts Required? Yes

QSF Single Agenda Or Program FRC Date: 9/15/2010

Parts List:

| | *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
|---|----------------------|---------------|----------------------|------------------|----------------------|-----------|-------------------------------|
| 1 | Existing | 7T4E-9F991-GA | No | Not Applicable | Electronic Throttle | 1 | 400 |
| | *Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company |

| | | | | | | |
|-----------------------------|---------------------------|-----------------------------|-----------------------------|-----------------------|---------------------------|--------------------------------------|
| 304 | | | | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | °Replaced Eng. # | °Is Calibration Needed |
| | | | 7T4Z-9E926-FA | | | No |
| *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
| Existing | 8S4E-9F991-CA | No | Not Applicable | Electronic Throttle | 1 | 300 |
| *Calculated Forecast | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company | |
| 214 | | | | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | °Replaced Eng. # | °Is Calibration Needed |
| | | | 8S4Z-9E926-B | | | No |

Parts catalog flag needed? No
Part number(s) that require flag:
Is geographic location significant? No
Special instructions/remarks:

Article Number:
BCM Number:

(End automated email)

From: [Cervenán, Neil \(N.J.\)](#)
To: [Osepchook, William \(W.R.\)](#); [Harmon, Derek \(D.M.\)](#)
Cc: [Oyafuso, Kevin \(K.G.\)](#)
Subject: FW: ETB TSB
Date: Friday, September 24, 2010 8:47:49 AM

Bill, Derek

Can you answer Kevin's question on the ETB issue impacting Fusion?

Thanks,

Neil Cervenán Phone: 313-805-7036
ncervena@ford.com Bld-2 24Q34

From: Oyafuso, Kevin (K.G.)
Sent: Friday, September 24, 2010 8:46 AM
To: Cervenán, Neil (N.J.)
Subject: RE: ETB TSB

Did they forget to put in the sport version of the fusion? There is a 3.5l engine in the 2010my and I believe they carried over to 2011.

From: Cervenán, Neil (N.J.)
Sent: Friday, September 24, 2010 8:27 AM
To: Oyafuso, Kevin (K.G.)
Subject: ETB TSB

Kevin,

Apologies for not responding in the "10 minute" range I promised

Here is the draft of the TSB for the ETB gasket issue:

<< File: ETB TSB DRAFT.pdf >>

There are no ISM either.

Derek Harmon is the FCSD PCE . The QSF is open on the following PT's:

Concern Title: 2.0L, 3.5L, 3.7L, 4.6L 2V intermittent loss of RPM w/No DTC s

Thanks,

Neil Cervenán
ncervena@ford.com

Phone: 313-805-7036
Bld-2 24Q34

From: [Chabon, Michael \(W.\)](#)
To: [Hwang, Sheng-Jiaw \(S.J.\)](#); [Sims, Ivan \(I.D.\)](#)
Subject: FW: IDS ETC FF Retrieval_TSB.doc
Date: Wednesday, March 13, 2013 3:11:26 PM
Attachments: [IDS ETC FF Retrieval_TSB.doc](#)

No mention of re-flashing in our draft TSB.

Michael W. Chabon
Electronic Throttle Body Engineering Supervisor
Bldg-1 Cube 12B115
Cell/Text /Pager 313-805-8784
Ford Motor Company

From: Pulay, Kirk (K.)
Sent: Monday, January 14, 2013 9:22 AM
To: Boerger, Jim (J.G.); Chabon, Michael (W.); Hall, Brent (A.)
Subject: IDS ETC FF Retrieval_TSB.doc

Here is an initial draft of TSB proposal to pull ETC FF. I need to update a couple screen shots but it is 90% complete and will give a good idea of the process.

Kirk Pulay
Component C - Hardware/Controls Interface
Building 1, 2nd Floor, Cubical 12B098
Phone: 313-805-9370

| Issue | Description of Failure | Root Cause of Failure | Source | Change Technology | Upgrade Spec | Reduce / Rmv Noise | Incorporate into Engineering Discipline Foudation Documents? (Yes w/ plan, No w/ reason) Date | COMMENTS (Gas) |
|----------------------|--|-------------------------------------|----------|---|---------------------|--------------------|---|------------------|
| ETC System | | | | | | | | |
| Silicone Out-gassing | Electronic throttle bodies (ETB) supplied by Delphi for 2.0l and Continental for 3.5l/3.7l iVCT & 4.6L 2V truck engines are failing in service, causing Diagnostic Trouble Codes (DTCs) P2111/P2112. These DTCs indicate the ETB is not responding as requested by the control system and the vehicle enters Failure Mode Effects Management (FMEM) mode. Silicon gas emitted from the throttle position sensor (TPS) gasket can deposit silicon dioxide on the motor commutator in the presence of electrical arcing, creating a localized area of high resistance. That resistive area limits electrical connectivity between motor brush and commutator, causing anomalies in the ETB response in that region of the commutator. This silicone gasket is manufactured by Tier 4 supplier, URC in China. | Silicone gaskets not properly cured | Warranty | Investigate not using Silicone as a gasket material. Options include VAMAC (AEM) or ACM | ES updated NOV 2010 | | Design Rule updated Adedd to Generic DFMEA | PAC Number: 2603 |

From: Pulay, Kirk (K.)
Sent: Monday, August 30, 2010 10:15 AM
To: Arbanas, Kelly (K.M.)
Cc: Lojovich, Rachele (R.A.)
Subject: RE: AWS Warranty-AWS Load Date >= 8/26/10-Claims For 8/26/10 Attached

Some legacy ETB's switched from ALPS contacting TPS to KSR non-contacting sensor this past spring. The in-line style throttles have an integrated gearbox cover / TPS and the gasket is silicone. The silicone was not heat treated properly and was out-gassing which caused silica deposits on the motor commutator which lead to P2111 / P2112 codes in the field. This impacted 8S4E throttle (Focus) and 7T4E throttles (3.5L PFI iVCT applications, 4.6L 2V P415). The supplier is now heat aging the gaskets for the proper amount of time and at the correct temperature. This PCA was implemented about a month ago. Scott Langley / Andae Davis can answer any specifics (timing, warranty numbers, etc.)

Thanks,

Kirk Pulay

Component C - Hardware/Controls Interface
Building 1, 2nd Floor, Cubical 12B098
Phone: (313) 805-9370
Fax: (313) 248-9026

From: Arbanas, Kelly (K.M.)
Sent: Monday, August 30, 2010 9:33 AM
To: Pulay, Kirk (K.)
Cc: Lojovich, Rachele (R.A.)
Subject: RE: AWS Warranty-AWS Load Date >= 8/26/10-Claims For 8/26/10 Attached

I'm not familiar with this issue. Kirk -- Have you heard about this one?

Regards,

Kelly M. Arbanas

ETC Monitor Calibration
(313)805-7149

From: Lojovich, Rachele (R.A.)
Sent: Friday, August 27, 2010 11:01 AM
To: Arbanas, Kelly (K.M.)
Subject: FW: AWS Warranty-AWS Load Date >= 8/26/10-Claims For 8/26/10 Attached

Kelly,

can you briefly explain the "outgassing" issue my plant resident is referring to on ETBs?

Thanks,

Rachele Lojovich

From: Domek, James (J.J.)
Sent: Friday, August 27, 2010 11:00 AM
To: Lojovich, Rachele (R.A.)
Subject: RE: AWS Warranty-AWS Load Date >= 8/26/10-Claims For 8/26/10 Attached

Rachelle,

Yes, there were two stop ships, 2393 on 3/15/10, A12333533 due to a poor crimp on a terminal internal to the TPS. The second 2603 on 7/30/10, A12375522 due to out gassing of the TPS housing silicone gasket.

The ICA for SS2393 was not robust so we are seeing a lot of failures in the field. The out gassing SS2603 has been present since the contactless TPS went into production.

James J. Domek
PT PVT Supervisor WSAP
313-805-5440
jdomek@ford.com

From: Lojovich, Rachelle (R.A.)
Sent: Friday, August 27, 2010 8:22 AM
To: Domek, James (J.J.)
Subject: RE: AWS Warranty-AWS Load Date >= 8/26/10-Claims For 8/26/10 Attached

Jim,

Been hearing about ETB issues recently affecting more than just C170.

Lot's of claims for ETBs from Sept 2009 and then again April 2010.

Were these separate root causes?

Thanks,
Rachelle Lojovich

From: Jones, Marvin (M.)
Sent: Friday, August 27, 2010 5:57 AM
To: Acuff, Melvin (M.); Anderson, Kenneth (K.W.); Anderson, Sean (S.C.); Anderson, Tracey (C.); Annadi, Hari (H.); Appleton, Terrence (T.P.); Atkinson, William (W.G.); Banks, Barbara (B.A.); Beydoun, Sam (UAW.); Bloomsburgh, James (J.A.); Bobosky, Chuck (C.M.); Bonifas, Richard (R.K.); Broadhurst, Jay (J.B.); Bubenheimer, Glenn (G.F.); Burgoon, Mark (M.W.); Byers, Jonathan (J.E.); Caruso, Barry (B.); Chianetta, Dawn (D.M.); Collins, Kim (K.); Comer, Ward (W.L.); Conger, Donald (.); Cox, Tom (T.T.); Davis, Craig (C.A.); Dee, John (.); Deruvo, Anthony (A.R.); Dolliver, Charles (C.W.); Doman, Brad (B.N.); Domek, James (J.J.); Ely, Randy (R.L.); Fessenden, Jeff (J.S.); Field, Alan (E.); Finley, Jeff (J.L.); Folta, Greg (G.); Freno, Michael (M.P.); Gagne, Brian (B.A.); Garnett, Craig (C.A.); Gazdecki, Timothy (T.A.); Gibson, Renita (.); Gilmore, James (F.); Grames, Steve (S.); Green, Andre (A.G.); Hameed, Saadat (S.); Harajli, Ahmed (A.H.); Howard, Chadd (C.); Jarrett, Dean (D.S.); Jones, Marvin (M.); Kadambi, Srinath (S.); Kadri, Rick (R.); Kantola, Pete (P.); Kar, Michael (M.R.); Kinnelly, R (R.); Kolar, Ted (T.V.); Koromos, Roger (R.); Krueger, Chad (C.J.); Kwasniewicz, Chris (C.L.); Lazzarotti, Mike (M.); Lemble, Robert (R.); Mackie, Glen (G.A.); Maley, N (N.); Marsac, Lance (L.D.); McManman, Michelle (M.A.); Freno, Michael (M.P.); Miller, Christopher (C.P.); Miller, Edward (E.J.); Miller, Rich (R.L.); Moore, Jason (J.R.); Naujokas, David (D.A.); Neme, John (J.S.); Nemeth, Steve (S.L.); Newman, Matthew (M.S.); Nutt, David (D.L.); Oliver, John (J.); Olson, Ed (E.C.); Patel, Harendra (H.M.); Poe, Tammy (T.A.); Radinski, Steve (S.); Rettmann, Kenneth (K.J.); Roberts, Paul (P.W.); Safran, William (W.M.); Sanders, James (J.P.); Sanderson, Rich (R.A.); Sanom, Joshua (A.); Selmi, Scott (S.A.); Serina, Flaminia (F.); Shockley, Lance (L.M.); Shue, John (J.); Sierzega, Jim (J.J.); Soulliere, James (J.K.); Srinivasan, Ravi (R.); Stojov, Tony (T.); Swick, Curt (C.); Szweczyk, Ronald (R.S.); Taraszkiwicz, Alexande (A.S.); Torok, John (JET.); Tyler, Robbin (E.); Vali, Sam (S.); Vince, Robert (R.A.); Virdee, Harbinder (H.S.); Volk, Donald (D.); Webber, Robert (R.J.); Weltchek, Martin (MGW.); Wepler, Ron (R.J.); Williams, Anthony (A.J.); Williams, Pat (P.R.); Yates, Christopher (C.G.); Young, Timothy (T.S.); Zare, Todd (T.C.)
Cc: Lam, Michael (K.); Larson, Dave (C170.); Lobo, Harry (.); Lojovich, Rachelle (R.A.); Manduzzi, Mark (M.K.); Mastronardi, Ronald (R.J.); McCoy, Leonard (L.G.); Neckel, Jeffrey (J.J.); Okeh, Christopher (C.); Olson, John (JEO.); Ortega, Laura (L.); Osooli, Siavash (S.); Parsons, Howard (H.S.); Patel, Rajesh (R.K.); Pathak, Jay (.); Pengelly, Janet (J.); Pline, Kevin (K.M.); Reeves, Scott (S.C.); Regalia, Susan (S.E.); Robb, Brian (B.P.); Rose, Linda (L.K.); Safa, Abbas (A.A.); Salmasi, Ayoub (A.M.); Samardzic, Sinisa (S.S.); Schamberger, Michael (M.R.); Schwalm, Matt (M.M.); Sweeney, Richard (R.L.); Utley, Brian (B.T.); Walker, Larry (L.L.); Walser, Tony (A.R.); Williams, Gregory (G.M.); Wilson, Brandon (B.W.); Wilson, Ed (E.); Wilson, John (J.); Yilma, Benjamin (B.); Zenas, Jeff (J.F.); Aguirre, Adrian (A.); Alfonso, Marcio Renato (M.R.); Azim, Muhammad (M.A.); Baleczak, Stan (SWB.); Bauer, Brian (B.J.); Bauer, William (W.C.); Bhattacharyya, Mahesh (M.); Bouwhuis, Joseph (J.J.); Brown, Stanley (S.M.); Burns, Thomas (T.P.); Chandrashekarapur, Srinath (S.); Clemons, Loretta (L.T.); Creesy, Rob (R.C.); Dean, Michael (M.J.); Ekladyous, Albert (A.); Farmer, Clayton (C.L.); Fidh, Steve (S.); Folta, Greg (G.); Frank, Steve (S.); Gallaher, Tom (T.); Ganguly, Shane (S.); Gathers, Teryon

(T.L.); Haggerty, Katherine (K.E.); Hart, Phillip (P.C.); Hartman, Kevin (K.); Hierman, Keith (L.); House, Darla (D.); Jayakumar, Jay (S.); Jones, Darryl (D.L.); Kean, David (D.J.); Kobylas, Melanie (M.L.); Krishnan, Venky (V.)

Subject:

AWS Warranty-AWS Load Date >= 8/26/10-Claims For 8/26/10 Attached

<< File: 2010 Claims 082610.xls >>

Marvin F. Jones

Michigan Assembly Plant
Statistical Process Control
Vehicle Evaluation Office
Phone: **734-46-70976**
E-Mail: **mjone286@ford.com**

From: Langley, Scott (C.S.)
Sent: Tuesday, October 19, 2010 1:28 PM
To: Chabon, Michael (W.)
Cc: Hall, Brent (A.)
Subject: RE: ETB TSB update

It's not yet issued, but it has been submitted for release... I believe that's the technical term for where we are!
I'll forward the information to you.

Sincerely,

Scott Langley

PD Supervisor - Component C Current Quality

& Rawsonville Resident Engrg - Engine

(Components = Air Metering, Fuel Metering, Ignition, ESMS)

Ford Motor Company - Bldg #1

cell: 313-805-8789

email: slangle1@ford.com

From: Chabon, Michael (W.)
Sent: Tuesday, October 19, 2010 1:26 PM
To: Langley, Scott (C.S.); Hall, Brent (A.)
Subject: FW: ETB TSB update

I know this was in process, do we have an TSB issued ?

Michael W. Chabon

Electronic Throttle Body Engineering Supervisor

Bldg-1 Cube 12B115

Cell/Text /Pager 313-805-8784

Ford Motor Company

From: Renwick, Rick (R.J.)
Sent: Tuesday, October 19, 2010 1:24 PM
To: Boerger, Jim (J.G.); Chabon, Michael (W.)
Subject: FW: ETB TSB update

When did the TSB go out?

Need detailed response to send to Barb.

Regards,

Rick Renwick
Chief Engineer
Large Gas and Diesel Engine Engineering
Ford Motor Company

20000 Rotunda Dr. Dearborn MI 48124

Bldg 1, 13B100, MD #1150
External Ph: 01 313 390-9938
EMail: renwick@ford.com

From: Sparks, Douglas (D.S.)
Sent: Tuesday, October 19, 2010 12:24 PM
To: Renwick, Rick (R.J.)
Cc: Horbal, Colin (C.P.)
Subject: ETB TSB update

Rick,
At the PDQR yesterday Barb asked for an update on the TSB timing for the ETB gasket. Please provide the details.

Thank you,

Douglas S. Sparks

P/T Quality and PVT Manager FNA
P/T Integration and Program Management (PTIM)
dsparks3@ford.com 313-805-6096

Administrative Assistant: Tina Tessadri
ttessadr 313 594-1115

From: McDonagh, Scot (S.M.)
Sent: Thursday, October 07, 2010 10:16 AM
To: Langley, Scott (C.S.); Harmon, Derek (D.M.)
Cc: Osepchook, William (W.R.)
Subject: RE: Loss of RPM TSB

I am using 10/30/10 as Projected QSF Service closure timing per Jim Boerger. If the TSB is submitted for final release before 10/15/10 and service parts are available we should have no problem meeting this timing. If I remember correctly Derek advised that 7T4E-9F991-FB ETBs are in service stock and ready to go.

Scot G. McDonagh

PT Quality Engineering
Phone: (313)337-8091
smcdonag@ford.com

From: Langley, Scott (C.S.)
Sent: Wednesday, October 06, 2010 4:17 PM
To: Harmon, Derek (D.M.); McDonagh, Scot (S.M.)
Cc: Osepchook, William (W.R.)
Subject: RE: Loss of RPM TSB

Derek,
I have gotten some feedback from my team and will get more by Friday.
My manager and I had laid out some timing for the QSF with Scot McDonagh that I didn't necessarily note.
Scot, can you lay that timing out for us?

We want to beat that timing, Derek.
I would like to move quickly as we can because the TSB would be more effective sooner than later.

Sincerely,
Scott Langley
*PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com*

From: Harmon, Derek (D.M.)
Sent: Wednesday, October 06, 2010 3:36 PM
To: Langley, Scott (C.S.)
Subject: Loss of RPM TSB

Hi Scott,

I talked to Bill O. earlier, he said check w/ you on the progression of the TSB. The reason I'm curious is because I need to report out to FCSD Management tomorrow.

Thanks!

Derek M. Harmon
FCSD Concern Engineer
Ford Motor Company
email: dharmon3@ford.com
phone: 313-317-4276

From: Osepchook, William (W.R.)
Sent: Wednesday, September 01, 2010 8:22 AM
To: Reno, George (G.L.)
Cc: Matera, Steve (S.L.)
Subject: RE: T-Body SSM

I agree. I am hesitant to do this at all. I will go with what the team (ETB) agrees to. We are putting a meeting together to discuss.

From: Reno, George (G.L.)
Sent: Wednesday, September 01, 2010 8:14 AM
To: Osepchook, William (W.R.)
Cc: Matera, Steve (S.L.)
Subject: FW: T-Body SSM

Bill, I'm sure you're all over this. I agree with Tim that it is premature to lump the Ti in with this.

George L. Reno, P.E.
D35/37 TiVCT Engine Systems
(313)39-01441

From: Parkinson, Tim (T.M.)
Sent: Wednesday, September 01, 2010 7:16 AM
To: Reno, George (G.L.)
Subject: FW: T-Body SSM

FYI. The wording of the potential SSM below includes TiVCT the way it's written. I don't think we have any evidence that replacing a throttle body on a TiVCT engine will correct an idle speed issue. I'm not even sure there are any idle speed issues on TiVCT. By not excluding TiVCT, I'm worried this could drive up our throttle warranty. So far, there are no warranty claims on the TiVCT ETB.

Tim Parkinson
tparkin1@ford.com (313) 805-8795
Certified 6-Sigma Blackbelt
LGDEE, Component C, Air Metering

From: Hall, Brent (A.)
Sent: Tuesday, August 31, 2010 3:00 PM
To: Langley, Scott (C.S.); Chabon, Michael (W.); Parkinson, Tim (T.M.)
Subject: FW: T-Body SSM

Any concern over not excluding 3.5L TiVCT from the list?

Why not add Focus?

Brent Hall

Air Metering Technical Specialist
bhall60@ford.com
Ford Motor Company

CELL PHONE NUMBER (313) 805-9223

From: Harmon, Derek (D.M.)

Sent: Tuesday, August 31, 2010 12:59 PM
To: Soper, Todd (R.); Hall, Brent (A.); Davis, Andrae (A.L.); Wilson, David (D.G.); Shapardanis, Michael (M.S.); Wagner, Glen (G.C.); Langley, Scott (C.S.); Chabon, Michael (W.); Osepchook, William (W.R.)
Subject: T-Body SSM

To reduce the call volume from dealerships to the technical hotline, I'm proposing publishing this SSM. If anyone has and concerns, suggestions, improvement ideas, etc., pls let me know. I'll submit for publication in 24hrs unless I hear otherwise. If approved, the emerging QSF will close.

Applications: Edge, MKS, MKT, MKX, MKZ, Flex, Taurus, Sable, Fusion, E150, E250, F150

Some 2010 and 2011 vehicles equipped with 3.5L, 3.7L & 4.6L 2V normally aspirated engines may exhibit a concern where idle speed is lower than desired. Please refer to section 3 of the PC/ED for a list of possible causes by symptom. If normal diagnostics does not lead to root cause and the concern is present only during closed throttle operation, suspect an electronic throttle body concern.

Derek M. Harmon
FCSD Concern Engineer
Ford Motor Company
email: dkharmon3@ford.com
phone: 313-317-4276

From: Osepchook, William (W.R.)
Sent: Tuesday, October 12, 2010 10:37 AM
To: Jones, Jennifer (J.O.)
Subject: TSB Request for Input: 000-2010-1794R2: Vehicles With Diagnostic Trouble Codes (DTC) P2111 Or P2112, Or Lower Than Desired Engine Idle, Engine Idle Fluctuations With Or Without DTC.

TSB Request for Input

***** NOTE: The system generated the email. *****

This message is being sent on behalf of WOSEPCHO.

Please provide review and feedback for the article below. The person requesting this feedback may have provided further direction in the comment section below. Forward/Send any comments via email to the person who sent this email.

General Information

Last action taken (as of 10/12/2010 2:36:51 PM GMT): Send for engineering input

Comment: Please review and provide input ASAP. This TSB has been in the works for over a month now.

Author: WOSEPCHO
Tracking Number: 000-2010-1794R2
Author Tracking Number: --
Title: Vehicles With Diagnostic Trouble Codes (DTC) P2111 Or P2112, Or Lower Than Desired Engine Idle, Engine Idle Fluctuations With Or Without DTC.

Article Type: TSB

TSB Issue:

Some 2010 and 2011 vehicles with specific engine build dates and equipped with any of the following engines: 2.0L, 3.5L PFI, 3.7L PFI & 4.6L 2V, may exhibit P2111 or P2112 DTCs, or a concern where idle speed drops lower than desired and/or fluctuates. The idle speed concern can be intermittent, and may or may not be accompanied DTC P2111 and/or P2112.

TSB Action:

Follow the Service Procedure steps to correct the condition.

TSB Service Procedure:

1. Verify engine build date. Refer to Work Shop Manual, section 303-01, under Engine Identification, for details.
 - A. If engine build dates are within range for the engine indicated below proceed to Step 2.
For vehicles equipped with a 2.0L - 2/11/2010-8/2/2010
For vehicles equipped with a 3.5L and 3.7L PFI - 3/1/2010-8/3/2010
For vehicles equipped with a 4.6L 2v - 5/7/2010-8/2/2010
 - B. If the engine build date does not fit the date range in 1A, then do not continue this article, follow normal diagnostics in PC/ED manual.
2. Using IDS, retrieve DTC's
 - A. If there are DTCs not related to the ETB, follow normal diagnostics.

B.If DTC P2111 and/or P2112 is present with or without other ETB codes, and/or the vehicle exhibits idle speeds that drop lower than desired and/or fluctuates, replace the ETB.

Category: Service Fix (10 years - TSB Only)
Request Type: QSF
Would this make a good cost save business case? No
Activity Code: 087 Powertrain Engine
Vehicle Applications:

| Vehicle Lines | Model Year Start | Model Year End | Assembly Plants | Body Styles | Engine | Trans Axles | Build From | Build To |
|---------------|------------------|----------------|-----------------|-------------|-----------------------|-------------|------------|----------|
| F-150 | 2010 | 2010 | | | 4.6L EFI ROMEO | | | |
| Flex | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Focus | 2010 | 2011 | | | 2.0L EFI DOHC DURATEC | | | |
| MKS | 2010 | 2011 | | | 3.7L 4V-DAMB PFI V6 | | | |
| MKT | 2010 | 2011 | | | 3.7L 4V-DAMB PFI V6 | | | |
| MKX | 2010 | 2010 | | | 3.5L DOHC 4V V6 | | | |
| MKZ | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Taurus | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Edge | 2010 | 2010 | | | 3.5L DOHC 4V V6 | | | |
| Fusion | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| E-150 | 2010 | 2010 | | | 4.6L EFI ROMEO | | | |
| E-250 | 2010 | 2010 | | | 4.6L EFI ROMEO | | | |

If SPECS Case, Select all Other Affected

Publications:

Changes Needed in Other Pubs:

TSBs to Supersede:

SSMs to Supersede:

ISMs to Supersede:

Other application Articles:

Select the reason for republication:

Procedure verified by CDSID: wosepcho

Describe How The Procedure Was Verified: Testing

Do you have access to a vehicle for time study? N/A

If Yes, contact for vehicle CDSID:

Labor Operations:

Are Illustrations Required? No

If Yes, Contact information for illustrations:

CDSID(Ford only):

Full Name:

Phone:

Illustration Notes:

Trustmarks affected: Ford, Lincoln

Additional Trustmarks To Notify: Mazda

Article Distribution: WDMO, Canada, Mexico, United States

DTC Codes and OASIS Service Codes: P2111, P2112, 600000, 606000, 607000, 607400, 607700, 612000, 617000, 618400

Causal Basic Part # or Finis Code:

| Causal Part # or Finis Code | Warranty Condition Codes |
|-----------------------------|--------------------------|
| 9F991 | Electrical: d4 |

Calibrations List:

White Paper Numbers:

Parts Request Information

Are Parts Required? Yes

QSF Single Agenda Or Program FRC Date: 9/15/2010

Parts List:

| | *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
|---|----------------------|--------------------|----------------------|------------------|----------------------|------------------|-------------------------------|
| | Existing | 7T4E-9F991-GA | No | Not Applicable | Electronic Throttle | 1 | 400 |
| 1 | *Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company |
| | 304 | | | | | | |
| | @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | °Replaced Eng. # | °Is Calibration Needed |
| | | | | 7T4Z-9E926-FA | | | No |
| 2 | *Type of Part | *Eng # | *Is This Part a | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |

| | | | | | | |
|-----------------------------|---------------------------|------------------------|------------------|-----------------------------|-------------------------|-------------------------------|
| | | Kit? | | | | |
| Existing | 8S4E-9F991-CA | No | Not Applicable | Electronic Throttle | 1 | 300 |
| *Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company |
| 214 | | | | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | °Replaced Eng. # | °Is Calibration Needed |
| | | | 8S4Z-9E926-B | | | No |

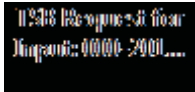
Parts catalog flag needed? No
Part number(s) that require flag:
Is geographic location significant? No
Special instructions/remarks:

Article Number:
BCM Number:

(End automated email)

From: Jones, Jennifer (J.O.)
Sent: Tuesday, October 12, 2010 11:08 AM
To: Smith, Robert (R.); Wagner, Glen (G.C.)
Cc: Fischer, Michael (M.W.); Osepchook, William (W.R.)
Subject: RE: TCA - Throttle Body Repair

Attached is the TSB that Glen is referring to. It is getting submitted for approvals today. Bill Osepchook is the author.



From: Smith, Robert (R.)
Sent: Tuesday, October 12, 2010 7:40 AM
To: Wagner, Glen (G.C.)
Cc: Jones, Jennifer (J.O.); Fischer, Michael (M.W.)
Subject: RE: TCA - Throttle Body Repair

Hello Glen,

How are you? I hope all is well?

A TCA request form should be completed and saved on to the TCA SharePoint site so we have a record of the project request.

I now review TSB before release to see if any amendments are required to suit warranty and policy, so I will keep a eye out for this TSB ready for the request.

Many thanks for your continued support.

Best regards

Robert Smith
Specialist Supervisor ~ Targeted Claims Assessing
Ford Customer Service Division ~ Warranty
Phone: 313--62-10293 Email: rsmit658@ford.com

From: Wagner, Glen (G.C.)
Sent: Monday, October 11, 2010 5:30 PM
To: Smith, Robert (R.)
Cc: Jones, Jennifer (J.O.); Fischer, Michael (M.W.)
Subject: TCA - Throttle Body Repair

We are developing a directed repair TSB for a throttle body concern that appears to be an excellent candidate for Targeted Claims Assessing.

The TSB will be completed shortly, what are our next steps for initiating the TCA process?

Glen Wagner
FCSD Commodity Program Manager, Fuel / Exhaust / Air Induction / Cooling / Controls / Calibration / Gas Engine

Phone 313 32-26768

From: McDonagh, Scot (S.M.)
Sent: Tuesday, July 28, 2009 11:25 AM
To: Ramirez, Mauricio (M.R.); Langley, Scott (C.S.); Kadrovich, Kathy (K.); Matysiewicz, Edwin (E.J.); Dixon, Mark (M.R.)
Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Post, Kyle (K.R.); Bailey, Owen (O.R.); Cowher, Terry (T.); Chacon, Jose (A.); Prescott, Amanda (A.B.); Courtney, Bill (W.L.); Boerger, Jim (J.G.); Davis, Andrae (A.L.); Hall, Brent (A.); Chabon, Michael (W.); Sims, Ivan (I.D.); Jones, Jennifer (J.O.); McRoy, Gitanjali (G.); Bos, Ed (E.A.); Chea, Top (T.C.)
Subject: RE: 2010 CD3 modules.....update

Yes- SSM 20897 was released on 7/17/09

Article Type: SSM 20897
Title: 2009 Escape/Mariner, Escape/Mariner HEV, and 2010 Fusion/Milan, Fusion/Milan Hybrids Built before 06/15/09 - Diagnostic Trouble codes
Category: Service Tip - Short Term (4 years - SSM Only)
Request Type: Non-QSF
Author: JCHACON3
Author Tracking Number:
TWAS Tracking Number: 029-2009-1664
Activity Code: 029 Fusion/Milan/Zephyr/MKZ

Vehicle Applications:

| Vehicle Lines | Model Year Start | Model Year End | Assembly Plants | Body Styles | Engine | Trans Axles | Build From | Build To |
|---------------|------------------|----------------|-----------------|-------------|-------------|-------------|------------|-----------|
| Fusion | 2010 | 2010 | | | 2.5L & 3.0L | | | 6/15/2009 |
| Milan | 2010 | 2010 | | | | | | 6/15/2009 |
| Escape | 2009 | 2010 | | | | | | 6/15/2009 |
| Mariner | 2009 | 2010 | | | | | | 6/15/2009 |

If SPECS Case, Select all Other Affected

Publications:

Changes Needed in Other Pubs:

TSBs to Supersede:

SSMs to Supersede:

ISMs to Supersede:

Other application Articles:

Select the reason for republication:

SSM Text:

Some 2009 Escape/Mariner/Hybrid and 2010 Fusion/Milan/Hybrid vehicles, excluding the 3.5L engine, built prior to 6/15/2009, may exhibit a Malfunction Indicator Light(MIL) and/or lacks power condition with

Diagnostic Trouble Codes P0122 And/Or P0222. To properly diagnose this condition, perform PC/ED Pinpoint test DV Diagnostic Subroutine, including checking the wiring harness connections for proper seating. If the root cause is undetermined, replace the electronic throttle body.

Procedure verified by CDSID:

smcdonag

Scot G. McDonagh

Super-Duty PT Quality

Phone: (313)337-8091

smcdonag@ford.com

From: Ramirez, Mauricio (M.R.)

Sent: Tuesday, July 28, 2009 10:56 AM

To: Langley, Scott (C.S.); Kadrovich, Kathy (K.); McDonagh, Scot (S.M.); Matysiewicz, Edwin (E.J.); Dixon, Mark (M.R.)

Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Post, Kyle (K.R.); Bailey, Owen (O.R.); Cowher, Terry (T.); Chacon, Jose (A.); Prescott, Amanda (A.B.); Courtney, Bill (W.L.); Boerger, Jim (J.G.); Davis, Andrae (A.L.); Hall, Brent (A.); Chabon, Michael (W.); Sims, Ivan (I.D.); Jones, Jennifer (J.O.); McRoy, Gitanjali (G.); Bos, Ed (E.A.); Chea, Top (T.C.)

Subject: RE: 2010 CD3 modules.....update

Can you confirm if this SSM has been released?

Mauricio Ramirez



Powertrain PVT

2010 CD338/334/378

Cel. (01152 1) 6621420825

Ford: 456-8491

From: Langley, Scott (C.S.)

Sent: Tuesday, July 14, 2009 11:38 AM

To: Kadrovich, Kathy (K.); McDonagh, Scot (S.M.); Chea, Top (T.C.); Matysiewicz, Edwin (E.J.); Dixon, Mark (M.R.); Ramirez, Mauricio (M.R.)

Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Post, Kyle (K.R.); Bailey, Owen (O.R.); Cowher, Terry (T.); Chacon, Jose (A.); Prescott, Amanda (A.B.); Courtney, Bill (W.L.); Boerger, Jim (J.G.); Davis, Andrae (A.L.); Hall, Brent (A.); Chabon, Michael (W.); Sims, Ivan (I.D.); Jones, Jennifer (J.O.); McRoy, Gitanjali (G.); Bos, Ed (E.A.)

Subject: RE: 2010 CD3 modules.....update

Agreed. I had one other reply that indicated it's possible for the PCM to have a failure to set these codes, but not likely.

I concur with the SSM.

I am uncomfortable "highlighting" the ETB, because the ETB Chip Timing issue is not the only issue for these P-codes. So, I would be happier if we could provide an additional highlight to check the wire harness per wording below.

...Do not replace the Powertrain Control Module for this concern. Perform PC/ED Pinpoint test DV Diagnostic Subroutine. If root cause is undetermined following diagnostic routines, **including the verification of associated wire harness connections**, replace Electronic Throttle Body(ETB).

Thanks.

Sincerely,

Scott Langley

PD Supervisor - Component C Current Quality

& Rawsonville Resident Engrg - Engine

(Components = Air Metering, Fuel Metering, Ignition, ESMS)

Ford Motor Company - Bldg #1

cell: 313-805-8789

email: slangle1@ford.com

From: Kadrovich, Kathy (K.)

Sent: Tuesday, July 14, 2009 12:38 PM

To: Langley, Scott (C.S.); McDonagh, Scot (S.M.); Chea, Top (T.C.); Matysiewicz, Edwin (E.J.); Dixon, Mark (M.R.); Ramirez, Mauricio (M.R.)

Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Post, Kyle (K.R.); Bailey, Owen (O.R.); Cowher, Terry (T.); Chacon, Jose (A.); Prescott, Amanda (A.B.); Courtney, Bill (W.L.); Boerger, Jim (J.G.); Davis, Andrae (A.L.); Hall, Brent (A.); Chabon, Michael (W.); Sims, Ivan (I.D.); Jones, Jennifer (J.O.); McRoy, Gitanjali (G.); Bos, Ed (E.A.)

Subject: RE: 2010 CD3 modules.....update

Dear Scott,

Someone asked me this question before - and I did a bunch of research on it. Don't know where I put that note.

Quick back check - I had one pcm replaced in MY2009 for P0122, P0222, P2135 only. This one was not a pcm problem - but root cause was wiring. Notice that the codes did not stand alone. (reference 1FTSS34L79DA25251 - CQIS report has more details)

Quick check in my MY2008 PCM file. The few claims that contain the P0122 and P0222 all have other codes: P060x series AND P21xx codes with it. I don't show these two codes ever triggered by themselves. I think we are pretty safe on the TSB.

Hope this helps,

Have a great day!

Kathy K.

PCM Quality Quarterback

(313) 323-8476

From: Langley, Scott (C.S.)
Sent: Sunday, July 12, 2009 11:14 AM
To: McDonagh, Scot (S.M.); Chea, Top (T.C.); Matysiewicz, Edwin (E.J.); Dixon, Mark (M.R.); Ramirez, Mauricio (M.R.)
Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Kadrovich, Kathy (K.); Post, Kyle (K.R.); Bailey, Owen (O.R.); Cowher, Terry (T.); Chacon, Jose (A.); Prescott, Amanda (A.B.); Courtney, Bill (W.L.); Boerger, Jim (J.G.); Davis, Andrae (A.L.); Hall, Brent (A.); Chabon, Michael (W.); Sims, Ivan (I.D.); Jones, Jennifer (J.O.); McRoy, Gitanjli (G.); Bos, Ed (E.A.)
Subject: RE: 2010 CD3 modules.....update

I've asked our team for some feedback Monday.

One more question... **is it not possible for the PCM to have an issue that sets a P0122 or P0222?**

Sincerely,

Scott Langley

*PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine*

(Components = Air Metering, Fuel Metering, Ignition, ESMS)

Ford Motor Company - Bldg #1

cell: 313-805-8789

email: slangle1@ford.com

From: McDonagh, Scot (S.M.)
Sent: Friday, July 10, 2009 8:41 AM
To: Langley, Scott (C.S.); Chea, Top (T.C.); Matysiewicz, Edwin (E.J.); Dixon, Mark (M.R.); Ramirez, Mauricio (M.R.)
Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Kadrovich, Kathy (K.); Post, Kyle (K.R.); Bailey, Owen (O.R.); Cowher, Terry (T.); Chacon, Jose (A.); Prescott, Amanda (A.B.); Courtney, Bill (W.L.); Boerger, Jim (J.G.); Davis, Andrae (A.L.); Hall, Brent (A.); Chabon, Michael (W.); Sims, Ivan (I.D.); Jones, Jennifer (J.O.); McRoy, Gitanjli (G.); Bos, Ed (E.A.)
Subject: RE: 2010 CD3 modules.....update

Thanks Scott- Your thoughts on the below revised SSM draft ?

Some 2009 Escape/Mariner, Escape/Mariner Hybrids and 2010 Fusion/Milan, Fusion/Milan Hybrids built prior to 6/15/2009 equipped with 2.5L and 3.0L Engines may exhibit a Lacks Power concern and/or Malfunction Indicator Light(MIL) with Electronic Throttle Body(ETB), Throttle Position Sensor(TPS) Diagnostic Trouble Code P0122 (Throttle/Pedal Position Sensor A- Circuit Low) And/OR P0222(Throttle/Pedal Position Switch B- Circuit Low). Do not replace the Powertrain Control Module for this concern. Perform PC/ED Pinpoint test DV Diagnostic Subroutine. If root cause is undetermined following diagnostic routines replace Electronic Throttle Body(ETB).

Scot G. McDonagh

Super-Duty PT Quality

Phone: (313)337-8091

smcdonag@ford.com

From: Langley, Scott (C.S.)
Sent: Friday, July 10, 2009 7:41 AM
To: McDonagh, Scot (S.M.); Chea, Top (T.C.); Matysiewicz, Edwin (E.J.); Dixon, Mark (M.R.); Ramirez, Mauricio (M.R.)
Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Kadrovich, Kathy (K.); Post, Kyle (K.R.); Bailey, Owen (O.R.); Cowher, Terry (T.); Chacon, Jose (A.); Prescott, Amanda (A.B.); Courtney, Bill (W.L.); Boerger, Jim (J.G.); Davis, Andrae (A.L.); Hall, Brent (A.); Chabon, Michael (W.); Sims, Ivan (I.D.); Jones, Jennifer (J.O.); McRoy, Gitanjali (G.); Bos, Ed (E.A.)
Subject: RE: 2010 CD3 modules.....update

#1, I think Mary Ann confirmed there were two "suspect" PCMs, but that neither had ETB-related codes.

Note that this P0122 and P0222 will be flagged for issues other than the known ETB chip timing issue. For one, wire harness issues can also flag this code. In analyzing the claims, we have significantly more P0122 and P0222 associated claims than we would expect for the chip timing issue. We feel we have a good handle on the risk/occurrence of the chip timing issue. I have summarized our [confirmed ETB failures](#) for the TPS chip Timing issue:

- all but one have either the P0122 or P0222 codes.
- Only two have any mention of driveability issues

9L8E ETB's with confirmed Chip Timing Error

| <u>VIN</u> | <u>CUST COMPLAINT</u> | <u>DTC</u> |
|--------------|--------------------------------------|-------------------------------------|
| 1F...24822 | CEL | P0122 w/ P1125 & P2135 |
| 3F...5849 | CEL | P0222 w/ p0505 |
| 1F...65219 | CLE | P0222w/ P0505, P2127, P2128 & P2100 |
| 1F...69677 | Wrench | P0122 w/ P111 |
| 4M...15269 | CEL | P0122 |
| 1F...KA95724 | CEL & Wrench & "poor mileage (23.5)" | P0122 w/ P1000 |
| 1F...KA08329 | Wrench | Wrench light w/ no codes |
| 4M...13382 | CEL & "No power on Accel" | P0222 |
| 1F...KB34984 | CEL | P0122 |

CEL = Check Engine Light.

Please call me with any questions.

Sincerely,

Scott Langley

*PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine*

(Components = Air Metering, Fuel Metering, Ignition, ESMS)

Ford Motor Company - Bldg #1

cell: 313-805-8789

email: slangle1@ford.com

From: McDonagh, Scot (S.M.)

Sent: Wednesday, July 08, 2009 7:35 AM

To: Langley, Scott (C.S.); Chea, Top (T.C.); Matysiewicz, Edwin (E.J.); Dixon, Mark (M.R.); Ramirez, Mauricio (M.R.)

Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Kadrovich, Kathy (K.); Post, Kyle (K.R.); Bailey, Owen (O.R.); Cowher, Terry (T.); Chacon, Jose (A.); Prescott, Amanda (A.B.)

Subject: RE: 2010 CD3 modules.....update

VEE SSM release approval pending confirmation on whether or not we should include "Do not replace the Powertrain Control Module" statement in the communication release. Will customers experience Drivability concerns(Stalls/Lacks Power/No-Start) or MIL only ? Thanks

Some 2009 Escape/Mariner, Escape/Mariner Hybrids and 2010 Fusion/Milan, Fusion/Milan Hybrids built prior to 6/15/2009 equipped with 2.5L and 3.0L Engines may exhibit a MIL light and Electronic Throttle Body(ETB), Throttle Position Sensor(TPS) Diagnostic Trouble Codes P0122 (Throttle/Pedal Position Sensor A-Circuit Low) And/Or P0222(Throttle/Pedal Position Switch B- Circuit Low). Perform PC/ED Pinpoint test DV Diagnostic Subroutine. If root cause is undetermined following normal diagnostics. Do not replace the Powertrain Control Module. This concern is under investigation. Monitor OASIS for future updates.

Scot G. McDonagh

Super-Duty PT Quality

Phone: (313)337-8091

smcdonag@ford.com

From: Langley, Scott (C.S.)

Sent: Tuesday, July 07, 2009 4:40 PM

To: Chea, Top (T.C.); Matysiewicz, Edwin (E.J.); Dixon, Mark (M.R.); Ramirez, Mauricio (M.R.)

Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.);

Kadrovich, Kathy (K.); Post, Kyle (K.R.); Bailey, Owen (O.R.); Cowher, Terry (T.); McDonagh, Scot (S.M.)

Subject: RE: 2010 CD3 modules.....update

Guys,

Did this get confirmed? ...Was it 108375 the one PCM Dave had issues with?

Sincerely,

Scott Langley

PD Supervisor - Component C Current Quality

& Rawsonville Resident Engrg - Engine

(Components = Air Metering, Fuel Metering, Ignition, ESMs)

Ford Motor Company - Bldg #1

cell: 313-805-8789

email: slangle1@ford.com

From: Chea, Top (T.C.) [mailto:tchea@ford.com]

Sent: Wednesday, June 24, 2009 2:03 PM

To: Matysiewicz, Edwin (E.J.); Dixon, Mark (M.R.); Ramirez, Mauricio (M.R.)

Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Kadrovich, Kathy (K.); Post, Kyle (K.R.); Bailey, Owen (O.R.); Cowher, Terry (T.)

Subject: RE: 2010 CD3 modules.....update

Are these PCMs from cars in which wiring was called out as the root cause? 3 of the 5 PCM with ETC issues below was due to wiring so I expect those PCMs to NOT have issues. I expect 108375 and possibly 108149 would have issues. Was it 108375 the one PCM Dave had issues with. What were the root causes to the other 7 vehicles? Has anyone run a "clean" returned PCM in a temperature chamber to make sure that the issue isn't related to temperature?

Thanks,

Top Chea

From: Matysiewicz, Edwin (E.J.)

Sent: Wednesday, June 24, 2009 1:44 PM

To: Dixon, Mark (M.R.); Ramirez, Mauricio (M.R.)

Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Kadrovich, Kathy (K.); Post, Kyle (K.R.); Chea, Top (T.C.); Bailey, Owen (O.R.); Cowher, Terry (T.)

Subject: RE: 2010 CD3 modules.....update

Mark and Mauricio

Dave Wood from Conti and I just finished driving 12 of the 2010 CD3 I4 ATX field return PCMs, and had an issue with only one PCM. The other 11 PCMs drove clean and tested KOER clean.

6 of the 11 PCMs that tested clean had ETC OBD codes.

I used a vehicle that Terry Cowher loaned to us.

Ed

From: Dixon, Mark (M.R.)

Sent: Wednesday, June 24, 2009 12:17 PM

To: Matysiewicz, Edwin (E.J.)

Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Kadrovich, Kathy (K.); Post, Kyle (K.R.); Chea, Top (T.C.)

Subject: RE: 2010 CD3 modules.....update

Ed, the Delphi corrective actions (containment and PCA) for the chip in the TB are below.

ICA engines to HSAP 6/14 with 100% screening process at tier #1

PCA engines to HSAP 7/10 with chip manufacturing process 100% cutoff 6/26 at tier #1

Mark Dixon
Powertrain Quality
Ford Motor Company
Building 2 / 24K36

<mailto:mdixon@ford.com>
Tel: (313) 805-7051

From: Matysiewicz, Edwin (E.J.)
Sent: Tuesday, June 23, 2009 12:24 PM
To: Dixon, Mark (M.R.)
Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Kadrovich, Kathy (K.); Post, Kyle (K.R.); Chea, Top (T.C.)
Subject: RE: 2010 CD3 modules.....update

Mark

I have been seeing ETB faults in 2009 U377 warranty on both I4 and V6 powertrains for a while, and when I check the PCMs, the PCM performance is clean.

Kathy Kadrovich visited a short time ago, and we both think that we need to do some sort of dealership notification on the Delphi ETB to limit the replacement of good PCMs.

Please advise on next steps as we need to improve management of this warranty action

Ed

From: Dixon, Mark (M.R.)
Sent: Tuesday, June 23, 2009 11:44 AM
To: Kadrovich, Kathy (K.); Post, Kyle (K.R.); Chea, Top (T.C.); Matysiewicz, Edwin (E.J.)
Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.)
Subject: RE: 2010 CD3 modules.....update

Attached is summary of Delphi TB chip concern that is driving the TP circuit codes in Kyles note below.

Kathy, how many of these have resulted in PCM replacements? Do we need to get a message out to stop the replacement?

Mark Dixon
Powertrain Quality
Ford Motor Company
Building 2 / 24K36
<mailto:mdixon@ford.com>
Tel: (313) 805-7051

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To: Post, Kyle (K.R.); Chea, Top (T.C.); Matysiewicz, Edwin (E.J.)

Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Dixon, Mark (M.R.)

Subject: RE: 2010 CD3 modules.....update

I also added comments....

3-wiring

2-PCM for different failure modes (Stalls w/engine/wrench light and Check Engine light only).

By the way - one of you asked about the P0688 - It's just a typo. It is a P06B8. Sometimes hard for an admin to read a tech's handwriting.

Known issue with IDS Clear KAM function. Already fixed.

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Sent: Friday, June 19, 2009 11:49 AM

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Cc: King, Brian (B.M.); Kadrovich, Kathy (K.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.)

Subject: RE: 2010 CD3 modules.....update

Good answers Top. I added a few comments.

Top

I went through the 12 I4 ATX CD3 PCMs that I have on my desk, and 5 have ETC issues.

600717 has 0642 [ETC A lo]

P0642 - VREF Under-voltage / short-to-ground fault code, sounds like wiring/corrosion or the PCM to me. Never got one during development . This claim calls out wiring as the root cause - 12" from the pcm, circuit LE423 GNVV.

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TP sensors are out of range. It's either wiring/corrosion, PCM, or ETB sensors. (Since the pedal faults also set, check ETC Ref for short to ground or open, or internal PCM) Find out what was replaced and if it fixed the issue. This one also calls out wiring (Base 14290).

108149 has 0122, 0222, 0212, 2127, 0685

You also got a CCSD relay code along with the TP sensors out of range code. So my guess is wiring. I don't know what P0212 is (P2122?) . Find out what was replaced and if it fixed the issue. Stalls with engine/wrench light - my guess is pcm as root cause here.

108375 has 2107

H-bridge fault. Most likely PCM. Find out what was replaced and if it fixed the issue. (Can be shorts on the ETB TACM+/- wires. Check for chaffing on harness) This one had a TB replaced but came back with the P2107 check engine light. Looks like pcm as root cause.

109365 has 0122, 0301, 0316, 0351, 2111, 2135, 0688

You are getting misfire codes along with the TP codes. Most likely PCM or wiring. I don't know what P0688 is. Find out what was replaced and if it fixed the issue. This one calls out wiring as root cause (Base 14290).

How do we tell if these are Denso or Delphi ETB's ? the 2.5L is Delphi

The two 2010 V6 Fusion PCMs are both misfire fault cases [one P0305, and one P0306].

Please advise on what you would like to do with the I4 ETC cases.

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Subject: RE: 2010 CD3 modules.....update

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What were the replacement parts that fixed the issues on the 3 cars? I noticed on one of the cars, the ETB change did not fix the issue.

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To: Chea, Top (T.C.)
Cc: King, Brian (B.M.); Kadrovich, Kathy (K.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.)
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We don't have any 2010 Fusion test cars yet, so the answer is no.

I have a 2009 Escape with a P2135 ETC code that I have driven for over a week without any issue surfacing.

Do you understand the 2135 code very well, and what would be the common root cause to set it ?

My question was if you had any OBD ETC fault code issues on the 2010 Fusion launch as we don't see many ETC faults, false or otherwise.

Thanks

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Sent: Thursday, June 18, 2009 2:24 PM
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Top

From: Matysiewicz, Edwin (E.J.)
Sent: Thursday, June 18, 2009 2:07 PM

To: Chea, Top (T.C.); King, Brian (B.M.)

Subject: 2010 CD3 modules.....update

Top

Initial 2010 fusion Warranty looks like an issue on the I4 with ETC codes,

Did you have to fix them at launch ?

Brian

Initial 2010 fusion warranty looks like an issue with P030X faults on the V6.

Did you fixes at launch ?

Thanks

Ed

From: Chabon, Michael (W.)
Sent: Monday, July 13, 2009 6:58 AM
To: Langley, Scott (C.S.); Pulay, Kirk (K.); Hall, Brent (A.); McRoy, Gitanjali (G.); Sims, Ivan (I.D.); Davis, Andrae (A.L.)
Cc: Bos, Ed (E.A.)
Subject: RE: 2010 CD3 modules....ETB input?

Can we quickly look at repeat repairs to see if the PCM fixed the problem, or if the ETB fixed the problem?

How can we look at the PCM circuit to see if could cause this issue ?

Michael W. Chabon
Electronic Throttle Body Engineering Supervisor
Bldg-1 Cube 12B115
Cell/Text /Pager 313-805-8784
Ford Motor Company

From: Langley, Scott (C.S.)
Sent: Sunday, July 12, 2009 11:16 AM
To: Pulay, Kirk (K.); Hall, Brent (A.); McRoy, Gitanjali (G.); Sims, Ivan (I.D.); Chabon, Michael (W.); Davis, Andrae (A.L.)
Subject: FW: 2010 CD3 modules....ETB input?

What do you think?

This SSM was directed to be written as soon as they understood there was a specific issue with the ETB and they are trying to avoid unnecessary PCM replacement... understandable. There was a high % of TNI PCMs replaced for these P0122/P0222 codes.

But, I am not real happy about highlighting the ETB immediately. (I thought it was at the top of the dealer's list anyway!)

The SSM does say to "perform the PC/ED pinpoint test DV diagnostic subroutine," but it clearly highlights the ETB.

I would probably prefer wording like... if no trouble is found with the PCM, wire harness or, replace the ETB.

The problem is that the ETB issue is somewhat intermittent... it has taken testing at temps or the screening test to confirm the failure.

The screening test is not practical for the dealers to perform. So, that is some justification to point them to the ETB.

One thing that needs to be verified... is it possible to have an issue with the PCM that would cause these codes?

I need to give them feedback Monday.

Sincerely,

Scott Langley

PD Supervisor - Component C Current Quality

& Rawsonville Resident Engrg - Engine

(Components = Air Metering, Fuel Metering, Ignition, ESMS)

Ford Motor Company - Bldg #1

cell: 313-805-8789

email: slangle1@ford.com

From: McDonagh, Scot (S.M.)

Sent: Friday, July 10, 2009 8:41 AM

To: Langley, Scott (C.S.); Chea, Top (T.C.); Matysiewicz, Edwin (E.J.); Dixon, Mark (M.R.); Ramirez, Mauricio (M.R.)

Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Kadrovich, Kathy (K.); Post, Kyle (K.R.); Bailey, Owen (O.R.); Cowher, Terry (T.); Chacon, Jose (A.); Prescott, Amanda (A.B.); Courtney, Bill (W.L.); Boerger, Jim (J.G.); Davis, Andrae (A.L.); Hall, Brent (A.); Chabon, Michael (W.); Sims, Ivan (I.D.); Jones, Jennifer (J.O.); McRoy, Gitanjali (G.); Bos, Ed (E.A.)

Subject: RE: 2010 CD3 modules.....update

Thanks Scott- Your thoughts on the below revised SSM draft ?

Some 2009 Escape/Mariner, Escape/Mariner Hybrids and 2010 Fusion/Milan, Fusion/Milan Hybrids built prior to 6/15/2009 equipped with 2.5L and 3.0L Engines may exhibit a Lacks Power concern and/or Malfunction Indicator Light(MIL) with Electronic Throttle Body(ETB), Throttle Position Sensor(TPS) Diagnostic Trouble Code P0122 (Throttle/Pedal Position Sensor A- Circuit Low) And/Or P0222(Throttle/Pedal Position Switch B- Circuit Low). Do not replace the Powertrain Control Module for this concern. Perform PC/ED Pinpoint test DV Diagnostic Subroutine. If root cause is undetermined following diagnostic routines replace Electronic Throttle Body(ETB).

Scot G. McDonagh

Super-Duty PT Quality

Phone: (313)337-8091

smcdonag@ford.com

From: Langley, Scott (C.S.)

Sent: Friday, July 10, 2009 7:41 AM

To: McDonagh, Scot (S.M.); Chea, Top (T.C.); Matysiewicz, Edwin (E.J.); Dixon, Mark (M.R.); Ramirez, Mauricio (M.R.)

Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Kadrovich, Kathy (K.); Post, Kyle (K.R.); Bailey, Owen (O.R.); Cowher, Terry (T.); Chacon, Jose (A.); Prescott, Amanda (A.B.); Courtney, Bill (W.L.); Boerger, Jim (J.G.); Davis, Andrae (A.L.); Hall, Brent (A.); Chabon, Michael (W.); Sims, Ivan (I.D.); Jones, Jennifer (J.O.); McRoy, Gitanjali (G.); Bos, Ed (E.A.)

Subject: RE: 2010 CD3 modules.....update

#1, I think Mary Ann confirmed there were two "suspect" PCMs, but that neither had ETB-related codes.

Note that this P0122 and P0222 will be flagged for issues other than the known ETB chip timing issue. For one, wire harness issues can also flag this code.

In analyzing the claims, we have significantly more P0122 and P0222 associated claims than we would expect for the chip timing issue. We feel we have a good handle on the risk/occurrence of the chip timing issue.

I have summarized our [confirmed ETB failures](#) for the TPS chip Timing issue:

- all but one have either the P0122 or P0222 codes.
- Only two have any mention of driveability issues

9L8E ETB's with confirmed Chip Timing Error

VIN

CUST COMPLAINT

DTC

| | | |
|--------------|--------------------------------------|-------------------------------------|
| 1F...24822 | CEL | P0122 w/ P1125 & P2135 |
| 3F...5849 | CEL | P0222 w/ p0505 |
| 1F...65219 | CLE | P0222w/ P0505, P2127, P2128 & P2100 |
| 1F...69677 | Wrench | P0122 w/ P111 |
| 4M...15269 | CEL | P0122 |
| 1F...KA95724 | CEL & Wrench & "poor mileage (23.5)" | P0122 w/ P1000 |
| 1F...KA08329 | Wrench | Wrench light w/ no codes |
| 4M...13382 | CEL & "No power on Accel" | P0222 |
| 1F...KB34984 | CEL | P0122 |

CEL = Check Engine Light.

Please call me with any questions.

Sincerely,

Scott Langley

PD Supervisor - Component C Current Quality

& Rawsonville Resident Engrg - Engine

(Components = Air Metering, Fuel Metering, Ignition, ESMs)

Ford Motor Company - Bldg #1

cell: 313-805-8789

email: slangle1@ford.com

From: McDonagh, Scot (S.M.)

Sent: Wednesday, July 08, 2009 7:35 AM

To: Langley, Scott (C.S.); Chea, Top (T.C.); Matysiewicz, Edwin (E.J.); Dixon, Mark (M.R.); Ramirez, Mauricio (M.R.)

Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.);

Kadrovich, Kathy (K.); Post, Kyle (K.R.); Bailey, Owen (O.R.); Cowher, Terry (T.); Chacon, Jose (A.); Prescott, Amanda (A.B.)

Subject: RE: 2010 CD3 modules.....update

VEE SSM release approval pending confirmation on whether or not we should include "Do not replace the Powertrain Control Module" statement in the communication release. Will customers experience Drivability concerns(Stalls/Lacks Power/No-Start) or MIL only ? Thanks

Some 2009 Escape/Mariner, Escape/Mariner Hybrids and 2010 Fusion/Milan, Fusion/Milan Hybrids built prior to 6/15/2009 equipped with 2.5L and 3.0L Engines may exhibit a MIL light and Electronic Throttle Body(ETB), Throttle Position Sensor(TPS) Diagnostic Trouble Codes P0122 (Throttle/Pedal Position Sensor A-Circuit Low) And/Or P0222(Throttle/Pedal Position Switch B- Circuit Low). Perform PC/ED Pinpoint test DV Diagnostic Subroutine. If root cause is undetermined following normal diagnostics. Do not replace the Powertrain Control Module. This concern is under investigation. Monitor OASIS for future updates.

Scot G. McDonagh

Super-Duty PT Quality

Phone: (313)337-8091

smcdonag@ford.com

From: Langley, Scott (C.S.)

Sent: Tuesday, July 07, 2009 4:40 PM

To: Chea, Top (T.C.); Matysiewicz, Edwin (E.J.); Dixon, Mark (M.R.); Ramirez, Mauricio (M.R.)

Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Kadrovich, Kathy (K.); Post, Kyle (K.R.); Bailey, Owen (O.R.); Cowher, Terry (T.); McDonagh, Scot (S.M.)

Subject: RE: 2010 CD3 modules.....update

Guys,

Did this get confirmed? ...Was it 108375 the one PCM Dave had issues with?

Sincerely,

Scott Langley

PD Supervisor - Component C Current Quality

& Rawsonville Resident Engrg - Engine

(Components = Air Metering, Fuel Metering, Ignition, ESMS)

Ford Motor Company - Bldg #1

cell: 313-805-8789

email: slangle1@ford.com

From: Chea, Top (T.C.) [<mailto:tchea@ford.com>]

Sent: Wednesday, June 24, 2009 2:03 PM

To: Matysiewicz, Edwin (E.J.); Dixon, Mark (M.R.); Ramirez, Mauricio (M.R.)

Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Kadrovich, Kathy (K.); Post, Kyle (K.R.); Bailey, Owen (O.R.); Cowher, Terry (T.)

Subject: RE: 2010 CD3 modules.....update

Are these PCMs from cars in which wiring was called out as the root cause? 3 of the 5 PCM with ETC issues below was due to wiring so I expect those PCMs to NOT have issues. I expect 108375 and possibly 108149 would have issues. Was it 108375 the one PCM Dave had issues with. What were the root causes to the other 7 vehicles? Has anyone run a "clean" returned PCM in a temperature chamber to make sure that the issue isn't related to temperature?

Thanks,

Top Chea

From: Matysiewicz, Edwin (E.J.)

Sent: Wednesday, June 24, 2009 1:44 PM

To: Dixon, Mark (M.R.); Ramirez, Mauricio (M.R.)

Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Kadrovich, Kathy (K.); Post, Kyle (K.R.); Chea, Top (T.C.); Bailey, Owen (O.R.); Cowher, Terry (T.)

Subject: RE: 2010 CD3 modules.....update

Mark and Mauricio

Dave Wood from Conti and I just finished driving 12 of the 2010 CD3 I4 ATX field return PCMs, and had an issue with only one PCM. The other 11 PCMs drove clean and tested KOER clean.

6 of the 11 PCMs that tested clean had ETC OBD codes.

I used a vehicle that Terry Cowher loaned to us.

Ed

From: Dixon, Mark (M.R.)
Sent: Wednesday, June 24, 2009 12:17 PM
To: Matysiewicz, Edwin (E.J.)
Cc: King, Brian (B.M.); Perry, Brian (B.J.); Kantrow, Mary Ann (M.A.); Pulay, Kirk (K.); Del Valle, Wendell (W.R.); Kadrovich, Kathy (K.); Post, Kyle (K.R.); Chea, Top (T.C.)
Subject: RE: 2010 CD3 modules.....update

Ed, the Delphi corrective actions (containment and PCA) for the chip in the TB are below.

ICA engines to HSAP 6/14 with 100% screening process at tier #1

PCA engines to HSAP 7/10 with chip manufacturing process 100% cutoff 6/26 at tier #1

Mark Dixon
Powertrain Quality
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Subject: 2010 CD3 modules.....update

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Brian

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Did you fixes at launch ?

Thanks

Ed

From: Chacon, Jose (A.)
Sent: Thursday, June 25, 2009 8:31 AM
To: McDonagh, Scot (S.M.); Ramirez, Mauricio (M.R.); Querio, Jennifer (J.); Durand, Gerardo (G.D.)
Cc: Langley, Scott (C.S.); Courtney, Bill (W.L.); Wagers, Sue (S.K.); Post, Kyle (K.R.); Dixon, Mark (M.R.); Ricks, Kevin (K.J.); Montini, Matthew (M.J.); Bushman, Thomas (T.S.); Gudino Mendoza, Martin (J.M.)
Subject: RE: 6/23 PCM Update to 2010 CD3 Early Claims Binning (Follow Up on note from CNE to Barb)

Scot and Team,

Good Morning, Rough draft will be send-out shortly on a separate E-Mail for SSM request. Thanks

Regards,

José Chacón

Product Concern Engineer

Fusion/Milan/Zephyr/MKZ

Ford Customer Service Division

(313) 317-7047

From: McDonagh, Scot (S.M.)
Sent: Thursday, June 25, 2009 8:07 AM
To: Ramirez, Mauricio (M.R.); Chacon, Jose (A.); Querio, Jennifer (J.); Durand, Gerardo (G.D.)
Cc: Langley, Scott (C.S.); Courtney, Bill (W.L.); Wagers, Sue (S.K.); Post, Kyle (K.R.); Dixon, Mark (M.R.); Ricks, Kevin (K.J.); Montini, Matthew (M.J.); Bushman, Thomas (T.S.)
Subject: FW: 6/23 PCM Update to 2010 CD3 Early Claims Binning (Follow Up on note from CNE to Barb)
Importance: High

Mauricio- Sorry for delays with the SSM draft. Needed to confirm content with ETC engineering before submitting.

Jennifer/Jose- Please submit the below SSM draft into TWAS and send out for engineering input. Need this SSM submitted for final release COB tomorrow.

SSM Draft: 2009MY Escape/Mariner/HEV and 2010MY Fusion

Some 2009 Model Year Escape/Mariner, Escape/Mariner Hybrids and 2010MY Fusion built prior to 6/15/09 equipped with 2.5L and 3.0L Engines may exhibit a MIL light and Electronic Throttle Body(ETB), Throttle Position Sensor(TPS) Diagnostic Trouble Codes

P0122 (Throttle/Pedal Position Sensor A- Circuit Low) and P0222(Throttle/Pedal Position Switch B- Circuit Low). Perform PCED Pin Point test DV Diagnostic Subroutine. If root cause is undetermined following normal diagnostics, DO NOT replace the Powertrain Control Module. This concern is under investigation. Monitor OASIS for future updates. (6/23/09)

Scot G. McDonagh

Super-Duty PT Quality

Phone: (313)337-8091

smcdonag@ford.com

From: Ramirez, Mauricio (M.R.)

Sent: Wednesday, June 24, 2009 8:07 PM

To: McDonagh, Scot (S.M.)

Cc: Dixon, Mark (M.R.); Durand, Gerardo (G.D.)

Subject: FW: 6/23 PCM Update to 2010 CD3 Early Claims Binning (Follow Up on note from CNE to Barb)

For the update on June 23 on this topic:

Do you need any information from us? What would the SSM say?

(attached note with latest update on PCM warranty returns) << Message: RE: 2010 CD3 modules.....update >>

6/23 update:

Information above discussed with JD last night.

- All PCM's returned from field to PCM D&R activity.
- Gas PCM's passed bench test and Continental End of Line (root cause most likely isn't PCM related)
- Gas PCM next steps:
- **ICA: Initiate Special service message 6/23 to alert field that engineering investigation in progress and not to replace PCM (G.Durand update BSAQ/S.McDonagh SSM)**

PCA: TBD based on root cause investigation

- 1) Evaluate PCM's in vehicle to see if code returns (etracker request for calibration vehicle, evaluation to begin 6/24)
- 2) Expedite 2.5L ground strap with PIA capacitor to resolve OTIS time out (possible PCA for 4 crank/no starts on 2.5L)

>> follow up phone call noon today, run at rate trial parts avail in July-- pursue expedited delivery (Hogue/Ickes/Flores)

- Hybrid PCM (visteon sourced): bench test confirmed error state, 8D says ICA/PCA in place but lacks details -- D.Flores to confirm actions & dates

Mauricio Ramirez

Powertrain PVT
2010 CD338/334/378
Cel. (01152 1) 6621420825

Ford: 456-8491

From: Durand, Gerardo (G.D.)

Sent: Wednesday, June 24, 2009 3:46 PM

To: Ramirez, Mauricio (M.R.)

Subject: FW: 6/23 PCM Update to 2010 CD3 Early Claims Binning (Follow Up on note from CNE to Barb)

From: Ickes, Bill (B.K.)

Sent: Tuesday, June 23, 2009 8:17 AM

To: Hogue, William (W.M.); McCoy, Julie (.)

Cc: Shanahan, J D (J D.); Layden, Kevin (K.E.); Goodliff, Simon (S.); Bailey, Owen (O.R.); Perry, Brian (B.J.); Dona, Alan (A.R.); Durand, Gerardo (G.D.); McDonagh, Scot (S.M.); Dixon, Mark (M.R.); Samardzich, Barb (B.J.); Kadrovich, Kathy (K.); Cibulas, Steve (S.M.); Cowher, Terry (T.); Sheeran, William (W.M.); Zimlich, Glenn (G.A.); Shimon, Richard (R.L.)

Subject: 6/23 PCM Update to 2010 CD3 Early Claims Binning (Follow Up on note from CNE to Barb)

[Per 10am program team audio discussion this morning....updates in Blue.](#)

From: Ickes, Bill (B.K.)

Sent: Monday, June 22, 2009 6:26 PM

To: McCoy, Julie (.)

Cc: Wright, Robin (R.A.); Goodliff, Simon (S.); Yuhasz, Philip (P.D.); Durand, Gerardo (G.D.); Bailey, Owen (O.R.); Layden, Kevin (K.E.); Cibulas, Steve (S.M.); Renwick, Rick (R.J.); Dixon, Mark (M.R.); Kadrovich, Kathy (K.); Shanahan, J D (J D.); Boerger, Jim (J.G.); Perry, Brian (B.J.); Vykydal, Marianne (M.L.); Kantrow, Mary Ann (M.A.)

Subject: 2010 CD3 Early Claims Binning, Follow Up on note from CNE to Barb

Two error states reported in Vehicle Early Claims Binning to not having ICA or PCA's: Throttle Body claims and PCM's.

<< Message: FW: 2010 CD3 <FSR> Paper and ECB >>

Throttle Body Replacements (Fully Contained):

- 14 claims to date (10) I4 + (3) D30 V6 + (1) D35), all share common component and root cause
- 5 parts returned to date all showed identical special cause (Delphi T-body sensor doping of IC chip layer too thin)
- ICA engines to HSAP 6/14 with 100% screening process at tier #1
- PCA engines to HSAP 7/10 with chip manufacturing process 100% cutoff 6/26 at tier #1
- *BSAQ Project #2009075680 is active* and showing Yellow/Yellow for ICA/PCA due to 90 days w/o repeat claims guideline
- Attached engine e-room file shows claims by build month.
- No calibration was planned to address this hardware error state. << Message: E 09-10 VEE I4 CAR TRUCK PRODUCTION 06-22-09.xls >>

PCM Replacements (Not contained/Under investigation):

- 11 claims to date (7) I4 + (3) D30 + (1) Hybrid
- 700 tag process initiated, no confirmation if parts have been received and tested (will know 6/23am)
- 4 crank/no starts (2 with PCM no communication)
- 4 misfire codes by engines (2 of these also had coil codes)
- 2 DTC P060A internal control module monitoring processor performance
- 1 DTC P0657 acuator supply voltage A circuit open
- 1 DTC P2107 throttle acuator control module processor
- No customers have brought their vehicle back after initial dealer visit.

6/23 update:

Information above discussed with JD last night.

- All PCM's returned from field to PCM D&R activity.
- Gas PCM's passed bench test and Continental End of Line (root cause most likely isn't PCM related)
- Gas PCM next steps:
- ICA: *Initiate Special service message 6/23* to alert field that engineering investigation in progress and not to replace PCM (G.Durand update BSAQ/S.McDonagh SSM)

PCA: TBD based on root cause investigation

1) Evaluate PCM's in vehicle to see if code returns (etracker request for calibration vehicle, evaluation to begin 6/24)

2) Expedite 2.5L ground strap with PIA capacitor to resolve OTIS time out (possible PCA for 4 crank/no starts on 2.5L)

>> follow up phone call noon today, run at rate trial parts avail in July-- pursue expedited delivery (Hogue/Ickes/Flores)

- Hybrid PCM (visteon sourced): bench test confirmed error state, 8D says ICA/PCA in place but lacks details -- D.Flores to confirm actions & dates

We appear to have more than one root cause on gas PCM's resulting in PCM R&R per discussion with Kathy Kadrovich this morning.

Additionally, we will chunk out the PCM details above by powerpack to enlist assistance from the greater powertrain team (D&R + Calibration).

Separately, I will contact JD to confirm his slide in the PRM for Wednesday is updated with T-Body BSAQ project number and ICA/PCA actions & dates.

From: Langley, Scott (C.S.)
Sent: Wednesday, June 24, 2009 10:19 AM
To: Bos, Ed (E.A.)
Cc: Pulay, Kirk (K.)
Subject: RE: 9L8E ETB presentation - effects '10 Fusion & '09 Esc/Mar

Thanks Ed.

Sincerely,

Scott Langley

PD Supervisor - Component C Current Quality

& Rawsonville Resident Engrg - Engine

(Components = Air Metering, Fuel Metering, Ignition, ESMS)

Ford Motor Company - Bldg #1

cell: 313-805-8789

email: slangle1@ford.com

From: Bos, Ed (E.A.)
Sent: Tuesday, June 23, 2009 2:44 PM
To: Langley, Scott (C.S.)
Cc: Pulay, Kirk (K.)
Subject: RE: 9L8E ETB presentation - effects '10 Fusion & '09 Esc/Mar

Scott,

MLX has written some software to test parts that have not been locked. They have not sent me this code. There is a way to unlock the MLX part, but since this has been a closely guarded secret by MLX I don't know what is involved.

I will ask MLX what is possible on this.

I don't think there is anything on the Ford side we can do other than working with MLX on this.

Edward A. Bos
Six Sigma Black Belt
Air-Metering Senior Engineer, Component C, LGDEE
Cell: 313-805-8782
ebos@ford.com

From: Langley, Scott (C.S.)
Sent: Tuesday, June 23, 2009 2:36 PM
To: Bos, Ed (E.A.); Pulay, Kirk (K.)
Cc: McDonagh, Scot (S.M.); McCoy, Jim (D.); Chabon, Michael (W.); Parkinson, Tim (T.M.); Davis, Andrae (A.L.); Dixon, Mark (M.R.); McRoy, Gitanjali (G.)
Subject: RE: 9L8E ETB presentation - effects '10 Fusion & '09 Esc/Mar

Kirk, Ed,
Probably need your combined input here....

Sincerely,

Scott Langley

PD Supervisor - Component C Current Quality

& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMS)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

From: Dixon, Mark (M.R.)
Sent: Tuesday, June 23, 2009 1:12 PM
To: Langley, Scott (C.S.)
Cc: McDonagh, Scot (S.M.); McCoy, Jim (D.)
Subject: FW: 9L8E ETB presentation - effects '10 Fusion & '09 Esc/Mar
Importance: High

Scott, is there any diagnostic we can run to determine whether the vehicles with the TP circuit DTCs have the Delphi chip concern?

Mark Dixon
Powertrain Quality
Ford Motor Company
Building 2 / 24K36
<mailto:mdixon@ford.com>
Tel: (313) 805-7051

From: McDonagh, Scot (S.M.)
Sent: Tuesday, June 23, 2009 1:05 PM
To: Dixon, Mark (M.R.); Langley, Scott (C.S.); Cowher, Terry (T.); Post, Kyle (K.R.); Wagers, Sue (S.K.); Shapardanis, Michael (M.S.)
Subject: RE: 9L8E ETB presentation - effects '10 Fusion & '09 Esc/Mar
Importance: High

Please review below SSM draft and provide feedback ASAP. I will forward to FCSD PCEs for release when you have approved. Thanks

SSM Draft: 2009MY Escape/Mariner and 2010MY Fusion

Some 2009 Model Year Escape/Mariner and 2010MY Fusion equipped with 2.5L and 3.0L Engines may exhibit MIL light ON and Electronic Throttle Body, Throttle Position Sensor Diagnostic Trouble Codes P0122(Throttle/Pedal Position Sensor A- Circuit Low) and/or P0222(Throttle/Pedal Position Switch B- Circuit Low). Perform normal PCED Diagnostic Subroutines. If root cause is undetermined following normal diagnostics, DO NOT replace the Powertrain Control Module. This concern is under investigation. Monitor OASIS for updates. (6/23/09)

Scot G. McDonagh
Super-Duty PT Quality
Phone: (313)337-8091
smcdonag@ford.com

From: Dixon, Mark (M.R.)
Sent: Tuesday, June 23, 2009 12:37 PM

To: McDonagh, Scot (S.M.)
Subject: FW: 9L8E ETB presentation - effects '10 Fusion & '09 Esc/Mar

Info

Mark Dixon

Powertrain Quality
Ford Motor Company
Building 2 / 24K36
<mailto:mdixon@ford.com>
Tel: (313) 805-7051

From: Langley, Scott (C.S.)
Sent: Monday, June 22, 2009 11:08 PM
To: Dixon, Mark (M.R.)
Cc: Cowher, Terry (T.); Bos, Ed (E.A.); Davis, Andrae (A.L.); Shapardanis, Michael (M.S.); Chabon, Michael (W.); Hall, Brent (A.)
Subject: RE: 9L8E ETB presentation - effects '10 Fusion & '09 Esc/Mar

Mark,
Based on what I've seen so far, those claims you mention would not appear to be due to the ETB Chip timing error.

Of the Nine total confirmed failures for this Chip timing issue, all but one have one of the TPS circuit codes... either P0122 or P0222.

The one confirmed chip timing failure that doesn't have a TPS circuit code has no codes recorded, but the customer comments are "CUSTOMER REPORTS THAT WRENCH SYMBOL HAD DISPLAYED 1 DAY FOR 1 DRIVE CYCLE, CUSTOMER IS TAKING VEHICLE ON TRIP. ON ROAD TEST UNABLE TO CONFIRM CONCERN. INSPECT AND DO IDS TEST. NO CODE. SYS"

Of the (8) with a TPS circuit code:
(2) also have the P0505 (idle speed?) code. One of those also has P2127, P2128, P2100
(1) also has a P2135 and a P1125.
(1) also has a P1000
(1) also has a P1111

The Chip timing issue has not acted intermittently once it has shown up. That seems to be consistent with the mechanics of the failure.

Sincerely,
Scott Langley
*PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMS)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com*

From: Dixon, Mark (M.R.)
Sent: Monday, June 22, 2009 4:19 PM
To: Langley, Scott (C.S.)
Cc: Cowher, Terry (T.)
Subject: RE: 9L8E ETB presentation - effects '10 Fusion & '09 Esc/Mar

Scott, have you seen any other DTCs than the TPS circuit codes that the ones you mention below? We have one PCM replacement with a P2107 DTC, several more with no start complaints, and some with misfire codes.

I am assuming none of these are related to this ETB chip concern?

Mark Dixon

Powertrain Quality
Ford Motor Company
Building 2 / 24K36
<mailto:mdixon@ford.com>
Tel: (313) 805-7051

From: Crudo, Frank (F.J.)
Sent: Monday, June 22, 2009 4:04 PM
To: Dixon, Mark (M.R.)
Subject: FW: 9L8E ETB presentation - effects '10 Fusion & '09 Esc/Mar

Frank J. Crudo

V-Engine Reliability Q Back
Building 1 cube 13F002
313-322-5979

From: Langley, Scott (C.S.)
Sent: Monday, June 22, 2009 1:42 PM
To: Crudo, Frank (F.J.)
Cc: Davis, Andrae (A.L.); Chabon, Michael (W.); Hall, Brent (A.); Boerger, Jim (J.G.); Bos, Ed (E.A.); Shapardanis, Michael (M.S.); Davis, Andrae (A.L.)
Subject: 9L8E ETB presentation - effects '10 Fusion & '09 Esc/Mar

Frank,
Per our conversation...

- Chip timing issue associated with the Physical Vapor Deposition process at the wafer level. Chip supplier, Melexis is Tier 4.
- Two processes... PVD1 & PVD2. There are differences between the processes. PVD1 has been the issue.
- The revised screening test of 5/27 should really be identified as the ICA. (date might be earlier at VO... ~5/17... some were screened on engines.)
- The PCA is to switch to PVD2. We will continue screening, even with PVD2.
- There have already been parts supplied using PVD2. So far, no field failures with PVD2.
- We're working with Delphi to improve their Paynter chart... needs better delineation between ICA & PCA.
- We're working with Delphi and Melexis almost daily.
- Having regular (now at 1x per week) discussions with Bruce Garrett for Esc/Mar at KCAP. I believe he also covers Fusion.

- Note, not all parts are this chip timing issue. But, those that show the TPS circ codes (P0122/3, P0222/3) are likely this issue.

- We're doing pretty well at getting Fusion parts back for analysis. Of the 13 or 14 claims, we have (10) back or on the way back.

- Note, the original focus of this presentation was on Veh Prod dates of January '09 and later. That was per request of KCAP and because we had previous clean dates back in the fall.

<< File: 09MY 9L8E ETB Warranty_20090616.ppt >>

Sincerely,

Scott Langley

PD Supervisor - Component C Current Quality

& Rawsonville Resident Engrg - Engine

(Components = Air Metering, Fuel Metering, Ignition, ESMS)

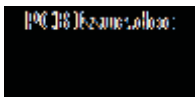
Ford Motor Company - Bldg #1

cell: 313-805-8789

email: slangle1@ford.com

From: Chabon, Michael (W.)
Sent: Friday, August 21, 2009 3:49 PM
To: Isaacson, James (J.W.)
Cc: Jones, Jennifer (J.O.); Chacon, Jose (A.); Querio, Jennifer (J.); Pulay, Kirk (K.); McDonagh, Scot (S.M.); Langley, Scott (C.S.); Tucker, Christopher (C.H.); Boerger, Jim (J.G.); Osepchook, William (W.R.); Haven, Keith (K.); Baker, Kelly (K.A.); McInerney, Thomas (T.W.); Robinson, Suzanne (M.); McRoy, Gitanjali (G.)
Subject: RE: CD3/U377 Stop-Ship TSB Draft

Attached is a copy of Jim's night letter which provides more details on the quantities involved.



I would like to meet again to discuss how best to proceed. We have review the diagnostic procedures and have done a lot to contain our potential exposure.

We have no confirmed field failures to date, so we should discuss the potential risk/benefits to the SSM/TSB process.

Michael W. Chabon

Electronic Throttle Body Engineering Supervisor
Bldg-1 Cube 12B115
Cell/Text /Pager 313-805-8784

Ford Motor Company

From: Isaacson, James (J.W.)
Sent: Friday, August 21, 2009 3:43 PM
To: Chabon, Michael (W.)
Cc: Jones, Jennifer (J.O.); Chacon, Jose (A.); Querio, Jennifer (J.); Pulay, Kirk (K.); McDonagh, Scot (S.M.); Langley, Scott (C.S.); Tucker, Christopher (C.H.); Boerger, Jim (J.G.); Osepchook, William (W.R.); Haven, Keith (K.); Baker, Kelly (K.A.); McInerney, Thomas (T.W.); Robinson, Suzanne (M.); McRoy, Gitanjali (G.)
Subject: RE: CD3/U377 Stop-Ship TSB Draft

Mike,
I started the draft for the TSB/SSM.... I think you were going to draft up some details for me to use in the article?
Can you update me on this data?

From: McDonagh, Scot (S.M.)
Sent: Thursday, August 20, 2009 8:12 AM
To: Langley, Scott (C.S.); Isaacson, James (J.W.)
Cc: Jones, Jennifer (J.O.); Chacon, Jose (A.); Querio, Jennifer (J.); Pulay, Kirk (K.)
Subject: RE: CD3/U377 Stop-Ship TSB Draft

CD3/U377 ETB Stop-Ship discussion

<< Message: FW: Updated: Delphi ETB - SSM? >>

<< OLE Object: Picture (Enhanced Metafile) >>

Scot G. McDonagh

Super-Duty PT Quality

Phone: (313)337-8091

smcdonag@ford.com

From: Langley, Scott (C.S.)
Sent: Wednesday, August 19, 2009 11:20 PM
To: McDonagh, Scot (S.M.); Isaacson, James (J.W.)
Cc: Jones, Jennifer (J.O.); Chacon, Jose (A.); Querio, Jennifer (J.); Pulay, Kirk (K.)
Subject: RE: CD3/U377 Stop-Ship TSB Draft

I missed whatever meeting you're referring to.

Sincerely,

Scott Langley

PD Supervisor - Component C Current Quality

& Rawsonville Resident Engrg - Engine

(Components = Air Metering, Fuel Metering, Ignition, ESMS)

Ford Motor Company - Bldg #1

cell: 313-805-8789

email: slangle1@ford.com

From: McDonagh, Scot (S.M.)
Sent: Wednesday, August 19, 2009 12:35 PM
To: Isaacson, James (J.W.)
Cc: Jones, Jennifer (J.O.); Chacon, Jose (A.); Querio, Jennifer (J.); Langley, Scott (C.S.); Pulay, Kirk (K.)
Subject: CD3/U377 Stop-Ship TSB Draft

Please include me on the TSB draft distribution list. Including SSM 20897 and example TSB FCSD PCEs mentioned in today's meeting.

<< File: TSB 09-2-3.pdf >>

OASIS SPECIAL SERVICE MESSAGE NUMBER: **20897 RELEASED ON 7/27/09**

MESSAGE TITLE: 2009 ESCAPE/MARINER, ESCAPE/MARINER HEV, AND 2010 FUSION/MILAN, FUSION/MILAN HYBRIDS BUILT BEFORE 06/15/09 - DIAGNOSTIC TROUBLE CODES

APPLICABLE VEHICLES :

2010 CAR : 00170 FUSION

2010 CAR : 00171 MILAN

2009 - 2010 TRUCK : 00130 ESCAPE

2009 - 2010 TRUCK : 00163 MARINER

OASIS MESSAGE :

SOME 2009 ESCAPE/MARINER/HYBRID AND 2010 FUSION/MILAN/HYBRID VEHICLES, EXCLUDING

THE 3.5L ENGINE, BUILT PRIOR TO 6/15/2009, MAY EXHIBIT A MALFUNCTION INDICATOR LIGHT(MIL) AND/OR LACKS POWER CONDITION WITH DIAGNOSTIC TROUBLE CODES P0122 AND/OR P0222. TO PROPERLY DIAGNOSE THIS CONDITION, PERFORM PC/ED PINPOINT TEST DV DIAGNOSTIC SUBROUTINE, INCLUDING CHECKING THE WIRING HARNESS CONNECTIONS FOR

PROPER SEATING. IF THE ROOT CAUSE IS UNDETERMINED, REPLACE THE ELECTRONIC THROTTLE BODY.

APPLICABLE SYMPTOM CODES :

P0122 DIAGNOSTIC TROUBLE CODE (DTC)

P0222 DIAGNOSTIC TROUBLE CODE (DTC)

698298 DRIVEABILITY MALFUNCTION INDICATOR LAMP - MIL

800000 GENERAL-PREDELIVERY RUNNING CHANGES

804000 PRE-DELIVERY

Scot G. McDonagh

Super-Duty PT Quality

Phone: (313)337-8091

smcdonag@ford.com

From: McDonagh, Scot (S.M.)
Sent: Thursday, August 20, 2009 9:55 AM
To: Langley, Scott (C.S.)
Subject: RE: CD3/U377 Stop-Ship TSB Draft

YW- I think Kirk was on the line ? Someone was speaking on your behalf

Scot G. McDonagh

Super-Duty PT Quality
Phone: (313)337-8091
smcdonag@ford.com

From: Langley, Scott (C.S.)
Sent: Thursday, August 20, 2009 9:53 AM
To: McDonagh, Scot (S.M.)
Subject: RE: CD3/U377 Stop-Ship TSB Draft

Thanks Scot.

Sincerely,

Scott Langley

*PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMS)
Ford Motor Company - Bldg #1*

cell: 313-805-8789

email: slangle1@ford.com

From: McDonagh, Scot (S.M.)
Sent: Thursday, August 20, 2009 8:12 AM
To: Langley, Scott (C.S.); Isaacson, James (J.W.)
Cc: Jones, Jennifer (J.O.); Chacon, Jose (A.); Querio, Jennifer (J.); Pulay, Kirk (K.)
Subject: RE: CD3/U377 Stop-Ship TSB Draft

CD3/U377 ETB Stop-Ship discussion

<< Message: FW: Updated: Delphi ETB - SSM? >>

<< OLE Object: Picture (Enhanced Metafile) >>

Scot G. McDonagh

Super-Duty PT Quality

Phone: (313)337-8091

smcdonag@ford.com

From: Langley, Scott (C.S.)
Sent: Wednesday, August 19, 2009 11:20 PM
To: McDonagh, Scot (S.M.); Isaacson, James (J.W.)
Cc: Jones, Jennifer (J.O.); Chacon, Jose (A.); Querio, Jennifer (J.); Pulay, Kirk (K.)
Subject: RE: CD3/U377 Stop-Ship TSB Draft

I missed whatever meeting you're referring to.

Sincerely,

Scott Langley

PD Supervisor - Component C Current Quality

& Rawsonville Resident Engrg - Engine

(Components = Air Metering, Fuel Metering, Ignition, ESMS)

Ford Motor Company - Bldg #1

cell: 313-805-8789

email: slangle1@ford.com

From: McDonagh, Scot (S.M.)
Sent: Wednesday, August 19, 2009 12:35 PM
To: Isaacson, James (J.W.)
Cc: Jones, Jennifer (J.O.); Chacon, Jose (A.); Querio, Jennifer (J.); Langley, Scott (C.S.); Pulay, Kirk (K.)
Subject: CD3/U377 Stop-Ship TSB Draft

Please include me on the TSB draft distribution list. Including SSM 20897 and example TSB FCSD PCEs mentioned in today's meeting.

<< File: TSB 09-2-3.pdf >>

OASIS SPECIAL SERVICE MESSAGE NUMBER: **20897 RELEASED ON 7/27/09**

MESSAGE TITLE: 2009 ESCAPE/MARINER, ESCAPE/MARINER HEV, AND 2010 FUSION/MILAN, FUSION/MILAN HYBRIDS BUILT BEFORE 06/15/09 - DIAGNOSTIC TROUBLE CODES

APPLICABLE VEHICLES :

2010 CAR : 00170 FUSION

2010 CAR : 00171 MILAN

2009 - 2010 TRUCK : 00130 ESCAPE

2009 - 2010 TRUCK : 00163 MARINER

OASIS MESSAGE :

SOME 2009 ESCAPE/MARINER/HYBRID AND 2010 FUSION/MILAN/HYBRID VEHICLES, EXCLUDING

THE 3.5L ENGINE, BUILT PRIOR TO 6/15/2009, MAY EXHIBIT A MALFUNCTION INDICATOR LIGHT(MIL) AND/OR LACKS POWER CONDITION WITH DIAGNOSTIC TROUBLE CODES P0122

AND/OR P0222. TO PROPERLY DIAGNOSE THIS CONDITION, PERFORM PC/ED PINPOINT TEST DV DIAGNOSTIC SUBROUTINE, INCLUDING CHECKING THE WIRING HARNESS CONNECTIONS FOR PROPER SEATING. IF THE ROOT CAUSE IS UNDETERMINED, REPLACE THE ELECTRONIC THROTTLE BODY.

APPLICABLE SYMPTOM CODES :

P0122 DIAGNOSTIC TROUBLE CODE (DTC)

P0222 DIAGNOSTIC TROUBLE CODE (DTC)

698298 DRIVEABILITY MALFUNCTION INDICATOR LAMP - MIL

800000 GENERAL-PREDELIVERY RUNNING CHANGES

804000 PRE-DELIVERY

Scot G. McDonagh

Super-Duty PT Quality

Phone: (313)337-8091

smcdonag@ford.com

PCB Circuit Board Quality Concern

Issue: Contamination introduced at Delphi electronic throttle body (ETB) sub-supplier (CIPSA, Tier 4, located in India). The contamination is encapsulated underneath an electrically conductive material (copper plating on printed circuit board). Upon thermal cycling, an open circuit results in the throttle position sensor (TPS). CIPSA produced a batch of 35,000 suspect components in the June timeframe, which flowed thru the pipeline, entering Ford inventory on June 19. A second batch of approximately 70,000 parts have been produced and are within the pipeline - failures have been observed in both batches of material. Of these two lots of material, 69,528 have been shipped to FMC engine plants.

Vehicle function: The subject open circuit results in various MIL and non-MIL codes and vehicle enters FMEM (pedal follower mode) or limp home mode.

Impact on Ford: The Delphi (9L8E) ETB is utilized in the 2.5L (Chihuahua Engine Plant) and 3.0L (Cleveland Engine Plant), impacting Kansas City (Escape, Mariner, and HEV) and Hermosillo (CD3 and HEV). A stop ship (Alert A12268898) was issued at both assembly plants for the affected vehicles. (Note: Both impacted vehicle assembly plants and engine plants are not operating until 8/24/2009 due to a previously planned period of downtime)

Key actions taken:

Initial containment plan was enacted - heating the TPS to 125 degrees C and checking for "open circuit". An improved containment process was implemented Sunday PM (20 cycles of thermal cycling from -40C to 125C) with initial improved containment ETB delivery expected to ChEP and CEP on Tuesday evening. This containment option is viable for ETBs that have not yet been assembled with the throttle position sensor.

- Containment options for ETBs that are presently complete assemblies (returns from engine and assembly plants) were reviewed with Delphi Monday evening. A tamperproof feature of the TPS prevents reprogramming of the TPS after thermal cycling and re-assembly. Initial reworked "full" ETBs (652 parts) will be evaluated Thursday AM for OK to ship. A second series of ETBs are being reworked in parallel, and a now undergoing thermal cycling (additional 896 pcs). This second re-work process was **approved** Thursday PM and initial shipment of 1344 on Friday.

- Initiated high-mileage durability assessment Friday PM - 1000 pieces of TPS are being thermal cycled from -40 to +125 C to simulate time-in-service- Failure rate during this accelerated test estimated at 9 R/1000 (plan to continue test to monitor fall-out - majority of failures occurred prior to 10 thermal cycles with one additional failure occurring at cycle #40). This durability test on-hold to permit additional thermal chamber capacity for 2nd rework process (above) and will resume at a TBA later date.

- CIPSA (Tier 4 supplier) has commenced to initiate re-filling the "pipeline" with clean stock - 6000 circuit boards were shipped to Tier 3 (Avalon on Wednesday) and will transfer to Tier 2 (Igarushi) on Thursday. Both Delphi STA and Ford STA teams are on-site during this initial pipeline fill. Initial quantity of clean stock has been produced at Igarushi (~1400 pcs) to ship to Delphi on Friday, 8/21.

- We are pursuing additional capacity opportunities with Delphi-Juarez and sub-tier suppliers to increase daily capacity from 2,000/day to 2,500/day. This will provide additional capacity through Delphi to relieve their required 7-day operating pattern that has been historically incurred. Functional tryout parts (504) completed at Igarashi to ship to Delphi on Friday, 8/21 (shipment confirmation pending).

- Engine and assembly plant logistics personnel (MP&L) have reviewed Delphi containment delivery plans for compatibility with vehicle build schedules - this following plan has been developed:

- Delphi began shipping certified throttle bodies yesterday to HSAP and KCAP to retrofit all 2,068 and 4,079 engines, respectively each plant. Retrofit will be complete prior to Monday startup.

- *HSAP and KCAP will be covered with clean engines starting Monday, 8/24* - rework plan is on track

- Delphi has initiated shipments of certified parts to ChEP and CEP

- *CEP and ChEP will begin production with clean throttle bodies at startup on Monday, 8/24 and Tuesday, 8/25, respectively* - on track

- All suspect throttle bodies in the pipeline (in front of engine and vehicle plants) have been returned to Delphi for certification, under approved alert.

- Delphi rate and flow plan is confirmed to support all foreseeable engine plant releases in the system, and vehicle plant requirements - this plan is being reviewed daily - on track

- Built vehicles with suspect throttle bodies are on hold, 2,126 at KCAP and ~600 at HSAP, under this stop ship. KCAP & HSAP have initiated certification of vehicles using hot idle and soak test (approx 3 repetitions of 45 minute hot idle and soak per vehicle - 0 miles). Vehicles will be released upon successful completion of this hot idle and soak test (HSAP has completed certification of all vehicles on-site and KCAP has completed 1244 vehicles).

From: Chabon, Michael (W.)
Sent: Tuesday, September 08, 2009 8:24 AM
To: Horbal, Colin (C.P.)
Cc: Boerger, Jim (J.G.); Langley, Scott (C.S.); Isaacson, James (J.W.); Osepchook, William (W.R.); Tucker, Christopher (C.H.); Shapardanis, Michael (M.S.); Immonen, Mark (M.); Jones, Jennifer (J.O.)
Subject: RE: Proposal for ETB TSB Release

Yes, agree completely.

Michael W. Chabon
Electronic Throttle Body Engineering Supervisor
Bldg-1 Cube 12B115
Cell/Text /Pager 313-805-8784
Ford Motor Company

From: Horbal, Colin (C.P.)
Sent: Monday, September 07, 2009 2:09 PM
To: Jones, Jennifer (J.O.); Chabon, Michael (W.)
Cc: Boerger, Jim (J.G.); Langley, Scott (C.S.); Isaacson, James (J.W.); Osepchook, William (W.R.); Tucker, Christopher (C.H.); Shapardanis, Michael (M.S.); Immonen, Mark (M.)
Subject: RE: Proposal for ETB TSB Release

ok...so we are agreed....also, pls remember that a confirmed field failure means the parts are back and verified to have this specific failure mode (we've had some that came back and were NOT this failure mode)...I assume we are hot processing any that look and smell like this issue...thanks!...

Colin Horbal
Manager, LGDEE OPD/Quality Dept
Phone: 313-845-7581
Cell Phone: 313-805-5734
Text Page: chorbal

From: Jones, Jennifer (J.O.)
Sent: Friday, September 04, 2009 1:15 PM
To: Chabon, Michael (W.); Horbal, Colin (C.P.)
Cc: Boerger, Jim (J.G.); Langley, Scott (C.S.); Isaacson, James (J.W.); Osepchook, William (W.R.); Tucker, Christopher (C.H.); Shapardanis, Michael (M.S.); Immonen, Mark (M.)
Subject: RE: Proposal for ETB TSB Release

I agree with having the TSB all ready to go, but waiting till we know we are seeing the failure in the field before it is submitted for approvals.

From: Chabon, Michael (W.)
Sent: Friday, September 04, 2009 12:11 PM
To: Horbal, Colin (C.P.)
Cc: Boerger, Jim (J.G.); Jones, Jennifer (J.O.); Langley, Scott (C.S.); Isaacson, James (J.W.); Osepchook, William (W.R.); Tucker, Christopher (C.H.); Shapardanis, Michael (M.S.); Immonen, Mark (M.)
Subject: Proposal for ETB TSB Release

Colin/team, I personally would like to see a confirmed field return prior to issuing the TSB.

We are hot processing all JUN/JUL/AUG claims and can turn around our thermal cycling analysis in 2-3days.

Everything is in place to execute the TSB so I think we could have is released very quickly.

Per Mark Immonen we have the following sales/warranty stats;

2010 2.5L/2.5L hyb/3.0L Fusion/Escape - June/July vehicles produced 43,268 - June/July vehicles sold 28,156 (as of 8-21-09).

ETB Claims by Month of Production for the above through 8-26-09 AWS Load Date:

5 for Feb, 23 Mar, 4 Apr, 2 May, 5 June, 8 July, and 2 Aug. - for a total of 49 ETB claims.

We have already analyzed 3 of the 8 July claims (TNI after 343 thermal cycles), we have several on track for analysis next week.

We will be sure to let the team know once we have a confirmed failure, team Comments ?

Michael W. Chabon
Electronic Throttle Body Engineering Supervisor
Bldg-1 Cube 12B115
Cell/Text /Pager 313-805-8784
Ford Motor Company

From: Horbal, Colin (C.P.)
Sent: Friday, September 04, 2009 6:14 AM
To: Jones, Jennifer (J.O.); Chabon, Michael (W.)
Cc: Boerger, Jim (J.G.)
Subject: FW: TSB Request for Input: 087-2009-1872: 2009-2010 ESCAPE/MARINER/& HEV, AND 2010 FUSION/MILAN/& HEV - DIAGNOSTIC TROUBLE CODES P0121, P0122, P0221, P0222, P2135.

Are you both comfortable that publishing a TSB is the right decision?
Tks!

Colin Horbal
Manager, LGDEE OPD/Quality Dept
Phone: 313-845-7581
Cell Phone: 313-805-5734
Text Page: chorbal

From: Isaacson, James (J.W.)
Sent: Thursday, September 03, 2009 1:31 PM
To: Bradcoski, Brian (B.P.); Horbal, Colin (C.P.); Tucker, Christopher (C.H.); Salinas, Daniel (D.I.); Boerger, Jim (J.G.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.); Leifer, James (J.); Jones, Jennifer (J.O.); Baker, Kelly (K.A.); Haven, Keith (K.); Chabon, Michael (W.); Langley, Scott (C.S.); Osepchhook, William (W.R.); Isaacson, James (J.W.); Klump, Robert (R.F.)
Subject: TSB Request for Input: 087-2009-1872: 2009-2010 ESCAPE/MARINER/& HEV, AND 2010 FUSION/MILAN/& HEV - DIAGNOSTIC TROUBLE CODES P0121, P0122, P0221, P0222, P2135.

TSB Request for Input

***** NOTE: The system generated the email. *****

This message is being sent on behalf of JISAACSO.

Please provide review and feedback for the article below. The person requesting this feedback may have provided further direction in the comment section below. Forward/Send any comments via email to the person who sent this email.

General Information

| | |
|---|---|
| Last action taken (as of 9/3/2009 5:31:18 PM GMT): | Send for engineering input |
| Comment: | Please review changes submitted by Jose Chacon. |
| Author: | JISAACSO |
| Tracking Number: | 087-2009-1872 |
| Author Tracking Number: | 087-2009-5432 |
| Title: | 2009-2010 ESCAPE/MARINER/& HEV, AND 2010 FUSION/MILAN/& HEV - DIAGNOSTIC TROUBLE CODES P0121, P0122, P0221, P0222, P2135. |
| Article Type: | TSB |

TSB Issue:

SOME 2009-2010 ESCAPE/MARINER, 2010 FUSION/MILAN AND FUSION/MILAN/ESCAPE/MARINER HYBRID (HEV) (EXCLUDES 3.5L FUSION SPORT) VEHICLES MAY EXHIBIT AN ----à'ELECTRONIC THROTTLE CONTROL (ETC) ENGINE FAILSAFE MODE' WARNING, ---àWRENCH LIGHT ON DISPLAYED IN THE MESSAGE CENTER OR INSTRUMENT PANEL AND -à AMBER ELECTRONIC THROTTLE CONTROL (ETC) WARNING LAMP ON WITH MULTIPLE ETC DIAGNOSTIC TROUBLE CODES (P0121, P0122, P0221, P0222, P2135) PRESENT IN THE POWER CONTROL MODULE (PCM). DRIVEABILITY SYMPTOMS MAY INCLUDE ROUGH IDLE, POOR ACCELERATION, LOW RPM DROP AND LACK OF THROTTLE RESPONSE. THIS MAY BE ATTRIBUTED TO THE ELECTRONIC THROTTLE BODY HARDWARE. IF THIS CONDITION OCCURS PROCEED WITH TSB SERVICE ACTION.

TSB Action:

Follow the Service Procedure steps to correct the condition.

TSB Service Procedure:

1) VERIFY DTC'S P0121, P0122, P0221, P0222, P2135 ARE PRESENT. IF THEY ARE PRESENT, CONTINUE TO STEP 2.

2) IF THE VEHICLE BUILD DATE IS FROM ##### TO #####, CONTINUE TO STEP 3. IF THE VEHICLE BUILD DATE IS NOT FROM ##### TO #####, REFER TO PCED FOR FURTHER DIAGNOSTICS.

3) INSPECT THE ELECTRONIC THROTTLE BODY BUILD DATE, REFER TO PIC #1. IF THE BUILD DATE IS BEFORE SEPTEMBER OF 2009, OR #####, REPLACE THE ELECTRONIC THROTTLE BODY PER THE WORKSHOP MANUAL.

Category: Service Fix (10 years - TSB Only)
Request Type: QSF
Would this make a good cost save business case? Yes
Activity Code: 087 Powertrain Engine
Vehicle Applications:

| Vehicle Lines | Model Year Start | Model Year End | Assembly Plants | Body Styles | Engine | Trans Axles | Build From | Build To |
|----------------|------------------|----------------|-----------------|-------------|------------------|-------------|------------|----------|
| Escape | 2009 | 2010 | KCAP | | 2.5L, 3.0L & HEV | | | |
| Escape Hybrid | 2009 | 2010 | KCAP | | 2.5L, 3.0L & HEV | | | |
| Mariner | 2009 | 2010 | KCAP | | 2.5L, 3.0L & HEV | | | |
| Mariner Hybrid | 2009 | 2010 | KCAP | | 2.5L, 3.0L & HEV | | | |
| Fusion | 2010 | 2010 | HSAP | | 2.5L, 3.0L & HEV | | | |
| Milan | 2010 | 2010 | HSAP | | 2.5L, 3.0L & HEV | | | |

If SPECS Case, Select all Other Affected Publications:

Changes Needed in Other Pubs:

TSBs to Supersede:

SSMs to Supersede:

20897

ISMs to Supersede:

Other application Articles:

Select the reason for republication:

New Part/Procedure For Same Condition

Procedure verified by CDSID:

jisaacso

Describe How The Procedure Was Verified:

Engineering contained supplier quality issue. Engineering team process.

Do you have access to a vehicle for time study? Yes

If Yes, contact for vehicle CDSID:

jisaacso

Labor Operations:

Are Illustrations Required? Yes

If Yes, Contact information for illustrations:

CDSID(Ford only): jisaacso
Full Name: James Isaacson
Phone: 313-805-9707

Illustration Notes:

Trustmarks affected: Ford, Mercury

Additional Trustmarks To Notify:

Article Distribution: WDMO, Canada, Mexico, United States
DTC Codes and OASIS Service Codes: P0121, P0122, P0221, P0222, P2135, 698298, 803000, 804000

Causal Basic Part # or Finis Code:

| Causal Part # or Finis Code | Warranty Condition Codes |
|-----------------------------|--------------------------|
| 19E616 | Body: 42 |

Calibrations List:

White Paper Numbers:

Parts Request Information

Are Parts Required? Yes

QSF Single Agenda Or Program FRC Date:

Parts List:

| *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
|---------------|----------------------|----------------------|-----------------------|---------------------|--------------------|-------------------------------|
| Existing | 9L8E-9F991-BC | No | Sell | Electronic Throttle | 1 | 0 |
| 1 | *Calculated Forecast | *@ WERS Notice # | *@ WERS Date Released | | *@Supplier Company | |
| | 0 | | | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | °Replaced Eng. # | °Is Calibration Needed |
| | | | 9L8Z-9E926-A | 9L8Z-9E926-A | 9L8E-9F991-BC | No |

Parts catalog flag needed? Yes

Part number(s) that require flag: 9L8E-9F991-BC, 9L8Z-9E926-A

Is geographic location significant? No

Special instructions/remarks: Supplier quality issue. Part number did not change. Parts with Julian date code of ##### should be replaced.

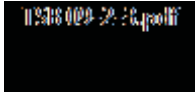
Article Number:
BCM Number:

(End automated email)

From: Querio, Jennifer (J.)
Sent: Wednesday, August 12, 2009 10:41 AM
To: McDonagh, Scot (S.M.); Langley, Scott (C.S.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

FYI...

For supplier quality issues, if part number is not changed, then we need to provide a way to differentiate good/bad part (i.e. Julian date code, paint dot, etc.). That can be done in TSB with graphic showing location of marking and verbiage (example attached). QCN does not extend to dealer stock nor export market part depots. Those parts will not be scrapped and/or reworked by supplier. They will be installed in vehicle per SSM and return for repeat repair. If you specify "replace part for supplier quality issue if it meets this criteria", then you'll decrease your warranty for diagnostic time and unnecessary replacement. There is no way to monitor/control SSM usage.



Sincerely,
Jennifer Querio
Escape PVT - FCSD Product Concern Engineer
(313) 323-2381
jquerio@ford.com

From: Querio, Jennifer (J.)
Sent: Wednesday, August 12, 2009 10:14 AM
To: McDonagh, Scot (S.M.); Langley, Scott (C.S.); Chacon, Jose (A.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

I requested the QCN, because I had reports after the SSM.

I'm Ok with leaving SSM. For future reference...
TSB = final fix
SSM = information Only

From: McDonagh, Scot (S.M.)
Sent: Wednesday, August 12, 2009 9:51 AM
To: Langley, Scott (C.S.); Querio, Jennifer (J.); Chacon, Jose (A.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

Thanks Scott

Jennifer/Jose- I'm not convinced this concern justifies superseding the SSM with a TSB release. Do you have CQIS reports, business case that would substantiate a TSB release or do you agree to monitor and revisit if needed ? Thanks

Scot G. McDonagh
Super-Duty PT Quality
Phone: (313)337-8091
smcdonag@ford.com

From: Langley, Scott (C.S.)
Sent: Wednesday, August 12, 2009 9:38 AM
To: Van Nortwick, Kelvin (K.L.); McDonagh, Scot (S.M.); Querio, Jennifer (J.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.)
Cc: Dixon, Mark (M.R.); Cervenán, Neil (N.J.); Cowher, Terry (T.); 'Zuniga, Ruben '; 'Rosales, Martin'
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

Any Stock shipped with a Delphi ETB Build Date of 5/27/09 or later is certified stock.

Note that there were also previous build dates at Delphi that were entirely clean... utilized chips from a PVD2 process that is superior to the process of concern (PVD1) and has not shown any defects for the chip timing error.

ALSO NOTE that the Upper end of the failure rate on the suspect PVD1 process is expected to be 173ppm.

We absolutely need to keep that in perspective so that this is not blown out of proportion.

Sincerely,

Scott Langley

PD Supervisor - Component C Current Quality

& Rawsonville Resident Engrg - Engine

(Components = Air Metering, Fuel Metering, Ignition, ESMs)

Ford Motor Company - Bldg #1

cell: 313-805-8789

email: slangle1@ford.com

From: Van Nortwick, Kelvin (K.L.)
Sent: Wednesday, August 12, 2009 9:25 AM
To: McDonagh, Scot (S.M.); Querio, Jennifer (J.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.); Langley, Scott (C.S.)
Cc: Dixon, Mark (M.R.); Cervenán, Neil (N.J.); Cowher, Terry (T.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

The QCN cleaned the suspect stock from the Depots for FCSD. The QCN did not contain a stated clean service date, but any stock shipped to FCSD after the QCN was issued should be certified stock. The QCN was issued by FCSD on 8/4/2009

From: McDonagh, Scot (S.M.)
Sent: Tuesday, August 11, 2009 11:54 AM
To: Querio, Jennifer (J.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.); Langley, Scott (C.S.); Van Nortwick, Kelvin (K.L.)
Cc: Dixon, Mark (M.R.); Cervenán, Neil (N.J.); Cowher, Terry (T.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

Can Kelvin confirm clean service stock date ? Are we reworking existing service stock per Mr. Langley's directive ? Will ask Mr. Langley for feedback on converting SSM 20897 to a TSB.

OASIS SPECIAL SERVICE MESSAGE NUMBER: 20897

MESSAGE TITLE: 2009 ESCAPE/MARINER, ESCAPE/MARINER HEV, AND 2010 FUSION/MILAN, FUSION/MILAN HYBRIDS BUILT BEFORE 06/15/09 - DIAGNOSTIC TROUBLE CODES

APPLICABLE VEHICLES :

2010 CAR : 00170 FUSION

2010 CAR : 00171 MILAN
2009 - 2010 TRUCK : 00130 ESCAPE
2009 - 2010 TRUCK : 00163 MARINER

OASIS MESSAGE :

SOME 2009 ESCAPE/MARINER/HYBRID AND 2010 FUSION/MILAN/HYBRID VEHICLES, EXCLUDING

THE 3.5L ENGINE, BUILT PRIOR TO 6/15/2009, MAY EXHIBIT A MALFUNCTION INDICATOR LIGHT(MIL) AND/OR LACKS POWER CONDITION WITH DIAGNOSTIC TROUBLE CODES P0122 AND/OR P0222. TO PROPERLY DIAGNOSE THIS CONDITION, PERFORM PC/ED PINPOINT TEST DV DIAGNOSTIC SUBROUTINE, INCLUDING CHECKING THE WIRING HARNESS CONNECTIONS FOR

PROPER SEATING. IF THE ROOT CAUSE IS UNDETERMINED, REPLACE THE ELECTRONIC THROTTLE BODY.

APPLICABLE SYMPTOM CODES :

P0122 DIAGNOSTIC TROUBLE CODE (DTC)
P0222 DIAGNOSTIC TROUBLE CODE (DTC)
698298 DRIVEABILITY MALFUNCTION INDICATOR LAMP - MIL
800000 GENERAL-PREDELIVERY RUNNING CHANGES
804000 PRE-DELIVERY

Scot G. McDonagh

Super-Duty PT Quality

Phone: (313)337-8091

smcdonag@ford.com

From: Querio, Jennifer (J.)
Sent: Tuesday, August 11, 2009 11:22 AM
To: McDonagh, Scot (S.M.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

Need confirmed good service stock clean date. QCN issue date is not same depot clean date. This concern will remain open for Escape/Mariner until depot audit confirmed complete. I'd prefer SSM replaced with TSB, at that point, as this is a final fix for supplier quality issue. We will be able to monitor future usage/containment with TSB unique labor code.

From: McDonagh, Scot (S.M.)
Sent: Monday, August 10, 2009 11:45 AM
To: Chacon, Jose (A.)
Cc: Gudino Mendoza, Martin (J.M.); Querio, Jennifer (J.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

My pleasure

Scot G. McDonagh

Super-Duty PT Quality

Phone: (313)337-8091

smcdonag@ford.com

From: Chacon, Jose (A.)
Sent: Monday, August 10, 2009 11:08 AM
To: McDonagh, Scot (S.M.)
Cc: Gudino Mendoza, Martin (J.M.)
Subject: FW: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

Scot,
The QCN on Delphi's suspect 2.5L throttle bodies is completed. We are moving forward on closing this emerging concern for both CD3XX and U377 platforms. We are monitoring field reports, and see if any repeat repairs are evident in the near future. Thanks.

Thanks for you support on closing this Cross Commodity issue.

Regards,

José Chacón

Product Concern Engineer
Fusion/Milan/Zephyr/MKZ
Ford Customer Service Division
(313) 317-7047

From: Van Nortwick, Kelvin (K.L.)
Sent: Tuesday, August 04, 2009 11:07 AM
To: Bozynski, John (W.)
Cc: Langley, Scott (C.S.); Rosales, Martin; 'ruben.zuniga@delphi.com'; Chacon, Jose (A.)
Subject: QCN for Delphi Parts at FCSD

John,

Attached is a completed QCN Form from Delphi for the return of 190 pcs for review and testing at their facility.

<< File: QCN Request Form.xls >>

Delphi Team

Based on this QCN FCSD will issue QR's which the depots will follow for the return of the stock to your facility for review and inspection. Your team will need to provide disposition on the QR's which is part of the D3 when they are issued. You will also need to provide me with documentation on the results / testing of the parts. The qty on the QR maybe potentially reduced based on how many your team finds defective.

Kelvin Van Nortwick
FCSD STA Quality Engineer
KVannort@Ford.com
Phone: 313-390-3863
Fax Number: 313-390-0448
Regent Court Building 3N115
16800 Executive Plaza Drive
Dearborn, Michigan 48126

From: Chacon, Jose (A.)
Sent: Tuesday, August 18, 2009 12:55 PM
To: McDonagh, Scot (S.M.); Langley, Scott (C.S.)
Cc: Querio, Jennifer (J.); Gudino Mendoza, Martin (J.M.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

Scot/Scott,

Thanks for re-reviewing this portion with the team(s). At this point our program continues supporting the SSM release, since the part in question did not change physically nor an engineering change when into place. The concern with the part was a process that builds the part that got out of control and a new part number was not needed. In our perspective, creating a TSB would of increased the diagnostic time and part replacement on every repair and repeating the PCED diagnosis on every repair. In the SSM case, were we advise the dealer the throttle body in question is to replace it; however, before replacing the throttle body, it advices to check wiring and use existing PCED manual for diagnosis (This reduces resources to republish what was already published in the PCED/WSM) In the SSM case the dealer may or may not include diagnostic time, thus saving costs of the repair.

We understand both teams strive to get the most up-to-date service information available. We will work with our internal teams to review proper course of actions between SSM vs. TSB releases. This particular concern is not an SSM VS. TSB issue, we think, utilizing the best way to communicate to the dealers is by utilizing existing publications and available resources (PCED/WSM/OG etc.)

Once again thanks for your support on this matter and we continue moving forward with additional service actions.

Regards,

José Chacón

Product Concern Engineer
Fusion/Milan/Zephyr/MKZ
Ford Customer Service Division
(313) 317-7047

From: Querio, Jennifer (J.)
Sent: Wednesday, August 12, 2009 10:41 AM
To: McDonagh, Scot (S.M.); Langley, Scott (C.S.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

FYI...

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<< File: TSB 09-2-3.pdf >>

Sincerely,

Jennifer Querio
Escape PVT - FCSD Product Concern Engineer
(313) 323-2381
jquerio@ford.com

From: Querio, Jennifer (J.)

Sent: Wednesday, August 12, 2009 10:14 AM
To: McDonagh, Scot (S.M.); Langley, Scott (C.S.); Chacon, Jose (A.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

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Thanks Scott

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Scot G. McDonagh
Super-Duty PT Quality
Phone: (313)337-8091
smcdonag@ford.com

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Sent: Wednesday, August 12, 2009 9:38 AM
To: Van Nortwick, Kelvin (K.L.); McDonagh, Scot (S.M.); Querio, Jennifer (J.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.)
Cc: Dixon, Mark (M.R.); Cervenak, Neil (N.J.); Cowher, Terry (T.); 'Zuniga, Ruben'; 'Rosales, Martin'
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

Any Stock shipped with a Delphi ETB Build Date of 5/27/09 or later is certified stock.

Note that there were also previous build dates at Delphi that were entirely clean... utilized chips from a PVD2 process that is superior to the process of concern (PVD1) and has not shown any defects for the chip timing error.

ALSO NOTE that the Upper end of the failure rate on the suspect PVD1 process is expected to be 173ppm.

We absolutely need to keep that in perspective so that this is not blown out of proportion.

Sincerely,

Scott Langley

*PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMS)
Ford Motor Company - Bldg #1*

cell: 313-805-8789

email: slangle1@ford.com

From: Van Nortwick, Kelvin (K.L.)
Sent: Wednesday, August 12, 2009 9:25 AM
To: McDonagh, Scot (S.M.); Querio, Jennifer (J.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.); Langley, Scott (C.S.)

Cc: Dixon, Mark (M.R.); Cervenán, Neil (N.J.); Cowher, Terry (T.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

The QCN cleaned the suspect stock from the Depots for FCSD. The QCN did not contain a stated clean service date, but any stock shipped to FCSD after the QCN was issued should be certified stock. The QCN was issued by FCSD on 8/4/2009

From: McDonagh, Scot (S.M.)
Sent: Tuesday, August 11, 2009 11:54 AM
To: Querio, Jennifer (J.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.); Langley, Scott (C.S.); Van Nortwick, Kelvin (K.L.)
Cc: Dixon, Mark (M.R.); Cervenán, Neil (N.J.); Cowher, Terry (T.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

Can Kelvin confirm clean service stock date ? Are we reworking existing service stock per Mr. Langley's directive ? Will ask Mr. Langley for feedback on converting SSM 20897 to a TSB.

OASIS SPECIAL SERVICE MESSAGE NUMBER: 20897

MESSAGE TITLE: 2009 ESCAPE/MARINER, ESCAPE/MARINER HEV, AND 2010 FUSION/MILAN, FUSION/MILAN HYBRIDS BUILT BEFORE 06/15/09 - DIAGNOSTIC TROUBLE CODES

APPLICABLE VEHICLES :

2010 CAR : 00170 FUSION

2010 CAR : 00171 MILAN

2009 - 2010 TRUCK : 00130 ESCAPE

2009 - 2010 TRUCK : 00163 MARINER

OASIS MESSAGE :

SOME 2009 ESCAPE/MARINER/HYBRID AND 2010 FUSION/MILAN/HYBRID VEHICLES, EXCLUDING

THE 3.5L ENGINE, BUILT PRIOR TO 6/15/2009, MAY EXHIBIT A MALFUNCTION INDICATOR LIGHT(MIL) AND/OR LACKS POWER CONDITION WITH DIAGNOSTIC TROUBLE CODES P0122 AND/OR P0222. TO PROPERLY DIAGNOSE THIS CONDITION, PERFORM PC/ED PINPOINT TEST DV DIAGNOSTIC SUBROUTINE, INCLUDING CHECKING THE WIRING HARNESS CONNECTIONS FOR

PROPER SEATING. IF THE ROOT CAUSE IS UNDETERMINED, REPLACE THE ELECTRONIC THROTTLE BODY.

APPLICABLE SYMPTOM CODES :

P0122 DIAGNOSTIC TROUBLE CODE (DTC)

P0222 DIAGNOSTIC TROUBLE CODE (DTC)

698298 DRIVEABILITY MALFUNCTION INDICATOR LAMP - MIL

800000 GENERAL-PREDELIVERY RUNNING CHANGES

804000 PRE-DELIVERY

Scot G. McDonagh

Super-Duty PT Quality

Phone: (313)337-8091

smcdonag@ford.com

From: Querio, Jennifer (J.)
Sent: Tuesday, August 11, 2009 11:22 AM
To: McDonagh, Scot (S.M.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

Need confirmed good service stock clean date. QCN issue date is not same depot clean date. This concern will remain open for Escape/Mariner until depot audit confirmed complete. I'd prefer SSM replaced with TSB, at that point, as this is a final fix for supplier quality issue. We will be able to monitor future usage/containment with TSB unique labor code.

From: McDonagh, Scot (S.M.)
Sent: Monday, August 10, 2009 11:45 AM
To: Chacon, Jose (A.)
Cc: Gudino Mendoza, Martin (J.M.); Querio, Jennifer (J.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

My pleasure

Scot G. McDonagh

Super-Duty PT Quality

Phone: (313)337-8091

smcdonag@ford.com

From: Chacon, Jose (A.)
Sent: Monday, August 10, 2009 11:08 AM
To: McDonagh, Scot (S.M.)
Cc: Gudino Mendoza, Martin (J.M.)
Subject: FW: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

Scot,
The QCN on Delphi's suspect 2.5L throttle bodies is completed. We are moving forward on closing this emerging concern for both CD3XX and U377 platforms. We are monitoring field reports, and see if any repeat repairs are evident in the near future. Thanks.

Thanks for you support on closing this Cross Commodity issue.

Regards,

José Chacón

Product Concern Engineer
Fusion/Milan/Zephyr/MKZ
Ford Customer Service Division
(313) 317-7047

From: Van Nortwick, Kelvin (K.L.)
Sent: Tuesday, August 04, 2009 11:07 AM
To: Bozynski, John (W.)
Cc: Langley, Scott (C.S.); Rosales, Martin; 'ruben.zuniga@delphi.com'; Chacon, Jose (A.)
Subject: QCN for Delphi Parts at FCSD

John,

Attached is a completed QCN Form from Delphi for the return of 190 pcs for review and testing at their facility.

<< File: QCN Request Form.xls >>

Delphi Team

Based on this QCN FCSD will issue QR's which the depots will follow for the return of the stock to your facility for review and inspection. Your team will need to provide disposition on the QR's which is part of the D3 when they are issued. You will also need to provide me with documentation on the results / testing of the parts. The qty on the QR maybe potentially reduced based on how many your team finds defective.

Kelvin Van Nortwick
FCSD STA Quality Engineer
KVannort@Ford.com
Phone: 313-390-3863
Fax Number: 313-390-0448
Regent Court Building 3N115
16800 Executive Plaza Drive
Dearborn, Michigan 48126

FORD:
2008-2009 Escape Hybrid, Escape

MERCURY:
2008-2009 Mariner Hybrid, Mariner

ISSUE

Some 2008-2009 Escape, Mariner, Escape Hybrid and Mariner Hybrid vehicles built before 12/17/2008 may exhibit intermittent or erratic side to side temperature difference and/or temp fluctuation from the climate control vents. The concern may be with the temperature blend door actuator.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

1. Remove temperature blend door actuator(s) per Workshop Manual (WSM), Section 412-01.
2. Inspect the 5 digit manufacturer's date code on the temperature blend door actuator. It will be the last 5 digits on the second line of manufacturer's data. The first three digits equal day of year. The last two digits equal year. (Figure 1)

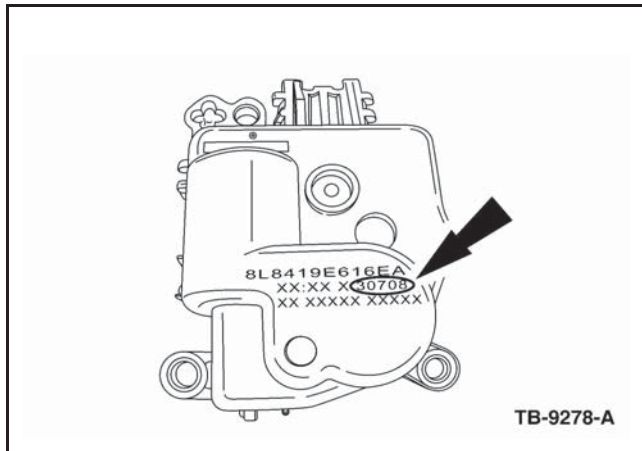


Figure 1 - Article 09-2-3

- a. If the date code is 30708 or lower - replace the temperature blend door actuator assembly.

- b. If the date code is 30808 or higher - reinstall the actuator and continue with normal diagnostics per WSM, Section 412-00.

NOTE

IF THE VEHICLE IS EQUIPPED WITH DUAL AUTOMATIC TEMPERATURE CONTROL (DATC), AND EITHER ONE OF THE ACTUATORS EXHIBITS THIS CONCERN AND HAS SUSPECT DATE CODE, THEN REPLACE BOTH RIGHT (RH) AND LEFT HAND (LH) ACTUATORS AS A SET.

NOTE

INSPECT THE 5 DIGIT MANUFACTURER'S DATE CODE ON THE SERVICE PART BEFORE INSTALLING IN THE VEHICLE.

| PART NUMBER | PART NAME |
|---------------|--|
| 8L8Z-19E616-F | RH/LH Temperature Blend Door Actuator Assembly |

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited Warranty Coverage
IMPORTANT: Warranty coverage limits/policies are not altered by a TSB. Warranty coverage limits are determined by the identified causal part.

| OPERATION | DESCRIPTION | TIME |
|-----------|--|---------|
| 090203A | 2008-2009 Escape, Mariner, Escape Hybrid, Mariner Hybrid: Inspect Or Replace One Blend Door Actuator Electronic Manual Temperature Control (EMTC) (Do Not Use With 19700D, 19700D6, 14056D5) | 1.0 Hr. |

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

TSB 09-2-3 (Continued)

090203B 2008-2009 Escape,
Mariner, Escape Hybrid,
Mariner Hybrid: Inspect Or
Replace Both Blend Door
Actuators DATC (Do Not
Use With 19700D,
19700D6, 14056D5)

1.1 Hrs.

DEALER CODING

BASIC PART NO.
19E616

CONDITION
CODE
42

From: Chacon, Jose (A.)
Sent: Monday, July 06, 2009 9:52 AM
To: McDonagh, Scot (S.M.); Ramirez, Mauricio (M.R.); Querio, Jennifer (J.); Durand, Gerardo (G.D.)
Cc: Langley, Scott (C.S.); Courtney, Bill (W.L.); Wagers, Sue (S.K.); Post, Kyle (K.R.); Dixon, Mark (M.R.); Bushman, Thomas (T.S.); Cardoso, Jesus (Chuy.); Gudino Mendoza, Martin (J.M.)
Subject: RE: SSM Draft: 2009MY Escape/Mariner/HEV and 2010MY Fusion Built before 06/15/09 - Diagnostic Trouble codes - Follow PCED service tips

Team- Message submitted for approval 07/06/09. Separate E-mail sent. TWAS Tracking #

SSM Courtesy Copy: 029-2009-1664: 2009 Escape/Mariner, Escape/Mariner HEV, and 2010 Fusion/Milan, Fusion/Milan Hybrids
Built before 06/15/09 - Diagnostic Trouble codes - Follow PCED service tips

Thanks

José Chacón

Product Concern Engineer
Fusion/Milan/Zephyr/MKZ
Ford Customer Service Division
(313) 317-7047

From: McDonagh, Scot (S.M.)
Sent: Monday, July 06, 2009 9:41 AM
To: Chacon, Jose (A.); Ramirez, Mauricio (M.R.); Querio, Jennifer (J.); Durand, Gerardo (G.D.)
Cc: Langley, Scott (C.S.); Courtney, Bill (W.L.); Wagers, Sue (S.K.); Post, Kyle (K.R.); Dixon, Mark (M.R.); Bushman, Thomas (T.S.); Cardoso, Jesus (Chuy.); Gudino Mendoza, Martin (J.M.)
Subject: RE: SSM Draft: 2009MY Escape/Mariner/HEV and 2010MY Fusion Built before 06/15/09 - Diagnostic Trouble codes - Follow PCED service tips

Jose- Please add and/or to DTC description and submit for final release. Thanks

Some 2009 Model Year Escape/Mariner, Escape/Mariner Hybrids and 2010MY Fusion/Milan, Fusion/Milan Hybrids built prior to 6/15/09 equipped with 2.5L and 3.0L Engines may exhibit a MIL light and Electronic Throttle Body(ETB), Throttle Position Sensor(TPS) Diagnostic Trouble Codes P0122 (Throttle/Pedal Position Sensor A- Circuit Low) **And/Or** P0222(Throttle/Pedal Position Switch B- Circuit Low). Perform PCED Pin Point test DV Diagnostic Subroutine. If root cause is undetermined following normal diagnostics, Note: Do not replace the Powertrain Control Module. This concern is under investigation. Monitor OASIS for future updates.

Scot G. McDonagh

Super-Duty PT Quality
Phone: (313)337-8091
smcdonag@ford.com

From: Chacon, Jose (A.)
Sent: Thursday, June 25, 2009 8:31 AM
To: Ramirez, Mauricio (M.R.); Querio, Jennifer (J.); Durand, Gerardo (G.D.); McDonagh, Scot (S.M.)
Cc: Langley, Scott (C.S.); Courtney, Bill (W.L.); Wagers, Sue (S.K.); Post, Kyle (K.R.); Dixon, Mark (M.R.); Bushman, Thomas (T.S.); Cardoso, Jesus (Chuy.); Gudino Mendoza, Martin (J.M.)
Subject: RE: SSM Draft: 2009MY Escape/Mariner/HEV and 2010MY Fusion Built before 06/15/09 - Diagnostic Trouble codes - Follow PCED service tips

TEAM:

INTERIM SSM FOR ETC DTC CODES. PLEASE RESPOND BY CLOSE OF BUSINESS 6/26/2009.

Failure to respond by the deadline is considered approval of the article as written.

Please review all articles that pertain to your area of responsibility for accuracy and completeness and select ONE of the following:

1. Approve the article as written
2. Approve the article with edits

Note: If a vehicle line or model year has been excluded from the article select this option and list the vehicle line(s) that should be added.

3. Reject the article with attached reason

From: Chacon, Jose (A.)
Sent: Thursday, June 25, 2009 8:25 AM
To: Chacon, Jose (A.)
Subject: SSM Request for Input: 029-2009-1664: 2009MY Escape/Mariner/HEV and 2010MY Fusion Built before 06/15/09 - Diagnostic Trouble codes - Follow PCED service tips

SSM Request for Input

*** NOTE: The system generated the email. ***

This message is being sent on behalf of JCHACON3.

Please provide review and feedback for the article below. The person requesting this feedback may have provided further direction in the comment section below. Forward/Send any comments via email to the person who sent this email.

General Information

Last action taken (as of 6/25/2009 12:25:29 PM GMT): Send for engineering input
Comment:

Author: JCHACON3
Tracking Number: 029-2009-1664
Author Tracking Number: --
Title: 2009MY Escape/Mariner/HEV and 2010MY Fusion Built before 06/15/09 - Diagnostic Trouble codes - Follow PCED service tips
Article Type: SSM

SSM Text:

Some 2009 Model Year Escape/Mariner, Escape/Mariner Hybrids and 2010MY Fusion/Milan, Fusion/Milan Hybrids built prior to 6/15/09 equipped with 2.5L and 3.0L Engines may exhibit a MIL light and Electronic Throttle Body(ETB), Throttle Position Sensor(TPS) Diagnostic Trouble Codes P0122 (Throttle/Pedal Position Sensor A- Circuit Low) and P0222(Throttle/Pedal Position Switch B- Circuit Low). Perform PCED Pin Point test DV Diagnostic Subroutine. If root cause is undetermined following normal diagnostics, Note: Do not replace the Powertrain Control Module. This concern is under investigation. Monitor OASIS for future updates.

Category: Service Tip - Short Term (4 years - SSM Only)

Request Type: Non-QSF

Activity Code: 029 Fusion/Milan/Zephyr/MKZ

Vehicle Applications:

| Vehicle Lines | Model Year Start | Model Year End | Assembly Plants | Body Styles | Engine | Trans Axles | Build From | Build To |
|---------------|------------------|----------------|-----------------|-------------|-------------|-------------|------------|-----------|
| Fusion | 2010 | 2010 | | | 2.5L & 3.0L | | | 6/15/2009 |
| Fusion | 2010 | 2010 | | | 3.0L & 2.5L | | | 6/15/2009 |
| Escape | 2009 | 2010 | | | 2.5L | | | 6/15/2009 |
| Mariner | 2009 | 2010 | | | 3.0L | | | 6/15/2009 |

If SPECS Case, Select all Other Affected Publications:

Changes Needed in Other Pubs:

TSBs to Supersede:

SSMs to Supersede:

ISMs to Supersede:

Other application Articles:

Select the reason for republication:

Procedure verified by CDSID: smcdonag

Describe How The Procedure Was Verified:

Trustmarks affected: Ford, Mercury

Additional Trustmarks To Notify:

Article Distribution: WDMO, Canada, Mexico, United States

DTC Codes and OASIS Service Codes: p0122, p0222, 698298, 804000

Causal Basic Part # or Finis Code:

Calibrations List:

White Paper Numbers:

Parts Request Information

Are Parts Required? No

Article Number:

BCM Number:

(End automated email)

From: Hwang, Sheng-Jiaw (S.J.)
Sent: Friday, March 15, 2013 9:28 AM
To: Graham, David (D.L.)
Cc: Shapardanis, Michael (M.S.); Chabon, Michael (W.); Hall, Brent (A.); Pulay, Kirk (K.)
Subject: RE: TSB (US) Courtesy Copy: 087-2013-1011R1: Loss Of Engine RPMs - Lack Of Acceleration - Wrench Light Illuminated With Or Without Diagnostic Trouble Codes (DTCs) P2111 And/or P2112

Thanks David!

Joe

From: Graham, David (D.L.)
Sent: Friday, March 15, 2013 9:27 AM
To: Hwang, Sheng-Jiaw (S.J.)
Cc: Osepchook, William (W.R.); Isaacson, James (J.W.)
Subject: FW: TSB (US) Courtesy Copy: 087-2013-1011R1: Loss Of Engine RPMs - Lack Of Acceleration - Wrench Light Illuminated With Or Without Diagnostic Trouble Codes (DTCs) P2111 And/or P2112

Joe –
TSB drafted

From: Siplus, G (G.)
Sent: Thursday, March 14, 2013 2:51 PM
To: Abhyankar, Sanjay (S.B.); Murray, Al (A.R.); Caines, Bill (B.); Boullin, Stephanie (S.); Tews, Bryan (B.H.); Chacon, Jose (A.); Tedone, Damian (D.J.); Dobbs, Dan (K.D.); Garant, Dan (DCG.); Wood, Daniel (D.P.); Capoccia, David (D.C.); Graham, David (D.L.); Ott, David (D.J.); Ruppert, Dave (D.R.); Werthmann, Dave (D.G.); Derington, Bryan (B.P.); Dias, Alexandre (A.O.); Smith, Ed (J.); Yerke, Eric (E.R.); Hermann, Erik (E.H.); Santos, Evandro (E.M.); Gregoricka, David (D.J.); Patel, Harendra (H.M.); Humphries, Glenn (G.L.); Hansen, James (J.B.); Jansen, Michael (M.R.); Kahn, Jason (J.); Willard, Jeremy (J.); Pawloski, John (.); Saieg, John (J.R.); Sturgill, John (J.); Zeitz, Keith (K.A.); Respecki, Laura (L.); Manick, Lawrence (L.A.); Mark.palleschi@us.bosch.com; Taylor, Mark (M.K.); Trapp, Martin (M.A.); BMENGEN@ford.com; Merlano, Nicolas (N.M.); Spencer, Mike (M.T.); Morton, Mike (M.F.); Cervenak, Neil (N.J.); Nichols, Steven (S.); McClain, Shawn (S.M.); Westermann, W Scott (W.S.); Harmon, Derek (D.M.); Harmon, Derek (D.M.); Dixon, Mark (M.R.); Bell, Ernie (E.)
Subject: TSB (US) Courtesy Copy: 087-2013-1011R1: Loss Of Engine RPMs - Lack Of Acceleration - Wrench Light Illuminated With Or Without Diagnostic Trouble Codes (DTCs) P2111 And/or P2112

TSB (US) Courtesy Copy

*** NOTE: The system generated the email. Do not reply to this email ***

*** To be removed from this distribution list, please email Robert Klump at rklump@ford.com ***

This message is being sent on behalf of RKLUMP.

This is a courtesy copy of the following article to advise you this article is currently being processed for publication.

General Information

Last action taken (as of 3/14/2013 6:50:39 PM GMT): Accept/Submit to approvers

Comment:

Author: DHARMON3
Tracking Number: 087-2013-1011R1
Global Concern Number: 104-2012-0025

Title: Loss Of Engine RPMs - Lack Of Acceleration - Wrench Light Illuminated With Or Without Diagnostic Trouble Codes (DTCs) P2111 And/or P2112
Article Type: TSB (US)

TSB Issue:

Some 2009-2012 Escape, 2009-2011 Mariner, 2010-2012 Fusion and 2010-2011 Milan vehicles equipped with the 2.5L DOHC or 3.0L engine may exhibit a loss of engine RPMs or lack of acceleration with illuminated Wrench Light. DTCs P2111 and/or P2112 may or may not be stored in the powertrain control module (PCM).

TSB Action:

Follow the Service Procedure steps to correct the concern.

TSB Service Procedure:

1. Using the Integrated Diagnostic Scan tool (IDS) or equivalent, retrieve all Continuous Memory DTCs . Are DTCs P2111 and/or P2112 present?
 - a. No - proceed to Step 2
 - b. Yes - proceed to Step 3
2. Using IDS, access the Electronic Throttle Body (ETB) Check Function test and follow screen prompts. (figure 1). Are Faults present?
 - a. No - This article does not apply, Refer to the Powertrain Control/Emissions Diagnostic (PC/ED) manual for normal diagnostics.
 - b. Yes - Proceed to step 3.
3. Replace ETB and gasket. Refer to Workshop Manual, Section 303-04.
4. Reprogram the PCM to the latest calibration using IDS release XX or higher. Calibration files may also be obtained at www.motorcraft.com
5. Clear Keep Alive Memory

Category: Service Fix - TSB Only
Request Type: QSF
Activity Code: Powertrain Engine
Vehicle Applications:

| Vehicle Lines | Model Year Start | Model Year End | Assembly Plants | Body Styles | Engine | Trans Axles | Build From | Build To |
|---------------|------------------|----------------|-----------------|-------------|-------------------|-------------|------------|----------|
| Escape | 2009 | 2012 | | | 2.5L DOHC | | | |
| Fusion | 2010 | 2012 | | | 2.5L DOHC | | | |
| Fusion | 2010 | 2012 | | | 3.0L 4V FLEX FUEL | | | |
| Mariner | 2009 | 2011 | | | 2.5L DOHC | | | |
| Milan | 2010 | 2011 | | | 2.5L DOHC | | | |
| Milan | 2010 | 2011 | | | 3.0L 4V FLEX FUEL | | | |
| Escape | 2009 | 2012 | | | 3.0L V6 | | | |
| Mariner | 2009 | 2011 | | | 3.0L V6 | | | |

If SPECS Case, Select all Other Affected Publications:

Changes Needed in Other Pubs:

TSBs to Supersede:

SSMs to Supersede:

ISMs to Supersede:

Other application Articles:

Select the reason for republication:

Procedure verified by CDSID:

Describe How The Procedure Was Verified:

dharmon3
 GCQIS reports, PD Engineering duplication, Freeze Frame recordings.

Do you have access to a vehicle for time study?

If Yes, contact for vehicle CDSID:

Yes
 dharmon3

Are Illustrations Required?

Yes

If Yes, Contact information for illustrations:

CDSID(Ford only):

dharmon3

Full Name:

Derek Harmon

Phone:

313-317-4276

Illustration Notes:

email me at dharmon3@ford.com, I will send you the special IDS tool screen shot for the TSB. Thanks, Derek

Trustmarks affected:

Ford, Mercury

Additional Trustmarks To Notify:

Article Distribution:

Canada, Mexico, U.S.A., Argentina, Brazil, Colombia, Ecuador, French Guiana, Venezuela, Australia, Botswana, China, India, Indonesia, Japan, Lesotho, Namibia, New Zealand, Philippine Republic, South Africa, Swaziland, Taiwan, Thailand, Vietnam, Anguilla, Antigua & Barbuda, Aruba, Bahamas, Barbados, Belize, Bermuda, Cayman Islands, Costa Rica, Cuba, Dominica, Dominican Republic, El Salvador, Grenada, Guatemala, Haiti, Honduras, Jamaica, Martinique, Montserrat, Netherland Antilles, Nicaragua, Rept. of Panama, Saint Kitts & Nevis, Saint Lucia, St Vincent & Grenadines, Trinidad & Tobago, Turks & Caicos ISL, Virgin Islands (BRIT), Afghanistan, Bahrain, Iran, Iraq, Israel, Jordan, Kuwait, Lebanon, Oman, Pakistan, Palestine, Qatar, Saudi Arabia, Syrian Arab Republic, United Arab Emirates, Yemen, Puerto Rico, Virgin Islands (US), Algeria, Angola, Benin, Burkina Faso, Burundi, Cameroon, Cape Verde, Central African, Chad, Cocos (Keeling) ISL, Comoros, Congo, Cotes D' Ivoire, Djibouti, Egypt, Equatorial Guinea, Eritrea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea Bissau, Kenya, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Mayotte, Morocco, Mozambique, Niger, Nigeria, Reunion, Rwanda, Sao Tome & Principe, Senegal, Seychelles, Sierra Leone, Somalia, St Helena, Sudan, Tanzania, Togo, Tunisia, Uganda, Zaire, Zambia, Zimbabwe, American Samoa, Bangladesh, Bhutan, Brunei, Cambodia, Christmas Islands, Cook Islands, East Timor, Fiji, French Polynesia, Guam, Hong Kong, Kiribati, Korea, Laos, Macau, Maldives, Marshall Islands, Micronesia, Mongolia, Myanmar, Nauru, New Caledonia, N Mariana Islands, Palau, Papua New Guinea, Pitcairn, Singapore, Solomon Islands, Sri Lanka, Tokelau, Tonga, Tuvalu, Vanuatu, Wallis & Futuna ISL, Western Samoa, Guadeloupe, Iceland, Niue, Bolivia, Chile, Paraguay, Peru, Uruguay, ANTARCTICA, BOUVET ISLAND, BRITISH IND OCN TR, CONGO, FRENCH METROPOLITA, FRENCH SOUTH TERRITORIES, GUYANA, HEARD & MCDONALDS, KOREA (NORTH), MALAYSIA, NEPAL, NORFOLK ISLAND, PALESTINE, S.GEORGIA/SW ISLAND, ST. PIERRE & MIQUE, SURINAM, US MISC PACIFIC, WESTERN SAHARA

DTC Codes and OASIS Service Codes:

p2111, P2112, 200000, 206000, 600000, 606000, 607000, 607400, 607500, 614000, 698298

Global Customer Symptom Codes:

| Category | Q1 | Q2 | Q3 | Full Code |
|----------------------------|------------------------------------|--|----------|-----------|
| Driver Aides & Information | Warning Indicators/Messages/Chimes | Electronic Throttle Control (Wrench Image) | Stays On | 227568 |
| Driver Aides & Information | Warning Indicators/Messages/Chimes | Service Engine Soon (Engine Image) | Stays On | 227Q68 |

| | | | | |
|---------------------|--------------------|--------------|--------------|--------|
| Driving Performance | Stalls/Quits | At Idle | Intermittent | 552139 |
| Driving Performance | Stalls/Quits | Acceleration | Intermittent | 552239 |
| Driving Performance | Lack/Loss of Power | Acceleration | Intermittent | 554239 |

Causal Basic Part # or Finis Code:

| Causal Part # or Finis Code | Warranty Condition Codes |
|-----------------------------|--------------------------|
| 9E926 | Powertrain: 42 |

Calibrations List:

White Paper Numbers:

Parts Request Information

Are Parts Required? Yes
 QSF Single Agenda Or Program FRC Date: 2/2/2013

Parts List:

| *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
|----------------------|--------------------|----------------------|------------------|----------------------|-----------------|-------------------------------|
| Existing | ds7e9f991ae | No | Sell | Throttle Body | 1 | 2000 |
| *Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company |
| 14300 | | | | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | Replaced Eng. # | Is Calibration Needed |
| | | | DS7Z-9E926-A | | | No |
| *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
| Existing | 8E5G9E936AA | No | Sell | T/B Gasket I4 | 1 | 1000 |
| *Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company |
| 7800 | | | | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | Replaced Eng. # | Is Calibration Needed |
| | | | 8E5Z-9E936-A | | | No |
| *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
| Existing | 9L8E9E936AA | No | Sell | T/B Gasket V6 | 1 | 1000 |
| *Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company |
| 7150 | | | | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | Replaced Eng. # | Is Calibration Needed |
| | | | 9L8Z-9E936-A | | | No |

Parts catalog flag needed? No
 Part number(s) that require flag: No
 Is geographic location significant? ***** Parts List *****
 Special instructions/remarks: DS7Z-9E926-A Throttle Body
 8E5Z-9E936-A 2.5L Throttle Body Gasket
 9L8Z-9E936-A 3.0L Throttle Body Gasket

Article Number:

BCM Number:

(End automated email)

From: Boerger, Jim (J.G.)
Sent: Tuesday, October 19, 2010 1:53 PM
To: Osepchook, William (W.R.)
Subject: RE: TSB Request for Input: 000-2010-1794R2: DTC P2111 Or P2112, Or Lower Than Desired Engine Idle Speed, Engine Idle Speed Fluctuates With Or Without DTCs

Pls hold for right now ... Jim

Jim Boerger

Manager - Component Design C Department
Large Gas & Diesel Engine Engineering
Dearborn - Building 1 - Room 12B092
E-mail jboerger@ford.com - Tel: (313) 805 8536
ONE FORD: ONE Plan - ONE Team - ONE Goal

From: Osepchook, William (W.R.)
Sent: Tuesday, October 19, 2010 1:47 PM
To: Langley, Scott (C.S.); Boerger, Jim (J.G.); Davis, Andrae (A.L.)
Subject: FW: TSB Request for Input: 000-2010-1794R2: DTC P2111 Or P2112, Or Lower Than Desired Engine Idle Speed, Engine Idle Speed Fluctuates With Or Without DTCs

This TSB should be out hopefully within a week.

BBRADCOS on 10/19/2010 1:35:25 PM :

Action Taken: Approve PVT

SRIVERA5 on 10/19/2010 12:48:28 PM :

Action Taken: Approve TIMESTUDY

JSTURGI3 on 10/19/2010 10:50:24 AM :

Action Taken: Save Modifications

MWILSO18 on 10/18/2010 1:46:48 PM :

Action Taken: Approve VEE

APRESCO3 on 10/18/2010 1:11:37 PM :

Action Taken: Approve ASO

BBRADCOS on 10/18/2010 10:30:08 AM :

Action Taken: Send for engineering input (summary sent to:abrandt1, cpierma2, DHARMON3, jchacon3, kgorgol, RNOWACZY, vjaniuna)

WOSEPCHO on 10/15/2010 11:57:19 AM :

Action Taken: Approve AUTHOR

8S4Z-9E926-B (8S4E-9F991-CA) Fits 2.0L Vehicles (Focus only) 7T4Z-9E926-FA (7T4E-9F991-GA)
Fits 3.5L 3.7L and 4.6L 2V vehicles

RKLUMP on 10/15/2010 11:38:15 AM :

Action Taken: Accept/Submit to approvers (summary sent to:AMURRAY1, bcaines, BTEWS, DCAPOCCI, dgregor4, dhughes1, djones13, dott, druppert, dtedone, DWERTHM1, dwood10, EHERMANN, esmith3, eyerke, fwood1, HPATEL2, JGARC393, jhansen7, jpawlosk, JSAIEG, jwillar1,

kdobbs, kgorgol, KMONTGO1, kweaver1, kzeitz, lmanick, mdixon, mjansen, MSPENCE9, msurella, mtaylor5, MTRAPP, NCERVENA, pgarci13, sabhyank, smclai1, smcdonag, SSHERER, TGIELEGH, wosepcho, WOSEPCHO, WWESTERM, lmooney@mazdausa.com)

KMONTGO1 on 10/15/2010 10:20:11 AM :

Action Taken: Accept/Submit to Editor

From: Harmon, Derek (D.M.)

Sent: Tuesday, October 19, 2010 1:22 PM

To: Osepchook, William (W.R.)

Subject: FW: TSB Request for Input: 000-2010-1794R2: DTC P2111 Or P2112, Or Lower Than Desired Engine Idle Speed, Engine Idle Speed Fluctuates With Or Without DTCs

You have full FCSD approval. Go ahead and publish. Thanks Bill!!

Derek M. Harmon
FCSD Concern Engineer
Ford Motor Company
email: dharmon3@ford.com
phone: 313-317-4276

From: Bradcoski, Brian (B.P.)

Sent: Monday, October 18, 2010 10:30 AM

To: Brandt, Andrew (D.); Pierman, Chic (C.J.); Harmon, Derek (D.M.); Chacon, Jose (A.); Gorgol, Kevin (K.); Nowaczyk, Rick (R.J.); Janiunas, Vince (V.J.)

Subject: TSB Request for Input: 000-2010-1794R2: DTC P2111 Or P2112, Or Lower Than Desired Engine Idle Speed, Engine Idle Speed Fluctuates With Or Without DTCs

TSB Request for Input

***** NOTE: The system generated the email. *****

This message is being sent on behalf of BBRADCOS.

Please provide review and feedback for the article below. The person requesting this feedback may have provided further direction in the comment section below. Forward/Send any comments via email to the person who sent this email.

General Information

Last action taken (as of 10/18/2010 2:30:08 PM GMT): Send for engineering input
Comment:

Author: WOSEPCHO
Tracking Number: 000-2010-1794R2
Author Tracking Number: --
Title: DTC P2111 Or P2112, Or Lower Than Desired Engine Idle Speed, Engine Idle Speed Fluctuates With Or Without DTCs
Article Type: TSB

TSB Issue:

Some 2010 Edge, MKX, F-150, E-Series, 2010-2011 Flex, MKT, Focus, Taurus, MKS, Fusion and MKZ vehicles with any of the following engines: 2.0L, 3.5L (excluding GTDI), 3.7L and 4.6L 2V, may exhibit DTCs P2111, P2112, or the idle speed drops lower than desired and/or fluctuates. The idle speed concern can be intermittent and DTCs P2111, P2112 may or may not be present.

TSB Action:

Follow the Service Procedure steps to correct the condition.

TSB Service Procedure:

1. Determine engine build date. Refer to Workshop Manual (WSM), Section 303-01, Engine Identification for details.

A. If engine build date is within date range indicated below, proceed to Step 2.

2.0L - 2/11/2010-8/2/2010

3.5L and 3.7L - 3/1/2010-8/3/2010

4.6L 2V - 5/7/2010-8/2/2010

B. If engine build date is not within range in 1A, do not continue with this article. Refer to Powertrain Control/Emissions Diagnostics (PC/ED) manual for normal diagnostics.

2. If vehicle exhibits any of the following symptoms, replace the throttle body. Refer to WSM, Section 303-04.

- DTC P2111 and/or PP2112
- Idle speed lower than desired
- Idle speed fluctuates

Category:

Service Fix (10 years - TSB Only)

Request Type:

QSF

Would this make a good cost save business case?

No

Activity Code:

087 Powertrain Engine

Vehicle Applications:

| Vehicle Lines | Model Year Start | Model Year End | Assembly Plants | Body Styles | Engine | Trans Axles | Build From | Build To |
|---------------|------------------|----------------|-----------------|-------------|-----------------------------|-------------|------------|-----------|
| F-150 | 2010 | 2010 | | | 4.6L EFI ROMEO | | 5/14/2010 | 8/31/2010 |
| Flex | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | 3/10/2010 | 8/31/2010 |
| Focus | 2010 | 2011 | | | 2.0L EFI DOHC DURATEC | | 2/1/2010 | 8/31/2010 |
| MKS | 2010 | 2011 | | | 3.7L 4V- DAMB PFI V6 | | 3/10/2010 | 8/31/2010 |
| MKT | 2010 | 2011 | | | 3.7L 4V- DAMB PFI | | 3/10/2010 | 8/31/2010 |

| | | | | | | | | |
|--------|------|------|--|--|--------------------|--|-----------|-----------|
| | | | | | V6 | | | |
| MKX | 2010 | 2010 | | | 3.5L DOHC 4V V6 | | 3/10/2010 | 8/31/2010 |
| MKZ | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | 3/10/2010 | 8/31/2010 |
| Taurus | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | 3/10/2010 | 8/31/2010 |
| Edge | 2010 | 2010 | | | 3.5L DOHC 4V V6 | | 3/10/2010 | 8/31/2010 |
| Fusion | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | 3/10/2010 | 8/31/2010 |
| E-150 | 2010 | 2010 | | | 4.6L EFI ROMEO | | 5/17/2010 | 8/31/2010 |
| E-250 | 2010 | 2010 | | | 4.6L EFI ROMEO | | 5/17/2010 | 8/31/2010 |

If SPECS Case, Select all Other Affected Publications:

Changes Needed in Other Pubs:

TSBs to Supersede:

SSMs to Supersede:

ISMs to Supersede:

Other application Articles:

Select the reason for republication:

Procedure verified by CDSID: wosepcho

Describe How The Procedure Was Verified: Testing

Do you have access to a vehicle for time study? N/A

If Yes, contact for vehicle CDSID:

Labor Operations:

Are Illustrations Required? No

If Yes, Contact information for illustrations:

CDSID(Ford only):

Full Name:

Phone:

Illustration Notes:

Trustmarks affected: Ford, Lincoln

Additional Trustmarks To Notify: Mazda

Article Distribution: WDMO, Canada, Mexico, United States

DTC Codes and OASIS Service Codes: P2111, P2112, 600000, 606000, 607000, 607400, 607700, 612000, 617000, 618400

Causal Basic Part # or Finis Code:

| Causal Part # or Finis Code | Warranty Condition Codes |
|-----------------------------|--------------------------|
| 9F991 | Electrical: d4 |

Calibrations List:

White Paper Numbers:

Parts Request Information

Are Parts Required? Yes
 QSF Single Agenda Or Program FRC Date: 9/15/2010

Parts List:

| | | | | | | | |
|---|-----------------------------|---------------------------|-----------------------------|-------------------------|-----------------------------|-------------------------|--------------------------------------|
| 1 | *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
| | Existing | 7T4E-9F991-GA | No | Not Applicable | Electronic Throttle | 1 | 400 |
| | *Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company |
| | 304 | | | | | | |
| | @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | °Replaced Eng. # | °Is Calibration Needed |
| | | | 7T4Z-9E926-FA | | | No | |
| 2 | *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
| | Existing | 8S4E-9F991-CA | No | Not Applicable | Electronic Throttle | 1 | 300 |
| | *Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company |
| | 214 | | | | | | |
| | @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | °Replaced Eng. # | °Is Calibration Needed |
| | | | 8S4Z-9E926-B | | | No | |

Parts catalog flag needed? No

Part number(s) that require flag:

Is geographic location significant? No

Special instructions/remarks:

Article Number:

BCM Number:

(End automated email)

From: Langley, Scott (C.S.)
Sent: Monday, January 11, 2010 8:13 AM
To: Wilson, Marie (M.)
Cc: Chabon, Michael (W.); Isaacson, James (J.W.)
Subject: RE: TSB Info 087-2009-2122

Marie,
I was in Ontario on Friday. Still, not sure why the call wouldn't go through. I had other calls & messages come through, but may have depended upon my location/reception at the time.

I cannot locate 070-2009-2257. How would I look that up?

Once I locate it, I can give you a call later this morning or this afternoon.

Sincerely,

Scott Langley

*PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMS)
Ford Motor Company - Bldg #1*

cell: 313-805-8789

email: slangle1@ford.com

From: Wilson, Marie (M.)
Sent: Friday, January 08, 2010 2:03 PM
To: Langley, Scott (C.S.)
Cc: Chabon, Michael (W.); Isaacson, James (J.W.)
Subject: RE: TSB Info 087-2009-2122

I just tried to call you, Scott, but your cell is not doing voice mail...just beeps.

I wanted to discuss a second TSB with you that seems related. 070-2009-2257 ...same concern except for Superduty.

As these are Emission Reportable parts, I think we need to review this in the Emission Problem Review Committee (EPRC). Please give me a call to discuss when you can.

Marie Wilson

Ford Motor Company

Vehicle Environmental Engineering

Environment, Energy Planning & Compliance

Phone: 313-248-2404 Fax: 313-594-0338

MWILSO18@FORD.COM

From: Langley, Scott (C.S.)
Sent: Tuesday, January 05, 2010 11:15 AM
To: Wilson, Marie (M.)
Cc: Chabon, Michael (W.); Isaacson, James (J.W.)
Subject: RE: TSB Info 087-2009-2122

Marie,

A circuit board in the Throttle Position Sensor of the ETB had an issue with plating on the circuits in the via holes through the board.

I can double-check the expected occurrence rate, but it's something in the range of 2 to 5 R /1000, overall.

We had an ICA applied to a quantity of parts, followed by a PCA.

I can also show you a chart of the claims showing a clear improvement after 10/1 vehicle build dates.

Let me know what you need.

Mike's out on vacation this week. But between myself and the rest of the team, we should be able to answer all of your questions.

Sincerely,

Scott Langley

PD Supervisor - Component C Current Quality

& Rawsonville Resident Engrg - Engine

(Components = Air Metering, Fuel Metering, Ignition, ESMS)

Ford Motor Company - Bldg #1

cell: 313-805-8789

email: slangle1@ford.com

From: Isaacson, James (J.W.)
Sent: Tuesday, January 05, 2010 10:02 AM
To: Wilson, Marie (M.)
Cc: Chabon, Michael (W.); Langley, Scott (C.S.)
Subject: RE: TSB Info 087-2009-2122

Marie,

I would start with Michael Chabon and Scott Langley are the main contacts. From my recollection, this TSB attempts to cover to issues with the TPS sensor from the vendor... but I will let Mike and Scott speak to the exact issues.

<< File: Default.pdf >> << File: tsb09-23-05.pdf >>

From: Wilson, Marie (M.)
Sent: Tuesday, January 05, 2010 9:43 AM
To: Isaacson, James (J.W.)
Subject: TSB Info 087-2009-2122

Per our phone conversation:

2009-2010 Escape/Mariner/Fusion/Milan I4 (Gas and Hybrid)

Please send product contact info for the ETC and any info on what caused the concern (why are we replacing ETC's?).

Thanks!!

Marie Wilson

Ford Motor Company

Vehicle Environmental Engineering

Environment, Energy Planning & Compliance

Phone: 313-248-2404 Fax: 313-594-0338

MWILSO18@FORD.COM

Wilson, Marie (M.)

From: Langley, Scott (C.S.)
Sent: Tuesday, January 05, 2010 11:15 AM
To: Wilson, Marie (M.)
Cc: Chabon, Michael (W.); Isaacson, James (J.W.)
Subject: RE: TSB Info 087-2009-2122

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Sincerely,

Scott Langley

*PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com*

From: Isaacson, James (J.W.)
Sent: Tuesday, January 05, 2010 10:02 AM
To: Wilson, Marie (M.)
Cc: Chabon, Michael (W.); Langley, Scott (C.S.)
Subject: RE: TSB Info 087-2009-2122

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To: Isaacson, James (J.W.)
Subject: TSB Info 087-2009-2122

Per our phone conversation:

2009-2010 Escape/Mariner/Fusion/Milan I4 (Gas and Hybrid)

Please send product contact info for the ETC and any info on what caused the concern (why are we replacing ETC's?).

Thanks!!

Marie Wilson
Ford Motor Company
Vehicle Environmental Engineering

Environment, Energy Planning & Compliance
Phone: 313-248-2404 Fax: 313-594-0338
MWILSO18@FORD.COM

Wilson, Marie (M.)

From: Wilson, Marie (M.)
Sent: Friday, January 08, 2010 2:03 PM
To: Langley, Scott (C.S.)
Cc: Chabon, Michael (W.); Isaacson, James (J.W.)
Subject: RE: TSB Info 087-2009-2122

I just tried to call you, Scott, but your cell is not doing voice mail...just beeps.

I wanted to discuss a second TSB with you that seems related. 070-2009-2257 ...same concern except for Superduty.

As these are Emission Reportable parts, I think we need to review this in the Emission Problem Review Committee (EPRC). Please give me a call to discuss when you can.

Marie Wilson
Ford Motor Company
Vehicle Environmental Engineering
Environment, Energy Planning & Compliance
Phone: 313-248-2404 Fax: 313-594-0338
MWILSO18@FORD.COM

Call
LANGLEY
REQUEST EPRC
ALL VEH. EFFECTIVE

From: Langley, Scott (C.S.)
Sent: Tuesday, January 05, 2010 11:15 AM
To: Wilson, Marie (M.)
Cc: Chabon, Michael (W.); Isaacson, James (J.W.)
Subject: RE: TSB Info 087-2009-2122

LEFT ANOTHER MESSAGE 1-25-10
- IF NO CALL ASSIGN FACT SHEET
By 2-1

Marie,
A circuit board in the Throttle Position Sensor of the ETB had an issue with plating on the circuits in the via holes through the board.
I can double-check the expected occurrence rate, but it's something in the range of 2 to 5 R /1000, overall.
We had an ICA applied to a quantity of parts, followed by a PCA.
I can also show you a chart of the claims showing a clear improvement after 10/1 vehicle build dates.
Let me know what you need.

Mike's out on vacation this week. But between myself and the rest of the team, we should be able to answer all of your questions.

Sincerely,
Scott Langley
*PD Supervisor - Component C Current Quality
& Rawsonville Resident Eng - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com*

From: Isaacson, James (J.W.)
Sent: Tuesday, January 05, 2010 10:02 AM
To: Wilson, Marie (M.)
Cc: Chabon, Michael (W.); Langley, Scott (C.S.)
Subject: RE: TSB Info 087-2009-2122

From: Langley, Scott (C.S.)
Sent: Wednesday, September 29, 2010 4:49 PM
To: Osepchook, William (W.R.)
Subject: RE: TSB Request for Input: 000-2010-1794: Vehicles With Lower Than Desired Engine Idle, Engine Idle fluctuations with or without Diagnostic Trouble Codes (DTC)

Bill,
We should touch base at about 10:00 am tomorrow and see what works. ... may be able to get together tomorrow afternoon.

Sincerely,
Scott Langley
*PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMS)
Ford Motor Company - Bldg #1*
cell: 313-805-8789
email: slangle1@ford.com

From: Osepchook, William (W.R.)
Sent: Wednesday, September 29, 2010 7:44 AM
To: Langley, Scott (C.S.)
Subject: RE: TSB Request for Input: 000-2010-1794: Vehicles With Lower Than Desired Engine Idle, Engine Idle fluctuations with or without Diagnostic Trouble Codes (DTC)

Hi Scott,

I know you are busy. Had you had time to soak over this? Getting a little pressure to submit.

Also need a little more info on the vehicle build dates and volumes expected. If possible we should meet today sometime to move towards submitting this.

From: Langley, Scott (C.S.)
Sent: Wednesday, September 22, 2010 4:36 PM
To: Osepchook, William (W.R.); Harmon, Derek (D.M.); Shapardanis, Michael (M.S.); Soper, Todd (R.); Janiunas, Vince (V.J.)
Cc: Davis, Andrae (A.L.)
Subject: RE: TSB Request for Input: 000-2010-1794: Vehicles With Lower Than Desired Engine Idle, Engine Idle fluctuations with or without Diagnostic Trouble Codes (DTC)

Thanks Bill.

Can you cc Andrae on these too?

I still want a little more time to soak on this and go over it again, but it looks pretty good. I like it.

Some Quick Items,

- 2.0L Transit can be excluded... they confirmed no engines shipped with the content of concern.

- Town Car, Crown Vic & Gr Marq are not effected... different ETB.
For 4.6l 2v, only T/VN "Truck" (F150 & Econoline) is effected.
- 2011 Edge/MKX not effected... different ETB.
- Mustang not effected... different ETB.

Sincerely,

Scott Langley

PD Supervisor - Component C Current Quality

& Rawsonville Resident Engrg - Engine

(Components = Air Metering, Fuel Metering, Ignition, ESMS)

Ford Motor Company - Bldg #1

cell: 313-805-8789

email: slangle1@ford.com

From: Osepchook, William (W.R.)

Sent: Wednesday, September 22, 2010 2:46 PM

To: Harmon, Derek (D.M.); Shapardanis, Michael (M.S.); Langley, Scott (C.S.); Soper, Todd (R.); Janiunas, Vince (V.J.); Osepchook, William (W.R.)

Subject: TSB Request for Input: 000-2010-1794: Vehicles With Lower Than Desired Engine Idle, Engine Idle fluctuations with or without Diagnostic Trouble Codes (DTC)

TSB Request for Input

***** NOTE: The system generated the email. *****

This message is being sent on behalf of WOSEPCHO.

Please provide review and feedback for the article below. The person requesting this feedback may have provided further direction in the comment section below. Forward/Send any comments via email to the person who sent this email.

General Information

Last action taken (as of 9/22/2010 6:45:47 PM GMT):

Send for engineering input

Comment:

Please review and provided input.

Author:

WOSEPCHO

Tracking Number:

000-2010-1794

Author Tracking Number:

--

Title:

Vehicles With Lower Than Desired Engine Idle, Engine Idle fluctuations with or without Diagnostic Trouble Codes (DTC)

Article Type:

TSB

TSB Issue:

Some 2010 and 2011 vehicles equipped with any of the following engines: 2.0L, 3.5L PFI, 3.7L PFI & 4.6L 2V, could exhibit a concern where idle speed drops lower than specifications and/or fluctuates. Some Vehicles may or may not have DTC P2111 and/or P2112 stored.

TSB Action:

See TSB Procedure.

TSB Service Procedure:

1. Verify engine build date. Refer to Work Shop Manual, section 303-01, under Engine Identification, for details.

A. If engine build dates are within range for the engine indicated below proceed to step #2.

For vehicles equipped with a 2.0L - 2/11/2010-8/3/2010

For vehicles equipped with a 3.5L and 3.7L PFI - 3/1/2010-8/3/2010

For vehicles equipped with a 4.6L 2v - 5/5/2010-8/3/2010

B. If the engine build date does not fit the date range in 1A, then do not continue this article, follow normal diagnostics in PC/ED manual.

2. Using IDS, retrieve DTC's

A. If DTC P2111 and/or P2112 with or without other ETB codes, replace the ETB.

B. If other DTC's appear and are not ETB related, repair those codes first and retest.

C. If there are no codes, but the vehicle exhibits idle speeds that drop lower than specifications and/or fluctuates, replace The ETB.

Category:

Service Fix (10 years - TSB Only)

Request Type:

QSF

Would this make a good cost save business case?

Activity Code:

000 Miscellaneous

Vehicle Applications:

| Vehicle Lines | Model Year Start | Model Year End | Assembly Plants | Body Styles | Engine | Trans Axles | Build From | Build To |
|----------------|------------------|----------------|-----------------|-------------|-----------------------|-------------|------------|----------|
| Crown Victoria | 2010 | 2011 | | | 4.6L SOHC (ROMEO) | | | |
| Crown Victoria | 2010 | 2011 | | | 4.6L SOHC FFV V8 | | | |
| E-150 | 2010 | 2011 | | | 4.6L EFI ROMEO | | | |
| E-250 | 2010 | 2011 | | | 4.6L EFI ROMEO | | | |
| Edge | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Edge | 2011 | 2011 | | | 3.7L DOHC V6 | | | |
| F-150 | 2010 | 2010 | | | 4.6L EFI ROMEO | | | |
| Flex | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Focus | 2010 | 2011 | | | 2.0L EFI DOHC DURATEC | | | |
| Grand | 2010 | 2011 | | | 4.6L SOHC | | | |

| | | | | | | | | |
|-----------------|------|------|--|--|---------------------|--|--|--|
| Marquis | | | | | (ROMEO) | | | |
| Grand Marquis | 2010 | 2011 | | | 4.6L SOHC FFV V8 | | | |
| MKS | 2010 | 2011 | | | 3.7L 4V-DAMB PFI V6 | | | |
| MKT | 2010 | 2011 | | | 3.7L 4V-DAMB PFI V6 | | | |
| MKX | 2010 | 2010 | | | 3.5L DOHC 4V V6 | | | |
| MKX | 2011 | 2011 | | | 3.7L DOHC V6 | | | |
| MKZ | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Mustang | 2011 | 2011 | | | 3.7L 4V-DAMB PFI V6 | | | |
| Taurus | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Town Car | 2010 | 2011 | | | 4.6L SOHC (ROMEO) | | | |
| Town Car | 2010 | 2011 | | | 4.6L SOHC FFV V8 | | | |
| Transit Connect | 2010 | 2011 | | | 2.0L I4 | | | |

If SPECS Case, Select all Other Affected Publications:

Changes Needed in Other Pubs:

TSBs to Supersede:

SSMs to Supersede:

ISMs to Supersede:

Other application Articles:

Select the reason for republication:

Procedure verified by CDSID: wosepcho

Describe How The Procedure Was Verified: Testing

Do you have access to a vehicle for time study? N/A

If Yes, contact for vehicle CDSID:

Labor Operations:

Are Illustrations Required? No

If Yes, Contact information for illustrations:

CDSID(Ford only):

Full Name:

Phone:

Illustration Notes:

Trustmarks affected: Ford, Lincoln, Mercury

Additional Trustmarks To Notify: Mazda

Article Distribution:

WDMO, Canada, Mexico, United States

DTC Codes and OASIS Service Codes:

P2111, P2112, 600000, 606000, 607000, 607400, 607700, 612000

Causal Basic Part # or Finis Code:

| Causal Part # or Finis Code | Warranty Condition Codes |
|-----------------------------|--------------------------|
| 9F991 | Electrical: d4 |

Calibrations List:

White Paper Numbers:

Parts Request Information

Are Parts Required?

Yes

QSF Single Agenda Or Program FRC Date:

Parts List:

| | | | | | | | |
|---|-----------------------------|---------------------------|-----------------------------|-----------------------------|-----------------------|---------------------------|--------------------------------------|
| 1 | *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
| | Existing | 7T4E-9F991-GA | No | Not Applicable | Electronic Throttle | 1 | 2000 |
| | *Calculated Forecast | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company | |
| | 0 | | | | | | |
| | @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | °Replaced Eng. # | °Is Calibration Needed |
| | | | | | | No | |
| 2 | *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
| | Existing | 8S4E-9F991-CA | No | Not Applicable | Electronic Throttle | 1 | 1000 |
| | *Calculated Forecast | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company | |
| | 0 | | | | | | |
| | @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | °Replaced Eng. # | °Is Calibration Needed |
| | | | | | | No | |

Parts catalog flag needed?

No

Part number(s) that require flag:

Is geographic location significant?

No

Special instructions/remarks:

Article Number:

BCM Number:

(End automated email)

From: Jones, Jennifer (J.O.)
Sent: Tuesday, September 28, 2010 9:46 AM
To: Osepchook, William (W.R.)
Subject: RE: TSB Request for Input: 000-2010-1794: Vehicles With Lower Than Desired Engine Idle, Engine Idle fluctuations with or without Diagnostic Trouble Codes (DTC)

[How about changing last part to something like:](#)

A.If there are DTCs not related to the ETB, repair those codes first and retest.

B.If DTC P2111 and/or P2112 with or without other ETB codes or there are no codes, but the vehicle exhibits idle speeds that drop lower than desired and/or fluctuates, replace the ETB.

[May need to change A to something like:](#)

A.If there are DTCs not related to the ETB, follow normal diagnostics.

In order to get a labor time.

From: Osepchook, William (W.R.)
Sent: Tuesday, September 28, 2010 8:53 AM
To: Jones, Jennifer (J.O.)
Subject: FW: TSB Request for Input: 000-2010-1794: Vehicles With Lower Than Desired Engine Idle, Engine Idle fluctuations with or without Diagnostic Trouble Codes (DTC)

Jennifer,

[Draft of the TSB for today's Engine Warranty Spend PAT.](#)

From: Osepchook, William (W.R.)
Sent: Thursday, September 23, 2010 11:49 AM
To: Davis, Andrae (A.L.); Harmon, Derek (D.M.); Shapardanis, Michael (M.S.); Langley, Scott (C.S.); Soper, Todd (R.); Janiunas, Vince (V.J.); Osepchook, William (W.R.)
Subject: TSB Request for Input: 000-2010-1794: Vehicles With Lower Than Desired Engine Idle, Engine Idle fluctuations with or without Diagnostic Trouble Codes (DTC)

TSB Request for Input

***** NOTE: The system generated the email. *****

This message is being sent on behalf of WOSEPCHO.

Please provide review and feedback for the article below. The person requesting this feedback may have provided further direction in the comment section below. Forward/Send any comments via email to the person who sent this email.

General Information

Last action taken (as of 9/23/2010 3:49:12 PM GMT): Send for engineering input
Comment: Corrections added.

Author: WOSEPCHO
Tracking Number: 000-2010-1794
Author Tracking Number: --
Title: Vehicles With Lower Than Desired Engine Idle,

Engine Idle fluctuations with or without
Diagnostic Trouble Codes (DTC)
TSB

Article Type:

TSB Issue:

Some 2010 and 2011 vehicles equipped with any of the following engines: 2.0L, 3.5L PFI, 3.7L PFI & 4.6L 2V, may exhibit a concern where idle speed drops lower than desired and/or fluctuates. The concern can be intermittent, and may be accompanied with DTC P2111 and/or P2112.

TSB Action:

See TSB Procedure.

TSB Service Procedure:

1. Verify engine build date. Refer to Work Shop Manual, section 303-01, under Engine Identification, for details.

A. If engine build dates are within range for the engine indicated below proceed to step #2.

For vehicles equipped with a 2.0L - 2/11/2010-8/3/2010

For vehicles equipped with a 3.5L and 3.7L PFI - 3/1/2010-8/3/2010

For vehicles equipped with a 4.6L 2v - 5/5/2010-8/3/2010

B. If the engine build date does not fit the date range in 1A, then do not continue this article, follow normal diagnostics in PC/ED manual.

2. Using IDS, retrieve DTC's

A.If DTC P2111 and/or P2112 with or without other ETB codes, replace the ETB.

B.If other DTC's appear and are not ETB related, repair those codes first and retest.

C.If there are no codes, but the vehicle exhibits idle speeds that drop lower than desired and/or fluctuates, replace the ETB.

Category:

Service Fix (10 years - TSB Only)

Request Type:

QSF

Would this make a good cost save business case?

Activity Code:

000 Miscellaneous

Vehicle Applications:

| Vehicle Lines | Model Year Start | Model Year End | Assembly Plants | Body Styles | Engine | Trans Axles | Build From | Build To |
|---------------|------------------|----------------|-----------------|-------------|-----------------------|-------------|------------|----------|
| E-150 | 2010 | 2011 | | | 4.6L EFI ROMEO | | | |
| E-250 | 2010 | 2011 | | | 4.6L EFI ROMEO | | | |
| F-150 | 2010 | 2010 | | | 4.6L EFI ROMEO | | | |
| Flex | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Focus | 2010 | 2011 | | | 2.0L EFI DOHC DURATEC | | | |

| | | | | | | | | |
|--------|------|------|--|--|------------------------|--|--|--|
| MKS | 2010 | 2011 | | | 3.7L 4V-DAMB PFI V6 | | | |
| MKT | 2010 | 2011 | | | 3.7L 4V-DAMB PFI V6 | | | |
| MKX | 2010 | 2010 | | | 3.5L DOHC 4V V6 | | | |
| MKZ | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Taurus | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Edge | 2010 | 2010 | | | 3.5L DOHC 4V V6 | | | |

If SPECS Case, Select all Other Affected Publications:

Changes Needed in Other Pubs:

TSBs to Supersede:

SSMs to Supersede:

ISMs to Supersede:

Other application Articles:

Select the reason for republication:

Procedure verified by CDSID: wosepcho

Describe How The Procedure Was Verified: Testing

Do you have access to a vehicle for time study? N/A

If Yes, contact for vehicle CDSID:

Labor Operations:

Are Illustrations Required? No

If Yes, Contact information for illustrations:

CDSID(Ford only):

Full Name:

Phone:

Illustration Notes:

Trustmarks affected: Ford, Lincoln, Mercury

Additional Trustmarks To Notify: Mazda

Article Distribution: WDMO, Canada, Mexico, United States

DTC Codes and OASIS Service Codes: P2111, P2112, 600000, 606000, 607000, 607400, 607700, 612000

Causal Basic Part # or Finis Code:

| Causal Part # or Finis Code | Warranty Condition Codes |
|-----------------------------|--------------------------|
| 9F991 | Electrical: d4 |

Calibrations List:

White Paper Numbers:

Parts Request Information

Are Parts Required? Yes

QSF Single Agenda Or Program FRC Date:

Parts List:

| | | | | | | | |
|---|-----------------------------|---------------------------|-----------------------------|-------------------------|-----------------------------|-------------------------|--------------------------------------|
| 1 | *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
| | Existing | 7T4E-9F991-GA | No | Not Applicable | Electronic Throttle | 1 | 2000 |
| | *Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company |
| | 0 | | | | | | |
| | @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | °Replaced Eng. # | °Is Calibration Needed |
| | | | | | | No | |
| 2 | *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
| | Existing | 8S4E-9F991-CA | No | Not Applicable | Electronic Throttle | 1 | 1000 |
| | *Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company |
| | 0 | | | | | | |
| | @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | °Replaced Eng. # | °Is Calibration Needed |
| | | | | | | No | |

Parts catalog flag needed? No

Part number(s) that require flag:

Is geographic location significant? No

Special instructions/remarks:

Article Number:

BCM Number:

(End automated email)

From: Harmon, Derek (D.M.)
Sent: Thursday, September 23, 2010 11:11 AM
To: Osepchook, William (W.R.)
Subject: RE: TSB Request for Input: 000-2010-1794: Vehicles With Lower Than Desired Engine Idle, Engine Idle fluctuations with or without Diagnostic Trouble Codes (DTC)

My improvements. I thought it would be better to just send to you instead of clogging up everyones emails. **RED** remove, **BLUE** Add. Looks good, keep the drops lower than *spec* or *desired* consistant in the mesage.

Some 2010 and 2011 vehicles equipped with any of the following engines: 2.0L, 3.5L PFI, 3.7L PFI & 4.6L 2V, **could (may)** exhibit a concern where idle speed drops lower than **specifications (desired)** and/or fluctuates. **Concern can be intermittent and may be accompanied with DTC (Diagnostic Trouble Code) P2111 and/or P2112.**

1. Verify engine build date. Refer to Work Shop Manual, section 303-01, under Engine Identification, for details.
 - A. If engine build dates are with in range for the engine indicated below proceed to step #2.
For vehicles equipped with a 2.0L - 2/11/2010-8/3/2010
For vehicles equipped with a 3.5L and 3.7L PFI - 3/1/2010-8/3/2010
For vehicles equipped with a 4.6L 2v - 5/5/2010-8/3/2010
 - B. If the engine build date does not fit the date range in 1A, then do not continue this article, follow normal diagnostics in PC/ED manual.
2. Using IDS, retrieve DTC's
 - A.If DTC P2111 and/or P2112 with or without other ETB codes, replace the ETB.
 - B.If other DTC's appear and are not ETB related, repair those codes first and retest.
 - C.If there are no codes, but the vehicle exhibits idle speeds that drop lower than **specifications (desired)** and/or fluctuates, replace The ETB.

From: Osepchook, William (W.R.)
Sent: Thursday, September 23, 2010 8:19 AM
To: Davis, Andrae (A.L.); Harmon, Derek (D.M.); Shapardanis, Michael (M.S.); Langley, Scott (C.S.); Soper, Todd (R.); Janiunas, Vince (V.J.); Osepchook, William (W.R.)
Subject: TSB Request for Input: 000-2010-1794: Vehicles With Lower Than Desired Engine Idle, Engine Idle fluctuations with or without Diagnostic Trouble Codes (DTC)

TSB Request for Input

***** NOTE: The system generated the email. *****

This message is being sent on behalf of WOSEPCHO.

Please provide review and feedback for the article below. The person requesting this feedback may have provided further direction in the comment section below. Forward/Send any comments via email to the person who sent this email.

General Information

Last action taken (as of 9/23/2010 12:18:34 PM Send for engineering input

GMT):

Comment:

Updated vehicle lines

Author:

WOSEPCHO

Tracking Number:

000-2010-1794

Author Tracking Number:

--

Title:

Vehicles With Lower Than Desired Engine Idle, Engine Idle fluctuations with or without Diagnostic Trouble Codes (DTC)

Article Type:

TSB

TSB Issue:

Some 2010 and 2011 vehicles equipped with any of the following engines: 2.0L, 3.5L PFI, 3.7L PFI & 4.6L 2V, could exhibit a concern where idle speed drops lower than specifications and/or fluctuates. Some Vehicles may or may not have DTC P2111 and/or P2112 stored.

TSB Action:

See TSB Procedure.

TSB Service Procedure:

1. Verify engine build date. Refer to Work Shop Manual, section 303-01, under Engine Identification, for details.

A. If engine build dates are within range for the engine indicated below proceed to step #2.

For vehicles equipped with a 2.0L - 2/11/2010-8/3/2010

For vehicles equipped with a 3.5L and 3.7L PFI - 3/1/2010-8/3/2010

For vehicles equipped with a 4.6L 2v - 5/5/2010-8/3/2010

B. If the engine build date does not fit the date range in 1A, then do not continue this article, follow normal diagnostics in PC/ED manual.

2. Using IDS, retrieve DTC's

A.If DTC P2111 and/or P2112 with or without other ETB codes, replace the ETB.

B.If other DTC's appear and are not ETB related, repair those codes first and retest.

C.If there are no codes, but the vehicle exhibits idle speeds that drop lower than specifications and/or fluctuates, replace The ETB.

Category:

Service Fix (10 years - TSB Only)

Request Type:

QSF

Would this make a good cost save business case?

Activity Code:

000 Miscellaneous

Vehicle Applications:

| Vehicle Lines | Model Year Start | Model Year End | Assembly Plants | Body Styles | Engine | Trans Axles | Build From | Build To |
|---------------|------------------|----------------|-----------------|-------------|----------------|-------------|------------|----------|
| E-150 | 2010 | 2011 | | | 4.6L EFI ROMEO | | | |
| E-250 | 2010 | 2011 | | | 4.6L EFI ROMEO | | | |
| F-150 | 2010 | 2010 | | | 4.6L EFI | | | |

| | | | | | | | | |
|--------|------|------|--|--|-----------------------|--|--|--|
| | | | | | ROMEO | | | |
| Flex | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Focus | 2010 | 2011 | | | 2.0L EFI DOHC DURATEC | | | |
| MKS | 2010 | 2011 | | | 3.7L 4V-DAMB PFI V6 | | | |
| MKT | 2010 | 2011 | | | 3.7L 4V-DAMB PFI V6 | | | |
| MKX | 2010 | 2010 | | | 3.5L DOHC 4V V6 | | | |
| MKZ | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Taurus | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Edge | 2010 | 2010 | | | 3.5L DOHC 4V V6 | | | |

If SPECS Case, Select all Other Affected Publications:

Changes Needed in Other Pubs:

TSBs to Supersede:

SSMs to Supersede:

ISMs to Supersede:

Other application Articles:

Select the reason for republication:

Procedure verified by CDSID: wosepcho

Describe How The Procedure Was Verified: Testing

Do you have access to a vehicle for time study? N/A

If Yes, contact for vehicle CDSID:

Labor Operations:

Are Illustrations Required? No

If Yes, Contact information for illustrations:

CDSID(Ford only):

Full Name:

Phone:

Illustration Notes:

Trustmarks affected: Ford, Lincoln, Mercury

Additional Trustmarks To Notify: Mazda

Article Distribution: WDMO, Canada, Mexico, United States

DTC Codes and OASIS Service Codes: P2111, P2112, 600000, 606000, 607000, 607400, 607700, 612000

Causal Basic Part # or Finis Code:

| Causal Part # or Finis Code | Warranty Condition Codes |
|-----------------------------|--------------------------|
| 9F991 | Electrical: d4 |

Calibrations List:

White Paper Numbers:

Parts Request Information

Are Parts Required? Yes

QSF Single Agenda Or Program FRC Date:

Parts List:

| *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
|---------------|----------------------|----------------------|------------------|---------------------|----------------------|-------------------------------|
| Existing | 7T4E-9F991-GA | No | Not Applicable | Electronic Throttle | 1 | 2000 |
| 1 | *Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | |
| | 0 | | | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | °Replaced Eng. # | °Is Calibration Needed |
| | | | | | | No |
| *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
| Existing | 8S4E-9F991-CA | No | Not Applicable | Electronic Throttle | 1 | 1000 |
| 2 | *Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | |
| | 0 | | | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | °Replaced Eng. # | °Is Calibration Needed |
| | | | | | | No |

Parts catalog flag needed? No

Part number(s) that require flag:

Is geographic location significant? No

Special instructions/remarks:

Article Number:

BCM Number:

(End automated email)

From: Harmon, Derek (D.M.)
Sent: Thursday, September 23, 2010 7:55 AM
To: Langley, Scott (C.S.); Osepchook, William (W.R.); Shapardanis, Michael (M.S.); Soper, Todd (R.); Janiunas, Vince (V.J.)
Cc: Davis, Andrae (A.L.)
Subject: RE: TSB Request for Input: 000-2010-1794: Vehicles With Lower Than Desired Engine Idle, Engine Idle fluctuations with or without Diagnostic Trouble Codes (DTC)

My GCQIS folder agrees with your comments Scott.

From: Langley, Scott (C.S.)
Sent: Wednesday, September 22, 2010 4:36 PM
To: Osepchook, William (W.R.); Harmon, Derek (D.M.); Shapardanis, Michael (M.S.); Soper, Todd (R.); Janiunas, Vince (V.J.)
Cc: Davis, Andrae (A.L.)
Subject: RE: TSB Request for Input: 000-2010-1794: Vehicles With Lower Than Desired Engine Idle, Engine Idle fluctuations with or without Diagnostic Trouble Codes (DTC)

Thanks Bill.

Can you cc Andrae on these too?

I still want a little more time to soak on this and go over it again, but it looks pretty good. I like it.

Some Quick Items,

- 2.0L Transit can be excluded... they confirmed no engines shipped with the content of concern.
- Town Car, Crown Vic & Gr Marq are not effected... different ETB.
For 4.6l 2v, only T/VN "Truck" (F150 & Econoline) is effected.
- 2011 Edge/MKX not effected... different ETB.
- Mustang not effected... different ETB.

Sincerely,

Scott Langley

PD Supervisor - Component C Current Quality

& Rawsonville Resident Engrg - Engine

(Components = Air Metering, Fuel Metering, Ignition, ESMs)

Ford Motor Company - Bldg #1

cell: 313-805-8789

email: slangle1@ford.com

From: Osepchook, William (W.R.)
Sent: Wednesday, September 22, 2010 2:46 PM
To: Harmon, Derek (D.M.); Shapardanis, Michael (M.S.); Langley, Scott (C.S.); Soper, Todd (R.); Janiunas, Vince (V.J.); Osepchook, William (W.R.)
Subject: TSB Request for Input: 000-2010-1794: Vehicles With Lower Than Desired Engine Idle, Engine Idle fluctuations with or without Diagnostic Trouble Codes (DTC)

TSB Request for Input

***** NOTE: The system generated the email. *****

This message is being sent on behalf of WOSEPCHO.

Please provide review and feedback for the article below. The person requesting this feedback may have provided further direction in the comment section below. Forward/Send any comments via email to the person who sent this email.

General Information

Last action taken (as of 9/22/2010 6:45:47 PM GMT): Send for engineering input
Comment: Please review and provided input.

Author: WOSEPCHO
Tracking Number: 000-2010-1794
Author Tracking Number: --
Title: Vehicles With Lower Than Desired Engine Idle, Engine Idle fluctuations with or without Diagnostic Trouble Codes (DTC)

Article Type: TSB

TSB Issue:

Some 2010 and 2011 vehicles equipped with any of the following engines: 2.0L, 3.5L PFI, 3.7L PFI & 4.6L 2V, could exhibit a concern where idle speed drops lower than specifications and/or fluctuates. Some Vehicles may or may not have DTC P2111 and/or P2112 stored.

TSB Action:

See TSB Procedure.

TSB Service Procedure:

1. Verify engine build date. Refer to Work Shop Manual, section 303-01, under Engine Identification, for details.
 - A. If engine build dates are with in range for the engine indicated below proceed to step #2.
 For vehicles equipped with a 2.0L - 2/11/2010-8/3/2010
 For vehicles equipped with a 3.5L and 3.7L PFI - 3/1/2010-8/3/2010
 For vehicles equipped with a 4.6L 2v - 5/5/2010-8/3/2010
 - B. If the engine build date does not fit the date range in 1A, then do not continue this article, follow normal diagnostics in PC/ED manual.
2. Using IDS, retrieve DTC's
 - A.If DTC P2111 and/or P2112 with or without other ETB codes, replace the ETB.
 - B.If other DTC's appear and are not ETB related, repair those codes first and retest.
 - C.If there are no codes, but the vehicle exhibits idle speeds that drop lower than specifications and/or fluctuates, replace The ETB.

Category: Service Fix (10 years - TSB Only)
Request Type: QSF
Would this make a good cost save business case?
Activity Code: 000 Miscellaneous
Vehicle Applications:

| Vehicle Lines | Model Year Start | Model Year End | Assembly Plants | Body Styles | Engine | Trans Axles | Build From | Build To |
|----------------|------------------|----------------|-----------------|-------------|-----------------------|-------------|------------|----------|
| Crown Victoria | 2010 | 2011 | | | 4.6L SOHC (ROMEO) | | | |
| Crown Victoria | 2010 | 2011 | | | 4.6L SOHC FFV V8 | | | |
| E-150 | 2010 | 2011 | | | 4.6L EFI ROMEO | | | |
| E-250 | 2010 | 2011 | | | 4.6L EFI ROMEO | | | |
| Edge | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Edge | 2011 | 2011 | | | 3.7L DOHC V6 | | | |
| F-150 | 2010 | 2010 | | | 4.6L EFI ROMEO | | | |
| Flex | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Focus | 2010 | 2011 | | | 2.0L EFI DOHC DURATEC | | | |
| Grand Marquis | 2010 | 2011 | | | 4.6L SOHC (ROMEO) | | | |
| Grand Marquis | 2010 | 2011 | | | 4.6L SOHC FFV V8 | | | |
| MKS | 2010 | 2011 | | | 3.7L 4V-DAMB PFI V6 | | | |
| MKT | 2010 | 2011 | | | 3.7L 4V-DAMB PFI V6 | | | |
| MKX | 2010 | 2010 | | | 3.5L DOHC 4V V6 | | | |
| MKX | 2011 | 2011 | | | 3.7L DOHC V6 | | | |
| MKZ | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Mustang | 2011 | 2011 | | | 3.7L 4V-DAMB PFI V6 | | | |
| Taurus | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Town Car | 2010 | 2011 | | | 4.6L SOHC (ROMEO) | | | |
| Town Car | 2010 | 2011 | | | 4.6L SOHC FFV V8 | | | |

| | | | | | | | | |
|-----------------|------|------|--|--|---------|--|--|--|
| Transit Connect | 2010 | 2011 | | | 2.0L I4 | | | |
|-----------------|------|------|--|--|---------|--|--|--|

If SPECS Case, Select all Other Affected Publications:

Changes Needed in Other Pubs:

TSBs to Supersede:

SSMs to Supersede:

ISMs to Supersede:

Other application Articles:

Select the reason for republication:

Procedure verified by CDSID: wosepcho

Describe How The Procedure Was Verified: Testing

Do you have access to a vehicle for time study? N/A

If Yes, contact for vehicle CDSID:

Labor Operations:

Are Illustrations Required? No

If Yes, Contact information for illustrations:

CDSID(Ford only):

Full Name:

Phone:

Illustration Notes:

Trustmarks affected:

Ford, Lincoln, Mercury

Additional Trustmarks To Notify:

Mazda

Article Distribution:

WDMO, Canada, Mexico, United States

DTC Codes and OASIS Service Codes:

P2111, P2112, 600000, 606000, 607000, 607400, 607700, 612000

Causal Basic Part # or Finis Code:

| Causal Part # or Finis Code | Warranty Condition Codes |
|-----------------------------|--------------------------|
| 9F991 | Electrical: d4 |

Calibrations List:

White Paper Numbers:

Parts Request Information

Are Parts Required?

Yes

QSF Single Agenda Or Program FRC Date:

Parts List:

| | *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
|---|----------------------|---------------|----------------------|------------------|----------------------|-----------|-------------------------------|
| 1 | Existing | 7T4E-9F991-GA | No | Not Applicable | Electronic Throttle | 1 | 2000 |
| | *Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | | *@Supplier |

| | | | | | | |
|-------------------------------|---------------------------|-----------------------------|-----------------------------|-----------------------|---------------------------|--------------------------------------|
| | | | | | | Company |
| 0 | | | | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | °Replaced Eng. # | °Is Calibration Needed |
| | | | | | | No |
| *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
| Existing | 8S4E-9F991-CA | No | Not Applicable | Electronic Throttle | 1 | 1000 |
| 2 *Calculated Forecast | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company | |
| 0 | | | | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | °Replaced Eng. # | °Is Calibration Needed |
| | | | | | | No |

Parts catalog flag needed? No
Part number(s) that require flag:
Is geographic location significant? No
Special instructions/remarks:

Article Number:
BCM Number:

(End automated email)

From: Prescott, Amanda (A.B.)
Sent: Thursday, September 23, 2010 7:19 AM
To: Osepchook, William (W.R.)
Subject: RE: TSB Request for Input: 000-2010-1794: Vehicles With Lower Than Desired Engine Idle, Engine Idle fluctuations with or without Diagnostic Trouble Codes (DTC)

looks ok

From: Osepchook, William (W.R.)
Sent: Thursday, September 23, 2010 6:54 AM
To: Prescott, Amanda (A.B.)
Subject: FW: TSB Request for Input: 000-2010-1794: Vehicles With Lower Than Desired Engine Idle, Engine Idle fluctuations with or without Diagnostic Trouble Codes (DTC)

Hi Amanda,

Please review the TSB draft below. I had discussed this one with you as an SSM, but based on new info we went with a TSB.

Thanks.

William Osepchook

LGDEE

Large Gas & Diesel Engine Engineering

V-Engine Service Engineer

313-805-9191

wosepcho@ford.com

From: Osepchook, William (W.R.)
Sent: Wednesday, September 22, 2010 2:46 PM
To: Harmon, Derek (D.M.); Shapardanis, Michael (M.S.); Langley, Scott (C.S.); Soper, Todd (R.); Janiunas, Vince (V.J.); Osepchook, William (W.R.)
Subject: TSB Request for Input: 000-2010-1794: Vehicles With Lower Than Desired Engine Idle, Engine Idle fluctuations with or without Diagnostic Trouble Codes (DTC)

TSB Request for Input

***** NOTE: The system generated the email. *****

This message is being sent on behalf of WOSEPCHO.

Please provide review and feedback for the article below. The person requesting this feedback may have provided further direction in the comment section below. Forward/Send any comments via email to the person who sent this email.

General Information

Last action taken (as of 9/22/2010 6:45:47 PM) Send for engineering input

GMT):

Comment:

Please review and provided input.

Author:

WOSEPCHO

Tracking Number:

000-2010-1794

Author Tracking Number:

--

Title:

Vehicles With Lower Than Desired Engine Idle,
Engine Idle fluctuations with or without
Diagnostic Trouble Codes (DTC)

Article Type:

TSB

TSB Issue:

Some 2010 and 2011 vehicles equipped with any of the following engines: 2.0L, 3.5L PFI, 3.7L PFI & 4.6L 2V, could exhibit a concern where idle speed drops lower than specifications and/or fluctuates. Some Vehicles may or may not have DTC P2111 and/or P2112 stored.

TSB Action:

See TSB Procedure.

TSB Service Procedure:

1. Verify engine build date. Refer to Work Shop Manual, section 303-01, under Engine Identification, for details.

A. If engine build dates are with in range for the engine indicated below proceed to step #2.

For vehicles equipped with a 2.0L - 2/11/2010-8/3/2010

For vehicles equipped with a 3.5L and 3.7L PFI - 3/1/2010-8/3/2010

For vehicles equipped with a 4.6L 2v - 5/5/2010-8/3/2010

B. If the engine build date does not fit the date range in 1A, then do not continue this article, follow normal diagnostics in PC/ED manual.

2. Using IDS, retrieve DTC's

A.If DTC P2111 and/or P2112 with or without other ETB codes, replace the ETB.

B.If other DTC's appear and are not ETB related, repair those codes first and retest.

C.If there are no codes, but the vehicle exhibits idle speeds that drop lower than specifications and/or fluctuates, replace The ETB.

Category:

Service Fix (10 years - TSB Only)

Request Type:

QSF

Would this make a good cost save business case?

Activity Code:

000 Miscellaneous

Vehicle Applications:

| Vehicle Lines | Model Year Start | Model Year End | Assembly Plants | Body Styles | Engine | Trans Axles | Build From | Build To |
|----------------|------------------|----------------|-----------------|-------------|-------------------|-------------|------------|----------|
| Crown Victoria | 2010 | 2011 | | | 4.6L SOHC (ROMEO) | | | |
| Crown Victoria | 2010 | 2011 | | | 4.6L SOHC FFV V8 | | | |
| E-150 | 2010 | 2011 | | | 4.6L EFI | | | |

| | | | | | | | | |
|--------------------|------|------|--|--|-----------------------------|--|--|--|
| | | | | | ROMEO | | | |
| E-250 | 2010 | 2011 | | | 4.6L EFI ROMEO | | | |
| Edge | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Edge | 2011 | 2011 | | | 3.7L DOHC V6 | | | |
| F-150 | 2010 | 2010 | | | 4.6L EFI ROMEO | | | |
| Flex | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Focus | 2010 | 2011 | | | 2.0L EFI DOHC DURATEC | | | |
| Grand Marquis | 2010 | 2011 | | | 4.6L SOHC (ROMEO) | | | |
| Grand Marquis | 2010 | 2011 | | | 4.6L SOHC FFV V8 | | | |
| MKS | 2010 | 2011 | | | 3.7L 4V- DAMB PFI V6 | | | |
| MKT | 2010 | 2011 | | | 3.7L 4V- DAMB PFI V6 | | | |
| MKX | 2010 | 2010 | | | 3.5L DOHC 4V V6 | | | |
| MKX | 2011 | 2011 | | | 3.7L DOHC V6 | | | |
| MKZ | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Mustang | 2011 | 2011 | | | 3.7L 4V- DAMB PFI V6 | | | |
| Taurus | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Town Car | 2010 | 2011 | | | 4.6L SOHC (ROMEO) | | | |
| Town Car | 2010 | 2011 | | | 4.6L SOHC FFV V8 | | | |
| Transit Connect | 2010 | 2011 | | | 2.0L I4 | | | |

If SPECS Case, Select all Other Affected

Publications:

Changes Needed in Other Pubs:

TSBs to Supersede:

SSMs to Supersede:

ISMs to Supersede:

Other application Articles:

Select the reason for republication:

Procedure verified by CDSID: wosepcho

Describe How The Procedure Was Verified: Testing

Do you have access to a vehicle for time study? N/A

If Yes, contact for vehicle CDSID:

Labor Operations:

Are Illustrations Required? No

If Yes, Contact information for illustrations:

CDSID(Ford only):

Full Name:

Phone:

Illustration Notes:

Trustmarks affected: Ford, Lincoln, Mercury

Additional Trustmarks To Notify: Mazda

Article Distribution: WDMO, Canada, Mexico, United States

DTC Codes and OASIS Service Codes: P2111, P2112, 600000, 606000, 607000, 607400, 607700, 612000

Causal Basic Part # or Finis Code:

| Causal Part # or Finis Code | Warranty Condition Codes |
|-----------------------------|--------------------------|
| 9F991 | Electrical: d4 |

Calibrations List:

White Paper Numbers:

Parts Request Information

Are Parts Required? Yes

QSF Single Agenda Or Program FRC Date:

Parts List:

| | *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
|---|----------------------|--------------------|----------------------|------------------|----------------------|------------------|-------------------------------|
| | Existing | 7T4E-9F991-GA | No | Not Applicable | Electronic Throttle | 1 | 2000 |
| 1 | *Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company |
| | 0 | | | | | | |
| | @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | °Replaced Eng. # | °Is Calibration Needed |
| | | | | | | | No |
| 2 | *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |

| | | | | | | |
|-----------------------------|---------------------------|------------------------|------------------|-----------------------------|-------------------------|-------------------------------|
| Existing | 8S4E-9F991-CA | No | Not Applicable | Electronic Throttle | 1 | 1000 |
| *Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company |
| 0 | | | | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | °Replaced Eng. # | °Is Calibration Needed |
| | | | | | | No |

Parts catalog flag needed? No

Part number(s) that require flag:

Is geographic location significant? No

Special instructions/remarks:

Article Number:

BCM Number:

(End automated email)

From: Langley, Scott (C.S.)
Sent: Tuesday, October 05, 2010 11:52 PM
To: Osepchook, William (W.R.)
Cc: Davis, Andrae (A.L.)
Subject: RE: TSB Request for Input: 000-2010-1794: Vehicles With Lower Than Desired Engine Idle, Engine Idle fluctuations with or without Diagnostic Trouble Codes (DTC)

Bill,
How important is that statement in the "**TSB Issue:**" section to the usage of the TSB. Does that determine whether they will use it or not?

I think I'd like to change the [TSB Issue](#)
FROM...

Some 2010 and 2011 vehicles equipped with any of the following engines: 2.0L, 3.5L PFI, 3.7L PFI & 4.6L 2V, may exhibit a concern where idle speed drops lower than desired and/or fluctuates. The concern can be intermittent, and may be accompanied with DTC P2111 and/or P2112.

TO...
Some 2010 and 2011 vehicles *with specific engine build dates and* equipped with any of the following engines: 2.0L, 3.5L PFI, 3.7L PFI & 4.6L 2V, may exhibit *P2111 or P2112 DTCs or a* concern where idle speed drops lower than desired and/or fluctuates. The *idle speed* concern can be intermittent, and may be accompanied with DTC P2111 and/or P2112.

I thought the first version left it open where if the vehicle just had P2111 or P2112, they might not think it applies. It seemed to emphasize the Idle issues.
But, I'm definitely open to guidance!

Sincerely,
Scott Langley
*PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com*

From: Osepchook, William (W.R.)
Sent: Thursday, September 23, 2010 11:49 AM
To: Davis, Andrae (A.L.); Harmon, Derek (D.M.); Shapardanis, Michael (M.S.); Langley, Scott (C.S.); Soper, Todd (R.); Janiunas, Vince (V.J.); Osepchook, William (W.R.)
Subject: TSB Request for Input: 000-2010-1794: Vehicles With Lower Than Desired Engine Idle, Engine Idle fluctuations with or without Diagnostic Trouble Codes (DTC)

TSB Request for Input

***** NOTE: The system generated the email. *****

This message is being sent on behalf of WOSEPCHO.

Please provide review and feedback for the article below. The person requesting this feedback may have provided further direction in the comment section below. Forward/Send any comments via email to the person who sent this email.

General Information

Last action taken (as of 9/23/2010 3:49:12 PM GMT): Send for engineering input
Comment: Corrections added.
Author: WOSEPCHO
Tracking Number: 000-2010-1794
Author Tracking Number: --
Title: Vehicles With Lower Than Desired Engine Idle, Engine Idle fluctuations with or without Diagnostic Trouble Codes (DTC)
Article Type: TSB

TSB Issue:
 Some 2010 and 2011 vehicles equipped with any of the following engines: 2.0L, 3.5L PFI, 3.7L PFI & 4.6L 2V, may exhibit a concern where idle speed drops lower than desired and/or fluctuates. The concern can be intermittent, and may be accompanied with DTC P2111 and/or P2112.

TSB Action:
 See TSB Procedure.

TSB Service Procedure:

1. Verify engine build date. Refer to Work Shop Manual, section 303-01, under Engine Identification, for details.
 - A. If engine build dates are within range for the engine indicated below proceed to step #2.
 For vehicles equipped with a 2.0L - 2/11/2010-8/3/2010
 For vehicles equipped with a 3.5L and 3.7L PFI - 3/1/2010-8/3/2010
 For vehicles equipped with a 4.6L 2v - 5/5/2010-8/3/2010
 - B. If the engine build date does not fit the date range in 1A, then do not continue this article, follow normal diagnostics in PC/ED manual.
2. Using IDS, retrieve DTC's
 - A. If DTC P2111 and/or P2112 with or without other ETB codes, replace the ETB.
 - B. If other DTC's appear and are not ETB related, repair those codes first and retest.
 - C. If there are no codes, but the vehicle exhibits idle speeds that drop lower than desired and/or fluctuates, replace the ETB.

Category: Service Fix (10 years - TSB Only)
Request Type: QSF
Would this make a good cost save business case?
Activity Code: 000 Miscellaneous

Vehicle Applications:

| Vehicle Lines | Model Year Start | Model Year End | Assembly Plants | Body Styles | Engine | Trans Axles | Build From | Build To |
|---------------|------------------|----------------|-----------------|-------------|----------------|-------------|------------|----------|
| E-150 | 2010 | 2011 | | | 4.6L EFI ROMEO | | | |

| | | | | | | | | |
|--------|------|------|--|--|-----------------------------|--|--|--|
| E-250 | 2010 | 2011 | | | 4.6L EFI ROMEO | | | |
| F-150 | 2010 | 2010 | | | 4.6L EFI ROMEO | | | |
| Flex | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Focus | 2010 | 2011 | | | 2.0L EFI DOHC DURATEC | | | |
| MKS | 2010 | 2011 | | | 3.7L 4V-DAMB PFI V6 | | | |
| MKT | 2010 | 2011 | | | 3.7L 4V-DAMB PFI V6 | | | |
| MKX | 2010 | 2010 | | | 3.5L DOHC 4V V6 | | | |
| MKZ | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Taurus | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Edge | 2010 | 2010 | | | 3.5L DOHC 4V V6 | | | |

If SPECS Case, Select all Other Affected Publications:

Changes Needed in Other Pubs:

TSBs to Supersede:

SSMs to Supersede:

ISMs to Supersede:

Other application Articles:

Select the reason for republication:

Procedure verified by CDSID: wosepcho

Describe How The Procedure Was Verified: Testing

Do you have access to a vehicle for time study? N/A

If Yes, contact for vehicle CDSID:

Labor Operations:

Are Illustrations Required? No

If Yes, Contact information for illustrations:

CDSID(Ford only):

Full Name:

Phone:

Illustration Notes:

Trustmarks affected:

Ford, Lincoln, Mercury

Additional Trustmarks To Notify:

Mazda

Article Distribution:

WDMO, Canada, Mexico, United States

DTC Codes and OASIS Service Codes:

P2111, P2112, 600000, 606000, 607000, 607400, 607700, 612000

Causal Basic Part # or Finis Code:

| Causal Part # or Finis Code | Warranty Condition Codes |
|-----------------------------|--------------------------|
| 9F991 | Electrical: d4 |

Calibrations List:

White Paper Numbers:

Parts Request Information

Are Parts Required?

Yes

QSF Single Agenda Or Program FRC Date:

Parts List:

| | | | | | | | |
|---|-----------------------------|---------------------------|-----------------------------|-----------------------------|-----------------------|---------------------------|--------------------------------------|
| 1 | *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
| | Existing | 7T4E-9F991-GA | No | Not Applicable | Electronic Throttle | 1 | 2000 |
| | *Calculated Forecast | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company | |
| | 0 | | | | | | |
| | @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | °Replaced Eng. # | °Is Calibration Needed |
| | | | | | | No | |
| 2 | *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
| | Existing | 8S4E-9F991-CA | No | Not Applicable | Electronic Throttle | 1 | 1000 |
| | *Calculated Forecast | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company | |
| | 0 | | | | | | |
| | @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | °Replaced Eng. # | °Is Calibration Needed |
| | | | | | | No | |

Parts catalog flag needed?

No

Part number(s) that require flag:

Is geographic location significant?

No

Special instructions/remarks:

Article Number:

BCM Number:

(End automated email)

From: McDonagh, Scot (S.M.)
Sent: Thursday, January 07, 2010 10:24 AM
To: Langley, Scott (C.S.); Wilson, Marie (M.); King, Brian (B.M.); Fredericks, Edward (E.W.)
Cc: Shapardanis, Michael (M.S.); Dixon, Mark (M.R.); Skinner, LaVonne (L.L.)
Subject: RE: TSB Request for Input: 029-2009-2237: 2010 Fusion/Milan - Built On Or Before 08/02/2009 - Intermittent: Variable Camshaft Timing (VCT) Codes, Electronic Throttle Body (ETB) Codes, Low engine RPM drop - Cold engine surge - 3.0L Equipped Vehicles Only
Attachments: WP4106.pdf; WP4310.pdf

Scott- Causal part in the TSB release is reflash. The reflash should reduce ETC hardware warranty replacements. I don't see any DTCs referenced in the WPs. Are there specific DTCs for ETB and VCT we should be referencing in the TSB release ?

Marie- This is the TSB release you called me about yesterday. What input is VEE looking for before approving the TSB for release ? Thanks

Scot G. McDonagh

PT Quality Engineering
Phone: (313)337-8091
smcdonag@ford.com

From: Langley, Scott (C.S.)
Sent: Wednesday, January 06, 2010 10:27 AM
To: McDonagh, Scot (S.M.); Dixon, Mark (M.R.)
Cc: Shapardanis, Michael (M.S.)
Subject: FW: TSB Request for Input: 029-2009-2237: 2010 Fusion/Milan - Built On Or Before 08/02/2009 - Intermittent: Variable Camshaft Timing (VCT) Codes, Electronic Throttle Body (ETB) Codes, Low engine RPM drop - Cold engine surge - 3.0L Equipped Vehicles Only

Scot, Mark,
How would this be manifesting itself in our ETB warranty in the effected time period?
What specific ETB DTC's?

My apologies if we discussed this previously.... I can not put my fingers on any notes to clarify it for me, right now.

Sincerely,
Scott Langley
*PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1*

cell: 313-805-8789

email: slangle1@ford.com

From: Chacon, Jose (A.)

Sent: Wednesday, December 02, 2009 3:07 PM

To: McDonagh, Scot (S.M.); Fredericks, Edward (E.W.); King, Brian (B.M.); Skinner, LaVonne (L.L.); Cowher, Terry (T.)

Cc: Gudino Mendoza, Martin (J.M.); Dixon, Mark (M.R.); Zimlich, Glenn (G.A.); Langley, Scott (C.S.)

Subject: RE: TSB Request for Input: 029-2009-2237: 2010 Fusion/Milan - Built On Or Before 08/02/2009 - Intermittent: Variable Camshaft Timing (VCT) Codes, Electronic Throttle Body (ETB) Codes, Low engine RPM drop - Cold engine surge - 3.0L Equipped Vehicles Only

Thanks for the confirmation.

Regards,

José Chacón

Product Concern Engineer

Fusion/Milan/Zephyr/MKZ

Ford Customer Service Division

(313) 317-7047

From: McDonagh, Scot (S.M.)

Sent: Wednesday, December 02, 2009 3:06 PM

To: Fredericks, Edward (E.W.); Chacon, Jose (A.); King, Brian (B.M.); Skinner, LaVonne (L.L.); Cowher, Terry (T.)

Cc: Gudino Mendoza, Martin (J.M.); Dixon, Mark (M.R.); Zimlich, Glenn (G.A.); Langley, Scott (C.S.)

Subject: RE: TSB Request for Input: 029-2009-2237: 2010 Fusion/Milan - Built On Or Before 08/02/2009 - Intermittent: Variable Camshaft Timing (VCT) Codes, Electronic Throttle Body (ETB) Codes, Low engine RPM drop - Cold engine surge - 3.0L Equipped Vehicles Only

Thanks Ed

Jose- Please submit enclosed TSB for final release

Scot G. McDonagh

PT Quality Engineering

Phone: (313)337-8091

smcdonag@ford.com

From: Fredericks, Edward (E.W.)

Sent: Monday, November 30, 2009 8:52 AM

To: McDonagh, Scot (S.M.); Chacon, Jose (A.); King, Brian (B.M.); Skinner, LaVonne (L.L.); Cowher, Terry (T.)

Cc: Gudino Mendoza, Martin (J.M.); Dixon, Mark (M.R.); Cervenán, Neil (N.J.); Zimlich, Glenn (G.A.)

Subject: RE: TSB Request for Input: 029-2009-2237: 2010 Fusion/Milan - Built On Or Before 08/02/2009 - Intermittent: Variable Camshaft Timing (VCT) Codes, Electronic Throttle Body (ETB) Codes, Low engine RPM drop - Cold engine surge - 3.0L Equipped Vehicles Only

Scott,

Concur with TSB wording. On page 9, Concern Check List, the Vehicle Line should read CD338 not U377. The information on page 9 is correct for 3.0L CD338 Service fix.

From: McDonagh, Scot (S.M.)

Sent: Monday, November 30, 2009 7:55 AM

To: Chacon, Jose (A.); Fredericks, Edward (E.W.); King, Brian (B.M.); Skinner, LaVonne (L.L.); Cowher, Terry (T.)

Cc: Gudino Mendoza, Martin (J.M.); Dixon, Mark (M.R.); Cervenak, Neil (N.J.); Zimlich, Glenn (G.A.)

Subject: RE: TSB Request for Input: 029-2009-2237: 2010 Fusion/Milan - Built On Or Before 08/02/2009 - Intermittent: Variable Camshaft Timing (VCT) Codes, Electronic Throttle Body (ETB) Codes, Low engine RPM drop - Cold engine surge - 3.0L Equipped Vehicles Only

Ed- Page 9 in WP 4310 calls out U377 Calibrations. Please advise. Thanks

PT Team- Please review enclosed verbiage in this TSB draft and advise if you approve. No response will be considered approval. Plan to submit for final release COB 12/1. Thanks

Scot G. McDonagh

PT Quality Engineering

Phone: (313)337-8091

smcdonag@ford.com

From: Chacon, Jose (A.)

Sent: Wednesday, November 25, 2009 9:52 AM

To: McDonagh, Scot (S.M.)

Cc: Gudino Mendoza, Martin (J.M.)

Subject: FW: TSB Request for Input: 029-2009-2237: 2010 Fusion/Milan - Built On Or Before 08/02/2009 - Intermittent: Variable Camshaft Timing (VCT) Codes, Electronic Throttle Body (ETB) Codes, Low engine RPM drop - Cold engine surge - 3.0L Equipped Vehicles Only

Scot,

TSB Draft below with WP # WP-03.14.01-4106, WP-03.14.01-4310. Just an Observation, White Paper indicates on the front of the page it is for 2010 CD33X. But when you read the next to last page with title PCM/ECM WERS Concern Check List it list Calibrations for AU7A-VA/XA/YA For U377 (Escape/Mariner) Who is correct?

Please provide changes before 12:00 PM today. Thanks!

Regards,

José Chacón

Product Concern Engineer

Fusion/Milan/Zephyr/MKZ

Ford Customer Service Division

(313) 317-7047

From: Chacon, Jose (A.)

Sent: Wednesday, November 25, 2009 9:41 AM

To: Chacon, Jose (A.)

Subject: TSB Request for Input: 029-2009-2237: 2010 Fusion/Milan - Built On Or Before 08/02/2009 - Intermittent: Variable Camshaft Timing (VCT) Codes, Electronic Throttle Body (ETB) Codes, Low engine RPM drop - Cold engine surge - 3.0L Equipped Vehicles Only

TSB Request for Input

*** NOTE: The system generated the email. ***

This message is being sent on behalf of JCHACON3.

Please provide review and feedback for the article below. The person requesting this feedback may have provided further direction in the comment section below. Forward/Send any comments via email to the person who sent this email.

General Information

Last action taken (as of 11/25/2009 2:41:04 PM GMT): Send for engineering input
Comment:

Author: JCHACON3
Tracking Number: 029-2009-2237
Author Tracking Number: --
Title: 2010 Fusion/Milan - Built On Or Before 08/02/2009 - Intermittent: Variable Camshaft Timing (VCT) Codes, Electronic Throttle Body (ETB) Codes, Low engine RPM drop - Cold engine surge - 3.0L Equipped Vehicles Only TSB

Article Type:

TSB Issue:

Some 2010 Fusion/Milan vehicles built prior to 8/2/09 equipped with 3.0L engines, may exhibit a malfunction indicator lamp (MIL) on with electronic throttle body(ETB) or Variable Camshaft Timing(VCT) diagnostic trouble codes (DTCs). Vehicles may also exhibit engine engine speed lower than desired during deceleration when coming to a stop and/or slight surge during constant throttle accelerations immediately after a cold start.

TSB Action:

Reprogram the powertrain control module (PCM) to the latest calibration using IDS release 6X.XX and higher. This new calibration is not included in the VCM 2009.X DVD. Calibration files may also be obtained at www.motorcraft.com.

TSB Service Procedure:

None.

Category: Service Tip - Long Term (10 years)
Request Type: Non-QSF
Would this make a good cost save business case? Yes
Activity Code: 029 Fusion/Milan/Zephyr/MKZ

Vehicle Applications:

| Vehicle Lines | Model Year Start | Model Year End | Assembly Plants | Body Styles | Engine | Trans Axles | Build From | Build To |
|---------------|------------------|----------------|-----------------|-------------|-------------------|------------------------|------------|----------|
| Fusion | 2010 | 2010 | | | 3.0L 4V FLEX FUEL | 6 SPEED AUTO 6F MID | | 8/2/2009 |
| Milan | 2010 | 2010 | | | 3.0L 4V FLEX FUEL | 6 SPEED AUTO 6F MID | | 8/2/2009 |

If SPECS Case, Select all Other Affected Publications:

Changes Needed in Other Pubs:

TSBs to Supersede:

SSMs to Supersede:

ISMs to Supersede:

Other application Articles:

Select the reason for republication:

Procedure verified by CDSID:

smcdonag

Describe How The Procedure Was Verified:

Normal WP calibration release.

Do you have access to a vehicle for time study? Yes
 If Yes, contact for vehicle CDSID: SRIVERA5
 Labor Operations:

Are Illustrations Required? No
 If Yes, Contact information for illustrations:
 CDSID(Ford only):
 Full Name:
 Phone:

Illustration Notes:

Trustmarks affected: Ford, Mercury

Additional Trustmarks To Notify:

Article Distribution:

Brazil, Columbia, Ecuador, Venezuela, WDMO, Canada, Mexico, United States

DTC Codes and OASIS Service Codes:

, 500000, 501000, 600000, 601000, 606000, 611000, 611500, 612000, 612500, 614000, 614500, 617000, 625000, 698298

Causal Basic Part # or Finis Code:

| Causal Part # or Finis Code | Warranty Condition Codes |
|-----------------------------|--------------------------|
| RECAL | Powertrain: 04 |

Calibrations List:

| Old Calibration | New Calibration | Replaced Eng # | Eng # | Application | Old Tear tag #s | New Tear Tag #s | IDS Release |
|-----------------|-----------------|-----------------|-----------------|------------------------|-----------------|-----------------|-------------|
| ADE1A60508 | ADE1A60510 | AE5A-12A650-BJA | AU7A-12A650-VA | 3.0L 50 STATES - CD3XX | YNZ4 | HYJ0 | |
| ADE1F60508 | ADE1F60510 | AE5A-12A650-BKA | AU7A-12A650-XA | 3.0L 50 STATES - CD3XX | NFN4 | MPK0 | |
| ADE1F60M08 | ADE1F60M10 | AE5A-12A650-PE | AU7A-12A650-YA | N.A. MEXICO - CD3XX | PGX4 | XXM0 | |
| ADE1B60Q08 | ADE1B60Q10 | AE5A-12A650-ME | AE5A-12A650-BNA | N.A. MEXICO - CD3XX | MZC4 | NHN0 | |
| ADE1A60510 | ADE1A60510 | AU7A-12A650-VA | AU7A-12A650-VB | 50 STATE U377 | VEF0 | VEF1 | |
| ADE1F60510 | ADE1F60510 | AU7A-12A650-XA | AU7A-12A650-XB | 50 STATE U377 | XZX0 | XZX1 | |

White Paper Numbers:

WP-03.14.01-4106, WP-03.14.01-4310

Parts Request Information

Are Parts Required?

Yes

QSF Single Agenda Or Program FRC Date:

Parts List:

| *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
|---------------|----------------------|----------------------|------------------|-----------------|----------------------|-------------------------------|
| New | AU7A-12A650-VA | No | Not Applicable | PCM SOFTWARE | 1 | 1 |
| 1 | *Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | |
| | 43 | C12211091 | | | *@Supplier Company | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | Replaced Eng. # | Is Calibration Needed |
| | | | AU7Z-12A650-VA | AE5Z-12A650-BJA | AE5A-12A650-BJA | Yes |

| *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
|---------------|----------------------|----------------------|------------------|----------------------|-----------------|-------------------------------|
| New | AU7A-12A650-XA | No | Not Applicable | PCM SOFTWARE | 1 | 1 |
| 2 | *Calculated Forecast | | *@WERS Notice # | *@WERS Date Released | | *@Supplier Company |
| | 43 | | C12211091 | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | Replaced Eng. # | Is Calibration Needed |
| | | | AU7Z-12A650-XA | AE5Z-12A650-BKA | AE5A-12A650-BKA | Yes |

| *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
|---------------|----------------------|----------------------|------------------|----------------------|-----------------|-------------------------------|
| New | AU7A-12A650-YA | No | Not Applicable | PCM SOFTWARE | 1 | 1 |
| 3 | *Calculated Forecast | | *@WERS Notice # | *@WERS Date Released | | *@Supplier Company |
| | 43 | | C12211091 | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | Replaced Eng. # | Is Calibration Needed |
| | | | AU7Z-12A650-YA | AE5Z-12A650-BMA | AE5A-12A650-PE | Yes |

| *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
|---------------|----------------------|----------------------|------------------|----------------------|-----------------|-------------------------------|
| New | AE5A-12A650-BNA | No | Not Applicable | PCM SOFTWARE | 1 | 1 |
| 4 | *Calculated Forecast | | *@WERS Notice # | *@WERS Date Released | | *@Supplier Company |
| | 43 | | | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | Replaced Eng. # | Is Calibration Needed |
| | | | | AE5A-12A650-ME | AE5A-12A650-ME | Yes |

| *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
|---------------|----------------------|----------------------|------------------|----------------------|-----------------|-------------------------------|
| New | AU7A-12A650-VB | No | Not Applicable | PCM SOFTWARE | 1 | 1 |
| 5 | *Calculated Forecast | | *@WERS Notice # | *@WERS Date Released | | *@Supplier Company |
| | 43 | | C12297543 | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | Replaced Eng. # | Is Calibration Needed |
| | | | | AU7Z-12A650-VA | AU7A-12A650-VA | Yes |

| *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
|---------------|----------------------|----------------------|------------------|----------------------|-----------|-------------------------------|
| New | AU7A-12A650-XB | No | Not Applicable | PCM SOFTWARE | 1 | 1 |
| 6 | *Calculated Forecast | | *@WERS Notice # | *@WERS Date Released | | *@Supplier Company |
| | 43 | | C12297543 | | | |

| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | Replaced Eng. # | Is Calibration Needed |
|--------------|--------------------|-------------|-----------|--------------------|--------------------|-----------------------|
| | | | | AU7Z-12A650- XA | AU7A-12A650- XA | Yes |

| *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
|----------------------|--------------------|----------------------|------------------|----------------------|--------------------|-------------------------------|
| New | AU7A-12A650- YB | No | Not Applicable | PCM SOFTWARE | 1 | 1 |
| *Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company |
| 43 | | C12297543 | | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | Replaced Eng. # | Is Calibration Needed |
| | | | | AU7Z-12A650- YA | AU7A-12A650- YA | No |

Parts catalog flag needed? No

Part number(s) that require flag:

Is geographic location significant? No

Special instructions/remarks:

Article Number:

BCM Number:

(End automated email)

ENGINEERING ANALYSIS / WHITE PAPER
[Master Form Dated 5/8/2008]

Reference Concern No.(s): C12211091 Whitepaper No. 03.14.01- 4106
Whitepaper Author: Brian King Date: April, 13, 2010

PROGRAM DESCRIPTION: (High Level Summary/ Description of Change)

Model Year(s) and Program(s) Affected: 2010MY 3.0L CD338 Job#1
Engine/Transmission Affected: 3.0L Automatic (6FMR) AWD and FWD
Production R/C: YES [X] NO [] Service Only Change: YES [] NO [X] TSB Required: YES [] NO [X]

Quicker Service Fix # (QSF): N/A
New Calibration R-Level(s): R10
Old Calibration R-Level(s): R08
Summary/Description of Change: Depopulated PCM, Trans shift feel improvements, Cold VCT control improvements, Purge control improvements for decel fuel control, ETC monitor improvement while in speed control and doing pedal override, MY KEY Speed control limitation feel improvement
Reason(s) for Change or Description of Potential Customer Symptom(s): MCR PCM, Transmission strategy changes to address 2-3 upshift flares, cold VCT DTC, ETC code in speed control for pedal override causing an over torque condition, MY KEY Speed control was unstable

DESCRIPTION and DETAILS of CHANGE(s): (include applicable CCB numbers)
(INCLUDE DESCRIPTION OF EACH CHANGE WITH DETAILS (USING LAYMAN'S TERMS) AND FROM/TO VALUES OR SAY "NO CHANGE")

1. Engine (PCM/ECM) Control Strategy Name: Old: JSBL5 NEW: JSBL6

CCB Issues

Inferred Flex Fuel Type

Table with 3 columns: URD#, Feature Change Description, Feature Name. Includes entries for Transmission (62401, 62777, 63003, 63306) and OBD (63216).

OBD

e. 63216 Correct PDC image indexing. Diagnostic_Executive
Replace the index used for the PDC image in the path of code triggered by the described combination of faults with the index intended for the PDC image and not the one intended for the DTC table.

2. Engine Calibration:

- a. Climate Control: FN_AC_LC_CH, FN_AC_LC_SL. New Cal Guide Direction for Climate Control AC Low Pressure Detection Calibration
b. ETC monitor/speed control interaction - IPC miscalculating torque during the blend mode. The following were adjusted to improve the IPC calculation.
c. Driver demand and shift schedule change: FNPD_TQE_BSE, FNPD_TQE_MOD - improve linear response of acceleration
d. Select Shift Trans : FNTQDEC_DECAY_RATE_SST, FNTOUT_NOR_N, FNTOUT_RAMP2, grade assist delete - Improvements to address tip in/out in SST mode.
e. Purge Control: FNPNG_FLOW_START, FNPNG_PPMTR_TCR, FNPNG_RPM, FNPNG_TP_DEL_DEC, and FNPNG_TPR_3D:
f. Interloop gain changes - FNPID_NLDGM, enhancements to facilitate better fuel control
g. Torque calc: FNTR_SPK_CLP2, : control dips on returning to idle by limiting spark at these conditions
h. Torque Decel: INJON_CP_DFSO_EXIT, TR_TRGN_CS_RATIO_TC, FNTQ_SMLPOS, FNTQ_TRGN_IGAIN_NOR_TRGTSPDERR, FNTQ_TRGN_T_DECEL_MAX_DRV, FNTR_SPKLV_LV_TRGN_NEU, FNTR_TRGN_RES_TARGET_NEU, FNTQ_LOAD_OPT, FNTQ_TRGN_IGAIN, TOUT_INJ_RMP, TOT_MIN_CC_CAPABLE - control dips on returning to idle by limiting spark at these conditions
i. VCT: FN020G, FNFF_EOT, FN5520_LOAD_C, FN5520_LOAD_O, FNP_GAINR - reduce VCT oscillation under cold conditions

j. **MY Key Speed Limiting:**

- 1) **FNTR_SPK_LVL:** Allow more spark reserve while in Speed Limiting for My Key application
- 2) **VS_MYKEY_LMT:** Modify to 79.01 from 80mph to match Instrument Cluster error resolution

3. Engine OBD II:

a. **Design Transmittal Changes:**

- 1) **P174EIND_SW:** Turn off DTC Warning for Traction Light. New Design Transmittal change
- 2) **FP_PWM_FLT_TM:** Threshold to release latched fuel pump PWM output driver fault bit.
- 3) **FTPIN_MIN_SOAK:** Minimum soak time.
- 4) **P0532_TM_LMT:** Time limit for P0532 selftest before setting code.
- 5) **P0533_TM_LMT:** Time limit for P0533 selftest before setting code.

4. Transmission (PCM/TCM) Control Strategy Name: NA

5. Transmission Calibration: See Attachment

6. Transmission OBD II: NA

7. ETC Monitor:

- a. **FNETC_KOEO :** Accelerator pedal to throttle position mapping changed to 83 consistent with feature review
- b. **ETC_FCT_STUCK_MAX:** Adjusted for increased robustness.

8. Traction Battery Control Module (TBCM): NA

9. Brake System Control Module (BSCM): NA

10. Hardware Changes Only: NA

ARE THERE ANY OTHER COMPONENTS (OTHER THAN PCM) THAT NEED TO BE COORDINATED WITH THIS CHANGE?

YES NO If "Yes" list: _____

ENGINEERING ANALYSIS / WHITE PAPER

[Master Form Dated 5/8/2008]

Whitepaper No. 03.14.01- 4106

COMPARISON with APPLICATION for CERTIFICATION:

Please type a "Y" or "N" in each box, as to whether or not any of the following calibration parameters were changed as part of this action.

| | | | | | | | | | | | |
|---|-------------|---|---------------|---|---------------|---|----------------|---|-------------|---|-----------|
| N | FN1360* | N | CAT_MAX_HI | N | FLN_MAX | N | FN220A | N | FN5521A | N | LAM_REACT |
| N | FN311 | N | CAT_MAX_LO | N | FLN_MAX_HI | N | FN_EGR_WOT | N | FN552A | N | |
| N | FN1311 | N | CAT_TMR_THRES | N | FLN_MAX_LO | N | FNCAMTQ_IMRC** | N | FNEOTB | | |
| N | OL_DELAYMAX | N | FEGO_MAX | N | FLN_TMR_THRES | N | FN5520A1_TQ | N | FN556 | | |
| N | OL_DELAY | N | FEGO_MAX_HI | N | FN908G | Y | FN5520_LOAD** | N | LAM_EXT_LBT | | |
| N | WOT_OL_ACT | N | FEGO_MAX_LO | N | FN908K | N | FN5520_TQ** | N | LAM_EXT_MIN | | |
| N | CAT_MAX | N | VLV_MAX | N | FN220 | N | FN5521A1_PTQ | N | LAM_EXT_MAX | | |

*suffix varies with strategy

** may be separate tables for IMRC position (open and closed)

FOR CALIBRATION CHANGES: (All fields required, if applicable. Show same part number for "new" as "old" when part numbers are not changing, a PCM/ECM and/or TCM Checklist is required when calibration, PCM/ECM and/or TCM part number changes. See Checklist tabs in EXCEL form)

| OLD CALIB | OLD PCM/ECM -12A650- | OLD TCM | OLD CATCH- WORD | OLD PCM -12B684- | OLD TBCM -10B687- | NEW CALIB | NEW PCM/ECM -12A650- | NEW TCM | NEW CATCH- WORD | NEW PCM -12B684- | NEW TBCM -10B687- |
|------------|-------------------------|---------|--------------------|---------------------|----------------------|------------|-------------------------|---------|--------------------|---------------------|----------------------|
| ADE1A60508 | AE5A-LE | NA | YNZ4 | 9L8A-AB | NA | ADE1A60510 | AE5A-BJA | NA | HYJ0 | 9L8A-NA | NA |
| ADE1F60508 | AE5A-NE | NA | NFN4 | 9L8A-AB | NA | ADE1F60510 | AE5A-BKA | NA | MPK0 | 9L8A-NA | NA |
| ADE1F60M08 | AE5A-PE | NA | PGX4 | 9L8A-AB | NA | ADE1F60M10 | AE5A-BMA | NA | XXM0 | 9L8A-NA | NA |
| ADE1B60Q08 | AE5A-ME | NA | MZC4 | 9L8A-AB | NA | ADE1B60Q10 | AE5A-BNA | NA | NHN0 | 9L8A-NA | NA |

FOR HARDWARE/COMPONENT CHANGES: (Example: HEGO/EGR, ETC)

| POWERTRAIN/ VEHICLE LINE | PART NAME | OLD PART NUMBER | NEW PART NUMBER |
|--------------------------|-----------|-----------------|-----------------|
| | | | |
| | | | |
| | | | |

ENGINEERING ANALYSIS / WHITE PAPER
[Master Form Dated 5/8/2008]

Whitepaper No. 03.14.01- 4106

ENGINE/TRANSMISSION OBD II: *(Address All Calibrations of Products Affected)*

Note: For assistance with filling out this section, please contact VEE's OBD Certification group.

1) Has the OBD II Monitor Completion Demonstration Procedure, OBDII_COMP, been completed as described in the VV_OBDII_COMP Vehicle Verification Guide?

- YES (Test procedure was conducted on road [weather permitting] or at APTL, without any entry conditions calibrated out, and if FFV capable, with a fuel type change and without resetting KAM.)
- NO (If NO, indicate the last time the procedure was run and why retesting is not required)

2) Are there any OBD II changes associated with this white paper? (If you indicate "YES", then complete the rest of this section. If you indicate "NO", skip this section and proceed to the Technical Evaluations and Conclusions section).

- YES (If YES, Engine and/or Transmission OBDII Technical Specialist approval required on signature page)
- NO (If NO, proceed to the Technical Evaluations and Conclusions section)

A.) List the deficiencies and concerns contained in the previous calibration release of the affected product(s). Reference deficiency/concern status at https://www.tc2.ford.com/ts/VEE/certification/cert_testing/obd2.

Note: Base OBD calibration is 09MY 3.0L Escape.

Concern: CCM, Rear O2 sensor circuit test, Engine Off Timer.

B.) Do the changes covered by this White Paper affect the OBD II compliance status or deficiency/concern status listed above?

- NO
- YES - Add the following deficiency _____
- YES - Delete the following deficiency _____
- YES - Delete a potential deficiency _____
- YES - Delete a potential non-compliance _____
- YES - Delete an ARB-identified concern _____

C.) The OBD II calibration(s) meet(s) all the regulatory self-certification requirements?

YES NO

TECHNICAL EVALUATION and CONCLUSIONS:

(Provide engineering rationale explaining expected impact to Fuel Economy, Evaporative Emissions, Tailpipe Emissions, and/or OBD. Include supporting back to back data, including test ID's if appropriate)

"Refer to Whitepaper 03.14.01-4085 for equivalency of the depopulated PCM hardware."

This R10 release incorporates 2010 3L CD3 Job#2 R20/R21 release robustness actions which provided emissions transparency to the CD3 Job#1 last release of R08 "Refer to 2010 3L CD3 Job#2 Whitepaper 03.14.01-4079 for emissions transparency back to R08"

SUMMARY:

Exhaust Emissions \leq Previous Release ¹
 Evap Emissions \leq Previous Release¹
 Fuel Economy \geq Previous Release ^{1,2}
 Max Power Equivalent to Previous Release
 RFI Affected
 Drive by Noise Affected
 Emission/ OBDII Certification Region Changed³
 VECI Label Affected ⁴

| YES | NO | N/A |
|-----|----|-----|
| X | | |
| X | | |
| X | | |
| X | | |
| | X | |
| | X | |
| | X | |
| | X | |

¹ - Measured as mathematical difference from previous release; i.e., not relative to objectives or standards

² - Not Applicable to O/8,500 # GVWR

³ - Does the change result in a change to the area where the vehicle is certified for sale? (i.e. 50 state vehicle changed to separate Green state & non-Green state version)

⁴ - If the VECI Label is affected, the release of the parts in this WP must be coordinated in WERS to assure the parts are incorporated into Production at the same time. To assess VECI impact, please contact appropriate VECI Label Engineer (<http://cpa.ford.com/t340/regulations/SecResp.doc>).

ENGINEERING RECOMMENDATION(S) (TO BE COMPLETED AT CERT REVIEW):

Exhaust/evaporative emissions/ transmission shift scheduling/fuel economy are equal to or better than previous release:

YES NO

Additional Certification testing is required:

YES NO If "Yes" list: _____

Additional "other testing" is required:

YES NO If "Yes" list: _____



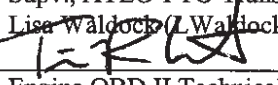

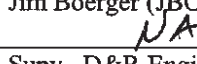
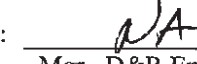
For Pre-Job#1 Running Changes , are the prior R-levels to be identified as "certified" in CRIS?

YES NO N/A

APPROVAL OF THIS RELEASE IS RECOMMENDED.

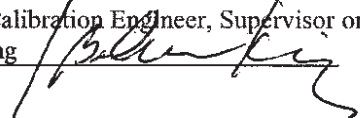
APPROVAL SIGNATURES REQUIRED PRIOR TO CERT REVIEW BY WRITER:

(signatures required for affected areas only)

| | |
|--|---|
| Approved:  4/15/09 Supv., PTE-NAE Engine Calib./OBD Glenn Zimlich (GZimlich) Date | Approved:  4/15/09 Mgr., PTE-NAE Engine Calib./OBD Alan Dona (ADONA) Date |
| Approved: _____ Supv., ATEO-PTO Trans. Calib. Date Lisa Waldock (LWaldock) | Approved: _____ Mgr., ATEO-PTO Trans. Calib. Date Adam Vahratian (AVAHRAT1) |
| Approved:  4/15/09 Engine OBD II Technical Specialist Tim Gernant (TGernant) Date | |
| Approved:  NA Trans. OBD II Technical Specialist Date Mary Ann Kantrow (MKantrow) | |
| Approved: _____ Mgr., PTE-NAE Controls Software Date Jim Boerger (JBOERGER) | |
| Approved:  NA Supv., D&R Engineering (list area) Date | Approved:  NA Mgr., D&R Engineering (list area) Date |

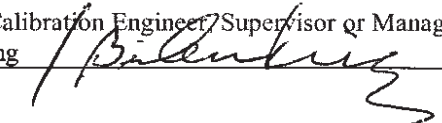
If this is a production running change that affects any functional attributes, (i.e. fuel economy, idle NVH, 0 to 60 mph performance), has the responsible Vehicle Engineering Manager or their representative been notified and do they concur?

- YES (notified and concurred)
- NO (if no, please indicate why these activities do not need to be contacted /concur)
Does not affect any functional attributes

Approved: Calibration Engineering: (Calibration Engineer, Supervisor or Manager)
Printed Name/Signature: Brian King 

If this is a production running change, has the responsible Vehicle Operations Manager or their representative been notified, and do they concur?

- YES (notified and concurred)
- NO (if no, please indicate why these activities do not need to be contacted /concur)

Approved: Calibration Engineering: (Calibration Engineer/Supervisor or Manager)
Printed Name/Signature: Brian King 

ENGINEERING ANALYSIS / WHITE PAPER

[Master Form Dated 5/8/2008]

Whitepaper No. 03.14.01- 4106

APPROVAL SIGNATURES REQUIRED PRIOR TO CERT REVIEW BY WRITER:

(signatures required for affected areas only)

| | |
|--|---|
| Approved: _____ | Approved: _____ |
| Supv., PTE-NAE Engine Calib./OBD Date <u>Glenn Zimlich (GZimlich)</u> | Mgr., PTE-NAE Engine Calib./OBD Date <u>Alan Dona (ADONA)</u> |
| Approved: _____ | Approved: _____ |
| Supv., ATEO-PTO Trans. Calib. Date <u>Lisa Waldock (LWaldock)</u> | Mgr., ATEO-PTO Trans. Calib. Date <u>Adam Vahratian (AVAHRAFI)</u> |
| Approved: _____ | |
| Engine OBD II Technical Specialist Date <u>Tim Gernant (TGernant)</u> | |
| Approved: _____ | |
| Trans. OBD II Technical Specialist Date <u>Mary Ann Kantrow (MKantrow)</u> | |
| Approved: _____ | |
| <u>John Hoeger (JBOERGER)</u> Mgr., PTE-NAE Controls Software Date <u>04/15/2009</u> | |
| Approved: _____ | Approved: _____ |
| Supv., D&R Engineering (list area) Date | Mgr., D&R Engineering (list area) Date |

If this is a production running change that affects any functional attributes, (i.e. fuel economy, idle NVH, 0 to 60 mph performance), has the responsible Vehicle Engineering Manager or their representative been notified and do they concur?

YES (notified and concurred)

NO (if no, please indicate why these activities do not need to be contacted /concur)
Does not affect any functional attributes

Approved: Calibration Engineering: (Calibration Engineer, Supervisor or Manager)
Printed Name/Signature: Brian King

If this is a production running change, has the responsible Vehicle Operations Manager or their representative been notified and do they concur?

YES (notified and concurred)

NO (if no, please indicate why these activities do not need to be contacted /concur)


Approved: Calibration Engineering: (Calibration Engineer, Supervisor or Manager)
Printed Name/Signature: Brian King


Whitepaper No. 03.14.01- 4106

SIGNATURES REQUIRED AT CERT REVIEW:

Approved:  4-15-09
Cert Review Chairperson Date

SIGNATURES OBTAINED AFTER CERT REVIEW:

Approved:  4/16/09
Supv., PTE-NAE Car/Truck Cert. & Date
FEDV
(Required for Production Changes only)

Approved:  4/15/09
Supv., PTE-NAE Cert. Regulations / Date
Documentation

Approved: _____
VEE, S&C, Vehicle Compliance Date
VEE SERVICE FIX RELEASE APPROVAL

Approved: _____
VEE, CP, Car & Truck Certification Date
VEE RUNNING CHANGE APPROVAL

EXPORT CONCURRENCE, IF APPLICABLE:

Concur: _____
FAP, EPE, PTE Calibration Date

Approved: _____
ASO,VSA, Vehicle Type Approval Date

HARD COPY OF THIS DOCUMENT IS UNCONTROLLED

Certification Review - Running Change/Service Fix Worksheet
 [Master Form Dated 2/1/06]

access blank form at: <http://www.daerborn3.ford.com/300/340/regulations/masterwp.doc>

Summary/Description of Change: _____ **White Paper # :** 03.14.01-4106
 2010 3L CD3 R10 release to incorporate Depopulated PCM, Trans shift feel improvements, Cold VCT control improvements, Purge control improvements, ETC monitor improvement while in speed control **WERS Concern #:** C12211091

MY: 2010 Vehicle Application: CD3 Engine: 3.0L Est. Calibr. Code Sign-Off Date: 4/16/2009

WERS Actions : _____

Is a Coordinated Change Required? Yes No

List other Hardware & Concern #: New PCM

| Concern Drivers: | Eng-Cal | Eng-OBD | Trans-Cal | Trans-OBD | ETC | EOL | Strategy | PCM | Other - Describe Below |
|---|---------|---------|-----------|-----------|-----|-----|----------|-----|------------------------|
| Add an uppercase "M" for Major Driver, add a lower case "x" for Minor Driver and/or fill in box for Other Drivers | x | | M | | | | x | M | |

Emissions Problem Review Committee Info: _____

Is an EPRC Fact Sheet req'd? Yes No

Person responsible to issue EPRC Fact Sheet: _____ Date to be completed: _____

Lessons Learned - Calibration Guide / URD Update: _____

Is a Lessons Learned Req'd? Yes No

Calibration Specialists Name: _____ Lesson Learned Tracking # : LL _____

Is an 8D/14D Req'd? Yes No (LL_DDMMYY_agenda #)

PCM Emergency Release Update: _____

Is an Emergency Release Required: Yes No
 (Check "Yes", if implementation is req'd less than 6 weeks after code sign-off date and obtain VO concurrence on Production changes)

Code sign-off date: 4/16/2009 Module MRD: _____ To Support VO Build Event: Job#1 Running Change

Emergency Implementation/Buy In at specified MRD approved by V.O.: LaVonne Skinner

***Vehicle Op. buy-in is mandatory for all PCM Changes requiring an Emergency Release Meeting for Production.**

SERVICE Action Required? _____ **TSB Required?** Yes No

After TSB direction is finalized:
 Obtain TSB Tracking # from TSB Authoring Activity and input in the TSB eTracker System.

TSB Authoring Activities:
 Base Engine: Contact V-Engine and I4 Service Engineering Supervisor : Shari Pletta (spletta) x24-82182/Becky Ricci (ricci1) x31-74751
 Eng Cal/OBD Changes: Contact CAPE Service Engineering at FCSD Website : [Access: http://www.pcae.pcae.ford.com/obdli_field_fdback/ServiceMessages/](http://www.pcae.pcae.ford.com/obdli_field_fdback/ServiceMessages/)
 Transmission: Contact Transmission Service Engineering Supervisor in ATO: Sean McClain (smcc1a1) x26-61047
 Other areas and/or QSF: Contact PVT Product Concern Engineer at FCSD Website : [Access: http://www.mso.ford.com/fcsd/vsp/CURRENT/qsf_home/pvt/pvt_roster.htm](http://www.mso.ford.com/fcsd/vsp/CURRENT/qsf_home/pvt/pvt_roster.htm)

TSB Request Writer Name: (From one of the above areas) _____

TSB Tracking # (obtained from TSB Authoring Activity): xxx-yyy-zzzz
 (Where xxx is activity code, yyy is current calendar year, and zzzz is specific Tracking #)

If Quicker Service Fix, fill out the following:

Quicker Service Fix #: _____

QSF Contact: _____

QSF 90 Day Clock Start: _____

QSF Target Implementation Date: _____

Writer's Name: Brian King / BKING5 Date Originated: 4/14/2009
Date Modified: 4/15/2009

PCM / ECM WERS Concern Check List
[Master Form Dated 9/2/2005]

Whitepaper Writer: Brian King

Phone: 805-6370

Whitepaper #: 03.14.01-4106

WERS Concern for PCM/ECM release(s): C12211091

Concern Description/Summary (Summarize the concern and expected resolution in these two lines. This should include the subject/title of the concern/whitepaper Reason for Change/
 Customer Symptoms and info on any Parts that require coordination.)

2010 3L CD3 R10 release to incorporate Depopulated PCM, Trans shift feel improvements, Cold VCT control improvements, Purge control improvements, ETC monitor improvement while in speed control

Parts Affected (See WERS Routing/info # at the bottom of this sheet for more direction)

(For post Job1 R/C list all parts & WERS concern numbers, for parts that NEED TO BE COORDINATED with the PCM/ECM concern: ie VECI Label, TCM, Transm Asy, Cat, EGR, etc.)

PCM

Type of Change (check as many as apply)

Calibration Engineer: Brian King

Phone: 805-6370

Initial Release Running Change For Job1 Running Change For Post Job1 Service Fix Only

Applications Affected (If more than three applications are involved, each must be listed by attaching additional copies of this form or by utilizing a separate spreadsheet.)

| | 2010 | 2010 | 2010 | 2010 |
|-------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| Model Year(s) | CD3 | CD3 | CD3 | CD3 |
| Vehicle Line | 3.0L | 3.0L | 3.0L | 3.0L |
| Engine Displacement | 6FMR | 6FMR | 6FMR | 6FMR |
| Transmission Model | ADE1A60508 | ADE1F60508 | ADE1F60M08 | ADE1B60Q08 |
| Old Calibration # and R-Level | ADE1A60510 | ADE1F60510 | ADE1F60M10 | ADE1B60Q10 |
| New Calibration # and R-Level | AE5A-12A650-LE | AE5A-12A650-NE | AE5A-12A650-PE | AE5A-12A650-ME |
| Old PCM/ECM Part No. | YNZ4 | NFM4 | PGX4 | MZC4 |
| Old Catchword | 9L8A-12B684-AB | 9L8A-12B684-AB | 9L8A-12B684-AB | 9L8A-12B684-AB |
| PCM/ECM Module Family No. | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| CERT/VECI: | | | | |
| 50 State | | | | |
| Non Green States (Fed.) | | | | |
| Green States | | | | |
| (check all that apply) Canada | | | | |
| Mexico | | | <input checked="" type="checkbox"/> | |
| Export | | | | <input checked="" type="checkbox"/> |

Production (B&A) Stock Disposition (Check one)

U - Use/exhaust (will delay incorp. until existing stock is balanced out)
 R - Rework (to incorporate hot changes ASAP)
 S - Scrap (hardware cannot be reworked)

Service as Released (Should this part be released for service?)
 Yes/No (Choose one) Yes Yes Yes Yes

Service Stock Disposition (Check one)

C - Continue (Old part or software must be retained to service old application, i.e., not backward compatible)
 R - Rework (rework old parts to new specifications)
 S - Scrap (old parts cannot be reworked or used)

Continue for Service Pertains to **PRIOR** level only. (Manufacturing tooling/software disposition field in WERS)

(YES, retain software or manufacturing tooling because new PCM/ECM hardware or software IS NOT backward compatible
 or NO, do not retain manufacturing tooling or software because new PCM/ECM hardware and software IS backward compatible. Note: N/A not a valid option.)
 Yes/No (Choose one) No No No No

WERS Routing / Info On the WERS C-Screen enter APED as the "Primary" activity. For programs with separate TCM/BSCM/TBCM add ML00 as "Other" activity.

If PCM/ECM NEEDS TO BE COORDINATED WITH OTHER PART(S), THE COORDINATION MUST BE SPELLED OUT IN THE FIRST 3 LINES OF THE WERS CONCERN AND NOTICE;
 ALONG WITH A "P" in IN THE "ASY IMPACT" area on the NPSD SCREEN FOR ALL AFFECTED PARTS !

Writers Name: Ed Matysiewicz

Date Originated:

Date Modified:

ENGINEERING ANALYSIS / WHITE PAPER
[Master Form Dated 6/12/2009]

Reference Concern No.(s): C12297543 Whitepaper No. 03.14.01-4310
Whitepaper Author: Edward Fredericks Date: 11/10/09

PROGRAM DESCRIPTION: (High Level Summary/ Description of Change)

Model Year(s) and Program(s) Affected: 2010 CD338
Engine/Transmission Affected: 3.0L D30 PI/ 6F-Mid

Production R/C: YES NO Service Only Change: YES NO TSB Required: YES NO

Quicker Service Fix # (QSF): _____
New Calibration R-Level(s): 50 State AWD/50 State FWD/Mexico FWD R10
Old Calibration R-Level(s): 50 State AWD/50 State FWD/Mexico FWD R10
Summary/Description of Change: Spark schedule change at CHT temps below 100F. Driver demand change to smooth out pedal inputs at low speeds.
Reason(s) for Change or Description of Potential Customer Symptom(s): Eliminate a cold surge condition.

DESCRIPTION and DETAILS of CHANGE(s): (include applicable CCB numbers)

(INCLUDE DESCRIPTION OF EACH CHANGE WITH DETAILS (USING LAYMAN'S TERMS) AND FROM/TO VALUES OR SAY "NO CHANGE")

1. Engine (PCM/ECM) Control Strategy Name: No Change (JSBL7)

2. Engine Calibration:

- a. FN028C: Normalizer function for low load spark. The spark was advanced earlier based on pedal input.
- b. FN2000G: The spark was advanced based on engine temperature which improves combustion stability. This reduced engine surge at high engine loads.
- c. FNPD_TQE_MOD: Driver demand torque modifier based on pedal input and output shaft speed. Reduced torque request at lower output shaft speed to provide a more linear pedal response.
- d. AM_THRESH: Limit transient FAOSC learning to a delta air mass of 0.28ppm. This provides a more consistent learned value.

3. Engine OBD II: APR compliance for P0607 lifetime exception thresholds

- a. OBDXCSTP_AMAX: Old Value - 2, New Value - 255
- b. OBDXFPA_AMAX: Old Value -10, New Value - 255
- c. OBDXKRNERR_AMAX: Old Value - 2, New Value - 255
- d. OBDXMCHK_AMAX: Old Value - 3, New Value - 255
- e. OBDXMISC_AMAX: Old Value - 2, New Value - 255
- f. OBDXRAMERR_AMAX: Old Value - 2, New Value - 255
- g. OBDXSWIO_AMAX: Old Value - 5, New Value - 255
- h. OBDXTSTALL_AMAX: Old Value - 10, New Value - 255
- i. OBDXWDOG_AMAX: Old Value - 5, New Value - 255
- j. OBDXCSTP_TMAX: Old Value - 1, New Value - 3
- k. OBDXKRNERR_TMAX: Old Value - 1, New Value - 3
- l. OBDXMCHK_TMAX: Old Value - 1, New Value - 3
- m. OBDXMISC_TMAX: Old Value - 2, New Value - 3
- n. OBDXRAMERR_TMAX: Old Value - 1, New Value - 3
- o. OBDXWDOG_TMAX: Old Value - 2, New Value - 3

4. Transmission (PCM/TCM) Control Strategy Name: No Change

5. Transmission Calibration:

- a. FLARE_TT_TM_75: Increase amount of time pressure control will act on offgoing element to control flare, 5-6 shift
- b. STRT_PRS_TM: Faster ramp to start pressure during a 5-6 shift - flare control
- c. SRVC_CODE_DIR_TBL: VBS service band offsets - only used if service activity cannot locate TRID file during rebuild
- d. SRVC_CODE_INV_TBL: VBS service band offsets - only used if service activity cannot locate TRID file during rebuild

6. Transmission OBD II:

- a. TEAM_OWC_EXTRA_INFO_SW: Old Value - 2, New Value - 3

7. ETC Monitor: No Change

8. Traction Battery Control Module (TBCM): No Change

9. Brake System Control Module (BSCM): No Change

10. Hardware Changes Only : No Change

ENGINEERING ANALYSIS / WHITE PAPER
[Master Form Dated 6/12/2009]

ARE THERE ANY OTHER COMPONENTS (OTHER THAN PCM) THAT NEED TO BE COORDINATED WITH THIS CHANGE?

YES NO

If "Yes" list: _____

ENGINEERING ANALYSIS / WHITE PAPER

[Master Form Dated 6/12/2009]

Whitepaper No. 03.14.01-4310

COMPARISON with APPLICATION for CERTIFICATION:

Please type a "Y" or "N" in each box, as to whether or not any of the following calibration parameters were changed as part of this action.

| | | | | | | | | | | | |
|----------------------------|-------------|----------------------------|---------------|----------------------------|---------------|----------------------------|----------------|----------------------------|-------------|----------------------------|-----------|
| <input type="checkbox"/> N | FN1360* | <input type="checkbox"/> N | CAT_MAX_HI | <input type="checkbox"/> N | FLN_MAX | <input type="checkbox"/> N | FN220A | <input type="checkbox"/> N | FN5521A | <input type="checkbox"/> N | LAM_REACT |
| <input type="checkbox"/> N | FN311 | <input type="checkbox"/> N | CAT_MAX_LO | <input type="checkbox"/> N | FLN_MAX_HI | <input type="checkbox"/> N | FN_EGR_WOT | <input type="checkbox"/> N | FN552A | <input type="checkbox"/> | |
| <input type="checkbox"/> N | FN1311 | <input type="checkbox"/> N | CAT_TMR_THRES | <input type="checkbox"/> N | FLN_MAX_LO | <input type="checkbox"/> N | FNCAMTQ_IMRC** | <input type="checkbox"/> N | FNEOTB | <input type="checkbox"/> | |
| <input type="checkbox"/> N | OL_DELAYMAX | <input type="checkbox"/> N | FEGO_MAX | <input type="checkbox"/> N | FLN_TMR_THRES | <input type="checkbox"/> N | FN5520A1_TQ | <input type="checkbox"/> N | FN556 | <input type="checkbox"/> | |
| <input type="checkbox"/> N | OL_DELAY | <input type="checkbox"/> N | FEGO_MAX_HI | <input type="checkbox"/> N | FN908G | <input type="checkbox"/> N | FN5520_LOAD** | <input type="checkbox"/> N | LAM_EXT_LBT | <input type="checkbox"/> | |
| <input type="checkbox"/> N | WOT_OL_ACT | <input type="checkbox"/> N | FEGO_MAX_LO | <input type="checkbox"/> N | FN908K | <input type="checkbox"/> N | FN5520_TQ** | <input type="checkbox"/> N | LAM_EXT_MIN | <input type="checkbox"/> | |
| <input type="checkbox"/> N | CAT_MAX | <input type="checkbox"/> N | VLV_MAX | <input type="checkbox"/> N | FN220 | <input type="checkbox"/> N | FN5521A1_PTQ | <input type="checkbox"/> N | LAM_EXT_MAX | <input type="checkbox"/> | |

**suffix varies with strategy*

*** may be separate tables for IMRC position (open and closed)*

FOR CALIBRATION CHANGES: (All fields required, if applicable. Show same part number for "new" as "old" when part numbers are not changing, a PCM/ECM and/or TCM Checklist is required when calibration, PCM/ECM and/or TCM part number changes. See Checklist tabs in EXCEL form)

| OLD CALIB | OLD PCM/ECM -12A650- | OLD TCM | OLD CATCH-WORD | OLD BSCM -2C219- | OLD TBCM -10B687- | NEW CALIB | NEW PCM/ECM -12A650- | NEW TCM | NEW CATCH-WORD | NEW BSCM -2C219- | NEW TBCM -10B687- |
|------------|-------------------------|---------|----------------|---------------------|----------------------|------------|-------------------------|---------|----------------|---------------------|----------------------|
| ADE1A60510 | AU7A-12A650-VA | N/A | VEF0 | N/A | N/A | ADE1A60510 | AU7A-VB | N/A | VEF1 | N/A | N/A |
| ADE1F60510 | AU7A-12A650-XA | N/A | XZX0 | N/A | N/A | ADE1F60510 | AU7A-XB | N/A | XZX1 | N/A | N/A |
| ADE1F60M10 | AU7A-12A650-YA | N/A | YRR0 | N/A | N/A | ADE1F60M10 | AU7A-YB | N/A | YRR1 | N/A | N/A |
| | | | | | | | | | | | |

FOR HARDWARE/COMPONENT CHANGES: (Example: HEGO/EGR, ETC)

| POWERTRAIN/ VEHICLE LINE | PART NAME | OLD PART NUMBER | NEW PART NUMBER |
|--------------------------|-----------|-----------------|-----------------|
| | | | |
| | | | |
| | | | |

ENGINEERING ANALYSIS / WHITE PAPER
[Master Form Dated 6/12/2009]

Whitepaper No. 03.14.01-4310

ENGINE/TRANSMISSION OBD II: *(Address All Calibrations of Products Affected)*

Note: For assistance with filling out this section, please contact VEE's OBD Certification group.

1) Has the OBD II Monitor Completion Demonstration Procedure, OBDII_COMP, been completed as described in the VV_OBDII_COMP Vehicle Verification Guide?

YES (Test procedure was conducted on road [weather permitting] or at APTL, without any entry conditions calibrated out, and if FFV capable, with a fuel type change and without resetting KAM.)

NO (If NO, indicate the last time the procedure was run and why retesting is not required)

2) Are there any OBD II changes associated with this white paper? (If you indicate "YES", then complete the rest of this section. If you indicate "NO", skip this section and proceed to the Technical Evaluations and Conclusions section).

YES (If YES, Engine and/or Transmission OBDII Technical Specialist approval required on signature page)

NO (If NO, proceed to the Technical Evaluations and Conclusions section)

A.) List the deficiencies and concerns contained in the previous calibration release of the affected product(s). Reference deficiency/concern status at https://www.tc2.ford.com/ts/VEE/certification/cert_testing/obd2.

Concerns: CCM, Rear O2 Sensor (circuit tests), Engine-Off Timer Monitor

B.) Do the changes covered by this White Paper affect the OBD II compliance status or deficiency/concern status listed above?

- NO _____
- YES - Add the following deficiency _____
- YES - Delete the following deficiency _____
- YES - Delete a potential deficiency _____
- YES - Delete a potential non-compliance _____
- YES - Delete an ARB-identified concern _____

C.) The OBD II calibration(s) meet(s) all the regulatory self-certification requirements?

YES NO

TECHNICAL EVALUATION and CONCLUSIONS:

(Provide engineering rationale explaining expected impact to Fuel Economy, Evaporative Emissions, Tailpipe Emissions, and/or OBD. Include supporting back to back data, including test ID's if appropriate)

Gas emission assessments were completed with R31 Calibration. Fuel Economy and Evap are not affected by these changes.

Attachment 1: Gas Emissions Box Plots **Attachment 15:** Gas R20 NOx vs.NMOG Box Plot

SUMMARY:

- Exhaust Emissions \leq Previous Release ¹
- Evap Emissions \leq Previous Release ¹
- Fuel Economy \geq Previous Release ^{1,2}
- Max Power Equivalent to Previous Release
- RFI Affected
- Drive by Noise Affected
- Emission/ OBDII Certification Region Changed ³
- VECI Label Affected ⁴
- FAMA/SRC Catalyst Teff \leq Previous Release ⁵

| YES | NO | N/A |
|-----|----|-----|
| X | | |
| X | | |
| X | | |
| X | | |
| | X | |
| | X | |
| | X | |
| X | | |

¹ - Measured as mathematical difference from previous release; i.e., not relative to objectives or standards

² - Not Applicable to O/8,500 # GVWR

³ - Does the change result in a change to the area where the vehicle is certified for sale? (i.e. 50 state vehicle changed to separate Green state & non-Green state version)

⁴ - If the VECI Label is affected, the release of the parts in this WP must be coordinated in WERS to assure the parts are incorporated into Production at the same time. To assess VECI impact, please contact appropriate VECI Label Engineer .

(https://www.tc2.ford.com/ts/VEE/certification/car_truck_doc/default.aspx).

⁵ - If catalyst effective temperature over FAMA/SRC drive cycle is expected to increase due to these changes in calibration parameters, the catalyst aging cycle may require adjustment. To assess impact, please contact catalyst aging development.

(https://www.tc2.ford.com/ts/VEE/certification/car_truck_doc/default.aspx)

ENGINEERING RECOMMENDATION(s) (TO BE COMPLETED AT CERT REVIEW):

Exhaust/evaporative emissions/ transmission shift scheduling/fuel economy are equal to or better than previous release:

YES NO

Additional Certification testing is required:

YES NO If "Yes" list: _____

Additional "other testing" is required:

YES NO If "Yes" list: _____

For Pre-Job#1 Running Changes , are the prior R-levels to be identified as "certified" in CRIS?

YES NO N/A


APPROVAL OF THIS RELEASE IS RECOMMENDED.

ENGINEERING ANALYSIS / WHITE PAPER
[Master Form Dated 6/12/2009]

Whitepaper No. 03.14.01-4310

APPROVAL SIGNATURES REQUIRED PRIOR TO CERT REVIEW BY WRITER:

(signatures required for affected areas only)

Approved:  11/18/09
Supv., PTE-NAE Engine Calib./OBD Date

Approved:  11/18/09
Mgr., PTE-NAE Engine Calib./OBD Date

Approved: _____
Supv., ATEO-PTO Trans. Calib. Date

Approved: _____
Mgr., ATEO-PTO Trans. Calib. Date

Approved:  11/18/09
Engine OBD II Technical Specialist Date

Approved: _____
Trans. OBD II Technical Specialist Date

Approved: _____
Mgr., PTE-NAE Controls Software Date

Approved: _____
Supv., D&R Engineering (list area) Date

Approved: _____
Mgr., D&R Engineering (list area) Date

If this is a production running change that affects any functional attributes, (i.e. fuel economy, idle NVH, 0 to 60 mph performance), has the responsible Vehicle Engineering Manager or their representative been notified and do they concur?

- YES (notified and concurred)
 NO (if no, please indicate why these activities do not need to be contacted /concur)

Approved: Calibration Engineering: (Calibration Engineer, Supervisor or Manager)
Printed Name/Signature: _____

If this is a production running change, has the responsible Vehicle Operations Manager or their representative been notified, and do they concur?

- YES (notified and concurred)
 NO (if no, please indicate why these activities do not need to be contacted /concur)

Approved: Calibration Engineering: (Calibration Engineer, Supervisor or Manager)
Printed Name/Signature: EDWARD FREDERICKS 

Whitepaper No. 03.14.01-~~xxxx~~
-4310

SIGNATURES REQUIRED AT CERT REVIEW:

Approved: Talal Fay 11-11-09
Cert Review Chairperson Date

SIGNATURES OBTAINED AFTER CERT REVIEW:

Approved: J. J. Curran 11/20/09
Supv., PTE-NAE Car/Truck Cert. & Date
FEDV
(Required for Production Changes only)

Approved: [Signature] 11/20/09
Supv., PTE-NAE Cert. Regulations Date
Documentation

Approved: _____
VEE, S&C, Vehicle Compliance Date
VEE SERVICE FIX RELEASE APPROVAL

Approved: _____
VEE, CP, Car & Truck Certification Date
VEE RUNNING CHANGE APPROVAL

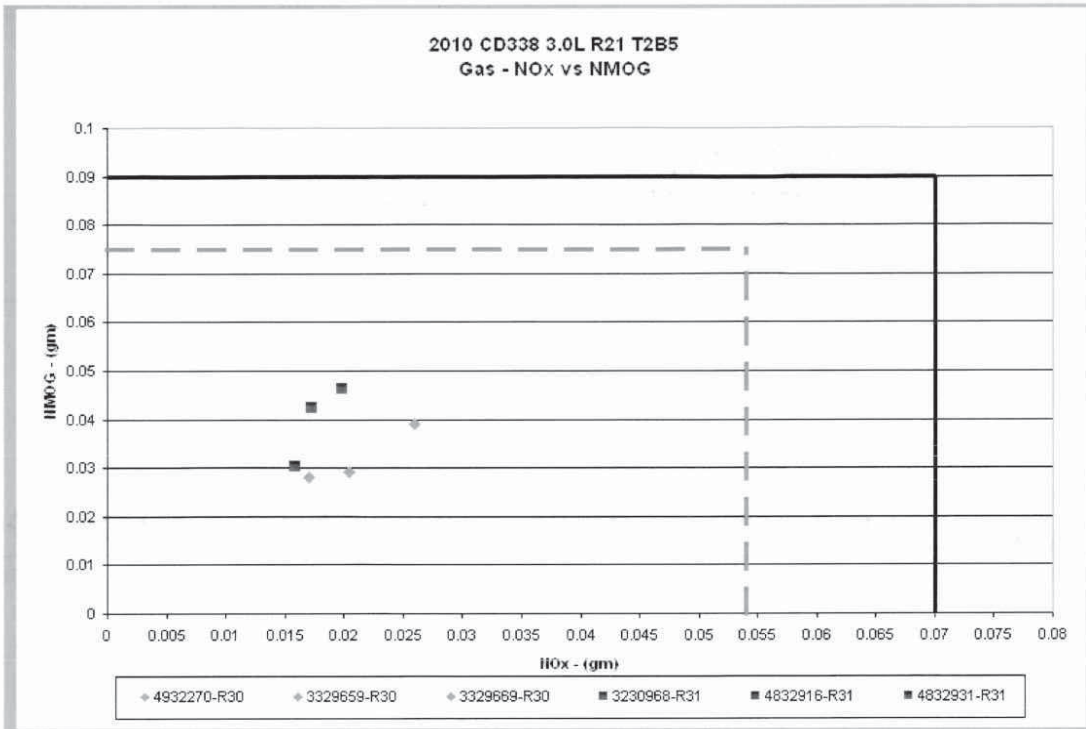
EXPORT CONCURRENCE, IF APPLICABLE:

Concur: _____
FAP, EPE, PTE Calibration Date

Approved: _____
ASO,VSA, Vehicle Type Approval Date

HARD COPY OF THIS DOCUMENT IS UNCONTROLLED

Attachment 1: Gas NOx vs NMOG Emission Box Plot



PCM / ECM WERS Concern Check List

[Master From Dated 9/2/2005]

Whitepaper Writer: Edward Fredericks

Phone: 313-805-6647

Whitepaper #: 03.14.01-4310

WERS Concern for PCM/ECM release(s): C12297543

Concern Description/Summary (Summarize the concern and expected resolution in these two lines. This should include the subject/title of the concern/whitepaper Reason for Change/ Customer Symptoms and info on any Parts that require coordination.)

2010 CD338 3.0L Service Fix calibration release. Elimination of cold surge condition.

Parts Affected (See WERS Routing/Info ## at the bottom of this sheet for more direction)

(For post Job1 R/C, list all parts & WERS concern numbers, for parts that NEED TO BE COORDINATED with the PCM/ECM concern; ie. VECI Label, TCM, Transm. Asy., Cat, EGR, etc.)

Type of Change (check as many as apply)

Calibration Engineer: Brian King

Phone: 313-805-6370

Initial Release

Running Change
For Job1

Running Change
For Post Job1

Service Fix
Only

Applications Affected (If more than three applications are involved, each must be listed by attaching additional copies of this form or by utilizing a separate spreadsheet.)

| | | | |
|-------------------------------|----------------|----------------|----------------|
| Model Year(s) | 2010 | 2010 | 2010 |
| Vehicle Line | U377 | U377 | U377 |
| Engine Displacement | 3.0L | 3.0L | 3.0L |
| Transmission Model | 6F-Mid | 6F-Mid | 6F-Mid |
| Old Calibration # and R-Level | ADE1A60510 | ADE1F60510 | ADE1F60M10 |
| New Calibration # and R-Level | ADE1A60510 | ADE1F60510 | ADE1F60M10 |
| Old PCM/ECM Part No. | AU7A-12A650-VA | AU7A-12A650-XA | AU7A-12A650-YA |
| Old Catchword | VEF0 | XZX0 | YRR0 |
| PCM/ECM Module Family No. | 9L8A-12B684-NA | 9L8A-12B684-NA | 9L8A-12B684-NA |
| CERT/VECI: | | | |
| 50 State | x | x | |
| Non Green States (Fed.) | | | |
| Green States | | | |
| (check all that apply) | | | |
| Canada | | | |
| Mexico | | | x |
| Export | | | |

Production (B&A) Stock Disposition (Check one)

- U - Use/exhaust (will delay incorp. until existing stock is balanced out)
- R - Rework (to incorporate hot changes ASAP)
- S - Scrap (hardware cannot be reworked)

Service as Released (Should this part be released for service?)
Yes/No (Choose one)

Service Stock Disposition (Check one)

- C - Continue (Old part or software must be retained to service old application, i.e., not backward compatible)
- R - Rework (rework old parts to new specifications)
- S - Scrap (old parts cannot be reworked or used)

Continue for Service Pertains to PRIOR level only. (Manufacturing tooling/software disposition field in WERS)

(YES, retain software or manufacturing tooling because new PCM/ECM hardware or software IS NOT backward compatible

or NO, do not retain manufacturing tooling or software because new PCM/ECM hardware and software IS backward compatible. Note: N/A not a valid option.)

Yes/No (Choose one)

WERS Routing / Info

On the WERS C-Screen enter APED as the "Primary" activity. For programs with separate TCM/BSCM/TBCM add ML00 as "Other" activity.

If PCM/ECM NEEDS TO BE COORDINATED WITH OTHER PART(S), THE COORDINATION MUST BE SPELLED OUT IN THE FIRST 3 LINES OF THE WERS CONCERN AND NOTICE; ALONG WITH A "P" IN THE "ASY IMPACT" area on the NPSD SCREEN FOR ALL AFFECTED PARTS!

Writers Name: Edward Fredericks

Date Originated: 11/10/2009

Date Modified: 11/10/2009

Certification Review - Running Change/Service Fix Worksheet

[Master Form Dated 2/1/06]

access blank form at: <http://www.dearborn3.ford.com/t300/t340/regulations/masterwp.doc>

Summary/Description of Change: _____ White Paper # : 03.14.01-4310
 2010 CD338 3.0L Service Fix calibration release. Elimination of cold surge condition. WERS Concern #: C12297543

MY: 2010 Vehicle Application: CD338 Engine: 3.0L Est. Calibr. Code Sign-Off Date: 11/11/2009

WERS Actions : _____

Is a Coordinated Change Required? Yes No

List other Hardware & Concern #s: _____

| Concern Drivers: | Eng-Cal | Eng-OBD | Trans-Cal | Trans-OBD | ETC | EOL | Strategy | PCM | Other - Describe Below |
|---|---------|---------|-----------|-----------|-----|-----|----------|-----|------------------------|
| Add an uppercase "M" for Major Driver, add a lower case "x" for Minor Driver and/or fill in box for Other Drivers | M | | x | | | | | | |

Emissions Problem Review Committee Info: _____

Is an EPRC Fact Sheet req'd? Yes No

Person responsible to issue EPRC Fact Sheet: _____ Date to be completed: _____

Lessons Learned - Calibration Guide / URD Update: _____

Is a Lessons Learned Req'd? Yes No

Calibration Specialists Name: _____ Lesson Learned Tracking #: LL _____

Is an 8D/14D Req'd? Yes No (LL_DDMMYY_agenda #)

PCM Emergency Release Update: _____

Is an Emergency Release Required? Yes No

(Check "Yes", if implementation is req'd less than 6 weeks after code sign-off date and obtain VO concurrence on Production changes)

Code sign-off date: 11/11/2009 Module MRD: _____ To Support VO Build Event: Service release

Emergency Implementation/Buy In at specified MRD approved by V.O.: _____ (Name Req'd) *

*Vehicle Op. buy-in is mandatory for all PCM Changes requiring an Emergency Release Meeting for Production.

SERVICE Action Required? _____ TSB Required? Yes No

After TSB direction is finalized:
 Obtain TSB Tracking # from TSB Authoring Activity and input in the TSB eTracker System.

TSB Authoring Activities:

Base Engine: Contact V-Engine and I4 Service Engineering Supervisor.: Shari Pletta (spletta) x24-82182/Becky Ricci (rricci) x31-74751
 Eng Cal/OBD Changes: Contact CAPE Service Engineering at FCSD Website : Access: http://www.pcse.poe.ford.com/objii_field_ftback/ServiceMessages/
 Transmission: Contact Transmission Service Engineering Supervisor in ATO: Sean McClain (smcclai1) x26-61047
 Other areas and/or QSF: Contact PVT Product Concern Engineer at FCSD Website : Access: http://www.mso.ford.com/fcsd/vsp/CURRENT/qsf_home/pvt/pvt_roster.htm

TSB Request Writer Name: (From one of the above areas) _____

TSB Tracking # (obtained from TSB Authoring Activity): _____
 xxx-yyyy-zzzz
 (Where xxx is activity code, yyyy is current calendar year, and zzzz is specific Tracking #)

If Quicker Service Fix, fill out the following:

Quicker Service Fix #: _____ N/A
 QSF Contact: _____ N/A
 QSF 90 Day Clock Start: _____ N/A
 QSF Target Implementation Date: _____ N/A

Writer's Name:
 Edward Fredericks EFREDERI

Date Originated: 11-Nov
 Date Modified: 11-Nov

From: Wilson, Marie (M.)
Sent: Thursday, January 07, 2010 12:17 PM
To: McDonagh, Scot (S.M.); Langley, Scott (C.S.); King, Brian (B.M.); Fredericks, Edward (E.W.)
Cc: Shapardanis, Michael (M.S.); Dixon, Mark (M.R.); Skinner, LaVonne (L.L.)
Subject: RE: TSB Request for Input: 029-2009-2237: 2010 Fusion/Milan - Built On Or Before 08/02/2009 - Intermittent: Variable Camshaft Timing (VCT) Codes, Electronic Throttle Body (ETB) Codes, Low engine RPM drop - Cold engine surge - 3.0L Equipped Vehicles Only

I think that I have already approved the TSB (back in early December). Currently I was following up to make sure that we don't have a compliance or EPA reportable concern here. The author told me that you have the scoop on what the concern was about. It's true, the TSB mentions "ETC and VCT DTC's" but the whitepaper characterizes it as Drivability. I need to understand what triggers the DTC's. Thanks for the follow up.

Marie Wilson
Ford Motor Company
Vehicle Environmental Engineering
Environment, Energy Planning & Compliance
Phone: 313-248-2404 Fax: 313-594-0338
MWILSO18@FORD.COM

From: McDonagh, Scot (S.M.)
Sent: Thursday, January 07, 2010 10:24 AM
To: Langley, Scott (C.S.); Wilson, Marie (M.); King, Brian (B.M.); Fredericks, Edward (E.W.)
Cc: Shapardanis, Michael (M.S.); Dixon, Mark (M.R.); Skinner, LaVonne (L.L.)
Subject: RE: TSB Request for Input: 029-2009-2237: 2010 Fusion/Milan - Built On Or Before 08/02/2009 - Intermittent: Variable Camshaft Timing (VCT) Codes, Electronic Throttle Body (ETB) Codes, Low engine RPM drop - Cold engine surge - 3.0L Equipped Vehicles Only

Scott- Causal part in the TSB release is reflash. The reflash should reduce ETC hardware warranty replacements. I don't see any DTCs referenced in the WPs. Are there specific DTCs for ETB and VCT we should be referencing in the TSB release ?

Marie- This is the TSB release you called me about yesterday. What input is VEE looking for before approving the TSB for release ? Thanks

Scot G. McDonagh

PT Quality Engineering
Phone: (313)337-8091
smcdonag@ford.com

From: Langley, Scott (C.S.)
Sent: Wednesday, January 06, 2010 10:27 AM
To: McDonagh, Scot (S.M.); Dixon, Mark (M.R.)
Cc: Shapardanis, Michael (M.S.)
Subject: FW: TSB Request for Input: 029-2009-2237: 2010 Fusion/Milan - Built On Or Before 08/02/2009 - Intermittent: Variable Camshaft Timing (VCT) Codes, Electronic Throttle Body (ETB) Codes, Low engine RPM drop - Cold engine surge - 3.0L Equipped Vehicles Only

Scot, Mark,
How would this be manifesting itself in our ETB warranty in the effected time period?
What specific ETB DTC's?

My apologies if we discussed this previously.... I can not put my fingers on any notes to clarify it for me, right now.

Sincerely,
Scott Langley
*PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMS)
Ford Motor Company - Bldg #1*
cell: 313-805-8789
email: slangle1@ford.com

From: Chacon, Jose (A.)
Sent: Wednesday, December 02, 2009 3:07 PM
To: McDonagh, Scot (S.M.); Fredericks, Edward (E.W.); King, Brian (B.M.); Skinner, LaVonne (L.L.); Cowher, Terry (T.)
Cc: Gudino Mendoza, Martin (J.M.); Dixon, Mark (M.R.); Zimlich, Glenn (G.A.); Langley, Scott (C.S.)
Subject: RE: TSB Request for Input: 029-2009-2237: 2010 Fusion/Milan - Built On Or Before 08/02/2009 - Intermittent: Variable Camshaft Timing (VCT) Codes, Electronic Throttle Body (ETB) Codes, Low engine RPM drop - Cold engine surge - 3.0L Equipped Vehicles Only

Thanks for the confirmation.

Regards,

José Chacón
**Product Concern Engineer
Fusion/Milan/Zephyr/MKZ
Ford Customer Service Division
(313) 317-7047**

From: McDonagh, Scot (S.M.)
Sent: Wednesday, December 02, 2009 3:06 PM
To: Fredericks, Edward (E.W.); Chacon, Jose (A.); King, Brian (B.M.); Skinner, LaVonne (L.L.); Cowher, Terry (T.)
Cc: Gudino Mendoza, Martin (J.M.); Dixon, Mark (M.R.); Zimlich, Glenn (G.A.); Langley, Scott (C.S.)
Subject: RE: TSB Request for Input: 029-2009-2237: 2010 Fusion/Milan - Built On Or Before 08/02/2009 - Intermittent:

Variable Camshaft Timing (VCT) Codes, Electronic Throttle Body (ETB) Codes, Low engine RPM drop - Cold engine surge - 3.0L Equipped Vehicles Only

Thanks Ed

Jose- Please submit enclosed TSB for final release

Scot G. McDonagh

PT Quality Engineering

Phone: (313)337-8091

smcdonag@ford.com

From: Fredericks, Edward (E.W.)

Sent: Monday, November 30, 2009 8:52 AM

To: McDonagh, Scot (S.M.); Chacon, Jose (A.); King, Brian (B.M.); Skinner, LaVonne (L.L.); Cowher, Terry (T.)

Cc: Gudino Mendoza, Martin (J.M.); Dixon, Mark (M.R.); Cervenak, Neil (N.J.); Zimlich, Glenn (G.A.)

Subject: RE: TSB Request for Input: 029-2009-2237: 2010 Fusion/Milan - Built On Or Before 08/02/2009 - Intermittent: Variable Camshaft Timing (VCT) Codes, Electronic Throttle Body (ETB) Codes, Low engine RPM drop - Cold engine surge - 3.0L Equipped Vehicles Only

Scott,

Concur with TSB wording. On page 9, Concern Check List, the Vehicle Line should read CD338 not U377. The information on page 9 is correct for 3.0L CD338 Service fix.

From: McDonagh, Scot (S.M.)

Sent: Monday, November 30, 2009 7:55 AM

To: Chacon, Jose (A.); Fredericks, Edward (E.W.); King, Brian (B.M.); Skinner, LaVonne (L.L.); Cowher, Terry (T.)

Cc: Gudino Mendoza, Martin (J.M.); Dixon, Mark (M.R.); Cervenak, Neil (N.J.); Zimlich, Glenn (G.A.)

Subject: RE: TSB Request for Input: 029-2009-2237: 2010 Fusion/Milan - Built On Or Before 08/02/2009 - Intermittent: Variable Camshaft Timing (VCT) Codes, Electronic Throttle Body (ETB) Codes, Low engine RPM drop - Cold engine surge - 3.0L Equipped Vehicles Only

Ed- Page 9 in WP 4310 calls out U377 Calibrations. Please advise. Thanks

PT Team- Please review enclosed verbiage in this TSB draft and advise if you approve. No response will be considered approval. Plan to submit for final release COB 12/1. Thanks

Scot G. McDonagh

PT Quality Engineering

Phone: (313)337-8091

smcdonag@ford.com

From: Chacon, Jose (A.)

Sent: Wednesday, November 25, 2009 9:52 AM

To: McDonagh, Scot (S.M.)

Cc: Gudino Mendoza, Martin (J.M.)

Subject: FW: TSB Request for Input: 029-2009-2237: 2010 Fusion/Milan - Built On Or Before 08/02/2009 - Intermittent: Variable Camshaft Timing (VCT) Codes, Electronic Throttle Body (ETB) Codes, Low engine RPM drop - Cold engine surge - 3.0L Equipped Vehicles Only

Scot,

TSB Draft below with WP # WP-03.14.01-4106, WP-03.14.01-4310. Just an Observation, White Paper indicates on the front of the page it is for 2010 CD33X. But when you read the next to last page with title PCM/ECM WERS Concern Check List it list Calibrations for AU7A-VA/XA/YA For U377 (Escape/Mariner) Who is correct?

Please provide changes before 12:00 PM today. Thanks!

Regards,

José Chacón

*Product Concern Engineer
Fusion/Milan/Zephyr/MKZ
Ford Customer Service Division
(313) 317-7047*

From: Chacon, Jose (A.)

Sent: Wednesday, November 25, 2009 9:41 AM

To: Chacon, Jose (A.)

Subject: TSB Request for Input: 029-2009-2237: 2010 Fusion/Milan - Built On Or Before 08/02/2009 - Intermittent: Variable Camshaft Timing (VCT) Codes, Electronic Throttle Body (ETB) Codes, Low engine RPM drop - Cold engine surge - 3.0L Equipped Vehicles Only

TSB Request for Input

*** NOTE: The system generated the email. ***

This message is being sent on behalf of JCHACON3.

Please provide review and feedback for the article below. The person requesting this feedback may have provided further direction in the comment section below. Forward/Send any comments via email to the person who sent this email.

General Information

Last action taken (as of 11/25/2009 2:41:04 PM GMT): Send for engineering input

Comment:

Author:

JCHACON3

Tracking Number:

029-2009-2237

Author Tracking Number:

--

Title:

2010 Fusion/Milan - Built On Or Before 08/02/2009 - Intermittent: Variable Camshaft Timing (VCT) Codes, Electronic Throttle Body (ETB) Codes, Low engine RPM drop - Cold engine surge - 3.0L Equipped Vehicles Only
TSB

Article Type:

TSB Issue:

Some 2010 Fusion/Milan vehicles built prior to 8/2/09 equipped with 3.0L engines, may exhibit a malfunction indicator lamp (MIL) on with electronic throttle body(ETB) or Variable Camshaft Timing(VCT) diagnostic trouble codes (DTCs). Vehicles may also exhibit engine engine speed lower than desired during deceleration when coming to a stop and/or slight surge during constant throttle accelerations immediately after a cold start.

TSB Action:

Reprogram the powertrain control module (PCM) to the latest calibration using IDS release 6X.XX and higher. This new calibration is not included in the VCM 2009.X DVD. Calibration files may also be obtained at www.motorcraft.com.

TSB Service Procedure:

None.

Category: Service Tip - Long Term (10 years)
Request Type: Non-QSF
Would this make a good cost save business case? Yes
Activity Code: 029 Fusion/Milan/Zephyr/MKZ

Vehicle Applications:

| Vehicle Lines | Model Year Start | Model Year End | Assembly Plants | Body Styles | Engine | Trans Axles | Build From | Build To |
|---------------|------------------|----------------|-----------------|-------------|-------------------|---------------------|------------|----------|
| Fusion | 2010 | 2010 | | | 3.0L 4V FLEX FUEL | 6 SPEED AUTO 6F MID | | 8/2/2009 |
| Milan | 2010 | 2010 | | | 3.0L 4V FLEX FUEL | 6 SPEED AUTO 6F MID | | 8/2/2009 |

If SPECS Case, Select all Other Affected Publications:

Changes Needed in Other Pubs:

TSBs to Supersede:

SSMs to Supersede:

ISMs to Supersede:

Other application Articles:

Select the reason for republication:

Procedure verified by CDSID:

smcdonag

Describe How The Procedure Was Verified:

Normal WP calibration release.

Do you have access to a vehicle for time study?

Yes

If Yes, contact for vehicle CDSID:

SRIVERA5

Labor Operations:

Are Illustrations Required?

No

If Yes, Contact information for illustrations:

CDSID(Ford only):

Full Name:

Phone:

Illustration Notes:

Trustmarks affected:

Ford, Mercury

Additional Trustmarks To Notify:

Article Distribution:

Brazil, Columbia, Ecuador, Venezuela, WDMO, Canada, Mexico, United States

DTC Codes and OASIS Service Codes:

, 500000, 501000, 600000, 601000, 606000, 611000, 611500, 612000, 612500, 614000, 614500, 617000, 625000, 698298

Causal Basic Part # or Finis Code:

| Causal Part # or Finis Code | Warranty Condition Codes |
|-----------------------------|--------------------------|
| RECAL | Powertrain: 04 |

Calibrations List:

| Old Calibration | New Calibration | Replaced Eng # | Eng # | Application | Old Tear tag #s | New Tear Tag #s | IDS Release |
|-----------------|-----------------|-----------------|----------------|------------------------|-----------------|-----------------|-------------|
| ADE1A60508 | ADE1A60510 | AE5A-12A650-BJA | AU7A-12A650-VA | 3.0L 50 STATES - CD3XX | YNZ4 | HYJ0 | |
| ADE1F60508 | ADE1F60510 | AE5A-12A650-BKA | AU7A-12A650-XA | 3.0L 50 STATES - CD3XX | NFN4 | MPK0 | |
| ADE1F60M08 | ADE1F60M10 | AE5A-12A650- | AU7A-12A650- | N.A. MEXICO - | PGX4 | XXM0 | |

| | | | | | | | |
|------------|------------|----------------|-----------------|---------------------|------|------|--|
| | | PE | YA | CD3XX | | | |
| ADE1B60Q08 | ADE1B60Q10 | AE5A-12A650-ME | AE5A-12A650-BNA | N.A. MEXICO - CD3XX | MZC4 | NHN0 | |
| ADE1A60510 | ADE1A60510 | AU7A-12A650-VA | AU7A-12A650-VB | 50 STATE U377 | VEF0 | VEF1 | |
| ADE1F60510 | ADE1F60510 | AU7A-12A650-XA | AU7A-12A650-XB | 50 STATE U377 | XZX0 | XZX1 | |

White Paper Numbers:

WP-03.14.01-4106, WP-03.14.01-4310

Parts Request Information

Are Parts Required?

Yes

QSF Single Agenda Or Program FRC Date:

Parts List:

| *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
|---------------|----------------------|----------------------|------------------|-----------------|----------------------|-------------------------------|
| New | AU7A-12A650-VA | No | Not Applicable | PCM SOFTWARE | 1 | 1 |
| 1 | *Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | |
| | 43 | | C12211091 | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | Replaced Eng. # | Is Calibration Needed |
| | | | AU7Z-12A650-VA | AE5Z-12A650-BJA | AE5A-12A650-BJA | Yes |

| *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
|---------------|----------------------|----------------------|------------------|-----------------|----------------------|-------------------------------|
| New | AU7A-12A650-XA | No | Not Applicable | PCM SOFTWARE | 1 | 1 |
| 2 | *Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | |
| | 43 | | C12211091 | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | Replaced Eng. # | Is Calibration Needed |
| | | | AU7Z-12A650-XA | AE5Z-12A650-BKA | AE5A-12A650-BKA | Yes |

| *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
|---------------|----------------------|----------------------|------------------|-----------------|----------------------|-------------------------------|
| New | AU7A-12A650-YA | No | Not Applicable | PCM SOFTWARE | 1 | 1 |
| 3 | *Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | |
| | 43 | | C12211091 | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | Replaced Eng. # | Is Calibration Needed |
| | | | AU7Z-12A650-YA | AE5Z-12A650-BMA | AE5A-12A650-PE | Yes |

| *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
|---------------|-----------------|----------------------|------------------|--------------|-----------|-------------------------------|
| New | AE5A-12A650-BNA | No | Not Applicable | PCM SOFTWARE | 1 | 1 |

| | | | | | | | |
|------------------------------|---------------------------|------------------------|------------------|-----------------------------|------------------------|------------------------------|--|
| * Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company | |
| 43 | | | | | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | Replaced Eng. # | Is Calibration Needed | |
| | | | | AE5A-12A650-ME | AE5A-12A650-ME | Yes | |

| | | | | | | | |
|------------------------------|---------------------------|-----------------------------|-------------------------|-----------------------------|------------------------|--------------------------------------|--|
| *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed | |
| New | AU7A-12A650-VB | No | Not Applicable | PCM SOFTWARE | 1 | 1 | |
| * Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company | |
| 43 | | C12297543 | | | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | Replaced Eng. # | Is Calibration Needed | |
| | | | | AU7Z-12A650-VA | AU7A-12A650-VA | Yes | |

| | | | | | | | |
|------------------------------|---------------------------|-----------------------------|-------------------------|-----------------------------|------------------------|--------------------------------------|--|
| *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed | |
| New | AU7A-12A650-XB | No | Not Applicable | PCM SOFTWARE | 1 | 1 | |
| * Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company | |
| 43 | | C12297543 | | | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | Replaced Eng. # | Is Calibration Needed | |
| | | | | AU7Z-12A650-XA | AU7A-12A650-XA | Yes | |

| | | | | | | | |
|------------------------------|---------------------------|-----------------------------|-------------------------|-----------------------------|------------------------|--------------------------------------|--|
| *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed | |
| New | AU7A-12A650-YB | No | Not Applicable | PCM SOFTWARE | 1 | 1 | |
| * Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company | |
| 43 | | C12297543 | | | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | Replaced Eng. # | Is Calibration Needed | |
| | | | | AU7Z-12A650-YA | AU7A-12A650-YA | No | |

Parts catalog flag needed? No

Part number(s) that require flag:

Is geographic location significant? No

Special instructions/remarks:

Article Number:

BCM Number:

(End automated email)

From: Pulay, Kirk (K.)
Sent: Tuesday, January 18, 2011 4:40 PM
To: Arbanas, Kelly (K.M.)
Subject: FW: 11MY CD3 P2110-P2111

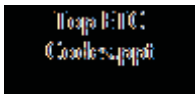
Heard about this one yet? 3.5L MKZ stuck throttle codes are much higher than other apps with same throttle. I think most 3.5 apps are still Gen 2.0 ETC.

Kirk Pulay

Component C - Hardware/Controls Interface
Building 1, 2nd Floor, Cubical 12B098
Phone: (313) 805-9370
Fax: (313) 248-9026

From: Dixon, Mark (M.R.)
Sent: Tuesday, January 18, 2011 3:40 PM
To: Langley, Scott (C.S.); McDonagh, Scot (S.M.); Boerger, Jim (J.G.)
Cc: Shapardanis, Michael (M.S.); Davis, Andrae (A.L.); Pulay, Kirk (K.); Wilson, David (D.G.); Soper, Todd (R.); Sims, Ivan (I.D.); Hall, Brent (A.); Chabon, Michael (W.)
Subject: RE: 11MY CD3 P2110-P2111

Looks like this is by far our #1 ETC issue since the silicone gasket outgassing fix. Attached are are claims counts.



From: Langley, Scott (C.S.)
Sent: Tuesday, January 18, 2011 3:25 PM
To: McDonagh, Scot (S.M.); Boerger, Jim (J.G.); Dixon, Mark (M.R.)
Cc: Shapardanis, Michael (M.S.); Davis, Andrae (A.L.); Pulay, Kirk (K.); Wilson, David (D.G.); Soper, Todd (R.); Sims, Ivan (I.D.); Hall, Brent (A.); Chabon, Michael (W.)
Subject: RE: 11MY CD3 P2110-P2111

Thanks Scot.

Yes, please... the folks in the CC: line, if that's not too many.
I expect Shapardanis, myself and Soper to take the lead when we do find one, if that makes sense to everyone.

And note, the concern should cover codes P2111 & P2112.
P2112 covers the majority of post 8/3 claims.
P2104 is a symptom... FMEM mode, but wouldn't hurt to include it.
Some claims only list that one.. I assume because they just stopped at first code.
I don't see any P2110 codes in our post 8/3 claims, but wouldn't hurt to include it.

Sincerely,
Scott Langley
*PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)*

Ford Motor Company - Bldg #1

cell: 313-805-8789

email: slangle1@ford.com

From: McDonagh, Scot (S.M.)
Sent: Tuesday, January 18, 2011 3:04 PM
To: Boerger, Jim (J.G.); Langley, Scott (C.S.); Dixon, Mark (M.R.)
Subject: FW: 11MY CD3 P2110-P2111
Importance: High

Any other Engineering contacts you want included in the Find a Vehicle(FAV) request ?

Scot G. McDonagh

PT Quality Engineering

Phone: (313)337-8091

smcdonag@ford.com

From: McDonagh, Scot (S.M.)
Sent: Tuesday, January 18, 2011 3:03 PM
To: Chacon, Jose (A.)
Cc: Oyafuso, Kevin (K.G.)
Subject: RE: 11MY CD3 P2110-P2111

I'm familiar with the outgassing TSB. According to AWS data we are seeing ETB replacements on 3.5L >8/3/10 build date in TSB 10-21-6

<< File: 11MY_CD3_ETB-DTCs.xls >>

Scot G. McDonagh

PT Quality Engineering

Phone: (313)337-8091

smcdonag@ford.com

From: Chacon, Jose (A.)
Sent: Tuesday, January 18, 2011 2:49 PM
To: McDonagh, Scot (S.M.)
Cc: Oyafuso, Kevin (K.G.)
Subject: RE: 11MY CD3 P2110-P2111

Scot,
We already have a TSB to cover some of these issues on 2011 CD3XX. Is there an Specific TGW Built date range that your are looking for?

<< File: tsb10-21-06[1].pdf >>

ETB Gasket Failure.

Regards,

José Chacón

Product Concern Engineer
Fusion/Milan/Zephyr/MKZ
Ford Customer Service Division
(91-313)322-7062

From: McDonagh, Scot (S.M.)
Sent: Tuesday, January 18, 2011 2:42 PM
To: Chacon, Jose (A.)
Cc: Oyafuso, Kevin (K.G.)
Subject: 11MY CD3 P2110-P2111
Importance: High

Hi Jose- Need to initiate an FAV for 2011MY CD3 3.5L with DTC P2110 And/Or P2111. ETB returns to date are TNI/NPF. Engineering management would like to investigate further. Please route the FAV to Kevin Oyafuso. Let me know if you need more detail. Thanks

Scot G. McDonagh

PT Quality Engineering
Phone: (313)337-8091
smcdonag@ford.com

Top ETC Codes Since Aug Prod

| DTC Code | DTC Description | Vehicle Line WERS [VL] Desc | 2011 | | | | | 2011 Total |
|--|--|------------------------------------|---------|---------|---------|---------|---------|------------|
| | | | 2010-08 | 2010-09 | 2010-10 | 2010-11 | 2010-12 | |
| P2112 | THROTTLE ACTUATOR CONTROL SYSTEM - STUCK | FUSION/MILAN/MKZ (ZEPHYR) [06-11] | 8 | 8 | 7 | 4 | 1 | 28 |
| | | ESCAPE/TRIBUTE/MARINER-LHD [07-11] | | 1 | | 1 | | 2 |
| | | MUSTANG (S197) [05-12] | | | | 2 | | 2 |
| | | FORD EDGE/LINCOLN MKX [07-12] | | | 1 | | | 1 |
| | THROTTLE ACTUATOR CONTROL SYSTEM - STUCK | | 8 | 9 | 8 | 7 | 1 | 33 |
| P2104 | THROTTLE ACTUATOR CONTROL SYSTEM - STUCK | FUSION/MILAN/MKZ (ZEPHYR) [06-11] | 7 | 7 | 8 | 3 | 1 | 26 |
| | | FORD EDGE/LINCOLN MKX [07-12] | 1 | | | | | 1 |
| | THROTTLE ACTUATOR CONTROL SYSTEM - FORCE | GRAND MARQ (EN53/EN114) [92-11] | 2 | | | | | 2 |
| P2111 | THROTTLE ACTUATOR CONTROL SYSTEM - FORCE | FUSION/MILAN/MKZ (ZEPHYR) [06-11] | 10 | 7 | 8 | 3 | 1 | 29 |
| | | ESCAPE/TRIBUTE/MARINER-LHD [07-11] | 3 | | | 3 | | 6 |
| | | MUSTANG (S197) [05-12] | 3 | 2 | | | | 5 |
| | | FORD EDGE/LINCOLN MKX [07-12] | 1 | 1 | | 2 | | 4 |
| | | ECONOLINE [97-11] | | | 1 | | | 1 |
| | | FOCUS (CW170) - N.A. [04-11] | 1 | | 1 | | | 2 |
| | | P473 SUPER DUTY [2011] | | 1 | 1 | | | 2 |
| | TAURUS [10-11] | | 1 | | | | 1 | |
| THROTTLE ACTUATOR CONTROL SYSTEM - STUCK | | 9 | 5 | 4 | 5 | | 23 | |

From: McDonagh, Scot (S.M.)
Sent: Tuesday, September 28, 2010 2:58 PM
To: Osepchook, William (W.R.)
Subject: FW: Weekly QSF and Emerging Concerns 9-2-2010

Minor suggestions enclosed ... Nice work. Thanks

TSB Service Procedure:

1. Verify engine build date. Refer to Work Shop Manual, section 303-01, under Engine Identification, for details.

A. If engine build dates are **within** range for the engine indicated below proceed to step #2.

For vehicles equipped with a 2.0L - 2/11/2010-8/3/2010

For vehicles equipped with a 3.5L and 3.7L PFI - 3/1/2010-8/3/2010

For vehicles equipped with a 4.6L 2v - 5/5/2010-8/3/2010

B. If the engine build date does not fit the date range in 1A, then do not continue this article, follow normal diagnostics in PC/ED manual.

2. Using IDS, retrieve **Diagnostic Trouble Codes(DTC's)**

A.If there are DTCs not **related** to the **Electronic Throttle Body(ETB)**, follow normal diagnostics.

B.If DTC P2111 and/or P2112 with or without other ETB codes or there are no codes, but the vehicle exhibits idle speeds that drop lower than desired and/or fluctuates, replace the ETB.

Scot G. McDonagh

PT Quality Engineering

Phone: (313)337-8091

smcdonag@ford.com

From: McDonagh, Scot (S.M.)
Sent: Tuesday, September 28, 2010 2:55 PM
To: Harmon, Derek (D.M.); Langley, Scott (C.S.); Osepchook, William (W.R.); Shapardanis, Michael (M.S.)
Cc: Soper, Todd (R.); Boerger, Jim (J.G.); Dixon, Mark (M.R.); Sparks, Douglas (D.S.); Wagner, Glen (G.C.); Ricks, Kevin (K.J.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Can the TSB be submitted for release now ? 10/1/10 Projected QSF closure date is closing in fast.

Article Type: TSB **Title:** Vehicles With Lower Than Desired Engine Idle, Engine Idle fluctuations with or without Diagnostic Trouble Codes (DTC) **Category:** Service Fix (10 years - TSB Only) **Request Type:** QSF
Author: WOSEPCHO

Would this make a good cost save business case?

Author Tracking Number: TWAS **Tracking Number:** 000-2010-1794 **Activity Code:** 000 Miscellaneous

TSB Issue:

Some 2010 and 2011 vehicles equipped with any of the following engines: 2.0L, 3.5L PFI, 3.7L PFI & 4.6L 2V, may exhibit a concern where idle speed drops lower than desired and/or fluctuates. The concern can be intermittent, and may be accompanied with DTC P2111 and/or P2112.

TSB Action:

See TSB Procedure.

TSB Service Procedure:

1. Verify engine build date. Refer to Work Shop Manual, section 303-01, under Engine Identification, for details.

A. If engine build dates are within range for the engine indicated below proceed to step #2.

For vehicles equipped with a 2.0L - 2/11/2010-8/3/2010

For vehicles equipped with a 3.5L and 3.7L PFI - 3/1/2010-8/3/2010

For vehicles equipped with a 4.6L 2v - 5/5/2010-8/3/2010

B. If the engine build date does not fit the date range in 1A, then do not continue this article, follow normal diagnostics in PC/ED manual.

2. Using IDS, retrieve DTC's

A. If there are DTCs not related to the ETB, follow normal diagnostics.

B. If DTC P2111 and/or P2112 with or without other ETB codes or there are no codes, but the vehicle exhibits idle speeds that drop lower than desired and/or fluctuates, replace the ETB.

Scot G. McDonagh

PT Quality Engineering

Phone: (313)337-8091

smcdonag@ford.com

From: Harmon, Derek (D.M.)
Sent: Thursday, September 16, 2010 8:44 AM
To: Langley, Scott (C.S.); McDonagh, Scot (S.M.); Osepchook, William (W.R.); Shapardanis, Michael (M.S.)
Cc: Soper, Todd (R.); Boerger, Jim (J.G.); Dixon, Mark (M.R.); Sparks, Douglas (D.S.); Wagner, Glen (G.C.); Ricks, Kevin (K.J.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Let's try and stick with build dates rather than part #'s. I've heard from other Concern Engineers that parts #'s in SSM's are not always accepted by the approvers. If we have too many build date spans between the 7T4E-9F991 & the 8S4E (2.0L design), we can write separate SSM's.

Thanks for all of the help.

From: Langley, Scott (C.S.)
Sent: Wednesday, September 15, 2010 3:16 PM
To: McDonagh, Scot (S.M.); Osepchook, William (W.R.); Harmon, Derek (D.M.); Shapardanis, Michael (M.S.)
Cc: Soper, Todd (R.); Boerger, Jim (J.G.); Dixon, Mark (M.R.); Sparks, Douglas (D.S.); Wagner, Glen (G.C.); Ricks, Kevin (K.J.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

I apologize for the delay guys.

I just spoke to Bill Osepchook and I will respond directly to his email "SSM Request for Input: 000-2010-1794" and will provide ETB PN and build dates as guidance.

I think ETB PN & Build date will be more direct than Engine Build dates. Is that acceptable?

But, I also need to do a little more work to confirm that issue aligns with what we are trying to address here.

Should be able to confirm this info for tomorrow.

Sincerely,

Scott Langley

PD Supervisor - Component C Current Quality

& Rawsonville Resident Engrg - Engine

(Components = Air Metering, Fuel Metering, Ignition, ESMs)

Ford Motor Company - Bldg #1

cell: 313-805-8789

email: slangle1@ford.com

From: McDonagh, Scot (S.M.)
Sent: Wednesday, September 15, 2010 12:46 PM
To: Osepchook, William (W.R.); Harmon, Derek (D.M.); Langley, Scott (C.S.); Shapardanis, Michael (M.S.)
Cc: Soper, Todd (R.); Boerger, Jim (J.G.); Dixon, Mark (M.R.); Sparks, Douglas (D.S.); Wagner, Glen (G.C.); Ricks, Kevin (K.J.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010
Importance: High

Do we have approval for the SSM release ? Engine build dates ? Thanks

Some 2010 and 2011 Focus, Edge, Taurus, Sable, Flex, F150, E150, E250, Crown Vic, Grand Marquis, Fusion, MKS, MKT, MKX, MKZ. vehicles equipped with 2.0L, 3.5L, 3.7L & 4.6L 2V normally aspirated engines built between ____ and ____ may exhibit a concern where idle speed drops lower than specifications. Please refer to section 3 of the PC/ED for a list of possible causes by symptom. If normal diagnostics does not lead to root cause and the concern is present only during closed throttle operation, suspect an electronic throttle body concern.

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smcdonag@ford.com

From: Osepchook, William (W.R.)
Sent: Monday, September 13, 2010 1:15 PM
To: McDonagh, Scot (S.M.); Harmon, Derek (D.M.)
Cc: Soper, Todd (R.); Langley, Scott (C.S.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

As soon as we meet with Scott Langley to discuss. He has been on vacation.

From: McDonagh, Scot (S.M.)
Sent: Monday, September 13, 2010 12:59 PM
To: Harmon, Derek (D.M.); Osepchook, William (W.R.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

When are we submitting the SSM for release ? Thanks

Scot G. McDonagh

PT Quality Engineering

Phone: (313)337-8091

smcdonag@ford.com

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Sent: Wednesday, September 08, 2010 1:02 PM
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Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.); Dixon, Mark (M.R.); Gattis, Keith (W.); Crudo, Frank (F.J.); Hansen, Randy (R.F.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Yes. We have 7T4E-9F991-FB's in stock, not the GA suffix.

Derek M. Harmon
FCSD Concern Engineer
Ford Motor Company
email: dharmon3@ford.com
phone: 313-317-4276

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Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Do we have certified parts in stock at FCSD depots ?

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Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.); Dixon, Mark (M.R.); Gattis, Keith (W.); Crudo, Frank (F.J.); Hansen, Randy (R.F.)
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It appears that the dealers are getting to the repair when the vehicle has codes.

The issue is; intermittent loss of RPM without codes.

- High hotline call volume
- Customer irritation when no problem found

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Sent: Wednesday, September 08, 2010 10:36 AM
To: Wagner, Glen (G.C.); McDonagh, Scot (S.M.)
Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.); Harmon, Derek (D.M.); Dixon, Mark (M.R.); Gattis, Keith (W.); Crudo, Frank (F.J.); Osepchook, William (W.R.); Hansen, Randy (R.F.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Randy -

I'd like to see someone in engine author the TSB Glen is suggesting below. Since 3.5L is one of the ones with concerns, maybe Bill. The idea right now is a directed replacement of the ETB between certain build dates based on the DTC codes/symptoms. I think Bill may have already put some thought into this.

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To: McDonagh, Scot (S.M.)
Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.); Harmon, Derek (D.M.); Dixon, Mark (M.R.); Gattis, Keith (W.); Crudo, Frank (F.J.); Jones, Jennifer (J.O.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

I recommend we release a directed repair TSB that initially has the technician replace the ETB. If having the tech replace the drive motor is considered feasible than a kit would need to be released and the TSB updated (new kit part number and motor replacement instructions) to take advantage of the additional savings.

Note that replacing the motor and gasket is a simple repair, you remove the 4 cover screws, remove gasket from cover, slide off the intermediate gear, remove two motor screws, slide out the motor and reassemble. In my opinion the potential issue is introducing contamination however technicians successfully perform many repairs that are highly sensitive to contamination (trans valve body, internal engine components).

Glen Wagner
FCSD Commodity Program Manager, Fuel / Exhaust / Air Induction / Cooling / Controls / Calibration / Gas Engine
Phone 313 32-26768

From: McDonagh, Scot (S.M.)
Sent: Tuesday, September 07, 2010 2:49 PM
To: Wagner, Glen (G.C.); Dixon, Mark (M.R.)
Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.); Harmon, Derek (D.M.)

Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Will added cost for Labor to rebuild an ETB increase warranty claim costs ? Would we be better off with a TSB that does not include diagnostic time or labor costs to rebuild ?

Model Year: 2010

Document Number: 63076801

Market Derived: F - FORD

Repair Date: 04-AUG-10

Body/Cab Type: C/FC - 4 DOOR SEDAN-6 LITE

Distance: 24375

Version/Series: *- [N/A]

TIS: 11

Drive Type: C/A-2 WHL L/H FRONT DRIVE

Vehicle Line: C/PH-TAURUS [10-11]

Warranty Start Date: 26-SEP-09

Production Date: 10-SEP-09

VIN: 1FAHP2DW2AG [REDACTED]

Expense Information

Dealer Information:

Dealer Name CROSSROADS FORD, INC.

Dealer Code: 00998 - *

Address: 2333 WALNUT STREET

City: CARY

State: NC Zip Code: 27511

Country: USA Region Code: NA

Phone: (919)467-1881

Customer Paid Amount: .00

Deductible Amount: .00

Dealer Paid Amount: .00

Labor Cost: 58.93

Misc. Expense Amount: .00

Part Markup Amount: 46.60

Material Cost: 163.09

Total Cost Gross: 222.02

Cust.

Concern D41 - ENGINE HESITATES/SURGES AT STEADY SPEED

Code:

Condition 42 - DOES NOT OPERATE PROPERLY

Code:

TechnicianEEC DIAG NO CODES KOEO OR KOER TEST DRIVE TO VERIFY MONITOR
Comment:PID DATA AND CK OASIS NO CONCERNS CONTACT HOTLINE AND WAS
ADVISED TO REPLACE THROTTLE BODY REPLACE BODY AND CLEAR
KAM AND TEST DRIVE RETEST AFTER OVER NATIONAL AVERAGE
FILTER, REDUCED LABOR AS SUGGESTED

CustomerC S THE ENGINE CUTS OFF WHILE IDLING IN PARK. ALSO SURGES AT
Comment:CITY SPEEDS AND PARKING LOT SPEEDS. C S IDLES ERRATIC.

| <u>Labor Op Code</u> | <u>Labor Op Description</u> | <u>Labor Op Cost</u> |
|----------------------|------------------------------------|----------------------|
| 12650D | EEC - (QUICK TEST) DIAGNOSIS | 16.84 |
| 9926A | THROTTLE BODY - AIR INTAKE REPLACE | 42.09 |

| <u>Causal</u> | <u>Full Part Number</u> | <u>Part</u> | <u>Part</u> | <u>Extended</u> |
|---------------|-------------------------------------|------------------------|-----------------------------|-----------------|
| <u>Flag</u> | <u>PREF</u> <u>BASE</u> <u>SUFF</u> | <u>Description</u> | <u>CPSC</u> <u>Quantity</u> | <u>Amount</u> |
| Y | 7T4Z 9E926 FA | BODY ASY-AIR CHARGE | 030401 1 | 163.09 |

Scot G. McDonagh

PT Quality Engineering

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Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.); Harmon, Derek (D.M.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Derek Harmon and I disassembled a throttle body to determine if it could be disassembled and repaired (e.g. new gasket and drive motor installed) in a dealership. In our opinion this is feasible however we would need to stress the need for extreme cleanliness (e.g. clean exterior prior to opening, set unit on clean shop cloth...). This would of course require Engineering concurrence.

Glen Wagner
FCSD Commodity Program Manager, Fuel / Exhaust / Air Induction / Cooling / Controls / Calibration / Gas Engine
Phone 313 32-26768

From: McDonagh, Scot (S.M.)
Sent: Friday, September 03, 2010 12:04 PM
To: Dixon, Mark (M.R.); Wagner, Glen (G.C.)
Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Delphi ETB gasket outgassing concern ? Several PCEs have asked how we plan to handle this concern in service.

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smcdonag@ford.com

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Sent: Thursday, September 02, 2010 4:34 PM
To: Wagner, Glen (G.C.)
Cc: McDonagh, Scot (S.M.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Glen, what's going on with the loss of RPM w/ No DTC item. First I've heard of it?

Mark Dixon

Powertrain Quality

Ford Motor Company

Building 2 / 24K36

<mailto:mdixon@ford.com>

Tel: (313) 805-7051

From: King, Michael (M.J.)
Sent: Thursday, September 02, 2010 4:31 PM
Subject: Weekly QSF and Emerging Concerns 9-2-2010

The activity below identifies new and closed concerns for this period:

New QSF's

- 2010 Taurus Speedometer sticks/inop/inaccurate

Closed QSF's

- 2010 Gas Engine GTDI spark plugs **Closed for Service at 38 Days!**
- 2007-2010 F-150 6R pump adapter trouble, P073X/P0741/slipping

New Emerging Issues

- 2011 F-Superduty High rail, will not go into PTO
- 2011 F-Superduty VSOUT, incorrect/unusable signal
- 2009-2010 Escape/Mariner EPAS, Squeak noise when turning
- 2011 Mustang Fuse 13 P0201/P0208/P025A/P0690/U0109, no start
- 2011 Edge/MKX Rain sensor bracket releasing from windshield
- 2010-2011 Gas Engine 2.0L,3.5L,3.7L,4.6L 2V intermittent loss of RPM w/no DTC's

Closed Emerging Issues

- 2008 Edge/MKX Odometer resets to english after 911 upgrade

The attached spreadsheets contain the status details for all Emerging and QSF Concerns through 9/2/2010:

<< File: FCSD Weekly Emerging 9-2-2010.xls >>

<< File: FCSD Weekly QSF 9-2-2010.xls >>

NEW - UPDATE Engineering groups that have been assigned a QSF, Emerging, or Monitor concern now have the ability to provide feedback directly to our Concern Database. You are encouraged to review status details and provide updates through this site. Please let me know if you have any questions.

Concern Data Base: <http://dsc0ap05.diagnostic.ford.com/sp/AEQv2/>

Thanks,

Michael King
PCE Process Coordinator
FCSD Service Engineering Operations
313-248-8637

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Will added cost for Labor to rebuild an ETB increase warranty claim costs ? Would we be better off with a TSB that does not include diagnostic time or labor costs to rebuild ?

Model Year: 2010

Document Number: 63076801

Market Derived: F - FORD

Repair Date: 04-AUG-10

Body/Cab Type: C/FC - 4 DOOR SEDAN-6
LITE

Distance: 24375

Version/Series: *- [N/A]

TIS: 11

Drive Type: C/A-2 WHL L/H FRONT
DRIVE

Vehicle Line: C/PH-TAURUS [10-11]

Warranty Start Date: 26-SEP-09

Production Date: 10-SEP-09

VIN: 1FAHP2DW2AG [REDACTED]

Expense Information

Dealer Information:

| | |
|--|---------------------------|
| Customer Paid Amount: | .00 |
| <u>Dealer Name</u> CROSSROADS FORD, INC. | Deductible Amount: .00 |
| Dealer Code: 00998 - * | Dealer Paid Amount: .00 |
| Address: 2333 WALNUT STREET | Labor Cost: 58.93 |
| City: CARY | Misc. Expense Amount: .00 |
| State: NC Zip Code: 27511 | Part Markup Amount: 46.60 |
| Country: USA Region Code: NA | Material Cost: 163.09 |
| Phone: (919)467-1881 | Total Cost Gross: 222.02 |

Cust.
Concern D41 - ENGINE HESITATES/SURGES AT STEADY SPEED
Code:

Condition Code: **42 - DOES NOT OPERATE PROPERLY**

Technician Comment: EEC DIAG NO CODES KOEO OR KOER TEST DRIVE TO VERIFY MONITOR PID DATA AND CK OASIS NO CONCERNS CONTACT HOTLINE AND WAS ADVISED TO REPLACE THROTTLE BODY REPLACE BODY AND CLEAR KAM AND TEST DRIVE RETEST AFTER OVER NATIONAL AVERAGE FILTER, REDUCED LABOR AS SUGGESTED

Customer Comment: C S THE ENGINE CUTS OFF WHILE IDLING IN PARK. ALSO SURGES AT CITY SPEEDS AND PARKING LOT SPEEDS. C S IDLES ERRATIC.

| <u>Labor Op Code</u> | <u>Labor Op Description</u> | <u>Labor Op Cost</u> |
|----------------------|------------------------------------|----------------------|
| 12650D | EEC - (QUICK TEST) DIAGNOSIS | 16.84 |
| 9926A | THROTTLE BODY - AIR INTAKE REPLACE | 42.09 |

| <u>Causal Flag</u> | <u>Full Part Number</u> | <u>Part Description</u> | <u>Part CPSC</u> | <u>Part Quantity</u> | <u>Extended Amount</u> |
|--------------------|-------------------------|----------------------------|------------------|----------------------|------------------------|
| Y | 7T4Z 9E926 FA | BODY ASY-AIR CHARGE | 030401 | 1 | 163.09 |

Scot G. McDonagh

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Mark Dixon

Powertrain Quality

Ford Motor Company

Building 2 / 24K36

<mailto:mdixon@ford.com>

Tel: (313) 805-7051

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Sent: Thursday, September 02, 2010 4:31 PM
Subject: Weekly QSF and Emerging Concerns 9-2-2010

The activity below identifies new and closed concerns for this period:

New QSF's

- 2010 Taurus Speedometer sticks/inop/inaccurate

Closed QSF's

- 2010 Gas Engine GTDI spark plugs **Closed for Service at 38 Days!**
- 2007-2010 F-150 6R pump adapter trouble, P073X/P0741/slipping

New Emerging Issues

- 2011 F-Superduty High rail, will not go into PTO
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- 2011 Mustang Fuse 13 P0201/P0208/P025A/P0690/U0109, no start
- 2011 Edge/MKX Rain sensor bracket releasing from windshield

- 2010-2011 Gas Engine 2.0L,3.5L,3.7L,4.6L 2V intermittent loss of RPM w/no DTC's

Closed Emerging Issues

- 2008 Edge/MKX Odometer resets to english after 911 upgrade

The attached spreadsheets contain the status details for all Emerging and QSF Concerns through 9/2/2010:

<< File: FCSD Weekly Emerging 9-2-2010.xls >>

<< File: FCSD Weekly QSF 9-2-2010.xls >>

NEW - UPDATE Engineering groups that have been assigned a QSF, Emerging, or Monitor concern now have the ability to provide feedback directly to our Concern Database. You are encouraged to review status details and provide updates through this site. Please let me know if you have any questions.

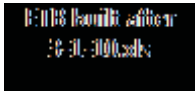
Concern Data Base: <http://dsc0ap05.diagnostic.ford.com/sp/AEQv2/>

Thanks,

Michael King
PCE Process Coordinator
FCSD Service Engineering Operations
313-248-8637

From: McDonagh, Scot (S.M.)
Sent: Wednesday, September 08, 2010 10:59 AM
To: Osepchook, William (W.R.)
Cc: Harmon, Derek (D.M.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Thanks Bill- What DTCs should be included in the SSM release ?



Scot G. McDonagh

PT Quality Engineering
Phone: (313)337-8091
smcdonag@ford.com

From: Osepchook, William (W.R.)
Sent: Wednesday, September 08, 2010 10:53 AM
To: Jones, Jennifer (J.O.); Wagner, Glen (G.C.); McDonagh, Scot (S.M.)
Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.); Harmon, Derek (D.M.); Dixon, Mark (M.R.); Gattis, Keith (W.); Crudo, Frank (F.J.); Hansen, Randy (R.F.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Yes, we are already working on this one. Looks like we are headed towards an SSM for now. We can follow up with a TSB once we decide the appropriate repair.

It appears that the dealers are getting to the repair when the vehicle has codes.

The issue is; intermittent loss of RPM without codes.

- High hotline call volume
- Customer irritation when no problem found

From: Jones, Jennifer (J.O.)
Sent: Wednesday, September 08, 2010 10:36 AM
To: Wagner, Glen (G.C.); McDonagh, Scot (S.M.)
Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.); Harmon, Derek (D.M.); Dixon, Mark (M.R.); Gattis, Keith (W.); Crudo, Frank (F.J.); Osepchook, William (W.R.); Hansen, Randy (R.F.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Randy -

I'd like to see someone in engine author the TSB Glen is suggesting below. Since 3.5L is one of the ones with concerns, maybe Bill. The idea right now is a directed replacement of the ETB between certain build dates based on the DTC codes/symptoms. I think Bill may have already put some thought into this.

From: Wagner, Glen (G.C.)
Sent: Tuesday, September 07, 2010 6:56 PM
To: McDonagh, Scot (S.M.)

Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.); Harmon, Derek (D.M.); Dixon, Mark (M.R.); Gattis, Keith (W.); Crudo, Frank (F.J.); Jones, Jennifer (J.O.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

I recommend we release a directed repair TSB that initially has the technician replace the ETB. If having the tech replace the drive motor is considered feasible than a kit would need to be released and the TSB updated (new kit part number and motor replacement instructions) to take advantage of the additional savings.

Note that replacing the motor and gasket is a simple repair, you remove the 4 cover screws, remove gasket from cover, slide off the intermediate gear, remove two motor screws, slide out the motor and reassemble. In my opinion the potential issue is introducing contamination however technicians successfully perform many repairs that are highly sensitive to contamination (trans valve body, internal engine components).

Glen Wagner
FCSD Commodity Program Manager, Fuel / Exhaust / Air Induction / Cooling / Controls / Calibration / Gas Engine
Phone 313 32-26768

From: McDonagh, Scot (S.M.)
Sent: Tuesday, September 07, 2010 2:49 PM
To: Wagner, Glen (G.C.); Dixon, Mark (M.R.)
Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.); Harmon, Derek (D.M.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Will added cost for Labor to rebuild an ETB increase warranty claim costs ? Would we be better off with a TSB that does not include diagnostic time or labor costs to rebuild ?

Model Year: 2010

Document Number: 63076801

Market Derived: F - FORD

Repair Date: 04-AUG-10

Body/Cab Type: C/FC - 4 DOOR SEDAN-6
LITE

Distance: 24375

Version/Series: *- [N/A]

TIS: 11

Drive Type: C/A-2 WHL L/H FRONT
DRIVE

Vehicle Line: C/PH-TAURUS [10-11]

Warranty Start Date: 26-SEP-09

Production Date: 10-SEP-09

VIN: 1FAHP2DW2AG [REDACTED]

Expense Information

Dealer Information:

Customer Paid Amount: .00

Dealer Name CROSSROADS FORD, INC.

Deductible Amount: .00

| | |
|------------------------------|---------------------------|
| Dealer Code: 00998 - * | Dealer Paid Amount: .00 |
| Address: 2333 WALNUT STREET | Labor Cost: 58.93 |
| City: CARY | Misc. Expense Amount: .00 |
| State: NC Zip Code: 27511 | Part Markup Amount: 46.60 |
| Country: USA Region Code: NA | Material Cost: 163.09 |
| Phone: (919)467-1881 | Total Cost Gross: 222.02 |

Cust.
 Concern **D41 - ENGINE HESITATES/SURGES AT STEADY SPEED**
 Code:

Condition
 Code: **42 - DOES NOT OPERATE PROPERLY**

Technician EEC DIAG NO CODES KOEO OR KOER TEST DRIVE TO VERIFY MONITOR
 Comment: PID DATA AND CK OASIS NO CONCERNS CONTACT HOTLINE AND WAS ADVISED TO REPLACE THROTTLE BODY REPLACE BODY AND CLEAR KAM AND TEST DRIVE RETEST AFTER OVER NATIONAL AVERAGE FILTER, REDUCED LABOR AS SUGGESTED

Customer C S THE ENGINE CUTS OFF WHILE IDLING IN PARK. ALSO SURGES AT
 Comment: CITY SPEEDS AND PARKING LOT SPEEDS. C S IDLES ERRATIC.

| <u>Labor Op Code</u> | <u>Labor Op Description</u> | <u>Labor Op Cost</u> |
|----------------------|------------------------------------|----------------------|
| 12650D | EEC - (QUICK TEST) DIAGNOSIS | 16.84 |
| 9926A | THROTTLE BODY - AIR INTAKE REPLACE | 42.09 |

| <u>Causal</u> | <u>Full Part Number</u> | <u>Part</u> | <u>Part</u> | <u>Extended</u> |
|---------------|-------------------------------------|---------------------|-----------------------------|-----------------|
| <u>Flag</u> | <u>PREF</u> <u>BASE</u> <u>SUFF</u> | <u>Description</u> | <u>CPSC</u> <u>Quantity</u> | <u>Amount</u> |
| Y | 7T4Z 9E926 FA | BODY ASY-AIR CHARGE | 030401 1 | 163.09 |

Scot G. McDonagh
 PT Quality Engineering
 Phone: (313)337-8091

From: Wagner, Glen (G.C.)
Sent: Tuesday, September 07, 2010 2:17 PM
To: McDonagh, Scot (S.M.); Dixon, Mark (M.R.)
Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.); Harmon, Derek (D.M.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Derek Harmon and I disassembled a throttle body to determine if it could be disassembled and repaired (e.g. new gasket and drive motor installed) in a dealership. In our opinion this is feasible however we would need to stress the need for extreme cleanliness (e.g. clean exterior prior to opening, set unit on clean shop cloth...). This would of course require Engineering concurrence.

Glen Wagner
FCSD Commodity Program Manager, Fuel / Exhaust / Air Induction / Cooling / Controls / Calibration / Gas Engine
Phone 313 32-26768

From: McDonagh, Scot (S.M.)
Sent: Friday, September 03, 2010 12:04 PM
To: Dixon, Mark (M.R.); Wagner, Glen (G.C.)
Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Delphi ETB gasket outgassing concern ? Several PCEs have asked how we plan to handle this concern in service.

Scot G. McDonagh

PT Quality Engineering
Phone: (313)337-8091
smcdonag@ford.com

From: Dixon, Mark (M.R.)
Sent: Thursday, September 02, 2010 4:34 PM
To: Wagner, Glen (G.C.)
Cc: McDonagh, Scot (S.M.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Glen, what's going on with the loss of RPM w/ No DTC item. First I've heard of it?

Mark Dixon
Powertrain Quality
Ford Motor Company
Building 2 / 24K36
<mailto:mdixon@ford.com>
Tel: (313) 805-7051

From: King, Michael (M.J.)
Sent: Thursday, September 02, 2010 4:31 PM
Subject: Weekly QSF and Emerging Concerns 9-2-2010

The activity below identifies new and closed concerns for this period:

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Thanks,

Michael King
PCE Process Coordinator
FCSD Service Engineering Operations
313-248-8637

| ODOMETER | REPORT DATE | VEHICLE LINE DESC | ENGINE DESC |
|----------|-------------|-------------------|-------------|
| 5936 | 08/25/2010 | EDGE | DURATEC 35 |
| 2965 | 08/24/2010 | EDGE | DURATEC 35 |
| 13449 | 08/24/2010 | EDGE | DURATEC 35 |
| 2215 | 08/24/2010 | EDGE | DURATEC 35 |
| 3802 | 08/23/2010 | EDGE | DURATEC 35 |
| 13491 | 08/20/2010 | EDGE | DURATEC 35 |
| 4384 | 08/20/2010 | EDGE | DURATEC 35 |
| 2889 | 08/20/2010 | EDGE | DURATEC 35 |
| 13652 | 08/20/2010 | EDGE | DURATEC 35 |
| 1912 | 08/20/2010 | EDGE | DURATEC 35 |
| 3350 | 08/19/2010 | EDGE | DURATEC 35 |
| 2775 | 08/18/2010 | EDGE | DURATEC 35 |
| 3983 | 08/17/2010 | EDGE | DURATEC 35 |
| 4027 | 08/17/2010 | EDGE | DURATEC 35 |
| 3755 | 08/17/2010 | EDGE | DURATEC 35 |
| 4527 | 08/17/2010 | EDGE | DURATEC 35 |
| 3141 | 08/16/2010 | EDGE | DURATEC 35 |
| 2348 | 08/13/2010 | EDGE | DURATEC 35 |
| 6792 | 08/13/2010 | EDGE | DURATEC 35 |
| 7335 | 08/13/2010 | EDGE | DURATEC 35 |

| | | | |
|------|------------|------|------------|
| 1313 | 08/13/2010 | EDGE | DURATEC 35 |
| 1319 | 08/13/2010 | EDGE | DURATEC 35 |
| 4036 | 08/12/2010 | EDGE | DURATEC 35 |
| 1885 | 08/12/2010 | EDGE | DURATEC 35 |
| 4859 | 08/11/2010 | EDGE | DURATEC 35 |
| 6732 | 08/11/2010 | EDGE | DURATEC 35 |
| 2630 | 08/11/2010 | EDGE | DURATEC 35 |
| 2015 | 08/09/2010 | EDGE | DURATEC 35 |
| 6136 | 08/06/2010 | EDGE | DURATEC 35 |
| 1492 | 08/04/2010 | EDGE | DURATEC 35 |
| 3571 | 08/04/2010 | EDGE | DURATEC 35 |
| 2479 | 08/04/2010 | EDGE | DURATEC 35 |
| 4166 | 08/04/2010 | EDGE | DURATEC 35 |
| 4019 | 08/03/2010 | EDGE | DURATEC 35 |
| 4336 | 07/30/2010 | EDGE | DURATEC 35 |
| 3528 | 07/28/2010 | EDGE | DURATEC 35 |
| 3314 | 07/28/2010 | EDGE | DURATEC 35 |
| 2230 | 07/27/2010 | EDGE | DURATEC 35 |
| 3253 | 07/26/2010 | EDGE | DURATEC 35 |
| 1169 | 07/23/2010 | EDGE | DURATEC 35 |
| 4154 | 07/22/2010 | EDGE | DURATEC 35 |

| | | | |
|------|------------|------|------------|
| 1463 | 07/22/2010 | EDGE | DURATEC 35 |
| 1633 | 07/21/2010 | EDGE | DURATEC 35 |
| 3198 | 07/20/2010 | EDGE | DURATEC 35 |
| 1465 | 07/19/2010 | EDGE | DURATEC 35 |
| 2487 | 07/19/2010 | EDGE | DURATEC 35 |
| 1057 | 07/16/2010 | EDGE | DURATEC 35 |
| 6131 | 07/16/2010 | EDGE | DURATEC 35 |
| 4506 | 07/16/2010 | EDGE | DURATEC 35 |
| 2512 | 07/13/2010 | EDGE | DURATEC 35 |
| 2640 | 07/12/2010 | EDGE | DURATEC 35 |
| 4768 | 07/12/2010 | EDGE | DURATEC 35 |
| 1817 | 07/12/2010 | EDGE | DURATEC 35 |
| 2888 | 07/12/2010 | EDGE | DURATEC 35 |
| 2084 | 07/10/2010 | EDGE | DURATEC 35 |
| 2139 | 07/08/2010 | EDGE | DURATEC 35 |
| 2592 | 07/08/2010 | EDGE | DURATEC 35 |
| 6118 | 07/06/2010 | EDGE | DURATEC 35 |
| 6925 | 07/06/2010 | EDGE | DURATEC 35 |
| 1507 | 06/30/2010 | EDGE | DURATEC 35 |
| 2217 | 06/30/2010 | EDGE | DURATEC 35 |
| 977 | 06/30/2010 | EDGE | DURATEC 35 |

| | | | |
|-------|------------|------|------------|
| 2895 | 06/29/2010 | EDGE | DURATEC 35 |
| 1827 | 06/29/2010 | EDGE | DURATEC 35 |
| 1697 | 06/29/2010 | EDGE | DURATEC 35 |
| 1561 | 06/24/2010 | EDGE | DURATEC 35 |
| 2919 | 06/22/2010 | EDGE | DURATEC 35 |
| 2180 | 06/21/2010 | EDGE | DURATEC 35 |
| 4007 | 06/19/2010 | EDGE | DURATEC 35 |
| 2185 | 06/18/2010 | EDGE | DURATEC 35 |
| 2790 | 06/17/2010 | EDGE | DURATEC 35 |
| 1616 | 06/17/2010 | EDGE | DURATEC 35 |
| 11780 | 06/15/2010 | EDGE | DURATEC 35 |
| 1740 | 06/14/2010 | EDGE | DURATEC 35 |
| 1175 | 06/09/2010 | EDGE | DURATEC 35 |
| 3803 | 06/09/2010 | EDGE | DURATEC 35 |
| 1569 | 06/08/2010 | EDGE | DURATEC 35 |
| 2575 | 06/07/2010 | EDGE | DURATEC 35 |
| 2219 | 06/02/2010 | EDGE | DURATEC 35 |
| 3007 | 06/02/2010 | EDGE | DURATEC 35 |
| 2459 | 06/01/2010 | EDGE | DURATEC 35 |
| 3075 | 05/28/2010 | EDGE | DURATEC 35 |
| 3422 | 05/26/2010 | EDGE | DURATEC 35 |

| | | | |
|-------|------------|--------|------------|
| 2026 | 05/21/2010 | EDGE | DURATEC 35 |
| 1820 | 05/06/2010 | EDGE | DURATEC 35 |
| 1833 | 05/03/2010 | EDGE | DURATEC 35 |
| 1566 | 04/20/2010 | EDGE | DURATEC 35 |
| 4855 | 08/25/2010 | F150X2 | 4.6L ROM B |
| 15999 | 08/24/2010 | F150X2 | 4.6L ROM B |
| 4859 | 08/23/2010 | F150X2 | 4.6L ROM B |
| 1535 | 07/12/2010 | F150X2 | 4.6L ROM B |
| 9027 | 06/17/2010 | F150X2 | 4.6L ROM B |
| 16665 | 06/03/2010 | F150X2 | 4.6L ROM B |
| 22671 | 08/02/2010 | F150X4 | 4.6L ROM B |
| 9899 | 07/21/2010 | F150X4 | 4.6L ROM B |
| 1748 | 07/07/2010 | F150X4 | 4.6L ROM B |
| 656 | 04/23/2010 | F150X4 | 4.6L ROM B |
| 3791 | 08/26/2010 | FLEX | DURATEC 35 |
| 1277 | 08/17/2010 | FLEX | DURATEC 35 |
| 9265 | 08/20/2010 | FLEX | DURATEC 35 |
| 6316 | 08/20/2010 | FLEX | DURATEC 35 |
| 2689 | 07/15/2010 | FLEX | DURATEC 35 |
| 7328 | 06/18/2010 | FLEX | DURATEC 35 |
| 3205 | 06/09/2010 | FLEX | DURATEC 35 |
| 7805 | 08/26/2010 | FOCUSN | 2.0L 4V |
| 5613 | 08/16/2010 | FOCUSN | 2.0L 4V |
| 3163 | 08/13/2010 | FOCUSN | 2.0L 4V |

| | | | |
|-------|------------|--------|---------|
| 6204 | 08/12/2010 | FOCUSN | 2.0L 4V |
| 1818 | 08/12/2010 | FOCUSN | 2.0L 4V |
| 4547 | 08/09/2010 | FOCUSN | 2.0L 4V |
| 2858 | 08/05/2010 | FOCUSN | 2.0L 4V |
| 15673 | 07/28/2010 | FOCUSN | 2.0L 4V |
| 345 | 07/23/2010 | FOCUSN | 2.0L 4V |
| 5702 | 07/22/2010 | FOCUSN | 2.0L 4V |
| 1813 | 07/22/2010 | FOCUSN | 2.0L 4V |
| 16332 | 07/22/2010 | FOCUSN | 2.0L 4V |
| 7135 | 07/12/2010 | FOCUSN | 2.0L 4V |
| 2135 | 07/12/2010 | FOCUSN | 2.0L 4V |
| 4130 | 07/09/2010 | FOCUSN | 2.0L 4V |
| 2700 | 07/08/2010 | FOCUSN | 2.0L 4V |
| 4555 | 07/08/2010 | FOCUSN | 2.0L 4V |
| 1795 | 06/30/2010 | FOCUSN | 2.0L 4V |
| 2542 | 06/30/2010 | FOCUSN | 2.0L 4V |
| 3031 | 06/21/2010 | FOCUSN | 2.0L 4V |
| 3556 | 06/17/2010 | FOCUSN | 2.0L 4V |
| 1709 | 06/17/2010 | FOCUSN | 2.0L 4V |
| 3312 | 06/14/2010 | FOCUSN | 2.0L 4V |
| 3928 | 08/10/2010 | FUSION | 3.5L 4V |

| | | | |
|-------|------------|--------|------------|
| 11694 | 08/06/2010 | GRDMRQ | 4.6 SOHC F |
| 2593 | 07/20/2010 | MKT | 3.7L 4V |
| 11344 | 07/29/2010 | MKT | 3.7L 4V |
| 4077 | 08/05/2010 | MKX | DURATEC 35 |
| 7427 | 08/02/2010 | MKX | DURATEC 35 |
| 1838 | 07/29/2010 | MKX | DURATEC 35 |
| 2663 | 07/12/2010 | MKX | DURATEC 35 |
| 3355 | 07/08/2010 | MKX | DURATEC 35 |
| 4161 | 06/23/2010 | MKX | DURATEC 35 |
| 1796 | 08/20/2010 | TAU500 | DURATEC 35 |
| 3776 | 08/12/2010 | TAU500 | DURATEC 35 |
| 3071 | 08/02/2010 | TAU500 | DURATEC 35 |
| 1052 | 07/29/2010 | TAU500 | DURATEC 35 |
| 2103 | 07/14/2010 | TAU500 | DURATEC 35 |
| 1746 | 07/12/2010 | TAU500 | DURATEC 35 |
| 1547 | 06/11/2010 | TAU500 | DURATEC 35 |
| 26127 | 08/24/2010 | TAU500 | DURATEC 35 |
| 14277 | 08/17/2010 | TAU500 | DURATEC 35 |
| 24347 | 08/17/2010 | TAU500 | DURATEC 35 |
| 9861 | 08/12/2010 | TAU500 | DURATEC 35 |
| 15377 | 08/09/2010 | TAU500 | DURATEC 35 |

| | | | |
|-------|------------|--------|------------|
| 24375 | 08/04/2010 | TAU500 | DURATEC 35 |
| 15330 | 08/03/2010 | TAU500 | DURATEC 35 |
| 4633 | 07/26/2010 | TAU500 | DURATEC 35 |
| 19853 | 07/21/2010 | TAU500 | DURATEC 35 |
| 14790 | 06/30/2010 | TAU500 | DURATEC 35 |
| 7258 | 06/25/2010 | TAU500 | DURATEC 35 |
| 9252 | 06/24/2010 | TAU500 | DURATEC 35 |
| 2253 | 06/23/2010 | TAU500 | DURATEC 35 |
| 3350 | 06/15/2010 | TAU500 | DURATEC 35 |
| 1711 | 06/15/2010 | TAU500 | DURATEC 35 |
| 14174 | 06/02/2010 | TAU500 | DURATEC 35 |
| 22722 | 05/22/2010 | TAU500 | DURATEC 35 |
| 3021 | 05/19/2010 | TAU500 | DURATEC 35 |
| 14349 | 05/05/2010 | TAU500 | DURATEC 35 |
| 12258 | 04/22/2010 | TAU500 | DURATEC 35 |
| 20613 | 05/18/2010 | ZEPMKZ | DURATEC 35 |

| MODEL YEAR | REPORT NUMBER | BUILD DATE | VIN |
|------------|---------------|------------|------------------------|
| 2010 | AHYCW004 | 05/25/2010 | 2FMDK4KC0AB [REDACTED] |
| 2010 | AHXBU007 | 05/13/2010 | 2FMDK3JC7AB [REDACTED] |
| 2010 | AHXBG001 | 10/20/2009 | 2FMDK3GCXAB [REDACTED] |
| 2010 | AHXAP016 | 05/26/2010 | 2FMDK3GC9AB [REDACTED] |
| 2010 | AHWBX009 | 06/01/2010 | 2FMDK4KC3AB [REDACTED] |
| 2010 | AHTD5008 | 06/09/2009 | 2FMDK4JC3AB [REDACTED] |
| 2010 | AHTDA010 | 03/08/2010 | 2FMDK3GC2AB [REDACTED] |
| 2010 | AHTBJ004 | 05/19/2010 | 2FMDK3KC0AB [REDACTED] |
| 2010 | AHTBA012 | 11/09/2009 | 2FMDK3GC0AB [REDACTED] |
| 2010 | AHTAK008 | 07/01/2010 | 2FMDK4JC5AB [REDACTED] |
| 2010 | AHSAZ004 | 06/09/2010 | 2FMDK3JC5AB [REDACTED] |
| 2010 | AHRDB007 | 05/31/2010 | 2FMDK3KC8AB [REDACTED] |
| 2010 | AHQC7004 | 05/10/2010 | 2FMDK3GC1AB [REDACTED] |
| 2010 | AHQC5004 | 06/09/2010 | 2FMDK3JC9AB [REDACTED] |
| 2010 | AHQA8005 | 06/14/2010 | 2FMDK3JC0AB [REDACTED] |
| 2010 | AHQA3010 | 12/09/2009 | 2FMDK3GC5AB [REDACTED] |
| 2010 | AHPB3005 | 05/26/2010 | 2FMDK3GC6AB [REDACTED] |
| 2010 | AHMDP001 | 06/21/2010 | 2FMDK3JC3AB [REDACTED] |
| 2010 | AHMCQ014 | 05/10/2010 | 2FMDK3KC9AB [REDACTED] |
| 2010 | AHMCD005 | 10/15/2009 | 2FMDK4KC9AB [REDACTED] |

| | | | |
|------|----------|------------|------------------------|
| 2010 | AHMAX001 | 05/07/2010 | 2FMDK4KC9AB [REDACTED] |
| 2010 | AHMAQ016 | 06/25/2010 | 2FMDK3KC8AB [REDACTED] |
| 2010 | AHLED013 | 05/20/2010 | 2FMDK3KC5AB [REDACTED] |
| 2010 | AHLAM005 | 05/27/2010 | 2FMDK3KC6AB [REDACTED] |
| 2010 | AHKE2008 | 03/08/2010 | 2FMDK4KC0AB [REDACTED] |
| 2010 | AHKER003 | 05/07/2010 | 2FMDK3GC9AB [REDACTED] |
| 2010 | AHKBK003 | 03/15/2010 | 2FMDK4AC6AB [REDACTED] |
| 2010 | AHIAW009 | 03/10/2010 | 2FMDK4KC8AB [REDACTED] |
| 2010 | AHFBF009 | 03/11/2010 | 2FMDK4KC3AB [REDACTED] |
| 2010 | AHDB8003 | 05/28/2010 | 2FMDK4JC6AB [REDACTED] |
| 2010 | AHDB6019 | 03/08/2010 | 2FMDK3GC9AB [REDACTED] |
| 2010 | AHDBJ005 | 05/17/2010 | 2FMDK3JC2AB [REDACTED] |
| 2010 | AHDAL011 | 05/19/2010 | 2FMDK4JC7AB [REDACTED] |
| 2010 | AHCBY030 | 05/11/2010 | 2FMDK4KC5AB [REDACTED] |
| 2010 | AG4AL011 | 03/12/2010 | 2FMDK3KC6AB [REDACTED] |
| 2010 | AG2CJ012 | 03/10/2010 | 2FMDK3GCXAB [REDACTED] |
| 2010 | AG2BQ011 | 03/12/2010 | 2FMDK3JC0AB [REDACTED] |
| 2010 | AG1D3004 | 05/10/2010 | 2FMDK4KC6AB [REDACTED] |
| 2010 | AGZAM002 | 05/10/2010 | 2FMDK3GC6AB [REDACTED] |
| 2010 | AGWD6002 | 05/25/2010 | 2FMDK4KC6AB [REDACTED] |
| 2010 | AGVDG006 | 03/12/2010 | 2FMDK4KC4AB [REDACTED] |

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| 2010 | AGVAN005 | 05/26/2010 | 2FMDK4KC0AB [REDACTED] |
| 2010 | AGUBB016 | 03/10/2010 | 2FMDK3GCXAB [REDACTED] |
| 2010 | AGTAT007 | 03/10/2010 | 2FMDK4KC1AB [REDACTED] |
| 2010 | AGSCJ007 | 03/10/2010 | 2FMDK4KC4AB [REDACTED] |
| 2010 | AGSBO006 | 06/01/2010 | 2FMDK3JC2AB [REDACTED] |
| 2010 | AGPDC009 | 05/07/2010 | 2FMDK3KC0AB [REDACTED] |
| 2010 | AGPBV017 | 03/17/2010 | 2FMDK3GC4AB [REDACTED] |
| 2010 | AGPBM002 | 03/12/2010 | 2FMDK4KC4AB [REDACTED] |
| 2010 | AGMCK023 | 03/11/2010 | 2FMDK3JC5AB [REDACTED] |
| 2010 | AGLED002 | 05/12/2010 | 2FMDK4KC5AB [REDACTED] |
| 2010 | AGLCD007 | 03/16/2010 | 2FMDK3GCXAB [REDACTED] |
| 2010 | AGLB8029 | 05/19/2010 | 2FMDK3GC7AB [REDACTED] |
| 2010 | AGLAL009 | 03/10/2010 | 2FMDK4KC0AB [REDACTED] |
| 2010 | AGJAB014 | 03/11/2010 | 2FMDK3GC4AB [REDACTED] |
| 2010 | AGHEB004 | 03/17/2010 | 2FMDK3GC4AB [REDACTED] |
| 2010 | AGHAU004 | 03/11/2010 | 2FMDK4JC7AB [REDACTED] |
| 2010 | AGFDJ003 | 03/12/2010 | 2FMDK4JCXAB [REDACTED] |
| 2010 | AGFBR007 | 03/10/2010 | 2FMDK3GC7AB [REDACTED] |
| 2010 | AF4DU003 | 05/11/2010 | 2FMDK3KC7AB [REDACTED] |
| 2010 | AF4DI006 | 03/11/2010 | 2FMDK3GC8AB [REDACTED] |
| 2010 | AF4A6008 | 03/11/2010 | 2FMDK4KC6AB [REDACTED] |

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| 2010 | AF3C7006 | 03/11/2010 | 2FMDK3JC4AB [REDACTED] |
| 2010 | AF3AS013 | 03/09/2010 | 2FMDK3GC6AB [REDACTED] |
| 2010 | AF3AS004 | 05/06/2010 | 2FMDK4JC0AB [REDACTED] |
| 2010 | AFXBR016 | 05/20/2010 | 2FMDK4KC5AB [REDACTED] |
| 2010 | AFVAH003 | 03/10/2010 | 2FMDK3GC0AB [REDACTED] |
| 2010 | AFUAN004 | 03/11/2010 | 2FMDK3GC5AB [REDACTED] |
| 2010 | AFSAB015 | 03/10/2010 | 2FMDK3GC4AB [REDACTED] |
| 2010 | AFRCT007 | 03/09/2010 | 2FMDK3KC5AB [REDACTED] |
| 2010 | AFQAF003 | 03/16/2010 | 2FMDK3KC9AB [REDACTED] |
| 2010 | AFQAF002 | 03/17/2010 | 2FMDK3JC0AB [REDACTED] |
| 2010 | AFOCZ008 | 09/16/2009 | 2FMDK3JC2AB [REDACTED] |
| 2010 | AFNCK009 | 03/10/2010 | 2FMDK4KC6AB [REDACTED] |
| 2010 | AFIDK004 | 03/09/2010 | 2FMDK3KC0AB [REDACTED] |
| 2010 | AFIA7001 | 03/12/2010 | 2FMDK3GC7AB [REDACTED] |
| 2010 | AFHBD002 | 03/11/2010 | 2FMDK4JC2AB [REDACTED] |
| 2010 | AFGAQ010 | 03/16/2010 | 2FMDK3AC1AB [REDACTED] |
| 2010 | AFBBS007 | 03/10/2010 | 2FMDK3JC0AB [REDACTED] |
| 2010 | AFBBD020 | 03/17/2010 | 2FMDK4KC6AB [REDACTED] |
| 2010 | AFAAW008 | 03/11/2010 | 2FMDK4JC2AB [REDACTED] |
| 2010 | AE2A4007 | 03/12/2010 | 2FMDK4KCXAB [REDACTED] |
| 2010 | AEZAL002 | 03/09/2010 | 2FMDK3GCXAB [REDACTED] |

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| 2010 | AEUCT003 | 03/09/2010 | 2FMDK4KC6AB [REDACTED] |
| 2010 | AEFBN002 | 03/09/2010 | 2FMDK3GC9AB [REDACTED] |
| 2010 | AECBD008 | 03/08/2010 | 2FMDK3GC2AB [REDACTED] |
| 2010 | ADTB1007 | 03/09/2010 | 2FMDK3GCXAB [REDACTED] |
| 2010 | AHYBV020 | 06/10/2010 | 1FTEX1CW8AK [REDACTED] |
| 2010 | AHXDA033 | 11/11/2009 | 1FTMF1CW3AK [REDACTED] |
| 2010 | AHWCV010 | 04/10/2010 | 1FTEW1CW2AF [REDACTED] |
| 2010 | AGLDP025 | 06/06/2010 | 1FTEX1CW7AF [REDACTED] |
| 2010 | AFQDP008 | 07/29/2009 | 1FTEX1CW2AF [REDACTED] |
| 2010 | AFCCM005 | 10/28/2009 | 1FTMF1CW9AK [REDACTED] |
| 2010 | AHBBA011 | 10/22/2009 | 1FTMF1EW4AK [REDACTED] |
| 2010 | AGUDH013 | 01/21/2010 | 1FTEX1EW0AF [REDACTED] |
| 2010 | AGGCM001 | 05/21/2010 | 1FTEX1EW0AF [REDACTED] |
| 2010 | ADWA6010 | 03/12/2010 | 1FTEX1EW5AF [REDACTED] |
| 2011 | AHZAF006 | 06/01/2010 | 2FMGK5DC5BE [REDACTED] |
| 2011 | AHQAJ039 | 06/28/2010 | 2FMHK6CC8BE [REDACTED] |
| 2010 | AHTAH014 | 02/01/2010 | 2FMGK5CC9AB [REDACTED] |
| 2010 | AHTAE007 | 05/07/2010 | 2FMGK5CC4AB [REDACTED] |
| 2010 | AGODK016 | 03/11/2010 | 2FMHK6CC3AB [REDACTED] |
| 2010 | AFRA4003 | 03/08/2010 | 2FMGK5BC4AB [REDACTED] |
| 2010 | AFIBW021 | 03/11/2010 | 2FMGK5CC3AB [REDACTED] |
| 2010 | AHZBN004 | 04/19/2010 | 1FAHP3FN6AW [REDACTED] |
| 2010 | AHPDQ008 | 04/20/2010 | 1FAHP3FN9AW [REDACTED] |
| 2010 | AHMCY006 | 04/21/2010 | 1FAHP3FN3AW [REDACTED] |

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| 2010 | AHLEJ019 | 03/30/2010 | 1FAHP3FN4AW [REDACTED] |
| 2010 | AHLEJ018 | 04/22/2010 | 1FAHP3FN0AW [REDACTED] |
| 2010 | AHIBS008 | 05/11/2010 | 1FAHP3FN4AW [REDACTED] |
| 2010 | AHEAO005 | 04/16/2010 | 1FAHP3FN9AW [REDACTED] |
| 2010 | AG2FD004 | 11/06/2009 | 1FAHP3FN3AW [REDACTED] |
| 2010 | AGWAO003 | 06/23/2010 | 1FAHP3GN9AW [REDACTED] |
| 2010 | AGVDL012 | 04/13/2010 | 1FAHP3FN9AW [REDACTED] |
| 2010 | AGVBS012 | 04/19/2010 | 1FAHP3FN4AW [REDACTED] |
| 2010 | AGVAR018 | 09/15/2009 | 1FAHP3FN5AW [REDACTED] |
| 2010 | AGLD4008 | 04/15/2010 | 1FAHP3FN9AW [REDACTED] |
| 2010 | AGLDF021 | 05/18/2010 | 1FAHP3FN5AW [REDACTED] |
| 2010 | AGIAQ001 | 04/15/2010 | 1FAHP3FN5AW [REDACTED] |
| 2010 | AGHDN007 | 12/01/2009 | 1FAHP3FN9AW [REDACTED] |
| 2010 | AGHA1003 | 04/15/2010 | 1FAHP3GN6AW [REDACTED] |
| 2010 | AF4EC002 | 04/20/2010 | 1FAHP3FN1AW [REDACTED] |
| 2010 | AF4BY004 | 05/06/2010 | 1FAHP3FNXAW [REDACTED] |
| 2010 | AFUA1013 | 04/16/2010 | 1FAHP3FN9AW [REDACTED] |
| 2010 | AFQCN013 | 04/14/2010 | 1FAHP3GN1AW [REDACTED] |
| 2010 | AFQAL018 | 04/15/2010 | 1FAHP3GN2AW [REDACTED] |
| 2010 | AFNBV014 | 04/15/2010 | 1FAHP3GN8AW [REDACTED] |
| 2010 | AHJCC003 | 03/12/2010 | 3FAHP0KC6AR [REDACTED] |

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| 2010 | AHFC3010 | 12/11/2009 | 2MEBM7FV5AX [REDACTED] |
| 2011 | AGTAT011 | 05/26/2010 | 2LMHJ5FR0BE [REDACTED] |
| 2010 | AG3BL001 | 12/04/2009 | 2LMHJ5FR0AE [REDACTED] |
| 2010 | AHECT017 | 03/10/2010 | 2LMDJ6JC3AE [REDACTED] |
| 2010 | AHBD1003 | 03/11/2010 | 2LMDJ8JC1AE [REDACTED] |
| 2010 | AG3CR013 | 05/07/2010 | 2LMDJ6JC9AE [REDACTED] |
| 2010 | AGLEI028 | 03/15/2010 | 2LMDJ8JC2AE [REDACTED] |
| 2010 | AGHCX013 | 03/10/2010 | 2LMDJ6JC3AE [REDACTED] |
| 2010 | AFWE4007 | 03/19/2010 | 2LMDJ6JC7AE [REDACTED] |
| 2011 | AHTAX024 | 07/19/2010 | 1FAHP2EW2BG [REDACTED] |
| 2011 | AHLB7005 | 05/18/2010 | 1FAHP2FW4BG [REDACTED] |
| 2011 | AHBB4002 | 06/07/2010 | 1FAHP2FW9BG [REDACTED] |
| 2011 | AG3A5011 | 05/10/2010 | 1FAHP2EW5BG [REDACTED] |
| 2011 | AGNAU002 | 06/08/2010 | 1FAHP2HWXBG [REDACTED] |
| 2011 | AGLEI025 | 05/26/2010 | 1FAHP2EW0BG [REDACTED] |
| 2011 | AFKKB009 | 05/10/2010 | 1FAHP2EW5BG [REDACTED] |
| 2010 | AHXDJ018 | 12/01/2009 | 1FAHP2DW9AG [REDACTED] |
| 2010 | AHQDR039 | 12/09/2009 | 1FAHP2HW3AG [REDACTED] |
| 2010 | AHQC4019 | 10/06/2009 | 1FAHP2FW9AG [REDACTED] |
| 2010 | AHLB7009 | 04/23/2010 | 1FAHP2EW0AG [REDACTED] |
| 2010 | AHIBD031 | 12/03/2009 | 1FAHP2DW0AG [REDACTED] |

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| 2010 | AHDB6003 | 09/10/2009 | 1FAHP2DW2AG [REDACTED] |
| 2010 | AHCCM005 | 02/09/2010 | 1FAHP2EW5AG [REDACTED] |
| 2010 | AGZAP020 | 03/10/2010 | 1FAHP2EWXAG [REDACTED] |
| 2010 | AGUCT010 | 10/02/2009 | 1FAHP2FW8AG [REDACTED] |
| 2010 | AF4A2001 | 11/02/2009 | 1FAHP2EW0AG [REDACTED] |
| 2010 | AFYCX001 | 03/18/2010 | 1FAHP2EW2AG [REDACTED] |
| 2010 | AFXC9008 | 03/09/2010 | 1FAHP2FW3AG [REDACTED] |
| 2010 | AFWDU017 | 03/11/2010 | 1FAHP2FW1AG [REDACTED] |
| 2010 | AFOCZ009 | 03/10/2010 | 1FAHP2EW5AG [REDACTED] |
| 2010 | AFOCZ004 | 03/10/2010 | 1FAHP2EWXAG [REDACTED] |
| 2010 | AFBAT014 | 10/20/2009 | 1FAHP2DW1AG [REDACTED] |
| 2010 | AEVAH008 | 09/28/2009 | 1FAHP2DW5AG [REDACTED] |
| 2010 | AESBV014 | 03/12/2010 | 1FAHP2EW1AG [REDACTED] |
| 2010 | AEED2002 | 11/18/2009 | 1FAHP2HW2AG [REDACTED] |
| 2010 | ADVWCW018 | 09/11/2009 | 1FAHP2DW8AG [REDACTED] |
| 2010 | AERBE006 | 05/07/2009 | 3LNHL2JCXAR [REDACTED] |

| SYMPTOM FULL DESC | ADDITIONAL SYMPTOM |
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| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLING CONCERN |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | WITH A/C ON |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | ENGINE STALLS AT IDLE A/C ON |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLING INTERMITTENT STARTUP |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLING CONCERN |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLING CONCERN |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLS AT CLOSED THROTTLE |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLING CONCERN |
| DRVABL ,STALL/QUITS ,AT IDLE ,UNKNOWN | IDLE DIPS AND STALLS |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | INTERMITTENT STALLING AT IDLE |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | INTERMITTENT STALLING AT IDLE |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLS AT IDLE |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | INTERMITTENT STALLING C1963 |
| DRVABL ,STALL/QUITS ,ACCELERATION ,ALL ENGINE TEMP | STALLS AT TIP IN |
| DRVABL ,STALL/QUITS ,DECELERATION ,UNKNOWN | STALLS ON DECEL WITH A/C ON |
| DRVABL ,STALL/QUITS ,DECELERATION ,UNKNOWN | STALLS INTERMITTENTLY |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | IDLE FLUCTUATION |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLS |
| DRVABL ,STALL/QUITS ,UNKNOWN ,UNKNOWN | INT. STALL |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLING CONCERN |

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| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | RUNS ROUGH STALLS |
| DRVABL ,STALL/QUITS ,DECELERATION ,ALL ENGINE TEMP | STALLING AT IDLE |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | INTERMITTANT STALL |
| DRVABL ,STALL/QUITS ,UNKNOWN ,UNKNOWN | INTERMITTENT HESITATION/STALL |
| DRVABL ,STALL/QUITS ,AT IDLE ,UNKNOWN | STALLS AT IDLE |
| DRVABL ,STALL/QUITS ,AT CRUISE ,ALL ENGINE TEMP | P1111 INTERMITTENT STALL |
| DRVABL ,STALL/QUITS ,AT IDLE ,UNKNOWN | INT STALLS AT IDLE |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLS AT IDLE |
| DRVABL ,STALL/QUITS ,DECELERATION ,ALL ENGINE TEMP | STALLS ON DECEL OR AT IDLE |
| DRVABL ,STALL/QUITS ,ACCELERATION ,UNKNOWN | STALLS ON ACCEL. |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLING CONCERN |
| DRVABL ,STALL/QUITS ,DECELERATION ,ALL ENGINE TEMP | STALLS AT IDLE |
| DRVABL ,STALL/QUITS ,DECELERATION ,ALL ENGINE TEMP | STALLS AT STOPS. |
| DRVABL ,STALL/QUITS ,AT IDLE ,HOT ENGINE | STALLING AT STOPS. |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLS AT IDLE W/ A/C ON |
| DRVABL ,STALL/QUITS ,DECELERATION ,UNKNOWN | STALLING CONCERN |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLING CONCERN |
| DRVABL ,STALL/QUITS ,AT CRUISE ,ALL ENGINE TEMP | STALLED WHILE DRIVING |
| DRVABL ,STALL/QUITS ,AT CRUISE ,ALL ENGINE TEMP | STALL AT CRUISE |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | INTERMITTENT STALLING |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | INTERMITTENT STALL |

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| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLING CONCERN |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | ENGINE RPM DIPS THEN STALLS |
| DRVABL ,STALL/QUITS ,DECELERATION ,ALL ENGINE TEMP | WITH AC ON |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | INT |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | INT, CLOSED THROTTLE |
| DRVABL ,STALL/QUITS ,AT IDLE ,UNKNOWN | NO CODES, STALLED 6 TIMES. |
| DRVABL ,STALL/QUITS ,DECELERATION ,ALL ENGINE TEMP | STALLING CONCERN |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | INTERMITTENT STALLING AT IDLE |
| DRVABL ,STALL/QUITS ,AT IDLE ,UNKNOWN | STALLING CONCERN |
| DRVABL ,STALL/QUITS ,AT CRUISE ,ALL ENGINE TEMP | STALL AND SQUEAK |
| DRVABL ,STALL/QUITS ,AT IDLE ,HOT ENGINE | ALLEGED STALLS AT STOPS |
| DRVABL ,STALL/QUITS ,UNKNOWN ,UNKNOWN | STALL CONCERN |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLING AT STOPS. |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | INTERMITTENT |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | WITH A/C ON |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | INTERMITTENT STALL W/ A/C IDLE |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLS AT IDLE |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLS AT IDLE |
| DRVABL ,STALL/QUITS ,DECELERATION ,ALL ENGINE TEMP | INTERMITTANT |
| DRVABL ,STALL/QUITS ,AT CRUISE ,UNKNOWN | NO CODES, RESTARTS |
| DRVABL ,STALL/QUITS ,DECELERATION ,ALL ENGINE TEMP | WRENCH LIGHT STALL OUT |

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| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLS ON DECEL OR IDLE |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | INT STALL CONCERN. |
| DRVABL ,STALL/QUITS ,DECELERATION ,UNKNOWN | STALLING AT STOPS. |
| DRVABL ,STALL/QUITS ,DECELERATION ,ALL ENGINE TEMP | STALL ON DECEL. |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | AT STOPS |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | INT STALL AT STOPS. |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | INT STALL AND WRENCH LIGHT |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLS AT STOPS |
| DRVABL ,STALL/QUITS ,AT IDLE ,UNKNOWN | IDLE ROLLS SLIGHT, DIPS, STALL |
| DRVABL ,STALL/QUITS ,AT IDLE ,UNKNOWN | WITH A/C ON |
| DRVABL ,STALL/QUITS ,ACCELERATION ,ALL ENGINE TEMP | |
| DRVABL ,STALL/QUITS ,DECELERATION ,ALL ENGINE TEMP | STALLING CONCERN |
| DRVABL ,STALL/QUITS ,AT CRUISE ,UNKNOWN | STALLS |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLS WITH A/C |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | WITH A/C ON |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | INTERMITTENT STALLING W/ AC ON |
| DRVABL ,STALL/QUITS ,AT IDLE ,HOT ENGINE | VERIFIED AFTER ONE HOUR IDLE |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLING CONCERN |
| DRVABL ,STALL/QUITS ,AT IDLE ,UNKNOWN | INT. STALL |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLS AT IDLE |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLING AT STOPS A/C ON. |

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| DRVABL ,STALL/QUITS ,AT CRUISE ,ALL ENGINE TEMP | THROTTLE BODY CONCERN |
| DRVABL ,STALL/QUITS ,UNKNOWN ,UNKNOWN | STALL COMING TO A STOP |
| DRVABL ,STALL/QUITS ,UNKNOWN ,UNKNOWN | STALLS |
| DRVABL ,STALL/QUITS ,UNKNOWN ,UNKNOWN | STALLS AT STOPS INT |
| DRVABL ,STALL/QUITS ,UNKNOWN ,UNKNOWN | STALLED MULTIPLE TIMES |
| DRVABL ,STALL/QUITS ,AT IDLE ,UNKNOWN | ROLLING IDLE/STALL CONCERN |
| DRVABL ,STALL/QUITS ,AT IDLE ,UNKNOWN | INT STALL |
| DRVABL ,STALL/QUITS ,AT IDLE ,UNKNOWN | ALLEGED STALL AT IDLE |
| DRVABL ,STALL/QUITS ,DECELERATION ,ALL ENGINE TEMP | DECEL STALL |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | INT STALL |
| DRVABL ,STALL/QUITS ,DECELERATION ,ALL ENGINE TEMP | STALLS ON DECELERATION |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | RPM DROP FOLLOWED BY STALL |
| DRVABL ,STALL/QUITS ,AT IDLE ,UNKNOWN | STALLS AT IDLE |
| DRVABL ,STALL/QUITS ,AT IDLE ,UNKNOWN | ALLEGED STALLS AT STOPS |
| DRVABL ,STALL/QUITS ,UNKNOWN ,UNKNOWN | ALLEGED |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLING CONCERN |
| DRVABL ,STALL/QUITS ,UNKNOWN ,UNKNOWN | CRUISE KICKS OFF, STALLS |
| DRVABL ,STALL/QUITS ,DECELERATION ,ALL ENGINE TEMP | STALLS/QUITS WRENCH LIGHT |
| DRVABL ,STALL/QUITS ,UNKNOWN ,UNKNOWN | STALLS ON DECEL |
| DRVABL ,STALL/QUITS ,DECELERATION ,ALL ENGINE TEMP | STALLS AT IDLE |
| DRVABL ,STALL/QUITS ,AT IDLE ,UNKNOWN | ETC CODES |
| DRVABL ,STALL/QUITS ,AT CRUISE ,ALL ENGINE TEMP | STALLS WHILE DRIVING |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLS AT STOPS |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | INT STALL |

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| DRVABL ,STALL/QUITS ,DECELERATION ,ALL ENGINE TEMP | |
| DRVABL ,STALL/QUITS ,DECELERATION ,ALL ENGINE TEMP | |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLS AT IDLE |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | U0001,U0100,P193C |
| DRVABL ,STALL/QUITS ,AT IDLE ,UNKNOWN | STALL |
| DRVABL ,STALL/QUITS ,DECELERATION ,ALL ENGINE TEMP | INTERMITTENT STALL |
| DRVABL ,STALL/QUITS ,AT IDLE ,UNKNOWN | RUN ROUGH AND STALL |
| DRVABL ,STALL/QUITS ,ACCELERATION ,ALL ENGINE TEMP | STALLS ON ACCEL |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | INTERMITTENT STALLING CONCERN |
| DRVABL ,STALL/QUITS ,AT IDLE ,UNKNOWN | RUNS ROUGH/IDLES LOW/STALLS |
| DRVABL ,STALL/QUITS ,ACCELERATION ,ALL ENGINE TEMP | STALLING CONCERN. |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | INT STALL |
| DRVABL ,STALL/QUITS ,AT IDLE ,UNKNOWN | THEN C/N/S W/ PATS FLASH |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | WITH A/C ON |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLS AT IDLE |
| DRVABL ,STALL/QUITS ,UNKNOWN ,UNKNOWN | INT. STALL |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | INTERMITTENT STALLING CONCERN |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLS WITH A/C ON |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLS/ROUGH IDLE |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLS |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | ROLLING IDLE, STALLS |

| | |
|--|-------------------------------|
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | INTERMITTANT STALL |
| DRVABL ,STALL/QUITS ,DECELERATION ,ALL ENGINE TEMP | P1000 |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | RPM FLUCTUATION |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | INTERMITTANT STALL |
| DRVABL ,STALL/QUITS ,DECELERATION ,ALL ENGINE TEMP | STALLS |
| DRVABL ,STALL/QUITS ,UNKNOWN ,UNKNOWN | STALLS MULTIPLE TIMES |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | INT STALL |
| DRVABL ,STALL/QUITS ,AT IDLE ,UNKNOWN | INT. STALL AT IDLE |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLS |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLING CONCERN |
| DRVABL ,STALL/QUITS ,UNKNOWN ,UNKNOWN | STALL AT TIMES |
| DRVABL ,STALL/QUITS ,AT CRUISE ,HOT ENGINE | STALLING CONCERN |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLS AT IDLE |
| DRVABL ,STALL/QUITS ,AT CRUISE ,HOT ENGINE | |
| DRVABL ,STALL/QUITS ,DECELERATION ,ALL ENGINE TEMP | STALLS AND SURGES AT STOPS |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLING CONCERN |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLS |
| DRVABL ,STALL/QUITS ,UNKNOWN ,UNKNOWN | STALLS WHILE DRIVING |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLING CONCERN |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLING CONCERN |

| | |
|--|-----------------------------------|
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLING CONCERN |
| DRVABL ,STALL/QUITS ,AT IDLE ,HOT ENGINE | |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | INTERMITTENT STALL/ROLLING IDL |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | AT IDLE WITH LOAD INPUT |
| DRVABL ,STALL/QUITS ,AT IDLE ,UNKNOWN | STALLS AT IDLE |
| DRVABL ,STALL/QUITS ,UNKNOWN ,UNKNOWN | STALL AT STOP |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | INTERMITTENT STALL |
| DRVABL ,STALL/QUITS ,AT IDLE ,UNKNOWN | STALLS AT STOPS WITH A/C ON |
| DRVABL ,STALL/QUITS ,ACCELERATION ,HOT ENGINE | |
| DRVABL ,STALL/QUITS ,ACCELERATION ,ALL ENGINE TEMP | |
| DRVABL ,STALL/QUITS ,DECELERATION ,UNKNOWN | INTERMITTENT |
| DRVABL ,STALL/QUITS ,UNKNOWN ,UNKNOWN | INT. STALL |
| DRVABL ,STALL/QUITS ,AT IDLE ,UNKNOWN | STALLS AT STOPS |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLS |
| DRVABL ,STALL/QUITS ,AT IDLE ,UNKNOWN | STALLS |
| DRVABL ,STALL/QUITS ,AT IDLE ,ALL ENGINE TEMP | STALLS |

From: McDonagh, Scot (S.M.)
Sent: Wednesday, September 08, 2010 10:52 AM
To: Jones, Jennifer (J.O.); Wagner, Glen (G.C.)
Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.); Harmon, Derek (D.M.); Dixon, Mark (M.R.); Gattis, Keith (W.); Crudo, Frank (F.J.); Osepchook, William (W.R.); Hansen, Randy (R.F.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Can we release the below SSM while the TSB is being developed and released ?

Some 2010 and 2011 vehicles equipped with 3.5L, 3.7L & 4.6L 2V normally aspirated engines may exhibit a concern where idle speed is lower than desired. Please refer to section 3 of the PC/ED for a list of possible causes by symptom. If able to duplicate the concern monitor ETC_ACT and ECT_DES PIDs during the concern, if more than three degrees difference throttle body replacement is required. If normal diagnostics does not lead to root cause and the concern is present only during closed throttle operation, suspect an electronic throttle body concern.

Scot G. McDonagh

PT Quality Engineering

Phone: (313)337-8091

smcdonag@ford.com

From: Jones, Jennifer (J.O.)
Sent: Wednesday, September 08, 2010 10:36 AM
To: Wagner, Glen (G.C.); McDonagh, Scot (S.M.)
Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.); Harmon, Derek (D.M.); Dixon, Mark (M.R.); Gattis, Keith (W.); Crudo, Frank (F.J.); Osepchook, William (W.R.); Hansen, Randy (R.F.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Randy -

I'd like to see someone in engine author the TSB Glen is suggesting below. Since 3.5L is one of the ones with concerns, maybe Bill. The idea right now is a directed replacement of the ETB between certain build dates based on the DTC codes/symptoms. I think Bill may have already put some thought into this.

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I recommend we release a directed repair TSB that initially has the technician replace the ETB. If having the tech replace the drive motor is considered feasible than a kit would need to be released and the TSB updated (new kit part number and motor replacement instructions) to take advantage of the additional savings.

Note that replacing the motor and gasket is a simple repair, you remove the 4 cover screws, remove gasket from cover, slide off the intermediate gear, remove two motor screws, slide out the motor and reassemble. In my opinion the potential issue is introducing contamination however technicians successfully perform many repairs that are highly sensitive to contamination (trans valve body, internal engine components).

Glen Wagner

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Sent: Tuesday, September 07, 2010 2:49 PM
To: Wagner, Glen (G.C.); Dixon, Mark (M.R.)
Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.); Harmon, Derek (D.M.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Will added cost for Labor to rebuild an ETB increase warranty claim costs ? Would we be better off with a TSB that does not include diagnostic time or labor costs to rebuild ?

Model Year: 2010

Document Number: 63076801

Market Derived: F - FORD

Repair Date: 04-AUG-10

Body/Cab Type: C/FC - 4 DOOR SEDAN-6 LITE

Distance: 24375

Version/Series: *- [N/A]

TIS: 11

Drive Type: C/A-2 WHL L/H FRONT DRIVE

Vehicle Line: C/PH-TAURUS [10-11]

Warranty Start Date: 26-SEP-09

Production Date: 10-SEP-09

VIN: 1FAHP2DW2AG [REDACTED]

Expense Information

Dealer Information:

Dealer Name CROSSROADS FORD, INC.

Dealer Code: 00998 - *

Address: 2333 WALNUT STREET

City: CARY

State: NC Zip Code: 27511

Country: USA Region Code: NA

Customer Paid Amount: .00

Deductible Amount: .00

Dealer Paid Amount: .00

Labor Cost: 58.93

Misc. Expense Amount: .00

Part Markup Amount: 46.60

Material Cost: 163.09

Phone: (919)467-1881

Total Cost Gross: 222.02

Cust.

Concern **D41 - ENGINE HESITATES/SURGES AT STEADY SPEED**

Code:

Condition **42 - DOES NOT OPERATE PROPERLY**

Code:

Technician EEC DIAG NO CODES KOEO OR KOER TEST DRIVE TO VERIFY MONITOR
Comment: PID DATA AND CK OASIS NO CONCERNS CONTACT HOTLINE AND WAS ADVISED TO REPLACE THROTTLE BODY REPLACE BODY AND CLEAR KAM AND TEST DRIVE RETEST AFTER OVER NATIONAL AVERAGE FILTER, REDUCED LABOR AS SUGGESTED

Customer C S THE ENGINE CUTS OFF WHILE IDLING IN PARK. ALSO SURGES AT
Comment: CITY SPEEDS AND PARKING LOT SPEEDS. C S IDLES ERRATIC.

| <u>Labor Op Code</u> | <u>Labor Op Description</u> | <u>Labor Op Cost</u> |
|----------------------|------------------------------------|----------------------|
| 12650D | EEC - (QUICK TEST) DIAGNOSIS | 16.84 |
| 9926A | THROTTLE BODY - AIR INTAKE REPLACE | 42.09 |

| <u>Causal</u> | <u>Full Part Number</u> | <u>Part</u> | <u>Part</u> | <u>Extended</u> |
|---------------|-------------------------------------|----------------------------|-----------------------------|-----------------|
| <u>Flag</u> | <u>PREF</u> <u>BASE</u> <u>SUFF</u> | <u>Description</u> | <u>CPSC</u> <u>Quantity</u> | <u>Amount</u> |
| Y | 7T4Z 9E926 FA | BODY ASY-AIR CHARGE | 030401 1 | 163.09 |

Scot G. McDonagh

PT Quality Engineering

Phone: (313)337-8091

smcdonag@ford.com

From: Wagner, Glen (G.C.)
Sent: Tuesday, September 07, 2010 2:17 PM
To: McDonagh, Scot (S.M.); Dixon, Mark (M.R.)
Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.); Harmon, Derek (D.M.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Derek Harmon and I disassembled a throttle body to determine if it could be disassembled and repaired (e.g. new gasket and drive motor installed) in a dealership. In our opinion this is feasible however we would need to stress the need for extreme cleanliness (e.g. clean exterior prior to opening, set unit on clean shop cloth...). This would of course require Engineering concurrence.

Glen Wagner

FCSD Commodity Program Manager, Fuel / Exhaust / Air Induction / Cooling / Controls / Calibration / Gas Engine
Phone 313 32-26768

From: McDonagh, Scot (S.M.)
Sent: Friday, September 03, 2010 12:04 PM
To: Dixon, Mark (M.R.); Wagner, Glen (G.C.)
Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Delphi ETB gasket outgassing concern ? Several PCEs have asked how we plan to handle this concern in service.

Scot G. McDonagh

PT Quality Engineering
Phone: (313)337-8091
smcdonag@ford.com

From: Dixon, Mark (M.R.)
Sent: Thursday, September 02, 2010 4:34 PM
To: Wagner, Glen (G.C.)
Cc: McDonagh, Scot (S.M.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Glen, what's going on with the loss of RPM w/ No DTC item. First I've heard of it?

Mark Dixon

Powertrain Quality
Ford Motor Company
Building 2 / 24K36
<mailto:mdixon@ford.com>
Tel: (313) 805-7051

From: King, Michael (M.J.)
Sent: Thursday, September 02, 2010 4:31 PM
Subject: Weekly QSF and Emerging Concerns 9-2-2010

The activity below identifies new and closed concerns for this period:

New QSF's

- 2010 Taurus Speedometer sticks/inop/inaccurate

Closed QSF's

- 2010 Gas Engine GTDI spark plugs **Closed for Service at 38 Days!**

- 2007-2010 F-150 6R pump adapter trouble, P073X/P0741/slipping

New Emerging Issues

- 2011 F-Superduty High rail, will not go into PTO
- 2011 F-Superduty VSOUT, incorrect/unusable signal
- 2009-2010 Escape/Mariner EPAS, Squeak noise when turning
- 2011 Mustang Fuse 13 P0201/P0208/P025A/P0690/U0109, no start
- 2011 Edge/MKX Rain sensor bracket releasing from windshield
- 2010-2011 Gas Engine 2.0L,3.5L,3.7L,4.6L 2V intermittent loss of RPM w/no DTC's

Closed Emerging Issues

- 2008 Edge/MKX Odometer resets to english after 911 upgrade

The attached spreadsheets contain the status details for all Emerging and QSF Concerns through 9/2/2010:

[<< File: FCSD Weekly Emerging 9-2-2010.xls >>](#)

[<< File: FCSD Weekly QSF 9-2-2010.xls >>](#)

NEW - UPDATE Engineering groups that have been assigned a QSF, Emerging, or Monitor concern now have the ability to provide feedback directly to our Concern Database. You are encouraged to review status details and provide updates through this site. Please let me know if you have any questions.

Concern Data Base: <http://dsc0ap05.diagnostic.ford.com/sp/AEQv2/>

Thanks,

Michael King
PCE Process Coordinator
FCSD Service Engineering Operations
313-248-8637

From: Harmon, Derek (D.M.)
Sent: Thursday, September 30, 2010 8:05 AM
To: McDonagh, Scot (S.M.); Ricks, Kevin (K.J.); Wagner, Glen (G.C.)
Cc: Osepchook, William (W.R.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Due to the hotline receiving 65 calls in Sept for this concern, I'll compromise and use 10/22 as the closure date. I had a discussion with Bill Osepchook yesterday, he is close to submitting the TSB.

Derek M. Harmon
FCSD Concern Engineer
Ford Motor Company
email: dharmon3@ford.com
phone: 313-317-4276

From: McDonagh, Scot (S.M.)
Sent: Wednesday, September 29, 2010 8:46 AM
To: Harmon, Derek (D.M.); Ricks, Kevin (K.J.); Wagner, Glen (G.C.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

My pleasure- Just spoke to Boerger & Langley. Please use 10/30/10 Projected QSF closure date for next weeks PDQR. Jim and Scott are scheduling a review with Greg Oswalt next week. Will forward meeting notice when received. Thanks

Scot G. McDonagh

PT Quality Engineering
Phone: (313)337-8091
smcdonag@ford.com

From: Harmon, Derek (D.M.)
Sent: Tuesday, September 28, 2010 3:53 PM
To: McDonagh, Scot (S.M.); Ricks, Kevin (K.J.); Wagner, Glen (G.C.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Thanks for the push Scott! I moved the date out to the 10/15 earlier today due to the difficulties we may have w/ ASO.

Derek M. Harmon
FCSD Concern Engineer
Ford Motor Company
email: dharmon3@ford.com
phone: 313-317-4276

From: McDonagh, Scot (S.M.)
Sent: Tuesday, September 28, 2010 2:55 PM
To: Harmon, Derek (D.M.); Langley, Scott (C.S.); Osepchook, William (W.R.); Shapardanis, Michael (M.S.)
Cc: Soper, Todd (R.); Boerger, Jim (J.G.); Dixon, Mark (M.R.); Sparks, Douglas (D.S.); Wagner, Glen (G.C.); Ricks, Kevin (K.J.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Can the TSB be submitted for release now ? 10/1/10 Projected QSF closure date is closing in fast.

Article Type: TSB **Title:** Vehicles With Lower Than Desired Engine Idle, Engine Idle fluctuations with or without Diagnostic Trouble Codes (DTC) **Category:** Service Fix (10 years - TSB Only) **Request Type:** QSF **Author:** WOSEPCHO

Would this make a good cost save business case?

Author Tracking Number: TWAS **Tracking Number:** 000-2010-1794 **Activity Code:** 000 Miscellaneous

TSB Issue:

Some 2010 and 2011 vehicles equipped with any of the following engines: 2.0L, 3.5L PFI, 3.7L PFI & 4.6L 2V, may exhibit a concern where idle speed drops lower than desired and/or fluctuates. The concern can be intermittent, and may be accompanied with DTC P2111 and/or P2112.

TSB Action:

See TSB Procedure.

TSB Service Procedure:

1. Verify engine build date. Refer to Work Shop Manual, section 303-01, under Engine Identification, for details.

A. If engine build dates are within range for the engine indicated below proceed to step #2.

For vehicles equipped with a 2.0L - 2/11/2010-8/3/2010

For vehicles equipped with a 3.5L and 3.7L PFI - 3/1/2010-8/3/2010

For vehicles equipped with a 4.6L 2v - 5/5/2010-8/3/2010

B. If the engine build date does not fit the date range in 1A, then do not continue this article, follow normal diagnostics in PC/ED manual.

2. Using IDS, retrieve DTC's

A. If there are DTCs not related to the ETB, follow normal diagnostics.

B. If DTC P2111 and/or P2112 with or without other ETB codes or there are no codes, but the vehicle exhibits idle speeds that drop lower than desired and/or fluctuates, replace the ETB.

Scot G. McDonagh

PT Quality Engineering

Phone: (313)337-8091

smcdonag@ford.com

From: Harmon, Derek (D.M.)
Sent: Thursday, September 16, 2010 8:44 AM
To: Langley, Scott (C.S.); McDonagh, Scot (S.M.); Osepchook, William (W.R.); Shapardanis, Michael (M.S.)
Cc: Soper, Todd (R.); Boerger, Jim (J.G.); Dixon, Mark (M.R.); Sparks, Douglas (D.S.); Wagner, Glen (G.C.); Ricks, Kevin (K.J.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Let's try and stick with build dates rather than part #'s. I've heard from other Concern Engineers that parts #'s in SSM's are not always accepted by the approvers. If we have too many build date spans between the 7T4E-9F991 & the 8S4E (2.0L design), we can write separate SSM's.

Thanks for all of the help.

From: Langley, Scott (C.S.)
Sent: Wednesday, September 15, 2010 3:16 PM
To: McDonagh, Scot (S.M.); Osepchook, William (W.R.); Harmon, Derek (D.M.); Shapardanis, Michael (M.S.)
Cc: Soper, Todd (R.); Boerger, Jim (J.G.); Dixon, Mark (M.R.); Sparks, Douglas (D.S.); Wagner, Glen (G.C.); Ricks, Kevin (K.J.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

I apologize for the delay guys.

I just spoke to Bill Osepchook and I will respond directly to his email "*SSM Request for Input: 000-2010-1794*" and will provide ETB PN and build dates as guidance.

I think ETB PN & Build date will be more direct than Engine Build dates. Is that acceptable?

But, I also need to do a little more work to confirm that issue aligns with what we are trying to address here.

Should be able to confirm this info for tomorrow.

Sincerely,

Scott Langley

*PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine*

(Components = Air Metering, Fuel Metering, Ignition, ESMS)

Ford Motor Company - Bldg #1

cell: 313-805-8789

email: slangle1@ford.com

From: McDonagh, Scot (S.M.)
Sent: Wednesday, September 15, 2010 12:46 PM
To: Osepchook, William (W.R.); Harmon, Derek (D.M.); Langley, Scott (C.S.); Shapardanis, Michael (M.S.)
Cc: Soper, Todd (R.); Boerger, Jim (J.G.); Dixon, Mark (M.R.); Sparks, Douglas (D.S.); Wagner, Glen (G.C.); Ricks, Kevin (K.J.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010
Importance: High

Do we have approval for the SSM release ? Engine build dates ? Thanks

Some 2010 and 2011 Focus, Edge, Taurus, Sable, Flex, F150, E150, E250, Crown Vic, Grand Marquis, Fusion, MKS, MKT, MKX, MKZ. vehicles equipped with 2.0L, 3.5L, 3.7L & 4.6L 2V normally aspirated **engines built between ____ and ____** may exhibit a concern where idle speed drops lower than specifications. Please refer to section 3 of the PC/ED for a list of possible causes by symptom. If normal diagnostics does not lead to root cause and the concern is present only during closed throttle operation, suspect an electronic throttle body concern.

Scot G. McDonagh

PT Quality Engineering

Phone: (313)337-8091

smcdonag@ford.com

From: Osepchook, William (W.R.)
Sent: Monday, September 13, 2010 1:15 PM
To: McDonagh, Scot (S.M.); Harmon, Derek (D.M.)
Cc: Soper, Todd (R.); Langley, Scott (C.S.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

As soon as we meet with Scott Langley to discuss. He has been on vacation.

From: McDonagh, Scot (S.M.)
Sent: Monday, September 13, 2010 12:59 PM
To: Harmon, Derek (D.M.); Osepchook, William (W.R.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

When are we submitting the SSM for release ? Thanks

Scot G. McDonagh

PT Quality Engineering

Phone: (313)337-8091

smcdonag@ford.com

From: Harmon, Derek (D.M.)
Sent: Wednesday, September 08, 2010 1:02 PM
To: McDonagh, Scot (S.M.); Osepchook, William (W.R.); Jones, Jennifer (J.O.); Wagner, Glen (G.C.)
Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.); Dixon, Mark (M.R.); Gattis, Keith (W.); Crudo, Frank (F.J.); Hansen, Randy (R.F.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Yes. We have 7T4E-9F991-FB's in stock, not the GA suffix.

Derek M. Harmon
FCSD Concern Engineer
Ford Motor Company
email: dharmon3@ford.com
phone: 313-317-4276

From: McDonagh, Scot (S.M.)
Sent: Wednesday, September 08, 2010 12:44 PM
To: Harmon, Derek (D.M.); Osepchook, William (W.R.); Jones, Jennifer (J.O.); Wagner, Glen (G.C.)
Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.); Dixon, Mark (M.R.); Gattis, Keith (W.); Crudo, Frank (F.J.); Hansen, Randy (R.F.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Do we have certified parts in stock at FCSD depots ?

Scot G. McDonagh

PT Quality Engineering

Phone: (313)337-8091

smcdonag@ford.com

From: Harmon, Derek (D.M.)
Sent: Wednesday, September 08, 2010 11:14 AM
To: Osepchook, William (W.R.); Jones, Jennifer (J.O.); Wagner, Glen (G.C.); McDonagh, Scot (S.M.)
Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.); Dixon, Mark (M.R.); Gattis, Keith (W.); Crudo, Frank (F.J.); Hansen, Randy (R.F.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

SSM we here at SEO drafted below. I'm requesting that PD review, modify, add dates if needed, & submit. SSM covers Focus, Edge, Taurus, Sable, Flex, F150, E150, E250, Crown Vic, Grand Marquis, Fusion, MKS, MKT, MKX, MKZ.

Some 2010 and 2011 Focus, Edge, Taurus, Sable, Flex, F150, E150, E250, Crown Vic, Grand Marquis, Fusion, MKS, MKT, MKX, MKZ. vehicles equipped with 2.0L, 3.5L, 3.7L & 4.6L 2V normally aspirated engines built between _____ and _____ may exhibit a concern where idle speed drops lower than specifications. Please refer to section 3 of the PC/ED for a list of possible causes by symptom. If normal diagnostics does not lead to root cause and the concern is present only during closed throttle operation, suspect an electronic throttle body concern.

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Derek M. Harmon
FCSD Concern Engineer
Ford Motor Company
email: dharmon3@ford.com
phone: 313-317-4276

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Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.); Harmon, Derek (D.M.); Dixon, Mark (M.R.); Gattis, Keith (W.); Crudo, Frank (F.J.); Hansen, Randy (R.F.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Yes, we are already working on this one. Looks like we are headed towards an SSM for now. We can follow up with a TSB once we decide the appropriate repair.

It appears that the dealers are getting to the repair when the vehicle has codes.

The issue is; intermittent loss of RPM without codes.

- High hotline call volume
- Customer irritation when no problem found

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Sent: Wednesday, September 08, 2010 10:36 AM
To: Wagner, Glen (G.C.); McDonagh, Scot (S.M.)
Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.); Harmon, Derek (D.M.); Dixon, Mark (M.R.); Gattis, Keith (W.); Crudo, Frank (F.J.); Osepchook, William (W.R.); Hansen, Randy (R.F.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Randy -

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Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.); Harmon, Derek (D.M.); Dixon, Mark (M.R.); Gattis, Keith (W.); Crudo, Frank (F.J.); Jones, Jennifer (J.O.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

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Note that replacing the motor and gasket is a simple repair, you remove the 4 cover screws, remove gasket from cover, slide off the intermediate gear, remove two motor screws, slide out the motor and reassemble. In my opinion the potential issue is introducing contamination however technicians successfully perform many repairs that are highly sensitive to contamination (trans valve body, internal engine components).

Glen Wagner

FCSD Commodity Program Manager, Fuel / Exhaust / Air Induction / Cooling / Controls / Calibration / Gas Engine
Phone 313 32-26768

From: McDonagh, Scot (S.M.)
Sent: Tuesday, September 07, 2010 2:49 PM
To: Wagner, Glen (G.C.); Dixon, Mark (M.R.)
Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.); Harmon, Derek (D.M.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Will added cost for Labor to rebuild an ETB increase warranty claim costs ? Would we be better off with a TSB that does not include diagnostic time or labor costs to rebuild ?

Model Year: 2010

Document Number: 63076801

Market Derived: F - FORD

Repair Date: 04-AUG-10

Body/Cab Type: C/FC - 4 DOOR SEDAN-6 LITE

Distance: 24375

Version/Series: *- [N/A]

TIS: 11

Drive Type: C/A-2 WHL L/H FRONT DRIVE

Vehicle Line: C/PH-TAURUS [10-11]

Warranty Start Date: 26-SEP-09

Production Date: 10-SEP-09

VIN: 1FAHP2DW2AG [REDACTED]

Expense Information

Dealer Information:

Dealer Name CROSSROADS FORD, INC.

Dealer Code: 00998 - *

Address: 2333 WALNUT STREET

City: CARY

Customer Paid Amount: .00

Deductible Amount: .00

Dealer Paid Amount: .00

Labor Cost: 58.93

Misc. Expense Amount: .00

State: **NC** Zip Code: **27511** Part Markup Amount: **46.60**
 Country: **USA** Region Code: **NA** Material Cost: **163.09**
 Phone: **(919)467-1881** Total Cost Gross: **222.02**

Cust.
 Concern **D41 - ENGINE HESITATES/SURGES AT STEADY SPEED**
 Code:

Condition **42 - DOES NOT OPERATE PROPERLY**
 Code:

Technician EEC DIAG NO CODES KOEO OR KOER TEST DRIVE TO VERIFY MONITOR
 Comment: PID DATA AND CK OASIS NO CONCERNS CONTACT HOTLINE AND WAS
 ADVISED TO REPLACE THROTTLE BODY REPLACE BODY AND CLEAR
 KAM AND TEST DRIVE RETEST AFTER OVER NATIONAL AVERAGE
 FILTER, REDUCED LABOR AS SUGGESTED

Customer C S THE ENGINE CUTS OFF WHILE IDLING IN PARK. ALSO SURGES AT
 Comment: CITY SPEEDS AND PARKING LOT SPEEDS. C S IDLES ERRATIC.

| <u>Labor Op Code</u> | <u>Labor Op Description</u> | <u>Labor Op Cost</u> |
|----------------------|------------------------------------|----------------------|
| 12650D | EEC - (QUICK TEST) DIAGNOSIS | 16.84 |
| 9926A | THROTTLE BODY - AIR INTAKE REPLACE | 42.09 |

| <u>Causal</u> | <u>Full Part Number</u> | <u>Part</u> | <u>Part</u> | <u>Extended</u> |
|---------------|-------------------------------------|--------------------------------|-----------------------------|-----------------|
| <u>Flag</u> | <u>PREF</u> <u>BASE</u> <u>SUFF</u> | <u>Description</u> | <u>CPSC</u> <u>Quantity</u> | <u>Amount</u> |
| Y | 7T4Z 9E926 FA | BODY ASY-AIR CHARGE | 030401 1 | 163.09 |

Scot G. McDonagh
 PT Quality Engineering
 Phone: (313)337-8091
smcdonag@ford.com

From: Wagner, Glen (G.C.)
Sent: Tuesday, September 07, 2010 2:17 PM
To: McDonagh, Scot (S.M.); Dixon, Mark (M.R.)
Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.); Harmon, Derek (D.M.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Derek Harmon and I disassembled a throttle body to determine if it could be disassembled and repaired (e.g. new gasket and drive motor installed) in a dealership. In our opinion this is feasible however we would need to stress the need for extreme cleanliness (e.g. clean exterior prior to opening, set unit on clean shop cloth...). This would of course require Engineering concurrence.

Glen Wagner
FCSD Commodity Program Manager, Fuel / Exhaust / Air Induction / Cooling / Controls / Calibration / Gas Engine
Phone 313 32-26768

From: McDonagh, Scot (S.M.)
Sent: Friday, September 03, 2010 12:04 PM
To: Dixon, Mark (M.R.); Wagner, Glen (G.C.)
Cc: Langley, Scott (C.S.); Shapardanis, Michael (M.S.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Delphi ETB gasket outgassing concern ? Several PCEs have asked how we plan to handle this concern in service.

Scot G. McDonagh

PT Quality Engineering
Phone: (313)337-8091
smcdonag@ford.com

From: Dixon, Mark (M.R.)
Sent: Thursday, September 02, 2010 4:34 PM
To: Wagner, Glen (G.C.)
Cc: McDonagh, Scot (S.M.)
Subject: RE: Weekly QSF and Emerging Concerns 9-2-2010

Glen, what's going on with the loss of RPM w/ No DTC item. First I've heard of it?

Mark Dixon
Powertrain Quality
Ford Motor Company
Building 2 / 24K36
<mailto:mdixon@ford.com>
Tel: (313) 805-7051

From: King, Michael (M.J.)
Sent: Thursday, September 02, 2010 4:31 PM
Subject: Weekly QSF and Emerging Concerns 9-2-2010

The activity below identifies new and closed concerns for this period:

New QSF's

- 2010 Taurus Speedometer sticks/inop/inaccurate

Closed QSF's

- 2010 Gas Engine GTDI spark plugs **Closed for Service at 38 Days!**
- 2007-2010 F-150 6R pump adapter trouble, P073X/P0741/slipping

New Emerging Issues

- 2011 F-Superduty High rail, will not go into PTO
- 2011 F-Superduty VSOUT, incorrect/unusable signal
- 2009-2010 Escape/Mariner EPAS, Squeak noise when turning
- 2011 Mustang Fuse 13 P0201/P0208/P025A/P0690/U0109, no start
- 2011 Edge/MKX Rain sensor bracket releasing from windshield
- 2010-2011 Gas Engine 2.0L,3.5L,3.7L,4.6L 2V intermittent loss of RPM w/no DTC's

Closed Emerging Issues

- 2008 Edge/MKX Odometer resets to english after 911 upgrade

The attached spreadsheets contain the status details for all Emerging and QSF Concerns through 9/2/2010:

[<< File: FCSD Weekly Emerging 9-2-2010.xls >>](#)

[<< File: FCSD Weekly QSF 9-2-2010.xls >>](#)

NEW - UPDATE Engineering groups that have been assigned a QSF, Emerging, or Monitor concern now have the ability to provide feedback directly to our [Concern Database](#). You are encouraged to review status details and provide updates through this site. Please let me know if you have any questions.

Concern Data Base: <http://dsc0ap05.diagnostic.ford.com/sp/AEQv2/>

Thanks,

Michael King
PCE Process Coordinator
FCSD Service Engineering Operations
313-248-8637

From: Jones, Jennifer (J.O.)
Sent: Tuesday, October 12, 2010 12:40 PM
To: Osepchook, William (W.R.)
Subject: RE: TSB Request for Input: 000-2010-1794R2: Vehicles With Diagnostic Trouble Codes (DTC) P2111 Or P2112, Or Lower Than Desired Engine Idle, Engine Idle Fluctuations With Or Without DTC.

Thanks!

From: Osepchook, William (W.R.)
Sent: Tuesday, October 12, 2010 12:27 PM
To: Jones, Jennifer (J.O.)
Subject: RE: TSB Request for Input: 000-2010-1794R2: Vehicles With Diagnostic Trouble Codes (DTC) P2111 Or P2112, Or Lower Than Desired Engine Idle, Engine Idle Fluctuations With Or Without DTC.

I have added vehicle build dates and submitted.

From: Jones, Jennifer (J.O.)
Sent: Tuesday, October 12, 2010 12:05 PM
To: Osepchook, William (W.R.)
Subject: RE: TSB Request for Input: 000-2010-1794R2: Vehicles With Diagnostic Trouble Codes (DTC) P2111 Or P2112, Or Lower Than Desired Engine Idle, Engine Idle Fluctuations With Or Without DTC.

Here's an example. The build dates don't show up. OASIS just uses them to filter which VINS see the TSB.

From: Osepchook, William (W.R.)
Sent: Tuesday, October 12, 2010 11:48 AM
To: Jones, Jennifer (J.O.)
Subject: RE: TSB Request for Input: 000-2010-1794R2: Vehicles With Diagnostic Trouble Codes (DTC) P2111 Or P2112, Or Lower Than Desired Engine Idle, Engine Idle Fluctuations With Or Without DTC.

This was reviewed and decided that we would cause confusion by having the vehicle and engine build dates. The thought was that the TCA would help prevent using the TSB outside the build window.

I'm I correct on this assumption?

From: Jones, Jennifer (J.O.)
Sent: Tuesday, October 12, 2010 11:16 AM
To: Osepchook, William (W.R.)
Subject: RE: TSB Request for Input: 000-2010-1794R2: Vehicles With Diagnostic Trouble Codes (DTC) P2111 Or P2112, Or Lower Than Desired Engine Idle, Engine Idle Fluctuations With Or Without DTC.

OK. You made me look one more time. I suggest adding vehicle build to/from dates in the vehicle table to further limit the population that this TSB comes up for in OASIS. It will help reduce people using this TSB on vehicles outside the build window. For the build from date, you could use a couple weeks after the engine build date as an estimate. For the build to date, you will want to get an estimate from Scott or someone as to a clean date (maybe from claims).

From: Osepchook, William (W.R.)
Sent: Tuesday, October 12, 2010 11:12 AM

To: Jones, Jennifer (J.O.)

Subject: RE: TSB Request for Input: 000-2010-1794R2: Vehicles With Diagnostic Trouble Codes (DTC) P2111 Or P2112, Or Lower Than Desired Engine Idle, Engine Idle Fluctuations With Or Without DTC.

Are you sure? I would rather make changes now.....

Thanks.

From: Jones, Jennifer (J.O.)

Sent: Tuesday, October 12, 2010 11:11 AM

To: Osepchook, William (W.R.)

Subject: RE: TSB Request for Input: 000-2010-1794R2: Vehicles With Diagnostic Trouble Codes (DTC) P2111 Or P2112, Or Lower Than Desired Engine Idle, Engine Idle Fluctuations With Or Without DTC.

Looks good to me.

From: Osepchook, William (W.R.)

Sent: Tuesday, October 12, 2010 10:37 AM

To: Jones, Jennifer (J.O.)

Subject: TSB Request for Input: 000-2010-1794R2: Vehicles With Diagnostic Trouble Codes (DTC) P2111 Or P2112, Or Lower Than Desired Engine Idle, Engine Idle Fluctuations With Or Without DTC.

TSB Request for Input

***** NOTE: The system generated the email. *****

This message is being sent on behalf of WOSEPCHO.

Please provide review and feedback for the article below. The person requesting this feedback may have provided further direction in the comment section below. Forward/Send any comments via email to the person who sent this email.

General Information

Last action taken (as of 10/12/2010 2:36:51 PM GMT):

Send for engineering input

Comment:

Please review and provide input ASAP. This TSB has been in the works for over a month now.

Author:

WOSEPCHO

Tracking Number:

000-2010-1794R2

Author Tracking Number:

--

Title:

Vehicles With Diagnostic Trouble Codes (DTC) P2111 Or P2112, Or Lower Than Desired Engine Idle, Engine Idle Fluctuations With Or Without DTC.

Article Type:

TSB

TSB Issue:

Some 2010 and 2011 vehicles with specific engine build dates and equipped with any of the following engines: 2.0L, 3.5L PFI, 3.7L PFI & 4.6L 2V, may exhibit P2111 or P2112 DTCs, or a concern where idle speed drops lower than desired and/or fluctuates. The idle speed concern can be intermittent, and may or may not be accompanied DTC P2111 and/or P2112.

TSB Action:

Follow the Service Procedure steps to correct the condition.

TSB Service Procedure:

1. Verify engine build date. Refer to Work Shop Manual, section 303-01, under Engine Identification, for details.

A. If engine build dates are within range for the engine indicated below proceed to Step 2.

For vehicles equipped with a 2.0L - 2/11/2010-8/2/2010

For vehicles equipped with a 3.5L and 3.7L PFI - 3/1/2010-8/3/2010

For vehicles equipped with a 4.6L 2v - 5/7/2010-8/2/2010

B. If the engine build date does not fit the date range in 1A, then do not continue this article, follow normal diagnostics in PC/ED manual.

2. Using IDS, retrieve DTC's

A.If there are DTCs not related to the ETB, follow normal diagnostics.

B.If DTC P2111 and/or P2112 is present with or without other ETB codes, and/or the vehicle exhibits idle speeds that drop lower than desired and/or fluctuates, replace the ETB.

Category:

Service Fix (10 years - TSB Only)

Request Type:

QSF

Would this make a good cost save business case?

No

Activity Code:

087 Powertrain Engine

Vehicle Applications:

| Vehicle Lines | Model Year Start | Model Year End | Assembly Plants | Body Styles | Engine | Trans Axles | Build From | Build To |
|---------------|------------------|----------------|-----------------|-------------|-----------------------|-------------|------------|----------|
| F-150 | 2010 | 2010 | | | 4.6L EFI ROMEO | | | |
| Flex | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Focus | 2010 | 2011 | | | 2.0L EFI DOHC DURATEC | | | |
| MKS | 2010 | 2011 | | | 3.7L 4V-DAMB PFI V6 | | | |
| MKT | 2010 | 2011 | | | 3.7L 4V-DAMB PFI V6 | | | |
| MKX | 2010 | 2010 | | | 3.5L DOHC 4V V6 | | | |
| MKZ | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Taurus | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |
| Edge | 2010 | 2010 | | | 3.5L DOHC 4V V6 | | | |
| Fusion | 2010 | 2011 | | | 3.5L DOHC 4V V6 | | | |

| | | | | | | | | |
|-------|------|------|--|--|-------------------|--|--|--|
| E-150 | 2010 | 2010 | | | 4.6L EFI ROME0 | | | |
| E-250 | 2010 | 2010 | | | 4.6L EFI ROME0 | | | |

If SPECS Case, Select all Other Affected Publications:

Changes Needed in Other Pubs:

TSBs to Supersede:

SSMs to Supersede:

ISMs to Supersede:

Other application Articles:

Select the reason for republication:

Procedure verified by CDSID: wosepcho

Describe How The Procedure Was Verified: Testing

Do you have access to a vehicle for time study? N/A

If Yes, contact for vehicle CDSID:

Labor Operations:

Are Illustrations Required? No

If Yes, Contact information for illustrations:

CDSID(Ford only):

Full Name:

Phone:

Illustration Notes:

Trustmarks affected: Ford, Lincoln

Additional Trustmarks To Notify: Mazda

Article Distribution: WDMO, Canada, Mexico, United States

DTC Codes and OASIS Service Codes: P2111, P2112, 600000, 606000, 607000, 607400, 607700, 612000, 617000, 618400

Causal Basic Part # or Finis Code:

| Causal Part # or Finis Code | Warranty Condition Codes |
|-----------------------------|--------------------------|
| 9F991 | Electrical: d4 |

Calibrations List:

White Paper Numbers:

Parts Request Information

Are Parts Required? Yes

QSF Single Agenda Or Program FRC Date: 9/15/2010

Parts List:

| 1 | *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
|---|---------------|--------|----------------------|------------------|------------|-----------|-------------------------------|
| | Existing | 7T4E- | No | Not | Electronic | 1 | 400 |

| | | | | | | |
|-----------------------------|---------------------------|-----------------------------|-------------------------|-----------------------------|-------------------------|--------------------------------------|
| | 9F991-GA | | Applicable | Throttle | | |
| *Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company |
| 304 | | | | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | °Replaced Eng. # | °Is Calibration Needed |
| | | | 7T4Z-9E926-FA | | | No |
| *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock# | *Part Name | *Qty/veh. | *Engineering Est. Qty. Needed |
| Existing | 8S4E-9F991-CA | No | Not Applicable | Electronic Throttle | 1 | 300 |
| *Calculated Forecast | | *@WERS Notice # | | *@WERS Date Released | | *@Supplier Company |
| 214 | | | | | | |
| @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | °Replaced Eng. # | °Is Calibration Needed |
| | | | 8S4Z-9E926-B | | | No |

Parts catalog flag needed? No

Part number(s) that require flag:

Is geographic location significant? No

Special instructions/remarks:

Article Number:

BCM Number:

(End automated email)

Follow up for EPRC

Technical Web Authoring System: MWILSO18

Home | Workbox | Submit Request | Published/Cancelled Work | Admin | Help | Log Off

→ ASSIGN # 09EPRC17

TSB

Instructions

TARGET 2-23-17 INCLUDE KEIKO ON ANY EPRC.

Note: Fields marked with * are required.

Edit Request

— WHATS WRONG w/ HARDWARE ?

State: SENT_APPROVERS

** MICHAEL CHARON 805 8784
SCOTT LANGLEY 805 8789*

General Information

Title:

2009-2010 Escape/Mariner And Hybrid/2010 Fusion/Milan And Hybrid - Built Between 6/22/2009 - 10/15/2009 - MIL On With DTC P2135

Limit to 160 characters or 2 lines maximum

Category:

Service Fix (10 years - TSB Only)

Request Type:

QSF Non-QSF

15-09

Spoke to Jim + SENT E-MAIL FOR CONTACT INFO

Author:

JISAACSO *JIM ISSARSON 805-9707*

Would this make a good cost save business case?

Yes No

Author Tracking Number:

087 - 2009 - 5432

(Format: xxx-yyyy-zzzz where xxx is the Activity Code, yyyy is the zzzz is the specific tracking number.)

TWAS Tracking Number:

087-2009-2122

Activity Code

087 Powertrain Engine

Vehicle Applications

| Model Year | Model Year End | Vehicle | Engine | Transmission | Body Style | Assembly Plant | Build From (mm/dd/year) | Build To (mm/dd/year) |
|------------|----------------|----------------|------------------|--------------|------------|----------------|-------------------------|-----------------------|
| 2009 | 2009 | Escape | 2.5L, 3.0L & HEV | | | KCAP | 6/22/2009 | 10/15/2009 |
| 2009 | 2009 | Escape Hybrid | 2.5L, 3.0L & HEV | | | KCAP | 6/22/2009 | 10/15/2009 |
| 2009 | 2009 | Mariner | 2.5L, 3.0L & HEV | | | KCAP | 6/22/2009 | 10/15/2009 |
| 2009 | 2009 | Mariner Hybrid | 2.5L, 3.0L & HEV | | | KCAP | 6/22/2009 | 10/15/2009 |
| 2010 | 2010 | Fusion | 2.5L, 3.0L & HEV | | | HSAP | 6/22/2009 | 10/15/2009 |
| 2010 | 2010 | Milan | 2.5L, 3.0L & HEV | | | HSAP | 6/22/2009 | 10/15/2009 |

If SPECS Case, Select Other Affected Publications:

- Workshop Manual PC/ED Body Repair
- Owners Guide Training Other
- Wiring Diagrams

Changes Needed in Other Pubs (Identify Sections(s) and/or page(s) where changes are needed):

TSBs to Supersede

Format xx-xx-xx

SSMs to Supersede

Format: xxxxx

ISMs to Supersede

Format xx-xx-xxx

Other Applicable Articles

If this article supersedes an existing SSM/TSB, select the reason from the list below

TSB Issue

Some 2009-2010 Escape, Mariner, Escape Hybrid, Mariner Hybrid, 2010 Fusion, Milan, Fusion Hybrid, and Milan Hybrid vehicles, built on or between 6/22/2009 - 10/15/2009, may exhibit a malfunction indicator lamp (MIL) or wrench light with Diagnostic Trouble Code (DTC) P2135. DTCs P2111 and/or P0122 may also be present. Drivability symptoms may include intermittent rough idle, idle speed below specification and/or lack of power. This concern may be attributed to Electronic Throttle Body (ETB) hardware. If vehicle ONLY exhibits Diagnostic Trouble Codes P2111 or P0122 follow normal PCED Pin Point Test diagnostics.

THROTTLE PEDAL POSITION SENSOR
THROTTLE Actuator CRUI STUCK OPEN
THROTTLE PEDAL POSITION SENSE CIRCUIT LOW

TSB Action

Follow the Service Procedure steps to correct the condition.

TSB Service Procedure

Check Spelling

1. Check for DTCs and confirm vehicle build date. Is DTC P2135 present and vehicle built on/between 6/22/09-10/15/09?

A. Yes - proceed to Step 2.

B. No - TSB does not apply. Refer to PC/ED Pin Point Test DV for appropriate diagnostic routines.

2. Replace the ETB per the Workshop Manual (WSM), Section 303-04.

Procedure Verified by CDSID jisaacso

Describe How The Procedure Was Verified

To request FQE assistance with verification go to <http://www.techhotline.ford.com/fqe/index.asp> and select Start FQE Assi

Check Spelling

Engineering contained supplier quality issue. Engineering team process.

Do you have access to a vehicle for time study? Yes No N/A

If Yes, contact for vehicle CDSID?: jisaacso

Are Illustrations Required?: Yes No

If Yes, Contact information for illustrations:

CDSID: jisaacso
 Full Name: James Isaacson
 Phone: 313-805-9707

Please provide reference materials to be transformed into line art to:

- Brown Art Corporation
- tsbart@brownart.com
- 313-565-7020

If you have questions regarding your artwork please contact Brown Art.

Illustration Notes:

Check Spelling

Trustmarks affected: Ford Lincoln Mercury

Additional Trustmark to Notify: Mazda Jaguar Volvo

Article Distribution **Edit** WDMO, Canada, Mexico, United States,

DTC Codes and OASIS Symptom Codes: **Edit** 600000, 698298, P2135,

Causal Basic Part # or Finis Code: **Edit**

| Causal Part # or Finis Code | Warranty Condition Codes |
|-----------------------------------|--------------------------------|
| 9e926 | Powertrain: 42 |

Calibrations List: [Edit](#)

White Paper and/or IVS Service Action Number:

Parts Request Information

Are Parts Required?: Yes No

QSF Single Agenda Or Program Date: _____

Parts List: [Edit](#)

| *Type of Part | *Eng # | *Is This Part a Kit? | *Existing Stock | *Part Name | *Qty/veh. |
|----------------------|--------------------|--|-----------------|---------------------|-----------------|
| Existing | 9L8E-9F991-BC | No | Sell | Electronic Throttle | 1 |
| *Calculated Forecast | | @WERS Notice # | | @WERS Date Released | |
| 17 | | | | 1/1/0001 | |
| 1 @1st Contact | @1st Contact Phone | Source Code | Service # | Replaced SVC # | Replaced Eng. # |
| | | | 9L8Z-9E926-A | | |
| Old Calibration | New Calibration | Application | Old Tear Tags | New Tear Tags | WDS Release |
| | | 2009-2010 ESCAPE/MARINER/& HEV, AND 2010 | | | |

Parts catalog flag needed?: Yes No

Part number(s) that require flag:

Is geographic location significant? (please explain remarks below): Yes No

Special instructions/remarks:

[Check Spelling](#)

This TSB will not increase the number of ETB's replaced.

Transaction Information

Send Summaries to These CDSIDs:

(Summaries are sent when the action "Send for engineering input" or "Submit for approval" are taken)

Send Summaries to These Internet E-Mail Addresses:

(Summaries are sent when the action "Send for engineering input" or "Submit for approval" are taken)

Comments:

Reason for Rejection:

Select Action to Perform from the list below, then click submit:

--- Select Action ---

Submit

Process Details

Business Process:

TWAS TSBSSM v1.0.0

Current User:

MWILSO18

Comment History

RKLUMP on 10/27/2009 7:29:23 AM :

Action Taken: Accept/Submit to approvers (summary sent to:AMURRAY1, bcaines, BTEWS, DCAPOCCI, dhughes1, djones13, dott, druppert, dtedone, DWERTHM1, dwood10, ebell, EHERMANN, esmith3, eyerke, fwood1, HPATEL2, JBOUGHAN, JGARC393, jhansen7, jisaacso, JISAACSO, jpawlosk, JSAIEG, jwillar1, kdobbs, kpietrza, kweaver1, kzeitz, lmanick, mdixon, MSPENCE9, msurella, mtaylor5, MTRAPP, NCERVENA, sabhyank, smcclai1, smcdonag, SSHERER, TGIELEGH, TWHEELE4, WWESTERM, lmooney@mazdausa.com)

SRIVERA5 on 10/26/2009 4:01:07 PM :

Action Taken: Accept/Submit to Editor

JISAACSO on 10/26/2009 3:30:23 PM :

Action Taken: Submit for approval

JISAACSO on 10/26/2009 3:30:14 PM :

Action Taken: Submit for approval

JISAACSO on 10/26/2009 3:29:41 PM :

Action Taken: Save Modifications

JISAACSO on 10/26/2009 2:53:42 PM :

Action Taken: Save Modifications



GSI: Stanza

10/27/2009 10:48:35 AM | © 2006 Ford Motor Company. All rights reserved.

From: Boerger, Jim (J.G.)
Sent: Wednesday, August 19, 2009 10:57 PM
To: Renwick, Rick (R.J.); Bushman, Thomas (T.S.); Powers, Ken (K.W.); Durand, Gerardo (G.D.); Galindo, Sergio (S.N.); Urquidi, Ernesto (E.); Loeffler, Eric (E.J.); Shanahan, J D (J D.); Moore, Andrew (R.); Nicholson, Jeff (J.J.); Chabon, Michael (W.); Hall, Brent (A.); Horbal, Colin (C.P.); Parkinson, Tim (T.M.); Langley, Scott (C.S.); Boerger, Jim (J.G.); Hiltz, Dan (D.J.); Makowski, Scott (S.A.); Moore, Andrew (R.)
Subject: Update - Stop Ship Alert A12268898: Delphi ETBs (Fusion/Milan/Escape/Mariner)

Here is a consolidated summary of facts surrounding the Delphi throttle body quality issue (updates shown in **blue** font):

- Issue: Contamination introduced at Delphi electronic throttle body (ETB) sub-supplier (CIPSA, Tier 4, located in India). The contamination is encapsulated underneath an electrically conductive material (copper plating on printed circuit board) Upon thermal cycling, an open circuit results in the throttle position sensor (TPS). CIPSA produced a batch of 35,000 suspect components in the June timeframe, which flowed thru the pipeline, entering Ford inventory on June 19. A second batch of approximately 70,000 parts have been produced and are within the pipeline - failures have been observed in both batches of material. Of these two lots of material, 69,528 have been shipped to FMC engine plants.
- Vehicle function: The subject open circuit results in various MIL and non-MIL codes (P2135, P2111, P0122, and potentially others) and vehicle enters FMEM (pedal follower mode) or limp home mode.
- Impact on Ford: The Delphi (9L8E) ETB is utilized in the 2.5L (Chihuahua Engine Plant) and 3.0L (Cleveland Engine Plant), impacting Kansas City (Escape, Mariner, and HEV) and Hermosillo (CD3 and HEV). Low vehicle inventory exists in the dealer network for these high fuel economy vehicles (cash for clunker candidates). A stop ship (Alert A12268898) was issued at both assembly plants for the affected vehicles.
(Note: Both impacted vehicle assembly plants and engine plants are not operating until 8/24/2009 due to a previously planned period of downtime)
- Key actions taken:
 - An initial containment plan was enacted - heating the TPS to 125 degrees C and checking for "open circuit" (a fall-out of approximately 3 R/1000 resulted). An improved containment process was implemented Sunday PM (20 cycles of thermal cycling from -40C to 125C) with initial improved containment ETB delivery expected to ChEP and CEP on Tuesday evening. This containment option is viable for ETBs that have not yet been assembled with the throttle position sensor. **Initial certified ETBs from this containment action were shipped from Delphi to KCAP (1120 ETBs shipped on Tuesday).**
 - Containment options for ETBs that are presently complete assemblies (returns from engine and assembly plants) were reviewed with Delphi Monday evening. A tamperproof feature of the TPS prevents reprogramming of the TPS after thermal cycling and re-assembly. **Initial reworked "full" ETBs (652 parts) will be evaluated Thursday AM for OK to ship. A second series of ETBs are being reworked in parallel, and a now undergoing thermal cycling (additional 896 pcs).**
 - Initiated high-mileage durability assessment Friday PM - 1000 pieces of TPS are being thermal cycled from -40 to +125 C to simulate time-in-service
 - Failure rate during this accelerated test estimated at 9 R/1000 (plan to continue test to monitor fall-out - majority of failures occurred prior to 10 thermal cycles with one additional failure occurring at cycle # 40). **This durability test continues to run.**
 - CIPSA (Tier 4 supplier) has commenced to initiate re-filling the "pipeline" with clean stock - 6000 circuit boards were shipped to Tier 3 (Avalon on Wednesday) and will transfer to Tier 2 (Igarushi) on Thursday. Both Delphi STA and Ford STA teams are on-site during this initial pipeline fill.
 - We are pursuing additional capacity opportunities with Delphi-Juarez and sub-tier suppliers to increase daily capacity from 2,000/day to 2,500/day. This will provide additional capacity through Delphi to relieve their required 7-day operating pattern that has been historically incurred.

- Engine and assembly plant logistics personnel (MP&L) have reviewed Delphi containment delivery plans for compatibility with vehicle build schedules - this following plan has been developed:

- Delphi began shipping certified throttle bodies yesterday to HSAP and KCAP to retrofit all 2,068 and 4,079 engines, respectively each plant. Retrofit will be complete prior to Monday startup.

- *HSAP and KCAP will be covered with clean engines starting Monday, 8/24.*

- Delphi will follow with shipments of certified parts to ChEP and CEP beginning this Friday, 8/20

- *CEP and ChEP will begin production with clean throttle bodies at startup on Monday, 8/24 and Tuesday, 8/25, respectively.*

- All suspect throttle bodies in the pipeline (in front of engine and vehicle plants) have been returned to Delphi for certification, under approved alert.

- Delphi rate and flow plan is confirmed to support all foreseeable engine plant releases in the system, and vehicle plant requirements - this plan is being reviewed daily.

- Built vehicles with suspect throttle bodies are on hold, 2,126 at KCAP and ~600 at HSAP, under this stop ship. Certification started today at KCAP & HSAP using hot idle and soak test (approx 3 repetitions of 45 minute hot idle and soak per vehicle (0 miles). Vehicles will be released upon successful completion of this hot idle and soak test.

- Meeting cadence: 24 X 7 work plan with twice daily meeting schedule (scheduled based upon critical decision points)

- Next meeting: Thursday (8/20) at 11:00 AM EST

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ONE FORD: ONE Plan - ONE Team - ONE Goal