

PE13-018

FORD

8-23-2013

APPENDIX G

Engineering Review

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AND

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PE13-018

FORD

8-23-2013

APPENDIX G

Engineering Review

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From: Ricks, Kevin (K.J.)
Sent: Thursday, February 28, 2013 4:12 PM
To: Klump, Robert (R.F.); Dwan, Patrick (P.J.); Holzheuer, Bill (W.P.); Dobbs, Dan (K.D.); Nowaczyk, Rick (R.J.)
Cc: Norton, John (J.K.)
Subject: Fw: P415 GTDI Misfire - CAC moisture

Green light to release TSB. We are to hold on SSM until we meet w PT. Can you advise when it goes?

From: Berardi, Michael (M.A.)
Sent: Thursday, February 28, 2013 04:07 PM
To: Norton, John (J.K.)
Cc: Ricks, Kevin (K.J.)
Subject: Re: P415 GTDI Misfire - CAC moisture

Yes.

From: Norton, John (J.K.)
Sent: Thursday, February 28, 2013 03:58 PM
To: Berardi, Michael (M.A.)
Cc: Ricks, Kevin (K.J.)
Subject: RE: P415 GTDI Misfire - CAC moisture

We will set up the meeting with Powertrain. Are you good with releasing the TSB?

Regards,

John Norton

Global Chief Engineer
Customer Service Engineering
Ford Customer Service Division
Phone: (313) 322-9454
Email: jnorton@ford.com

From: Fascetti, Robert (R.J.)
Sent: Thursday, February 28, 2013 3:47 PM
To: Berardi, Michael (M.A.)
Cc: Norton, John (J.K.)
Subject: RE: P415 GTDI Misfire - CAC moisture

Yes, the team is aware. We can get together, but I think we should move on the TSB. We are regrouping to see what else we can do in addition to the TSB re-publish.

Vacation was relaxing. Thanks for asking.

Bob Fascetti

Director, Global Engine Engineering
313-248-4732 (work)
313-492-8464 (cell)

From: Berardi, Michael (M.A.)
Sent: Thursday, February 28, 2013 12:43 PM
To: Fascetti, Robert (R.J.)
Cc: Norton, John (J.K.)
Subject: FW: P415 GTDI Misfire - CAC moisture

Bob, We should probably get our teams together to see if we may have a concern on our hands (oh by the way – hope your vacation was a good one and you actually got to slow down a little!) on the CAC TSB that we are getting ready to re-publish. Looks like we have some reports where the CAC has been replaced and the concern is still present. Either the dealer didn't diagnose it correctly, or something else is happening. Before we re-publish the TSB, is your team aware that we have these potential repeat repairs out there?

Mike Berardi
Director - Service Engineering Operations
Ford Customer Service Division
Administrative Assistant - Sandy Schwartzenberger (38468)
Phone - (313) 323-8467
Fax - (313) 845-2580

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Save Paper - Do not print this email unless absolutely necessary

From: Norton, John (J.K.)
Sent: Thursday, February 28, 2013 12:31 PM
To: Berardi, Michael (M.A.); Ricks, Kevin (K.J.)
Subject: RE: P415 GTDI Misfire - CAC moisture

Mike,

We have reached the QSF threshold for reports where the new CAC has been installed and customers are still having the problem. The new CAC is a significant improvement, but it does not appear that it is 100% fix. The thought would be to meet with Powertrain management to determine if further actions are necessary or even possible before we open another QSF. Are you OK with this approach?

Regards,

John Norton

Global Chief Engineer
Customer Service Engineering
Ford Customer Service Division
Phone: (313) 322-9454
Email: jnorton@ford.com

From: Ricks, Kevin (K.J.)
Sent: Thursday, February 28, 2013 11:48 AM
To: Norton, John (J.K.); Berardi, Michael (M.A.)

Subject: FW: P415 GTDI Misfire - CAC moisture
Importance: High

Part of our strategy of putting out the TSB with improved diagnostics was to open our emerging concern on this concern for those cases that still have issues after the latest and greatest hardware and software revisions. Before we open a QSF, I want to make sure all parties are overtly aware. I will call a brief teleconference with us, PT Sparks, Baum, McCoy, Fascetti, can you suggest other key stake holders?

From: Nowaczyk, Rick (R.J.)
Sent: Thursday, February 28, 2013 9:08 AM
To: Ronzi, Bill (W.C.); McDonagh, Scot (S.M.)
Cc: Dobbs, Dan (K.D.); Nowaczyk, Rick (R.J.)
Subject: RE: P415 GTDI Misfire - CAC moisture

I went through some more 2011-2012 GCQIS reports and we have reached the QSF threshold of 25. I will be e-mailing the updated GCQIS folder when the system has down loaded the reports to the server.
We will not be flipping this to QSF just yet. Kevin Ricks wants to have a discussion with John Norton and Mike Berardi first. Thanks

From: Ronzi, Bill (W.C.)
Sent: Wednesday, February 27, 2013 9:43 AM
To: McDonagh, Scot (S.M.); Nowaczyk, Rick (R.J.)
Cc: Dobbs, Dan (K.D.); Dixon, Mark (M.R.)
Subject: RE: P415 GTDI Misfire - CAC moisture

Rick, Would like to get the updated VIN list when you have a chance.

From: McDonagh, Scot (S.M.)
Sent: Wednesday, February 27, 2013 7:20 AM
To: Ronzi, Bill (W.C.); Nowaczyk, Rick (R.J.)
Cc: Dobbs, Dan (K.D.); Dixon, Mark (M.R.)
Subject: RE: P415 GTDI Misfire - CAC moisture

(20) Reports not including 11-12MY

Concern Title:

Quality Team: F-150

Status: Emerging

Open Date: 15/Jan/2013

VIN Count: 20



Threshold: 25 % of Threshold: 80%

Function: Powertrain **Days Open:** 43

PCE: **Last Updated:** 22/Feb/2013 10:06:27 AM

Functional Champion: JMCCOY **Engineering Contact:** MKRAMER1

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

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

From: Ronzi, Bill (W.C.)
Sent: Tuesday, February 26, 2013 4:51 PM
To: Nowaczyk, Rick (R.J.); McDonagh, Scot (S.M.)
Cc: Dobbs, Dan (K.D.)
Subject: RE: P415 GTDI Misfire - CAC moisture

Rick, Can you provide an update when you have a chance? I believe we're up to 18 now?

Thx
Bill Ronzi

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

From: Nowaczyk, Rick (R.J.)
Sent: Monday, February 04, 2013 1:09 PM
To: McDonagh, Scot (S.M.); Ronzi, Bill (W.C.)
Cc: Dobbs, Dan (K.D.)
Subject: RE: P415 GTDI Misfire - CAC moisture
Importance: High

Sorry for the delay...GCQIS was not cooperating last Friday.

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

From: McDonagh, Scot (S.M.)
Sent: Monday, February 04, 2013 11:54 AM
To: Ronzi, Bill (W.C.); Dobbs, Dan (K.D.)
Cc: Nowaczyk, Rick (R.J.)
Subject: RE: P415 GTDI Misfire - CAC moisture

I asked Rick to provide latest folder with (14) CQIS Reports

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

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

From: Ronzi, Bill (W.C.)
Sent: Monday, February 04, 2013 11:48 AM
To: McDonagh, Scot (S.M.); Dobbs, Dan (K.D.)
Subject: RE: P415 GTDI Misfire - CAC moisture

Scot, Were you able to find the emerging QSF folder VINS? I shot Dan a note on Friday but not sure if he's the right guy for this one.

Bill

From: Dixon, Mark (M.R.)

Sent: Monday, February 04, 2013 11:18 AM
To: Leisenring, Kenneth (K.C.); Cervenán, Neil (N.J.); Ronzi, Bill (W.C.)
Cc: McDonagh, Scot (S.M.); Smith, Craig (C.A.)
Subject: RE: P415 GTDI Misfire - CAC moisture

Ken, yes, we have 1 and 2 MIS data. Meant to include you on attached email.

Neil, lets plan to update Joe on this tomorrow. Bill, any information on a service fix as this is heading for QSF levels.

<< Message: RE: 2013 MY 3.5L GTDI P415 Misfire Daily AWS Claims (Post 9/18/12 Vehicle Build Date) - (1/22/13) >>

From: Leisenring, Kenneth (K.C.)
Sent: Monday, February 04, 2013 10:08 AM
To: Dixon, Mark (M.R.); Cervenán, Neil (N.J.)
Cc: McDonagh, Scot (S.M.); Smith, Craig (C.A.)
Subject: RE: P415 GTDI Misfire - CAC moisture

Did we ever get an R/1000 estimate for before and after the CAC PCA? This should come into Joe Baum's FQR tomorrow as well.

Thanks.

Ken Leisenring
Manager, Powertrain Calibration
Cell: (313) 805-5459
kleisenr@ford.com

From: Dixon, Mark (M.R.)
Sent: Tuesday, January 22, 2013 4:33 PM
To: Leisenring, Kenneth (K.C.); Cervenán, Neil (N.J.); Smith, Craig (C.A.)
Cc: McDonagh, Scot (S.M.)
Subject: RE: P415 GTDI Misfire - CAC moisture

Mike Kramer is the cooling supervisor we need to invite. I asked Paul Ng to take the latest misfire claims file for vehicles with the new CAC (post 9/18 production) and calculate the R/1000 improvement. Should have a 1 and 2 MIS number to compare against the old CAC data.

From: Leisenring, Kenneth (K.C.)

Sent: Tuesday, January 22, 2013 3:38 PM
To: Cervenán, Neil (N.J.); Smith, Craig (C.A.)
Cc: Dixon, Mark (M.R.); McDonagh, Scot (S.M.)
Subject: RE: P415 GTDI Misfire - CAC moisture

Who did you invite the previous 20 times this issue was reviewed in the FQR and it was allegedly solved? I'd like to hear what they have to say.

On a serious note, I think Craig Smith knows who is currently leading this investigation for the Cooling team.

Ken Leisenring
Manager, Powertrain Calibration
Cell: (313) 805-5459 - note: back to old number
kleisenr@ford.com

From: Cervenán, Neil (N.J.)
Sent: Tuesday, January 22, 2013 3:36 PM
To: Leisenring, Kenneth (K.C.)
Cc: Dixon, Mark (M.R.); McDonagh, Scot (S.M.)
Subject: P415 GTDI Misfire - CAC moisture

Ken,

The P415 GTDI issue for 'continued moisture in CAC & misfire after CAC update' is an emerging issue @ 48% QSF threshold.

Who from the PTI Cooling team should I invite to the FQR to present their status to Joe?

Thanks,

Neil Cervenán 313-805-7036
ncervena@ford.com Bldg #2 24Q34

From: Osepchook, William (W.R.)
Sent: Wednesday, October 17, 2012 12:43 PM
To: Nowaczyk, Rick (R.J.)
Subject: FW: P415 Misfire QSF Closure

See Bill Ronzi input below.

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

From: Ronzi, Bill (W.C.)
Sent: Friday, October 12, 2012 12:07 PM
To: McDonagh, Scot (S.M.); Nowaczyk, Rick (R.J.); Dobbs, Dan (K.D.); Osepchook, William (W.R.); Schiltges, Dave (D.); Selthofer, Adam (A.); White, Eric (E.); Kramer, Michael (M.T.); Wagner, Glen (G.C.)
Cc: Sparks, Douglas (D.S.); Ricks, Kevin (K.J.); Madej, Jeanette (J.); Dixon, Mark (M.R.)
Subject: RE: P415 Misfire QSF Closure

Rick/Dan/Glen,

I'm concerned that the verbiage is too loose, essentially only requiring drivability concerns to get the new CAC. When we scoped the plan for this TSB, and discussed a potential for a Prior Approval program, I believe we agreed that either a left bank misfire or catalyst DTC would be a requirement for getting a new CAC. We had then planned to check for one of those two DTC's within the TCA process.

Bill
William C. Ronzi
PTI Quality Supervisor
(313) 805-6140 cell & pgr

-----Original Appointment-----

From: McDonagh, Scot (S.M.)
Sent: Wednesday, October 10, 2012 11:37 AM
To: McDonagh, Scot (S.M.); Nowaczyk, Rick (R.J.); Dobbs, Dan (K.D.); Osepchook, William (W.R.); Schiltges, Dave (D.); Selthofer, Adam (A.); Ronzi, Bill (W.C.); White, Eric (E.); Kramer, Michael (M.T.)
Cc: Sparks, Douglas (D.S.); Ricks, Kevin (K.J.); Madej, Jeanette (J.); Dixon, Mark (M.R.)
Subject: P415 Misfire QSF Closure
When: Friday, October 12, 2012 11:00 AM-11:30 AM (UTC-05:00) Eastern Time (US & Canada).
Where: Teleconference: x13673 Passcode: 21340179#

Please join the Powertrain Quality Team to discuss QSF Service closure plan.

- 1) Final content for 2011-2012MY and 2013MY TSB releases- Team Input
- 2) Confirmation from PS&L that Valeo will provide 2,000 2011-2012MY and 250 2013MY 6K775 CACs by ~10/22/12(PT Management request)- Eric White

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

Scot McDonagh invites you to an online meeting using WebEx.

WebEx meeting information

Meeting Number: 710 284 606
Meeting Link: <https://ford.webex.com/ford/j.php?J=710284606>
Meeting Password: This meeting does not require a password.

Audio conference information

To receive a call back, provide your phone number when you join the meeting,
or call the number below and enter the access code.

US Toll Free Number: +1-888-628-3668
FordNet 248-3668 / Toll: +1-313-248-3668
Global call-in numbers:
<https://ford.webex.com/ford/globalcallin.php?serviceType=MC&ED=185682342&tollFree=1>

Toll-free dialing restrictions:
http://www.webex.com/pdf/tollfree_restrictions.pdf

Access code:710 284 606

MC06

<http://www.webex.com>

From: McDonagh, Scot (S.M.)
Sent: Friday, January 11, 2013 9:11 AM
To: Dobbs, Dan (K.D.); Nowaczyk, Rick (R.J.)
Subject: FW: PCM concern

CAC condensate Misfire event ? P356 6.4L Diesel would emit huge white vapor cloud during condensate ingestion event. Not sure if we have seen that on P415 GTDI.

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

From: Dixon, Mark (M.R.)
Sent: Friday, January 11, 2013 8:56 AM
To: McDonagh, Scot (S.M.)
Subject: FW: PCM concern

White spoke from tailpipe on F150 GTDI? Have we seen this before.?

From: Cardenas, Arturo (A.)
Sent: Friday, January 11, 2013 6:46 AM
To: Wagers, Sue (S.K.)
Cc: Dixon, Mark (M.R.); Galas, Dean (C.K.); Saad, Thomas (T.J.); Cardenas, Arturo (A.)
Subject: PCM concern

Sue.

FYI.

This PCM was reprogram due to the white smoke, (CUSTOMER STAES TRUCK RUNNING FINE BUT BLOWING WHITE SMOKE OUT TAIL PIPE,CUSTOMER REQUEST JEROD NEWMAN TO DIAGNOSIS), the customer asked to get Jerod Newman to diagnose and they reprogram the PCM and NPF.

I think that the issue was not properly addressed; what do you think?

M. Arturo Cardenas
F150 PVT
Powertrain Resident Engineer
Dearborn Truck Plant
acarden2@ford.com
(313) 845-4052

Claim Detail Report

Note: All costs are in US dollars

Model Year = 2013; Claim Key = 736588

Vehicle Information

Model Year: 2013
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/AM-150 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/F6-F150/LINCOLN MARK LT [04-13]
Warranty Start Date: 05-DEC-2012
Production Date: 07-OCT-2012
VIN: 1FTFW1ET4DFA27299

Claim Information

Document Number: 10991701
Repair Date: 07-JAN-2013
Distance: 2541
TIS: 2
AWS Load Date: 10-JAN-2013

Dealer Information:

Dealer Name KEY SCALES FORD, INC.
Dealer Code: 04984 - *
Address: 1719 NORTH CITRUS BLVD
City: LEESBURG
State: FL Zip Code:34748
Country: USA Region Code: NA
Phone: (352)787-3511

Expense Information

Customer Paid Amount: .00
Deductible Amount: .00
Dealer Paid Amount: .00
Labor Cost: 41.79
Misc. Expense Amount: .00
Part Markup Amount: .00
Material Cost: .00
Total Cost Gross: 41.79

Cust. Concern Code: D50 - OTHER ENGINE TROUBLES

Condition Code: 82 - FREIGHT/POSTAGE/MAINTENANCE

Technician Comment: VERIFIED CONCERN,IDS TEST,NO CODES,FOUND NEW CALIBRATION FOR PCM UPDATE,PROGRAMMED AND RETEST TO VERIFY REPAIR COMPLETED.

Customer Comment: CUSTOMER STAES TRUCK RUNNING FINE BUT BLOWING WHITE SMOKE OUT TAIL PIPE,CUSTOMER REQUEST JEROD NEWMAN TO DIAGNOSIS

Labor Op Code Labor Op Description Labor Op Cost

NPF REPLACE 41.79

<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	* NPF *	NO PROBLEM FOUND (NRTH AMER)	000615	0	.00

DTC Sections: Mil. Light On = *

Flag Test Type Malfunction Cd Malfunction Cd Description Monitor Cd Monitor Cd Description

From: McDonagh, Scot (S.M.)
Sent: Tuesday, May 28, 2013 3:39 PM
To: Dobbs, Dan (K.D.); Nowaczyk, Rick (R.J.)
Subject: FW: Please include SSM info in any TSB 12-11-15 and 13-3-3 rewrite

INFO

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

From: Lubke, Kathleen (K.)
Sent: Tuesday, May 28, 2013 3:31 PM
To: Stanley, Daniel (D.J.); Ruppert, Dave (D.R.); Kramer, Michael (M.T.); McDonagh, Scot (S.M.)
Cc: Baker, Ron (R.); Ronzi, Bill (W.C.)
Subject: Please include SSM info in any TSB 12-11-15 and 13-3-3 rewrite

Good afternoon, Ron Baker was just at my desk showing me claims information on a vehicle that had the CAC replaced under TSB 12-11-15, and then 7k miles later it had another CAC and then the catalyst replaced on it also under TSB 12-11-15. We believe the 2nd claims should have only replaced the Catalyst. This SSM below was released to try and prevent multiple CAC replacements when the latest CAC has already been installed. If TSB 12-11-15 or 13-3-3 are rewritten in the future please include some wording similar to the SSM below to prevent multiple CAC replacements when the latest CAC has already been installed. If this information is in the TSB it will be more likely to prevent unnecessary replacements and it gives the Targeted Claims Assessment Group (TCA) some leverage to charge back claims if still needed.

Thanks, -Katie

Top of Form

SSM 32227 - 2011-2013 F-150 - 3.5L GTDI - Intermittent Stumble/Misfire On Acceleration From Highway Cruise In Humid Or Damp Conditions With Possible DTC

Some 2011-2013 F-150 equipped with 3.5L gasoline turbocharged direct injection (GTDI) engines may exhibit an intermittent stumble and/or misfire on hard acceleration after extended drive at highway speeds during extreme humid or damp conditions. Vehicle may also exhibit steady or flashing malfunction indicator lamp with Diagnostic Trouble Codes P0304, P0305, P0306 in the PCM. Before attempting repair, inspect the vehicle to see if the updated Charge Air Cooler (CAC) (Engineering Part BL34-9L440-AE for 2011-2012 Model Year and DL34-9L440-AC/AD for 2013 Model Year) and CAC Deflector CL34-19E672-BA are installed. If the latest CAC is not installed, refer to applicable TSB 13-3-3, 12-11-15. If the latest CAC is installed, replacing the CAC again will not correct this condition. Engineering is investigating; continue to monitor OASIS for further updates.

Bottom of Form

Katie Lubke

PTI Warranty Spend and Mounts VFG Leader
313-805-9816
klubke@ford.com

From: Dobbs, Dan (K.D.)
Sent: Thursday, November 08, 2012 8:56 AM
To: Ricks, Kevin (K.J.); Nowaczyk, Rick (R.J.)
Subject: FW: ****QSF Closed****F-150 3.5L GTDI Misfire Moisture in the CAC concern 069-2012-1857R1 has gone to FINAL as 12-10-19 (enUSA)

Okay, Back from my short stint of vacation.

My bounce on this topic is that it did not matter when we launched the answer would have been the same. What we are seeing is a Dealer stocking exercise and not the actual customer demand.

We based the estimates on customer demand. This will be a short term pain.

When we build 1.5 years of production demand we will see this. We saw the same thing with the deflectors. All will be well soon.

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

From: White, Eric (E.)
Sent: Wednesday, November 07, 2012 9:55 AM
To: Ricks, Kevin (K.J.); Nowaczyk, Rick (R.J.); Dobbs, Dan (K.D.)
Subject: RE: ****QSF Closed****F-150 3.5L GTDI Misfire Moisture in the CAC concern 069-2012-1857R1 has gone to FINAL as 12-10-19 (enUSA)

Just wanted to provide an update regarding the CAC's for the 11'-12' MY Demand for this has gone from ~120 sold per month, and is now already above 800 for this month alone. Backorders are at 1100. This is nowhere near the expected percentages. The supplier will have not be able to support these quantities. Are dealers ignoring the initial TSB for the deflector fix, and going straight to the CAC?

Regards,

Eric White
(PS&L) Field Fix / Critical Parts / FSA
Ford Customer Service Division
Ph: 313. 337. 3157

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

From: Ricks, Kevin (K.J.)
Sent: Wednesday, October 31, 2012 11:08 AM
To: Nowaczyk, Rick (R.J.); Dobbs, Dan (K.D.); Kramer, Michael (M.T.); McDonagh, Scot (S.M.); Sparks, Douglas (D.S.)
Cc: Ridolfi, Dominic (D.R.); Johnson, Seth (S.); Abercrombie, Robert (R.); White, Eric (E.)
Subject: RE: ****QSF Closed****F-150 3.5L GTDI Misfire Moisture in the CAC concern 069-2012-1857R1 has gone to FINAL as 12-10-19 (enUSA)

Yes, thanks to all. Great work.

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

From: Nowaczyk, Rick (R.J.)

Sent: Monday, October 29, 2012 3:18 PM

To: Dobbs, Dan (K.D.); Ricks, Kevin (K.J.); Kramer, Michael (M.T.); McDonagh, Scot (S.M.); Sparks, Douglas (D.S.)

Cc: Ridolfi, Dominic (D.R.); Johnson, Seth (S.); Abercrombie, Robert (R.)

Subject: ****QSF Closed****F-150 3.5L GTDI Misfire Moisture in the CAC concern 069-2012-1857R1 has gone to FINAL as 12-10-19 (enUSA)

Importance: High

Team,

TSB 12-10-19 released for F-150 3.5L GTDI Misfire Moisture in the CAC concern. QSF is now closed.

Great Job by the Team! Thanks to everyone for all their hard work!

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

From: Siplus, G (G.)

Sent: Monday, October 29, 2012 2:38 PM

To: Nowaczyk, Rick (R.J.)

Subject: 069-2012-1857R1 has gone to FINAL as 12-10-19 (enUSA)

Importance: High

English TSB Article 12-10-19 has been released for publication

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

Dealers may view this article on the next business day via OASIS and fmcdealer.com

(<http://www.fmcdealer.dealerconnection.com>).

Company personnel may view it at:

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

Concern Tracking Number: 069-2012-1857R1

TSB Article Number: 12-10-19

Description: 3.5L GTDI - Intermittent Stumble/Misfire On Acceleration From Highway Cruise In Humid Or Damp Conditions With Possible DTC.

Vehicles: F-150

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

From: McDonagh, Scot (S.M.)
Sent: Monday, October 29, 2012 3:30 PM
To: Madej, Jeanette (J.); Mazuchowski, James (J.A.); Gardner, Greg (G.D.); Dixon, Mark (M.R.); Ronzi, Bill (W.C.); Graham, David (D.L.); Osepchook, William (W.R.); Beltramo, Joel (J.J.); Centlivre, James (J.C.); Smith, Craig (C.A.); Hughes, Scott (S.R.); Baum, Joe (J.M.)
Subject: FW: ****QSF Closed****F-150 3.5L GTDI Misfire Moisture in the CAC concern 069-2012-1857R1 has gone to FINAL as 12-10-19 (enUSA)
Importance: High

11-12MY P415 GTDI Misfire QSF closed with TSB 12-10-19

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

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

From: Nowaczyk, Rick (R.J.)
Sent: Monday, October 29, 2012 3:18 PM
To: Dobbs, Dan (K.D.); Ricks, Kevin (K.J.); Kramer, Michael (M.T.); McDonagh, Scot (S.M.); Sparks, Douglas (D.S.)
Cc: Ridolfi, Dominic (D.R.); Johnson, Seth (S.); Abercrombie, Robert (R.)
Subject: ****QSF Closed****F-150 3.5L GTDI Misfire Moisture in the CAC concern 069-2012-1857R1 has gone to FINAL as 12-10-19 (enUSA)
Importance: High

Team,

TSB 12-10-19 released for F-150 3.5L GTDI Misfire Moisture in the CAC concern. QSF is now closed.

Great Job by the Team! Thanks to everyone for all their hard work!

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

From: Siplus, G (G.)
Sent: Monday, October 29, 2012 2:38 PM
To: Nowaczyk, Rick (R.J.)
Subject: 069-2012-1857R1 has gone to FINAL as 12-10-19 (enUSA)
Importance: High

English TSB Article 12-10-19 has been released for publication

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

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

Company personnel may view it at:
<http://www.protechnician.com/>.

Concern Tracking Number: 069-2012-1857R1

TSB Article Number: 12-10-19

Description: 3.5L GTDI - Intermittent Stumble/Misfire On Acceleration From Highway Cruise In Humid Or Damp Conditions With Possible DTC.

Vehicles: F-150

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

From: Ricks, Kevin (K.J.)
Sent: Wednesday, March 13, 2013 9:55 AM
To: Dobbs, Dan (K.D.); Nowaczyk, Rick (R.J.)
Subject: FW: SSM

Follow Up Flag: Follow up
Flag Status: Flagged

From: Sparks, Douglas (D.S.)
Sent: Wednesday, March 06, 2013 7:59 PM
To: Ricks, Kevin (K.J.)
Subject: Re: SSM

A stand alone controller will power the shutters closed until the inlet temp requires them to open.

Thank you,

Douglas Sparks

PT Quality and PVT Manager FNA

PT Integration and Program Management (PTIM)

dsparks3@ford.com, 313 805 6096

From: Ricks, Kevin (K.J.)
Sent: Wednesday, March 06, 2013 04:27 PM
To: Sparks, Douglas (D.S.)
Subject: RE: SSM

Thanks Doug, You know we are aligned on the stand alone system. I know you are getting tired of us questioning the engineering judgment. Help me understand (and be able to explain to John) how we can predict the high humidity misfire event and close the shutters to prevent the initial misfires that would put the customer in FMEM.

Also, I am out the next two days on vacation, back Monday. Don't wait for me though, if you have something, send it along, I will access periodically.

From: Sparks, Douglas (D.S.)
Sent: Wednesday, March 06, 2013 3:44 PM
To: Ricks, Kevin (K.J.); Ronzi, Bill (W.C.)
Cc: McDonagh, Scot (S.M.); Dobbs, Dan (K.D.)
Subject: RE: SSM

Kevin,

Ok. The system works, it was tested in the wind tunnel, and there is data to support. The active grill shutters shut off air follow to the CAC and prevent condensation by controlling the air temp in the CAC. So this concept prevents the issue and is not reactive as you mention below. The issue we have in PD timing for service. A production solution with PCM control is not a service solution, timing an prove out are timed with forward model programs and are too complicated for P415. I'm pushing for a standalone service fix (cac shutters). I'm meeting with Julie McCoy

tomorrow morning to obtain alignment on my proposal. Upon approval of this proposal I'll want to meet with you and issue the SSM immediately.

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: Ricks, Kevin (K.J.)
Sent: Wednesday, March 06, 2013 9:25 AM
To: Sparks, Douglas (D.S.)
Cc: McDonagh, Scot (S.M.); Dobbs, Dan (K.D.)
Subject: SSM

Doug, spoke to Norton on the SSM. We would like to have a review of the proposed system and your test results before we go out with a SSM that says we are still working on it. Won't this proposal engage after an event? If the proposal does not prevent it from happening to begin with, we need to talk. Can we get a review set up ASAP?

In the meantime, we are publishing the SSM as an ISM for Hotline only right now.

Kevin Ricks

Manager - Truck Service Engineering

FCSD - Service Engineering Operations

KRICKS@Ford.com

313-323-6574

From: Ricks, Kevin (K.J.)
Sent: Friday, February 15, 2013 3:51 PM
To: Wagner, Glen (G.C.); Ronzi, Bill (W.C.); Nowaczyk, Rick (R.J.); Bandoske, Pete (P.F.)
Subject: FW: Valeo Charge Air Cooler eTracker 11704167

From: Healey, Basil (P.B.)
Sent: Thursday, February 14, 2013 8:24 AM
To: Ricks, Kevin (K.J.)
Cc: Talbott, Mark (M.L.)
Subject: RE: Valeo Charge Air Cooler eTracker 11704167

Hi Kevin, here are a couple points relative to how we are handling prioritization and distribution of the available parts

- Backorders are around 5000 pcs of which 3000 are in emergency status
- Part come from Valeo Corp in Mexico and most are being held at our packager in Texas for final direct distribution to the dealers. A smaller portion get sent to Canada so those emergency orders can also be filled.
- **We have a VOR list (Vehicle Off Road) from the CRC in Florida which receives the first priority.**
- **Once the VORs have been filled we work through the backorder list in oldest order first.**
- Our supply from Valeo is only committed to 1600 parts per month (we sometimes do a bit better based on demand variability from the assembly system)
- Average monthly sales of this part for FCSD has been around 3000 – 3500 per month ... so we are concerned our backorder situation could continue to escalate before additional capacity comes on line (May).

Hope this helps

From: Ricks, Kevin (K.J.)
Sent: Thursday, February 14, 2013 7:55 AM
To: Healey, Basil (P.B.)
Subject: FW: Valeo Charge Air Cooler eTracker 11704167

Basil, a meeting this afternoon on this subject. Can you provide a couple dot points of our efforts to prioritize / expedite orders that I could relay at the meeting. I know that engineering has offered us their “expert advice” for material handling practices. Obviously, they need to focus on further improvements and opportunities to increase supply. We agree that some dealers are jumping to the CAC when it is likely not needed. We think that is about 20% of the increased volume. It is tough to screen but it does put the vehicle into reduced power mode. Do you have a few points I could share if needed?

From: Nittmann, Helmut (H.)
Sent: Wednesday, February 13, 2013 7:29 PM
To: Harrison, Michael (M.J.); Healey, Basil (P.B.); Storves, Bill (W.K.); Ricks, Kevin (K.J.); Sparks, Douglas (D.S.)
Cc: White, Eric (E.); Talbott, Mark (M.L.); Morgan, Eric (E.T.); Vaughn, Dave (D.W.); Berardi, Michael (M.A.)
Subject: RE: Valeo Charge Air Cooler eTracker 11704167

Mike –

We're in a position where we can't just allocate inventory for customers in rental vehicles. The majority of the 5,000 pieces on b/o are emergency orders – i.e. not to re-stock dealers' shelves.

We need a higher allocation of supply, and can not wait until April / May. As Basil indicated in earlier notes, the current rate of demand and limited supply would put us at approx 10,000 pcs on back order.

I have asked Bill Storves to take this through Joe's AOCM for a higher allocation to service.

Regards,
Helmut Nittmann
Global Director, Parts Supply & Logistics
Ford Customer Service Division
T:313 390 4949 C: 734 837 7635

From: Harrison, Michael (M.J.)
Sent: Tuesday, February 12, 2013 12:53 PM
To: Healey, Basil (P.B.); Storves, Bill (W.K.); Ricks, Kevin (K.J.); Sparks, Douglas (D.S.)
Cc: White, Eric (E.); Dimitrijevski, Sally (S.); Talbott, Mark (M.L.); Morgan, Eric (E.T.); Vaughn, Dave (D.W.); Berardi, Michael (M.A.); Nittmann, Helmut (H.)
Subject: RE: Valeo Charge Air Cooler eTracker 11704167

Basil – it would appear the orders are being placed due to the TSB, not due to the actual number of customer issues. See my comments below – we have 4 times the number of orders for parts, than the number of hotline claims in the previous 18 months. What am I missing? I don't have the data so correct me if I'm wrong. Do we have the warranty claims to support that these parts are actually being fitted, rather than being placed into inventory by the dealer.

Until we have the incremental capacity in place (6 weeks), we should only fulfill orders based on hotline authorization, and overnight the parts. I would not fulfill any other orders. I would also look at centrally holding parts in the 2 highest impacted regions, so fulfillment could be expedited,

This is not my business, but I can't see any other way at this time.

Doug – have Frank Crudo pull the claims.....

Mike Harrison
Chief Engineer
Powertrain Integration & Management
Ford North America

(313) 805 4744

From: Healey, Basil (P.B.)
Sent: Tuesday, February 12, 2013 12:41 PM
To: Harrison, Michael (M.J.); Storves, Bill (W.K.); Ricks, Kevin (K.J.); Sparks, Douglas (D.S.)
Cc: White, Eric (E.); Dimitrijevski, Sally (S.); Talbott, Mark (M.L.); Morgan, Eric (E.T.); Vaughn, Dave (D.W.); Berardi, Michael

(M.A.); Nittmann, Helmut (H.)

Subject: RE: Valeo Charge Air Cooler eTracker 11704167

Parts are being held centrally (at our packager in Texas) and allocated based on the information we receive from the CRC in Florida. Our overall concern is with a monthly demand of 3500 CAC units and a supplier commitment of 1600 per month we will be in a disastrous backorder situation by the time additional parts make their way through the system. Per my note below backorders are still hovering around 5000+ with a risk of growing to ~10,000 by May.

Admittedly we have been receiving a bit more than the committed 1600 for the past few weeks as we get all parts in excess of assembly plant demand.

From: Harrison, Michael (M.J.)

Sent: Tuesday, February 12, 2013 12:30 PM

To: Storves, Bill (W.K.); Ricks, Kevin (K.J.); Sparks, Douglas (D.S.)

Cc: White, Eric (E.); Dimitrijevski, Sally (S.); Talbott, Mark (M.L.); Healey, Basil (P.B.); Morgan, Eric (E.T.); Vaughen, Dave (D.W.); Berardi, Michael (M.A.)

Subject: RE: Valeo Charge Air Cooler eTracker 11704167

I have asked for FCSD team to put together a plan to hold Charge Air Coolers centrally and allocate based on actual customer claims/customers in rental units/hotline calls. The number of part orders for the revised CAC exceeds by a factor of 4 the number of hotline calls over the last 18 months for this issue – since the TSB was issued.

I also went down the path of asking if we could advise the dealers to not out customers in rental units, but this is not possible based on policy. I can understand this.

Mike Berardi, what does it take to administer parts from central stock based on hotline calls, to manage through the next 6 weeks.

Mike Harrison
Chief Engineer
Powertrain Integration & Management
Ford North America

(313) 805 4744

From: Storves, Bill (W.K.)

Sent: Tuesday, February 12, 2013 12:05 PM

To: Harrison, Michael (M.J.)

Cc: White, Eric (E.); Dimitrijevski, Sally (S.); Talbott, Mark (M.L.); Healey, Basil (P.B.); Morgan, Eric (E.T.); Vaughen, Dave (D.W.); Berardi, Michael (M.A.)

Subject: RE: Valeo Charge Air Cooler eTracker 11704167

Mike, as you know this has been in the AOCM once with a game plan that this would be handled outside of allocation. I'm still getting requests for assistance from FCSD. If you have not talked to Mike Beradi yet pls. do so. If you have, please share with the collective team the course of action. As indicated below the next increment of capacity will come on line at the end of April.

<< Message: RE: CRC Parts Delay Summary - Week of 1/23/2013 >>

Bill Storves

Ford Motor Company
Manager, Supply Chain Management
and Plant Materials Management
North America Automotive Operations
Material Planning and Logistics
wstorves@ford.com
Ph-313-248-5827

From: Healey, Basil (P.B.)
Sent: Tuesday, February 12, 2013 11:50 AM
To: Storves, Bill (W.K.); Morgan, Eric (E.T.); Vaughen, Dave (D.W.)
Cc: White, Eric (E.); Dimitrijevi, Sally (S.); Talbott, Mark (M.L.)
Subject: Valeo Charge Air Cooler eTracker 11704167

Helmut stopped by this morning and asked that we keep the Valeo charge air cooler issue elevated at the AOCM. I've updated the eTracker this morning

- Backorders as of today are 5121 with 86 customers in rentals
- Service use is still around 3500 per month
- Promise from Valeo this week is for 1200 to ship to us on Friday.
- We continue to prioritize available stock for the units down and oldest emergency order.
- Outlook remains unchanged for additional capacity (late April) which will take Valeo from around 5100 per week to 7000 per week.

From: Hartstang, Joe (J.K.)
Sent: Friday, December 16, 2011 8:23 AM
To: Osepchook, William (W.R.); Neely, Tina (T.M.)
Cc: Ghee, Michelle (M.R.); Alexander, Todd (T.W.)
Subject: Ghee, Michelle (M.R.)RE: 7T4T-19A095-AD Ground Strap

William,

If this is going to be a QSF as you state below, then it needs to go through the TSB/QSF process; where Tina Neely (who has Edge for PS&L) will eventually be involved to chase the parts. Has this issue been elevated through the TSB process (and is that cross-functional team involved)?

Our "regular" PS&L or supply chain activity (i.e. Michelle, Todd, etc.) should not be increasing part releases for service fixes (that are published to the dealers via SSMs, TSBs, etc.

Joe Hartstang
Supply Chain Manager
Parts Supply & Logistics
Ford Customer Service Division
Phone (313) 390-7604

From: Osepchook, William (W.R.)
Sent: Thursday, December 15, 2011 11:01 AM
To: Ghee, Michelle (M.R.); Alexander, Todd (T.W.); Hartstang, Joe (J.K.)
Subject: RE: 7T4T-19A095-AD Ground Strap

Info,

This issue is also a QSF.

06920110034-3.5L MISFIRE ON ACCEL w/o DTCs	RWRIGH24 - CCOCKERI - RNOWACZY	CC: 3.5L Misfire occurring without DTCs setting. MIL flashing with Catalyst Damage occurring resulting in lack of power on loaded acceleration. CA: TBD. SC: TBD. PC: TBD. ST: Nov/10: proposed new cal to protect cat on hold - root cause still open. Dec/1: Some new focus around G105 ground. Engineering continues testing. Dec/8 Root cause still under investigation Service Red Due to:Lack of Forecasted Service closure date Production Red Due to:Forecasted Production timing beyond 90 day requirement	18/Aug/2011	25/Oct/2011	16/Nov/2011
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From: Ghee, Michelle (M.R.)
Sent: Thursday, December 15, 2011 10:52 AM
To: Alexander, Todd (T.W.); Hartstang, Joe (J.K.)

Cc: Osepchook, William (W.R.)
Subject: RE: 7T4T-19A095-AD Ground Strap

Todd & Joe - FYI. Not sure which of you William needs to work with you on this.

Michelle Rice Ghee

Interior/Exterior Trim/Electrical & New Model Launch Support Manager
S197/C346/EN114/FN145/C170/VN127/V363
FCSD-Parts Supply & Logistics
(313)390-5598 (W) (313)337-3167 (F) mghee@ford.com

From: Osepchook, William (W.R.)
Sent: Thursday, December 15, 2011 10:46 AM
To: Ghee, Michelle (M.R.)
Subject: RE: 7T4T-19A095-AD Ground Strap

Perfect, thanks. I would expect to sell about 200-300 a month for this issue. I will keep you posted if the usage increases through a TSB.

From: Ghee, Michelle (M.R.)
Sent: Thursday, December 15, 2011 10:21 AM
To: Osepchook, William (W.R.)
Subject: FW: 7T4T-19A095-AD Ground Strap

FYI

Michelle Rice Ghee

Interior/Exterior Trim/Electrical & New Model Launch Support Manager
S197/C346/EN114/FN145/C170/VN127/V363
FCSD-Parts Supply & Logistics
(313)390-5598 (W) (313)337-3167 (F) mghee@ford.com

From: Fenclova, Veronika [mailto:FenclovaV@schneider.com]
Sent: Thursday, December 15, 2011 10:04 AM
To: Fenclova, Veronika; Whitfield, Camille (C.W.); Ghee, Michelle (M.R.); Alexander, Todd (T.W.)
Subject: RE: 7T4T-19A095-AD Ground Strap

Update: Supplier is able to ship entire 100 pcs next week 12/19. Release was adjusted accordingly. Expected arrival date at selling location is 1/16/12.

Regards,

Veronika Fenclova
FCSD Supply Chain Specialist
Czech Republic

Phone (US): 1-800-973-3109 Ext:84031
Phone (CZ): + 420-585-577 031
E-mail: fenclovav@schneider.com

For Supplier Assistance please refer to:
<http://web.pslsupp.ford.com>

From: Fenclova, Veronika
Sent: Thursday, December 15, 2011 12:12 PM
To: 'Whitfield, Camille (C.W.)'; Ghee, Michelle (M.R.); Alexander, Todd (T.W.)
Subject: RE: 7T4T-19A095-AD Ground Strap

Good morning,

I created release for 100 pcs within lead time which means stock will be available at FCSD selling location by 1/23/12. I contacted supplier if they will be able to ship the requirement sooner and I will keep you posted.

Thank you.

Veronika Fenclova
FCSD Supply Chain Specialist
Czech Republic
Phone (US): 1-800-973-3109 Ext:84031
Phone (CZ): + 420-585-577 031
E-mail: fenclovav@schneider.com

For Supplier Assistance please refer to:
<http://web.pslsupp.ford.com>

From: Whitfield, Camille (C.W.) [mailto:cwhitf14@ford.com]
Sent: Wednesday, December 14, 2011 6:30 PM
To: Ghee, Michelle (M.R.); Fenclova, Veronika; Alexander, Todd (T.W.)
Subject: RE: 7T4T-19A095-AD Ground Strap

I spoke to my boss and he suggested that I directed it to you .
I will forward this to supply chain- Veronika and her boss Todd.
Thanks,

Camille Whitfield
FCSD-Purchasing
cwhitf14@ford.com

From: Ghee, Michelle (M.R.)
Sent: Wednesday, December 14, 2011 11:04 AM
To: Whitfield, Camille (C.W.); Osepchook, William (W.R.); Gnesotto, Frank (F.T.)
Subject: RE: 7T4T-19A095-AD Ground Strap

Camille - Frank and I do not handle inventory. We are responsible for assigning the service part number and cataloging it for our dealers. I am not sure how a request like this is handled but I would assume if Engineering

is trying to get some from FCSD, Supply Chain will have to issue a service release to the supplier for additional stock or they would work with Purchasing. If I am misunderstanding the request, please let me know. Thanks.

Michelle Rice Ghee

Interior/Exterior Trim/Electrical & New Model Launch Support Manager
S197/C346/EN114/FN145/C170/VN127/V363
FCSD-Parts Supply & Logistics
(313)390-5598 (W) (313)337-3167 (F) mghee@ford.com

Whitfield, Camille (C.W.)
Wednesday, December 14, 2011 10:46 AM
Osepchook, William (W.R.); Gnesotto, Frank (F.T.); Ghee, Michelle (M.R.)
RE: 7T4T-19A095-AD Ground Strap

Hi William,

Because you are asking for something of a service fix you will need to get Michelle Ghee(who is Frank Gnesotto) Product Analyst Boss. They would be the ones who would put in request for now maybe 1000 of these for you. I have cc'd them on the email.

Good Luck and happy holidays.

Camille Whitfield
FCSD-Purchasing
cwhitf14@ford.com

From: Osepchook, William (W.R.)
Sent: Wednesday, December 14, 2011 8:39 AM
To: Whitfield, Camille (C.W.)
Subject: 7T4T-19A095-AD Ground Strap

Hi Camille,

We are having a field issue with one of our top selling vehicle lines. As a service fix we would like to use 7T4T-19A095-AD Ground Strap as part of our repair. There are only 2 of these parts at the national depot.

What would it take to get a 100 of these availed ASAP and a few hundred more for future shipments?

William Osepchook

LGDEE

Large Gas & Diesel Engine Engineering
V-Engine Service Engineer
313-805-9191
wosepcho@ford.com

From: Osepchook, William (W.R.)
Sent: Friday, December 09, 2011 12:48 PM
To: Cockerill, Al (C.A.)
Subject: Ground Jumper for P415 Eco

Hi Al,

Two jumpers that could work.

DB5T-19A095-AA (DB5Z-19A095-A) is approx 10.25" braided wire with a heat shrink wrap on it and 2 eyelets - We show 2 at the depot and the buyer is Curt Mays

7T4T-19A095-AD is approx 14.00" braided wire with a heat shrink wrap on it and 2 eyelets - We show 6 at the depot and the buyer is CAMILLE WHITFIELD

I am leaning more to the second one (7T4T-19A095-AD) because we can tie it to the shifter cable.

William Osepchook

LGDEE

Large Gas & Diesel Engine Engineering

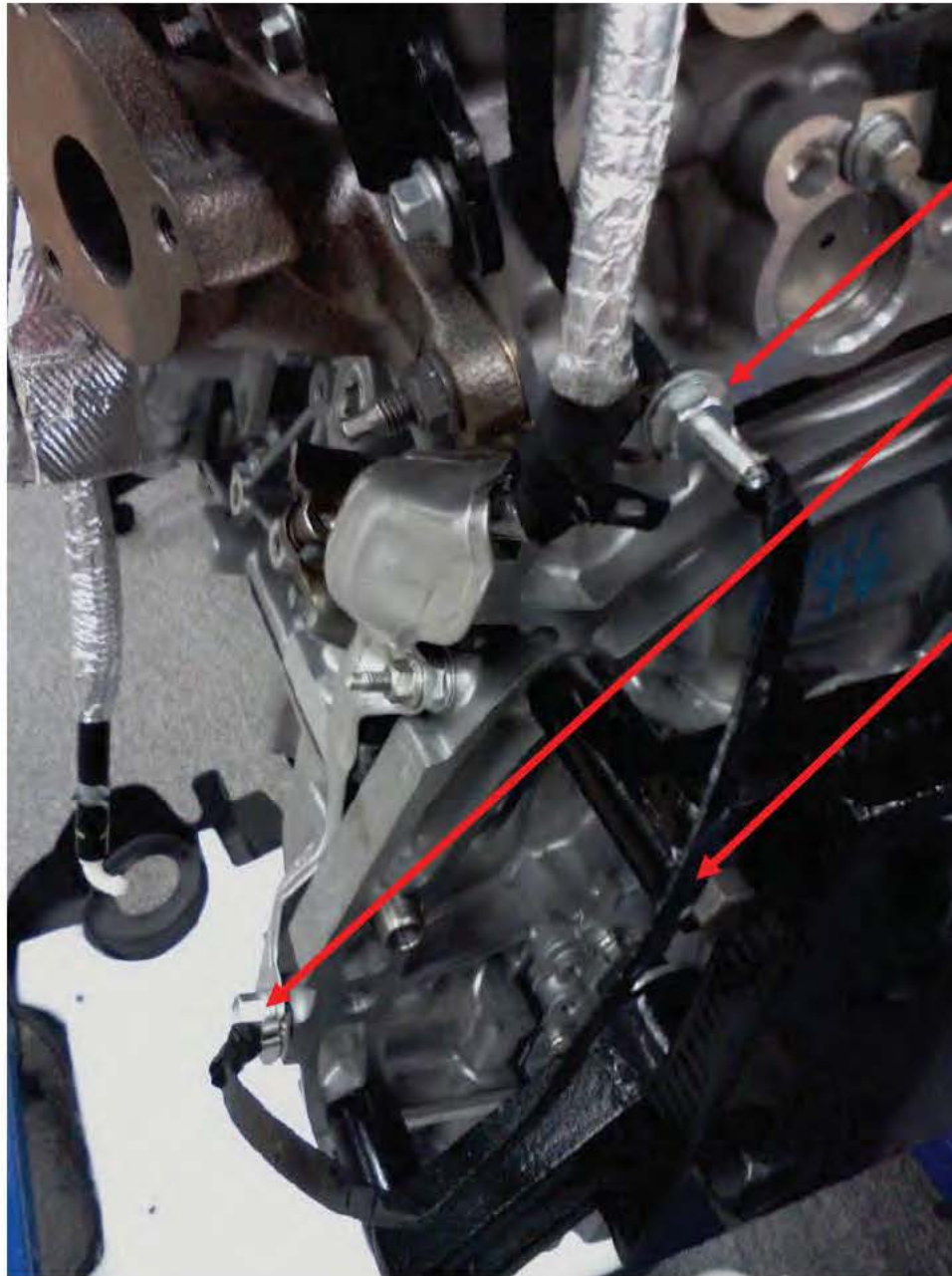
V-Engine Service Engineer

313-805-9191

wosepcho@ford.com

F-150 Service Ground Strap Instructions (Left/Driver side Rear of Engine)

Attach 7T4Z-19A095-A wire to G105 ground and crank position sensor heat shield lower bolt. Use a tie strap to secure wire to transmission shift cable. (Keep existing G105 ground eyelet in same position)



1. G105 Ground

Install eyelet behind the stud. Torque to 10Nm (7 lb/ft) then rotate an additional 45 degrees

2. Crank position sensor heat shield lower bolt

Torque to 11Nm (8 lb/ft)

3. Attach tie strap

Secure wire to transmission shift cable (Cable not shown)

From: Dobbs, Dan (K.D.)
Sent: Friday, February 01, 2013 2:21 PM
To: White, Eric (E.)
Cc: Ricks, Kevin (K.J.); Nowaczyk, Rick (R.J.)
Subject: GTDI potential population for CAC

Build by Model Year 3.5L GTDI

2011 = 137,452

2012 = 169,815

2013 = 11,866 build before clean date

Total = 319,133 (minus sales of the BL3Z6K775B) = total potential population.

Depending on atmosphere and driver habit, each unit has the potential to create the concern.

We did not see a big impact from the installation of the deflector shield as was hoped.

Regards
K.D. Dan Dobbs
FCSD Service Engineering Operations
F-150 PVT Program Manager
Certified 6-Sigma Master Black Belt Level II
Phone:313-845-6078
kdobbs@ford.com

Truth, like gold, is to be obtained not by its growth, but by washing away from it all that is not gold.
<<http://www.brainyquote.com/quotes/quotes/l/leotolstoy122214.html>>

Leo Tolstoy

From: Nowaczyk, Rick (R.J.)
Sent: Thursday, December 13, 2012 8:03 AM
To: White, Eric (E.)
Cc: Nowaczyk, Rick (R.J.)
Subject: **Hot CAC Part Request**/ J. C. Lewis Ford
Attachments: CrosbyIntercooler 001.jpg

Importance: High

Eric,

Eric,

Can we get this CAC part order bump to the head of the line for P/A# 04927? This customer is getting very upset to the point of this possible going buyback.

SMMPCHLA Emergency Orders By Customer 12/13/12 07:38:28
==> _____ ANALYST: Q6A

CUSTOMER CODE: 04927

A		Order	Line	Dor	Order		
C	SERVICE PART	B/O	DATE	Number	Nbr	Nbr	Status
-	-----	-----	-----	-----	-		
	9L3Z- 4W602-A	12/04/12	R63539	3	12461	O	
	9L3Z- 4W602-A	12/05/12	R29240	3	12561	O	
	9L3Z- 4W602-A	12/05/12	S01240	1	12563	O	
	BL3Z- 6K775-B	11/28/12	P72633	1	12861	O	

F1=Help F13=NOLA F14=OOLA F16=OHLA
NO MORE RECORDS AVAILABLE LPENH73

From: Sonnen, Stuart (S.J.)
Sent: Thursday, December 13, 2012 4:16 AM
To: Nowaczyk, Rick (R.J.)
Subject: CAC / J. C. Lewis Ford

Hi, Rick

Do we know when the new CAC will be shipped to J. C. Lewis Ford (04927) part number BL3Z-6K775-B. The customer is 'up tight'. The order detail is attached.

Thanks
Stuart Sonnen
Field Service Engineer
Southeast Region
Cell 912-604-4381

User : 04927

Print **Close**

November 28, 2012 01:44:52 PM

Order Detail

FCSD#: P72633

COR#: 12861

Order Type: EMR

Order Date: 11/28/12

RO#: W

PO#:

Total Lines: 1

Value: 154.03

Order Status: COMPLETED

Qty	Part Number	Line Remarks	Status	Shipper
00001	BL3Z 6K775 B	1FTCFB20532	1 D67	

Print **Close**



From: Fronckowiak, Todd (T.M.)
Sent: Wednesday, May 22, 2013 11:29 AM
To: Brown, Robert (R.D.)
Cc: Kenner, Steve (S.M.)
Subject: INFORMATION ONLY: Agency Conversation

Robert,
The Agency called last night and indicated that, after their internal review/discussion, they're going to open a PE investigation into the F-150 3.5L CAC complaints. I've informed Kelli Felker and OGC that the opening resume should be approved and posted to the NHTSA website by early next week, and Kelli will take lead on finalizing Q&A this week.

Best Regards,

Todd Fronckowiak

Assistant Director

Global Automotive Safety and Compliance

Automotive Safety Office

Ford Motor Company

Phone: (313) 337-6777 | Cell: (734) 837-9409

From: Yamada, Shuya Shark (S.Y.)
Sent: Tuesday, June 26, 2012 8:54 AM
To: Sowards, John (J.); Ladd, John (J.R.); Kramer, Michael (M.T.); Tyler, Jim (J.S.); Palm, Jim (J.R.); Norman, Kristofor (K.R.); Glugla, Chris (C.P.); Lizotte, Brian (B.W.); Yamada, Shuya Shark (S.Y.)
Subject: Last Thursday AM I94 drive.

John S,

I looked at the data more carefully from Thursday, June 21, 2012 AM I-94 drive.

Setup: F150 EcoBoost 5000lb flat bed trailer, 27mm CAC, no 6 tube aero blocker plate.

Cyl 6 showed some slow burns in MIS_PB_NORM5 but nowhere close to the threshold and HEGO (LAM_30MS) did not go lean at all.

There is no misfire anywhere in the data files. Longest cruise was 45min. Good news.

The driver didn't get to drive in the rain so the test was not very severe and the humidity was only 70%.

Next steps options for I-94 rain drive:


- 1) 5000lb flat bed trailer, 27mm CAC, **Without** 6 tube aero blocker plate.
- 2) No trailer 27mm CAC, **with** 6 tube aero blocker plate.
- 3) No trailer 27mm CAC, **without** 6 tube aero blocker plate.

Do we want to see if we can MCR the 6 tube aero blocker on I94 rain drive? Or, keep the 6 tube aero blocker plate and start testing no trailer?

Next big rain should be after the shut down.

Shark.

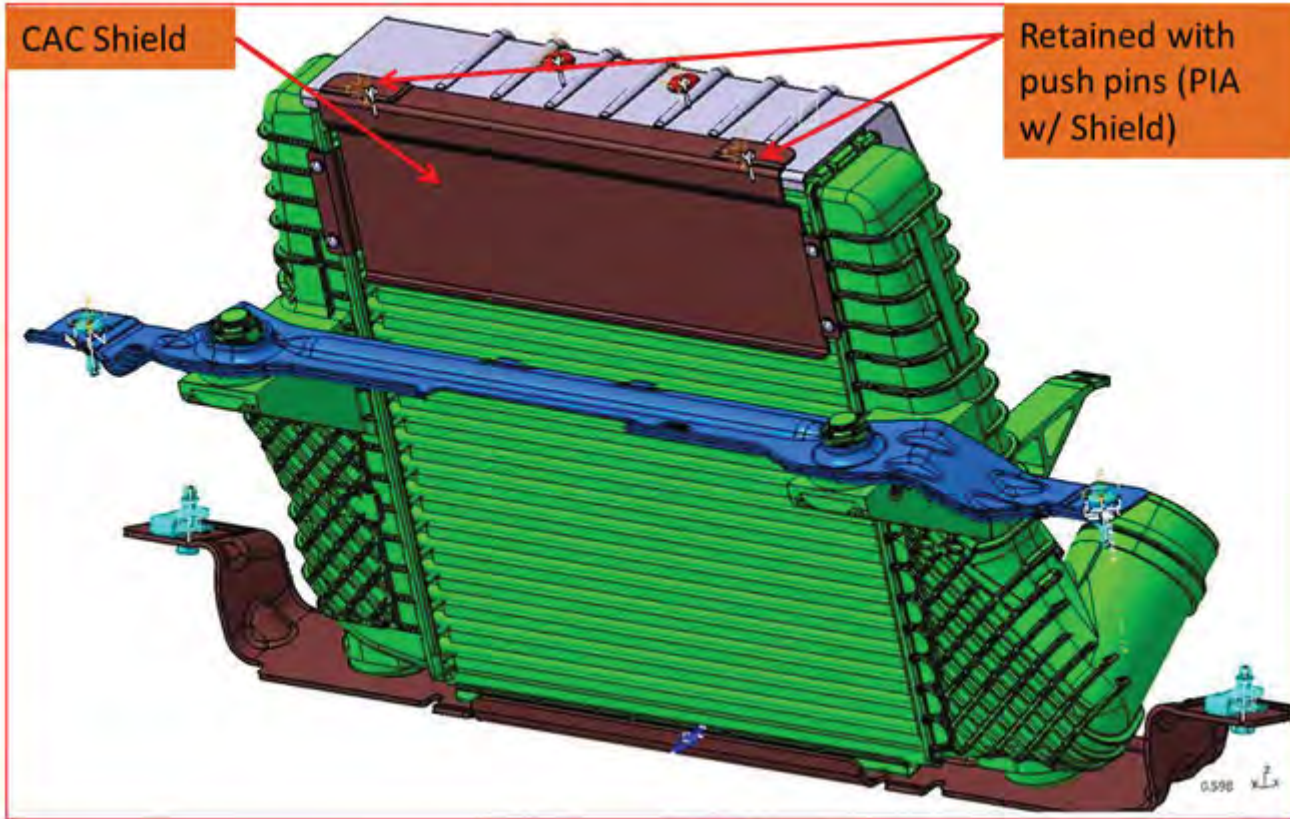
From: Oyafuso, Kevin (K.G.)
Sent: Monday, June 25, 2012 4:27 PM
To: Sowards, John (J.); Yamada, Shuya Shark (S.Y.)
Subject: 2011 P415 GTDI Maine buya


2011 P415 GTDI
A82092 Maine RA..

Here are the files from the Maine Buy back vehicle - looks like a P0299 DTC was set on in the morning of 6/21/2012 boost control did look out of control - did you guys forget to connect something?

Kevin Oyafuso
805-4908

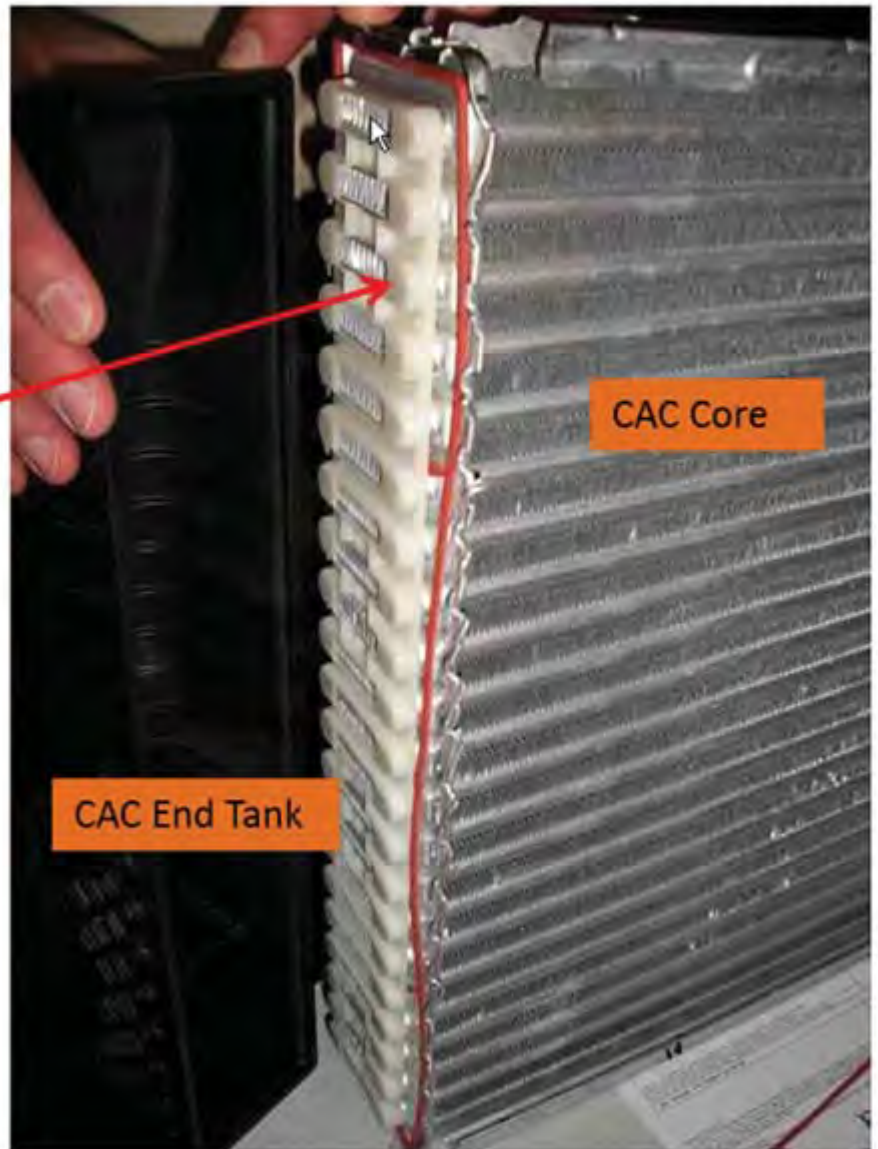
From: Dobbs, Dan (K.D.)
Sent: Tuesday, April 17, 2012 10:44 AM
To: Ricks, Kevin (K.J.)
Cc: Nowaczyk, Rick (R.J.)
Subject: Misfire - ICA #1



Internal End Plates

End Plates cover entrance and exit of core. End plates reduce cross section of Core Tubes, increasing air velocity through CAC

End Plates are internal to the CAC, there is no change to the outside of the CAC or the Plant assembly process.



Still more question – I hated the ICA # 1 approach. It uses both the cover and the revised tube end plates.

Mid June for a revised CAC. Yeah, I did my screen snip thing to capture a live Webex presentation.

Regards

K.D. Dan Dobbs

FCSD Service Engineering Operations
F-150 PVT Program Manager
Certified 6-Sigma Master Black Belt Level II
Phone:313-845-6078
kdobbs@ford.com

One cartload of the enemy's provisions is equivalent to twenty of one's own.

Sun Tzu

From: Kramer, Michael (M.T.)
Sent: Wednesday, April 10, 2013 11:57 AM
To: Corey SMALL <corey.small@valeo.com> (corey.small@valeo.com); Satish NADELLA
Cc: Andersen, Erik (E.); Huang, Larry (L.); Tyler, Jim (J.S.); Alcaraz andrade, Alejandro (M.);
Kramer, Michael (M.T.)
Subject: More P415 CAC Optimization

What modifications would be required to the 27 mm internal blocker plates to provide an even distribution of the charge air internal to the CAC? The thought is the opening in the plates would start small at the bottom of the CAC and get progressively bigger as move up.

How quickly can this analytical analysis be done?

Mike Kramer
RWD PT Cooling Supv.
Six Sigma Black Belt
Cell Phone: (313) 805-0190
Text Page: mkramer1
[Page from outside Ford](#), External email: mkramer1@ford.com

From: Kramer, Michael (M.T.)
Sent: Thursday, May 10, 2012 7:55 PM
To: Socia, Chuck (C.)
Cc: Kramer, Michael (M.T.); Tyler, Jim (J.S.); Sefcik, Jill (J.); Roberts, George (G.); Kenny, Lauren (L.); Brown, Lori (L.K.); Jennings-White, Quentin (D.Q.); Webster, Denise (D.H.); Montey, Paul (P.D.); Smith, Stacy (S.A.); Galas, Dean (C.K.); Miller, Brian (B.J.); Madej, Jeanette (J.)
Subject: NEED HELP expediting part shipments

Chuck, follow-up to our conversation this evening. Engineering needs some logistics help. We have been tasked with 5/16/12 implementation of an ICA to address a misfire field concern on the 3.5L GTDI F150 application. This concern has very senior management level attention.

All the following part numbers below are end items (final assemblies) to KCAP and DTP. All tooling is complete. All parts are sourced, POs issued, and have PSW timing entered into VPP. The presently scheduled incorporation date for these coordinated changes is 6/15/12 which is not acceptable thus this note/request for help to you. Approx. weekly volume for the 3.5L GTDI F150 is 4500 vehicles per week.

NRT (National Rubber)

Supplier code = N377A
Part numbers: BL34-19E672-AB and CL34-19E672-BA
Usage = 1 of each part number per vehicle.

TRW

Supplier code = U101P (I think. Located in Westminister, MA. 180 State Road East)
Part number: W711281-S300
Usage = 2 per vehicle. Note, there are an additional two per vehicle used pia the BL34-19E672-AB referenced above. Total volume does not change as prior to this action four of these push pins came pia the BL34-AB.
WERS alert: A12568736 authorizes immediate usage in parallel to PSW paperwork

I will be scheduling a conference call tomorrow morning with all the PPM folks and will also include you. Thank you for your assistance. Please call my cell immediately at any time with questions. I will not be in the office at 5:00 am like you, however, I will be up so call if needed.

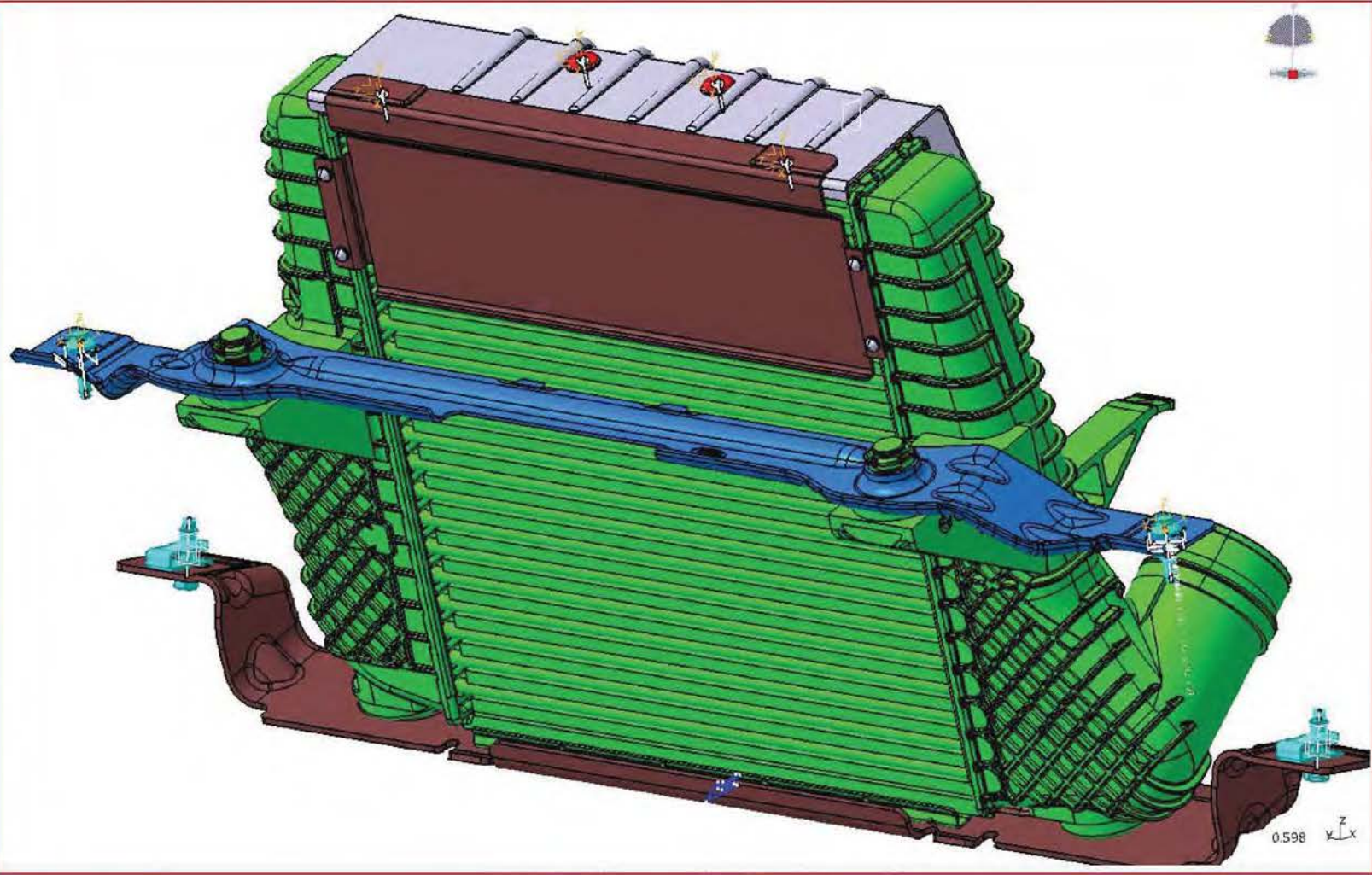
Mike Kramer
RWD PT Cooling Supv.
Six Sigma Black Belt
Cell Phone: (313) 805-0190
Text Page: mkramer1
Page from outside Ford, External email: mkramer1@ford.com

From: Grabowski, Joseph (J.)
Sent: Wednesday, February 22, 2012 6:39 AM
To: Tyler, Jim (J.S.); Meyer, Robert (R.H.)
Cc: Kramer, Michael (M.T.)
Subject: New CAC Defector
Attachments: CAC DEFECTOR.JPG; CAC DEFECTOR_2.JPG

Here is what the new CAC Defector looks like in position.

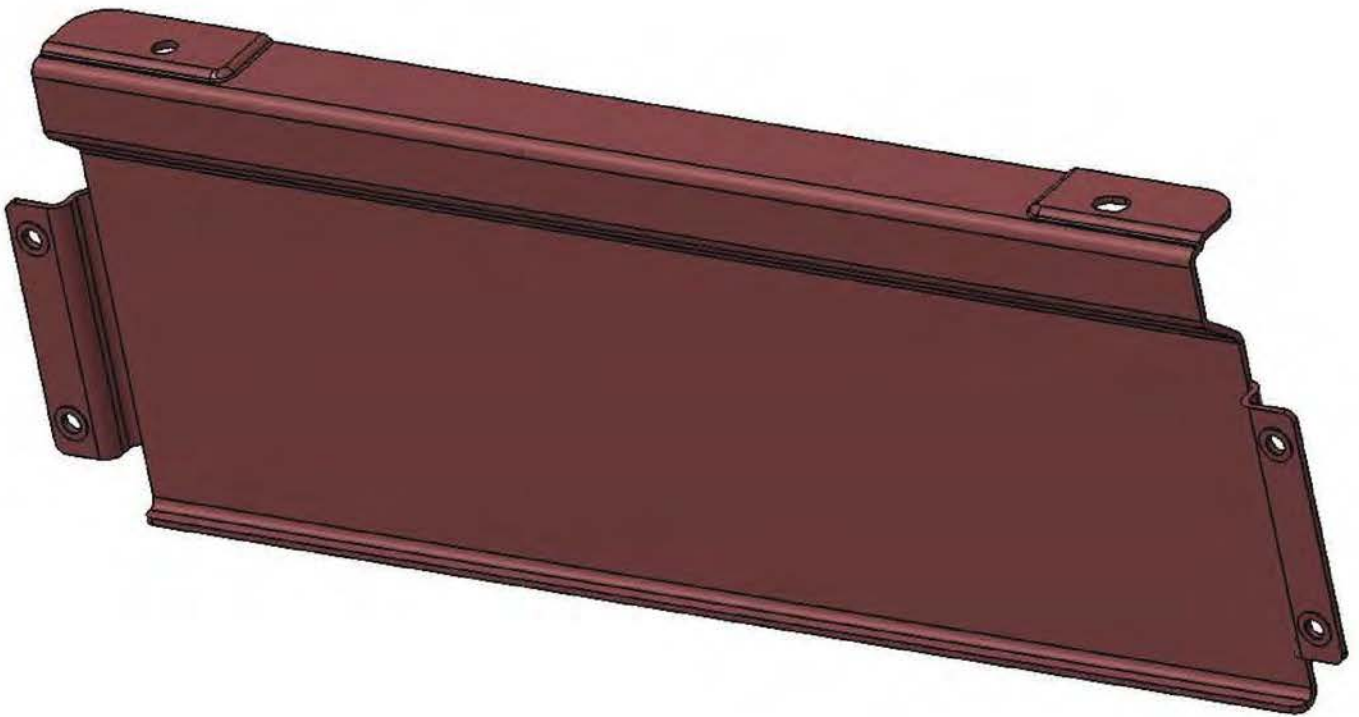
Joe Grabowski
PDC, GB-L58
(313) 248-1229

<http://www.thefordstory.com>



0.598





1.15 x 1x

From: Kramer, Michael (M.T.)
Sent: Monday, June 04, 2012 4:19 PM
To: Palm, Jim (J.R.)
Cc: Tyler, Jim (J.S.); Ladd, John (J.R.); Kramer, Michael (M.T.)
Subject: Next P415 Misfire WT Testing

My thoughts (before I forget)

- 1) 27 mm louverless CAC without the 6 tube external blocker. Do with and without back-to-back?
- 2) 27 mm louverless CAC without micro tip-ins. With or without 6 tube external blocker?
- 3) 27 mm louverless CAC made by Valeo (no RTV on 27 mm tube end blocker plate)
- 4) Crossed tubes Flex CAC

Mike Kramer
RWD PT Cooling Supv.
Six Sigma Black Belt
Cell Phone: (313) 805-0190
Text Page: mkramer1
Page from outside Ford, External email: mkramer1@ford.com

From: Allan, Valerie (V.J.)
Sent: Tuesday, January 10, 2012 9:55 AM
To: Styles, Dan (D.J.)
Cc: Kramer, Michael (M.T.)
Subject: P415 CAC condensate model

Hi Dan - I can't find Nitia in CDS. Is she still Nitia Ramesh? Is she still with Ford?

Anyway, we're experiencing warranty due to engine misfires on the 3.5L GTDI P415 (F-series truck). The hypothesis is that excess condensate is logging in the CAC during steady road drives, and then when the vehicle experiences sudden acceleration the increased airflow entrains the condensate and the engine is unable to ingest it all without stumble. We've also seen failures of the catalytic converter - and hypothesis the same cause.

I seem to remember that Nitia was developing a condensate model of the Valeo P415 CAC. If so, it might be useful to the warranty investigation. Please let me know if such a model exists. Thanks.

Valerie J. Allan
Ford Motor Company
Powertrain Cooling Heat Exchangers
313-805-4421
vallan@ford.com

From: Rodgers, Thomas (T.A.)
Sent: Thursday, January 26, 2012 11:52 AM
To: Dumler, Jeff (J.D.)
Cc: Kramer, Michael (M.T.); Weber, Erik (E.M.)
Subject: P415 CAC Effectiveness/Misfire

Regarding your misfire root cause due to CAC water vapor....
Currently right at the limit for 75% CAC effectiveness at Davis Dam
There has been a Body TGW/marketing want to add a grille to the lower opening..
TSE Study attached wrt consequences
<http://www.apdm.ford.com/apdm/v4.0/by-id/item/228694741/Effect%20of%20Modified%20eBay%20Grill%20for%20P415%20CAC%2020111012.ppt>

*

We would advise not making the CAC less effective as MCT rises and has a consequence to trailering fuel economy.
Slides 5,8,9

*

The Body group has been instructed to investigate a less restrictive grille vs. what is shown on pg2 - to minimize the consequence.

From: Kramer, Michael (M.T.)
Sent: Tuesday, April 17, 2012 12:16 PM
To: Larry ENGEL; Joseph LUMETTA; Peter GAUDINO
Cc: Tyler, Jim (J.S.); Kronig, Donald (D.M.); Kramer, Michael (M.T.); Allan, Valerie (V.J.)
Subject: P415 CAC end tank gasket

Follow-up to our discussion today. The Ford team is in agreement with the proposed gasket design change of removing the ladders for compatibility with the tube throttle plates that are being crimped to both the inlet and outlet tube ends.

Mike Kramer
RWD PT Cooling Supv.
Six Sigma Black Belt
Cell Phone: (313) 805-0190
Text Page: mkramer1
Page from outside Ford, External email: mkramer1@ford.com

From: Kramer, Michael (M.T.)
Sent: Monday, July 02, 2012 4:29 AM
To: Peter GAUDINO (peter.gaudino@valeo.com); Larry ENGEL (larry.engel@valeo.com); David CASTILLO (david.castillo@valeo.com)
Cc: Tyler, Jim (J.S.); Kramer, Michael (M.T.)
Subject: P415 CAC Misfire Actions

I am pushing to get the tool order out. There is going to be a strong push for first production volume shipment arriving at KCAP 8/20/12.

Mike Kramer
RWD PT Cooling Supv.
Six Sigma Black Belt
Cell Phone: (313) 805-0190
Text Page: mkramer1
Page from outside Ford, External email: mkramer1@ford.com

From: Kramer, Michael (M.T.)
Sent: Monday, June 04, 2012 4:36 PM
To: Larry ENGEL (larry.engel@valeo.com); Peter GAUDINO (peter.gaudino@valeo.com); David CASTILLO (david.castillo@valeo.com); Joseph LUMETTA; ying.tang@valeo.com
Cc: Tyler, Jim (J.S.); Kramer, Michael (M.T.)
Subject: P415 CAC next steps

With the 27 mm tube end blocker plate and 11 cell louverless turb CAC configuration showing promise, need help with the following to support overall vehicle system verification:

- 1) 27 mm plate with 11 cell louverless CAC internal dP. A-B-C. B is present production CAC. C is the proto we have been testing.
- 2) Same as #1 except thermal performance / efficiency.
- 3) Analytical estimate for 27 mm plate with 11 cell louverless CAC thermal performance compared to present production CAC
- 4) Cost and timing for 6 additional 27 mm plate with 11 cell louverless CACs. Ford will issue a GPIRS.
- 5) Implementation timing from point of restart (if/when direction is given).
- 6) Confirmation of delivery timing for the qty.=2 27 mm plate with 11 cell louverless CACs already ordered.

I will schedule a 30 minute meeting tomorrow to further discuss.

Mike Kramer
RWD PT Cooling Supv.
Six Sigma Black Belt
Cell Phone: (313) 805-0190
Text Page: mkramer1
Page from outside Ford, External email: mkramer1@ford.com

From: Kramer, Michael (M.T.)
Sent: Wednesday, April 11, 2012 1:34 PM
To: Ladd, John (J.R.)
Cc: Kramer, Michael (M.T.)
Subject: P415 CAC Plates Needed Next Steps

TMD 27 mm plate = the 27 mm slot plate used on the 11 cell louverless core.

PT Tech 40 mm plate = the 40 mm slot plate used on the present production core.

Both plates cover all rat holes.

Need TSE and Calibration assessment of both. PT Tech 40 mm plate first as it is planned for production first. Jeanette needs either answers or timing for answers for Joe Bakaj meeting on Monday.

Mike Kramer
RWD PT Cooling Supv.
Six Sigma Black Belt
Cell Phone: (313) 805-0190
Text Page: mkramer1
Page from outside Ford, External email: mkramer1@ford.com

From: Madej, Jeanette (J.)
Sent: Monday, March 12, 2012 4:33 PM
To: Larry ENGEL; Lee HERVEY; Sonnenschein, Stefan (.); Kronig, Donald (D.M.)
Cc: Kramer, Michael (M.T.); McCoy, Julie (.); Ladd, John (J.R.)
Subject: P415 CAC Support

First of all, I want everyone to know what an outstanding job Valeo has done working on several fixes for our CAC on the P415.
(Drain Hole in CAC)

I received confirmation today, that we will not be proceeding the drain hole in the CAC as of today.

We are working with Valeo on 2 slight redesigns and 1 modification to the existing CAC.

I would like to ask for your continued support. Along with the Valeo team, Ford will help address any roadblocks in timing to try and get the correct fix in for P415 as soon as possible.

Thank you again.

Jeanette Madej
Global Cooling Systems Manager
Phone: 313-805-0189

From: Raver, Jon (J.A.)
Sent: Wednesday, March 21, 2012 6:43 AM
To: Kramer, Michael (M.T.); Huang, Larry (L.); Allan, Valerie (V.J.); Ladd, John (J.R.)
Subject: P415 CAC Thoughts

I could not sleep last night, so I started thinking about your CAC instead of counting sheep....

I think I finally have something of value to add to the conversation, but I need to sketch it out for you (logic as to why).....

To make a long story short.... I think you have one of two options you can do quickly:

- Build the current CAC with reduced external fin density.
- Build the current CAC with reduced internal fin density and / or no louvers.

Any proposals to block entrance, etc. really are just a much more complicated way to do the exact same thing, and we should keep it simple.

If you wanted to test the theory in vehicle, the quickest way to do that is to build the current CAC with no internal fins..... I understand this is the opposite of what you were trying to do, but.....

Just my two cents.....

Jon Raver
Ford Motor Company
jraver@ford.com
(313) 805-0022

From: Lee HERVEY [lee.hervey@valeo.com]
Sent: Wednesday, July 25, 2012 5:47 AM
To: Madej, Jeanette (J.)
Cc: Kronig, Donald (D.M.); Larry ENGEL; David CASTILLO; Joseph LUMETTA; Tyler, Jim (J.S.);
Kramer, Michael (M.T.); Petr MUSIL
Subject: P415 CAC Timing

Jeanette,

There seems to be some confusion in last week's meeting on events for MY13 P415.

The Valeo team is securing MY13 tank change for the Ford MY timing:

- August 20th KCAP
- September 10th DTP

For the mask implementation, you mentioned a commitment of September 17th at the plants. We confirmed to your team to be able to ship parts out of SLP on September 11th. However, we have different loops (which Valeo does not control) to the two plants. Normally it is 9 days to KCAP and 14 days to DTP. Of course, this is managed as a running change.

Please let me know if there is any disconnect on this issue.

Lee

Lee Hervey
Business Group Customer Director
Valeo Thermal Systems
tel: +1-248-209-8361
cell: +1-248-207-7915
fax: +1-248-209-8285

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From: Ridolfi, Dominic (D.R.)
Sent: Tuesday, October 09, 2012 4:38 PM
To: Nowaczyk, Rick (R.J.)
Cc: Abercrombie, Robert (R.)
Subject: P415 CAC TSB Drafts

Rick,

I didn't mention this in the CMT but I was wondering if you could forward me a copy of the TSB drafts you had mentioned in the CMT today. I'd like to be as proactive as possible as far as having our guys on the right page when this does come out. I will keep the information between Bob and I until the TSB does release.

Thanks,

Dominic Ridolfi

3.0/3.5/3.7/GTDI Subject Matter Expert

Ford Technical Hotline

Diagnostic Service Center 1

1700 Fairlane Dr. Allen Park, MI 48101

(313) 248-8241

From: Sowards, John (J.)
Sent: Wednesday, March 27, 2013 9:33 AM
To: Weber, Erik (E.M.)
Cc: Andersen, Erik (E.)
Subject: P415 front bumper insert

Good morning Erik,

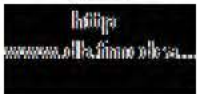
Carl Widmann suggested we contact you regarding a proposed bumper/grill insert for the P415. We're CAC testing tomorrow at DTF and Erik Anderson would like to test with it if you think you're close to a final design. If you have the part and think it's production representative can I get it from you sometime today for our testing tomorrow?

From: Osepchook, William (W.R.)
Sent: Monday, April 16, 2012 8:38 AM
To: Margeson, Joan (J.E.)
Cc: Dobbs, Dan (K.D.); Cockerill, Al (C.A.)
Subject: Parts & Service Discussion Board question

Good Morning Joan,

Attached is a posting that we would like to add a message to. Please add this message from Product Engineering. Thanks.

We do appreciate your patience on this issue. Engineering is aware and working on the issue. There is no approved field service procedure available at this time. Any attempts to modify the Charge Air Cooler or associated Air Intake components will create other drivability concerns. Additionally, modifications will create a non-reimbursable warranty repair if the modified component is replaced. Continue to monitor OASIS for further updates.



William Osepchook

GEE

Global Engine Engineering
V-Engine Service Engineer
313-805-9191
wosepcho@ford.com

[Discussion Boards](#) [Parts & Service Discussion Board](#) [Tech-to-Tech](#) **2012 Ecoboost F-150 intermittent miss**

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Author	Topic: 2012 Ecoboost F-150 intermittent miss	Email Topic	Print Topic
<p>▶ DEKE HOFFMAN Tri Motor Sales, Inc. Oak Harbor, OH (419) 898-2931</p>	<p>I have one that came in with a miss complaint ONCE (for about 10 seconds) after a long highway cruise. Had p0306 in CM but hadn't done it since. I inspected the basics and swapped the plug to #5 incase it did it again. It did it again 6K miles later. No DTC's and no misfires in Mode 6. I thought I saw a few other people posting about this and that engineering was "investigating" Anyone else seen this or heard anything else about it??</p>		
			March 26, 2012 02:59:23 PM
<p>▶ Ben Ramsey Mooresville Ford Mooresville, NC (704) 664-1300</p>	<p>I heard this had to do with condensation from the CAC. TSB 12-2-10 would be the first thing I would do. Our FSE was here and we were discussing it and he said something to the effect the CAC was too efficient causing condensation inside make it miss. This was mainly noticeable on highway cruise decel.</p>		
			March 26, 2012 03:51:25 PM
<p>▶ Mike Schindler Dempewolf Ford Henderson, KY (270) 827-3566</p>	<p>In a few days a p0430 will rear its ugly head Ive put a few cats in left bank. Starts out as a high speed miss and kills the cat,I think its the water in the cac</p>		
			March 26, 2012 05:01:39 PM
<p>▶ FRANK SIMS O'Daniel Ford, Inc. New Haven, IN (260) 748-6200</p>	<p>had engineers here for a couple days they had me change the vacuum harness on top the engine from the turbos along with all plugs and left hand cat. the miss went away but still had the reprogram issues that ford didnt have out at the time so they bought the vehicle back. at that time also there was no moisture in the cac like there has been reported now, also we replaced all the side 2 ign. coils. hope this helps</p>		
			March 27, 2012 08:23:24 AM
<p>▶ Mike Schindler Dempewolf Ford Henderson, KY (270) 827-3566</p>	<p>Ihave replaced the cat on one 2 times in 12k miles and it had new program in it</p>		
			March 27, 2012 10:15:39 AM
<p>▶ DEKE HOFFMAN Tri Motor Sales, Inc. Oak Harbor, OH (419) 898-2931</p>	<p>This one has 11K and I personally know the customer. It has only done this twice so far. I will ask more questions knowing what I know from you gus now and see if I can determine if this is whats happening. The first time he did say it was on a decel after a long highway cruise. That I do know. I'll post back if I find out anything definate. Thanks for the good replies</p>		
			March 28, 2012 12:37:57 PM
<p>▶ PATRICK WALTON Tipton Ford, Inc. Nacogdoches, TX (936) 564-7337</p>	<p>Have had the same discussion with our FSE. Have put on 2 drivers side cats so far (2 different trucks) The first one sound exactly like yours Deke. Shoot me an email address and I can give you the fix that we came up with. Havent seen either truck back except for maint. so far.</p>		
			March 28, 2012 08:26:48 PM
<p>▶ MICHAEL CARTA Rainbow Ford, LLC La Follette, TN (423) 562-2251</p>	<p>Ask your customer if it was raining at any point during his long highway cruise. We had an 11 f150 Ecoboost w/ similar problem. Problem occured with customer on interstate while raining. We had the truck for a few days. Couldn't duplicate on road tests until it started raining heavy on one of the road tests. Drove again next day same route, speed, etc but dry outside w/ no problem. Started to rain later in the day, took truck out and duplicated again. Had some engineers involved with the cat converter and coil replacements but customer decided to take the truck back to selling dealer in FL to deal with the problem. Haven't heard anything since.</p>		
			March 28, 2012 10:07:58 PM
<p>▶ Gary Gearner Crossroads Ford Lincoln of San Sanford, NC (919) 775-2221</p>	<p>Have had a couple here with that issue. Last one we found that there was oil in the turbo. Found PCV valve stuck open allowing oil to get to the turbo and CAC. Had to clean the CAC and also found water in the CAC with oil from the PCV valve stuck open. Cleaned the turbo and the CAC tubes as well. Water in the CAC is definitely from the condensation issue. Vehicle still had issues after the repair and reprogram. Ended up going to RAV.</p>		

- March 29, 2012 12:19:31 PM
- ▶ **DEKE HOFFMAN**
Tri Motor Sales, Inc.
Oak Harbor, OH
(419) 898-2931
- Partick, I'd appreciate any info horspla65@hotmail.com
- March 29, 2012 04:31:18 PM
- ▶ **JAMIE HACK**
Don Franklin Ford, Inc.
Columbia, KY
(270) 384-3016
- patrick me to ive got 2 of them here my email is jhack71@googlemail.com
- March 29, 2012 04:58:10 PM
- ▶ **STEVEN CLINE**
Ford Country of Lewisville
Lewisville, TX
(972) 221-2900
- Patrick, isnt this the discussion board for things like you have found? i bet we would all like to know what you guys come up with down there.
just my 0.02 thx
- March 29, 2012 05:41:09 PM
- ▶ **DEKE HOFFMAN**
Tri Motor Sales, Inc.
Oak Harbor, OH
(419) 898-2931
- Steven, actually its not, but we just do it sometimes. I'm suspecting he used some knowledge and experience and came up with something on his own, not from the book. In Fords world, if its not in the book, its not possible, which is dead wrong. Having said that, maybe he doesn't want to put it all out there. Just sayin
- March 30, 2012 08:33:40 AM
- ▶ **kyle rosen**
Cox Motor Sales, Inc.
New Richmond, WI
(715) 246-2561
- Patrick send it my way please!! hoheisel1@yahoo.com
- March 30, 2012 03:29:51 PM
- ▶ **Rick Barlau**
North Star Ford
Duluth, MN
(218) 727-3673
- Patrick send to smtech46@yahoo.com
- April 2, 2012 04:31:38 PM
- ▶ **James Strothers**
New Holland Ford
New Holland, PA
(717) 354-4901
- patrick send to jstrothers@newhollandauto.com
- April 4, 2012 09:39:37 AM
- ▶ **Joshua Loney**
Kayser Ford Stoughton
Stoughton, WI
(608) 873-5621
- patrick can i get an email to thanks loneyj2@gmail.com
- April 4, 2012 10:42:24 AM
- ▶ **james northam**
Hertrich Ford of Pocomoke
Pocomoke City, MD
(410) 957-3333
- well while you are at it please send me one to thanks for your time doug290@earthlink.net
- April 4, 2012 10:51:35 AM
- ▶ **MARVIN BITSILLY**
Gurley Motor Company
Gallup, NM
(505) 722-6621
- i need all the help i can get.please send it my way. mnbitsilly@hotmail.com
- April 4, 2012 11:27:32 AM
- ▶ **DONALD REIK JR**
Mullinax Ford East
Wickliffe, OH
(440) 585-8000
- djreik@yahoo.com
- April 4, 2012 12:22:00 PM
- ▶ **Daniel Toronski**
Leith Lincoln
Raleigh, NC
(919) 872-9500
- please send me one? thanks for your time and input. dtoronski@nc.rr.com
- April 4, 2012 02:29:21 PM
- ▶ **Vernie Newton**
Olathe Ford Lincoln
Olathe, KS
(913) 782-0881
- Me too please. carslayer11@yahoo.com Thanks.
- April 4, 2012 03:25:28 PM
- ▶ **John Lewis**
Classic Ford Lincoln of Columb
Columbia, SC
(803) 779-5977
- one more please streetglider79@gmail.com
- April 4, 2012 04:13:15 PM
- ▶ **Eric Wiedeman**
Courtesy Ford Lincoln Sales, I
Norfolk, NE
(402) 371-9350
- send one my way if u get a chance. thanks. fritow1234@yahoo.com
- April 4, 2012 05:33:44 PM
- ▶ **JEFFREY NEUHAUS**

- Ed Koehn Ford of Wayland, Inc.
Wayland, MI
(269) 792-2205
ADD ME PLEASE fordisking2003@yahoo.com Thanks
April 5, 2012 02:22:50 PM
- ▶ **GARY STUTZ**
Moon Township Ford
Moon Township, PA
(412) 264-2360
Send me 1 too gstutz1@verizon.net
thanks
April 5, 2012 03:13:45 PM
- ▶ **JOSEPH POWERS**
Alan Jay Ford Lincoln
Sebring, FL
(863) 385-0144
I hate to do this, but I could use it too
joemama@strato.net
April 6, 2012 02:45:42 PM
- ▶ **THOMAS NEHL**
Freese Motors, Inc.
Monticello, IA
(319) 465-3541
just got the ticket on one t-nehl@hotmail.com THANK YOU
April 6, 2012 04:45:50 PM
- ▶ **MICHAEL CARTA**
Rainbow Ford, LLC
La Follette, TN
(423) 562-2251
Send one our way please!! michaelbcarta@yahoo.com THANKS!!!
April 6, 2012 04:57:07 PM

[Return to top of page](#) [Refresh](#)

From: Joseph LUMETTA [joseph.lumetta@valeo.com]
Sent: Friday, March 30, 2012 12:03 PM
To: Kramer, Michael (M.T.); Tyler, Jim (J.S.)
Subject: pictures of tape job
Attachments: L42L fan picutres 004.jpg; L42L fan picutres 001.jpg; L42L fan picutres 002.jpg; L42L fan picutres 003.jpg

Hello Gentlemen

The testing is still going on.

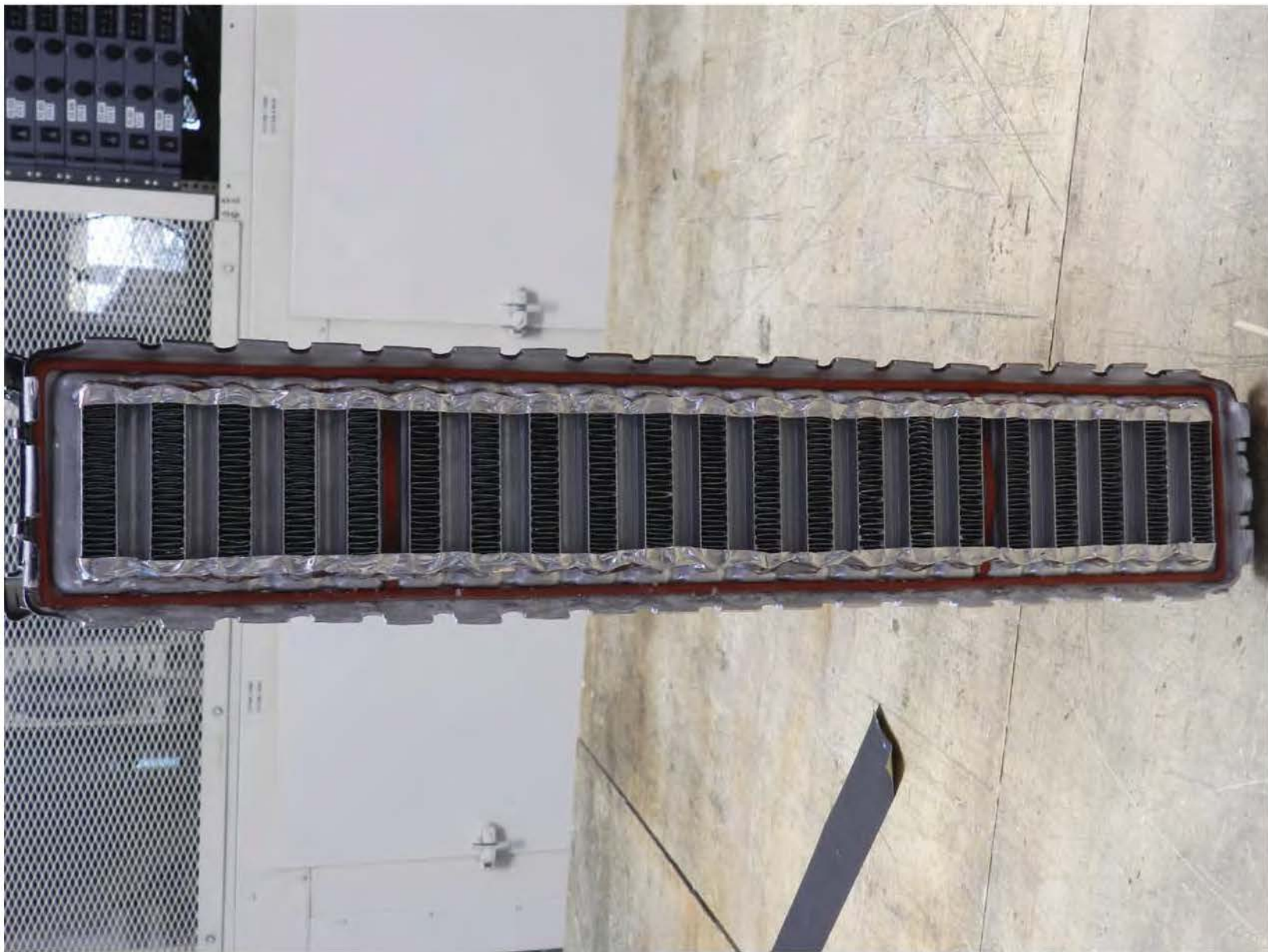
Mike I saw your email and immediately sent a voice message to John Savage asking him about the additional air flow and as soon as I he responds I will let you know. He is not in the office today. Jim T had asked to see some photo's of the testing so here ya go.

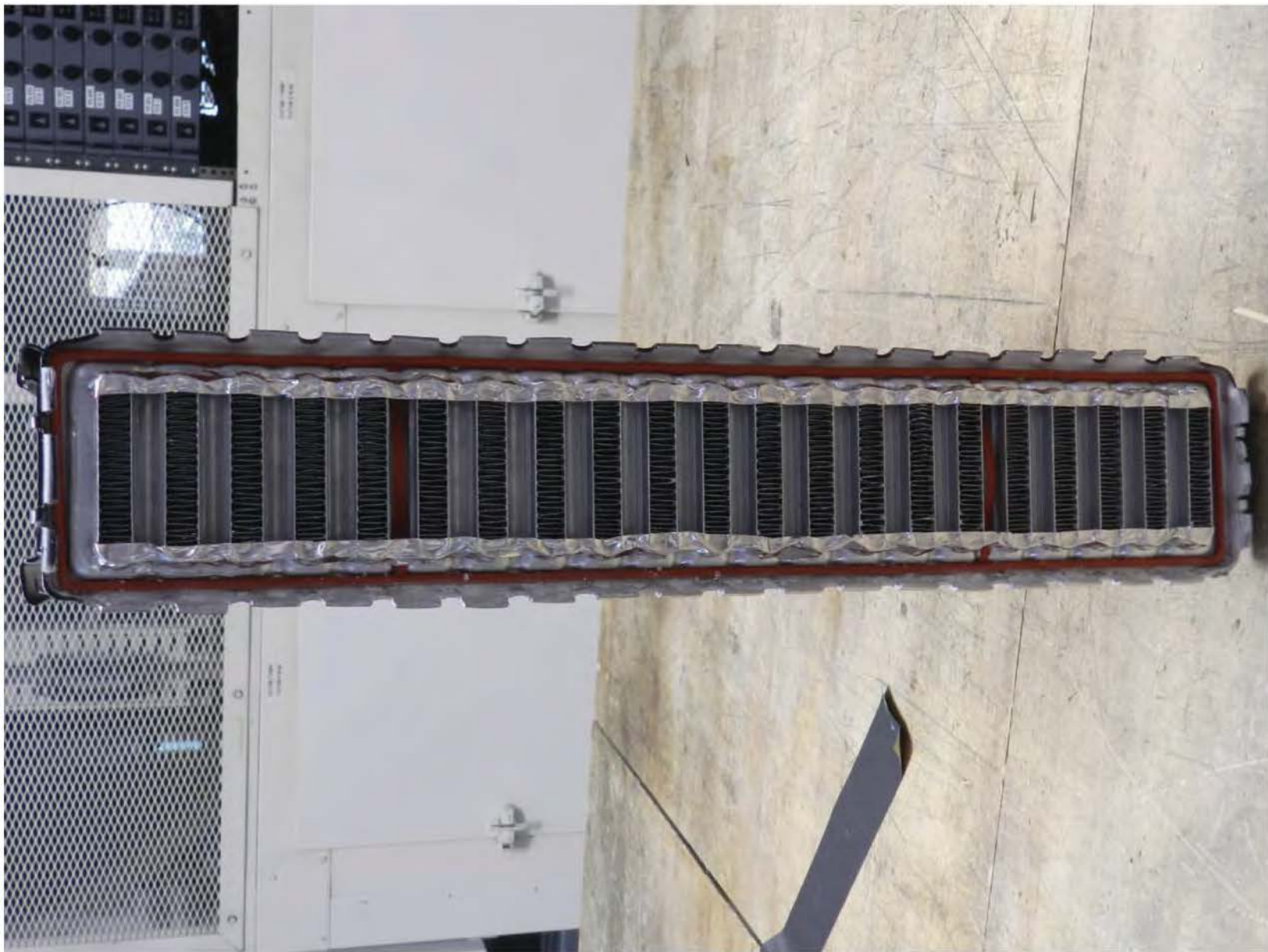
Look at attachments.

--
Joseph Lumetta
joseph.lumetta@valeo.com
office phone 248-209-8237
fax 248-209-8282
cell 248-709-4710

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From: Nowaczyk, Rick (R.J.)
Sent: Monday, October 29, 2012 3:18 PM
To: Dobbs, Dan (K.D.); Ricks, Kevin (K.J.); Kramer, Michael (M.T.); McDonagh, Scot (S.M.); Sparks, Douglas (D.S.)
Cc: Ridolfi, Dominic (D.R.); Johnson, Seth (S.); Abercrombie, Robert (R.)
Subject: ****QSF Closed****F-150 3.5L GTDI Misfire Moisture in the CAC concern 069-2012-1857R1 has gone to FINAL as 12-10-19 (enUSA)

Importance: High

Team,

TSB 12-10-19 released for F-150 3.5L GTDI Misfire Moisture in the CAC concern. QSF is now closed.

Great Job by the Team! Thanks to everyone for all their hard work!

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

From: Siplus, G (G.)
Sent: Monday, October 29, 2012 2:38 PM
To: Nowaczyk, Rick (R.J.)
Subject: 069-2012-1857R1 has gone to FINAL as 12-10-19 (enUSA)
Importance: High

English TSB Article 12-10-19 has been released for publication

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

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

Company personnel may view it at:
<http://www.protechnician.com/>.

Concern Tracking Number: 069-2012-1857R1

TSB Article Number: 12-10-19

Description: 3.5L GTDI - Intermittent Stumble/Misfire On Acceleration From Highway Cruise In Humid Or Damp Conditions With Possible DTC.

Vehicles: F-150

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

From: McDonagh, Scot (S.M.)
Sent: Thursday, May 24, 2012 2:25 PM
To: Wright, Robin (R.A.); Baum, Joe (J.M.); Sparks, Douglas (D.S.); Mazuchowski, James (J.A.); Cockerill, Al (C.A.); Selthofer, Adam (A.); Dixon, Mark (M.R.); Graham, David (D.L.); Beltramo, Joel (J.J.); Smith, Craig (C.A.)
Subject: QSF Closures !!
Importance: High

The (3) enclosed P415 GTDI QSFs are now closed for Production. R11 Calibrations confirmed in Production at DTP & KCAP. TSB for GTDI Misfire, P0299, Surge QSF Service closure submitted for final release. Working with FCSD to meet 6/8/12 Service closure timing per directive from Mr. Sparks. Will advise when Service closures are confirmed.

Vehicle Line	Model Year	Concern	Function	Functional Champion-Engineering Contact-PCE	Comments	QSF Date Open	Req'd 68-day QSF Service Closure Date
F-150	2011-2012	06920120011-3.5L GTDI MIL P0299 DTC Low Boost/May Have Drivability Concern	POW	RWRIGH24 - ASELTROF - RNOWACZY	CC: Complaints of MIL on DTC p0299 for low boost and may have a drivability concern as well. CA: Moisture in the Charge Air Cooler when it takes down one bank of cylinders causing turbo speed to drop off. SC: TSB Service Message PC: PCM calibration update ST: May/16: PCM calibration release timing moved out to 6/4/2012 for Production. Est. Service calibration TSB ready by 06/15/2012.	15/May/2012	22/Jul/2012
F-150	2011-2012	06920120015-Repeat Surge After TSB 12-2-10	POW	RWRIGH24 - CCOCKERI - RNOWACZY	CC: Repeat Surge after reflash TSB 12-2-10 has been performed to address surge concern. CA: Tolerance stack up with wastegate system. SC: TSB Message PC: PCM Software update ST: May/16: PCM calibration release timing moved out to 6/4/2012 for Production. Est. Service calibration and blocker plate TSB ready by 06/15/2012.	15/May/2012	22/Jul/2012
F-150	2011-2012	06920110034-3.5L GTDI Misfire On Accel - No DTC	POW	RWRIGH24 - CCOCKERI - RNOWACZY	CC: 3.5L misfire may occur without DTCs setting. MIL with catalyst damage resulting in lack of power on loaded acceleration. CA: Moisture in Charge Air Cooler noticeable during humid and rainy weather conditions. SC: Publish TSB message PC: TBD. ST: May/15: Blocker plate in in Production May/17. Plated units will ship with the R-11 Recal due later. Service Red Due to:Exceeding 68 day Service Timing Production Red Due to:Exceeding 90 day Production Timing	18/Aug/2011	25/Oct/2011

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

From: Myers, Dan (D.P.)
Sent: Thursday, February 21, 2013 11:07 AM
To: Oyafuso, Kevin (K.G.); Nowaczyk, Rick (R.J.); Hughes, Scott (S.R.); Selthofer, Adam (A.)
Cc: McDonagh, Scot (S.M.); Dixon, Mark (M.R.); Smith, Craig (C.A.); McCoy, Jim (D.)
Subject: RE: **Escalated Case**2012 F-150 repeat #5 Inj. failure (CQIS Report#CJIDM001)

The vehicle came back and the injector harness's were replaced along with #5 injector, coil and plug. After the repair #5 is a dead hole and 4,6 miss intermittently. Any ideas what could have happened that would result in this situation?

From: Oyafuso, Kevin (K.G.)
Sent: Wednesday, February 20, 2013 8:16 AM
To: Myers, Dan (D.P.); Nowaczyk, Rick (R.J.); Hughes, Scott (S.R.); Selthofer, Adam (A.)
Cc: McDonagh, Scot (S.M.); Dixon, Mark (M.R.); Smith, Craig (C.A.); McCoy, Jim (D.)
Subject: RE: **Escalated Case**2012 F-150 repeat #5 Inj. failure (CQIS Report#CJIDM001)

Here is a generic list for driveability, it's in 2 parts. One's a static check and is done with just KOEO (before and after drive); the big list is for the drive.

KOEO: CLRDIST, CLRWRMUP, ETCDIAG_CODE, KNK_CNTR_CYL(1-6), KNK_RATE_LRND, MFF__INGEAR, MFF_LOAD, MFF_RPM, MFF_RUN, MFF_SOAK, MFF_TCC_LOCK, MFF_THR_ANG, MFF_TRIP, MFF_VSS, OCTADJ_R_LRND, MP_LRN, DIST_BRKOVDR.

For Driving or engine running:

ACC_CMD
APP (PER),
BARO (PRESS),
CHT (TEMP),
CYL_(1-6)_ACCL,
DTCNT,
EQ_RAT11 (RATIO),
EQ_RAT21 (RATIO),
ETC_ACT,
ETC_DSD,
EVAPCP,
FLI,
FRP (PRESS),
FRP_DSD,
FTP_H2O (NUM),
GENVDSD,
GEAR,
IAT2 (TEMP),
KNK_RATE_LRND,
KNOCK_1,
KNOCK_2,
KNOCK_SPRK,
LOAD (PER),
LONGFT1,
LONGFT2,
MAP (PRESS),
NUM_MISFIRE,
O2S11_CUR,

O2S21_CUR,
OSS_SRC
RPM,
RUNTM,
SHRTFT1,
SHRTFT2,
SPARKADV,
SYNC,
TQ_CNTRL,
TIP_PRS_DSD,
TIP_PRS-Boost,
TR,
TSS_SRC
TURBO_BPASS,
TURBO_WGATE,
VCT_EXH_ACT2,
VCT_INT_ACT2,
VCT_EXH_DSD,
VCT_INTK_DSD,
VPWR,
VSS

From: Myers, Dan (D.P.)
Sent: Wednesday, February 20, 2013 8:50 AM
To: Oyafuso, Kevin (K.G.); Nowaczyk, Rick (R.J.); Hughes, Scott (S.R.); Selthofer, Adam (A.)
Cc: McDonagh, Scot (S.M.); Dixon, Mark (M.R.); Smith, Craig (C.A.); McCoy, Jim (D.)
Subject: Re: **Escalated Case**2012 F-150 repeat #5 Inj. failure (CQIS Report#CJIDM001)

Can I please get a list of PIDs you would like recorded? The vehicle will be in today so I want to take some recordings before we touch it.

Thanks!
This message was sent from a BlackBerry.

From: Myers, Dan (D.P.)
Sent: Thursday, February 14, 2013 10:42 AM
To: Oyafuso, Kevin (K.G.); Nowaczyk, Rick (R.J.); Hughes, Scott (S.R.); Selthofer, Adam (A.)
Cc: McDonagh, Scot (S.M.); Dixon, Mark (M.R.); Smith, Craig (C.A.); McCoy, Jim (D.)
Subject: RE: **Escalated Case**2012 F-150 repeat #5 Inj. failure (CQIS Report#CJIDM001)

The physical compression was checked and found to be equal on that bank. We still checked with a bore scope and other than the excessive carbon there were no issues. The misfire is present cold. The last two times the plug would be wet after the truck sat overnight. After replacing the injector both times the truck ran for 3+ days before exhibiting the cold start issue again. Then eventually the DTC will set a P0305.

The customer doesn't want to come back until we have a plan and I am standing there to fix his truck.

From: Oyafuso, Kevin (K.G.)
Sent: Thursday, February 14, 2013 9:29 AM
To: Nowaczyk, Rick (R.J.); Hughes, Scott (S.R.); Selthofer, Adam (A.)
Cc: McDonagh, Scot (S.M.); Dixon, Mark (M.R.); Smith, Craig (C.A.); Myers, Dan (D.P.); McCoy, Jim (D.)
Subject: RE: **Escalated Case**2012 F-150 repeat #5 Inj. failure (CQIS Report#CJIDM001)

Did tech inspect injector harness for damage? We had this concern on a couple of trucks , the injector harness was getting pierced by the opposing fuel rail bracket and shorting out the injector. The collateral damage could lead to a damaged coil and PCM.

Recommend a resistance check on injector 5 wiring - this can be done at the PCM connector. check resistance to ground on both wires going to injector 5.

Did the ignition coil get swapped ? I can't tell if the misfire is present all the time are not. Hope Dan can investigate this - might help if you can get us mode 6, and MFF data with the datalogger.

Also, check for base engine concerns too. Run the relative compression test with ids, if #5 looks a liitle different than the rest then do a manual compression test and/or inspect cylinder for damage with a boroscope.

From: Nowaczyk, Rick (R.J.)
Sent: Thursday, February 14, 2013 9:59 AM
To: Oyafuso, Kevin (K.G.); Hughes, Scott (S.R.); Selthofer, Adam (A.)
Cc: McDonagh, Scot (S.M.); Dixon, Mark (M.R.); Smith, Craig (C.A.); Myers, Dan (D.P.)
Subject: **Escalated Case**2012 F-150 repeat #5 Inj. failure (CQIS Report#CJIDM001)
Importance: High

Powertrain Engineering Team,

Have you seen this concern before hard start cold with a repeat inj. failure #5 Cylinder on 3.5L GTDI? FSE (Dan Myers) requesting assistance in repairing this unit. It seems that the intake runner for #5 cylinder is the only one that keeps building up carbon all the others intake runners are clean.

(FYI, FSE still needs to update this GCQIS report that states the hard start cold issue is coming again per the customer.)

From: Nowaczyk, Rick (R.J.)
Sent: Thursday, February 14, 2013 9:41 AM
To: Nowaczyk, Rick (R.J.)
Subject: Report Summary for the CQIS Report#CJIDM001

Attachments : 5

Report# :	CJIDM001 NHL	Received:	01/16/2013
CCRG/EPRC:		Date:	
Vehicle:	2012,F150 4X4 ,F150 ,SUP CRW,STYSD ,1FTFW1ET7CKD96809	Build Date:	06/06/2012
Odometer :	6,020 M	Engine:	3.5L-GTDI
Transmission:	6R80E	Calibration:	CF613C0N
Dealer:	USA 09446 Bob Lowth Ford, Inc.	A/C:	YES
City:	Bemidji	Phone#:	(218) 751-3140
Originator:	MIKE LEAS	State:	Minnesota
Symptom:	5 50 3 39 DRV PERF,RUNS ROUGH,CRUISE/STEADY,INTERMITTENT	Country :	USA

Status:
VFG: V52 DRIVEABILITY
Additional Symptom: RUNS ROUGH
Fix: Causal Component :
Condition Code:

Hotliner: DSTENDAR **Phone:** 000 317-9287 **Regn Cd:** G5 Twin Cities
Engineering: **Phone:** **TAR:** 0-30
Dlr Contact: MIKE LEAS **Phone:** 218 751-3140 **Title Cde:** SM

DTCs:
KOEO:
KOEC:P0305 P0316
KOER:

Comments

:
REPAIR 10/09/2012 10:41AM DAVID STENDARDO MSS - FCSD - TECH SVC HOTLINE
WEB FORM DATA - CONCERN:CUSTOMER STATES WHEN FIRST STARTED THE TRUCK
WILL RUN ROUGH AND AFTER A FEW SECONDS OF RUNNING IT WILL SMOOTH OUT,
ALSO HE STATES WHEN HOLDING A STEADY SPEED IN TOWN HE FEELS IT HAS A
MISSFIRE. DIAGNOSTICS: TEST DRIVE AND SCAN PARTS
REPLACED:NONE TECH QUESTION:ANY KNOWN, WE HAVE NOT BEEN ABLE TO
DUPLICATE AND CUSTOMER IS ADAMANT SOMETHING IS WRONG.
AFTER A
TEST DRIVE I DID NOTICE A ROTTEN EGG SMELL COMING FROM THE TAILPIPE.
ALSO WHEN DRIVING AT A STEADY SPEED AFTER TORQUE CONVERTER LOCKS UP IT
MIGHT HAVE A GROWN SOUND WITH A LITTLE VIBRATION BUT DOES NOT SEEM
EXCESSIVE TO ME.

RECOMM 10/09/2012 10:41AM DAVID STENDARDO MSS - FCSD - TECH SVC HOTLINE
MIKE, PLEASE CONTINUE TO DUPLICATE THE CONCERN AS WELL AS INTERVIEW
THE CUSTOMER ABOUT ANY UNIQUE CIRCUMSTANCES THAT THE VEHICLE NEEDS TO
BE UNDER TO MAKE THE CONCERN SURFACE. THERE HAVE BEEN SOME
INSTANCES OF MISFIRES DUE TO CONDENSATION IN THE CAC ON EARLIER BUILD
VEHICLES THAT COULD STILL BE HAPPENING TO THIS UNIT. THE CONCERN SEEMS
TO PICK ON THE BANK 2 CYLINDERS (4,5,6). CLEAR ALL DTCs AND REVIEW
THE MODE 6 DATA TO SEE IF THERE IS A MISFIRE COUNT THAT COULD CONFIRM
THIS AS A BANK 2 ISSUE, OR IF THERE ARE OTHER CYLINDERS

INVOLVED. IF THE CONCERN IS SUSPECT AS JUST ON BANK 2, REMOVE THE FRESH AIR DUCT FROM THE THROTTLE PLATE AND INSPECT FOR ANY WATER STAINING IN THE HOUSING. IF THERE IS WATER STAINING PRESENT, THE CONCERN IS LIKELY DUE TO CONDENSATION DROP OUT IN THE CAC THAT IS GETTING DRAFTED IN TO THE INTAKE UNDER HARD ACCELERATIONS. AT THIS TIME, NO SERVICE ACTIONS SHOULD BE PERFORMED AND OASIS SHOULD BE MONITORED FOR FURTHER UPDATES. ENGINEERING CURRENTLY HAS THIS CONCERN UNDER REVIEW. IF THE CONCERN IS ON BANK ONE AS WELL, SWAP IGNITION COILS AND PLUGS AROUND IN AN EFFORT TO HELP ISOLATE A COMPONENT ISSUE AND REPLACE AS NEEDED.

REPAIR 10/09/2012 05:24PM JOHN BRIMMELL MSS - FCSD - TECH SVC HOTLINE
AFTER TEST DRIVE WITH CUSTOMER THE TORQUE CONVERTER LOCK UP IS ONE OF THE ITEMS HE STATES HE IS NOT HAPPY WITH, WHEN MAINTAINING A STEADY SPEED, AFTER THE CONVERTER LOCKS UP THERE IS A VIBRATION AND A SURGE WHEN KEEPING A STEADY SPEED. I HAVE NOT BEEN ABLE TO DUPLICATE ON ANY NEW TRUCKS. ANY KNOWN?

RECOMM 10/09/2012 05:24PM JOHN BRIMMELL MSS - FCSD - TECH SVC HOTLINE
MIKE, WHEN THE CONVERTER LOCKS THE CRANKSHAFT IS MECHANICALLY LOCKED TO THE TRANSMISSION INPUT SHAFT THEREFORE ANY INCONSISTENCIES IN THE POWERTRAIN WILL BE AMPLIFIED WHEN THE CONVERTER LOCKS. WHEN THE CONVERTER RELEASES THE CONVERTER ACTS AS A HYDRAULIC DAMPENER AND ABSORBS SOME OR ALL OF THE VIBRATION. DUPLICATE THE CONDITION AND VERIFY THE CONVERTER IS STAYING LOCKED BY MONITORING THE TC_SLIPDSD AND THE ACTUAL CONVERTER SLIP IS EXPECTED TO FOLLOW TC_SLIPACT. ONCE THE PIDS ARE MONITORED ADDITIONAL DIAG INFORMATION OR A REPAIR/DIAG DIRECTION CAN BE DETERMINED.

REPAIR 10/10/2012 03:15PM SEAN HANEY MSS - FCSD - TECH SVC HOTLINE
MIKE STATED THAT THE CONCERN IS VERY SLIGHT, ANY KNOWN, OR DIRECTIONS TO TAKE.

RECOMM 10/10/2012 03:15PM SEAN HANEY MSS - FCSD - TECH SVC HOTLINE
MIKE, RECOMMEND COMPARING TO A LIKE UNIT, SIMILARLY EQUIPPED, TO ELIMINATE AN OPERATIONAL CHARACTERISTIC. IF THE LIKE UNIT IS NOT COMPARABLE, RECOMMEND CLEARING TCM KAM AS THIS VEHICLE HAS A HIGH LEVEL OF ADAPTABILITY. THESE ADAPTIVES CAN ADJUST TO DRIVER INPUTS AND MAY CAUSE A CONCERN WITH DRIVEABILITY. THIS IS AN OPERATIONAL DESIGN OF THE ADAPTIVE TABLES AND IF RESOLVED FROM CLEARING THE KAM, NO FURTHER REPAIR WOULD BE NECESSARY.

REPAIR 10/18/2012 03:40PM BRETT FENNING MSS - FCSD - TECH SVC HOTLINE
MIKE STATED THE VEHICLE IS CAME BACK TODAY WITH A MISFIRE/SURGE CONCERN. IT IS RAINING OUT TODAY AND WAS ABLE TO DUPLICATE THE CONCERN

RECOMM 10/18/2012 03:40PM BRETT FENNING MSS - FCSD - TECH SVC HOTLINE

MIKE, IT IS POSSIBLE THAT A CHARGE AIR COOLER CONDENSATION MISFIRE MAY BE OCCURRING EVEN WITH CAC DEFLECTOR INSTALLED AND THE LATEST CALIBRATION FROM THE FACTORY (TSB 12-6-4). NOT ALL F-150 GTDI MISFIRES ARE RELATED TO MOISTURE BUILD-UP IN THE CHARGE AIR COOLER. IT WILL FIRST BE NECESSARY TO DETERMINE IF THE MISFIRE IS RELATED TO ACTUAL CONDENSATION OR RELATED TO ANOTHER COMPONENT/SYSTEM. IF THE CONCERN CAN BE DUPLICATED DURING A ROAD TEST ON A REGULAR BASIS, THEN IT IS MOST LIKELY NOT A CONDENSATION CONCERN AND RECOMMEND CONTINUING WITH NORMAL MISFIRE DIAGNOSTICS. IF THE CONCERN CAN ONLY BE DUPLICATED UNDER EXTENDED DRIVING, EXTREMELY HUMID OR RAINING CONDITIONS AFTER A HARD ACCELERATION EVENT, THEN IT IS MOST LIKELY DUE TO CAC CONDENSATION. RECOMMEND INSPECTING THE THROTTLE PLATE AND CAC INTAKE TUBE FOR SIGNS OF WATER OR WATER STAINS. IF THIS IS FOUND THE CONCERN IS LIKELY DUE TO CAC CONDENSATION. ENGINEERING IS IN THE PROCESS OF VALIDATING A REPAIR FIX FOR CAC CONDENSATION, BUT NO RELEASE DATE HAS BEEN PROVIDED. PLEASE CONTINUE TO MONITOR OASIS FOR UPDATES.

REPAIR 10/29/2012 04:17PM JOHN BRIMMELL MSS - FCSD - TECH SVC HOTLINE

WAS ADVISED BY FSE THERE WILL BE AN FSE COMMING OUT REGARDING THIS ISSUE, THE TSB IS 12-10-19, LOOKING FOR INFORMATION ON THE TSB BECAUSE IT IS NOT IN THE SYATEM.

RECOMM 10/29/2012 04:17PM JOHN BRIMMELL MSS - FCSD - TECH SVC HOTLINE

TSB 12-10-19 SUPERSEDES TSB 12-6-4 TO REMOVE THE PRODUCTION FIX DATE, UPDATE THE TITLE, ISSUE STATEMENT, PART LIST AND SERVICE PROCEDURE. THE UPDATED TSB SHOULD BE RELEASED WITHIN A FEW DAYS.

REPAIR 11/07/2012 11:35AM WALTER SMITH MSS - FCSD - TECH SVC HOTLINE

PERFORMED TSB 12-10-19 AND THE CUSTOMER STATED EVERTHING WAS FINE UNTILL IT RAINED, THEN THE TRUCK STARTED TO ACT UP AGAIN WHILE DRIVING. ANY ADVICE?

RECOMM 11/07/2012 11:35AM WALTER SMITH MSS - FCSD - TECH SVC HOTLINE

MIKE, IF THE MIL LIGHT IS ON AND DTC P0305 IS SETTING AGAIN, RECOMMEND TO PERFORM NORMAL ENGINE MISFIRE DIAGNOSIS TO VERIFY THE CYLINDER #5 COMPRESSION, SPARK PLUG, COIL, COIL CONNECTOR AND PIN FIT. INSPECT THE SPARK PLUG WELL FOR SIGNS OF WATER GETTING IN. CHECK AND VERIFY THE INJECTOR CONNECTIONS AND PIN FIT AT THE INJECTOR. DISCUSS THE CONDITIONS WHEN THE OWNER CAN DUPLICATE THE ROUGH RUNNING, (WE UNDER STAND IT IS RAINING, BUT IS THE ROUGH RUNNING CONDITION STILL HAPPEN ON START UP OR AT IDLE, HOT COLD UNDER HARD ACCELERATION) THIS INFORMATION WILL ALSO HELP IN BEING ABLE TO DUPLICATE THE COMPLAINT.

IF THE ENGINE IS STILL MISSING ON START UP CHECK THE SPARK PLUG FOR SIGNS OF FUEL COOLANT OR OIL DEPOSITS. CHECK FOR LEAKING INJECTORS PRESSURIZE THE FUEL SYSTEM REMOVE THE #5 SPARK PLUG AFTER THE VEHICLE AS SAT THE SUSPECTED AMOUNT OF TIME USE A BORE SCOPE TO INSPECT THE CYLINDER FOR SIGNS OF FUEL LEAKING FROM THE INJECTOR AND INTO THE CYLINDER. IF THE MISFIRE IS PRESENT WHILE DRIVING AT A CRUISE OR ON ACCELERATION TRY TO DUPLICATE WITH A VDR CONNECTED TO THE VEHICLE TO GET A RECORDING OF THE FOLLOWING PIDS TO SEE IS A FAULT CAN BE SEEN. (APP(%), BARO(PRESS), CHT(TEMP), CYL_(1-6)_ACCL, EQ_RAT11 (RATIO), EQ_RATIO21 (RATIO), FRP (PRESS), FRP_DSD, GEAR, KNK_CNTR_CYL (1-6), KNK_RATE_LRND, LOAD, LONGFT1, LONGFT2, MAP(PRESS), NUM_MISFIRE, OCTADJ_R_LRND, O2S11_CUR, O2S21_CUR, RPM, RUNTM, SHRTFT1, SHRTFT2, TQ_CNTRL, TR, VPWR, VREF, VSS.

REPAIR 01/09/2013 01:35PM TONY ROMANO MSS - FCSD - TECH SVC HOTLINE
WEB FORM DATA - CONCERN: CUSTOMER STATES THE TRUCK WILL BUCK AND JERK WHEN TRING TO TAKE OFF, SEEMS TO HAPPEN MORE WHEN PULLING A LIGHT LOAD. DIAGNOSTICS: SEE OASIS FOR HISTO AND INSTALLED CFR TO RECORD PIDS ADVISED BY HOTLINE FROM LAST CONTACT PARTS REPLACED: CAC, INJECTORS. TECH QUESTION: HOW DO I GET THEESE RECORDINGS TO YOU?

RECOMM 01/09/2013 01:35PM TONY ROMANO MSS - FCSD - TECH SVC HOTLINE
MIKE, BE SURE THE SESSION HAS HAD THE RECORDINGS SAVED AND THEN FIND THE SESSION ON THE IDS'S PREVIOUS SESSION SCREEN. CLICK ON THE SESSION TO HIGHLIGHT IT IN BLUE, BUT DOM NOT SELECT THE CHECK MARK. ONCE YOU HAVE THE SESION HIGHLIGHTED, THERE SHOULD GBE AN ICON THAT POPS UP ON THE RH SIDE OF THE SCREEN THAT HAS 3 OR 4 COMPUTERS CONNECTED BY A CABLE. SELECT THIS ICON AND THE DATA SHOULD AUTOMATICALLY UPLOAD AND SEND THERECORDINGS IF THE IDS HAS ACCESS TO THE WEB. ONCE YOU HAVE SENT THE RECORDINGS, PLEASE UPDATE THIS REPORT AGAIN ADVISING THE RECORDINGS WHEN UPLOADED SO THEY CAN BE REVIEWED.

AUDIT 01/09/2013 01:35PM TONY ROMANO MSS - FCSD - TECH SVC HOTLINE
ODOMETER 3845 M CHANGED TO 6020 M BY TROMANO7

REPAIR 01/14/2013 10:16AM KEVIN SANDERS MSS - FCSD - TECH SVC HOTLINE
VEHICLE HAS AN INTERMITTENT HESITATION, BUCK/JERK ON ACCELERATION. THE DEALERSHIP CANNOT VERIFY THE CONCERN AT THIS TIME. THE DEALERSHIP HAS OBTAINED A RECORDING OF THE CONCERN WITH THE FOLLOWING PIDS. (APP(%), BARO(PRESS), CHT(TEMP), CYL_(1-6)_ACCL, EQ_RAT11 (RATIO), EQ_RATIO21 (RATIO), FRP (PRESS), FRP_DSD, GEAR, KNK_CNTR_CYL (1-6), KNK_RATE_LRND, LOAD, LONGFT1, LONGFT2, MAP(PRESS), NUM_MISFIRE, OCTADJ_R_LRND, O2S11_CUR, O2S21_CUR, RPM, RUNTM, SHRTFT1, SHRTFT2, TQ_CNTRL, TR, VPWR, VREF, VSS.

RECOMM 01/14/2013 10:16AM KEVIN SANDERS MSS - FCSD - TECH SVC HOTLINE

MIKE, RECOMMEND OBTAINING A RECORDING OF THE CONCERN MONITORING THE FOLLOWING PIDS. APP%, BARO, CAC_T, CHT, CYL_(1-6)_ACCL, DTCNT, EQ_RAT11, EQ_RAT21, ETC_ACT, ETC_DSD, FRP, FRP_DSD, F_VCV#, GEAR, IAT, IAT2, GEAR, KNK_CNTR_CYL (1-6), KNK_RATE_LRND, KNOCK_1, KNOCK_2, LOAD, LONGFT1, LONGFT2, MAP (VOLTAGE AND PRESSURE), O2S11_CUR, O2S21_CUR, NUM_MISFIRE, OCTADJ_R_LRND, RPM, RUNTM, SHRTFT1, SHRTFT2, SPARKADV, TCC, TFT, TIP_PRES_V, TIP_PRS_BOOST, TIP_PRS_DSD, TP1, TP2, TR, TR1, TR2, TR3, TR4, TURBO_UNDER, TURBO_WGATE, TQ_CNTRL, VSS. AFTER THE RECORDINGS ARE MADE LOCATE THE 'SET DEALER INFORMATION' IN THE IDS SYSTEM UTILITIES MENU AND VERIFY THAT THE P&A CODE IS CORRECT. IF OKAY, HOLD AND SAVE THE SESSION THAT CONTAINS THE RECORDINGS AND UPLOAD TO THE HOTLINE SERVER. FROM THE PREVIOUS SESSIONS MENU SELECT TO HIGHLIGHT THE SESSION. LOCATE AND SELECT THE THREE COMPUTERS ICON ON THE RIGHT SIDE OF THE SCREEN TO COMPLETE THE UPLOAD. ONCE A RECORDING IS OBTAINED. RECOMMEND PAYING CLOSE ATTENTION TO THE TIP_PRES_V PID. EXPAND THE PID AS LARGE AS POSSIBLE WHEN PLAYING BACK. IT SHOULD BE FAIRLY STEADY LINE ON THE GRAPH. IF IT IS SPIKING OR DROPPING OUT, RECOMMEND INSPECTING THE TIP BOOST SENSOR FOR ANY CONTAMINATION. ONCE THE RECORDING HAS BEEN UPLOADED AND THE VEHICLE IS IN THE SHOP, PLEASE CONTACT THE HOTLINE.

ADD-ON 01/14/2013 10:16AM KEVIN SANDERS MSS - FCSD - TECH SVC HOTLINE

CONSULTED HOUSTON, WILLIE (EH). THIS VEHICLE IS BEING ESCALATED DUE TO THE NUMBER OF CONTACTS AND THE LENGTH OF TIME THE CONCERN HAS BEEN ONGOING. THE VEHICLE IS CURRENTLY NOT IN THE SHOP AND THE DEALERSHIP IS GOING TO ATTEMPT TO OBTAIN A RECORDING WITH AN UPDATED PID LIST. DEALERSHIP WAS DIRECTED TO CALL THE HOTLINE WHEN THE VEHICLE IS IN THE SHOP AND WITH A NEW RECORDING.

ESCLHD 01/15/2013 04:05PM WILLIE HOUSTON MSS - FCSD - TECH SVC HOTLINE

*****ESCALATION CONTACT CLOSED BECAUSE THE VEHICLE IS NOT AT THE DEALER. PLEASE CONSULT WITH THE ESCALATED HANDLING TEAM WHEN THE DEALER CONTACTS THE HOTLINE FOR ADDITIONAL ASSISTANCE.*****

REPAIR 01/16/2013 11:10AM ROBERT ABERCROMBIE MSS - FCSD - TECH SVC HOTLINE

MIKE STATED THE VEHICLE IS NOW AT THE DEALER AND HE HAS ALSO DOWN LOADED THE RECORDINGS TO THE HOTLINE.

RECOMM 01/16/2013 11:10AM ROBERT ABERCROMBIE MSS - FCSD - TECH SVC HOTLINE

MIKE, THIS REPORT HAS BEEN SENT TO THE ESCALATION TEEM FOR FURTHER REVIEW.

REPAIR 01/16/2013 04:41PM WILLIE HOUSTON MSS - FCSD - TECH SVC HOTLINE

MIKE CALLED AND STATED THAT THE RECORDINGS HAVE BEEN UPLOADED AND HE

HAS BEEN AWAITING A PHONE CALL FROM THE ESCALATED HANDLING TEAM.

RECOMM 01/16/2013 04:41PM WILLIE HOUSTON MSS - FCSD - TECH SVC HOTLINE
MIKE, THE ESCALATED HANDLING TEAM HAS BEEN INFORMED OF THE RECORDINGS HOWEVER THEY HAVE NOT BEEN ANALYZED YET. DURING THE PHONE CALL THE RECORDINGS WERE DOWNLOADED AND REVIEWED. THE CYLINDER ACCELERATION PIDS SHOW INTERMITTENT MISFIRES HOWEVER THERE IS NO FAULT IN THE TIP_VOLTAGE PID. PLEASE USE THE IDS OSCILLOSCOPE TO MONITOR THE CKP WAVEFORM. COMPARE THE WAVEFORM TO THE KNOWN GOOD PATTERN IN THE SCOPE MENU AND MAKE A SCREENSHOT. SAVE THE SCREENSHOT TO A WORDPAD OR WORD DOCUMENT AND EMAIL TO GENGINE@FORD.COM, USING THE CONTACT ID IN RED AT THE TOP OF THIS REQUEST. AFTER THE SCREENSHOTS HAVE BEEN SENT A MEMBER OF THE ESCALATED HANDLING TEAM WILL CONTACT YOU BY TELEPHONE WITH FURTHER REPAIR DIRECTION .

REPAIR 01/17/2013 10:20AM KEVIN SANDERS MSS - FCSD - TECH SVC HOTLINE
MIKE IS CALLING IN TO INFORM THE HOTLINE THAT HE HAS EMAILED THE REQUESTED SNAP SHOTS.

RECOMM 01/17/2013 10:20AM KEVIN SANDERS MSS - FCSD - TECH SVC HOTLINE
MIKE, THANK YOU FOR THE UPDATE. THE INFORMATION WILL PASSED ON THE ESCALATION TEAM FOR REVIEW.

REPAIR 01/17/2013 11:11AM WILLIE HOUSTON MSS - FCSD - TECH SVC HOTLINE
AN OBC WAS MADE TO THE DEALER TO FOLLOW UP WITH MIKE REGARDING THIS CONCERN.

RECOMM 01/17/2013 11:11AM WILLIE HOUSTON MSS - FCSD - TECH SVC HOTLINE
MIKE, AFTER REVIEW OF THE CKP PATTERNS AND NEW IDS SESSION RECORDINGS, RECOMMEND DRIVING THE VEHICLE TO FULL OPERATING TEMPERATURE AND THEN ALLOW A COLD SOAK OF 4-5 HOURS. AFTER THE COLD SOAK, REMOVE THE SPARK PLUGS AND INSPECT THE CYLINDERS FOR EXCESSIVE CARBON BUILDUP AND SIGNS OF RAW FUEL ENTRY. INSPECT THE GAP OF THE SPARK PLUGS AND ENSURE THAT THEY ARE CORRECTLY SET AT THE WSM SPECIFICATION OF .035". UPDATE THIS ONLINE FORM WITH THESE TEST RESULTS FOR FURTHER ASSISTANCE.

REPAIR 01/17/2013 07:17PM STEPHEN MASSEY MSS - FCSD - TECH SVC HOTLINE
REMOVED SPARK PLUGS TO INSPECT FOR FUEL AND FOUND A STICKY BLACK GOO ON PISTON AND IN THE SPARK PLUG THREADS ON #5 CYLINDER. COULD NOT CONFIRM ANY RAW FUEL IN CYLINDER. SPARK PLUG GAPS ARE ALL WITHIN .002

RECOMM 01/17/2013 07:17PM STEPHEN MASSEY MSS - FCSD - TECH SVC HOTLINE
MIKE, THANK YOU FOR THE UPDATE. THIS INFORMATION WILL BE FORWARDED TO THE ESCALATION TEAM, AND YOU WILL BE CONTACTED TO DISCUSS THIS CONCERN FURTHER.

REPAIR 01/18/2013 09:28AM STEPHEN MASSEY MSS - FCSD - TECH SVC HOTLINE

MIKE CALLED TO CHECK THE STATUS OF THIS ESCALATED CONTACT.

RECOMM 01/18/2013 09:28AM STEPHEN MASSEY MSS - FCSD - TECH SVC HOTLINE

MIKE, THE ESCALATION TEAM WILL REVIEW THE INFORMATION SUPPLIED, AND YOU WILL BE CONTACTED BY A MEMBER OF THE ESCALATION TEAM TO DISCUSS THIS CONCERN FURTHER.

REPAIR 01/18/2013 10:41AM WILLIE HOUSTON MSS - FCSD - TECH SVC HOTLINE

AN OBC WAS MADE TO THE DEALER TO FOLLOW UP WITH MIKE REGARDING THIS CONCERN. HE STATES THAT THE TECHNICIAN HAS FOUND A SIGNIFICANT AMOUNT OF A STICKY BLACK SUBSTANCE ON TOP OF THE CYLINDER NUMBER 5 PISTON AND THREADS OF THE SPARK PLUG. THE TECHNICIAN HAD INITIALLY REPLACED THE INCORRECT SPARK PLUG, HOWEVER HE IS CERTAIN THAT THE CYLINDER 5 INJECTOR WAS REPLACED.

RECOMM 01/18/2013 10:41AM WILLIE HOUSTON MSS - FCSD - TECH SVC HOTLINE

MIKE, IN ORDER TO COMPLETE REPAIRS IT WILL BE NECESSARY TO PERFORM A DECARB PROCEDURE TO REMOVE THE CARBON/SUBSTANCE FROM THE CYLINDER. IF THE CONCERN IS ISOLATED TO A SINGLE CYLINDER, SUSPECT THAT THE INJECTOR MAY HAVE BEEN LEAKING DOWN CAUSING THE EXCESSIVE BUILDUP. FUEL QUALITY ISSUES ARE THE MOST LIKELY ROOT CAUSE OF THESE ISSUES. TO PERFORM THE DECARB, REMOVE THE SPARK PLUGS AND FILL THE CYLINDERS WITH MOTORCRAFT PM-3 FOAMING CARB CLEANER. ALLOW THE VEHICLE TO SOAK OVERNIGHT AND THEN PURGE THE CLEANER FROM THE CYLINDERS AND CHANGE THE ENGINE OIL. IF NECESSARY, REPLACE THE INJECTORS AND RETEST. INSPECT FUEL QUALITY WITH A VISUAL INSPECTION FOR CONTAMINATION AND IF PRESENT, REMOVE AND CLEAN THE FUEL TANK AND LINES.

REPAIR 01/21/2013 06:20PM TONY ROMANO MSS - FCSD - TECH SVC HOTLINE

PERFORMED DECARB HAD TO PERFORM MULTIPLE TIMES TO GET MOST OF IT OUT. UPLOADED DATA LOGGER INFO AFTER INSTALLING NEW SPARK PLUGS. PLEASE REVIEW AND CONTACT.

RECOMM 01/21/2013 06:20PM TONY ROMANO MSS - FCSD - TECH SVC HOTLINE

MIKE, THE ESCALATION TEAM WILL REVIEW THE INFORMATION SUPPLIED, AND YOU WILL BE CONTACTED BY A MEMBER OF THE ESCALATION TEAM TO DISCUSS THIS CONCERN FURTHER.

REPAIR 01/22/2013 05:37PM WILLIE HOUSTON MSS - FCSD - TECH SVC HOTLINE

AN OBC WAS MADE TO THE DEALER TO FOLLOW UP WITH MIKE. HE STATES THAT THE DECARB PROCEDURE WAS PERFORMED SEVERAL TIMES AND THE VEHICLE NOW SEEMS TO RUN FINE. THERE WAS A SIGNIFICANT AMOUNT OF CARBON BUILDUP REMOVED FROM THE CYLINDERS WHEN PERFORMING THE DECARB PROCEDURE. THE CUSTOMER HAS PICKED UP THE VEHICLE.

RECOMM 01/22/2013 05:37PM WILLIE HOUSTON MSS - FCSD - TECH SVC HOTLINE

THANK YOU FOR THE UPDATED REPORT. BASED ON THE FIX INFORMATION

PROVIDED, THE VEHICLE HAS BEEN REPAIRED AND RETURNED TO SERVICE. THE ESCALATION CONTACT WILL BE CLOSED AT THIS TIME.

ESCLHD 01/22/2013 05:37PM WILLIE HOUSTON MSS - FCSD - TECH SVC HOTLINE
*****ESCALATION CONTACT CLOSED***** PLEASE CONSULT WITH THE EH TEAM IF THE DEALER CONTACTS THE HOTLINE FOR ADDITIONAL ASSISTANCE.

REPAIR 01/30/2013 01:23PM KEVIN SANDERS MSS - FCSD - TECH SVC HOTLINE
TRUCK CAME BACK TODAY. SCAN FOR CODES AND P0316 AND P0305. ALSO SAID THAT IT STARTED TO BACK FIRE AND RUNS POORLY UNDER LOAD.

RECOMM 01/30/2013 01:23PM KEVIN SANDERS MSS - FCSD - TECH SVC HOTLINE
THANK YOU FOR THIS UPDATED INFORMATION. WE WILL FORWARD THIS INFORMATION BACK TO THE ESCALATION TEAM AND THEY WILL RE-CONTACT YOU WITH FURTHER DIAGNOSTIC DIRECTION.

REPAIR 01/30/2013 02:10PM WILLIE HOUSTON MSS - FCSD - TECH SVC HOTLINE
AN OBC WAS MADE TO THE DEALER TO FOLLOW UP WITH MIKE. HE IS ON VACATION FOR THE REST OF THE WEEK. I SPOKE TO SERVICE WRITER ADAM BJORK AND TECHNICIAN CHRIS MOSER. CHRIS STATED THAT THE FREEZE FRAME DATA THAT SET WITH DTC P0305 SHOWS A :49 RUNTIME, 50 DEGREE CHT, 800 DEGREE CAT TEMP, RPM AT 1013, IAT AND AAT AT 37 DEGREES, 288 PSI FRP, & APP AT 15%. HE HAS NOT PERFORMED ANY ADDITIONAL DIAGNOSIS SINCE THE VEHICLE RETURNED TO THE DEALER TODAY.

RECOMM 01/30/2013 02:10PM WILLIE HOUSTON MSS - FCSD - TECH SVC HOTLINE
CHRIS, PLEASE ATTEMPT TO DUPLICATE THE CONCERN AGAIN AND MAKE ADDITIONAL RECORDINGS ENSURING TO PAY ATTENTION TO THE TIP_VOLTAGE AND CYLINDER ACCELERATION PIDS WHEN THE CONCERN OCCURS. DUE TO THE REPEAT REPAIR AND CUSTOMER REQUEST FOR BUYBACK, WE'VE REFERRED THIS CONCERN TO THE FIELD SERVICE ENGINEER (FSE) IN YOUR MARKET AREA. THE FSE SHOULD CONTACT YOU OR DEALERSHIP MANAGEMENT (SERVICE MANAGER OR SERVICE DIRECTOR) WITHIN ONE (1) BUSINESS DAY. IF THE FSE DOES NOT CONTACT YOU DIRECTLY, PLEASE CONSULT WITH DEALERSHIP MANAGEMENT TO DISCUSS FURTHER RECOMMENDATIONS AND STEPS TO ASSIST IN THE RESOLUTION OF THIS VEHICLE CONCERN.

TAR 01/30/2013 02:10PM WILLIE HOUSTON MSS - FCSD - TECH SVC HOTLINE
NOTE TO FSE: WE ARE REQUESTING TECHNICAL ASSISTANCE ON THIS VEHICLE DUE TO REPEAT REPAIR AND CUSTOMER REQUEST FOR BUYBACK. THE VEHICLE CAME TO THE DEALER BECAUSE OF AN INTERMITTENT RUNS ROUGH/BUCKS WITH MIL ON CONCERN. THE DEALER HAS REPLACED FUEL INJECTORS AND THE CAC. DURING A RECENT ESCALATION THEY DETECTED EXCESSIVE CARBON BUILDUP IN THE CYLINDERS AND PERFORMED A DECARB PROCEDURE WHICH SEEMED TO HAVE RESOLVED THE CONCERN. THERE ARE IDS RECORDINGS ATTACHED TO THIS REPORT WITH BOTH BEFORE AND AFTER VIEWS OF THE CYLINDER ACCELERATION PID

DATA. THE VEHICLE RETURNED TO THE DEALER WITH A P0316 AND P0305 DTC NOW HOWEVER THE TECHNICIAN STATES THAT HE HAS NOT DUPLICATED A CONCERN AT THIS TIME. THE CUSTOMER REPORTED A BACKFIRE AND RUNS ROUGH CONDITION. THE VEHICLE IS CURRENTLY AT THE DEALER. THE SERVICE MANAGER, MIKE LEAS WAS PRIMARY CONTACT WITH HOTLINE DURING THE PREVIOUS REPAIR HOWEVER HE IS ON VACATION UNTIL 2/4/13. THE CURRENT TECHNICIAN IS CHRIS MOSER AND SERVICE WRITER IS ADAM BJORK. ESTIMATED NUMBER OF REPAIR ATTEMPTS: 3 ESTIMATED NUMBER OF DAYS OUT OF SERVICE: 14

- REPAIR 01/31/2013 12:23PM TONY ROMANO MSS - FCSD - TECH SVC HOTLINE**
ADAM CALLED TO ADVISE THEY HAVE UPLOADED MORE RECORDINGS AND THEY HAVE NOT HEARD FROM THE FSE AS OF YET.
- RECOMM 01/31/2013 12:23PM TONY ROMANO MSS - FCSD - TECH SVC HOTLINE**
ADVISED ADAM THAT THE INFORMATION WOULD BE PASSED ON TO THE ESCALATION TEAM AND TO WORK WITH THE FSE TO RESOLVE THE CONCERN. THE RECORDINGS WILL BE SAVED IF FOR ANY REASON THE FSE WOULD WISH TO DISCUSS ANY PORTION OF THEM.
- REPAIR 02/07/2013 12:43PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE**
PERFORMED REPAIR AND UPLOADED RECORDINGS, LEFT MESSAGE FOR FSE TO CALL BACK. TRUCK STARTS AND IDLES FINE STILL A LITTLE BUMBLE WHILE MAINTAINING A STEADY 55 TO 65 MPH WITH A SLIGHT LOAD.
- RECOMM 02/07/2013 12:43PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE**
ADAM, THANK YOU FOR THE UPDATE. PLEASE CONTINUE TO WORK WITH YOUR FSE TO RESOLVE THE CONCERN.
- ADD-ON 02/11/2013 01:31PM DANIEL MYERS(FSE) MSS - FCSD - TSOM - TC - KC**
FSE SPOKE TO SM. REPLACING THE #5 INJECTOR REPAIRED THE COLD START CONCERN. SM DROVE THE VEHICLE AND DIDN'T NOTE ANY ISSUES OTHER THAN A SLIGHT SURGE AT 55 MPH THAT IS CONSIDERED CHARACTERISTIC. RELEASED THE VEHICLE TO THE CUSTOMER. SM CALLED BACK AND SAID CUSTOMER SAID THE SURGE IS A PROBLEM. FSE ADVISED THAT SM NEED TO DRIVE WITH THE CUSTOMER SO HE CAN DEMONSTRATE THE ISSUE. IF IT IS THE CHARACTERISTIC CONDITION THEN THE CUSTOMER NEEDS TO TAKE THE VEHICLE AS THERE IS NOTHING FURTHER THAT CAN BE DONE. IF THE ISSUE IS NOT DEEMED CHARACTERISTIC THEN FSE ADVISED TO CAPTURE A RECORDING OF THE ISSUE AND ADVISE WHEN IT HAS BEEN UPLOADED.
- REPAIR 02/13/2013 11:55AM KEVIN SANDERS MSS - FCSD - TECH SVC HOTLINE**
CUSTOMER WAS TOLD AN FSE WOULD COME OUT AND FIX HIS TRUCK, WE HAVE NOT SEEN AN FSE COME OUT AND NO NEW DIAG HAS BEEN SUGGESTED. CUSTOMER DOES NOT WANT THE SAME THING TO KEEP HAPPENING OVER AND OVER AGAIN. I HAVE

LEFT A MESSAGE WITH THE FSE, BUT HAVE NOT HEARD BACK FROM HIM. I WAS LAST ADVISED TO INSTALL CFR AND RECORD THE SAME PIDS AS LAST TIME. AFTER INFORMING THE CUSTOMER OF THIS IS WHEN HE STATED THAT SOMETHING DIFFERENT NEEDS TO HAPPEN.

RECOMM 02/13/2013 11:55AM KEVIN SANDERS MSS - FCSD - TECH SVC HOTLINE

ADAM, THE FSE SPOKE TO THE SERVICE MANAGER ON 2/11/20013. RECOMMEND CONSULTING THE SERVICE MANAGER AND CONTINUE TO WORK WITH THE FSE.

ADD-ON 02/13/2013 11:55AM KEVIN SANDERS MSS - FCSD - TECH SVC HOTLINE

CONSULTED HOUSTON WILLIE (EH)

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

https://www.gcqis.dealerconnection.com/gcqis/asp/DIViewAttachment_Mainx.asp?ReportNumber=CJIDM001

From: Andersen, Erik (E.)
Sent: Tuesday, May 21, 2013 1:01 PM
To: Sparks, Douglas (D.S.); Kramer, Michael (M.T.); Ricks, Kevin (K.J.)
Cc: Ronzi, Bill (W.C.); Russo, Scott (S.) (srusso2@ford.com)
Subject: RE: "Fair Weather Truck"

The misfire test was done for the 13MY vehicle. It showed similar performance to the 2011 / 12, maybe slightly better. We are working with TSE to identify a test slot for their confirmation testing. Hope to find out specific timing soon.

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

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

From: Sparks, Douglas (D.S.)
Sent: Tuesday, May 21, 2013 10:56 AM
To: Kramer, Michael (M.T.); Ricks, Kevin (K.J.)
Cc: Ronzi, Bill (W.C.); Andersen, Erik (E.)
Subject: RE: "Fair Weather Truck"

Kevin,
I thought you were talking about the shield for 11-12MY vehicles. We are still working on the 13MY improvement.

Erik,
When with the MCT and Misfire testing be complete for the 13MY improvements ?

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

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

From: Kramer, Michael (M.T.)
Sent: Tuesday, May 21, 2013 10:50 AM
To: Ricks, Kevin (K.J.); Sparks, Douglas (D.S.)
Cc: Ronzi, Bill (W.C.); Andersen, Erik (E.); Kramer, Michael (M.T.)
Subject: RE: "Fair Weather Truck"

In an effort to manage expectations, given there is no anticipated functional benefit to the lower 7 tube/8 fin blocker do we want to send to a customer?

>Mike Kramer
>RWD PT Cooling Supv.
>Six Sigma Black Belt
>Cell Phone: (313) 805-0190
>Text Page: mkramer1
>Page from outside Ford, External email: mkramer1@ford.com

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

From: Ricks, Kevin (K.J.)
Sent: Tuesday, May 21, 2013 9:24 AM
To: Sparks, Douglas (D.S.)
Cc: Kramer, Michael (M.T.); Ronzi, Bill (W.C.)
Subject: RE: "Fair Weather Truck"

Thanks Doug, if we are on plan, I would like to commit timing to our friends in Fla. I will wait for Mike's confirmation.

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

From: Sparks, Douglas (D.S.)
Sent: Tuesday, May 21, 2013 9:03 AM
To: Ricks, Kevin (K.J.)
Cc: Kramer, Michael (M.T.); Ronzi, Bill (W.C.)
Subject: RE: "Fair Weather Truck"

Kevin,
The parts will be available on June 5th, the Testing will be complete on June 5th.

Mike,
Confirm you are still on plan.

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

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

From: Ricks, Kevin (K.J.)
Sent: Tuesday, May 21, 2013 9:01 AM
To: Sparks, Douglas (D.S.)
Cc: Kramer, Michael (M.T.)
Subject: RE: "Fair Weather Truck"

For..... timeline? Parts? It would be great to give these guys a date that we can meet. Did you see the news out of the Ohio press on this topic? I was in some field meetings yesterday and this was the top concern among all the TSOMs from around the country.

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

From: Sparks, Douglas (D.S.)
Sent: Tuesday, May 21, 2013 8:54 AM
To: Ricks, Kevin (K.J.); Kramer, Michael (M.T.)
Cc: Dobbs, Dan (K.D.); Dixon, Mark (M.R.); McDonagh, Scot (S.M.)
Subject: RE: "Fair Weather Truck"

Week of June 5th.

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

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

From: Ricks, Kevin (K.J.)
Sent: Tuesday, May 21, 2013 8:18 AM
To: Sparks, Douglas (D.S.); Kramer, Michael (M.T.)
Cc: Dobbs, Dan (K.D.); Dixon, Mark (M.R.); McDonagh, Scot (S.M.)
Subject: FW: "Fair Weather Truck"

We are buying back another one in Fla. Can you give us the latest on getting some parts out for trial please? I don't believe I have seen the timeline or workplan.

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

From: Johnson, Jim (J.S.)
Sent: Tuesday, May 21, 2013 7:36 AM
To: Farabee, Todd (T.)
Cc: McClung, Shannon (S.T.); Ricks, Kevin (K.J.); Uvaydova, Kristina (K.)
Subject: RE: "Fair Weather Truck"

I have a list of items that I'm going to review with Shannon tomorrow. We can then set up a time to meet with the owner.

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

From: Farabee, Todd (T.)
Sent: Monday, May 20, 2013 11:42 AM
To: Johnson, Jim (J.S.)
Cc: McClung, Shannon (S.T.); Rigg, Kevin (K.A.); Uvaydova, Kristina (K.)
Subject: FW: "Fair Weather Truck"

Jim,

If we have nothing to offer by way of a fix, I'm going to suggest we offer a discretionary buy-back in the 5.0L. Please advise, as I'd like to get an update to Steve Everett & the customer ASAP.

Sincerely,

Todd G. Farabee • Parts & Service Operations Manager • Orlando Region • Ford Motor Company
tfarabee@ford.com • ph: (425) 241-4704 • fx: (866) 397-3443

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

From: Steve Everett [mailto:theboss@langdaleford.com]

Sent: Monday, May 20, 2013 11:30 AM

To: Farabee, Todd (T.)

Subject: Fw: "Fair Weather Truck"

Good Morning Todd,

You'll see by the enclosed email that my customer is losing patience. Any progress on a fix yet for this problem?

You can see by his message that he has opened the door to a V-8 trade if that is something you all would be interested in.

Thanks, Steve Everett

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

From: <jstrayhorn@langdaleford.com>

To: "steve everett" <theboss@langdaleford.com>

Sent: Friday, May 17, 2013 2:19 PM

Subject: FW: "Fair Weather Truck"

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

From: "Scott Lehman" <slehman@langboard.com>

Sent: Friday, May 17, 2013 11:26am

To: jstrayhorn@langdaleford.com

Subject: "Fair Weather Truck"

Jack or whomever this may concern,

This is the 8th week since I reported the problem with my 2013 F-150 Platinum losing power in the rain and this happened with less than 1,000 miles on the odometer. This is a \$54,000.00 truck and I have to plan my travels according to the weather. My wife and I have bought 4 vehicles from Langdale Ford in the last 7 years, I thought that loyalty would get us better

treatment than this. I'm being told that I'm at the top of the list, "The Top of the List" is not getting my problem solved. I sincerely hope it doesn't take an accident with loss of life or limb before this problem is resolved. Given the choice again, I would not have bought the "EcoBoost" and would have stayed with the V8. I am definitely not a satisfied customer and it is obvious I have made a bad investment.

Sincerely,

Scott Lehman

Scott Lehman

Langboard, Inc.

Quitman, GA.

(229)263-8943

slehman@langboard.com

Copy of langboard (3)energylock

No virus found in this message.

Checked by AVG - www.avg.com

Version: 2012.0.2242 / Virus Database: 3162/5831 - Release Date: 05/17/13

From: Baracos, Nicholas (N.)
Sent: Friday, June 07, 2013 9:01 AM
To: Cadagin, Ed (E.J.); Johnston, Dennis (D.T.); Baker, Donna (D.J.); Ballard, William (W.G.); Britton, Eric (E.J.); Burnett, Roger (R.A.); Culkeen, Patrick (P.M.); Engle, James (J.J.); Fox, Mark (M.D.); Furgerson, Bryan (B.L.); Ghazali, Muhammad (S.); Girolamo, Robert (R.F.); Gurney, Chris (C.A.); Hause, Wendy (W.S.); Hoffman, Mark (M.E.); Jones, Rick (W.P.); Kalis, Eric (E.L.); Kiselis, Jim (J.E.); Krishnaswami, Ram (R.); Kwiatkowski, Michael (M.P.); Lilly, Ken (K.A.); Love, Keith (K.A.); Matthews, Steve (S.D.); Morrison, Anna (A.M.); Prescott, Amanda (A.B.); Risch, John (J.J.); Robinson, Allen (B.); Segieda, Walter (W.J.); Setili, Frank (F.E.); Slater, Howard (H.E.); Tomaszewski, Deborah (D.A.); Tuneff, Mark (M.S.); Eikey, Christopher (C.L.); West, Gregory (G.S.); Prieskorn, Daniel (D.); Schultz, Matthew (M.J.); Behnke, David (D.P.); Freeman, Scott (S.T.); Michell, Steve (S.J.)
Cc: Ott, David (D.J.); Wickenheiser, Francis (F.J.); Taylor, Mark (M.K.); Nakhleh, Rouaa (R.I.); Baracos, Nicholas (N.); Fronckowiak, Todd (T.M.)
Subject: RE: GASC-Kenner Update Meeting -June 17th, 2013

The June GASC-Kenner update is scheduled for Monday, June 17th, 2013 (1:00 – 1:00).

Please provide your manager with any potential agenda items by C.O.B Wednesday, June 12th, to allow for review and distribution prior to the meeting. Attached is the May Agenda. Thanks.



Update: @openmole 18
200, 2000:0...

Nicholas Baracos Jr.
Ford Motor Company
Automotive Safety Office
nbaracos@ford.com

S. M. KENNER UPDATE with GASC DEPARTMENT

Monday, May 20, 2013 2:00 – 3:00
Fourth Floor Boardroom – Fairlane Plaza South

AGENDA

<u>SUBJECT</u>	<u>PRESENTER</u>	<u>TIME</u>
Redacted for Relevance		
✓ F150 Charge Air Cooler	Eric Britton	10 min
Redacted for Relevance		

From: Osepchook, William (W.R.)
Sent: Thursday, February 23, 2012 2:47 PM
To: Wright, Robin (R.A.); Slusarz, Dennis (D.)
Cc: Mazuchowski, James (J.A.); Cockerill, Al (C.A.)
Subject: RE: 1FTFW1ET7BFB99596 Eco Boost misfire on Accel

I just spoke with Dennis and brought him up to speed with where the team is at on this issue.

From: Wright, Robin (R.A.)
Sent: Thursday, February 23, 2012 2:28 PM
To: Slusarz, Dennis (D.)
Cc: Mazuchowski, James (J.A.); Osepchook, William (W.R.); Cockerill, Al (C.A.)
Subject: RE: 1FTFW1ET7BFB99596 Eco Boost misfire on Accel
Importance: High

Hi Dennis -- Yes. We may be able to help.

Jim, Bill, Al -- Can one of you please contact Dennis right away to get him connected to the latest service information and ICA.

Robin A. Wright (rwrigh24)
Chief Engineer, Engine Systems Engineering
Ph: 313-805-2763

From: Slusarz, Dennis (D.)
Sent: Thursday, February 23, 2012 1:17 PM
To: Wright, Robin (R.A.)
Subject: 1FTFW1ET7BFB99596 Eco Boost misfire on Accel

Good Afternoon Robin,

I wanted to reach out to you and see if you have any information regarding the GTDI Misfire on Accel for the f-150. I am currently in a buyback situation with a vehicle that has been affected since October of 2011. Aside from the numerous attempts to fix, the dealer was advised by engineering to perform a recalibration but it was unsuccessful in alleviating the issue. Do we have a forecasted end date in line for this concern? Any information you have is appreciated. Thank you.

Dennis Slusarz
Commercial Vehicle Operation | Ford Motor Company
Select Fleet Zone Manager
313-594-7264

From: Widmann, Carl (C.A.)
Sent: Tuesday, March 26, 2013 10:24 AM
To: Andersen, Erik (E.)
Cc: Weber, Erik (E.M.)
Subject: RE: 3/28 CD7B

Need CAE complete which should be Thursday.

If pass is CAE we would target a test the following week if we can cobble the parts for Body Engineering with what we have. Best case would be 4/4.

If fail CAE we would determine what addition counter measures required from the analysis and do another CAE loop.

Carl A Widmann

**Thermodynamics / Aerodynamics / System Engineering Manager
Vehicle Engineering**

Cell Phone: 313-805-2073

VEMC AD02

E-Mail: CWIDMANN@FORD.COM

From: Andersen, Erik (E.)
Sent: Tuesday, March 26, 2013 10:11 AM
To: Widmann, Carl (C.A.)
Cc: Weber, Erik (E.M.)
Subject: RE: 3/28 CD7B

What would be the timing on testing a P415? I will need to give Julie an update.

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Widmann, Carl (C.A.)
Sent: Tuesday, March 26, 2013 9:59 AM
To: Andersen, Erik (E.)
Cc: Weber, Erik (E.M.)
Subject: RE: 3/28 CD7B

We do not need an P415 for TSE hardware testing. We need to finish CAE first.

If you have time a 5 tube blocked lower might be use-full instead of 7 since this would be Widmann estimate of 4 deg C MCT.

Carl A Widmann

**Thermodynamics / Aerodynamics / System Engineering Manager
Vehicle Engineering**

Cell Phone: 313-805-2073

VEMC AD02

E-Mail: CWIDMANN@FORD.COM

From: Andersen, Erik (E.)
Sent: Tuesday, March 26, 2013 9:48 AM
To: Widmann, Carl (C.A.)
Cc: Weber, Erik (E.M.)
Subject: RE: 3/28 CD7B

Do you want us to try to back off on the blocker size? We'd need the vehicle to run it. We are testing Thursday and could try to squeeze it in.

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Widmann, Carl (C.A.)
Sent: Tuesday, March 26, 2013 9:41 AM
To: Andersen, Erik (E.)
Cc: Weber, Erik (E.M.)
Subject: RE: 3/28 CD7B

We need to work out how to off-set the 25% loss in air flow through the CAC with the lower blocker versus the upper. We are taking two approaches that CAE is in process.

1. Sealing
2. Change the shape of the upper part of the bumper grille to move air flow up.

Carl A Widmann

Thermodynamics / Aerodynamics / System Engineering Manager

Vehicle Engineering

Cell Phone: 313-805-2073

VEMC AD02

E-Mail: CWIDMANN@FORD.COM

From: Andersen, Erik (E.)
Sent: Monday, March 25, 2013 9:47 PM
To: Widmann, Carl (C.A.)
Subject: FW: 3/28 CD7B

We are going to run one of the F150's this Thursday. Do you have one or do you need to take one of ours?

We have a meeting tomorrow with the FCSD director on this topic and I'm sure they are going to ask when we expect to have something.

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Sowards, John (J.)
Sent: Monday, March 25, 2013 12:51 PM
To: Ladd, John (J.R.); Andersen, Erik (E.); Huang, Larry (L,.)
Subject: FW: 3/28 CD7B

See note from Gerry. We have two slots for this Thursday WT7B.

From: Sarkozi, Gerald R [<mailto:Gerald.Sarkozi@jacobs.com>]
Sent: Monday, March 25, 2013 11:09 AM
To: Sowards, John (J.)
Subject: 3/28 CD7B

You are on for the whole 16 hours, 14 to test and 2 to dry the cell.

Gerald Sarkozi
DDC/DTF Scheduler
313-294-6105

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From: Selthofer, Adam (A.)
Sent: Wednesday, June 12, 2013 1:53 PM
To: Ridolfi, Dominic (D.R.); Osepchook, William (W.R.)
Subject: RE: 3.5GTDI CAC misfire fix

That would be so much easier than all the running around we've been doing...send him a \$100 gift card...

From: Ridolfi, Dominic (D.R.)
Sent: Wednesday, June 12, 2013 1:50 PM
To: Osepchook, William (W.R.); Selthofer, Adam (A.)
Subject: FW: 3.5GTDI CAC misfire fix

FYI. Matt Eskel @ Regan Ford has resolved the CAC misfire concern.

Dominic Ridolfi

3.0/3.5/3.7/GTDI Subject Matter Expert
Ford Technical Hotline
Diagnostic Service Center 1
1700 Fairlane Dr. Allen Park, MI 48101
[\(313\) 248-8241](tel:3132488241)

From: Sanders, Kevin (K.)
Sent: Wednesday, June 12, 2013 1:33 PM
To: Ridolfi, Dominic (D.R.)
Subject: 3.5GTDI CAC misfire fix

From: Sanders, Kevin (K.)
Sent: Wednesday, June 12, 2013 1:32 PM
To: Sanders, Kevin (K.)
Subject: Report Summary for the CQIS Report#DFLAX014

Attachments : 0

Report# :	DFLAX014 NHL	Received:	06/12/2013
CCRG/EPRC:		Date:	
Vehicle:	2012,F150 4X4 ,F150 ,SUP CAB,STYSD ,1FTFX1ET2CFC14777	Build Date:	06/08/2012
Odometer :	17,852 M	Engine:	3.5L-GTDI
Transmission:	6R80E	Axle:	3800F3.31C
Dealer:	USA 08913 Regan Ford, Inc.	Calibration:	CF613K0N
City:	Haverhill	A/C:	YES
Originator:	MATT ESKEL	Phone#:	(978) 373-3878
Symptom:	5 54 2 99 DRV PERF,LACK/LOSS PWR ,ACCEL,WHILE TOW	Country :	USA

Status:

VFG: V52 DRIVEABILITY

Additional Symptom: LACK OF POWER UNDER LOAD

Fix: Causal Component :

Condition Code:

Hotliner: KSANDE51

Phone: 313 317-9378

Regn Cd: N2 Boston

Engineering:

Phone:

TAR:

Dlr Contact:

Phone:

Title Cde: T

DTCs:

KOEO:P0306

KOEC:

KOER:

Comments

:

REPAIR 06/12/2013 01:31PM KEVIN SANDERS MSS - FCSD - TECH SVC HOTLINE
 WEB FORM DATA - CONCERN: NO POWER UNDER LOAD HWY SPEEDS WORSE
 TOWING
 AND RAINING DIAGNOSTICS: PERFORMED TSB 13-3-3 TSB DID NOT REPAIR
 CUSTMOERS CONCERN PARTS REPLACED: ALL PARTS LISTED IN TSB. EXCEPT
 CAT CONVERTOR, NO P0430 CODE. **TECH QUESTION: I DONT HAVE A
 QUESTION, I HAVE A REPAIR FOR THIS CONCERN.** THIS CONCERN ONLY HAPPENS
 WHEN TOWING A TRAILER, (MINE WAS APPROX 2,000LBS) AND WHILE RAINING
 OR
 EXTENDED DRIVING ON WET PAVEMENT. THE AIR CLEANER INTAKE IS OVER
 DRIVERS WHEEL WELL, WHAT HAPPENS IS WHILE DRIVING ON WET PAVEMENT
 AND
 UNDER LOAD. THE ADDED AIR FLOW DEMAND FROM THE TURBO PULLS IN THE
 ROADWASH FROM THE DRIVERS FRONT WHEEL, SATURATING THE AIR FILTER
 ELEMENT WITH WATER CAUSING A HUGE AIR RESTRICTION. **REPAIR FOR
 CONCERN
 WOULD BE TO RELOCATE AIR BOX INTAKE** SO THAT UNDER FULL LOAD WITH
 MAX
 BOOST NO WATER WILL BE ABLE TO ENTER AIR BOX.

RECOMM 06/12/2013 01:31PM KEVIN SANDERS MSS - FCSD - TECH SVC HOTLINE
 MATT, THANK YOU FOR THE INFORMATION. THE MISFIRES ON BANK 2 AFTER
 DRIVING ON THE EXPRESSWAY FOR ANY EXTENDED PERIOD OF TIME IN HUMID
 OR
 DAMP WEATHER IS CAUSED BY EXCESSIVE MOISTURE BUILD UP IN THE CAC.

WHEN

AIR IS COMPRESSED IT WILL PRODUCE MOISTURE. FOR EXAMPLE THE AIR COMPRESSORS IN THE SHOP NEED TO BE DRAINED REGULARLY DUE TO MOISTURE

BUILD UP FROM THE AIR BEING COMPRESSED. THE TURBOCHARGER WILL COMPRESS

THE AIR CREATING MOISTURE BUILD UP. THE MOISTURE WILL ACCUMULATE IN THE CAC THEN WHEN THERE IS A HARD ACCELERATION, THE MOISTURE IS DRAWN

OUT OF THE CAC INTO THE ENGINE CAUSING THE MISFIRES. DUE TO THE CHARACTERISTICS OF THE AIR FLOW OF THE ENGINE ONLY BANK 2 IS AFFECTED. THERE IS ENOUGH MOISTURE TO PRODUCE MISFIRES BUT NOT COMPROMISE THE INTEGRITY OF THE ENGINE. ONCE THE MOISTURE HAS BEEN DRAWN FROM THE CAC

IT WILL TAKE A LONG PERIOD OF TIME TO BUILD UP THE MOISTURE AGAIN. THIS IS WHY THE CONCERN IS VERY INTERMITTENT AND HARD TO DUPLICATE. ALSO THE MOISTURE WILL BUILD UP QUICKER IN HUMID OR DAMP WEATHER DUE

TO THE MOISTURE IN THE AIR BEING COMPRESSED. IF THE MISFIRE CAN BE DUPLICATED ON REGULAR BASES, RECOMMEND PERFORMING REGULAR MISFIRE DIAGNOSTICS. RECOMMEND SWAPPING THE SPARK PLUG AND COIL TO A KNOWN GOOD CYLINDER. REPLACE THE SPARK PLUG AND COIL IF THE MISFIRE FOLLOWS.

RECOMMEND INSPECTING ALL THE SPARK PLUGS FOR CRACKS OR CARBON TRACKING. REPLACE ALL THE SPARK PLUGS IF ANY OF THE SPARK PLUGS ARE CRACKED OR HAVE CARBON TRACKING. CRACKED OR CARBON TRACKED SPARK PLUGS

WILL PRODUCE MISFIRES UNDER LOAD. IF THE MISFIRE DOES NOT FOLLOW THE COIL AND SPARK PLUG, RECOMMEND PERFORMING A HIGH PRESSURE FUEL SYSTEM

TEST WITH THE IDS CHECKING FOR ANY FUEL INJECTOR ISSUES. REPLACE ANY FUEL INJECTORS THAT SHOW AN ISSUE. IF THERE ARE NOT ANY FUEL INJECTOR ISSUES, RECOMMEND PERFORMING A RELATIVE COMPRESSION TEST. IF ANY OF THE CYLINDER SHOW LOW, RECOMMEND PERFORMING A MANUAL COMPRESSION TEST

AND A CYLINDER LEAK DOWN TEST TO DETERMINE WERE THE COMPRESSION IS BEING LOST. IF THE RELATIVE COMPRESSION TEST DOES NOT INDICATE A LOW CYLINDER, RECOMMEND CHECKING FUEL QUALITY. POOR FUEL QUALITY CAN CREATE DRIVABILITY ISSUES UNDER DIFFERENT LOADS AND TEMPERATURES. TAKE

A SAMPLE OF THE FUEL AND INSPECT FOR ABNORMAL ODOR, DISCOLORATION, AND

DEBRIS. IF THERE IS A FUEL QUALITY ISSUE, DRAIN THE FUEL TANK, CLEAN,

DRY, AND FILL WITH KNOWN GOOD FUEL. RECOMMEND MAKING A RECORDING OF THE MAP_V (MAP SENSOR LOCATED ON THE INTAKE MANIFOLD) AND THE TIP_PRES_V (TCBP/CACT SENSOR LOCATED ON THE AIR TUBE IN FRONT OF THE THROTTLE BODY) PIDS DURING THE EVENT. WHEN PLAYING BACK THE RECODING, RECOMMEND VIEWING EACH PID ONE AT A TIME AND ENLARGE THE PID AS LARGE AS POSSIBLE. THE SIGNAL SHOULD BE A STEADY LINE. IF THE SIGNAL IS NOISY OR SPIKING, RECOMMEND INSPECTING THE CONNECTOR FOR ANY PIN FIT OR CONNECTOR SEATING ISSUES. REPLACE THE PIGTAIL IF THERE IS A CONNECTOR ISSUE AND REPLACE THE SENSOR IF THERE IS NOT A CONNECTOR ISSUE. IF THE CONCERN DOES MATCH THE DESCRIPTION OUTLINED IN TSB 13-3-3 AND THE TSB HAS BEEN PERFORMED, RECOMMEND VERIFYING THE CORRECT CAC AND DEFLECTOR ARE INSTALLED AND CONTINUE TO MONITOR OASIS FOR AN UPDATE PER SSM 32227.

From: Madej, Jeanette (J.)
Sent: Tuesday, October 23, 2012 12:10 PM
To: Ladd, John (J.R.)
Cc: Andersen, Erik (E.); Kramer, Michael (M.T.)
Subject: RE: 3.5L Ecoboost issue (personal vehicle)

What does the black puff of smoke have to do with it?

Jeanette Madej
Global Cooling Systems Manager
Phone: 313-805-0189

From: Ladd, John (J.R.)
Sent: Friday, October 19, 2012 1:37 PM
To: Kramer, Michael (M.T.)
Cc: Tyler, Jim (J.S.); Madej, Jeanette (J.); Sowards, John (J.); Andersen, Erik (E.); Whitehead, Joseph (J.P.); Devries, Jason (J.E.); Smith, Craig (C.A.)
Subject: FW: 3.5L Ecoboost issue (personal vehicle)

Probably should just provide TSB timing...

From: Smith, Craig (C.A.)
Sent: Friday, October 19, 2012 8:18 AM
To: Andersen, Erik (E.); Ladd, John (J.R.); Sowards, John (J.)
Cc: Whitehead, Joseph (J.P.); Devries, Jason (J.E.)
Subject: RE: 3.5L Ecoboost issue (personal vehicle)

Gents,

Anyway that you can help out this individual?

Thanks,

Craig Smith
Supervisor - Engine Calibration
3.5L TIVCT GTDI & 3.5L IVCT GTDI Powerpacks
Phone: (313) 805-6345
TEE Bldg cube 1AD08

From: Whitehead, Joseph (J.P.)
Sent: Friday, October 19, 2012 8:16 AM
To: Smith, Craig (C.A.); Devries, Jason (J.E.)
Subject: FW: 3.5L Ecoboost issue (personal vehicle)

Craig and Jason,

Could we help this employee customer by forwarding this note to Jeanette to get him a PCA CAC?

Thanks,

Joe Whitehead
3.5L GTDI P415 Calibration
jwhiteh4@ford.com
313 805-5481

From: Newman, Kevin (K.L.)
Sent: Thursday, October 18, 2012 3:52 PM
To: Whitehead, Joseph (J.P.)
Subject: 3.5L EcoBoost issue (personal vehicle)

Hi Joe,

Emile Wheeler gave me your name as someone who may have insight on some engine issues I've experienced with my truck.

I have a 2012 F-150 with the 3.5L ecoBoost that has on occasion experienced loss of power/misfire during a WOP. This has happened on at least two occasions, with the second occurrence also having the MIL light flash during the misfire (although no codes set). In both instances I had been cruising at steady state highway speeds (60-70mph) for some time prior to the WOP. On another drive where I went near full throttle to pass on highway there was a large black puff of smoke from the exhaust, however I don't recall feeling any loss of power. I've had the vehicle to the dealer for this issue & they are unable to reproduce the problem to aid in diagnosing. It's a bit unsettling having uncertainty with how the truck will perform during such maneuvers. I hope that you might have some insight that may help get this issue fixed. My truck already has the latest PCM software update that coincided with adding a shield across the top of the CAC per a TSB. If you had any ideas you could share that would be great.

Thanks!
-Kevin

Kevin L. Newman
E-Drive Inverter Engineer
Propulsion System Implementation
AEC, 2619C
Dearborn, MI
(313) 805-7502
knewma11@ford.com

From: Cockerill, Al (C.A.)
Sent: Monday, November 07, 2011 1:47 PM
To: Landgraf, Michael (M.M.); Shanahan, John (J.L.)
Cc: Andrianopoulos, Chris (C.D.); Mazuchowski, James (J.A.); Smith, Craig (C.A.); Sims, Ivan (I.D.); Boerger, Jim (J.G.); Wright, Robin (R.A.); Baum, Joe (J.M.); Russ, Stephen (S.G.); Fabien, Phil (P.A.); Lyon, Peter (P.M.); Bacon, Jim (J.D.); Paige, Dennis (D.J.)
Subject: RE: 3.5L GTDI misfire

For reference, the misfire issue is a voyage of discovery and for that reason, it does not lead itself to a day by day test plan.

Having said that, I can express general testing that we need, which is based from the captured customer drive cycles, as well as DEMS vehicles.

We are trying to capture high speed and high load misfire which propagate down one bank of the engine, predominately the LH bank, and cause a catalyst failure.

Instances where events have been captured with VDR suggest:

1. Maine Buy Back Vehicle. Overnight soak with a moderate drive to a long up hill grade and then a misfire propagation upon acceleration up the grade
2. Florida Buy Back Vehicle. Long extended high way driving at ~ 70 mph towing jet ski's and accelerating up hill caused a misfire propagation.
3. 2012 DEMS vehicle. Long extended high way driving at ~ 70 mph during rain, driver pulled off at a rest stop, left the vehicle running for about 10 minutes and experienced the misfire propagation while accelerating back onto the highway
4. Other 2011 pre launch DEMS vehicles doing similar drive cycles in the Northern Winter climate

Multiple other customer verbatims as shown below. Thus our testing will be centered around trying to recreate the issue to determine root cause and looking at robustness actions.

C S CHECK ENGINE LIGHT CAME ON AND WAS FLASHING AND TRUCK WAS SHAKING AND LACKS POWER
STATES WHILE DRIVING UP HILL MIL LAMP CAME ON ENG SPUTTERED LOSS POWER SHUT VEHICLE OFF & RESTARTED TEST GOOD ON RESTART
C S VEHICLE HAS A MISSFIRE WHEN ACCEL UP HILL LACKS PWR/POOR PERFO R PERFORMANCE WHILE DRIVING C/S ONLY 14.5 MPG. ALSO TIP IN WHILE SLOW ROLLING, FEELS AS IF HAS NO POWER.
CUST STATES ENG STARTED TO MISS SEVERELY,CK ENG LMP STARTED TO FLASH,SHE PULLED VEH OVER&LET IDLE,THEN ENG RAN FINE REST OF TRIP.
CUSTOMER STATED THE CHECK ENGINE LIGHT WAS FLASHING AND THE ENGINE WOULD NOT ACCELERATE.ACTED AS IF THERE WAS A REV LIMITER.AFTER DRIVING ABOUT 50MILES THE LIGHT QUIT FLASHING.
CUST STATES CELL LIGHT ON, WHILE TRAVELING ON THE HIGHWAY AND ACCEL TO PASS (UNDER LOAD) THE VEH HAD A LOSS OF POWER AND HESITATED, THE CEL FLASHED AT THIS POINT, IT HAPPENED AGAIN UNDER
WAS GETTING ON HIGHWAY ACCELERATED ENGINE LIGHT CAME ON AND WAS FLASHING VEHICLE STARTED SHAKING AND WOULD NOT GET UP TO SPEED

SAYS VEH STARTED RUNNING REAL BAD , MISS , BUCK JERK WHILE ON HIGWAY, TRIED TO ACCEL THROUGH IT,CHECK ENG LIGHT CAME ON
CUSTOMER STATES THAT THE VEHICLE LOST ALL POWER WHEN IT WAS IN PASSING GEAR, CHECK ENGINE LIGHT IS ON NOW, CHECK AND ADVISE
DIAG CHECK ENGINE LIGHT IS ON AND MILES TO EMPTY IS NOT READING PROPERLY
CUSTOMER STATES THE CHECK ENGINE LIGHT IS ON, VEHICLE LACKS POWER, WONT GO 80, JERKS UNDER LOAD AT TIMES
CHECK ENGINE LIGHT HESITATION UNDER LOAD FUEL ECONOMY POOR
CHECK ENGOINE LIGHT IS ON, VEHICLE WAS SURGIN G, AND CHUGGING ON ACCELERATON, MOST NOTICABL E AT 40 TO 60 MPH, LIGHT WAS FLASHING INTERMI TENTLY
CHECK ENGINE LIGHT STARTED TO FLASH VEHICLE LOST POWER AND WAS BOGGING DOWN NO ACCELERATO N, ABOOUT 4 MINS LIGHT WENT OFF AND RAN NORMA L NEXT DAY LIGHT NOW ON STEADY BUT RUNS OK

The spirit, the will to win, and the will to excel are the things that endure. These qualities are so much more important than the events that occur. The harder you work, the harder it is to surrender.

Vince Lombardi

Al Cockerill
 RWD V6 Engine System Supervisor
 313-805-2333 C
 313-845-0475 O

From: Landgraf, Michael (M.M.)
Sent: Thursday, November 03, 2011 12:29 PM
To: Shanahan, John (J.L.); Cockerill, Al (C.A.)
Cc: Andrianopoulos, Chris (C.D.); Mazuchowski, James (J.A.); Smith, Craig (C.A.); Sims, Ivan (I.D.); Boerger, Jim (J.G.); Wright, Robin (R.A.); Baum, Joe (J.M.); Russ, Stephen (S.G.); Fabien, Phil (P.A.); Lyon, Peter (P.M.); Bacon, Jim (J.D.); Paige, Dennis (D.J.)
Subject: 3.5L GTDI missfire

John, Al,

Can someone supply a test plan that shows daily expectations and proposed total timeline? This would help ATDL determine if they are a viable option. Regardless of test location, the info will help us get aligned on realistic expectations.

VEV doesn't have any budget for outsourcing this work.

thanks,

Mike Landgraf
 ELD Operations

From: Shanahan, John (J.L.)
Sent: Thursday, November 03, 2011 10:01 AM
To: Cockerill, Al (C.A.); Landgraf, Michael (M.M.); Paige, Dennis (D.J.)
Cc: Andrianopoulos, Chris (C.D.); Mazuchowski, James (J.A.); Smith, Craig (C.A.); Sims, Ivan (I.D.); Boerger, Jim (J.G.);

Wright, Robin (R.A.); Baum, Joe (J.M.); Russ, Stephen (S.G.); Fabien, Phil (P.A.); Lyon, Peter (P.M.); Bacon, Jim (J.D.)
Subject: RE: TR AB7748 3.5L 0213801

Thanks Al. As mentioned earlier, I'm balancing delaying program milestone deliverables with this work. ELD is at capacity. I understand your concerns, and am trying to identify viable options.

Mike & Dennis- If we go to Livonia, can we have a GTDI room tech go with the engine to support? Also, is one of the outsource options Al listed possible? Seems like a viable option. I know we discussed earlier, but, have any other options opened up at ELD since then?

Al- Besides CASS combustion and a/f equipment, what other facility/cell requirements are needed to support?

John Shanahan

Manager, Powertrain Feature Calibration
TEE Building
Ph: 313-24-83713
Cell: 313-805-3004

From: Cockerill, Al (C.A.)
Sent: Thursday, November 03, 2011 9:07 AM
To: Shanahan, John (J.L.)
Cc: Andrianopoulos, Chris (C.D.); Mazuchowski, James (J.A.); Smith, Craig (C.A.); Sims, Ivan (I.D.); Boerger, Jim (J.G.); Wright, Robin (R.A.); Baum, Joe (J.M.); Russ, Stephen (S.G.); Fabien, Phil (P.A.)
Subject: RE: TR AB7748 3.5L 0213801

We need to have a high level agreement on priorities. I suggest we discuss this with Joe Baum and Robin Wright. The misfire issue is our #1 warranty item in F150 and in my opinion needs to be treated as such. If not diesel, then someone else needs to go to Livonia please.

My team went to DTP and walked the line, physically pickup all of the powertrain dress hardware, (Exhaust system, Transmission, Mounts, FEAD assembly, Starter, AIS, CAC tubes,), and delivered it to dyno, so we are well on our way. Livonia does not have the expertise to run the detailed testing we need. Joe Bakaj asked us specifically what we needed, and this was it. If this is not deemed a high priority to where we can utilized our facilities, then my next suggestion would be to engage FEV, AVL, or Ricardo for PT dyno resource and fund them on a project for misfire / late burn research on our GTDI engines.

The spirit, the will to win, and the will to excel are the things that endure. These qualities are so much more important than the events that occur. The harder you work, the harder it is to surrender.

Vince Lombardi

Al Cockerill
RWD V6 Engine System Supervisor
313-805-2333 C
313-845-0475 O

From: Shanahan, John (J.L.)
Sent: Thursday, November 03, 2011 8:42 AM
To: Cockerill, Al (C.A.)

Cc: Andrianopoulos, Chris (C.D.)

Subject: FW: TR AB7748 3.5L 0213801

AI- It looks like the Diesel is near ready for 16G. So, we'll probably need to go directly to Livonia with the 3.5L. Besides the travel (I realize not ideal), any other issues I need to address in a Livonia cell? Thanks.

John Shanahan

Manager, Powertrain Feature Calibration

TEE Building

Ph: 313-24-83713

Cell: 313-805-3004

From: Greer, Robert (R.M.)

Sent: Thursday, November 03, 2011 8:33 AM

To: Lyon, Peter (P.M.); Landgraf, Michael (M.M.)

Cc: Shanahan, John (J.L.); Paige, Dennis (D.J.); Andrianopoulos, Chris (C.D.)

Subject: TR AB7748 3.5L 0213801

Was it decided, is this test remaining at ELD and going into 16G or are we relocating to ATDL?

Robert M Greer

Engine Lab Dearborn (ELD)

Test Scheduling & Planning

Office 124A (Engine Prep)

Cell: 313-805-0591

email: rgreer1@ford.com

From: Garrett, David (D.P.)
Sent: Tuesday, November 01, 2011 1:38 PM
To: Smith, Craig (C.A.); Sims, Ivan (I.D.); Mazuchowski, James (J.A.); Cockerill, Al (C.A.); Wagers, Sue (S.K.); Gernant, Tim (T.R.)
Subject: RE: 3.5L MIS CALIBRATION

A hole I perceive in the triage effort for what occurred last week on was that while a phone call was made with CKD00034 in Denver is that no follow up email summarizing meeting next steps was published.

I would recommend that in the future, such an email be generated by someone in those meetings to avoid mis-understandings of who is doing what and who is waiting on what.

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

From: Hepburn, Mitch (M.)
Sent: Tuesday, November 01, 2011 1:20 PM
To: 'Christopher White'; Garrett, David (D.P.); Matthew Peterson
Cc: Cockerill, Al (C.A.); Smith, Craig (C.A.); Graham, Daniel (D.B.); Sims, Ivan (I.D.); Mazuchowski, James (J.A.); Tatro, James (J.E.); Whitehead, Joseph (J.P.); Wagers, Sue (S.K.); Gernant, Tim (T.R.); De Coste, Bill (W.J.)
Subject: RE: 3.5L MIS CALIBRATION

Yes and it gets sent out everyday to you guys, why they were not told is not my fault, I will include them now, maz, smith, gernant, and you are on every note and matrix I send everyday, Who didn't know????

Chris you only do what the team told you to do, Nothing more nothing less They have the lead we only follow Please. Thanks for all your help and support, send me your matrix when it is back running,

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

From: Christopher White [<mailto:Christopher.White@roush.com>]
Sent: Tuesday, November 01, 2011 1:04 PM
To: Garrett, David (D.P.); Hepburn, Mitch (M.); Matthew Peterson
Cc: Cockerill, Al (C.A.); Smith, Craig (C.A.); Graham, Daniel (D.B.); Sims, Ivan (I.D.); Mazuchowski, James (J.A.); Tatro, James (J.E.); Whitehead, Joseph (J.P.); Wagers, Sue (S.K.); Gernant, Tim (T.R.); De Coste, Bill (W.J.)
Subject: RE: 3.5L MIS CALIBRATION

I will install the new plugs and send off the old ones. I want to swap coils to see if the misfire follow the coil. would that be ok?

Chris

Vehicle coordinator Roush B60

cell 303-204-4310
Shop 303-289-3100

>>> "Garrett, David (D.P.)" <dgarret2@ford.com> 11/1/2011 11:00 AM >>>

The mis-fire team did not realize that these two vehicles were not running. Data and information from each vehicles has been captured. Unless there is a functional issue either, could they be returned to mileage accumulation?

Could a daily status be published simply noting that Up or Down status for each vehicle to the following people:

- => Craig Smith
- => Al Cockerall
- => Jim Mazuchowski
- => Sue Wagers
- => Ivan Sims
- => Dave Garrett
- => Tim Gernant

From: Hepburn, Mitch (M.)
Sent: Tuesday, November 01, 2011 11:31 AM
To: Gernant, Tim (T.R.); Garrett, David (D.P.); Whitehead, Joseph (J.P.); Smith, Craig (C.A.); Graham, Daniel (D.B.); De Coste, Bill (W.J.)
Cc: Tatro, James (J.E.); 'Matthew Peterson'; Christopher White
Subject: 3.5L MIS CALIBRATION

Here is mileage from yesterday and Yes two units still down. Here is the mileage from the other two units. CFA00048 is now with 5000lb trailer running 6k then back to empty for another 6k.

CKD00034- Denver- When can we plan on it running again?/

CKD00036 - Naples- When will we have it up and running again.

<< File: 3 5L MIS Daily Report 10-31-2011.xls >>

Mitch Hepburn
Roush Industries
Vehicle Coordinator
U377-2012
VN127-2012
C346-2012.25 BEV
mhepbur1@ford.com
Cell - 734-748-5728

From: Whitehead, Joseph (J.P.)
Sent: Tuesday, May 07, 2013 6:23 PM
To: Hughes, Scott (S.R.); Marowelli, Bart (B.); Smith, Craig (C.A.); Tatro, James (J.E.)
Subject: RE: 3.5L Mis Fire

Agree with Scott. The WOP cleaned out condensate from the CAC and caused misfires. The flashing MIL, loss of power and subsequent return to normal power levels is consistent with a condensate induced misfire.

Thanks,

Joe Whitehead
3.5L GTDI P415 Calibration
jwhiteh4@ford.com
313 805-5481

From: Hughes, Scott (S.R.)
Sent: Tuesday, May 07, 2013 5:50 PM
To: Marowelli, Bart (B.); Smith, Craig (C.A.); Tatro, James (J.E.)
Cc: Whitehead, Joseph (J.P.)
Subject: RE: 3.5L Mis Fire

These both sound like classic CAC concerns to me. Joe or Craig may have other input.

From: Marowelli, Bart (B.)
Sent: Tuesday, May 07, 2013 3:11 PM
To: Smith, Craig (C.A.); Hughes, Scott (S.R.); Tatro, James (J.E.)
Cc: Whitehead, Joseph (J.P.)
Subject: RE: 3.5L Mis Fire

You need to work through James to get the vehicles. If you want to give us some VDRS I would support that plan. Verbatim from this weekend below. The other driver was me. Leaving NMP getting on 94, went to WOT, felt misfire and received flashing MIL. Mil went away and driving returned to normal a couple of minute later.

<< Message: RE: DKD00072 >>

~**BART MAROWELLI**
Cell: (313) 805-6600
bmarowel@ford.com

From: Smith, Craig (C.A.)
Sent: Tuesday, May 07, 2013 12:59 PM
To: Hughes, Scott (S.R.); Marowelli, Bart (B.)
Cc: Whitehead, Joseph (J.P.)
Subject: RE: 3.5L Mis Fire

I concur with Scott that there is nothing in R23 that should impact misfire. In addition to Scott's questions, were these two events on different vehicles? Can we get access to assess?

Thanks,

Craig Smith
Supervisor - Engine Calibration
3.5L TIVCT GTDI & 3.5L IVCT GTDI Powerpacks
Phone: (313) 805-6345
TEE Bldg cube 1AD08

From: Hughes, Scott (S.R.)
Sent: Tuesday, May 07, 2013 12:46 PM
To: Marowelli, Bart (B.)
Cc: Smith, Craig (C.A.)
Subject: RE: 3.5L Mis Fire

What were the verbatims from drivers? MIL? Do we need to get recorders back in them? I have a couple blue ones that would be available. CAC is only concern I am aware of.

From: Marowelli, Bart (B.)
Sent: Tuesday, May 07, 2013 12:24 PM
To: Hughes, Scott (S.R.)
Subject: RE: 3.5L Mis Fire

Yup, they pulled them as soon as the contract miles were complete.

From: Hughes, Scott (S.R.)
Sent: Tuesday, May 07, 2013 12:21 PM
To: Marowelli, Bart (B.)
Subject: RE: 3.5L Mis Fire

Recorders had already been pulled?

From: Marowelli, Bart (B.)
Sent: Tuesday, May 07, 2013 12:19 PM
To: Hughes, Scott (S.R.); Whitehead, Joseph (J.P.); Smith, Craig (C.A.); Sparks, Douglas (D.S.)
Cc: Centlivre, James (J.C.); Tatro, James (J.E.)
Subject: RE: 3.5L Mis Fire

Both were dry conditions (one this weekend)

~BART MAROWELLI
Cell: (313) 805-6600
bmarowel@ford.com

From: Hughes, Scott (S.R.)
Sent: Tuesday, May 07, 2013 12:17 PM
To: Marowelli, Bart (B.); Whitehead, Joseph (J.P.); Smith, Craig (C.A.); Sparks, Douglas (D.S.)
Cc: Centlivre, James (J.C.); Tatro, James (J.E.)
Subject: RE: 3.5L Mis Fire

R23 cal for 3.5L only modified the following attributes.

V40: Idle - A/C engine speed control improvements and IIT effectiveness
V52: Highway Roughness – torque converter slip mod (4x4 only)
V52: Tip-in Roughness, DFSO exit (TIM modification)
V48: Rough/Jerky High Load Backout Upshifts

We didn't change any misfire detection or intervention items. Did issues occur during the rain in the prior weeks?

From: Marowelli, Bart (B.)
Sent: Tuesday, May 07, 2013 9:29 AM
To: Whitehead, Joseph (J.P.); Smith, Craig (C.A.); Sparks, Douglas (D.S.)
Cc: Hughes, Scott (S.R.); Centlivre, James (J.C.); Tatro, James (J.E.)
Subject: 3.5L Mis Fire

Team, post contract mileage drive we have had 2 separate misfire events on 3.5L. Do we need to look at R23 to validate if we increased susceptibility to misfire?

~BART MAROWELLI
New Model Programs
Cell: (313) 805-6600
bmarowel@ford.com

From: Andersen, Erik (E.)
Sent: Friday, May 10, 2013 10:23 AM
To: Madej, Jeanette (J.); McDonagh, Scot (S.M.); Oyafuso, Kevin (K.G.); Dixon, Mark (M.R.); Ronzi, Bill (W.C.); Sowards, John (J.)
Cc: Sparks, Douglas (D.S.)
Subject: RE: 3.5L Mis Fire

I'm okay with it on a VOCF vehicle.

Interesting though, Bart's note below said these events occurred over the weekend, which was pretty dry. We typically need greater humidity than what was seen last weekend to cause a condensate related misfire. Where were these vehicles running?

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

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

From: Madej, Jeanette (J.)
Sent: Friday, May 10, 2013 9:48 AM
To: McDonagh, Scot (S.M.); Oyafuso, Kevin (K.G.); Dixon, Mark (M.R.); Ronzi, Bill (W.C.); Sowards, John (J.)
Cc: Andersen, Erik (E.); Sparks, Douglas (D.S.)
Subject: RE: 3.5L Mis Fire

Maybe, as long as people understand this is a trial. Doug/Erik what do you think?

Jeanette Madej

Global Cooling Manager

313-805-0189

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

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Sent: Friday, May 10, 2013 7:55 AM
To: Oyafuso, Kevin (K.G.); Dixon, Mark (M.R.); Ronzi, Bill (W.C.); Madej, Jeanette (J.); Sowards, John (J.)
Subject: RE: 3.5L Mis Fire

Would this VOCF vehicle be a good vehicle for bottom blocker trial? I heard we plan to MCR 11-12MY PCA CAC. This would be a real life test to prove 11MY Job1 level cooler with bottom blocker is equivalent to PCA cooler.

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

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From: Oyafuso, Kevin (K.G.)
Sent: Thursday, May 09, 2013 4:27 PM
To: Dixon, Mark (M.R.); McDonagh, Scot (S.M.)
Subject: FW: 3.5L Mis Fire

Info - had to retrieve pending code that cleared by non-faulted drive cycle.
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Sent: Thursday, May 09, 2013 4:19 PM
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Smith, Craig (C.A.)
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be the later level
4. We could not get vehicle to misfire during a drive cycle with today's
ambient conditions (warm and dry)

The other vehicle was not available , but we can do the same scan and
checks. Recommend that VOFC update fleet vehicles with latest calibration
(if necessary) and latest CAC hardware.

Regards,
Kevin Oyafuso
Ford Motor Company
PD / Powertrain Integration Management - C&C Quality
Vehicle Operations General Office (VOGO)
17000 Oakwood Blvd, Allen Park, MI 48101

6-Sigma Garage, Office 4B
(313) 805-4908 (koyafuso@ford.com)

From: Sparks, Douglas (D.S.)
Sent: Wednesday, May 08, 2013 9:53 AM
To: Marowelli, Bart (B.); Hughes, Scott (S.R.); Whitehead, Joseph (J.P.); Smith, Craig (C.A.); Oyafuso, Kevin (K.G.)
Cc: Centlivre, James (J.C.); Tatro, James (J.E.); Rinkevich, Daniel (D.J.)
Subject: RE: 3.5L Mis Fire

Kevin,
Please check out these DEMs vehicles, and determine if it was a CAC misfire or a misfire caused by base engine.

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

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Both were dry conditions (one this weekend)

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Cell: (313) 805-6600
bmarowel@ford.com

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Sparks, Douglas (D.S.)
Cc: Centlivre, James (J.C.); Tatro, James (J.E.)
Subject: RE: 3.5L Mis Fire

R23 cal for 3.5L only modified the following attributes.

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~Bart Marowelli
New Model Programs
Cell: (313) 805-6600
bmarowel@ford.com

From: Kramer, Michael (M.T.)
Sent: Tuesday, May 08, 2012 8:29 AM
To: Tyler, Jim (J.S.)
Cc: Kramer, Michael (M.T.)
Subject: RE: 3.5L Misfire Running Change

Yes, based on parts are from production tools and DV is complete.

Mike Kramer
RWD PT Cooling Supv.
Six Sigma Black Belt
Cell Phone: (313) 805-0190
Text Page: mkramer1
Page from outside Ford. External email: mkramer1@ford.com

From: Tyler, Jim (J.S.)
Sent: Tuesday, May 08, 2012 11:23 AM
To: Kramer, Michael (M.T.)
Subject: RE: 3.5L Misfire Running Change

Ok to ship the first CAC covers saleable from the KCAP trials?

Jim Tyler
T1/P552 Cooling
313-805-2565 Bld-2 23P25

From: Tyler, Jim (J.S.)
Sent: Tuesday, May 08, 2012 11:11 AM
To: Richei, Gordon (G.); De Coste, Bill (W.J.); Tejada, Angelito (A.S.); Galas, Dean (C.K.); Lehmkuhl, David (D.B.); Shibley, William (W.E.)
Cc: Lenhart, Steven (S.J.); Miller, Brian (B.J.); Kramer, Michael (M.T.)
Subject: RE: 3.5L Misfire Running Change

Gordon, please confirm if KCAP has completed reviews with the new CAC cover. Production implementation is planning is by 5/16/12. Working with Production scheduling Jill Sefcik to get this timing confirmed.

Jim Tyler
T1/P552 Cooling
313-805-2565 Bld-2 23P25

From: Richei, Gordon (G.)
Sent: Friday, May 04, 2012 4:50 PM
To: Tyler, Jim (J.S.); De Coste, Bill (W.J.); Tejada, Angelito (A.S.); Galas, Dean (C.K.); Lehmkuhl, David (D.B.); Shibley, William (W.E.)
Cc: Lenhart, Steven (S.J.); Miller, Brian (B.J.); Kramer, Michael (M.T.)
Subject: RE: 3.5L Misfire Running Change

Quite ironically, the box of trial parts just showed up at my desk 30 min ago. Bill and I will review this with the Plant Monday.

Gordon Richei
P415 F-Series PVT VOME Leader - Kansas City Assy Plant

Cell: 757-435-7505

Desk/Fax: 816-459-1677 Ford Net: 459-1677

From: Tyler, Jim (J.S.)

Sent: Friday, May 04, 2012 1:22 PM

To: Richei, Gordon (G.); De Coste, Bill (W.J.); Tejada, Angelito (A.S.); Galas, Dean (C.K.); Lehmkuhl, David (D.B.); Shibley, William (W.E.)

Cc: Lenhart, Steven (S.J.); Miller, Brian (B.J.); Kramer, Michael (M.T.)

Subject: RE: 3.5L Misfire Running Change

I know that both DTP and KCAP has reviewed the new CAC Face Cover parts and push pin installation, please confirm for both plants that trials/evaluations are now completed satisfactory.

Jim Tyler

T1/P552 Cooling

313-805-2565 Bld-2 23P25

From: Richei, Gordon (G.)

Sent: Friday, April 27, 2012 3:36 PM

To: Tyler, Jim (J.S.); De Coste, Bill (W.J.); Tejada, Angelito (A.S.); Galas, Dean (C.K.); Lehmkuhl, David (D.B.); Shibley, William (W.E.)

Cc: Lenhart, Steven (S.J.); Miller, Brian (B.J.)

Subject: RE: 3.5L Misfire Running Change

Since there seems to be some concern on need of Parts, send me 5 instead. That'll leave you with 5 for any addtl requests.

Gordon Richei

P415 F-Series PVT VOME Leader - Kansas City Assy Plant

Cell: 757-435-7505

Desk/Fax: 816-459-1677 Ford Net: 459-1677

From: Tyler, Jim (J.S.)

Sent: Friday, April 27, 2012 2:15 PM

To: De Coste, Bill (W.J.); Richei, Gordon (G.); Tejada, Angelito (A.S.); Galas, Dean (C.K.); Lehmkuhl, David (D.B.); Shibley, William (W.E.)

Cc: Lenhart, Steven (S.J.); Miller, Brian (B.J.)

Subject: RE: 3.5L Misfire Running Change

10 parts are with Steve Lenhart for the VOCF updates. 10 more planning to ship to Gordon for KCAP reviews. If the VOCF KCAP TT fleet update requires more than 10 parts at this time, then less than the other 10 available can be sent to KCAP.

Jim Tyler

T1/P552 Cooling

313-805-2565 Bld-2 23P25

From: De Coste, Bill (W.J.)

Sent: Friday, April 27, 2012 3:01 PM

To: Richei, Gordon (G.); Tyler, Jim (J.S.); Tejada, Angelito (A.S.); Galas, Dean (C.K.); Lehmkuhl, David (D.B.); Shibley, William (W.E.)

Cc: Lenhart, Steven (S.J.); Miller, Brian (B.J.)
Subject: RE: 3.5L Misfire Running Change

I'm not sure 10 parts in KC are going to help the cause. Are you planning to put them on the VOCF trucks coming to Dearborn for drive?

From: Richei, Gordon (G.)
Sent: Friday, April 27, 2012 1:41 PM
To: Tyler, Jim (J.S.); Tejada, Angelito (A.S.); Galas, Dean (C.K.); De Coste, Bill (W.J.); Lehmkuhl, David (D.B.); Shibley, William (W.E.)
Cc: Lenhart, Steven (S.J.); Miller, Brian (B.J.)
Subject: RE: 3.5L Misfire Running Change

I'll take the 10.

Ford Mo CO
Kansas City Assy Plant
8121 NE US Hwy 69
Claycomo, MO 64119
Attn: Gordon Richei – Truck PVT x1677

Gordon Richei
P415 F-Series PVT VOME Leader - Kansas City Assy Plant
Cell: 757-435-7505
Desk/Fax: 816-459-1677 Ford Net: 459-1677

From: Tyler, Jim (J.S.)
Sent: Friday, April 27, 2012 12:22 PM
To: Tejada, Angelito (A.S.); Galas, Dean (C.K.); De Coste, Bill (W.J.); Lehmkuhl, David (D.B.); Richei, Gordon (G.)
Cc: Lenhart, Steven (S.J.)
Subject: RE: 3.5L Misfire Running Change

10 air covers and loose push pins were provided to Steve Lenhart on 4/26. Gordon, please confirm KCAP address and quantity needed for evaluation parts - 10 more are on hand now.

Jim Tyler
T1/P552 Cooling
313-805-2565 Bld-2 23P25

From: Tejada, Angelito (A.S.)
Sent: Friday, April 27, 2012 11:45 AM
To: Galas, Dean (C.K.); De Coste, Bill (W.J.); Lehmkuhl, David (D.B.)
Cc: Tyler, Jim (J.S.)
Subject: RE: 3.5L Misfire Running Change

Bill, We are adding this new part to our KCAP TT units. The plan is for Jim to deliver the parts to VOCF today. In addition we will have a handful of parts to support DTP TT build.

Thanks

Lito Tejada
New Model Program
CDS: ATEJADA@FORD.COM
Cell: (313) 805-6585
Dearborn Truck Land Line - 313-337-8538

From: Galas, Dean (C.K.)
Sent: Friday, April 27, 2012 7:50 AM
To: De Coste, Bill (W.J.); Lehmkuhl, David (D.B.)
Cc: Tyler, Jim (J.S.); Tejada, Angelito (A.S.); Galas, Dean (C.K.)
Subject: RE: 3.5L Misfire Running Change

It is a very simple install. Remove the front two Christmas trees from the current shield, put the new shield on the front of the CAC, re-install old or install new Christmas trees to secure. I assume new Christmas trees will be provided.

Two minutes per vehicle based on an M-10 retrofit done at the plant.

<< File: P415_CAC_BL34_Front_Cover_STEP_2_installation_Valeo_Vibration_Test.jpg >> << File: IMG_1933.jpg >>
<< File: IMG_1935.jpg >> << File: IMG_1937.jpg >>

Live Long and Prosper

C. K. (Dean) Galas

P/T Resident Engineer
Dearborn Truck Plant
313-337-9583 Dialnet 337-9583
cell phone 734-652-7907 dgalas@ford.com

From: De Coste, Bill (W.J.)
Sent: Thursday, April 26, 2012 5:43 PM
To: Lehmkuhl, David (D.B.)
Cc: Galas, Dean (C.K.)
Subject: RE: 3.5L Misfire Running Change

Bring em on, we'll put them on immediately. How many do we have, I want to put them on 2013s and get them on the road. Is it a difficult install? If so I could get backed up in the garage here. Maybe we could do some at DTP if its time consuming or complex.

From: Lehmkuhl, David (D.B.)
Sent: Thursday, April 26, 2012 5:41 PM
To: De Coste, Bill (W.J.)
Cc: Galas, Dean (C.K.)
Subject: RE: 3.5L Misfire Running Change

We have an alert now approved they are saleable production tooled parts less PSW but with an alert.

Thanks,
Dave Lehmkuhl
PVT Manager F150 / DTP / KCAP
(313) 805-2751

From: De Coste, Bill (W.J.)
Sent: Thursday, April 26, 2012 5:34 PM
To: Lehmkuhl, David (D.B.)

Cc: Galas, Dean (C.K.)
Subject: RE: 3.5L Misfire Running Change

No, I still don't have permission from my management to put them on the trucks. And I'm not aware of anyone bringing parts over to put on the trucks. However, Howard was asking his incorporation date question with the idea of putting the parts on the 2013 units instead of the 2012 units. I like that idea much better, if we can get permission. Also, if parts are ready for production on May 15th, why can't they get me some saleable parts now for the VOFC trucks?

From: Lehmkuhl, David (D.B.)
Sent: Thursday, April 26, 2012 5:22 PM
To: De Coste, Bill (W.J.); Galas, Dean (C.K.)
Subject: RE: 3.5L Misfire Running Change

Is the part on the DEMS trucks?

Thanks,
Dave Lehmkuhl
PVT Manager F150 / DTP / KCAP
(313) 805-2751

From: Parsons, Howard (H.S.)
Sent: Tuesday, April 24, 2012 8:59 AM
To: De Coste, Bill (W.J.)
Cc: English, Michelle (M.L.); Lehmkuhl, David (D.B.); Gourneau, Frank (F.B.); Winegarden, Marsha (M.E.)
Subject: RE: 3.5L Misfire Running Change

What's the planned incorporation timing for the changes, based on Part Pedigree progression, and DV Testing?

Howard Parsons

Chief Engineer
New Model Programs - NA
Phone: 313-805-2611
EMAIL: hparsons@ford.com

From: De Coste, Bill (W.J.)
Sent: Monday, April 23, 2012 4:24 PM
To: Parsons, Howard (H.S.); Gourneau, Frank (F.B.); Winegarden, Marsha (M.E.)
Cc: English, Michelle (M.L.); Lehmkuhl, David (D.B.)
Subject: 3.5L Misfire Running Change

I have been asked to run a trial on the 3.5L GTDI Misfire fix parts, the Charge Air Cooler area I believe. I'd like to run the parts on the fleet, but they can only provide prototype, non-saleable parts. Normally I would say no to Prototype parts on our VOFC units, but this is such an extremely important issue to resolve, I'd like to make an exception. I have a few 2012 units I'm about to send to DST since my 2013 units are on their way, so we will not be putting production validation at risk if I put prototype parts on my 2012 units. I would have to change these parts out again before sending the units to DST. I need your collective agreement to go off the normal path for this trial.

From: Ronzi, Bill (W.C.)
Sent: Friday, May 10, 2013 2:12 PM
To: Sparks, Douglas (D.S.); Andersen, Erik (E.)
Cc: Sowards, John (J.)
Subject: RE: 3.5L Misfire
Attachments: Michigan Rainfall_April 10 thru May 10.htm.pptx

Could possibly be rain induced depending on where & when the vehicles were driven over the past couple weeks. Several inches of rain a couple weeks ago (6+ inches in some locations; see attached).

Bill

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

From: Sparks, Douglas (D.S.)
Sent: Friday, May 10, 2013 12:33 PM
To: Andersen, Erik (E.); Ronzi, Bill (W.C.)
Cc: Sowards, John (J.)
Subject: RE: 3.5L Misfire

There was a whole other chain of notes on this (I deleted them). It was CAC misfire. Kevin Oyafuso pulled the freeze frame data and confirmed. The misfire came after a week of driving in the rain and pre-wetting the CAC. Team pulled drive history and laid over weather maps to confirm. I believe the vehicle also has the old 11-12MY CAC (needs to be confirmed).

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

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

From: Andersen, Erik (E.)
Sent: Friday, May 10, 2013 12:26 PM
To: Ronzi, Bill (W.C.); Sparks, Douglas (D.S.)
Cc: Sowards, John (J.)
Subject: FW: 3.5L Misfire

It'd very unlikely that this was condensate related. Certainly not last weekend.

Erik Andersen
Core P/T Cooling

eanderse@ford.com
313-805-2966

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Cc: Oyafuso, Kevin (K.G.); Ronzi, Bill (W.C.); Sowards, John (J.); Tatro, James (J.E.)
Subject: RE: 3.5L Misfire

All were near Dearborn

>~Bart Marowelli
>Cell: (313) 805-6600
>bmarowel@ford.com
>

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Sent: Friday, May 10, 2013 12:10 PM
To: Andersen, Erik (E.)
Cc: Marowelli, Bart (B.); Oyafuso, Kevin (K.G.); Ronzi, Bill (W.C.); Sowards, John (J.)
Subject: RE: 3.5L Misfire

Will ask Bart to advise on drive route

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

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Global Cooling Manager

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Regards,
Kevin Oyafuso
Ford Motor Company
PD / Powertrain Integration Management - C&C Quality
Vehicle Operations General Office (VOGO)
17000 Oakwood Blvd, Allen Park, MI 48101
6-Sigma Garage, Office 4B
(313) 805-4908 (koyafuso@ford.com)

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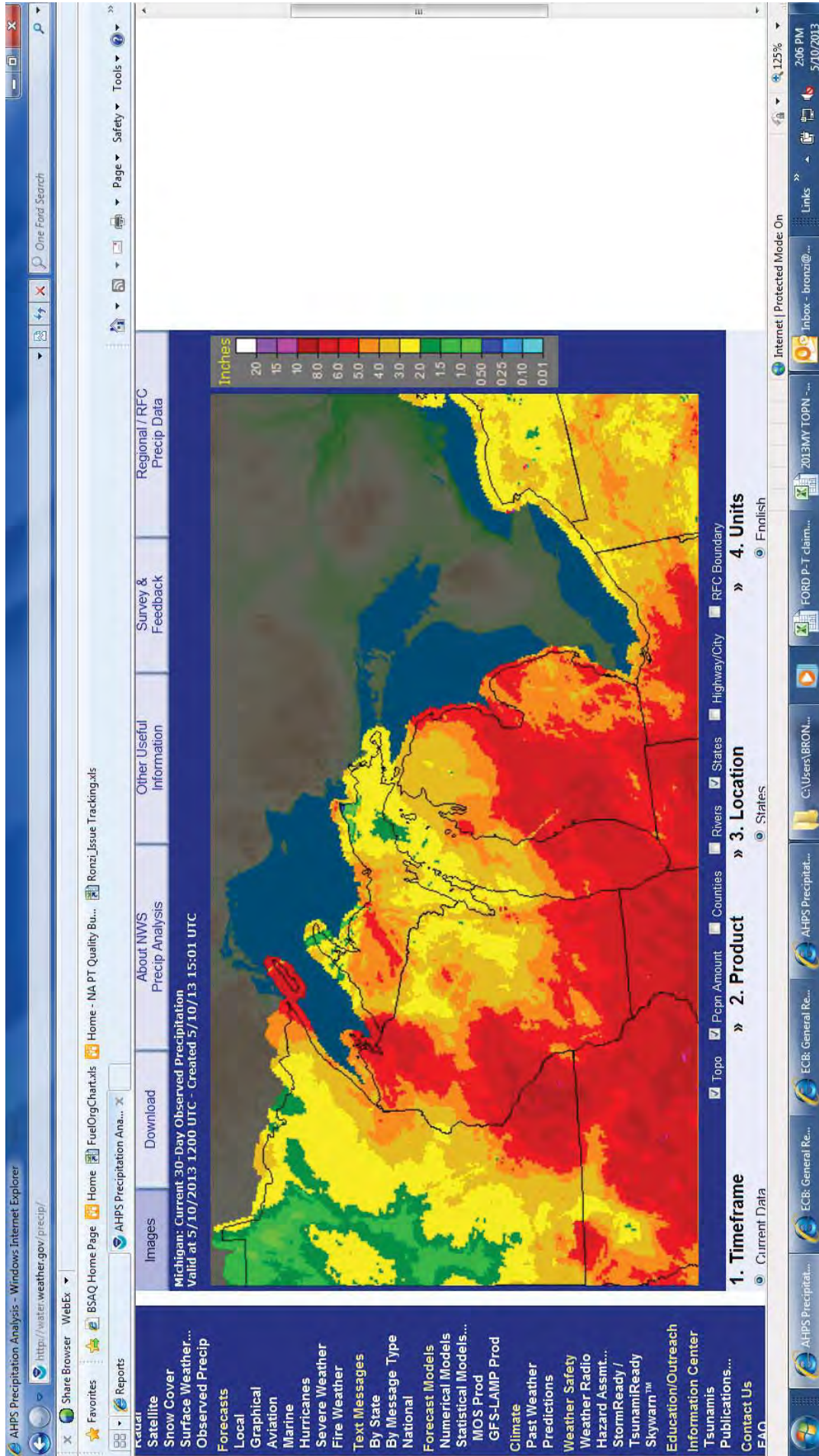
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~Bart Marowelli
New Model Programs
Cell: (313) 805-6600
bmarowel@ford.com

Rainfall – April 10 thru May 10



From: Osepchook, William (W.R.)
Sent: Wednesday, December 14, 2011 12:15 PM
To: Ghee, Michelle (M.R.); Whitfield, Camille (C.W.); Gnesotto, Frank (F.T.); Zavsza, Milton (M.)
Subject: RE: 7T4T-19A095-AD Ground Strap

This part is available in service right now at low volumes. Service part #7T4Z-19A095-A. The part does not get changed a lot. The service fix we plan on releasing will use this part at higher volumes. I expect to use 500-1000 maybe more.

From: Ghee, Michelle (M.R.)
Sent: Wednesday, December 14, 2011 11:04 AM
To: Whitfield, Camille (C.W.); Osepchook, William (W.R.); Gnesotto, Frank (F.T.)
Subject: RE: 7T4T-19A095-AD Ground Strap

Camille - Frank and I do not handle inventory. We are responsible for assigning the service part number and cataloging it for our dealers. I am not sure how a request like this is handled but I would assume if Engineering is trying to get some from FCSD, Supply Chain will have to issue a service release to the supplier for additional stock or they would work with Purchasing. If I am misunderstanding the request, please let me know. Thanks.

Michelle Rice Ghee

Interior/Exterior Trim/Electrical & New Model Launch Support Manager
S197/C346/EN114/FN145/C170/VN127/V363
FCSD-Parts Supply & Logistics
(313)390-5598 (W) (313)337-3167 (F) mghee@ford.com

From: Whitfield, Camille (C.W.)
Sent: Wednesday, December 14, 2011 10:46 AM
To: Osepchook, William (W.R.); Gnesotto, Frank (F.T.); Ghee, Michelle (M.R.)
Subject: RE: 7T4T-19A095-AD Ground Strap

Hi William,

Because you are asking for something of a service fix you will need to get Michelle Ghee(who is Frank Gnesotto) Product Analyst Boss. They would be the ones who would put in request for now maybe 1000 of these for you. I have cc'd them on the email.

Good Luck and happy holidays.

Camille Whitfield
FCSD-Purchasing
cwhit14@ford.com

From: Osepchook, William (W.R.)
Sent: Wednesday, December 14, 2011 8:39 AM
To: Whitfield, Camille (C.W.)
Subject: 7T4T-19A095-AD Ground Strap

Hi Camille,

We are having a field issue with one of our top selling vehicle lines. As a service fix we would like to use 7T4T-19A095-AD Ground Strap as part of our repair. There are only 2 of these parts at the national depot.

What would it take to get a 100 of these availed ASAP and a few hundred more for future shipments?

William Osepchook

LGDEE

Large Gas & Diesel Engine Engineering

V-Engine Service Engineer

313-805-9191

wosepcho@ford.com

PE13-018

FORD

8-23-2013

APPENDIX G

Engineering Review

4

From: McDonagh, Scot (S.M.)
Sent: Tuesday, February 14, 2012 12:13 PM
To: Nowaczyk, Rick (R.J.); Osepchook, William (W.R.)
Cc: Sturgill, John (J.); Dobbs, Dan (K.D.); Ricks, Kevin (K.J.)
Subject: RE: 069-2012-1106 3.5L GTDI Calibration Update - Various Issues

Outstanding work Rick- Thank you

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

From: Nowaczyk, Rick (R.J.)
Sent: Tuesday, February 14, 2012 11:08 AM
To: McDonagh, Scot (S.M.); Osepchook, William (W.R.)
Cc: Sturgill, John (J.); Dobbs, Dan (K.D.); Ricks, Kevin (K.J.)
Subject: FW: 069-2012-1106 3.5L GTDI Calibration Update - Various Issues

Scot and Bill,

Looks like we have the issue resolved with Marie Wilson and Craig Burkeen. The TSB will be released this afternoon and I will send a note to the group once the TSB is released.
Thanks.

From: Burkeen, Doran (D.C.)
Sent: Tuesday, February 14, 2012 10:48 AM
To: Sturgill, John; Wilson, Marie (M.)
Cc: Nowaczyk, Rick (R.J.)
Subject: RE: 069-2012-1106 3.5L GTDI Calibration Update - Various Issues

Looks good, thanks John

Craig Burkeen

FCSD Warranty Administration
Cube 4S-148
Regent Court Bldg. 16800 Executive Plaza Dr.
Dearborn, MI. 48126
Phone: (313) 845-3579
Fax: (313) 845-4338

From: Sturgill, John [<mailto:John.Sturgill@spx.com>]
Sent: Tuesday, February 14, 2012 10:35 AM
To: Wilson, Marie (M.); Burkeen, Doran (D.C.)
Cc: Nowaczyk, Rick (R.J.)
Subject: 069-2012-1106 3.5L GTDI Calibration Update - Various Issues

I was asked to forward you a pdf. of article 069-2012-1106 that includes the updated collaboration information. If you have any question please let me know. Thank you.



John Sturgill
Technical Author
SPX Corporation

1555 Fairlane Circle
City, Allen Park, Mi 48101
TEL 313 317-1943
MOB 313 220-0108

John.Sturgill@spx.com

www.spx.com

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From: Nowaczyk, Rick (R.J.)
Sent: Friday, May 25, 2012 7:42 AM
To: Osepchook, William (W.R.); Tyler, Jim (J.S.); McDonagh, Scot (S.M.); Dobbs, Dan (K.D.)
Cc: Sturgill, John (J.); Rivera, Santos (S.)
Subject: RE: 069-2012-1496 3.5L GTDI Calibration Update - Various Issues

Thanks Bill.

From: Osepchook, William (W.R.)
Sent: Friday, May 25, 2012 6:54 AM
To: Tyler, Jim (J.S.); McDonagh, Scot (S.M.); Nowaczyk, Rick (R.J.); Dobbs, Dan (K.D.)
Cc: Sturgill, John (J.); Rivera, Santos (S.)
Subject: RE: 069-2012-1496 3.5L GTDI Calibration Update - Various Issues

I can stop by and pick them up. Probably need one deflector and six push pins.

From: Tyler, Jim (J.S.)
Sent: Thursday, May 24, 2012 3:05 PM
To: McDonagh, Scot (S.M.); Nowaczyk, Rick (R.J.); Osepchook, William (W.R.); Dobbs, Dan (K.D.)
Cc: Sturgill, John (J.); Rivera, Santos (S.)
Subject: RE: 069-2012-1496 3.5L GTDI Calibration Update - Various Issues

Yes, I have Deflectors and Push Pins available now at Bld-2 for the study. Please confirm how many sets needed. Does someone want to stop by Bld-2 to pick up?

Jim Tyler
T1/P552 Cooling
313-805-2565 Bld-2 23P25

From: McDonagh, Scot (S.M.)
Sent: Thursday, May 24, 2012 2:51 PM
To: Nowaczyk, Rick (R.J.); Osepchook, William (W.R.); Dobbs, Dan (K.D.); Tyler, Jim (J.S.)
Cc: Sturgill, John (J.); Rivera, Santos (S.)
Subject: RE: 069-2012-1496 3.5L GTDI Calibration Update - Various Issues
Importance: High

Jim- Can you provide Deflector and Push Pins for TSB labor time study ?

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

From: Nowaczyk, Rick (R.J.)
Sent: Thursday, May 24, 2012 2:46 PM
To: McDonagh, Scot (S.M.); Osepchook, William (W.R.); Dobbs, Dan (K.D.)
Cc: Sturgill, John (J.); Rivera, Santos (S.)

Subject: FW: 069-2012-1496 3.5L GTDI Calibration Update - Various Issues
Importance: High

Can either of you get a deflector plate and two push pins for the SLT Team?

From: Sturgill, John [<mailto:John.Sturgill@spx.com>]
Sent: Thursday, May 24, 2012 2:43 PM
To: Nowaczyk, Rick (R.J.)
Subject: RE: 069-2012-1496 3.5L GTDI Calibration Update - Various Issues

Do you have a deflector plate and push pins?

From: Nowaczyk, Rick (R.J.) [<mailto:rnowaczy@ford.com>]
Sent: Thursday, May 24, 2012 2:35 PM
To: Sturgill, John
Cc: Rivera, Santos (S.)
Subject: RE: 069-2012-1496 3.5L GTDI Calibration Update - Various Issues

Here you go.

From: Sturgill, John [<mailto:John.Sturgill@spx.com>]
Sent: Thursday, May 24, 2012 2:34 PM
To: Nowaczyk, Rick (R.J.)
Cc: Rivera, Santos (S.)
Subject: 069-2012-1496 3.5L GTDI Calibration Update - Various Issues

Rick, can you send me the illustrations please?



John Sturgill
Technical Author
SPX Corporation

1555 Fairlane Circle
City, Allen Park, Mi 48101
TEL 313 317-1943
MOB 313 220-0108

John.Sturgill@spx.com

www.spx.com

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From: Andersen, Erik (E.)
Sent: Monday, June 17, 2013 8:09 AM
To: Ronzi, Bill (W.C.); Dobbs, Dan (K.D.)
Cc: Kramer, Michael (M.T.); Ricks, Kevin (K.J.)
Subject: RE: 11/12MY CAC TSB

Bill,

As we discussed last Friday, both calibration and engine have some assessments to complete.

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Ronzi, Bill (W.C.)
Sent: Monday, June 17, 2013 10:56 AM
To: Dobbs, Dan (K.D.)
Cc: Kramer, Michael (M.T.); Andersen, Erik (E.); Ricks, Kevin (K.J.)
Subject: RE: 11/12MY CAC TSB

Dan, Testing is complete. We were just waiting for CR approval.

We need the same 24 hr turn-around that you and Mike helped us with on the last revision (ie. approval today; release change tomorrow). Can you get Mike to approve today?

From: Dobbs, Dan (K.D.)
Sent: Monday, June 17, 2013 10:54 AM
To: Ronzi, Bill (W.C.)
Cc: Kramer, Michael (M.T.); Andersen, Erik (E.); Ricks, Kevin (K.J.)
Subject: RE: 11/12MY CAC TSB

Bill, I was waiting for a response from my Director. I have your draft, and we need to add in a cleaning procedure for the old intercooler etc.

I thought that the committee wanted some durability tests completed before they bless it.

Labor will be completed when I get them the draft.

From: Ronzi, Bill (W.C.)
Sent: Monday, June 17, 2013 10:50 AM
To: Dobbs, Dan (K.D.)
Cc: Kramer, Michael (M.T.); Andersen, Erik (E.)
Subject: 11/12MY CAC TSB
Importance: High

Dan, Have you had a chance to revise the TSB verbiage? Ready to go today? I believe Mike got CR approval on Friday (Mike pls confirm).

Where are we at in the new blocker TSB for total labor? Doug Sparks wants to minimize the labor as much as possible so we should "consider" removing the check of mode 6 and freeze frame data. How much labor would that save?

Bill

William C. Ronzi
PTI Quality Supervisor
(313) 805-6140 cell & pgr

From: Oyafuso, Kevin (K.G.)
Sent: Wednesday, January 04, 2012 11:12 AM
To: Nowaczyk, Rick (R.J.); Stawiecki, Bob (R.)
Cc: Osepchook, William (W.R.); Atkinson, Bill (B.W.); Todisco, Ronald (R.J.); Sims, Ivan (I.D.); McCoy, Jim (D.); Dixon, Mark (M.R.)
Subject: RE: 20074873-Request has been assigned to RNOWACZY

Bob,
Based off our recent conversation, when the truck returns to the dealer for the new plugs, please inspect the air induction system for any water/moisture, especially in the intercooler.

Ivan,
Bob S.(FSE) did mention this customer commented of the loss of power/misfire occurs more often in rain/high humidity conditions.

Regards,
Kevin Oyafuso
Ford Motor Company - North America Engineering
PD / Powertrain Integration Management - C&C Quality
Vehicle Operations General Office (VOGO)
17000 Oakwood, Allen Park, MI , 48101
6-Sigma Garage, Office 4B
Phone (313) 805-4908 (koyafuso@ford.com)

From: Nowaczyk, Rick (R.J.)
Sent: Wednesday, January 04, 2012 10:44 AM
To: Stawiecki, Bob (R.)
Cc: Osepchook, William (W.R.); Atkinson, Bill (B.W.); Todisco, Ronald (R.J.); Oyafuso, Kevin (K.G.)
Subject: RE: 20074873-Request has been assigned to RNOWACZY

Thanks Bob.

I have added the same comments to the Escalated TFOAM.

From: Stawiecki, Bob (R.)
Sent: Wednesday, January 04, 2012 10:41 AM
To: Nowaczyk, Rick (R.J.)
Cc: Osepchook, William (W.R.); Atkinson, Bill (B.W.); Todisco, Ronald (R.J.); Oyafuso, Kevin (K.G.)
Subject: FW: 20074873-Request has been assigned to RNOWACZY

FYI , CQIS has been updated

From: tfosys@ford.com [mailto:tfosys@ford.com]
Sent: Friday, December 09, 2011 10:10 AM
To: Todisco, Ronald (R.J.); Stawiecki, Bob (R.); Nowaczyk, Rick (R.J.)
Subject: 20074873-Request has been assigned to RNOWACZY

This is an auto generated e-mail from Technical Field Operations Assignment Management System, Please do

not reply.

Please click [here](#) to access this request

Additional Comments

Request Details

Additions and/or changes made to the request are highlighted in red.

Tracking Number	20074873
Status	Assigned
Currently assigned to	RNOWACZY
Request Type	Escalated FSE Support Request (from FSE to CSE)
Request Source	Field Service Engineer
If Other request source, please explain	
Primary contact	Robert Stawiecki
Primary contact's phone number	774-285-9272
Primary contact's email address	rstawiec@ford.com
Technician Name	N/A
Technician certified in relevant speciality	N/A
Dealership Name	PLACE MOTOR, INC.
P&A Code	09082
Facing Region (SDR separate from Contact Regions)	A1 - SELECT DEALER
Geographic Region (SDR combined with Contact Region)	N2 - BOSTON
FCSD Sales Zone	A11
FCSD Technical Zone	T08
VIN	1FTFX1ET5BFB27678
Vehicle year/model	2011,F150 4X4 ,F150 ,SUP CAB,STYSD
Vehicle mileage	8,998
Repair Order (R.O) #	N/A
Customer Name	GRANGER LYNCH CORP
Vehicle Down?	Yes
GCQIS Report #	BF3GB001
TAR Open?	Yes
CuDL Case #	1455832801
Priority	High
Request description	5 50 3 39,DRVLIN,RUNS ROUGH,CRUISE/STEADY SPEED,INTERMITTENT LACK OF POWER BLACK SMOKE-----FSE escalation assigned to Rick Nowaczyk----RNOWACZY --- Updated By---CPIERMA2--12/09/2011 10:02:30 AM--
GCQIS Comments	06/29/2011 5:54PM DALE BARRETT MSS - FCSD - TECH SVC HOTLINE; WEB FORM DATA - CONCERN: CUSTOMER STATES THAT WHEN HE MAKES A FULL THROTTLE ACCELERATION THE TRUCK HESITATES AND WONT REV OVER 2000 RPMS AT TIMES. MOST OFTEN HE DRIVES

ON THE HIGHWAY WITH THE CRUISE ON
AND THEN SLOWS FOR A RAMP TO
SWITCH HIGHWAYS. WHEN HE PUTS IT
TO THE
FLOOR TO BLEND IN WITH TRAFFIC IT
HESITATES AND RUNS ROUGH. IF HE
LETS
OFF AND STEPS ON IT AGAIN IT WILL BE
OK. I DO NOT HAVE THE TRUCK HERE
NOW. I WENT FOR A ROAD TEST WITH
HIM AND COULD NOT DUPLICATE SO HE
TOOK THE TRUCK. I DROVE IT LAST
NIGHT 60 MILES AND IT WAS FINE.
DIAGNOSTICS: SCANNED FOR CODES

PARTS REPLACED:: NONE

TECH
QUESTION: LOOKING FOR ANY INPUT
OPN THIS CONCERN.

WHAT IS BARO
PID READING? NOT MEASURED

WHAT IS THE MEASURED MECHANICAL
FUEL
PRESSURE? NOT MEASURED

06/29/2011 5:54PM DALE BARRETT MSS -
FCSD - TECH SVC HOTLINE;
PAUL,
VERIFY G105 GROUND IS PROPERLY
ATTACHED AND CLEAN. VOLTAGE DROP
GROUND WITH THE VEHICLE RUNNING.
INSPECT FOR POOR FUEL QUALITY.
ESTABLISH BASELINE SENSOR VALUES.
APP%, BARO, CAC T, CHT, DTCNT,
EQ_RAT11, EQ_RAT21, ETC_ACT,
ETC DSD, FRP, FRP DSD, F VCV#, GEAR,
IAT,
IAT2, KNOCK 1, KNOCK 2, LOAD,
LONGFT1, LONGFT2, MAP (VOLTAGE AND
PRESSURE), O2S11_CUR, O2S21_CUR,
RPM, RUNTM, SHRTFT1, SHRTFT2,
SPARKADV, TCC, TFT, TIP PRES V,
TIP PRS BOOST, TIP PRS DSD, TP1, TP2,
TR, TURBO UNDER, TURBO WGate,
VCTADV, VCTADV2, VCTADVERR,
VCTADVERR2
AND VSS KOEO, IDLE 2500 RPM AND

DURING THE CONCERN. COMPARE
SENSORS TO
REFERENCE VALUES IN SECTION 6 OF
THE PC/ED.

07/02/2011 11:08AM
SYMPTOM 6 11 0 00 CHANGED TO 5 57 0 00
BY CS012093

07/28/2011 1:27PM DALE BARRETT MSS -
FCSD - TECH SVC HOTLINE;
CONTACTED PAUL SCHLESINGER TO
DISCUSS THE VEHICLE CONCERN.

07/28/2011 1:27PM DALE BARRETT MSS -
FCSD - TECH SVC HOTLINE;
MONITOR THE EXHAUST COLOR SMOKE
ON HARD ACCELERATION, SLIGHT
BLACK
SMOKE IS NORMAL. IF SMOKE IS BLUE
INSPECT THE TAILPIPES FOR OIL
DEPOSITS. IF OILY CHECK FOR FAILED
TURBO SEALS. INSPECT ALL TURBO
TUBES FOR LOOSE CLAMPS THAT MAY
LIMIT BOOST. THIS VEHICLE IS EQUIPPED
WITH BOA (BRAKE OVER ACCELERATOR)
THAT WILL CUT ENGINE POWER IF
VEHICLE IS 2 FOOTED.

12/05/2011 09:37AM CASEY WAGONER
MSS - FCSD - TECH SVC HOTLINE;
07/27/2011 11:49AM XHUANG35
WEB FORM DATA - CONCERN:
CUSTOMER
STATES, MIL ON, BLOWING BLUE
SMOKE. DIAGNOSTICS: REPEAT REPAIR,
RETRIEVED CMDTCS AND KOEO, PASS.
CHECKED MODE 6, PID MONITOR, AND
FOUND VIRTUALLY NOTHING.
CUSTOMER
PREVIOUSLY STATED WHEN PROBLEM
HAPPENS, HE IS ON A HIGHWAY
INTERCHANGE
AND AT WOT. PREVIOUS
ATTEMPTS COULD NOT DUPLICATE.
SENT IDS LOGGED
DATA TO HOTLINE,
AGAIN. PARTS REPLACED:: PREVIOUSLY
REPLACED COILS
AND PLUGS. TECH
QUESTION: ANY OTHER IDEAS?

12/05/2011 09:37AM CASEY WAGONER
MSS - FCSD - TECH SVC HOTLINE;
07/27/2011 11:49AM XHUANG35
JUSTIN, PLEASE VERIFY IF ANY DTC
PRESENT. IT IS NECESSARY TO CONTACT
HOTLINE BY PHONE IS USING THE
CONTACT ID# IN RED ON TOP OF THE
FORM TO
DISCUSS THIS CONCERN.
PLEASE HAVE ALL DIAGNOSTIC TEST
RESULTS READY TO
DISCUSS.

12/05/2011 09:37AM CASEY WAGONER
MSS - FCSD - TECH SVC HOTLINE;
DEALER 09082, , , USA CHANGED TO
09137, , , USA BY CWAGONE1

12/05/2011 09:38AM CASEY WAGONER
MSS - FCSD - TECH SVC HOTLINE;
07/28/2011 10:44AM DALE BARRETT MSS -
FCSD - TECH SVC HOTLINE
CUSTOMER STARTS VEHICLE BLOW
BLUE SMOKE AND LACKS POWER AT
TIMES.
CUSTOMER STATES THE CHECK ENGINE
LIGHT WAS ON, NO STORED CODES IN
THE
PCM. DATA RECORDINGS WERE SENT TO
THE HOTLINE. ON THE 1ST
DEALERSHIP
VISIT TECH STATES A FORD ENGINEER
CONTACTED HIM A DAY
AFTER THE 1ST
REPAIR.

12/05/2011 09:38AM CASEY WAGONER
MSS - FCSD - TECH SVC HOTLINE;
07/28/2011 10:44AM DALE BARRETT MSS -
FCSD - TECH SVC HOTLINE
THE
RECORDINGS WILL BE RETRIEVED AND
REVIEWED. A HOTLINE
REPRESENTATIVE
WILL CONTACT YOU BY PHONE TO
DISCUSS THE RECORDINGS

12/05/2011 09:40AM CASEY WAGONER
MSS - FCSD - TECH SVC HOTLINE;
08/17/2011 05:21PM LAWRENCE STANLEY

MSS - FCSD - TECH SVC HOTLINE
WEB FORM DATA - CONCERN:
CUSTOMER STATES LOOSES POWER AND
FEELS LIKE
IT IS RUNNING ON 3 CYLENDERS
INTERMANTENT. WAS FINE UNTIL
MONDAY
WHEN
WE HAD HEAVY RAIN DIAGNOSTICS:
GOT TRUCK ON FIRST VISIT AND
ROADTEST, NPF. LET MANAGER AND
ADVISOR DRIVE WITH NPF. TESTED
CODES
NPF. HOOK UP VDR AND LET CUSTOMER
DRIVR. CAME BACK WITH RECORDINGS.
FOUND PO306 IN PENDING HISTORY.
ALSO FOUND ABS AND EPAS CODES. NOT
SURE IF I AM CHASING A INTERMANT
PO306 MISFIRE OR ABS/EPAS CODES
DERATING ENGINE. HAS BEEN AT
ANOOTHER DEALER FOR CONCERN AND
SPARKPLUGS AND COILS WERE
REPLACED. SENT RECORDINGS TO YOU.
PLEASE
ADVIZE PARTS REPLACED:: NONE TECH
QUESTION: PLEASE INSPECT DATA
SENT AND LET US KNOW WHAT YOU
THINK

12/05/2011 09:40AM CASEY WAGONER
MSS - FCSD - TECH SVC HOTLINE;
08/17/2011 05:21PM LAWRENCE STANLEY
MSS - FCSD - TECH SVC HOTLINE
SEAN, RECOMMEND TO INSPECT
GROUND G105 WHICH IS ON THE REAR
OF THE LH
(DRIVERS SIDE) CYLINDER HEAD. A
PREVIOUS REPORT HAS INDICATED
THAT
IT
WAS EASIER TO VIEW THE GROUND IF
THE VEHICLE WAS RAISED ON A
HOIST.
PLEASE ENSURE THAT THIS GROUND IS
CLEAN AND PROPERLY
SECURED, AS WE
HAVE SIMILAR REPORTS FOR THIS
CONCERN BEING RESOLVED
WITH
CLEANING/SECURING THIS GROUND.
ADDITIONALLY RECOMMEND

REPLACING
THE AFFECTED IGNITION COIL AND
INSPECTING/REPLACING THE
SPARK PLUG AS
NECESSARY, CLEARING KAM AND RE-
EVALUATING THIS
CONCERN. AS FOR
THESE RECORDINGS IT IS NOT
GENERALLY OUR PRACTICE
TO VIEW THESE
RECORDINGS UNLESS ABSOLUTELY
NECESSARY DUE TO TIME
CONSTRAINTS. IF
FURTHER DIAGNOSTIC DIRECTION IS
REQUIRED IT WILL BE
NECESSARY TO
CONTACT THE TECHNICAL HOTLINE BY
PHONE USING THE
CONTACT ID NUMBER IN
RED AT THE LEFT UPPER CORNER OF
THIS FORM.
PLEASE HAVE ALL OF YOUR
FINDINGS AVAILABLE AND READY TO
DISCUSS
WITH THE SERVICE ENGINEER WHEN
YOU CALL IN.

12/05/2011 09:40AM CASEY WAGONER
MSS - FCSD - TECH SVC HOTLINE;
ODOMETER 4278 M CHANGED TO 8998 M
BY CWAGONE1

12/05/2011 09:40AM CASEY WAGONER
MSS - FCSD - TECH SVC HOTLINE;
DEALER 09137, , , USA CHANGED TO
09082, , , USA BY CWAGONE1

12/05/2011 09:41AM CASEY WAGONER
MSS - FCSD - TECH SVC HOTLINE;
10/12/2011 05:33PM LAWRENCE STANLEY
MSS - FCSD - TECH SVC HOTLINE
SEAN STATED THAT THIS VEHICLE IS
EXPERIENCING THE SAME CONCERN AS
BEFORE, WITH DTC P0306 BEING IN
MEMORY. THE TRUCK IS NOT AS OF YET
AT
THE DEALERSHIP, SO NO OTHER TESTS
HAVE BEEN PERFORMED. G105 WAS
TIGHTENED AT THE COIL AND PLUG
WERE REPLACED ON NUMBER 6
CYLINDER OM

THE LAST VISIT.

12/05/2011 09:41AM CASEY WAGONER
MSS - FCSD - TECH SVC HOTLINE;
10/12/2011 05:33PM LAWRENCE STANLEY
MSS - FCSD - TECH SVC HOTLINE
SEAN, RECOMMEND RE-INSPECTING THE
G105 TIGHTEN TO 16FT LBS PLUS AN
ADDITIONAL 45 DEGREES. ALSO CHECK
THE LOW SIDE FUEL PRESSURE WITH A
MECHANICAL FUEL GAUGE 62-73 PSI.
ADDITIONALLY PERFORM THE HIGH
PRESSURE TEST USING THE IDS AS WELL
AS AN INJECTOR FLOW TEST. IF
NO
CONCERNS WERE NOTED, RECOMMEND
REPLACING NUMBER 6 FUEL INJECTOR
AS
WE HAVE PAST REPORTS FOR THIS TYPE
CONCERN BEING CAUSED BY A FAULTED
FUEL INJECTOR.

12/05/2011 09:49AM CASEY WAGONER
MSS - FCSD - TECH SVC HOTLINE;
WEB FORM DATA -
CONCERN:CUST STATES TRUCK WILL BE
CRUSING AT HIGHWAY
SPEEDS THEN START TO SKIP, BLACK
SMOKE,LACKS POWER.

DIAGNOSTICS:
HAVE NEVER VERIFED CONCERN. SM,
ADVISORS,AND I NEVER GOT IT TO DO
IT.
THIS VISIT PULLED CODE PO430. SENT
DATA TO HOTLINE. ON OUTHER VISITS
HAVE ALWAYS PULLED PO306. INSPECT
AND TORQUE GROUND PER HOTLINE.
HAS
HAD SAME PROBLEM SINCE TRUCK WAS
NEW

PARTS REPLACED:ON PREVIOUS
VISITS HAVE REPLACED #6
COIL,PLUG,INJECTOR AND OUTHER
DEALER REPLACED
BANK 2 CAT. ON LAST VISIT HAVE
REPLACED INJECTOR AND CUST SAID IT
WAS
OK UP UNTIL LAST WEEK.

TECH QUESTION: CUSTOMER DOES NOT WANT TRUCK ANYMORE. REQUEST FSE TO INSPECT.

12/05/2011 09:49AM CASEY WAGONER
MSS - FCSD - TECH SVC HOTLINE;
SEAN,
WE HAVE ESCALATED THIS CONCERN FOR ADDITIONAL REVIEW. A REPRESENTATIVE SHOULD CONTACT YOU BY PHONE OR THROUGH THIS HOTLINE ASSISTANCE REQUEST WITHIN ONE (1) BUSINESS DAY WITH ADDITIONAL INFORMATION OR RECOMMENDATIONS TO ASSIST IN THE RESOLUTION OF THIS VEHICLE CONCERN.

12/05/2011 09:49AM CASEY WAGONER
MSS - FCSD - TECH SVC HOTLINE;
NOTE TO ESCALATION TEAM,

THIS REPORT IS BEING ESCALATED DUE TO THE LACK OF POWER AND BLACK SMOKE CONCERN REPEATING AFTER SEVERAL REPAIR ATTEMPTS. A PREVIOUS CUDL CASE WAS OPENED AND CLOSED FOR THIS CONCERN. THE TECH STATES THAT THE CUSTOMER NO LONGER WANTS THE VEHICLE.

THE BANK 2 CATALYST, CYLINDER 6 PLUG, COIL, AND INJECTOR HAVE BEEN REPLACED. GROUND G105 HAS BEEN PROPERLY TORQUED.

THE TECHNICIAN HAS NEVER BEEN ABLE TO DUPLICATE THE CUSTOMER'S CONCERN.

THIS IS THE SECOND DEALER TO WORK ON THIS VEHICLE.

PLEASE ASSIST THE TECHNICIAN IN DETERMINING THE ROOT CAUSE OF THIS CONCERN.

12/05/2011 09:49AM CASEY WAGONER
MSS - FCSD - TECH SVC HOTLINE;
SYMPTOM 5, 57, 0, 00 CHANGED TO 5, 50,
3, 39 BY CWAGONE1

12/05/2011 09:50AM CASEY WAGONER
MSS - FCSD - TECH SVC HOTLINE;
CONSULTED JORDAN DODDS.

12/05/2011 10:40AM JORDAN DODDS MSS -
FCSD - TECH SVC HOTLINE;
THE ESCALATION TEAM HAS REVIEWED
THIS REPORT AND AN OBC HAS BEEN
PLACED TO THE DEALER TO DISCUSS
THIS MATTER IN GREATER DETAIL. SEAN
STATES THAT THE CONCERN CANNOT BE
DUPLICATED AT THIS TIME. THE COIL,
PLUG AND INJECTOR WAS REPLACED
DURING A PREVIOUS VISIT.
ADDITIONALLY,
THE P0306 FAULT WAS NOT PRESENT
DURING TESTING WHILE A P0430 WAS.

12/05/2011 10:40AM JORDAN DODDS MSS -
FCSD - TECH SVC HOTLINE;
SEAN,
THIS CONCERN HAS BEEN FORWARDED
FOR FURTHER REVIEW. YOU WILL BE
CONTACTED WITHIN 1 BUSINESS DAY
WITH FURTHER DIRECTION ON THIS
CONCERN

12/06/2011 11:21AM JORDAN DODDS MSS -
FCSD - TECH SVC HOTLINE;
THE ESCALATION TEAM HAS REVIEWED
THIS REPORT AND AN OBC HAS BEEN
PLACED TO THE DEALER TO ADVISE FSE
INVOLVEMENT HAS BEEN
IMPLEMENTED.

12/06/2011 11:21AM JORDAN DODDS MSS -
FCSD - TECH SVC HOTLINE;
SEAN,
WE'VE REFERRED THIS CONCERN TO THE
FIELD SERVICE ENGINEER (FSE)
IN YOUR MARKET AREA. THE FSE
SHOULD CONTACT YOU OR DEALERSHIP
MANAGEMENT (SERVICE MANAGER OR
SERVICE DIRECTOR) WITHIN ONE (1)
BUSINESS DAY. IF THE FSE DOES NOT
CONTACT YOU DIRECTLY, PLEASE

CONSULT
WITH DEALERSHIP MANAGEMENT TO
DISCUSS FURTHER RECOMMENDATIONS
AND
STEPS TO ASSIST IN THE RESOLUTION OF
THIS VEHICLE CONCERN.

12/06/2011 11:21AM JORDAN DODDS MSS -
FCSD - TECH SVC HOTLINE;
A TAR HAS BEEN OPENED AT THE
REQUEST OF THE HOTLINE DUE TO THE
LACK OF
PROGRESS WITH THIS ON GOING
CONCERN. THIS VEHICLE EXHIBITS A
REPEAT
P0430 WHICH WAS PREVIOUSLY
ACCOMPANIED BY A P0306. THE
CATALYST HAS
BEEN REPLACED FOR THIS CONDITION
BEFORE. THE CUSTOMER STATES THAT
THE
VEHICLE WILL INTERMITTENTLY LACK
POWER AND BLACK SMOKE WILL BLOW
OUT
FROM THE EXHAUST. THE DEALERSHIP
HAS NOT BEEN SUCCESSFUL IN
DUPLICATING THIS CONDITION. GROUND
G105 HAS BEEN TORQUED TO THE
PROPER
SPECIFICATION PER HOTLINE REQUEST.
ALL SENSOR VALUES WERE
INCONCLUSIVE. THE TECHNICAL
HOTLINE AND ENGINEER IS AWARE OF
THIS
CONCERN. HOWEVER, THERE IS
CURRENTLY NO FIX INFORMATION IN
REGARDS TO
THIS MATTER. PLEASE CONTACT RICK
NOWACZYK FOR ADDITIONAL
ASSISTANCE
WITH THIS MATTER.

12/09/2011 09:57AM ROBERT STAWIECKI
(FSE) MSS - FCSD - REG - BOSTON;
ON SITE VISIT. P0430 IN MEMORY. NO
DRIVEABILITY SYMPTOMS AT THIS
TIME.
POWER BALANCE IS GOOD. KOER IS A
PASS. O2 SENSORS ARE NORMAL.
CUSTOMER
STATES IT WILL BE OK FOR A MONTH AT

A TIME BUT THEN SKIP AND LOOSE POWER. UNABLE TO DUPLICATE AT THIS TIME.ETC ACT VS DESIRED IS LESS THAN 3 DEGREES.APP READINGS ARE NORMAL.DEALER PERSONEL STATE THAT
CUSTOMER IS THREATENING BUYBACK.

FSE Comments

Initial Contact Date

Person Contacted

Dealership visit planned?

Visit date, if planned

Did Visit Occur?

Concern Summary for Technical Assistance Contact Report

Inspection Comments for Technical Assistance Contact Report

Primary Root cause for Technical Assistance Contact Report

Other Root Causes

Please explain if "Other" is root cause

Recommendation for Technical Assistance Contact Report

Missing tools/equipment(if identified)

Missing tools/equipment ordered during visit?

Total hours spent on request 0.0

Created by RSTAWIEC

Created date 12/07/2011 11:11:40 AM EST

Last Revised by RTODISCO

Last revised date 12/09/2011 10:09:45 AM EST

This e-mail notification has been generated by: RTODISCO

Thank you..

From: Bonell, Paul (P.S.)
Sent: Wednesday, January 04, 2012 9:24 AM
To: Osepchook, William (W.R.); Stawiecki, Bob (R.)
Cc: Cockerill, Al (C.A.); Donahue, Francis (Fran.); Mazuchowski, James (J.A.); Harmon, Derek (D.M.); Graham, David (D.L.)
Subject: RE: 2011 F-150 EcoBoost 1FTFX1ET5BFB27678 Misfire

Gap has been set to 0.8mm. Please do not attempt to change gap.

Thank you,

Paul Bonell

Ford Motor Company
Ignition Systems Engineer
Component C
Large Gas & Diesel Engine Engrg.
Phone - 313-805-8866

From: Osepchook, William (W.R.)
Sent: Wednesday, January 04, 2012 9:04 AM
To: Stawiecki, Bob (R.)
Cc: Cockerill, Al (C.A.); Donahue, Francis (Fran.); Bonell, Paul (P.S.); Mazuchowski, James (J.A.); Harmon, Derek (D.M.); Graham, David (D.L.)
Subject: 2011 F-150 EcoBoost 1FTFX1ET5BFB27678 Misfire

Hi Bob,

I will be shipping six spark plugs and a 7T4Z-19A095-A ground strap.

Reference GCQIS report BF3GB001

Per conversation; below are the instructions for recommended repairs on this vehicle:

1. Scan for DTC's and list current drivability issues.
2. Check G105 Ground (Rear of driver side cylinder head) torque per attached instructions. (M-time)
 - A) Can you loosen G105 bolt using only finger pressure?
 - B) Attempt to torque bolt to 10 Nm (7lb/ft). Was the torque set correctly?
3. Install spark plugs. Set gap to 0.8mm +/- 0.05mm (Labor Op 12405AT)
4. Install ground strap per attached instructions. (M-time)

<< File: Ground Strap.ppt >>

Thanks for the help.
Let me know if there are any questions.

William Osepchook

LGDEE

Large Gas & Diesel Engine Engineering

V-Engine Service Engineer

313-805-9191

wosepcho@ford.com

From: Oyafuso, Kevin (K.G.)
Sent: Tuesday, January 17, 2012 12:35 PM
To: Stawiecki, Bob (R.)
Cc: Osepchook, William (W.R.); Nowaczyk, Rick (R.J.); Atkinson, Bill (B.W.); Todisco, Ronald (R.J.)
Subject: RE: 2011 F-150 EcoBoost 1FTFX1ET5BFB27678 Misfire

can you take a look at the fuel trims with IDS datalogger too? wonder if the plug change/ PCV mod is biasing fuel trims. Thanks for getting back with us , we were wondering if the modifications helped.

Regards,
Kevin Oyafuso
Ford Motor Company - North America Engineering
PD / Powertrain Integration Management - C&C Quality
Vehicle Operations General Office (VOGO)
17000 Oakwood, Allen Park, MI , 48101
6-Sigma Garage, Office 4B
Phone (313) 805-4908 (koyafuso@ford.com)

From: Stawiecki, Bob (R.)
Sent: Tuesday, January 17, 2012 11:15 AM
To: Oyafuso, Kevin (K.G.)
Cc: Osepchook, William (W.R.); Nowaczyk, Rick (R.J.); Atkinson, Bill (B.W.); Todisco, Ronald (R.J.)
Subject: RE: 2011 F-150 EcoBoost 1FTFX1ET5BFB27678 Misfire

Gentlemen , dealer advises that customer called and stated he drove through two days of rainy weather with no concern.

However , since the repair he notices a strong gas odor on cold start up. It's been my experience this is usually caused by loose spark plugs or improper sealing of the plugs. Truck is being returned to dealer for inspection.

FYI , I watched the tech torque down the plugs so I'm a little baffled by the complaint. I don't remember if these plugs had sealing washers or not.

I have updated the CQIS report.

From: Oyafuso, Kevin (K.G.)
Sent: Friday, January 06, 2012 10:18 AM
To: Stawiecki, Bob (R.)
Cc: Osepchook, William (W.R.)
Subject: RE: 2011 F-150 EcoBoost 1FTFX1ET5BFB27678 Misfire

Bob,
Can you tell where the oil is leaking from in the driver side turbo? Engine guys want to examine this part - We'd like to HOT process this part back for analysis.

Also, please send pictures of the AIS,CAC and inner driver side fender well area for excessive water exposure.

From: Stawiecki, Bob (R.)

Sent: Thursday, January 05, 2012 2:34 PM
To: Osepchook, William (W.R.)
Cc: Oyafuso, Kevin (K.G.); Bonell, Paul (P.S.)
Subject: RE: 2011 F-150 EcoBoost 1FTFX1ET5BFB27678 Misfire

Just got the plugs and strap. Will supervise installation Friday am.

From: Osepchook, William (W.R.)
Sent: Wednesday, January 04, 2012 9:04 AM
To: Stawiecki, Bob (R.)
Cc: Cockerill, Al (C.A.); Donahue, Francis (Fran.); Bonell, Paul (P.S.); Mazuchowski, James (J.A.); Harmon, Derek (D.M.); Graham, David (D.L.)
Subject: 2011 F-150 EcoBoost 1FTFX1ET5BFB27678 Misfire

Hi Bob,

I will be shipping six spark plugs and a 7T4Z-19A095-A ground strap.

Reference GCQIS report BF3GB001

Per conversation; below are the instructions for recommended repairs on this vehicle:

1. Scan for DTC's and list current drivability issues.
2. Check G105 Ground (Rear of driver side cylinder head) torque per attached instructions. (M-time)
 - A) Can you loosen G105 bolt using only finger pressure?
 - B) Attempt to torque bolt to 10 Nm (7lb/ft). Was the torque set correctly?
3. Install spark plugs. Set gap to 0.8mm +/- 0.05mm (Labor Op 12405AT)
4. Install ground strap per attached instructions. (M-time)

<< File: Ground Strap.ppt >>

Thanks for the help.
Let me know if there are any questions.

William Osepchook

LGDEE

Large Gas & Diesel Engine Engineering
V-Engine Service Engineer
313-805-9191
wosepcho@ford.com

From: Gorgol, Kevin (K.)
Sent: Monday, June 13, 2011 1:43 PM
To: Osepchook, William (W.R.)
Cc: Reno, George (G.L.); Cockerill, Al (C.A.)
Subject: RE: 2011 MY 3.5L GTDI P415 Daily AWS Claims / GCQIS Reports (6/10/11 - 6/13/11)

We have an ISM out right now. An SSM would stop Hotline Contacts, however we have no real root cause of the misfires/P0430

Kevin Gorgol
PCE F-150
KGorgol@Ford.com
313-390-0987

From: Osepchook, William (W.R.)
Sent: Monday, June 13, 2011 1:42 PM
To: Gorgol, Kevin (K.)
Cc: Reno, George (G.L.); Cockerill, Al (C.A.)
Subject: FW: 2011 MY 3.5L GTDI P415 Daily AWS Claims / GCQIS Reports (6/10/11 - 6/13/11)

Hi Kevin,
Where we going to do a ISM for the miss fire/ground issue.....a lot of calls are going to the hotline....

From: Steslicki, Michael (M.E.)
Sent: Monday, June 13, 2011 12:31 PM
To: Ahmed, Masood (M.); Bailey, Owen (O.R.); Bertcher, Terese (T.A.); Boerema, Richard (S.); Boerger, Jim (J.G.); Boughan, Alex (A.B.); Brzozowski, Laura (L.G.); Capoccia, David (D.C.); Cervenak, Neil (N.J.); Church, Susan (S.P.); Cockerill, Al (C.A.); Conley, Joseph (J.C.); Crowe, Jonathan (J.D.); Crudo, Frank (F.J.); Dame, Andrew (A.C.); Deeb, Joe (J.S.); Dixon, Mark (M.R.); Donahue, Francis (Fran.); Early, Curt (C.G.); Erpenbeck, Jacob (J.T.); Fodera, Jas (J.J.); Galas, Dean (C.K.); Galligan, John (J.T.); Gorgol, Kevin (K.); Hamilton, Steven (S.C.); Heck, Kevin (K.C.); Hertrich, Patrick (P.J.); Holland, Del (D.); Holmes, Douglas (D.A.); Horbal, Colin (C.P.); Hughes, Scott (S.R.); Ibach, Roger (R.); Ickes, Bill (B.K.); Kadrovich, Kathy (K.); Kiselis, Michael (M.S.); Klomp, Karl (K.R.); Kramer, Michael (M.T.); LaMontagne, Harvey (H.R.); Langley, Scott (C.S.); Lee, Syun (S.K.); Liu, Alex (A.B.); Matera, Steve (S.L.); Mazuchowski, James (J.A.); Mazur, Jason (J.K.); McDonagh, Scot (S.M.); Merrell, Robert (R.J.); Miller, Brian (B.J.); Mohan, Robert (R.); Moore, Andrew (R.); Morrow, Bill (N.W.); Nevels, Laurence (L.); Nickerson, Kurt (K.H.); Osepchook, William (W.R.); Oyafuso, Kevin (K.G.); Parkinson, Tim (T.M.); Parnell, Bill (W.); Pline, Roger (A.); Reno, George (G.L.); Roberts, Ryan (R.S.); Ronzi, Bill (W.C.); Ruppert, Dave (D.R.); Saad, Thomas (T.J.); Schaffer, Scott (S.A.); Shapardanis, Michael (M.S.); Shibley, William (W.E.); Siddall, Stephen (S.); Sims, Ivan (I.D.); Skurko, Jennifer (J.J.); Smith, Craig (C.A.); Sparks, Douglas (D.S.); Stanley, Daniel (D.J.); Steslicki, Michael (M.E.); Sun, Bao (B.); Treusch, Christopher (C.J.); Tyler, Jim (J.S.); Wei, Jeanne (J.); Wilk, Marion (M.); Williamson, David (D.E.); Wise, David (D.L.); Wodzisz, Ken (K.R.); Zimlich, Mary (M.)

Subject: 2011 MY 3.5L GTDI P415 Daily AWS Claims / GCQIS Reports (6/10/11 - 6/13/11)

There were 55 new AWS claims and 14 new GCQIS reports from the last two days.

The new claims/reports from today are highlighted in yellow in the file below.

<< File: 2011 MY 3.5L GTDI P415 Field Issues Tracking.xls >>
Please note, this file is kept at the following sharepoint site.

<https://team.sp.ford.com/sites/ptquality/EWRT%20mainpg/P415/default.aspx>

<< Message: Report Summary for the CQIS Report#BFJBV007 >> << Message: Report Summary for the CQIS Report#BFIDE004 >> << Message: Report Summary for the CQIS Report#BFHB4599 >> << Message: Report Summary for the CQIS Report#BFIBA005 >> << Message: Report Summary for the CQIS Report#BFICX018 >> << Message:

Report Summary for the CQIS Report#BFJBR002 >> << Message: Report Summary for the CQIS Report#BFIBA009 >> << Message: Report Summary for the CQIS Report#BFJA1001 >> << Message: Report Summary for the CQIS Report#BFICX006 >> << Message: Report Summary for the CQIS Report#BFIBZ011 >> << Message: Report Summary for the CQIS Report#BFIAF003 >> << Message: Report Summary for the CQIS Report#BFIAF002 >> << Message: Report Summary for the CQIS Report#BFIBZ008 >> << Message: Report Summary for the CQIS Report#BFICA006 >>

Reminder: Coordinate with the P415 EWRT and FCSD before contacting dealership personnel regarding any AWS or CQIS claim. All direction given to a dealer must be documented in GCQIS per the TREAD act. If you do not have GCQIS access, please send a note to Kevin Gorgol, Glenn Humphries, or myself and we will update GCQIS for you.

Mike Steslicki
Quality Analyst
Ford Motor Company
Large Gas & Diesel Engine Engineering
(313) 805-9888

From: Miller, Brian (B.J.)
Sent: Monday, August 29, 2011 9:16 AM
To: Steslicki, Michael (M.E.); Ahmed, Masood (M.); Bailey, Owen (O.R.); Boerger, Jim (J.G.); Boughan, Alex (A.B.); Cervenán, Neil (N.J.); Cockerill, Al (C.A.); Crudo, Frank (F.J.); Dame, Andrew (A.C.); Dixon, Mark (M.R.); Dodds, Jordan (J.); Donahue, Francis (Fran.); Early, Curt (C.G.); Fodera, Jas (J.J.); Galas, Dean (C.K.); Gorgol, Kevin (K.); Hamilton, Steven (S.C.); Heck, Kevin (K.C.); Holland, Del (D.); Holmes, Douglas (D.A.); Huck, David (D.E.); Klomp, Karl (K.R.); Langley, Scott (C.S.); Mazuchowski, James (J.A.); McDonagh, Scot (S.M.); Merrell, Robert (R.J.); Moore, Andrew (R.); Morrow, Bill (N.W.); Nevels, Laurence (L.); Osepchook, William (W.R.); Oyafuso, Kevin (K.G.); Parnell, Bill (W.); Reno, George (G.L.); Ronzi, Bill (W.C.); Ruppert, Dave (D.R.); Saad, Thomas (T.J.); Siddall, Stephen (S.); Sims, Ivan (I.D.); Skurko, Jennifer (J.J.); Smith, Craig (C.A.); Sparks, Douglas (D.S.); Stanley, Daniel (D.J.); Treusch, Christopher (C.J.); Wodzisz, Ken (K.R.); Zimlich, Mary (M.); Early, Curt (C.G.)
Subject: RE: 2011 MY 3.5L GTDI P415 Misfire Daily AWS Claims (8/29/11)

Mike -
Reminder to the Misfire Team.....
Curt Early and Kevin Oyafuso have been diagnosing a 3.5L #3 Misfire Unit here at KCAP.
This Unit also had a "T-Body Stuck Open" Code when it came back to the Plant after a 22mi GFCPA drive.

Curt -
What is status of this Vehicle?

Brian Miller
KCAP F150 PVT
Powertrain Resident Engineer
Office: (816)459 1987
Cell: (816)200 3868

From: Steslicki, Michael (M.E.)
Sent: Monday, August 29, 2011 8:04 AM
To: Ahmed, Masood (M.); Bailey, Owen (O.R.); Boerger, Jim (J.G.); Boughan, Alex (A.B.); Cervenán, Neil (N.J.); Cockerill, Al (C.A.); Crudo, Frank (F.J.); Dame, Andrew (A.C.); Dixon, Mark (M.R.); Dodds, Jordan (J.); Donahue, Francis (Fran.); Early, Curt (C.G.); Fodera, Jas (J.J.); Galas, Dean (C.K.); Gorgol, Kevin (K.); Hamilton, Steven (S.C.); Heck, Kevin (K.C.); Holland, Del (D.); Holmes, Douglas (D.A.); Huck, David (D.E.); Klomp, Karl (K.R.); Langley, Scott (C.S.); Mazuchowski, James (J.A.); McDonagh, Scot (S.M.); Merrell, Robert (R.J.); Miller, Brian (B.J.); Moore, Andrew (R.); Morrow, Bill (N.W.); Nevels, Laurence (L.); Osepchook, William (W.R.); Oyafuso, Kevin (K.G.); Parnell, Bill (W.); Reno, George (G.L.); Ronzi, Bill (W.C.); Ruppert, Dave (D.R.); Saad, Thomas (T.J.); Siddall, Stephen (S.); Sims, Ivan (I.D.); Skurko, Jennifer (J.J.); Smith, Craig (C.A.); Sparks, Douglas (D.S.); Stanley, Daniel (D.J.); Treusch, Christopher (C.J.); Wodzisz, Ken (K.R.); Zimlich, Mary (M.)
Subject: 2011 MY 3.5L GTDI P415 Misfire Daily AWS Claims (8/29/11)

Eight new claims today
(3) COP
(3) Diag - Misfire
(1) Spark Plug
(1) Catalytic Converter

<< File: 2011 MY 3.5L GTDI P415 Misfire Claims.xls >>
Mike Steslicki
Quality Analyst

Ford Motor Company
Large Gas & Diesel Engine Engineering
(313) 805-9888

From: Tyler, Jim (J.S.)
Sent: Wednesday, April 24, 2013 9:43 AM
To: Kramer, Michael (M.T.); Andersen, Erik (E.); Sowards, John (J.)
Cc: Widmann, Carl (C.A.); Weber, Erik (E.M.)
Subject: RE: 2011 P415 w/ 7 tube blocker

I spoke to Erik Weber. Based on the early 2012 dates of this CAC, we are confident the part he has in the vehicle is 14 cell with louvers (original 2011.5/2012 internals). Erik confirmed no tube blocker is present on either side of the core. Erik is ready to test Thursday morning.

Jim Tyler
T1/P552 Cooling
313-805-2565 Bld-2 23P25

From: Kramer, Michael (M.T.)
Sent: Wednesday, April 24, 2013 9:36 AM
To: Andersen, Erik (E.); Sowards, John (J.)
Cc: Widmann, Carl (C.A.); Weber, Erik (E.M.); Tyler, Jim (J.S.)
Subject: RE: 2011 P415 w/ 7 tube blocker

The PCA (internal CAC changes) went into production slightly after 2013 J1. CAC referenced below should have the desired (original) internals.

To be sure, John can you look into the CAC outlet port and see if there is a 27 mm blocker plate on the end of the tubes. If not, that should confirm correct level CAC is installed.

Mike Kramer
RWD PT Cooling Supv.
Six Sigma Black Belt
Cell Phone: (313) 805 0190
Text Page: mkramer1
[Page from outside Ford](mailto:mkramer1@ford.com), External email: mkramer1@ford.com

From: Andersen, Erik (E.)
Sent: Wednesday, April 24, 2013 9:21 AM
To: Weber, Erik (E.M.); Kramer, Michael (M.T.); Tyler, Jim (J.S.)
Cc: Widmann, Carl (C.A.)
Subject: RE: 2011 P415 w/ 7 tube blocker

Do you mean original 2011/ 12 CAC? We need to make sure the internals are right.

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Weber, Erik (E.M.)
Sent: Wednesday, April 24, 2013 9:20 AM
To: Andersen, Erik (E.); Kramer, Michael (M.T.); Tyler, Jim (J.S.)
Cc: Widmann, Carl (C.A.)
Subject: RE: 2011 P415 w/ 7 tube blocker

I installed the original 2013 CAC into TASE's workhorse P415, 566w329. In doing so, I discovered that the compressor bypass valve assembly we have on that truck still has a sterolith prototype housing. Functionally it should be okay though. The vehicle is all ready to go for Thursday's test slot.

Erik M. Weber

Ford Motor Company
TASE - FNA VE
P552 Thermal & Cooling
313.805.4349

<< OLE Object: Picture (Device Independent Bitmap) >>

From: Andersen, Erik (E.)
Sent: Tuesday, April 23, 2013 3:16 PM
To: Weber, Erik (E.M.); Kramer, Michael (M.T.); Tyler, Jim (J.S.)
Cc: Widmann, Carl (C.A.)
Subject: RE: 2011 P415 w/ 7 tube blocker

Thanks Erik!

I will set some time for us to get together tomorrow to talk about a test plan. I think it will involve variants of the external block with and without the latest grill insert proposal.

We can provide different external blocker configurations.

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Weber, Erik (E.M.)
Sent: Tuesday, April 23, 2013 1:46 PM
To: Kramer, Michael (M.T.); Tyler, Jim (J.S.)
Cc: Widmann, Carl (C.A.); Andersen, Erik (E.)
Subject: RE: 2011 P415 w/ 7 tube blocker

Looks like I will be able to swap the CACs myself over at the wind tunnel. We're on the schedule for Thursday morning.

Jim, do you still need to examine the CAC before I install it? I will be bringing it over to the WT around 2:15 this afternoon. You're welcome to join me in the "busted knuckles garage" while I wrench on this thing...

Erik M. Weber

Ford Motor Company
TASE - FNA VE
P552 Thermal & Cooling
313.805.4349

<< OLE Object: Picture (Device Independent Bitmap) >>

From: Kramer, Michael (M.T.)
Sent: Tuesday, April 23, 2013 9:28 AM
To: Tyler, Jim (J.S.)
Cc: Widmann, Carl (C.A.); Andersen, Erik (E.); Weber, Erik (E.M.)
Subject: RE: 2011 P415 w/ 7 tube blocker

Jim, please take a look at this CAC. High priority and visibility on testing an original J1 CAC with an external lower tube blocker.

If any doubt not the right part then need to get the right one. Do you have any original level (J1) CACs on hand?

Mike Kramer
RWD PT Cooling Supv.
Six Sigma Black Belt
Cell Phone: (313) 805 0190
Text Page: mkramer1
[Page from outside Ford](#), External email: mkramer1@ford.com

From: Andersen, Erik (E.)
Sent: Tuesday, April 23, 2013 8:26 AM
To: Weber, Erik (E.M.); Kramer, Michael (M.T.)
Cc: Widmann, Carl (C.A.)
Subject: RE: 2011 P415 w/ 7 tube blocker

Mike,

Can you please have someone confirm it is the correct level CAC? We need to ensure we have the right config.

It should be the 14 cell, internal louvered CAC.

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Weber, Erik (E.M.)
Sent: Tuesday, April 23, 2013 7:36 AM
To: Andersen, Erik (E.); Kramer, Michael (M.T.)
Cc: Widmann, Carl (C.A.)
Subject: RE: 2011 P415 w/ 7 tube blocker

I located a non-PCA 2013 CAC in the VEMC parts crib yesterday. I need to extract it from the pellet it's on and get it over to the wind tunnel. I believe the CAC can be swapped out on site; there aren't that many connections.

Erik M. Weber
Ford Motor Company
TASE - FNA VE
P552 Thermal & Cooling
313.805.4349

<< OLE Object: Picture (Device Independent Bitmap) >>

From: Andersen, Erik (E.)
Sent: Monday, April 22, 2013 4:44 PM
To: Weber, Erik (E.M.); Kramer, Michael (M.T.)
Subject: RE: 2011 P415 w/ 7 tube blocker
Importance: High

Erik,

We just met with Julie and need to get priority to test this ASAP. I've got a call into Carl for whatever help is needed to get this run. Essentially what I'd be looking for is how much lower blocker you can tolerate from an MCT perspective on the original CAC. Whatever configuration you come up with, I'd go test for condensate. At the same time, we could give the configuration to Valeo to assess various proposals to deliver equivalent performance.

Can you please get the request out for tunnel time? Honestly, Julie is looking for a test to be completed this week.

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Weber, Erik (E.M.)
Sent: Wednesday, April 17, 2013 10:41 AM
To: Andersen, Erik (E.); Kramer, Michael (M.T.)
Subject: RE: 2011 P415 w/ 7 tube blocker

Not exactly sure. The schedule is booked solid for a few weeks, but cancellations always happen. Plus, we might be able to pull rank and bump a less critical test.

Erik M. Weber
Ford Motor Company
TASE - FNA VE
P552 Thermal & Cooling
313.805.4349

<< OLE Object: Picture (Device Independent Bitmap) >>

From: Andersen, Erik (E.)
Sent: Wednesday, April 17, 2013 10:12 AM
To: Kramer, Michael (M.T.); Weber, Erik (E.M.)
Subject: RE: 2011 P415 w/ 7 tube blocker

When do you think it could be run?

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Kramer, Michael (M.T.)
Sent: Wednesday, April 17, 2013 8:51 AM
To: Weber, Erik (E.M.)

Cc: Andersen, Erik (E.)
Subject: RE: 2011 P415 w/ 7 tube blocker

Great. This could be a potential high value service fix and is getting some attention

Mike Kramer
RWD PT Cooling Supv.
Six Sigma Black Belt
Cell Phone: (313) 805 0190
Text Page: mkramer1
[Page from outside Ford](#), External email: mkramer1@ford.com

From: Weber, Erik (E.M.)
Sent: Wednesday, April 17, 2013 8:48 AM
To: Kramer, Michael (M.T.)
Cc: Andersen, Erik (E.)
Subject: RE: 2011 P415 w/ 7 tube blocker

I think I still have the original non-PCA 2013 CAC, fully instrumented. Let me check my storage crib and see if it's readily available...

Erik M. Weber
Ford Motor Company
TASE - FNA VE
P552 Thermal & Cooling
313.805.4349

<< OLE Object: Picture (Device Independent Bitmap) >>

From: Kramer, Michael (M.T.)
Sent: Wednesday, April 17, 2013 8:04 AM
To: Weber, Erik (E.M.)
Cc: Andersen, Erik (E.); Kramer, Michael (M.T.)
Subject: FW: 2011 P415 w/ 7 tube blocker

Erik, can you squeeze this in near term? It is an interesting idea.

Mike Kramer
RWD PT Cooling Supv.
Six Sigma Black Belt
Cell Phone: (313) 805 0190
Text Page: mkramer1
[Page from outside Ford](#), External email: mkramer1@ford.com

From: Andersen, Erik (E.)

Sent: Tuesday, April 16, 2013 7:26 PM
To: Widmann, Carl (C.A.)
Cc: Kramer, Michael (M.T.)
Subject: 2011 P415 w/ 7 tube blocker

Carl,

Would it be possible to run a P415 with the original 2011MY CAC and 7-tube external blocker to understand the impact to MCT? It has the higher fin density, internal louvers, and no internal blocker. It should perform much better than the PCA CAC and blocker from an MCT perspective. We need to understand if it is a feasible, better solution versus the CAC replacements we are doing today.

We have a vehicle you could use, but it would need to be instrumented for your needs.

Please let me know. We are meeting with Robert Brown tomorrow and will be going through next steps with him.

Thanks,

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Smith, Craig (C.A.)
Sent: Wednesday, February 27, 2013 1:33 PM
To: Glugla, Chris (C.P.)
Cc: Baskins, Robert (R.S.); Weber, Chris (C.R.); Gernant, Tim (T.R.)
Subject: RE: 2011-13 F150 5E212

I vote for putting it on the back burner for now.

Thanks,

Craig Smith
Supervisor - Engine Calibration
3.5L TIVCT GTDI & 3.5L IVCT GTDI Powerpacks
Phone: (313) 805-6345
TEE Bldg cube 1AD08

From: Glugla, Chris (C.P.)
Sent: Wednesday, February 27, 2013 12:53 PM
To: Smith, Craig (C.A.)
Cc: Baskins, Robert (R.S.); Weber, Chris (C.R.)
Subject: FW: 2011-13 F150 5E212

Craig,

This morning at the spark SSFT e-tracker [11622993](#) was discussed (this e-tracker is about shortening the 30 second rule to exit misfire FMM)

Given the warranty plot below, the SSFT questioned the need to implement the change: (Carb negotiations, strategy design, calibration, DV...) given the much lower rate of catalyst failure occurrence.

Do we want to continue to work toward shortening the time required in misfire FMM? Or should we put it on the back burner for now, and resurrect only as needed?

Please advise

Thanks,

Chris Glugla
Technical Expert Advanced Controls Implementation
Powertrain Controls Research and Development
Research and Innovation Center
2101 Village Road
Dearborn, MI. 48121
Cube 1625.g
Phone: (313) 322-4692
Ford Cell: (313) 269-4471
Fax: (313)-2487857
MD: 2036
email: cglugla@ford.com

From: Yamada, Shuya Shark (S.Y.)
Sent: Friday, February 15, 2013 2:12 PM
To: Glugla, Chris (C.P.); Norman, Kristofor (K.R.)
Subject: FW: 2011-13 F150 5E212

Good news from Pat on CAT warrantee from P415 with cal and CAC changes.
We seems to have hit the rock bottom.

Shark

From: McNamara, Patrick (P.S.)
Sent: Friday, February 15, 2013 2:09 PM
To: Yamada, Shuya Shark (S.Y.)
Subject: FW: 2011-13 F150 5E212

FYI

Thank You, Patrick McNamara

Powertrain Exhaust Engineering Supervisor
Certified Six Sigma Black Belt
Desk: 313 84 58798, Cell: 313 516 6721
BLDG2 23H02, pmcnamar @ ford.com

From: Baker, Ron (R.)
Sent: Friday, February 15, 2013 1:54 PM
To: McNamara, Patrick (P.S.)
Cc: Singh, Sunny (T.K.)
Subject: FW: 2011-13 F150 5E212

Good News attached. This was discussed in this week's Stanley Warranty Mtg.

Ron Baker

Exhaust Systems D&R Engineer
Special Projects
Bldg 2 (23B05)
Email: rbake197@ford.com
Desk Phone: 313-206-7637

From: Hartwig, Tom (I.T.)
Sent: Thursday, February 14, 2013 9:09 PM
To: Stanley, Daniel (D.J.); Fodera, Jas (J.J.); Baker, Ron (R.); Ronzi, Bill (W.C.)
Subject: 2011-13 F150 5E212

<< File: 2011-13MY F150 GTDI 5E212 Weekly Warranty Data 2013FEB12.ppt >>

Here is the latest special study chart for the F150 GTDI catalyst claims. I plan to have the regular 2013MY PPT deck ready tomorrow. What I'm seeing, in a nutshell:

- Still no claims for build dates after Dec 8

- We did get the 2nd claim on an early Dec. 2012 build, but it looks like CAC internal changes moved the needle considerably after 9/20/12.
- A lot of activity on Feb-July 2012 builds.

From: Ng, Paul (P.K.)
Sent: Tuesday, November 27, 2012 5:52 PM
To: Dixon, Mark (M.R.); Kramer, Michael (M.T.)
Subject: RE: 2011-2012MY FLD GTDi Volumes



11-13MY FLD
GTDi Vol.xlsx

From: Dixon, Mark (M.R.)
Sent: Tuesday, November 27, 2012 4:54 PM
To: Kramer, Michael (M.T.)
Cc: Ng, Paul (P.K.)
Subject: RE: 2011-2012MY FLD GTDi Volumes

Paul, I notice in the AWS criteria that you only have 2011 and 2012 MY shown. Are we missing some 2013 units built before 9/18?

From: Kramer, Michael (M.T.)
Sent: Tuesday, November 27, 2012 4:44 PM
To: Dixon, Mark (M.R.)
Cc: Ng, Paul (P.K.)
Subject: RE: 2011-2012MY FLD GTDi Volumes

Thx. What about the few 2013 MY vehicles that were built before the PCA CAC?

Mike Kramer
RWD PT Cooling Supv.
Six Sigma Black Belt
Cell Phone: (313) 805-0190
Text Page: mkramer1
Page from outside Ford, External email: mkramer1@ford.com

From: Dixon, Mark (M.R.)
Sent: Tuesday, November 27, 2012 4:01 PM
To: Kramer, Michael (M.T.)
Cc: Ng, Paul (P.K.)
Subject: FW: 2011-2012MY FLD GTDi Volumes

GTDI volumes since Job #1 to new CAC.

From: Ng, Paul (P.K.)
Sent: Tuesday, November 27, 2012 3:57 PM
To: Dixon, Mark (M.R.)
Subject: 2011-2012MY FLD GTDi Volumes

<< File: 11-12MY FLD GTDi Vol.xlsx >>

Paul Ng

Paul K. Ng
Ford Motor Company
Powertrain Engineering
313-805-5766
png@ford.com

	A	B	C	D	E	F	G
1	GTDi Light Truck 2011MY Job 1 to 9/18/2012 built veh.						
2							
3			F150	Mark LT	Total		
4	2011MY	Sold	137,675	3	137,678		
5		Dealer Lot	320	0	320		
6		Total	137,995	3	137,998		
7							
8	2012MY	Sold	153,460		153,460		
9		Dealer Lot	16,630		16,630		
10		Total	170,090		170,090		
11							
12	2013MY	Sold	3,998		3,998		
13		Dealer Lot	8,854		8,854		
14		Total	12,852		12,852		
15							
16							
17		'11-'13	Sold	295,133	3	295,136	
18		MY	Dealer Lot	25,804	0	25,804	
19		Total	Total	320,937	3	320,940	
20							
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1	Report Information for Result ID 22075225:		MY	Veh Line	Sold	Vol
2	Status=Finished		2011	F150	08/16/10	2
3	Request Name=zzzz vol		2011	F150	08/17/10	1
4	Description=		2011	F150	08/23/10	4
5	Run Date And Time=27 Nov 2012 15.31		2011	F150	08/24/10	14
6	Completion Date And Time=27 Nov 2012 15.34		2011	F150	08/26/10	2
7	Job Size=38.74		2011	F150	08/27/10	11
8	Execution Time=2		2011	F150	08/30/10	2
9	Precalc Processing=		2011	F150	09/01/10	1
10	Cut Off Date=31 Oct 2012		2011	F150	09/02/10	8
11	Load Date=26 Nov 2012		2011	F150	09/03/10	3
12	Currency Exchange=v10		2011	F150	09/07/10	1
13	Generated By=PNG		2011	F150	09/08/10	2
14			2011	F150	09/09/10	17
15			2011	F150	09/11/10	7
16	Data Selection Criteria:		2011	F150	09/15/10	3
17	Model Year=2013, 2012, 2011		2011	F150	09/21/10	1
18	Cost Category = All Veh Coverages/Contractual[1,%]		2011	F150	09/27/10	1
19	Region Built = NORTH AMERICA[NA]		2011	F150	10/15/10	1
20	Veh Line AWS = F-150[F6], Mark LT[LP]		2011	F150	11/04/10	27
21	Engine = 3.5L V6 DOHC TIVCT[T:KW]		2011	F150	11/11/10	33
22	Production Date <= 18-SEP-2012		2011	F150	11/12/10	1
23			2011	F150	11/15/10	4
24			2011	F150	11/23/10	2
25	Report Selection Criteria:		2011	F150	12/03/10	3
26	Report Name=Database Summary		2011	F150	12/06/10	2
27	Model Year=2013, 2012, 2011		2011	F150	12/13/10	2
28	Destination=DB		2011	F150	12/14/10	3
29	Csv Name=DBSU_225		2011	F150	12/17/10	3
30	Logic=None		2011	F150	12/20/10	7
31	Order By=Vehicle Line AWS, Warranty Start Date (Orig)		2011	F150	12/21/10	3
32	Options=YTD (Vehicles)		2011	F150	12/23/10	6
33	Cost Type=Net Cost		2011	F150	01/11/11	2
34	Minimum Divisor=1		2011	F150	01/12/11	3
35	Use Group=No		2011	F150	01/14/11	1
36	Requested Currency=USD		2011	F150	01/17/11	1
37	Requested Distance=Miles		2011	F150	01/18/11	5
38	Reported Currency=USD		2011	F150	01/21/11	7
39	Reported Distance=Miles		2011	F150	01/23/11	1
40	Descriptions=Yes		2011	F150	01/25/11	2
41			2011	F150	01/26/11	9
42			2011	F150	01/27/11	28
43			2011	F150	01/28/11	5
44			2011	F150	01/29/11	3
45			2011	F150	01/30/11	1
46			2011	F150	01/31/11	51
47			2011	F150	02/01/11	6
48			2011	F150	02/02/11	4
49			2011	F150	02/03/11	19

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50			2011	F150	02/04/11	17
51			2011	F150	02/05/11	18
52			2011	F150	02/06/11	1
53			2011	F150	02/07/11	31
54			2011	F150	02/08/11	47
55			2011	F150	02/09/11	49
56			2011	F150	02/10/11	89
57			2011	F150	02/11/11	71
58			2011	F150	02/12/11	63
59			2011	F150	02/13/11	8
60			2011	F150	02/14/11	64
61			2011	F150	02/15/11	72
62			2011	F150	02/16/11	91
63			2011	F150	02/17/11	108
64			2011	F150	02/18/11	190
65			2011	F150	02/19/11	115
66			2011	F150	02/20/11	15
67			2011	F150	02/21/11	111
68			2011	F150	02/22/11	92
69			2011	F150	02/23/11	98
70			2011	F150	02/24/11	123
71			2011	F150	02/25/11	154
72			2011	F150	02/26/11	141
73			2011	F150	02/27/11	19
74			2011	F150	02/28/11	406
75			2011	F150	03/01/11	78
76			2011	F150	03/02/11	158
77			2011	F150	03/03/11	119
78			2011	F150	03/04/11	128
79			2011	F150	03/05/11	139
80			2011	F150	03/06/11	14
81			2011	F150	03/07/11	150
82			2011	F150	03/08/11	134
83			2011	F150	03/09/11	167
84			2011	F150	03/10/11	185
85			2011	F150	03/11/11	236
86			2011	F150	03/12/11	213
87			2011	F150	03/13/11	23
88			2011	F150	03/14/11	194
89			2011	F150	03/15/11	202
90			2011	F150	03/16/11	189
91			2011	F150	03/17/11	294
92			2011	F150	03/18/11	356
93			2011	F150	03/19/11	270
94			2011	F150	03/20/11	31
95			2011	F150	03/21/11	305
96			2011	F150	03/22/11	274
97			2011	F150	03/23/11	340
98			2011	F150	03/24/11	350
99			2011	F150	03/25/11	467

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100			2011	F150	03/26/11	388
101			2011	F150	03/27/11	34
102			2011	F150	03/28/11	384
103			2011	F150	03/29/11	443
104			2011	F150	03/30/11	547
105			2011	F150	03/31/11	1,317
106			2011	F150	04/01/11	259
107			2011	F150	04/02/11	331
108			2011	F150	04/03/11	44
109			2011	F150	04/04/11	996
110			2011	F150	04/05/11	124
111			2011	F150	04/06/11	235
112			2011	F150	04/07/11	228
113			2011	F150	04/08/11	390
114			2011	F150	04/09/11	238
115			2011	F150	04/10/11	35
116			2011	F150	04/11/11	298
117			2011	F150	04/12/11	282
118			2011	F150	04/13/11	333
119			2011	F150	04/14/11	347
120			2011	F150	04/15/11	473
121			2011	F150	04/16/11	303
122			2011	F150	04/17/11	38
123			2011	F150	04/18/11	389
124			2011	F150	04/19/11	393
125			2011	F150	04/20/11	523
126			2011	F150	04/21/11	454
127			2011	F150	04/22/11	378
128			2011	F150	04/23/11	325
129			2011	F150	04/24/11	8
130			2011	F150	04/25/11	334
131			2011	F150	04/26/11	393
132			2011	F150	04/27/11	429
133			2011	F150	04/28/11	480
134			2011	F150	04/29/11	671
135			2011	F150	04/30/11	709
136			2011	F150	05/01/11	59
137			2011	F150	05/02/11	580
138			2011	F150	05/03/11	205
139			2011	F150	05/04/11	228
140			2011	F150	05/05/11	289
141			2011	F150	05/06/11	384
142			2011	F150	05/07/11	314
143			2011	F150	05/08/11	33
144			2011	F150	05/09/11	306
145			2011	F150	05/10/11	410
146			2011	F150	05/11/11	303
147			2011	F150	05/12/11	348
148			2011	F150	05/13/11	417
149			2011	F150	05/14/11	390

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150			2011	F150	05/15/11	44
151			2011	F150	05/16/11	381
152			2011	F150	05/17/11	314
153			2011	F150	05/18/11	393
154			2011	F150	05/19/11	443
155			2011	F150	05/20/11	607
156			2011	F150	05/21/11	430
157			2011	F150	05/22/11	43
158			2011	F150	05/23/11	342
159			2011	F150	05/24/11	402
160			2011	F150	05/25/11	457
161			2011	F150	05/26/11	483
162			2011	F150	05/27/11	763
163			2011	F150	05/28/11	597
164			2011	F150	05/29/11	81
165			2011	F150	05/30/11	554
166			2011	F150	05/31/11	1,366
167			2011	F150	06/01/11	198
168			2011	F150	06/02/11	301
169			2011	F150	06/03/11	343
170			2011	F150	06/04/11	379
171			2011	F150	06/05/11	32
172			2011	F150	06/06/11	363
173			2011	F150	06/07/11	375
174			2011	F150	06/08/11	406
175			2011	F150	06/09/11	474
176			2011	F150	06/10/11	576
177			2011	F150	06/11/11	453
178			2011	F150	06/12/11	32
179			2011	F150	06/13/11	418
180			2011	F150	06/14/11	399
181			2011	F150	06/15/11	692
182			2011	F150	06/16/11	456
183			2011	F150	06/17/11	555
184			2011	F150	06/18/11	434
185			2011	F150	06/19/11	44
186			2011	F150	06/20/11	602
187			2011	F150	06/21/11	430
188			2011	F150	06/22/11	442
189			2011	F150	06/23/11	541
190			2011	F150	06/24/11	605
191			2011	F150	06/25/11	575
192			2011	F150	06/26/11	67
193			2011	F150	06/27/11	552
194			2011	F150	06/28/11	558
195			2011	F150	06/29/11	717
196			2011	F150	06/30/11	1,449
197			2011	F150	07/01/11	367
198			2011	F150	07/02/11	431
199			2011	F150	07/03/11	58

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200			2011	F150	07/04/11	226
201			2011	F150	07/05/11	630
202			2011	F150	07/06/11	353
203			2011	F150	07/07/11	376
204			2011	F150	07/08/11	499
205			2011	F150	07/09/11	436
206			2011	F150	07/10/11	47
207			2011	F150	07/11/11	504
208			2011	F150	07/12/11	355
209			2011	F150	07/13/11	398
210			2011	F150	07/14/11	500
211			2011	F150	07/15/11	613
212			2011	F150	07/16/11	440
213			2011	F150	07/17/11	33
214			2011	F150	07/18/11	437
215			2011	F150	07/19/11	653
216			2011	F150	07/20/11	566
217			2011	F150	07/21/11	372
218			2011	F150	07/22/11	525
219			2011	F150	07/23/11	472
220			2011	F150	07/24/11	58
221			2011	F150	07/25/11	441
222			2011	F150	07/26/11	409
223			2011	F150	07/27/11	441
224			2011	F150	07/28/11	489
225			2011	F150	07/29/11	722
226			2011	F150	07/30/11	777
227			2011	F150	07/31/11	166
228			2011	F150	08/01/11	421
229			2011	F150	08/02/11	475
230			2011	F150	08/03/11	318
231			2011	F150	08/04/11	408
232			2011	F150	08/05/11	425
233			2011	F150	08/06/11	426
234			2011	F150	08/07/11	58
235			2011	F150	08/08/11	463
236			2011	F150	08/09/11	384
237			2011	F150	08/10/11	523
238			2011	F150	08/11/11	445
239			2011	F150	08/12/11	555
240			2011	F150	08/13/11	512
241			2011	F150	08/14/11	64
242			2011	F150	08/15/11	552
243			2011	F150	08/16/11	433
244			2011	F150	08/17/11	498
245			2011	F150	08/18/11	539
246			2011	F150	08/19/11	730
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249			2011	F150	08/22/11	499

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255			2011	F150	08/28/11	71
256			2011	F150	08/29/11	632
257			2011	F150	08/30/11	678
258			2011	F150	08/31/11	1,472
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262			2011	F150	09/04/11	85
263			2011	F150	09/05/11	439
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267			2011	F150	09/09/11	686
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270			2011	F150	09/12/11	509
271			2011	F150	09/13/11	491
272			2011	F150	09/14/11	507
273			2011	F150	09/15/11	584
274			2011	F150	09/16/11	794
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276			2011	F150	09/18/11	57
277			2011	F150	09/19/11	609
278			2011	F150	09/20/11	642
279			2011	F150	09/21/11	540
280			2011	F150	09/22/11	650
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284			2011	F150	09/26/11	680
285			2011	F150	09/27/11	626
286			2011	F150	09/28/11	719
287			2011	F150	09/29/11	856
288			2011	F150	09/30/11	2,063
289			2011	F150	10/01/11	387
290			2011	F150	10/02/11	49
291			2011	F150	10/03/11	512
292			2011	F150	10/04/11	337
293			2011	F150	10/05/11	365
294			2011	F150	10/06/11	442
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298			2011	F150	10/10/11	481
299			2011	F150	10/11/11	514

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313			2011	F150	10/25/11	527
314			2011	F150	10/26/11	545
315			2011	F150	10/27/11	577
316			2011	F150	10/28/11	719
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319			2011	F150	10/31/11	1,461
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321			2011	F150	11/02/11	295
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323			2011	F150	11/04/11	427
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327			2011	F150	11/08/11	345
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329			2011	F150	11/10/11	481
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332			2011	F150	11/13/11	45
333			2011	F150	11/14/11	440
334			2011	F150	11/15/11	398
335			2011	F150	11/16/11	436
336			2011	F150	11/17/11	430
337			2011	F150	11/18/11	560
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339			2011	F150	11/20/11	49
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341			2011	F150	11/22/11	403
342			2011	F150	11/23/11	447
343			2011	F150	11/24/11	60
344			2011	F150	11/25/11	633
345			2011	F150	11/26/11	439
346			2011	F150	11/27/11	56
347			2011	F150	11/28/11	439
348			2011	F150	11/29/11	463
349			2011	F150	11/30/11	887

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356			2011	F150	12/07/11	299
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371			2011	F150	12/22/11	372
372			2011	F150	12/23/11	414
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376			2011	F150	12/28/11	393
377			2011	F150	12/29/11	485
378			2011	F150	12/30/11	615
379			2011	F150	12/31/11	785
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382			2011	F150	01/03/12	409
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385			2011	F150	01/06/12	153
386			2011	F150	01/07/12	165
387			2011	F150	01/08/12	20
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389			2011	F150	01/10/12	149
390			2011	F150	01/11/12	95
391			2011	F150	01/12/12	108
392			2011	F150	01/13/12	147
393			2011	F150	01/14/12	184
394			2011	F150	01/15/12	27
395			2011	F150	01/16/12	154
396			2011	F150	01/17/12	98
397			2011	F150	01/18/12	118
398			2011	F150	01/19/12	104
399			2011	F150	01/20/12	152

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404			2011	F150	01/25/12	89
405			2011	F150	01/26/12	122
406			2011	F150	01/27/12	148
407			2011	F150	01/28/12	205
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409			2011	F150	01/30/12	184
410			2011	F150	01/31/12	257
411			2011	F150	02/01/12	52
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414			2011	F150	02/04/12	106
415			2011	F150	02/05/12	16
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417			2011	F150	02/07/12	63
418			2011	F150	02/08/12	68
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421			2011	F150	02/11/12	107
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424			2011	F150	02/14/12	65
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426			2011	F150	02/16/12	67
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428			2011	F150	02/18/12	142
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432			2011	F150	02/22/12	82
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435			2011	F150	02/25/12	110
436			2011	F150	02/26/12	10
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438			2011	F150	02/28/12	251
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441			2011	F150	03/03/12	105
442			2011	F150	03/04/12	7
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444			2011	F150	03/06/12	37
445			2011	F150	03/07/12	48
446			2011	F150	03/08/12	39
447			2011	F150	03/09/12	76
448			2011	F150	03/10/12	59
449			2011	F150	03/11/12	4

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478			2011	F150	04/10/12	28
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499			2011	F150	05/01/12	11

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544			2011	F150	06/16/12	15
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561			2011	F150	07/05/12	9
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573			2011	F150	07/18/12	6
574			2011	F150	07/19/12	4
575			2011	F150	07/20/12	6
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588			2011	F150	08/03/12	4
589			2011	F150	08/04/12	4
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595			2011	F150	08/10/12	4
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598			2011	F150	08/14/12	5
599			2011	F150	08/15/12	3

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603			2011	F150	08/20/12	6
604			2011	F150	08/21/12	1
605			2011	F150	08/22/12	7
606			2011	F150	08/23/12	2
607			2011	F150	08/24/12	4
608			2011	F150	08/25/12	4
609			2011	F150	08/27/12	2
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617			2011	F150	09/04/12	2
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620			2011	F150	09/07/12	3
621			2011	F150	09/08/12	1
622			2011	F150	09/10/12	3
623			2011	F150	09/11/12	3
624			2011	F150	09/12/12	1
625			2011	F150	09/13/12	3
626			2011	F150	09/14/12	6
627			2011	F150	09/15/12	2
628			2011	F150	09/17/12	4
629			2011	F150	09/20/12	3
630			2011	F150	09/21/12	2
631			2011	F150	09/22/12	1
632			2011	F150	09/25/12	3
633			2011	F150	09/26/12	1
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645			2011	F150	10/09/12	1
646			2011	F150	10/11/12	1
647			2011	F150	10/12/12	1
648			2011	F150	10/13/12	1
649			2011	F150	10/15/12	2

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658			2011	F150	10/26/12	5
659			2011	F150	10/27/12	2
660			2011	F150	10/29/12	2
661			2011	F150	10/30/12	2
662			2011	F150	10/31/12	2
663			2011	F150	11/02/12	4
664			2011	F150	11/03/12	4
665			2011	F150	11/05/12	1
666			2011	F150	11/06/12	3
667			2011	F150	11/08/12	2
668			2011	F150	11/13/12	2
669			2011	F150	11/14/12	1
670			2011	F150	11/16/12	2
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673						137,675
674			2011	F150	MISSING	320
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679			2012	F150	08/01/11	1
680			2012	F150	08/03/11	1
681			2012	F150	08/16/11	2
682			2012	F150	08/29/11	5
683			2012	F150	08/31/11	2
684			2012	F150	09/08/11	2
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686			2012	F150	09/21/11	3
687			2012	F150	09/22/11	2
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689			2012	F150	11/03/11	1
690			2012	F150	11/07/11	1
691			2012	F150	11/08/11	3
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693			2012	F150	11/10/11	1
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697			2012	F150	11/17/11	11
698			2012	F150	11/18/11	12
699			2012	F150	11/19/11	3

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702			2012	F150	11/23/11	11
703			2012	F150	11/24/11	2
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705			2012	F150	11/26/11	13
706			2012	F150	11/27/11	1
707			2012	F150	11/28/11	44
708			2012	F150	11/29/11	38
709			2012	F150	11/30/11	153
710			2012	F150	12/01/11	59
711			2012	F150	12/02/11	77
712			2012	F150	12/03/11	48
713			2012	F150	12/04/11	20
714			2012	F150	12/05/11	99
715			2012	F150	12/06/11	151
716			2012	F150	12/07/11	117
717			2012	F150	12/08/11	123
718			2012	F150	12/09/11	188
719			2012	F150	12/10/11	131
720			2012	F150	12/11/11	10
721			2012	F150	12/12/11	152
722			2012	F150	12/13/11	216
723			2012	F150	12/14/11	187
724			2012	F150	12/15/11	303
725			2012	F150	12/16/11	267
726			2012	F150	12/17/11	193
727			2012	F150	12/18/11	17
728			2012	F150	12/19/11	244
729			2012	F150	12/20/11	242
730			2012	F150	12/21/11	355
731			2012	F150	12/22/11	432
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733			2012	F150	12/24/11	70
734			2012	F150	12/26/11	194
735			2012	F150	12/27/11	322
736			2012	F150	12/28/11	416
737			2012	F150	12/29/11	482
738			2012	F150	12/30/11	656
739			2012	F150	12/31/11	741
740			2012	F150	01/01/12	56
741			2012	F150	01/02/12	195
742			2012	F150	01/03/12	330
743			2012	F150	01/04/12	187
744			2012	F150	01/05/12	194
745			2012	F150	01/06/12	309
746			2012	F150	01/07/12	210
747			2012	F150	01/08/12	18
748			2012	F150	01/09/12	283
749			2012	F150	01/10/12	272

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750			2012	F150	01/11/12	246
751			2012	F150	01/12/12	218
752			2012	F150	01/13/12	357
753			2012	F150	01/14/12	293
754			2012	F150	01/15/12	41
755			2012	F150	01/16/12	312
756			2012	F150	01/17/12	251
757			2012	F150	01/18/12	257
758			2012	F150	01/19/12	319
759			2012	F150	01/20/12	375
760			2012	F150	01/21/12	268
761			2012	F150	01/22/12	35
762			2012	F150	01/23/12	314
763			2012	F150	01/24/12	330
764			2012	F150	01/25/12	424
765			2012	F150	01/26/12	386
766			2012	F150	01/27/12	354
767			2012	F150	01/28/12	348
768			2012	F150	01/29/12	41
769			2012	F150	01/30/12	491
770			2012	F150	01/31/12	798
771			2012	F150	02/01/12	274
772			2012	F150	02/02/12	294
773			2012	F150	02/03/12	353
774			2012	F150	02/04/12	350
775			2012	F150	02/05/12	48
776			2012	F150	02/06/12	334
777			2012	F150	02/07/12	388
778			2012	F150	02/08/12	405
779			2012	F150	02/09/12	488
780			2012	F150	02/10/12	551
781			2012	F150	02/11/12	416
782			2012	F150	02/12/12	40
783			2012	F150	02/13/12	405
784			2012	F150	02/14/12	379
785			2012	F150	02/15/12	422
786			2012	F150	02/16/12	502
787			2012	F150	02/17/12	609
788			2012	F150	02/18/12	490
789			2012	F150	02/19/12	69
790			2012	F150	02/20/12	584
791			2012	F150	02/21/12	398
792			2012	F150	02/22/12	457
793			2012	F150	02/23/12	473
794			2012	F150	02/24/12	625
795			2012	F150	02/25/12	499
796			2012	F150	02/26/12	58
797			2012	F150	02/27/12	539
798			2012	F150	02/28/12	1,712
799			2012	F150	03/01/12	321

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800			2012	F150	03/02/12	417
801			2012	F150	03/03/12	428
802			2012	F150	03/04/12	36
803			2012	F150	03/05/12	418
804			2012	F150	03/06/12	415
805			2012	F150	03/07/12	443
806			2012	F150	03/08/12	453
807			2012	F150	03/09/12	603
808			2012	F150	03/10/12	550
809			2012	F150	03/11/12	57
810			2012	F150	03/12/12	482
811			2012	F150	03/13/12	443
812			2012	F150	03/14/12	484
813			2012	F150	03/15/12	572
814			2012	F150	03/16/12	610
815			2012	F150	03/17/12	498
816			2012	F150	03/18/12	52
817			2012	F150	03/19/12	525
818			2012	F150	03/20/12	658
819			2012	F150	03/21/12	486
820			2012	F150	03/22/12	532
821			2012	F150	03/23/12	691
822			2012	F150	03/24/12	565
823			2012	F150	03/25/12	49
824			2012	F150	03/26/12	530
825			2012	F150	03/27/12	523
826			2012	F150	03/28/12	592
827			2012	F150	03/29/12	634
828			2012	F150	03/30/12	923
829			2012	F150	03/31/12	1,045
830			2012	F150	04/01/12	53
831			2012	F150	04/02/12	861
832			2012	F150	04/03/12	282
833			2012	F150	04/04/12	344
834			2012	F150	04/05/12	387
835			2012	F150	04/06/12	426
836			2012	F150	04/07/12	414
837			2012	F150	04/08/12	13
838			2012	F150	04/09/12	418
839			2012	F150	04/10/12	538
840			2012	F150	04/11/12	468
841			2012	F150	04/12/12	540
842			2012	F150	04/13/12	616
843			2012	F150	04/14/12	475
844			2012	F150	04/15/12	118
845			2012	F150	04/16/12	482
846			2012	F150	04/17/12	482
847			2012	F150	04/18/12	510
848			2012	F150	04/19/12	627
849			2012	F150	04/20/12	881

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850			2012	F150	04/21/12	494
851			2012	F150	04/22/12	40
852			2012	F150	04/23/12	527
853			2012	F150	04/24/12	512
854			2012	F150	04/25/12	525
855			2012	F150	04/26/12	542
856			2012	F150	04/27/12	752
857			2012	F150	04/28/12	580
858			2012	F150	04/29/12	65
859			2012	F150	04/30/12	1,338
860			2012	F150	05/01/12	334
861			2012	F150	05/02/12	339
862			2012	F150	05/03/12	422
863			2012	F150	05/04/12	469
864			2012	F150	05/05/12	397
865			2012	F150	05/06/12	53
866			2012	F150	05/07/12	430
867			2012	F150	05/08/12	453
868			2012	F150	05/09/12	480
869			2012	F150	05/10/12	609
870			2012	F150	05/11/12	611
871			2012	F150	05/12/12	472
872			2012	F150	05/13/12	35
873			2012	F150	05/14/12	493
874			2012	F150	05/15/12	539
875			2012	F150	05/16/12	568
876			2012	F150	05/17/12	626
877			2012	F150	05/18/12	757
878			2012	F150	05/19/12	484
879			2012	F150	05/20/12	52
880			2012	F150	05/21/12	465
881			2012	F150	05/22/12	562
882			2012	F150	05/23/12	685
883			2012	F150	05/24/12	603
884			2012	F150	05/25/12	791
885			2012	F150	05/26/12	621
886			2012	F150	05/27/12	92
887			2012	F150	05/28/12	1,041
888			2012	F150	05/29/12	613
889			2012	F150	05/30/12	690
890			2012	F150	05/31/12	1,519
891			2012	F150	06/01/12	373
892			2012	F150	06/02/12	379
893			2012	F150	06/03/12	60
894			2012	F150	06/04/12	453
895			2012	F150	06/05/12	389
896			2012	F150	06/06/12	487
897			2012	F150	06/07/12	536
898			2012	F150	06/08/12	633
899			2012	F150	06/09/12	497

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902			2012	F150	06/12/12	435
903			2012	F150	06/13/12	570
904			2012	F150	06/14/12	620
905			2012	F150	06/15/12	615
906			2012	F150	06/16/12	545
907			2012	F150	06/17/12	41
908			2012	F150	06/18/12	558
909			2012	F150	06/19/12	560
910			2012	F150	06/20/12	667
911			2012	F150	06/21/12	564
912			2012	F150	06/22/12	670
913			2012	F150	06/23/12	592
914			2012	F150	06/24/12	68
915			2012	F150	06/25/12	585
916			2012	F150	06/26/12	610
917			2012	F150	06/27/12	622
918			2012	F150	06/28/12	728
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920			2012	F150	06/30/12	1,054
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922			2012	F150	07/02/12	618
923			2012	F150	07/03/12	569
924			2012	F150	07/04/12	213
925			2012	F150	07/05/12	494
926			2012	F150	07/06/12	609
927			2012	F150	07/07/12	511
928			2012	F150	07/08/12	88
929			2012	F150	07/09/12	545
930			2012	F150	07/10/12	670
931			2012	F150	07/11/12	503
932			2012	F150	07/12/12	586
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935			2012	F150	07/15/12	93
936			2012	F150	07/16/12	535
937			2012	F150	07/17/12	522
938			2012	F150	07/18/12	559
939			2012	F150	07/19/12	584
940			2012	F150	07/20/12	886
941			2012	F150	07/21/12	546
942			2012	F150	07/22/12	38
943			2012	F150	07/23/12	560
944			2012	F150	07/24/12	548
945			2012	F150	07/25/12	645
946			2012	F150	07/26/12	654
947			2012	F150	07/27/12	761
948			2012	F150	07/28/12	632
949			2012	F150	07/29/12	90

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950			2012	F150	07/30/12	761
951			2012	F150	07/31/12	1,412
952			2012	F150	08/01/12	328
953			2012	F150	08/02/12	439
954			2012	F150	08/03/12	543
955			2012	F150	08/04/12	526
956			2012	F150	08/05/12	51
957			2012	F150	08/06/12	539
958			2012	F150	08/07/12	458
959			2012	F150	08/08/12	486
960			2012	F150	08/09/12	567
961			2012	F150	08/10/12	720
962			2012	F150	08/11/12	567
963			2012	F150	08/12/12	64
964			2012	F150	08/13/12	580
965			2012	F150	08/14/12	505
966			2012	F150	08/15/12	672
967			2012	F150	08/16/12	636
968			2012	F150	08/17/12	703
969			2012	F150	08/18/12	623
970			2012	F150	08/19/12	76
971			2012	F150	08/20/12	797
972			2012	F150	08/21/12	531
973			2012	F150	08/22/12	544
974			2012	F150	08/23/12	645
975			2012	F150	08/24/12	770
976			2012	F150	08/25/12	667
977			2012	F150	08/26/12	80
978			2012	F150	08/27/12	634
979			2012	F150	08/28/12	683
980			2012	F150	08/29/12	698
981			2012	F150	08/30/12	944
982			2012	F150	08/31/12	1,865
983			2012	F150	09/01/12	547
984			2012	F150	09/02/12	107
985			2012	F150	09/03/12	512
986			2012	F150	09/04/12	384
987			2012	F150	09/05/12	396
988			2012	F150	09/06/12	463
989			2012	F150	09/07/12	574
990			2012	F150	09/08/12	529
991			2012	F150	09/09/12	58
992			2012	F150	09/10/12	615
993			2012	F150	09/11/12	423
994			2012	F150	09/12/12	478
995			2012	F150	09/13/12	543
996			2012	F150	09/14/12	591
997			2012	F150	09/15/12	561
998			2012	F150	09/16/12	70
999			2012	F150	09/17/12	521

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	H	I	J	K	L	M
1000			2012	F150	09/18/12	523
1001			2012	F150	09/19/12	539
1002			2012	F150	09/20/12	715
1003			2012	F150	09/21/12	574
1004			2012	F150	09/22/12	598
1005			2012	F150	09/23/12	52
1006			2012	F150	09/24/12	535
1007			2012	F150	09/25/12	521
1008			2012	F150	09/26/12	583
1009			2012	F150	09/27/12	650
1010			2012	F150	09/28/12	848
1011			2012	F150	09/29/12	951
1012			2012	F150	09/30/12	223
1013			2012	F150	10/01/12	828
1014			2012	F150	10/02/12	256
1015			2012	F150	10/03/12	282
1016			2012	F150	10/04/12	294
1017			2012	F150	10/05/12	438
1018			2012	F150	10/06/12	586
1019			2012	F150	10/07/12	39
1020			2012	F150	10/08/12	338
1021			2012	F150	10/09/12	349
1022			2012	F150	10/10/12	349
1023			2012	F150	10/11/12	252
1024			2012	F150	10/12/12	370
1025			2012	F150	10/13/12	409
1026			2012	F150	10/14/12	36
1027			2012	F150	10/15/12	346
1028			2012	F150	10/16/12	347
1029			2012	F150	10/17/12	316
1030			2012	F150	10/18/12	364
1031			2012	F150	10/19/12	489
1032			2012	F150	10/20/12	424
1033			2012	F150	10/21/12	50
1034			2012	F150	10/22/12	395
1035			2012	F150	10/23/12	320
1036			2012	F150	10/24/12	325
1037			2012	F150	10/25/12	362
1038			2012	F150	10/26/12	452
1039			2012	F150	10/27/12	513
1040			2012	F150	10/28/12	42
1041			2012	F150	10/29/12	405
1042			2012	F150	10/30/12	413
1043			2012	F150	10/31/12	801
1044			2012	F150	11/01/12	166
1045			2012	F150	11/02/12	242
1046			2012	F150	11/03/12	295
1047			2012	F150	11/04/12	20
1048			2012	F150	11/05/12	209
1049			2012	F150	11/06/12	203

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1050			2012	F150	11/07/12	235
1051			2012	F150	11/08/12	228
1052			2012	F150	11/09/12	299
1053			2012	F150	11/10/12	287
1054			2012	F150	11/11/12	33
1055			2012	F150	11/12/12	243
1056			2012	F150	11/13/12	230
1057			2012	F150	11/14/12	205
1058			2012	F150	11/15/12	228
1059			2012	F150	11/16/12	268
1060			2012	F150	11/17/12	272
1061			2012	F150	11/18/12	26
1062			2012	F150	11/19/12	265
1063			2012	F150	11/20/12	212
1064			2012	F150	11/21/12	74
1065						153,460
1066			2012	F150	MISSING	16,630
1067						
1068			2013	F150	04/20/12	2
1069			2013	F150	04/25/12	1
1070			2013	F150	04/26/12	10
1071			2013	F150	04/30/12	2
1072			2013	F150	05/07/12	1
1073			2013	F150	05/15/12	1
1074			2013	F150	05/16/12	2
1075			2013	F150	05/18/12	2
1076			2013	F150	05/22/12	1
1077			2013	F150	05/23/12	1
1078			2013	F150	05/24/12	2
1079			2013	F150	05/25/12	2
1080			2013	F150	06/06/12	1
1081			2013	F150	06/21/12	11
1082			2013	F150	06/22/12	2
1083			2013	F150	06/23/12	3
1084			2013	F150	06/25/12	2
1085			2013	F150	06/30/12	1
1086			2013	F150	07/15/12	1
1087			2013	F150	07/17/12	1
1088			2013	F150	07/18/12	1
1089			2013	F150	07/19/12	1
1090			2013	F150	07/27/12	1
1091			2013	F150	07/31/12	3
1092			2013	F150	08/01/12	8
1093			2013	F150	08/02/12	2
1094			2013	F150	08/06/12	3
1095			2013	F150	08/09/12	7
1096			2013	F150	08/14/12	7
1097			2013	F150	08/17/12	2
1098			2013	F150	08/21/12	1
1099			2013	F150	08/23/12	2

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1100			2013	F150	08/24/12	2
1101			2013	F150	08/27/12	2
1102			2013	F150	08/30/12	2
1103			2013	F150	08/31/12	1
1104			2013	F150	09/04/12	2
1105			2013	F150	09/05/12	7
1106			2013	F150	09/06/12	2
1107			2013	F150	09/07/12	3
1108			2013	F150	09/08/12	1
1109			2013	F150	09/10/12	5
1110			2013	F150	09/11/12	15
1111			2013	F150	09/12/12	8
1112			2013	F150	09/13/12	47
1113			2013	F150	09/14/12	103
1114			2013	F150	09/15/12	133
1115			2013	F150	09/16/12	41
1116			2013	F150	09/17/12	92
1117			2013	F150	09/18/12	23
1118			2013	F150	09/19/12	62
1119			2013	F150	09/20/12	45
1120			2013	F150	09/21/12	38
1121			2013	F150	09/22/12	33
1122			2013	F150	09/23/12	8
1123			2013	F150	09/24/12	36
1124			2013	F150	09/25/12	51
1125			2013	F150	09/26/12	41
1126			2013	F150	09/27/12	54
1127			2013	F150	09/28/12	62
1128			2013	F150	09/29/12	54
1129			2013	F150	09/30/12	15
1130			2013	F150	10/01/12	76
1131			2013	F150	10/02/12	63
1132			2013	F150	10/03/12	64
1133			2013	F150	10/04/12	56
1134			2013	F150	10/05/12	89
1135			2013	F150	10/06/12	73
1136			2013	F150	10/07/12	16
1137			2013	F150	10/08/12	74
1138			2013	F150	10/09/12	71
1139			2013	F150	10/10/12	77
1140			2013	F150	10/11/12	70
1141			2013	F150	10/12/12	65
1142			2013	F150	10/13/12	80
1143			2013	F150	10/14/12	28
1144			2013	F150	10/15/12	87
1145			2013	F150	10/16/12	72
1146			2013	F150	10/17/12	78
1147			2013	F150	10/18/12	81
1148			2013	F150	10/19/12	93
1149			2013	F150	10/20/12	72

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	H	I	J	K	L	M
1150			2013	F150	10/21/12	11
1151			2013	F150	10/22/12	70
1152			2013	F150	10/23/12	58
1153			2013	F150	10/24/12	69
1154			2013	F150	10/25/12	86
1155			2013	F150	10/26/12	88
1156			2013	F150	10/27/12	73
1157			2013	F150	10/28/12	5
1158			2013	F150	10/29/12	59
1159			2013	F150	10/30/12	54
1160			2013	F150	10/31/12	119
1161			2013	F150	11/01/12	28
1162			2013	F150	11/02/12	54
1163			2013	F150	11/03/12	48
1164			2013	F150	11/04/12	3
1165			2013	F150	11/05/12	48
1166			2013	F150	11/06/12	45
1167			2013	F150	11/07/12	51
1168			2013	F150	11/08/12	50
1169			2013	F150	11/09/12	67
1170			2013	F150	11/10/12	46
1171			2013	F150	11/11/12	6
1172			2013	F150	11/12/12	48
1173			2013	F150	11/13/12	41
1174			2013	F150	11/14/12	42
1175			2013	F150	11/15/12	42
1176			2013	F150	11/16/12	49
1177			2013	F150	11/17/12	52
1178			2013	F150	11/18/12	6
1179			2013	F150	11/19/12	64
1180			2013	F150	11/20/12	40
1181			2013	F150	11/21/12	16
1182						3,998
1183			2013	F150	MISSING	8,854

From: Smith, Craig (C.A.)
Sent: Wednesday, July 11, 2012 7:53 AM
To: Nowaczyk, Rick (R.J.); McDonagh, Scot (S.M.); Oyafuso, Kevin (K.G.); McDonagh, Scot (S.M.); Dixon, Mark (M.R.); Ladd, John (J.R.); Kramer, Michael (M.T.); Norman, Kristofor (K.R.); Hammoud, Mazen (M.)
Cc: Chatfield, David (D.); Ricks, Kevin (K.J.); Dobbs, Dan (K.D.)
Subject: RE: 2012 F-150 3.5I GTDI Continued aft Misfire TSB (CQIS Report#CGJCV013)

Rick,

The blocker plate on the front of the CAC is directionally better for reducing condensate build-up but won't be completely effective at eliminating the problem. John Ladd and Mike Kramer have been working on getting a revised CAC into production that they believe will further improve the situation. I suggest that you give them a call for details/timing.

The only approach the I'm aware of that completely addresses the issue is grill shutters but that is a longer term fix. I assume that work will commence on this option once the revised CAC is released.

Thanks,
Craig Smith
Supervisor - Engine Calibration
3.5L TIVCT GTDI & 3.5L IVCT GTDI Powerpacks
Phone: (313) 805-6345
TEE Bldg cube 1AD08

From: Nowaczyk, Rick (R.J.)
Sent: Tuesday, July 10, 2012 4:42 PM
To: McDonagh, Scot (S.M.); Oyafuso, Kevin (K.G.); Smith, Craig (C.A.); McDonagh, Scot (S.M.); Dixon, Mark (M.R.)
Cc: Chatfield, David (D.); Ricks, Kevin (K.J.); Dobbs, Dan (K.D.); Nowaczyk, Rick (R.J.)
Subject: 2012 F-150 3.5I GTDI Continued aft Misfire TSB (CQIS Report#CGJCV013)
Importance: High

Powertrain Team,

Here is another case were the dealer performed the TSB for the misfire and the customer still experienced the condition when raining. The issue in this case this customer appears to have purchased 13 trucks for their company. If this TSB is going to be the final fix, we may need to look at communication to the field that if condition are right this concern may still occur.

Thanks....

From: DCHATFIE@ford.com [<mailto:DCHATFIE@ford.com>]
Sent: Tuesday, July 10, 2012 4:05 PM
To: Nowaczyk, Rick (R.J.)
Cc: Chatfield, David (D.)
Subject: Report Summary for the CQIS Report#CGJCV013

2012 misfire under load, tsb performed. Loaction Memphis, Tn.

Attachments : 0

Report# : CGJCV013 NHL **Received:** 07/10/2012
CCRG/EPRC: **Reviewed Status:** **Date:**
Vehicle: 2012,F150 4X4 ,F150 ,SUP CRW,STYSD **Build Date:** 01/21/2012
,1FTFW1ET0CFA53042
Odometer : 8,386 M **Engine:** 3.5L-GTDI **Calibration:** CF613C0A
Transmission: 6R80E **Axle:** 3.73 LOCK **A/C:** YES
Dealer: USA 06422 Butch Oustalet, Inc. **Phone#:** (228) 863-5525
City: Gulfport **State:** Mississippi **Country :** USA
Originator: BEN PRIESTER
Symptom: 5 50 2 39 DRV PERF,RUNS ROUGH,ACCEL,INTERMITTENT
Status:
VFG: V52 DRIVEABILITY
Additional Symptom: BUCKS AND JERKS WHEN RAINING
Fix: **Causal Component :**
Condition Code:

Hotliner: DCHATFIE **Phone:** 313 317-6315 **Regn Cd:** C3 Memphis
Engineering: **Phone:** **TAR:**
Dlr Contact: BEN PRIESTER **Phone:** 000 000-0000 **Title Cde:** OT

DTCs:
KOEO:
KOEC:
KOER:

Comments

:
REPAIR 07/10/2012 03:58PM DAVID CHATFIELD MSS - FCSD - TECH SVC HOTLINE
WEB FORM DATA - CONCERN:CUST WAS DRIVING HIS TRUCK IN THE RAIN AND IT
STARTED BUCKING AND JERKING DIAGNOSTICS: RUN DIAGNOSIS NO CODES WE
HAXE ALREADY DONE TSB 12-6-4 LAST REPAI PARTS REPLACED:NONE TECH
QUESTION:THIS TRUCK CONTINUES TO HAVE PROBLEM WHEN DRIVING IN THE
RAIN. HAVE HAD IN THE SHOP 3 TIMES BEFORE. DONT KNOW WERE TO GO WITH
IT. THIS CUST OWN A COMPANY THAT BOUGHT 13 TRUCKS FROM US LAST YEAR
AND I VE GOT TO FIND A SOLUTION. ARE THER ANY LATER UPDATES OR
SUGGESTIONS FOR THIS
RECOMM 07/10/2012 03:58PM DAVID CHATFIELD MSS - FCSD - TECH SVC HOTLINE

BEN, DUE TO THE EFFICIENCY OF THE CHARGE AIR COOLER, THERE MAY BE SOME CONDITIONS WHERE SOME CONDENSATION BUILDS IN THE CAC, EVEN WITH THE CAC SHIELD IN PLACE AND IS INJECTED INTO THE ENGINE. VERY WET OR EXTREMELY HUMID CONDITIONS MAY ENHANCE THIS CONCERN. THE SHIELD WAS DESIGNED TO HELP WITH LESS CONDENSATION BUILD UP, BUT DUE TO HUMID CONDITIONS AND COMPRESSED AIR IN THE CAC, THIS WILL NOT TOTALLY ELIMINATE THE CONDENSATION FROM FORMING UNDER THESE CONDITIONS. AT THIS TIME, IF WATER HAS BEEN VERIFIED IN THE CAC, AIS AND AROUND THE THROTTLE BODY, CLEAN THE WATER AS BEST AS POSSIBLE AND INFORM THE CUSTOMER OF THE DESIGN OF THE SYSTEM AND THE POSSIBLY OF CONDENSATION BUILD-UP UNDER THESE CONDITIONS.

From: Mazuchowski, James (J.A.)
Sent: Wednesday, March 21, 2012 8:03 AM
To: Dixon, Mark (M.R.); Smith, Craig (C.A.); Cockerill, Al (C.A.); Steslicki, Michael (M.E.)
Subject: RE: 2012 MY 3.5L GTDI P415 Misfire Daily AWS Claims (3/20/12)

Agreed.
Thanks for the quick & thorough response. Let's touch base though in a month or so.

Jim Mazuchowski
Manager, New V6 Engine Programs
V-Engine Eng'r; 33-79935

Help me raise \$\$ to fight Multiple Sclerosis
http://main.nationalmssociety.org/site/TR?px=4458825&pg=personal&fr_id=15101&et=GLWrHQdMhjKESSjoqyZpAA..&s_tafld=172675

From: Dixon, Mark (M.R.)
Sent: Tuesday, March 20, 2012 5:01 PM
To: Mazuchowski, James (J.A.); Smith, Craig (C.A.); Cockerill, Al (C.A.); Steslicki, Michael (M.E.)
Subject: RE: 2012 MY 3.5L GTDI P415 Misfire Daily AWS Claims (3/20/12)

Jim, really early to make a call on this. R10 in plant date was Feb 7 and so far no cat claims after this date. Chart below is GTDI claims count by MOP, was pulled yesterday.

For the 2012 MY units, average mileage to cat failure is 3200 miles, but we see a few of them down in the double digits on the ODO (about 10%).

We'll need another month to really get confidence on the impact of this change.

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

From: Mazuchowski, James (J.A.)
Sent: Tuesday, March 20, 2012 10:31 AM
To: Smith, Craig (C.A.); Cockerill, Al (C.A.); Dixon, Mark (M.R.); Steslicki, Michael (M.E.)
Subject: RE: 2012 MY 3.5L GTDI P415 Misfire Daily AWS Claims (3/20/12)

Mark, good question below.
Can we take a look at 2012MY cat failures before and after cal change? Believe it was Feb 6th at VO. Maybe it's too early, but then tell me when would be appropriate pls?
Avg time/mileage to Cat failure is ??

Jim Mazuchowski
Manager, New V6 Engine Programs
V-Engine Eng'r; 33-79935

From: Smith, Craig (C.A.)
Sent: Tuesday, March 20, 2012 8:50 AM
To: Cockerill, Al (C.A.); Mazuchowski, James (J.A.); Dixon, Mark (M.R.); Steslicki, Michael (M.E.)
Subject: FW: 2012 MY 3.5L GTDI P415 Misfire Daily AWS Claims (3/20/12)

Seems like our 12MY cat warranty has recently dropped off quite a bit based upon these reports. Do we have any data that would objectively show an improving trend? R10 went into production in February so it might be just starting to have an effect???

Thanks,

Craig Smith
Supervisor - Engine Calibration
3.5L TIVCT GTDI & 3.5L IVCT GTDI Powerpacks
Phone: (313) 805-6345
TEE Bldg cube 1AD08

From: Steslicki, Michael (M.E.)
Sent: Tuesday, March 20, 2012 8:41 AM
To: Ahmed, Masood (M.); Bailey, Owen (O.R.); Boerger, Jim (J.G.); Boughan, Alex (A.B.); Cervenak, Neil (N.J.); Cockerill, Al (C.A.); Crudo, Frank (F.J.); Dame, Andrew (A.C.); Dixon, Mark (M.R.); Dobbs, Dan (K.D.); Dodds, Jordan (J.); Donahue, Francis (Fran.); Dumler, Jeff (J.D.); Early, Curt (C.G.); Fodera, Jas (J.J.); Galas, Dean (C.K.); Heck, Kevin (K.C.); Holland, Del (D.); Holmes, Douglas (D.A.); Klomp, Karl (K.R.); Langley, Scott (C.S.); Liebling, Doug (D.E.); Mazuchowski, James (J.A.); McCoy, Jim (D.); McDonagh, Scot (S.M.); McNamara, Patrick (P.S.); Merrell, Robert (R.J.); Miller, Brian (B.J.); Moore, Andrew (R.); Morrow, Bill (N.W.); Nevels, Laurence (L.); Nowaczyk, Rick (R.J.); Osepchook, William (W.R.); Oyafuso, Kevin (K.G.); Parnell, Bill (W.); Reno, George (G.L.); Ronzi, Bill (W.C.); Ruppert, Dave (D.R.); Saad, Thomas (T.J.); Schiltges, Dave (D.); Siddall, Stephen (S.); Sims, Ivan (I.D.); Skurko, Jennifer (J.J.); Smith, Craig (C.A.); Sparks, Douglas (D.S.); Stanley, Daniel (D.J.); Treusch, Christopher (C.J.); Wagers, Sue (S.K.); Wodzisz, Ken (K.R.); Zimlich, Mary (M.)
Subject: 2012 MY 3.5L GTDI P415 Misfire Daily AWS Claims (3/20/12)

Two new claims today

(1) Spark Plug
(1) Diag - Misfire

<< File: 2012 MY 3.5L GTDI P415 Misfire Claims.xls >>

Mike Steslicki
Quality Analyst
Ford Motor Company
Powertrain Engineering
(313) 805-9888

From: Dobbs, Dan (K.D.)
Sent: Thursday, June 07, 2012 7:31 AM
To: Mazuchowski, James (J.A.); Graham, David (D.L.); Osepchook, William (W.R.); Schiltges, Dave (D.); Dixon, Mark (M.R.)
Subject: RE: 2012 MY 3.5L GTDI P415 Misfire Daily AWS Claims (5/31/12)

Jim, We do see some occasional coil issues making their way to the Hotline. In a few cases, we had a melted coil.

From: Mazuchowski, James (J.A.)
Sent: Thursday, June 07, 2012 7:21 AM
To: Graham, David (D.L.); Osepchook, William (W.R.); Schiltges, Dave (D.); Dobbs, Dan (K.D.); Dixon, Mark (M.R.)
Subject: RE: 2012 MY 3.5L GTDI P415 Misfire Daily AWS Claims (5/31/12)

We're still seeing alot of COP, spark plugs, injectors getting changed on the 2012 F-150. Thought being collateral damage as a result of misfire symptoms customer experiences.

Anyway to send out additional info to dealerships ?? Or messages to try and reduce.

Your thoughts?

Jim Mazuchowski
Manager, New V6 Engine Programs
V-Engine Eng'r; 33-79935

Help me raise \$\$ to fight Multiple Sclerosis - 2012 Bike MS
http://main.nationalmssociety.org/site/TR?px=4458825&pg=personal&fr_id=17473&et=edYdNfl6perno7GGuDBww&s_tafld=216749

From: Steslicki, Michael (M.E.)
Sent: Thursday, May 31, 2012 8:11 AM
To: Ahmed, Masood (M.); Bailey, Owen (O.R.); Boerger, Jim (J.G.); Bollman, Wes (W.); Boughan, Alex (A.B.); Cervenak, Neil (N.J.); Cockerill, Al (C.A.); Crudo, Frank (F.J.); Dame, Andrew (A.C.); Dixon, Mark (M.R.); Dobbs, Dan (K.D.); Dodds, Jordan (J.); Donahue, Francis (Fran.); Dumler, Jeff (J.D.); Early, Curt (C.G.); Fodera, Jas (J.J.); Galas, Dean (C.K.); Heck, Kevin (K.C.); Holland, Del (D.); Holmes, Douglas (D.A.); Klomp, Karl

(K.R.); Langley, Scott (C.S.); Liebling, Doug (D.E.); Mazuchowski, James (J.A.); McCoy, Jim (D.); McDonagh, Scot (S.M.); McNamara, Patrick (P.S.); Merrell, Robert (R.J.); Miller, Brian (B.J.); Moore, Andrew (R.); Morrow, Bill (N.W.); Nevels, Laurence (L.); Nowaczyk, Rick (R.J.); Osepchook, William (W.R.); Oyafuso, Kevin (K.G.); Parnell, Bill (W.); Reno, George (G.L.); Ronzi, Bill (W.C.); Ruppert, Dave (D.R.); Saad, Thomas (T.J.); Schiltges, Dave (D.); Siddall, Stephen (S.); Sims, Ivan (I.D.); Skurko, Jennifer (J.J.); Smith, Craig (C.A.); Sparks, Douglas (D.S.); Stanley, Daniel (D.J.); Treusch, Christopher (C.J.); Wagers, Sue (S.K.); Wodzisz, Ken (K.R.); Zimlich, Mary (M.)

Subject: 2012 MY 3.5L GTDI P415 Misfire Daily AWS Claims (5/31/12)

Ten new claims today

(5) COP

(4) Diag - Misfire

(1) Catalytic Converter

<< File: 2012 MY 3.5L GTDI P415 Misfire Claims.xls >>

Mike Steslicki

Quality Analyst

Ford Motor Company

Powertrain Engineering

(313) 805-9888

From: Steslicki, Michael (M.E.)
Sent: Friday, September 21, 2012 2:43 PM
To: Ahmed, Masood (M.); Dixon, Mark (M.R.); Cockerill, Al (C.A.); Osepchook, William (W.R.); Oyafuso, Kevin (K.G.); Schiltges, Dave (D.)
Cc: Sims, Ivan (I.D.); Hwang, Sheng-Jiaw (S.J.); Crudo, Frank (F.J.); Moore, Andrew (R.); McCoy, Jim (D.); Parnell, Bill (W.); Heck, Kevin (K.C.)
Subject: RE: 2012 MY 3.5L GTDI P415 Misfire Daily AWS Claims (9/21/12)

FYI - This one is back in again with a P0430 code based on GCQIS comments. They have advised him to follow the TSB and replace the catalyst.

Mike Steslicki
Quality Analyst
Ford Motor Company
Powertrain Engineering
(313) 805-9888

From: Ahmed, Masood (M.)
Sent: Friday, September 21, 2012 2:35 PM
To: Dixon, Mark (M.R.); Cockerill, Al (C.A.); Osepchook, William (W.R.); Oyafuso, Kevin (K.G.); Schiltges, Dave (D.)
Cc: Sims, Ivan (I.D.); Hwang, Sheng-Jiaw (S.J.); Crudo, Frank (F.J.); Moore, Andrew (R.); McCoy, Jim (D.); Parnell, Bill (W.); Heck, Kevin (K.C.); Steslicki, Michael (M.E.)
Subject: RE: 2012 MY 3.5L GTDI P415 Misfire Daily AWS Claims (9/21/12)

Mark,
17-Feb-2012 is the build date for this particular vehicle. Here is a list of components that were thrown at this truck at two separate repair dates within days of each other:

August 17, 2012 Repairs

8F9Z 9F472H	SENSOR EXHAUST GAS
BL3Z 12029C	COIL ASY-IGNITION
CYFS 12Y3	SPARK PLUGS

August 20, 2012 Repairs

8F9Z 9F472G	SENSOR EXHAUST GAS
7T4Z 8527A	O-RING WATER PUMP
BL3Z 9439A	GASKET-INTAKE MANIFO
7T4Z 8590A	GASKET-THERMOSTAT
AA5Z 9439A	GASKET-INTAKE MANIFO
BL3Z 9J323A	TUBE-F/PMP TO F/RAIL
W716115S900	
BL3Z 9229B	GASKET CARB FUEL INL
BL3Z 9F593B	INJECTOR ASSY
C9AZ 8287AA	CLAMP ASY-RAD HOSE

From: Dixon, Mark (M.R.)
Sent: Friday, September 21, 2012 1:41 PM
To: Ahmed, Masood (M.); Cockerill, Al (C.A.); Osepchook, William (W.R.); Oyafuso, Kevin (K.G.); Schiltges, Dave (D.)
Cc: Sims, Ivan (I.D.); Hwang, Sheng-Jiaw (S.J.); Crudo, Frank (F.J.); Moore, Andrew (R.); McCoy, Jim (D.); Parnell, Bill (W.); Heck, Kevin (K.C.); Steslicki, Michael (M.E.)
Subject: RE: 2012 MY 3.5L GTDI P415 Misfire Daily AWS Claims (9/21/12)

Masood, what is the build date on this unit? Vehicles built after 5/17 were equipped with the CAC blocker plate, so there is no fix direction (TSB) in place for these units.

TSB for new CAC is planned for early/mid October as soon as there is sufficient quantity new CACs in the depots. This should help with misrepairs.

From: Ahmed, Masood (M.)
Sent: Friday, September 21, 2012 10:58 AM
To: Cockerill, Al (C.A.); Osepchook, William (W.R.); Oyafuso, Kevin (K.G.); Schiltges, Dave (D.)
Cc: Sims, Ivan (I.D.); Hwang, Sheng-Jiaw (S.J.); Crudo, Frank (F.J.); Dixon, Mark (M.R.); Moore, Andrew (R.); McCoy, Jim (D.); Parnell, Bill (W.); Heck, Kevin (K.C.); Steslicki, Michael (M.E.)
Subject: RE: 2012 MY 3.5L GTDI P415 Misfire Daily AWS Claims (9/21/12)

I am continuing to read claims where there are no codes to suggest it is an injector problem but drive symptoms & customer comments clearly indicate it is most likely the CAC condensation issue. Is there something we can do to prevent these frivolous injector claims or at minimum require "Relative Injector Flow Test" before allowing injector replacement?

DIAGNOSE ENGINE CONTROLS. CODE P0059. PINPOINT TEST. DCL DISPLAY. IDS RECORDER ROADTEST. REPLACED BANK 2 EGO SENSOR. RETEST NO DTCS. RETURNED TO CUSTOMER, PROBLEM OCCURED AGAIN. REPLACED #6 INJECTOR	PER TECH HOTLINE. #105731446.	REPORT ON CAUSE OF WHILE DRIVING VEHICLE CUSTOMER WENT TO PASS ON THE HIGWAY AND FELT SHUTTER MISS AND VEHICLE LOST POWER AND WAS UNABLE TO PASS. CONDITION OCCURED AT FULL THROTTLE WHEN IN
--	-------------------------------	--

Regards,
Masood Ahmed
 Supervisor Fuel Metering
 Ford Motor Company
 Ph: (313) 323-7989
mahmed3@ford.com

From: Steslicki, Michael (M.E.)
Sent: Friday, September 21, 2012 10:40 AM
To: Ahmed, Masood (M.); Bailey, Owen (O.R.); Boerger, Jim (J.G.); Bollman, Wes (W.); Cervenak, Neil (N.J.); Chatfield,

David (D.); Cockerill, Al (C.A.); Crudo, Frank (F.J.); Dame, Andrew (A.C.); Dixon, Mark (M.R.); Dobbs, Dan (K.D.); Dumler, Jeff (J.D.); Early, Curt (C.G.); Fodera, Jas (J.J.); Galas, Dean (C.K.); Heck, Kevin (K.C.); Holland, Del (D.); Holmes, Douglas (D.A.); Hwang, Sheng-Jiaw (S.J.); Klomp, Karl (K.R.); Langley, Scott (C.S.); Liebling, Doug (D.E.); Mazuchowski, James (J.A.); McCoy, Jim (D.); McDonagh, Scot (S.M.); McNamara, Patrick (P.S.); Merrell, Robert (R.J.); Miller, Brian (B.J.); Moore, Andrew (R.); Morrow, Bill (N.W.); Nevels, Laurence (L.); Nowaczyk, Rick (R.J.); Osepchook, William (W.R.); Oyafuso, Kevin (K.G.); Parnell, Bill (W.); Reno, George (G.L.); Ronzi, Bill (W.C.); Ruppert, Dave (D.R.); Saad, Thomas (T.J.); Schiltges, Dave (D.); Siddall, Stephen (S.); Sims, Ivan (I.D.); Skurko, Jennifer (J.J.); Smith, Craig (C.A.); Sparks, Douglas (D.S.); Stanley, Daniel (D.J.); Treusch, Christopher (C.J.); Wagers, Sue (S.K.); Wodzisz, Ken (K.R.); Zimlich, Mary (M.)

Subject: 2012 MY 3.5L GTDI P415 Misfire Daily AWS Claims (9/21/12)

Forty-eight new claims today

(32) TSB Reflash **(one of these has a vehicle build date beyond June 1, 2012 – 7/22/12)**

(7) Catalytic Converter **(three of these have vehicle build dates beyond June 1, 2012 - 6/3/12, 6/7/12, 7/14/12)**

(5) COP

(2) Spark Plug

(1) Fuel Injector

(1) Diag - Misfire **(one of these has a vehicle build date beyond June 1, 2012 – 6/11/12)**

<< File: 2012 MY 3.5L GTDI P415 Misfire Claims.xlsx >>

Mike Steslicki

Quality Analyst

Ford Motor Company

Powertrain Engineering

(313) 805-9888

From: Dixon, Mark (M.R.)
Sent: Friday, September 21, 2012 4:01 PM
To: Ahmed, Masood (M.); Cockerill, Al (C.A.); Osepchook, William (W.R.); Oyafuso, Kevin (K.G.); Schiltges, Dave (D.); Wagner, Glen (G.C.)
Cc: Sims, Ivan (I.D.); Hwang, Sheng-Jiaw (S.J.); Crudo, Frank (F.J.); Moore, Andrew (R.); McCoy, Jim (D.); Parnell, Bill (W.); Heck, Kevin (K.C.); Steslicki, Michael (M.E.)
Subject: RE: 2012 MY 3.5L GTDI P415 Misfire Daily AWS Claims (9/21/12)

I don't understand why the tech did not react to the CAC misfire TSB that is available for vehicle with this build date (CAC blocker plate and reflash)..

I can see why he went after the UEGO on the first repair since there is UEGO heater code. But the 2nd repair makes no sense.

From: Ahmed, Masood (M.)
Sent: Friday, September 21, 2012 2:35 PM
To: Dixon, Mark (M.R.); Cockerill, Al (C.A.); Osepchook, William (W.R.); Oyafuso, Kevin (K.G.); Schiltges, Dave (D.)
Cc: Sims, Ivan (I.D.); Hwang, Sheng-Jiaw (S.J.); Crudo, Frank (F.J.); Moore, Andrew (R.); McCoy, Jim (D.); Parnell, Bill (W.); Heck, Kevin (K.C.); Steslicki, Michael (M.E.)
Subject: RE: 2012 MY 3.5L GTDI P415 Misfire Daily AWS Claims (9/21/12)

Mark,

17-Feb-2012 is the build date for this particular vehicle. Here is a list of components that were thrown at this truck at two separate repair dates within days of each other:

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BL3Z 9439A	GASKET-INTAKE MANIFO
7T4Z 8590A	GASKET-THERMOSTAT
AA5Z 9439A	GASKET-INTAKE MANIFO
BL3Z 9J323A	TUBE-F/PMP TO F/RAIL
W716115S900	
BL3Z 9229B	GASKET CARB FUEL INL
BL3Z 9F593B	INJECTOR ASSY
C9AZ 8287AA	CLAMP ASY-RAD HOSE

From: Dixon, Mark (M.R.)
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To: Ahmed, Masood (M.); Cockerill, Al (C.A.); Osepchook, William (W.R.); Oyafuso, Kevin (K.G.); Schiltges, Dave (D.)
Cc: Sims, Ivan (I.D.); Hwang, Sheng-Jiaw (S.J.); Crudo, Frank (F.J.); Moore, Andrew (R.); McCoy, Jim (D.); Parnell, Bill (W.); Heck, Kevin (K.C.); Steslicki, Michael (M.E.)
Subject: RE: 2012 MY 3.5L GTDI P415 Misfire Daily AWS Claims (9/21/12)

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Sent: Friday, September 21, 2012 10:58 AM
To: Cockerill, Al (C.A.); Osepchook, William (W.R.); Oyafuso, Kevin (K.G.); Schiltges, Dave (D.)
Cc: Sims, Ivan (I.D.); Hwang, Sheng-Jiaw (S.J.); Crudo, Frank (F.J.); Dixon, Mark (M.R.); Moore, Andrew (R.); McCoy, Jim (D.); Parnell, Bill (W.); Heck, Kevin (K.C.); Steslicki, Michael (M.E.)
Subject: RE: 2012 MY 3.5L GTDI P415 Misfire Daily AWS Claims (9/21/12)

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--	-------------------------------	--

Regards,
Masood Ahmed
Supervisor Fuel Metering
Ford Motor Company
Ph: (313) 323-7989
mahmed3@ford.com

From: Steslicki, Michael (M.E.)
Sent: Friday, September 21, 2012 10:40 AM
To: Ahmed, Masood (M.); Bailey, Owen (O.R.); Boerger, Jim (J.G.); Bollman, Wes (W.); Cervenak, Neil (N.J.); Chatfield, David (D.); Cockerill, Al (C.A.); Crudo, Frank (F.J.); Dame, Andrew (A.C.); Dixon, Mark (M.R.); Dobbs, Dan (K.D.); Dumler, Jeff (J.D.); Early, Curt (C.G.); Fodera, Jas (J.J.); Galas, Dean (C.K.); Heck, Kevin (K.C.); Holland, Del (D.); Holmes, Douglas (D.A.); Hwang, Sheng-Jiaw (S.J.); Klomp, Karl (K.R.); Langley, Scott (C.S.); Liebling, Doug (D.E.); Mazuchowski, James (J.A.); McCoy, Jim (D.); McDonagh, Scot (S.M.); McNamara, Patrick (P.S.); Merrell, Robert (R.J.); Miller, Brian (B.J.); Moore, Andrew (R.); Morrow, Bill (N.W.); Nevels, Laurence (L.); Nowaczyk, Rick (R.J.); Osepchook, William (W.R.); Oyafuso, Kevin (K.G.); Parnell, Bill (W.); Reno, George (G.L.); Ronzi, Bill (W.C.); Ruppert, Dave (D.R.); Saad, Thomas (T.J.); Schiltges, Dave (D.); Siddall, Stephen (S.); Sims, Ivan (I.D.); Skurko, Jennifer (J.J.); Smith, Craig (C.A.); Sparks, Douglas (D.S.); Stanley, Daniel (D.J.); Treusch, Christopher (C.J.); Wagers, Sue (S.K.); Wodzisz, Ken (K.R.); Zimlich, Mary (M.)
Subject: 2012 MY 3.5L GTDI P415 Misfire Daily AWS Claims (9/21/12)

Forty-eight new claims today

(32) TSB Reflash **(one of these has a vehicle build date beyond June 1, 2012 – 7/22/12)**

(7) Catalytic Converter **(three of these have vehicle build dates beyond June 1, 2012 - 6/3/12, 6/7/12, 7/14/12)**

(5) COP

(2) Spark Plug

(1) Fuel Injector

(1) Diag - Misfire **(one of these has a vehicle build date beyond June 1, 2012 – 6/11/12)**

<< File: 2012 MY 3.5L GTDI P415 Misfire Claims.xlsx >>

Mike Steslicki

Quality Analyst

Ford Motor Company

Powertrain Engineering

(313) 805-9888

From: McDonagh, Scot (S.M.)
Sent: Wednesday, January 23, 2013 11:56 AM
To: Sowards, John (J.); Kramer, Michael (M.T.); Ladd, John (J.R.); Dixon, Mark (M.R.); Cervenak, Neil (N.J.); Hughes, Scott (S.R.); Smith, Craig (C.A.); Ronzi, Bill (W.C.)
Cc: Sparks, Douglas (D.S.); Madej, Jeanette (J.)
Subject: RE: 2013 MY 3.5L GTDI P415 Misfire Daily AWS Claims (Post 9/18/12 Vehicle Build Date) - (1/22/13)

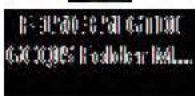
(12) enclosed CQIS Reports for latest P415 GTDI Misfire Emerging Concern are 2013MY built after 9/18/12. FCSD has additional reports for 11-12MY unresolved with revised CAC and Deflector.



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

From: Nowaczyk, Rick (R.J.)
Sent: Wednesday, January 23, 2013 9:43 AM
To: McDonagh, Scot (S.M.)
Cc: Sowards, John (J.); Steslicki, Michael (M.E.); Dobbs, Dan (K.D.)
Subject: RE: 2013 MY 3.5L GTDI P415 Misfire Daily AWS Claims (Post 9/18/12 Vehicle Build Date) - (1/22/13)
Importance: High

Here you go.



From: McDonagh, Scot (S.M.)
Sent: Wednesday, January 23, 2013 8:54 AM
To: Nowaczyk, Rick (R.J.)
Cc: Sowards, John (J.); Steslicki, Michael (M.E.); Dobbs, Dan (K.D.)
Subject: RE: 2013 MY 3.5L GTDI P415 Misfire Daily AWS Claims (Post 9/18/12 Vehicle Build Date) - (1/22/13)

Not P0234. Need the Reports for CAC Misfire

Scot G. McDonagh
PT Quality Engineering

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

From: Nowaczyk, Rick (R.J.)
Sent: Wednesday, January 23, 2013 8:53 AM
To: McDonagh, Scot (S.M.)
Cc: Sowards, John (J.); Steslicki, Michael (M.E.); Dobbs, Dan (K.D.)
Subject: RE: 2013 MY 3.5L GTDI P415 Misfire Daily AWS Claims (Post 9/18/12 Vehicle Build Date) - (1/22/13)

Scot,

I have already sent the 12 GCQIS reports to you on 1/14/2012 (see attachment).

<< Message: RE: New Emerging Concern 3.5L GTDI P0234 DTC Over Boost >>

From: McDonagh, Scot (S.M.)
Sent: Wednesday, January 23, 2013 8:46 AM
To: Nowaczyk, Rick (R.J.)
Cc: Sowards, John (J.); Steslicki, Michael (M.E.)
Subject: FW: 2013 MY 3.5L GTDI P415 Misfire Daily AWS Claims (Post 9/18/12 Vehicle Build Date) - (1/22/13)

Can you provide the (12) Emerging Concern CQIS Reports ?

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

From: McDonagh, Scot (S.M.)
Sent: Wednesday, January 23, 2013 8:43 AM
To: Fodera, Jas (J.J.); Dixon, Mark (M.R.)
Cc: McNamara, Patrick (P.S.); Stanley, Daniel (D.J.); Baker, Ron (R.)
Subject: RE: 2013 MY 3.5L GTDI P415 Misfire Daily AWS Claims (Post 9/18/12 Vehicle Build Date) - (1/22/13)

Correct- P415 GTDI CAC Misfire Emerging Concern is at 48% QSF Threshold

Continued Moisture In CAC Misfire Aft Updated CAC

Concern Title:

Quality Team: F-150

Status: Emerging	Open Date: 15/Jan/2013	VIN Count: 12 << OLE Object: Picture (Device Independent Bitmap) >>	Threshold: 25 % of Threshold: 48%
------------------	------------------------	--	-----------------------------------

Function: Powertrain Days Open: 8

PCE: Last Updated: 17/Jan/2013 8:22:08 AM

Functional Champion: JMCCOY Engineering Contact:
MKRAMER1

<< File: tsb12-11-15.pdf >>

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

From: Fodera, Jas (J.J.)
Sent: Wednesday, January 23, 2013 7:12 AM
To: McDonagh, Scot (S.M.); Dixon, Mark (M.R.)
Cc: McNamara, Patrick (P.S.); Stanley, Daniel (D.J.); Baker, Ron (R.)
Subject: RE: 2013 MY 3.5L GTDI P415 Misfire Daily AWS Claims (Post 9/18/12 Vehicle Build Date) - (1/22/13)

Scot/Mark,

With a Production Date of 04-OCT-2012, shouldn't this 2013 vehicle have had the new CAC?

Jas Fodera
Powertrain Installations - Exhaust Systems
Phone: 1-313-621-2854
e-Mail: jfodera@ford.com
Building #2, MD-1232, Cube 23M02

From: McNamara, Patrick (P.S.)
Sent: Tuesday, January 22, 2013 12:41 PM
To: Fodera, Jas (J.J.)
Subject: RE: 2013 MY 3.5L GTDI P415 Misfire Daily AWS Claims (Post 9/18/12 Vehicle Build Date) - (1/22/13)

New CAC?

Thank You, Patrick McNamara

Powertrain Exhaust Engineering Supervisor
Certified Six Sigma Black Belt
Desk: 313 84 58798, Cell: 313 516 6721
BLDG2 23H02, pmcnamar @ ford.com

From: Fodera, Jas (J.J.)
Sent: Tuesday, January 22, 2013 7:35 AM
To: Steslicki, Michael (M.E.); Baker, Ron (R.); Singh, Sunny (T.K.)
Cc: Stanley, Daniel (D.J.); McNamara, Patrick (P.S.)
Subject: FW: 2013 MY 3.5L GTDI P415 Misfire Daily AWS Claims (Post 9/18/12 Vehicle Build Date) - (1/22/13)

I hot requested 1FTFW1ET3DFA26743 (row 25 in the attached .xlsx file)

Server: **AWS Prod**

Claims loaded through: **21-JAN-2013**

Claim Detail Report

Note: All costs are in US dollars

Model Year 2013; **Claim Key** 790299

Vehicle Information

Model Year: **2013**

Market Derived: **F - FORD**

Body/Cab Type: **T/BC - DOUBLE CAB (CREW CAB)**

Version/Series: **T/AM-150 SERIES**

Drive Type: **T/E-4 WHL L/H PART TIME DRIVE**

Vehicle Line: **T/F6-F150/LINCOLN MARK LT [04-13]**

Warranty Start Date: **31-DEC-2012**

Production Date: **04-OCT-2012**

VIN: **1FTFW1ET3DFA26743**

Claim Information

Document Number: **02647451**

Repair Date: **14-JAN-2013**

Distance: **2301**

TIS: **1**

AWS Load Date: **17-JAN-2013**

Dealer Information:

Dealer Name **ROD BAKER FORD SLS INC**

Dealer Code: **01705 - ***

Address: **16101 S. LINCOLN HIGHWAY**

City: **PLAINFIELD**

State: **IL** Zip Code: **60586**

Country: **USA** Region Code: **NA**

Phone: **(815)436-5681**

Expense Information

Customer Paid Amount: **.00**

Deductible Amount: **.00**

Dealer Paid Amount: **.00**

Labor Cost: **117.67**

Misc. Expense Amount: **.00**

Part Markup Amount: **182.51**

Material Cost: **547.52**

Total Cost Gross: **665.19**

Cust. Concern Code: **E29 - CHECK ENGINE LIGHT TROUBLE**

Condition Code: **42 - DOES NOT OPERATE PROPERLY**

Technician Comment: **VERIFIED MIL ON. P0430. FOLLOWED TSB 12-11-15. REPLACED LEFT SIDE CATALYST CONVEROTOR AND INTERCOOLER ASSEMBLY. CLEARED CODES. ROAD TEST, OK.**

Customer Comment: **CK ENGINE LITE ON.**

Labor Op Code Labor Op Description Labor Op Cost

121115B 117.67

<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>
N	* W711281 S300		031202	4	3.00
N	BL3Z 5E212 E	CONVERTER CATALYTIC	031202	1	313.92
Y	DL3Z 6K775 B	COOLER ASSY	031202	1	230.60

DTC Sections: Mil. Light On Y

<u>Flag</u>	<u>Test Type</u>	<u>Malfunction Cd</u>	<u>Malfunction Cd Description</u>	<u>Monitor Cd</u>	<u>Monitor Cd Description</u>
Y	KC	P0430	CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 2)	1	CATALYST (SYSTEM)
N	KO	PASS	SYSTEM PASS	27	NO-FAULT CODES
N	KR	PASS	SYSTEM PASS	27	NO-FAULT CODES

Jas Fodera
Powertrain Installations - Exhaust Systems
Phone: 1-313-621-2854
e-Mail: jfodera@ford.com
Building #2, MD-1232, Cube 23M02

From: Steslicki, Michael (M.E.)
Sent: Tuesday, January 22, 2013 5:57 AM
To: Ahmed, Masood (M.); Bailey, Owen (O.R.); Boerger, Jim (J.G.); Bollman, Wes (W.); Cervenak, Neil (N.J.); Cockerill, Al (C.A.); Crudo, Frank (F.J.); Dame, Andrew (A.C.); Dixon, Mark (M.R.); Dobbs, Dan (K.D.); Dumler, Jeff (J.D.); Early, Curt (C.G.); Fodera, Jas (J.J.); Galas, Dean (C.K.); Heck, Kevin (K.C.); Holland, Del (D.); Holmes, Douglas (D.A.); Hwang, Sheng-Jiaw (S.J.); Klomp, Karl (K.R.); Langley, Scott (C.S.); Liebling, Doug (D.E.); Mazuchowski, James (J.A.); McCoy, Jim (D.); McDonagh, Scot (S.M.); McNamara, Patrick (P.S.); Merrell, Robert (R.J.); Miller, Brian (B.J.); Moore, Andrew (R.); Morrow, Bill (N.W.); Nevels, Laurence (L.); Nowaczyk, Rick (R.J.); Osepchook, William (W.R.); Oyafuso, Kevin (K.G.); Parnell, Bill (W.); Reno, George (G.L.); Ridolfi, Dominic (D.R.); Ronzi, Bill (W.C.); Ruppert, Dave (D.R.); Saad, Thomas (T.J.); Schiltges, Dave (D.); Siddall, Stephen (S.); Sims, Ivan (I.D.); Skurko, Jennifer (J.J.); Smith, Craig (C.A.); Sparks, Douglas (D.S.); Stanley, Daniel (D.J.); Treusch, Christopher (C.J.); Wagers, Sue (S.K.); Wodzisz, Ken (K.R.); Zimlich, Mary (M.)
Subject: 2013 MY 3.5L GTDI P415 Misfire Daily AWS Claims (Post 9/18/12 Vehicle Build Date) - (1/22/13)

Four new claims from the last four days

- (2) CAC
- (1) CAC & Catalytic Converter
- (1) Diag - Misfire

<< File: 2013 MY 3.5L GTDI P415 Misfire Claims Post 9-18-12.xlsx >>

Mike Steslicki
Quality Analyst
Ford Motor Company
Powertrain Engineering
(313) 805-9888

3.5L GTDI—INTERMITTENT STUMBLE/MISFIRE ON ACCELERATION FROM HIGHWAY CRUISE IN HUMID OR DAMP CONDITIONS— BUILT ON OR BEFORE 9/18/2012

TSB 12-11-15

FORD:
2013 F-150

ISSUE

Some 2013 F-150 vehicles built on or before 9/18/2012 and equipped with a 3.5L gasoline turbocharged direct injection (GTDI) EcoBoost engine may exhibit an intermittent stumble and/or misfire on hard acceleration after an extended drive at highway speeds during high humid or damp conditions. This could result in a steady or flashing malfunction indicator lamp (MIL) with diagnostic trouble codes (DTCs) P0300, P0304, P0305, P0306, primarily for misfire. DTC P0430 may also be present.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

Ensure all hard fault powertrain DTCs are addressed prior to performing this service procedure.

1. Check for DTC P0430. Is DTC P0430 present?
 - a. Yes - Replace the left hand catalytic converter. Refer to Workshop Manual (WSM), Section 309-00. Proceed to Step 2.
 - b. No - Proceed to Step 2.
2. Install a new Charge Air Cooler (CAC). Refer WSM, Section 303-12.

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited Warranty Coverage And Emissions Warranty Coverage
Warranty/ESP coverage limits/policies/prior approvals are not altered by a TSB. Warranty/ESP coverage limits are determined by the identified causal part and verified using the OASIS part coverage tool.

OPERATION	DESCRIPTION	TIME
121115A	2013 F-150 3.5L DOHC GTDI: Check DTCs, Replace The Charge Air Cooler Assembly Includes Time To Transfer Turbocharger Exhaust Inlet and CAC Shield (Do Not Use With Any Other Labor Operations)	0.9 Hr.
121115B	2013 F-150 3.5L DOHC GTDI: Check DTCs, Replace The Charge Air Cooler Assembly And The Left Hand Catalyst Converter Includes Time To Transfer Turbocharger Exhaust Inlet and CAC Shield (Do Not Use With Any Other Labor Operations)	1.2 Hrs.

PART NUMBER	PART NAME
DL3Z-6K775-B	Charge Air Cooler
W711281-S300	Push Pin (2 Req)
BL3Z-5E212-E	Catalytic Converter Assembly
W520514-S440	Nuts (2 Req)

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 or Lincoln 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 12-11-15 (Continued)

DEALER CODING

BASIC PART NO.

CONDITION
CODE

5E212

12
(OPERATION

6K775 (OPERATION A)

B)
42

RUN DATE:01/23/2013

FORD CUSTOMER SERVICE DIVISION

PAGE: 1

SERVICE, WARRANTY, AND FINANCIAL SYSTEMS DEPARTMENT

CS0115F1 04:50 121212

COMMON QUALITY INDICATOR SYSTEM

TEP20

CQIS Concern Folder

Folder: 120091840000 2 12 - 13 V52/D36 MISFIRE AFTER 9/18/12 PRODUCTION

Status (T,A,C): T TRACKING CON. Status Date: 01/11/2013

Follow-up Date: 12/31/9999 Owner: KDOBBS

Index Points: Part Nbr: - -

YTD Part Sales: 25 Part Desc:

Backorder: Resp Person:

Total Reports: 12 Resp Phone: () -

Folder Comments

Date

Comments

Rpt#: DAPE5001 NHL Rpt: 01/16/2013 Odom: 7,186 M
 Vehicle: 2013 F150 4X4 ,F150 ,SUP CRW,STYSD
 Vin:1FTFW1ET8DFA40461 Bld: 10/09/2012
 Engine: 3.5L-GTDI Calb: DF613C0A Trans: 6R80E Axle: A/C: YES
 Dealer ID:CAN B1427 Fraser Ford Sales Inc. Phone:(905) 372-3673
 Province Ontario City: Cobourg Orig/Caller: DOUG MOORE
 Symptom: 5 50 2 39 DRV PERF,RUNS ROUGH,ACCEL,INTERMITTENT
 Addl Sym: BANK 2 MISFIRE Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 KOEO:
 KOEO:
 KOEC: P0304 P0305 P0306 P0300
 KOEC:
 KOER:
 KOER:
 Hotliner: JMORFITT Phone: 000 317-7039 Dist Cd: 01 01 FCSD REGION-CANADA
 Engineering: Phone: TAR:
 Dlr Contact: DOUG MOORE Phone: 000 000-0000 Title Cde: T

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

Type	Comments
REPAIR	01/16/2013 11:45AM JACOB MORFITT MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: CUSTOMER STATES, DRIVING ON HWY IN RAINY WEATHER, MIL LIGHT CAME ON WHEN ACCEL TO PASS, FELT LIKE MISFIRE. DIAGNOSTICS: IDS DIAG MEM CODES P0300, P0304, P0305, P0306. POWER BALANCE SHOWS NO MISFIRE, TRUCK RUNS NORMAL. MODE 6 SHOWS NO MISFIRE. CAC HAS SHIELD IN PLACE. CHECKED OASIS NO CURRENT TSBS OR SSMS FOR THIS CONCERN. PARTS REPLACED: NONE. TECH QUESTION: FOUND TSB 12-10-19 FOR 2011-2012 MODEL YEARS. IS THERE STILL AN ISSUE WITH THE CAC OR PCM UPDATE FOR THIS CONCERN.
RECOMM	01/16/2013 11:45AM JACOB MORFITT MSS - FCSD - TECH SVC HOTLINE DOUG, THE TSB DOES NOT APPLY TO THE 2013 MY VEHICLES AS THE UPDATES LISTED IN THE TSB ARE ALREADY INSTALLED ON THE VEHICLE. SINCE THE MISFIRE IS BANK SPECIFIC RECOMMEND TO VERIFY THERE ARE NO CONCERNS WITH THE IGNITING COIL GROUND. THE IGNITION COILS ON THIS BANK SHARE GROUND G105. IF THIS GROUND WERE TO BE LOOSE INTERMITTENT COIL OPERATION MAY OCCUR. IF THE GROUND IS LOOSE OR APPEARS DIRTY RECOMMEND TO REMOVE AND CLEAN THE GROUND AND RE-TIGHTEN THE GROUND. IF THERE ARE NO CONCERNS WITH THE IGNITION COIL GROUND RECOMMEND TO VERIFY THERE ARE NO EXHAUST BACK PRESSURE CONCERNS. THE BACK PRESSURE SHOULD NOT EXCEED 3 PSI IN PARK/NEUTRAL WITH 3-4 WOT SNAPS AND NO MORE THAN 8 PSI DRIVING WOT. IF EXCESSIVE BACK PRESSURE HAS BEEN VERIFIED SUSPECT THE CATALYST IS RESTRICTED REQUIRING REPLACEMENT. IF THERE ARE NO CONCERNS WITH THE BACK PRESSURE RECOMMEND TO SWAP THE UPSTREAM UEGO SENSOR. IF THE SENSOR WERE TO BE BIASED RICH THE PCM WILL REDUCE THE AMOUNT OF FUEL TO THAT BANK INDUCING A LEAN MISFIRE CONCERN. IF THE MISFIRE FOLLOWS THE SENSOR TO THE OTHER BANK RECOMMEND TO REPLACE THE SENSOR AND RETEST.

Rpt#: DAPFN003 NHL Rpt: 01/16/2013 Odom: 688 M
 Vehicle: 2013 F150 4X4 ,F150 ,SUP CRW,STYSD
 Vin:1FTFW1ET0DFA34797 Bld: 10/08/2012
 Engine: 3.5L-GTDI Calb: DF613C0A Trans: 6R80E Axle: 3800F3.31C A/C: YES
 Dealer ID:USA 01077 George Coleman Ford Phone:(864) 834-4195
 State: South Caroli City: Travelers Rest Orig/Caller: CURTIS SHOCKLEY
 Symptom: 5 54 2 02 DRV PERF,LACK/LOSS PWR ,ACCEL,ALWAYS
 Addl Sym: P0304, P0305, P0306 Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 KOEO: P0304 P0305 P0306
 KOEO:
 KOEC:
 KOEC:
 KOER:
 KOER:
 Hotliner: AHEBERT8 Phone: 313 317-9379 Dist Cd: S2 Charlotte
 Engineering: Phone: TAR:
 Dlr Contact: CURTIS SHOCKLEY Phone: 864 834-6080 Title Cde: SM

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

Type	Comments
REPAIR	01/16/2013 12:30PM ADAM HEBERT MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: THE CUSTOMER STATED THAT THE CHECK ENGINE LIGHT IS ON. DIAGNOSTICS: TESTED AND FOUND CODE P0304 P0305 P0306.CHECKED OASIS AND FOUND THAT ANDERSON FORD TESTED AND CLEARED THE SAME CODES 616 MILES AGO.FREEZE FRAMS SHOWED CODE SET AT 5256 RPM 97% LOAD AND 62 MPH.CHECKED FOR TSB NONE.TALKED TO THE CUSTOMER AND WAS ADVISED THAT HE WAS PASSING ANOTHER VEHICLE,LOST POWER AND THE CHECK ENGINE LIGHT CAME ON.THIS IS THE FIRST TIME THIS HAS HAPPENED TO HIM.IDS SHOWS A NEW UPDATE HOWEVER DOES NOT GIVE THE REASON FOR THE UPDATE.PER WARRANTY CAN NOT PERFORM WITH OUT A TSB. PARTS REPLACED: NONE TECH QUESTION: ANY NONE CONERN? SHOULD WE UPDATE THE PCM WITH NEW CALIBRATION?
RECOMM	01/16/2013 12:30PM ADAM HEBERT MSS - FCSD - TECH SVC HOTLINE CURT, WE HAVE SEEN PAST INSTANCES OF INCORRECT SENSOR INPUTS OR A BANK SPECIFIC BOOST CONCERN. IF THE CONCERN CAN BE DUPLICATED IT WOULD BE RECOMMENDED TO MONITOR THE FOLLOWING VALUES: APP(%), BARO(PRESS), CHT(TEMP), CYL_(1-6)_ACCL, EQ_RAT11 (RATIO), EQ_RATIO21 (RATIO), FRP (PRESS), FRP_DSD, GEAR, KNK_CNTR_CYL (1-6), KNK_RATE_LRND, LOAD, LONGFT1, LONGFT2, MAP(PRESS), NUM_MISFIRE, OCTADJ_R_LRND, O2S11_CUR, O2S21_CUR, RPM, RUNTM, SHRTFT1, SHRTFT2, TIP_PRS-BOOST, TIP_V, TQ_CNTRL, TR, VPWR, VREF AND VSS. IF A RECORDING OF THE EVENT CAN BE OBTAINED, REFER TO SECTION 6 OF THE PC/ED TO COMPARE TO. IF NO CONCERNS ARE IDENTIFIED UPDATE THE PCM TO THE LATEST CALIBRATION THEN RE-EVALUATE THE CONCERN.

Rpt#: DAPJK002 NHL Rpt: 01/16/2013 Odom: 976 M
 Vehicle: 2013 F150 4X4 ,F150 ,SUP CRW,STYSD
 Vin:1FTFW1ET2DFA10419 Bld: 09/19/2012
 Engine: 3.5L-GTDI Calb: DF613C0A Trans: 6R80E Axle: A/C: YES
 Dealer ID:USA 06735 Adams Ford Co Phone:(318) 872-2200
 State: Louisiana City: Logansport Orig/Caller: BRANDON GANDY
 Symptom: 5 50 2 39 DRV PERF,RUNS ROUGH,ACCEL,INTERMITTENT
 Addl Sym: INTERMITTENT MISFIRE Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 KOEO:
 KOEO:
 KOEC:
 KOEC:
 KOER:
 KOER:
 Hotliner: AHEBERT8 Phone: 313 317-9379 Dist Cd: C3 Memphis
 Engineering: Phone: TAR:
 Dlr Contact: BRANDON GANDY Phone: 000 000-0000 Title Cde: T

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

Type	Comments
REPAIR	01/16/2013 04:58PM ADAM HEBERT MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: CUSTOMER STATES LOSS OF POWER AND THE CHECK ENGINE LIGHT CAME ON BRIEFLY DIAGNOSTICS: IDS SELF TEST AND NO DTCS WERE PRESENT CUSTOMER STATES IT MISSES DURING RAINY WEATHER PARTS REPLACED: NONE TECH QUESTION: WAS WONDERING IF THIS WOULD FALL IN WITH TSB 12-11-15
RECOMM	01/16/2013 04:58PM ADAM HEBERT MSS - FCSD - TECH SVC HOTLINE BRANDON, DUE TO THE BUILD DATE OF THE VEHICLE, TSB 12-11-15 WOULD NOT APPLY TO THIS CONCERN AS THIS VEHICLE WAS EQUIPPED WITH THE UPDATED CHARGE AIR COOLER FROM THE FACTORY. INTERMITTENT CONCERN ARE UNDERSTANDABLY DIFFICULT TO DIAGNOSE. IF THE CONCERN CAN BE DUPLICATED, RECOMMEND TO OBTAIN A RECORDING OF THE EVENT WITH THE FOLLOWING PIDS SELECTED TO BE RECORDED: APP(%), BARO(PRESS), CHT(TEMP), CYL_(1-6)_ACCL, EQ_RAT11 (RATIO), EQ_RATIO21 (RATIO), FRP (PRESS), FRP_DSD, GEAR, KNK_CNTR_CYL (1-6), KNK_RATE_LRND, LOAD, LONGFT1, LONGFT2, MAP(PRESS), NUM_MISFIRE, OCTADJ_R_LRND, O2S11_CUR, O2S21_CUR, RPM, RUNTM, SHRTFT1, SHRTFT2, TIP_PRS-BOOST, TIP_V, TQ_CNTRL, TR, VPWR, VREF, VSS. IF A RECORDING CAN BE OBTAINED, COMPARE THESE VALUES TO SECTION 6 OF THE PC/ED.
REPAIR	01/16/2013 07:22PM TONY ROMANO MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: C/S STATES LOSS OF POWER/MIS-FIRE AND THE CHECK ENGINE LIGHT CAME ON DIAGNOSTICS: RAN IDS TESTS NO CODES, QUESTIONED CUSTOMER AND SAID WAS RAINING VERY HARD HAD BEEN DRIVING IN RAIN FOR 2 TO 3 HOURS.PER TSB 12-11-15 BULIT ON OR BEFORE 9/18/2012 INSTALL CAC ETC; THIS VEHICLE BUILD DATE IS 9/19/2012. WOULD THIS TSB STILL APPLY ????? FORD NORMALLY WONT PAY WITH DATE DESCREPTENCY..... PARTS REPLACED: NONE TECH QUESTION: WILL THIS TSB FIX CONCERN OR HAVE YALL CAME UP WITH ANOTHER FIX.. LAST TRUCK WE WERE WORKING ON HOTLINE ENGINEEER TOLD US THAT CONCERN WAS STILL UNDER INVESTIGATION.
RECOMM	01/16/2013 07:22PM TONY ROMANO MSS - FCSD - TECH SVC HOTLINE BRANDON, DUE TO THE BUILD DATE OF THE VEHICLE, TSB 12-11-15 WOULD NOT APPLY TO THIS CONCERN AS THIS VEHICLE WAS EQUIPPED WITH THE UPDATED CHARGE AIR COOLER FROM THE FACTORY. INTERMITTENT CONCERN ARE

UNDERSTANDABLY DIFFICULT TO DIAGNOSE. IF THE CONCERN CAN BE
DUPLICATED, RECOMMEND TO OBTAIN A RECORDING OF THE EVENT WITH THE

Rpt#: DAPJK002 NHL

Rpt: 01/16/2013

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

Type	Comments
	FOLLOWING PIDS SELECTED TO BE RECORDED: APP(%), BARO(PRESS), CHT(TEMP), CYL_(1-6)_ACCL, EQ_RAT11 (RATIO), EQ_RATIO21 (RATIO), FRP (PRESS), FRP_DSD, GEAR, KNK_CNTR_CYL (1-6), KNK_RATE_LRND, LOAD, LONGFT1, LONGFT2, MAP(PRESS), NUM_MISFIRE, OCTADJ_R_LRND, O2S11_CUR, O2S21_CUR, RPM, RUNTM, SHRTFT1, SHRTFT2, TIP_PRS-BOOST, TIP_V, TQ_CNTRL, TR, VPWR, VREF, VSS. IF A RECORDING CAN BE OBTAINED, COMPARE THESE VALUES TO SECTION 6 OF THE PC/ED.

Rpt#: DAODN008 NHL Rpt: 01/15/2013 Odom: 3,169 M
 Vehicle: 2013 F150 4X4 ,F150 ,SUP CRW,STYSD
 Vin:1FTFW1ET7DFA02316 Bld: 10/28/2012
 Engine: 3.5L-GTDI Calb: DF613C0A Trans: 6R80E Axle: 3.73 LOCK A/C: YES
 Dealer ID:USA 08660 Palm Coast Ford Phone:(386) 447-3380
 State: Florida City: Palm Coast Orig/Caller: JIM ALLEN
 Symptom: 5 54 2 39 DRV PERF,LACK/LOSS PWR ,ACCEL,INTERMITTENT
 Addl Sym: BANK 2 MISFIRES ON ACCEL Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 KOEO: P0300 P0305 P0306
 KOEO:
 KOEC:
 KOEC:
 KOER:
 KOER:
 Hotliner: SFERRET Phone: 313 317-9124 Dist Cd: S3 Orlando
 Engineering: Phone: TAR:
 Dlr Contact: JIM ALLEN Phone: 000 000-0000 Title Cde: T

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

Type	Comments
REPAIR	01/15/2013 01:41PM SHAWN FERRET MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: VEHICLE LOS POWER ON ACCELL AND TRANS LIGHT ILLUMINATED DIAGNOSTICS: VISUAL INSPECTION AND SELF TEST PARTS REPLACED: NONE TECH QUESTION: I CHECKED OASIS AND TSB 12-11-15 REFERS TO THIS CONCERN, BUT THIS VEHICLE FALLS OUTSIDE THE BUILD DATE. IS THERE MORE INFORMATION AVAILABLE ON THIS ISSUE? I DID NOT THE MODE 6 DATA AS WELL AND IT INDICATED THE MISFIRES ON 5 AND 6 AS WELL. % WAS THE WORST.
RECOMM	01/15/2013 01:41PM SHAWN FERRET MSS - FCSD - TECH SVC HOTLINE JAMES, SINCE THIS VEHICLE WAS BUILT AFTER 9/18/2012, IT ALREADY HAS THE LATEST CHARGED AIR COOLER (CAC) INSTALLED TO PREVENT BANK 2 MISFIRES AND CATALYST DAMAGE. AT THIS TIME, NORMAL PC/ED DIAGNOSTICS WOULD APPLY FOR THE MISFIRES. IF THE MISFIRES ARE INTERMITTENT, YOU CAN TRY SWAPPING THE COILS AND PLUGS FROM THE SUSPECT CYLINDERS TO KNOWN-GOOD CYLINDERS ON BANK 1 TO SEE IF THE MISFIRES FOLLOW. YOU CAN ALSO PERFORM A HIGH PRESSURE FUEL SYSTEM TEST USING THE IDS TO DETERINE IF THE INJECTORS ARE FUNCTIONING PROPERLY.

Rpt#: DANBN005 NHL Rpt: 01/14/2013 Odom: 918 M
 Vehicle: 2013 F150 4X2 ,F150 ,SUP CRW,STYSD
 Vin:1FTFW1CT2DKD86631 Bld: 12/13/2012
 Engine: 3.5L-GTDI Calb: DF613G0A Trans: 6R80E Axle: A/C: YES
 Dealer ID:USA 06469 All Star Ford Lincoln Phone:(225) 677-8181
 State: Louisiana City: Prairieville Orig/Caller: PAUL BURNS
 Symptom: 5 57 2 39 DRV PERF,HESITATES/STUM,ACCEL,INTERMITTENT
 Addl Sym: STUMBLE ON ACCELERATION Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 KOEO:
 KOEO:
 KOEC: P0300 P0305
 KOEC:
 KOER:
 KOER:
 Hotliner: JMORFITT Phone: 000 317-7039 Dist Cd: C3 Memphis
 Engineering: Phone: TAR:
 Dlr Contact: PAUL BURNS Phone: 225 963-6789 Title Cde: T

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

Type	Comments
REPAIR	01/14/2013 09:41AM JACOB MORFITT MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: CK ENGINE LIGHT ON AND STUMBLE WHEN PASSING SOMEONE DIAGNOSTICS: EEC TEST, RAN OASIS PARTS REPLACED: NONE TECH QUESTION: WEVE BEEN DEALING WITH THE SAME ISSUE ON THE 2012 2011 3.5 ECO ENGINE, IT HAS ALL STUFF ON INTERCOOLER, WHAT DO YOU RECC WE DO WITH SUCH MILES,,,,,
RECOMM	01/14/2013 09:41AM JACOB MORFITT MSS - FCSD - TECH SVC HOTLINE PAUL, IT WILL BE NECESSARY TO DETERMINE IF THE MISFIRE CONCERN IS ISOLATED TO ONE CYLINDER. IF THE MISFIRE IS ON MULTIPLE CYLINDERS, IT IS RECOMMENDED TO TO INSPECT THE CAC TUBES AND THE THROTTLE PLATE FOR INDICATIONS OF WATER STAINING. IF WATER STAINING IS PRESENT AND THE CONCERN CANNOT BE DUPLICATED THIS MAY BE THE RESULT OF EXCESSIVE CONDENSATION BUILD UP IN THE CAC. THIS WILL TYPICALLY OCCUR DURING HUMID OR DAMP/RAINY DAYS. IF THERE ARE NO INDICATIONS OF CONDENSATION BUILD UP RECOMMEND MONITORING PID`S APP(%), BARO(PRESS), CHT(TEMP), CYL_(1-6)_ACCL, EQ_RAT11 (RATIO), EQ_RATIO21 (RATIO), FRP (PRESS), FRP_DSD, GEAR, KNK_CNTR_CYL (1-6), KNK_RATE_LRND, LOAD, LONGFT1, LONGFT2, MAP(PRESS), NUM_MISFIRE, OCTADJ_R_LRND, O2S11_CUR, O2S21_CUR, RPM, RUNTM, SHRTFT1, SHRTFT2, TIP_PRS-BOOST, TQ_CNTRL, TR, VPWR, VREF, AND VSS DURING THE CONCERN. COMPARE THE PID VALUES TO THE REFERENCE VALUES IN SECTION 6 OF THE PC/ED. IF A CONCERN HAS BEEN VERIFIED RECOMMEND TO DIAGNOSE AND REPAIR AS NECESSARY AND RETEST. IF THE CONCERN CAN BE DUPLICATED AND ISOLATED TO A SPECIFIC CYLINDER RECOMMEND TO SWAP THE IGNITION COIL AND SPARK PLUG TO A KNOWN GOOD CYLINDER AND RETEST. IF THE MISFIRE CONCERN FOLLOWS THE COMPONENT SWAP RECOMMEND TO REPLACE THE COMPONENTS AND RETEST. IF THE MISFIRE DOES NOT FOLLOW THE IGNITION COMPONENT SWAP RECOMMEND PERFORMING A RELATIVE COMPRESSION TEST. IF A COMPRESSION CONCERN HAS BEEN NOTED RECOMMEND TO PERFORM A MANUAL COMPRESSION TEST TO FURTHER VALIDATE A COMPRESSION CONCERN IS PRESENT. IF THERE ARE NO CONCERNS WITH THE ENGINES COMPRESSION RECOMMEND INSPECTING THE VEHICLES FUEL QUALITY. IF THE FUEL IS SUSPECT RECOMMEND TO DRAIN THE FUEL SYSTEM, REFILL WITH A KNOWN GOOD FUEL SOURCE, AND RETEST. IF THERE ARE NO CONCERNS WITH THE FUEL QUALITY RECOMMEND PERFORMING A HP

FUEL SYSTEM TEST USING THE IDS. IF AN INJECTOR CONCERN HAS BEEN VERIFIED RECOMMEND TO REPLACE THE SUSPECT INJECTORS AS PER WSM

Rpt#: DANBN005 NHL

Rpt: 01/14/2013

----- C O M M E N T S -----
Type Comments
 PROCEDURES. AND RETEST.

Rpt#: DAKEY003 NHL Rpt: 01/11/2013 Odom: 2,713 M
 Vehicle: 2013 F150 4X4 ,F150 ,SUP CRW,STYSD
 Vin:1FTFW1ET4DKD63641 Bld: 11/09/2012
 Engine: 3.5L-GTDI Calb: DF613C0N Trans: 6R80E Axle: A/C: YES
 Dealer ID:USA 04019 Joe Cooper Ford of Tulsa Phone:(918) 346-6500
 State: Oklahoma City: Tulsa Orig/Caller: TIM HAYES
 Symptom: 5 50 2 39 DRV PERF,RUNS ROUGH,ACCEL,INTERMITTENT
 Addl Sym: P0306 Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 KOEO: P0306
 KOEO:
 KOEC:
 KOEC:
 KOER:
 KOER:
 Hotliner: AHEBERT8 Phone: 313 317-9379 Dist Cd: C1 Dallas
 Engineering: Phone: TAR:
 Dlr Contact: TIM HAYES Phone: 918 346-6500 Title Cde: T

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

Type	Comments
REPAIR	01/11/2013 02:43PM ADAM HEBERT MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: MISS HIGHWAY DRIVING JUST LIKE THE TSB FOR OLDER GTDI BUT THIS IS OUT OF THE BUILD DATE FOR THE TSB DIAGNOSTICS: KOEO KOER DATA DISPLAY POWER BALANCE TEST PARTS REPLACED: NONE TECH QUESTION: THIS TRUCK IS OUT OF THE BUILD DATE FOT THE TSB FOR THE CAC COOLER AND MISSFIRE CONCERNS AND HAD MOISTURE IN CAC HOSE HAS THERE BEEN ANY REPORTS OF THIS CONCERN WITH TRUCKS PAST THE BUILD DATE FOR THE TSB
RECOMM	01/11/2013 02:43PM ADAM HEBERT MSS - FCSD - TECH SVC HOTLINE TIM, WE HAVE SEEN SOME MISFIRE CONCERNS AFTER THE TSB DATE, HOWEVER IT WOULD BE RECOMMENDED TO MONITOR THE FOLLOWING INPUTS DURING THE CONCERN, AS MOST CONCERNS HAVE NOT BEEN THE RESULT OF EXCESSIVE CONDENSATION. NOTE THAT SOME CONDENSATION IN THE CHARGE AIR COOLER SYSTEM IS PART OF NORMAL OPERATION DUE TO THE SYSTEM DESIGN. IF THE CONCERN CAN BE DUPLICATED, MONITOR APP(%), BARO(PRESS), CHT(TEMP), CYL_(1-6)_ACCL, EQ_RAT11 (RATIO), EQ_RATIO21 (RATIO), FRP (PRESS), FRP_DSD, GEAR, KNK_CNTR_CYL (1-6), KNK_RATE_LRND, LOAD, LONGFT1, LONGFT2, MAP(PRESS), NUM_MISFIRE, OCTADJ_R_LRND, O2S11_CUR, O2S21_CUR, RPM, RUNTM, SHRTFT1, SHRTFT2, TIP_PRS-BOOST, TIP_V TQ_CNTRL, TR, VPWR, VREF, VSS. IF A RECORDING OF THE EVENT CAN BE OBTAINED, REFER TO SECTION 6 OF THE PC/ED FOR GOOD KNOWN REFERENCE VALUES TO COMPARE TO.

Rpt#: DADEP017 NHL Rpt: 01/04/2013 Odom: 2,237 M
 Vehicle: 2013 F150 4X4 ,F150 ,SUP CRW,STYSD
 Vin:1FTFW1ET7DFA38684 Bld: 10/26/2012
 Engine: 3.5L-GTDI Calb: DF613C0A Trans: 6R80E Axle: A/C: YES
 Dealer ID:USA 09482 McCormick Motors, Inc. Phone:(605) 425-2331
 State: South Dakota City: Salem Orig/Caller: PHILLIP MCCORMICK
 Symptom: 5 54 2 39 DRV PERF,LACK/LOSS PWR ,ACCEL,INTERMITTENT
 Addl Sym: MISFIRE UNDER HEAVY ACCEL Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 KOEO: P0300 P0305 P0304 P0306
 KOEO:
 KOEC:
 KOEC:
 KOER:
 KOER:
 Hotliner: SMASSE16 Phone: 313 317-4491 Dist Cd: G5 Twin Cities
 Engineering: Phone: TAR:
 Dlr Contact: PHILLIP MCCORMICK Phone: 000 000-0000 Title Cde: SM

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

Type	Comments
REPAIR	01/04/2013 07:50PM STEPHEN MASSEY MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: LACK OF POWER UNDER HEAVY ACCELERATION. SERVICE ENGINE WARNING LIGHT ON AT TIMES. DIAGNOSTICS: SCANNED MODULES. P0300, P0304, P0305, P0306 CODES GIVEN. MONITORED OASIS. PARTS REPLACED: NONE. INFO REQUESTED. TECH QUESTION: T.S.B. 12-11-15 OUTLINES THIS VEHICLES CONCERNS EXACTLY...BUT STATES BUILD DATES BEFORE 09/18/2012...THIS VEHICLE BUILD DATE IS 10/26/2012...DOES THIS T.S.B. APPLY TO THIS VEHICLE, OR DO WE CONTINUE WITH DIAGNOSTICS. ANY/ALL HELP GREATLY APPRECIATED.
RECOMM	01/04/2013 07:50PM STEPHEN MASSEY MSS - FCSD - TECH SVC HOTLINE PHILIP, AS THIS VEHICLE IS OUTSIDE OF THE BUILD DATE, TSB 12-11-15 DOES NOT APPLY. HOWEVER, PLEASE VERIFY THE CAC THAT IS INSTALLED ON THIS VEHICLE MATCHES THE PART NUMBER IN THE TSB. IF THE PART NUMBERS DO MATCH, PLEASE CONTINUE WITH NORMAL DIAGNOSIS. RECOMMEND TO PERFORM THE LOW AND HIGH PRESSURE FUEL SYSTEM TESTS USING THE IDS. THESE TESTS WILL VERIFY PROPER OPERATION OF THE FUEL DELIVERY SYSTEM. IF THE FUEL SYSTEM TESTS PASS, PLEASE VERIFY THE QUALITY OF THE FUEL BEING USED. INSPECT THE FUEL FOR CLOUDINESS, DEBRIS, OR ABNORMAL COLOR/ODOR. IF ANY FUEL QUALITY CONCERNS ARE FOUND, PLEASE DRAIN, CLEAN, AND DRY THE FUEL TANK. FILL THE TANK WITH FRESH FUEL AND RE-EVALUATE THE CONCERN. IF THE FUEL QUALITY IS OK, PLEASE VERIFY EXHAUST BACK PRESSURE. BACK PRESSURE SHOULD NOT EXCEED 3 PSI AFTER 4 WOT SNAPS IN THE STALL, AND SHOULD NOT EXCEED 8 PSI AFTER WOT SNAPS UNDER LOAD. IF BACK PRESSURE IS EXCESSIVE, REPLACE THE RESTRICTED CATALYST AND RE-EVALUATE THE CONCERN.

Rpt#: DACTH004 NHL Rpt: 01/03/2013 Odom: 2,681 M
 Vehicle: 2013 F150 4X4 ,F150 ,SUP CRW,STYSD
 Vin:1FTFW1ET5DKD24668 Bld: 09/26/2012
 Engine: 3.5L-GTDI Calb: DF613C0A Trans: 6R80E Axle: A/C: YES
 Dealer ID:USA 05477 Baxter Ford, Inc. Phone:(402) 934-5656
 State: Nebraska City: Omaha Orig/Caller: DON KRUMEL
 Symptom: 5 57 2 39 DRV PERF,HESITATES/STUM,ACCEL,INTERMITTENT
 Addl Sym: STUMBLE ON ACCEL Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 KOEO:
 KOEO:
 KOEC:
 KOEC:
 KOER:
 KOER:
 Hotliner: AHEBERT8 Phone: 313 317-9379 Dist Cd: C4 Kansas City
 Engineering: Phone: TAR:
 Dlr Contact: DON KRUMEL Phone: 000 000-0000 Title Cde: T

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

Type	Comments
REPAIR	01/03/2013 04:25PM ADAM HEBERT MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: CUSTOMER STATES THAT ON ACCEL WHILE PASSING ENGINE STARTED MISSING AND SHAKEING PULLED OVER AND SHUT OFF HAS RAN FINE EVER SINCE DIAGNOSTICS: ECC TEST NO CODES!! NO MISFIRE DATA IN MODE 6 FOUND TSB 12-11-15 FOR EARLIER BUILT TRUCK FOR THIS EXACT CONCERN BUT THIS IS BUILT AFTER 9/18/2012 (THIS IS 9/26/2012) AND HAS THE NEW INTERCOOLER AND SHIELDS ALREADY PARTS REPLACED: NONE ONLY THING FOUND WAS A LATER PCM UPDATE SO I REPROGRAMED TO LATEST CAL TECH QUESTION: IS THERE ANY THING ELSE THAT CAN BE DONE FOR THIS VERY INTERMITTANT CONCERN? THANK YOU TECH DONALD
RECOMM	01/03/2013 04:25PM ADAM HEBERT MSS - FCSD - TECH SVC HOTLINE DONALD, DUE TO THE DESIGN OF THIS VEHICLE AND SPECIFIC OPERATING CONDITIONS, SOME SLIGHT CONDENSATION MAY BE PRESENT IN THE CHARGE AIR COOLER IF THE VEHICLE IS OPERATED IN HUMID OR DAMP CONDITIONS. IF THE PCM HAS BEEN UPDATED, IT WOULD BE RECOMMENDED TO CONFIRM IF THE CONCERN REMAINS PRESENT FOLLOWING THE UPDATE.
REPAIR	01/03/2013 07:29PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE THANK YOU
RECOMM	01/03/2013 07:29PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE DONALD, IF YOU REQUIRE FURTHER ASSISTANCE AFTER PERFORMING THE POSTED RECOMMENDATIONS, PLEASE UPDATE YOUR FORM WITH ANY ADDITIONAL INFORMATION. IF YOU RESOLVE THE CONCERN, PLEASE LET US KNOW WHAT REPAIRED THE VEHICLE USING THE SURVEY. THANK YOU.

Rpt#: CLRDV001 NHL Rpt: 12/18/2012 Odom: 6,557 M
 Vehicle: 2013 F150 4X4 ,F150 ,SUP CRW,STYSD
 Vin:1FTFW1ETXDFA35343 Bld: 10/09/2012
 Engine: 3.5L-GTDI Calb: DF613C0A Trans: 6R80E Axle: 3.73 LOCK A/C: YES
 Dealer ID:USA 04948 Gary Smith Ford Inc Phone:(904) 244-4111
 State: Florida City: Fort Walton Bch Orig/Caller: JOHN KOHLS
 Symptom: 5 57 2 39 DRV PERF,HESITATES/STUM,ACCEL,INTERMITTENT
 Addl Sym: HESITATION/ STUMBLE ON ACCEL Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 KOEO:
 KOEO:
 KOEC:
 KOEC:
 KOER:
 KOER:
 Hotliner: AHEBERT8 Phone: 313 317-9379 Dist Cd: S3 Orlando
 Engineering: Phone: TAR:
 Dlr Contact: JOHN KOHLS Phone: 850 301-4012 Title Cde: T

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

Type	Comments
REPAIR	12/18/2012 10:49AM ADAM HEBERT MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: CUST STATES CHECK ENGINE LIGHT FLASHES AND ENGINE RUNS ROUGH ON ACCEL AT TIMES ESPICIAALLY WHEN IT RAINS DIAGNOSTICS: ROAD TEST CND, ECC TEST, PARTS REPLACED: NONE TECH QUESTION: PULLED CAC TUBE TO THROTTLE BODY WATER ENTRY HAS BEEN PRESENT, WHAT DO I DO?
RECOMM	12/18/2012 10:49AM ADAM HEBERT MSS - FCSD - TECH SVC HOTLINE JOHN, DUE TO THE DESIGN OF THE FORCED INDUCTION SYSTEM, SOME CONDENSATION WILL BE PRESENT WITHIN THE CHARGE AIR COOLER. THE DESIGN OF THE BYPASS SYSTEM AND MATERIAL USED IN THE CHARGE AIR COOLER HELPS TO REDUCE THE AMOUNT OF CONDENSATION REACHING THE ENGINE. IF THE CONCERN CAN BE DUPLICATED IT WOULD BE RECOMMENDED TO PROCEED WITH NORMAL DIAGNOSTICS OULTINED IN SYMPTOM CHART 1 IN SECTION 3 OF THE PC/ED TO ISOLATE THE ROOT CAUSE OF THE CONCERN.
REPAIR	12/18/2012 11:26AM DEREK KVENVOLD MSS - FCSD - TECH SVC HOTLINE JOHN CALLED TO DISCUSS THE CONCERNS WITH THIS VEHICLE. HE STATED THAT THIS VEHICLE HAS THE CAC (CHARGE AIR COOLER) MISFIRE CONCERN. THE CONDITION IS ONLY PRESENT WHEN IT IS VERY HUMID OR RAINING. JOHN ALSO OWNS AN ECOBOOST HIMSELF, AND HE HAS EXPERIENCED THE SAME CONCERN, SO HE IS VERY FAMILIAR WITH THE ISSUE AND WHAT IT IS CAUSED BY. THE DESCRIPTION OF THE ISSUE FOR THIS VEHICLE IS ACCURATE FOR CONDENSATION ACCORDING TO JOHN.
RECOMM	12/18/2012 11:26AM DEREK KVENVOLD MSS - FCSD - TECH SVC HOTLINE JOHN, THIS CONTACT WILL BE FORWARDED ON TO ENGINEERING FOR FURTHER REVIEW. THE HOTLINE DOES NOT HAVE ANY ADDITIONAL INFORMATION TO ADDRESS THIS ISSUE AT THIS TIME. SINCE THIS VEHICLE IS EQUIPPED WITH THE UPDATED CAC, THIS CONCERN MAY BE UNRELATED TO THE CONDENSATION CONCERN. THIS MAY BE CAUSED BY CONTAMINATION ON THE TIP_PRESS BOOST SENSOR DUE TO NORMAL CONDENSATION AND OIL FROM THE PCV SYSTEM. REMOVE AND INSPECT THIS SENSOR FOR CONTAMINATION. IF FOUND, CLEAN OR REPLACE THIS SENSOR AS NECESSARY AND RETEST. SOME CONDENSATION IS NORMAL DUE TO THE WARM COMPRESSED AIR BEING QUICKLY COOLED OFF IN THE CAC, ESPECIALLY IN HUMID CONDITIONS.

Rpt#: CLQE2008 NHL Rpt: 12/17/2012 Odom: 1,000 M
 Vehicle: 2013 F150 4X4 ,F150 ,SUP CRW,STYSD
 Vin:1FTFW1ET2DFA47602 Bld: 10/18/2012
 Engine: 3.5L-GTDI Calb: DF613C0A Trans: 6R80E Axle: A/C: YES
 Dealer ID:USA 08606 Parr Ford, Inc. Phone:(360) 479-1353
 State: Washington City: Bremerton Orig/Caller: JERRY WHEELER
 Symptom: 5 50 2 39 DRV PERF,RUNS ROUGH,ACCEL,INTERMITTENT
 Addl Sym: CHECK ENGINE LIGHT Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 KOEO:
 KOEO:
 KOEC:
 KOEC:
 KOER:
 KOER:
 Hotliner: BGRAHA43 Phone: 313 248-8050 Dist Cd: W5 Seattle
 Engineering: Phone: TAR:
 Dlr Contact: JERRY WHEELER Phone: 360 479-1353 Title Cde: T

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

Type	Comments
REPAIR	12/17/2012 06:17PM BRIAN GRAHAM MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: DURING LONG CRUSIE AND ATTEMPTING TO ACCELL,VEHCILE WILL STUMBLE AND MISFIRE,CHECK ENGINE LAMP WILL FLASH,AND ENGINE WILL ATTEMPT TO STALL WITH NO POWER DIAGNOSTICS: CHECK FOR DTCS AND NO DTCS ARE RECORDED,MODE 6 DATA SHOWED MISFIRE WERE COUNTED FOR CYLS 1,2,3,4,. CHECK VEHICILE BUILD DATE AND SHOWED OASIS REPORT,18 OCT 2012. JUST OUT SIDE BUILD DATES FOR TSB 12 11 15. VEHICILE HAS SAME CONCERN AS REPORTED IN TSB. PARTS REPLACED: NONE TECH QUESTION: WITH VEHICILE JUST OUTSIDE OF TSB BUILD DATE AND HAVING SAME CONCERN,WOULD IT BE POSS THAT VEHICILE HAS OLDER CAC ASY,RATHER THAN THE UPDATED CAC,AND SHOULD IT BE REPACED AS TSB REQUIRED, THIS IS THE SECOND VEHICILE FOR THE SAME OWNER WITH THE SAME CONCERNS, WILL DRIVE FROM BREMERTON WA TO MONTANA AND 10 TO 12 HOURS INTO TRIP,IT WILL START TO HESATATE AND STUMBLE ON HEAVY ACCELL WHILE TOWING BOAT, HAS DONE THIS WITH FIRST TRUCK AND NOW WILL DO THIS WITH SECOND TRUCK.
RECOMM	12/17/2012 06:17PM BRIAN GRAHAM MSS - FCSD - TECH SVC HOTLINE JERRY, THIS TSB REFERS TO MISFIRES THAT ARE PRIMARILY RELATED TO RANDOM OR SPECIFIC TO BANK 2 CYLINDERS. IT IS RECOMMENDED TO FIRST VERIFY THE CONCERN BEFORE ATTEMPTING ANY REPAIR. IF THE DTCS S ARE VERIFIED COMING FROM BANK 1, RECOMMEND PERFORMING NORMAL MISFIRE DIAGNOSIS SUCH AS SWAPPING SECONDARY IGNITION SYSTEM COMPONENTS ONE AT A TIME FROM A KNOWN GOOD CYLINDER. IF THE CONCERN FOLLOWS THE SWAP, REPLACE THE SUSPECTED COMPONENT AND RE-EVALUATE THE CONCERN.
ADD-ON	01/11/2013 07:45PM KEITH SKORPEN(FSE) MSS - FCSD - REG - SEATTLE FSE CONTACTED BY SM. SM SEEKING ADVICE. CRC HAS RECOMMENDED THAT THE CUSTOMER DROP OFF THE VEHICLE TO THE DEALER FOR DIAGNOSIS/REPAIRS. VEHICLE CURRENTLY AT DEALERSHIP. THERE ARE MISFIRE DTCS SET FOR CYLINDERS 4 AND 6. FSE HAS ENCOUNTERED ANOTHER 2013 TRUCK WITH A RANDOM MISFIRE IN ONE CYLINDER. DEALERSHIP REPLACED AN IGNITION COIL TO RESOLVE THE CONCERN. BECAUSE VEHICLE IS ACQUIRING DOWN TIME, FSE RECOMMENDING REPLACEMENT OF THE SPARK PLUGS AND IGNITION COILS IN CYLINDERS 4 AND 6, INSTALLING A VDR AND ROAD TESTING TO SEE IF THE CONCERN IS CORRECTED. IF CONCERN CANNOT BE DUPLICATED, INSTALL A VDR

ADD-ON IN THE VEHICLE SO THE CUSTOMER CAN CAPTURE THE CONCERN IF IT OCCURS.
01/14/2013 08:07PM KEITH SKORPEN(FSE) MSS - FCSD - REG - SEATTLE

Rpt#: CLQE2008 NHL

Rpt: 12/17/2012

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

Type	Comments
	FSE UPDATED BY SERVICE MANAGER THAT THERE ARE NO DTCS FOR CYLINDER 4 AND 6 MISFIRES. CURRENT RECOMMENDED BY THE FSE IS TO HAVE THE DEALER CONTACT THE TECHNICAL HOTLINE FOR ASSISTANCE.
ADD-ON	01/16/2013 04:44PM KEITH SKORPEN(FSE) MSS - FCSD - REG - SEATTLE FSE SPOKE WITH SM ON 1/15/13. BECAUSE THE MISFIRES ARE ON BANK ONE, FSE DOES NOT SUSPECT THAT MOISTURE IN THE CAC CAUSED THE INITIAL CONCERN. SM STATED THAT THE EVENT ONLY OCCURRED ONE TIME SINCE THE VEHICLE WAS PURCHASED. THE VEHICLE DID NOT SET ANY MISFIRE DTCS EVEN THOUGH THE CUSTOMER STATED THAT THE CEL WAS FLASHING AND HE PULLED OVER AND CYCLED THE KEY. PREVIOUS REPORTS HAVE INDICATED THAT ONE OR MORE COILS ON A SINGLE BANK CAN CAUSE THIS CONCERN AND CREATE RFI WHICH CAN AFFECT TIP BOOST SENSOR OPERATION. BECAUSE THE VEHICLE IS ACCUMULATING OUT OF SERVICE DAYS AND THE DEALER CANNOT DUPLICATE THE CONCERN WITHOUT DRIVING IT 300 MILES, FSE IS RECOMMENDING REPLACING THE IGNITION COILS IN THE RIGHT BANK, INSTALLING A VDR AND ROAD TESTING THE VEHICLE EXTENSIVELY. IF THE CONCERN CANNOT BE DUPLICATED, THE VEHICLE NEEDS TO BE RELEASED TO THE CUSTOMER ON 1/21/13. IF THE CUSTOMER IS WILLING TO HAVE A VDR INSTALLED, INSTALL VDR AND ALLOW THE CUSTOMER TO EVALUATE THE VEHICLE AND CAPTURE THE EVENT IF IT OCCURS. DEALER ADVISED ON PID SELECTION FOR THE VDR.
REPAIR	01/17/2013 08:18PM WALTER SMITH MSS - FCSD - TECH SVC HOTLINE SPOKE WITH FSE IN REGARDS TO VEHICLE. CHECKED THROTTLE BODY FOR WATER MARKS IT DOES HAVE WATER SPOTS ON BUTTERFLY AND SIGNS OF WATER TRACKS. I DONT KNOW WHAT IT LOOKED LIKE ON THE 2011 & 2012. FSE SUGGESTED SENDING THE 5 PICS I HAVE TO HOTLINE. HOW WOULD I DO THAT. THIS IS A POTENTIAL LEMON LAW AND CRC IS INVOLVED. WE HAVE INSTALLED NEW COIL PACKS ON THE RIGHT BANK. WE WERE GOING TO ROADTEST AND RETURN TO CUSTOMER BUT WATER SPOTS CHANGED OUR PLAN. THE ROADTEST REQUIRES A LENGTHY CRUISE ABOUT 45 MINS 1 WAY AT 70 MPH AND THEN APPLY THROTTLE AND IT STUMBLES. SAME AS CAC CONCERN ON 2012 MODELS. BRAD FOWLER SERVICE MANAGER
RECOMM	01/17/2013 08:18PM WALTER SMITH MSS - FCSD - TECH SVC HOTLINE JERRY, THE FORD TECHNICAL HOTLINE HAS REVIEWED YOUR REQUEST AND HAS DETERMINED THAT IT IS NECESSARY TO DISCUSS THIS MATTER VERBALLY OVER THE TELEPHONE. YOU WILL BE CONTACTED ON 01-18-2013 BY A FORD TECHNICAL HOTLINE REPRESENTATIVE.
REPAIR	01/18/2013 05:18PM DAVID STENDARDO MSS - FCSD - TECH SVC HOTLINE I DONT KNOW IF YOU HAVE ATTEMPTED TO CALL YET. MY CELL IS 360-731-9416 BEST WAY TO GET A HOLD OF ME THANKS
RECOMM	01/18/2013 05:18PM DAVID STENDARDO MSS - FCSD - TECH SVC HOTLINE JERRY, SORRY FOR THE DELAY. THE HOTLINE CONTACT VOLUME HAS BEEN QUITE BUSY TODAY. THE REPORT IS BEING FORWARDED TO THE APPROPRIATE SERVICE ENGINEER FOR REVIEW.
REPAIR	01/18/2013 05:55PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE DISCUSSED CONCERN WITH JERRY. THE CONCERN CAN ONLY BE DUPLICATED IF THE VEHICLE IS DRIVEN FOR EXTENDED PERIODS OF TIME (6 HOURS). CUSTOMER EXPERIENCES CONCERN WHILE TOWING BOAT, ALTHOUGH THE BOAT IS WITHIN WEIGHT LIMITS FOR TRUCK. DEALER UNABLE TO DUPLICATE AND HAS ALSO NOT BEEN ABLE TO VERIFY MODE 6 DATA INDICATING A DEFINITIVE CONCERN. SERVICE MANAGER PLANS TO TAKE TRUCK ON EXTENDED TRIP THIS WEEKEND IN

Rpt#: CLQE2008 NHL

Rpt: 12/17/2012

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

Type	Comments
RECOMM	<p>AN ATTEMPT TO DUPLICATE CONCERN SO A DIRECTION TO RESOLVE CAN BE ESTABLISHED.</p> <p>01/18/2013 05:55PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE JERRY, PLEASE REFERENCE THE FOLLOWING PID LIST WHEN SETTING UP THE RECORDING: APP(%), BARO(PRESS), CHT(TEMP), CYL_(1-6)_ACCL, EQ_RAT11 (RATIO), EQ_RATIO21 (RATIO), FRP (PRESS), FRP_DSD, GEAR, KNK_CNTR_CYL (1-6), KNK_RATE_LRND, LOAD, LONGFT1, LONGFT2, MAP(PRESS), NUM_MISFIRE, OCTADJ_R_LRND, O2S11_CUR, O2S21_CUR, RPM, RUNTM, SHRTFT1, SHRTFT2, TIP_PRS-BOOST, TIP VOLT, TQ_CNTRL, TR, VPWR, VREF, VSS. REFERENCE HOTLINE CONTACT ID# 105970788. IF CALLING BACK DIAL 1-800-826-4694 AND ASK FOR DOMINIC. THANK YOU.</p>

Rpt#: CLDBX025 NHL Rpt: 12/04/2012 Odom: 115 M
 Vehicle: 2013 F150 4X4 ,F150 ,SUP CRW,STYSD
 Vin:1FTFW1ET6DFA19818 Bld: 09/21/2012
 Engine: 3.5L-GTDI Calb: DF613CON Trans: 6R80E Axle: 3.73 LOCK A/C: YES
 Dealer ID:USA 09743 Town Ford Lincoln Phone:(509) 663-2111
 State: Washington City: East Wenatchee Orig/Caller: DONALD MULLERLEILE
 Symptom: 5 57 2 39 DRV PERF,HESITATES/STUM,ACCEL,INTERMITTENT
 Addl Sym: HESITATES/ STUMBL;ES Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 KOEO:
 KOEO:
 KOEC: P0300 P0303 P0305 P0306
 KOEC:
 KOER:
 KOER:
 Hotliner: WSMITH46 Phone: 000 317-0000 Dist Cd: W5 Seattle
 Engineering: Phone: TAR:
 Dlr Contact: DONALD MULLERLEILE Phone: 000 000-0000 Title Cde: T

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

Type	Comments
REPAIR	12/04/2012 07:40PM WALTER SMITH MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN:WHEN TRAVELING AT HIGHWAY SPEEDS AND DOWNSHIFTING TO PASS A VEHICLE THE TRANSMISSION LIGHT CAME ON AND STARTED TO SHUTTER. DIAGNOSTICS: CODE CHECH PARTS REPLACED:MONE TECH QUESTION:I AM A TRANS TECH, I FOUND CODES FOR ENGINE PERFORMANCE CONCERN ONLY ,I FOUND TSB12-11-15 BUT BUILD DATE IS THREE DAYS OUT , REPAIR OR DIAG SUGESTIONS.
RECOMM	12/04/2012 07:40PM WALTER SMITH MSS - FCSD - TECH SVC HOTLINE DON, YOU ARE CORRECT TSB 12-11-15 DOES NOT APPLY TO THIS VEHICLE DUE TO THE BUILD DATE. ALSO THIS CONCERN WOULD ONLY APPLY IF ENGINE MISFIRES WERE BEING SEEN ON ONLY BANK 2 CYLINDERS. WITH ENGINE MISFIRES BEING SEEN ON BOTH BANKS IT IS RECOMMENDED TO PERFORM NORMAL ENGINE MISFIRE DIAGNOSIS. RECOMMEND TO INSPECT THE INTAKE AIR TUBE AND CAC TUBES FOR RESTRICTIONS OR LEAKS, VERIFY THE AIR BOX IS SEALED CORRECTLY AND THE AIR FILTER IS NOT DAMAGED. RUN A RELATIVE COMPRESSION TO VERIFY BASE ENGINE IS NOT SHOWING ANY LOW CYLINDERS. IF A LOW CYLINDER IS SEEN PERFORM A MANUAL COMPRESSION AND CYLINDER LEAKDOWN TEST TO DETERMINE WHERE COMPRESSION IS LEAKING. IF RELATIVE COMPRESSION IS 0% IN ALL CYLINDERS, CLEAR DTCS AND ROAD TEST TO SEE IF THE MISFIRE ARE SEEN IN THE SAME CYLINDERS IF SO INSPECT THE SPARK PLUGS OR DAMAGE, IF NEEDED THE PLUGS AND COILS CAN BE MOVED TO A CYLINDER THAT IS NOT MISSING TO SEE IF THE MISFIRE FOLLOWS THE COMPONENTS. IF THE MISFIRE IS RANDOM CHECK FOR RICH OR LEAN CONDITIONS. VERIFY ACTUAL LOW SIDE FUEL PRESSURE USING A MANUAL GAGE, MONITOR FRP READING AND COMPARE TO FTP SENSOR DESIRED FOR CORRECT FUEL PRESSURE. IF NEEDED TAKE A FUEL SAMPLE TO CHECK FOR FUEL CONTAMINATION.
REPAIR	12/05/2012 08:17AM MATTHEW MESSINA MSS - FCSD - TECH SVC HOTLINE VEHICLE HAD DTCS P0300, P0304, P0305 AND P0306.
RECOMM	12/05/2012 08:17AM MATTHEW MESSINA MSS - FCSD - TECH SVC HOTLINE DON, THANK YOU FOR THE UPDATE. AT THIS TIME, PLEASE CONTINUE WITH THE PREVIOUSLY RECOMMENDED DIAGNOSIS TO FURTHER ISOLATE THE CAUSE FOR THIS CONCERN. A CONDENSATION ISSUE OUTSIDE OF THE BUILD DATE FOR <A HREF='HTTP://WWW.FORDTECHSERVICE.DEALERCONNECTION.COM/VDIRS/SPUBS/ANUM

Q.ASP?FLAVOR=DEALERS&SZARTICLE=12-11-15' TARGET='_BLANK'>TSB
12-11-15, HAS NOT BEEN REPORTED. IF FURTHER ASSISTANCE IS

Rpt#: CLDBX025 NHL

Rpt: 12/04/2012

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

Type	Comments
	NECESSARY, PLEASE UPDATE THIS REQUEST.
ADD-ON	12/05/2012 09:45AM DAN DOBBS MSS - FCSD - VSP PVT SVC ENG PASSED CONCERN TO PT ENGINEERING FOR REVIEW.
ADD-ON	12/05/2012 11:21AM DAN DOBBS MSS - FCSD - VSP PVT SVC ENG SPOKE WITH SM. UNIT WAS A DEALER TRADE AND THE CONCERN HAPPENED DURING THE TRANSFER. VIC @ VRASMUSSEN@TOWNAUTOGROUP.COM.

DEALER IS IN HIGH DESERT AREA UNIT WAS COMING FROM SPOKANE AREA WHICH WAS WET.

I ASKED THAT THEY CONFIRM THE PART NUMBER ON THE CAC DL34-9L440-AC, IF PRESENT INSPECT CAC FOR SIGNS OF MOISTURE BY CHECKING THE LOWER TUBE FOR MOISTURE SIGNS. UNIT WAS TO BE DELIVERED LAST NIGHT, BUT IS AT THE STORE NOW.

Rpt#: CK2EB014 NHL Rpt: 11/28/2012 Odom: 4,207 M
 Vehicle: 2013 F150 4X4 ,F150 ,SUP CRW,STYSD
 Vin:1FTFW1ET8DFA50262 Bld: 10/24/2012
 Engine: 3.5L-GTDI Calb: DF613C0A Trans: 6R80E Axle: A/C: YES
 Dealer ID:USA 00469 Bondy's Ford Lincoln Phone:(334) 792-5171
 State: Alabama City: Dothan Orig/Caller: MARTY FORSTER
 Symptom: 5 50 2 39 DRV PERF,RUNS ROUGH,ACCEL,INTERMITTENT
 Addl Sym: STUMBLE ON ACCEL Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 KOEO:
 KOEO:
 KOEC:
 KOEC:
 KOER:
 KOER:
 Hotliner: DRIDOLF2 Phone: 313 248-8241 Dist Cd: S1 Atlanta
 Engineering: Phone: TAR:
 Dlr Contact: MARTY FORSTER Phone: 334 792-5171 Title Cde: T

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

Type	Comments
REPAIR	11/28/2012 05:42PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN:CS WHILE DRIVING IN THE RAIN AND ACCELARATES THE TRUCK WILL STUMBLE AND CK ENGINE LIGHT FLASHES DIAGNOSTICS: CK OASIS AND FOUND TSB 12-11-15 PARTS REPLACED:NONE TECH QUESTION:THE BUILD DATE IS NOT WITHIN THE TSB BUT HAS SAME CONCERN SHOULD I USE THE TSB ON THIS TRUCK AND REPLACE THE CAC?
RECOMM	11/28/2012 05:42PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE MARTY, IT WOULD NOT BE RECOMMENDED TO PERFORM TSB 12-11-15 ON THIS VEHICLE. THIS VEHICLE IS EQUIPPED WITH THE CAC LISTED IN THE TSB FROM THE FACTORY, SO PERFORMING THIS TSB WOULD HAVE NO EFFECT ON THE VEHICLE. PLEASE NOTE IF YOU HAVE BEEN ABLE TO DUPLICATE THIS CONCERN. IF NOT ALREADY DONE, SCAN ALL MODULES FOR DTCS AND UPDATE THIS FORM WITH ANY RETURNED. IF YOU ARE ABLE TO DUPLICATE THIS CONCERN, PLEASE MAKE A RECORDING OF THE EVENT FEATURING THE FOLLOWING PIDS: APP(%), BARO(PRESS), CHT(TEMP), CYL_(1-6)_ACCL, EQ_RAT11 (RATIO), EQ_RATIO21 (RATIO), FRP (PRESS), FRP_DSD, GEAR, KNK_CNTR_CYL (1-6), KNK_RATE_LRND, LOAD, LONGFT1, LONGFT2, MAP(PRESS), NUM_MISFIRE, OCTADJ_R_LRND, O2S11_CUR, O2S21_CUR, RPM, RUNTM, SHRTFT1, SHRTFT2, TIP VOLTAGE, TIP_PRS-BOOST, TQ_CNTRL, TR, VPWR, VREF, VSS. MONITOR THE CYLINDER ACCELERATION PIDS FOR MISFIRE INFORMATION. READINGS NEAR -1 ON THE HISTOGRAM INDICATE A DETECTED MISFIRE. VERIFY THAT, WITH THE CONCERN PRESENT, FRP ACTUAL IS MATCHING FRP DESIRED CLOSELY. IF FRP ACTUAL IS DROPPING LOWER THAN DESIRED, THIS INDICATES A FUEL DELIVERY CONCERN. MONITOR TIP VOLTAGE FOR A SAW-TOOTHED PATTERN, INDICATING A POSSIBLE TIP SENSOR OR TIP SENSOR CIRCUIT CONCERN. WITH THE CONCERN PRESENT MONITOR FUEL TRIMS FOR A LEAN/RICH CONDITION. PLEASE UPDATE THIS FORM WITH THE ABOVE INFORMATION, THANK YOU.
REPAIR	11/28/2012 07:46PM TONY ROMANO MSS - FCSD - TECH SVC HOTLINE ON HVBOM IT SHOWS A DL3Z-6K775-A THIS IS THE SAME CAC AS THE DL3Z-6K775-B IN THE TSB?
RECOMM	11/28/2012 07:46PM TONY ROMANO MSS - FCSD - TECH SVC HOTLINE MARTY, THE HOTLINE HAS LIMITED PART LOOK UP CAPABILTY, THE BEST PLACE TO CHECK PART NUMBERS WOULD BE PACO. PLEASE DIRECT YOUR QUESTION ON

THIS PARTS ISSUE TO THE PARTS ASSISTANCE CENTER. SELECT PACO (PARTS ASSISTANCE CENTER ONLINE) UNDER PARTS & SERVICE TAB ON FMCDEALER.

Rpt#: CK2EB014 NHL

Rpt: 11/28/2012

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

Type	Comments
REPAIR	01/07/2013 11:28AM DEREK KVENVOLD MSS - FCSD - TECH SVC HOTLINE DESCRIPTION OF VEHICLE CONCERN: CS ENGINE HESITATES AND STUMBLES UNDER ACCEL WHILE DRIVING IN WET CONDITIONS DIAGNOSTICS ALREADY COMPLETED: CK CODES HAS MIFIRE CODES PARTS REPLACED: NONE MADE HOTLINE CONTACT ON LAST VISIT WITH NO REPAIR SUGGESTION TECH'S QUESTION: IS THERE ANY NEW INFOR OUT ON 2013 ON THE HESTATION OR STUMBLE WHILE DRIVING IN THE RAIN FOR A PERIOD OF TIME THEN ACCELL? IT HAS HAPPENED TWO TIMES SINCE THE LAST CONTACT. DTC: P0300 MODULE: PCM DTC: P0304 MODULE: PCM DTC: P0305 MODULE: PCM DTC: P0306 MODULE: PCM
RECOMM	01/07/2013 11:28AM DEREK KVENVOLD MSS - FCSD - TECH SVC HOTLINE MARTY, THERE IS NO ADDITIONAL INFORMATION FOR THIS CONCERN ON THIS BUILD DATE VEHICLE. THIS REPORT WILL BE FORWARDED ON FOR ADDITIONAL REVIEW. AFTER ADDITIONAL RESEARCH CAN BE PERFORMED, YOU WILL BE CONTACTED BY PHONE WITHIN 1 BUSINESS DAY.
ADD-ON	01/07/2013 11:28AM DEREK KVENVOLD MSS - FCSD - TECH SVC HOTLINE CONSULTED ROBERT ABERCROMBIE ON THIS CONTACT. ROBERT OR DOMINIC WILL PERFORM ADDITIONAL RESEARCH AND CONTACT THE DEALER BY PHONE.
AUDIT	01/07/2013 11:28AM DEREK KVENVOLD MSS - FCSD - TECH SVC HOTLINE ODOMETER 600 M CHANGED TO 4207 M BY DKVENVOL
REPAIR	01/08/2013 06:46PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE MARTY, AN ATTEMPT WAS MADE TO REACH YOU AT THE DEALER HOWEVER IT WAS INDICATED YOU HAD LEFT FOR THE DAY.
RECOMM	01/08/2013 06:46PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE A REPRESENTATIVE FROM THE HOTLINE WILL CONTACT YOUR DEALER BY PHONE TOMORROW.
REPAIR	01/09/2013 05:19PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE ATTEMPTED TO CONTACT MARTY AGAIN, UNABLE.
RECOMM	01/09/2013 05:19PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE MARTY, WE WILL CALL BACK TOMORROW AM.
REPAIR	01/10/2013 03:31PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE CALLED MARTY TO DISCUSS VEHICLE CONCERN. DEALER HAS NOT BEEN ABLE TO DUPLICATE CONCERN DUE TO SPECIFIC CONDITIONS THAT NEED TO BE PRESENT FOR CONCERN TO OCCUR. THE CUSTOMER DESCRIPTION OF THE CONCERN WAS DISCUSSED AT LENGTH WITH MARTY AND IS AS FOLLOWS: CONCERN IS VERY INTERMITTENT IN NATURE AND IS DEPENDENT ON WEATHER. CONCERN CAN ONLY BE DUPLICATED WHEN CUSTOMER DRIVES VEHICLE FOR EXTENDED PERIODS OF TIME "2-4 HOURS" IN RAINY CONDITIONS. AFTER EXTENDED DRIVING ON HIGHWAY DURING RAIN, CUSTOMER WILL ATTEMPT TO PASS ANOTHER VEHICLE. WHEN ATTEMPTING TO PASS, THE VEHICLE WILL LOSE POWER/STUMBLE, SETTING THE BANK TWO P030X DTCS. THE VEHICLE IS CURRENTLY NOT AT THE DEALERSHIP, IT HAS BEEN RETURNED TO THE CUSTOMER SO THE CUSTOMER IS ABLE TO DRIVE HIS VEHICLE WHILE THE DEALER DETERMINES A DIRECTION FOR THIS CONCERN.
RECOMM	01/10/2013 03:31PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE MARTY, THANK YOU FOR THIS INFORMATION. A REPRESENTATIVE FROM THE HOTLINE WILL CONTACT YOU BY PHONE WITHIN ONE (1) BUSINESS DAY TO DISCUSS THIS ISSUE.
ADD-ON	01/10/2013 03:31PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE MARTY FORSTER (SHOP FOREMAN) CELL PHONE: (229) 220-6804

Rpt#: CK2EB014 NHL

Rpt: 11/28/2012

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

Type	Comments
REPAIR	01/14/2013 04:38PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE CALLED MARTY WITH AN UPDATE ON THIS CONTACT.
RECOMM	01/14/2013 04:38PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE MARTY, AT THIS TIME THERE IS NO ADVISED DIRECTION TO REPLACE FURTHER COMPONENTS REGARDING THIS CONCERN, AS THE TSB HAS BEEN COMPLETED. THIS IS THE MOST UP TO DATE REPAIR DIRECTION AT THIS TIME. ENGINEERING IS MONITORING REPORTS OF THIS TYPE OF CONCERN AFTER THE TSB HAS BEEN PERFORMED HOWEVER AT THIS TIME THERE IS NO FURTHER INFORMATION AVAILABLE.

From: McDonagh, Scot (S.M.)
Sent: Friday, January 25, 2013 3:54 PM
To: Galas, Dean (C.K.); Steslicki, Michael (M.E.); Ahmed, Masood (M.); Bailey, Owen (O.R.); Boerger, Jim (J.G.); Bollman, Wes (W.); Cervenak, Neil (N.J.); Cockerill, Al (C.A.); Crudo, Frank (F.J.); Dame, Andrew (A.C.); Dixon, Mark (M.R.); Dobbs, Dan (K.D.); Dumler, Jeff (J.D.); Early, Curt (C.G.); Fodera, Jas (J.J.); Heck, Kevin (K.C.); Holland, Del (D.); Holmes, Douglas (D.A.); Hwang, Sheng-Jiaw (S.J.); Klomp, Karl (K.R.); Langley, Scott (C.S.); Liebling, Doug (D.E.); Mazuchowski, James (J.A.); McCoy, Jim (D.); McNamara, Patrick (P.S.); Merrell, Robert (R.J.); Miller, Brian (B.J.); Moore, Andrew (R.); Morrow, Bill (N.W.); Nevels, Laurence (L.); Nowaczyk, Rick (R.J.); Osepchok, William (W.R.); Oyafuso, Kevin (K.G.); Parnell, Bill (W.); Reno, George (G.L.); Ridolfi, Dominic (D.R.); Ronzi, Bill (W.C.); Ruppert, Dave (D.R.); Saad, Thomas (T.J.); Schiltges, Dave (D.); Siddall, Stephen (S.); Sims, Ivan (I.D.); Skurko, Jennifer (J.J.); Smith, Craig (C.A.); Sparks, Douglas (D.S.); Stanley, Daniel (D.J.); Treusch, Christopher (C.J.); Wagers, Sue (S.K.); Wodzisz, Ken (K.R.); Zimlich, Mary (M.)
Subject: RE: 2013 MY 3.5L GTDI P415 Misfire Daily AWS Claims (Post 9/18/12 Vehicle Build Date) - (1/25/13)

9/20 build date for VIN 1FTFW1ET2DKD19346 is after PCA CAC went into Production at KCAP. P415 CAC Misfire Emerging Concern is at 48% QSF Threshold.



6-31-2013 10:30:00 AM
6-31-2013 10:30:00 AM
6-31-2013 10:30:00 AM

Continued Moisture In CAC Misfire Aft Updated CAC

Concern Title:

Quality Team: F-150

Status: Emerging **Open Date:** 15/Jan/2013 **VIN Count:** 12 **Threshold:** 25 % of **Threshold:** 48%

Function: Powertrain **Days Open:** 10

PCE: **Last Updated:** 24/Jan/2013 9:19:15 AM

Functional Champion: JMCCOY Engineering **Contact:** MKRAMER1

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

From: Galas, Dean (C.K.)
Sent: Friday, January 25, 2013 3:18 PM
To: Steslicki, Michael (M.E.); Ahmed, Masood (M.); Bailey, Owen (O.R.); Boerger, Jim (J.G.); Bollman, Wes (W.);

Cervenán, Neil (N.J.); Cockerill, Al (C.A.); Crudo, Frank (F.J.); Dame, Andrew (A.C.); Dixon, Mark (M.R.); Dobbs, Dan (K.D.); Dumler, Jeff (J.D.); Early, Curt (C.G.); Fodera, Jas (J.J.); Heck, Kevin (K.C.); Holland, Del (D.); Holmes, Douglas (D.A.); Hwang, Sheng-Jiaw (S.J.); Klomp, Karl (K.R.); Langley, Scott (C.S.); Liebling, Doug (D.E.); Mazuchowski, James (J.A.); McCoy, Jim (D.); McDonagh, Scot (S.M.); McNamara, Patrick (P.S.); Merrell, Robert (R.J.); Miller, Brian (B.J.); Moore, Andrew (R.); Morrow, Bill (N.W.); Nevels, Laurence (L.); Nowaczyk, Rick (R.J.); Osepchook, William (W.R.); Oyafuso, Kevin (K.G.); Parnell, Bill (W.); Reno, George (G.L.); Ridolfi, Dominic (D.R.); Ronzi, Bill (W.C.); Ruppert, Dave (D.R.); Saad, Thomas (T.J.); Schiltges, Dave (D.); Siddall, Stephen (S.); Sims, Ivan (I.D.); Skurko, Jennifer (J.J.); Smith, Craig (C.A.); Sparks, Douglas (D.S.); Stanley, Daniel (D.J.); Treusch, Christopher (C.J.); Wagers, Sue (S.K.); Wodzisz, Ken (K.R.); Zimlich, Mary (M.)

Subject: RE: 2013 MY 3.5L GTDI P415 Misfire Daily AWS Claims (Post 9/18/12 Vehicle Build Date) - (1/25/13)

Need to confirm but this Kansas City unit was before the new CAC's were implemented.

Live Long and Prosper

C. K. (Dean) Galas

P/T Resident Engineer

Dearborn Truck Plant

313-337-9583 Dialnet 337-9583

cell phone 734-652-7907 dgalas@ford.com

From: Steslicki, Michael (M.E.)

Sent: Friday, January 25, 2013 1:18 PM

To: Ahmed, Masood (M.); Bailey, Owen (O.R.); Boerger, Jim (J.G.); Bollman, Wes (W.); Cervenán, Neil (N.J.); Cockerill, Al (C.A.); Crudo, Frank (F.J.); Dame, Andrew (A.C.); Dixon, Mark (M.R.); Dobbs, Dan (K.D.); Dumler, Jeff (J.D.); Early, Curt (C.G.); Fodera, Jas (J.J.); Galas, Dean (C.K.); Heck, Kevin (K.C.); Holland, Del (D.); Holmes, Douglas (D.A.); Hwang, Sheng-Jiaw (S.J.); Klomp, Karl (K.R.); Langley, Scott (C.S.); Liebling, Doug (D.E.); Mazuchowski, James (J.A.); McCoy, Jim (D.); McDonagh, Scot (S.M.); McNamara, Patrick (P.S.); Merrell, Robert (R.J.); Miller, Brian (B.J.); Moore, Andrew (R.); Morrow, Bill (N.W.); Nevels, Laurence (L.); Nowaczyk, Rick (R.J.); Osepchook, William (W.R.); Oyafuso, Kevin (K.G.); Parnell, Bill (W.); Reno, George (G.L.); Ridolfi, Dominic (D.R.); Ronzi, Bill (W.C.); Ruppert, Dave (D.R.); Saad, Thomas (T.J.); Schiltges, Dave (D.); Siddall, Stephen (S.); Sims, Ivan (I.D.); Skurko, Jennifer (J.J.); Smith, Craig (C.A.); Sparks, Douglas (D.S.); Stanley, Daniel (D.J.); Treusch, Christopher (C.J.); Wagers, Sue (S.K.); Wodzisz, Ken (K.R.); Zimlich, Mary (M.)

Subject: 2013 MY 3.5L GTDI P415 Misfire Daily AWS Claims (Post 9/18/12 Vehicle Build Date) - (1/25/13)

One new claim today

(1) CAC

<< File: 2013 MY 3.5L GTDI P415 Misfire Claims Post 9-18-12.xlsx >>

Mike Steslicki

Quality Analyst

Ford Motor Company

Powertrain Engineering

(313) 805-9888

3.5L GTDI—INTERMITTENT STUMBLE/MISFIRE ON ACCELERATION FROM HIGHWAY CRUISE IN HUMID OR DAMP CONDITIONS— BUILT ON OR BEFORE 9/18/2012

TSB 12-11-15

FORD:
2013 F-150

ISSUE

Some 2013 F-150 vehicles built on or before 9/18/2012 and equipped with a 3.5L gasoline turbocharged direct injection (GTDI) EcoBoost engine may exhibit an intermittent stumble and/or misfire on hard acceleration after an extended drive at highway speeds during high humid or damp conditions. This could result in a steady or flashing malfunction indicator lamp (MIL) with diagnostic trouble codes (DTCs) P0300, P0304, P0305, P0306, primarily for misfire. DTC P0430 may also be present.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

Ensure all hard fault powertrain DTCs are addressed prior to performing this service procedure.

1. Check for DTC P0430. Is DTC P0430 present?
 - a. Yes - Replace the left hand catalytic converter. Refer to Workshop Manual (WSM), Section 309-00. Proceed to Step 2.
 - b. No - Proceed to Step 2.
2. Install a new Charge Air Cooler (CAC). Refer WSM, Section 303-12.

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited Warranty Coverage And Emissions Warranty Coverage
Warranty/ESP coverage limits/policies/prior approvals are not altered by a TSB. Warranty/ESP coverage limits are determined by the identified causal part and verified using the OASIS part coverage tool.

OPERATION	DESCRIPTION	TIME
121115A	2013 F-150 3.5L DOHC GTDI: Check DTCs, Replace The Charge Air Cooler Assembly Includes Time To Transfer Turbocharger Exhaust Inlet and CAC Shield (Do Not Use With Any Other Labor Operations)	0.9 Hr.
121115B	2013 F-150 3.5L DOHC GTDI: Check DTCs, Replace The Charge Air Cooler Assembly And The Left Hand Catalyst Converter Includes Time To Transfer Turbocharger Exhaust Inlet and CAC Shield (Do Not Use With Any Other Labor Operations)	1.2 Hrs.

PART NUMBER	PART NAME
DL3Z-6K775-B	Charge Air Cooler
W711281-S300	Push Pin (2 Req)
BL3Z-5E212-E	Catalytic Converter Assembly
W520514-S440	Nuts (2 Req)

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 or Lincoln 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 12-11-15 (Continued)

DEALER CODING

BASIC PART NO.

CONDITION
CODE

5E212

12
(OPERATION

6K775 (OPERATION A)

B)
42

RUN DATE:01/23/2013

FORD CUSTOMER SERVICE DIVISION

PAGE: 1

SERVICE, WARRANTY, AND FINANCIAL SYSTEMS DEPARTMENT

CS0115F1 04:50 121212

COMMON QUALITY INDICATOR SYSTEM

TEP20

CQIS Concern Folder

Folder: 120091840000 2 12 - 13 V52/D36 MISFIRE AFTER 9/18/12 PRODUCTION

Status (T,A,C): T TRACKING CON. Status Date: 01/11/2013

Follow-up Date: 12/31/9999 Owner: KDOBBS

Index Points: Part Nbr: - -

YTD Part Sales: 25 Part Desc:

Backorder: Resp Person:

Total Reports: 12 Resp Phone: () -

Folder Comments

Date

Comments

Rpt#: DAPE5001 NHL Rpt: 01/16/2013 Odom: 7,186 M
 Vehicle: 2013 F150 4X4 ,F150 ,SUP CRW,STYSD
 Vin:1FTFW1ET8DFA40461 Bld: 10/09/2012
 Engine: 3.5L-GTDI Calb: DF613C0A Trans: 6R80E Axle: A/C: YES
 Dealer ID:CAN B1427 Fraser Ford Sales Inc. Phone:(905) 372-3673
 Province Ontario City: Cobourg Orig/Caller: DOUG MOORE
 Symptom: 5 50 2 39 DRV PERF,RUNS ROUGH,ACCEL,INTERMITTENT
 Addl Sym: BANK 2 MISFIRE Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 KOEO:
 KOEO:
 KOEC: P0304 P0305 P0306 P0300
 KOEC:
 KOER:
 KOER:
 Hotliner: JMORFITT Phone: 000 317-7039 Dist Cd: 01 01 FCSD REGION-CANADA
 Engineering: Phone: TAR:
 Dlr Contact: DOUG MOORE Phone: 000 000-0000 Title Cde: T

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

Type	Comments
REPAIR	01/16/2013 11:45AM JACOB MORFITT MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: CUSTOMER STATES, DRIVING ON HWY IN RAINY WEATHER, MIL LIGHT CAME ON WHEN ACCEL TO PASS, FELT LIKE MISFIRE. DIAGNOSTICS: IDS DIAG MEM CODES P0300, P0304, P0305, P0306. POWER BALANCE SHOWS NO MISFIRE, TRUCK RUNS NORMAL. MODE 6 SHOWS NO MISFIRE. CAC HAS SHIELD IN PLACE. CHECKED OASIS NO CURRENT TSBS OR SSMS FOR THIS CONCERN. PARTS REPLACED: NONE. TECH QUESTION: FOUND TSB 12-10-19 FOR 2011-2012 MODEL YEARS. IS THERE STILL AN ISSUE WITH THE CAC OR PCM UPDATE FOR THIS CONCERN.
RECOMM	01/16/2013 11:45AM JACOB MORFITT MSS - FCSD - TECH SVC HOTLINE DOUG, THE TSB DOES NOT APPLY TO THE 2013 MY VEHICLES AS THE UPDATES LISTED IN THE TSB ARE ALREADY INSTALLED ON THE VEHICLE. SINCE THE MISFIRE IS BANK SPECIFIC RECOMMEND TO VERIFY THERE ARE NO CONCERNS WITH THE IGNITING COIL GROUND. THE IGNITION COILS ON THIS BANK SHARE GROUND G105. IF THIS GROUND WERE TO BE LOOSE INTERMITTENT COIL OPERATION MAY OCCUR. IF THE GROUND IS LOOSE OR APPEARS DIRTY RECOMMEND TO REMOVE AND CLEAN THE GROUND AND RE-TIGHTEN THE GROUND. IF THERE ARE NO CONCERNS WITH THE IGNITION COIL GROUND RECOMMEND TO VERIFY THERE ARE NO EXHAUST BACK PRESSURE CONCERNS. THE BACK PRESSURE SHOULD NOT EXCEED 3 PSI IN PARK/NEUTRAL WITH 3-4 WOT SNAPS AND NO MORE THAN 8 PSI DRIVING WOT. IF EXCESSIVE BACK PRESSURE HAS BEEN VERIFIED SUSPECT THE CATALYST IS RESTRICTED REQUIRING REPLACEMENT. IF THERE ARE NO CONCERNS WITH THE BACK PRESSURE RECOMMEND TO SWAP THE UPSTREAM UEGO SENSOR. IF THE SENSOR WERE TO BE BIASED RICH THE PCM WILL REDUCE THE AMOUNT OF FUEL TO THAT BANK INDUCING A LEAN MISFIRE CONCERN. IF THE MISFIRE FOLLOWS THE SENSOR TO THE OTHER BANK RECOMMEND TO REPLACE THE SENSOR AND RETEST.

Rpt#: DAPFN003 NHL Rpt: 01/16/2013 Odom: 688 M
 Vehicle: 2013 F150 4X4 ,F150 ,SUP CRW,STYSD
 Vin:1FTFW1ET0DFA34797 Bld: 10/08/2012
 Engine: 3.5L-GTDI Calb: DF613C0A Trans: 6R80E Axle: 3800F3.31C A/C: YES
 Dealer ID:USA 01077 George Coleman Ford Phone:(864) 834-4195
 State: South Caroli City: Travelers Rest Orig/Caller: CURTIS SHOCKLEY
 Symptom: 5 54 2 02 DRV PERF,LACK/LOSS PWR ,ACCEL,ALWAYS
 Addl Sym: P0304, P0305, P0306 Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 KOEO: P0304 P0305 P0306
 KOEO:
 KOEC:
 KOEC:
 KOER:
 KOER:
 Hotliner: AHEBERT8 Phone: 313 317-9379 Dist Cd: S2 Charlotte
 Engineering: Phone: TAR:
 Dlr Contact: CURTIS SHOCKLEY Phone: 864 834-6080 Title Cde: SM

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

Type	Comments
REPAIR	01/16/2013 12:30PM ADAM HEBERT MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: THE CUSTOMER STATED THAT THE CHECK ENGINE LIGHT IS ON. DIAGNOSTICS: TESTED AND FOUND CODE P0304 P0305 P0306.CHECKED OASIS AND FOUND THAT ANDERSON FORD TESTED AND CLEARED THE SAME CODES 616 MILES AGO.FREEZE FRAMS SHOWED CODE SET AT 5256 RPM 97% LOAD AND 62 MPH.CHECKED FOR TSB NONE.TALKED TO THE CUSTOMER AND WAS ADVISED THAT HE WAS PASSING ANOTHER VEHICLE,LOST POWER AND THE CHECK ENGINE LIGHT CAME ON.THIS IS THE FIRST TIME THIS HAS HAPPENED TO HIM.IDS SHOWS A NEW UPDATE HOWEVER DOES NOT GIVE THE REASON FOR THE UPDATE.PER WARRANTY CAN NOT PERFORM WITH OUT A TSB. PARTS REPLACED: NONE TECH QUESTION: ANY NONE CONERN? SHOULD WE UPDATE THE PCM WITH NEW CALIBRATION?
RECOMM	01/16/2013 12:30PM ADAM HEBERT MSS - FCSD - TECH SVC HOTLINE CURT, WE HAVE SEEN PAST INSTANCES OF INCORRECT SENSOR INPUTS OR A BANK SPECIFIC BOOST CONCERN. IF THE CONCERN CAN BE DUPLICATED IT WOULD BE RECOMMENDED TO MONITOR THE FOLLOWING VALUES: APP(%), BARO(PRESS), CHT(TEMP), CYL_(1-6)_ACCL, EQ_RAT11 (RATIO), EQ_RATIO21 (RATIO), FRP (PRESS), FRP_DSD, GEAR, KNK_CNTR_CYL (1-6), KNK_RATE_LRND, LOAD, LONGFT1, LONGFT2, MAP(PRESS), NUM_MISFIRE, OCTADJ_R_LRND, O2S11_CUR, O2S21_CUR, RPM, RUNTM, SHRTFT1, SHRTFT2, TIP_PRS-BOOST, TIP_V, TQ_CNTRL, TR, VPWR, VREF AND VSS. IF A RECORDING OF THE EVENT CAN BE OBTAINED, REFER TO SECTION 6 OF THE PC/ED TO COMPARE TO. IF NO CONCERNS ARE IDENTIFIED UPDATE THE PCM TO THE LATEST CALIBRATION THEN RE-EVALUATE THE CONCERN.

Rpt#: DAPJK002 NHL Rpt: 01/16/2013 Odom: 976 M
 Vehicle: 2013 F150 4X4 ,F150 ,SUP CRW,STYSD
 Vin:1FTFW1ET2DFA10419 Bld: 09/19/2012
 Engine: 3.5L-GTDI Calb: DF613C0A Trans: 6R80E Axle: A/C: YES
 Dealer ID:USA 06735 Adams Ford Co Phone:(318) 872-2200
 State: Louisiana City: Logansport Orig/Caller: BRANDON GANDY
 Symptom: 5 50 2 39 DRV PERF,RUNS ROUGH,ACCEL,INTERMITTENT
 Addl Sym: INTERMITTENT MISFIRE Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 KOEO:
 KOEO:
 KOEC:
 KOEC:
 KOER:
 KOER:
 Hotliner: AHEBERT8 Phone: 313 317-9379 Dist Cd: C3 Memphis
 Engineering: Phone: TAR:
 Dlr Contact: BRANDON GANDY Phone: 000 000-0000 Title Cde: T

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

Type	Comments
REPAIR	01/16/2013 04:58PM ADAM HEBERT MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: CUSTOMER STATES LOSS OF POWER AND THE CHECK ENGINE LIGHT CAME ON BRIEFLY DIAGNOSTICS: IDS SELF TEST AND NO DTCS WERE PRESENT CUSTOMER STATES IT MISSES DURING RAINY WEATHER PARTS REPLACED: NONE TECH QUESTION: WAS WONDERING IF THIS WOULD FALL IN WITH TSB 12-11-15
RECOMM	01/16/2013 04:58PM ADAM HEBERT MSS - FCSD - TECH SVC HOTLINE BRANDON, DUE TO THE BUILD DATE OF THE VEHICLE, TSB 12-11-15 WOULD NOT APPLY TO THIS CONCERN AS THIS VEHICLE WAS EQUIPPED WITH THE UPDATED CHARGE AIR COOLER FROM THE FACTORY. INTERMITTENT CONCERN ARE UNDERSTANDABLY DIFFICULT TO DIAGNOSE. IF THE CONCERN CAN BE DUPLICATED, RECOMMEND TO OBTAIN A RECORDING OF THE EVENT WITH THE FOLLOWING PIDS SELECTED TO BE RECORDED: APP(%), BARO(PRESS), CHT(TEMP), CYL_(1-6)_ACCL, EQ_RAT11 (RATIO), EQ_RATIO21 (RATIO), FRP (PRESS), FRP_DSD, GEAR, KNK_CNTR_CYL (1-6), KNK_RATE_LRND, LOAD, LONGFT1, LONGFT2, MAP(PRESS), NUM_MISFIRE, OCTADJ_R_LRND, O2S11_CUR, O2S21_CUR, RPM, RUNTM, SHRTFT1, SHRTFT2, TIP_PRS-BOOST, TIP_V, TQ_CNTRL, TR, VPWR, VREF, VSS. IF A RECORDING CAN BE OBTAINED, COMPARE THESE VALUES TO SECTION 6 OF THE PC/ED.
REPAIR	01/16/2013 07:22PM TONY ROMANO MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: C/S STATES LOSS OF POWER/MIS-FIRE AND THE CHECK ENGINE LIGHT CAME ON DIAGNOSTICS: RAN IDS TESTS NO CODES, QUESTIONED CUSTOMER AND SAID WAS RAINING VERY HARD HAD BEEN DRIVING IN RAIN FOR 2 TO 3 HOURS.PER TSB 12-11-15 BULIT ON OR BEFORE 9/18/2012 INSTALL CAC ETC; THIS VEHICLE BUILD DATE IS 9/19/2012. WOULD THIS TSB STILL APPLY ????? FORD NORMALLY WONT PAY WITH DATE DESCREPTENCY..... PARTS REPLACED: NONE TECH QUESTION: WILL THIS TSB FIX CONCERN OR HAVE YALL CAME UP WITH ANOTHER FIX.. LAST TRUCK WE WERE WORKING ON HOTLINE ENGINEEER TOLD US THAT CONCERN WAS STILL UNDER INVESTIGATION.
RECOMM	01/16/2013 07:22PM TONY ROMANO MSS - FCSD - TECH SVC HOTLINE BRANDON, DUE TO THE BUILD DATE OF THE VEHICLE, TSB 12-11-15 WOULD NOT APPLY TO THIS CONCERN AS THIS VEHICLE WAS EQUIPPED WITH THE UPDATED CHARGE AIR COOLER FROM THE FACTORY. INTERMITTENT CONCERN ARE

UNDERSTANDABLY DIFFICULT TO DIAGNOSE. IF THE CONCERN CAN BE
DUPLICATED, RECOMMEND TO OBTAIN A RECORDING OF THE EVENT WITH THE

Rpt#: DAPJK002 NHL

Rpt: 01/16/2013

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

Type	Comments
	FOLLOWING PIDS SELECTED TO BE RECORDED: APP(%), BARO(PRESS), CHT(TEMP), CYL_(1-6)_ACCL, EQ_RAT11 (RATIO), EQ_RATIO21 (RATIO), FRP (PRESS), FRP_DSD, GEAR, KNK_CNTR_CYL (1-6), KNK_RATE_LRND, LOAD, LONGFT1, LONGFT2, MAP(PRESS), NUM_MISFIRE, OCTADJ_R_LRND, O2S11_CUR, O2S21_CUR, RPM, RUNTM, SHRTFT1, SHRTFT2, TIP_PRS-BOOST, TIP_V, TQ_CNTRL, TR, VPWR, VREF, VSS. IF A RECORDING CAN BE OBTAINED, COMPARE THESE VALUES TO SECTION 6 OF THE PC/ED.

Rpt#: DAODN008 NHL Rpt: 01/15/2013 Odom: 3,169 M
 Vehicle: 2013 F150 4X4 ,F150 ,SUP CRW,STYSD
 Vin:1FTFW1ET7DFA02316 Bld: 10/28/2012
 Engine: 3.5L-GTDI Calb: DF613C0A Trans: 6R80E Axle: 3.73 LOCK A/C: YES
 Dealer ID:USA 08660 Palm Coast Ford Phone:(386) 447-3380
 State: Florida City: Palm Coast Orig/Caller: JIM ALLEN
 Symptom: 5 54 2 39 DRV PERF,LACK/LOSS PWR ,ACCEL,INTERMITTENT
 Addl Sym: BANK 2 MISFIRES ON ACCEL Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 KOEO: P0300 P0305 P0306
 KOEO:
 KOEC:
 KOEC:
 KOER:
 KOER:
 Hotliner: SFERRET Phone: 313 317-9124 Dist Cd: S3 Orlando
 Engineering: Phone: TAR:
 Dlr Contact: JIM ALLEN Phone: 000 000-0000 Title Cde: T

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

Type	Comments
REPAIR	01/15/2013 01:41PM SHAWN FERRET MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: VEHICLE LOS POWER ON ACCELL AND TRANS LIGHT ILLUMINATED DIAGNOSTICS: VISUAL INSPECTION AND SELF TEST PARTS REPLACED: NONE TECH QUESTION: I CHECKED OASIS AND TSB 12-11-15 REFERS TO THIS CONCERN, BUT THIS VEHICLE FALLS OUTSIDE THE BUILD DATE. IS THERE MORE INFORMATION AVAILABLE ON THIS ISSUE? I DID NOT THE MODE 6 DATA AS WELL AND IT INDICATED THE MISFIRES ON 5 AND 6 AS WELL. % WAS THE WORST.
RECOMM	01/15/2013 01:41PM SHAWN FERRET MSS - FCSD - TECH SVC HOTLINE JAMES, SINCE THIS VEHICLE WAS BUILT AFTER 9/18/2012, IT ALREADY HAS THE LATEST CHARGED AIR COOLER (CAC) INSTALLED TO PREVENT BANK 2 MISFIRES AND CATALYST DAMAGE. AT THIS TIME, NORMAL PC/ED DIAGNOSTICS WOULD APPLY FOR THE MISFIRES. IF THE MISFIRES ARE INTERMITTENT, YOU CAN TRY SWAPPING THE COILS AND PLUGS FROM THE SUSPECT CYLINDERS TO KNOWN-GOOD CYLINDERS ON BANK 1 TO SEE IF THE MISFIRES FOLLOW. YOU CAN ALSO PERFORM A HIGH PRESSURE FUEL SYSTEM TEST USING THE IDS TO DETERINE IF THE INJECTORS ARE FUNCTIONING PROPERLY.

Rpt#: DANBN005 NHL Rpt: 01/14/2013 Odom: 918 M
 Vehicle: 2013 F150 4X2 ,F150 ,SUP CRW,STYSD
 Vin:1FTFW1CT2DKD86631 Bld: 12/13/2012
 Engine: 3.5L-GTDI Calb: DF613G0A Trans: 6R80E Axle: A/C: YES
 Dealer ID:USA 06469 All Star Ford Lincoln Phone:(225) 677-8181
 State: Louisiana City: Prairieville Orig/Caller: PAUL BURNS
 Symptom: 5 57 2 39 DRV PERF,HESITATES/STUM,ACCEL,INTERMITTENT
 Addl Sym: STUMBLE ON ACCELERATION Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 KOEO:
 KOEO:
 KOEC: P0300 P0305
 KOEC:
 KOER:
 KOER:
 Hotliner: JMORFITT Phone: 000 317-7039 Dist Cd: C3 Memphis
 Engineering: Phone: TAR:
 Dlr Contact: PAUL BURNS Phone: 225 963-6789 Title Cde: T

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

Type	Comments
REPAIR	01/14/2013 09:41AM JACOB MORFITT MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: CK ENGINE LIGHT ON AND STUMBLE WHEN PASSING SOMEONE DIAGNOSTICS: EEC TEST, RAN OASIS PARTS REPLACED: NONE TECH QUESTION: WEVE BEEN DEALING WITH THE SAME ISSUE ON THE 2012 2011 3.5 ECO ENGINE, IT HAS ALL STUFF ON INTERCOOLER, WHAT DO YOU RECC WE DO WITH SUCH MILES,,,,,
RECOMM	01/14/2013 09:41AM JACOB MORFITT MSS - FCSD - TECH SVC HOTLINE PAUL, IT WILL BE NECESSARY TO DETERMINE IF THE MISFIRE CONCERN IS ISOLATED TO ONE CYLINDER. IF THE MISFIRE IS ON MULTIPLE CYLINDERS, IT IS RECOMMENDED TO TO INSPECT THE CAC TUBES AND THE THROTTLE PLATE FOR INDICATIONS OF WATER STAINING. IF WATER STAINING IS PRESENT AND THE CONCERN CANNOT BE DUPLICATED THIS MAY BE THE RESULT OF EXCESSIVE CONDENSATION BUILD UP IN THE CAC. THIS WILL TYPICALLY OCCUR DURING HUMID OR DAMP/RAINY DAYS. IF THERE ARE NO INDICATIONS OF CONDENSATION BUILD UP RECOMMEND MONITORING PID`S APP(%), BARO(PRESS), CHT(TEMP), CYL_(1-6)_ACCL, EQ_RAT11 (RATIO), EQ_RATIO21 (RATIO), FRP (PRESS), FRP_DSD, GEAR, KNK_CNTR_CYL (1-6), KNK_RATE_LRND, LOAD, LONGFT1, LONGFT2, MAP(PRESS), NUM_MISFIRE, OCTADJ_R_LRND, O2S11_CUR, O2S21_CUR, RPM, RUNTM, SHRTFT1, SHRTFT2, TIP_PRS-BOOST, TQ_CNTRL, TR, VPWR, VREF, AND VSS DURING THE CONCERN. COMPARE THE PID VALUES TO THE REFERENCE VALUES IN SECTION 6 OF THE PC/ED. IF A CONCERN HAS BEEN VERIFIED RECOMMEND TO DIAGNOSE AND REPAIR AS NECESSARY AND RETEST. IF THE CONCERN CAN BE DUPLICATED AND ISOLATED TO A SPECIFIC CYLINDER RECOMMEND TO SWAP THE IGNITION COIL AND SPARK PLUG TO A KNOWN GOOD CYLINDER AND RETEST. IF THE MISFIRE CONCERN FOLLOWS THE COMPONENT SWAP RECOMMEND TO REPLACE THE COMPONENTS AND RETEST. IF THE MISFIRE DOES NOT FOLLOW THE IGNITION COMPONENT SWAP RECOMMEND PERFORMING A RELATIVE COMPRESSION TEST. IF A COMPRESSION CONCERN HAS BEEN NOTED RECOMMEND TO PERFORM A MANUAL COMPRESSION TEST TO FURTHER VALIDATE A COMPRESSION CONCERN IS PRESENT. IF THERE ARE NO CONCERNS WITH THE ENGINES COMPRESSION RECOMMEND INSPECTING THE VEHICLES FUEL QUALITY. IF THE FUEL IS SUSPECT RECOMMEND TO DRAIN THE FUEL SYSTEM, REFILL WITH A KNOWN GOOD FUEL SOURCE, AND RETEST. IF THERE ARE NO CONCERNS WITH THE FUEL QUALITY RECOMMEND PERFORMING A HP

FUEL SYSTEM TEST USING THE IDS. IF AN INJECTOR CONCERN HAS BEEN VERIFIED RECOMMEND TO REPLACE THE SUSPECT INJECTORS AS PER WSM

Rpt#: DANBN005 NHL

Rpt: 01/14/2013

----- C O M M E N T S -----
Type Comments
 PROCEDURES. AND RETEST.

Rpt#: DAKEY003 NHL Rpt: 01/11/2013 Odom: 2,713 M
 Vehicle: 2013 F150 4X4 ,F150 ,SUP CRW,STYSD
 Vin:1FTFW1ET4DKD63641 Bld: 11/09/2012
 Engine: 3.5L-GTDI Calb: DF613C0N Trans: 6R80E Axle: A/C: YES
 Dealer ID:USA 04019 Joe Cooper Ford of Tulsa Phone:(918) 346-6500
 State: Oklahoma City: Tulsa Orig/Caller: TIM HAYES
 Symptom: 5 50 2 39 DRV PERF,RUNS ROUGH,ACCEL,INTERMITTENT
 Addl Sym: P0306 Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 KOEO: P0306
 KOEO:
 KOEC:
 KOEC:
 KOER:
 KOER:
 Hotliner: AHEBERT8 Phone: 313 317-9379 Dist Cd: C1 Dallas
 Engineering: Phone: TAR:
 Dlr Contact: TIM HAYES Phone: 918 346-6500 Title Cde: T

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

Type	Comments
REPAIR	01/11/2013 02:43PM ADAM HEBERT MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: MISS HIGHWAY DRIVING JUST LIKE THE TSB FOR OLDER GTDI BUT THIS IS OUT OF THE BUILD DATE FOR THE TSB DIAGNOSTICS: KOEO KOER DATA DISPLAY POWER BALANCE TEST PARTS REPLACED: NONE TECH QUESTION: THIS TRUCK IS OUT OF THE BUILD DATE FOT THE TSB FOR THE CAC COOLER AND MISSFIRES CONCERNS AND HAD MOISTURE IN CAC HOSE HAS THERE BEEN ANY REPORTS OF THIS CONCERN WITH TRUCKS PAST THE BUILD DATE FOR THE TSB
RECOMM	01/11/2013 02:43PM ADAM HEBERT MSS - FCSD - TECH SVC HOTLINE TIM, WE HAVE SEEN SOME MISFIRE CONCERNS AFTER THE TSB DATE, HOWEVER IT WOULD BE RECOMMENDED TO MONITOR THE FOLLOWING INPUTS DURING THE CONCERN, AS MOST CONCERNS HAVE NOT BEEN THE RESULT OF EXCESSIVE CONDENSATION. NOTE THAT SOME CONDENSATION IN THE CHARGE AIR COOLER SYSTEM IS PART OF NORMAL OPERATION DUE TO THE SYSTEM DESIGN. IF THE CONCERN CAN BE DUPLICATED, MONITOR APP(%), BARO(PRESS), CHT(TEMP), CYL_(1-6)_ACCL, EQ_RAT11 (RATIO), EQ_RATIO21 (RATIO), FRP (PRESS), FRP_DSD, GEAR, KNK_CNTR_CYL (1-6), KNK_RATE_LRND, LOAD, LONGFT1, LONGFT2, MAP(PRESS), NUM_MISFIRE, OCTADJ_R_LRND, O2S11_CUR, O2S21_CUR, RPM, RUNTM, SHRTFT1, SHRTFT2, TIP_PRS-BOOST, TIP_V TQ_CNTRL, TR, VPWR, VREF, VSS. IF A RECORDING OF THE EVENT CAN BE OBTAINED, REFER TO SECTION 6 OF THE PC/ED FOR GOOD KNOWN REFERENCE VALUES TO COMPARE TO.

Rpt#: DADEP017 NHL Rpt: 01/04/2013 Odom: 2,237 M
 Vehicle: 2013 F150 4X4 ,F150 ,SUP CRW,STYSD
 Vin:1FTFW1ET7DFA38684 Bld: 10/26/2012
 Engine: 3.5L-GTDI Calb: DF613C0A Trans: 6R80E Axle: A/C: YES
 Dealer ID:USA 09482 McCormick Motors, Inc. Phone:(605) 425-2331
 State: South Dakota City: Salem Orig/Caller: PHILLIP MCCORMICK
 Symptom: 5 54 2 39 DRV PERF,LACK/LOSS PWR ,ACCEL,INTERMITTENT
 Addl Sym: MISFIRE UNDER HEAVY ACCEL Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 KOEO: P0300 P0305 P0304 P0306
 KOEO:
 KOEC:
 KOEC:
 KOER:
 KOER:
 Hotliner: SMASSE16 Phone: 313 317-4491 Dist Cd: G5 Twin Cities
 Engineering: Phone: TAR:
 Dlr Contact: PHILLIP MCCORMICK Phone: 000 000-0000 Title Cde: SM

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

Type	Comments
REPAIR	01/04/2013 07:50PM STEPHEN MASSEY MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: LACK OF POWER UNDER HEAVY ACCELERATION. SERVICE ENGINE WARNING LIGHT ON AT TIMES. DIAGNOSTICS: SCANNED MODULES. P0300, P0304, P0305, P0306 CODES GIVEN. MONITORED OASIS. PARTS REPLACED: NONE. INFO REQUESTED. TECH QUESTION: T.S.B. 12-11-15 OUTLINES THIS VEHICLES CONCERNS EXACTLY...BUT STATES BUILD DATES BEFORE 09/18/2012...THIS VEHICLE BUILD DATE IS 10/26/2012...DOES THIS T.S.B. APPLY TO THIS VEHICLE, OR DO WE CONTINUE WITH DIAGNOSTICS. ANY/ALL HELP GREATLY APPRECIATED.
RECOMM	01/04/2013 07:50PM STEPHEN MASSEY MSS - FCSD - TECH SVC HOTLINE PHILIP, AS THIS VEHICLE IS OUTSIDE OF THE BUILD DATE, TSB 12-11-15 DOES NOT APPLY. HOWEVER, PLEASE VERIFY THE CAC THAT IS INSTALLED ON THIS VEHICLE MATCHES THE PART NUMBER IN THE TSB. IF THE PART NUMBERS DO MATCH, PLEASE CONTINUE WITH NORMAL DIAGNOSIS. RECOMMEND TO PERFORM THE LOW AND HIGH PRESSURE FUEL SYSTEM TESTS USING THE IDS. THESE TESTS WILL VERIFY PROPER OPERATION OF THE FUEL DELIVERY SYSTEM. IF THE FUEL SYSTEM TESTS PASS, PLEASE VERIFY THE QUALITY OF THE FUEL BEING USED. INSPECT THE FUEL FOR CLOUDINESS, DEBRIS, OR ABNORMAL COLOR/ODOR. IF ANY FUEL QUALITY CONCERNS ARE FOUND, PLEASE DRAIN, CLEAN, AND DRY THE FUEL TANK. FILL THE TANK WITH FRESH FUEL AND RE-EVALUATE THE CONCERN. IF THE FUEL QUALITY IS OK, PLEASE VERIFY EXHAUST BACK PRESSURE. BACK PRESSURE SHOULD NOT EXCEED 3 PSI AFTER 4 WOT SNAPS IN THE STALL, AND SHOULD NOT EXCEED 8 PSI AFTER WOT SNAPS UNDER LOAD. IF BACK PRESSURE IS EXCESSIVE, REPLACE THE RESTRICTED CATALYST AND RE-EVALUATE THE CONCERN.

Rpt#: DACTH004 NHL Rpt: 01/03/2013 Odom: 2,681 M
 Vehicle: 2013 F150 4X4 ,F150 ,SUP CRW,STYSD
 Vin:1FTFW1ET5DKD24668 Bld: 09/26/2012
 Engine: 3.5L-GTDI Calb: DF613C0A Trans: 6R80E Axle: A/C: YES
 Dealer ID:USA 05477 Baxter Ford, Inc. Phone:(402) 934-5656
 State: Nebraska City: Omaha Orig/Caller: DON KRUMEL
 Symptom: 5 57 2 39 DRV PERF,HESITATES/STUM,ACCEL,INTERMITTENT
 Addl Sym: STUMBLE ON ACCEL Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 KOEO:
 KOEO:
 KOEC:
 KOEC:
 KOER:
 KOER:
 Hotliner: AHEBERT8 Phone: 313 317-9379 Dist Cd: C4 Kansas City
 Engineering: Phone: TAR:
 Dlr Contact: DON KRUMEL Phone: 000 000-0000 Title Cde: T

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

Type	Comments
REPAIR	01/03/2013 04:25PM ADAM HEBERT MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: CUSTOMER STATES THAT ON ACCEL WHILE PASSING ENGINE STARTED MISSING AND SHAKEING PULLED OVER AND SHUT OFF HAS RAN FINE EVER SINCE DIAGNOSTICS: ECC TEST NO CODES!! NO MISFIRE DATA IN MODE 6 FOUND TSB 12-11-15 FOR EARLIER BUILT TRUCK FOR THIS EXACT CONCERN BUT THIS IS BUILT AFTER 9/18/2012 (THIS IS 9/26/2012) AND HAS THE NEW INTERCOOLER AND SHIELDS ALREADY PARTS REPLACED: NONE ONLY THING FOUND WAS A LATER PCM UPDATE SO I REPROGRAMED TO LATEST CAL TECH QUESTION: IS THERE ANY THING ELSE THAT CAN BE DONE FOR THIS VERY INTERMITTANT CONCERN? THANK YOU TECH DONALD
RECOMM	01/03/2013 04:25PM ADAM HEBERT MSS - FCSD - TECH SVC HOTLINE DONALD, DUE TO THE DESIGN OF THIS VEHICLE AND SPECIFIC OPERATING CONDITIONS, SOME SLIGHT CONDENSATION MAY BE PRESENT IN THE CHARGE AIR COOLER IF THE VEHICLE IS OPERATED IN HUMID OR DAMP CONDITIONS. IF THE PCM HAS BEEN UPDATED, IT WOULD BE RECOMMENDEED TO CONFIRM IF THE CONCERN REMAINS PRESENT FOLLOWING THE UPDATE.
REPAIR	01/03/2013 07:29PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE THANK YOU
RECOMM	01/03/2013 07:29PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE DONALD, IF YOU REQUIRE FURTHER ASSISTANCE AFTER PERFORMING THE POSTED RECOMMENDATIONS, PLEASE UPDATE YOUR FORM WITH ANY ADDITIONAL INFORMATION. IF YOU RESOLVE THE CONCERN, PLEASE LET US KNOW WHAT REPAIRED THE VEHICLE USING THE SURVEY. THANK YOU.

Rpt#: CLRDV001 NHL Rpt: 12/18/2012 Odom: 6,557 M
 Vehicle: 2013 F150 4X4 ,F150 ,SUP CRW,STYSD
 Vin:1FTFW1ETXDFA35343 Bld: 10/09/2012
 Engine: 3.5L-GTDI Calb: DF613C0A Trans: 6R80E Axle: 3.73 LOCK A/C: YES
 Dealer ID:USA 04948 Gary Smith Ford Inc Phone:(904) 244-4111
 State: Florida City: Fort Walton Bch Orig/Caller: JOHN KOHLS
 Symptom: 5 57 2 39 DRV PERF,HESITATES/STUM,ACCEL,INTERMITTENT
 Addl Sym: HESITATION/ STUMBLE ON ACCEL Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 KOEO:
 KOEO:
 KOEC:
 KOEC:
 KOER:
 KOER:
 Hotliner: AHEBERT8 Phone: 313 317-9379 Dist Cd: S3 Orlando
 Engineering: Phone: TAR:
 Dlr Contact: JOHN KOHLS Phone: 850 301-4012 Title Cde: T

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

Type	Comments
REPAIR	12/18/2012 10:49AM ADAM HEBERT MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: CUST STATES CHECK ENGINE LIGHT FLASHES AND ENGINE RUNS ROUGH ON ACCEL AT TIMES ESPICIAALLY WHEN IT RAINS DIAGNOSTICS: ROAD TEST CND, ECC TEST, PARTS REPLACED: NONE TECH QUESTION: PULLED CAC TUBE TO THROTTLE BODY WATER ENTRY HAS BEEN PRESENT, WHAT DO I DO?
RECOMM	12/18/2012 10:49AM ADAM HEBERT MSS - FCSD - TECH SVC HOTLINE JOHN, DUE TO THE DESIGN OF THE FORCED INDUCTION SYSTEM, SOME CONDENSATION WILL BE PRESENT WITHIN THE CHARGE AIR COOLER. THE DESIGN OF THE BYPASS SYSTEM AND MATERIAL USED IN THE CHARGE AIR COOLER HELPS TO REDUCE THE AMOUNT OF CONDENSATION REACHING THE ENGINE. IF THE CONCERN CAN BE DUPLICATED IT WOULD BE RECOMMENDED TO PROCEED WITH NORMAL DIAGNOSTICS OULTINED IN SYMPTOM CHART 1 IN SECTION 3 OF THE PC/ED TO ISOLATE THE ROOT CAUSE OF THE CONCERN.
REPAIR	12/18/2012 11:26AM DEREK KVENVOLD MSS - FCSD - TECH SVC HOTLINE JOHN CALLED TO DISCUSS THE CONCERNS WITH THIS VEHICLE. HE STATED THAT THIS VEHICLE HAS THE CAC (CHARGE AIR COOLER) MISFIRE CONCERN. THE CONDITION IS ONLY PRESENT WHEN IT IS VERY HUMID OR RAINING. JOHN ALSO OWNS AN ECOBOOST HIMSELF, AND HE HAS EXPERIENCED THE SAME CONCERN, SO HE IS VERY FAMILIAR WITH THE ISSUE AND WHAT IT IS CAUSED BY. THE DESCRIPTION OF THE ISSUE FOR THIS VEHICLE IS ACCURATE FOR CONDENSATION ACCORDING TO JOHN.
RECOMM	12/18/2012 11:26AM DEREK KVENVOLD MSS - FCSD - TECH SVC HOTLINE JOHN, THIS CONTACT WILL BE FORWARDED ON TO ENGINEERING FOR FURTHER REVIEW. THE HOTLINE DOES NOT HAVE ANY ADDITIONAL INFORMATION TO ADDRESS THIS ISSUE AT THIS TIME. SINCE THIS VEHICLE IS EQUIPPED WITH THE UPDATED CAC, THIS CONCERN MAY BE UNRELATED TO THE CONDENSATION CONCERN. THIS MAY BE CAUSED BY CONTAMINATION ON THE TIP_PRESS BOOST SENSOR DUE TO NORMAL CONDENSATION AND OIL FROM THE PCV SYSTEM. REMOVE AND INSPECT THIS SENSOR FOR CONTAMINATION. IF FOUND, CLEAN OR REPLACE THIS SENSOR AS NECESSARY AND RETEST. SOME CONDENSATION IS NORMAL DUE TO THE WARM COMPRESSED AIR BEING QUICKLY COOLED OFF IN THE CAC, ESPECIALLY IN HUMID CONDITIONS.

Rpt#: CLQE2008 NHL Rpt: 12/17/2012 Odom: 1,000 M
 Vehicle: 2013 F150 4X4 ,F150 ,SUP CRW,STYSD
 Vin:1FTFW1ET2DFA47602 Bld: 10/18/2012
 Engine: 3.5L-GTDI Calb: DF613C0A Trans: 6R80E Axle: A/C: YES
 Dealer ID:USA 08606 Parr Ford, Inc. Phone:(360) 479-1353
 State: Washington City: Bremerton Orig/Caller: JERRY WHEELER
 Symptom: 5 50 2 39 DRV PERF,RUNS ROUGH,ACCEL,INTERMITTENT
 Addl Sym: CHECK ENGINE LIGHT Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 KOEO:
 KOEO:
 KOEC:
 KOEC:
 KOER:
 KOER:
 Hotliner: BGRAHA43 Phone: 313 248-8050 Dist Cd: W5 Seattle
 Engineering: Phone: TAR:
 Dlr Contact: JERRY WHEELER Phone: 360 479-1353 Title Cde: T

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

Type	Comments
REPAIR	12/17/2012 06:17PM BRIAN GRAHAM MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: DURING LONG CRUSIE AND ATTEMPTING TO ACCELL,VEHCILE WILL STUMBLE AND MISFIRE,CHECK ENGINE LAMP WILL FLASH,AND ENGINE WILL ATTEMPT TO STALL WITH NO POWER DIAGNOSTICS: CHECK FOR DTCS AND NO DTCS ARE RECORDED,MODE 6 DATA SHOWED MISFIRE WERE COUNTED FOR CYLS 1,2,3,4,. CHECK VEHICILE BUILD DATE AND SHOWED OASIS REPORT,18 OCT 2012. JUST OUT SIDE BUILD DATES FOR TSB 12 11 15. VEHICILE HAS SAME CONCERN AS REPORTED IN TSB. PARTS REPLACED: NONE TECH QUESTION: WITH VEHICILE JUST OUTSIDE OF TSB BUILD DATE AND HAVING SAME CONCERN,WOULD IT BE POSS THAT VEHICILE HAS OLDER CAC ASY,RATHER THAN THE UPDATED CAC,AND SHOULD IT BE REPACED AS TSB REQUIRED, THIS IS THE SECOND VEHICILE FOR THE SAME OWNER WITH THE SAME CONCERNS, WILL DRIVE FROM BREMERTON WA TO MONTANA AND 10 TO 12 HOURS INTO TRIP,IT WILL START TO HESATATE AND STUMBLE ON HEAVY ACCELL WHILE TOWING BOAT, HAS DONE THIS WITH FIRST TRUCK AND NOW WILL DO THIS WITH SECOND TRUCK.
RECOMM	12/17/2012 06:17PM BRIAN GRAHAM MSS - FCSD - TECH SVC HOTLINE JERRY, THIS TSB REFERS TO MISFIRES THAT ARE PRIMARILY RELATED TO RANDOM OR SPECIFIC TO BANK 2 CYLINDERS. IT IS RECOMMENDED TO FIRST VERIFY THE CONCERN BEFORE ATTEMPTING ANY REPAIR. IF THE DTCS S ARE VERIFIED COMING FROM BANK 1, RECOMMEND PERFORMING NORMAL MISFIRE DIAGNOSIS SUCH AS SWAPPING SECONDARY IGNITION SYSTEM COMPONENTS ONE AT A TIME FROM A KNOWN GOOD CYLINDER. IF THE CONCERN FOLLOWS THE SWAP, REPLACE THE SUSPECTED COMPONENT AND RE-EVALUATE THE CONCERN.
ADD-ON	01/11/2013 07:45PM KEITH SKORPEN(FSE) MSS - FCSD - REG - SEATTLE FSE CONTACTED BY SM. SM SEEKING ADVICE. CRC HAS RECOMMENDED THAT THE CUSTOMER DROP OFF THE VEHICLE TO THE DEALER FOR DIAGNOSIS/REPAIRS. VEHICLE CURRENTLY AT DEALERSHIP. THERE ARE MISFIRE DTCS SET FOR CYLINDERS 4 AND 6. FSE HAS ENCOUNTERED ANOTHER 2013 TRUCK WITH A RANDOM MISFIRE IN ONE CYLINDER. DEALERSHIP REPLACED AN IGNITION COIL TO RESOLVE THE CONCERN. BECAUSE VEHICLE IS ACQUIRING DOWN TIME, FSE RECOMMENDING REPLACEMENT OF THE SPARK PLUGS AND IGNITION COILS IN CYLINDERS 4 AND 6, INSTALLING A VDR AND ROAD TESTING TO SEE IF THE CONCERN IS CORRECTED. IF CONCERN CANNOT BE DUPLICATED, INSTALL A VDR

ADD-ON IN THE VEHICLE SO THE CUSTOMER CAN CAPTURE THE CONCERN IF IT OCCURS.
01/14/2013 08:07PM KEITH SKORPEN(FSE) MSS - FCSD - REG - SEATTLE

Rpt#: CLQE2008 NHL

Rpt: 12/17/2012

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

Type	Comments
	FSE UPDATED BY SERVICE MANAGER THAT THERE ARE NO DTCS FOR CYLINDER 4 AND 6 MISFIRES. CURRENT RECOMMENDED BY THE FSE IS TO HAVE THE DEALER CONTACT THE TECHNICAL HOTLINE FOR ASSISTANCE.
ADD-ON	01/16/2013 04:44PM KEITH SKORPEN(FSE) MSS - FCSD - REG - SEATTLE FSE SPOKE WITH SM ON 1/15/13. BECAUSE THE MISFIRES ARE ON BANK ONE, FSE DOES NOT SUSPECT THAT MOISTURE IN THE CAC CAUSED THE INITIAL CONCERN. SM STATED THAT THE EVENT ONLY OCCURRED ONE TIME SINCE THE VEHICLE WAS PURCHASED. THE VEHICLE DID NOT SET ANY MISFIRE DTCS EVEN THOUGH THE CUSTOMER STATED THAT THE CEL WAS FLASHING AND HE PULLED OVER AND CYCLED THE KEY. PREVIOUS REPORTS HAVE INDICATED THAT ONE OR MORE COILS ON A SINGLE BANK CAN CAUSE THIS CONCERN AND CREATE RFI WHICH CAN AFFECT TIP BOOST SENSOR OPERATION. BECAUSE THE VEHICLE IS ACCUMULATING OUT OF SERVICE DAYS AND THE DEALER CANNOT DUPLICATE THE CONCERN WITHOUT DRIVING IT 300 MILES, FSE IS RECOMMENDING REPLACING THE IGNITION COILS IN THE RIGHT BANK, INSTALLING A VDR AND ROAD TESTING THE VEHICLE EXTENSIVELY. IF THE CONCERN CANNOT BE DUPLICATED, THE VEHICLE NEEDS TO BE RELEASED TO THE CUSTOMER ON 1/21/13. IF THE CUSTOMER IS WILLING TO HAVE A VDR INSTALLED, INSTALL VDR AND ALLOW THE CUSTOMER TO EVALUATE THE VEHICLE AND CAPTURE THE EVENT IF IT OCCURS. DEALER ADVISED ON PID SELECTION FOR THE VDR.
REPAIR	01/17/2013 08:18PM WALTER SMITH MSS - FCSD - TECH SVC HOTLINE SPOKE WITH FSE IN REGARDS TO VEHICLE. CHECKED THROTTLE BODY FOR WATER MARKS IT DOES HAVE WATER SPOTS ON BUTTERFLY AND SIGNS OF WATER TRACKS. I DONT KNOW WHAT IT LOOKED LIKE ON THE 2011 & 2012. FSE SUGGESTED SENDING THE 5 PICS I HAVE TO HOTLINE. HOW WOULD I DO THAT. THIS IS A POTENTIAL LEMON LAW AND CRC IS INVOLVED. WE HAVE INSTALLED NEW COIL PACKS ON THE RIGHT BANK. WE WERE GOING TO ROADTEST AND RETURN TO CUSTOMER BUT WATER SPOTS CHANGED OUR PLAN. THE ROADTEST REQUIRES A LENGTHY CRUISE ABOUT 45 MINS 1 WAY AT 70 MPH AND THEN APPLY THROTTLE AND IT STUMBLES. SAME AS CAC CONCERN ON 2012 MODELS. BRAD FOWLER SERVICE MANAGER
RECOMM	01/17/2013 08:18PM WALTER SMITH MSS - FCSD - TECH SVC HOTLINE JERRY, THE FORD TECHNICAL HOTLINE HAS REVIEWED YOUR REQUEST AND HAS DETERMINED THAT IT IS NECESSARY TO DISCUSS THIS MATTER VERBALLY OVER THE TELEPHONE. YOU WILL BE CONTACTED ON 01-18-2013 BY A FORD TECHNICAL HOTLINE REPRESENTATIVE.
REPAIR	01/18/2013 05:18PM DAVID STENDARDO MSS - FCSD - TECH SVC HOTLINE I DONT KNOW IF YOU HAVE ATTEMPTED TO CALL YET. MY CELL IS 360-731-9416 BEST WAY TO GET A HOLD OF ME THANKS
RECOMM	01/18/2013 05:18PM DAVID STENDARDO MSS - FCSD - TECH SVC HOTLINE JERRY, SORRY FOR THE DELAY. THE HOTLINE CONTACT VOLUME HAS BEEN QUITE BUSY TODAY. THE REPORT IS BEING FORWARDED TO THE APPROPRIATE SERVICE ENGINEER FOR REVIEW.
REPAIR	01/18/2013 05:55PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE DISCUSSED CONCERN WITH JERRY. THE CONCERN CAN ONLY BE DUPLICATED IF THE VEHICLE IS DRIVEN FOR EXTENDED PERIODS OF TIME (6 HOURS). CUSTOMER EXPERIENCES CONCERN WHILE TOWING BOAT, ALTHOUGH THE BOAT IS WITHIN WEIGHT LIMITS FOR TRUCK. DEALER UNABLE TO DUPLICATE AND HAS ALSO NOT BEEN ABLE TO VERIFY MODE 6 DATA INDICATING A DEFINITIVE CONCERN. SERVICE MANAGER PLANS TO TAKE TRUCK ON EXTENDED TRIP THIS WEEKEND IN

Rpt#: CLQE2008 NHL

Rpt: 12/17/2012

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

Type	Comments
RECOMM	<p>AN ATTEMPT TO DUPLICATE CONCERN SO A DIRECTION TO RESOLVE CAN BE ESTABLISHED.</p> <p>01/18/2013 05:55PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE JERRY, PLEASE REFERENCE THE FOLLOWING PID LIST WHEN SETTING UP THE RECORDING: APP(%), BARO(PRESS), CHT(TEMP), CYL_(1-6)_ACCL, EQ_RAT11 (RATIO), EQ_RATIO21 (RATIO), FRP (PRESS), FRP_DSD, GEAR, KNK_CNTR_CYL (1-6), KNK_RATE_LRND, LOAD, LONGFT1, LONGFT2, MAP(PRESS), NUM_MISFIRE, OCTADJ_R_LRND, O2S11_CUR, O2S21_CUR, RPM, RUNTM, SHRTFT1, SHRTFT2, TIP_PRS-BOOST, TIP VOLT, TQ_CNTRL, TR, VPWR, VREF, VSS. REFERENCE HOTLINE CONTACT ID# 105970788. IF CALLING BACK DIAL 1-800-826-4694 AND ASK FOR DOMINIC. THANK YOU.</p>

Rpt#: CLDBX025 NHL Rpt: 12/04/2012 Odom: 115 M
 Vehicle: 2013 F150 4X4 ,F150 ,SUP CRW,STYSD
 Vin:1FTFW1ET6DF [REDACTED] Bld: 09/21/2012
 Engine: 3.5L-GTDI Calb: DF613CON Trans: 6R80E Axle: 3.73 LOCK A/C: YES
 Dealer ID:USA 09743 Town Ford Lincoln Phone:(509) 663-2111
 State: Washington City: East Wenatchee Orig/Caller: DONALD MULLERLEILE
 Symptom: 5 57 2 39 DRV PERF,HESITATES/STUM,ACCEL,INTERMITTENT
 Addl Sym: HESITATES/ STUMBL;ES Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 KOEO:
 KOEO:
 KOEC: P0300 P0303 P0305 P0306
 KOEC:
 KOER:
 KOER:
 Hotliner: WSMITH46 Phone: 000 317-0000 Dist Cd: W5 Seattle
 Engineering: Phone: TAR:
 Dlr Contact: DONALD MULLERLEILE Phone: 000 000-0000 Title Cde: T

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

Type	Comments
REPAIR	12/04/2012 07:40PM WALTER SMITH MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN:WHEN TRAVELING AT HIGHWAY SPEEDS AND DOWNSHIFTING TO PASS A VEHICLE THE TRANSMISSION LIGHT CAME ON AND STARTED TO SHUTTER. DIAGNOSTICS: CODE CHECH PARTS REPLACED:MONE TECH QUESTION:I AM A TRANS TECH, I FOUND CODES FOR ENGINE PERFORMANCE CONCERN ONLY ,I FOUND TSB12-11-15 BUT BUILD DATE IS THREE DAYS OUT , REPAIR OR DIAG SUGESTIONS.
RECOMM	12/04/2012 07:40PM WALTER SMITH MSS - FCSD - TECH SVC HOTLINE DON, YOU ARE CORRECT TSB 12-11-15 DOES NOT APPLY TO THIS VEHICLE DUE TO THE BUILD DATE. ALSO THIS CONCERN WOULD ONLY APPLY IF ENGINE MISFIRES WERE BEING SEEN ON ONLY BANK 2 CYLINDERS. WITH ENGINE MISFIRES BEING SEEN ON BOTH BANKS IT IS RECOMMENDED TO PERFORM NORMAL ENGINE MISFIRE DIAGNOSIS. RECOMMEND TO INSPECT THE INTAKE AIR TUBE AND CAC TUBES FOR RESTRICTIONS OR LEAKS, VERIFY THE AIR BOX IS SEALED CORRECTLY AND THE AIR FILTER IS NOT DAMAGED. RUN A RELATIVE COMPRESSION TO VERIFY BASE ENGINE IS NOT SHOWING ANY LOW CYLINDERS. IF A LOW CYLINDER IS SEEN PERFORM A MANUAL COMPRESSION AND CYLINDER LEAKDOWN TEST TO DETERMINE WHERE COMPRESSION IS LEAKING. IF RELATIVE COMPRESSION IS 0% IN ALL CYLINDERS, CLEAR DTCS AND ROAD TEST TO SEE IF THE MISFIRE ARE SEEN IN THE SAME CYLINDERS IF SO INSPECT THE SPARK PLUGS OR DAMAGE, IF NEEDED THE PLUGS AND COILS CAN BE MOVED TO A CYLINDER THAT IS NOT MISSING TO SEE IF THE MISFIRE FOLLOWS THE COMPONENTS. IF THE MISFIRE IS RANDOM CHECK FOR RICH OR LEAN CONDITIONS. VERIFY ACTUAL LOW SIDE FUEL PRESSURE USING A MANUAL GAGE, MONITOR FRP READING AND COMPARE TO FTP SENSOR DESIRED FOR CORRECT FUEL PRESSURE. IF NEEDED TAKE A FUEL SAMPLE TO CHECK FOR FUEL CONTAMINATION.
REPAIR	12/05/2012 08:17AM MATTHEW MESSINA MSS - FCSD - TECH SVC HOTLINE VEHICLE HAD DTCS P0300, P0304, P0305 AND P0306.
RECOMM	12/05/2012 08:17AM MATTHEW MESSINA MSS - FCSD - TECH SVC HOTLINE DON, THANK YOU FOR THE UPDATE. AT THIS TIME, PLEASE CONTINUE WITH THE PREVIOUSLY RECOMMENDED DIAGNOSIS TO FURTHER ISOLATE THE CAUSE FOR THIS CONCERN. A CONDENSATION ISSUE OUTSIDE OF THE BUILD DATE FOR <A HREF='HTTP://WWW.FORDTECHSERVICE.DEALERCONNECTION.COM/VDIRS/SPUBS/ANUM

Q.ASP?FLAVOR=DEALERS&SZARTICLE=12-11-15' TARGET='_BLANK'>TSB
12-11-15, HAS NOT BEEN REPORTED. IF FURTHER ASSISTANCE IS

Rpt#: CLDBX025 NHL

Rpt: 12/04/2012

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

Type	Comments
	NECESSARY, PLEASE UPDATE THIS REQUEST.
ADD-ON	12/05/2012 09:45AM DAN DOBBS MSS - FCSD - VSP PVT SVC ENG PASSED CONCERN TO PT ENGINEERING FOR REVIEW.
ADD-ON	12/05/2012 11:21AM DAN DOBBS MSS - FCSD - VSP PVT SVC ENG SPOKE WITH SM. UNIT WAS A DEALER TRADE AND THE CONCERN HAPPENED DURING THE TRANSFER. VIC @ VRASMUSSEN@TOWNAUTOGROUP.COM.

DEALER IS IN HIGH DESERT AREA UNIT WAS COMING FROM SPOKANE AREA WHICH WAS WET.

I ASKED THAT THEY CONFIRM THE PART NUMBER ON THE CAC DL34-9L440-AC, IF PRESENT INSPECT CAC FOR SIGNS OF MOISTURE BY CHECKING THE LOWER TUBE FOR MOISTURE SIGNS. UNIT WAS TO BE DELIVERED LAST NIGHT, BUT IS AT THE STORE NOW.

Rpt#: CK2EB014 NHL Rpt: 11/28/2012 Odom: 4,207 M
 Vehicle: 2013 F150 4X4 ,F150 ,SUP CRW,STYSD
 Vin:1FTFW1ET8DF Bld: 10/24/2012
 Engine: 3.5L-GTDI Calb: DF613C0A Trans: 6R80E Axle: A/C: YES
 Dealer ID:USA 00469 Bondy's Ford Lincoln Phone:(334) 792-5171
 State: Alabama City: Dothan Orig/Caller: MARTY FORSTER
 Symptom: 5 50 2 39 DRV PERF,RUNS ROUGH,ACCEL,INTERMITTENT
 Addl Sym: STUMBLE ON ACCEL Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 KOEO:
 KOEO:
 KOEC:
 KOEC:
 KOER:
 KOER:
 Hotliner: DRIDOLF2 Phone: 313 248-8241 Dist Cd: S1 Atlanta
 Engineering: Phone: TAR:
 Dlr Contact: MARTY FORSTER Phone: 334 792-5171 Title Cde: T

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

Type	Comments
REPAIR	11/28/2012 05:42PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN:CS WHILE DRIVING IN THE RAIN AND ACCELARATES THE TRUCK WILL STUMBLE AND CK ENGINE LIGHT FLASHES DIAGNOSTICS: CK OASIS AND FOUND TSB 12-11-15 PARTS REPLACED:NONE TECH QUESTION:THE BUILD DATE IS NOT WITHIN THE TSB BUT HAS SAME CONCERN SHOULD I USE THE TSB ON THIS TRUCK AND REPLACE THE CAC?
RECOMM	11/28/2012 05:42PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE MARTY, IT WOULD NOT BE RECOMMENDED TO PERFORM TSB 12-11-15 ON THIS VEHICLE. THIS VEHICLE IS EQUIPPED WITH THE CAC LISTED IN THE TSB FROM THE FACTORY, SO PERFORMING THIS TSB WOULD HAVE NO EFFECT ON THE VEHICLE. PLEASE NOTE IF YOU HAVE BEEN ABLE TO DUPLICATE THIS CONCERN. IF NOT ALREADY DONE, SCAN ALL MODULES FOR DTCS AND UPDATE THIS FORM WITH ANY RETURNED. IF YOU ARE ABLE TO DUPLICATE THIS CONCERN, PLEASE MAKE A RECORDING OF THE EVENT FEATURING THE FOLLOWING PIDS: APP(%), BARO(PRESS), CHT(TEMP), CYL_(1-6)_ACCL, EQ_RAT11 (RATIO), EQ_RATIO21 (RATIO), FRP (PRESS), FRP_DSD, GEAR, KNK_CNTR_CYL (1-6), KNK_RATE_LRND, LOAD, LONGFT1, LONGFT2, MAP(PRESS), NUM_MISFIRE, OCTADJ_R_LRND, O2S11_CUR, O2S21_CUR, RPM, RUNTM, SHRTFT1, SHRTFT2, TIP VOLTAGE, TIP_PRS-BOOST, TQ_CNTRL, TR, VPWR, VREF, VSS. MONITOR THE CYLINDER ACCELERATION PIDS FOR MISFIRE INFORMATION. READINGS NEAR -1 ON THE HISTOGRAM INDICATE A DETECTED MISFIRE. VERIFY THAT, WITH THE CONCERN PRESENT, FRP ACTUAL IS MATCHING FRP DESIRED CLOSELY. IF FRP ACTUAL IS DROPPING LOWER THAN DESIRED, THIS INDICATES A FUEL DELIVERY CONCERN. MONITOR TIP VOLTAGE FOR A SAW-TOOTHED PATTERN, INDICATING A POSSIBLE TIP SENSOR OR TIP SENSOR CIRCUIT CONCERN. WITH THE CONCERN PRESENT MONITOR FUEL TRIMS FOR A LEAN/RICH CONDITION. PLEASE UPDATE THIS FORM WITH THE ABOVE INFORMATION, THANK YOU.
REPAIR	11/28/2012 07:46PM TONY ROMANO MSS - FCSD - TECH SVC HOTLINE ON HVBOM IT SHOWS A DL3Z-6K775-A THIS IS THE SAME CAC AS THE DL3Z-6K775-B IN THE TSB?
RECOMM	11/28/2012 07:46PM TONY ROMANO MSS - FCSD - TECH SVC HOTLINE MARTY, THE HOTLINE HAS LIMITED PART LOOK UP CAPABILTY, THE BEST PLACE TO CHECK PART NUMBERS WOULD BE PACO. PLEASE DIRECT YOUR QUESTION ON

THIS PARTS ISSUE TO THE PARTS ASSISTANCE CENTER. SELECT PACO (PARTS ASSISTANCE CENTER ONLINE) UNDER PARTS & SERVICE TAB ON FMCDEALER.

Rpt#: CK2EB014 NHL

Rpt: 11/28/2012

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

Type	Comments
REPAIR	01/07/2013 11:28AM DEREK KVENVOLD MSS - FCSD - TECH SVC HOTLINE DESCRIPTION OF VEHICLE CONCERN: CS ENGINE HESITATES AND STUMBLES UNDER ACCEL WHILE DRIVING IN WET CONDITIONS DIAGNOSTICS ALREADY COMPLETED: CK CODES HAS MIFIRE CODES PARTS REPLACED: NONE MADE HOTLINE CONTACT ON LAST VISIT WITH NO REPAIR SUGGESTION TECH'S QUESTION: IS THERE ANY NEW INFOR OUT ON 2013 ON THE HESTATION OR STUMBLE WHILE DRIVING IN THE RAIN FOR A PERIOD OF TIME THEN ACCELL? IT HAS HAPPENED TWO TIMES SINCE THE LAST CONTACT. DTC: P0300 MODULE: PCM DTC: P0304 MODULE: PCM DTC: P0305 MODULE: PCM DTC: P0306 MODULE: PCM
RECOMM	01/07/2013 11:28AM DEREK KVENVOLD MSS - FCSD - TECH SVC HOTLINE MARTY, THERE IS NO ADDITIONAL INFORMATION FOR THIS CONCERN ON THIS BUILD DATE VEHICLE. THIS REPORT WILL BE FORWARDED ON FOR ADDITIONAL REVIEW. AFTER ADDITIONAL RESEARCH CAN BE PERFORMED, YOU WILL BE CONTACTED BY PHONE WITHIN 1 BUSINESS DAY.
ADD-ON	01/07/2013 11:28AM DEREK KVENVOLD MSS - FCSD - TECH SVC HOTLINE CONSULTED ROBERT ABERCROMBIE ON THIS CONTACT. ROBERT OR DOMINIC WILL PERFORM ADDITIONAL RESEARCH AND CONTACT THE DEALER BY PHONE.
AUDIT	01/07/2013 11:28AM DEREK KVENVOLD MSS - FCSD - TECH SVC HOTLINE ODOMETER 600 M CHANGED TO 4207 M BY DKVENVOL
REPAIR	01/08/2013 06:46PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE MARTY, AN ATTEMPT WAS MADE TO REACH YOU AT THE DEALER HOWEVER IT WAS INDICATED YOU HAD LEFT FOR THE DAY.
RECOMM	01/08/2013 06:46PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE A REPRESENTATIVE FROM THE HOTLINE WILL CONTACT YOUR DEALER BY PHONE TOMORROW.
REPAIR	01/09/2013 05:19PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE ATTEMPTED TO CONTACT MARTY AGAIN, UNABLE.
RECOMM	01/09/2013 05:19PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE MARTY, WE WILL CALL BACK TOMORROW AM.
REPAIR	01/10/2013 03:31PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE CALLED MARTY TO DISCUSS VEHICLE CONCERN. DEALER HAS NOT BEEN ABLE TO DUPLICATE CONCERN DUE TO SPECIFIC CONDITIONS THAT NEED TO BE PRESENT FOR CONCERN TO OCCUR. THE CUSTOMER DESCRIPTION OF THE CONCERN WAS DISCUSSED AT LENGTH WITH MARTY AND IS AS FOLLOWS: CONCERN IS VERY INTERMITTENT IN NATURE AND IS DEPENDENT ON WEATHER. CONCERN CAN ONLY BE DUPLICATED WHEN CUSTOMER DRIVES VEHICLE FOR EXTENDED PERIODS OF TIME "2-4 HOURS" IN RAINY CONDITIONS. AFTER EXTENDED DRIVING ON HIGHWAY DURING RAIN, CUSTOMER WILL ATTEMPT TO PASS ANOTHER VEHICLE. WHEN ATTEMPTING TO PASS, THE VEHICLE WILL LOSE POWER/STUMBLE, SETTING THE BANK TWO P030X DTCS. THE VEHICLE IS CURRENTLY NOT AT THE DEALERSHIP, IT HAS BEEN RETURNED TO THE CUSTOMER SO THE CUSTOMER IS ABLE TO DRIVE HIS VEHICLE WHILE THE DEALER DETERMINES A DIRECTION FOR THIS CONCERN.
RECOMM	01/10/2013 03:31PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE MARTY, THANK YOU FOR THIS INFORMATION. A REPRESENTATIVE FROM THE HOTLINE WILL CONTACT YOU BY PHONE WITHIN ONE (1) BUSINESS DAY TO DISCUSS THIS ISSUE.
ADD-ON	01/10/2013 03:31PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE MARTY FORSTER (SHOP FOREMAN) CELL PHONE: (229) 220-6804

Rpt#: CK2EB014 NHL

Rpt: 11/28/2012

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

Type	Comments
REPAIR	01/14/2013 04:38PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE CALLED MARTY WITH AN UPDATE ON THIS CONTACT.
RECOMM	01/14/2013 04:38PM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE MARTY, AT THIS TIME THERE IS NO ADVISED DIRECTION TO REPLACE FURTHER COMPONENTS REGARDING THIS CONCERN, AS THE TSB HAS BEEN COMPLETED. THIS IS THE MOST UP TO DATE REPAIR DIRECTION AT THIS TIME. ENGINEERING IS MONITORING REPORTS OF THIS TYPE OF CONCERN AFTER THE TSB HAS BEEN PERFORMED HOWEVER AT THIS TIME THERE IS NO FURTHER INFORMATION AVAILABLE.

From: Steslicki, Michael (M.E.)
Sent: Wednesday, December 05, 2012 10:28 AM
To: Galas, Dean (C.K.); Ahmed, Masood (M.); Bailey, Owen (O.R.); Boerger, Jim (J.G.); Bollman, Wes (W.); Cervenak, Neil (N.J.); Cockerill, Al (C.A.); Crudo, Frank (F.J.); Dame, Andrew (A.C.); Dixon, Mark (M.R.); Dobbs, Dan (K.D.); Dumler, Jeff (J.D.); Early, Curt (C.G.); Fodera, Jas (J.J.); Heck, Kevin (K.C.); Holland, Del (D.); Holmes, Douglas (D.A.); Hwang, Sheng-Jiaw (S.J.); Klomp, Karl (K.R.); Langley, Scott (C.S.); Liebling, Doug (D.E.); Mazuchowski, James (J.A.); McCoy, Jim (D.); McDonagh, Scot (S.M.); McNamara, Patrick (P.S.); Merrell, Robert (R.J.); Miller, Brian (B.J.); Moore, Andrew (R.); Morrow, Bill (N.W.); Nevels, Laurence (L.); Nowaczyk, Rick (R.J.); Osepchok, William (W.R.); Oyafuso, Kevin (K.G.); Parnell, Bill (W.); Reno, George (G.L.); Ridolfi, Dominic (D.R.); Ronzi, Bill (W.C.); Ruppert, Dave (D.R.); Saad, Thomas (T.J.); Schiltges, Dave (D.); Siddall, Stephen (S.); Sims, Ivan (I.D.); Skurko, Jennifer (J.J.); Smith, Craig (C.A.); Sparks, Douglas (D.S.); Stanley, Daniel (D.J.); Treusch, Christopher (C.J.); Wagers, Sue (S.K.); Wodzisz, Ken (K.R.); Zimlich, Mary (M.)
Subject: RE: 2013 MY 3.5L GTDI P415 Misfire Daily AWS Claims (Post 9/18/12 Vehicle Build Date) - 12/5/12
Attachments: Report Summary for the CQIS Report#CLDBX025

Thank you Dean! It was updated after I pulled it this morning. The updated GCQIS report is attached.

Mike Steslicki
Quality Analyst
Ford Motor Company
Powertrain Engineering
(313) 805-9888

From: Galas, Dean (C.K.)
Sent: Wednesday, December 05, 2012 10:23 AM
To: Steslicki, Michael (M.E.); Ahmed, Masood (M.); Bailey, Owen (O.R.); Boerger, Jim (J.G.); Bollman, Wes (W.); Cervenak, Neil (N.J.); Cockerill, Al (C.A.); Crudo, Frank (F.J.); Dame, Andrew (A.C.); Dixon, Mark (M.R.); Dobbs, Dan (K.D.); Dumler, Jeff (J.D.); Early, Curt (C.G.); Fodera, Jas (J.J.); Heck, Kevin (K.C.); Holland, Del (D.); Holmes, Douglas (D.A.); Hwang, Sheng-Jiaw (S.J.); Klomp, Karl (K.R.); Langley, Scott (C.S.); Liebling, Doug (D.E.); Mazuchowski, James (J.A.); McCoy, Jim (D.); McDonagh, Scot (S.M.); McNamara, Patrick (P.S.); Merrell, Robert (R.J.); Miller, Brian (B.J.); Moore, Andrew (R.); Morrow, Bill (N.W.); Nevels, Laurence (L.); Nowaczyk, Rick (R.J.); Osepchok, William (W.R.); Oyafuso, Kevin (K.G.); Parnell, Bill (W.); Reno, George (G.L.); Ridolfi, Dominic (D.R.); Ronzi, Bill (W.C.); Ruppert, Dave (D.R.); Saad, Thomas (T.J.); Schiltges, Dave (D.); Siddall, Stephen (S.); Sims, Ivan (I.D.); Skurko, Jennifer (J.J.); Smith, Craig (C.A.); Sparks, Douglas (D.S.); Stanley, Daniel (D.J.); Treusch, Christopher (C.J.); Wagers, Sue (S.K.); Wodzisz, Ken (K.R.); Zimlich, Mary (M.)
Subject: RE: 2013 MY 3.5L GTDI P415 Misfire Daily AWS Claims (Post 9/18/12 Vehicle Build Date) - 12/5/12

Further into the notes it states the codes were corrected and reflect left bank only.

Live Long and Prosper

C. K. (Dean) Galas
P/T Resident Engineer
Dearborn Truck Plant

313-337-9583 Dialnet 337-9583
cell phone 734-652-7907 dgalas@ford.com

From: Steslicki, Michael (M.E.)
Sent: Wednesday, December 05, 2012 10:21 AM
To: Ahmed, Masood (M.); Bailey, Owen (O.R.); Boerger, Jim (J.G.); Bollman, Wes (W.); Cervenak, Neil (N.J.); Cockerill, Al (C.A.); Crudo, Frank (F.J.); Dame, Andrew (A.C.); Dixon, Mark (M.R.); Dobbs, Dan (K.D.); Dumler, Jeff (J.D.); Early, Curt (C.G.); Fodera, Jas (J.J.); Galas, Dean (C.K.); Heck, Kevin (K.C.); Holland, Del (D.); Holmes, Douglas (D.A.); Hwang, Sheng-Jiaw (S.J.); Klomp, Karl (K.R.); Langley, Scott (C.S.); Liebling, Doug (D.E.); Mazuchowski, James (J.A.); McCoy, Jim (D.); McDonagh, Scot (S.M.); McNamara, Patrick (P.S.); Merrell, Robert (R.J.); Miller, Brian (B.J.); Moore, Andrew (R.); Morrow, Bill (N.W.); Nevels, Laurence (L.); Nowaczyk, Rick (R.J.); Osepchok, William (W.R.); Oyafuso, Kevin (K.G.); Parnell, Bill (W.); Reno, George (G.L.); Ridolfi, Dominic (D.R.); Ronzi, Bill (W.C.); Ruppert, Dave (D.R.); Saad, Thomas (T.J.); Schiltges, Dave (D.); Siddall, Stephen (S.); Sims, Ivan (I.D.); Skurko, Jennifer (J.J.); Smith, Craig (C.A.); Sparks, Douglas (D.S.); Stanley, Daniel (D.J.); Treusch, Christopher (C.J.); Wagers, Sue (S.K.); Wodzisz, Ken (K.R.); Zimlich, Mary (M.)
Subject: 2013 MY 3.5L GTDI P415 Misfire Daily AWS Claims (Post 9/18/12 Vehicle Build Date) - 12/5/12

This is a new GCQIS report from this morning. It has misfire on both banks, so maybe not related, but FYI anyway.

Mike Steslicki
Quality Analyst
Ford Motor Company
Powertrain Engineering
(313) 805-9888

From: Steslicki, Michael (M.E.)
Sent: Wednesday, December 05, 2012 6:54 AM
To: Steslicki, Michael (M.E.)
Subject: Report Summary for the CQIS Report#CLDBX025

Attachments : 0

Report# :	CLDBX025 NHL	Received:	12/04/2012		
CCRG/EPRC:		Reviewed Status:	Date:		
Vehicle:	2013,F150 4X4 ,F150 ,SUP CRW,STYSD ,1FTFW1ET6DF [REDACTED]	Build Date:	09/21/2012		
Odometer :	115 M	Engine:	3.5L-GTDI	Calibration:	DF613C0N
Transmission:	6R80E	Axle:	3.73 LOCK	A/C:	YES
Dealer:	USA 09743 Town Ford Lincoln	Phone#:	(509) 663-2111		
City:	East Wenatchee	State:	Washington	Country :	USA
Originator:	DONALD MULLERLEILE				
Symptom:	5 57 2 39 DRV PERF,HESITATES/STUM,ACCEL,INTERMITTENT				
Status:					
VFG:	V52 DRIVEABILITY				
Additional Symptom:	HESITATES/ STUMBL;ES				
Fix:	Causal Component :				
Condition Code:					

Hotliner: WSMITH46

Phone: 000 317-0000

Regn Cd: W5 Seattle

Engineering:

Phone:

TAR:

Dlr Contact: DONALD MULLERLEILE

Phone: 000 000-0000

Title Cde: T

DTCs:

KOEO:

KOEC:P0300 P0303 P0305 P0306

KOER:

Comments

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REPAIR 12/04/2012 07:40PM WALTER SMITH MSS - FCSD - TECH SVC HOTLINE
WEB FORM DATA - CONCERN:WHEN TRAVELING AT HIGHWAY SPEEDS AND
DOWNSHIFTING TO PASS A VEHICLE THE TRANSMISSION LIGHT CAME ON AND
STARTED TO SHUTTER. DIAGNOSTICS: CODE CHECK PARTS
REPLACED:MONE TECH QUESTION:I AM A TRANS TECH, I FOUND CODES FOR
ENGINE PERFORMANCE CONCERN ONLY ,I FOUND TSB12-11-15 BUT BUILD DATE
IS

THREE DAYS OUT , REPAIR OR DIAG SUGESTIONS.

RECOMM 12/04/2012 07:40PM WALTER SMITH MSS - FCSD - TECH SVC HOTLINE
DON, YOU ARE CORRECT TSB 12-11-15 DOES NOT APPLY TO THIS VEHICLE DUE
TO THE BUILD DATE. ALSO THIS CONCERN WOULD ONLY APPLY IF ENGINE
MISFIRES WERE BEING SEEN ON ONLY BANK 2 CYLINDERS. WITH ENGINE
MISFIRES BEING SEEN ON BOTH BANKS IT IS RECOMMENDED TO PERFORM
NORMAL
ENGINE MISFIRE DIAGNOSIS. RECOMMEND TO INSPECT THE INTAKE AIR TUBE
AND CAC TUBES FOR RESTRICTIONS OR LEAKS, VERIFY THE AIR BOX IS SEALED
CORRECTLY AND THE AIR FILTER IS NOT DAMAGED. RUN A RELATIVE
COMPRESSION TO VERIFY BASE ENGINE IS NOT SHOWING ANY LOW CYLINDERS.
IF A LOW CYLINDER IS SEEN PERFORM A MANUAL COMPRESSION AND CYLINDER
LEAKDOWN TEST TO DETERMINE WHERE COMPRESSION IS LEAKING. IF
RELATIVE COMPRESSION IS 0% IN ALL CYLINDERS, CLEAR DTCS AND ROAD TEST
TO SEE IF THE MISFIRE ARE SEEN IN THE SAME CYLINDERS IF SO INSPECT THE
SPARK PLUGS OR DAMAGE, IF NEEDED THE PLUGS AND COILS CAN BE MOVED TO
A
CYLINDER THAT IS NOT MISSING TO SEE IF THE MISFIRE FOLLOWS THE
COMPONENTS. IF THE MISFIRE IS RANDOM CHECK FOR RICH OR LEAN
CONDITIONS. VERIFY ACTUAL LOW SIDE FUEL PRESSURE USING A MANUAL
GAGE,
MONITOR FRP READING AND COMPARE TO FTP SENSOR DESIRED FOR CORRECT
FUEL

PRESSURE. IF NEEDED TAKE A FUEL SAMPLE TO CHECK FOR FUEL CONTAMINATION.

From: Steslicki, Michael (M.E.)
Sent: Wednesday, December 05, 2012 10:27 AM
To: Steslicki, Michael (M.E.)
Subject: Report Summary for the CQIS Report#CLDBX025

Attachments : 0

Report# : CLDBX025 NHL
CCRG/EPRC: **Reviewed Status:**
Vehicle: 2013,F150 4X4 ,F150 ,SUP CRW,STYSD
,1FTFW1ET6DF [REDACTED] **Build Date:** 09/21/2012
Odometer : 115 M **Engine:** 3.5L-GTDI **Calibration:** DF613C0N
Transmission: 6R80E **Axle:** 3.73 LOCK **A/C:** YES
Dealer: USA 09743 Town Ford Lincoln **Phone#:** (509) 663-2111
City: East Wenatchee **State:** Washington **Country :** USA
Originator: DONALD MULLERLEILE
Symptom: 5 57 2 39 DRV PERF,HESITATES/STUM,ACCEL,INTERMITTENT
Status:
VFG: V52 DRIVEABILITY
Additional Symptom: HESITATES/ STUMBL;ES
Fix: **Causal Component :**
Condition Code:

Hotliner: WSMITH46 **Phone:** 000 317-0000 **Regn Cd:** W5 Seattle
Engineering: **Phone:** **TAR:**
Dlr Contact: DONALD MULLERLEILE **Phone:** 000 000-0000 **Title Cde:** T

DTCs:
KOEO:
KOEC:P0300 P0303 P0305 P0306
KOER:

Comments

:
REPAIR 12/04/2012 07:40PM WALTER SMITH MSS - FCSD - TECH SVC HOTLINE
WEB FORM DATA - CONCERN:WHEN TRAVELING AT HIGHWAY SPEEDS AND
DOWNSHIFTING TO PASS A VEHICLE THE TRANSMISSION LIGHT CAME ON AND
STARTED TO SHUTTER. DIAGNOSTICS: CODE CHECH PARTS

REPLACED:MONE TECH QUESTION:I AM A TRANS TECH, I FOUND CODES FOR ENGINE PERFORMANCE CONCERN ONLY ,I FOUND TSB12-11-15 BUT BUILD DATE IS THREE DAYS OUT , REPAIR OR DIAG SUGESTIONS.

RECOMM 12/04/2012 07:40PM WALTER SMITH MSS - FCSD - TECH SVC HOTLINE

DON, YOU ARE CORRECT TSB 12-11-15 DOES NOT APPLY TO THIS VEHICLE DUE TO THE BUILD DATE. ALSO THIS CONCERN WOULD ONLY APPLY IF ENGINE MISFIRES WERE BEING SEEN ON ONLY BANK 2 CYLINDERS. WITH ENGINE MISFIRES BEING SEEN ON BOTH BANKS IT IS RECOMMENDED TO PERFORM NORMAL ENGINE MISFIRE DIAGNOSIS. RECOMMEND TO INSPECT THE INTAKE AIR TUBE AND CAC TUBES FOR RESTRICTIONS OR LEAKS, VERIFY THE AIR BOX IS SEALED CORRECTLY AND THE AIR FILTER IS NOT DAMAGED. RUN A RELATIVE COMPRESSION TO VERIFY BASE ENGINE IS NOT SHOWING ANY LOW CYLINDERS. IF A LOW CYLINDER IS SEEN PERFORM A MANUAL COMPRESSION AND CYLINDER LEAKDOWN TEST TO DETERMINE WHERE COMPRESSION IS LEAKING. IF RELATIVE COMPRESSION IS 0% IN ALL CYLINDERS, CLEAR DTCS AND ROAD TEST TO SEE IF THE MISFIRE ARE SEEN IN THE SAME CYLINDERS IF SO INSPECT THE SPARK PLUGS OR DAMAGE, IF NEEDED THE PLUGS AND COILS CAN BE MOVED TO A CYLINDER THAT IS NOT MISSING TO SEE IF THE MISFIRE FOLLOWS THE COMPONENTS. IF THE MISFIRE IS RANDOM CHECK FOR RICH OR LEAN CONDITIONS. VERIFY ACTUAL LOW SIDE FUEL PRESSURE USING A MANUAL GAGE, MONITOR FRP READING AND COMPARE TO FTP SENSOR DESIRED FOR CORRECT FUEL PRESSURE. IF NEEDED TAKE A FUEL SAMPLE TO CHECK FOR FUEL CONTAMINATION.

REPAIR 12/05/2012 08:17AM MATTHEW MESSINA MSS - FCSD - TECH SVC HOTLINE

VEHICLE HAD DTCS P0300, P0304, P0305 AND P0306.

RECOMM 12/05/2012 08:17AM MATTHEW MESSINA MSS - FCSD - TECH SVC HOTLINE

DON, THANK YOU FOR THE UPDATE. AT THIS TIME, PLEASE CONTINUE WITH THE PREVIOUSLY RECOMMENDED DIAGNOSIS TO FURTHER ISOLATE THE CAUSE FOR THIS CONCERN. A CONDENSATION ISSUE OUTSIDE OF THE BUILD DATE FOR < "" td "">
HREF 'HTTP://WWW.FORDTECHSERVICE.DEALERCONNECTION.COM/VDIRS/SPUBS/ANUM
Q.ASP?FLAVOR DEALERS&SZARTICLE 12-11-15' TARGET '_BLANK'>TSB
12-11-15, HAS NOT BEEN REPORTED. IF FURTHER ASSISTANCE IS
NECESSARY, PLEASE UPDATE THIS REQUEST.

ADD-ON 12/05/2012 09:45AM DAN DOBBS MSS - FCSD - VSP PVT SVC ENG

PASSED CONCERN TO PT ENGINEERING FOR REVIEW.

From: Tatro, James (J.E.)
Sent: Monday, August 13, 2012 1:45 PM
To: Tyler, Jim (J.S.); Rangaswamy, Jagadish (J.); Reister, Randy (R.T.); Kramer, Michael (M.T.); Madej, Jeanette (J.)
Cc: Tejada, Angelito (A.S.); Cupp, Steve (S.J.)
Subject: RE: 2013 MY P415 DEMS Fleet Update

Per our phone conversation we have parts, first swap is taking place now, we will save the old parts from the units that have higher mileage on them for you..

From: Tyler, Jim (J.S.)
Sent: Monday, August 13, 2012 4:26 PM
To: Rangaswamy, Jagadish (J.); Reister, Randy (R.T.); Kramer, Michael (M.T.); Madej, Jeanette (J.)
Cc: Tejada, Angelito (A.S.); Tatro, James (J.E.); Cupp, Steve (S.J.)
Subject: RE: 2013 MY P415 DEMS Fleet Update

Jag please follow up to confirm if the parts have been located. They were delivered to attention Steve Cupp/James Tatro on Tuesday 8/7 to AP18A (17000 Oakwood Blvd) but not addressed to 6 sigma/Steve Lenhart.

Jim Tyler
T1/P552 Cooling
313-805-2565 Bld-2 23P25

From: Rangaswamy, Jagadish (J.)
Sent: Monday, August 13, 2012 11:32 AM
To: Reister, Randy (R.T.)
Cc: Tyler, Jim (J.S.); Tejada, Angelito (A.S.); Tatro, James (J.E.); Cupp, Steve (S.J.)
Subject: RE: 2013 MY P415 DEMS Fleet Update

Randy,

Can you please pull this ahead post lunch today? Thx.

Jagadish Rangaswamy
New Model Programs, 6-Sigma MBB-II
(313)-805-3183
jrangasw@ford.com

From: Tejada, Angelito (A.S.)
Sent: Monday, August 13, 2012 11:24 AM
To: Cupp, Steve (S.J.); Rangaswamy, Jagadish (J.); Tatro, James (J.E.)
Cc: Tyler, Jim (J.S.)
Subject: RE: 2013 MY P415 DEMS Fleet Update

Jags, Can you help us do a couple of this CAC's update since it's a significant quality improvement action we are trying to implement.

Thanks

From: Cupp, Steve (S.J.)
Sent: Monday, August 13, 2012 10:27 AM
To: Tyler, Jim (J.S.); Tejada, Angelito (A.S.); Tatro, James (J.E.); Miller, Brian (B.J.); Kramer, Michael (M.T.); Marowelli, Bart (B.); Rangaswamy, Jagadish (J.)
Cc: Penney, John (J.); Galas, Dean (C.K.); Sparks, Douglas (D.S.); Shibley, William (W.E.); Miller, Brian (D.); Brick, Gregg (G.L.); Galas, Dean (C.K.); Whitehead, Joseph (J.P.); Yamada, Shuya Shark (S.Y.)
Subject: RE: 2013 MY P415 DEMS Fleet Update

Status is "in progress" I will need jags to move them up the priority list- they will be done as soon as the techs complete them.

Thanks,

Steve Cupp
Roush Industries
VoCF Vehicle Coordinator
P415 2013
C344N FHEV 2013
C344N PHEV 2013
C346 NCAP 2013
C346 ST 2013
734) 812-4977
SCUPP@FORD.COM

<< OLE Object: Picture (Device Independent Bitmap) >>

From: Tyler, Jim (J.S.)
Sent: Monday, August 13, 2012 10:26 AM
To: Cupp, Steve (S.J.); Tejada, Angelito (A.S.); Tatro, James (J.E.); Miller, Brian (B.J.); Kramer, Michael (M.T.); Marowelli, Bart (B.)
Cc: Penney, John (J.); Galas, Dean (C.K.); Sparks, Douglas (D.S.); Shibley, William (W.E.); Miller, Brian (D.); Brick, Gregg (G.L.); Galas, Dean (C.K.); Whitehead, Joseph (J.P.); Yamada, Shuya Shark (S.Y.)
Subject: RE: 2013 MY P415 DEMS Fleet Update

Steve, what is the status of installing the misfire PCA CACs on the DEMS vehicles? Need top priority on this to begin evaluation with the PCA right away.

Jim Tyler
T1/P552 Cooling
313-805-2565 Bld-2 23P25

From: Cupp, Steve (S.J.)
Sent: Tuesday, August 07, 2012 12:17 PM
To: Tyler, Jim (J.S.); Tejada, Angelito (A.S.); Tatro, James (J.E.); Miller, Brian (B.J.); Kramer, Michael (M.T.); Marowelli, Bart (B.)
Cc: Penney, John (J.); Galas, Dean (C.K.); Sparks, Douglas (D.S.); Shibley, William (W.E.); Miller, Brian (D.); Brick, Gregg

(G.L.); Galas, Dean (C.K.)

Subject: RE: 2013 MY P415 DEMS Fleet Update

Does anyone want the takeoff parts?

From: Tyler, Jim (J.S.)

Sent: Monday, August 06, 2012 3:27 PM

To: Tejada, Angelito (A.S.); Tatro, James (J.E.); Miller, Brian (B.J.); Kramer, Michael (M.T.); Marowelli, Bart (B.)

Cc: Penney, John (J.); Galas, Dean (C.K.); Sparks, Douglas (D.S.); Shibley, William (W.E.); Miller, Brian (D.); Brick, Gregg (G.L.); Galas, Dean (C.K.); Cupp, Steve (S.J.)

Subject: RE: 2013 MY P415 DEMS Fleet Update

Lito, please approve OSM alert A12597748 for DEMS vehicle updates. Note only 4 CACs are available -- 4 DEMS vehicle updates. The new CACs DL34-9L440-AC are on hand at Bld-2. Please confirm the parts drop-off location for the vehicle updates.

Jim Tyler

T1/P552 Cooling

313-805-2565 Bld-2 23P25

From: Tejada, Angelito (A.S.)

Sent: Wednesday, August 01, 2012 6:43 PM

To: Tatro, James (J.E.); Tyler, Jim (J.S.); Miller, Brian (B.J.); Kramer, Michael (M.T.); Marowelli, Bart (B.)

Cc: Penney, John (J.); Galas, Dean (C.K.); Sparks, Douglas (D.S.); Shibley, William (W.E.); Miller, Brian (D.); Brick, Gregg (G.L.); Galas, Dean (C.K.); Cupp, Steve (S.J.)

Subject: RE: 2013 MY P415 DEMS Fleet Update

Jim or Michael, Please send me the "O" type alert once the parts are available.

Thanks

From: Tatro, James (J.E.)

Sent: Wednesday, August 01, 2012 10:01 AM

To: Tyler, Jim (J.S.); Miller, Brian (B.J.); Kramer, Michael (M.T.); Tejada, Angelito (A.S.); Marowelli, Bart (B.)

Cc: Penney, John (J.); Galas, Dean (C.K.); Sparks, Douglas (D.S.); Shibley, William (W.E.); Miller, Brian (D.); Brick, Gregg (G.L.); Galas, Dean (C.K.); Cupp, Steve (S.J.)

Subject: RE: 2013 MY P415 DEMS Fleet Update

Do we have an approved O type OSM alert written for this?

Thanks,

James Tatro

VoCF Matrix Manager P415 2013 and P473 2013

734-679-9183 Cell

313-322-5762 Desk

jtatro@ford.com

From: Tyler, Jim (J.S.)
Sent: Wednesday, August 01, 2012 9:43 AM
To: Tatro, James (J.E.); Miller, Brian (B.J.); Kramer, Michael (M.T.); Tejada, Angelito (A.S.); Marowelli, Bart (B.)
Cc: Penney, John (J.); Galas, Dean (C.K.); Sparks, Douglas (D.S.); Shibley, William (W.E.); Miller, Brian (D.); Brick, Gregg (G.L.); Galas, Dean (C.K.)
Subject: RE: 2013 MY P415 DEMS Fleet Update

James Tatro, will you be supporting the Dearborn updates? Parts should be available on Friday 8/3/12, pending timely delivery from Mexico.

Jim Tyler
T1/P552 Cooling
313-805-2565 Bld-2 23P25

From: Miller, Brian (B.J.)
Sent: Wednesday, August 01, 2012 8:13 AM
To: Kramer, Michael (M.T.); Tejada, Angelito (A.S.); Marowelli, Bart (B.)
Cc: Tyler, Jim (J.S.); Penney, John (J.); Galas, Dean (C.K.); Sparks, Douglas (D.S.); Shibley, William (W.E.); Miller, Brian (D.); Brick, Gregg (G.L.); Galas, Dean (C.K.)
Subject: RE: 2013 MY P415 DEMS Fleet Update

Mike –
The KCAP Parts should be shipped to:

Brian Miller/Bill Shibley/Launch Team
Kansas City Assembly Plant
General Stores
8121 NE US Highway 69
Claycomo, MO 64119

And please forward the Tracking # to the recipients above.

Note:
KCAP will have (~35) 2013 MP1-level 3.5L Units built by Tuesday, 8/7.
The TT/PP Units are mostly shipped, but we should also have 3-4 of the “older” pre-builds here atKCAP.

Brian Miller
KCAP F150 PVT
Powertrain Resident Engineer
Cell (816)200-3868
Desk (816)459-1987

From: Kramer, Michael (M.T.)
Sent: Wednesday, August 01, 2012 6:57 AM
To: Tejada, Angelito (A.S.); Marowelli, Bart (B.)
Cc: Tyler, Jim (J.S.); Penney, John (J.); Galas, Dean (C.K.); Miller, Brian (B.J.); Sparks, Douglas (D.S.)
Subject: 2013 MY P415 DEMS Fleet Update

As I believe you are aware, we have a CAC change planned for implementation 09/17/12. This is the PCA to address the CAC condensation related misfire concern. We will have parts this Friday (08/03/12) for 2013 MY DEMS fleet updates. Please confirm who should get these parts.

Mike Kramer

RWD PT Cooling Supv.

Six Sigma Black Belt

Cell Phone: (313) 805-0190

Text Page: mkramer1

Page from outside Ford. External email: mkramer1@ford.com

From: Huang, Larry (L.)
Sent: Thursday, February 02, 2012 12:14 PM
To: Andersen, Erik (E.)
Subject: RE: 2013 P415 CAC timing status

Erik,
In the end of the reviewing, she handed the timing to me, and wanted me to go through.

It might be too late to squeeze too much out of the planned timing now. The plan was 5/29 for TT while Valeo's plan was 7/26. Jeanette wanted Valeo to meet 5/29. Just had meeting with Valeo, called by program's OTG. Asked Behr: 1) report day-by-day from their tank supplier, the key road blocker, 2) compress timing on planned activities, 3) make tank supplier work two or even three shifts, and weekends, 4) ask Valeo to send the personnel on site.

Kramer to call a meeting next Monday on this issue. Thanks.

Regards,

Larry Huang

Global Cooling/Heat Exchangers
Phone/Text Message: 313 805 2617
E mail: lhuang3@ford.com
Building #2 3M29, Mail Drop: 1215

From: Andersen, Erik (E.)
Sent: Thursday, February 02, 2012 11:28 AM
To: Huang, Larry (L.)
Subject: RE: 2013 P415 CAC timing status

I must not have been in the meeting at that point. Sorry I missed it.

Erik Andersen
eandarse@ford.com
313-805-2966

From: Huang, Larry (L.)
Sent: Thursday, February 02, 2012 10:50 AM
To: Andersen, Erik (E.)
Subject: FW: 2013 P415 CAC timing status

FYI.
Jeanette wanted me to involve in this timing issue in TDRM yesterday. I am working on it.

Regards,

Larry Huang

Global Cooling/Heat Exchangers

Phone/Text Message: 313 805 2617

E mail: lhuang3@ford.com

Building #2 3M29, Mail Drop: 1215

From: Huang, Larry (L.)
Sent: Thursday, February 02, 2012 8:50 AM
To: Tyler, Jim (J.S.)
Subject: RE: 2013 P415 CAC timing status

The big things are missing are

- 1) 6 weeks (as Jeanette pointed out),
- 2) 10 weeks for tool adjustment is way too long, for this urgent project. Should be able to squeeze a couple of weeks.

Regards,

Larry Huang

Global Cooling/Heat Exchangers

Phone/Text Message: 313 805 2617

E mail: lhuang3@ford.com

Building #2 3M29, Mail Drop: 1215

From: Huang, Larry (L.)
Sent: Thursday, February 02, 2012 8:45 AM
To: Tyler, Jim (J.S.)
Subject: RE: 2013 P415 CAC timing status

I went through the detail of their timing. Let's discuss it after come back to the office.

Regards,

Larry Huang

Global Cooling/Heat Exchangers

Phone/Text Message: 313 805 2617

E mail: lhuang3@ford.com

Building #2 3M29, Mail Drop: 1215

From: Tyler, Jim (J.S.)
Sent: Wednesday, February 01, 2012 11:23 AM
To: Huang, Larry (L.)
Subject: FW: 2013 P415 CAC timing status

FYI

Jim Tyler
T1/P552 Cooling
313-805-2565 Bld-2 23P25

From: Alberto CORCHERO [mailto:alberto.corchero@valeo.com]
Sent: Monday, January 30, 2012 8:38 PM
To: Allan, Valerie (V.J.); Larry ENGEL; Blas-Fernando GUTIERREZ; Mickael DA-SILVA; Peter GAUDINO
Cc: Kramer, Michael (M.T.); Tyler, Jim (J.S.); Rivera, Juan Carlos (J.C.)
Subject: Re: 2013 P415 CAC timing status

Valerie, thanks for your email. According to the periodical reviews with Valeo Projects team, the due date for PPAP parts was communicated as July/12 since October last year, and Ford Engineering team acknowledged it.

Now, understanding your request, we will ask our Purchasing team to challenge the Mold supplier to have a daily detail of the activities, and we will request the cost to reduce the timing by 2 months (overtime, subcontracting...). We will inform that cost to you, through our Sales team, in order to have a negotiation about the Ford contribution in that overcost.

Larry Engel, as Ford PM, will be your contact point for this information, in the coming days. Thanks and best regards

Alberto Corchero
General Manager
Valeo TPT SLP - Mexico

On Mon, Jan 30, 2012 at 2:50 PM, Allan, Valerie (V.J.) <vallan@ford.com> wrote:
[Alberto - can you please ensure that the P415 CAC team is taking a day by day look at the timing for the 2013 model. At this time the CACs are anticipated to be 2 months late vs. the program requirement of PPAP1 of May 29th.](#)

[For example, in the attached timing plan, row 49 shows that mold manufacture is complete Feb 9th, but trial 1 \(row 50\) isn't until March 23rd. This doesn't make sense and we'd like someone to explain these two items as well as make an accounting for each and every day of timing. Also, we'd like confirmation that all activities are working 7 days a week - 24 hours when possible.](#)

[Please make sure that the P415 CAC team is able to provide Ford with a day by day best case timing plan for our meeting on Thursday.](#)

Thanks.

Valerie J. Allan
Ford Motor Company
Powertrain Cooling Heat Exchangers
313-805-4421
vallan@ford.com

From: Tyler, Jim (J.S.)
Sent: Monday, January 30, 2012 3:06 PM
To: Allan, Valerie (V.J.)
Cc: Kramer, Michael (M.T.)
Subject: FW: 2013 P415 CAC timing status

Val, please help with Valeo to ensure Blas and the P415 team is getting the support needed to bring timing into program build requirements. The OTG team is requesting PPAP 1 by May 29. We are requesting Valeo to scrub timing day by day to look for opportunities such as 7 day work on the tooling activities in China.

Next Valeo review with the OTG team/Angelito Tejada is Thursday 2/2 at 10:30am.

Jim Tyler
T1/P552 Cooling
313-805-2565 Bld-2 23P25

From: Blas-Fernando GUTIERREZ [mailto:blas-fernando.gutierrez@valeo.com]
Sent: Tuesday, January 24, 2012 1:54 PM
To: Tyler, Jim (J.S.)
Cc: Guillermo GUADARRAMA; Kramer, Michael (M.T.)
Subject: Re: 2013 P415 CAC timing status

Find attached an updated timing. We are facing an issue with a delay on the Trial #1 of the mold. This is already included on the attached timing. We are launching a review with supplier to find a solution so we can have parts on time for TT MRD March 26. Timing for PPAP 1 still end of July.

FOR the OTG I am having an agenda issue to attend. I was requested to join for tomorrow now.

BG

On Tue, Jan 24, 2012 at 8:38 AM, Tyler, Jim (J.S.) <jtyler1@ford.com> wrote:
Blas/Guillermo, please provide the latest timing update today. Did you review in the OTG meeting with Moshin yesterday?

Jim Tyler
T1/P552 Cooling
313-805-2565 Bld-2 23P25

From: Tyler, Jim (J.S.)
Sent: Monday, January 23, 2012 11:36 AM

To: 'Blas-Fernando GUTIERREZ'
Cc: Guillermo GUADARRAMA; Kramer, Michael (M.T.)
Subject: RE: 2013 P415 CAC timing status

Blas, are you calling into the 2pm OTG meeting today 23 Jan to review timing and TT support plan with Moshin Khan-STA? Please also send me the latest timing updates.

Jim Tyler
T1/P552 Cooling
313-805-2565 Bld-2 23P25

From: Blas-Fernando GUTIERREZ [mailto:blas-fernando.gutierrez@valeo.com]
Sent: Wednesday, January 18, 2012 7:36 PM
To: Tyler, Jim (J.S.)
Cc: Guillermo GUADARRAMA; Kramer, Michael (M.T.)
Subject: Re: 2013 P415 CAC timing status

No changes to report up to now but I am waiting for timing update this week from tool maker... I am out of the office and will be back late on Friday, I will get it updated as soon as I am back if this is acceptable..

Best regards

On Wed, Jan 18, 2012 at 9:44 AM, Tyler, Jim (J.S.) <jtyler1@ford.com> wrote:
[Blas/Guillermo, please provide the latest 2013 P415 CAC timing document and PSW status.](#)

Jim Tyler
T1/P552 Cooling
313-805-2565 Bld-2 23P25

From: Tyler, Jim (J.S.)
Sent: Tuesday, January 10, 2012 11:26 AM
To: Kramer, Michael (M.T.); Blas-Fernando GUTIERREZ; Guillermo GUADARRAMA
Subject: 2013 P415 CAC timing status
When: Tuesday, January 10, 2012 4:00 PM-4:30 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Conf call 313-621-3673 (ID 71351008) and WebEx

Review timing status and validation results.
Valeo please update and provide timing plan as necessary since last update.

This e mail message is intended only for the use of the intended recipient(s).
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The information contained therein may be confidential or privileged,
and its disclosure or reproduction is strictly prohibited.
If you are not the intended recipient, please return it immediately to its sender
at the above address and destroy it.

From: Fenclova, Veronika <FenclovaV@schneider.com>
Sent: Tuesday, December 20, 2011 11:18 AM
To: Alexander, Todd (T.W.); Osepchook, William (W.R.)
Subject: RE: 7T4T-19A095-AD Ground Strap, SERVICE PART: 7T4Z- 19A095-A

Good morning,

Supplier agreed to ship 200 pcs this week which means that parts will be available at NPD by 1/16/12.

Regards,

Veronika Fenclova
FCSD Supply Chain Specialist
Czech Republic
Phone (US): 1-800-973-3109 Ext:84031
Phone (CZ): + 420-585-577 031
E-mail: fenclovav@schneider.com

For Supplier Assistance please refer to:
<http://web.pslsupp.ford.com>

From: Alexander, Todd (T.W.) [mailto:talexan4@ford.com]
Sent: Tuesday, December 20, 2011 2:25 PM
To: Osepchook, William (W.R.); Fenclova, Veronika
Subject: RE: 7T4T-19A095-AD Ground Strap, SERVICE PART: 7T4Z- 19A095-A

William, what was the part number for the being ordered on the claim, so we can see what the demand looked like on that part.

Veronika, put in a release for 200 pieces.

Todd Alexander
Supply Chain/SDS Manager
Ford Customer Service Division
Phone: 313 390-4878
Email: talexan4@ford.com

From: Osepchook, William (W.R.)
Sent: Tuesday, December 20, 2011 7:29 AM
To: Fenclova, Veronika
Cc: Alexander, Todd (T.W.)
Subject: RE: 7T4T-19A095-AD Ground Strap, SERVICE PART: 7T4Z- 19A095-A

The slight increase was caused by me. The national depot had 6 of these in stock and I ordered 4 pieces for trials.

We are experiencing miss fire issues on the 2011 F-150 EcoBoost that is being caused by an insufficient ground at the coils. we are seeing about 200 claims per month for this issue.

The service fix will be this ground strap (7T4Z-19A095-A). The tech hotline is going to instruct the dealers to install this ground to help alleviate the problem. Once the hotline starts directing this repair; I would expect the take rate on this part will spike to a possible 200 per month.

We expect to roll this fix out near 1/23/2012 time frame.

From: Fenclova, Veronika [mailto:FenclovaV@schneider.com]
Sent: Monday, December 19, 2011 3:04 PM
To: Osepchook, William (W.R.)
Cc: Alexander, Todd (T.W.)
Subject: RE: 7T4T-19A095-AD Ground Strap, SERVICE PART: 7T4Z- 19A095-A
Importance: High

Hello William,

Please, advise when will we start seeing the order in MMP / DOESII, so far the sales are increasing slightly but not to justify 100pc orders.

Also, please, confirm whether we should count with the increases in demand and start ordering additional inventory above the 100pcs already ordered.

The first 100pcs that are on order will be available sometime around 01/16/12, no additional orders were set so far.

Please, let us know.

Thank you

Veronika Fenclova
FCSD Supply Chain Specialist
Czech Republic
Phone (US): 1-800-973-3109 Ext:84031
Phone (CZ): + 420-585-577 031
E-mail: fenclovav@schneider.com

For Supplier Assistance please refer to:
<http://web.pslsupp.ford.com>

From: Alexander, Todd (T.W.) [mailto:talexan4@ford.com]
Sent: Monday, December 19, 2011 8:13 PM
To: Fenclova, Veronika
Subject: FW: 7T4T-19A095-AD Ground Strap

Can you get with William Oseochook and see if we will need to order more after the 100 pieces and when will we start seeing the orders?

Todd Alexander
Supply Chain/SDS Manager
Ford Customer Service Division
Phone: 313 390-4878
Email: talexan4@ford.com

From: Hartstang, Joe (J.K.)
Sent: Monday, December 19, 2011 1:47 PM
To: Alexander, Todd (T.W.)
Subject: RE: 7T4T-19A095-AD Ground Strap

It's not a QSF...Bill Osepchook indicated that it "may" progress to the QSF level in the coming months; but nothing pending. You guys keep it.

Joe Hartstang
Supply Chain Manager
Parts Supply & Logistics
Ford Customer Service Division
Phone (313) 390-7604

From: Alexander, Todd (T.W.)
Sent: Monday, December 19, 2011 9:37 AM
To: Hartstang, Joe (J.K.)
Subject: FW: 7T4T-19A095-AD Ground Strap

Is one of your analyst going to take this over now that it is a QSF?

Todd Alexander
Supply Chain/SDS Manager
Ford Customer Service Division
Phone: 313 390-4878
Email: talexan4@ford.com

From: Osepchook, William (W.R.)
Sent: Thursday, December 15, 2011 11:01 AM
To: Ghee, Michelle (M.R.); Alexander, Todd (T.W.); Hartstang, Joe (J.K.)
Subject: RE: 7T4T-19A095-AD Ground Strap

Info,

This issue is also a QSF.

06920110034- 3.5L MISFIRE ON ACCEL w/o DTCs	RWRIGH24 CCOCKERI RNOWACZY	CC: 3.5L Misfire occurring without DTCs setting. MIL flashing with Catalyst Damage occurring resulting in lack of power on loaded acceleration. CA: TBD. SC: TBD. PC: TBD. ST: Nov/10: proposed new cal to protect cat on hold - root cause still open. Dec/1: Some new focus around G105 ground. Engineering continues testing.	18/Aug/2011	25/Oct/2011	16/Nov/2011	1
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		Dec/8 Root cause still under investigation Service Red Due to: Lack of Forecasted Service closure date Production Red Due to: Forecasted Production timing beyond 90 day requirement			
--	--	---	--	--	--

From: Ghee, Michelle (M.R.)
Sent: Thursday, December 15, 2011 10:52 AM
To: Alexander, Todd (T.W.); Hartstang, Joe (J.K.)
Cc: Osepchook, William (W.R.)
Subject: RE: 7T4T-19A095-AD Ground Strap

Todd & Joe FYI. Not sure which of you William needs to work with you on this.

Michelle Rice Ghee

Interior/Exterior Trim/Electrical & New Model Launch Support Manager
S197/C346/EN114/FN145/C170/VN127/V363
FCSD-Parts Supply & Logistics
(313)390-5598 (W) (313)337-3167 (F) mghee@ford.com

From: Osepchook, William (W.R.)
Sent: Thursday, December 15, 2011 10:46 AM
To: Ghee, Michelle (M.R.)
Subject: RE: 7T4T-19A095-AD Ground Strap

Perfect, thanks. I would expect to sell about 200-300 a month for this issue. I will keep you posted if the usage increases through a TSB.

From: Ghee, Michelle (M.R.)
Sent: Thursday, December 15, 2011 10:21 AM
To: Osepchook, William (W.R.)
Subject: FW: 7T4T-19A095-AD Ground Strap

FYI

Michelle Rice Ghee

Interior/Exterior Trim/Electrical & New Model Launch Support Manager
S197/C346/EN114/FN145/C170/VN127/V363
FCSD-Parts Supply & Logistics
(313)390-5598 (W) (313)337-3167 (F) mghee@ford.com

From: Fenclova, Veronika [mailto:FenclovaV@schneider.com]
Sent: Thursday, December 15, 2011 10:04 AM

To: Fenclova, Veronika; Whitfield, Camille (C.W.); Ghee, Michelle (M.R.); Alexander, Todd (T.W.)
Subject: RE: 7T4T-19A095-AD Ground Strap

Update: Supplier is able to ship entire 100 pcs next week 12/19. Release was adjusted accordingly. Expected arrival date at selling location is 1/16/12.

Regards,

Veronika Fenclova
FCSD Supply Chain Specialist
Czech Republic
Phone (US): 1-800-973-3109 Ext:84031
Phone (CZ): + 420-585-577 031
E-mail: fenclovav@schneider.com

For Supplier Assistance please refer to:
<http://web.pslsupp.ford.com>

From: Fenclova, Veronika
Sent: Thursday, December 15, 2011 12:12 PM
To: 'Whitfield, Camille (C.W.); Ghee, Michelle (M.R.); Alexander, Todd (T.W.)'
Subject: RE: 7T4T-19A095-AD Ground Strap

Good morning,

I created release for 100 pcs within lead time which means stock will be available at FCSD selling location by 1/23/12. I contacted supplier if they will be able to ship the requirement sooner and I will keep you posted.

Thank you.

Veronika Fenclova
FCSD Supply Chain Specialist
Czech Republic
Phone (US): 1-800-973-3109 Ext:84031
Phone (CZ): + 420-585-577 031
E-mail: fenclovav@schneider.com

For Supplier Assistance please refer to:
<http://web.pslsupp.ford.com>

From: Whitfield, Camille (C.W.) [mailto:cwhitf14@ford.com]
Sent: Wednesday, December 14, 2011 6:30 PM
To: Ghee, Michelle (M.R.); Fenclova, Veronika; Alexander, Todd (T.W.)
Subject: RE: 7T4T-19A095-AD Ground Strap

I spoke to my boss and he suggested that I directed it to you .
I will forward this to supply chain- Veronika and her boss Todd.
Thanks,

Camille Whitfield
FCSD-Purchasing
cwhitf14@ford.com

From: Ghee, Michelle (M.R.)
Sent: Wednesday, December 14, 2011 11:04 AM
To: Whitfield, Camille (C.W.); Osepchook, William (W.R.); Gnesotto, Frank (F.T.)
Subject: RE: 7T4T-19A095-AD Ground Strap

Camille Frank and I do not handle inventory. We are responsible for assigning the service part number and cataloging it for our dealers. I am not sure how a request like this is handled but I would assume if Engineering is trying to get some from FCSD, Supply Chain will have to issue a service release to the supplier for additional stock or they would work with Purchasing. If I am misunderstanding the request, please let me know. Thanks.

Michelle Rice Ghee

Interior/Exterior Trim/Electrical & New Model Launch Support Manager
S197/C346/EN114/FN145/C170/VN127/V363
FCSD-Parts Supply & Logistics
(313)390-5598 (W) (313)337-3167 (F) mghee@ford.com

Whitfield, Camille (C.W.)
Wednesday, December 14, 2011 10:46 AM
Osepchook, William (W.R.); Gnesotto, Frank (F.T.); Ghee, Michelle (M.R.)
RE: 7T4T-19A095-AD Ground Strap

Hi William,

Because you are asking for something of a service fix you will need to get Michelle Ghee(who is Frank Gnesotto) Product Analyst Boss. They would be the ones who would put in request for now maybe 1000 of these for you. I have cc'd them on the email.

Good Luck and happy holidays.

Camille Whitfield
FCSD-Purchasing
cwhitf14@ford.com

From: Osepchook, William (W.R.)
Sent: Wednesday, December 14, 2011 8:39 AM
To: Whitfield, Camille (C.W.)
Subject: 7T4T-19A095-AD Ground Strap

Hi Camille,

We are having a field issue with one of our top selling vehicle lines. As a service fix we would like to use 7T4T-19A095-AD Ground Strap as part of our repair. There are only 2 of these parts at the national depot.

What would it take to get a 100 of these availed ASAP and a few hundred more for future shipments?

William Osepchook

LGDEE

Large Gas & Diesel Engine Engineering
V-Engine Service Engineer
313-805-9191
wosepcho@ford.com

From: Tyler, Jim (J.S.)
Sent: Monday, September 17, 2012 8:12 AM
To: McDonagh, Scot (S.M.); Kramer, Michael (M.T.); Shibley, William (W.E.); Galas, Dean (C.K.); 'David CASTILLO' (david.castillo@valeo.com); 'Guillermo GUADARRAMA' (guillermo.guadarrama@valeo.com)
Cc: Miller, Brian (B.J.)
Subject: RE: A12602983 - DL34-9L440-AC CACs KCAP 9/17/12 prod start, DTP first shipment

Scot, KCAP started -AC level misfire PCA CACs today 9/17. Awaiting part arrival timing and feedback from DTP.

Jim Tyler
T1/P552 Cooling
313-805-2565 Bld-2 23P25

From: Shibley, William (W.E.)
Sent: Monday, September 17, 2012 9:55 AM
To: Galas, Dean (C.K.); Tyler, Jim (J.S.); 'David CASTILLO' (david.castillo@valeo.com); 'Guillermo GUADARRAMA' (guillermo.guadarrama@valeo.com)
Cc: Miller, Brian (B.J.)
Subject: RE: A12602983 - DL34-9L440-AC CACs DTP first shipment

Jim,
KCAP went into the AC level CACs today, 9/17/12, on rotation 2203. No old level are in the warehouse.

William E.(Bill) Shibley

Ford Motor Company
Kansas City Assembly Plant
F150 PVT-Powertrain
Ph: (816)414-6550
Fax: (816)459-1970
Cell: (816)863-0011

From: Galas, Dean (C.K.)
Sent: Saturday, September 15, 2012 9:35 AM
To: Tyler, Jim (J.S.); 'David CASTILLO' (david.castillo@valeo.com); 'Guillermo GUADARRAMA' (guillermo.guadarrama@valeo.com)
Cc: Shibley, William (W.E.); Miller, Brian (B.J.); Galas, Dean (C.K.)
Subject: A12602983 - DL34-9L440-AC CACs DTP first shipment

First trailer not due to arrive at DTP until 09/18/12 at 5:03PM based on what I pulled up on the MP&L information.

Live Long and Prosper

C. K. (Dean) Galas

P/T Resident Engineer
Dearborn Truck Plant

313-337-9583 Dialnet 337-9583
cell phone 734-652-7907 dgalas@ford.com

From: Tyler, Jim (J.S.)
Sent: Friday, September 14, 2012 4:52 PM
To: 'David CASTILLO' (david.castillo@valeo.com); 'Guillermo GUADARRAMA' (guillermo.guadarrama@valeo.com)
Cc: Shibley, William (W.E.); Miller, Brian (B.J.); Galas, Dean (C.K.)
Subject: A12602983 - DL34-9L440-AC CACs for KCAP and DTP

Valeo, please confirm the shipping status of the new CACs to KCAP and DTP.
To date KCAP has not seen the -AC level parts, still building -AB level.

Trailer and shipping number details will help the plants check status.

Jim Tyler
T1/P552 Cooling
313-805-2565 Bld-2 23P25

From: Ducklow, Corey (C.S.)
Sent: Thursday, May 17, 2012 8:47 AM
To: Dixon, Mark (M.R.)
Cc: Whitehead, Joseph (J.P.); Smith, Craig (C.A.); Devries, Jason (J.E.); Cockerill, Al (C.A.); Yamada, Shuya Shark (S.Y.); Oyafuso, Kevin (K.G.); McCoy, Jim (D.)
Subject: RE: ADR2 FILES FROM MAINE BUYBACK A82092 WITH MODIFIED CAC AND R12.2 SERVICE FIX

Mark,

I reviewed the files, during the WOT condition following the 6-2 downshift there is evidence of a partial burn condition in cylinder #6. MIS_PB_NORM does drop into the -20's but not to the -60 threshold as a full misfire. Lam_30ms does not go lean, indicating this is not a full misfire.

Due to the short length of the files, I am not sure if this follows a long cruse and meets our condensate condition. I cannot give a root cause, but cylinder #6 is weaker than the other cylinders.

Regards,

Corey Ducklow

3.5L GTDI Calibration Development Engineering
2000 Enterprise Dr, TEE Building
(313) 461 0481

From: Dixon, Mark (M.R.)
Sent: Wednesday, May 16, 2012 3:52 PM
To: Ducklow, Corey (C.S.)
Subject: FW: ADR2 FILES FROM MAINE BUYBACK A82092 WITH MODIFIED CAC AND R12.2 SERVICE FIX

Info

From: Oyafuso, Kevin (K.G.)
Sent: Wednesday, May 16, 2012 3:04 PM
To: McCoy, Jim (D.)
Cc: Whitehead, Joseph (J.P.); Smith, Craig (C.A.); Devries, Jason (J.E.); Cockerill, Al (C.A.); Yamada, Shuya Shark (S.Y.); Dixon, Mark (M.R.)
Subject: ADR2 FILES FROM MAINE BUYBACK A82092 WITH MODIFIED CAC AND R12.2 SERVICE FIX

<< File: p415 gtdi cac mod r12_2 5_16_2012 ADR2 FILES.zip >>

Here are the files from the VOCF drive with the latest service release and modified CAC - driver did comment on mis-feeling/surge (he calls it rapid fluttering) with wot and cruise- I didn't see any evidence of misfire (during wot) or cbv cycling (with cruise control)but please look at these files and let me know if you see something unusual. Data is from the Maine buyback with a 5000lb trailer. It was raining this morning but it stopped by 6:30am. Driver made me a copy of his comments and I will send it out when I can get to a scanner.

Regards,
Kevin Oyafuso
Ford Motor Company
PD / Powertrain Integration Management - C&C Quality
(313) 805-4908

From: Garrett, David (D.P.)
Sent: Wednesday, February 22, 2012 11:50 AM
To: Smith, Craig (C.A.); Michela, Mike (M.); Sullivan, Todd (T.E.); Goetz, David (D.); Gernant, Tim (T.R.); Krygowski, Richard (R.J.)
Cc: Whitehead, Joseph (J.P.); Mehall, Heather (H.M.)
Subject: RE: Avoiding Catalyst Damage @ Low Fuel Levels

As a "safety net" could this request also get processed through the normal e-tracker SSFT request since it now looks to affect 2012 R/C P415, 2013 P415, RFR? It would be good to have this documented on top of Mike informally working with Todd to get this request processed.

From: Smith, Craig (C.A.)
Sent: Wednesday, February 22, 2012 9:00 AM
To: Smith, Craig (C.A.); Garrett, David (D.P.); Michela, Mike (M.); Sullivan, Todd (T.E.); Goetz, David (D.); Gernant, Tim (T.R.); Krygowski, Richard (R.J.)
Cc: Whitehead, Joseph (J.P.); Mehall, Heather (H.M.)
Subject: RE: Avoiding Catalyst Damage @ Low Fuel Levels

RFR

Thanks,
Craig Smith
Supervisor - Engine Calibration
3.5L TIVCT GTDI & 3.5L IVCT GTDI Powerpacks
Phone: (313) 805-6345
TEE Bldg cube 1AD08

From: Smith, Craig (C.A.)
Sent: Wednesday, February 22, 2012 8:58 AM
To: Garrett, David (D.P.); Michela, Mike (M.); Sullivan, Todd (T.E.); Goetz, David (D.); Gernant, Tim (T.R.)
Cc: Whitehead, Joseph (J.P.); Mehall, Heather (H.M.)
Subject: RE: Avoiding Catalyst Damage @ Low Fuel Levels

We should also entertain doing a 12MY R/C, assuming that we can get P/T management support. I believe the team is aligned that we still have exposure in 12MY R10 so any robustness action we can add is probably worthwhile. Tim, Do you concur?

Thanks,
Craig Smith
Supervisor - Engine Calibration
3.5L TIVCT GTDI & 3.5L IVCT GTDI Powerpacks
Phone: (313) 805-6345
TEE Bldg cube 1AD08

From: Garrett, David (D.P.)
Sent: Tuesday, February 21, 2012 10:23 PM
To: Michela, Mike (M.); Sullivan, Todd (T.E.); Goetz, David (D.)
Cc: Whitehead, Joseph (J.P.); Smith, Craig (C.A.); Mehall, Heather (H.M.)
Subject: RE: Avoiding Catalyst Damage @ Low Fuel Levels

Could we get a s/w release plan mapped out with the features needed for 2013 P415 R06? How about getting this into GTPS so it is on the radar screen watched by the s/w community at large?

From: Smith, Craig (C.A.)
Sent: Friday, February 17, 2012 10:28 AM
To: Mehall, Heather (H.M.)
Cc: Garrett, David (D.P.); Whitehead, Joseph (J.P.)
Subject: RE: Avoiding Catalyst Damage @ Low Fuel Levels

We'll need strategy to support the R06 release. 4/2 preliminary and 4/16 Final strategy (including misfire monitor enhancements) is requested. Need PCSE confirmation that they can accommodate.

Thanks,

Craig Smith
Supervisor - Engine Calibration
3.5L TIVCT GTDI & 3.5L IVCT GTDI Powerpacks
Phone: (313) 805-6345
TEE Bldg cube 1AD08

From: Mehall, Heather (H.M.)
Sent: Friday, February 17, 2012 9:55 AM
To: Smith, Craig (C.A.); Whitehead, Joseph (J.P.)
Subject: RE: Avoiding Catalyst Damage @ Low Fuel Levels

Craig,

Did you want anything else shown? Any kind of testing bar with dates before the R06 release?

Regards

Heather Mehall

1.5L, 2.0L, 2.7L, 2.9L, 3.5L, 3.7L, Calibration PMA
Phone: 313-594-9655

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From: Smith, Craig (C.A.)
Sent: Friday, February 17, 2012 8:29 AM
To: Smith, Craig (C.A.); Mehall, Heather (H.M.); Whitehead, Joseph (J.P.)
Subject: RE: Avoiding Catalyst Damage @ Low Fuel Levels

I believe that TT & PP moved out a week as well. Please confirm.

Thanks,

Craig Smith
Supervisor - Engine Calibration
3.5L TIVCT GTDI & 3.5L IVCT GTDI Powerpacks
Phone: (313) 805-6345
TEE Bldg cube 1AD08

From: Smith, Craig (C.A.)
Sent: Friday, February 17, 2012 8:28 AM
To: Mehall, Heather (H.M.); Whitehead, Joseph (J.P.)
Subject: RE: Avoiding Catalyst Damage @ Low Fuel Levels

Yes please

Thanks,

Craig Smith
Supervisor - Engine Calibration
3.5L TIVCT GTDI & 3.5L IVCT GTDI Powerpacks
Phone: (313) 805-6345
TEE Bldg cube 1AD08

From: Mehall, Heather (H.M.)
Sent: Friday, February 17, 2012 7:23 AM
To: Smith, Craig (C.A.)
Subject: RE: Avoiding Catalyst Damage @ Low Fuel Levels

Craig,

So did you want me to add an R06 at 4/30/12 for the P415 program?

Regards

Heather Mehall

1.5L, 2.0L, 2.7L, 2.9L, 3.5L, 3.7L, Calibration PMA
Phone: 313-594-9655

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From: Smith, Craig (C.A.)
Sent: Thursday, February 16, 2012 12:21 PM
To: Smith, Craig (C.A.); Gernant, Tim (T.R.); Hammoud, Mazen (M.); Leonardi, Scott (S.A.); Sullivan, Todd (T.E.); Baskins, Robert (R.S.); Garrett, David (D.P.); Dixon, Mark (M.R.)
Cc: Weber, Chris (C.R.); Wagers, Sue (S.K.); Baskins, Robert (R.S.); Devries, Jason (J.E.); Whitehead, Joseph (J.P.); Shanahan, John (J.L.); Mazuchowski, James (J.A.); Piechocki, Dawn (D.M.); Michela, Mike (M.); Mehall, Heather (H.M.)
Subject: RE: Avoiding Catalyst Damage @ Low Fuel Levels

We may also want to do a R/C with the misfire monitor change(s) as further robustness for current production.

Thanks,

Craig Smith
Supervisor - Engine Calibration
3.5L TIVCT GTDI & 3.5L IVCT GTDI Powerpacks
Phone: (313) 805-6345
TEE Bldg cube 1AD08

From: Smith, Craig (C.A.)
Sent: Thursday, February 16, 2012 11:35 AM
To: Gernant, Tim (T.R.); Hammoud, Mazen (M.); Leonardi, Scott (S.A.); Sullivan, Todd (T.E.); Baskins, Robert (R.S.); Garrett, David (D.P.)
Cc: Weber, Chris (C.R.); Wagers, Sue (S.K.); Baskins, Robert (R.S.); Devries, Jason (J.E.); Whitehead, Joseph (J.P.); Shanahan, John (J.L.); Mazuchowski, James (J.A.); Piechocki, Dawn (D.M.); Michela, Mike (M.); Mehall, Heather (H.M.)
Subject: RE: Avoiding Catalyst Damage @ Low Fuel Levels

Tim,

While we were trying to accommodate the program's request to include the a new 115mph VMAX on the 4x2 Limited for TT, technically, we don't have to provide 13MY P415 GTDI R06 until PP (IPD is now 5/29). Backing off 4 weeks for Bosch PCMs yields a 4/30 release date. Dave Garrett is aligned.

Dave/Todd/Bob,

How soon can we get URD 68173 into a 13MY P415 GTDI strategy? *I think we should also evaluate if we can contain a revised FMEM feature with capability to disable 3 vs 2 cylinders given our full-bank misfire issue. What would timing be?*

Scott,

Per our conversation, should the VMAX change become program direction, we can provide an experimental engineering=only 115mph calibration for Vehicle Dynamics testing but it would be officially released at R06. We agreed that this seemed reasonable since VOCF shouldn't be hitting the existing 99mph VMAX anyway, but let me know if there are any issues with this proposal.

Thanks,

Craig Smith
Supervisor - Engine Calibration
3.5L TIVCT GTDI & 3.5L IVCT GTDI Powerpacks
Phone: (313) 805-6345
TEE Bldg cube 1AD08

From: Gernant, Tim (T.R.)
Sent: Thursday, February 16, 2012 10:13 AM
To: Hammoud, Mazen (M.); Smith, Craig (C.A.)
Cc: Weber, Chris (C.R.); Wagers, Sue (S.K.); Baskins, Robert (R.S.); Devries, Jason (J.E.); Whitehead, Joseph (J.P.); Shanahan, John (J.L.); Mazuchowski, James (J.A.)
Subject: RE: Avoiding Catalyst Damage @ Low Fuel Levels

Mazen/Craig,

At the Diagnostics SSFT this morning the subject issue (URD 68173 / eTracker 10556214) was discussed briefly. Implementation of this URD for the R06 at the end of Feb on the 2013MY P415 was reported as not containable. If this is desired on this application for 2013MY, it would drive an R07.

Is there interest in driving an R07 for the 2013MY P415 for the purpose of getting this proposed strategy change into production?

Tim Gernant

OBID Calibration Technical Expert
Powertrain Feature Calibration
TEE 1AE33 - Ph: (313) 805-4962
<mailto:tgernant@ford.com>

From: Whitehead, Joseph (J.P.)
Sent: Friday, February 10, 2012 11:08 AM
To: Hammoud, Mazen (M.)
Cc: Smith, Craig (C.A.); Weber, Chris (C.R.); Wagers, Sue (S.K.); Baskins, Robert (R.S.); Gernant, Tim (T.R.); Devries, Jason (J.E.); Whitehead, Joseph (J.P.)
Subject: FW: Avoiding Catalyst Damage @ Low Fuel Levels

Mazen,

This is the strategy change we discussed in today's catalyst meeting. Calibration would like to implement this change for the 3.5L P415 for both service and production.

Bob's URD details an approach which enables misfire FMEM action at all fuel levels while retaining current levels of MIL liability.

All Ford applications could benefit from keeping misfire FMEM actions active at low fuel levels. The 3.5L P415 is not unique in needing this change.

Thanks,

Joe Whitehead
3.5L GTDI P415 Calibration
jwhiteh4@ford.com
313 805-5481

From: Baskins, Robert (R.S.)
Sent: Wednesday, January 25, 2012 10:14 AM
To: Whitehead, Joseph (J.P.); Gernant, Tim (T.R.); Baltusis, Paul (P.A.)
Cc: Smith, Craig (C.A.); Sheeran, William (W.M.); Ross, Brad (B.L.); Casedy, Michael (M.); Pawlak, Greg (G.J.); Weber, Chris (C.R.)
Subject: RE: Avoiding Catalyst Damage @ Low Fuel Levels

Joe,

There is a change request already submitted (urd 68173) to add this capability for future MY strategy. It has not been implemented yet, though. The strategy details have been discussed and identified (see attached urd report).

So I think the next step would be to decide if this should be made a priority to implement sooner.

<< File: upsreport_68173.txt >>

Bob Baskins

PT Control Design Sr. Engineer – Gasoline Ignition Subsystem
Global Powertrain Control Systems Engineering
Powertrain Controls & Calibration Engineering
Ford Motor Company / Building #2 / Cube 22M35
E-mail: rbaskins@ford.com
Mob: (313) 805-7023
ONE FORD: ONE Plan - ONE Team - ONE Goal

From: Whitehead, Joseph (J.P.)
Sent: Tuesday, January 24, 2012 2:59 PM
To: Gernant, Tim (T.R.); Baltusis, Paul (P.A.); Baskins, Robert (R.S.)
Cc: Smith, Craig (C.A.); Sheeran, William (W.M.); Ross, Brad (B.L.); Casedy, Michael (M.); Pawlak, Greg (G.J.); Whitehead, Joseph (J.P.)
Subject: Avoiding Catalyst Damage @ Low Fuel Levels

Tim, Paul and Bob,

The current 3.5L GTDI strategy is really effective in protecting the catalysts even when an entire bank is shut down. It has excellent misfire detection and load limiting logic to protect the catalysts. However, when the fuel level is low, all this logic is turned off to avoid MIL's due to customer running out of fuel. A recent DTF misfire test demonstrated this issue with cat temps exceeding 2000F when the fuel level ran low at the end of the shift.

If a 3.5L F150 customer with the latest and greatest calibration were to encounter a severe misfire due to injection of, say, a large quantity of condensate while driving with a very low fuel level, a toasted left bank catalyst would be a possible expensive negative outcome.

Could the current logic be revised to provide additional component protection by enabling the misfire detection & FMEM actions @ all fuel levels? The MIL could remain tied to the FLI so codes wouldn't be set @ low fuel levels. This proposed change could reduce warranty costs and improve customer satisfaction.

Seem reasonable to make this change?

Thanks,

Joe Whitehead
3.5L GTDI P415 Calibration
jwhiteh4@ford.com
313 805-5481

From: Huang, Larry (L.)
Sent: Tuesday, January 10, 2012 9:51 AM
To: Kramer, Michael (M.T.); Andersen, Erik (E.)
Cc: Allan, Valerie (V.J.)
Subject: RE: CAC condensate

I will be working on it. Please let me know if you have any input for it.

Regards,

Larry Huang
Global Cooling/Heat Exchangers
Phone/Text Message: 313-805-2617
E-mail: lhuanq3@ford.com
Building #2-3M29, Mail Drop: 1215

From: Kramer, Michael (M.T.)
Sent: Tuesday, January 10, 2012 8:32 AM
To: Andersen, Erik (E.); Huang, Larry (L.)
Cc: Allan, Valerie (V.J.)
Subject: FW: CAC condensate

Note request to assess all CACs and related Design Review topic for this week.

<< Message: RE: Global Cooling TDRM >>

Mike Kramer
RWD PT Cooling Supv.
Six Sigma Black Belt
Cell Phone: (313) 805-0190
Text Page: mkramer1
Page from outside Ford, External email: mkramer1@ford.com

From: Madej, Jeanette (J.)
Sent: Tuesday, January 10, 2012 3:52 AM
To: Allan, Valerie (V.J.); Kramer, Michael (M.T.)
Subject: FW: CAC condensate
Importance: High

Who can start pulling this information together? Is there a standing meeting that engine is leading or we expected to lead now?

If us, please get a meeting scheduled with all involved? I would include engine.

Jeanette Madej
Global Cooling Systems Manager
Phone: 313-805-0189

From: Lyon, Peter (P.M.)
Sent: Monday, January 09, 2012 10:25 PM
To: Madej, Jeanette (J.); King, David (D.P.); Dona, Alan (A.R.); Hammoud, Mazen (M.); Fraser, Andrew (A.D.)

Cc: Layden, Kevin (K.E.); Baum, Joe (J.M.); McCoy, Julie (.)
Subject: CAC condensate

With the probable 3.5L GTDI misfire issue being CAC condensate related I think we need to quickly- and jointly- determine where we are for all other boosted applications.

As I see it we need to determine which applications have a CAC, if we have successfully completed a "CAC condensate" test (CETP not published yet) on those applications, and, if not, what is the plan to verify.

Before the 3.5L GTDI we thought it to be due to up flow CAC's. It now appears likely- at least for the gas applications- we need to look for places to puddles to form.

I don't recall final agreement on who owns completing this test. However we need to complete the tests.

Jeanette- Can your team lead putting together the application list and health chart? Also please review the designs and give us a priority list based on design judgment.

I'll sign my team up for the 3.2L Ranger and NA Transit (V363N). I'll work with David King's team on the 2.2L RWD Transit (V348).

Any other takers?

Regards,

Peter Lyon

Manager: FNA Diesel and O/8500 Gas Powertrain Calibration


| phone: 313-805-5745

ONE FORD: One Team-One Plan-One Goal

From: Giunta, Michael (M.J.)
Sent: Friday, September 14, 2012 7:46 AM
To: Andersen, Erik (E.)
Subject: RE: CAC Condensation 6-Panel and Next Steps

Erik,

I noticed one other item from Julie's notes that wasn't included. revisions in red shown below (slide 4)



Voice of the Customer

- On a humid **or rainy** day, F150 Ecoboost customers try to pass or climb a hill with near WOT after cruising on highway, the engine sometimes makes no power for 30 secs and Check Engine Light flashes.
- The issue is worse on rainy or high humidity days**

Ford Proprietary Page 4

From: Andersen, Erik (E.)
Sent: Thursday, September 13, 2012 3:05 PM
To: Giunta, Michael (M.J.); Dumler, Jeff (J.D.); Ronzi, Bill (W.C.); Ladd, John (J.R.); Rollins, Scott (S.); Huang, Larry (L.); Devries, Jason (J.E.); Chen, Jun-Lon (J.L.); Baldwin, Damien (D.K.); Allan, Valerie (V.J.); Bld-2 23L26 Full EDR (30); Yamada, Shuya Shark (S.Y.); Abarham, Mehdi (M.); Styles, Daniel (D.J.); Ali, Syed (S.K.); Shiposh, Melissa (M.A.); Norman, Kristofor (K.R.); Wade, Robert (R.A.); Garrett, David (D.P.); Shaw, Nathanael (N.)
Cc: Madej, Jeanette (J.); Rollinger, John (J.E.); Rackmil, Chuck (C.I.)
Subject: RE: CAC Condensation 6-Panel and Next Steps

Latest 6-panel.

<< File: CAC Condensation 6-Panel 5.ppt >>

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Giunta, Michael (M.J.)
Sent: Thursday, September 13, 2012 1:56 PM
To: Andersen, Erik (E.); Dumler, Jeff (J.D.); Ronzi, Bill (W.C.); Ladd, John (J.R.); Rollins, Scott (S.); Huang, Larry (L.); Devries, Jason (J.E.); Chen, Jun-Lon (J.L.); Baldwin, Damien (D.K.); Allan, Valerie (V.J.); Bld-2 23L26 Full EDR (30); Yamada, Shuya Shark (S.Y.); Abarham, Mehdi (M.); Styles, Daniel (D.J.); Ali, Syed (S.K.); Shiposh, Melissa (M.A.); Norman, Kristofor (K.R.); Wade, Robert (R.A.); Garrett, David (D.P.); Shaw, Nathanael (N.)
Cc: Madej, Jeanette (J.); Rollinger, John (J.E.); Rackmil, Chuck (C.I.)
Subject: RE: CAC Condensation 6-Panel and Next Steps

Attached is the matrix that we discussed and updated at the subject meeting today @ 1. We populated the lead activity column.

<< File: Decision Matrix_2012-09-13.xlsx >>

-----Original Appointment-----

From: Andersen, Erik (E.)
Sent: Tuesday, September 11, 2012 9:23 AM
To: Andersen, Erik (E.); Giunta, Michael (M.J.); Dumler, Jeff (J.D.); Ronzi, Bill (W.C.); Ladd, John (J.R.); Rollins, Scott (S.); Huang, Larry (L.); Devries, Jason (J.E.); Chen, Jun-Lon (J.L.); Baldwin, Damien (D.K.); Allan, Valerie (V.J.); Bld-2 23L26 Full EDR (30); Yamada, Shuya Shark (S.Y.); Abarham, Mehdi (M.); Styles, Daniel (D.J.); Ali, Syed (S.K.); Shiposh, Melissa (M.A.); Norman, Kristofor (K.R.); Wade, Robert (R.A.); Garrett, David (D.P.); Shaw, Nathanael (N.)
Cc: Madej, Jeanette (J.)
Subject: CAC Condensation 6-Panel and Next Steps
When: Thursday, September 13, 2012 1:00 PM-2:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: 23L26

Review potential short term, medium term, long term actions and establish ownership ← work from Kris Normans matrix

Review various workstreams

Conference Call: 313-621-3673
Passcode: 79765582

Erik Andersen invites you to an online meeting using WebEx.

WebEx meeting information

Meeting Number: 716 729 892
Meeting Link: <https://ford.webex.com/ford/j.php?J=716729892>
Meeting Password: This meeting does not require a password.

Audio conference information

313-621-3673
passcode: 79765582

MC06

<http://www.webex.com>

From: Huang, Larry (L.)
Sent: Thursday, February 21, 2013 12:10 PM
To: Abarham, Mehdi (M.)
Subject: RE: CAC cooling air face velocity vs. vehicle speed

Yes.

Regards,

Larry Huang

Global Cooling/Heat Exchangers
Phone/Text Massage: 313-805-2617
E-mail: lh Huang3@ford.com
Building #2-3M29, Mail Drop: 1215

From: Abarham, Mehdi (M.)
Sent: Thursday, February 21, 2013 12:10 PM
To: Huang, Larry (L.)
Subject: RE: CAC cooling air face velocity vs. vehicle speed

I am looking for the data for P415 and the V6 3.5L GTDI engine. Should I contact Jim tyler then?

Thanks again,

From: Huang, Larry (L.)
Sent: Thursday, February 21, 2013 12:08 PM
To: Abarham, Mehdi (M.); Staton, Timothy (T.)
Cc: Styles, Daniel (D.J.); Andersen, Erik (E.)
Subject: RE: CAC cooling air face velocity vs. vehicle speed

TASE has several engineers responsible for different programs. Cooling application engineers can make request. Please let me know which programs (vehicles) you are interested in, and I will let you know who are the cooling application engineers.

P415: Tyler, Jim (J.S.) <jtyler1@ford.com>,
V363N: Davies, David (D.B.) ddavies4@ford.com
CD 4.1: Staton, Timothy (T.) <tstaton@ford.com>

Regards,

Larry Huang

Global Cooling/Heat Exchangers
Phone/Text Massage: 313-805-2617
E-mail: lh Huang3@ford.com
Building #2-3M29, Mail Drop: 1215

From: Abarham, Mehdi (M.)
Sent: Thursday, February 21, 2013 12:01 PM

To: Huang, Larry (L.)
Cc: Styles, Daniel (D.J.); Andersen, Erik (E.)
Subject: RE: CAC cooling air face velocity vs. vehicle speed

Thanks Larry! Do you know who is the best contact in TASE?

From: Huang, Larry (L.)
Sent: Thursday, February 21, 2013 11:59 AM
To: Abarham, Mehdi (M.)
Cc: Styles, Daniel (D.J.); Andersen, Erik (E.)
Subject: RE: CAC cooling air face velocity vs. vehicle speed

"the CAC cooling stream face velocity" is a vehicle (and models) dependent, since it is affected by frontal face, fan power, and air path sealing. We do not have the correlation from the vehicle testing, but TASE can provide UH3D modeling points of cooling air speeds at specific vehicle speeds. Then we can do curve fitting to get "correlation", for a specific vehicle. Thanks.

Regards,

Larry Huang
Global Cooling/Heat Exchangers
Phone/Text Message: 313-805-2617
E-mail: lh Huang3@ford.com
Building #2-3M29, Mail Drop: 1215

From: Abarham, Mehdi (M.)
Sent: Thursday, February 21, 2013 11:40 AM
To: Huang, Larry (L.)
Cc: Styles, Daniel (D.J.); Andersen, Erik (E.)
Subject: CAC cooling air face velocity vs. vehicle speed

Hi Larry,

I was wondering if you are aware of any correlation between the vehicle speed and the CAC cooling stream face velocity for a 3.5L GTDI engine.

Best Regards,
Mehdi.

Mehdi Abarham, Ph.D.
Powertrain Research and Advanced Engineering
Ford Motor Company
mabarham@Ford.com
Ph: (517) 643-0232

From: Andersen, Erik (E.)
Sent: Friday, October 12, 2012 10:47 AM
To: Russ, Stephen (S.G.); Madej, Jeanette (J.); Norman, Kristofor (K.R.)
Subject: RE: CAC effectiveness targets

I like it.

I roll in the changes.

Thanks for the feedback.

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Russ, Stephen (S.G.)
Sent: Friday, October 12, 2012 10:45 AM
To: Andersen, Erik (E.); Madej, Jeanette (J.); Norman, Kristofor (K.R.)
Subject: RE: CAC effectiveness targets

The initial discussions were focused around the CAC team asking engine for targets (hence slide from the VEME deck), however, once we stated we just needed 75% during transient conditions then engine was out of the loop as far as effectiveness target setting. You are correct however that CAC pressure drop does have some impact on advertised power/turbo speed (although low pressure AIS is the dominant driver).

Maybe you could separate:

CAC sizing strategy affected by:
CAC Pressure Drop Advertisable Peak Power
CAC Effectiveness - Vehicle Performance (e.g. Davis Dam Trailer Tow)

From: Andersen, Erik (E.)
Sent: Friday, October 12, 2012 10:38 AM
To: Russ, Stephen (S.G.); Madej, Jeanette (J.); Norman, Kristofor (K.R.)
Subject: RE: CAC effectiveness targets

Okay, I took this from VEME Sizing Presentation....see slides below. Also, the slides in your presentation indicate sizing is critical too, but I see how the wording could be confusing.

What if I reword it from:

The current CAC sizing strategy dictates efficiency

The current CAC sizing strategy dictates efficiency targets at high speed, load, and ambient conditions to achieve:

- Advertisable engine power
- Deliver vehicle performance attributes

To

The current CAC sizing strategy dictates efficiency and pressure drop targets at high speed, load, and ambient conditions to achieve:

- Advertisable engine power
- Deliver vehicle performance attributes

Let me know what you think. I have no issues rephrasing it. As I read it, the second box seems better anyway.

<< OLE Object: Picture (Device Independent Bitmap) >>

<< OLE Object: Picture (Device Independent Bitmap) >>

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Russ, Stephen (S.G.)
Sent: Friday, October 12, 2012 10:24 AM
To: Andersen, Erik (E.); Madej, Jeanette (J.); Norman, Kristofor (K.R.)
Subject: CAC effectiveness targets

Erik/Jeanette/Kris,

Just to clarify a point in one of your slides from Phil's design review. The CAC effectiveness targets have never been set to deliver SAE Net performance. Please see attached deck from VEME that discusses CAC effectiveness targets. Our preliminary assumption for our torque curves is 75% effectiveness. We have always significantly exceeded this on P4-7 testing. The targets for effectiveness are set by the vehicle/VEME teams for competitive vehicle performance.

<< File: CAC Target Setting r15.ppt >>

From: Andersen, Erik (E.)
Sent: Tuesday, March 26, 2013 7:40 PM
To: Huang, Larry (L.)
Subject: RE: CAC meeting

Can we review this in the morning? When I look at CAC out temps, the test run last week should have passed. Did you guys see anything in the vehicle hardware that could have contributed?

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Huang, Larry (L.)
Sent: Tuesday, March 26, 2013 9:12 AM
To: Andersen, Erik (E.)
Subject: RE: CAC meeting

I went through and compared the test data of P415 (as well as **RFR** at cruise and WOT conditions. I added WOT behave data to the report. Tried to use the test data to tell the difference between Pass and Fail (as well as the variation of testing control in DTF). Plotted the detail on each curve at WOT. But no clue on why a test is a Pass or Fail.

Comparing Test R on 3/13 (with a Pass) to Test T on 3/22 (with is a Fail), the test data would have pointed R as a "better pass" than T. If the data were the modeling result, the modeler would have said T would be better than R, in terms of misfiring (opposite to what was seen in tests).

<< File: P415_WT Test Report_2013 3 22_Study.xlsx >> << File: U22x_WT_Test Report_2013 3 15.xlsx >> << File: WOT Conditions_P415_2013 3 25.pptx >>

The vehicle difference between these two tests may contributed to the strange test result. I am wondering if this 2012MY vehicle miss some calibration which is updated on 2013MY vehicle.

Anyway, this test actually may have shown a CAC-only resolution may be volunrable to the engine/vehicle system behave or veriation. We may still need Engine Calibration to invest more roubust way to handle the isse. Thanks.

Regards,

Larry Huang
Global Cooling/Heat Exchangers
Phone/Text Message: 313 805 2617
E-mail: lhuanq3@ford.com
Building #2-3M29, Mail Drop: 1215

From: Andersen, Erik (E.)
Sent: Tuesday, March 26, 2013 8:42 AM
To: Huang, Larry (L.)
Cc: Ladd, John (J.R.)
Subject: RE: CAC meeting

Thanks!

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Huang, Larry (L.)
Sent: Tuesday, March 26, 2013 8:42 AM
To: Andersen, Erik (E.)
Cc: Ladd, John (J.R.)
Subject: RE: CAC meeting

Sure.

Regards,

Larry Huang
Global Cooling/Heat Exchangers
Phone/Text Message: 313 805 2617
E-mail: lhuanq3@ford.com
Building #2-3M29, Mail Drop: 1215

From: Andersen, Erik (E.)
Sent: Tuesday, March 26, 2013 8:19 AM
To: Huang, Larry (L.)
Cc: Ladd, John (J.R.)
Subject: FW: CAC meeting

Larry,

Can you lead the CAC meeting today? I have a conflict. If not, let me know and I will cancel it.

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Smith, Craig (C.A.)
Sent: Wednesday, June 12, 2013 10:20 AM
To: Kramer, Michael (M.T.)
Cc: Andersen, Erik (E.)
Subject: RE: CAC Misfire Robustness

Misfire FMEM is entered when the system predicts that the misfire rate (given the current engine operating conditions and modeled cat temps) will damage the catalyst system. The FMEM action is not perfect so there is some probability that catalyst can still be damaged as evidenced by the warranty. 'Detuning' the FMEM action would likely result in more catalysts that are damaged during a misfire event (thus more vehicles not meeting emissions the biggest concern), higher catalyst warranty costs, and decreased customer satisfaction due to increased vehicle repairs. As such, I don't think that this is viable.

Thanks,

Craig Smith
Supervisor - Engine Calibration
3.5L TIVCT GTDI & 3.5L IVCT GTDI Powerpacks
Phone: (313) 805-6345
TEE Bldg cube 1AD08

From: Kramer, Michael (M.T.)
Sent: Wednesday, June 12, 2013 9:38 AM
To: Smith, Craig (C.A.)
Cc: Andersen, Erik (E.)
Subject: CAC Misfire Robustness

We are evaluating the subject. Is there any opportunity to increase the misfire count threshold at which FMEM is entered?

Mike Kramer
RWD PT Cooling Supv.
Six Sigma Black Belt
Cell Phone: (313) 805 0190
Text Page: mkramer1
[Page from outside Ford](#), External email: mkramer1@ford.com

From: Allan, Valerie (V.J.)
Sent: Monday, August 13, 2012 12:32 PM
To: Kramer, Michael (M.T.); Andersen, Erik (E.)
Cc: Tyler, Jim (J.S.)
Subject: RE: CAC Question

No matter what, the only place that un-crimp and re-crimp should take place is at Valeo - followed by a production equipment leak test. Valeo may or may not have an approved repair procedure that they could use. We could work with them to develop a procedure.

Valerie J. Allan
Ford Motor Company
Powertrain Cooling Heat Exchangers
313-805-4421
vallan@ford.com

From: Kramer, Michael (M.T.)
Sent: Monday, August 13, 2012 12:06 PM
To: Andersen, Erik (E.); Allan, Valerie (V.J.)
Cc: Tyler, Jim (J.S.)
Subject: CAC Question

Question has come up regarding potentially reworking P415 CAC service stock to the PCA level. Do we permit tank uncrimp and recrimp?

I advised the team Engineering does not recommend/support recrimping, however, want to ensure I am not overlooking anything.

Mike Kramer
RWD PT Cooling Supv.
Six Sigma Black Belt
Cell Phone: (313) 805-0190
Text Page: mkramer1
Page from outside Ford, External email: mkramer1@ford.com

From: Andersen, Erik (E.)
Sent: Thursday, September 20, 2012 1:29 PM
To: Allan, Valerie (V.J.)
Subject: RE: CAC Shutters

Oh...okay.

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Allan, Valerie (V.J.)
Sent: Thursday, September 20, 2012 1:26 PM
To: Andersen, Erik (E.)
Subject: RE: CAC Shutters

I think Body releases the shutters

Valerie J. Allan
Ford Motor Company
Powertrain Cooling Heat Exchangers
313-805-4421
vallan@ford.com

From: Andersen, Erik (E.)
Sent: Thursday, September 20, 2012 1:09 PM
To: Allan, Valerie (V.J.)
Subject: RE: CAC Shutters

I'll do it. I'll see if I can find some contacts from EESE.

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Allan, Valerie (V.J.)
Sent: Thursday, September 20, 2012 12:58 PM
To: Andersen, Erik (E.)
Subject: RE: CAC Shutters

I would only talk to current grill shutter suppliers.

Not all applications are able to accept CAC shutters... but we do need to be able to speak intelligently about them.

Can we offload the assignment about finding the suppliers and getting meetings set up to Ken Helberg under the category of module?

Valerie J. Allan
Ford Motor Company
Powertrain Cooling Heat Exchangers
313-805-4421
vallan@ford.com

From: Andersen, Erik (E.)
Sent: Thursday, September 20, 2012 12:32 PM
To: Allan, Valerie (V.J.); Kramer, Michael (M.T.)
Subject: CAC Shutters

Mike,

Who did you work with on the CAC shutter idea for P415?

Val,
We are getting a lot of push back on the pressure control ideas and being deflected to CAC Shutters. Just to head this off, I would like to investigate what it takes to deliver them. Do you suggest we sit down with the individual suppliers or perhaps find out who supplies grill shutters and talk to them?

What do you think?

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Alcaraz andrade, Alejandro (M.)
Sent: Tuesday, June 25, 2013 8:19 AM
To: Kramer, Michael (M.T.); Nowaczyk, Rick (R.J.); Ronzi, Bill (W.C.); Dobbs, Dan (K.D.)
Subject: RE: CAC TSB Draft
Attachments: RE: RPS 1330314. With Label. wpts 12695680 000

Find attached the recommendation of the supplier to apply the blocker but he does not have any for the cleaning process.

Thanks

From: Kramer, Michael (M.T.)
Sent: lunes, 24 de junio de 2013 12:46 p.m.
To: Nowaczyk, Rick (R.J.); Ronzi, Bill (W.C.); Dobbs, Dan (K.D.); Alcaraz andrade, Alejandro (M.)
Subject: RE: CAC TSB Draft

Engineering part number is DL34-3G4610-AA. Working its way through the release process.

Alejandro, what details do we have from Creative Foam regarding suggested application techniques (pressure, cleaning, etc.)?

Mike Kramer
RWD PT Cooling Supv.

Six Sigma Black Belt

Cell Phone: (313) 805-0190

Text Page: mkramer1

Page from outside Ford. External email: mkramer1@ford.com

From: Nowaczyk, Rick (R.J.)
Sent: Monday, June 24, 2013 1:32 PM
To: Ronzi, Bill (W.C.); Dobbs, Dan (K.D.)
Cc: Kramer, Michael (M.T.)
Subject: RE: CAC TSB Draft

Bill,

We don't have part numbers. We have been waiting for the engineering numbers for all the applicable CAC and the new deflector. Also, waiting on a CAC prep procedure from engineering as well prior to installing the new deflector. Is this a peel and stick application or apply then hold in place for X amount of time?

From: Ronzi, Bill (W.C.)
Sent: Monday, June 24, 2013 1:12 PM
To: Dobbs, Dan (K.D.); Nowaczyk, Rick (R.J.)
Cc: Kramer, Michael (M.T.)
Subject: CAC TSB Draft

Dan/Rick, Can you send me the draft of the TSB that includes the part numbers?

Thanks,

Bill

William C. Ronzi

PTI Quality Supervisor
(313) 805-6140 cell & pgr

From: Sparks, Douglas (D.S.)
Sent: Thursday, May 23, 2013 2:07 PM
To: Berardi, Michael (M.A.); Norton, John (J.K.)
Cc: Harrison, Michael (M.J.); Ricks, Kevin (K.J.); McCoy, Julie (.); Madej, Jeanette (J.); Ronzi, Bill (W.C.); Andersen, Erik (E.)
Subject: RE: CAC update

Mike/John,

The current 13MY PCA Charge Air Cooler (CAC) resolved 90% of the misfire issue associated with condensation. The Team is working on further improvement to close the remaining 10%. The Team is testing a shield that will adhere to the lower portion of the CAC. This is a balancing act between manifold charge temperature (MCT) and misfire counts. The first iteration tested was too aggressive and increased MCT to a point of reduced engine performance/function. The team is testing smaller shields (number of CAC rows blocked) to balance MCT with reduced misfire counts.

The testing for MCT is scheduled to complete June 5th; testing to measure misfire count improvement will complete June 12th.

I hope this clarifies what the team is working as well as the timing. If more discussion is required please feel free to contact me at your convenience.

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: Berardi, Michael (M.A.)
Sent: Thursday, May 23, 2013 1:21 PM
To: Norton, John (J.K.); Sparks, Douglas (D.S.)
Cc: Harrison, Michael (M.J.)
Subject: Re: CAC update

John, I believe Doug told me this was a 100% fix at last Monday's FSQR. Am I correct Doug?

From: Norton, John (J.K.)
Sent: Thursday, May 23, 2013 01:14 PM Eastern Standard Time
To: Sparks, Douglas (D.S.)
Cc: Berardi, Michael (M.A.); Harrison, Michael (M.J.)
Subject: FW: CAC update

Doug,

It is FCSD's assumption that the proposed lower blocker shield is a 100% fix for the moisture in the CAC issue. Do you have timing as to when your testing will validate this assumption?

If it turns out that the proposed fix is only as effective as the current (new CAC) repair, we need to ask the team to dig deeper. We have a significant amount of customers where the new CAC is not resolving this issue and believe a new QSF is required.

Regards,

John Norton

Global Chief Engineer
Customer Service Engineering
Ford Customer Service Division
Phone: (313) 322-9454
Email: jnorton@ford.com

From: Ricks, Kevin (K.J.)
Sent: Thursday, May 23, 2013 12:59 PM
To: Norton, John (J.K.)
Cc: Ricks, Kevin (K.J.)
Subject: CAC update

John, I spoke to Doug Sparks, after forwarding a potential 2013 RAV through our technical assistance escalation process. Doug indicated they are still pursuing improvement but won't know until testing is done. They have been working on and come up with a more cost effective repair (lower blocker) that is equivalent to replacing the original CAC at a much lower cost. They are finessing the blocker to minimize effect on manifold charge temperature. I advised Doug that we support a more cost effective fix but we need a fix that is more technically effective. We will need to see the data demonstrating improvement over existing repair action.

I advised if there is not a complete fix, we will need to open a QSF. We have some 2011 2012 vehicles that still have a concern after the existing CAC repair. We also have some 2013 customers that experience concerns although they have all PCA actions from production. We have been anxious to get some trial parts for our more critical customers but Engineering has not been comfortable enough to send any out yet.

Kevin Ricks

Manager - Truck Service Engineering

FCSD - Service Engineering Operations

KRICKS@Ford.com

313-323-6574

From: Madej, Jeanette (J.)
Sent: Saturday, February 04, 2012 11:28 AM
To: Chen, Jun-Lon (J.L.)
Cc: Kramer, Michael (M.T.); Usman, Mohammad (M.); Yamada, Shuya Shark (S.Y.); Ladd, John (J.R.); Norman, Kristofor (K.R.); Ali, Syed (S.K.)
Subject: RE: CAE for P415 Engine Misfire due to CAC Condensate

Thank you

Jeanette Madej
Global Cooling Systems Manager
Phone: 313-805-0189

From: Chen, Jun-Lon (J.L.)
Sent: Thursday, February 02, 2012 3:08 PM
To: Madej, Jeanette (J.)
Cc: Kramer, Michael (M.T.); Usman, Mohammad (M.); Yamada, Shuya Shark (S.Y.); Ladd, John (J.R.); Norman, Kristofor (K.R.); Ali, Syed (S.K.); Chen, Jun-Lon (J.L.)
Subject: CAE for P415 Engine Misfire due to CAC Condensate

Jeanette -

A quick update for Cooling CAE support in this issue. Shark Yamada (Engine CAE) has done a lot of great CFD work in identifying the root cause and potential design improvement. Per our meeting with him, we will support him in "two fluid" flow CFD study (i.e., water is treated as "liquid", instead of "vapor") for CAC water condensation/separation. Syed Ali will use the special CFD tool, Flow3D, for two fluid flow simulation. Engine CAE (Analytical PT) will take the lead and Cooling CAE will support, if that is fine with you. Thanks.

Regards,

Jun-Lon (J.L.) Chen
PTI Cooling CAE
313-805-4301

From: Madej, Jeanette (J.)
Sent: Wednesday, February 01, 2012 6:15 PM
To: Mazuchowski, James (J.A.); Cockerill, Al (C.A.); Yamada, Shuya Shark (S.Y.); Ladd, John (J.R.); Palm, Jim (J.R.)
Cc: Kramer, Michael (M.T.); Usman, Mohammad (M.); Chen, Jun-Lon (J.L.)
Subject: RE: CAD work.....

JL, can you get in the loop on this.

Jeanette Madej
Global Cooling Systems Manager
Phone: 313-805-0189

From: Mazuchowski, James (J.A.)
Sent: Wednesday, February 01, 2012 11:16 AM
To: Cockerill, Al (C.A.); Yamada, Shuya Shark (S.Y.); Ladd, John (J.R.); Palm, Jim (J.R.); Madej, Jeanette (J.)

Subject: RE:CAD work.....

Just so you know, I told Al to start a CAD model of the CAC end tank that worked. Fully realizing that at some point we'll turn over to you & your supplier. Our CAD guys have the P415 vehicle background and can at least get the "not to exceed perimeter/outline" of the end tank.

Didn't want to lose anytime. Will gladly take your input on any/all matters relating to design/mftg feas.

Jim Mazuchowski
Manager, New V6 Engine Programs
V-Engine Eng'r; 33-79935

From: Cockerill, Al (C.A.)
Sent: Wednesday, February 01, 2012 10:24 AM
To: Yamada, Shuya Shark (S.Y.)
Cc: Palm, Jim (J.R.); Ladd, John (J.R.); Mazuchowski, James (J.A.)
Subject: RE: Pics of Al's End Tank

Jim, about 1". I am having our CAD designer make one that packages.

The spirit, the will to win, and the will to excel are the things that endure. These qualities are so much more important than the events that occur. The harder you work, the harder it is to surrender.
Vince Lombardi

Al Cockerill
RWD V6 Engine System Supervisor
313-805-2333 C
313-845-0475 O

From: Yamada, Shuya Shark (S.Y.)
Sent: Wednesday, February 01, 2012 9:45 AM
To: Cockerill, Al (C.A.)
Cc: Palm, Jim (J.R.)
Subject: FW: Pics of Al's End Tank

AL,

Can you answer Jim's question? I think you know your design better than me.

Shark

From: Palm, Jim (J.R.)
Sent: Wednesday, February 01, 2012 9:15 AM
To: Yamada, Shuya Shark (S.Y.)
Subject: RE: Pics of Al's End Tank

Shark,
How much space is there between the aluminum plate and the divider plate underneath it?

From: Yamada, Shuya Shark (S.Y.)
Sent: Wednesday, February 01, 2012 7:21 AM
To: Ladd, John (J.R.); Palm, Jim (J.R.)
Cc: Cockerill, Al (C.A.)
Subject: Pics of Al's End Tank

<< File: IMG_0692.JPG >> << File: IMG_0693.JPG >> << File: IMG_0694.JPG >> << File: IMG_0695.JPG >> << File: IMG_0696.JPG >>

From: Chen, Jun-Lon (J.L.)
Sent: Wednesday, August 29, 2012 12:39 PM
To: Huang, Larry (L.,)
Cc: Andersen, Erik (E.); Allan, Valerie (V.J.); Ali, Syed (S.K.); Toutanji, Mohamad (M.)
Subject: RE: CAE Scope - Engine Misfire/CAC Condensation

We have a preprocessor ANSA (between CAD and CAE) to modify the geometry.

Regards,

Jun-Lon (J.L.) Chen
PTI Cooling CAE
313-805-4301

From: Huang, Larry (L.,)
Sent: Wednesday, August 29, 2012 3:05 PM
To: Chen, Jun-Lon (J.L.)
Cc: Andersen, Erik (E.); Allan, Valerie (V.J.); Ali, Syed (S.K.); Toutanji, Mohamad (M.)
Subject: FW: CAE Scope - Engine Misfire/CAC Condensation

It's a good plan. Let's discuss it in the meeting next week.

Your CFD tool should be able to do CAD modification, changing tank (simple) shape, size, and port locations, right? We are planning to have the tank design optimization, to slow down the water rate coming out from CAC outlet port. We need you CFD support on that, as well as our Flow-Lab test. We will discuss our tank design strategy with your team in next meeting. Thanks

Regards,

Larry Huang
Global Cooling/Heat Exchangers
Phone/Text Message: 313-805-2617
E-mail: lhuanq3@ford.com
Building #2-3M29, Mail Drop: 1215

From: Chen, Jun-Lon (J.L.)
Sent: Wednesday, August 29, 2012 2:26 PM
To: Huang, Larry (L.,)
Cc: Ali, Syed (S.K.); Toutanji, Mohamad (M.); Chen, Jun-Lon (J.L.)
Subject: CAE Scope - Engine Misfire/CAC Condensation

Larry – Here is the CAE scope for engine misfire/CAC condensation per our earlier discussion, Please take a look and provide your feedback. Note we have done (ii), (iii) and (iv) and Syed and Mohamad are working on (i).

<< File: CAE Scope - Enigne Misfire & CAC Condensation_Aug28 2012.xlsx >>

Regards,

Jun-Lon (J.L.) Chen
PTI Cooling CAE
313-805-4301

From: David CASTILLO [david.castillo@valeo.com]
Sent: Friday, August 17, 2012 1:36 PM
To: Tyler, Jim (J.S.)
Cc: Kramer, Michael (M.T.); Peter GAUDINO
Subject: Re: Canceled: 2013 P415 CAC Change Review

Hello,

quick status,

- Vibration test on going at AH
- Hot age has start today at SLP
- Heat transfer to be started Monday

for extraction on non hot age parts (brand new)I did not realize that fixture need to be at chamber with the hot age samples since are already installed on them so I have lunch additional fixtures so test the not hot age parts and it will be finish on tuesday

DC

On Fri, Aug 17, 2012 at 8:01 AM, Tyler, Jim (J.S.) <jtyler1@ford.com> wrote:
The call in is cancelled today 8/17. David Castillo please update Valeo status today by email.

Review overall status and timing. DL34-9L440-AC -- CAC with internal 27mm covers and no louver fins.

--

Phone : (52) 444 826 6687

Mobile : (52) 1 444 829 1895

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From: Selthofer, Adam (A.)
Sent: Monday, November 05, 2012 10:26 AM
To: Osepchook, William (W.R.); Abercrombie, Robert (R.)
Subject: RE: CKBCA016 NHL

Bob

I would check and see if the DL3Z-6K775-B is available. This is the new CAC with the internal changes for misfire. The 2012 version went on backorder in 2 days, but at least this is available for production, so maybe there's a way to get one.

From: Osepchook, William (W.R.)
Sent: Monday, November 05, 2012 9:43 AM
To: Abercrombie, Robert (R.)
Cc: Selthofer, Adam (A.)
Subject: CKBCA016 NHL

Please call me on this one....

Attachments : 0

Report# : CKBCA016 NHL Received:11/02/2012 CCRG/EPRC: Reviewed Status: Date:
Vehicle: 2013,F150 4X4 ,F150 ,SUP CRW,STYSD ,1FTFW1ET2DK [REDACTED] Build Date: 09/14/2012
Odometer : 1,930 M Engine: 3.5L-GTDI Calibration: DF613C0A
Transmission: 6R80E Axle: A/C: YES Dealer: USA 08950 Liberty Ford Brunswick Phone#: (330) 225-9141
City: Brunswick State: Ohio Country : USA Originator: AARON BLESSING
Symptom: 5 54 3 34 DRV PERF,LACK/LOSS PWR ,CRUISE/STEADY,HOT Status: VFG: V52 DRIVEABILITY
Additional Symptom: MISFIRES AT HWY SPEEDS INTERMI Fix: Causal Component : -- Condition Code:
Hotliner: MSCHOBE3 Phone: 000 317-9126 Regn Cd: G4 Pittsburgh Engineering: Phone: TAR:
Dlr Contact: AARON BLESSING Phone: 000 000-0000 Title Cde: T DTCs: KOEO: KOEC: KOER:

Comments :

REPAIR 11/02/2012 03:59PM MICHAEL SCHOBBER MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: **CUSTOMER STATES AFTER DRIVING FOR EXTENDED TIME. UNDER HARD ACCELL AT HIGHWAY SPEEDS. TRUCK LACKS POWER AND CHECK ENGINE LIGHT COMES ON AND THEN GOES OFF. DIAGNOSTICS: PERFORMED KOEO AND KOER SELF TESTS. NO DTCS. ROAD TESTED HAVE BEEN UNABLE TO DUPLICATE TO THIS POINT.** PARTS REPLACED:NONE TECH QUESTION: **CUSTOMER CONCERN IS VERY SIMILAR TO DESCRIPTION ON TSB**

12-10-19, BUT THE PARTS CATALOG SHOWS THE 2013 TO HAVE A DIFFERANT INTERCOOLER. ANY SIMILAR REPORTS ON FILE?

RECOMM 11/02/2012 03:59PM MICHAEL SCHOBBER MSS - FCSD - TECH SVC HOTLINE AARON, YES, THAT IS CORRECT. THE CHARGE AIR COOLER DESIGN ON THIS MODEL YEAR VEHICLE IS DIFFERENT THAN THE EARLIER MODEL YEARS TO HELP PREVENT THE CONDENSATION BUILDUP THAT CAUSED THIS SYMPTOM IN THOSE VEHICLES. RECOMMEND CHECKING FUEL QUALITY (VISUAL SAMPLE TO CHECK FOR CONTAMINATION) AND INSPECT THE SPARK PLUGS FOR FOULING/DISCOLORATION. MONITOR FUEL PRESSURE UNDER LOAD AND VERIFY THE AIR INTAKE ASSEMBLY IS TIGHT/SECURE ALSO. IF THESE CHECKS PROVE OUT OK WITH THE VEHICLE FUNCTIONING PROPERLY AT THIS TIME AS STATED, RECOMMEND INSPECTING INSIDE OF THE CHARGE AIR COOLER TUBES AND CHARGE AIR COOLER FOR SIGNS OF CONDENSATION.

REPAIR 11/02/2012 04:26PM ROBERT ABERCROMBIE MSS - FCSD - **TECH SVC HOTLINE CONTACTED AARON AT THE DEALER TO VERIFY IF THE CAC ON THIS VEHICLE IS THE NEW OR THE OIL STYLE. HE STATED IT HAS THE BYPASS SOLENOID MOUNTED ON THE CAC INDICATING IT IS THE NEW STYLE. THE CUSTOMER STATED HE WAS IN A RAINY AREA AND DRIVING FOR SOME TIME. HE WENT TO PASS ANOTHER VEHICLE AND THE ENGINE LIGHT CAME ON AND THERE WAS A LOSS OF POWER. THERE IS NO CODES AT THIS TIME.**

RECOMM 11/02/2012 04:26PM ROBERT ABERCROMBIE MSS - FCSD - TECH SVC HOTLINE AARON, RECOMMEND TO CONTINUE TO TRY TO DUPLICATE THE CONCERN. CHECK MODE 6 FOR ANY MISFIRES. IF MISFIRES ARE FOUND PERFORM NORMAL DIAG TO RESOLVE THE CONCERN. INSPECT THE SPARK PLUGS AND CHECK THE FUEL QUALITY. UPDATE THIS REPORT WITH THE FINDINGS.

From: Corey SMALL <corey.small@valeo.com>
Sent: Friday, May 31, 2013 9:42 AM
To: Andersen, Erik (E.)
Cc: Alcaraz andrade, Alejandro (M.); Kramer, Michael (M.T.); Les TICKNOR; Wayne LIU; Allan, Valerie (V.J.); Doug SCHROEDER; Carl HILDINGER; Kerry MACHESNEY (Google Sites); Satish NADELLA; Blas-Fernando GUTIERREZ; Guillermo GUADARRAMA; Blanca TORRES
Subject: Re: Corrosion Test Status

Erik,
Status of the P415 CAC with Blocker, Cyclic Corrosion/SWAAT testing:

Cyclic Corrosion 5/31/13

- Sample 1: 213 hours
- Sample 2: 213 hours
- Sample 3: 165 hours
- Sample 4: 165 hours

SWAAT:

- Sample 1: 225 hours
- Sample 2: 225 hours
- Sample 3: 56 hours
- Sample 4: 56 hours

Thanks.

Best Regards/Sincèrement,
Corey Small
Customer Technical Leader
(P) 1-248-209-8677
(C) 1-248-310-2334
Email: corey.small@valeo.com

On Thu, May 30, 2013 at 10:31 AM, Corey SMALL <corey.small@valeo.com> wrote:
Erik,
Status of the Cyclic Corrosion testing, SWAAT to follow:

Cyclic Corrosion 5/30/13

- Sample 1: 189 hours
- Sample 2: 189 hours
- Sample 3: 141 hours
- Sample 4: 141 hours

Thanks.

Best Regards/Sincèrement,
Corey Small
Customer Technical Leader
(P) 1-248-209-8677
(C) 1-248-310-2334
Email: corey.small@valeo.com

On Thu, May 30, 2013 at 9:54 AM, Andersen, Erik (E.) <eanderse@ford.com> wrote:

Corey,

Can you please provide an update on hours? I'd like to confirm no issues so far.

Erik Andersen

Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Corey SMALL [mailto:corey.small@valeo.com]
Sent: Tuesday, May 28, 2013 11:49 AM
To: Andersen, Erik (E.)
Cc: Alcaraz andrade, Alejandro (M.); Kramer, Michael (M.T.); Les TICKNOR; Wayne LIU

Subject: Re: Corrosion Test Status

Erik,

SWAAT testing status:

- Sample 1: 156 hours
- Sample 2: 156 hours
- Sample 3: goal to have in chamber by COB today if all fittings hold pressure
- Sample 4: goal to have in chamber by COB today if all fittings hold pressure

Best Regards/Sincèrement,

Corey Small
Customer Technical Leader
(P) 1-248-209-8677
(C) 1-248-310-2334
Email: corey.small@valeo.com

On Tue, May 28, 2013 at 11:31 AM, Corey SMALL <corey.small@valeo.com> wrote:

Erik

Status of the Cyclic Corrosion is:

- Sample 1: 143 hours
- Sample 2: 143 hours
- Sample 3: 94 hours
- Sample 4: 94 hours

I will send you the to-date SWAAT testing hours today also, thanks.

Best Regards/Sincèrement,

Corey Small
Customer Technical Leader
(P) 1-248-209-8677
(C) 1-248-310-2334
Email: corey.small@valeo.com

On Tue, May 28, 2013 at 9:56 AM, Andersen, Erik (E.) <eanderse@ford.com> wrote:

Corey, Alejandro,

Can you please confirm hours complete on the corrosion test?

Thank you,

Erik Andersen

Core P/T Cooling
eanderse@ford.com
313-805-2966

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If you are not the intended recipient, please return it immediately to its sender
at the above address and destroy it.

From: Kramer, Michael (M.T.)
Sent: Friday, May 31, 2013 8:23 AM
To: Andersen, Erik (E.)
Subject: RE: Creative Foam ASAP

The discussion was around getting the blockers in parallel to corrosion testing. I reported corrosion results by 6/10 and blockers should be available same week, however, I needed to confirm timing with supplier. Didn't not seem to be a significant concern. Jeanette did indicate need to meet timing commitment (at least coincident with corrosion test completion).

No worries. I will get it cleaned up if/as required. I got behind on this one.

In reality, we will have our parts ready very close to commitment, but lots of what should be Ronzi lead discussions still need to happen (FCSD distribution, how not to put on a PCA CAC, how manage if we released a better functional fix, TSB release, etc.)

Mike Kramer
RWD PT Cooling Supv.
Six Sigma Black Belt
Cell Phone: (313) 805 0190
Text Page: mkramer1
[Page from outside Ford](mailto:mkramer1@ford.com), External email: mkramer1@ford.com

From: Andersen, Erik (E.)
Sent: Friday, May 31, 2013 8:03 AM
To: Kramer, Michael (M.T.)
Subject: RE: Creative Foam ASAP

Was it an issue at the quality meeting?

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Kramer, Michael (M.T.)
Sent: Friday, May 31, 2013 8:02 AM
To: Andersen, Erik (E.); Alcaraz andrade, Alejandro (M.)
Subject: RE: Creative Foam ASAP

We have discussed with them but not kicked them off. Parts in two weeks should not be a concern.

Mike Kramer
RWD PT Cooling Supv.
Six Sigma Black Belt
Cell Phone: (313) 805 0190
Text Page: mkramer1
[Page from outside Ford](mailto:mkramer1@ford.com), External email: mkramer1@ford.com

From: Andersen, Erik (E.)
Sent: Friday, May 31, 2013 8:01 AM
To: Kramer, Michael (M.T.); Alcaraz andrade, Alejandro (M.)
Subject: RE: Creative Foam ASAP

Thought this was already done? No?

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Kramer, Michael (M.T.)
Sent: Friday, May 31, 2013 8:00 AM
To: Alcaraz andrade, Alejandro (M.)
Cc: Kramer, Michael (M.T.); Andersen, Erik (E.)
Subject: Creative Foam ASAP

Can we have a discussion with Creative Foam at 11:30 am today? What is needed to get them kicked off on a 7 tube / 8 fin blocker for F150 production volumes of parts available week of 6/10/13?

Mike Kramer
RWD PT Cooling Supv.
Six Sigma Black Belt
Cell Phone: (313) 805 0190
Text Page: mkramer1
[Page from outside Ford](mailto:mkramer1@ford.com), External email: mkramer1@ford.com

From: Andersen, Erik (E.)
Sent: Tuesday, September 25, 2012 8:56 AM
To: Huang, Larry (L.)
Subject: RE: data points

Larry,

I need the data for the 30lb / min air mass on the P415. It should be included in this analysis. Can you please add it?

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Huang, Larry (L.)
Sent: Monday, September 24, 2012 5:58 PM
To: Andersen, Erik (E.)
Subject: RE: data points

I updated the chart with g/s in vertical axis. I used 3-second data to average.

Not like GL and TT testing that have the fix vehicle speeds for all vehicles, Vmax is defined by the programs, and different from vehicle to vehicle. We did not design P415 and **RFR** CACs with Vmax requirement. We did not have the data for internal charge air flow rate, and external cooling air flow speed at Vmax for these two programs.

For P415, the vehicle speed for the air flow that I got from TASE was up to 100mph (160kph), which should be close enough for a Vmax, for a Cooling test.

RFR

<< File: CAC Data for 6-pannel_092412.xlsx >>

Regards,

Larry Huang
Global Cooling/Heat Exchangers
Phone/Text Message: 313 805 2617
E-mail: lhuan3@ford.com
Building #2-3M29, Mail Drop: 1215

From: Andersen, Erik (E.)
Sent: Monday, September 24, 2012 12:12 PM
To: Huang, Larry (L.)
Subject: RE: data points

Larry,

Can you please put this in the grams / second format we discussed Friday? Y axis should be the rate in g/s against an X-axis of air mass. I should not be total mass.

Thanks,

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Huang, Larry (L.)
Sent: Monday, September 24, 2012 8:48 AM
To: Andersen, Erik (E.)
Subject: RE: data points

Erik,
Attached are the data that you asked last Friday. P415 datasheet is very different from PV data. I used PV data. I put the peak-power point that we used to design for. I will try to add Vmax data today. Please let me know you have any questions. Thanks.

<< File: CAC Data for 6-pannel_092412.xlsx >>

Regards,

Larry Huang
Global Cooling/Heat Exchangers
Phone/Text Message: 313 805 2617
E-mail: lhuang3@ford.com
Building #2-3M29, Mail Drop: 1215

From: Andersen, Erik (E.)
Sent: Monday, September 24, 2012 7:46 AM
To: Huang, Larry (L.)
Subject: data points

Larry,

Please try to get me the points today for the TT72, GL100, and VMAX points. I want to overlay them on the chart. We will be reviewing with Julie on Wednesday and I need to get this completed.

Thanks,

<< OLE Object: Picture (Device Independent Bitmap) >>

Erik Andersen

Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Rollins, Scott (S.)
Sent: Thursday, October 04, 2012 10:42 PM
To: Andersen, Erik (E.)
Cc: Giunta, Michael (M.J.)
Subject: RE: Design Rule

Redacted for Relevance

There will be water on the dirty side of the Filter. Did you see water on the clean side of the Filter in P415, not just humidity fogging on the surfaces? That should be setting MILs on the non-GTDI P415s and **RF**. The Airboxes, Inlet Ducts, etc. are all common.

Obstacles are those frightful things you see when you take your eyes off your goal.

- Henry Ford (1863-1947)

You know you've achieved perfection in design, not when you have nothing more to add, but when you have nothing more to take away.

- Antoine de Saint-Exupéry (1900-1944)

Making the simple complicated is commonplace; making the complicated simple, awesomely simple, that's creativity.

- Charles Mingus

Scott Rollins

Mustang Air Induction Systems PMST Leader Senior Engineer - Product Development,
Powertrain Installations Ford Motor Company

Email: srollin2@ford.com

Mobile: 313/805-5680

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

From: Andersen, Erik (E.)

Sent: Thursday, October 04, 2012 9:14 PM

To: Rollins, Scott (S.)

Cc: Giunta, Michael (M.J.)

Subject: RE: Design Rule

I am going to take the P415 reference off the slide. We have video of water in there on the road, but not nearly in quantities that **RF** saw.

Redacted for Relevancy

Erik Andersen

Core P/T Cooling

eanderse@ford.com

313-805-2966

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

From: Rollins, Scott (S.)

Sent: Thursday, October 04, 2012 5:42 PM

To: Andersen, Erik (E.)

Cc: Giunta, Michael (M.J.)

Subject: RE: Design Rule

The pictures from your earlier email indicate a different issue than what I originally thought (sorry, I couldn't see the picture earlier when accessing my email through my phone during a meeting). Based on the drain hole location noted, it appears the water is collecting in the Duct, not the Airbox itself. This should not be possible in P415 due to a different manufacturing method for the Duct. I know the P415 Filter was noted to be wet, but that does not automatically mean that liquid water is pulling through the Filter. I'm not sure we should list P415 on that slide if we don't know there is a Rain Ingestion issue. Any liquid water pulled through the Filter should hit the MAF Sensor and set a MIL almost immediately. These trucks, including Engines with equal or higher maximum airflow rates, have been on the road for years now with no warranty.

This should be tested soon in both a 3.5L GTDI and a 5.0L to determine what is happening using a camera on the Clean side of the Airbox and possibly also a water separator box so that the total amount of water over a given amount of time can be determined.

Either way, I think we need Carl Widmann's group to finalize the Rain Ingestion test and to drive any Body shielding requirements.

This requirement (and test ownership) should stay with VE/VI/VEV due to the precedent already set for the Snow Ingestion & Water Wading tests and also due to the conflicting VE requirements for air temperature rise over ambient and airflow restriction if any shielding is too close to the AIS Inlet. We can release the requirement as either a GAP Strategy (like Snow Ingestion) or issue a Design Rule but we will need Body's agreement either way.

While we won't be able to finalize the details until the test is developed and the requirement agreed upon, we can start discussing options of how to deal with the rate of rain water entering the AIS that is determined to be appropriate for the requirement trade-offs mentioned above. I have requested an agenda item in a Tuesday Core AIS Team Review.

Obstacles are those frightful things you see when you take your eyes off your goal.

- Henry Ford (1863-1947)

You know you've achieved perfection in design, not when you have nothing more to add, but when you have nothing more to take away.

- Antoine de Saint-Exupéry (1900-1944)

Making the simple complicated is commonplace; making the complicated simple, awesomely simple, that's creativity.

- Charles Mingus

Scott Rollins

Mustang Air Induction Systems PMST Leader Senior Engineer - Product Development,
Powertrain Installations Ford Motor Company

Email: srollin2@ford.com

Mobile: 313/805-5680

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

From: Andersen, Erik (E.)
Sent: Thursday, October 04, 2012 1:39 PM
To: Rollins, Scott (S.)
Cc: Giunta, Michael (M.J.)
Subject: RE: Design Rule

I completely understand. I am merely communicating a request that Julie made.

How do you think we should move forward?

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

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

From: Rollins, Scott (S.)
Sent: Thursday, October 04, 2012 12:26 PM
To: Andersen, Erik (E.)
Cc: Giunta, Michael (M.J.)
Subject: RE: Design Rule

Erik-

It's not quite that simple. Redacted for Relevance
RFR has the issue. We need to understand what is different before we can determine the correct fix.

We can consider a design rule defining requirements for the fascia and body shields. We already do something similar for snow ingestion.

This gap requirement was developed by either be or view. We simply released it.

What we have discussed in the foundation doc meetings was to wait for the rain ingestion test development to conclude with Carl Widmann's team and work with them to determine an appropriate rate of water entering the ais. This will drive a water drain rate capability for the air ox and thus the number and size of drain holes.

We have also discussed the maximum velocity at any points where water can collect, but this will require development of min velocity required to pick up water and how large of an area of pooled water is a concern and the duration (both wot time and amount of water) to be sustained.

From: Andersen, Erik (E.)
Sent: Thursday, October 04, 2012 10:48 AM
To: Rollins, Scott (S.)
Cc: Giunta, Michael (M.J.)

Subject: Design Rule

Scott,

Redacted for Relevance

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Smith, Craig (C.A.)
Sent: Tuesday, September 04, 2012 2:09 PM
To: Tatro, James (J.E.); Marowelli, Bart (B.); Moore, Brian (B.M.); Whitehead, Joseph (J.P.); McCoy, Jim (D.)
Cc: Hepburn, Mitch (M.); Ladd, John (J.R.); Madej, Jeanette (J.); Norman, Kristofor (K.R.); Vadrevu, Srikanth (S.); Kramer, Michael (M.T.); Andersen, Erik (E.); Hammoud, Mazen (M.)
Subject: RE: DKD29462 DKD29464 P415 GTDI misfire

Looks like bank 2 condensate misfire but we'll confirm once the VDR data is available. Brian is trying to confirm the design level of CAC in these vehicles though James confirmed that blocker plates were in place.

Thanks,
Craig Smith
Supervisor - Engine Calibration
3.5L TIVCT GTDI & 3.5L IVCT GTDI Powerpacks
Phone: (313) 805-6345
TEE Bldg cube 1AD08

From: Tatro, James (J.E.)
Sent: Tuesday, September 04, 2012 2:01 PM
To: Marowelli, Bart (B.); Moore, Brian (B.M.); Smith, Craig (C.A.); Whitehead, Joseph (J.P.); McCoy, Jim (D.)
Cc: Hepburn, Mitch (M.)
Subject: FW: DKD29462 DKD29464

Guys here are codes for the two vehicles that experienced the Check Engine Lights today, both misfire codes. Need to know what you want our next steps to be, I currently still have the vehicles running, there should be VDR events for both vehicles as well.

From: Ross, Timothy (T.G.)
Sent: Tuesday, September 04, 2012 1:48 PM
To: Tatro, James (J.E.)
Subject: DKD29462 DKD29464

From: Chen, Jun-Lon (J.L.)
Sent: Monday, September 10, 2012 3:12 PM
To: Huang, Larry (L.); Allan, Valerie (V.J.); Andersen, Erik (E.)
Cc: Ali, Syed (S.K.); Toutanji, Mohamad (M.)
Subject: RE: Draft Solution Tree for CAC Condensation caused Misfire

Cooling team – We are doing water releasing in side tank with two-fluid modeling (air + water). The original P415 side tank with the outlet port at the bottom is done and we are doing additional cases with different outlet port locations (top and middle) per Larry’s suggestions.

Regards,

Jun-Lon (J.L.) Chen
PTI Cooling CAE
313-805-4301

From: Huang, Larry (L.)
Sent: Monday, September 10, 2012 1:16 PM
To: Chen, Jun-Lon (J.L.); Ali, Syed (S.K.); Toutanji, Mohamad (M.)
Cc: Allan, Valerie (V.J.); Andersen, Erik (E.)
Subject: FW: Draft Solution Tree for CAC Condensation caused Misfire

FYI.

We have told the whole team early this year when we were experimentally investigating P415 issue that if we wanted to do something on CAC to resolve the issue without hurting performance too much, we should also pay attention on the tank design and port location to make “water hard to be released from CAC”. But whole team have just kept eye on the “air speed” in CAC tubes, and “effectiveness reduction”. Now, the team started realizing “water releasing” plays an important role in the issue and resolution.

Since the beginning of this Cooling CFD project a couple months ago, we have been emphasizing “air/water mix flow in CAC outlet tank” to provide the direction for our new CAC design. We wanted to know how the condensed water is released from CAC, after it pushed out from the tubes. Good thing is that you guys have established model now and got initial results. As we discussed last week, we need to improve CFD model, and help us to see the impact form the different design parameters, and optimize those parameters.

Let’s discuss it in the meeting tomorrow. Thanks.

Regards,

Larry Huang
Global Cooling/Heat Exchangers
Phone/Text Message: 313 805 2617
E-mail: lhuanq3@ford.com
Building #2-3M29, Mail Drop: 1215

From: Yamada, Shuya Shark (S.Y.)
Sent: Monday, September 10, 2012 10:41 AM

To: Baldwin, Damien (D.K.); Giunta, Michael (M.J.); Huang, Larry (L.); Rollins, Scott (S.); Ladd, John (J.R.); Wade, Robert (R.A.); Dumler, Jeff (J.D.); Andersen, Erik (E.); Norman, Kristofor (K.R.); Lizotte, Brian (B.W.); Allan, Valerie (V.J.)
Subject: Draft Solution Tree for CAC Condensation caused Misfire

Team,

Here is the draft illustration of the "solution tree," based off 200+ DTF P415 misfire tests, 3000+ miles of I-94 rain chase drive, bench and analytical summary.

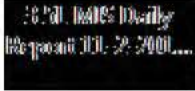
Note: This is from my point of view only. << File: Shark-1-Pager-CAC-Condensation-Misfire-Prevention-Sept-4-2012.pptx >>

Shark.

Shuya "Shark" Yamada
Engine Performance Development
Ford Motor Company
313-39-04780 syamada6@ford.com

From: Garrett, David (D.P.)
Sent: Thursday, November 03, 2011 8:50 PM
To: Smith, Craig (C.A.)
Cc: Sims, Ivan (I.D.); Cockerill, Al (C.A.); Gernant, Tim (T.R.)
Subject: RE: Driver Comments On Recent P415 GTDI R08 Misfire Events

Here is the basic chart showing progress to date. This is a slice of what Mitch publishes every day.



If the question is asked - why are we well ahead of Dec-5 for projected completion, I believe that VO's "route completion" predictions have a non-trivial downtime factor baked in based on past experience. We are doing well.

Do you want me to call in to anything in the morning? If so, please text page me.

From: Smith, Craig (C.A.)
Sent: Thursday, November 03, 2011 6:17 PM
To: Tatro, James (J.E.)
Cc: Sims, Ivan (I.D.); Cockerill, Al (C.A.); Gernant, Tim (T.R.); Garrett, David (D.P.)
Subject: Driver Comments On Recent P415 GTDI R08 Misfire Events

James,

Have the drivers been documenting their comments (vehicle behavior, status of MIL, etc) when the latest misfires events occur? I haven't seen any recently added to the misfire AIMS issue 3192618.

Thanks,

Craig Smith
Supervisor - Engine Calibration
3.5L TIVCT GTDI & 3.5L IVCT GTDI Powerpacks
Phone: (313) 805-6345
TEE Bldg cube 1AD08

Ford 3.5L GTDI Program Drive Data

Current Odo	Mileage	Miles Remaining On Site	Miles Scheduled for Site	Arrival Date on Site	Arrival Odometer on Site	Projected Finish Date
15,087	4,450	3,550	8,000	10/21/11	10,637	11/10/11
8,018	7,328	10,672	18,000	10/21/11	690	11/18/11
11,839	3,160	4,840	8,000	10/21/11	8,674	11/13/11
13,392	4,055	3,945	8,000	10/24/11	9,337	11/22/11

From: Andersen, Erik (E.)
Sent: Friday, March 15, 2013 4:00 PM
To: Huang, Larry (L.)
Cc: Sowards, John (J.)
Subject: RE: DTF Test Plan 3/15

Larry,

I think you probably talked to John. Slight change of plans. Please run the louvers up and down then repeat the lower 7-tube blocker on the P415. Make sure to remove the upper blocker.

Make sense?

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Huang, Larry (L.)
Sent: Friday, March 15, 2013 2:20 PM
To: Andersen, Erik (E.)
Cc: Sowards, John (J.)
Subject: RE: DTF Test Plan 3/15

Redacted for Relevance

Expect P415 to be pulled into the cell by 4:00pm. After 30min precond, two tests (#3 and #4 in plan) will be completed by 7:00pm. Remove louver, and start #5 test at 7:30, and #5 at 9:00 (if WT is nice enough to allow. We are supposed to complete the test by 9:30).

I suggest to skip #5. Depending on the result of #6, we either run #5 or #7, if WT is ok for use to do. Thanks.

Regards,

Larry Huang
Global Cooling/Heat Exchangers
Phone/Text Message: 313 805 2617
E-mail: lhuang3@ford.com
Building #2-3M29, Mail Drop: 1215

From: Huang, Larry (L.)
Sent: Thursday, March 14, 2013 4:36 PM
To: Andersen, Erik (E.)
Cc: Sowards, John (J.)
Subject: RE: DTF Test Plan 3/15

Updated test plan for tomorrow. John is trying to get enough sticky blocker for tomorrow. We may need to order a lot for the future testing.

<< File: DTF Test Plan_2013_3 15.xlsx >>

Regards,

Larry Huang

Global Cooling/Heat Exchangers

Phone/Text Message: 313 805 2617

E-mail: lhuan3@ford.com

Building #2-3M29, Mail Drop: 1215

From: Huang, Larry (L.)
Sent: Thursday, March 14, 2013 12:16 PM
To: Andersen, Erik (E.)
Cc: Sowards, John (J.)
Subject: RE: DTF Test Plan 3/15

Yes. John is good at getting the right vehicle from the right guys.

Regards,

Larry Huang

Global Cooling/Heat Exchangers

Phone/Text Message: 313 805 2617

E-mail: lhuan3@ford.com

Building #2-3M29, Mail Drop: 1215

From: Andersen, Erik (E.)
Sent: Thursday, March 14, 2013 11:27 AM
To: Huang, Larry (L.)
Cc: Sowards, John (J.)
Subject: RE: DTF Test Plan 3/15

Looks good. Were you able to get the Taurus?

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Huang, Larry (L.)
Sent: Thursday, March 14, 2013 11:23 AM
To: Andersen, Erik (E.)
Cc: Sowards, John (J.)
Subject: DTF Test Plan 3/15

Erik,
Would you confirm the attached test plan for tomorrow, in terms of CAC config and testing conditions?
Thanks.

<< File: DTF Test Plan_2013_3 15.xlsx >>

Regards,

Larry Huang

Global Cooling/Heat Exchangers

Phone/Text Message: 313 805 2617

E-mail: lhuanq3@ford.com

Building #2-3M29, Mail Drop: 1215

From: Andersen, Erik (E.)
Sent: Thursday, March 14, 2013 6:05 PM
To: Huang, Larry (L.)
Cc: Sowards, John (J.)
Subject: RE: DTF Test Plan 3/15

No, it should be removed. Just the louvers.

If you could, please take some pictures.

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Huang, Larry (L.)
Sent: Thursday, March 14, 2013 4:55 PM
To: Andersen, Erik (E.)
Cc: Sowards, John (J.)
Subject: RE: DTF Test Plan 3/15

Erik,
Do we need ext. 6-tube blocker on PCA CAC when we do "Louvered" test (1st and 2nd P415 tests in the plan)?
The blocker may interfere with the louver.

Regards,

Larry Huang
Global Cooling/Heat Exchangers
Phone/Text Message: 313 805 2617
E-mail: lhuanq3@ford.com
Building #2-3M29, Mail Drop: 1215

From: Huang, Larry (L.)
Sent: Thursday, March 14, 2013 4:36 PM
To: Andersen, Erik (E.)
Cc: Sowards, John (J.)
Subject: RE: DTF Test Plan 3/15

Updated test plan for tomorrow. John if trying to get enough sticky blocker for tomorrow. We may need to order a lot for the future testing.

<< File: DTF Test Plan_2013_3 15.xlsx >>
Regards,

Larry Huang

Global Cooling/Heat Exchangers

Phone/Text Message: 313 805 2617

E-mail: lhuang3@ford.com

Building #2-3M29, Mail Drop: 1215

From: Huang, Larry (L.)
Sent: Thursday, March 14, 2013 12:16 PM
To: Andersen, Erik (E.)
Cc: Sowards, John (J.)
Subject: RE: DTF Test Plan 3/15

Yes. John is good at getting the right vehicle from the right guys.

Regards,

Larry Huang

Global Cooling/Heat Exchangers

Phone/Text Message: 313 805 2617

E-mail: lhuang3@ford.com

Building #2-3M29, Mail Drop: 1215

From: Andersen, Erik (E.)
Sent: Thursday, March 14, 2013 11:27 AM
To: Huang, Larry (L.)
Cc: Sowards, John (J.)
Subject: RE: DTF Test Plan 3/15

Looks good. Were you able to get the RFR

Erik Andersen
Core P/T Cooling
eanderse@ford.com
313-805-2966

From: Huang, Larry (L.)
Sent: Thursday, March 14, 2013 11:23 AM
To: Andersen, Erik (E.)
Cc: Sowards, John (J.)
Subject: DTF Test Plan 3/15

Erik,
Would you confirm the attached test plan for tomorrow, in terms of CAC config and testing conditions?
Thanks.

<< File: DTF Test Plan_2013_3 15.xlsx >>

Regards,

Larry Huang

Global Cooling/Heat Exchangers

Phone/Text Message: 313 805 2617

E-mail: lhuanq3@ford.com

Building #2-3M29, Mail Drop: 1215

From: Norman, Kristofor (K.R.)
Sent: Tuesday, January 31, 2012 1:15 PM
To: Doyle, Bob (R.J.)
Cc: Mazuchowski, James (J.A.); Smith, Craig (C.A.); Ladd, John (J.R.); Norman, Kristofor (K.R.)
Subject: RE: DTF testing

Bob, As we discussed, we probably need a few more front ended dates in the DTF plan. A couple shifts next week and a couple the following. Craig Smith's team along with John Ladd's CAC team are leading the DTF efforts on this through our task force meetings.

Regards,

Kristofor Norman
Manager, Engine Performance Development
Global Engine Engineering
knorman1@ford.com
313-390-7855

From: Doyle, Bob (R.J.)
Sent: Tuesday, January 31, 2012 12:49 PM
To: Norman, Kristofor (K.R.)
Subject: FW: DTF testing

Kris,
Will these dates meet your timing/needs? I do not see Craig Smith on this email, is he still going to be taking this project over?

Thanks

Bob Doyle
Wind Tunnel Operations Supervisor
313-805-2770
bdoyle@ford.com

From: Dominski, Joe M [<mailto:Joe.Dominski@jacobs.com>]
Sent: Tuesday, January 31, 2012 12:40 PM
To: Glugla, Chris (C.P.); Doyle, Bob (R.J.); Norman, Kristofor (K.R.); McCoy, Jim (D.)
Cc: Cockerill, Al (C.A.); Mazuchowski, James (J.A.); Oyafuso, Kevin (K.G.); Palm, Jim (J.R.)
Subject: RE: DTF testing

Here is your schedule for upcoming testing.
2/13-730am CD7B (8hrs)
2/21-730am CD7B (8hrs)
2/24-730am WT 7 (12hrs)

2/27-730am CD7B (8hrs)
3/1-730am WT 7 (12hrs)
3/6-730am CD7B (8hrs)
3/9-730am WT 7 (12hrs)
3/12-730am CD7B (8hrs)
3/16-730am WT 7 (12hrs)

Please let me know which vehicle you want to run in these slots and at what temps and if water is needed (water only in WT 7 slots)

Joe Dominski
Wind Tunnel Scheduler
313-294-6105

From: Glugla, Chris (C.P.) [<mailto:cglugla@ford.com>]
Sent: Monday, January 23, 2012 2:48 PM
To: Dominski, Joe M; Doyle, Bob (R.J.); Norman, Kristofor (K.R.); McCoy, Jim (D.)
Cc: Cockerill, Al (C.A.); Mazuchowski, James (J.A.); Oyafuso, Kevin (K.G.); Flores, Frank; Jackson, Jared G; Burgos, Andrew Paul
Subject: RE: DTF testing

We are going to run

Chris Glugla
Technical Expert Advanced Controls Implementation
Powertrain Controls Research and Development
Research and Innovation Center
2101 Village Road
Dearborn, MI. 48121
Cube 1625.t
Phone: (313) 322-4692
Fax: (313)-2487857
MD: 2036
email: cglugla@ford.com

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From: Nowaczyk, Rick (R.J.)
Sent: Wednesday, August 29, 2012 1:38 PM
To: Osepchook, William (W.R.)
Cc: Cockerill, Al (C.A.); Kramer, Michael (M.T.); Norman, Kristofor (K.R.)
Subject: RE: E.Silveyra- 2012 F-150 EcoBoost -Help

Ok...

From: Osepchook, William (W.R.)
Sent: Wednesday, August 29, 2012 1:12 PM
To: Nowaczyk, Rick (R.J.)
Cc: Cockerill, Al (C.A.); Kramer, Michael (M.T.); Norman, Kristofor (K.R.)
Subject: RE: E.Silveyra- 2012 F-150 EcoBoost -Help

It appears that it's going to be the exact same one as you originally authored for the cal. re-flash and shield. (TSB 12-06-04) The new TSB would have you replace the CAC instead of installing the shield.

From: Nowaczyk, Rick (R.J.)
Sent: Wednesday, August 29, 2012 1:00 PM
To: Osepchook, William (W.R.)
Cc: Cockerill, Al (C.A.); Kramer, Michael (M.T.); Norman, Kristofor (K.R.)
Subject: RE: E.Silveyra- 2012 F-150 EcoBoost -Help

No, I didn't. We typically wait for engineering to provide the draft copy being they are doing the root cause analysis and normally have a better understand of the overall symptoms/failure modes.

From: Osepchook, William (W.R.)
Sent: Wednesday, August 29, 2012 12:50 PM
To: Nowaczyk, Rick (R.J.)
Cc: Cockerill, Al (C.A.); Kramer, Michael (M.T.); Norman, Kristofor (K.R.)
Subject: RE: E.Silveyra- 2012 F-150 EcoBoost -Help

Hi Rick,

Did you have this in your plans to write this one?

From: Cockerill, Al (C.A.)
Sent: Wednesday, August 29, 2012 12:40 PM
To: Osepchook, William (W.R.); Kramer, Michael (M.T.); Norman, Kristofor (K.R.)
Subject: FW: E.Silveyra- 2012 F-150 EcoBoost -Help

Is there a new TSB out yet for the CAC change? Mike, when will parts be in the Depot?

The spirit, the will to win, and the will to excel are the things that endure. These qualities are so much more important than the events that occur. The harder you work, the harder it is to surrender.

Vince Lombardi

Al Cockerill
RWD V6 Engine System Supervisor
313-805-2333 C
313-845-0475 O

From: Firoozgan, Hossein (H.)
Sent: Wednesday, August 29, 2012 12:25 PM
To: Cockerill, Al (C.A.)
Cc: Silveyra, Enrique (.)
Subject: FW: E.Silveyra- 2012 F-150 EcoBoost -Help

Fyi per our conversation earlier today Thanks for all your help.

Hossein Firoozgan
Engine Assembly & Test
6-Sigma Black Belt
Cell Phone: (313) 282-3056
E-mail: HFIROOZG@ford.com

From: Silveyra, Enrique (.)
Sent: Wednesday, August 29, 2012 11:32 AM
To: Firoozgan, Hossein (H.)
Subject: FW: E.Silveyra- 2012 F-150 EcoBoost -Help

Here we go..

From: Silveyra, Enrique (.)
Sent: Wednesday, August 29, 2012 11:30 AM
To: Firoozgan, Hossein (H.)
Subject: FW: Hola papa

Hoosein.. This are the symptoms on the New F-150 Truck with a V-6 Turbo we talked about:

- When you are passing , the truck hesitates (shakes,ec..) then stalls.. If you let the accelerator go and the Speed drops to about 20Km/hr., then the truck is fine again..
- The Dealer ran a code and a 'Misfire on cylinders 5 and 6 were found, then they added an aluminum cover for the intercooler then did a PCM flash (Ford issued a TSB about this).
- The Issue is still happening after all this, and the truck is back at the dealer now.
- The Truck takes a while to Start first thing in the morning (long Crank stage)

All the failures are Intermittent, and is kind of dangerous to drive this way, so I would appreciate any help you can give us.

The Dealer in New Brunswick,Canada is : Downey Ford, Saint John,NB. Canada.

The F-150 has 10,00 Km. and was purchased 4 -6 weeks ago

Let me know if you need more info. On the Truck.

Thanks for the Help..

From: Enrique Silveyra [<mailto:esilveyra@gmail.com>]
Sent: Wednesday, August 29, 2012 10:40 AM
To: Silveyra, Enrique (.)
Subject: Re: Hola papa



Kike

On Wed, Aug 29, 2012 at 11:24 AM, Silveyra, Enrique (.) <esilveyr@ford.com> wrote:



Bye.

From: Enrique Silveyra [<mailto:esilveyra@gmail.com>]
Sent: Friday, May 25, 2012 11:16 AM
To: Silveyra, Enrique (.)
Subject: Re: Hola papa

a ok muy bien, eso me ayuda para seguara de que no tomen ventaja de uno.

muchas gracias

Kike

On Fri, May 25, 2012 at 11:55 AM, Silveyra, Enrique (.) <esilveyr@ford.com> wrote:

Aqui estan unos Attachments del A-Plan,, espero que te sirvan como guia.

Bye.

From: Enrique Silveyra [mailto:esilveyra@gmail.com]

Sent: Friday, May 25, 2012 10:23 AM

To: Silveyra, Enrique (.)

Subject: Re: Hola papa

On Fri, May 25, 2012 at 9:51 AM, Silveyra, Enrique (.) <esilveyr@ford.com> wrote:

Here is the PIN Number: A-02-66041

I had to Call to get it,, If the Dealer has questions they can call the Help Desk: Too Free Phone# [1-888-317-4957](tel:1-888-317-4957)

Bye.

From: Enrique Silveyra [mailto:esilveyra@gmail.com]

Sent: Friday, May 25, 2012 8:36 AM

To: Silveyra, Enrique (.)

Subject: Re: Hola papa



On Fri, May 25, 2012 at 8:35 AM, Silveyra, Enrique (.) <esilveyr@ford.com> wrote:



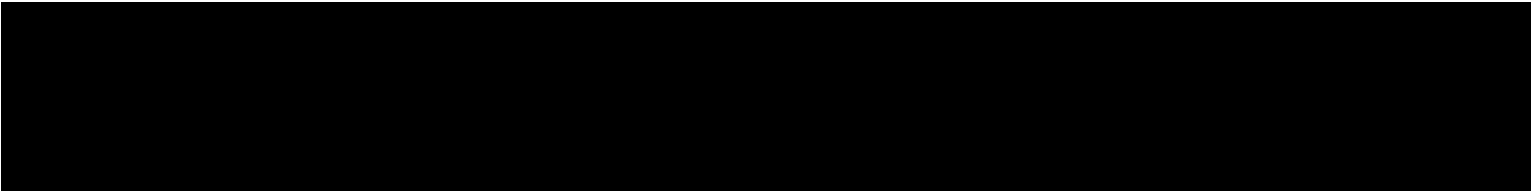
Sorry, things happen.

From: Enrique Silveyra [mailto:esilveyra@gmail.com]

Sent: Thursday, May 24, 2012 7:44 PM

To: Silveyra, Enrique (.)

Subject: Hola papa



[519-984-5453](tel:519-984-5453)

--
"We must not lead using fear, but instead make an impact through leading by example"

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"We must not lead using fear, but instead make an impact through leading by example"

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