
From: Oyafuso, Kevin (K.G.)
Sent: Wednesday, October 31, 2012 7:08 AM
To: McDonagh, Scot (S.M.); Dixon, Mark (M.R.)
Cc: Sims, Ivan (I.D.); McCoy, Jim (D.); Whitehead, Joseph (J.P.); Smith, Craig (C.A.); Barber, Jeffrey (J.W.); Herdzik, John (J.); Cannataro, John (J.); St Amour, Paul (P.A.)
Subject: 2011-12 P415 GTDI CAC misfire TSB (12-10-19) released on 10/30/2012
Attachments: tsb12-10-19 F150 GTDI CAC_misfire concern.pdf
Signed By: koyafuso@ford.com

TSB went out yesterday..

3.5L GTDI—INTERMITTENT STUMBLE/MISFIRE ON ACCELERATION FROM HIGHWAY CRUISE IN HUMID OR DAMP CONDITIONS WITH POSSIBLE DTC

TSB 12-10-19

FORD:

2011-2012 F-150

This article supersedes TSB 12-6-4 to remove the the production fix date, update the Title, Issue Statement, Part List and Service Procedure.

ISSUE

Some 2011-2012 F-150 vehicles equipped with a 3.5L gasoline turbocharged direct injection (GTDI) EcoBoost engine may exhibit an intermittent engine surge during moderate to light loads at cruise, 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) primarily for misfire P0300, P0304, P0305, P0306. DTCs P0430 and/or P0299 may also be present.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

Insure all hard fault powertrain DTCs are addressed prior to performing the calibration update.

1. Check for DTC P0430. Is DTC P0430 present?
 - a. Yes - Replace the left bank catalytic converter assembly. Refer to Workshop Manual (WSM), Section 309-00. Proceed to Step 2.
 - b. No - Proceed to Step 2.
2. Is the Charge Air Cooler (CAC) equipped with an air deflector plate? (Figure 1A)

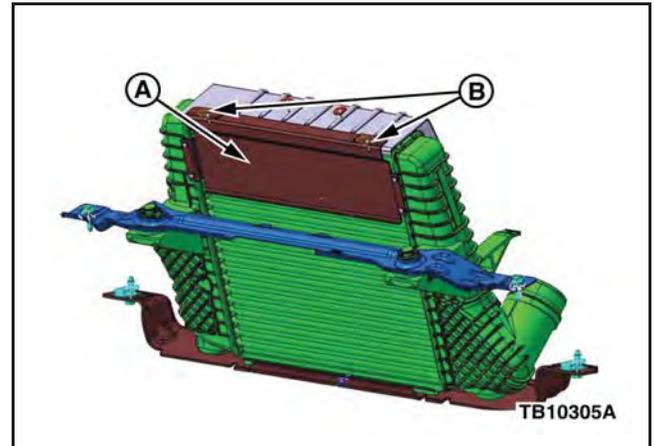


Figure 1 - Article 12-10-19

- a. Yes - Proceed to Step 5.
 - b. No - Proceed to Step 3.
3. Install a new CAC, new air deflector plate, and original shield using new retaining pushpins. Refer to WSM, Section 303-12. (Figure 1B) Proceed to Step 4.
 4. Reprogram the PCM to the latest calibration using IDS release 79.02A or higher. This new calibration is not included in the 2012.5 DVD. Calibration files may also be obtained at www.motorcraft.com.
 5. Install a new CAC and the original air deflector plate and shield using new retaining pushpins. Refer WSM, Section 303-12.

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 12-10-19 (Continued)

NOTE

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PART NUMBER	PART NAME
BL3Z-5E212-E	Catalytic Converter Assembly
W520514-S440	Nuts (2 Req)
CL3Z-19E672-A	Deflector Plate
BL3Z- 6K775-B	CAC
W711281-S300	Push Pin (2 Req)

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
121019A	2011-2012 F-150 3.5L GTDI: Check DTCs, Replace CAC Assembly, Includes Time To Transfer Or Install New CAC Shield (Do Not Use With Any Other Labor Operations)	0.8 Hr.

121019B	2011-2012 F-150 3.5L GTDI: Check DTCs, Replace The Left Catalytic Converter, Replace CAC Assembly, Includes Time To Transfer Or Install New CAC Shield (Do Not Use With Any Other Labor Operations)	1.2 Hr.
121019C	2011-2012 F-150 3.5L GTDI: Check DTCs, Replace CAC Assembly, Includes Time To Transfer Or Install New CAC Shield, And Reprogram The PCM (Do Not Use With Any Other Labor Operations)	0.9 Hr.
121019D	2011-2012 F-150 3.5L GTDI: Check DTCs, Replace The Left Catalytic Converter, Replace CAC Assembly, Includes Time To Transfer Or Install New CAC Shield, And Reprogram The PCM (Do Not Use With Any Other Labor Operations)	1.4 Hrs.

DEALER CODING

BASIC PART NO.	CONDITION CODE
5E212 (OPERATION B AND D)	12
6K775 (OPERATION A AND C)	42

From: Levine, Michael (M.)
Sent: Tuesday, October 23, 2012 6:10 PM
To: Scott, Douglas (D.W.); Sarkar, Raj (R.); Collareno, Philip (P A.); DiMarco, Jackie Marshal (J.M.); Mazuchowski, James (J.A.); Lehmkuhl, David (D.B.); Smith, Craig (C.A.)
Subject: F-150 EcoBoost CAC condensation Q&A
Attachments: EcoBoost CAC TSB QA FINAL.docx

Team,

Here's our Q&A to address the engine shudder issue some F-150 EcoBoost owners may encounter in humid conditions.

Thanks very much for all of your help.

Thanks,

- Mike

Mike Levine
Ford Motor Company Truck Communications Manager
313.323.6854 office
313.806.1741 mobile
310.776.5018 google voice
mlevine5@ford.com email



F-150 EcoBoost Power and Shudder Issues in High Humidity

Situation: Some F-150 EcoBoost owners operating their truck in conditions of high humidity or during rain have reported instances of engine shudder, misfire and power loss, particularly when towing or at wide open throttle. The issue occurs when the charge-air-cooler (CAC) allows moisture to form. This condensed water can enter the engine, causing the misfire. In certain cases, the engine may enter into protective “limp” home mode. In response, Ford has implemented corrective actions that prevent recurrence of these issues.

Main Messages:

- To address this issue, all F-150 EcoBoost trucks built since Sept 18, 2012 are fitted with a new, redesigned charge-air-cooler.
 - From October 29, customers with an engine affected by this issue will be able to take their pickup to a dealer to receive a redesigned charge-air-cooler installed free of charge.
 - No instances of accidents or incidents involving this issue have been reported.
-

Q. Is Ford having engine misfire problems with F-150 EcoBoost?

A. Some F-150 customers with EcoBoost engines may experience engine shudder or misfire during conditions of high humidity and hot weather. The issue occurs when the charge-air-cooler (CAC) allows moisture to form. In some instances, this condensed water could enter the engine, causing a misfire. In certain cases, the engine may enter into its protective “limp home” mode.

Q. How many units are affected?

A. This condition affects some trucks in areas with high humidity or in similar environmental conditions.

Q. Is there a permanent fix for this condition? What is it?

A. All F-150 EcoBoost trucks built since Sept 18, 2012 have been fitted with a redesigned charge-air-cooler that prevents moisture buildup.. From October 29, 2012, owners of earlier F-150 EcoBoost trucks affected by this issue will be able to receive the same charge-air-cooler Installed free of charge by a dealer

Q. How reliable are F-150 EcoBoost engines?

A. EcoBoost has excellent reliability, at 99.8% to date. EcoBoost is a huge success running over 40 percent of F-150 retail volume or more than 200,000 sales since its launch in February 2011.

#

Contact(s): Mike Levine
313-323-6854
mlevine5@ford.com

Go to <http://media.ford.com> for news releases and high-resolution photographs.

From: Dixon, Mark (M.R.)
Sent: Tuesday, April 24, 2012 7:10 AM
To: Wagers, Sue (S.K.); Caesar, Cynthia (C.L.); Cervenak, Neil (N.J.); Oyafuso, Kevin (K.G.); Galas, Dean (C.K.); Saad, Thomas (T.J.)
Subject: FW: Claims list and TIS Charts for both 2011 and 2012 P415 3.5L GTDI -5E212-
Attachments: tsb12-02-10.pdf

Nice summary of GTDI misfire containment actions from Feb 7 R10 (revised FMEM to protect the cat during misfire) through the revised CAC in mid June (deleted turbulators and I believe revised fin density).

Jury is still out on the effectiveness of the R10 calibration - will have a an assessment when we get the April cutoff AWS data. My estimate based on claims counts so far is that it will be somewhat less than 50% effective in reducing cat claims.

From: McDonagh, Scot (S.M.)
Sent: Friday, April 20, 2012 9:04 AM
To: McNamara, Patrick (P.S.)
Cc: Johnson, Greg (G.T.); Dixon, Mark (M.R.)
Subject: RE: Claims list and TIS Charts for both 2011 and 2012 P415 3.5L GTDI -5E212-

CAC Shield- 5/15/12

Revised CAC- Mid June

Revising TSB 12-2-10 when Shield and R11 Calibrations are confirmed in Production at DTP & KCAP

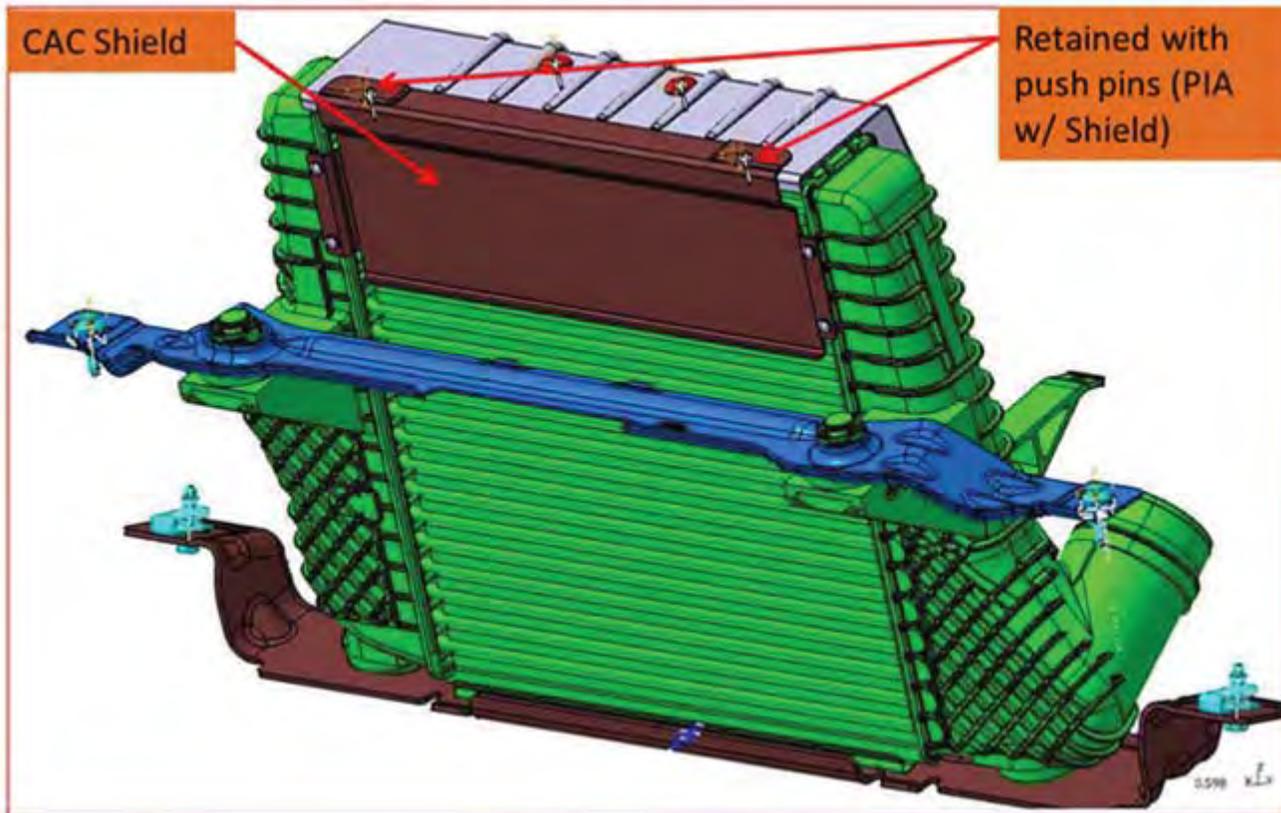
R11(12MY) Calibration Running Change and R13(11MY) Service Calibration content

P0299 disablement during misfire FMEM

P0234 calibration robustness

Misfire FMEM at low FLI

Surge robustness



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

From: Stanley, Daniel (D.J.)
Sent: Friday, April 20, 2012 8:43 AM
To: McNamara, Patrick (P.S.); Fodera, Jas (J.J.)
Cc: Dixon, Mark (M.R.); McDonagh, Scot (S.M.); Baker, Ron (R.)
Subject: RE: Claims list and TIS Charts for both 2011 and 2012 P415 3.5L GTDI -5E212-

We still have the Misfire weekly meetings working on the Charge Air Cooler testing and modification ongoing.

Daniel J. Stanley
Ford Motor Company
Powertrain Engineering (PTIM)
Exhaust Systems
VFG Team Leader
Bldg 2; 24P12
313.805.9717

From: McNamara, Patrick (P.S.)
Sent: Friday, April 20, 2012 8:40 AM
To: Fodera, Jas (J.J.)

Cc: Dixon, Mark (M.R.); McDonagh, Scot (S.M.); Stanley, Daniel (D.J.); Baker, Ron (R.)
Subject: RE: Claims list and TIS Charts for both 2011 and 2012 P415 3.5L GTDI -5E212-

Data is immature to establish any trends. Please continue to monitor. Have there been any further discussions or planned actions on the P415 GTDI MIS-FIRE?

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: Thursday, April 19, 2012 2:41 PM
To: McNamara, Patrick (P.S.); Baker, Ron (R.)
Cc: Dixon, Mark (M.R.); McDonagh, Scot (S.M.); Stanley, Daniel (D.J.)
Subject: Claims list and TIS Charts for both 2011 and 2012 P415 3.5L GTDI -5E212-

Here is a claims list and TIS Charts for both 2011 and 2012 P415 3.5L GTDI -5E212-.

Production Month / Model Year X Axis

"11/1 11" -----> 11/1 is the Year and Month of Production, Jan-2011; the next stand alone "11" is the model year of the vehicle.

"11/2 11"
etc.

Still somewhat early for the TIS Chart indicators.

Looks like there is an improvement if you look at the Pivot Chart worksheet (# of claims by Production Month).
MEMO: 2012 F-150: 3.5L GTDI -5E212- PCA: 2/7/12 Calibration Update for DTC P0430 (* TSB 12-02-10)

<< File: P415 3.5L GTDI Claims 2011 and 2012.xls >>

Jas Fodera

Powertrain Installations - Exhaust Systems
Phone: 1-313-621-2854
e-Mail: jfodera@ford.com
Building #2, MD-1232, Cube 23M02

3.5L GTDI CALIBRATION UPDATE—VARIOUS ISSUES—BUILT ON OR BEFORE 2/7/2012

TSB 12-2-10

FORD:

2011-2012 F-150

ISSUE

Some 2011-2012 F150 vehicles built on or before 2/7/2012 and equipped with a 3.5L gasoline turbocharged direct injection (GTDI) engine may exhibit a malfunction indicator lamp (MIL) with various diagnostic trouble codes (DTC) and driveability concerns.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

The calibration update contains improvement actions and enhancements to address the following conditions:

- Intermittent engine surge during moderate to light loads at cruise.
- Enhancements to misfire monitor detection.
- Powertrain control module (PCM) DTC P0430 and/or P0096.

NOTE

INSURE ALL HARD FAULT POWERTRAIN DTCS ARE ADDRESSED PRIOR TO PERFORMING THE CALIBRATION UPDATE.

1. If the vehicle exhibits DTC P0430 replace the left bank catalytic converter. Refer to WSM section 309-00. Proceed to Step 2.
2. Reprogram the PCM to the latest calibration using IDS release 77A.03A or higher. This new calibration is not included in the 2012.1A DVD. Calibration files may also be obtained at www.motorcraft.com.

NOTE

PLEASE ADVISE THE CUSTOMER THAT THIS VEHICLE IS EQUIPPED WITH AN ADAPTIVE TRANSMISSION SHIFT STRATEGY WHICH ALLOWS THE VEHICLE'S COMPUTER TO LEARN THE TRANSMISSION'S UNIQUE PARAMETERS AND IMPROVE SHIFT QUALITY. WHEN THE ADAPTIVE STRATEGY IS RESET, THE COMPUTER WILL BEGIN A RE-LEARNING PROCESS. THIS RE-LEARNING PROCESS MAY RESULT IN FIRMER THAN NORMAL UPSHIFTS AND DOWNSHIFTS FOR SEVERAL DAYS.

PART NUMBER	PART NAME
BL3Z-5E212-E W520514-S440	Converter Assy Nuts

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
120210A	2011-2012 F-150 3.5L GTDI: Check DTCs, And Reprogram The PCM (Do Not Use With Any Other Labor Operations)	0.4 Hr.

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TSB 12-2-10 (Continued)

120210B	2011-2012 F-150 3.5L GTDI: Check DTCs, Reprogram The PCM, And Replace The Left Catalytic Converter (Do Not Use With Any Other Labor Operations)	1.0 Hr.
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DEALER CODING

BASIC PART NO.	CONDITION
RECALEM	CODE 04

From: Cockerill, Al (C.A.)
Sent: Wednesday, January 04, 2012 8:15 AM
To: Osepchook, William (W.R.)
Subject: FW: ISM Courtesy Copy: 094-2011-2238: 3.5L GTDI Misfire Bank Two Cylinders 4,5,6

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: Dobbs, Dan (K.D.)
Sent: Wednesday, November 16, 2011 1:11 PM
To: Cockerill, Al (C.A.); Dobbs, Dan (K.D.)
Subject: ISM Courtesy Copy: 094-2011-2238: 3.5L GTDI Misfire Bank Two Cylinders 4,5,6

ISM Courtesy Copy

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

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

This message is being sent on behalf of KDOBBS.

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

General Information

Last action taken (as of 11/16/2011 6:10:58 PM GMT): Submit for approval

Comment:

Author: KDOBBS
Tracking Number: 094-2011-2238
Title: 3.5L GTDI Misfire Bank Two Cylinders 4,5,6

Vehicle Applications:

Vehicle Lines	Model Year Start	Model Year End	Assembly Plants	Body Styles	Engine	Trans Axles	Build From	Build To
F-150	2011	2012			3.5L DOHC 4V V6 GTDI			

Internal Text:

Some 2011 and 2012 F150's equipped with 3.5L GTDI engines may exhibit a misfire condition under heavy loads or heavy acceleration. There may or may not be misfire codes stored. The exact root cause is under investigation. Engineering has asked that we assist with understanding technician descriptions of a loose ground at G105. This ground supports cylinder 4,5,6 Coil on Plug coils. Please review the following with technicians during your diagnostic steps.

- 1) Ask the technician if they can loosen G105 bolt using only finger pressure.
- 2) If they could not loosen the bolt by hand , then ask if they can tighten the G105 bolt using a socket and an 6-8 inch 3/8 drive extension (no ratchet).

Please ask the technician to add the results of the steps above to the HAR form. The recommended torque for the G105 bolts is ~ 10 nm + 45 deg

External Text:

ISM's to Supersede:

If SPECS Case, Select all Other Affected

Publications:

Changes Needed in Other Pubs:

Message Category:

CQIS Codes:

Supervisor CDSID:

Consultant CDSID:

ISM Number:

Author Work Group:

Powertrain

54239, 50239, 54339, 54399,

kdobbs

ccockeri

PVT Member

(End automated email)

From: Kramer, Michael (M.T.)
Sent: Tuesday, May 15, 2012 4:14 PM
To: McDonagh, Scot (S.M.); Damphousse, Eric (J.); Wang, Luyan (L.); Turner-Collins, Jason (J.)
Cc: Tyler, Jim (J.S.); Kramer, Michael (M.T.); Dobbs, Dan (K.D.); Kramer, Michael (M.T.)
Subject: FW: Misfire ICA and R11 Service Implementation

For the CAC air blocker actions:

- Engineering PN. CL34-19E672-BA. Service PN. CL3Z-19E672-A. Qty. = 1.
- The Engineering PN and Service PN are the same for W711281 S300. Qty. = 2.

Luyan / Jason / Eric. Please provide location for the CAD files (Luyan / Jason) and/or illustration files (Eric). The FCSD team needs to generate some artwork for the TSB showing how to install the new external air blocker shield on the CAC. The notice that released the external air blocker shield was WPTS-E-12559877-000 and the illustration release was on supplement -001.

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: McDonagh, Scot (S.M.)
Sent: Monday, May 14, 2012 8:29 AM
To: Kramer, Michael (M.T.)
Cc: Tyler, Jim (J.S.)
Subject: RE: Misfire ICA and R11 Service Implementation

Plan is to supersede TSB 12-2-10 when R11 is confirmed in Production at DTP & KCAP(Week of 5/14) and ~1000 CAC Block off plates are available in FCSD service depots. Please provide Engineering and Service part numbers for CAC Shield. Waiting for decision from FCSD Chief Engineer on whether or not they agree to close the QSF with R11-R12 Calibrations and CAC Shield.



tsb12-02-10.pdf

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

From: Kramer, Michael (M.T.)
Sent: Monday, May 14, 2012 7:56 AM
To: McDonagh, Scot (S.M.)

Cc: Tyler, Jim (J.S.); Kramer, Michael (M.T.)
Subject: Misfire ICA and R11 Service Implementation

What input do you need from us? What is projected timing to get this bundled action out? TSB or SSM?

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

3.5L GTDI CALIBRATION UPDATE—VARIOUS ISSUES—BUILT ON OR BEFORE 2/7/2012

TSB 12-2-10

FORD:

2011-2012 F-150

ISSUE

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TSB 12-2-10 (Continued)

120210B	2011-2012 F-150 3.5L GTDI: Check DTCs, Reprogram The PCM, And Replace The Left Catalytic Converter (Do Not Use With Any Other Labor Operations)	1.0 Hr.
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DEALER CODING

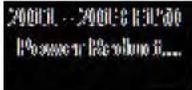
BASIC PART NO.	CONDITION
RECALEM	CODE 04

From: Ott, David (D.J.)
Sent: Tuesday, May 28, 2013 8:14 AM
To: Britton, Eric (E.J.)
Subject: FW: NHTSA investigation into 2011-2013 F150s Q and A

From: Felker, Kelli (K.F.)
Sent: Monday, May 27, 2013 11:05 AM
To: Brown, Robert (R.D.); Day, Ray (R.F.); Nair, Raj (S.S.); Thai-Tang, Hau (H.N.); Kenner, Steve (S.M.); Davis, Frank (F.V.); Flake, Jennifer (J.); Preuss, Chris (C.); Deep, Said (.); Levine, Michael (M.); Roussel, Gerald (G.M.); Baker, Christin (C.); Magleby, Curt (C.N.); Culler, Mary (M.E.); Cooney, Jay (J.); Enoch, Jessica (J.C.); Fronckowiak, Todd (T.M.); Ott, David (D.J.); Kizyma, Dave (D.E.); Logel, Jay (J.D.); Falahee, Thomas (T.M.); Frascaroli, Emily (E.E.); Chaka, Michelle (M.); Bazil, Tom (Thomas E.); Tatchio, Sara (S.); Kinley, Kristen (K.L.); Young, Michael (C.); Saenz, Edward (E.); Bradley, Marisa (M.L.); Monty, Scott (S.); Williamson, Marci (M.R.); More, Lauren (C.); Barona Gendrop, Laura (L.); Hotaling, Debra (D.J.); Moran, Mike (M.J.); Collins, William (W.E.); Merkle, Erich (E.J.); Norris, Deborah (D.); Krusel, Susan (S.M.); Moore, Jennifer (J.); Dyluk, Jacob (J.A.); "Sue Carney"; "Jesse Harris"; "Ford-Glencross, Kristin"
Subject: NHTSA investigation into 2011-2013 F150s Q and A

NHTSA has opened an investigation into 2011 – 2013 F-150s for allegations of unexpected power loss during hard acceleration. We have developed the attached Q and A to be used upon inquiry only. The combination of a slow news time due to the holiday and the recent interest in this issue due to two lawsuits means this news is being picked up widely.

Please let me know if you have any questions or concerns.



Thank you,
Kelli

Kelli Felker
Safety Communications Manager
Ford Motor Company
(313) 322-1790 - office
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kfelker1@ford.com



Q&A

Contact:

Kelli Felker / 313.322.1790

kfelker1@ford.com

NHTSA INVESTIGATION: 2011 – 2013 MY F-150 WITH 3.5L GTDI ENGINE FOR UNEXPECTED POWER LOSS DURING HARD ACCELERATION

Background: The National Highway Traffic Safety Administration (NHTSA) opened an investigation into 2011-2013 MY Ford F150 trucks with the 3.5L gasoline turbocharged direct injection engine (GTDI). The complaints alleged there have been unexpected reductions in engine power during hard acceleration while driving at highway speed. NHTSA stated that they have received 95 related complaints, with no reports of accidents or injuries as a result of this potential issue.

MAIN MESSAGE

We will cooperate fully with NHTSA on its investigation as we always do.

F150 UNEXPECTED POWER LOSS DURING ACCELERATION Q & A

Q. What is the issue?

A. NHTSA is investigating reports that there is an unexpected reduction of power in some 2011 – 2013 MY F-150 trucks equipped with the 3.5L gasoline direct turbocharged injection engine (GTDI). According to NHTSA, the complaints allege unexpected reductions in engine power during hard accelerations at highway speeds, such as attempted merging or passing maneuvers.

Q. How many complaints have there been?

A. NHTSA stated that they have received 95 related complaints.

Q. Were there any accidents or injuries?

A. NHTSA's opening resume states that they have not received any accident allegations to date; and no injuries are reported.

Q. How many vehicles are involved?

A. NHTSA estimates there are approximately 400,000 vehicles within the population of vehicles under investigation.

Q. What does Ford data show?

A. We have just begun our analysis pertaining to this investigation and have very limited information. We have issued three technical service bulletins related to intermittent engine misfire during acceleration at highway speeds in humid or damp conditions in some 2011-2012 MY F150 vehicles equipped with 3.5L GTDI engines.

Q. What do those TSBs address?

A. The most recent TSB addresses a condition related to moisture accumulation in the Charge Air Cooler (CAC) during extended highway driving in humid or damp conditions in 2011-2012 MY F-150s equipped with a 3.5L gasoline turbocharged direct injection engine. The TSB recommends repairing the condition by reprogramming the powertrain control module, installing

a new CAC and an air deflector plate. The majority of these vehicles are expected to still be under warranty.

Q. If you have issued three technical service bulletins, why haven't you issued a recall?

A. We issue a safety recall if we believe there is a safety issue. We believe this condition does not present a safety issue in these vehicles.

Q. Is this the same issue as the class action lawsuits filed in Ohio and Louisiana?

A. We do not comment on pending litigation.

Q. What is a NHTSA preliminary evaluation (PE)?

A. It is the first step of a government investigation to determine whether a potential safety defect exists or not. The analysis could either lead to a closing of the investigation due to the evidence not indicating the likelihood of a defect or a next level investigation, called an engineering analysis, which looks into the matter deeper. Many investigations are closed because safety defect trends are not found.

Q. How long does each of these steps take?

A. They vary because each case is unique. Many investigations are closed because safety defect trends are not found.

Q. How will you be involved in this investigation?

A. We will cooperate fully with the government on its investigation as we always do.

Q. Doesn't an investigation like this blemish your F series brand's reputation?

A. Ford F-Series has been America's best-selling truck for 36 years and the best-selling vehicle for 31 years.

From: Britton, Eric (E.J.)
Sent: Thursday, May 09, 2013 8:32 AM
To: Kramer, Michael (M.T.); Smith, Craig (C.A.)
Subject: FW: UPDATE 1. Emission Problem Review Committee Fact Sheet Request - 11EPRC20 - 2011 F150 3.5L Charge Air Cooler
Attachments: tsb13-03-03.pdf

Craig, we may need your help. We need to drive a vehicle that exhibits the symptoms in this TSB. Maybe the FMEM mode can be induced through the PCM? Are you available for a short phone call this morning?

Mike, what time is best for you?

Eric Britton
Government Investigations
Tel. 313-323-2966
Fax: 313-594-2268

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

From: Britton, Eric (E.J.)
Sent: Wednesday, May 08, 2013 3:22 PM
To: Kramer, Michael (M.T.)
Subject: RE: UPDATE 1. Emission Problem Review Committee Fact Sheet Request - 11EPRC20 - 2011 F150 3.5L Charge Air Cooler

Thanks! Mike can this FMEM condition be induced on a vehicle drive?

Eric Britton
Government Investigations
Tel. 313-323-2966
Fax: 313-594-2268

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

From: Kramer, Michael (M.T.)
Sent: Wednesday, May 08, 2013 2:05 PM
To: Britton, Eric (E.J.)

Subject: FW: UPDATE 1. Emission Problem Review Committee Fact Sheet Request - 11EPRC20 - 2011 F150 3.5L Charge Air Cooler

>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: Kramer, Michael (M.T.)
Sent: Monday, May 06, 2013 10:07 AM
To: Fagerman, Todd (T.M.)
Cc: Wilson, Marie (M.); Spencer, Beth (B.); Madej, Jeanette (J.); Russo, Scott (S.)
Subject: RE: UPDATE 1. Emission Problem Review Committee Fact Sheet Request - 11EPRC20 - 2011 F150 3.5L Charge Air Cooler

Here it is

>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: Madej, Jeanette (J.)
Sent: Monday, May 06, 2013 9:59 AM
To: Fagerman, Todd (T.M.); Kramer, Michael (M.T.)
Cc: Wilson, Marie (M.); Spencer, Beth (B.)
Subject: Re: UPDATE 1. Emission Problem Review Committee Fact Sheet Request - 11EPRC20 - 2011 F150 3.5L Charge Air Cooler

Ill follow up with Mike

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

From: Fagerman, Todd (T.M.)
Sent: Monday, May 06, 2013 09:57 AM Eastern Standard Time
To: Kramer, Michael (M.T.); Madej, Jeanette (J.)
Cc: Wilson, Marie (M.); Spencer, Beth (B.)
Subject: RE: UPDATE 1. Emission Problem Review Committee Fact Sheet Request - 11EPRC20 - 2011 F150 3.5L Charge Air Cooler

Mike/Jeanette,

I don't believe we received this on Friday as promised. Status?

As indicted in the notes below, we need to close this document out w/ signatures ASAP. Who are you waiting on? I will engage directly with them.

Regards,
Todd Fagerman
Manager, Car and Truck Certification
Sustainability, Environment and Safety Engineering
(313) 59-40680
email: tfagerma@ford.com

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

From: Kramer, Michael (M.T.)
Sent: Thursday, May 02, 2013 12:41 PM
To: Spencer, Beth (B.)
Cc: Madej, Jeanette (J.); Wilson, Marie (M.); Russo, Scott (S.); Fagerman, Todd (T.M.); Kramer, Michael (M.T.)
Subject: RE: UPDATE 1. Emission Problem Review Committee Fact Sheet Request - 11EPRC20 - 2011 F150 3.5L Charge Air Cooler

Asking for Raj's help for a signature on an EPRC document really??

Document signoff will be complete by tomorrow.

>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: Spencer, Beth (B.)
Sent: Thursday, May 02, 2013 11:49 AM
To: Kramer, Michael (M.T.)
Cc: Madej, Jeanette (J.); Wilson, Marie (M.); Russo, Scott (S.); Fagerman, Todd (T.M.)
Subject: RE: UPDATE 1. Emission Problem Review Committee Fact Sheet Request - 11EPRC20 - 2011 F150 3.5L Charge Air Cooler

Thanks for the update, Mike. We have to provide a signed copy of this fact sheet to Robert Brown next Tuesday, and he offered to call Raj Nair if necessary. We asked him to give us more time, so maybe if you could provide the name of who in the calibration team needs to sign, we can follow up with them and prevent it from being elevated that far. Thanks.

Beth Spencer
Sustainability, Environment & Safety Engineering Ford Motor Company bspencer@ford.com
(313) 33-72635

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

From: Kramer, Michael (M.T.)

Sent: Monday, April 29, 2013 8:31 AM

To: Spencer, Beth (B.)

Cc: Madej, Jeanette (J.); Wilson, Marie (M.); Russo, Scott (S.); Kramer, Michael (M.T.)

Subject: RE: UPDATE 1. Emission Problem Review Committee Fact Sheet Request - 11EPRC20 - 2011 F150 3.5L Charge Air Cooler

Update. PT Cooling has signed off the Fact Sheet. Out for Calibration signoff. I will follow-up later today.

>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: Spencer, Beth (B.)

Sent: Tuesday, April 23, 2013 1:07 PM

To: Kramer, Michael (M.T.)

Cc: Madej, Jeanette (J.); Wilson, Marie (M.); Russo, Scott (S.)

Subject: RE: UPDATE 1. Emission Problem Review Committee Fact Sheet Request - 11EPRC20 - 2011 F150 3.5L Charge Air Cooler

Mike,

We just found out that we're being asked to review the status of this issue with our VP, Robert Brown, next Tuesday. Since this is earlier than the completion date we agreed on, I thought I would let you know and give you the opportunity to finish getting the signatures on your fact sheet by Monday so we can report it as complete when we talk to Robert.

If this isn't possible, we'll assume you're still on track to submit them by COB Wednesday to support the May 2 EPRC.

Thanks!

Beth Spencer

Sustainability, Environment & Safety Engineering Ford Motor Company bspencer@ford.com

(313) 33-72635

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

From: Kramer, Michael (M.T.)

Sent: Tuesday, April 16, 2013 11:34 AM

To: Spencer, Beth (B.)

Cc: Madej, Jeanette (J.); Wilson, Marie (M.); Russo, Scott (S.); Kramer, Michael (M.T.)
Subject: RE: UPDATE 1. Emission Problem Review Committee Fact Sheet Request - 11EPRC20 - 2011 F150 3.5L Charge Air Cooler

yes

>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: Spencer, Beth (B.)
Sent: Tuesday, April 16, 2013 11:23 AM
To: Kramer, Michael (M.T.)
Cc: Madej, Jeanette (J.); Wilson, Marie (M.); Russo, Scott (S.)
Subject: RE: UPDATE 1. Emission Problem Review Committee Fact Sheet Request - 11EPRC20 - 2011 F150 3.5L Charge Air Cooler

OK; then would it be possible to complete for our next meeting, which would be May 2?

Beth Spencer
Sustainability, Environment & Safety Engineering Ford Motor Company bspencer@ford.com
(313) 33-72635

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

From: Kramer, Michael (M.T.)
Sent: Tuesday, April 16, 2013 11:22 AM
To: Spencer, Beth (B.)
Cc: Madej, Jeanette (J.); Wilson, Marie (M.); Russo, Scott (S.); Kramer, Michael (M.T.)
Subject: RE: UPDATE 1. Emission Problem Review Committee Fact Sheet Request - 11EPRC20 - 2011 F150 3.5L Charge Air Cooler

I will follow-up on the signatures, however, will not be able to complete by tomorrow.

>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: Russo, Scott (S.)
Sent: Tuesday, April 16, 2013 11:17 AM
To: Spencer, Beth (B.); Kramer, Michael (M.T.)

Cc: Madej, Jeanette (J.); Wilson, Marie (M.)
Subject: RE: UPDATE 1. Emission Problem Review Committee Fact Sheet Request
- 11EPRC20 - 2011 F150 3.5L Charge Air Cooler

Who's signature are we missing?

Scott Russo
Ford Motor Company
PT Cooling Applications Manager
srusso2@ford.com
Phone: 313-805-3059
Page: 3138053059@vtext.com

From: Spencer, Beth (B.)
Sent: Tuesday, April 16, 2013 11:14 AM
To: Russo, Scott (S.); Kramer, Michael (M.T.)
Cc: Madej, Jeanette (J.); Wilson, Marie (M.)
Subject: FW: UPDATE 1. Emission Problem Review Committee Fact Sheet Request
- 11EPRC20 - 2011 F150 3.5L Charge Air Cooler

Hello, Mike and Scott,

I'm the new Chair of the EPRC, and Marie and I were just reviewing the open agenda items. It looks like your item has been open for some time for clerical updates and signatures. We need to officially close this item at our next meeting and require your updates and signatures by COB tomorrow.

Each week it remains open, it involves resources on our part to continue to track it.

Please let me know if you have any questions. Thanks!

Beth Spencer
Sustainability, Environment & Safety Engineering Ford Motor Company bspencer@ford.com
(313) 33-72635

From: Wilson, Marie (M.)
Sent: Monday, March 18, 2013 9:32 AM
To: Kramer, Michael (M.T.); Russo, Scott (S.)
Cc: McClenaghan, Dave (D.)
Subject: RE: UPDATE 1. Emission Problem Review Committee Fact Sheet Request
- 11EPRC20 - 2011 F150 3.5L Charge Air Cooler

Another reminder. I would like to close this item on the EPRC agenda. Please provide the signed fact sheet. Thank you.

Marie Wilson
Ford Motor Company
Vehicle Environmental Engineering
Homologation & Compliance
Phone: 313-248-2404 MWILSO18@FORD.COM

From: Wilson, Marie (M.)
Sent: Monday, February 18, 2013 11:06 AM
To: Kramer, Michael (M.T.)
Cc: McClenaghan, Dave (D.)
Subject: RE: UPDATE 1. Emission Problem Review Committee Fact Sheet Request
- 11EPRC20 - 2011 F150 3.5L Charge Air Cooler

Reminder: Please complete fact sheet revisions (per review meeting) and have the paper signed. Then, please scan and send the completed copy.

We can close this item in EPRC on Thursday with the completed fact sheet. Thank you.

Marie Wilson
Ford Motor Company
Vehicle Environmental Engineering
Homologation & Compliance
Phone: 313-248-2404 MWILSO18@FORD.COM

From: Kramer, Michael (M.T.)
Sent: Wednesday, November 28, 2012 3:29 PM
To: Wilson, Marie (M.)
Cc: Oswalt, Greg (G.G.); McClenaghan, Dean (D.C.); Russo, Scott (S.); Madej, Jeanette (J.); Sparks, Douglas (D.S.); Fuher, Michael (M.J.); Leisenring, Kenneth (K.C.); McClenaghan, Dave (D.); Smith, Craig (C.A.); Ronzi, Bill (W.C.); Dixon, Mark (M.R.); Andersen, Erik (E.); Tyler, Jim (J.S.); Kramer, Michael (M.T.)
Subject: RE: UPDATE 1. Emission Problem Review Committee Fact Sheet Request
- 11EPRC20 - 2011 F150 3.5L Charge Air Cooler

Updated per your feedback.

<< File: P415 CAC EPRC Fact Sheet_11282012.doc >>

Mike Kramer

RWD PT Cooling Supv.
Six Sigma Black Belt
Cell Phone: (313) 805-0190
Text Page: mkramer1
Page from outside Ford
<https://text.vzw.com/customer_site/jsp/messaging_lo.jsp> , External email:
mkramer1@ford.com

From: Kramer, Michael (M.T.)
Sent: Wednesday, November 28, 2012 8:14 AM
To: Wilson, Marie (M.)
Cc: Oswalt, Greg (G.G.); McClenaghan, Dean (D.C.); Russo, Scott (S.); Madej, Jeanette (J.); Sparks, Douglas (D.S.); Fuher, Michael (M.J.); Leisenring, Kenneth (K.C.); McClenaghan, Dave (D.); Smith, Craig (C.A.); Kramer, Michael (M.T.); Ronzi, Bill (W.C.); Dixon, Mark (M.R.); Andersen, Erik (E.); Tyler, Jim (J.S.)
Subject: RE: Emission Problem Review Committee Fact Sheet Request - 11EPRC20 - 2011 F150 3.5L Charge Air Cooler

Here is the consolidated Fact Sheet (mine and Craig's input) with all updates received as of 8:00 am this morning to support tomorrow's EPRC meeting. The document has been reviewed by both Managers (Scott and Ken).

<< File: P415 CAC EPRC Fact Sheet_11282012.doc >>

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

From: Wilson, Marie (M.)
Sent: Tuesday, November 27, 2012 1:21 PM
To: Smith, Craig (C.A.); Kramer, Michael (M.T.)
Cc: McClenaghan, Dean (D.C.); Oswalt, Greg (G.G.); Russo, Scott (S.); Madej, Jeanette (J.); Sparks, Douglas (D.S.); Fuher, Michael (M.J.); Leisenring, Kenneth (K.C.); McClenaghan, Dave (D.)
Subject: RE: Emission Problem Review Committee Fact Sheet Request - 11EPRC20 - 2011 F150 3.5L Charge Air Cooler

Thanks, Craig! Nice work.

I only have one recommendation. I believe that the OBD system functions as designed/intended even when there is misfire related to the CAC. If that is true, then the OBD section can be populated with "none".

Please send the updated copy to Mike so that he can consolidate for Thursday's meeting.

Thanks again for supporting.

Marie Wilson
Ford Motor Company
Vehicle Environmental Engineering
Homologation & Compliance
Phone: 313-248-2404 MWILSO18@FORD.COM

From: Smith, Craig (C.A.)
Sent: Tuesday, November 27, 2012 12:31 PM
To: Wilson, Marie (M.); Kramer, Michael (M.T.)
Cc: McClenaghan, Dean (D.C.); Oswald, Greg (G.G.); Russo, Scott (S.); Madej, Jeanette (J.); Sparks, Douglas (D.S.); Fuher, Michael (M.J.); Leisenring, Kenneth (K.C.)
Subject: RE: Emission Problem Review Committee Fact Sheet Request - 11EPRC20 - 2011 F150 3.5L Charge Air Cooler

Marie,

I don't have permission to access the link below but Mike provided a copy.

Mike,

Here is a draft of section 2 that I completed and reviewed with Ken.

<< File: FAF03-170-1 CAC Condensate Misfire Section 2 CSMITH24 112712.doc
>>

Please let me know if you have any questions.

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

From: Wilson, Marie (M.)
Sent: Tuesday, November 27, 2012 10:56 AM
To: Kramer, Michael (M.T.)
Cc: Smith, Craig (C.A.); McClenaghan, Dean (D.C.); Oswald, Greg (G.G.);
Russo, Scott (S.); Madej, Jeanette (J.); Sparks, Douglas (D.S.); Fuher,
Michael (M.J.)
Subject: RE: Emission Problem Review Committee Fact Sheet Request - 11EPRC20
- 2011 F150 3.5L Charge Air Cooler
Importance: High

We've been pushing the pause button on this one (for one reason or another) since last winter. I am not inclined to push it out further as my agenda is booked until January.

Mike and Craig, please send me your sections by 2PM tomorrow. I will review and recommend changes so that you can make updates prior to the EPRC meeting.

Thank you.

Marie Wilson
Ford Motor Company
Vehicle Environmental Engineering
Homologation & Compliance
Phone: 313-248-2404 MWILSO18@FORD.COM

From: Kramer, Michael (M.T.)
Sent: Tuesday, November 27, 2012 10:43 AM
To: Wilson, Marie (M.)
Cc: Smith, Craig (C.A.); McClenaghan, Dean (D.C.); Oswald, Greg (G.G.);
Kramer, Michael (M.T.)
Subject: RE: Emission Problem Review Committee Fact Sheet Request - 11EPRC20
- 2011 F150 3.5L Charge Air Cooler

I got a call today from Dean expressing a want/need to have a pre-review prior to this Thursday's EPRC. Apparently, this desire was included in some previous emails, however, I did not pick up on it nor have I seen any related meeting notices (I only have the Thur. EPRC on my calendar).

Bottom line is I can just make it for Thursday. I left a voicemail for Craig to check his status, however, anticipate he is in similar situation as myself.

Is there an opportunity to reschedule the EPRC for this item to enable Dean

to schedule a pre-review?

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

From: Wilson, Marie (M.)
Sent: Tuesday, November 27, 2012 8:49 AM
To: Smith, Craig (C.A.)
Cc: Kramer, Michael (M.T.)
Subject: FW: Emission Problem Review Committee Fact Sheet Request - 11EPRC20
- 2011 F150 3.5L Charge Air Cooler

Craig, per your voicemail, see the link at the bottom of this chain for a blank fact sheet. Please collaborate with Mike Kramer to complete.
Thanks.

Marie Wilson
Ford Motor Company
Vehicle Environmental Engineering
Homologation & Compliance
Phone: 313-248-2404 MWILSO18@FORD.COM

From: Kramer, Michael (M.T.)
Sent: Wednesday, November 14, 2012 4:49 PM
To: Wilson, Marie (M.)
Subject: FW: Emission Problem Review Committee Fact Sheet Request - 11EPRC20
- 2011 F150 3.5L Charge Air Cooler

Can this item be covered between 10 and 11 on 11/29? I have a hard rock conflict at 11:00.

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

<https://text.vzw.com/customer_site/jsp/messaging_lo.jsp> , External email:
mkramer1@ford.com

From: Kramer, Michael (M.T.)
Sent: Wednesday, November 14, 2012 4:45 PM
To: Wilson, Marie (M.)
Cc: McClenaghan, Dave (D.); Oswald, Greg (G.G.); Fuher, Michael (M.J.);
Sparks, Douglas (D.S.); Cockerill, Al (C.A.); Dixon, Mark (M.R.); Madej,
Jeanette (J.); Harrison, Michael (M.J.); Smith, Craig (C.A.); Dixon, Mark
(M.R.); Ronzi, Bill (W.C.); Russo, Scott (S.); Kramer, Michael (M.T.)
Subject: RE: Emission Problem Review Committee Fact Sheet Request - 11EPRC20
- 2011 F150 3.5L Charge Air Cooler

PT Cooling will have section 1 complete to support the 11/29 meeting. Will
need the Calibration team (Craig Smith?) to handle section 2.

We can consolidate section 2 from the Calibration team into our document if
needed.

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

From: Wilson, Marie (M.)
Sent: Wednesday, November 14, 2012 4:18 PM
To: Sparks, Douglas (D.S.); Cockerill, Al (C.A.); Dixon, Mark (M.R.);
Kramer, Michael (M.T.); Madej, Jeanette (J.); Harrison, Michael (M.J.);
Smith, Craig (C.A.); Dixon, Mark (M.R.); Ronzi, Bill (W.C.); Russo, Scott
(S.)
Cc: McClenaghan, Dave (D.); Oswald, Greg (G.G.); Fuher, Michael (M.J.)
Subject: RE: Emission Problem Review Committee Fact Sheet Request - 11EPRC20
- 2011 F150 3.5L Charge Air Cooler

I have added this item to the 11-29 EPRC agenda and sent the meeting notice
to Mike Kramer. Thanks.

Marie Wilson
Ford Motor Company
Vehicle Environmental Engineering

Homologation & Compliance
Phone: 313-248-2404 MWILSO18@FORD.COM

From: Wilson, Marie (M.)
Sent: Monday, November 12, 2012 3:51 PM
To: Sparks, Douglas (D.S.); Cockerill, Al (C.A.); Dixon, Mark (M.R.);
Kramer, Michael (M.T.); Madej, Jeanette (J.); Harrison, Michael (M.J.);
Smith, Craig (C.A.); Dixon, Mark (M.R.); Ronzi, Bill (W.C.)
Cc: McClenaghan, Dave (D.); Oswald, Greg (G.G.)
Subject: RE: Emission Problem Review Committee Fact Sheet Request - 11EPRC20
- 2011 F150 3.5L Charge Air Cooler

Mike K. will you have an PERC fact sheet for meeting review on 11-15?
Please advise.

<< Message: CAC follow up >>

Marie Wilson
Ford Motor Company
Vehicle Environmental Engineering
Homologation & Compliance
Phone: 313-248-2404 MWILSO18@FORD.COM

From: Sparks, Douglas (D.S.)
Sent: Monday, October 29, 2012 1:39 PM
To: Wilson, Marie (M.); Cockerill, Al (C.A.); Dixon, Mark (M.R.); Kramer,
Michael (M.T.); Madej, Jeanette (J.); Harrison, Michael (M.J.); Smith, Craig
(C.A.); Dixon, Mark (M.R.); Ronzi, Bill (W.C.)
Subject: RE: Emission Problem Review Committee Fact Sheet Request - 11EPRC20
- 2011 F150 3.5L Charge Air Cooler

Marie,
The CAC D&R is Mike Kramer. However, after quickly reviewing the Fact Sheet
it appears the Calibration Team will need to help complete this document.

Mazen/Craig,
Please work with Mike Kramer and help populate the EPRC fact Sheet.

Mark/Bill,
Please ensure Mike has the correct warranty data for this document.

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: Wilson, Marie (M.)
Sent: Monday, October 29, 2012 12:53 PM
To: Cockerill, Al (C.A.); Sparks, Douglas (D.S.); Dixon, Mark (M.R.)
Subject: RE: Emission Problem Review Committee Fact Sheet Request - 11EPRC20
- 2011 F150 3.5L Charge Air Cooler

Who owns D&R for the CAC?

Marie Wilson
Ford Motor Company
Vehicle Environmental Engineering
Homologation & Compliance
Phone: 313-248-2404 MWILSO18@FORD.COM

From: Cockerill, Al (C.A.)
Sent: Monday, October 29, 2012 11:57 AM
To: Sparks, Douglas (D.S.); Dixon, Mark (M.R.)
Cc: Wilson, Marie (M.)
Subject: FW: Emission Problem Review Committee Fact Sheet Request - 11EPRC20
- 2011 F150 3.5L Charge Air Cooler

Doug, Mark,
Attached is the form that Marie is referring to. I do not feel that I am
the correct person to be completing this. How do suggest we handle this?
<< File: FAF03-170-1.doc >>

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: Wilson, Marie (M.)
Sent: Monday, October 15, 2012 1:58 PM
To: Cockerill, Al (C.A.); Smith, Craig (C.A.)
Cc: Mazuchowski, James (J.A.); Oberski, Christopher (C.); Oswald, Greg (G.G.); McClenaghan, Dave (D.)
Subject: Emission Problem Review Committee Fact Sheet Request - 11EPRC20 - 2011 F150 3.5L Charge Air Cooler

Al, per our discussions (and attached e-mail), please prepare an EPRC fact sheet for the subject concern.

<< Message: RE: Charge Air Cooler - 2011 P415 >> << Message: RE: P415 3.5L Catalyst replacement 2011MY, 2012MY >>

Please prepare an Environmental Problem Review Committee (EPRC) Fact sheet for Some 2011 F150 rucks with 3.5L GTDI engines may experience misfire conditions due to condensation build up in the charge air cooler, per the instructions below.

. Obtain EPRC fact sheet at
<https://www.tc2.ford.com/ts/VEE/certification/default.aspx>
<<https://www.tc2.ford.com/ts/VEE/certification/default.aspx%20%20>> (the fact sheet link is listed under "Reporting Compliance Sites" low on the left side of the page)

. Fill out both pages of the fact sheet as completely as possible.
(NOTE: Please use Vehicle Line names like "Fusion" rather than Vehicle line codes like "CD338" in all sections referring to vehicles affected.)

. 11EPRC20 has been assigned to this item. Place this number in the Form Header.

. To facilitate an efficient review of the topic in EPRC, the CCM group will set up a fact sheet review meeting by the Friday before your scheduled EPRC presentation. Please plan to support this meeting. It will improve the quality of the EPRC meeting review and reduce your follow up requirements.

. Please send the completed fact sheet draft to me by close of business on the Monday prior to your scheduled EPRC meeting. (No paper copies are necessary for the meeting.)

. Please plan to present this item in the 11-15-12 EPRC meeting at 10:00 AM. Presentations should be made by LL6 or above employees with

support from any employees required. Presentations should also be made in person (not via call in.) Please provide CDS id's for the appropriate meeting notice.

EPRC Background:

The Environmental Problem Review Committee is chaired by Vehicle Environmental Engineering. It has members from The Automotive Safety Office, Critical Concern Review Group (CCRG), Critical Concern Manager (CCM), The Ford Customer Service Division (FCSD) - Recall Group, The Office of the General Council (OGC)' Global Product Development and Vehicle Operations - GRC Manager. Its mission is to review all Production Vehicle/Engine Environmental Compliance related issues to determine the correct course of action for the company. Support from the organizations and individuals who have firsthand knowledge of environmental compliance related issues is critical to the committee's success.

Thanks in advance for your cooperation and support. Please feel free to contact me with any questions.

Marie Wilson
Ford Motor Company
Vehicle Environmental Engineering
Homologation & Compliance
Phone: 313-248-2404 MWILSO18@FORD.COM

3.5L GTDI—INTERMITTENT STUMBLE/MISFIRE ON ACCELERATION FROM HIGHWAY CRUISE IN HUMID OR DAMP CONDITIONS WITH POSSIBLE DTC

TSB 13-3-3

FORD:

2011-2012 F-150

This article supersedes TSB **12-10-19** to update the Issue Statement and Service Procedure.

ISSUE

Some 2011-2012 F-150 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 may result in either a steady or flashing malfunction indicator lamp (MIL). Diagnostic trouble codes (DTC s) P0304, P0305, P0306, or P0430 may also be present. Evidence of misfire may be available in Misfire Freeze Frame Data even with no active DTC's.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

1. Acquire Misfire Freeze Frame Data and DTC¹s with the IDS. Use the following steps with IDS to obtain Misfire Freeze Frame Data.
 - a. Select Toolbox
 - b. Then Data Logger
 - c. Then Modules
 - d. Then PCM
 - e. Next select the following PIDS: MFF_LOAD and MFF_RPM
2. Check for DTC P0430. Is DTC P0430 present?
 - a. Yes - replace the left bank catalytic converter assembly. Refer to Workshop Manual (WSM), Section 309-00. Proceed to Step 3.
 - b. No - Proceed to Step 3.
3. Is the misfire concern only repeatable in humid or damp conditions?
 - a. Yes - proceed to Step 4
 - b. No - this article does not apply. Refer to Powertrain Control Emission Diagnosis (PC/ED) Manual Section 3: Powertrain Symptom Index to inspect such areas as Ignition, Compression, and Injection.
4. Does the Misfire Freeze Frame Data indicate engine speed above 2500 RPM and load 100% or above? (Figure 1)

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 13-3-3 (Continued)

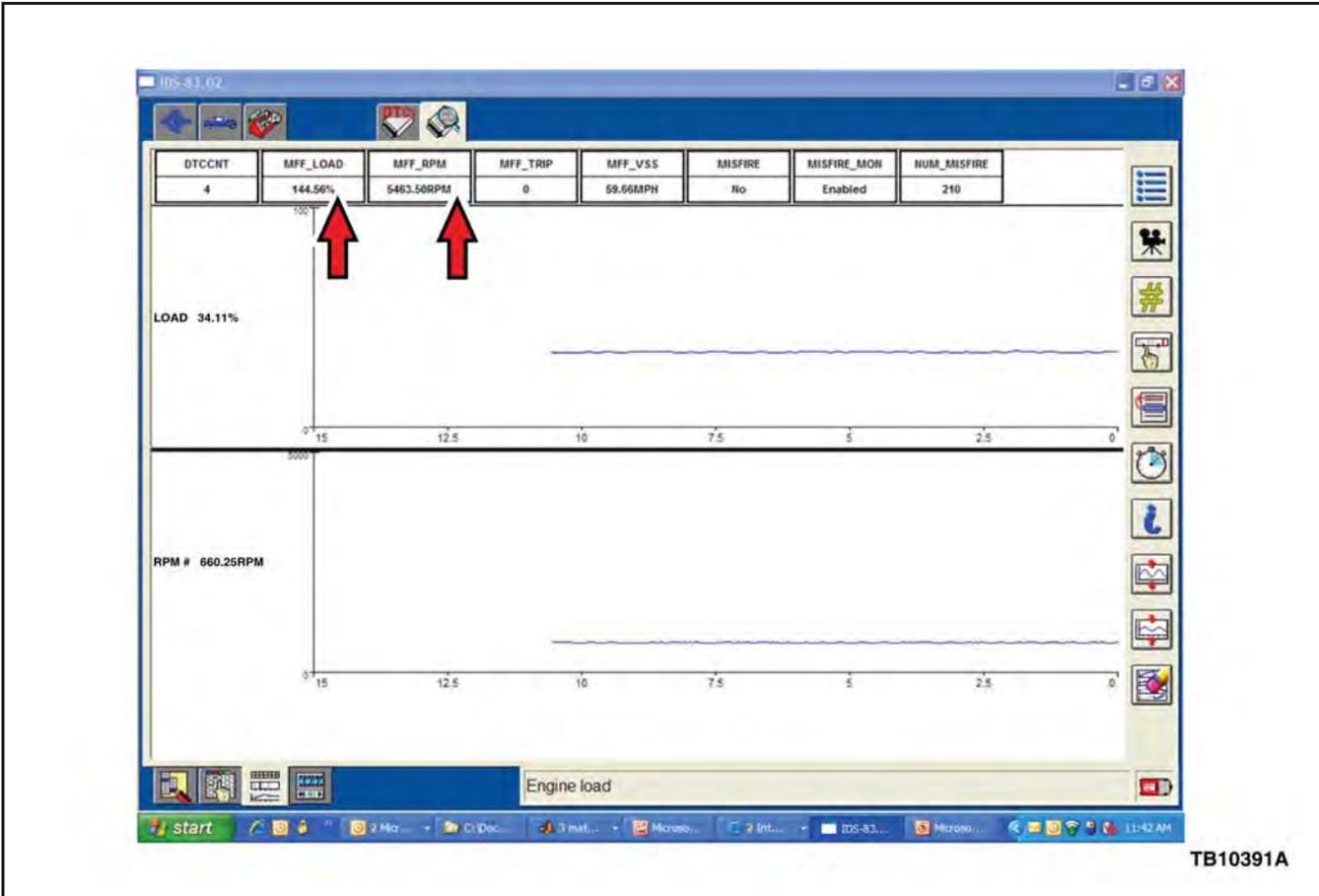


Figure 1 - Article 13-3-3

- a. Yes - proceed to Step 5.
 - b. No - this article does not apply. Refer to PC/ED Manual Section 3: Powertrain Symptom Index to inspect such areas as Ignition, Compression, and Injection.
5. Is the Charge Air Cooler (CAC) equipped with an air deflector plate? (Figure 2A)

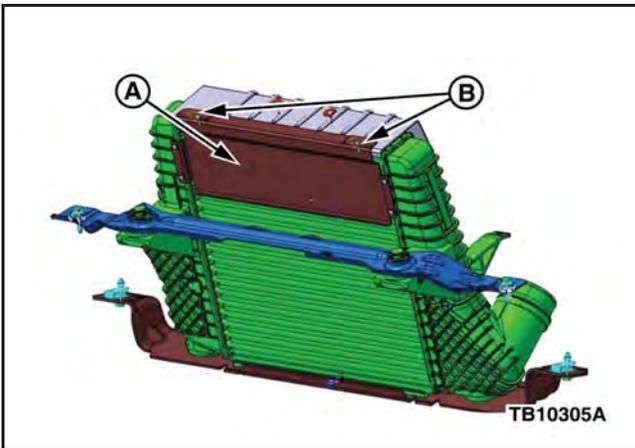


Figure 2 - Article 13-3-3

- a. Yes - proceed to Step 8.
 - b. No - proceed to Step 6.
6. Install a new CAC, new air deflector plate, and original shield using new retaining push pins. Refer to WSM, Section 303-12. (Figure 2B) Proceed to Step 7.
 7. Reprogram the PCM to the latest calibration using IDS release 79.02A or higher. This new calibration is not included in the 2012.5 DVD. Calibration files may also be obtained at www.motorcraft.com.
 8. Install a new CAC and the original air deflector plate and shield using new retaining push pins. Refer WSM, Section 303-12.

TSB 13-3-3 (Continued)

NOTE

PLEASE ADVISE THE CUSTOMER THAT THIS VEHICLE IS EQUIPPED WITH AN ADAPTIVE TRANSMISSION SHIFT STRATEGY WHICH ALLOWS THE VEHICLE'S COMPUTER TO LEARN THE TRANSMISSION'S UNIQUE PARAMETERS AND IMPROVE SHIFT QUALITY. WHEN THE ADAPTIVE STRATEGY IS RESET, THE COMPUTER WILL BEGIN A RE-LEARNING PROCESS. THIS RE-LEARNING PROCESS MAY RESULT IN FIRMER THAN NORMAL UPSHIFTS AND DOWNSHIFTS FOR SEVERAL DAYS.

PART NUMBER	PART NAME
BL3Z-5E212-E	Catalytic Converter Assembly
W520514-S440	Nuts (2 Req)
CL3Z-19E672-A	Deflector Plate
BL3Z- 6K775-B	CAC
W711281-S300	Push Pin (2 Req)

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.

- 130303B 2011-2012 F-150 3.5L 1.2 Hrs.
 GTDI: Check DTCs, Replace The Left Catalytic Converter, Replace CAC Assembly, Includes Time To Transfer Or Install New CAC Shield (Do Not Use With Any Other Labor Operations)
- 130303C 2011-2012 F-150 3.5L 1.0 Hr.
 GTDI: Check DTCs, Replace CAC Assembly, Includes Time To Transfer Or Install New CAC Shield, And Reprogram The PCM (Do Not Use With Any Other Labor Operations)
- 130303D 2011-2012 F-150 3.5L 1.4 Hrs.
 GTDI: Check DTCs, Replace The Left Catalytic Converter, Replace CAC Assembly, Includes Time To Transfer Or Install New CAC Shield, And Reprogram The PCM (Do Not Use With Any Other Labor Operations)
- 130303E 2011-2012 F-150 3.5L 0.8 Hr.
 GTDI: Check DTCs, Replace The Left Catalytic Converter (Do Not Use With Any Other Labor Operations)

OPERATION	DESCRIPTION	TIME
130303A	2011-2012 F-150 3.5L GTDI: Check DTCs, Replace CAC Assembly, Includes Time To Transfer Or Install New CAC Shield (Do Not Use With Any Other Labor Operations)	0.8 Hr.

DEALER CODING

BASIC PART NO.	CONDITION CODE
5E212 (OPERATION B AND D)	12
6K775 (OPERATION A AND C)	42

From: Osepchook, William (W.R.)
Sent: Thursday, January 26, 2012 1:06 PM
To: Mazuchowski, James (J.A.); Cockerill, Al (C.A.); Norman, Kristofor (K.R.)
Cc: Ladd, John (J.R.); Graham, David (D.L.)
Subject: License Plate In Front Of CAC

Importance: High

See SSM below. This is currently out in the field. Please consider testing this as an interim service fix. This also may deflect some of the cool rain water that hits the CAC.

APPLICABLE VEHICLES :

2011 TRUCK : 00029 F-SERIES LD

OASIS MESSAGE :

2011 F-150 VEHICLES WITH 3.5L ECOBOOST ENGINE ONLY, SHIPPED TO DEALERS WHERE FRONT LICENSE PLATE IS REQUIRED, THE LEFT FRONT BUMPER COVER IS EQUIPPED WITH MOUNTING FEATURES FOR THE LICENSE PLATE AND MOUNTING SCREWS ARE PLACED IN THE GLOVE COMPARTMENT. **DO NOT INSTALL A STANDARD LICENSE PLATE MOUNTING BRACKET IN THE MIDDLE OF THE FRONT BUMPER OPENING AS THIS WILL RESTRICT AIRFLOW TO THE INTERCOOLER ASSEMBLY.** IF FRONT LICENSE PLATE MOUNTING IS DESIRED ON VEHICLES NOT EQUIPPED WITH THIS TYPE OF BUMPER COVER, ORDER PART NUMBER BL3Z-17E811-AA WHICH INCLUDES BOTH RH AND LH BUMPER COVERS. THIS MODIFICATION IS NOT A WARRANTABLE ITEM.

William Osepchook

GEE

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

From: McDonagh, Scot (S.M.)
Sent: Monday, January 23, 2012 2:10 PM
To: Mazuchowski, James (J.A.); Sparks, Douglas (D.S.); Sims, Ivan (I.D.); Cockerill, Al (C.A.); Osepchok, William (W.R.); Dixon, Mark (M.R.); Nowaczyk, Rick (R.J.); Dobbs, Dan (K.D.); Oyafuso, Kevin (K.G.); McCoy, Jim (D.)
Subject: Misfire SSM Released
Importance: High

SSM 22192 was just released

SSM 22192: 2011-2012 F-150 Intermittent Symptoms including cylinder misfire, stumble on acceleration after extended drive at highway

Some 2011-2012 F150 equipped with a 3.5L EcoBoost engine may exhibit intermittent symptoms including; cylinder misfire, stumble on acceleration after extended drive at highway speeds, a flashing MIL, misfire DTCs, and DTC P0420 or P0430. Symptoms may be more noticeable during highly humid/damp conditions. This concern may be caused by excessive condensation collecting in the charge air cooler (CAC) system. If a misfire concern can be duplicated, follow normal diagnostic procedures. If a misfire concern cannot be duplicated but DTC P0420 or P0430 are present, do not replace any ignition system components. Follow normal diagnostics for these DTCs only. If the concern cannot be duplicated, and DTCs P0420 or P0430 are not present, do not attempt any repairs at this time. Engineering is investigating. Continue to monitor OASIS for further updates.

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

From: Dixon, Mark (M.R.)
Sent: Thursday, June 07, 2012 3:11 PM
To: Osepchook, William (W.R.)
Subject: RE: 2012 MY 3.5L GTDI P415 Misfire Daily AWS Claims (5/31/12)

Bill, TSB was posted this morning.

From: Osepchook, William (W.R.)
Sent: Thursday, June 07, 2012 7:34 AM
To: Mazuchowski, James (J.A.); Graham, David (D.L.); 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)

Hi Jim,

I am hoping the deflector/re-flash TSB will help address. The TSB should be out with-in a couple of days. If I remember correctly; I do think there are some true coil failures.

TSB Issue:

Some 2011-2012 F150 vehicles built on or before 5/24/2012, equipped with 3.5L Gasoline Turbocharged Direct Injection(GTDI) Ecoboost engines may exhibit the following Drivability and Malfunction Indicator Lamp concerns:

TSB Service Procedure: The calibration update contains improvement actions and enhancements to address the following conditions

- . Intermittent stumble and/or misfire on hard acceleration after an extended drive at highway speeds primarily during humid or damp conditions
- . Intermittent engine surge during moderate to light loads at cruise
- . Powertrain control module (PCM) DTC P0430 and/or P0299
- . Powertrain control module (PCM) Misfire DTC P030x
- . Steady or flashing malfunction indicator lamp (MIL)

1. If the vehicle exhibits DTC P0430 replace the left bank catalytic converter. Refer to WSM section 309-00. Proceed to Step 2.
2. Is the Charge Air Cooler (CAC) equipped with the deflector plate? (Figure1)
 - a. Yes, continue to proceed to step 4
 - b. No, Proceed to step 3.
3. Install CAC deflector plate using the two push pins referencing Figure 1.
4. Reprogram the PCM to the latest calibration using IDS release XX.XX or higher. This new calibration is not included in the XXXX.XX DVD. Calibration files may also be obtained at www.motorcraft.com.

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=edYdNfl6pernno7GGuDBww&s_tafId=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: Osepchook, William (W.R.)
Sent: Thursday, June 07, 2012 7:34 AM
To: Mazuchowski, James (J.A.); Graham, David (D.L.); 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)

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- . **Powertrain control module (PCM) Misfire DTC P030x**
- . Steady or flashing malfunction indicator lamp (MIL)

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 - b. No, Proceed to step 3.
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Sent: Thursday, June 07, 2012 7:21 AM
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Subject: RE: 2012 MY 3.5L GTDI P415 Misfire Daily AWS Claims (5/31/12)

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Jim Mazuchowski
Manager, New V6 Engine Programs
V-Engine Eng'r; 33-79935

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Subject: 2012 MY 3.5L GTDI P415 Misfire Daily AWS Claims (5/31/12)

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(5) COP
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(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: Dripps, David (D.S.)
Sent: Thursday, January 26, 2012 10:17 AM
To: Osepchook, William (W.R.)
Subject: RE: Ecoboost Random Miss Final Repair Attempt/ Duvall Ford Company, Inc. USA 00484/ 2011 F150 4X4 VIN : 1FTFW1ET3BF [REDACTED] GCQIS : BLZDW003

Thanks, here is the message we released to the field:

OASIS SPECIAL SERVICE MESSAGE NUMBER: 21734
MESSAGE TITLE: 2011 F-150 3.5L ECOBOOST FRONT LICENSE PLATE MOUNTING

APPLICABLE VEHICLES :
2011 TRUCK : 00029 F-SERIES LD

OASIS MESSAGE :
2011 F-150 VEHICLES WITH 3.5L ECOBOOST ENGINE ONLY, SHIPPED TO DEALERS WHERE FRONT LICENSE PLATE IS REQUIRED, THE LEFT FRONT BUMPER COVER IS EQUIPPED WITH MOUNTING FEATURES FOR THE LICENCE PLATE AND MOUNTING SCREWS ARE PLACED IN THE GLOVE COMPARTMENT. DO NOT INSTALL A STANDARD LICENCE PLATE MOUNTING BRACKET IN THE MIDDLE OF THE FRONT BUMPER OPENING AS THIS WILL RESTRICT AIRFLOW TO THE INTERCOOLER ASSEMBLY. IF FRONT LICENSE PLATE MOUNTING IS DESIRED ON VEHICLES NOT EQUIPPED WITH THIS TYPE OF BUMPER COVER, ORDER PART NUMBER BL3Z-17E811-AA WHICH INCLUDES BOTH RH AND LH BUMPER COVERS. THIS MODIFICATION IS NOT A WARRANTABLE ITEM.

David S. Dripps
Field Service Engineer
Atlanta, Georgia
Southeast Region
678-358-8458

From: Osepchook, William (W.R.)
Sent: Thursday, January 26, 2012 10:10 AM
To: Dripps, David (D.S.)
Subject: RE: Ecoboost Random Miss Final Repair Attempt/ Duvall Ford Company, Inc. USA 00484/ 2011 F150 4X4 VIN : 1FTFW1ET3BF [REDACTED] GCQIS : BLZDW003

It might help. I though there was a publication on license plate location and effect on CAC. Check for publications. I will bring this to the 12:00 meeting today and let you know.

From: Dripps, David (D.S.)
Sent: Thursday, January 26, 2012 9:56 AM
To: Osepchook, William (W.R.)

Subject: RE: Ecoboost Random Miss Final Repair Attempt/ Duvall Ford Company, Inc. USA 00484/ 2011 F150 4X4 VIN : 1FTFW1ET3BF[REDACTED] GCQIS : BLZDW003

What do you think about the theory of putting a front license plate in the middle, over the air intake. Could it cause higher temperatures in the CAC that could reduce the condensation?

David S. Dripps
Field Service Engineer
Atlanta, Georgia
Southeast Region
678-358-8458

From: Osepchook, William (W.R.)
Sent: Monday, January 23, 2012 8:12 AM
To: Oyafuso, Kevin (K.G.)
Cc: Dripps, David (D.S.); Cockerill, Al (C.A.); Sims, Ivan (I.D.); McCoy, Jim (D.); Nowaczyk, Rick (R.J.); Dodds, Jordan (J.)
Subject: RE: Ecoboost Random Miss Final Repair Attempt/ Duvall Ford Company, Inc. USA 00484/ 2011 F150 4X4 VIN : 1FTFW1ET3BF[REDACTED] GCQIS : BLZDW003

The spark plug change will not help this issue.

From: Oyafuso, Kevin (K.G.)
Sent: Friday, January 20, 2012 4:14 PM
To: Osepchook, William (W.R.)
Cc: Dripps, David (D.S.); Cockerill, Al (C.A.); Sims, Ivan (I.D.); McCoy, Jim (D.); Nowaczyk, Rick (R.J.); Dodds, Jordan (J.)
Subject: FW: Ecoboost Random Miss Final Repair Attempt/ Duvall Ford Company, Inc. USA 00484/ 2011 F150 4X4 VIN : 1FTFW1ET3BF[REDACTED] GCQIS : BLZDW003

Bill,
do you want to send out new plugs to David (FSE in GA)?

David,
i don't remember if you guys sent us results of CAC inspection , was it clean and dry?

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: Dripps, David (D.S.)
Sent: Friday, January 20, 2012 4:01 PM
To: Oyafuso, Kevin (K.G.); Nowaczyk, Rick (R.J.); Cockerill, Al (C.A.)
Cc: Dodds, Jordan (J.); Dixon, Mark (M.R.); Osepchook, William (W.R.); Sims, Ivan (I.D.); Stawiecki, Bob (R.);

McDonagh, Scot (S.M.)

Subject: RE: Ecoboost Random Miss Final Repair Attempt/ Duvall Ford Company, Inc. USA 00484/ 2011 F150 4X4 VIN : 1FTFW1ET3BF [REDACTED] GCQIS : BLZDW003

I just spoke to the dealer, the customer says he is leaving on his trip the first week in February. I would like to see if we can get his truck in at some point next week. Based on your input, I will inspect the inside of the CAC for water/oil and dump it out if present.

Is there anything that can be sent to the dealer to install, or a field action I can perform next week to clean this up to the point he can take it on his trip?

Thanks for all of your help on this,

David S. Dripps
Field Service Engineer
Atlanta, Georgia
Southeast Region
678-358-8458

From: Oyafuso, Kevin (K.G.)

Sent: Tuesday, January 17, 2012 4:35 PM

To: Nowaczyk, Rick (R.J.); Dripps, David (D.S.); Cockerill, Al (C.A.)

Cc: Dodds, Jordan (J.); Dixon, Mark (M.R.); Osepchook, William (W.R.); Sims, Ivan (I.D.); Stawiecki, Bob (R.); McDonagh, Scot (S.M.)

Subject: RE: Ecoboost Random Miss Final Repair Attempt/ Duvall Ford Company, Inc. USA 00484/ 2011 F150 4X4 VIN : 1FTFW1ET3BF [REDACTED] GCQIS : BLZDW003

You can send the new parts, but if there is water inside CAC there isn't a "permanent" corrective action at this time. We can try to do the same thing that Bob Stawiecki did on a truck he was looking into. If there is a combination of oil and water in the CAC then please call, we'll need to discuss if PCV needs a mod.

p.s. our FL buyback has the same oil and water mix in the CAC, inspected today after vehicle came in from it's drive route with drivability symptoms.

From: Nowaczyk, Rick (R.J.)

Sent: Friday, January 13, 2012 4:40 PM

To: Dripps, David (D.S.); Cockerill, Al (C.A.); Oyafuso, Kevin (K.G.)

Cc: Dodds, Jordan (J.); Dixon, Mark (M.R.)

Subject: RE: Ecoboost Random Miss Final Repair Attempt/ Duvall Ford Company, Inc. USA 00484/ 2011 F150 4X4 VIN : 1FTFW1ET3BF [REDACTED] GCQIS : BLZDW003

Importance: High

Kevin,

Dave is going to check the CAC for water. However, this customer is very upset. Can we send this FSE the ground jumper for the G105 and New level spark plugs?

What are your thoughts?

From: Dripps, David (D.S.)

Sent: Friday, January 13, 2012 4:03 PM

To: Cockerill, Al (C.A.)

Cc: Dodds, Jordan (J.); Nowaczyk, Rick (R.J.)

Subject: RE: Ecoboost Random Miss Final Repair Attempt/ Duvall Ford Company, Inc. USA 00484/ 2011 F150 4X4 VIN : 1FTFW1ET3BF [REDACTED] GCQIS : BLZDW003

Jordan, I haven't heard anything back. I don't think there is an action available at this time.

David S. Dripps
Field Service Engineer
Atlanta, Georgia
Southeast Region
678-358-8458

From: Dripps, David (D.S.)

Sent: Wednesday, January 11, 2012 9:38 PM

To: Cockerill, Al (C.A.)

Cc: Dodds, Jordan (J.); Nowaczyk, Rick (R.J.)

Subject: Ecoboost Random Miss Final Repair Attempt/ Duvall Ford Company, Inc. USA 00484/ 2011 F150 4X4 VIN : 1FTFW1ET3BF [REDACTED] GCQIS : BLZDW003

Greetings, Al.

I was wondering if you could offer any relief for the attached vehicle concern. This is a random Misfire on a 2011 ecoboost. We are told this is under investigation and current actions will not result in concern resolution.

The customer has given us a final repair attempt. I'm told he uses the truck to take his terminally ill Alzheimers wife to Atlanta for treatment and also complains that he only gets 17 mpg on the freeway. He has given us an opportunity to repair this vehicle but it must be done before he embarks on a lengthy cross country trip with his camper as he feels it will leave him stranded or cause other problems when it acts up while towing. He wants the truck fixed or bought back before he goes.

Is there anything I can do in the next two weeks to resolve this? The ground below checked out okay. Thanks,

David S. Dripps
Field Service Engineer
Atlanta, Georgia
Southeast Region
678-358-8458

From: System on behalf of [mailto:CQIS@ford.com]

Sent: Wednesday, January 11, 2012 11:37 AM

To: Christoff, Donald (D.A.); Dripps, David (D.S.); Johnson, Jim (J.S.); McCall, Kris (K.J.); Wenzel, Derek (D.T.); Middleton, Greg (H.); Hammer, Richard (R.M.); Jackson, Robert (R.P.); Sonnen, Stuart (S.J.); Triplette, Wesley (.)

Cc: Dodds, Jordan (J.); Harmon, Derek (D.M.); Baker, Zachary (Z.)

Subject: TAR OPEN AT Duvall Ford Company, Inc. USA 00484 Phone : (706) 782-4231 FOR SMITH, KEVIN ON 2011 F150 4X4 VIN : 1FTFW1ET3BF [REDACTED] GCQIS : BLZDW003

A request for technical assistance has been OPENED for :

SMITH, KEVIN SD
USA 00484 Name : Duvall Ford Company, Inc.

By : US-TECHNICAL SERVICE HOTLINE

Unit Down :

With a concern on :

2011 F150 4X4

VIN :1FTFW1ET3BF [REDACTED]

It is filed under GCQIS report number : BLZDW003

Following TECH ASSIST REFERRAL procedure, the dealership has been notified that someone from the Region will contact them in the near future. This letter is notification of the referral. The report will be in GCQIS for your review.

https://www.gcqis.dealerconnection.com/gcqis/asp/WBRES_RptSummaryUpdMain.asp?rptnbr=BLZDW003

THANK YOU , FRO!! M THE US-TECHNICAL SERVICE HOTLINE

Attachments :

Report# :	BLZDW003 NHL	Received:	12/26/2011		
CCRG/EPRC:		Reviewed Status:	Date:		
Vehicle:	2011,F150 4X4,1FTFW1ET3BF [REDACTED]	Build Date:	10/08/2011		
Odometer :	1,577 M	Engine:	3.5L-GTDI	Calibration:	BF613C0A
Engine Serial Number:	11C116401096				
Transmission:	6R80E	Axle:	3800F3.55L	A/C:	YES
Transmission Serial Number:	101128219333				
Dealer:	USA 00484 Duvall Ford Company, Inc.		Phone#:	(706) 782-4231	
City:	Clayton	State:	Georgia	Country :	USA
Originator:	KENNETH BROKAW				
Symptom:	554239 DRV PERF,LACK/LOSS PWR ,ACCEL,INTERMITTENT				
Status:					
VFG:	V52 DRIVEABILITY				
Additional Symptom:	CEL FLASHES				
Fix:	Causal Component :				
Condition Code:					

!!

Hotliner: SFERRET

Phone: 313 317-9124

Regn Cd: S1 Atlanta

Engineering:

Phone:

TAR: OPEN

Dlr Contact: KENNETH BROKAW

Phone: 000 000-0000

Title Cde: T

REPAIR

12/26/2011 05:17PM SHA!! WN FERRET MSS - FCSD - TECH SVC HOTLINE
WEB FORM DATA - CONCERN:CEL FLASHES AND VEHICLE MISFIRES DURING HARD
HIGHWAY ACCELERATION INTERMITTENTLY. POWER BALANCE SHOWS CLYINDERS
NUMBER 4 AND 5 MISFIRING WHEN IT HAPPENS. CYLINDER 6 DID NOT SHOW UP
ON OUR TEST DRIVE BUT WAS SET IN MEMORY. DIAGNOSTICS: PULL CODES, MONITER POWER BALANCE PARTS REPLACED:NONE TECH QUESTION:HAVE THERE BEEN ANY OTHER SIMILAR CONCERNS WITH ECOBOOST F150? IVE SEEN A
TSB FOR BROKEN PORCELAIN ON SPARK PLUGS FOR AN ECOBOOST MOTOR BUT THAT
WAS ON OTHER VEHICLE APPLICATIONS. IT SEEMS STRANGE THAT ITS ONLY MISFIRING ON ONE BANK AND VERY INTERMITTENTLY. ANY ASSISTANCE WILL BE
APPRECIATED.

RECOMM

12/26/2011 05:17PM SHAWN FERRET MSS - FCSD - TECH SVC HOTLINE
KENNETH, THIS CONCERN IS CURRENTLY UNDER INVESTIGATION AND WILL REQUIRE THE FOLLOWING QUESTIONS TO BE ANSWERED: 1) CAN G105 BE LOOSENED USING ONLY FINGER PRESSURE? 2) IF G105 CANNOT BE LOOSENED BY HAND, CAN IT BE TIGHTENED USING ONLY A SOCKET AND A 6-8 3/8 DRIVE EXTENSION (NO RATCHET)? G105 IS THE GROUND FOR THE BANK 2 IGNITION COILS LOCATED ON THE BACK OF THE LEFT SIDE CYLINDER HEAD. IT IS 13MM AND MOST EASILY ACCESSED FROM UNDER THE VEHICLE. AFTER CHECKING G105,
TORQUE IT TO 10NM PLUS AN ADDITIONAL 45 DEGREES AND UPDATE THIS FORM
WITH THE ANSWERS. IF G105 IS OK, TAKE A FUEL SAMPLE AND CHECK FOR CLOUDINESS, DEBRIS, AND ETHANOL CONTENT. CHECK FOR ETHANOL BY FILLING
A CONTAINER HALF WAY WITH WATER AND MARKING THE LEVEL. ADD A FUEL
SAMPLE TO THE REMAINING HALF AND MIX. AFTER ALLOWING THE MIXTURE TO
SETTLE IF THE WATER LINE RISES MORE THAN 10% THERE IS EXCESSIVE ETHANOL IN THE FUEL. CONTINUE WITH ATTEMPTS TO DUPLICATE THE CONCERN. MONITOR FRP AND FRP_DSD DURING THE CONCERN TO SEE IF A FUEL
SYSTEM CONCERN IS CAUSING THE MISFIRES.

REPAIR

12/27/2011 11:27AM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE
G105 WAS SECURE. I TOOK MULTIPLE FUEL SAMPLES, FUEL WAS NOT CLOUDY

OR

DIRTY AND ETHANOL CONTENT WAS NOT EXCESSIVE. COULD NOT DUPLICATE

CONCERN ON SECOND TEST DRIVE. MONITORING FRP AND FRP_DSD SHOWED NO

CONCERNS OTHER THAN THE FRP SIGNAL SEEMED 'CHOPPY'. IT FOLLOWED FRP_DSD VERY CLOSELY BUT WHEN ACCELERATING SIGNAL WAS NOT AS SMOOTH AS

IT WAS WHEN YOU WERENT ON THE GAS.

RECOMM

12/27/2011 11:27AM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE

KENNETH, -SOME FLUCTUATION OF THE FRP READING IS A NORMAL CHARACTERISTIC OF A GTDI ENGINE DUE TO THE MECHANICAL ACTION OF THE

HIGH PRESSURE PUMP. THIS ACTION CREATES NORMAL PULSATIONS IN THE FUEL

LINES AND WILL CAUSE THE READING TO FLUCTUATE SOME. IF FRP IS FOLLOWING FRP_DSD CLOSELY, WOULD NOT SUSPECT A CONCERN WITH THE FUEL

SYSTEM AT THIS TIME. -AT THIS TIME, IT IS RECOMMENDED TO ENSURE G105 IS CLEAN & TIGHT, AND RELEASE THE VEHICLE TO THE CUSTOMER. PLEASE

CONTINUE TO MONITOR OASIS FOR UPDATES ON THIS ISSUE. WE APPRECIATE YOUR RESPONSES TO THE QUESTIONS, THIS INFORMATION IS IMPORTANT.

REPAIR

01/10/2012 10:55AM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE

DESCRIPTION OF VEHICLE CONCERN: VEHICLE HAS INTERMITTANT MISFIRE ON

CYLINDERS 4 ,5 ,6 I HAVE ALREADY E MAILED YOU ABOUT THIS TRUCK AND SPOKE WITH MY FSE A COUPLE OF TIMES HE HAS EXPLAINED THAT FORD IS WORKING ON THIS ISSUE CUST BOUGHT THIS TRUCK WITH EXPECTATIONS OF PULLING HIS CAMPER ACROSS COUNTRY IN FEB CUST HAS STARTED LEMON LAW

AND HAS SENT ME A FINAL REPAIR OPPORTUNITY NOTICE DIAGNOSTICS ALREADY COMPLETED: WE HAVE CKED THE GROUND ,CKED THE FUEL AND FUEL

PRESSURE ANY UPDATES ON REPAIR PARTS REPLACED: NONE TECH'S

QUESTION: ANY HELP ? DTC: P0306 MODULE: PCM DTC: PO304 MODULE: P0305

RECOMM

01/10/2012 10:55AM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE

KEVIN, 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.

ESCLHD

01/10/2012 10:55AM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE

EH DUE TO CUSTOMER STATES LEMON LAW, HAS SENT FINAL REPAIR OPPORTUNITY

NOTICE (ACCORDING TO SERVICE DIRECTOR, AS OF NOW THERE IS NOTHING IN

CUDL TO BACK THIS UP) // CONSULTED JDODDS6

AUDIT

01/10/2012 10:55AM DOMINIC RIDOLFI MSS - FCSD - TECH SVC HOTLINE

ODOMETER 1143 M CHANGED TO 1577 M BY DRIDOLF2

REPAIR

01/11/2012 11:36AM 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 CONCERN IN GREATER DETAIL. KEVIN

WAS ADVISED THAT FSE INVOLVEMENT HAS BEEN IMPLEMENTED AT THIS TIME.

RECOMM

01/11/2012 11:36AM JORDAN DODDS MSS - FCSD - TECH SVC HOTLINE

KEVIN, 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

01/11/2012 11:36AM JORDAN DODDS MSS - FCSD - TECH SVC HOTLINE

A TAR HAS BEEN OPENED AT THE REQUEST OF THE HOTLINE DUE TO A POTENTIAL

BUY BACK CASE. THE VEHICLE OWNER HAS SUPPLIED THE DEALER WITH A "FINAL

REPAIR OPPORTUNITY NOTICE". THIS VEHICLE EXHIBITS A BANK TWO MISFIRE

CONDITION WHICH IS DIFFICULT TO DUPLICATE. THIS CONCERN IS CURRENTLY

UNDER ENGINEERING INVESTIGATION. GROUND G105 FOR THE BANK TWO IGNITION

COILS HAS BEEN INSPECTED AND TORQUED TO THE PROPER SPECIFICATION. NO

EVIDENCE OF WATER INTRUSION HAS BEEN UNIDENTIFIED. THE FUEL PRESSURE

IS WITHIN SPECIFICATIONS AND DOES NOT CONTAIN EXCESSIVE ETHANOL. IF

FURTHER DIRECTION OR ASSISTANCE IS NEEDED, PLEASE CONTACT PCE RICK
NOWACZYK. ESTIMATED NUMBER OF REPAIR ATTEMPTS: 1 ESTIMATED DAYS
OUT OF
SERVICE: 10

This email was generated by the server FCWS686

From: Mazuchowski, James (J.A.)
Sent: Tuesday, February 21, 2012 8:26 AM
To: Osepchook, William (W.R.)
Subject: RE: SSM Approved and Released: 069-2012-1114: 2011-2012 F-150 3.5L GTDI Intermittent Symptoms - Cylinder Misfire, Stumble On Hard Acceleration After Extended Highway Cruise, MIL, P0430 And/Or Misfire DTCs.

thanks Bill for the follow-up.....

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: Osepchook, William (W.R.)
Sent: Tuesday, February 21, 2012 6:52 AM
To: Mazuchowski, James (J.A.)
Subject: FW: SSM Approved and Released: 069-2012-1114: 2011-2012 F-150 3.5L GTDI Intermittent Symptoms - Cylinder Misfire, Stumble On Hard Acceleration After Extended Highway Cruise, MIL, P0430 And/Or Misfire DTCs.
Importance: High

Hi Jim,

Below is the the SSM for F-150 Misfire. It is out to dealers right now.

From: Nowaczyk, Rick (R.J.)
Sent: Monday, February 20, 2012 3:37 PM
To: McDonagh, Scot (S.M.); Osepchook, William (W.R.); Ricks, Kevin (K.J.); Dobbs, Dan (K.D.)
Cc: Nowaczyk, Rick (R.J.)
Subject: FW: SSM Approved and Released: 069-2012-1114: 2011-2012 F-150 3.5L GTDI Intermittent Symptoms - Cylinder Misfire, Stumble On Hard Acceleration After Extended Highway Cruise, MIL, P0430 And/Or Misfire DTCs.
Importance: High

FYI, the SSM 22225 is now released replacing the previous SSM 22192.

From: Siplus, G (G.)
Sent: Monday, February 20, 2012 3:32 PM
To: Lentini, Craig (C.A.); Joe.Busdieker@vftis.spx.com; Sroka, Joseph (J.); Klump, Robert (R.F.); Hill, Teresa (T.L.); Nowaczyk, Rick (R.J.)
Subject: SSM Approved and Released: 069-2012-1114: 2011-2012 F-150 3.5L GTDI Intermittent Symptoms - Cylinder Misfire, Stumble On Hard Acceleration After Extended Highway Cruise, MIL, P0430 And/Or Misfire DTCs.

SSM Approved and Released

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This message is being sent on behalf of GSMITH53.

This is a courtesy copy of the following article to advise you this article has been approved and released.

General Information

Last action taken (as of 2/20/2012 8:31:47 PM GMT): Final/Complete
Comment:

Author: RNOWACZY
Tracking Number: 069-2012-1114
Global Concern Number: 069-2011-0034
Title: 2011-2012 F-150 3.5L GTDI Intermittent Symptoms - Cylinder Misfire, Stumble On Hard Acceleration After Extended Highway Cruise, MIL, P0430 And/Or Misfire DTCs.
Article Type: SSM

SSM Text:

Some 2011-2012 F150 equipped with a 3.5L GTDI engine may exhibit an intermittent stumble and/or misfire on hard acceleration after an extended drive at highway speeds. These vehicles may or may not exhibit a steady or flashing MIL light with misfire DTCS and/or P0430 stored in the PCM. These symptoms may be more noticeable during high humid or damp conditions. This concern may be caused by excessive condensation collecting in the charge air cooler. Replacing secondary ignition components will not resolve this concern. Refer to TSB 12-2-10. Engineering is investigating, continue to monitor OASIS for further updates.

Category: 6 months
Request Type: QSF
Activity Code: F-Series LD/Mark LT

Vehicle Applications:

Vehicle Lines	Model Year Start	Model Year End	Assembly Plants	Body Styles	Engine	Trans Axles	Build From	Build To
F-150	2011	2012			3.5L DOHC 4V V6 GTDI			

If SPECS Case, Select all Other Affected Publications:

Changes Needed in Other Pubs:

TSBs to Supersede:

SSMs to Supersede: 22192

ISMs to Supersede:

Other application Articles:

Select the reason for republication: Incorrect or Incomplete Symptom

Procedure verified by CDSID: wosepcho

Describe How The Procedure Was Verified: Engineering Testing

Trustmarks affected: Ford

Additional Trustmarks To Notify:

Article Distribution: Canada, Mexico, United States

DTC Codes and OASIS Service Codes: P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0430, 600000, 606000, 608000, 608500, 608600, 609000, 609500, 609600, 610000, 610500, 610600, 611000, 611500, 614000, 614500, 614600, 698298

Global Customer Symptom Codes:

Category	Q1	Q2	Q3	Full Code
Driver Aides & Information	Warning Indicators/Messages/Chimes	Service Engine Soon (Engine Image)	Flashes	227Q30
Driver Aides & Information	Warning Indicators/Messages/Chimes	Service Engine Soon (Engine Image)	Stays On	227Q68
Driving Performance	Runs Rough	Acceleration	Always	550202

Driving Performance	Runs Rough	Acceleration	Hot	550234
Driving Performance	Runs Rough	Acceleration	Intermittent	550239
Driving Performance	Lack/Loss of Power	Acceleration	Always	554202
Driving Performance	Lack/Loss of Power	Acceleration	Cold	554212
Driving Performance	Lack/Loss of Power	Acceleration	Hot	554234
Driving Performance	Lack/Loss of Power	Acceleration	Intermittent	554239
Driving Performance	Lack/Loss of Power	Acceleration	While Towing	554299
Driving Performance	Hesitates/Stumble	Acceleration	Always	557202
Driving Performance	Hesitates/Stumble	Acceleration	Hot	557234
Driving Performance	Hesitates/Stumble	Acceleration	Intermittent	557239

Causal Basic Part # or Finis Code:

Calibrations List:

White Paper Numbers:

Parts Request Information

Are Parts Required? No

Article Number: 22225

BCM Number: 4327

(End automated email)

From: Siplus, G (G.)
Sent: Monday, January 23, 2012 1:54 PM
To: aghiurau@visteon.com; Lentini, Craig (C.A.); Joe.Busdieker@vftis.spx.com; Sroka, Joseph (J.); Klump, Robert (R.F.); Hill, Teresa (T.L.); Osepchook, William (W.R.)
Subject: SSM Approved and Released: 070-2012-1044R1: 2011-2012 F-150 Intermittent Symptoms including cylinder misfire, stumble on acceleration after extended drive at highway speeds,flashing MIL,misfire DTCs.

SSM Approved and Released

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General Information

Last action taken (as of 1/23/2012 6:54:17 PM GMT): Final/Complete
Comment:

Author: WOSEPCHO
Tracking Number: 070-2012-1044R1
Global Concern Number: 069-2011-0034
Title: 2011-2012 F-150 Intermittent Symptoms including cylinder misfire, stumble on acceleration after extended drive at highway speeds,flashing MIL,misfire DTCs.
Article Type: SSM

SSM Text:

Some 2011-2012 F150 equipped with a 3.5L EcoBoost engine may exhibit intermittent symptoms including; cylinder misfire, stumble on acceleration after extended drive at highway speeds, a flashing MIL, misfire DTCs, and DTC P0420 or P0430. Symptoms may be more noticeable during highly humid/damp conditions. This concern may be caused by excessive condensation collecting in the charge air cooler (CAC) system. If a misfire concern can be duplicated, follow normal diagnostic procedures. If a misfire concern cannot be duplicated but DTC P0420 or P0430 are present, do not replace any ignition system components. Follow normal diagnostics for these DTCs only. If the concern cannot be duplicated, and DTCs P0420 or P0430 are not present,do not attempt any repairs at this time. Engineering is investigating.Continue to monitor OASIS for further updates.

Category: 3 months
Request Type: QSF
Activity Code: F-Series >8500#
Vehicle Applications:

Vehicle	Model	Model	Assembly	Body	Engine	Trans	Build	Build
---------	-------	-------	----------	------	--------	-------	-------	-------

Lines	Year Start	Year End	Plants	Styles		Axles	From	To
F-150	2011	2012			3.5L DOHC 4V V6 GTDI			

If SPECS Case, Select all Other Affected Publications:

Changes Needed in Other Pubs:

TSBs to Supersede:

SSMs to Supersede:

ISMs to Supersede:

Other application Articles:

Select the reason for republication:

Procedure verified by CDSID:

wosepcho

Describe How The Procedure Was Verified:

Engineering testing

Trustmarks affected:

Ford

Additional Trustmarks To Notify:

Article Distribution:

Canada, Mexico, United States

DTC Codes and OASIS Service Codes:

P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0420, P0430, 600000, 606000, 608000, 608500, 609000, 609500, 610000, 610500, 611000, 611500, 614000, 614500, 698298

Global Customer Symptom Codes:

Category	Q1	Q2	Q3	Full Code
Driving Performance	Runs Rough	Acceleration	Intermittent	550239
Driving Performance	Lack/Loss of Power	Acceleration	Intermittent	554239
Driving Performance	Hesitates/Stumble	Acceleration	Intermittent	557239

Causal Basic Part # or Finis Code:

Calibrations List:

White Paper Numbers:

Parts Request Information

Are Parts Required?

No

Article Number:

22192

BCM Number:

4204

(End automated email)

From: Siplus, G (G.)
Sent: Wednesday, February 15, 2012 3:58 PM
To: Abhyankar, Sanjay (S.B.); Murray, Al (A.R.); Caines, Bill (B.); Bradcoski, Brian (B.P.); Tews, Bryan (B.H.); Tedone, Damian (D.J.); Dobbs, Dan (K.D.); Wood, Daniel (D.P.); Capoccia, David (D.C.); Graham, David (D.L.); Ott, David (D.J.); Ruppert, Dave (D.R.); Werthmann, Dave (D.G.); Derington, Bryan (B.P.); Smith, Ed (J.); Yerke, Eric (E.R.); Hermann, Erik (E.H.); Gregoricka, David (D.J.); Patel, Harendra (H.M.); Humphries, Glenn (G.L.); Hansen, James (J.B.); Jansen, Michael (M.R.); Kahn, Jason (J.); Willard, Jeremy (J.); Pawloski, John (.); Saieg, John (J.R.); Zeitz, Keith (K.A.); Respecki, Laura (L.); Manick, Lawrence (L.A.); Taylor, Mark (M.K.); Trapp, Martin (M.A.); Mentgen, Brian (B.); Spencer, Mike (M.T.); Morton, Mike (M.F.); Cervenian, Neil (N.J.); McClain, Shawn (S.M.); Westermann, W Scott (W.S.); Nowaczyk, Rick (R.J.); Osepchook, William (W.R.); Dixon, Mark (M.R.); Bell, Ernie (E.)
Subject: SSM Courtesy Copy: 069-2012-1114: 2011-2012 F-150 3.5L GTDI Intermittent Symptoms Including Cylinder Misfire, Stumble On Hard Acceleration After Extended Highway Cruise, MIL, P0430 And/Or Misfire DTCs.

SSM Courtesy Copy

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

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This message is being sent on behalf of GSMITH53.

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

General Information

Last action taken (as of 2/15/2012 8:58:12 PM GMT): Accept/Submit to approvers
Comment:

Author: RNOWACZY
Tracking Number: 069-2012-1114
Global Concern Number: 069-2011-0034
Title: 2011-2012 F-150 3.5L GTDI Intermittent Symptoms Including Cylinder Misfire, Stumble On Hard Acceleration After Extended Highway Cruise, MIL, P0430 And/Or Misfire DTCs.
Article Type: SSM

SSM Text:

Some 2011-2012 F150 equipped with a 3.5L GTDI engine may exhibit an intermittent stumble and/or misfire on hard acceleration after an extended drive at highway speeds. These vehicles may or may not exhibit a steady or flashing MIL light with misfire DTCS and/or P0430 stored in the PCM. These symptoms may be more noticeable during high humid or damp conditions. This concern may be caused by excessive condensation collecting in the charge air cooler. Replacing secondary ignition components will not resolve this concern. Refer to TSB 12-2-10. Engineering is investigating, continue to monitor OASIS for further updates.

Category: 6 months

Request Type:

QSF

Activity Code:

F-Series LD/Mark LT

Vehicle Applications:

Vehicle Lines	Model Year Start	Model Year End	Assembly Plants	Body Styles	Engine	Trans Axles	Build From	Build To
F-150	2011	2012			3.5L DOHC 4V V6 GTDI			

If SPECS Case, Select all Other Affected Publications:

Changes Needed in Other Pubs:

TSBs to Supersede:

SSMs to Supersede:

22192

ISMs to Supersede:

Other application Articles:

Select the reason for republication:

Incorrect or Incomplete Symptom

Procedure verified by CDSID:

wosepcho

Describe How The Procedure Was Verified:

Engineering Testing

Trustmarks affected:

Ford

Additional Trustmarks To Notify:

Article Distribution:

Canada, Mexico, United States

DTC Codes and OASIS Service Codes:

P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0430, 600000, 606000, 608000, 608500, 608600, 609000, 609500, 609600, 610000, 610500, 610600, 611000, 611500, 614000, 614500, 614600, 698298

Global Customer Symptom Codes:

Category	Q1	Q2	Q3	Full Code
Driver Aides & Information	Warning Indicators/Messages/Chimes	Service Engine Soon (Engine Image)	Flashes	227Q30
Driver Aides & Information	Warning Indicators/Messages/Chimes	Service Engine Soon (Engine Image)	Stays On	227Q68
Driving Performance	Runs Rough	Acceleration	Always	550202
Driving Performance	Runs Rough	Acceleration	Hot	550234
Driving Performance	Runs Rough	Acceleration	Intermittent	550239
Driving Performance	Lack/Loss of Power	Acceleration	Always	554202
Driving Performance	Lack/Loss of Power	Acceleration	Cold	554212
Driving	Lack/Loss of Power	Acceleration	Hot	554234

Performance				
Driving Performance	Lack/Loss of Power	Acceleration	Intermittent	554239
Driving Performance	Lack/Loss of Power	Acceleration	While Towing	554299
Driving Performance	Hesitates/Stumble	Acceleration	Always	557202
Driving Performance	Hesitates/Stumble	Acceleration	Hot	557234
Driving Performance	Hesitates/Stumble	Acceleration	Intermittent	557239

Causal Basic Part # or Finis Code:

Calibrations List:

White Paper Numbers:

Parts Request Information

Are Parts Required? No

Article Number:

BCM Number:

(End automated email)

From: Siplus, G (G.)
Sent: Friday, January 13, 2012 1:53 PM
To: Abhyankar, Sanjay (S.B.); Murray, Al (A.R.); Caines, Bill (B.); Bradcoski, Brian (B.P.); Tews, Bryan (B.H.); bkirchei@ford.com; Tedone, Damian (D.J.); Dobbs, Dan (K.D.); Wood, Daniel (D.P.); djones13@ford.com; Capoccia, David (D.C.); Graham, David (D.L.); Ott, David (D.J.); Ruppert, Dave (D.R.); Werthmann, Dave (D.G.); Derington, Bryan (B.P.); Smith, Ed (J.); Yerke, Eric (E.R.); Hermann, Erik (E.H.); fwood1@ford.com; Gregoricka, David (D.J.); Patel, Harendra (H.M.); Humphries, Glenn (G.L.); Hansen, James (J.B.); Jansen, Michael (M.R.); Kahn, Jason (J.); Willard, Jeremy (J.); Pawloski, John (J.); Saieg, John (J.R.); Zeitz, Keith (K.A.); Gorgol, Kevin (K.); kweaver1@ford.com; Respecki, Laura (L.); Manick, Lawrence (L.A.); Taylor, Mark (M.K.); Trapp, Martin (M.A.); Mentgen, Brian (B.); Spencer, Mike (M.T.); Morton, Mike (M.F.); Cervenak, Neil (N.J.); McClain, Shawn (S.M.); TGIELEGH@ford.com; Westermann, W Scott (W.S.); Osepchook, William (W.R.); Osepchook, William (W.R.); Dixon, Mark (M.R.); Bell, Ernie (E.)
Subject: SSM Courtesy Copy: 070-2012-1044: 2011-2012 F-150 Intermittent Symptoms including cylinder misfire, stumble on acceleration after extended drive at highway speeds, flashing MIL, misfire DTCs.

SSM Courtesy Copy

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

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

General Information

Last action taken (as of 1/13/2012 6:52:47 PM GMT): Accept/Submit to approvers
Comment:

Author: WOSEPCHO
Tracking Number: 070-2012-1044
Global Concern Number: 069-2011-0034
Title: 2011-2012 F-150 Intermittent Symptoms including cylinder misfire, stumble on acceleration after extended drive at highway speeds, flashing MIL, misfire DTCs.
Article Type: SSM

SSM Text:

Some 2011-2012 F150 vehicles equipped with a 3.5L EcoBoost engine may exhibit intermittent symptoms including; cylinder misfire, stumble on acceleration after extended drive at highway speeds, a flashing MIL, misfire DTCs, and DTC P0420 or P0430. Symptoms may be more noticeable during highly humid/damp conditions. This concern may be caused by excessive condensation collecting in the charge air cooler (CAC) system. If a misfire concern can be duplicated, follow normal diagnostic procedures. If a misfire concern cannot be duplicated but DTC P0420 or P0430 are present, do not replace any ignition system components. Follow normal

diagnostics for these DTCs only. If the concern cannot be duplicated, and DTCs P0420 or P0430 are not present, do not attempt any repairs at this time. Engineering is investigating. Continue to monitor OASIS for further updates.

Category: 3 months
Request Type: QSF
Activity Code: F-Series >8500#

Vehicle Applications:

Vehicle Lines	Model Year Start	Model Year End	Assembly Plants	Body Styles	Engine	Trans Axles	Build From	Build To
F-150	2011	2012			3.5L DOHC 4V V6 GTDI			

If SPECS Case, Select all Other Affected Publications:

Changes Needed in Other Pubs:

TSBs to Supersede:

SSMs to Supersede:

ISMs to Supersede:

Other application Articles:

Select the reason for republication:

Procedure verified by CDSID:

wosepcho

Describe How The Procedure Was Verified:

Engineering testing

Trustmarks affected:

Ford

Additional Trustmarks To Notify:

Article Distribution:

Canada, Mexico, United States

DTC Codes and OASIS Service Codes:

P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0420, P0430, 600000, 606000, 608000, 608500, 609000, 609500, 610000, 610500, 611000, 611500, 614000, 614500, 698298

Global Customer Symptom Codes:

Category	Q1	Q2	Q3	Full Code
Driving Performance	Runs Rough	Acceleration	Intermittent	550239
Driving Performance	Lack/Loss of Power	Acceleration	Intermittent	554239
Driving Performance	Hesitates/Stumble	Acceleration	Intermittent	557239

Causal Basic Part # or Finis Code:

Calibrations List:

White Paper Numbers:

Parts Request Information

Are Parts Required?

No

Article Number:
BCM Number:

(End automated email)

From: Siplus, G (G.)
Sent: Tuesday, January 17, 2012 2:26 PM
To: Abhyankar, Sanjay (S.B.); Murray, Al (A.R.); Caines, Bill (B.); Bradcoski, Brian (B.P.); Tews, Bryan (B.H.); bkirchei@ford.com; Tedone, Damian (D.J.); Dobbs, Dan (K.D.); Wood, Daniel (D.P.); djones13@ford.com; Capoccia, David (D.C.); Graham, David (D.L.); Ott, David (D.J.); Ruppert, Dave (D.R.); Werthmann, Dave (D.G.); Derington, Bryan (B.P.); Smith, Ed (J.); Yerke, Eric (E.R.); Hermann, Erik (E.H.); fwood1@ford.com; Gregoricka, David (D.J.); Patel, Harendra (H.M.); Humphries, Glenn (G.L.); Hansen, James (J.B.); Jansen, Michael (M.R.); Kahn, Jason (J.); Willard, Jeremy (J.); Pawloski, John (J.); Saieg, John (J.R.); Zeitz, Keith (K.A.); Gorgol, Kevin (K.); kweaver1@ford.com; Respecki, Laura (L.); Manick, Lawrence (L.A.); Taylor, Mark (M.K.); Trapp, Martin (M.A.); Mentgen, Brian (B.); Spencer, Mike (M.T.); Morton, Mike (M.F.); Cervenak, Neil (N.J.); McClain, Shawn (S.M.); TGIELEGH@ford.com; Westermann, W Scott (W.S.); Osepchook, William (W.R.); Osepchook, William (W.R.); Dixon, Mark (M.R.); Bell, Ernie (E.)
Subject: SSM Courtesy Copy: 070-2012-1044R1: 2011-2012 F-150 Intermittent Symptoms including cylinder misfire, stumble on acceleration after extended drive at highway speeds, flashing MIL, misfire DTCs.

SSM Courtesy Copy

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General Information

Last action taken (as of 1/17/2012 7:25:32 PM GMT): Accept/Submit to approvers
Comment:

Author: WOSEPCHO
Tracking Number: 070-2012-1044R1
Global Concern Number: 069-2011-0034
Title: 2011-2012 F-150 Intermittent Symptoms including cylinder misfire, stumble on acceleration after extended drive at highway speeds, flashing MIL, misfire DTCs.
Article Type: SSM

SSM Text:

Some 2011-2012 F150 equipped with a 3.5L EcoBoost engine may exhibit intermittent symptoms including; cylinder misfire, stumble on acceleration after extended drive at highway speeds, a flashing MIL, misfire DTCs, and DTC P0420 or P0430. Symptoms may be more noticeable during highly humid/damp conditions. This concern may be caused by excessive condensation collecting in the charge air cooler (CAC) system. If a misfire concern can be duplicated, follow normal diagnostic procedures. If a misfire concern cannot be duplicated but DTC P0420 or P0430 are present, do not replace any ignition system components. Follow normal diagnostics for these DTCs only. If the

concern cannot be duplicated, and DTCs P0420 or P0430 are not present,do not attempt any repairs at this time. Engineering is investigating.Continue to monitor OASIS for further updates.

Category: 3 months
Request Type: QSF
Activity Code: F-Series >8500#
Vehicle Applications:

Vehicle Lines	Model Year Start	Model Year End	Assembly Plants	Body Styles	Engine	Trans Axles	Build From	Build To
F-150	2011	2012			3.5L DOHC 4V V6 GTDI			

If SPECS Case, Select all Other Affected

Publications:

Changes Needed in Other Pubs:

TSBs to Supersede:

SSMs to Supersede:

ISMs to Supersede:

Other application Articles:

Select the reason for republication:

Procedure verified by CDSID:

wosepcho

Describe How The Procedure Was Verified:

Engineering testing

Trustmarks affected:

Ford

Additional Trustmarks To Notify:

Article Distribution:

Canada, Mexico, United States

DTC Codes and OASIS Service Codes:

P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0420, P0430, 600000, 606000, 608000, 608500, 609000, 609500, 610000, 610500, 611000, 611500, 614000, 614500, 698298

Global Customer Symptom Codes:

Category	Q1	Q2	Q3	Full Code
Driving Performance	Runs Rough	Acceleration	Intermittent	550239
Driving Performance	Lack/Loss of Power	Acceleration	Intermittent	554239
Driving Performance	Hesitates/Stumble	Acceleration	Intermittent	557239

Causal Basic Part # or Finis Code:

Calibrations List:

White Paper Numbers:

Parts Request Information

Are Parts Required?

No

Article Number:

BCM Number:

(End automated email)

From: Nowaczyk, Rick (R.J.)
Sent: Friday, February 22, 2013 4:35 PM
To: Nowaczyk, Rick (R.J.)
Subject: TSB (US) Courtesy Copy: 069-2013-1261: 2011-2012 F-150 - 3.5L GTDI - Intermittent Stumble/Misfire On Acceleration From Highway Cruise In Humid Or Damp Conditions With Possible DTC

TSB (US) Courtesy Copy

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

General Information

Last action taken (as of 2/22/2013 9:34:54 PM GMT): Submit for approval
Comment:

Author: RNOWACZY
Tracking Number: 069-2013-1261
Global Concern Number: 069-2012-0046
Title: 2011-2012 F-150 - 3.5L GTDI - Intermittent Stumble/Misfire On Acceleration From Highway Cruise In Humid Or Damp Conditions With Possible DTC
Article Type: TSB (US)

TSB Issue:

This article supersedes TSB 12-10-19 to remove the production fix date, update the Title, Issue Statement, Part List and Service Procedure.

Some 2011-2012 F-150 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 may result in either a steady or flashing malfunction indicator lamp (MIL). Diagnostic trouble codes (DTC's) P0304, P0305, P0306, or P0430 may also be present. This condition will also present Misfire Freeze Frame Data.

TSB Action:

Follow the Service Procedure steps to correct the condition.

TSB Service Procedure:

Only clear DTC's after reviewing Freeze Frame Data. Acquire misfire freeze frame data using IDS select Toolbox, DataLogger, Modules, PCM and then the following PIDS: MFF_LOAD, MFF_RPM, MFF_TRIPS. MFF_LOAD = Load when misfire event occurred, MFF_RPM = RPM when misfired occurred. MFF_TRIPS = the number of trips since last misfire event occurred.

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. Is the misfire concern only repeatable in Humid or damp conditions?
 - a. Yes - Proceed to step 3
 - b. No - This article does not apply. Refer to Powertrain Control Emission Diagnosis (PCED) Manual Section 3: Powertrain Symptom Index.

3. Does the Misfire Freeze Frame Data indicate engine speed above 2500 rpm and load 100% or above? (Figure 1)
 - a. Yes - Proceed to Step 4
 - b. No - This article does not apply. Refer to PCED Manual Section 3: Powertrain Symptom Index.

4. Is the charge air cooler (CAC) equipped with an air deflector plate? (Figure 2A)
 - a. Yes - Proceed to Step 7.
 - b. No - Proceed to Step 5.

5. Install a new CAC, new air deflector plate, and original shield using new retaining pushpins. Refer to WSM, Section 303-12. (Figure 2B) Proceed to Step 6.
6. Reprogram the PCM to the latest calibration level using IDS release 79.02A or higher. This new calibration is not included in the 2012.5 DVD. Calibration files may also be obtained at www.motorcraft.com.
7. Install a new CAC, and the original air deflector plate and shield using new retaining pushpins. Refer WSM, Section 303-12.

NOTE: PLEASE ADVISE THE CUSTOMER THAT THIS VEHICLE IS EQUIPPED WITH AN ADAPTIVE TRANSMISSION SHIFT STRATEGY WHICH ALLOWS THE VEHICLE'S COMPUTER TO LEARN THE TRANSMISSION'S UNIQUE PARAMETERS AND IMPROVE SHIFT QUALITY. WHEN THE ADAPTIVE STRATEGY IS RESET, THE COMPUTER WILL BEGIN A RE-LEARNING PROCESS. THIS RE-LEARNING PROCESS MAY RESULT IN FIRMER THAN NORMAL UPSHIFTS AND DOWNSHIFTS FOR SEVERAL DAYS.

Category: Service Fix - TSB Only
Request Type: QSF
Activity Code: F-Series LD/Mark LT
Vehicle Applications:

Vehicle Lines	Model Year Start	Model Year End	Assembly Plants	Body Styles	Engine	Trans Axles	Build From	Build To
F-150	2011	2012			3.5L DOHC 4V V6 GTDI			

If SPECS Case, Select all Other Affected

Publications:

Changes Needed in Other Pubs:

TSBs to Supersede: 12-10-19

SSMs to Supersede: 22225
ISMs to Supersede:
Other application Articles:
Select the reason for republication: New Part/Procedure For Same Condition
Procedure verified by CDSID: rnowaczy
Describe How The Procedure Was Verified: Through Engineering
Do you have access to a vehicle for time study? No
If Yes, contact for vehicle CDSID:
Are Illustrations Required? Yes
If Yes, Contact information for illustrations:
CDSID(Ford only): rnowaczy
Full Name: Rick Nowaczyk
Phone: 313-322-7251
Illustration Notes: Illustration Summary: fig 1 = tb10305, size=s1.
Trustmarks affected: Ford
Additional Trustmarks To Notify:
Article Distribution: Canada, Mexico, United States, Export and Growth
DTC Codes and OASIS Service Codes: P0430, P0304, P0305, P0306, 600000, 606000, 606000, 609000, 609500, 609600, 610000, 610500, 610600, 611000, 611500, 612000, 612500, 612600, 614000, 614500, 614600, 623000, 698298

Global Customer Symptom Codes:

Category	Q1	Q2	Q3	Full Code
Driver Aides & Information	Warning Indicators/Messages/Chimes	Service Engine Soon (Engine Image)	Flashes	227Q30
Driver Aides & Information	Warning Indicators/Messages/Chimes	Service Engine Soon (Engine Image)	Stays On	227Q68
Driving Performance	Runs Rough	Acceleration	Hot	550234
Driving Performance	Runs Rough	Acceleration	Intermittent	550239
Driving Performance	Runs Rough	Cruise/ Steady Speed	Intermittent	550339
Driving Performance	Lack/Loss of Power	Acceleration	Hot	554234
Driving Performance	Lack/Loss of Power	Acceleration	Intermittent	554239
Driving Performance	Lack/Loss of Power	Acceleration	While Towing	554299
Driving Performance	Lack/Loss of Power	Cruise/ Steady Speed	Hot	554334
Driving Performance	Lack/Loss of Power	Cruise/ Steady Speed	Intermittent	554339
Driving	Lack/Loss of Power	Cruise/ Steady Speed	While	554399

Performance			Towing	
Driving Performance	Hesitates/Stumble	Acceleration	Hot	557234
Driving Performance	Hesitates/Stumble	Acceleration	Intermittent	557239
Driving Performance	Hesitates/Stumble	Cruise/ Steady Speed	Hot	557334
Driving Performance	Hesitates/Stumble	Cruise/ Steady Speed	Intermittent	557339
Driving Performance	Engine Surge	Acceleration	Hot	558234
Driving Performance	Engine Surge	Acceleration	Intermittent	558239
Driving Performance	Engine Surge	Cruise/ Steady Speed	Hot	558334
Driving Performance	Engine Surge	Cruise/ Steady Speed	Intermittent	558339

Causal Basic Part # or Finis Code:

Causal Part # or Finis Code	Warranty Condition Codes
6K775	Powertrain: 42

Calibrations List:

White Paper Numbers: 5272, 5273

Parts Request Information

Are Parts Required? Yes
QSF Single Agenda Or Program FRC Date: 10/29/2012

Parts List:

	*Type of Part	*Eng #	*Is This Part a Kit?	*Existing Stock#	*Part Name	*Qty/veh.	*Engineering Est. Qty. Needed
	Existing	CL34-19E672-BA	No	Not Applicable	Deflector	1	2500
1	*Calculated Forecast		*@WERS Notice #		*@WERS Date Released		*@Supplier Company
	3467						
	@1st Contact	@1st Contact Phone	Source Code	Service #	Replaced SVC #	°Replaced Eng. #	°Is Calibration Needed
				CL3Z-19E672-A			No
2	*Type of	*Eng #	*Is This	*Existing	*Part	*Qty/veh.	*Engineering Est.

Part		Part a Kit?	Stock#	Name		Qty. Needed
Existing	W711281 S300	No	Not Applicable	Pin	4	3000
*Calculated Forecast		*@WERS Notice #		*@WERS Date Released		*@Supplier Company
3467						
@1st Contact	@1st Contact Phone	Source Code	Service #	Replaced SVC #	°Replaced Eng. #	°Is Calibration Needed
			W711281 S300			No
*Type of Part	*Eng #	*Is This Part a Kit?	*Existing Stock#	*Part Name	*Qty/veh.	*Engineering Est. Qty. Needed
Existing	BL34 9L440 AE	No	Not Applicable	Intercooler	1	2500
*Calculated Forecast		*@WERS Notice #		*@WERS Date Released		*@Supplier Company
3467						
@1st Contact	@1st Contact Phone	Source Code	Service #	Replaced SVC #	°Replaced Eng. #	°Is Calibration Needed
			BL3Z- 6K775-B			No
*Type of Part	*Eng #	*Is This Part a Kit?	*Existing Stock#	*Part Name	*Qty/veh.	*Engineering Est. Qty. Needed
Existing	BL34- 5E214- AE	No	Not Applicable	Converter Assy	1	200
*Calculated Forecast		*@WERS Notice #		*@WERS Date Released		*@Supplier Company
880						
@1st Contact	@1st Contact Phone	Source Code	Service #	Replaced SVC #	°Replaced Eng. #	°Is Calibration Needed
			BL3Z- 5E212-E			No
*Type of Part	*Eng #	*Is This Part a Kit?	*Existing Stock#	*Part Name	*Qty/veh.	*Engineering Est. Qty. Needed
Existing	W520514 S440	No	Not Applicable	Nuts	2	400
*Calculated Forecast		*@WERS Notice #		*@WERS Date Released		*@Supplier Company
880						
@1st Contact	@1st Contact Phone	Source Code	Service #	Replaced SVC #	°Replaced Eng. #	°Is Calibration Needed
			W520514-			No

			S440			
--	--	--	------	--	--	--

Parts catalog flag needed? No

Part number(s) that require flag:

Is geographic location significant? No

Special instructions/remarks:

Article Number:

BCM Number:

(End automated email)