



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: RQ 14-005
Date Opened: 01/13/2015
Investigator: Kyle Bowker
Approver: Frank Borris
Subject: Exhaust Gas Temperature Sensor

Reviewer: Bruce York-B

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Ford Motor Company
Products: 2011-2012 Ford F-250/350/450/550 with 6.7L Diesel Engines
Population: 200,000 (Estimated)

Problem Description: Loss of sensing function of one or more exhaust gas temperature sensors resulting in power reduction (limp) mode and a vehicle commanded engine shutdown (engine stall) with no immediate restart capability.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	30	TBD	TBD
Crashes/Fires:	0	TBD	TBD
Injury Incidents:	0	TBD	TBD
Number of Injuries:	0	TBD	TBD
Fatality Incidents:	0	TBD	TBD
Number of Fatalities:	0	TBD	TBD

ACTION / SUMMARY INFORMATION

Action: A Recall Query has been opened.

Summary:

By letter dated October 28, 2013, Ford Motor Company notified the agency that it was conducting a safety recall (NHTSA Recall No. 13V-535, Ford Recall No. 13S10) on certain model year (MY) 2011-2012 Ford F-350, F-450 and F-550 "Ambulance Package" vehicles equipped with 6.7L diesel "Power Stroke" engines to address a loss of sensing function of the exhaust gas temperature (EGT) sensor located directly behind the diesel particulate filter (DPF) in the exhaust system. When the subject EGT sensor malfunctions, the powertrain control module interprets the malfunction as an exhaust system overheat condition and commands a warning message with 5 audible chimes while the vehicle experiences a controlled power reduction mode (for up to 45 seconds) leading to an uncommanded engine shutdown when the vehicle speed falls below 4 mph. Once the engine is shut down, there is no immediate restart capability. Although the recall vehicles are equipped with 4 identical EGT sensors, any of which may experience a loss of sensing function resulting in the engine shutdown condition, Ford's recall remedy is to replace just the one EGT sensor located behind the DPF.

To date, the Office of Defects Investigation (ODI) is aware of 30 non-duplicative complaints on MY 2011-2012 Ford F-250, F-350, F-450 and F-550 "Super Duty" vehicles equipped with 6.7L diesel "Power Stroke" engines related to the loss of sensing function of the EGT sensor and subsequent engine shutdown with no immediate restart capability. These complaints cover vehicles both outside and within the scope of the subject recall. Some complaints allege multiple EGT sensor malfunctions, with some sensors having been replaced more than once. Some complaints allege the recall remedy is not long lasting or that other sensor locations subsequently malfunctioned, resulting in the shutdown condition. Multiple complainants report their vehicle becoming disabled in the roadway as a result of the subject condition.

Accordingly, a Recall Query has been opened to evaluate the scope and remedy adequacy of the subject safety recall.

The ODI reports cited above can be reviewed online at <http://www-odi.nhtsa.dot.gov/owners/SearchNHTSAID> under the following identification numbers:

10503634, 10503797, 10513931, 10525208, 10545116, 10547999, 10556889, 10557234, 10564510, 10567290, 10567358, 10568674, 10572839, 10574838, 10579219, 10606677, 10610312, 10621711, 10627957, 10631970, 10632229, 10638930, 10640978, 10644338, 10652139, 10652400, 10654810, 10654813, 10658643, 10661398, 10662021.