INFORMATION Redacted PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C . 552(B)(6)

RQ14-005

FORD

4/24/2015

Appendix H

Engineering Review

Non Con - Eng Review

From: Rinkevich, Daniel (D.J.)
Sent: Friday, June 20, 2014 7:34 PM
To: McCall, Kris (K.J.)

Kris,
Here is a picture of the service kit for the wiring pigtails.



EGT Pigtail Kit
WPT-984.pdf

Dan Rinkevich
Powertrain Quality
[redacted]

Motorcraft

Contents conform to Federal Motor Vehicle Safety Standards, if any are applicable.

Motorcraft

Contents conform to U. S. Federal Motor Vehicle Safety Standards, if any are applicable.
Le contenu est conforme aux normes fédérales des É.-U. de sécurité des véhicules éventuellement applicables.
El contenido satisface las normas federales de seguridad para los vehículos motorizadosde los EE. UU. de A., si algunas de las normas aplican.

0 31508 57429 8

ONE UN UNO

WPT-984

3U2Z-14S411-BXAB

WIRING PIGTAIL KIT
NECESSAIRES DE FILS DE CONNEXION
KIT DE REPARACION

MADE IN MEXICO
CONSTRUIT AU MEXICO
HECHO EN MEXICO

E778W 021513

Designed, engineered and recommended by Ford Motor Company.
Conçues, produites et recommandées par Ford Motor Company.
Con el diseño, ingeniería y recomendación de Ford Motor Company.

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4 LDPE

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WIRING REPAIR KIT

KIT CONTENTS		
Part Number	**Description**	**Quantity**
Kit Specific	Connector With Leads	1
Kit Specific	Butt Splices (with 14 AWG and Larger Diameter Wire)	As Required
ESB-M99D56-A2	Dual Wall Heat Shrink	As Required
SK 3U2J-14B475-AA	Instruction Sheet	1

SERVICE PROCEDURE:

NOTE: Refer to applicable model year wiring diagram for circuit information. For twisted wire circuit repair, the twisting must not be disturbed for more than 2 inches. Twist the repaired wires in the same direction and with the same general twist rate as the original wiring. Re-apply the shielding on shielded circuits. Instruciont for the use of Rotunda 164-R5901 Pro Crimper and additional soldering guidance can be found in TSB 03-11-6

1. Disconnect battery ground.

2. Disconnect connector from affected component. Remove tape and convulte.

3. Cut first circuit approximately 3 inches from connector. Leave enough wire to allow repairs to be staggered to minimize harness diameter and to maintain harness length. Excess wire from the harness can be folded back on itself to maintain harness length.

For kits with 16 AWG and smaller diameter wire (solder/heat shrink repair):

1. Strip insulation 1-1/2" from one wire being spliced (Wire #1) and 3/4" from the other.

2. Slide heat shrink tubing **at least** 1" away from one of the stripped ends being spliced.

3. Twist wires together. Solder wires together using rosin core mildly-activated (RMA) solder.

4. Bend Wire #1 back in straight line after solder has cooled. Inspect solder joint bond.

5. Evenly position heat shrink tube over wire repair.

6. Use a shielded heat gun to heat the entire length of heat shrink tubing until hot melt appears from both ends.

For kits with 14 AWG and larger diameter wire (crimp/heat shrink repair):

1. Once wire lengths are sized so repairs can be staggered, strip insulation 1/4" from wire on pigtail.

Depending on the gage of the butt splice and wire harness, the strip lenght will vary per the following:

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5-03

GAGE SIZE (REFER TO TSB 03-11-6 FOR GRAPHICS ON HOW TO FOLD STRIPPED WIRE)		
Butt Splice As Stamped 16-14	10	1/4" strip, cut 7 strands - kit only
marqué 16-14	12	1/4"strip, kit and harness
	14	1/4"strip, kit and harness
	16	1/4"strip, kit and harness
	18	5/8"strip, fold 2x diameter - harness
	20	1"strip, fold 3x diameter - harness
	22	1-1/4"strip, fold 4x diameter - harness
Butt Splice As Stamped 12-10	10	1/4"strip, kit and harness
	12	1/4"strip, kit and harness
	14	5/8"strip, fold 2x diameter - harness
	16	1"strip, fold 3x diameter - harness
	18	1-1/4"strip, fold 4x diameter - harness

2. Slide heat shrink tubing **at least** 1" away from one of the stripped ends being spliced.

3. Identify the appropriate crimping chamber of the Rotunda 164-R5901 Pro-Crimper by matching the wire size on the tool die with the wire size stamped on the butt splice.

4. Center one end of the butt splice in the appropriate crimping chamber.

5. Engage the Pro-Crimper but don´t deform the butt splice.

6. Insert stripped wire into the splice until wire hits stop. Make sure insulation does not enter splice.

7. Holding wire in place, squeeze tool handles together until ratchet releases.

8. Reposition the uncrimped splice in the same crimping chamber and repeat steps 3 to 6.

9. Inspect repar for acceptable crimp.

10. Evenly position heat shrink tubing over wire repair.

11. Use a shielded heat gun to heat the entire length of a heat shrink tubing until hot melt appears from both ends.

NOTE:

- Repeat process as needed to repair remaining circuits. Stagger repairs so harness doesn´t become too large.

- Seal the ends of all pigtail leads not being used with dual wall heat shrink and stow. Silicone must not be used.

- Re-apply convolute and tape. Reconnect battery ground when repairs are complete.

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5-03

NÉCESSAI

	CON
Numéro de pièce	
Spécifique au nécessaire	
Spécifique au nécessaire	
ESB-M99D56-A2	
SK 3U2J-14B475-AA	

RQ14-005 001124 E2

PROCÉDURE DE SERVICE:

REMARQUE: Consulter le s qui concerne à «fil torsadé» (2 po). Torsac taux de torsi blindage sur l pince à sertir concernant le

1. Déconnecter le câble de m

2. Déconnecter le connecteu

3. Couper le premier fil d suffisamment de fil pour per diamètre du faisceau et pour circuit existant peut être replié

Pour les nécessaires pour soudure/gaine thermorétrac

1. Dénuder l´un des fils épiss po).

2. Enfiler la gaine thermorétra à épisser.

3. Tordre les fils ensemble. Ut

4. Recourber le Fil N° 1 en lig la soudure.

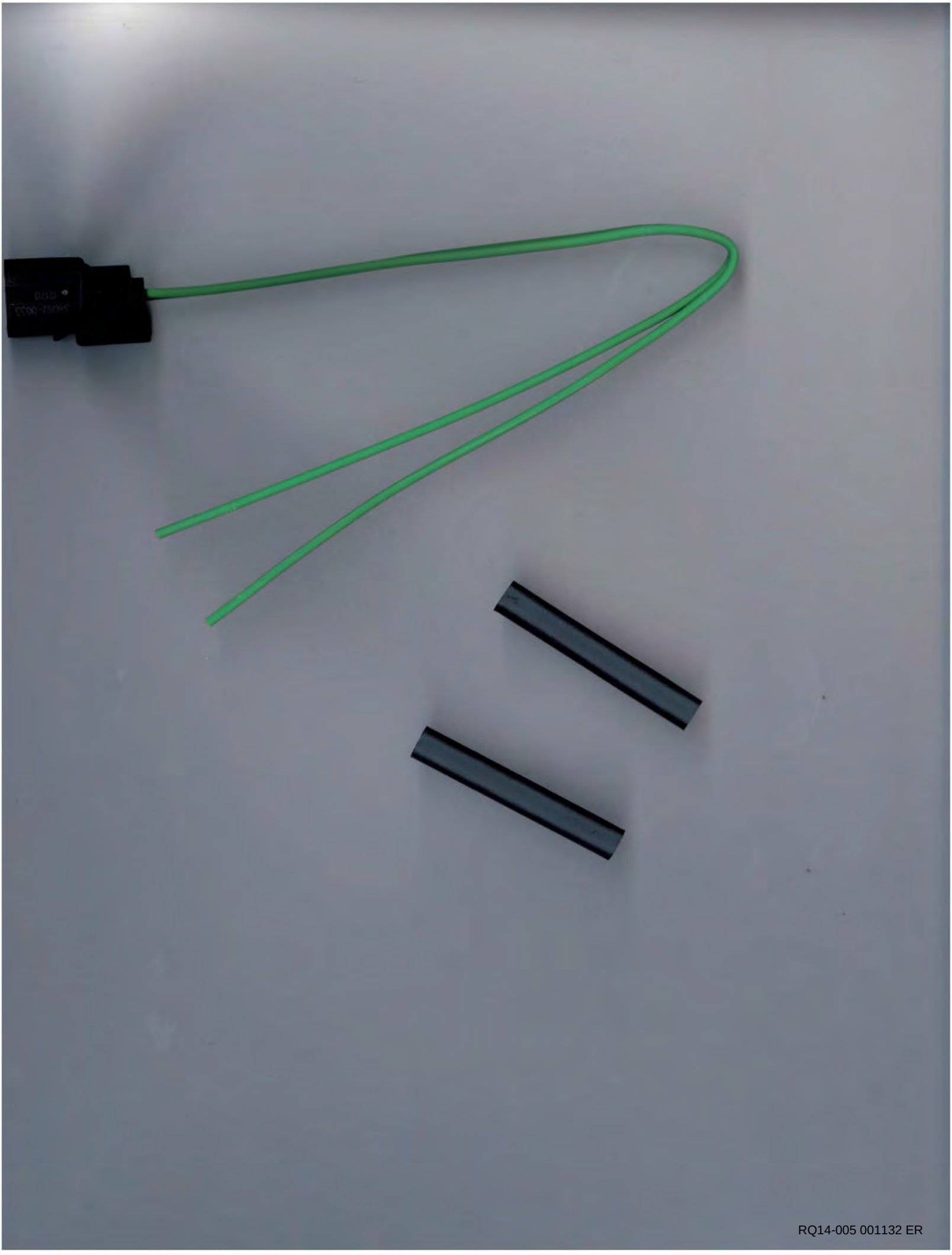
5. Positionner la gaine thermo

6. Utiliser un pistolet à air cha toute sa longueur jusqu´à ce gaine.

Pour les nécessaires pour fi sertissage/gaine thermorétr

1. Une foirs que les longueurs puissent être échelonnées, c cochon. Selon le calibre du co dénudage variera de la façon

Ford Motor Co
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DEARBORN, MICHIGAN
5-03



RQ14-005 001132 ER

From: Rinkevich, Daniel (D.J.)
Sent: Tuesday, September 17, 2013 12:43 PM
To: Bushman, Thomas (T.S.)

Some 2013 F-Super Duty vehicles equipped with a 6.7L Diesel engine may exhibit DTCs P246F, P246E, P242A, P22FF, P2080, P2084, P242B, P2470, P2031, P0544. When diagnosing any of these DTCs, if normal PC/ED diagnostics lead to replacement of an EGT sensor, replace the sensor and the corresponding connector on the wire harness using pigtail kit (3U2Z-14S411-BXAB).

Dan Rinkevich
Powertrain Quality
[redacted]

From: Taylor, Perry (P.A.)
Sent: Wednesday, January 15, 2014 6:04 PM
To: Rinkevich, Daniel (D.J.)
Cc: Koon, Mason (M.L.)
Subject: 1FT7W2BT1EE[redacted]
Attachments: 1FT7W2BT1EE[redacted]pdf

Ever see a NOx sensor AND EGT 4 sensor go bad at the same time? Yes or no, I need to bin a single bin category. What is your gut feel on this claim?

P247B EXHAUST GAS TEMPERATURE OUT OF RANGE (BANK 1 SENSOR 4) EXH GAS SENSOR (COMPONENT)
P20EE SCR NOX CATALYST EFFICIENCY BELOW THRESHOLD (BANK 1) NOX CATALYST (SYSTEM)

I went with

NITROGEN OXIDE SENSOR	DEFECTIVE

Let me know if I should change.

Perry A. Taylor

PVT Powertrain

Louisville Assembly Kentucky Truck Plant

[redacted]

Server: **AWS Prod**
Claims loaded through: **14-JAN-2014**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2014; **Claim Key** = 331243

Vehicle Information

Model Year: 2014
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/BD-250 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FA-P473 SUPER DUTY [11-15]
Warranty Start Date: 28-OCT-2013
Production Date: 21-SEP-2013
VIN: 1FT7W2BT1EE[redacted]

Claim Information

Document Number: 13535401
Repair Date: 13-JAN-2014
Distance: 5529
TIS: 3
AWS Load Date: 14-JAN-2014

Dealer Information:

Dealer Name: RELIABLE MOTORS (1992) LTD
Dealer Code: B8058 - *
Address: 990 TOWER STREET SOUTH
City: FERGUS
State: ON Zip Code:N1M3N7
Country: CAN Region Code: NA
Phone: (519)843-3060

Expense Information

Customer Paid Amount:	.00
Deductible Amount:	.00
Dealer Paid Amount:	.00
Labor Cost:	109.98
Misc. Expense Amount:	57.09
Part Markup Amount:	94.05
Material Cost:	329.18
Total Cost Gross:	439.16

Cust. Concern Code: E29 - CHECK ENGINE LIGHT TROUBLE
Condition Code: 28 - OPEN CIRCUIT
Technician Comment: IDS CHECK AND CODES P20EE,P247B FOLLOWED PPT TO FAILED REAR TEMP SENSOR AND NOX SENSOR REPLACED BOTH AND CLEARED CODES AND TESTED ALL OK
Customer Comment: SERVICE ENG. LIGHT / MIL (MALFUNCTION IND. LIGHT) IS ON DIAGNOSE AND REPORT

Labor Op Code	Labor Op Description	Labor Op Cost
12650D45D		25.38
12650D68		25.38
12650D74		33.84
12650DD		16.92

[redacted]

12650DX1 EXTRA TIME TO REPEAT FINAL QUICK TEST 8.46

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	DC3Z	9D378	B	SENSOR - ENG EXH NOX	031403	1	276.51
N	AC3Z	5J213	B	SNS ASY-ENG EXH TEMP THRML	031403	1	52.68

DTC Sections: **Mil. Light On =** Y

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
Y	KC	P247B	EXHAUST GAS TEMPERATURE OUT OF RANGE (BANK 1 SENSOR 4)	40	EXH GAS SENSOR (COMPONENT)
Y	KC	P20EE	SCR NOX CATALYST EFFICIENCY BELOW THRESHOLD (BANK 1)	37	NOX CATALYST (SYSTEM)
N	KO	P1111	SYSTEM PASS	27	NO-FAULT CODES
N	KR	P1111	SYSTEM PASS	27	NO-FAULT CODES

Any comments? You can contact

webmaster

9127

[redacted]

From: Brian Callahan [redacted]
Sent: Wednesday, June 19, 2013 3:15 PM
To: Rinkevich, Daniel (D.J.)
Cc: Kyle, Steven (S.)
Subject: 1FT8W3BT4DE[redacted] 13' F350 HAR# 106301305

Dan,

Our ro# is 708835 repair line A this visit which is different from the ro# listed in the HAR. I spoke with the tech after speaking with you and he stated that he replaced 2 EGT sensors this trip. #1 and #4. The EGT sensor part # is AC3Z-5J213-B. The EGT harness part # is DC3Z-14406-D. The SCR assy is DC3Z-5H270-A. The pcm # was changed DC3Z-12A650-AHL changed to DC3Z-12A650-AHN which is what we installed. We will hold the parts until the 700 tags arrive. If there is anything I can assist with let me know. We will road test the vehicle twice more today and if all goes well we will release the vehicle.

Thank you,

Brian Callahan
McRee Ford
Shop Foreman
2009-2011 TRP
[redacted]
281-337-1529 ext. 1138

From: Dixon, Mark (M.R.)
Sent: Friday, February 28, 2014 12:47 PM
To: McDonagh, Scot (S.M.)
Cc: Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.)
Subject: 2013 MY EGT Sensors

Scot, we discussed in the spend PAT the idea of doing a TSB on the top 2013 MY EGT circuit DTCs to have the tech replace the harness connector (rather than the EGT sensor).

Do we have any data on the labor and material charge for a harness side connector replacement?

Thought we would have the tech check EGT resistance, if OK replace the harness connector.

Want to make sure that this "directed repair" is no more expansive that present CPR for 2013 EGTs.

Mark Dixon
Powertrain Quality
Ford Motor Company
Building 2 / 24K36
[redacted]
Tel: (313) 805-7051

From: Rinkevich, Daniel (D.J.)
Sent: Tuesday, December 03, 2013 3:02 PM
To: Quiroz, Jesus [redacted]
Cc: Modina, John (Rene) ([redacted] Austin, Aaron (A.A.); Bushman, Thomas (T.S.); Williams, Brent (B.A.)
Subject: 4 more EGT connectors

Jesus
I gave John Modina 4 more 14406 EGT connectors from warrantee returns. Please let me know what you find.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Rinkevich, Daniel (D.J.)
Sent: Tuesday, October 08, 2013 5:13 PM
To: McDonagh, Scot (S.M.); Hutchinson, Rob (R.); Landis, Ron [redacted]oon, Mason (M.L.)
Cc: Rembert, Shannon (S.A.); Brackett, Tom (T.P.); Liu, Ron (D.R.); Hammoud, Majed (M.); Austin, Aaron (A.A.); Williams, Brent (B.A.); [redacted] Bushman, Thomas (T.S.)
Subject: APB for 2013 EGT Sensors to reunite Matched sets

I have 5 more EGT connectors on my desk. I'd like to match up the sensors and connectors. Has anybody seen the mating sensor?

- 1FT7W2BT0DE[redacted] – EGT14 – P246F
- 1FT7W2BT8DE[redacted] – EGT14 – P06EB P246F – Note the P06EB is a repeat after the TSB13-07-12 flash of R17-service release a month earlier.
- 1FDUF5HT2DE[redacted] – EGT11 – P2080
- 1FT7W2BT7DE[redacted] – EGT11 – P2080
- 1FT7W2BT7DE[redacted] – EGT11 – P2080 – Followed SSM 44183 but still have only connector

Also from my last note I gave the connectors to Shannon Rembert, but we still need to get the sensors with them:

- 1FT8W3BT4DE[redacted] – EGT12 – P2084 is by itself and sensor went to Stoneridge, so we need to get back. Jeff can you help?
- 1FT7W2BT2DE[redacted] – EGT13 – P242B is by itself and we have not received the sensor yet .

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Rinkevich, Daniel (D.J.)
Sent: Tuesday, October 01, 2013 3:01 PM
To: McDonagh, Scot (S.M.); Rembert, Shannon (S.A.); Brackett, Tom (T.P.); Liu, Ron (D.R.); Hammoud, Majed (M.); Austin, Aaron (A.A.); Williams, Brent (B.A.)[redacted]Bushman, Thomas (T.S.)
Subject: RE: 2013 EGT Matched set

I have 3 EGT sensor wiring harness connectors on my desk. **We need to discuss what to do with these at the EGT sensor meeting at 9 am tomorrow**.

- 1FT8W3DT2DE[redacted] EGT11 P2080 is a matched set with the sensor connected.
- 1FT8W3BT4DE[redacted]EGT12 P2084 is by itself and sensor went to Stoneridge, so we need to get back. Jeff can you help?
- 1FT7W2BT2DE[redacted]EGT13 P242B is by itself and we have not received the sensor yet .

RQ14-005 001140 ER

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: McDonagh, Scot (S.M.)
Sent: Tuesday, October 01, 2013 2:42 PM
To [redacted]
Cc: Rinkevich, Daniel (D.J.); Rembert, Shannon (S.A.); Dixon, Mark (M.R.)
Subject: FW: 2013 EGT Matched set

Per our discussion today. Can you provide Sensor return for VIN DE[redacted]

Scot G. McDonagh
PT Quality Engineering
Phone: (313)337-8091
[redacted]

From: McDonagh, Scot (S.M.)
Sent: Friday, September 27, 2013 1:32 PM
To: Hutchinson, Rob (R.); Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); Philbin, Jeff[redacted]embert, Shannon (S.A.)
Subject: RE: 2013 EGT Matched set

I just received enclosed 14S411 connector for EGT Sensor that was direct shipped to Stoneridge. 14S411 connector & EGT return #100 are on Dan's desk.

<< File: 13MY_14S411-1.pdf >> << File: 13MY-P473-EGT-100.pdf >>

Scot G. McDonagh
PT Quality Engineering
Phone: (313)337-8091
[redacted]

From: Hutchinson, Rob (R.)
Sent: Friday, September 27, 2013 1:03 PM
To: Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.)
Cc: Wagers, Sue (S.K.); Philbin, Jeff [redacted]
Subject: 2013 EGT Matched set

One has arrived!
<< OLE Object: Picture (Device Independent Bitmap) >>

Rob Hutchinson
Quality Analyst GPCSE Sensors
Global Powertrain Controls Systems Engineering
Dearborn - Building 2 Room 22J04
1-313-845-1113
[redacted]

From: Rinkevich, Daniel (D.J.)
Sent: Thursday, April 03, 2014 8:35 PM
To: Caesar, Cynthia (C.L.)
Cc: Dixon, Mark (M.R.)
Subject: Are these repeats?

Cynthia,
Can you please look at this list and see if the EGT was replaced twice? These are all the VINs that Stoneridge says were the prior 2011-2012 sensor on a 2013 truck. It is about 12% of the sensor returns which seems like far too many. It's hard to believe that the parts depots would have huge numbers of the old level sensors, and the plant was cleaned out soon at 2013 launch.

1FT7W2ATXDE[redacted]
1FT7W2ATXDE[redacted]
1FD0W5GT5DE[redacted]
1FMCU0GXDU[redacted]
1FT7W2BT7DE[redacted]
1FD0X4GT2DE[redacted]
1FT7W2BT9DE[redacted]
1FT8W3BT5DE[redacted]
1FT7X2AT9DE[redacted]
1FT7W2BT6DE[redacted]
1FT8W3BT7DE[redacted]
1FT8W3BT7DE[redacted]
1FT8W3BT7DE[redacted]
1FT7W2BT7DE[redacted]
1FT8W3BT2DE[redacted]
1FDUF5GT1DE[redacted]
1FT8W3BT7DE[redacted]
1FT7W2BTXDE[redacted]
1FT7W2BT0DE[redacted]
1FT7W2BT3DE[redacted]
1FT7W2BT9DE[redacted]
1FT7W2BT6DE[redacted]
1FT7W2BT4DE[redacted]
1FT7W2BT3DE[redacted]
1FT7W2BT2DE[redacted]
1FT7X2BT3DE[redacted]
1FT7W2BTXDE[redacted]
1FT7W2BT3DE[redacted]
1FDUF4HT7DE[redacted]
1FT7W2BT3DE[redacted]
1FT7W2BT7DE[redacted]
1FT8W4DT1DE[redacted]

1FT7W2BT7DE[redacted]
1FT8W3BT1DE[redacted]
1FT7W2BT0DE[redacted]
1FT7W2BT2DE[redacted]
1FT8W3BT4DE[redacted]
1FT7W2BT6DE[redacted]
1FT7W2BT0DE[redacted]
1FD8W3HT9DE[redacted]
1FT7W2BT3DE[redacted]
1FDGF5GT9DE[redacted]
1FD0W5HT2DE[redacted]
1FT7W2BT7DE[redacted]
1FT7W2BTXDE[redacted]
1FT7X2BT6DE[redacted]
1FT7W2BT7DE[redacted]
1FT7W2BT6DE[redacted]
1FD0W5HT2DE[redacted]
1FT7W2BT1DE[redacted]
1FT7W2BT6DE[redacted]
1FT7W2BT2DE[redacted]
1FT7W2BT1DE[redacted]
1FT7W2BT8DE[redacted]
1FT8W3BTXDE[redacted]
1FD0X4HT5DE[redacted]
1FD0X4HT5DE[redacted]
1FDUF5GT0DE[redacted]
1FT8W3CT2DE[redacted]
1FD0X4GT2DE[redacted]
1FT7W2BT0DE[redacted]
1FD0W4HT9DE[redacted]
1FDGF5GT6DE[redacted]
1FDGF5GT1DE[redacted]
1FD0W5HT8DE[redacted]
1FT8W3DT0EE[redacted]
1FT7W2BT3DE[redacted]
1FT8W3BTXDE[redacted]
1FT7W2BT3DE[redacted]
1FT7W2BT3DE[redacted]
1FT8W3DT0DE[redacted]
1FT8W3BT8DE[redacted]
1FT7W2BT6EE[redacted]
1FT8W3BT5EE[redacted]
1FT8W3BT5DE[redacted]

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Taylor, Perry (P.A.)
Sent: Tuesday, July 22, 2014 12:11 PM
To: Rinkevich, Daniel (D.J.); Dixon, Mark (M.R.)
Cc: Roberts, James (J.B.)
Subject: Binning claims to electrical.
Attachments: 1FT7W2BT3EE[redacted].pdf

Claim = Check engine light for
P2031 EXHAUST GAS TEMPERATURE SENSOR CIRCUIT (BANK 1 SENSOR 2)
P2084 EXHAUST GAS TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE (BANK 1 SENSOR 2)

TSB 14-01-08 instructs technician to replace pigtail and NOT sensor.

My rationale, wiring is root cause, so whoever owns wiring, owns the warranty.

Electrical rationale, Powertrain released the TSB, so powertrain owns the warranty.

I believe this logic is flawed (one two levels). 1) Bin warranty to root cause. Powertrain component was not root cause. 2) PT does not release TSBs in a vacuum. Don't other functional areas (i.e. electrical) have input to the release of these TSBs.

History; claims showed up in PT, I binned to electrical, electrical binned back to PT. Now sitting in PT.

Perry A. Taylor
PVT Powertrain
Kentucky Truck Plant – F-Series
Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
[redacted]

Server: **AWS Prod**
Claims loaded through: **21-JUL-2014**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2014; **Claim Key** = 1747595

Vehicle Information

Model Year: 2014
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/BD-250 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FA-P473 SUPER DUTY [11-15]
Warranty Start Date: 24-APR-2014
Production Date: 12-MAR-2014
VIN: 1FT7W2BT3EE[redacted]

Claim Information

Document Number: 03487801
Repair Date: 16-JUL-2014
Distance: 11042
TIS: 3
AWS Load Date: 18-JUL-2014

Dealer Information:

Dealer Name ATHENS FORD
Dealer Code: 09775 - *
Address: 4260 ATLANTA HIGHWAY
City: BOGART
State: GA Zip Code:30622
Country: USA Region Code: NA
Phone: (706)354-1130

Expense Information

Customer Paid Amount:	.00
Deductible Amount:	.00
Dealer Paid Amount:	.00
Labor Cost:	51.03
Misc. Expense Amount:	.00
Part Markup Amount:	14.38
Material Cost:	43.14
Total Cost Gross:	94.17

Cust. Concern Code: E29 - CHECK ENGINE LIGHT TROUBLE
Condition Code: 42 - DOES NOT OPERATE PROPERLY
Technician Comment: EEC TESTED FOUND CODES P2084 AND 2031. BOTH WERE ATTACHED TO TSB 14-0108. REPLACED EGT #2 PIGTAIL PER TSB 14-0108
Customer Comment: C/S CHECK ENGINE LIGHT ON

Labor Op Code	Labor Op Description	Labor Op Cost
140108A		51.03

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	3U2Z	14S411	BXAB	KIT-WIRING PIGTAIL	180103	1	43.14

[redacted]

DTC Sections: **Mil. Light On =** N

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
Y	KC	P2031	EXHAUST GAS TEMPERATURE SENSOR CIRCUIT (BANK 1 SENSOR 2)	40	EXH GAS SENSOR (COMPONENT)
Y	KC	P2084	EXHAUST GAS TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE (BANK 1 SENSOR 2)	40	EXH GAS SENSOR (COMPONENT)
N	KO	PASS	SYSTEM PASS	27	NO-FAULT CODES
N	KR	PASS	SYSTEM PASS	27	NO-FAULT CODES

Any comments? You can contact



webmaster

10426

Black F250 Wiring Issue (VIN # : 1FT7W2BT8FE[redacted]

I reinstalled the four (4) original Exhaust Gas Temperature Sensors (EGTs) in this vehicle and must have bumped a wire near one of them. After this the vehicle exhibited a large number of issues:

- The vehicle now has the MIL and ABS lights lit on the dash.
- It also complains about issues with advanced track and warns about DEF tampering and will go into forced idle in 12 miles.
- These are the codes that were present:

P204C	Reductant Pressure Sensor Circuit Low
P205D	Reductant Tank Temperature Sensor Circuit High
P203A	Reductant Level Sensor Circuit
U029E	Lost Communication With NOx Sensor "B"
U0290	#N/A
U02A3	Lost Communication With PM Sensor
P20BD	Reductant Heater B Control Circuit / Open
P208A	Reductant Pump Control Circuit / Open
P2030	Fuel Fired Heater Performance
P21AB	Reductant Level Sensor "B" Circuit High
P229E	NOx Sensor Circuit (Bank 1 Sensor 2)
P225A	NOx Sensor Calibration Memory (Bank 1 Sensor 1)

There is likely a connector or wire loose near the aftertreatment system causing all of these symptoms.

From: Roff, Scott (S.R.)
Sent: Tuesday, August 19, 2014 2:21 PM
To: Ramazanoglu, Suphi (A.); Rinkevich, Daniel (D.J.); Kainz, Laura (L.L.); Nalcioglu, Ozan (.)
Subject: BSAQ Red Item

Importance: High

Reminder:
The Projects below MUST be updated by Friday so as not to be escalated to NA Quality Management as "Red" items past due at KTP.

BSAQ Concern #	Vehicle Line	Function	VFG	CCC	PDS	Team Leader	Concern Champion	Containment Production	Root Cause Analyzed & Understood	Process/Testing Verification	Service Part Available
SAQ2013257933: 2014MY P473 - EGT & N0x Wire Crimp Improvement	F8	F4	V52 V29	D02, E29, D42, D21	D	**DRINKEVI**	ARAMAZAN				

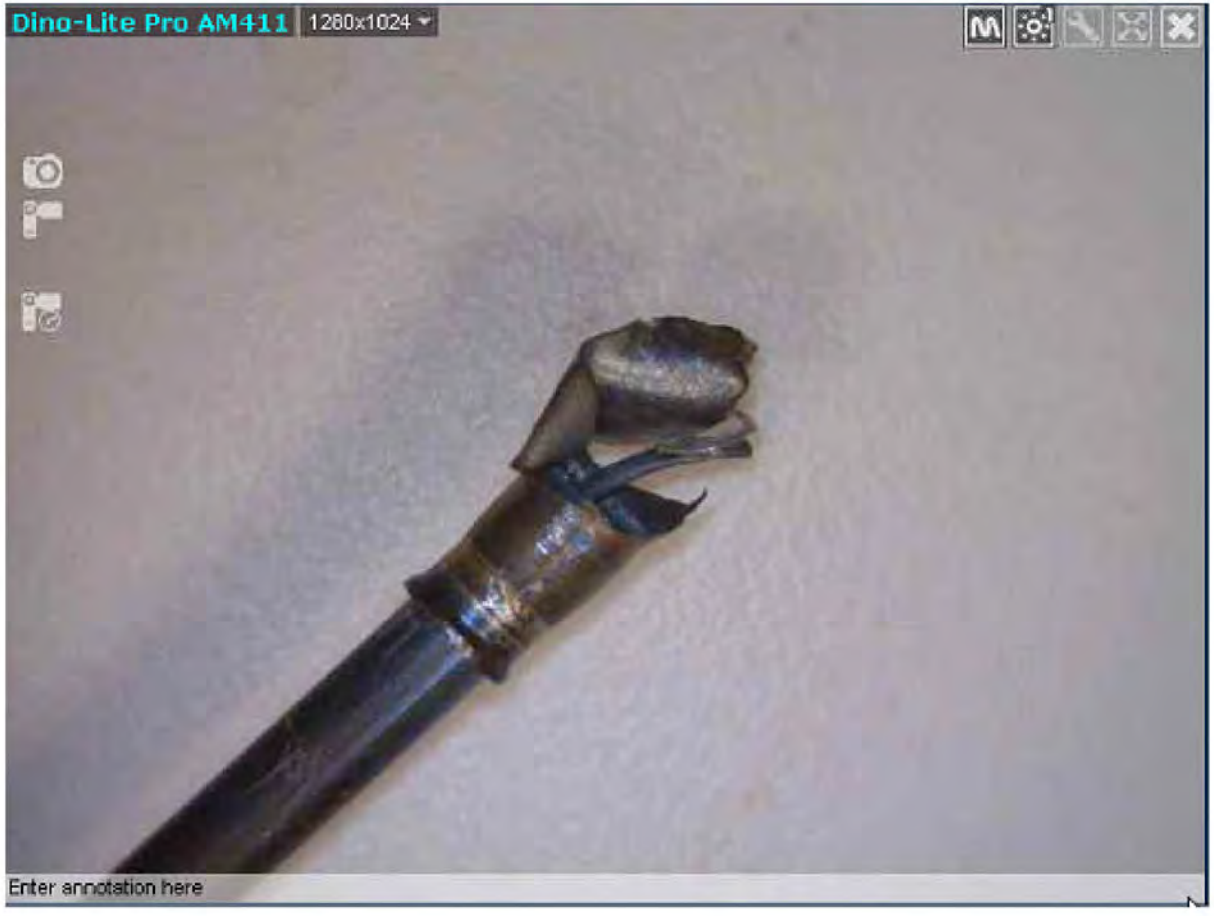
Thanks for taking care of this as soon as possible.

Scott Roff
Americas Manufacturing Quality Office

513-200-1514
[redacted]


1830.
1830

648 miles on it




Dino-Lite Pro AM411
1280x1024

From: Taylor, Perry (P.A.)
Sent: Tuesday, March 11, 2014 1:00 PM
To: Niland, Tom (T.H.); Castillo, Luis Antonio (L.); Soto, Eduardo (E.); Rinkevich, Daniel (D.J.)
Cc: Bushman, Thomas (T.S.); [redacted]
Subject: Can EGT cause No Start? 1FT8W3BT8EE[redacted]
Attachments: 1FT8W3BT8EE[redacted].pdf

Not sure how to bin this. Technician replaced two parts.

Vehicle did have two separate and in my opinion unrelated codes. Yet I can only bin to one root cause.

BC3Z 9E882 A VALVE-EGR VAC REG
AC3Z 5J213 B SNS ASY-ENG EXH TEMP THRML

P200E CATALYST SYSTEM OVER TEMPERATURE (BANK 1) 1 CATALYST (SYSTEM)—guessing this was due to "bad" EGT
P1247 TURBOCHARGER BOOST PRESSURE LOW—guessing this was due to "bad" EGR Vacuum regulator.

Customer complaint = VEH WENT INTO LIMP MODE, HAD PULL OVER SAFELY MESSAGE AND WILL NOT START

Technician listed EGT as causal part, so I will bin to EGT.

However, the question is which issue is most likely responsible for the customer's complaint? Limp mode; No start?

Perry A. Taylor

PVT Powertrain
~~Louisville Assembly~~ Kentucky Truck Plant
Cell Phone: (313) 805-5182
~~Desk Phone: (502) 357-6004~~
Fax: (502) 364-3935
[redacted]

Server: **AWS Prod**
Claims loaded through: **10-MAR-2014**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2014; **Claim Key** = 622657

Vehicle Information

Model Year: 2014
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/CD-350 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FA-P473 SUPER DUTY [11-15]
Warranty Start Date: 06-JAN-2014
Production Date: 26-NOV-2013
VIN: 1FT8W3BT8EE[redacted]

Claim Information

Document Number: 186153A
Repair Date: 05-MAR-2014
Distance: 654
TIS: 2
AWS Load Date: 10-MAR-2014

Dealer Information:

Dealer Name: JIM HANSEN'S GATEWAY FORD LINC
Dealer Code: A6017 - *
Address: 10101 - 112 STREET
City: GRANDE PRAIRIE
State: AB Zip Code:T8V8H6
Country: CAN Region Code: NA
Phone: (780)538-4044

Expense Information

Customer Paid Amount:	.00
Deductible Amount:	.00
Dealer Paid Amount:	.00
Labor Cost:	345.27
Misc. Expense Amount:	21.02
Part Markup Amount:	21.42
Material Cost:	74.98
Total Cost Gross:	420.25

Cust. Concern Code: D42 - POOR PERFORMANCE/LACKS POWER
Condition Code: 42 - DOES NOT OPERATE PROPERLY
Technician Comment:

ENGINE STARTED.ENGINE LACKING POWER.RETRIEVED CMDTCS P1247,P200E.PERFORMED PIN TEST KA.KA1-YES.KA2-NO.KA3-NO.KA5- YES.KA6 NO(NO MOVEMENT) KA7 YES.KA8 NO.R/I ACL AND EGR THROTTLE PLATE FOR ACCESS AND REPLACED TURBO WASTEGATE REGULATING VALVE ASSEMBLY.RETESTED. PASS.PERFORMED PIN TEST RC.RC1-YES.RC2- NO.RC3-YES.RC4-NO.RC5-NO.RC6-YES.EGT 13 VOLTAGE FLUCTUATION DURING TAP TEST.REPLACED EGT 13 SENSOR.CLEARED CODES.ROAD TESTED AND MONITORED AND RECORDED PID DATA.REVIEWED

RECORDING AND FOUND ALL READINGS WITHIN SPEC.RETE STED.PASS.

Customer Comment: CHECK AND ADVISE ON VEH WENT INTO LIMP MODE, HADPULL OVER SAFELY MESSAGE AND WILL NOTSTART

Labor Op Code	Labor Op Description	Labor Op Cost
12650D45D		36.99
12650D68D		86.32
12650D81D		61.65
12650DD		24.67
12650DX1	EXTRA TIME TO REPEAT FINAL QUICK TEST	12.33
MT6K682		123.31

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
N	BC3Z	9E882	A	VALVE-EGR VAC REG	032103	1	25.51
Y	AC3Z	5J213	B	SNS ASY-ENG EXH TEMP THRML	031403	1	49.46

DTC Sections: **Mil. Light On =** N

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
Y	KC	P200E	CATALYST SYSTEM OVER TEMPERATURE (BANK 1)	1	CATALYST (SYSTEM)
Y	KC	P1247	TURBOCHARGER BOOST PRESSURE LOW	41	BOOST CONTROL (SYSTEM)
Y	KO	P1247	TURBOCHARGER BOOST PRESSURE LOW	41	BOOST CONTROL (SYSTEM)
Y	KO	P200E	CATALYST SYSTEM OVER TEMPERATURE (BANK 1)	1	CATALYST (SYSTEM)
Y	KR	P1247	TURBOCHARGER BOOST PRESSURE LOW	41	BOOST CONTROL (SYSTEM)
Y	KR	P200E	CATALYST SYSTEM OVER TEMPERATURE (BANK 1)	1	CATALYST (SYSTEM)

Any comments? You can contact

webmaster

11731

[redacted]

From: Rinkevich, Daniel (D.J.)
Sent: Wednesday, October 02, 2013 3:09 PM
To: Bogema, John (P.); Kue, Ace (K.); Pervez, Nahid (N.)
Cc: Ken Raupp [redacted]
Subject: Control Tec VDR with qualifier output

John, Ace, or Nahid,
I am told that you agreed to fund a VDR with phone uplink for the ambulance fleet EGT study last week with an open order. Can you please concur on this note so that I work with Ken Raupp to get this going?

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

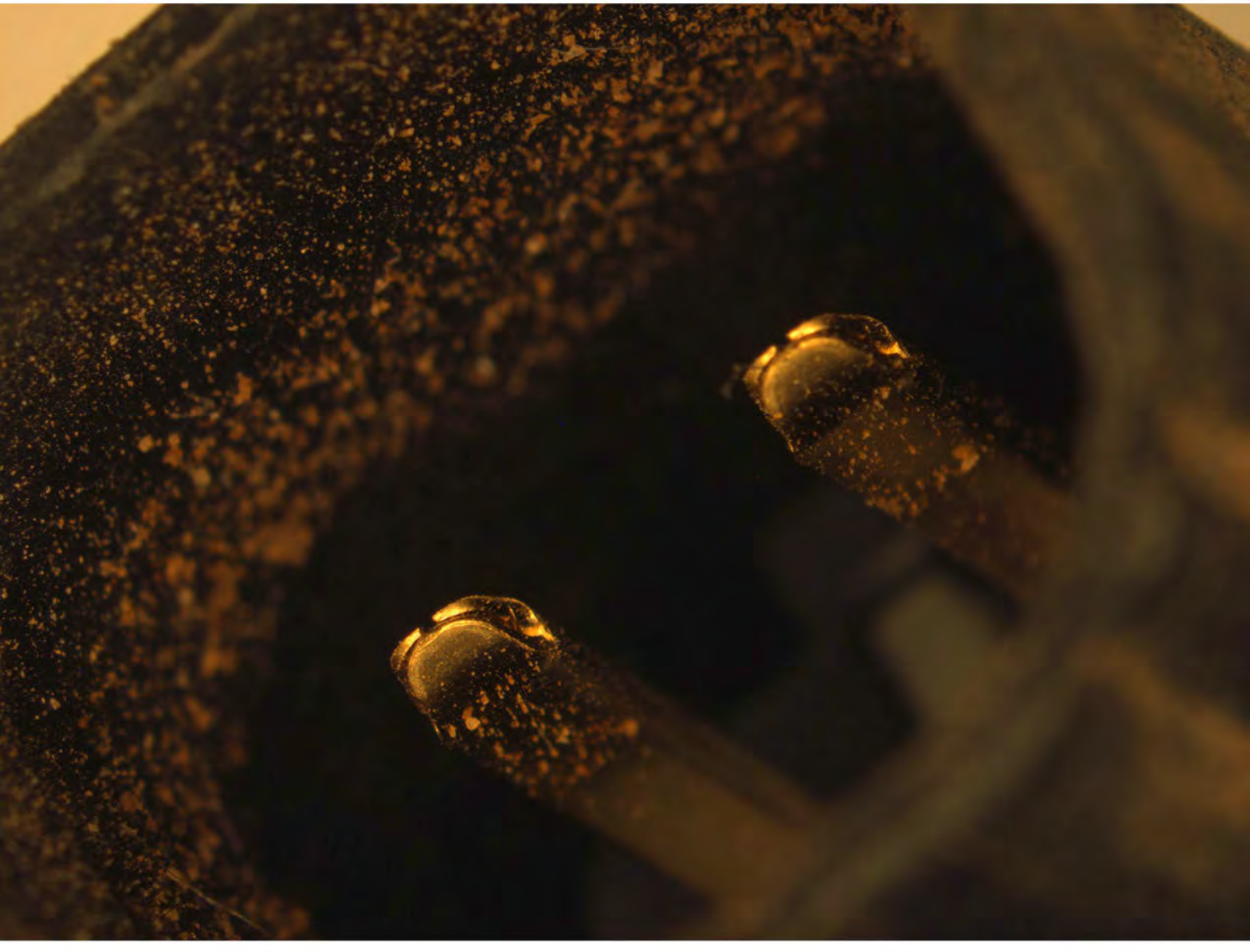
From: McDonagh, Scot (S.M.)
Sent: Thursday, September 11, 2014 11:54 AM
To: Kingston, Julie (J.)
Cc: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.)
Subject: Control-Tec Inquiry/TNI EGT Testing

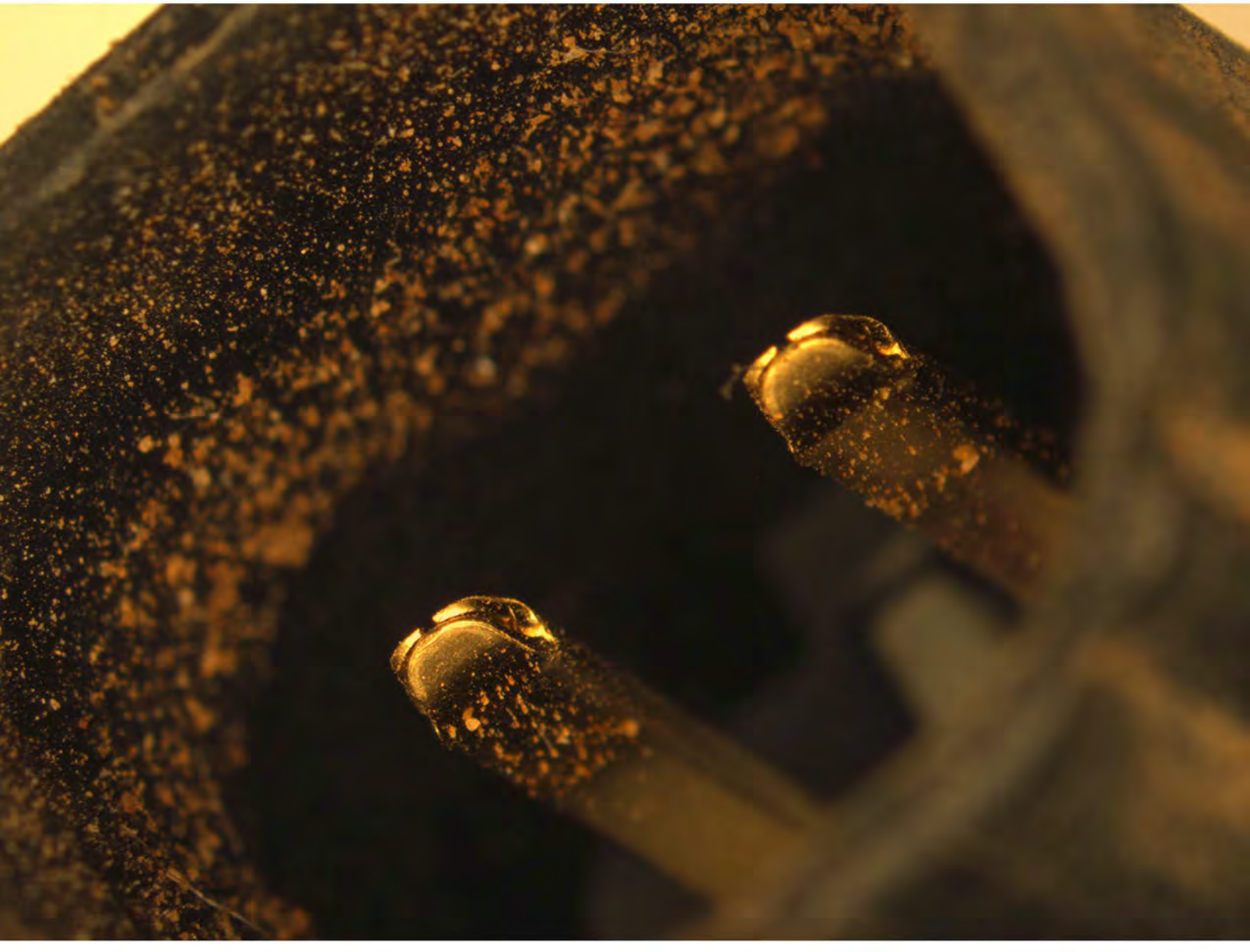
Dan and I installed CT-1000 recorder in 301T088 yesterday. Is data on CT Qualifier website for below VINs ?

301T087- 1FT7W2BT8FE[redacted](Dan R)

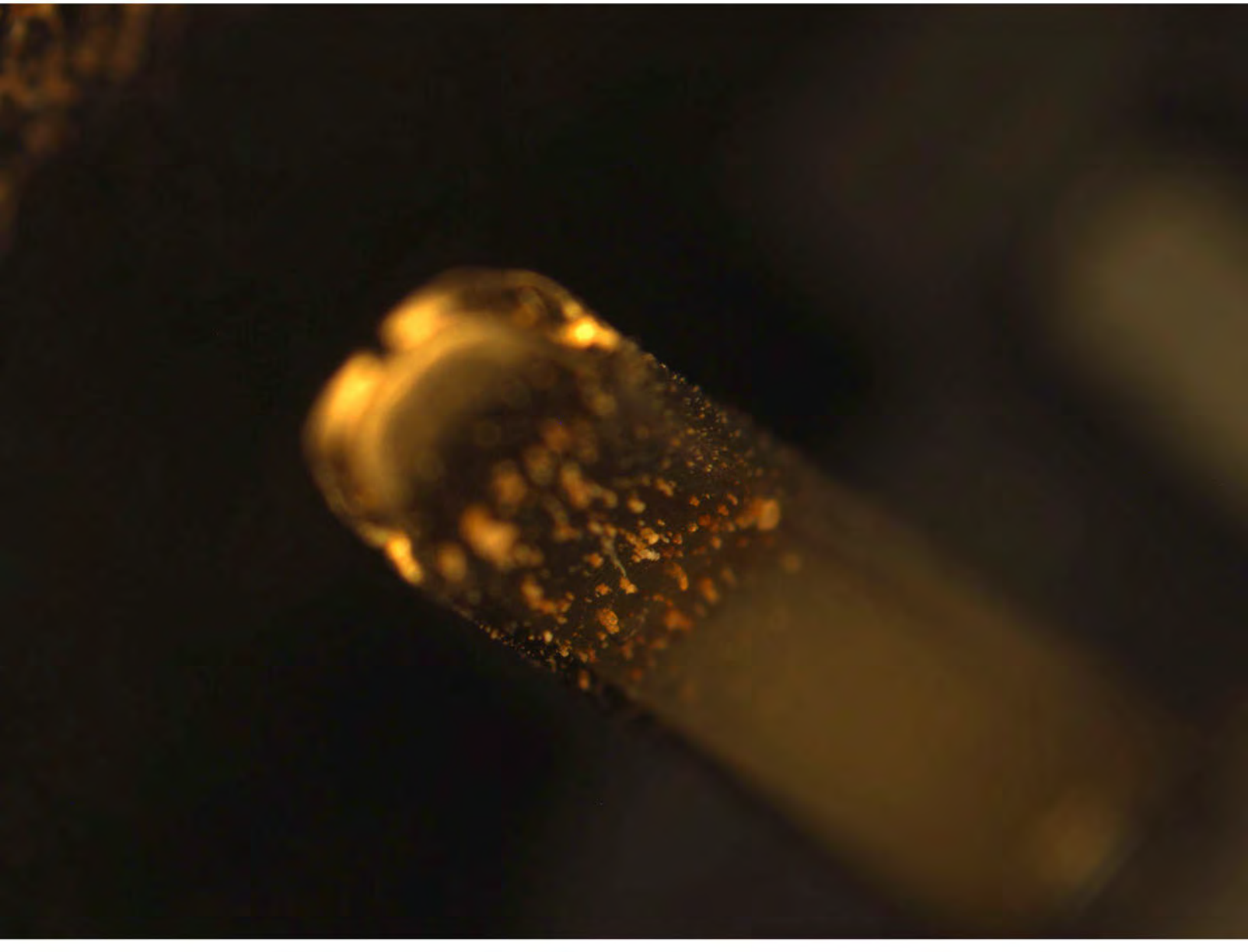
301T088- 1FT7X2BT7FE[redacted](Scot M)

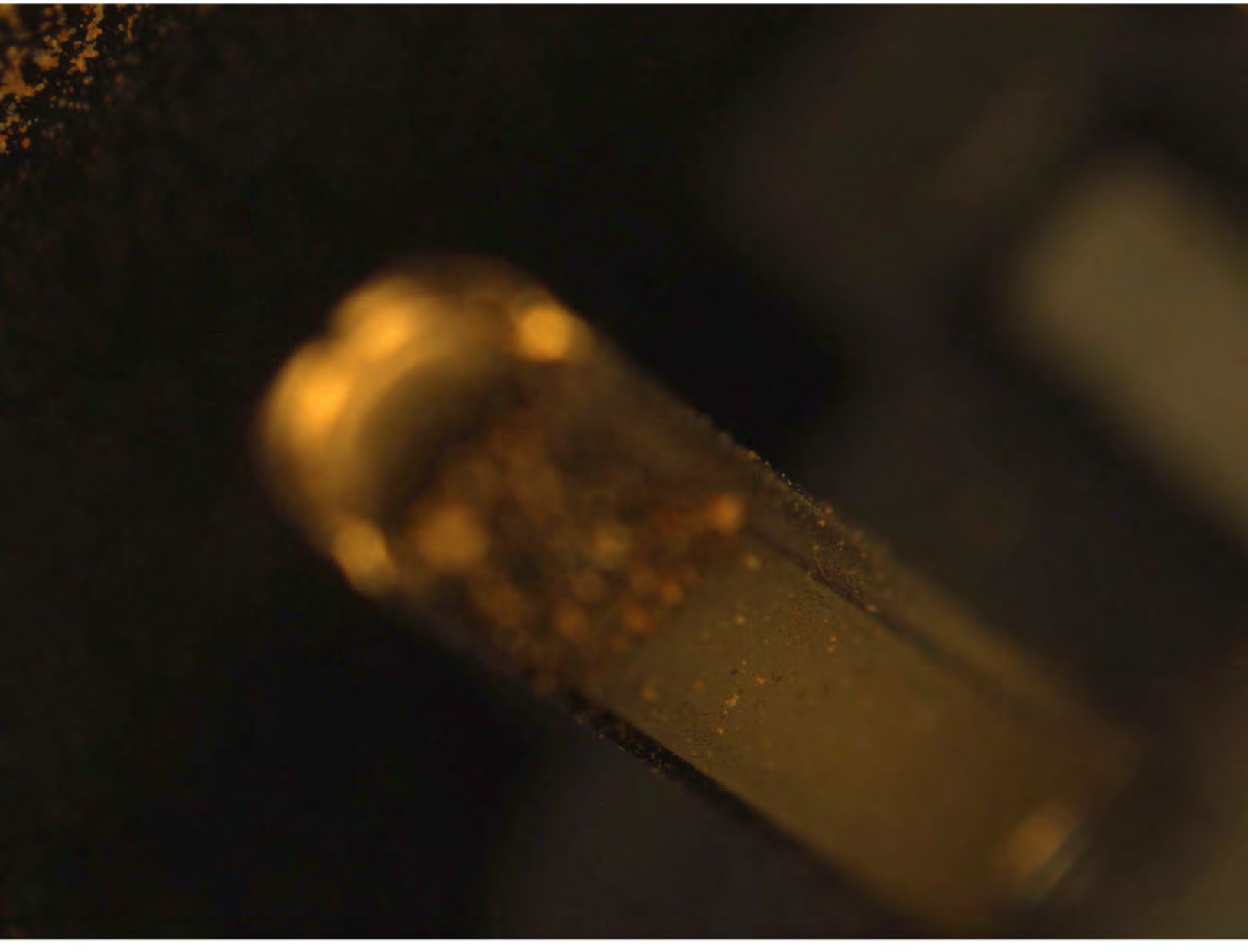
Scot G. McDonagh
PT Quality Engineering
[redacted]

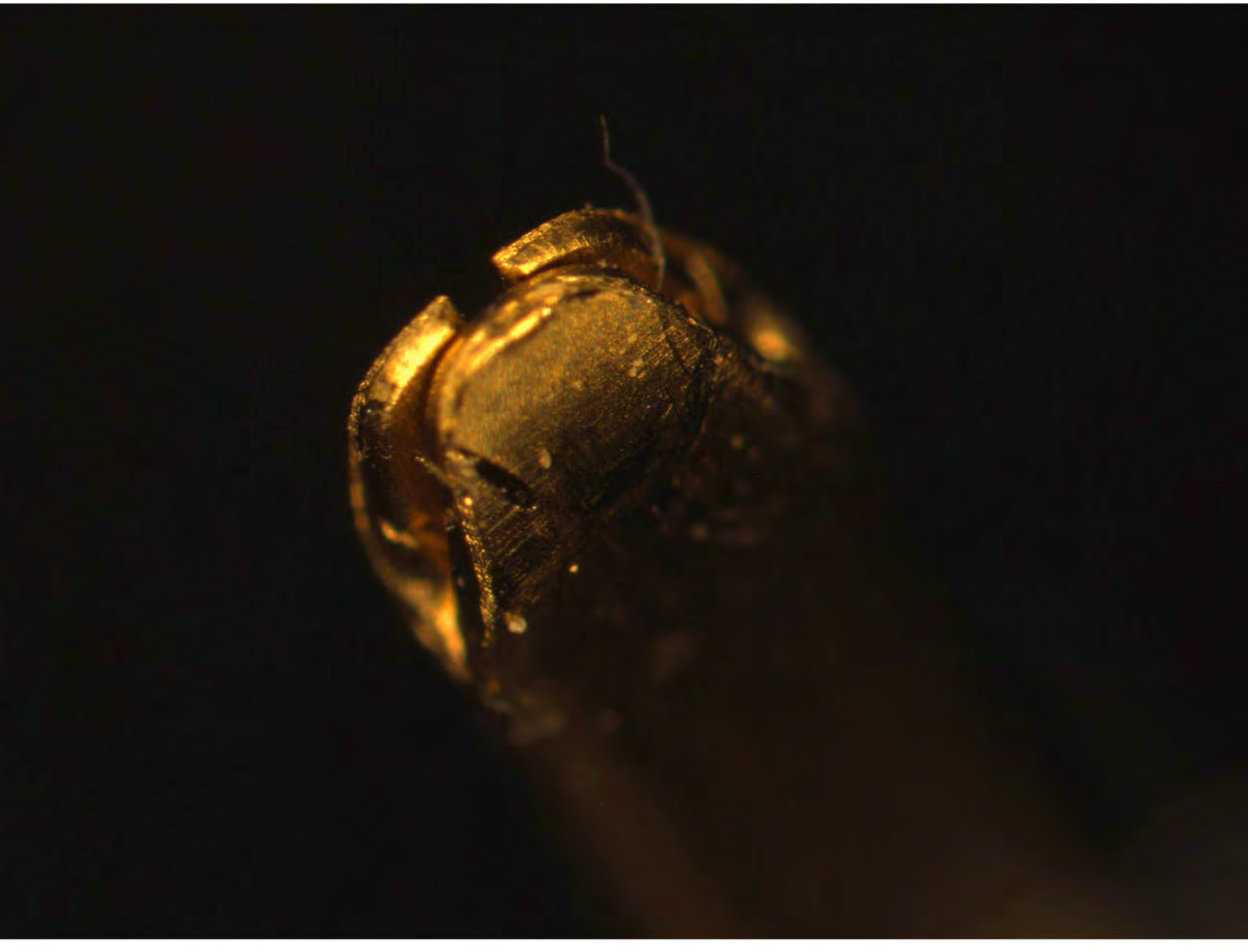






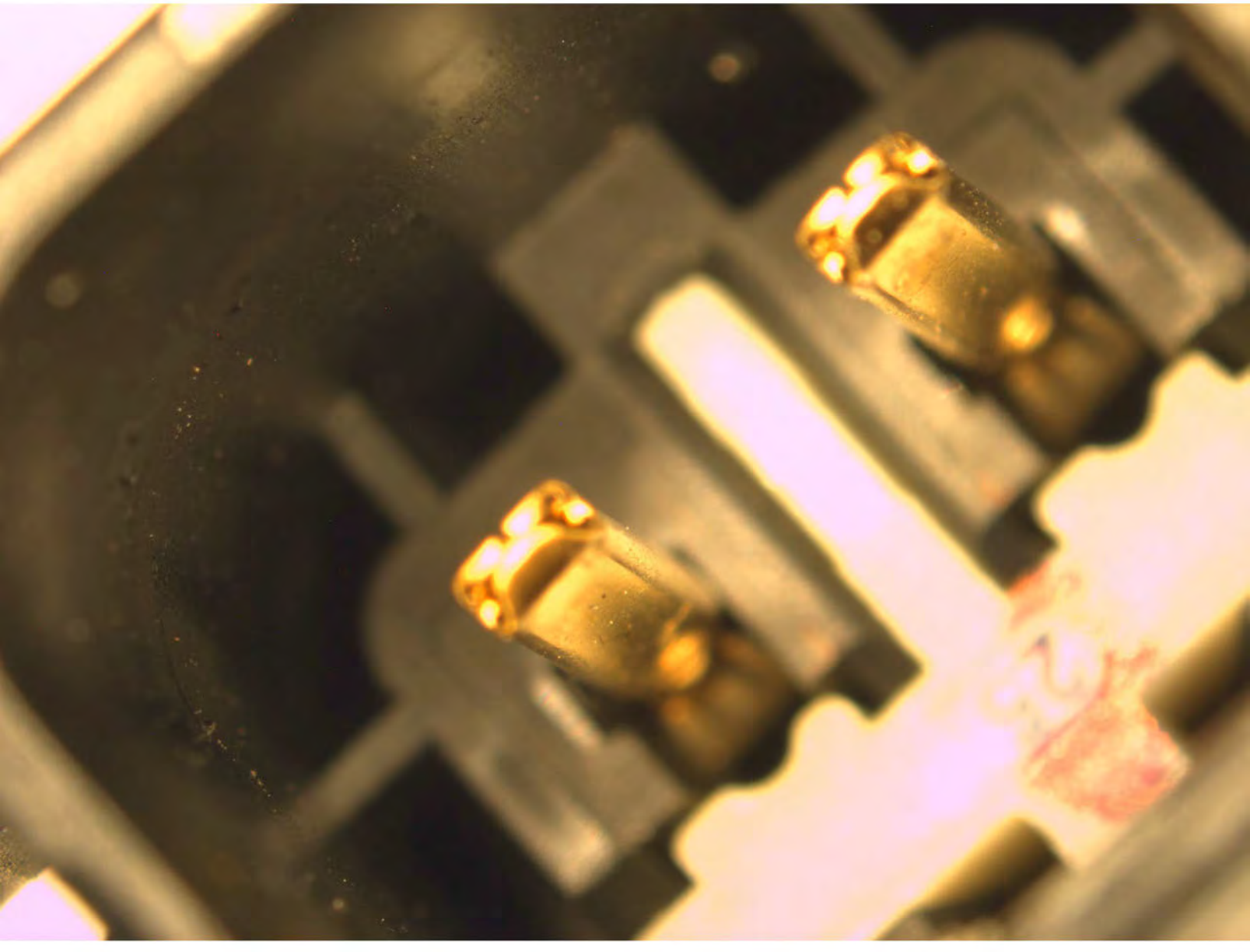


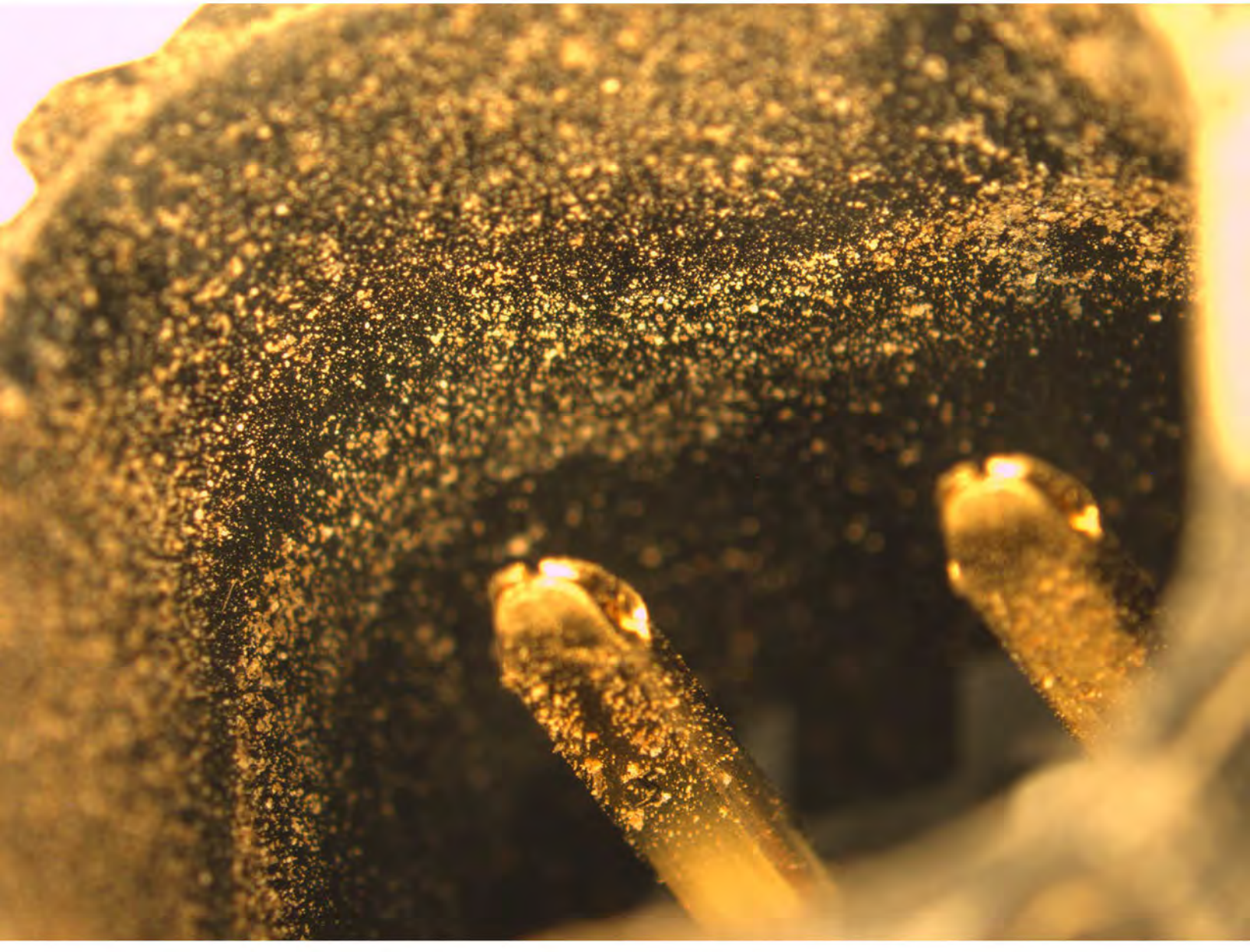


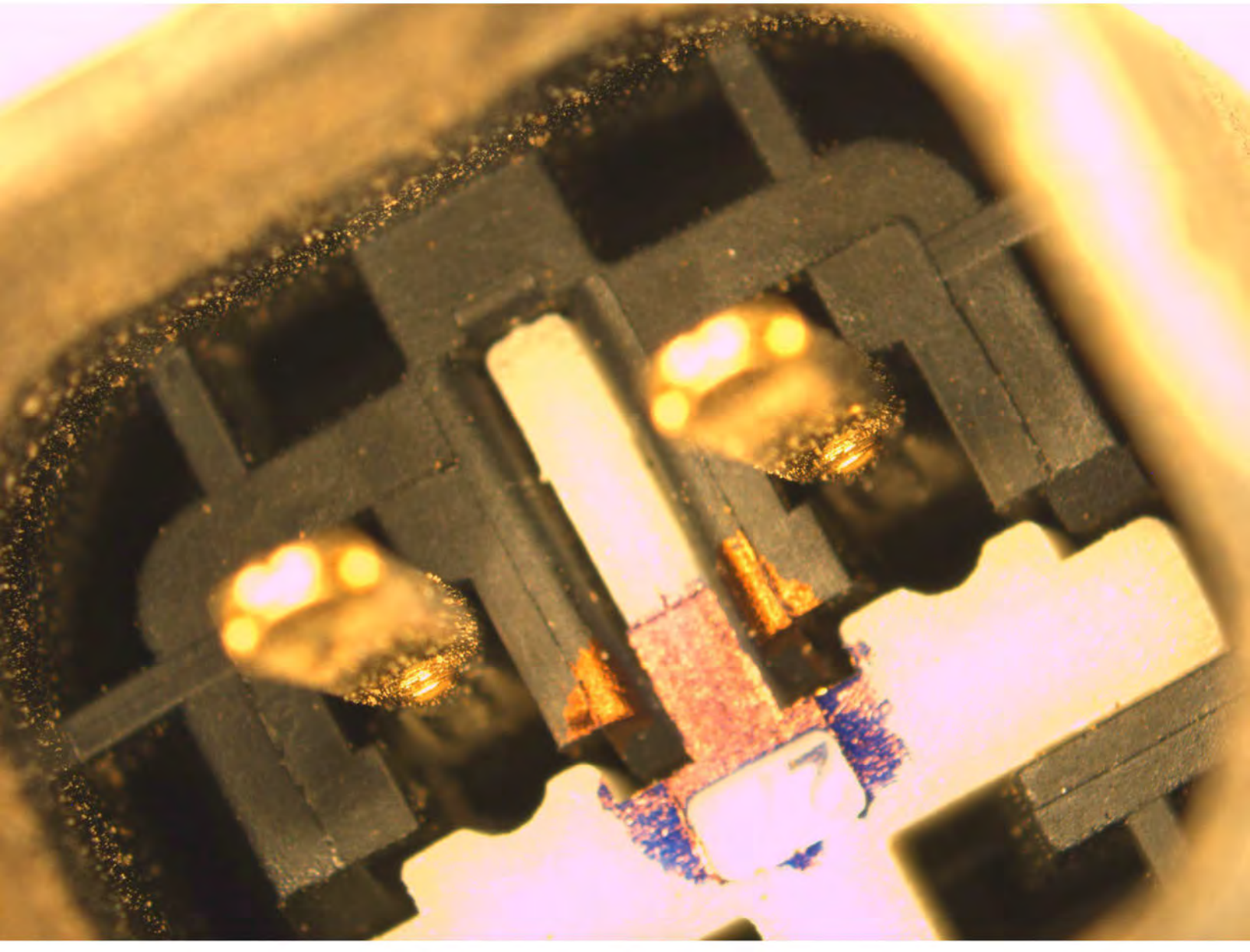


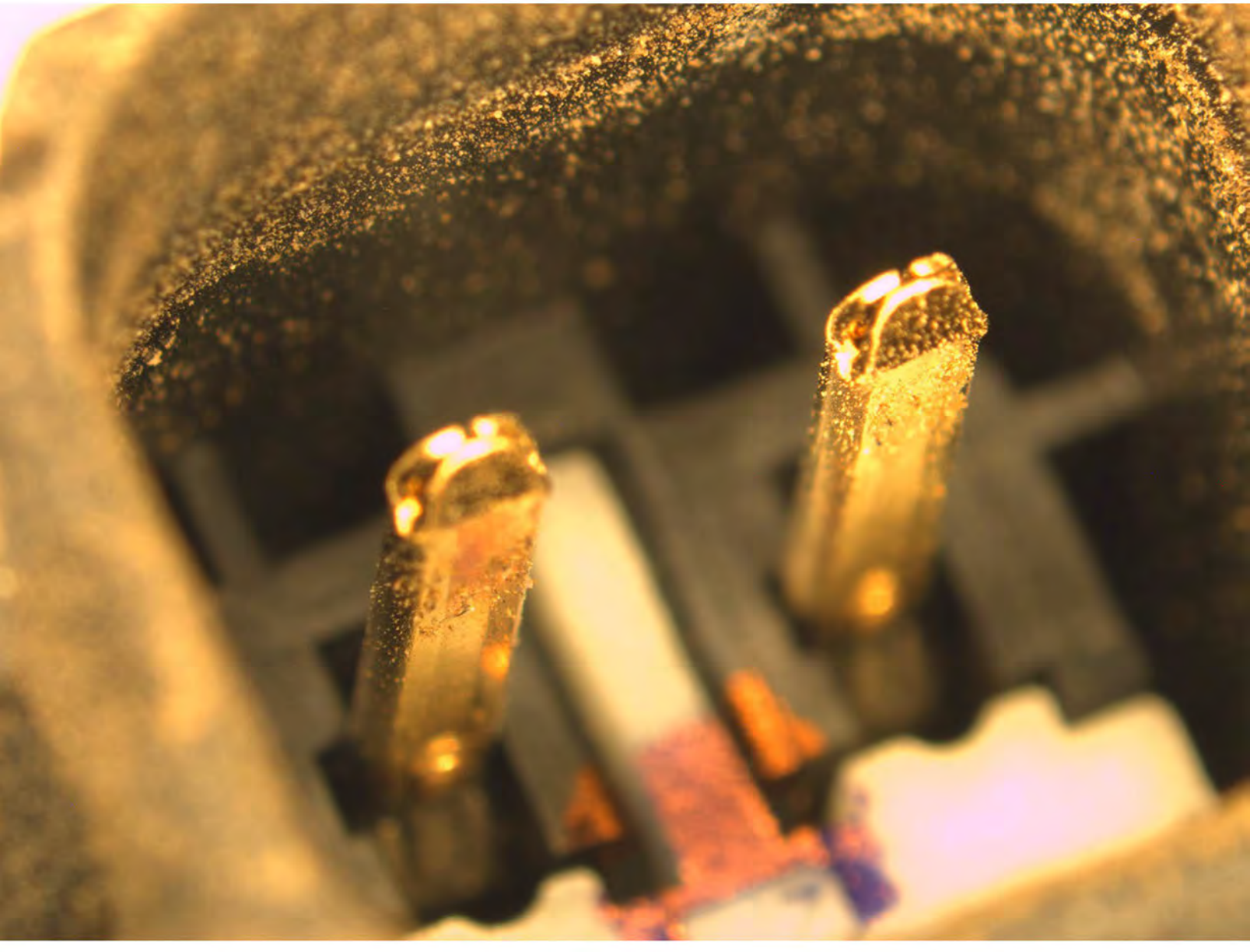




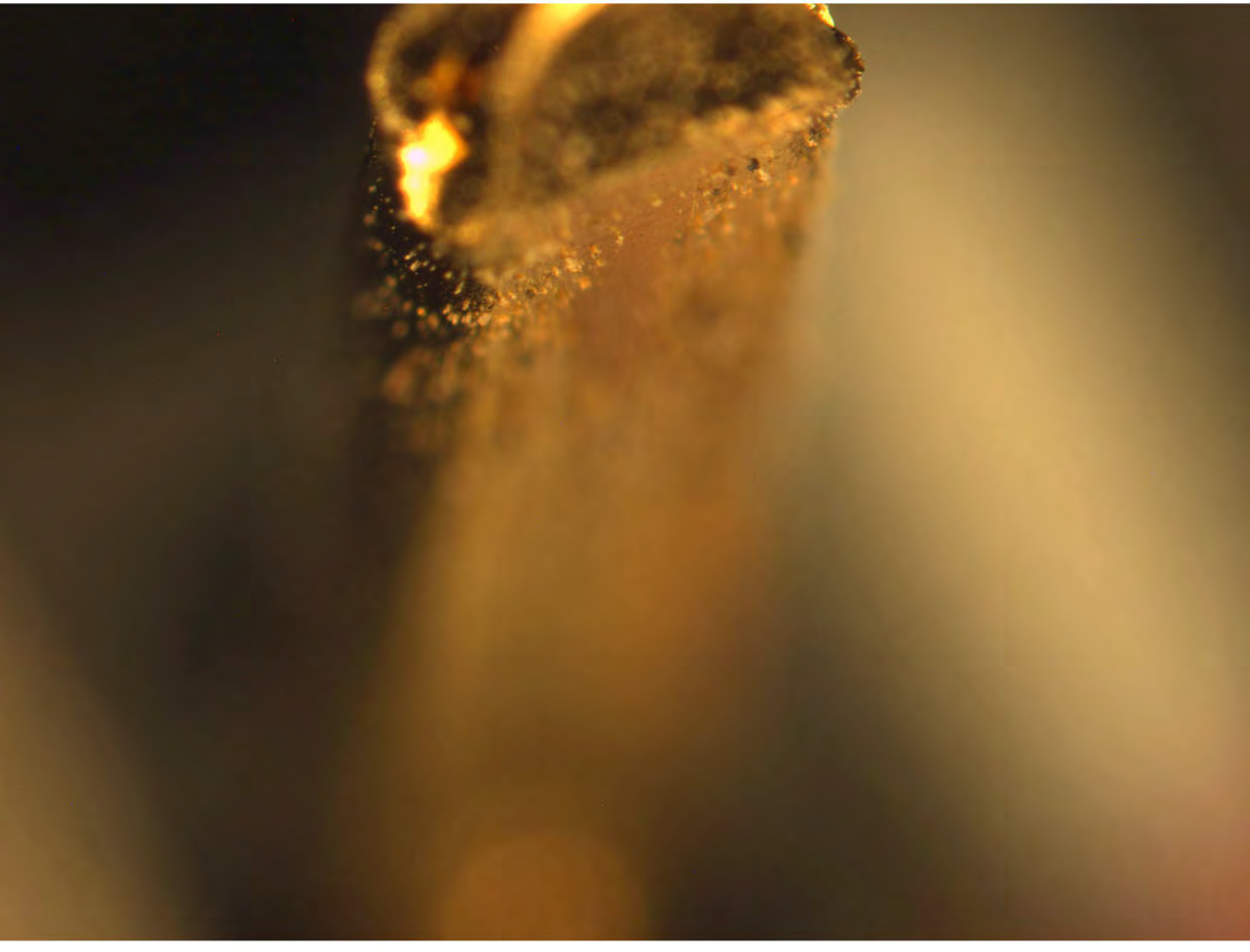


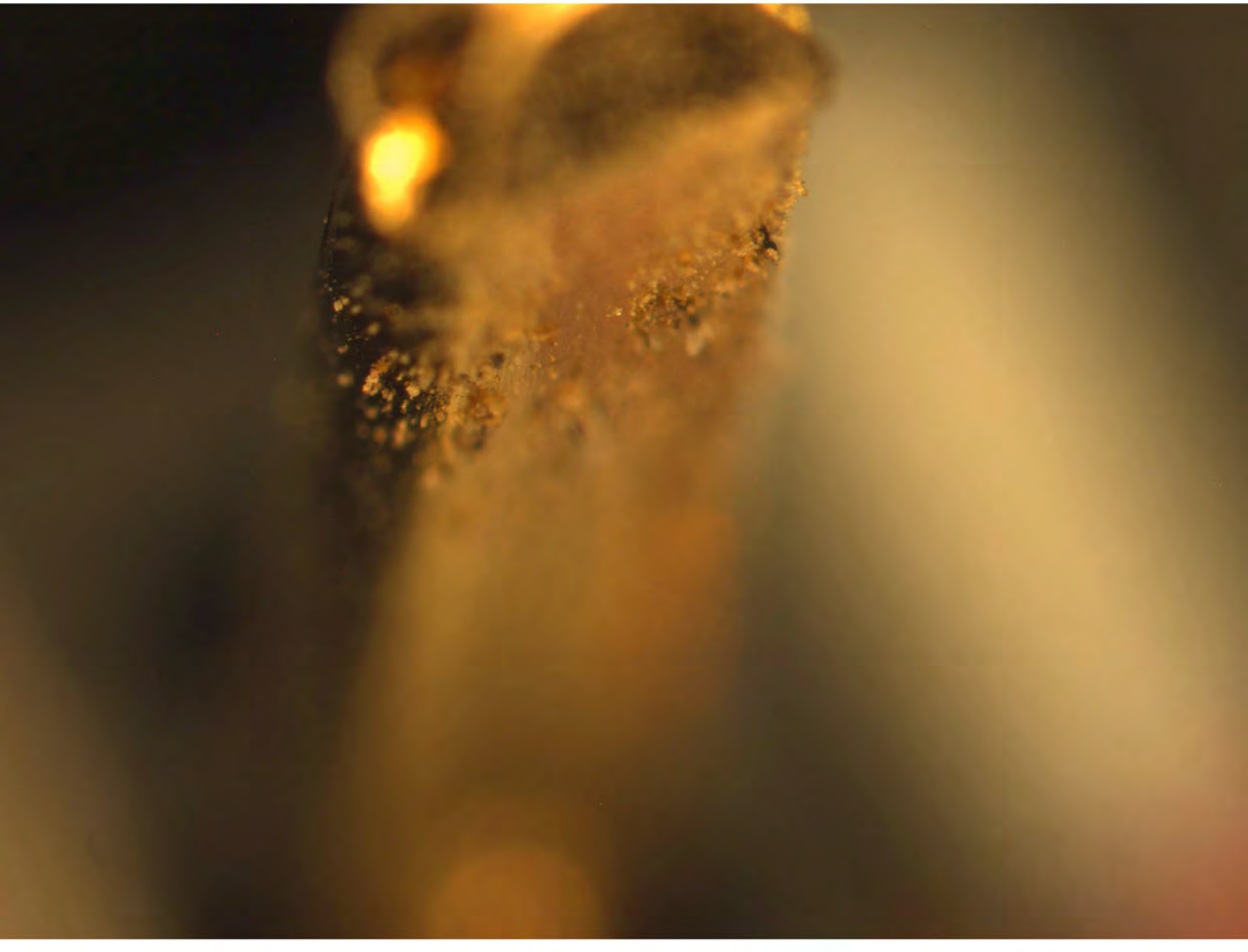


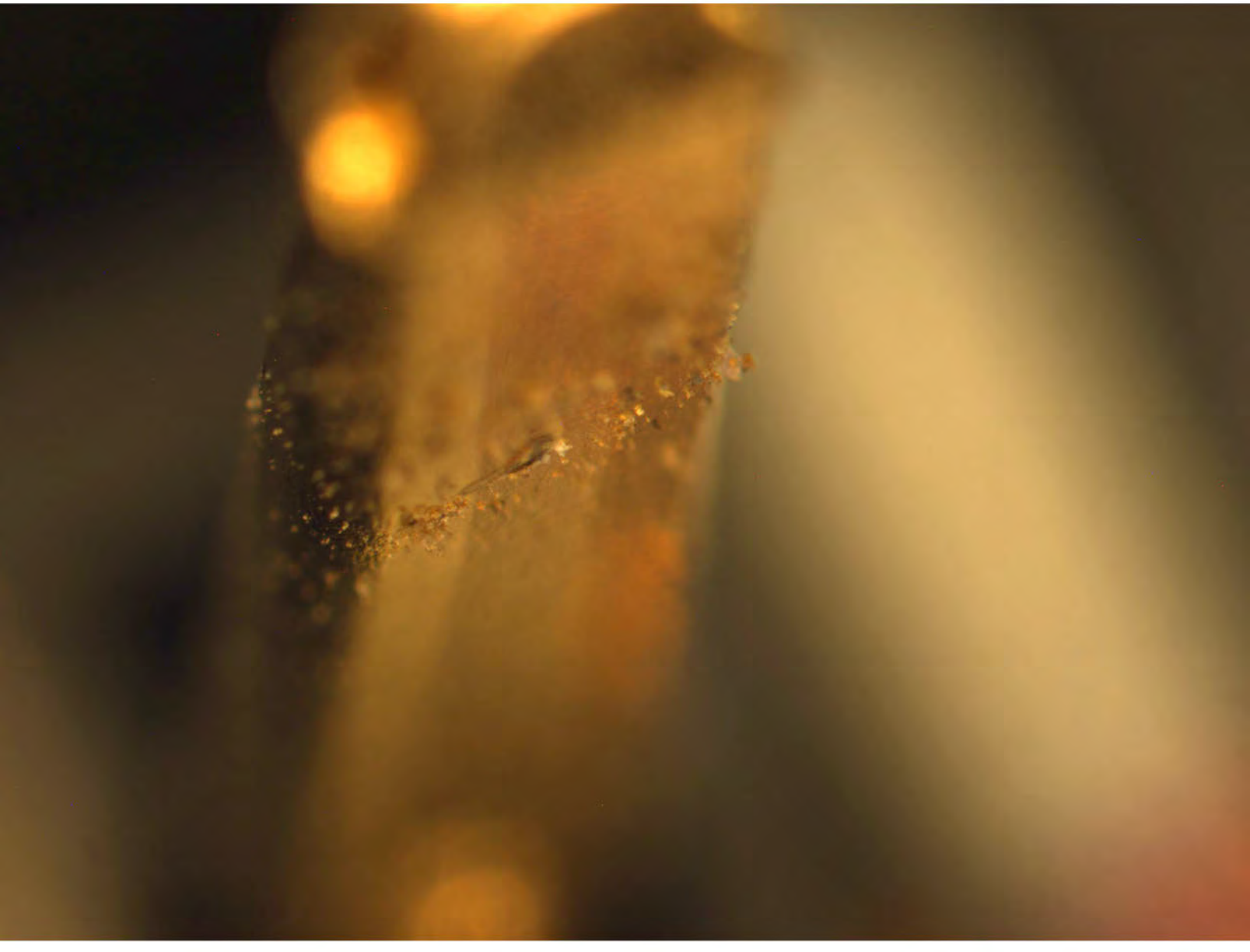


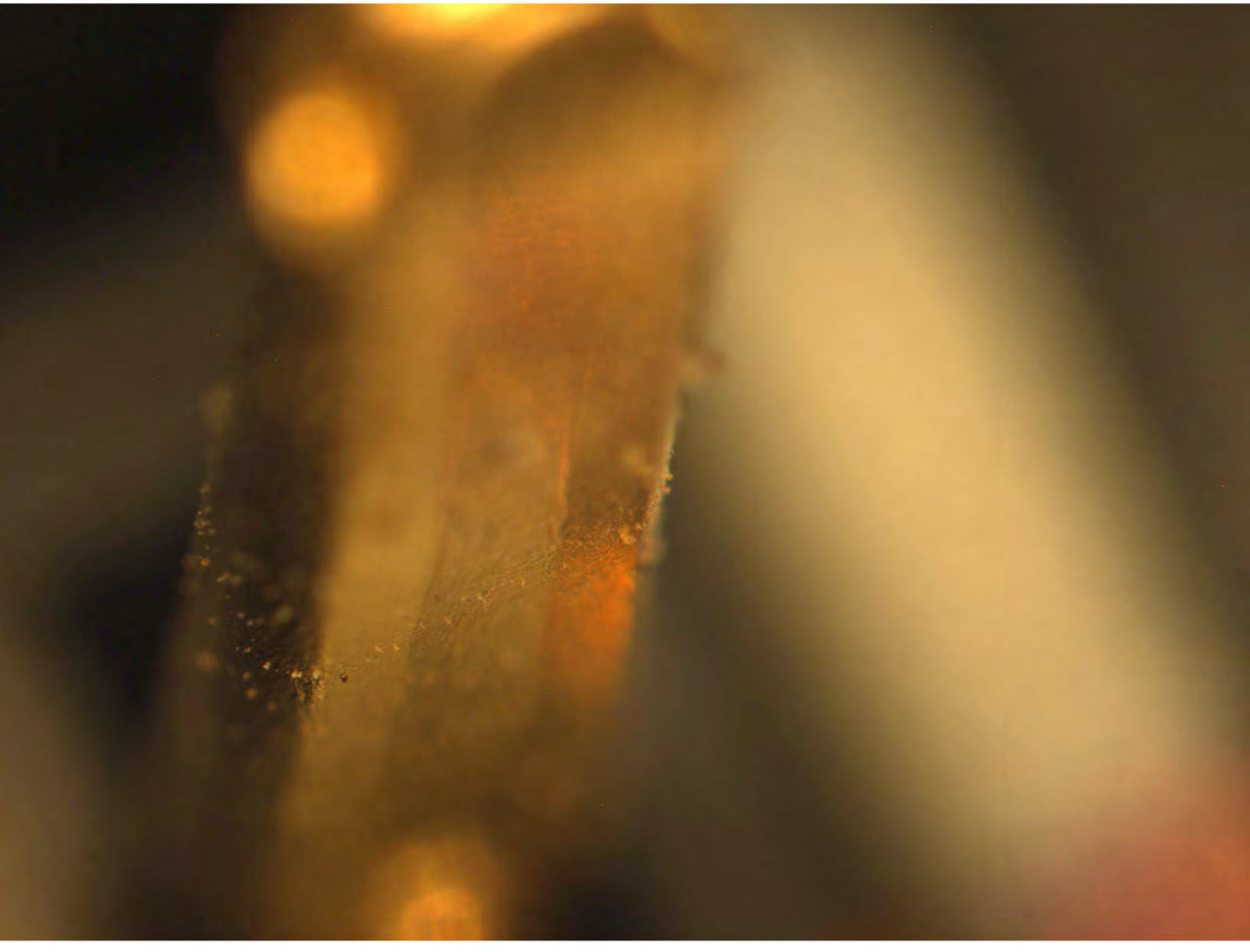


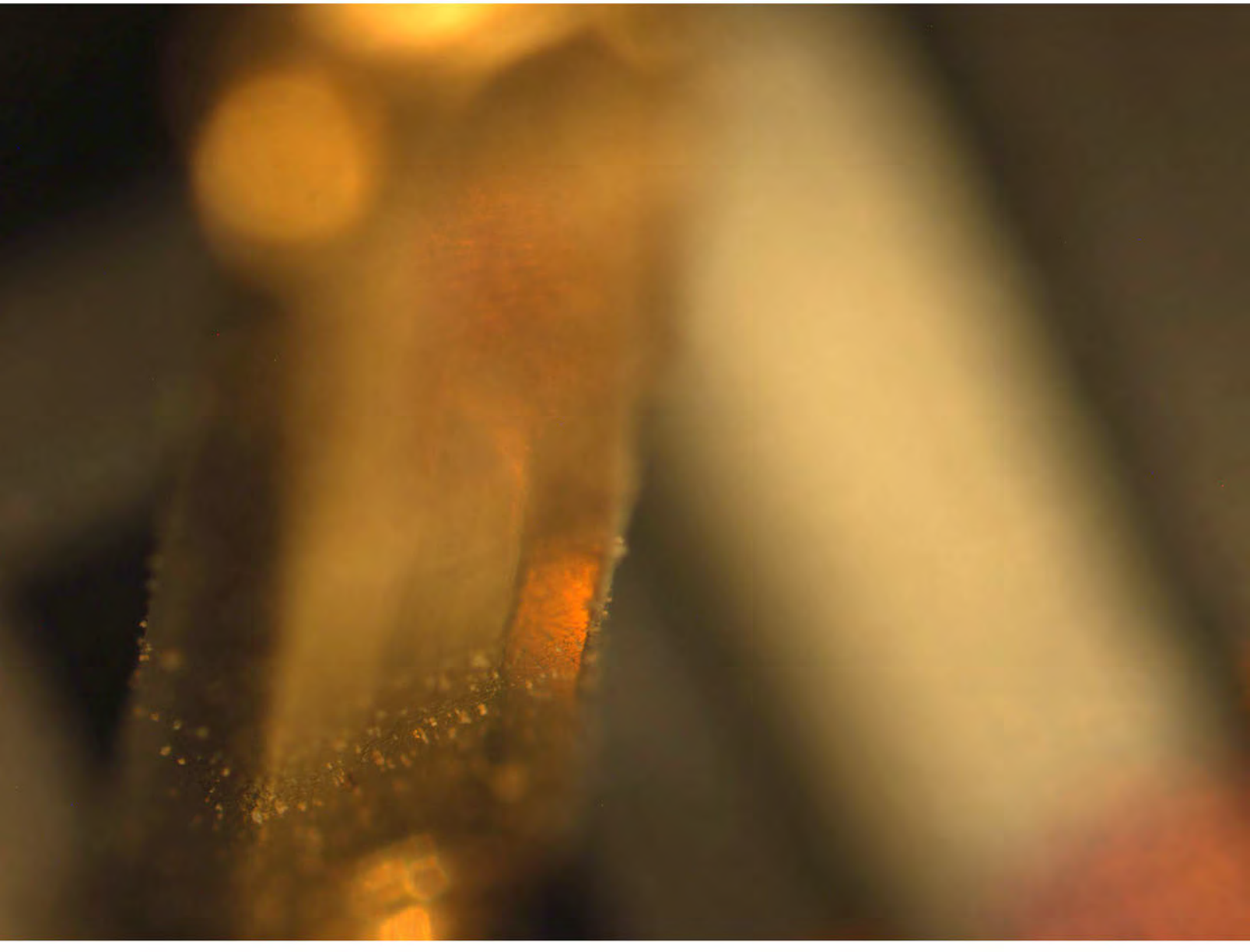


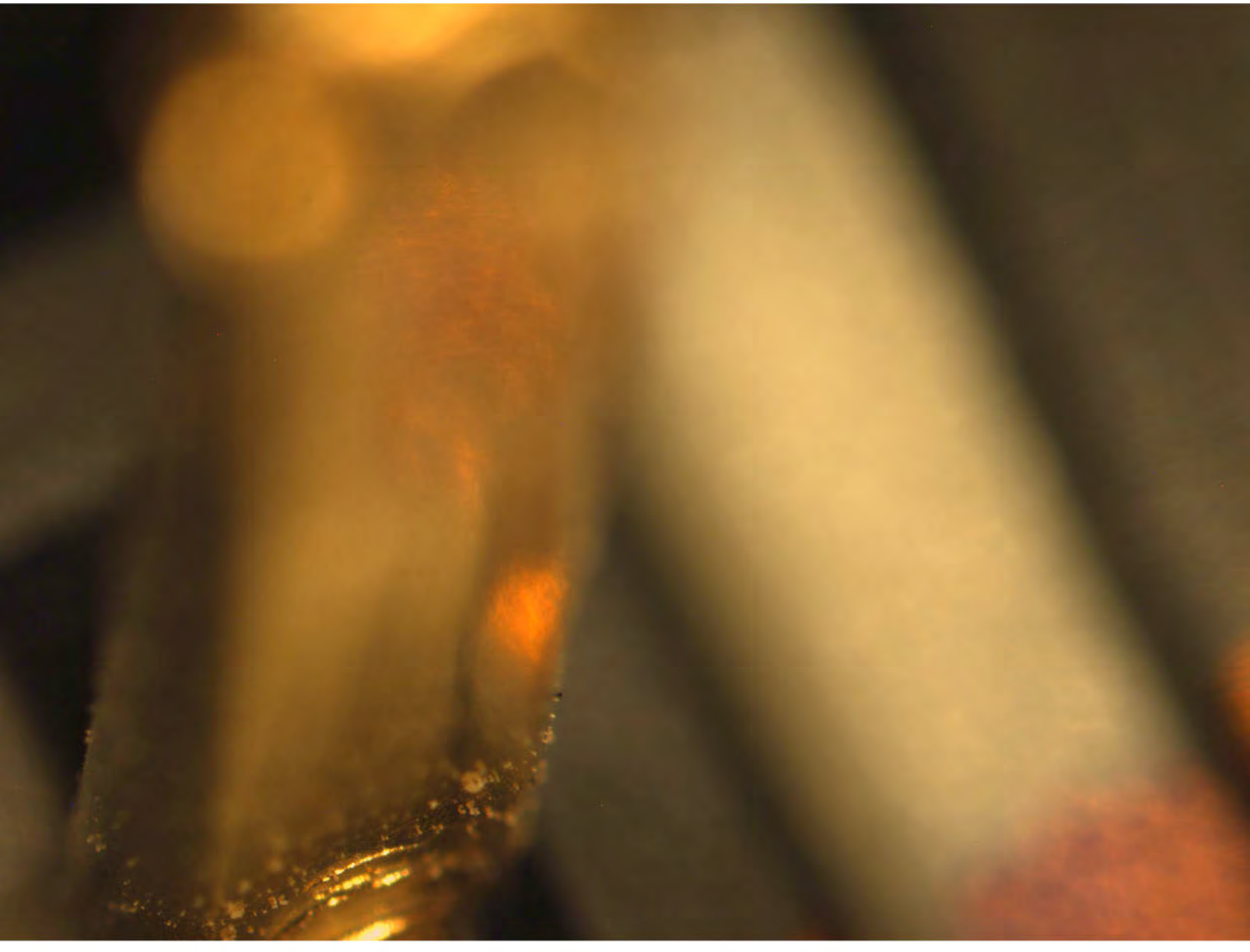


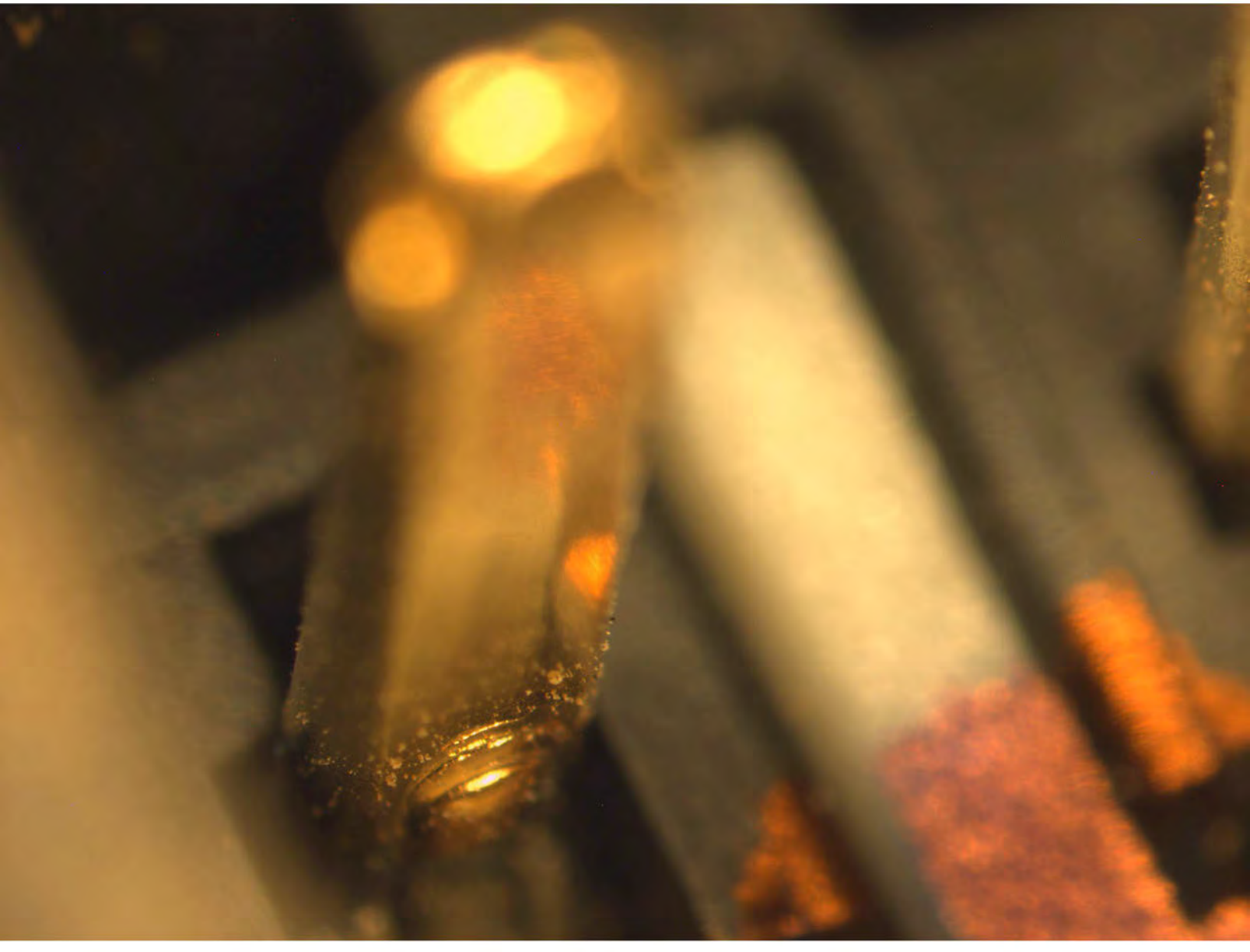


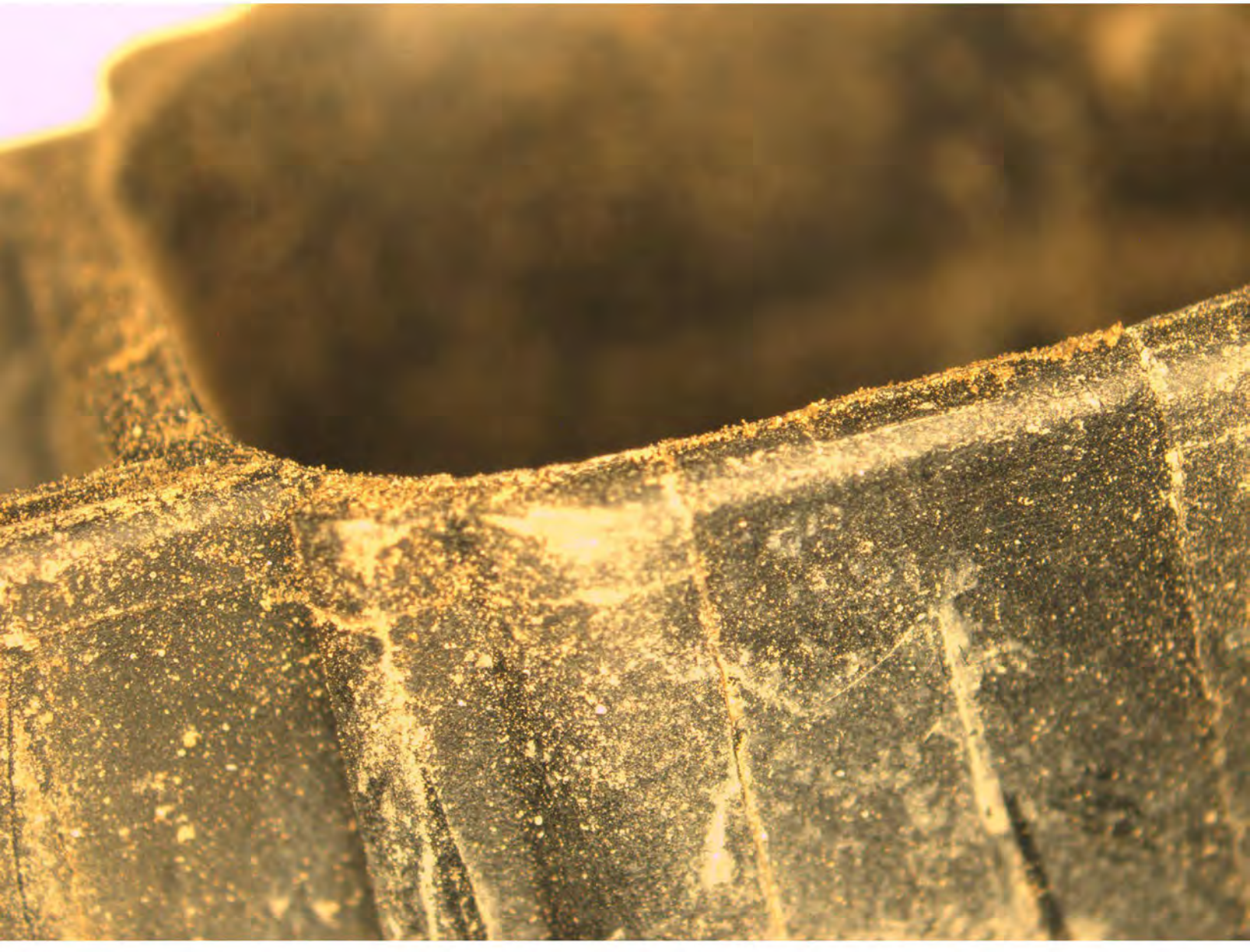


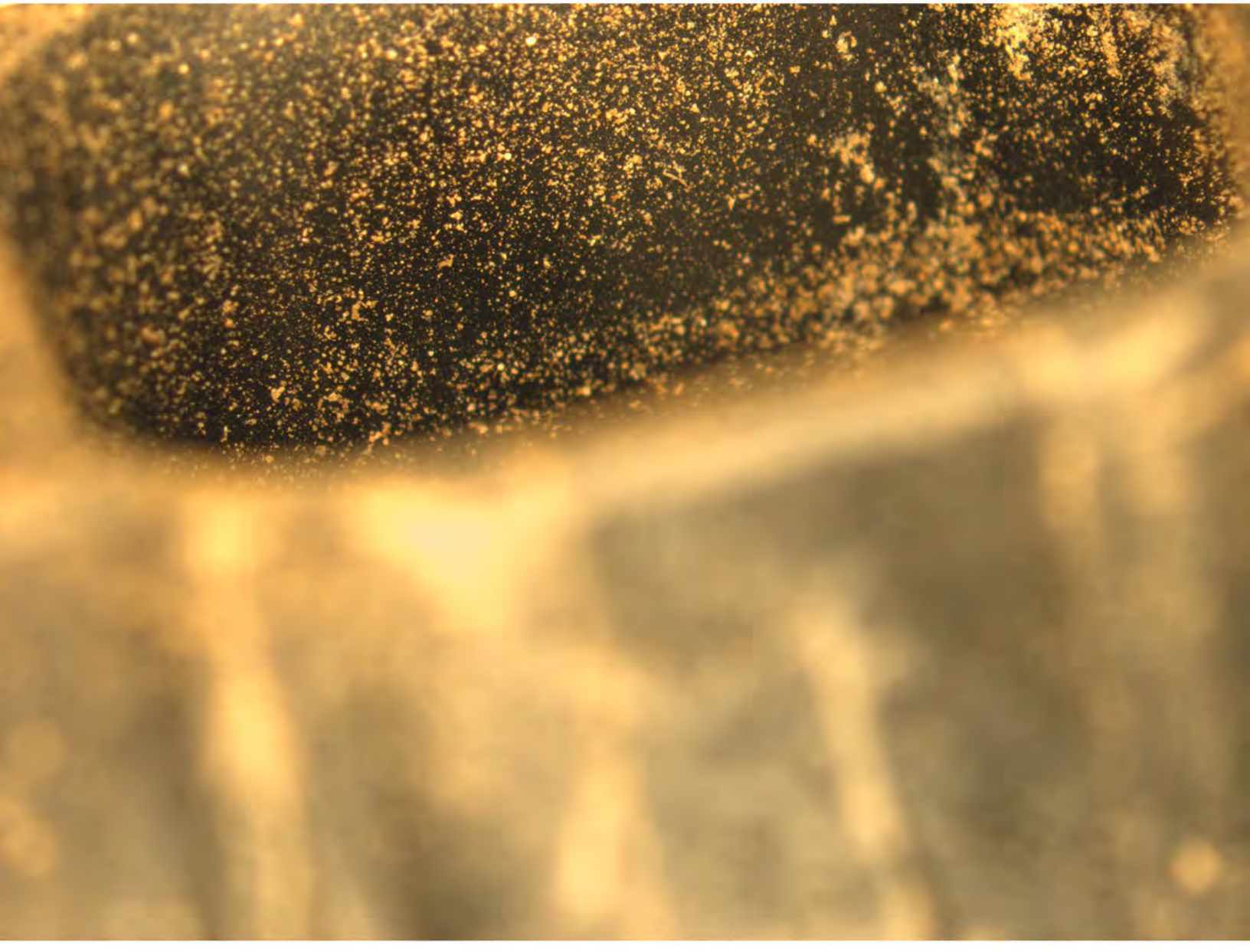


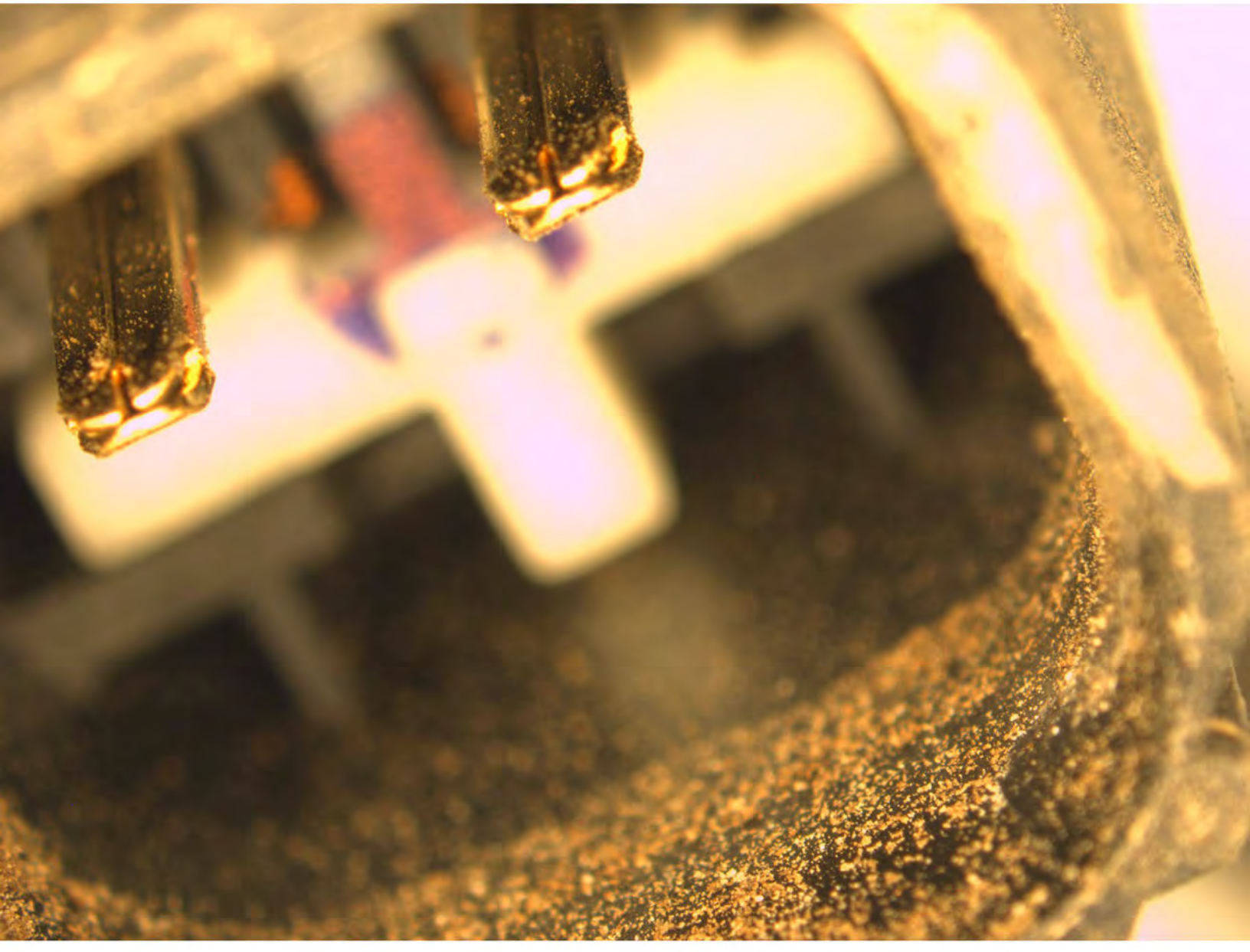




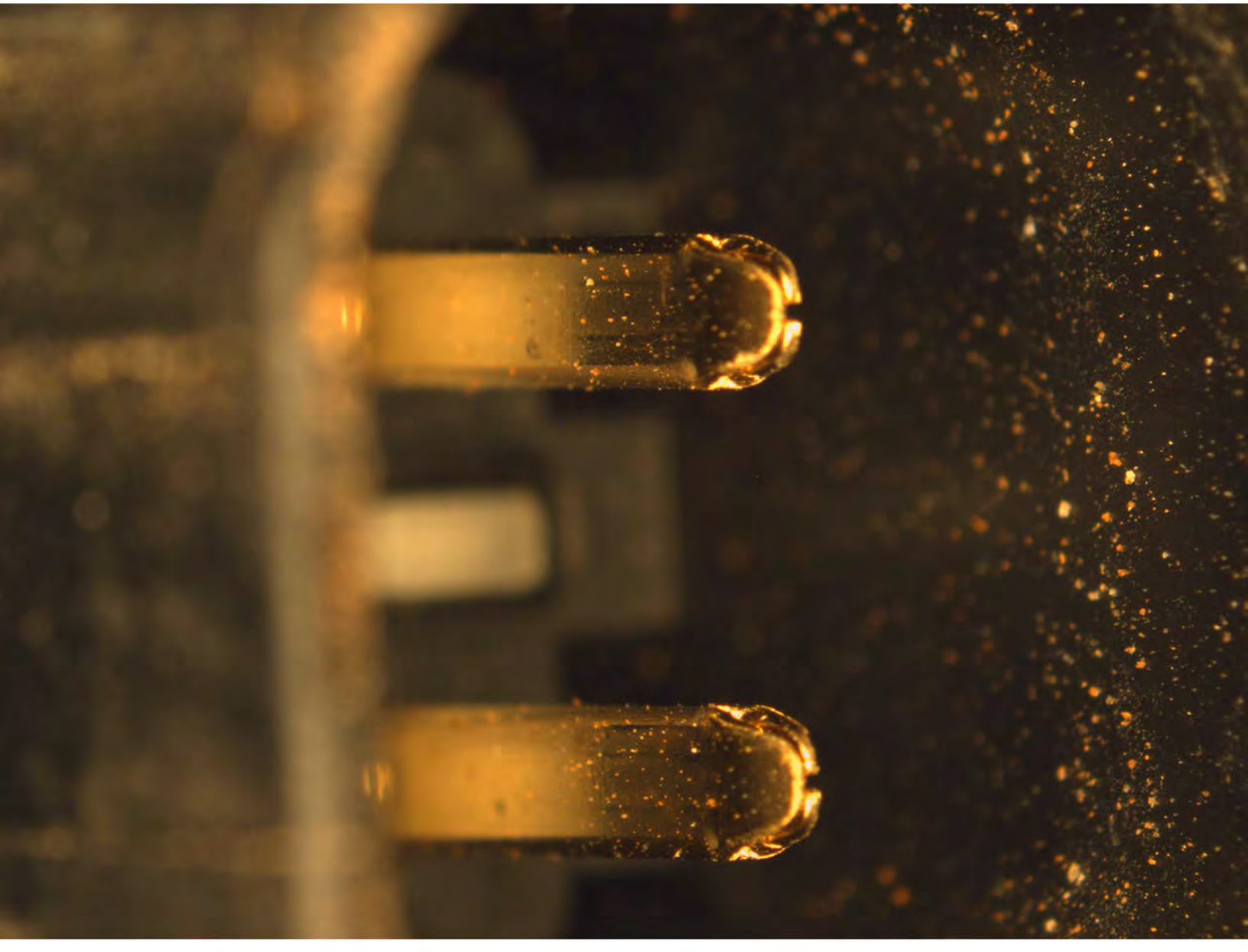


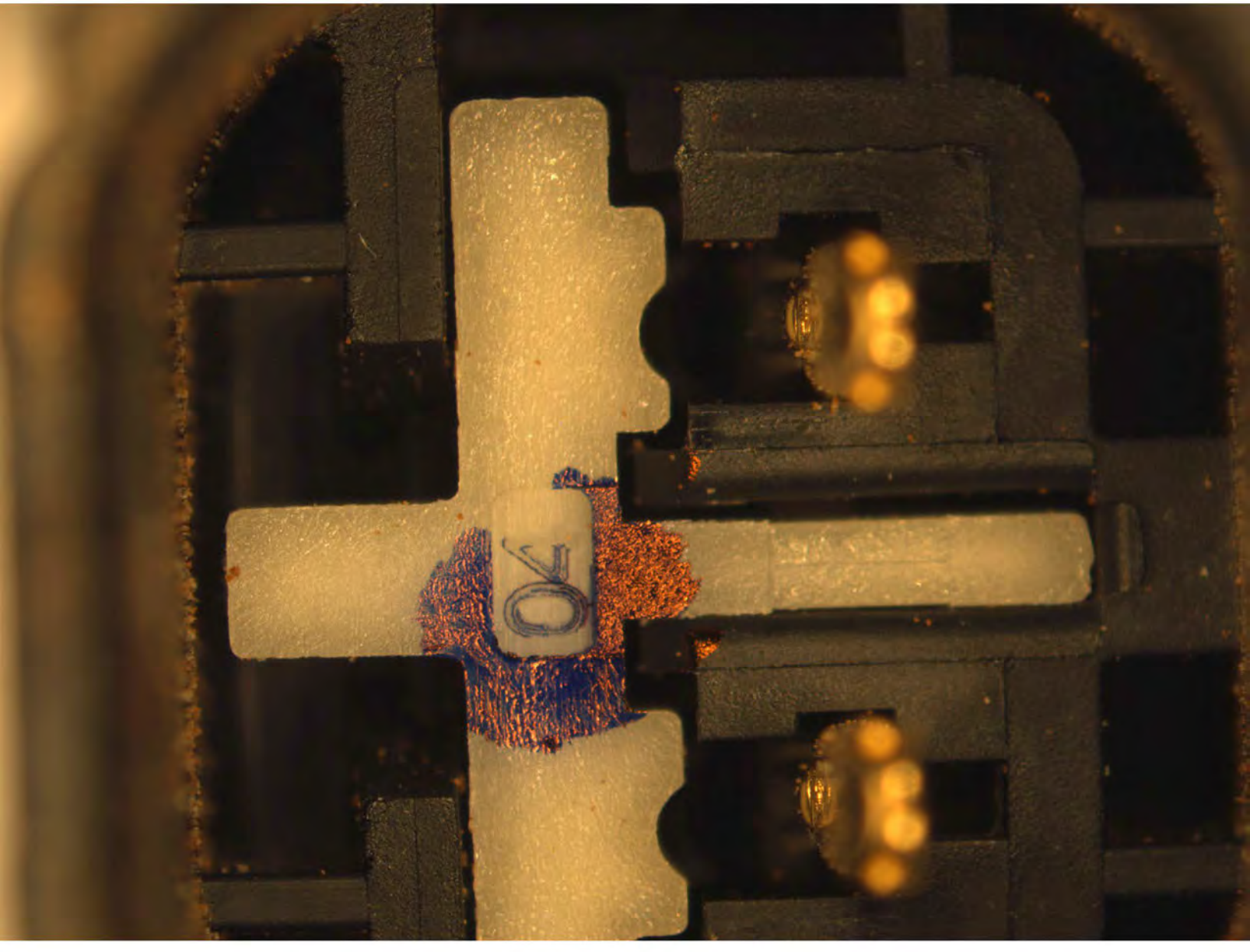


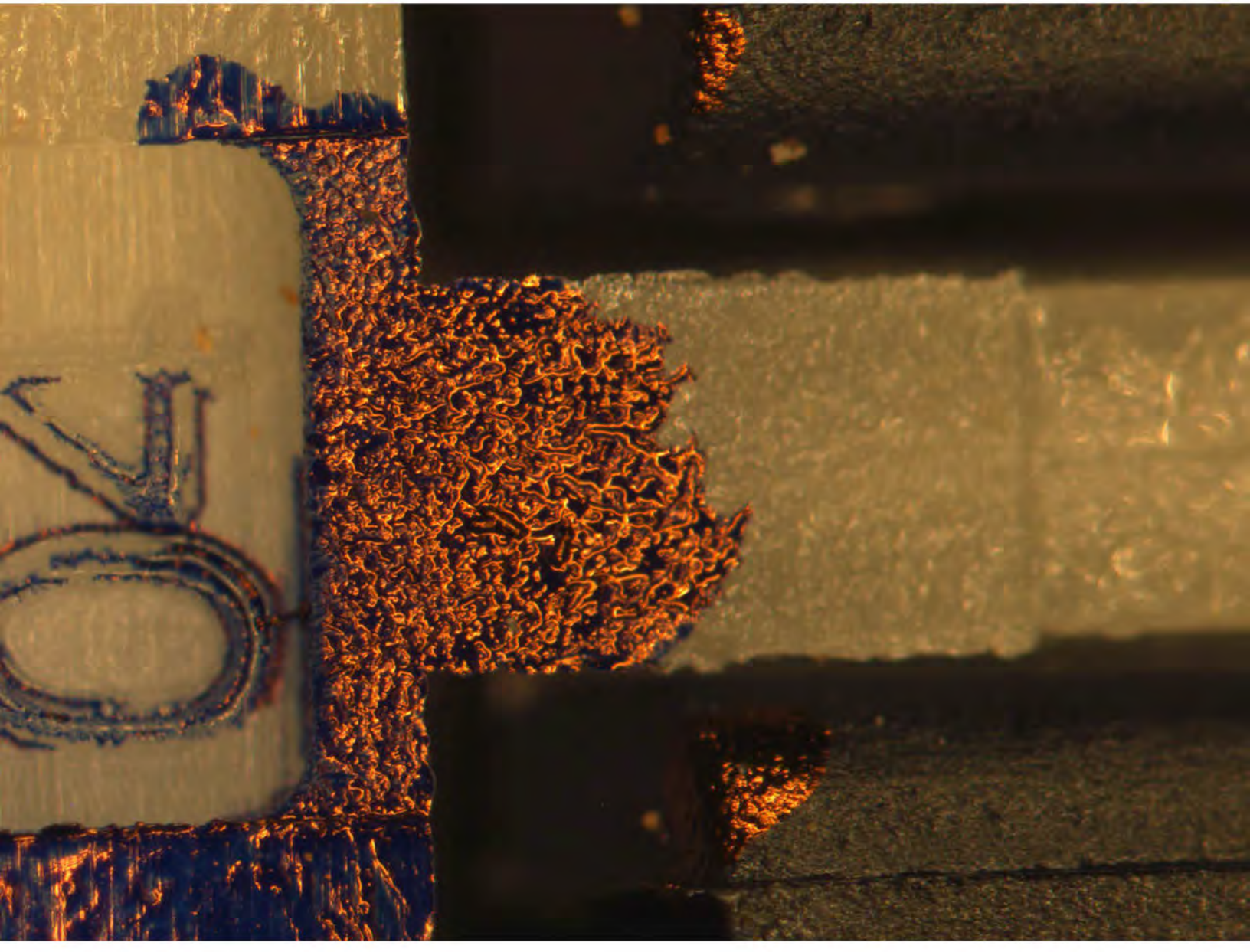


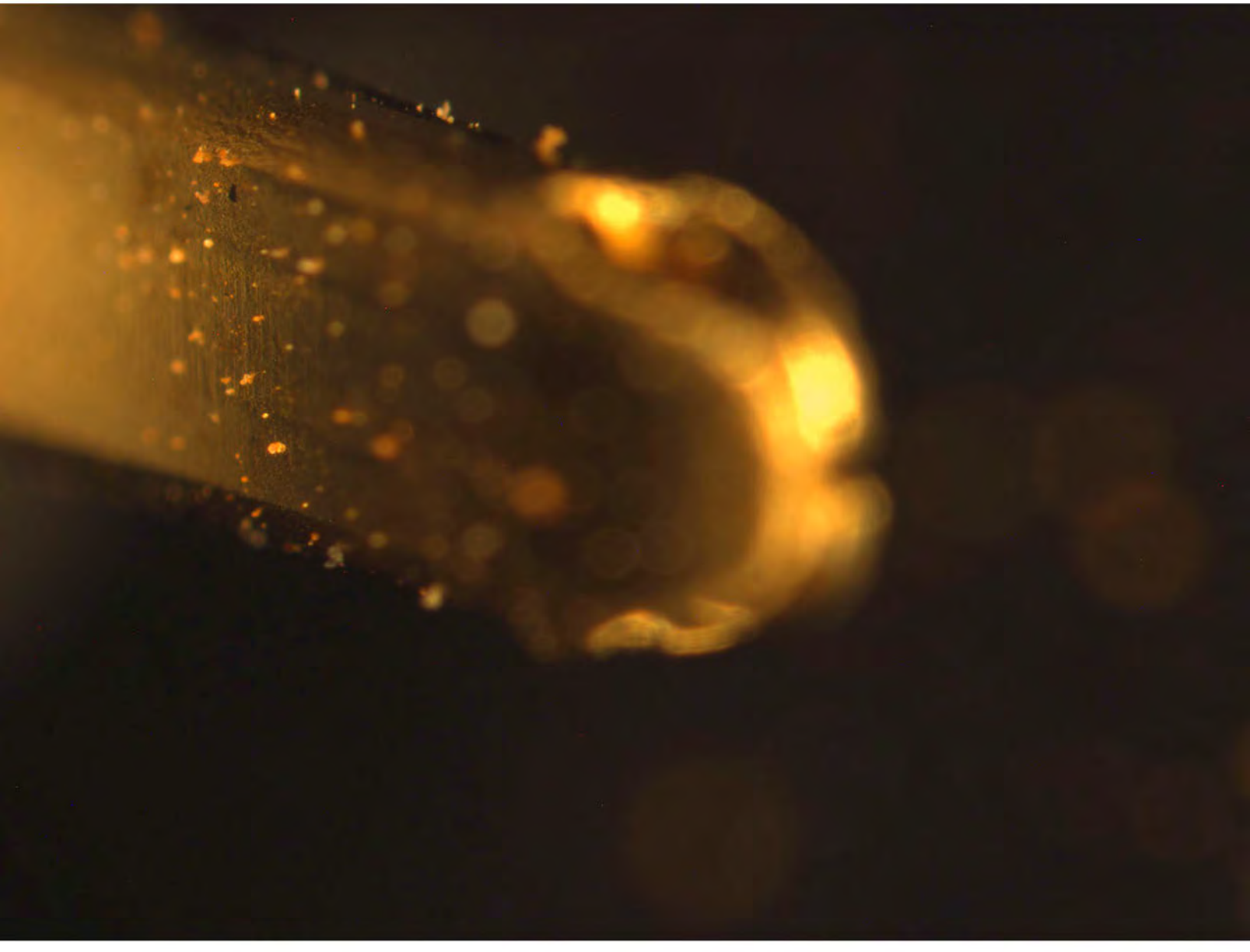


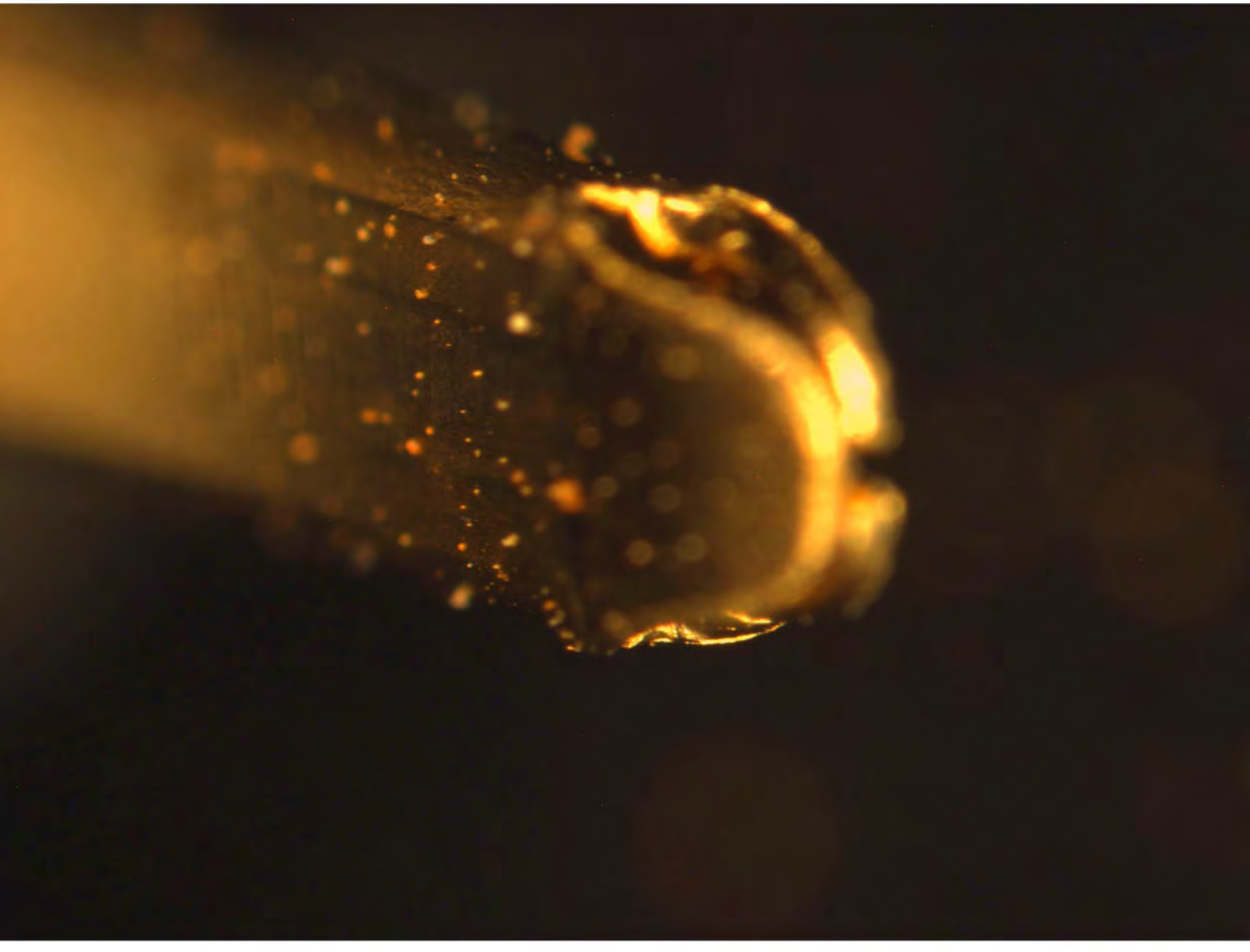




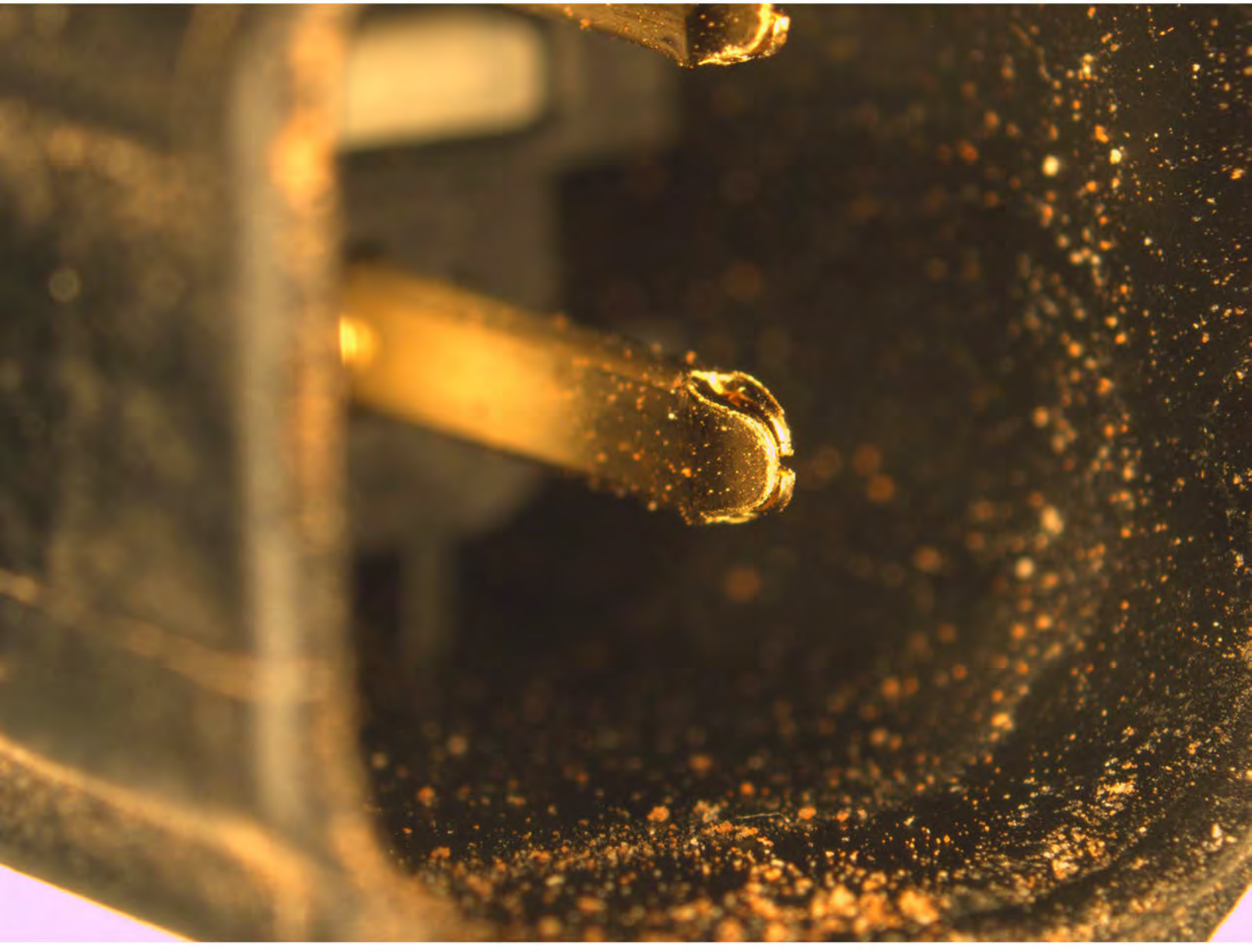


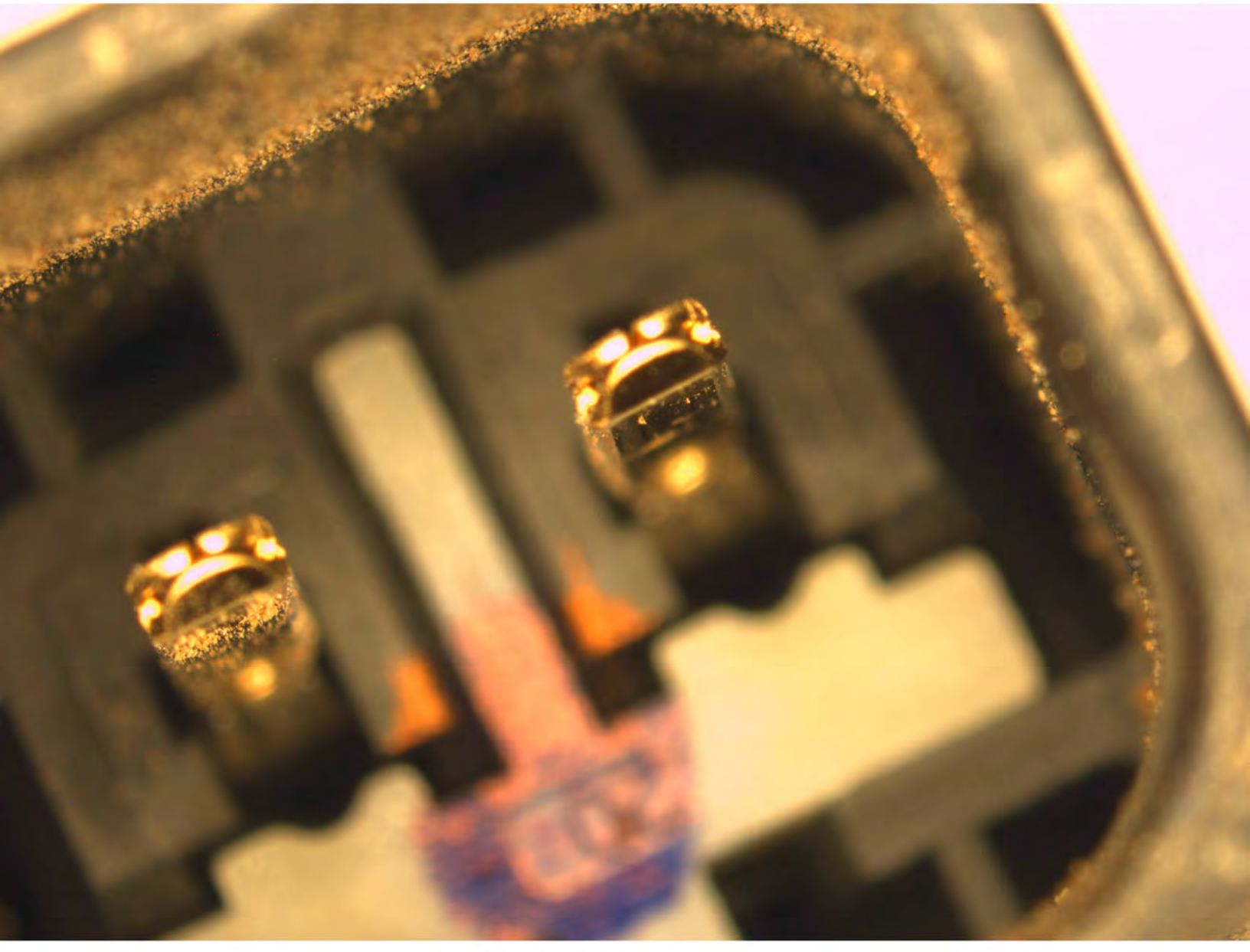


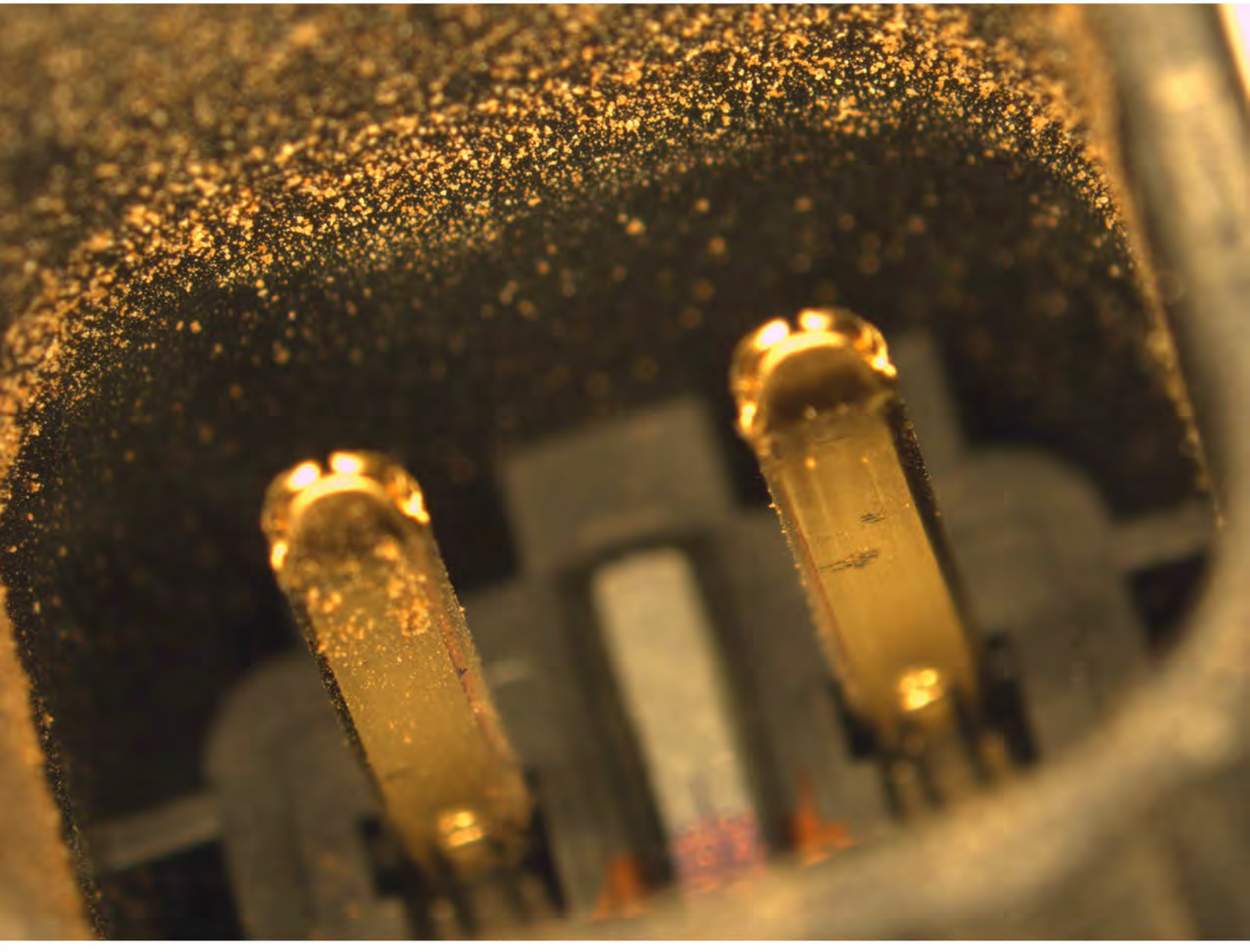


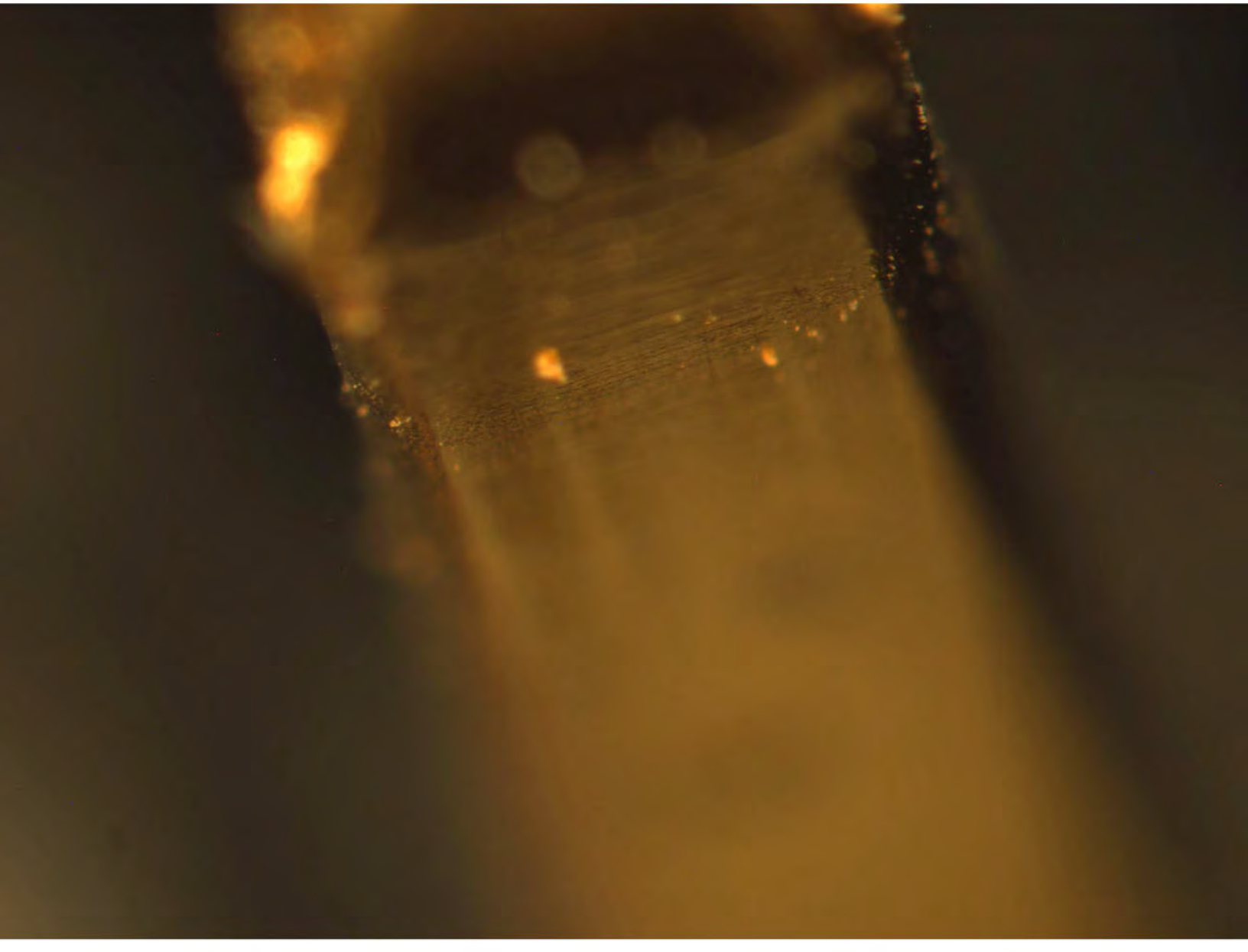


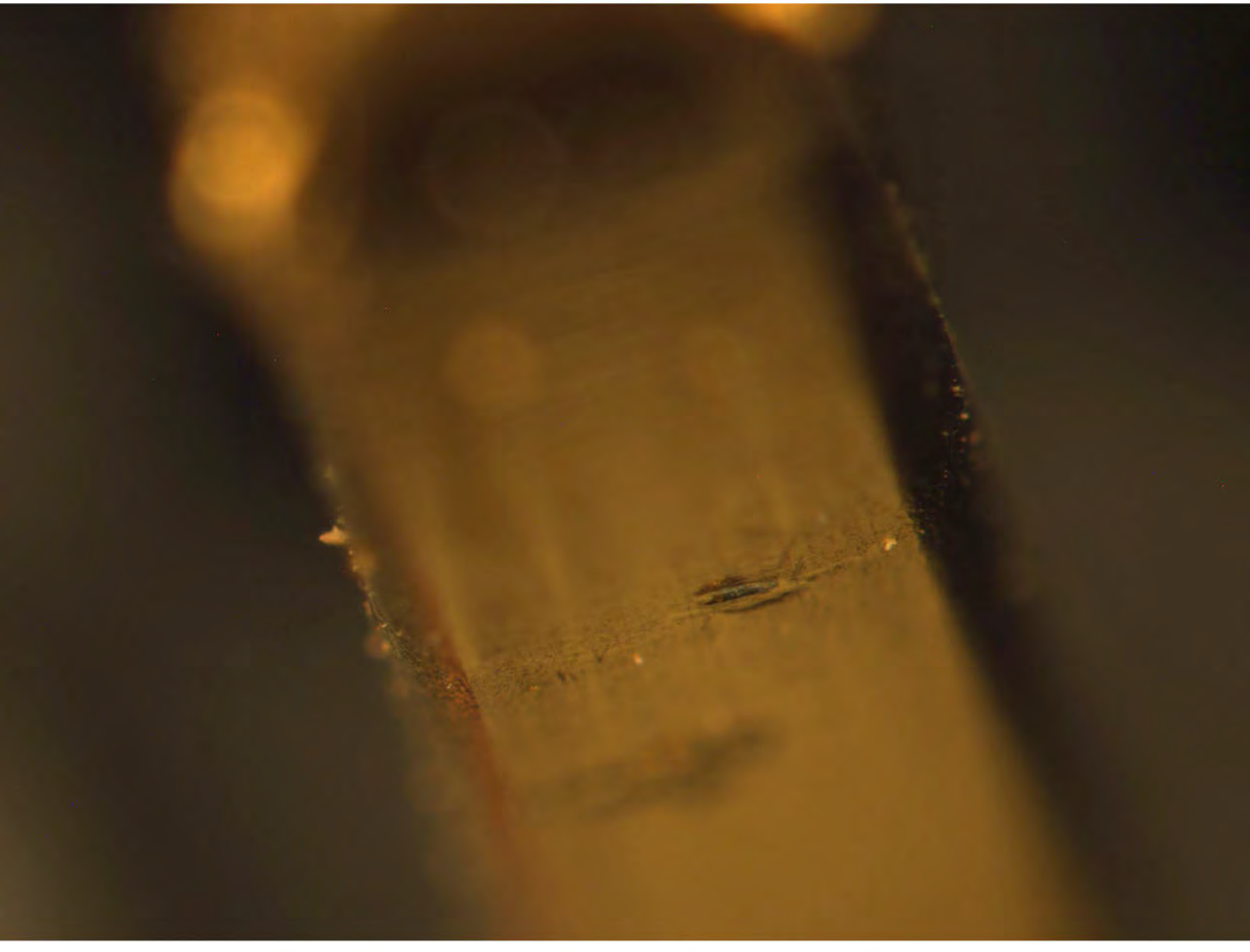


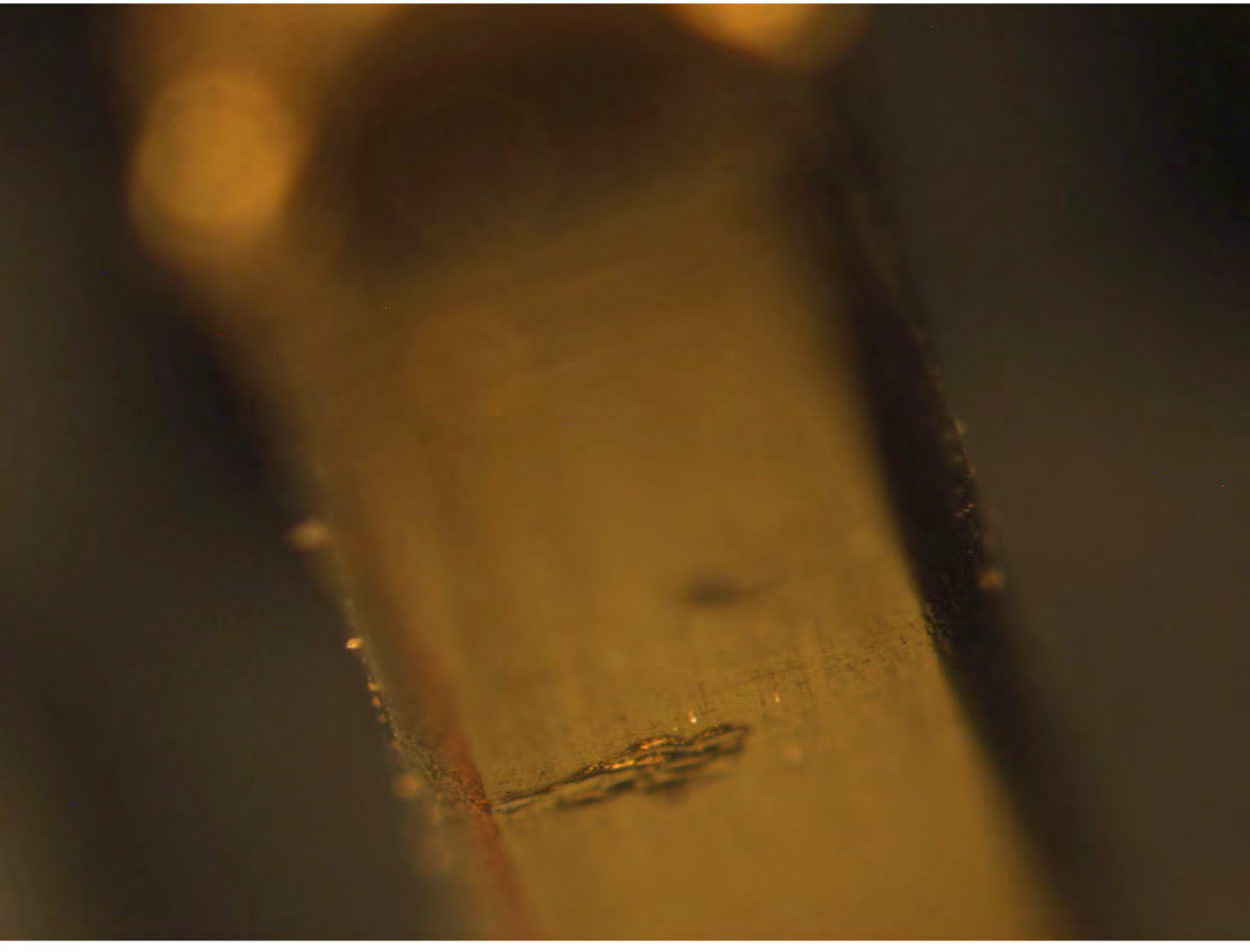












From: Philbin, Jeff [redacted]
Sent: Monday, September 16, 2013 9:34 PM
To: Rinkevich, Daniel (D.J.); Bushman, Thomas (T.S.)
Subject: Declined: EGT Sensor Presentation Preview

Dan / Tom:

Both Ron and I are not available for this call tomorrow morning for the 6-panel review. It looks like you have all the info needed from Stoneridge from Tom's action list. If there is anything else, please drop us a note – I will be watching e-mails and will be able to respond in the afternoon.

(Bob Doering may be on the call – I was not able to confirm with him this afternoon.).

Thank you.

RQ14-005 001195 ER

From: Rinkevich, Daniel (D.J.)
Sent: Thursday, September 04, 2014 8:42 PM
To: Dixon, Mark (M.R.)
Cc: Caesar, Cynthia (C.L.)
Subject: DTC for freeze frame data

Mark,
Here are the EGT sensor DTCs that we need to get fresh freeze frame data for AAT analysis on with my new macro:

- P06EA
- P06EB
- P2080
- P2084
- P242B
- P246F
- P0544
- P2031
- P242A
- P246E

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Hutchinson, Rob (R.)
Sent: Monday, October 28, 2013 4:50 PM
To: Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); Bushman, Thomas (T.S.)
Subject: EBP - EGT

Why is the hotline recommending EGT replacement without stating to replace the hard-shell connector?

Top of Form

SSM 44183 - 2013-2014 F-Super Duty - 6.7L Diesel - MIL On With DTC P246F, P246E, P242A, P22FF, P2080, P2084, P242B, P2470, P2031, P0544 - EGT Sensor Replacement

Some 2013 F-Super Duty vehicles equipped with a 6.7L Diesel engine may exhibit DTCs P246F, P246E, P242A, P22FF, P2080, P2084, P242B, P2470, P2031, P0544. When diagnosing any of these DTCs, if normal PC/ED diagnostics lead to replacement of an EGT sensor, replace the sensor and the corresponding connector on the wire harness using pigtail kit (3U2Z-14S411-BXAB).

Bottom of Form

The parts are hot processed (EBP and EGT)…

[Auto Approval] Request Approv... New Request, Request # 2925...

Server: **AWS Prod**
Claims loaded through: **25-OCT-2013**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2013; **Claim Key** = [redacted]

Vehicle Information

Model Year: 2013
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/BD-250 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FA-P473 SUPER DUTY [11-15]
Warranty Start Date: 04-JUN-2013
Production Date: 27-MAR-2013
VIN: 1FT7W2BT5DE[redacted]

Claim Information

Document Number: [redacted]
Repair Date: 14-OCT-2013
Distance: 3703
TIS: 5
AWS Load Date: 25-OCT-2013

Expense Information

Dealer Information:

		Customer Paid Amount:	.00
Dealer Name	ASTRO FORD	Deductible Amount:	.00
Dealer Code:	01769 - *	Dealer Paid Amount:	.00
Address:	10350 AUTO MALL PARKWAY	Labor Cost:	70.50
City:	D'IBERVILLE	Misc. Expense Amount:	.00
State:	MS Zip Code:39540	Part Markup Amount:	24.49
Country:	USA Region Code: NA	Material Cost:	85.71
Phone:	(228)275-3673	Total Cost Gross:	156.21

Cust. Concern Code: E29 - CHECK ENGINE LIGHT TROUBLE

Condition Code: 28 - OPEN CIRCUIT

Technician Comment: VERIFIED CUSTOMERS CONCERN PULLED P2463 AND P24A2 COMPLETED PINPOINT TEST RB TILL DIRECTED TO PERFORM MANUAL REGEN TEST FAILED 01 UNSPECFIED. CONTACTED HOTLINE WAS ADVISED TO CHECK DPF11 VOLTAGE AND FOUND TO BE .47V OUT OF SPECS REPLACED SENSOR AND RETESTED FAILED, REPLACED GET 12 AS PER HOTLINE AND RETESTED PASSED. CLEARED CODES AND TEST DROVE TO VERIFY REPAIR

Customer Comment: CUSTOMER STATES VEHICLE INFORMS TO DRIVE CLEAN EXHAUST WRENCH LIGHT

Labor Op Code	Labor Op Description	Labor Op Cost
12650DD		17.62
12650D9	EGR PRESSURE FEEDBACK - PFE / EXHAUST BACK PRESSU REPLACE	26.44
12650D68		26.44

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	BC3Z	9J460	D	SENSOR ASY EGR PR VL	031403	1	41.97
N	AC3Z	5J213	B	SNS ASY-ENG EXH TEMP THRML	031403	1	43.74

DTC Sections: **Mil. Light On** = Y

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
	KC	P2463,P24A2			
	KO	P2463,P24A2			
	KR	P2463,P24A2			

Any comments? You can contact



webmaster

2179

Rob Hutchinson

Quality Analyst Sensors / Aux Modules

Powertrain Controls

Dearborn - Building 2 Room 22J04

1-313-845-1113

[redacted]

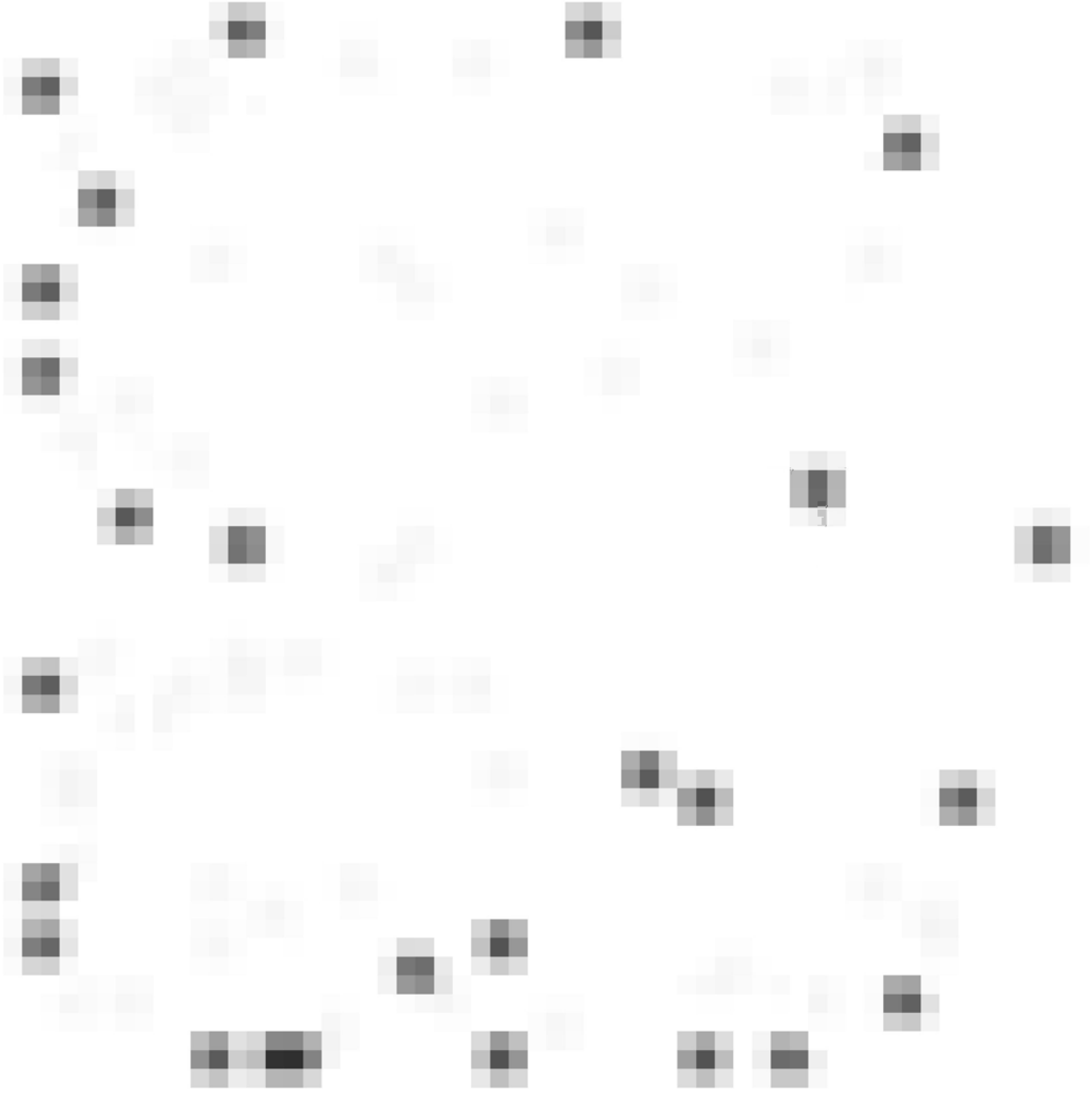


From: [redacted]
Sent: Monday, October 28, 2013 4:45 PM
To: Hutchinson, Rob (R.); Parts, Warranty (W.)
Subject: [Auto Approval] Request Approved, Request # 331763

Your request has been approved, click here to view the request summary http://www.wpac.ford.com/prs/approver/PRS_summary.asp?reqid=292535 Your temporary web reference # 292535 Your RAC Code is - Your Request Number is 331763

From: [redacted]
Sent: Monday, October 28, 2013 4:45 PM
To: Mitchell, Anthony (A.N.); Hutchinson, Rob (R.)
Subject: New Request, Request # 292535

Your request has been submitted, click here to view the request summary
[redacted]Your temporary web reference #: 292535




Ford

From: Bushman, Thomas (T.S.)
Sent: Wednesday, August 28, 2013 3:53 PM
To: Hutchinson, Rob (R.)
Cc: Moylan, James (J.J.); Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); Sonat, Ibrahim (I.); McDonagh, Scot (S.M.); Johnson, Seth (S.)
Subject: EGT - Open Found with "Tapping" Test - Can You Call Dealer

Rob – could you please call this dealer and ask to speak with the Repair Technician that repaired this unit? He said he discovered a signal bounce while doing the "tapping" test on EGT #3… can you please ask him what was he tapping around under the vehicle. Was he tapping the EGT Body, or was it the hard shell connector?

Thanks

Server: **AWS Prod**
Claims loaded through: **27-AUG-2013**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2013; **Claim Key** = 2906954

Vehicle Information

Model Year: 2013
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/CD-350 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FA-P473 SUPER DUTY [11-14]
Warranty Start Date: 18-JUN-2013
Production Date: 17-MAY-2013
VIN: 1FT8W3BT8DE[redacted]

Claim Information

Document Number: 02769701
Repair Date: 27-AUG-2013
Distance: 6878
TIS: 3
AWS Load Date: 27-AUG-2013

Dealer Information:

Dealer Name: HELFMAN FORD, INC.
Dealer Code: 04587 - *
Address: 12220 SOUTHWEST FWY
City: STAFFORD

Expense Information

Customer Paid Amount:	.00
Deductible Amount:	.00
Dealer Paid Amount:	.00
Labor Cost:	93.40
Misc. Expense Amount:	.00

State: TX Zip Code:77477
Country: USA Region Code: NA
Phone [redacted]

Part Markup Amount: 8.93
Material Cost: 31.26
Total Cost Gross: 124.66

Cust. Concern Code: D50 - OTHER ENGINE TROUBLES
Condition Code: 42 - DOES NOT OPERATE PROPERLY
Technician Comment: PERF PCM SELF TEST,RETRIEVED CONT DTC P242B,CK FOR APPLICABLE TSBS,NONE FOUND. PERF PPT RC1-YES,RC2-NO,RC3-YES,RC4-NO,RC5-NO(EGT1-425,EGT2-420,EGT3- 435,EGT4-445),RC6-YES(MONITORED EGT PIDS WHILE TAPPING AROUND EGT SENSORS,FOUND EGT3 JUMPING TO 2.5KOHM DURING TEST),RPL EGT SENSOR #3 PER PPT,CLEARED DTC,RETEST,ROADTEST,WORKING TO FACT SPEC AT THIS TIME. FAIL PART-5J213,MILEAGE OUT-6882.
Customer Comment: AMBER CHECK ENGINE LIGHT COMING ON AND HAS A LOSS OF POWER

Labor Op Code	Labor Op Description	Labor Op Cost
12650D45D		28.02
12650D68		28.02
12650D80D		9.34
12650DD		18.68
12650DX1	EXTRA TIME TO REPEAT FINAL QUICK TEST	9.34

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	AC3Z	5J213	B	SNS ASY-ENG EXH TEMP THRML	031403	1	31.26

DTC Sections: **Mil. Light On** = N

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
Y	KC	P242B	EXHAUST GAS TEMPERATURE SENSOR CIRCUIT RANGEPERFORMANCE (BANK 1 SENSOR 3)	40	EXH GAS SENSOR(COMPONENT)

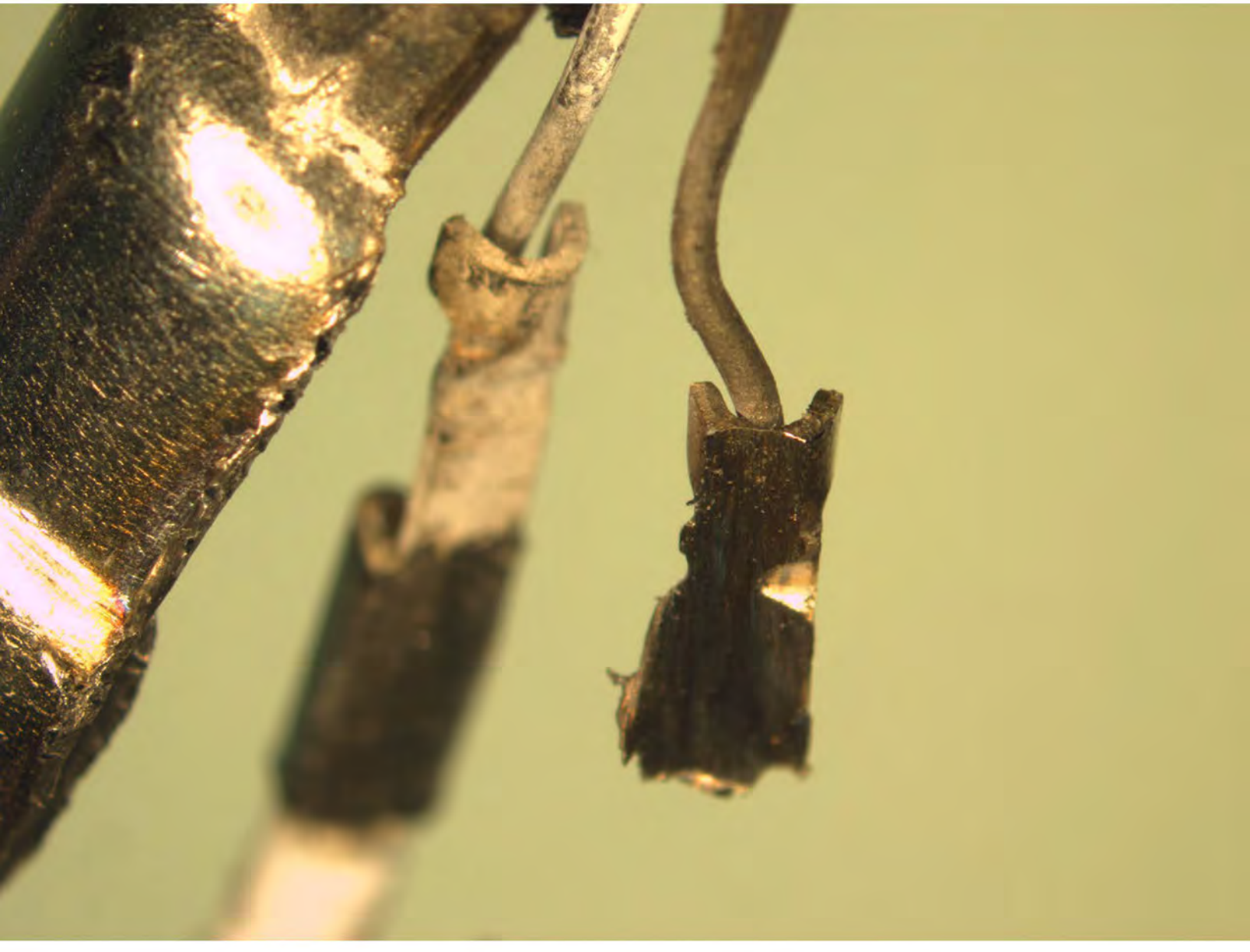
Any comments? You can contact

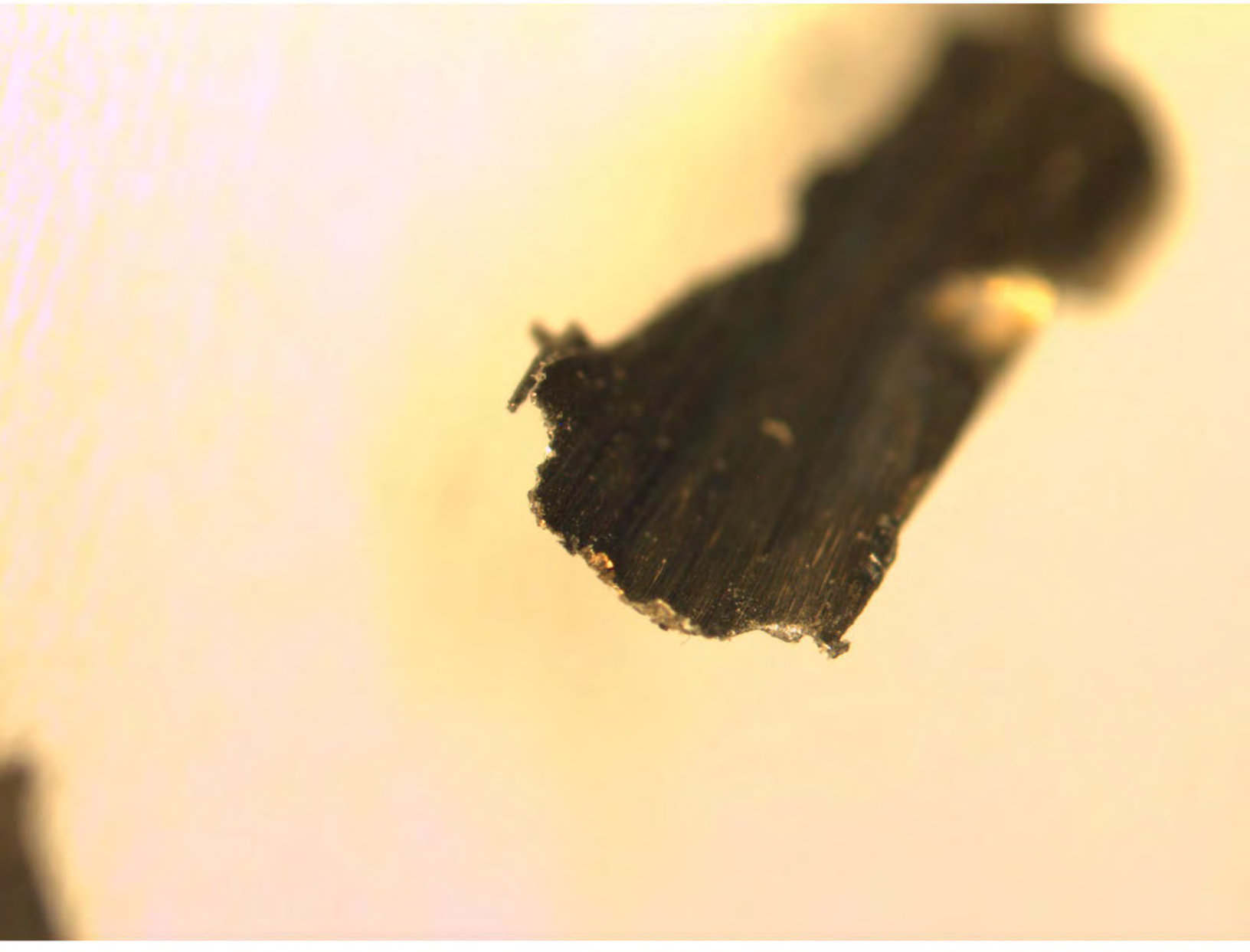
webmaster

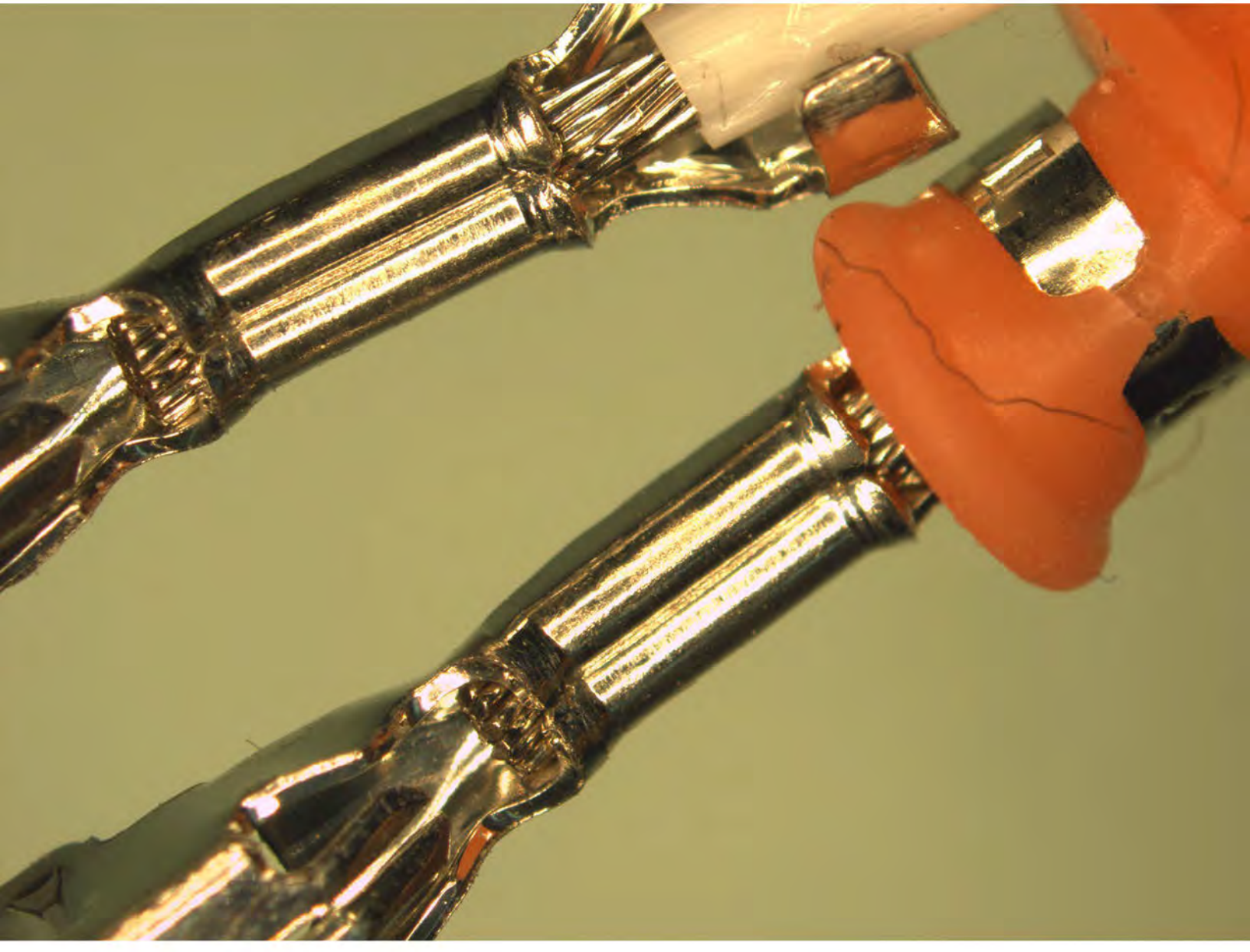
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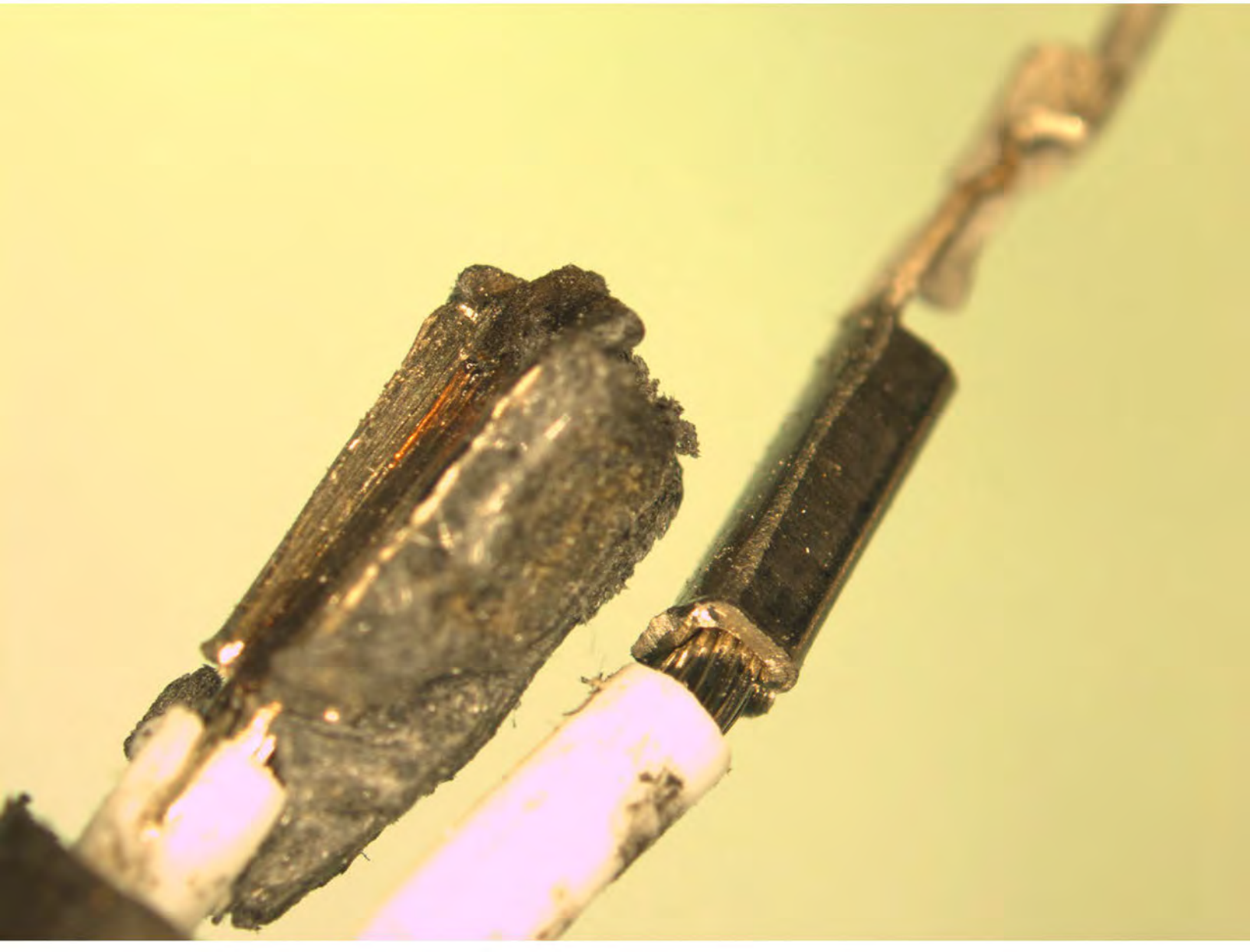
Regards,

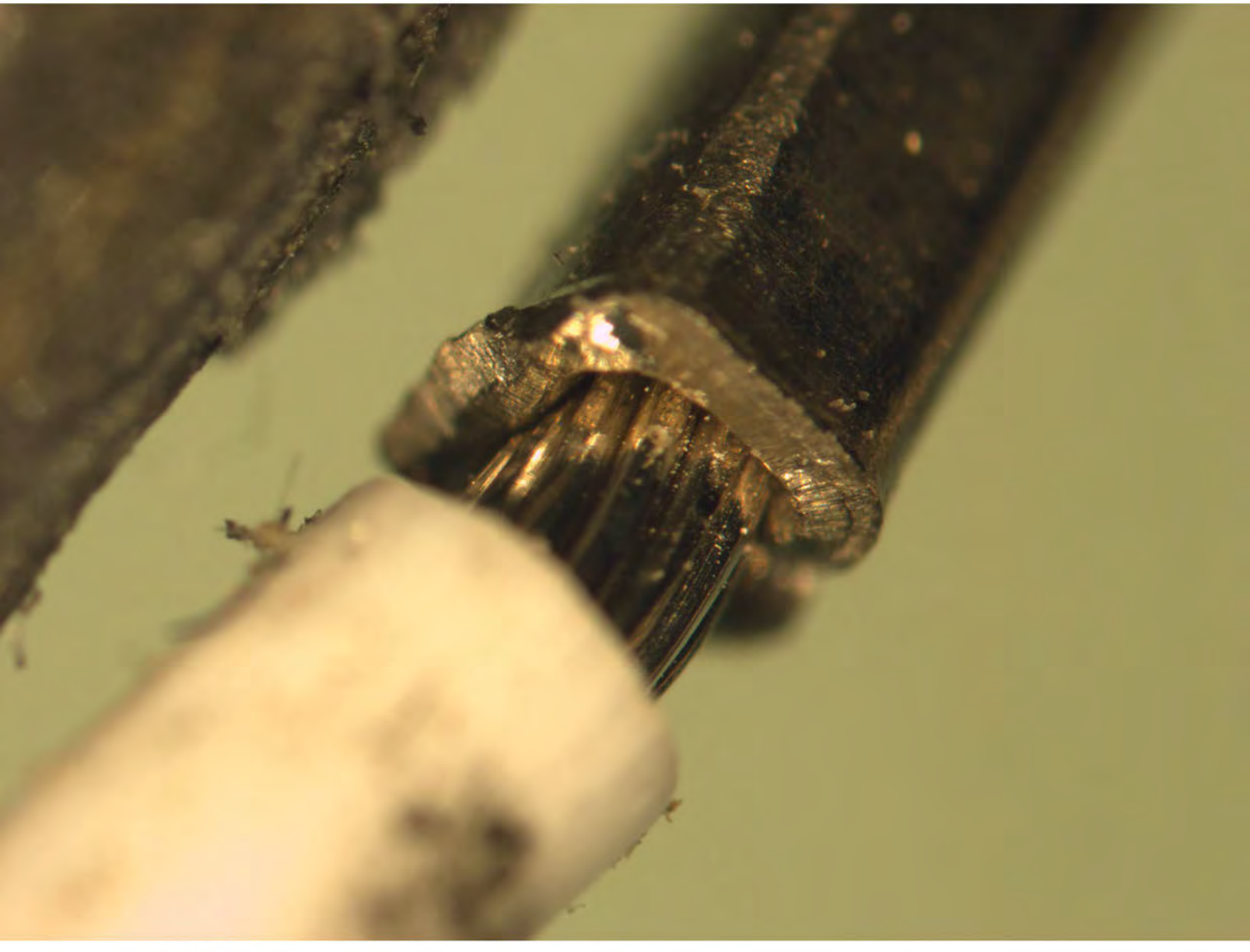
Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

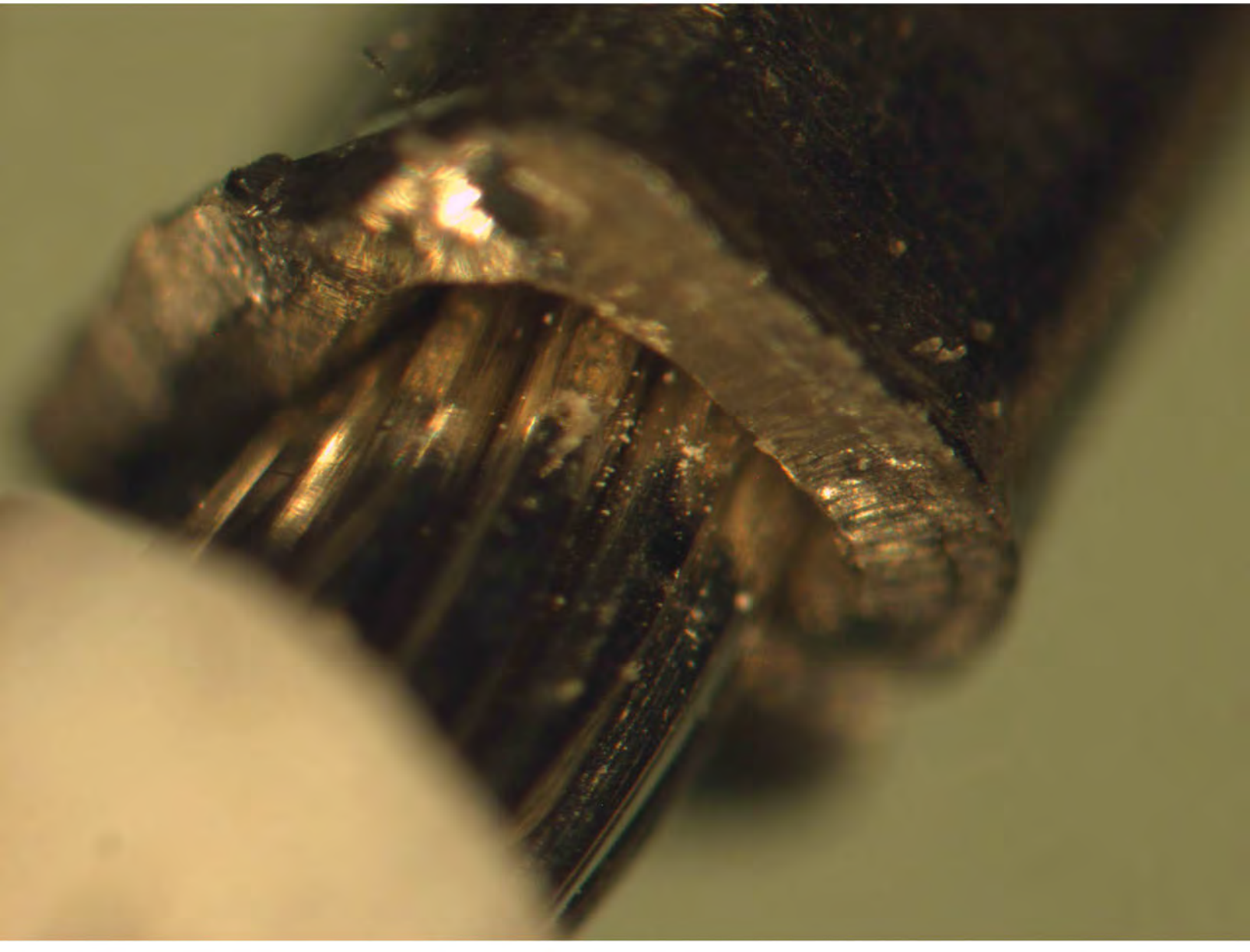


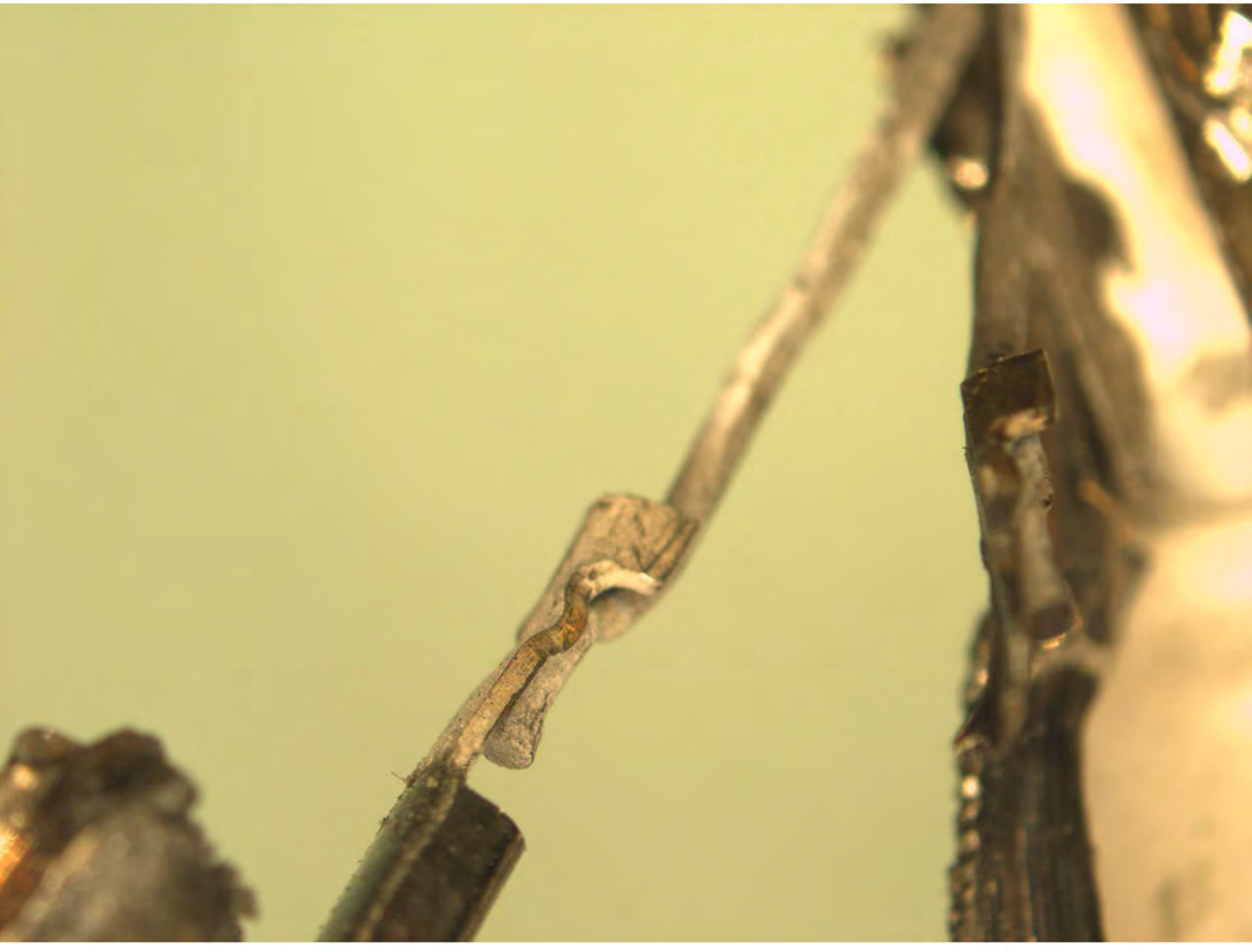


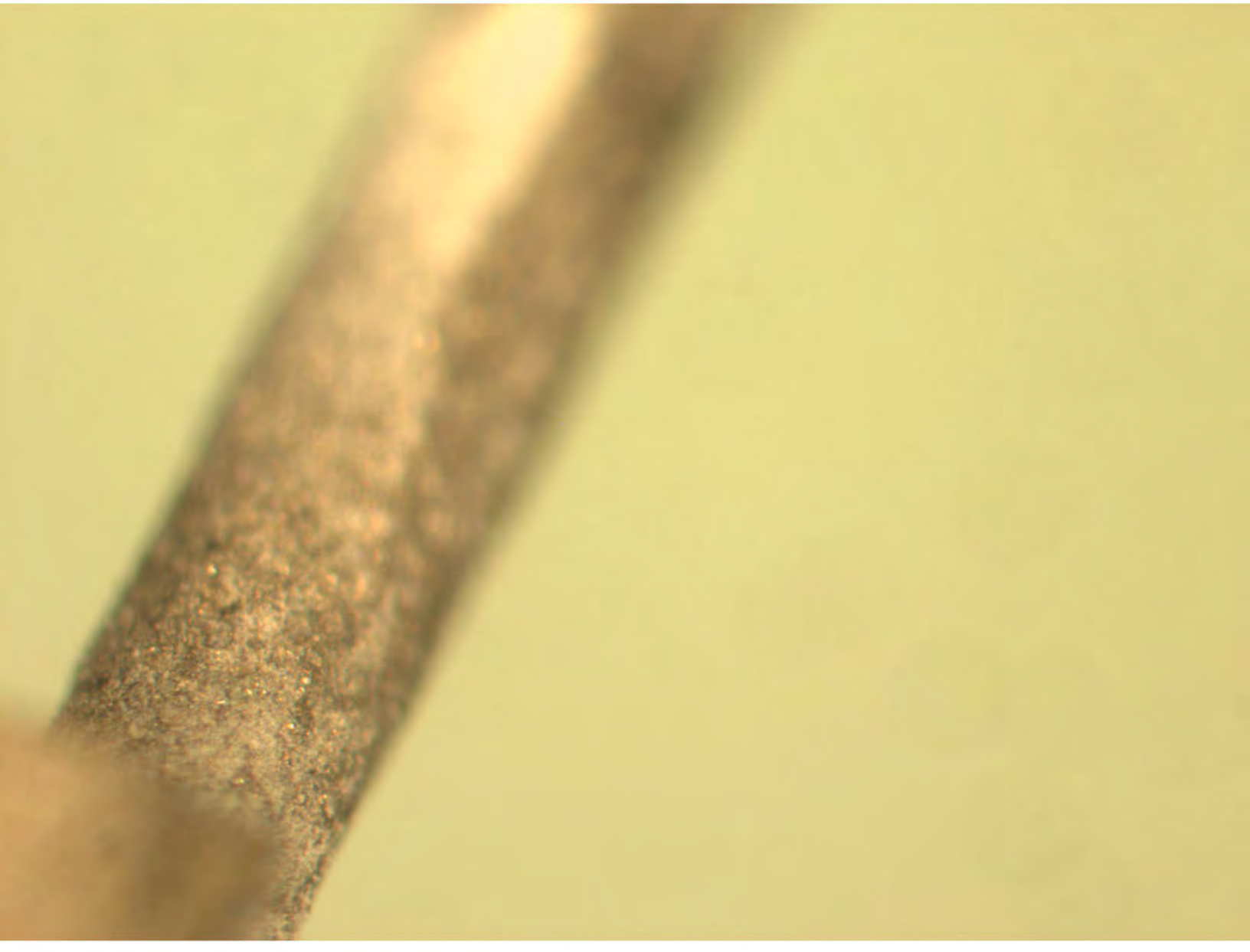


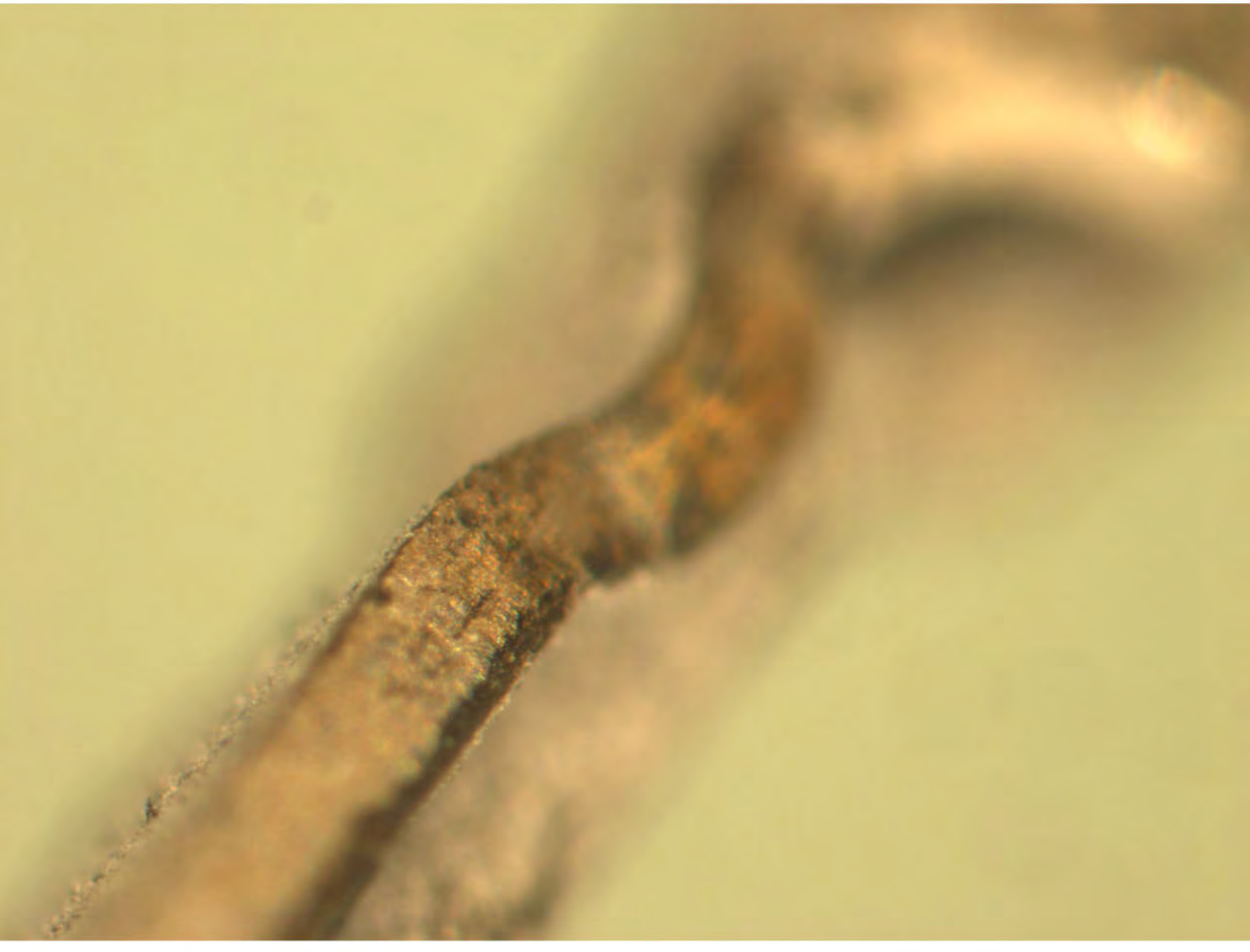








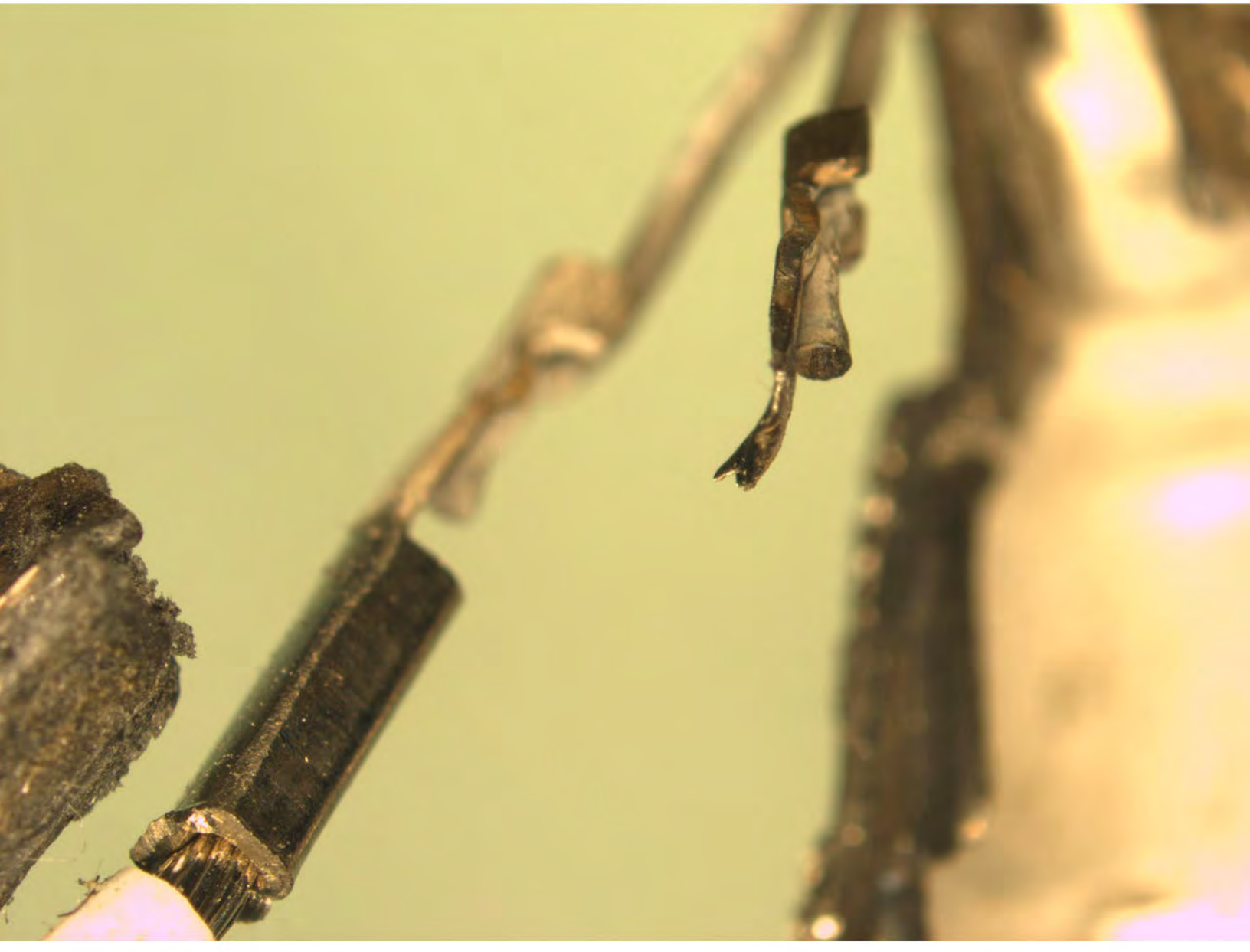


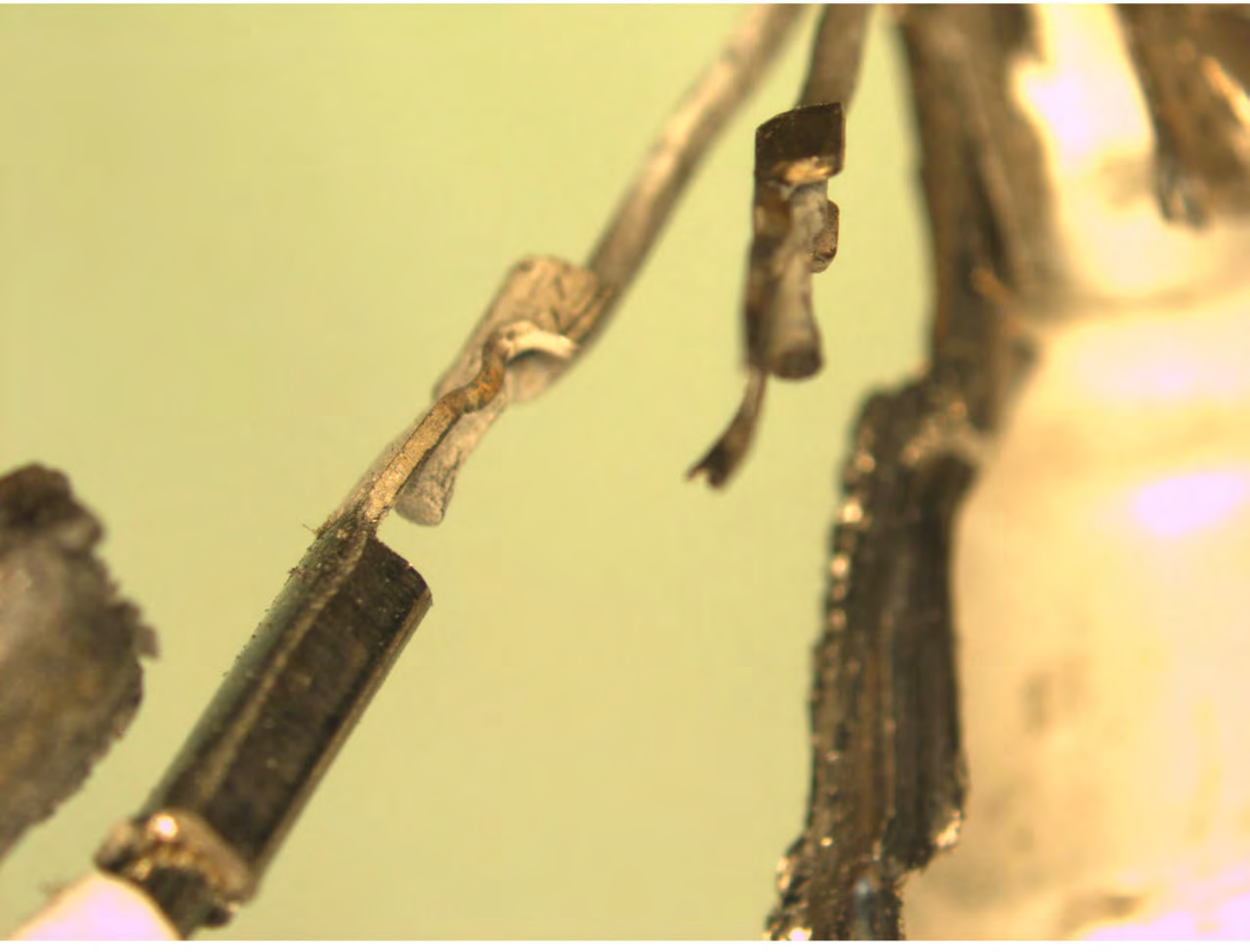






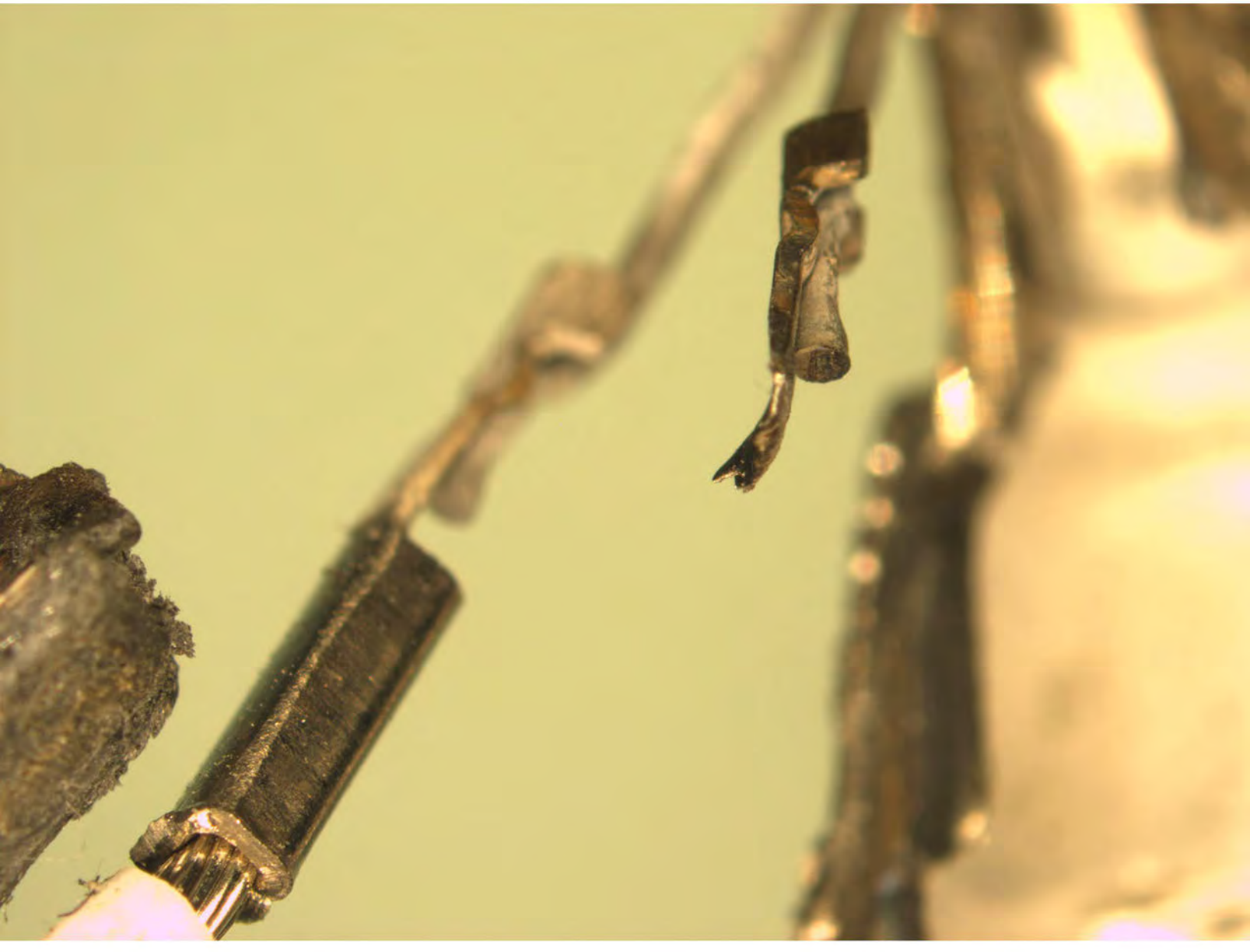


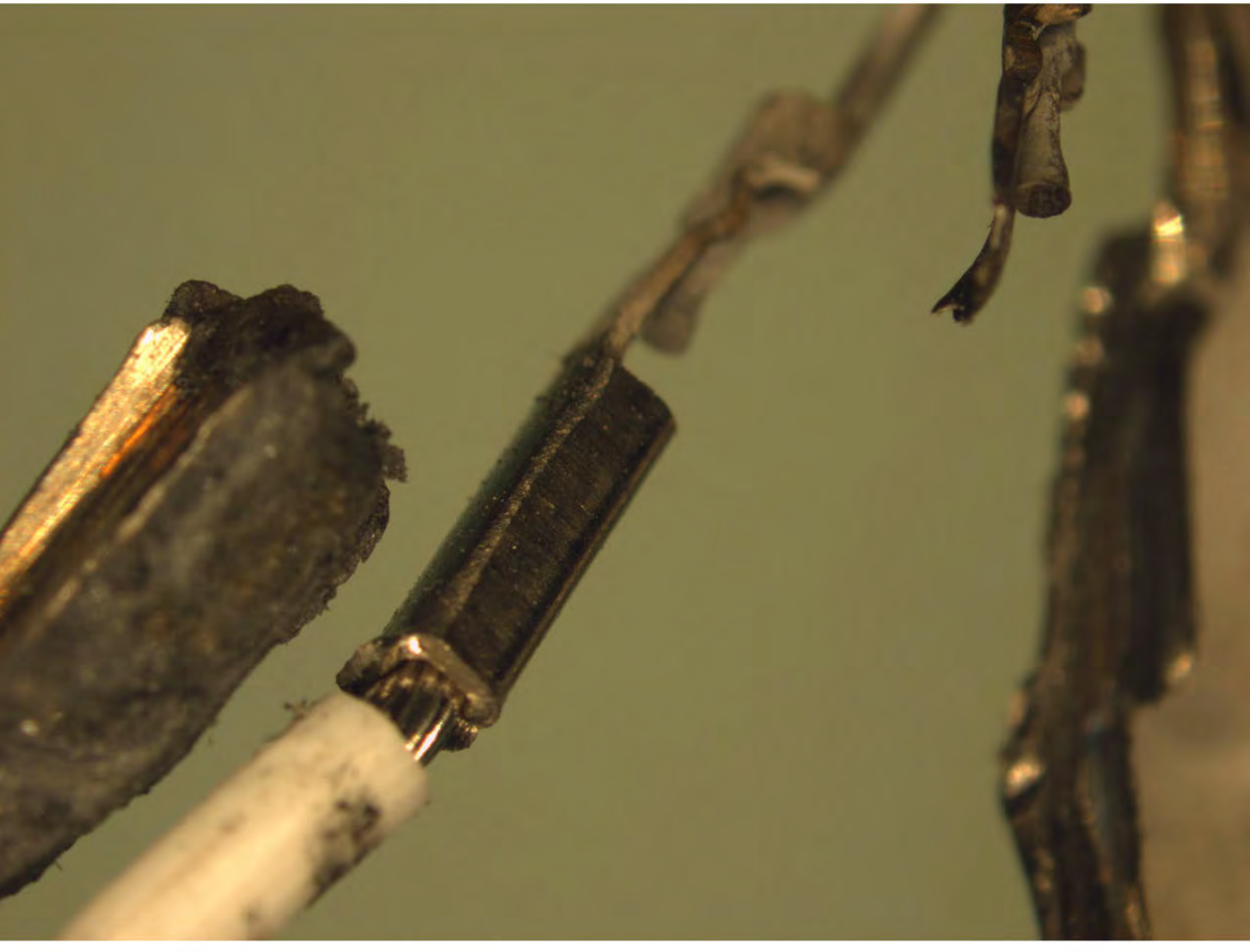




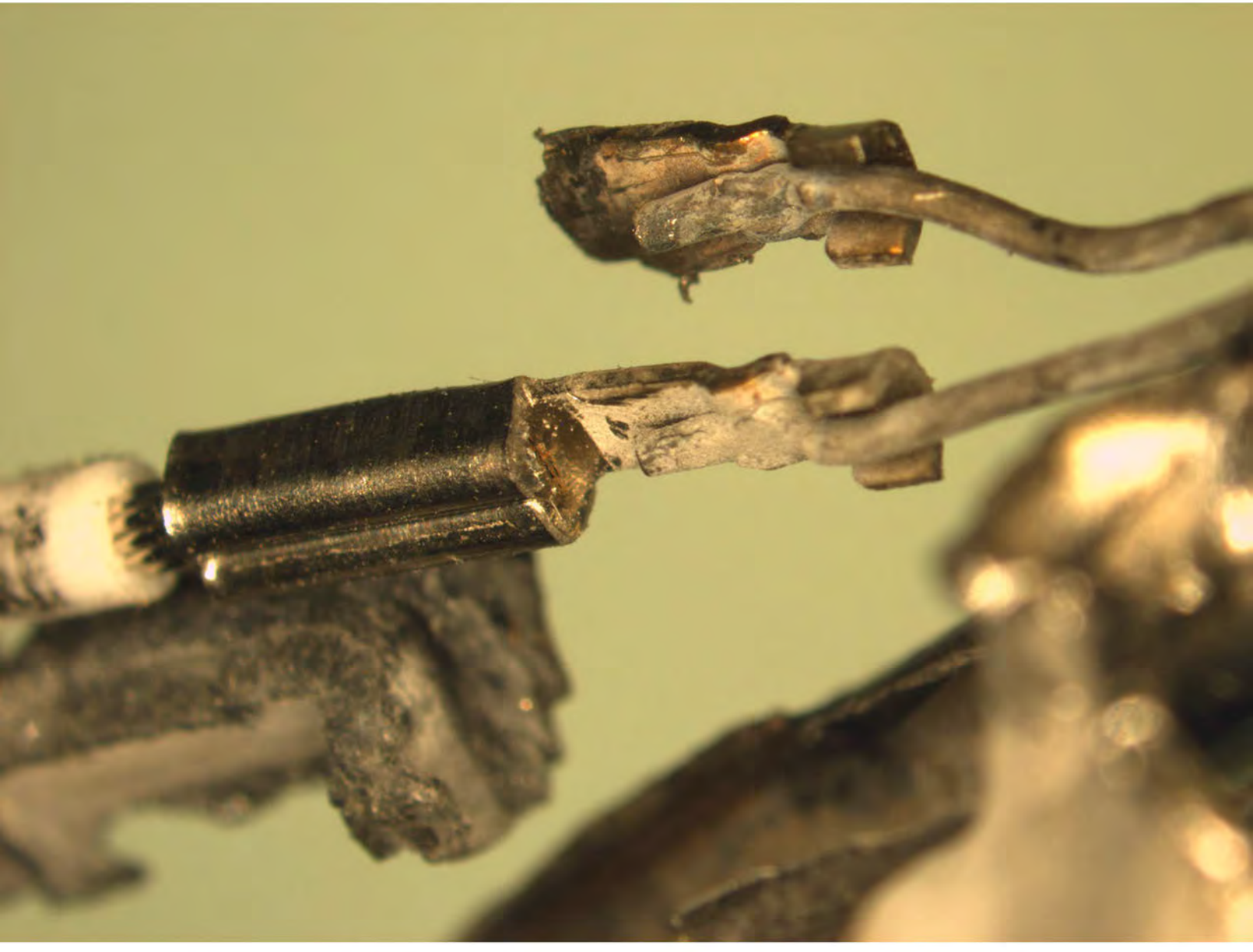


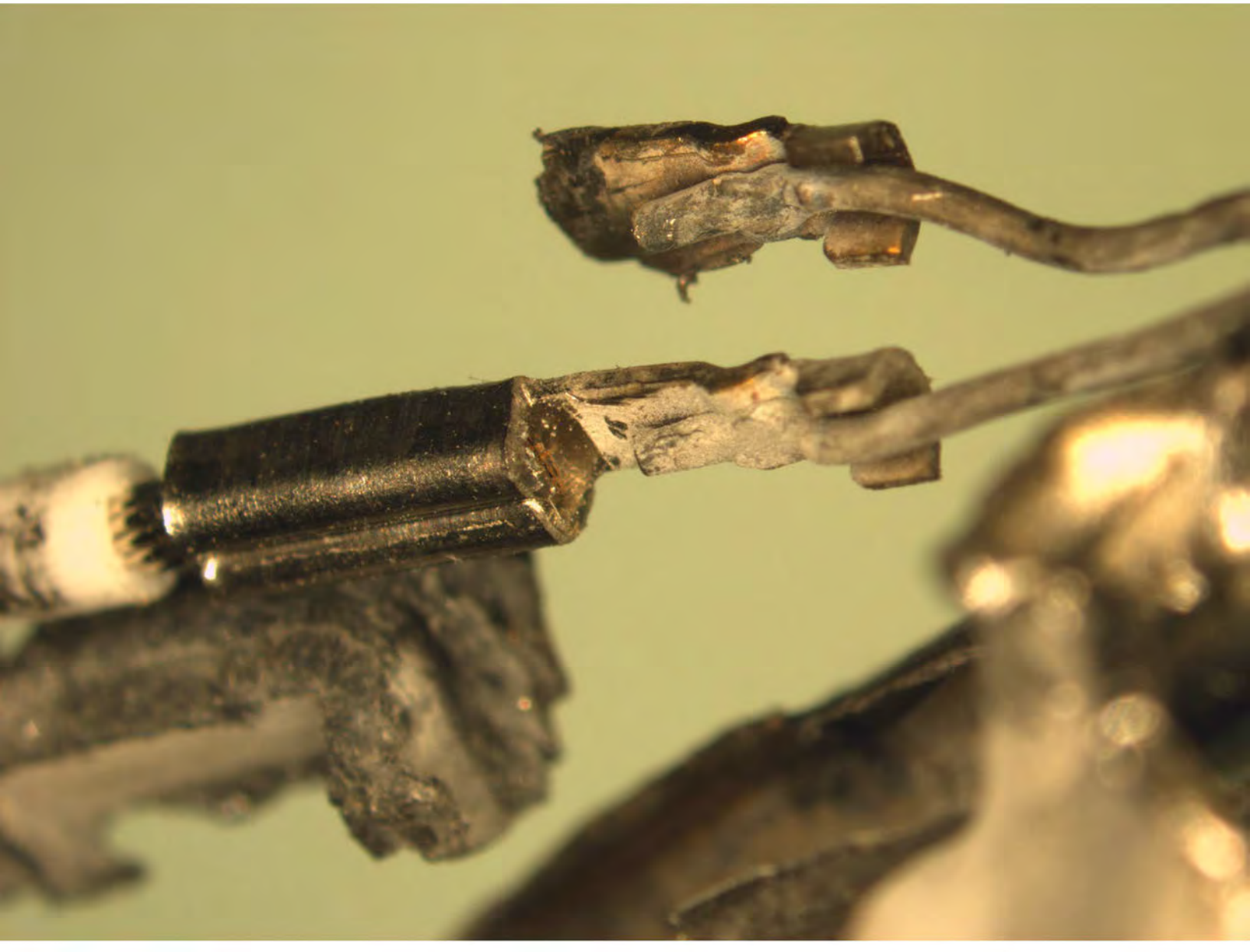




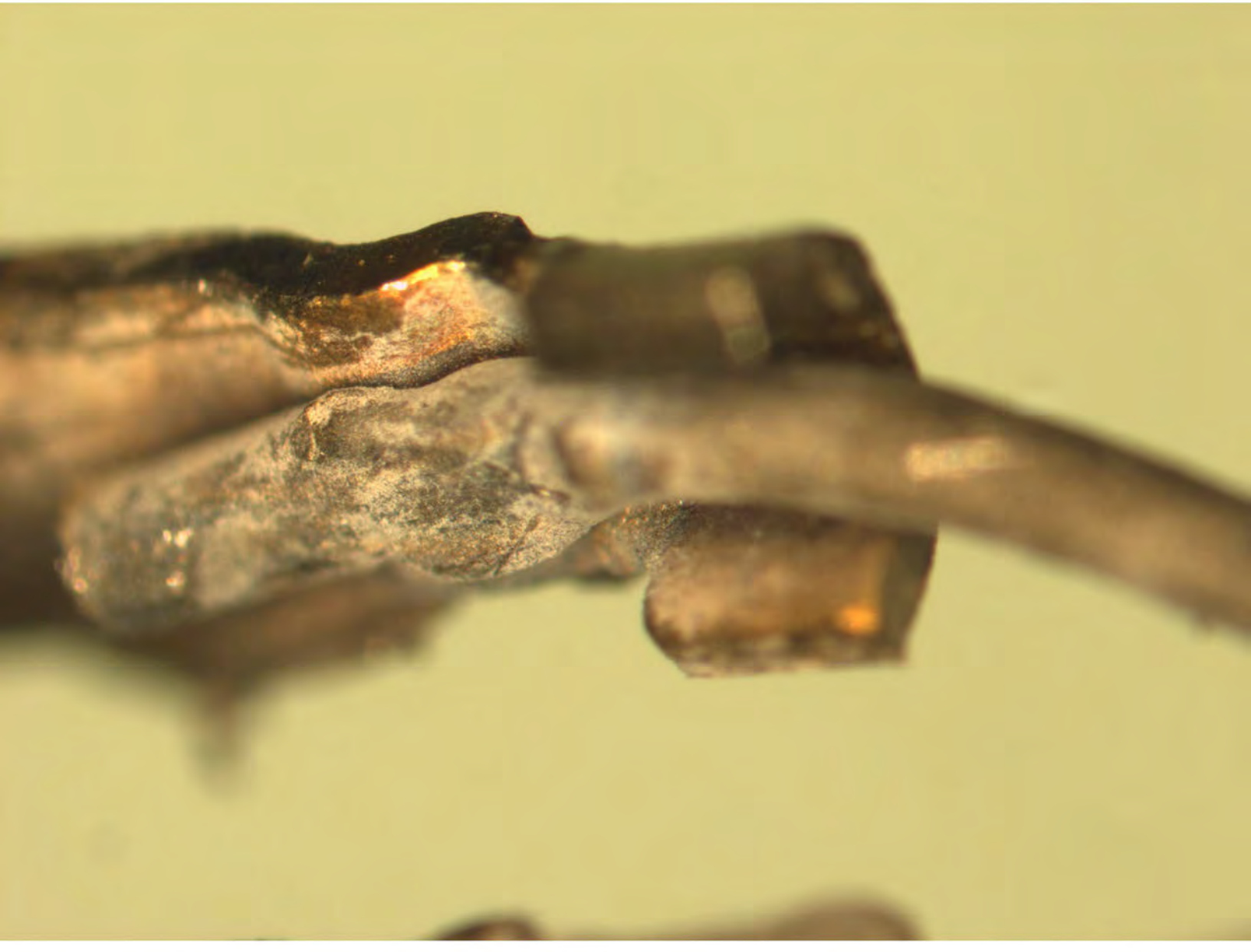


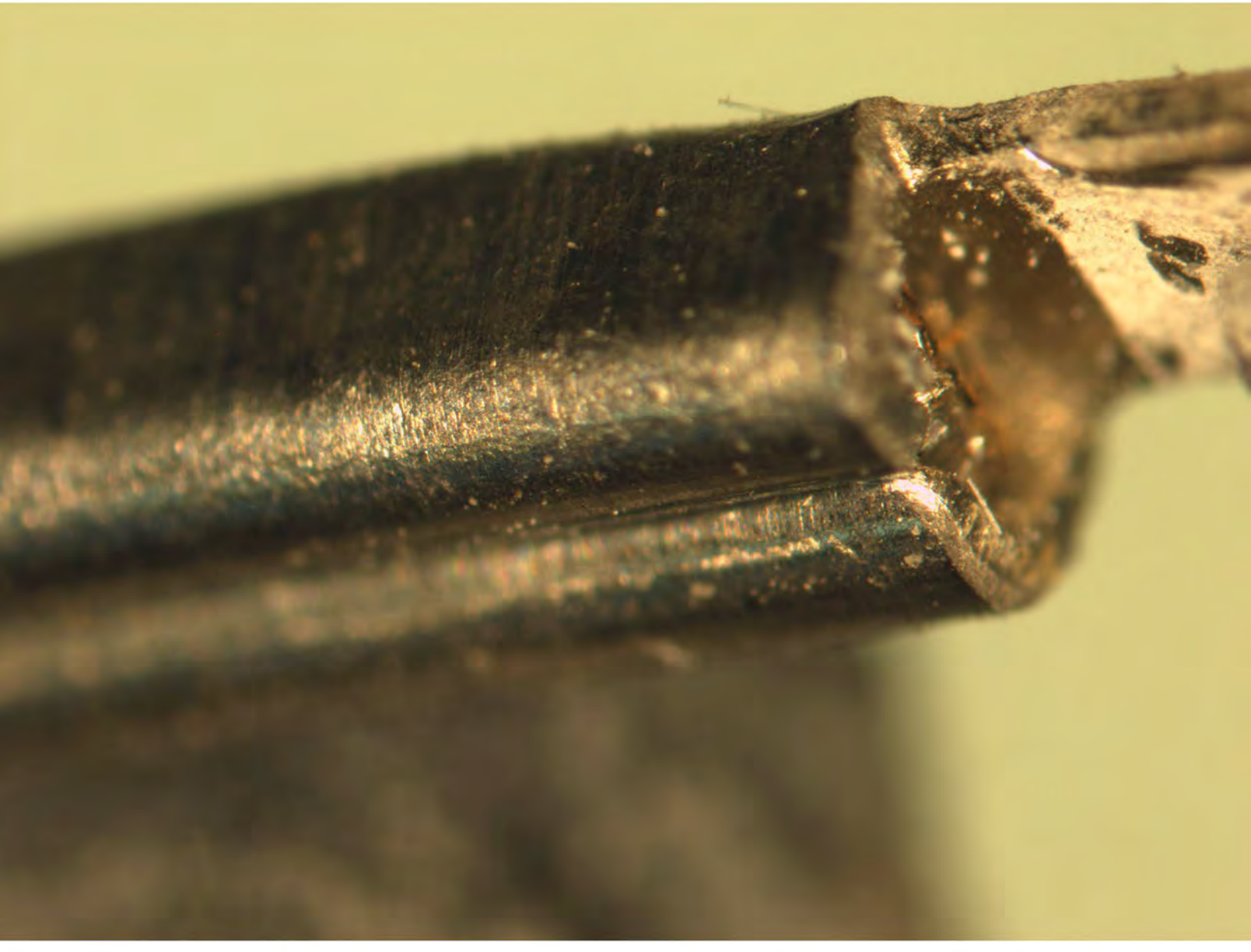


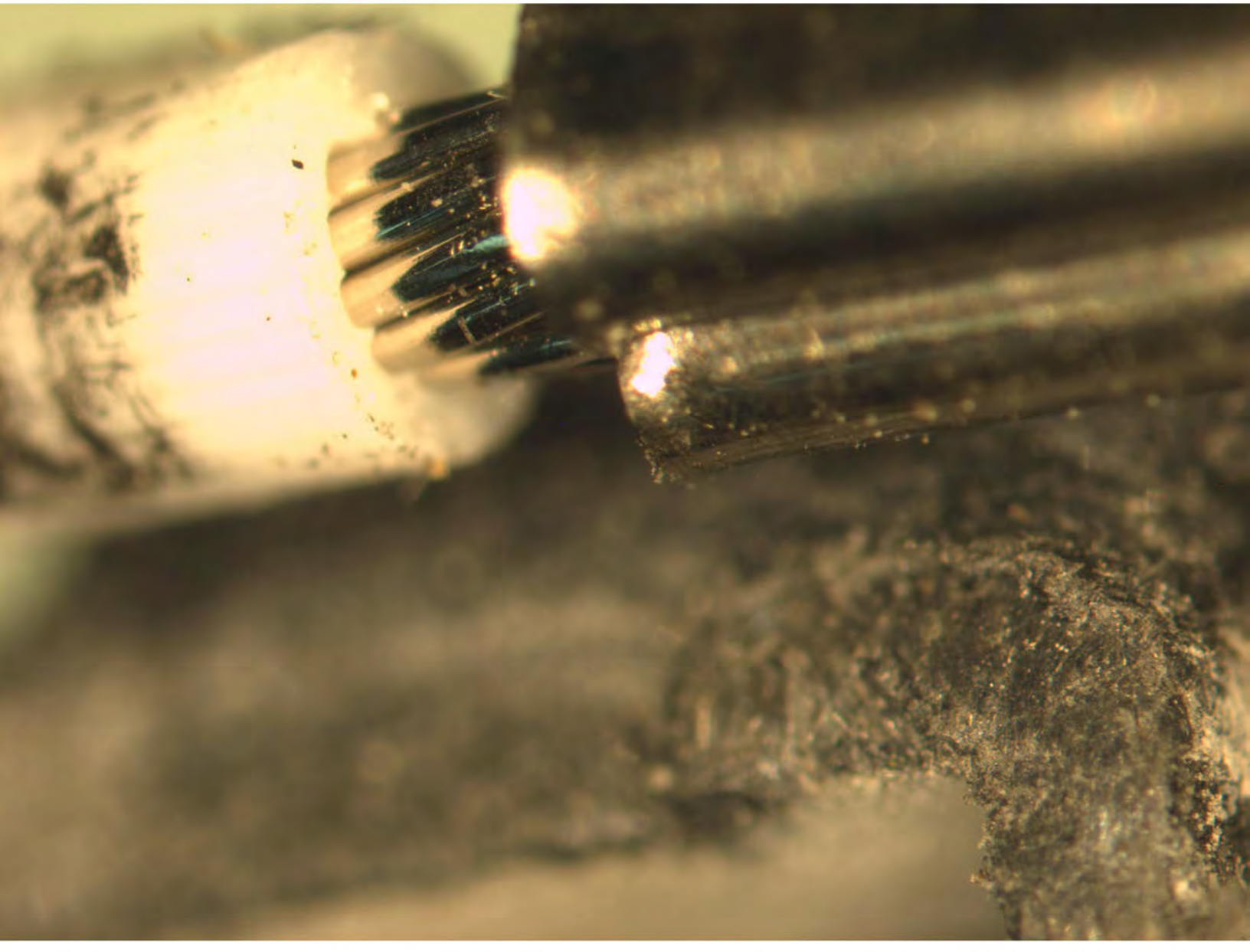


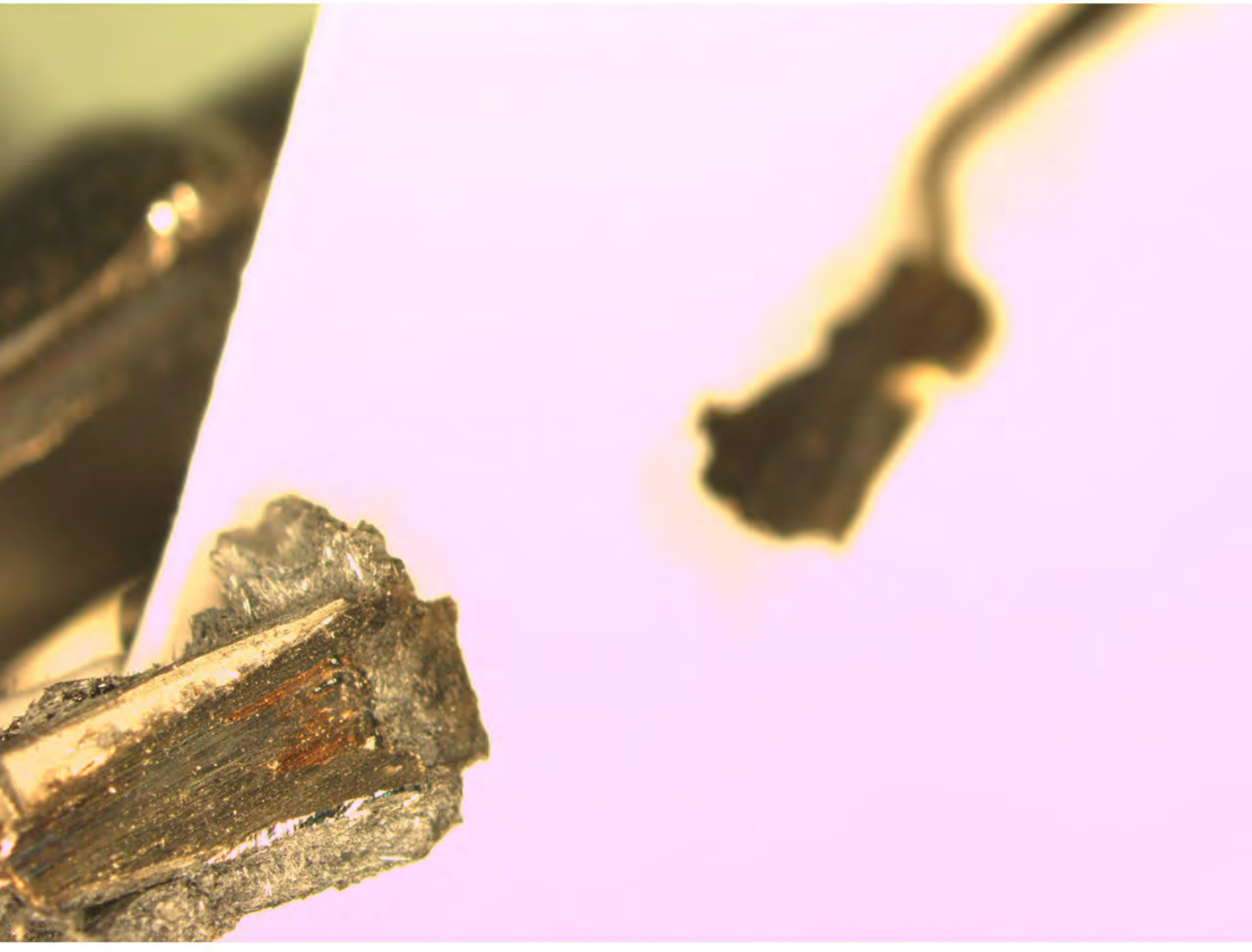


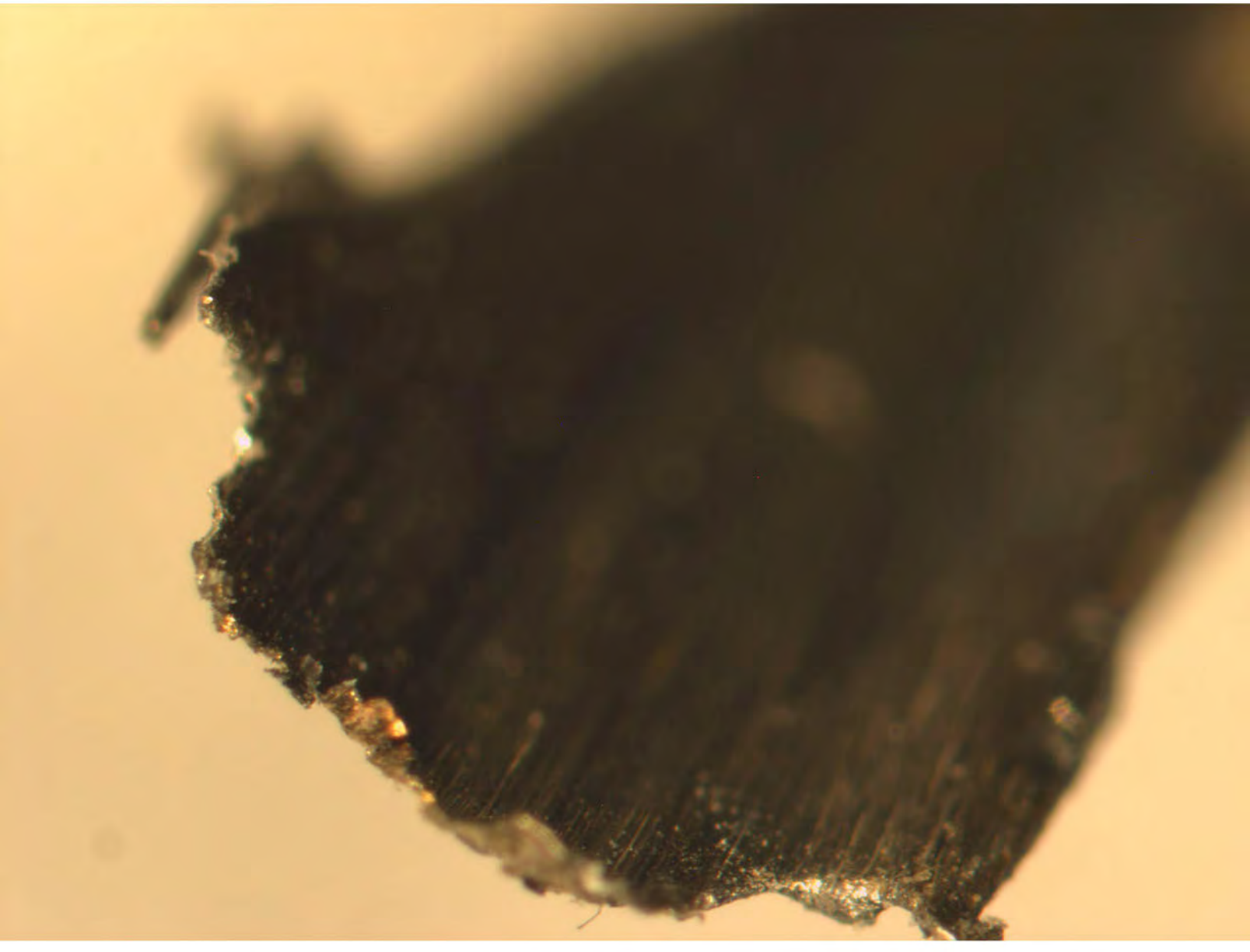
RQ14-005 001227 ER











From: Hutchinson, Rob (R.)
Sent: Monday, September 30, 2013 12:55 PM
To: Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.)
Subject: EGT info

ADD-ON 09/27/2013 12:35PM ROB HUTCHINSON MSS - FCSD - VSP C/P SVC ENG
OUTBOUND CALL TO DEALERSHIP. SPOKE TO JASON MONK (SERVICE MANAGER). I ADVISED JASON TO MONITOR ALL 4 EGT SENSORS AND LIGHTLY TAP ON EXHAUST NEAR SENSORS. IF WHEN A PID FLUCTUATES REPLACE SUSPECT SENSOR(S) AND PIGTAIL WITHOUT DISTURBING THE CONNECTION AFTER VERIFICATION THAT ALL CONNECTIONS ARE TIGHT AND WILL NOT MOVE WHILE WIGGLE TESTING. JASON STATES THE P06EA WAS A MEMORY CODE REMAINING FROM THE LAST REPAIR. I ADVISED JASON THAT IF THE NOX CODE IS LEGIT WE WOULD LIKE THE NOX MODULE AND SENSOR BACK AS A SET WITHOUT DISTURBING CONNECTION.
ADD-ON 09/30/2013 08:46AM ROB HUTCHINSON MSS - FCSD - VSP C/P SVC ENG
INBOUND CALL P2031, FOUND EGT 12 LOOSE IN THE BOSS. P22FF ALSO SET. DAN STATED THAT THE SENSOR WAS REPLACED ABOUT 6290 MILES AND NOW HAVE OVER 10000 MIULES, REPAIR MADE 9-16 AND CUSTOMER CAME 10 DAYS LATER. THE NUT BACKED OUT OF THE BOSS AND THE SENSOR WAS HANGING. RECONNECTED AND CODE CLEARED AND DID NOT RETURN.


DGOEH019 GCQIS report.pdf

Received: 07/15/2013

Caller Information - DGOEH019

Caller Name (Last, First):	[redacted]	**Title:**	SHOP FOREMAN
Email:		**Pref. Language:**	ENGLISH
Caller Type:	CALL BACK		
Dealer (Geo/Mkt, Sub, P&A):	USA,,04532 Philpott Ford		
Dealer Phone:	(409) 727-1451		
FIN Code:		**FIN Name:**	
Address:		**Phone:**	
City :		**State:**	
Zip:		**P.O. Box :**	

OASIS Information - DGOEH019

OASIS **WAS** CONTACTED IN THE LAST 5 DAYS

Vehicle Information - DGOEH019

VIN :	1FT7W2BT7DE[redacted]	**Odometer :**	6185 Miles
Vehicle :	2013 F250X4, F250, CRW CAB, PICKUP	**Build Date :**	04/01/2013
Delivering Dealer :			
R.O/Claim Number :	748724	**Claim Date :**	07/22/2013
Wrnty St. Date :	04/20/2013	**Body Conversion :**	
Vehicle Weight :	10000 LB		
Engine :	6.7L DIESEL DI V8	**Build Date :**	
Build Shift :		**Plant :**	
Exchange :	N	**Serial Number :**	503130441068
Calibration :	DFA17A0 A	**Part Nbr :**	DG 412 AB
Transmission :	6 SPD 6R140-LG DSL	**Build Date :**	
Build Shift :		**Plant :**	
Exchange :	N	**Serial Nbr. :**	13308501947B
Model Nbr. :	DFA17A0	**Part Nbr :**	
Axle :		**Build Date :**	
Build Shift :		**Plant :**	
Exchange :	N	**Serial Number :**	
Axle Id Tag :		**LH/RH Drive :**	
Emission :			

Component	Family Code	Feature Code	Family Description	Feature Description
Tire Vendor				
Front Tire	D3I	CW	D3I- ????????????????????????????	L275/65R 20E A/T OWL PREMIUM
Rear Tire				
Exterior Paint	PN4	AP	PN4- ????????????????????????????	TUXEDO BLACK

Concern Information - DGOEH019

Symptom Code:	554339-DRV PERF LACK/LOSS PWR CRUISE/STEADY INTERMITTENT		
Additional Symptom:	MIL		
EO:	P06EA		
EC:			
EB:			
EB:			
Symptom Verified:		**Intermittent :**	
Comeback:		**MIL On :**	
Tow In:		**Quits on Road :**	
Self Test Run:		**Outside Temp. :**	
Causal Condition:		**Restart :**	
How When Code:		**Computed Timing :**	
Base Timing:		**Grid Location :**	
CCC:		**WCC :**	
Difficulty To Diagnose:		**Level of Assistance :**	
# of Like Concerns:	0000	**Repair Effectiveness % :**	
Responsible Activity :		**Customer Severity % :**	
Engineering Severity :		**Test Stand :**	
Road Test :		**Repair Prior :**	

RQ14-005.001234 ER

Repair Attempts :
Routing Code :
Component Feature : -
8D Required :
8D Closed Date :

Causal Factor :
Component Location :
Quality Alert # :
8D Number :

Concern Description - DGOEH019

REPAIR 07/15/2013 06:43PM MATTHEW SCHMIDT MSS - FCSD - TECH SVC HOTLINE WEB FORM DATA - CONCERN: CHECK ENGINE LIGHT DIAGNOSTICS: KOEO, KOER, PID MONITOR, PIN POINT TEST RD PARTS REPLACED: NOX SENSOR #1,(FRONT) TECH QUESTION: PER DTC #P06EA, I COMPLETED PIN POINT TEST RD. RD STEP #9 INDICATED THE FRONT NOX SENSOR NEEDED TO BE REPLACED. I REPLACED THE SENSOR AND RESET SYS. PER INSTRUCTIONS. COMPLETED KOEO, AND KOER TO CONFIRM REPAIR. TEST DROVE VEHICLE APPROX. 10 MILES. NO ADDITIONAL PREOBLEM WERE FOUND AT THIS TIME. RELEASED VEHICLE TO CUSTOMER, AFTER APPROX. 50 MILES VEHICLE RETURNED WITH CHECK ENGINE LIGHT ON. DTC P06EA HAS RETURNED. AFTER COMPLETING PIN POINT TEST A SECOND TIME , SENSOR REPLACEMENT IS AGAIN RECCOMENDED. ANY ASSISTANCE WOULD BE HELPFUL ?

RECOMM 07/15/2013 06:43PM MATTHEW SCHMIDT MSS - FCSD - TECH SVC HOTLINE
JOHN, IF THE NOX SENSOR IS NEW, SUSPECT YOU HAVE A WIRING OR MODULE CONCERN. RECOMMEND LOAD TESTING THE WIRING BETWEEN THE NOX MODULE AND THE NOX SENSOR. IF IT CHECKS GOOD, RECOMMEND SUSPECT YOU HAVE A MODULE CONCERN. RECOMMEND REPLACING THE MODULE AND RETESTING.

REPAIR 07/22/2013 05:41PM ZAK SOVA MSS - FCSD - TECH SVC HOTLINE
WEB FORM DATA - CONCERN: ENGINE LIGHT ON DIAGNOSTICS: KOEO, PID MONITOR PARTS REPLACED: ON PRIOR VISIT, NOX SENSOR #1, NOX MODULE #1 TECH QUESTION: THIS IS THE THIRD REPAIR ATTEMT ON THIS VEHICLE FOR THE SAME CODE,P06EA (NOX SENSOR #1). THE PIN POINT TEST CONTINUES TO INDICATE THE FRONT NOX SENSOR HAS FAILED. ON THE PRIOR HOT LINE CONTACT , I WAS INSRUCTED TO CONFIRM RESULTS AND REPLACE THE NOX MODULE. THE FEHICLE HAS TRAVELED APPROX. 350 MOLES, AND THE RESET THE DTC P06EA. ANY ASSISTANCE WOULD BE HELPFUL ?

RECOMM 07/22/2013 05:41PM ZAK SOVA MSS - FCSD - TECH SVC HOTLINE
JOHN, PLEASE VERIFY THAT THE CORRECT NOX SENSOR PART NUMBER WAS INSTALLED, THE FRONT AND REAR SENSORS HAVE DIFFERENT PART NUMBERS. THE PARTS CATALOG SHOWS DC3Z-9D378-A FOR THE FRONT NOX SENSOR. THE VEHICLES WARRANTY HISTORY DOES NOT SHOW ANY RECENT REPAIRS, BUT THEY MAY NOT HAVE POSTED YET. IF THE CORRECT PART NUMBER SENSOR WAS INSTALLED, PLEASE UPDATE THE FORM WITH YOUR SPECIFIC TEST RESULTS/VALUES FOR EACH STEP OF PINPOINT TEST RD THAT WAS COMPLETED.

AUDIT 07/22/2013 05:41PM ZAK SOVA MSS - FCSD - TECH SVC HOTLINE
ODOMETER 5756 M CHANGED TO 6185 M BY ZSOVA

REPAIR 07/23/2013 11:44AM JOHN ABELS MSS - FCSD - TECH SVC HOTLINE
RECEIVED IN BOUND CALL FROM TECHNICIAN JOHN ALLEN, JOHN HAS CONFIRMED THAT THE VEHICLE IS BACK FOR ITS 3RD VISIT FOR THE SAME DTCS. THE NOX SENSOR 1 AND NOX MODULE 1 HAVE BEEN REPLACED WITH THE DTC STILL SETTING. JOHN PERFORMED THE RESETS AFTER BOTH COMPONENTS WERE REPLACED AND DID TURN THE KEY OFF FOR AT LEAST 3 MINUTES. THE PART NUMBERS FOR BOTH COMPONENTS WERE VERIFIED AND THE SPECIFIC RESULTS WERE PROVIDED WHILE ON THE PHONE. RD 1 WAS A YES WITH ONLY P06EA BEING PRESENT, RD2 ALL TEMPERATURE SENSORS WERE BETWEEN 80-83, RD3 NO OTHER DTCS PRESENT, RD6 NO OIL OR COOLANT PRESENT IN THE EXHAUST THE OLD NOX SENSOR ONLY SHOWED A LITTLE BIT OF CARBON (NO WHITE RESIDUE), RD7 NO CONCERNS FOUND WITH THE VISUAL INSPECTION, RD8 THERE IS 12.5 V TO THE NOX

MODULE 1, RD9 THE CIRCUITS HAVE 0.5 OHMS END TO END AND NO SHORT TO GROUND FOUND. THE VEHICLE HAS A 4 INCH LIFT INSTALLED AND OVERSIZED TIRES. THE VEHICLE IS USED AS A DAILY DRIVER AND DOES NOT APPEAR TO HAVE BEEN DRIVEN OFF ROAD YET.

RECOMM **07/23/2013 11:44AM JOHN ABELS MSS - FCSD - TECH SVC HOTLINE**
THE P06EA COULD BE SET IF AN EXHAUST LEAK WAS CAUSING THE NOX MODULE 1 TO HEAT UP. IT IS RECOMMENDED TO SMOKE TEST THE EXHAUST TO VERIFY THAT A LEAK IS NOT PRESENT. DUE TO THE REPEAT NATURE OF THE CONCERN AND BOTH COMPONENTS THAT CAUSE THE CONCERN BEING REPLACED, WE HAVE ESCALATED THIS CONCERN TO THE TECHNICAL SERVICE HOTLINE'S ESCALATED HANDLING TEAM FOR ADDITIONAL REVIEW. A SERVICE ENGINEER FROM THIS TEAM WILL CONTACT YOU BY PHONE OR THROUGH THIS HOTLINE ASSISTANCE REQUEST WITHIN ONE (1) BUSINESS DAY TO PROVIDE ADDITIONAL INFORMATION AND/OR RECOMMENDATIONS TO ASSIST IN THE RESOLUTION OF THE CUSTOMER'S CONCERN. OUR TEAM AT THE HOTLINE WILL CONTINUE TO WORK WITH YOU AND YOUR DEALERSHIP TO HELP GET THE CONCERN RESOLVED AND THE VEHICLE BACK TO THE CUSTOMER IN A TIMELY MANNER. IF WE HAVE EXHAUSTED ALL OF OUR RESOURCES AND ARE STILL UNABLE TO RESOLVE THE CUSTOMER'S CONCERN THROUGH THESE ADDITIONAL STEPS, THE HOTLINE WILL ALERT YOUR FIELD SERVICE ENGINEER BY OPENING A TECHNICAL ASSISTANCE REQUEST. PLEASE BE PREPARED TO DISCUSS ALL DIAGNOSTICS PERFORMED AND TEST RESULTS WITH THE TECHNICAL SERVICE HOTLINE SERVICE ENGINEER IN MORE DETAIL. THANK YOU IN ADVANCE.

ESCLHD **07/23/2013 11:44AM JOHN ABELS MSS - FCSD - TECH SVC HOTLINE**
THE VEHICLE IS REPEATEDLY SETTING A P06EA AND TAKES ABOUT 350 MILES TO RESET THE DTC. THE NOX 1 SENSOR AND MODULE HAVE BEEN REPLACED. THE VEHICLE HAS A LIFT AND OVERSIZED TIRES ON IT. AN HOURLY EMPLOYEE DID DRIVE THE VEHICLE 45 MILES AFTER THE LAST REPAIR WAS MADE WITHOUT THE CODE RESETTING. CONSULTED EVAN BOYD AND JARED DOWNING

REPAIR **07/24/2013 12:18PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE**
RECEIVED IN BOUND CALL FROM TECHNICIAN JOHN ALLEN, JOHN HAS CONFIRMED THAT THE VEHICLE IS BACK FOR ITS 3RD VISIT FOR THE SAME DTCS. THE NOX SENSOR 1 AND NOX MODULE 1 HAVE BEEN REPLACED WITH THE DTC STILL SETTING. JOHN PERFORMED THE RESETS AFTER BOTH COMPONENTS WERE REPLACED AND DID TURN THE KEY OFF FOR AT LEAST 3 MINUTES. THE PART NUMBERS FOR BOTH COMPONENTS WERE VERIFIED AND THE SPECIFIC RESULTS WERE PROVIDED WHILE ON THE PHONE. RD 1 WAS A YES WITH ONLY P06EA BEING PRESENT, RD2 ALL TEMPERATURE SENSORS WERE BETWEEN 80-83, RD3 NO OTHER DTCS PRESENT, RD6 NO OIL OR COOLANT PRESENT IN THE EXHAUST THE OLD NOX SENSOR ONLY SHOWED A LITTLE BIT OF CARBON (NO WHITE RESIDUE), RD7 NO CONCERNS FOUND WITH THE VISUAL INSPECTION, RD8 THERE IS 12.5 V TO THE NOX MODULE 1, RD9 THE CIRCUITS HAVE 0.5 OHMS END TO END AND NO SHORT TO GROUND FOUND. THE VEHICLE HAS A 4 INCH LIFT INSTALLED AND OVERSIZED TIRES. THE VEHICLE IS USED AS A DAILY DRIVER AND DOES NOT APPEAR TO HAVE BEEN DRIVEN OFF ROAD YET.

RECOMM **07/24/2013 12:18PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE**
JOHN,
THIS IS MARK KLEIN FROM THE DIESEL ESCALATION TEAM AT
THE FORD TECHNICAL SERVICE HOTLINE. I'M IN PROCESS OF REVIEWING THIS REQUEST AND I WILL CONTACT YOU BY A OUT BOUND CALL SHORTLY.

ESCLHD **07/24/2013 12:18PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE**
SCHEDULING A CALL BACK.

REPAIR **07/24/2013 12:57PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE**

****REVIEWED BY THE ESCALATION TEAM***** *****CONTACTED THE DEALER BY OUT BOUND CALL*****
I CONTACTED THE DEALER AND SPOKE TO JOHN
ALLEN. THEY HAVE A CONCERN WHERE IF THE CUSTOMER DRIVES THE VEHICLE 300+ MILES THE MIL COMES ON AND THEY GET A P06EA CODE. THE NOX SENSOR AND NOX MODULE HAVE BOTH BEEN REPLACED AT DIFFERENT TIMES. THE HAVE SMOKE TEST THE EXHAUST AND THERE ARE NO EXHAUST LEAKS.

RECOMM 07/24/2013 12:57PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
JOHN,
AS WE SPOKE ON THIS VEHICLE THE 1ST THING WE NEED TO DO
IS CHECK IN THE LOG VIEW OF IDS AND SEE IF THEY HAVE THE CORRECT PART NUMBER THIS WILL HAVE A D SUFFIX. THEN WE WILL WANT TO ADD A REDUNDANT GROUND TO TEH NEGATIVE BATTERY POST FOR PINS 1 AND 4 OF THE NOX 11 MODULE. THEN WE WILL NEED TO VERIFY THE PIN FITS ON PINS 2 AND3 OF THE CONNECTOR BETWEEN THE NOX MODULE AND SENSOR.

ESCLHD 07/24/2013 12:57PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
THE DEALER TO CHCEK THE CALIBRATION.

REPAIR 07/24/2013 05:53PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
TECHNICIAN NOTES: I CHECKED THE PCM PART NUMBER, IT IS CORRECT . FIRST LETTER IS D. CHECKED IN LINE CONNECTORS #C146 AND C3619A FOR PIN FIT , NO PROBLEMS FOUND WITH EITHER CONNECTOR. GROUND 103 IS CLEAN AND TIGHT, ALL WIRES IN THE SPLICE ARE SECURE. IP1 AND IP2 DO NOT APPEAR TO HAVE PIN FIT ISSUES. GOING OT CONTINUE WITH OVER LAY OF GROUNDS. DURING CALL, TECH SAID:

RECOMM 07/24/2013 05:53PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
JOHN,
THANK YOU VERY MUCH FOR THE UPDATED INFORMATION THAT THE
PCM PART # IS CORRECT, THE GROUND 103 IS CLEAN AND TIGHT AND THE PIN FITS ARE ALSO TIGHT. I WOULD AGREE THAT WE WANT TO RUN A REDUNDANT GROUND TO THE NOX 11 MODULE AND RETEST.

ESCLHD 07/24/2013 05:53PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
THE DEALER IS OVERLAYING THE GROUND FOR THE NOX 11 MODULE

REPAIR 07/30/2013 04:22PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
****REVIEWED BY THE ESCALATION TEAM***** *****CONTACTED THE DEALER BY OUT BOUND CALL*****
I CONTACTED THE DEALER BY OUTBOUND CALL AND
SPOKE TO JOHN ALLEN. THEY HAVE OVER LAYED THE 2 GROUND TO THE NOX11 MODULE AND THEY DROVE THE VEHICLE WITH NO CONCERNS AND THEN RELEASED IT TO THE CUSTOMER ON FRIDAY. THE CUSTOMER HAS DRIVEN THE VEHICLE 300 MILES WITH NO CONCERN. THEY ARE PLANNING ON CONTACTING THE DEALER IN A COUPLE OF DAYS TO MAKE SURE THAT THERE ARE NO OTHER ISSUES.

RECOMM 07/30/2013 04:22PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
JOHN,
THANK YOU FOR THE UPDATED INFORMATION ON THIS CONCERN.
PLEASE UPDATE THIS REQUEST ONCE YOU HAVE TALKED TO THE CUSTOMER SO WE CAN EITHER CLOSE THIS REQUEST OR KEEP WORKING ON THE VEHICLE.

ESCLHD 07/30/2013 04:22PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
THE CUSTOMER IS DRIVING THE VEHICLE TO VERIFY THE REPAIR.

REPAIR 08/05/2013 01:42PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
TECHNICIAN NOTES: RECIEVED A PHONE CALL THIS MORNING INDICATING THE ENGINE LIGHT HAS CAME BACK ON. CUSTOMER STATES HE HAS TRAVLED APPROX. 700 MILES. VEHICLE WILL BE BROUGHT IN THIS AFTERNOON. IF DTC #P06EA HAS RETURNED, SHOULD PCM BE REPROGRAMED PER TSB #13-07-12 ? DURING CALL, TECH SAID:

RECOMM 08/05/2013 01:42PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
JOHN,
IF YOU HAVE THE P06EA CODE COMING BACK WE WILL WANT TO
RECALIBRATE THE PCM PER
[redacted]
13-07-12 SINCE THIS IS A NEW CALIBRATION FOR THIS CONCERN. IF YOU
HAVE A DIFFERENT CODE IN THE SYSTEM WE WILL WANT TO FOLLOW THE
PINPOINT TEST FOR THAT CODE. IF THE P06EA CODE COMES BACK AFTER THE
RE-CALIBRATION THEN INSTALL A PCM.

ESCLHD 08/05/2013 01:42PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
THE DEALER NEEDS TO RECALIBRATE THE PCM

REPAIR 08/08/2013 08:59AM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
TECHNICIAN NOTES: VEHICLE TRAVELED APPROX. 200 MILES AFTER PCM
REPROGRAM. CHECK ENGINE LIGHT HAS CAME BACK ON. SHOULD I CONTINUE WITH
PCM REPLACEMENT? HAS ANY NEW INFORMATION CONSERNING THIS ISSUE CAME
OUT SINCE LAST REPORT ? DURING CALL, TECH SAID:

RECOMM 08/08/2013 08:59AM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
JOHN,
THANK YOU FOR THE UPDATED INFORMATION THAT THE MIL LIGHT
CAME BACK ON AFTER 200 MILES OF DRIVING. IF YOU ARE STILL P06EA THEN
YES INSTALL A PCM AND RETEST. THERE HAVE NOT BEEN ANY UPDATES FOR THE
P06EA. IF YOU HAVE ANY OTHER CODE SETTING WE WILL NEED TO DIAGNOSIS
THAT CODE.

ESCLHD 08/08/2013 08:59AM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
THE VEHICLE HAS THE MIL ON AGAIN AFTER 200 MILES

REPAIR 08/13/2013 11:02AM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
****REVIEWED BY THE ESCALATION TEAM***** *****CONTACTED THE DEALER BY
OUT BOUND CALL*****
I CONTACTED THE DEALER BY OUTBOUND CALL AND
THEY GOT THE VEHICLE BACK AND THE P06EA CODE CAME BACK AND THEY HAVE A
PCM ON ORDER. THE PCM IS ON BACK ORDER WITH NO OTHER DEALERS HAVEING
IT IN STOCK.

RECOMM 08/13/2013 11:02AM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
JOHN,
THANK YOU FOR THE UPDATED INFORMATION THAT WE HAVE THE
SAME CODE AND THE PCM IS ON ORDER, BUT ON BACK ORDER. WE WILL BE
KEEPING IN TOUCH WITH YOU TO JUST KEEP UP ON THE REPAIR.

ESCLHD 08/13/2013 11:02AM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
THE PCM IS ON BACK ORDER.

REPAIR 08/20/2013 02:20PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
****REVIEWED BY THE ESCALATION TEAM***** *****CONTACTED THE DEALER BY
OUT BOUND CALL*****
I CONTACTED THE DEALER AND SPOKE TO JOHN
ALLEN AND THE PCM IS STILL ON BACK ORDER FROM THE VENDER.

RECOMM 08/20/2013 02:20PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
JOHN,
THANK YOU FOR THE UPDATED INFORMATION THAT THIS PCM IS
STILL ON BACK ORDER. WE WILL CONTACT YOU IN A WEEK TO SEE IF THE PCM
HAS ARRIVED FOR THIS VEHICLE AS OF YET.

ESCLHD 08/20/2013 02:20PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
THE PARTS ARE ON BACK ORDER AND THE VEHICLE IS NOT AT THE SHOP.

REPAIR 08/27/2013 06:34PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
****REVIEWED BY THE ESCALATION TEAM***** *****CONTACTED THE DEALER BY
OUT BOUND CALL*****

RQ14-005.001238 ER

I CONTACTED THE DEALER AND SPOKE TO THE
OPERATOR HILLARY AND THE SERVICE DEPART IS CLOSED AND THEY WERE NOT ABLE TO GET A HOLD OF ANYONE AT THIS POINT.

RECOMM 08/27/2013 06:34PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
WE WILL RE-CONTACT THE TOMORROW ON THIS CONCERN

ESCLHD 08/27/2013 06:34PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
WE WILL RE-CONTACT THE TOMORROW ON THIS CONCERN

REPAIR 08/28/2013 03:01PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
****REVIEWED BY THE ESCALATION TEAM***** *****CONTACTED THE DEALER BY OUT BOUND CALL*****
I CONTACTED THE DEALER BY OUTBOUND CALL AND
SPOKE TO JOHN ALLEN. THEY HAVE INSTALLED THE PCM AND THE EGT 12. WHEN THE VEHICLE CAME BACK IN IT HAD A CODE FOR THE EGT12. THE CUSTOMER HAS THE VEHICLE BACK AT THIS POINT AND THEY HAVE BEEN DRIVING THE VEHICLE FOR ABOUT 150 MILES AND NO CODES AS OF YET. THEY ARE GOING TO LEAVE THERE PAPER WORK OPEN UNTIL THE END OF THE WEEK OR THE BEGINNING OF NEXT WEEK JUST TO MAKE SURE THE VEHICLE IS REPAIRED.

RECOMM 08/28/2013 03:01PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
JOHN,
THANK YOU FOR THE UPDATED INFORMATION THAT WE HAVE
INSTALLED THE PCM, EGT12 AND THE CUSTOMER IS DRIVING THE VEHICLE.
SINCE YOU ARE LEAVING YOUR RO OPEN TILL THE END OF THE WEEK WE WILL DO THE SAME THING WITH THIS ESCALATION CASE. IF I DO NOT HEAR BACK FROM YOU BEFORE TUESDAY 9-3-13 I WILL RE-CONTACT YOU BY PHONE.

ESCLHD 08/28/2013 03:01PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
THE PCM IS INSTALLED AND THE CUSTOMER IS DRIVEING THE VEHICLE

REPAIR 09/03/2013 03:14PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
****REVIEWED BY THE ESCALATION TEAM***** *****CONTACTED THE DEALER BY OUT BOUND CALL*****
I CONTACTED THE DEALER AND SPOKE TO JOHN
ALLEN AND THEY WILL BE CONTACTING THE CUSTOMER TO VERIFY IF THE VEHICLE IS REPAIRED OF NOT. JOHN WILL UPDATE THIS REQUEST ONCE THEY KNOW THE STATUS OF THE VEHICLE.

RECOMM 09/03/2013 03:14PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
JOHN,
THANK YOU FOR THE UPDATE ON THE CURRENT STATUS OF THIS
VEHICLE. WE WILL BE LOOKING FORWARD TO HEARING BACK FROM YOU.

ESCLHD 09/03/2013 03:14PM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
WAITING FOR THE DEALER TO UPDATE THIS REQUEST.

REPAIR 09/05/2013 08:58AM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
TECHNICIAN NOTES: VEHICLE OWNER WAS CONTACTED ON 9-5-13. CUSTOMER HAS DRIVEN APPROX. 1000 MILES SINCE THE PCM WAS REPLACED. THE VEHICLE IS PERFORMING NORMALLY AT THIS TIME . NO ADDITIONAL CONSERNS WITH TRUCK AT THIS TIME. DURING CALL, TECH SAID:

RECOMM 09/05/2013 08:58AM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
JOHN,
THANK YOU FOR THE UPDATED INFORMATION THAT THE CUSTOMER
HAS HAD THE VEHICLE FOR 1000 MILES AND THE CONCERN IS REPAIRED. WITH THIS INFORMATION I WILL CLOSE THIS ESCALATION CASE.

ESCLHD 09/05/2013 08:58AM MARK KLEIN(CLP) MSS - FCSD - TECH SVC HOTLINE
CLOSING THE EH CASE

ADD-ON 09/27/2013 12:35PM ROB HUTCHINSON MSS - FCSD - VSP C/P SVC ENG
OUTBOUND CALL TO DEALERSHIP. SPOKE TO JASON MONK (SERVICE MANAGER). I ADVISED JASON TO MONITOR ALL 4 EGT SENSORS AND LIGHTLY TAP ON EXHAUST

NEAR SENSORS. IF WHEN A PID FLUCTUATES REPLACE SUSPECT SENSOR(S) AND PIGTAIL WITHOUT DISTURBING THE CONNECTION AFTER VERIFICATION THAT ALL CONNECTIONS ARE TIGHT AND WILL NOT MOVE WHILE WIGGLE TESTING. JASON STATES THE P06EA WAS A MEMORY CODE REMAINING FROM THE LAST REPAIR. I ADVISED JASON THAT IF THE NOX CODE IS LEGIT WE WOULD LIKE THE NOX MODULE AND SENSOR BACK AS A SET WITHOUT DISTURBING CONNECTION.

ADD-ON **09/30/2013 08:46AM ROB HUTCHINSON MSS - FCSD - VSP C/P SVC ENG**
INBOUND CALL P2031, FOUND EGT 12 LOOSE IN THE BOSS. P22FF ALSO SET.
DAN STATED THAT THE SENSOR WAS REPLACED ABOUT 6290 MILES AND NOW HAVE OVER 10000 MIULES, REPAIR MADE 9-16 AND CUSTOMER CAME 10 DAYS LATER.
THE NUT BACKED OUT OF THE BOSS AND THE SENSOR WAS HANGING.

Potential Safety/Emission: **Serviceability Concern :**

Contact Information - DGOEH019

Contact Last Name : **First Name :**
Phone : **Email :**
Consultant Last Name : **First Name :**
Phone : **Email :**

Customer Information - DGOEH019

Customer Last Name : **First Name :**
Home Phone : **Work Phone :**
Email : **Country :**
City : **State :**

Finalize Call - DGOEH019

Reason for call : **Addl. Explanation :**

,

[redacted]40 ER

From: McDonagh, Scot (S.M.)
Sent: Monday, June 24, 2013 1:59 PM
To: [redacted]
Cc: Rinkevich, Daniel (D.J.)
Subject: EGT INQUIRY

(1) Of the TNI returns you dropped off Friday says it is from VIN [redacted] I thought that was a damaged sensor ?

1FT8X3BT1DEA[redacted]	MIL. P242A. SENSOR 3 SLOW TO RESPOND	3	4915	TN	5/1/2013	3642	12/29/2012	1/4/13	

Scot G. McDonagh
PT Quality Engineering
Phone: (313)337-8091
[redacted]

From: Philbin, Jeff [redacted]
Sent: Thursday, December 11, 2014 2:41 PM
To: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.)
Subject: EGT Laser Weld Samples

ALL:

For a quick check – do you have any feedback / information on the Laser Weld EGTs you are running on engineering vehicles?

Just confirming that all is still running OK, and checking if you have any estimated mileage these may have run.

Thanks!

Jeffrey Philbin
Stoneridge, Inc
28001 Cabot Drive, Suite 100, Novi, MI
248-324-3856 Office 248-469-9942 Cell
[redacted]

From: Roberts, James (J.B.)
Sent: Tuesday, August 19, 2014 3:50 PM
To: Dixon, Mark (M.R.); Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); Deeb, Joe (J.S.)
Subject: EGT presentation at VQR

Sue, Mark,
We will need support at the VQR especially with the TNI sensors. I'm sure they will ask us to provide next steps.

James Roberts, P.E.
PT PVT Supervisor – KTP
[redacted](313)805-5659 cell
(502)429-2266 fax (502)429-2111

From: Dixon, Mark (M.R.)
Sent: Tuesday, August 13, 2013 12:20 PM
To: Rinkevich, Daniel (D.J.)
Subject: EGT Presentation Draft

Dan, do you have a draft of the EGT pitch for this afternoon that we can review?

Mark Dixon
Powertrain Quality
Ford Motor Company
Building 2 / 24K36
[redacted]
Tel: (313) 805-7051

RQ14-005 001244 ER

From: Dixon, Mark (M.R.)
Sent: Wednesday, March 19, 2014 2:53 PM
To: McDonagh, Scot (S.M.); Rinkevich, Daniel (D.J.)
Subject: EGT Repeat Repair

Below is are the tech verbatims of the first repair of the 3 repeats I found in the 5J213 repeat repair analysis. Looks like two of the claims had the connector replaced as well:

ENGINE LIGHT ON, VERIFIED. PERFORMED IDS TESTS. PERFORMED WIGGLE TEST OF HARNESS FOR EGT 12. FOLLOW PINPOINT TEST AND DETERMINED FAULTY EGT 12 SENSOR. REPLACED EGT 12 SENSOR, REPLACED CONNECTOR AS WELL.

VERIFY CONCERN PERFORM EEC DIAG CODE P22FF PERFORM PINPOINT TEST RC LEAD TO EGT 12 SENSOR CONTACTED HOTLINE THEY ADVISED TO REPLACE EGT12 CLEAR CODES AND RETEST

CHECK ENGINE LIGHT ON - SCAN FOR CODES - P22FF NOX CATALYST INLET TEMP TOO LOW - CHECK TSB`S AND SSMS NONE THAT APPLY - REQUIRES FURTHER DIAG,PERF PPT RC1-7(SEE ATTACHED)NEEDS EGT12 AND PIGTAIL REPLACE EGT12 AND PIGTAIL AS PER SSM#44294,CLEAR CODES AND RETEST=OK,PERF LONG ROAD TEST =OK.

Mark Dixon
Powertrain Quality
Ford Motor Company
Building 2 / 24K36
[redacted]
Tel: (313) 805-7051

From: Dixon, Mark (M.R.)
Sent: Thursday, April 03, 2014 8:04 PM
To: Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.); Caesar, Cynthia (C.L.); Philbin, Jeff (Jeff.Philbin@stoneridge.com); McDonagh, Scot (S.M.)
Subject: EGT Sensor Claim After Dec Connector Crimp Contatinment

Looks like we have an new EGT sensor claimr with a January build date. Vin is 1FT7W2BT3EEB[redacted]

The other sensor with a Jan vehicle build date was confirmed sensor weld issue per earlier discussion.

Cynthia, can you pull FF and other DTCs for this VIN.

Jeff, I assume you don't yet have this sensor back from the dealer?

Mark Dixon
Powertrain Quality
Ford Motor Company
Building 2 / 24K36
[redacted]
Tel: (313) 805-7051

RQ14-005 001246 ER

From: Johnson, Seth (S.)
Sent: Tuesday, June 10, 2014 6:40 PM
To: Rinkevich, Daniel (D.J.)
Subject: EGT sensor vs crimp

Dan,

Did we ever establish how far back the crimp concern went? In other words, is there a potential for 2011 and 2012 vehicles to have the same "bad crimp" as the 13 and 14s? I ask because we still have TSB 13-10-01 live for 2011-2012 that directs to EGT replacement. Should we consider changing that TSB to direct to connector replacement instead of EGTs as the current TSB does?

Thanks,

Seth H. Johnson
Diesel/Hybrid Warranty Commodity Engineer
1700 Fairlane Business Drive - DSC 1
Phone: (313)-390-6051
[redacted]

From: Rinkevich, Daniel (D.J.)
Sent: Wednesday, January 22, 2014 2:52 PM
To: Landis, Ron ([redacted]
Subject: EGT sensors

Jeff and Ron,
Have you seen the sensors from these vehicles? These are the few early claims in the last few months.
1FT7W2BT6EE[redacted]
1FT7W2BT1EE[redacted]

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

VIN	Stoneridge Comments	Sensor Location	TNI-NPF?	DTCs	Resistance
1FT8W3BT5DE[redacted]	Date Code 0293(1/29/13) – Tip Damage, RTD Tip damaged				
1FT7W2BT7DE[redacted]	Part 21 – Date Code 0702(3/10/12) – Should not be in 2013 vehicle – Moved RTD condition				
1FD0X4GT2DE[redacted]	Part 22 – Date Code 2841(10/11/11) – Should not be in a 2013 vehicle – Moved RTD condition				
1FT7W2BT6DE[redacted]	Part 23 – Date Code 3362(12/1/12) – No Trouble Found – Possible Return to Ford for Additional Testing		yes		
1FT7W2BT6DE[redacted]	Part 24 – Date Code 3352(11/30/12) – No Trouble Found – Possible Return to Ford for Additional Testing		yes		
1FT8W3DTXDE[redacted]		4		P06EB	218.8
1FT7W2BT2DW[redacted]		3		P242B	219.1
1FD9X5HT6DE[redacted]				P02	

Tech Comments	Freeze Frame Data
CNFRM CST CMT; QUICK TEST & PULLED CODES PERTAINING TO EGT BANK 1 SENSOR 4; PERFROM PIN POINT TEST RC 1 YES, RC 2 NO, RC 3 YES, RC 4 NO, RC 5 MONITORE D PIDS WHILE UNDER LD AFTER COLD START SENSOR 4 READING 2.5 K, ALL OTHERS RE AD IN SPEC; R&R SENSOR; CLEAR CODES; RETEST ALL OK	
>10KR	

From: McDonagh, Scot (S.M.)
Sent: Wednesday, June 26, 2013 1:10 PM
To: Rinkevich, Daniel (D.J.)
Subject: EGT TNI Testing



EGT TNI TESTING.docx

Scot G. McDonagh
PT Quality Engineering
Phone: (313)337-8091
[redacted]

2013MY EGT SENSOR TNI TESTING

Test Vehicle 302T662: Start Mileage- 24064

Test Vehicle 184T117: Start Mileage- 12768

Confirmed NO DTCs stored in PCM Memory at Test Start

Return #18- EGT Position 2- 1FT7W2BT6DE[redacted] P1247, P200C, P200E, P203F(EGT 2)- Neil C

Return #20- EGT Position 2- 1FD0X5HT6DE[redacted] P2033(EGT)- Scot M

Return #11- EGT Position 4- 1FT8W3BT7DE[redacted] P200C/P200E(EGT 3)- Neil C

Return #19- EGT Position 4- 1FT7W2BT6DE[redacted] P1247, P200C, P200E, P203F(EGT 2) Scot M

From: Johnson, Seth (S.)
Sent: Tuesday, October 14, 2014 2:06 PM
To: Rivera, Santos (S.)
Cc: Eis, Peter (P.R.); Rinkevich, Daniel (D.J.)
Subject: EGT TSB labor ops

Santos,

For the EGT TSB labor operation changes regarding the heat shield removal we were wondering if you had a chance to come up with the verbiage for the labor operation supplement. Will it be worded more as a supplement for the tank size or the kind of lift being used?

Thanks,

Seth H. Johnson
Diesel/Hybrid/Gasoline Commodity Engineer
1700 Fairlane Business Drive - DSC 1
Phone: (313)-390-6051
[redacted]

From: Goodwin, William (W.R.)
Sent: Tuesday, October 28, 2014 3:10 AM
To: Rinkevich, Daniel (D.J.); Dixon, Mark (M.R.)
Cc: Wagers, Sue (S.K.)
Subject: EGT warranty deeper review

Dan and Mark,

We are moving forward with the sensor terminal welding for Stoneridge. One of the key items that we said we'd do is to try to understand the codes that seem to be contact resistance related…predict the possible improvement and look for other clues from the data of any other lurking issues. Did this progress and do you have some updated info. We're meeting with Stoneridge on Wednesday in Lexington.

Regards,
Bill Goodwin
Powertrain Sensors Technical Specialist
Powertrain Calibration Controls NVH [PCCN]
Ford Motor Company / Building #2 / 22B19
E-mail [redacted]
Tel: (313) 805-9111
ONE FORD: ONE Plan - ONE Team - ONE Goal

From: Quiroz, Jesus <JQuiroz@lear.com>
Sent: Monday, May 19, 2014 6:07 PM
To: Rinkevich, Daniel (D.J.)
Cc: Castro Lujan, Juan; Ochoa, Gerardo; Ellis, Paul
Subject: EGT Warranty Returns

Dan,
It looks like we did cross section already to all the samples that we sent at one time to our Lear Juarez Plant.
At this time we don't have more to provide Gary Hite for USCAR validation.
Do you happen to have more that we can send to Gary?
Please let me know.
Thanks

Jesus E. Quiroz|Sr. Quality Manager|Lear Corporation / Electrical Distribution Systems [redacted] **☎ 248-447-1133 313-215-9037**

Leadership Model

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From: Austin, Aaron (A.A.)
Sent: Friday, July 25, 2014 1:15 PM
To: Rinkevich, Daniel (D.J.)
Cc: Williams, Brent (B.A.)
Subject: EGT, NOX, MAP, MAF TNI

Daniel,

Have we gotten any parts back for wiring side or just the sensor?

Aaron Austin
Electrical PVT Analyst
V18-Wiring & EDS Components
Kentucky Truck Plant
Cell: (502) 612-8087
FordNet: 429-3664
Desk: (502) 339-3664
[redacted]

From: Douglas, Jason (J.)
Sent: Wednesday, September 25, 2013 5:53 PM
To: Rinkevich, Daniel (D.J.)
Subject: EOL EGT Prerolls data

Daniel,

I sent you data earlier from pre-rolls station at KTP with EGT sensor and Ambient Air Temperature sensor data. I later learned that the data came from a repair station, so that tells me the engine had been started before the data was collected. I'm not sure how long the engine had been off before running the test, but just wanted you to know that. We should be getting more data later this week from the actual assembly line tester. Right now they are just proving the new software out at a repair station.

Thanks,

Jason Douglas
End of Line Diagnostics Engineer (P473 6.7L, C346N/ST, C344N PHEV/FHEV)
Global Powertrain Controls Systems Engineering
North American Applications
DSC2, Room 747
Email: [redacted]
Mob: 313-805-7010

RQ14-005 001257 ER

From: Dixon, Mark (M.R.)
Sent: Thursday, August 28, 2014 8:30 AM
To: Johnson, Seth (S.); McDonagh, Scot (S.M.); Rinkevich, Daniel (D.J.)
Cc: Caesar, Cynthia (C.L.)
Subject: FW: 11 &12 MY SuperDuty EGT Repeat Repairs
Attachments: EGT RR 11-12MY.xlsx

Attached is the repeat repair analysis we ran for 2011/12 MY EGTs. Meant to send this before I left for vacation, but wanted to check "service parts warranty" repairs to complete the analysis. Cynthia has since confirmed there are no EGT repairs covered under the service parts warranty transaction code.

Since the repeat repair rate is less than 0.5% repeat repair rate, we can't justify adding the harness connector repair to the TSB for 2011/12 MY.

We will do similar analysis for 2013/14 MY on repeat repair rate for units that had an EGT sensor replaced on the first repair. Our present TSBs are structured on the assumptions that EGTs were bad and harness connectors were good in 2011/12 MY, and that EGTs were good and harness connectors bad in 2013/14 MY. We will need to confirm this with data.

From: Caesar, Cynthia (C.L.)
Sent: Monday, August 18, 2014 3:18 PM
To: Dixon, Mark (M.R.)
Subject: 11 &12 MY SuperDuty EGT Repeat Repairs

Mark,

Per our conversation last week, you requested a repeat repair (RR) analysis on EGT sensors (5J213). Specifically looking at activity after the clean date for the sensor of Job #1 2013 MY (October 2012).
Attached is my working file. I started by pulling all EGT claims then filtering on the repeat VINs. From there I tried to define the sensor location so we could see location RR.

Of the 5000+ claims only 22 VINs had repeat repairs on the same location. Of the 22 VINs only nine VINs were RR with the revised parts (both repairs post-Oct '12).
If you have any questions about the file, please let me know.

Cynthia Caesar
Powertrain Quality - Senior Engineer
Bldg #3 32G154 84-56115

RQ14-005 001258 ER

same location	check timing

Count of VIN	Repair Month																																Grand
VIN	2011-05	2011-08	2011-09	2011-10	2011-11	2012-01	2012-02	2012-05	2012-06	2012-07	2012-09	2012-10	2013-01	2013-03	2013-04	2013-05	2013-06	2013-07	2013-08	2013-09	2013-10	2013-11	2014-02	2014-03	2014-05	2014-06	2014-07	2014-08	Total
1FDUF4GT0BE[redacted]																			1		2								3
1FT7W2BT7BE[redacted]									1												1								2
1FT7W2BT4BE[redacted]							1				1																		2
1FT8W3BT9BE[redacted]					1				1																				2
1FD0W5HT4CE[redacted]																					1					1			2
1FD0W4HT2CE[redacted]																								1		1			2
1FD0W5HT8CE[redacted]																						1						1	2
1FT8W3BT7BE[redacted]				1																1									2
1FD0X4GT7CE[redacted]																1		1											2
1FT7W2BT1BE[redacted]		1											1																2
1FDRF3GT2CE[redacted]														1									1						2
1FT7W2BT4CE[redacted]												1			1														2
1FT7W2BT5BE[redacted]						1																1							2
1FT7W2BT5BE[redacted]				1												1													2
1FT7W2BT6BE[redacted]																1										1			2
1FDUF4GT2CE[redacted]																1	1												2
1FT7W2BTXBE[redacted]								1																	1				2
1FDUF4HT5CE[redacted]														1					1										2
1FT8W3BT8CE[redacted]											1						1												2
1FDUF5GT5BE[redacted]		1			1																								2
1FD0W4GT6BE[redacted]								1																			1		2
1FT7W2BT0BE[redacted]							1								1														2
Grand Total		1	1	1	2	1	1	2	2	2	1	1	1	1	2	2	4	2	1	2	1	4	2	1	1	1	3	1	1	45

From: Hamilton, Steven (S.C.)
Sent: Monday, June 10, 2013 12:40 PM
To: Plawinski, Todd (T.W.); Glynn, Andrew (A.)
Cc: Rinkevich, Daniel (D.J.); Moylan, James (J.J.)
Subject: FW: 1FT8W3DTXDE[redacted]- P246F

Todd, Andrew,

I am not sure who to go to for FNA OWS access. Could either of you lead me in the right direction?

I need access for myself as my access has seemed to expire, and I need to get access for Dan Rinkevich.

Thanks.

Best regards,

Steve Hamilton
FCSD Service Engineering Operations
Diesel Commodity Manager
(313)390-7750

From: Moylan, James (J.J.)
Sent: Monday, June 10, 2013 7:22 AM
To: Hamilton, Steven (S.C.)
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: 1FT8W3DTXDE[redacted]- P246F

Steve,

Can you tell Dan how to obtain access to OWS?

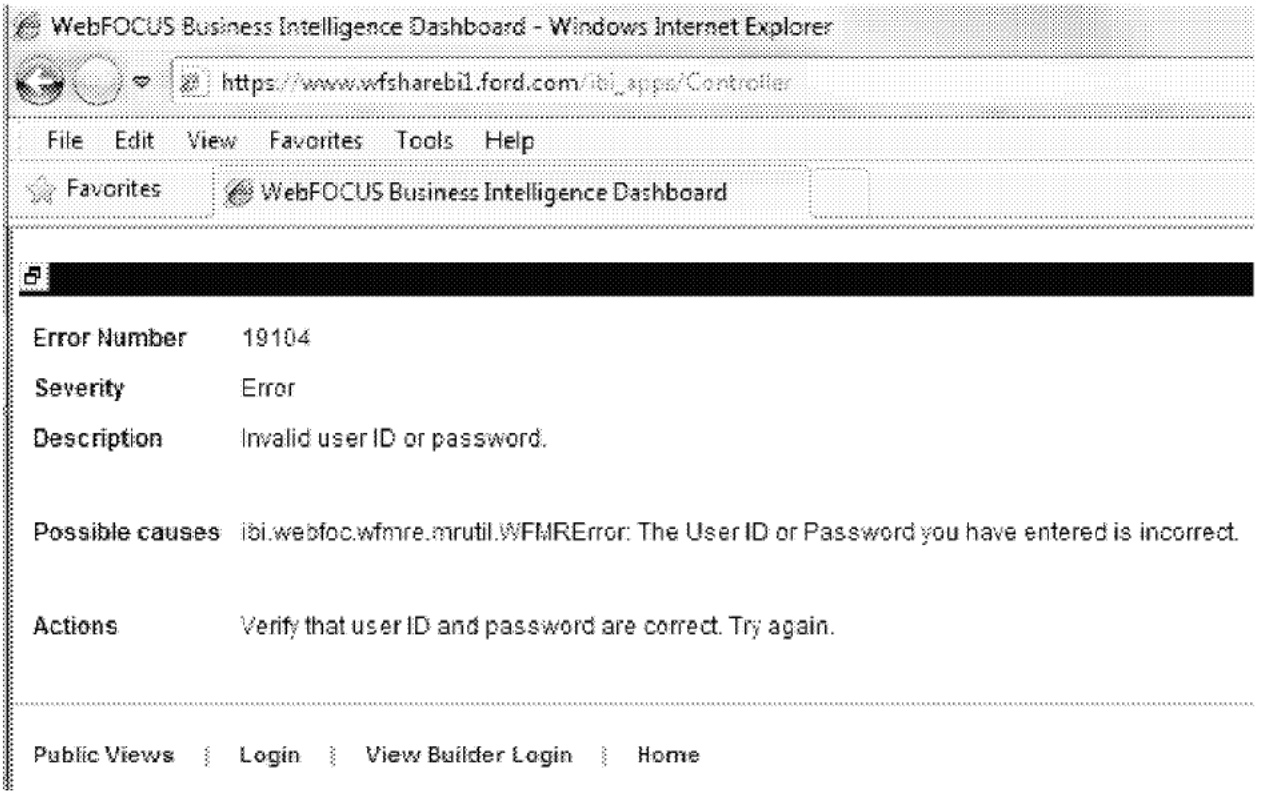
Thanks.

James J. Moylan tcb
Kentucky Truck Plant
Powertrain PVT - Sr. Engineer
313-805-3887
><((((°>

From: Rinkevich, Daniel (D.J.)
Sent: Friday, June 07, 2013 4:13 PM
To: Moylan, James (J.J.)
Subject: RE: 1FT8W3DTXDE[redacted]- P246F

Jim,
Thanks. Yep, on the first site I need to get access. Do you know who I need to ask?

RQ14-005 001260 ER



Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Moylan, James (J.J.)
Sent: Friday, June 07, 2013 3:58 PM
To: Rinkevich, Daniel (D.J.)
Subject: RE: 1FT8W3DTXDE[redacted] P246F

Dan,

I got it from this database. You might need make a request to gain access.

If it will let you in, click on

WebFOCUS BI Dashboard Login Page

And then

VIN Lookup Report

Drop in the VIN and go from there.

[redacted]

James J. Moylan tcb
Kentucky Truck Plant
Powertrain PVT - Sr. Engineer
313-805-3887
><((((º>

From: Rinkevich, Daniel (D.J.)
Sent: Friday, June 07, 2013 3:50 PM
To: Moylan, James (J.J.)
Subject: RE: 1FT8W3DTXDE[redacted] - P246F

Jim,
Is this the list of all the codes seen on this vehicle? Where did it come from?

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Moylan, James (J.J.)
Sent: Friday, June 07, 2013 9:35 AM
To: Rinkevich, Daniel (D.J.)
Subject: RE: 1FT8W3DTXDE[redacted] - P246F

1FT7W2BT6DE[redacted]

		P200C	DIESEL PARTICULATE FILTER OVER TEMPERATURE (BANK 1)	44	PM FILTER (SYSTEM)
Y	KC	P203F	REDUCTANT LEVEL TOO LOW	37	NOX CATALYST (SYSTEM)
Y	KC	P200E	CATALYST SYSTEM OVER TEMPERATURE (BANK 1)	1	CATALYST (SYSTEM)
Y	KC	P1247	TURBOCHARGER BOOST PRESSURE LOW	41	BOOST CONTROL (SYSTEM)
N	KO	P200C	DIESEL PARTICULATE FILTER OVER TEMPERATURE (BANK 1)	44	PM FILTER (SYSTEM)
Y	KO	P200E	CATALYST SYSTEM OVER TEMPERATURE (BANK 1)	1	CATALYST (SYSTEM)
Y	KO	P1247	TURBOCHARGER BOOST PRESSURE LOW	41	BOOST CONTROL (SYSTEM)
Y	KO	P203F	REDUCTANT LEVEL TOO LOW	37	NOX CATALYST (SYSTEM)
Y	KR	P203F	REDUCTANT LEVEL TOO LOW	37	NOX CATALYST (SYSTEM)

N	KR	P200C	DIESEL PARTICULATE FILTER OVER TEMPERATURE (BANK 1)	44	PM FILTER (SYSTEM)
Y	KR	P1247	TURBOCHARGER BOOST PRESSURE LOW	41	BOOST CONTROL (SYSTEM)
Y	KR	P200E	CATALYST SYSTEM OVER TEMPERATURE (BANK 1)	1	CATALYST (SYSTEM)

James J. Moylan tcb
Kentucky Truck Plant
Powertrain PVT - Sr. Engineer
313-805-3887
><((((º>

From: McDonagh, Scot (S.M.)
Sent: Friday, June 07, 2013 8:53 AM
To: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); Moylan, James (J.J.)
Subject: FW: 1FT8W3DTXDE[redacted] - P246F

INFO

Scot G. McDonagh
PT Quality Engineering
Phone: (313)337-8091
[redacted]

From: Philbin, Jef[redacted]
Sent: Friday, June 07, 2013 8:17 AM
To: McDonagh, Scot (S.M.)
Subject: RE: 1FT8W3DTXDE[redacted] P246F

Scot:

From these dates, our assumptions are that they were either picked-up at KTP (rework station??) or were mixed up at a dealer when returned. I know that our team ensured an inventory purge with our change to the new powder; if the sensor date code was within 1-2 weeks, I would say this may be more of a question. However, as the dates are Mar2012 and Oct2011 – this appears to be a KTP or Dealer inventory use.

I will be over early this afternoon to pick up the parts you have – if you are available we can discuss more.

Thank you!

Jeffrey Philbin

From: McDonagh, Scot (S.M.)[redacted]
Sent: Friday, June 07, 2013 7:03 AM
To: Philbin, Jeff
Cc: Rinkevich, Daniel (D.J.); Dixon, Mark (M.R.); Wagers, Sue (S.K.); Moylan, James (J.J.)
Subject: RE: 1FT8W3DTXDE[redacted] - P246F

Does Should not be in 2013 vehicle mean Hi-Stat shipped old level part to KTP ?

Scot G. McDonagh
PT Quality Engineering
Phone: (313)337-8091
[redacted]

From: Philbin, Jeff [redacted]
Sent: Thursday, June 06, 2013 5:37 PM
To: McDonagh, Scot (S.M.)
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: 1FT8W3DTXDE[redacted] - P246F

Here is a summary of the five parts – Brady will send the 8Ds tomorrow morning.

We still want to complete additional testing on the 2 units – at least thermal cycle – before returning. From the data so far, we do not expect any issues, but this will be an additional verification point before we re-install in a vehicle. We should have timing on the thermal shock test tomorrow.

Note that of the three defective parts, 2 were old date code (pre-powder change) and 1 had the tip cut off.

VIN# 1FT8W3BT5DE[redacted]

- – Date Code 0293(1/29/13) – Tip Damage, RTD Tip damaged

VIN # 1FT7W2BT7DE[redacted]

- Part 21 – Date Code 0702(3/10/12) – Should not be in 2013 vehicle – Moved RTD condition

VIN # 1FD0X4GT2DE[redacted]

- Part 22 – Date Code 2841(10/11/11) – Should not be in a 2013 vehicle – Moved RTD condition

VIN # 1FT7W2BT6DE[redacted]

- Part 23 – Date Code 3362(12/1/12) – No Trouble Found – Possible Return to Ford for Additional Testing

VIN # 1FT7W2BT6DE[redacted]

- Part 24 – Date Code 3352(11/30/12) – No Trouble Found – Possible Return to Ford for Additional Testing

Please let me know if you have questions.

Thank you.

Jeffrey Philbin

From: Philbin, Jeff
Sent: Thursday, June 06, 2013 4:49 PM
To: 'McDonagh, Scot (S.M.)'
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: 1FT8W3DTXDE[redacted] - P246F

OK – I will stop by to talk to Dan when I pick these up.

FYI – I will send you the results of the last 5 (3 incorrect readings and two TNF – that we will be returning) shortly…

Jeffrey Philbin

From: McDonagh, Scot (S.M.[redacted]
Sent: Thursday, June 06, 2013 7:26 AM
To: Philbin, Jeff
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: 1FT8W3DTXDE[redacted] - P246F

OK-Not sure if Dan wants to perform resistance checks on the (2) latest returns before I provide them to you for analysis

Scot G. McDonagh
PT Quality Engineering
Phone: (313)337-8091
[redacted]

From: Philbin, Jeff[redacted]
Sent: Wednesday, June 05, 2013 3:49 PM
To: McDonagh, Scot (S.M.)
Subject: RE: 1FT8W3DTXDE[redacted] - P246F

Scot;

I am delayed getting over – I will pick this sensor up on Friday.

Thanks.

Jeffrey Philbin

From: McDonagh, Scot (S.M.) [redacted]
Sent: Tuesday, June 04, 2013 12:54 PM
To: Moylan, James (J.J.); Sonat, Ibrahim (I.); Rinkevich, Daniel (D.J.); Philbin, Jeff
Cc: Dixon, Mark (M.R.); Wagers, Sue (S.K.)
Subject: RE: 1FT8W3DTXDE[redacted] - P246F

Enclosed EGT return is on my desk. Thanks

Scot G. McDonagh
PT Quality Engineering
Phone: (313)337-8091
[redacted]

From: Moylan, James (J.J.)
Sent: Friday, May 24, 2013 8:24 AM
To: Phillips, Michelle (M.R.); McDonagh, Scot (S.M.); Sonat, Ibrahim (I.)
Cc: Rinkevich, Daniel (D.J.)
Subject: 1FT8W3DTXDE[redacted] - P246F

Michelle,

Please hot process this part to Scot. Thanks.

AC3Z 5J213 B	SNS ASY-ENG EXH TEMP THRML

<< OLE Object: Picture (Device Independent Bitmap) >> Exhaust Gas Temperature Sensor Circuit Range/Performance (Bank 1 Sensor 4)

P246F

Description This DTC sets when the exhaust gas temperature bank 1, sensor 4 (EGT14) sensor is not within an expected calibrated range.

Possible Causes

- Incorrect connections
- Damaged EGT14 sensor

Server: **AWS Prod**
Claims loaded through: **23-MAY-2013**

Claim Detail Report



Note: All costs are in US dollars
Model Year = 2013; **Claim Key** = 1787055

Vehicle Information		Claim Information	
Model Year:	2013	Document Number:	202877C
Market Derived:	F - FORD	Repair Date:	23-MAY-2013
Body/Cab Type:	T/BC - DOUBLE CAB (CREW CAB)	Distance:	**6134**
Version/Series:	T/CD-350 SERIES	TIS:	3
Drive Type:	T/E-4 WHL L/H PART TIME DRIVE	AWS Load Date:	23-MAY-2013
Vehicle Line:	T/FA-P473 SUPER DUTY [11-14]		
Warranty Start	28-FEB-2013		

Date:

Production Date: 11-JAN-2013

VIN: 1FT8W3DTXDE[redacted]

Expense Information

Dealer Information:

		Customer Paid Amount:	.00
Dealer Name	ANDERSON FORD	Deductible Amount:	.00
Dealer Code:	07462 - *	Dealer Paid Amount:	.00
Address:	13872 U.S. HWY 59 SOUTH	Labor Cost:	45.30
City:	CLEVELAND	Misc. Expense Amount:	.00
State:	TX Zip Code:77327	Part Markup Amount:	8.93
Country:	USA Region Code: NA	Material Cost:	31.26
Phone:	(281)592-2611	Total Cost Gross:	76.56



Cust. Concern Code: E29 - CHECK ENGINE LIGHT TROUBLE

Condition Code: 42 - DOES NOT OPERATE PROPERLY

Technician Comment: VERIFIED CHECK ENGINE LIGHT ON PULLED CODES FOUND CODES P06EB AND P246F. PERFORMED DIAG PINPOINT TEST RD LED TO EGT 14 ACCESS AND PERFORMED PINPOINT TEST RC LET SIT FOUND EGT 14 86 DEGREES ABOVE AMBIENT TEMP ACCESS AND REMOVED AND REPLACED REAR EGT SENSOR NUMBER 14 CLEARED CODES AND RETEST TEST DROVE AND RECHECKED ALL OK AFTER REPARIS AT THIS TIME

Customer Comment: C/S CK ENGINE LIGHT ON WHILE DRIVIGN



Labor Op Code	Labor Op Description	Labor Op Cost
12650DD		18.12
12650D68		27.18



Causal	Full Part Number	Part	Part	Extended

Flag	PREF	BASE	SUFF	Description	CPSC	Quantity	Amount
Y	AC3Z	5J213	B	SNS ASY-ENG EXH TEMP THRML	031403	1	31.26



DTC Sections: **Mil. Light On =** Y

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
	KC	P246F			
	KO	P06EB			
N	KR	PASS	SYSTEM PASS	27	NO-FAULT CODES



Any comments? You can contact
<< OLE Object: Picture (Device Independent Bitmap) >> webmaster

38644

James J. Moylan tcb
Kentucky Truck Plant
Powertrain PVT - Sr. Engineer
313-805-3887
><((((º>

From: Dixon, Mark (M.R.)
Sent: Thursday, August 07, 2014 4:19 PM
To: Rinkevich, Daniel (D.J.)
Subject: FW: 2011/12 MY EGT Spend

Dan, the 2011/12 MY DTC pivot table is a link below. Should allow quick reconfirmation that EGT 2 had significantly higher claims count than the other EGTs for these MYs (in contrast to 2013/14 MY where this is not the case).

From: Caesar, Cynthia (C.L.)
Sent: Monday, July 28, 2014 9:17 AM
To: Dixon, Mark (M.R.); McDonagh, Scot (S.M.)
Cc: Wagers, Sue (S.K.); Johnson, Warren (W.K.); Rinkevich, Daniel (D.J.)
Subject: RE: 2011/12 MY EGT Spend

This is a reusing of data…from an EGT request Dan asked me to do last month. It is posted at:

https://team.sp.ford.com/sites/ptquality/01%20-%20Powertrain%20Quality%20Data/12%20AWS%20Warranty/Forms/AllItems.aspx

The file (SuperDuty EGT 11-12MY w DTCs_062514) is filtered to remove some of the duplicated occurrences.

Cynthia Caesar
Powertrain Quality - Senior Engineer
Bldg #3 32G154 84-56115

From: Dixon, Mark (M.R.)
Sent: Monday, July 28, 2014 8:49 AM
To: McDonagh, Scot (S.M.); Caesar, Cynthia (C.L.)
Cc: Wagers, Sue (S.K.); Johnson, Warren (W.K.); Rinkevich, Daniel (D.J.)
Subject: RE: 2011/12 MY EGT Spend

Cynthia, is it possible to create a 2011/12 MY DTC pivot table just for the EGT causal part (5J213)? Want to revisit whether we are missing some common EGT DTCs in our directed repair TSB. Not clear how common the DTCs in Scot's list below are – pivot table would answer the question.

From: McDonagh, Scot (S.M.)
Sent: Friday, July 25, 2014 10:05 AM
To: Dixon, Mark (M.R.)
Cc: Wagers, Sue (S.K.); Johnson, Warren (W.K.); Rinkevich, Daniel (D.J.)
Subject: RE: 2011/12 MY EGT Spend

- TSB 13-10-01

  2011-2012 - 6.7L - MIL On DTCs P2031, P2032, P2033, P2471, P2084, P2479, P242A, P242D,P246E,P0544 And/Or P247B -Exhaust Gas Temperature (EGT) Sensor Replacement

- TSB 13-10-02

  2011-2012 F-Super Duty - 6.7L Diesel - Stop Safely Now Instrument Message - Malfunction Indicator Lamp (MIL) On With Diagnostic Trouble Codes P200E, P200C- Exhaust Gas Temperature (EGT) Sensor Replacement

(158) Claims >0.5 Labor Time

(33) of (158) Claims do not reference any DTCs

DTCs referenced in AWS Claims that are not included in TSB 13-10-01 & 13-10-02

P0133	<< OLE Object: Picture (Device Independent Bitmap) >> O2 Circuit Slow Response (Bank 1, Sensor 1)
P242E	<< OLE Object: Picture (Device Independent Bitmap) >> Exhaust Gas Temperature Sensor Circuit Intermittent/Erratic (Bank 1 Sensor 3)
P2043	<< OLE Object: Picture (Device Independent Bitmap) >> Reductant Temperature Sensor Circuit Range/Performance
P050E	<< OLE Object: Picture (Device Independent Bitmap) >> Cold Start Engine Exhaust Temperature Too Low
P249F	<< OLE Object: Picture (Device Independent Bitmap) >> Excessive Time To Enter Closed Loop DPF Regeneration Control
P249C	<< OLE Object: Picture (Device Independent Bitmap) >> SCR Time to Closed Loop
P208E	<< OLE Object: Picture (Device Independent Bitmap) >> Reductant Injection Valve Stuck Closed (Bank 1 Unit 1)
P06EA	<< OLE Object: Picture (Device Independent Bitmap) >> NOX Sensor Processor Performance (Bank 1 Sensor 1)
P244A	<< OLE Object: Picture (Device Independent Bitmap) >> Particulate Filter Differential Pressure Too Low (Bank 1)
P242C	<< OLE Object: Picture (Device Independent Bitmap) >> Exhaust Gas Temperature Sensor Circuit Low Bank 1 Sensor 3
P2426	<< OLE Object: Picture (Device Independent Bitmap) >> Exhaust Gas Recirculation Cooling Valve Control Circuit Low

P0299	<< OLE Object: Picture (Device Independent Bitmap) >> Turbocharger/Supercharger A Underboost Condition
P24A0	<< OLE Object: Picture (Device Independent Bitmap) >> Closed Loop DPF Regeneration Control At Limit - Temperature Too Low
P2463	<< OLE Object: Picture (Device Independent Bitmap) >> Particulate Filter Restriction - Soot Accumulation (Bank 1)
P246C	<< OLE Object: Picture (Device Independent Bitmap) >> Particulate Filter Restriction - Forced Limited Power (Bank 1)

<< File: tsb13-10-01.pdf >> << File: tsb13-10-02.pdf >>

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

From: Dixon, Mark (M.R.)
Sent: Thursday, July 24, 2014 2:39 PM
To: McDonagh, Scot (S.M.)
Cc: Wagers, Sue (S.K.); Johnson, Warren (W.K.); Rinkevich, Daniel (D.J.)
Subject: 2011/12 MY EGT Spend

Scot, could you check the red highlighted claims (claims with labor hours over the TSB 0.5 and only one EGT replaced per material column). Trying to understand why these techs are not staying within the 0.5 hr labor standard.

Could be many of these have DTCs not on the 2011/12 MY TSB. A few added labor time for things like DS removal/re-install for towing. I think the majority simply ignored the TSB and ran up diagnostic charges.

Thanks.

<< File: EGT warranty spd clms_load May_Jun14 2011 12 MY.xlsx >>

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

From: Hale, Curt (B.C.)
Sent: Wednesday, December 04, 2013 9:29 PM
To: Rinkevich, Daniel (D.J.); McCall, Kris (K.J.)
Cc: Chacon, Jose (A.); Johnson, Seth (S.); Hutchinson, Rob (R.)
Subject: FW: 2012 Ford F-250 EGT Sensor Failures Ford Vin number 1FT7W2BT4CE[redacted] 2012 (Current mileage around 46,000.)

Kris – The latest level sensor has shown significant improvements but the investigation for root cause continues. We're currently looking at connector crimps as a possible contributor to the concern. We're not at a point where we can put a TSB out because we don't have root cause.

Dan – I think we primarily would want to recommend connector replacement with all EGTs but can you provide an EGT/NOx repair summary showing what actions we should take by model year in service?

From: McCall, Kris (K.J.)
Sent: Wednesday, December 04, 2013 3:58 PM
To: Chacon, Jose (A.)
Cc: Hale, Curt (B.C.)
Subject: RE: 2012 Ford F-250 EGT Sensor Failures Ford Vin number 1FT7W2BT4CE[redacted]2012 (Current mileage around 46,000.)

Jose,

No, this SSM does not address the fleets' primary concern of high failure rates and in some cases, repeat failures of EGT sensors on 2011 and 2012 model year trucks. What would be helpful is if there's a clean date on sensors and which sensors are affected (1-1, 1-2, 1-3, etc…, or all of them).

Kris McCall
Fleet Zone Manager
Ford Motor Company - Houston Region
Mobile: 407-467-4980
Fax: 866-934-4064
Email: kmccall1@ford.com
Website: www.fleet.ford.com

From: Chacon, Jose (A.)
Sent: Wednesday, December 04, 2013 9:23 AM
To: McCall, Kris (K.J.)
Cc: Hale, Curt (B.C.)
Subject: RE: 2012 Ford F-250 EGT Sensor Failures Ford Vin number 1FT7W2BT4CE[redacted]2012 (Current mileage around 46,000.)

Kris,

Did the SSM information below resolved the Fleet questions below? What is the status on your request.

JCH

From: Bird, Kevin (M.)
Sent: Wednesday, November 27, 2013 12:15 PM
To: Chacon, Jose (A.); Morelli, Anthony (A.J.); McCall, Kris (K.J.)
Cc: Hale, Curt (B.C.)
Subject: RE: 2012 Ford F-250 EGT Sensor Failures Ford Vin number 1FT7W2BT4CE[redacted]2012 (Current mileage around 46,000.)

Jose,
EGT sensors are exhaust.
Kevin

From: Chacon, Jose (A.)
Sent: Wednesday, November 27, 2013 11:11 AM
To: Bird, Kevin (M.); Morelli, Anthony (A.J.); McCall, Kris (K.J.)
Cc: Hale, Curt (B.C.)
Subject: RE: 2012 Ford F-250 EGT Sensor Failures Ford Vin number 1FT7W2BT4CE[redacted]2012 (Current mileage around 46,000.)

Kevin B./Anthony J.,

Can you support on the information requested below:

+ 6.7L Diesel - How many CFM's is the Turbo supposed to generate?
+ Is SSM 44294 the best recommendation for the units below and outside the FSA guidelines?

Chris,

Below is the latest Ford Hub fix released SSM on EGT sensors. Fleet's may not have Ford's Hub PTS access and may not see our published brand information below The SSM is for non-emergency vehicles that are not part of the FSA.

Title: SSM 44294
2013-2014 F-Super Duty 6.7L Diesel - Malfunction Indicator Light (MIL) On With DTC P246F, P246E, P242A, P22FF, P2080, P2084, P242B, P2470, P2031, P0544 - EGT Sensor Replacement
Text:
Some 2013-2014 F-Super Duty vehicles equipped with a 6.7L Diesel engine may exhibit DTCs P246F, P246E, P242A, P22FF, P2080, P2084, P242B, P2470, P2031, P0544. When diagnosing any of these DTCs, if normal PC/ED diagnostics lead to replacement of an EGT sensor, replace the sensor and the corresponding connector on the wire harness using pigtail kit (3U2Z-14S411-BXAB). During sensor/connector replacement do not disconnect the sensor from the main harness. Replace the sensor and connector as an assembly.

Regards,

Jose Chacon
KTP - CSE - FCSD - Product Concern Engineer
F-Super Duty Program
F250 F350 F450 F550 6.8L,6.2L,6.7L - 6R140 & 5R110W
jchacon3@ford.com, (91-313) 3 77047



-----Original Message-----
From: Eldridge, Chris (J.C.)

Sent: Tuesday, November 26, 2013 04:28 PM Eastern Standard Time
To: Hughes, Leo (L.H.)
Cc: McCall, Kris (K.J.)
Subject: FW: 2012 Ford F-250 EGT Sensor Failures Ford Vin number 1FT7W2BT4CE[redacted] 2012 (Current mileage around 46,000.)

Do we have anyone researching an EGT sensor issue on 6.7L. Based on this string they seem to be encountering an issue similar to the one addressed by a FSA on Ambulances only.

Chris Eldridge, Fleet Manager West, U.S. Fleet Service Operations, FCSD
Ford Motor Company
Mobile 562 235 9168

From: McCall, Kris (K.J.)
Sent: Tuesday, November 26, 2013 11:34 AM
To: Eldridge, Chris (J.C.)
Subject: FW: 2012 Ford F-250 Sensor Failures Ford Vin number 1FT7W2BT4CE[redacted] 2012 (Current mileage around 46,000.)

Chris,

As we discussed, here are 3 GCQIS report numbers for reports I filed on behalf of Roywell Services: DKHD2001, DKHD2002, DKHD2003, and DKZHO001. I've also attached notes where Strike LLC has presented the same issue and others providing some feedback on 1-800-34-FLEET related to this EGT issue.

Kris McCall
Fleet Zone Manager
Ford Motor Company - Houston Region
Mobile: 407-467-4980
Fax: 866-934-4064
Email: kmccall1@ford.com
Website: www.fleet.ford.com

From: Don Gollott [mailto:dg@roywellservices.com]
Sent: Monday, November 25, 2013 5:35 PM
To: McCall, Kris (K.J.)
Cc: 'Reggie Canez <reggiecanez@gmail.com> (reggiecanez@gmail.com)'
Subject: RE: 2012 Ford F-250 Sensor Failures Ford Vin number 1FT7W2BT4CE[redacted] 2012 (Current mileage around 46,000.)

Good afternoon Kris.
Thought I would let you know we had another 2012 F250 truck go down due to what we think is the same exhaust sensor failure. Same story!!!! the driver received a warning on the dash to pull over and stop truck. As soon as he pulled over and rolled to a stop the starter locked out and could restart the truck. After we towed the truck back to our yard in Victoria the truck restarted and ran for about 3 miles and went down again to the same problem. We will wrecker it into the dealership located in Golaid Texas first thing in the morning.

Be advised this problem stranded one of our men in a very remote area which could have caused some real issues due to the current cold weather conditions in South Texas.

We need a real answer ASAP as I'm sitting on another order for an additional 10 to 15 Ford 350 4X4 trucks which I have placed a on hold pending a real answer from Ford engineering and plan of action to correct this ongoing problem within our fleet of new Ford 250 service trucks.
As soon as we are able to get the truck into the dealership and repaired I will send you a copy of the repair order.

Standing by

Don Gollott
Roywell Services
4545 Bissonnet
Belliare, Texas 77401
832-547-0731

From: McCall, Kris (K.J.) [mailto:kmccall1@ford.com]
Sent: Monday, November 04, 2013 2:44 PM
To: Don Gollott
Cc: 'reggiecanez@gmail.com'
Subject: Re: 2012 Ford F-250 Sensor Failures

Don, when is a good time to call you and discuss this?

Kris McCall
Fleet Zone Manager
Ford Motor Company - Houston Region
Mobile: 407-467-4980
Fax: 866-934-4064
E-mail: kmccall1@ford.com
Website: www.fleet.ford.com

From: Don Gollott [mailto:dg@roywellservices.com]
Sent: Monday, November 04, 2013 11:42 AM Eastern Standard Time
To: McCall, Kris (K.J.)
Cc: Reggie Canez <reggiecanez@gmail.com> (reggiecanez@gmail.com) <reggiecanez@gmail.com>
Subject: FW: 2012 Ford F-250 Sensor Failures

Sorry forgot to copy Kris on my frustration trying to reach a real person at Ford.

From: Don Gollott
Sent: Monday, November 04, 2013 10:38 AM
To: 'Reggie Canez'; McCall, Kris (K.J.)
Subject: RE: 2012 Ford F-250 Sensor Failures

Reggie
Just for your own experience try and reach a live body or a real person by calling 1-800-34- 35338 or 1-800-343 5338 if you have at least 30 minutes to accomplish nothing.
One would think you were trying to reach our current president. After going through 7 to 10 prompts of pushing 1 or 2 or 3 or 4 or 5 of instructions you get to start all over again with a new series of prompts.
I just gave up as I was not sure if I was going to ever reach the right person after spending 15 minutes going from point A to god knows where and to whom.
Just two much information to even get to the right person that could give us a case number or answer a simple question about the sensor problem we are having.
I would like a name and persons direct line if all possible.

Don Gollott
Roywell Services
Cell 832 547 0731
Office 713 661 4747

From: Reggie Canez [mailto:reggiecanez@gmail.com]
Sent: Thursday, October 31, 2013 11:34 PM
To: McCall, Kris (K.J.)
Cc: Don Gollott
Subject: Re: 2012 Ford F-250 Sensor Failures

Kris,

Thank you for your timely reply and telephone conversation of earlier today. I have spoken with Don Gollott and he is going to call 1-800-34-Fleet to see about opening a case, and more importantly, to address why the sensors in the 2012 F-250 Diesel trucks in his fleet are failing. Also, from the moment the message appears on the screen to the time that the engine shuts down is way too short and can cause a very serious accident.
I will let you know if we are unable to connect with someone in Dearborn. MI to get some questions answered and arrive to a satisfactory resolution to this problem.

Kind Regards,
Reggie Canez

Reggie Canez
Vice President / Regional Sales Manager
Walser Leasing & Fleet Services
17707 Asphodel ln.
Spring, TX 77379
office 281.257.6995
cell 281.796.0689
fax 281.251.5565

On Thu, Oct 31, 2013 at 10:25 AM, McCall, Kris (K.J.) <kmccall1@ford.com> wrote:

Reggie and Don,

Thank you for your business and I'm sorry to hear you've had these concerns. Please contact our Fleet Customer Service Division directly at 1-800-34-FLEET, they are equipped to handle these issues. Unfortunately, Mike Harris at Autonation Katy handed you off the wrong person. My authority begins and ends with assigned FINs, while I may be able to discuss these issues, if it comes down to negotiating with a dealer on a repair, I won't be able to resolve anything. If you get no resolution from our folks at Fleet Customer Service, let me know and I will see if I can bridge that gap.

Kris McCall

Fleet Zone Manager

Ford Motor Company - Houston Region

Mobile: 407-467-4980

Fax: 866-934-4064

Email: kmccall1@ford.com

Website: www.fleet.ford.com

From: Reggie Canez [mailto:reggiecanez@gmail.com]
Sent: Thursday, October 31, 2013 2:20 AM
To: McCall, Kris (K.J.)
Cc: Don Gollott
Subject: 2012 Ford F-250 Sensor Failures

Mr. McCall,

Your name was provided to me by the folks in the Fleet Department at Autonation Ford Katy where we purchase most of the Ford products for our Walser Leasing customers. The customer who is experiencing a rash of sensor failures in their fleet is Roywell Services, Inc. FIN ND630.

Roywell Services, Inc. is a very long time customer of mine and a long standing loyal Ford customer. In the past twenty four months, We have purchased, leased and delivered forty five F-250 and F-350 Crew Cab Diesel 4WD trucks to Roywell Services. Attached are some of the repair orders that Mr. Don Gollott who manages the Roywell Services fleet forwarded to me.

There are several issues associated with these sensor failures:

1- Safety...When the truck dash board flashes, the driver has about ten seconds to pull over on the shoulder of the freeway before the engine shuts down. In Houston, Dallas, and Austin traffic this can be serious trouble. The engine shuts down within these ten seconds and it is time to call the towing service to tow the truck to the nearest Ford dealership.

2-The drivers also are called to travel some very isolated areas in South and West Texas with many times, no cell service. This can be dangerous and time consuming when one of these sensors fail.

3-The down time factor is costly to the driver and to the company.

4-It is also a cost issue. These sensors are failing outside of the standard 36,000 mile warranty. All the failures thus far are affecting the 2012 models. There is no reimbursement recourse from Ford for repair nor towing.

At this time none of the techs at the different dealerships have been able to provide an explanation as of why these sensors are failing. In the mean time, these sensor failures are creating doubt the driver's minds and a lot of apprehension as for the reliability of the Ford truck.

If at all possible, [redacted] would like to talk with you and see how you can help in resolving this sensor failure issue. His cell number is [redacted] If you could take a few minutes out of your busy schedule and call [redacted] it would be most appreciated.

Please don't hesitate to contact me if you need more information on the fleet. Thank you for your help with this matter.

Regards,

Reggie Canez

Vice President / Regional Sales Manager
Walser Leasing & Fleet Services
17707 Asphodel ln.
Spring, TX 77379
office 281.257.6995
cell 281.796.0689
fax 281.251.5565

From: McDonagh, Scot (S.M.)
Sent: Tuesday, October 01, 2013 6:42 PM
To: Jeff.Philbin@stoneridge.com
Cc: Rinkevich, Daniel (D.J.); Rembert, Shannon (S.A.); Dixon, Mark (M.R.)
Subject: FW: 2013 EGT Matched set

Per our discussion today. Can you provide Sensor return for VIN [redacted]?

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

From: McDonagh, Scot (S.M.)
Sent: Friday, September 27, 2013 1:32 PM
To: Hutchinson, Rob (R.); Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); Philbin, Jeff (Jeff.Philbin@stoneridge.com); Rembert, Shannon (S.A.)
Subject: RE: 2013 EGT Matched set

I just received enclosed 14S411 connector for EGT Sensor that was direct shipped to Stoneridge. 14S411 connector & EGT return #100 are on Dan's desk.

13MY_14S411-1.... 13MY-P473-EGT-...

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

From: Hutchinson, Rob (R.)
Sent: Friday, September 27, 2013 1:03 PM
To: Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.)
Cc: Wagers, Sue (S.K.); Philbin, Jeff (Jeff.Philbin@stoneridge.com)
Subject: 2013 EGT Matched set

One has arrived!
<< OLE Object: Picture (Device Independent Bitmap) >>

Rob Hutchinson
Quality Analyst GPCSE Sensors
Global Powertrain Controls Systems Engineering
Dearborn - Building 2 Room 22J04
1-313-845-1113
rhutch13@ford.com

ATTN: Part Manager Warranty Parts Analysis FCS700 Return Document Print Date: 09/24/2013

[redacted]

TAG: [redacted] RAC:CA06 98
AC3Z 5J213 B REQ 302363
SENSOR - EXHAUST GAS - TEMPERATURE
SHIP/HOLD PER REGISTER INSTRUCTIONS
(if HAZMAT use kit FCS 12637)

[redacted]
LEXINGTON, OH [redacted]
F PA 09564 Harvard Ford, LLC
R 5250 South Route 14
O Harvard, IL 60033
M 815-943-4455

[redacted]

TAG: [redacted] RAC:CA06 98
AC3Z 5J213 B REQ 302363
SENSOR - EXHAUST GAS - TEMPERATURE
SHIP/HOLD PER REGISTER INSTRUCTIONS
(if HAZMAT use kit FCS 12637)

[redacted]
LEXINGTON, OH [redacted]
F PA 09564 Harvard Ford, LLC
R 5250 South Route 14
O Harvard, IL 60033
M 815-943-4455

Reprint Label 1ZE68A800390335094

VEH: 2013 F350 4X4 **Instruct:** GOVT REO CARB RETURN-DO NOT SCRAP!!313.248.5153
VIN: 1FT8W3BT4DE[redacted] **Core case:**
ODOM: 8143 M **AP:** LKTYTRK **Supplier:** F903A STONERIDGE INC
RO #: 001241 - 01 **ORG RO #:**
RO Date: 09/17/2013 **Paid Date:** 09/20/2013 **Approval 1/2:**
WSD: 06/04/2013 **ENG:** AC3A12B591AC **TCode:**
Build: 01/10/2013 **Trn:** W **WCC:** 2G02 **CPSC:** 031403
Causal: AC3Z 5J213B **Eng:** T 6.7L DI DFMXD06.771C **Axl:** 3J
CC: 42 DOES NOT OPERATE PROPERLY **COV:** WEMISDS4 QUALITY REVIEW: LEVE **Accrd:**
Customer Comments: CHECK ENGINE LIGHT ON **CCC:** E29 "CHECK ENGINE" LIGHT TROUBLE

Tech Comments: EEC TEST CODES P2084 PERFORM PNT PT RC OVERTEMP SPEC 2012F. REPLACE NO 12 EGT AND CONNECTOR PER SSM 44183

FOLD DOCUMENT HERE

	PART NUMBER	QTY	PRICE	CORE	EXT AMT	LABOR OP	TIME	TECH
*	AC3Z 5J213 B	1	30.43	0.00	45.65	12650DD	.2	008377
	3U2Z 14S411 BXAB	1	26.86	0.00	40.29	12650DX1	.1	008377
						12650D45	.3	008377
						12650D68	.3	008377
						MT14S411	.3	008377

<<< DTC CODES >>>

BODY:
CHASIS:
KOEC: P2084
KOEO: P1111
KOER: P1111
OTHER:
UNDEFINED:

MIL ON FLAG: Y

TOTALS: **LBR:** 122.04 **PRTS:** 85.94 **MISC:** 0.00 **RPR:** 207.98
CORE: 0.00 **PART MRKUP:** 28.65 **L/RATE:** 101.71

[redacted]
TAG: 027203202-5 RAC: CA06 98

[redacted]
TAG: 027203202-5 RAC: CA06 98

☐ IF PART IS NOT APPROVED FOR CREDIT, RETURN AT DEALER'S EXPENSE UPS ACCT # _____

ATTN: Part Manager Warranty Parts Analysis FCS700 Return Document Print Date: 08/22/2013

[redacted]

TAG: [redacted] RAC: TR 75

AC3Z 5J213 B REQ 308459

SENSOR - EXHAUST GAS - TEMPERATURE

SHIP/HOLD PER REGISTER INSTRUCTIONS

(if HAZMAT use kit FCS 12637)

FORD MOTOR COMPANT
SCOT MCDONAGH CUBE P356 PT
20000 ROTUNDA DR
DEARBORN, MI 48124

F PA 05705 Ruxer Ford Lincoln. Inc.
R 123 Place Road
O Jasper. IN 47546
M 812-482-1200

[redacted]

TAG: [redacted] RAC: TR 75

AC3Z 5J213 B REQ 308459

SENSOR - EXHAUST GAS - TEMPERATURE

SHIP/HOLD PER REGISTER INSTRUCTIONS

(if HAZMAT use kit FCS 12637)

FORD MOTOR COMPANT
SCOT MCDONAGH CUBE P356 PT
20000 ROTUNDA DR
DEARBORN, MI 48124

F PA 05705 Ruxer Ford Lincoln. Inc.
R 123 Place Road
O Jasper. IN 47546
M 812-482-1200

Click here for UPS Label

VEH: 2013 F350 4X4 **Instruct:** PT 313-337-8091 SCOT MCDONAGH
VIN: 1FT8W3BT5DE[redacted] **Core case:**
ODOM: 4429 M **AP:** LKTYTRK **Supplier:** F903A STONERIDGE INC
RO #: 429195 - A **ORG RO #:**
RO Date: 08/14/2013 **Paid Date:** 08/20/2013 **Approval 1/2:** 100
WSD: 06/10/2013 **ENG:** AC3A12B591AC **TCode:**
Build: 05/24/2013 **Trn:** W **WCC:** 2G02 **CPSC:** 031403
Causal: AC3Z 5J213B **Eng:** T 6.7L DI DFMXD06.771C **Axl:** 3J
CC: 42 DOES NOT OPERATE PROPERLY **COV:** WEMISDS4 QUALITY REVIEW: LEVE **Accrd:**
Customer Comments: CHECK ENGINE LIGHT IS ON BUT RUNS FINE **CCC:** E29 "CHECK ENGINE" LIGHT TROUBLE

Tech Comments: CHECK FOR CHECK ENGINE LIGHT ON. LIGHT IS ON. CHECK CODES P06EA NOX SENSOR PROCESSOR PERFORMANCE BANK 1 SENSOR 1. P0231 EGT SENSOR CIRCUIT BANK 1 SENSOR 2. P2084 EGT SENSOR CIRCUIT RANG/ PERFORMANCE BANK 1 SENSOR 2

FOLD DOCUMENT HERE

	PART NUMBER	QTY	PRICE	CORE	EXT AMT	LABOR OP	TIME	TECH
*	AC3Z 5J213 B	1	22.33	0.00	33.50	12650D45D	.3	009461
						12650D68	.3	009461
						12650D80D	.1	009461
						12650DD	.2	009461
						12650DX1	.1	009461

<<< DTC CODES >>>

MIL ON FLAG: Y

BODY:
CHASIS:
KOEC: P06EA P0231 P2084
KOEO: P1111
KOER: P1111
OTHER:
UNDEFINED:

TOTALS: **LBR:** 73.60 **PRTS:** 33.50 **MISC:** 0.00 **RPR:** 107.10
CORE: 0.00 **PART MRKUP:** 11.17 **L/RATE:** 73.59

[redacted]

TAG: [redacted] RAC: TR 75

TAG: [redacted] RAC: TR 75

☐ IF PART IS NOT APPROVED FOR CREDIT, RETURN AT DEALER'S EXPENSE UPS ACCT # _____

From: Dixon, Mark (M.R.)
Sent: Wednesday, May 07, 2014 11:33 AM
To: Rinkevich, Daniel (D.J.)
Cc: McDonagh, Scot (S.M.)
Subject: FW: 2013 MY Diesel EGTs

Dan, do you have a summary of all the 2013 MY EGT return part test results we have to date? Would like to get a sense for the number of higher mileage EGTs we have tested

---

From: Wagers, Sue (S.K.)
Sent: Tuesday, May 06, 2014 12:40 PM
To: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Hutchinson, Rob (R.); Sonat, Ibrahim (I.)
Subject: RE: 2013 MY Diesel EGTs

I believe we do NOT have in a request for older MY sensors. Want us to put one in ASAP? 13MY for a few weeks/months until we understand if the latest claims are broken or TNI.

Rob, can you submit request and let Jeff know that we'll have a few extras for analysis?

Ibrahim, do you still manage EGT sensors? Any higher TIS issues that you are aware of?

Thanks!!

Sue Wagers
Powertrain Calibration Controls NVH [PCCN]
Supervisor, NA Quality
Dearborn - Building 2 Room 22G20
E-mail swagers@ford.com
Tel: (313) 805 7177
ONE FORD: ONE Plan - ONE Team - ONE Goal

From: Dixon, Mark (M.R.)
Sent: Tuesday, May 06, 2014 12:33 PM
To: Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Wagers, Sue (S.K.)
Subject: 2013 MY Diesel EGTs

2013 MY EGT claims counts getting very high – over 2100. Most of the 2013 claims are higher TIS (average 12K miles but many out to near end of 60K warranty). About half of these claims have come in over the past 5 months.

Looks like about a 10% repeat repair rate, but some of these repeats are for different EGT locations.

Dan, are we getting these higher TIS EGTs back for inspection? Not clear whether our "99%" TNI rate was based on lower mileage sensors from earlier in the MY.

<< OLE Object: Picture (Device Independent Bitmap) >>

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

From: McDonagh, Scot (S.M.)
Sent: Tuesday, August 27, 2013 6:12 PM
To: Rinkevich, Daniel (D.J.)
Cc: Dixon, Mark (M.R.)
Subject: FW: 6.7L Emergency Vehicle Cal

Follow up from today's EGT meeting

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

From: Hale, Curt (B.C.)
Sent: Tuesday, August 27, 2013 1:28 PM
To: Lyon, Peter (P.M.)
Cc: McDonagh, Scot (S.M.); Moylan, James (J.J.)
Subject: 6.7L Emergency Vehicle Cal

Pete,

Are we working on release of a unique cal for emergency vehicles? This has come up several times over the years and there was an EPA communication that went out early this year that appears to revise the rules to allow for unique cals for emergency vehicles.

B. Curtis Hale
FCSD PVT Program Manager – KTP
F- Super Duty – Expedition/Navigator

From: Rinkevich, Daniel (D.J.)
Sent: Friday, October 31, 2014 7:10 PM
To: Korpics, Frank (F.M.); Boone, Bill (W.P.) (wboone2@ford.com)
Cc: Hale, Curt (B.C.)
Subject: FW: Ambulance EGT Sensor Engine Shutdown

Frank,
Can you please detail what will be included in the FSA cals coming later this year. This specific question is about the "and" strategy being included.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Hale, Curt (B.C.)
Sent: Friday, October 31, 2014 2:26 PM
To: Rinkevich, Daniel (D.J.)
Cc: Johnson, Seth (S.); Chacon, Jose (A.); Kujawa, Brian (B.K.); Barrett, Malcolm (M.C.)
Subject: FW: Ambulance EGT Sensor Engine Shutdown

Dan can you answer?

From: Kujawa, Brian (B.K.)
Sent: Friday, October 31, 2014 2:22 PM
To: Hale, Curt (B.C.)
Cc: Barrett, Malcolm (M.C.)
Subject: FW: Ambulance EGT Sensor Engine Shutdown

Hi Curt,

We have a dealer down here who has brought up the issue of engine shut down due to EGT overtemp on ambulances when they could potentially be transporting a patient. Can you confirm that the strategy description I copied below from the 2014 owners guide is accurate? Am I also correct that there is no way to disable this, even for ambulance fleets?

Thanks,

Brian Kujawa
Ford Motor Company
Field Service Engineer, Dallas Region
Phone - 214-587-8766
Fax - 866-934-4392

From: Kujawa, Brian (B.K.)
Sent: Wednesday, October 29, 2014 2:41 PM
To: Cuff, Jonathan (J.)
Subject: Ambulance EGT Sensor Engine Shutdown

Jonathan,

I spoke with James Jenkins today, he asked if there was a way to disable the engine shutdown feature on diesel ambulances when the PCM detects an exhaust overtemp or invalid input

My answer was “no”, that it itself is a safety feature to prevent exhaust damage and/or a thermal event. Below is from the owner’s guide to give you a better idea of what he is referring to.

Diesel Messages Action / Description
STOP SAFELY NOW Displayed and a chime sounds when the vehicle exhaust system temperature exceeds intended operating range. If this warning occurs, engine power is reduced and the engine will shut down when the vehicle speed is below 3 mph (5 km/h). **Stop the vehicle as soon as safely possible** and contact your authorized dealer. Depending on the severity of the over-temperature condition, the vehicle may not restart after cycling the ignition off. If the vehicle restarts, there may be limited power. If the exhaust over-temperature condition reoccurs, the message center will display STOP SAFELY NOW, the chime will sound, and engine power will be reduced again and shut down below 3 mph (5 km/h). Refer to your diesel supplement for more information.

Brian Kujawa
Ford Motor Company
Field Service Engineer, Dallas Region
Phone - 214-587-8766
Fax - 866-934-4392

From: Bushman, Thomas (T.S.)
Sent: Friday, September 06, 2013 7:32 PM
To: Rinkevich, Daniel (D.J.); Sonat, Ibrahim (I.)
Cc: Williams, Brent (B.A.); Austin, Aaron (A.A.)
Subject: FW: Are these Lear Parts?

Dan / Ibrahim –

Do you guys have the Design Transmittal for the EGT Pigtail Connector?

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Austin, Aaron (A.A.)
Sent: Friday, September 06, 2013 1:05 PM
To: Rossman, Barbara (B.M.); Rinkevich, Daniel (D.J.); Williams, Brent (B.A.); Rembert, Shannon (S.A.); 'sfarrugia@lear.com'; Lazar, Katalin (K.)
Cc: McDonagh, Scot (S.M.); Bushman, Thomas (T.S.)
Subject: RE: Are these Lear Parts?

Barbara,

I have requested some pigtails from LEAR's current production of the 14406 EGT connector for the investigation. I have also sent an email asking if they manufacture the service pigtail at the same facility, just waiting for a response.

Aaron Austin
Electrical PVT Analyst
V18-Wiring & EDS Components
Kentucky Truck Plant
Cell: (502) 612-8087
FordNet: 429-3664
Desk: (502) 339-3664
aausti41@ford.com

From: Rossman, Barbara (B.M.)
Sent: Friday, September 06, 2013 1:00 PM
To: Rinkevich, Daniel (D.J.); Williams, Brent (B.A.); Austin, Aaron (A.A.); Rembert, Shannon (S.A.); 'sfarrugia@lear.com';

Lazar, Katalin (K.)
Cc: McDonagh, Scot (S.M.); Bushman, Thomas (T.S.)
Subject: RE: Are these Lear Parts?

Hello Brent: Will you be asking Lear for their manufacturing facility of "14406" harness?

Hello Katalin: Would you please ask Lear for the manufacturing facility location of service kit in attachment?

<< File: EGT Pigtail Kit WPT-984.pdf >>

Kind Regards,

Barb Rossman
Ford Motor Company
Supervisor: Connector Engineering
(313) 322-5696
brossman@ford.com

From: Rinkevich, Daniel (D.J.)
Sent: Friday, September 06, 2013 9:06 AM
To: Williams, Brent (B.A.); Austin, Aaron (A.A.); Rembert, Shannon (S.A.); 'sfarrugia@lear.com'
Cc: McDonagh, Scot (S.M.); Bushman, Thomas (T.S.); Rossman, Barbara (B.M.)
Subject: Are these Lear Parts?

The folks at Stoneridge did a section of the service pigtail that I gave them and found the crimp to be marginally acceptable. They said the crimp is too big for the wire gage. Does Lear make this service part? Is it made at the same facility as the Super Duty 14406?
<< OLE Object: Picture (Device Independent Bitmap) >>
<< File: EGT Pigtail Kit WPT-984.pdf >>

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Rinkevich, Daniel (D.J.)
Sent: Friday, September 06, 2013 1:48 PM
To: Lazar, Katalin (K.); Bissi, Gerald (G.V.)
Cc: Rembert, Shannon (S.A.); 'sfarrugia@lear.com'; Williams, Brent (B.A.); Austin, Aaron (A.A.); Bushman, Thomas (T.S.)
Subject: FW: Are these Lear Parts?

Katalin and Gerald,
I understand that you may be responsible for the service part. There is a potential quality issue with the WPT-984 pigtail in that the wire gage is too small for the crimp on the pins. The picture below shows that one random part cross sectioned with a marginal crimp. Can you please look into this and get back to me with process statistical data by COB on Tuesday?

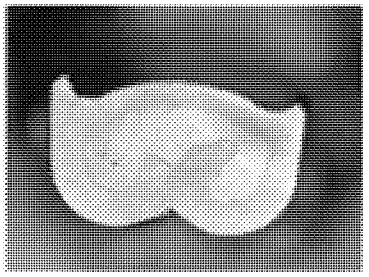
Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

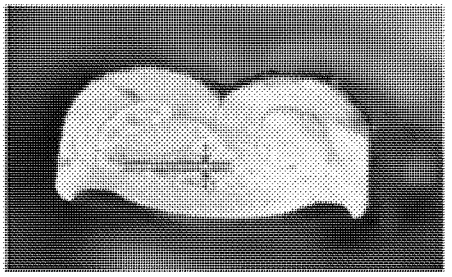
From: Rinkevich, Daniel (D.J.)
Sent: Friday, September 06, 2013 9:06 AM
To: Williams, Brent (B.A.); Austin, Aaron (A.A.); Rembert, Shannon (S.A.); 'sfarrugia@lear.com'
Cc: McDonagh, Scot (S.M.); Bushman, Thomas (T.S.); Rossman, Barbara (B.M.)
Subject: Are these Lear Parts?

The folks at Stoneridge did a section of the service pigtail that I gave them and found the crimp to be marginally acceptable. They said the crimp is too big for the wire gage. Does Lear make this service part? Is it made at the same facility as the Super Duty 14406?

Female WPT-984 Crimp Section Results

- Female Connector Terminal Crimps – (Typical cross section of 1 unit shown)





Results – crimps are boarderline acceptable. Some slight voids noted & extension of terminal into bundle is not desireable.

EGT Pigtail Kit WPT-984.pdf

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

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ONE UN UNO

WPT-984

3U2Z-14S411-BXAB

WIRING PIGTAIL KIT
NECESSAIRES DE FILS DE CONNEXION
KIT DE REPARACION

MADE IN MEXICO
CONSTRUIT AU MEXICO
HECHO EN MEXICO

E778W 021513

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WIRING REPAIR KIT

KIT CONTENTS		
Part Number	**Description**	**Quantity**
Kit Specific	Connector With Leads	1
Kit Specific	Butt Splices (with 14 AWG and Larger Diameter Wire)	As Required
ESB-M99D56-A2	Dual Wall Heat Shrink	As Required
SK 3U2J-14B475-AA	Instruction Sheet	1

SERVICE PROCEDURE:

NOTE: Refer to applicable model year wiring diagram for circuit information. For twisted wire circuit repair, the twisting must not be disturbed for more than 2 inches. Twist the repaired wires in the same direction and with the same general twist rate as the original wiring. Re-apply the shielding on shielded circuits. Instruciont for the use of Rotunda 164-R5901 Pro Crimper and additional soldering guidance can be found in TSB 03-11-6

1. Disconnect battery ground.

2. Disconnect connector from affected component. Remove tape and convulte.

3. Cut first circuit approximately 3 inches from connector. Leave enough wire to allow repairs to be staggered to minimize harness diameter and to maintain harness length. Excess wire from the harness can be folded back on itself to maintain harness length.

For kits with 16 AWG and smaller diameter wire (solder/heat shrink repair):

1. Strip insulation 1-1/2" from one wire being spliced (Wire #1) and 3/4" from the other.

2. Slide heat shrink tubing **at least** 1" away from one of the stripped ends being spliced.

3. Twist wires together. Solder wires together using rosin core mildly-activated (RMA) solder.

4. Bend Wire #1 back in straight line after solder has cooled. Inspect solder joint bond.

5. Evenly position heat shrink tube over wire repair.

6. Use a shielded heat gun to heat the entire length of heat shrink tubing until hot melt appears from both ends.

For kits with 14 AWG and larger diameter wire (crimp/heat shrink repair):

1. Once wire lengths are sized so repairs can be staggered, strip insulation 1/4" from wire on pigtail.

Depending on the gage of the butt splice and wire harness, the strip lenght will vary per the following:

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GAGE SIZE (REFER TO TSB 03-11-6 FOR GRAPHICS ON HOW TO FOLD STRIPPED WIRE)		
Butt Splice As Stamped 16-14	10	1/4" strip, cut 7 strands - kit only
marqué 16-14	12	1/4"strip, kit and harness
	14	1/4"strip, kit and harness
	16	1/4"strip, kit and harness
	18	5/8"strip, fold 2x diameter - harness
	20	1"strip, fold 3x diameter - harness
	22	1-1/4"strip, fold 4x diameter - harness
Butt Splice As Stamped 12-10	10	1/4"strip, kit and harness
	12	1/4"strip, kit and harness
	14	5/8"strip, fold 2x diameter - harness
	16	1"strip, fold 3x diameter - harness
	18	1-1/4"strip, fold 4x diameter - harness

2. Slide heat shrink tubing **at least** 1" away from one of the stripped ends being spliced.

3. Identify the appropriate crimping chamber of the Rotunda 164-R5901 Pro-Crimper by matching the wire size on the tool die with the wire size stamped on the butt splice.

4. Center one end of the butt splice in the appropriate crimping chamber.

5. Engage the Pro-Crimper but don´t deform the butt splice.

6. Insert stripped wire into the splice until wire hits stop. Make sure insulation does not enter splice.

7. Holding wire in place, squeeze tool handles together until ratchet releases.

8. Reposition the uncrimped splice in the same crimping chamber and repeat steps 3 to 6.

9. Inspect repar for acceptable crimp.

10. Evenly position heat shrink tubing over wire repair.

11. Use a shielded heat gun to heat the entire length of a heat shrink tubing until hot melt appears from both ends.

NOTE:

- Repeat process as needed to repair remaining circuits. Stagger repairs so harness doesn´t become too large.

- Seal the ends of all pigtail leads not being used with dual wall heat shrink and stow. Silicone must not be used.

- Re-apply convolute and tape. Reconnect battery ground when repairs are complete.

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NÉCESSAI

Numéro de pièce	
Spécifique au nécessaire	
Spécifique au nécessaire	
ESB-M99D56-A2	
SK 3U2J-14B475-AA	

RQ14-005 001203 E

PROCÉDURE DE SERVICE:

REMARQUE: Consulter le s qui concerne à «fil torsadé» (2 po). Torsac taux de torsi blindage sur l pince à sertir concernant le

1. Déconnecter le câble de m

2. Déconnecter le connecteu

3. Couper le premier fil d suffisamment de fil pour per diamètre du faisceau et pour circuit existant peut être replié

Pour les nécessaires pour soudure/gaine thermorétrac

1. Dénuder l´un des fils épiss po).

2. Enfiler la gaine thermorétra à épisser.

3. Tordre les fils ensemble. Ut

4. Recourber le Fil N° 1 en lig la soudure.

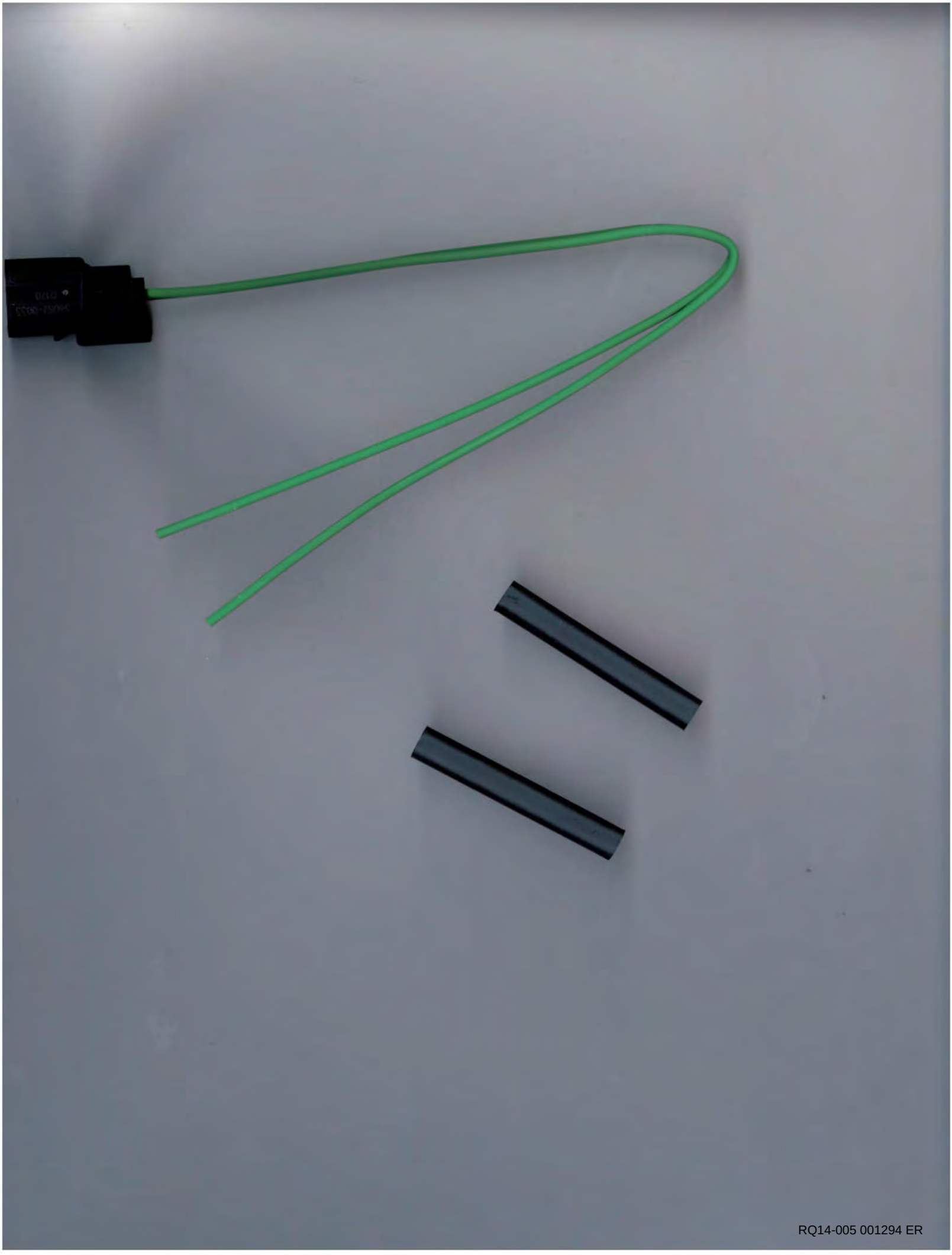
5. Positionner la gaine thermo

6. Utiliser un pistolet à air cha toute sa longueur jusqu´à ce gaine.

Pour les nécessaires pour fi sertissage/gaine thermorétr

1. Une foirs que les longueurs puissent être échelonnées, c cochon. Selon le calibre du co dénudage variera de la façon

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DEARBORN, MICHIGAN
5-03



RQ14-005 001294 ER

Female WPT-984 Crimp Section Results

- Female Connector Terminal Crimps – (Typical cross section of 1 unit shown)





Results – crimps are boarderline acceptable. Some slight voids noted & extension of terminal into bundle is not desireable.

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From: Dixon, Mark (M.R.)
Sent: Wednesday, August 06, 2014 5:21 PM
To: Rinkevich, Daniel (D.J.)
Subject: FW: C&C Warranty Spend PAT Agenda for 8/6/14

Sensitivity: Private

I transposed the numbers in last item below – should be P2073.

From: Jones, Jennifer (J.O.)
Sent: Wednesday, August 06, 2014 1:17 PM
To: Kadrovich, Kathy (K.); Cervenan, Neil (N.J.); Oyafuso, Kevin (K.G.); Perry, Brian (B.J.); Sims, Ivan (I.D.); Lee, Yong (Y.); Turner, Tom (T.E.); Ferdubinski, Ron (R.D.); Nester, Darren (D.); McDonagh, Scot (S.M.); Smith, Ryan (R.E.); Dixon, Mark (M.R.); Erginer, Bora (B.E.); Siddall, Stephen (S.); Hoffman, Earl (E.R.); Humphries, Glenn (G.L.); Zacharias, Bernard (B.); Wagers, Sue (S.K.); Johnson, Warren (W.K.); Ramazanoglu, Suphi (A.); 'Me' (jordway2@aol.com); Baltusis, Paul (P.A.); Hargreaves, Gregory (G.J.)
Cc: Goodwin, William (W.R.); Brandt, Andrew (D.); Akkaya, Emre (E.Y.); Johnson, Seth (S.); 'jordway2@sbcglobal.net' (jordway2@sbcglobal.net); Watson, Joseph (J.W.); Eis, Peter (P.R.); Walker, Timothy (T.); Rinkevich, Daniel (D.J.); Zelecki, Thomas (T.); Davis, Quennan (Q.K.); Burns, Gaven (G.); Beery, Kyle (K.D.); Mceachern, Matthew (M.); Hutchinson, Rob (R.)
Subject: C&C Warranty Spend PAT Agenda for 8/6/14
Sensitivity: Private

Agenda

- July Spend Summary

- 2011/12 MY F HD EGT "Targeted Claims Assessing" Next Steps (Robert, do you have the meeting notice for Thursday?)

- Repeat Repair Analysis for 2013/14 EGT Sensors after May 22 "Connector" TSB

- Next Step to verify EGT Service Connector Quality

- Freeze Frame Data for DTCs P200E and P200C (TSB 13-10-02)

- SSM and PCED RAP for DTC P06B8, P068A After Reflash

- DTC P2037 Black Belt Project – Status/Next Steps/Help Needed

Sincerely,

Jennifer O. Jones
PT Warranty Spend Supervisor

RQ14-005 001296 ER

jordway@ford.com
(313) 805-9185

-----Original Appointment-----
From: Jones, Jennifer (J.O.)
Sent: Thursday, February 03, 2011 9:22 AM
To: Jones, Jennifer (J.O.); Kadrovich, Kathy (K.); Cervenan, Neil (N.J.); Oyafuso, Kevin (K.G.); Perry, Brian (B.J.); Sims, Ivan (I.D.); Lee, Yong (Y.); Turner, Tom (T.E.); Ferdubinski, Ron (R.D.); Nester, Darren (D.); McDonagh, Scot (S.M.); Smith, Ryan (R.E.); Dixon, Mark (M.R.); Erginer, Bora (B.E.); Siddall, Stephen (S.); Hoffman, Earl (E.R.); Humphries, Glenn (G.L.); Zacharias, Bernard (B.); Wagers, Sue (S.K.); Johnson, Warren (W.K.); Ramazanoglu, Suphi (A.); 'Me' (jordway2@aol.com); Baltusis, Paul (P.A.); Hargreaves, Gregory (G.J.)
Cc: Goodwin, William (W.R.); Brandt, Andrew (D.); Akkaya, Emre (E.Y.); Johnson, Seth (S.); 'jordway2@sbcglobal.net' (jordway2@sbcglobal.net); Watson, Joseph (J.W.); Eis, Peter (P.R.); Walker, Timothy (T.); Rinkevich, Daniel (D.J.); Zelecki, Thomas (T.); Davis, Quennan (Q.K.); Burns, Gaven (G.); Beery, Kyle (K.D.); Mceachern, Matthew (M.); Hutchinson, Rob (R.)
Subject: C&C Warranty Spend PAT
When: Occurs every Thursday effective 1/5/2012 until 12/18/2014 from 9:00 AM to 10:30 AM (UTC-05:00) Eastern Time (US & Canada).
Where: BLD-3 33A145 SE Corner (20)
Sensitivity: Private

New Call In Number – Web Ex Audio

Agenda: Updated Weekly

Sincerely,

Jennifer Jones (J.O.)
Powertrain Warranty Spend Supervisor
Ford Motor Company
(313) 805-9185
jordway@ford.com

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

Access code:718 036 104

MC09

http://www.webex.com

From: Dixon, Mark (M.R.)
Sent: Thursday, July 17, 2014 12:07 PM
To: Rinkevich, Daniel (D.J.)
Subject: FW: C&C Warranty Spend PAT

Sensitivity: Private

Dan, can you join us or dial in for the discussion on the P2073 this morning

---

From: Zacharias, Bernard (B.)
Sent: Wednesday, July 16, 2014 9:05 PM
To: Jones, Jennifer (J.O.); Cervenan, Neil (N.J.); Oyafuso, Kevin (K.G.); Perry, Brian (B.J.); Sims, Ivan (I.D.); Lee, Yong (Y.); Turner, Tom (T.E.); Ferdubinski, Ron (R.D.); Nester, Darren (D.); McDonagh, Scot (S.M.); Dixon, Mark (M.R.); Erginer, Bora (B.E.); Siddall, Stephen (S.); Hoffman, Earl (E.R.); Humphries, Glenn (G.L.); Wagers, Sue (S.K.); Johnson, Warren (W.K.); Ramazanoglu, Suphi (A.); 'Me' (jordway2@aol.com); Baltusis, Paul (P.A.); Hargreaves, Gregory (G.J.)
Cc: Goodwin, William (W.R.); Brandt, Andrew (D.); Akkaya, Emre (E.Y.); Johnson, Seth (S.); 'jordway2@sbcglobal.net' (jordway2@sbcglobal.net); Watson, Joseph (J.W.); Eis, Peter (P.R.); Walker, Timothy (T.); Rinkevich, Daniel (D.J.); Zelecki, Thomas (T.); Davis, Quennan (Q.K.); Burns, Gaven (G.); Beery, Kyle (K.D.); Mceachern, Matthew (M.)
Subject: RE: C&C Warranty Spend PAT
Sensitivity: Private

AGENDA for 7.17.14 C&C Warranty Spend PAT

- "Diesel MAF for DTC P2073"
- "Service Fix for 2009/10 Escape PCM".
- "EGT Spend"
- "Summary for 9E731 Part Number Change"

-----Original Appointment-----
From: Jones, Jennifer (J.O.)
Sent: Wednesday, July 16, 2014 2:36 PM
To: Jones, Jennifer (J.O.); Zacharias, Bernard (B.); Kadrovich, Kathy (K.); Cervenan, Neil (N.J.); Oyafuso, Kevin (K.G.); Perry, Brian (B.J.); Sims, Ivan (I.D.); Lee, Yong (Y.); Turner, Tom (T.E.); Ferdubinski, Ron (R.D.); Nester, Darren (D.); McDonagh, Scot (S.M.); Smith, Ryan (R.E.); Dixon, Mark (M.R.); Erginer, Bora (B.E.); Siddall, Stephen (S.); Hoffman, Earl (E.R.); Humphries, Glenn (G.L.); Wagers, Sue (S.K.); Johnson, Warren (W.K.); Ramazanoglu, Suphi (A.); 'Me' (jordway2@aol.com); Baltusis, Paul (P.A.); Hargreaves, Gregory (G.J.)
Cc: Goodwin, William (W.R.); Brandt, Andrew (D.); Akkaya, Emre (E.Y.); Johnson, Seth (S.); 'jordway2@sbcglobal.net' (jordway2@sbcglobal.net); Watson, Joseph (J.W.); Eis, Peter (P.R.); Walker, Timothy (T.); Rinkevich, Daniel (D.J.); Zelecki, Thomas (T.); Davis, Quennan (Q.K.); Burns, Gaven (G.); Beery, Kyle (K.D.); Mceachern, Matthew (M.)
Subject: FW: C&C Warranty Spend PAT
When: Thursday, July 17, 2014 9:00 AM-10:30 AM (UTC-05:00) Eastern Time (US & Canada).
Where: BLD-3 33A145 SE Corner (20)
Sensitivity: Private

RQ14-005 001299 ER

-----Original Appointment-----
From: Jones, Jennifer (J.O.)
Sent: Thursday, February 03, 2011 9:22 AM
To: Jones, Jennifer (J.O.); Kadrovich, Kathy (K.); Cervenan, Neil (N.J.); Oyafuso, Kevin (K.G.); Perry, Brian (B.J.); Sims, Ivan (I.D.); Lee, Yong (Y.); Turner, Tom (T.E.); Ferdubinski, Ron (R.D.); Nester, Darren (D.); McDonagh, Scot (S.M.); Smith, Ryan (R.E.); Dixon, Mark (M.R.); Erginer, Bora (B.E.); Siddall, Stephen (S.); Hoffman, Earl (E.R.); Humphries, Glenn (G.L.); Zacharias, Bernard (B.); Wagers, Sue (S.K.); Johnson, Warren (W.K.); Ramazanoglu, Suphi (A.); 'Me' (jordway2@aol.com); Baltusis, Paul (P.A.); Hargreaves, Gregory (G.J.)
Cc: Goodwin, William (W.R.); Brandt, Andrew (D.); Akkaya, Emre (E.Y.); Johnson, Seth (S.); 'jordway2@sbcglobal.net' (jordway2@sbcglobal.net); Watson, Joseph (J.W.); Eis, Peter (P.R.); Walker, Timothy (T.); Rinkevich, Daniel (D.J.); Zelecki, Thomas (T.); Davis, Quennan (Q.K.); Burns, Gaven (G.); Beery, Kyle (K.D.); Mceachern, Matthew (M.)
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Where: BLD-3 33A145 SE Corner (20)
Sensitivity: Private

New Call In Number – Web Ex Audio

Agenda: Updated Weekly

Sincerely,

Jennifer Jones (J.O.)
Powertrain Warranty Spend Supervisor
Ford Motor Company
(313) 805-9185
jordway@ford.com

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

Access code:718 036 104

MC09

http://www.webex.com

From: Dixon, Mark (M.R.)
Sent: Thursday, September 18, 2014 5:27 PM
To: McDonagh, Scot (S.M.); Rinkevich, Daniel (D.J.)
Subject: FW: C12798074 - Wire Gauge Increase

This is the harness wire gauge change to improve the EGT connector crimp?

From: Austin, Aaron (A.A.)
Sent: Thursday, September 18, 2014 12:46 PM
To: Miley, Jon (J.W.); 'DAVID.MELCHOR@STONERIDGE.COM'; 'Philbin, Jeff'; Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Taylor, Perry (P.A.); Hutchinson, Rob (R.); Sonat, Ibrahim (I.); Wagers, Sue (S.K.); Dixon, Mark (M.R.); Roberts, James (J.B.); Kruse, William (W.H.); 'Doering, Bob'; 'Landis, Ron'; 'Sparks, Robert'; Karlen, Jason (J.R.); Addanki, Neelima (N.); Obenour, Doug; LaVigne, Richard (L.); Williams, Brent (B.A.); Madden, Hugh (H.R.)
Subject: RE: C12798074 - Wire Gauge Increase

We are already seeing some levels in the plant as of last week. I will have to check the suffix bump to verify which levels we have. I know we have the CD level already.

Aaron Austin
Electrical PVT Analyst
V18-Wiring & EDS Components
Kentucky Truck Plant
Cell: (502) 612-8087
FordNet: 429-3664
Desk: (502) 339-3664
aausti41@ford.com

From: Miley, Jon (J.W.)
Sent: Friday, August 15, 2014 4:31 PM
To: 'DAVID.MELCHOR@STONERIDGE.COM'; 'Philbin, Jeff'; Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Taylor, Perry (P.A.); Hutchinson, Rob (R.); Sonat, Ibrahim (I.); Wagers, Sue (S.K.); Dixon, Mark (M.R.); Roberts, James (J.B.); Kruse, William (W.H.); 'Doering, Bob'; 'Landis, Ron'; 'Sparks, Robert'; Karlen, Jason (J.R.); Addanki, Neelima (N.); Obenour, Doug; LaVigne, Richard (L.); Williams, Brent (B.A.); Austin, Aaron (A.A.); Madden, Hugh (H.R.)
Subject: FW: C12798074 - Wire Gauge Increase
Importance: High

From: Castro Lujan, Juan [mailto:JCastrolujan@lear.com]
Sent: Friday, August 15, 2014 4:23 PM
To: Miley, Jon (J.W.)
Cc: Ochoa, Gerardo; Lopez, Guillermo (Manuel); Dominguez, Edgar (E.); Rybicki, Timothy (T.G.); Karlen, Jason (J.R.); Roberts, James (J.B.); Taylor, Perry (P.A.); Pazos Vargas, Nubia Lizzeth; Salcedo Arellano, Mario Cesar; Castaneda, Sergio
Subject: RE: C12798074 - Wire Gauge Increase

John,
This Monday -18-2014 is SOP at Juarez plant with the new AWG change wire for 14406 harness . Lead time to KTP is between 7-10 days.

Let me know if you need something else.

RQ14-005 001302 ER

Juan Luis Castro | Quality Coordinator | Juarez Plant | ✉jcastrolujan@lear.com | ☎ USA(915) 787-3572 | ☎: MEX+52(656) 688-1100x3572

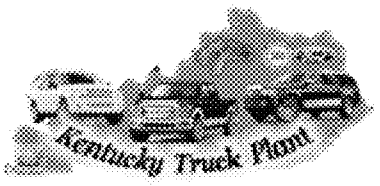
Working Together & Winning Together . . . as one Lear

From: Miley, Jon (J.W.) [mailto:jmiley@ford.com]
Sent: Friday, August 15, 2014 12:46 PM
To: Castro Lujan, Juan
Cc: Ochoa, Gerardo; Lopez, Guillermo (Manuel); Dominguez, Edgar (E.); Rybicki, Timothy (T.G.); Karlen, Jason (J.R.); Roberts, James (J.B.); Taylor, Perry (P.A.)
Subject: C12798074 - Wire Gauge Increase
Importance: High

Juan,

We need a status update and timing on this AWG change as soon as possible. Thanks.

Jon W. Miley
Jon W. Miley
STA Resident Engineer-Powertrain
KTP
Work: 502-339-3827
Cell: 313-910-7006



****
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****

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From: Dixon, Mark (M.R.)
Sent: Friday, September 05, 2014 11:58 AM
To: Caesar, Cynthia (C.L.); Rinkevich, Daniel (D.J.)
Subject: FW: DTC for freeze frame data

Dan, thanks.

Cynthia, here are the EGT DTCs I mentioned we need the latest FF data on. First need to confirm that the Ambient Air Temp parameter (AAT) is available in the diesel FF.

Suggest you pull for MYs where we have at least one full seasonal cycle of data – maybe '12 and '13 MY. I think Dan will handle running the file through his macro to convert to standard, "non text" value (though it would not be a bad idea if you got the macro to use for future analysis like this).

We have meeting set up for Thursday where this data will be reviewed. Thanks.

From: Rinkevich, Daniel (D.J.)
Sent: Thursday, September 04, 2014 4:42 PM
To: Dixon, Mark (M.R.)
Cc: Caesar, Cynthia (C.L.)
Subject: DTC for freeze frame data

Mark,
Here are the EGT sensor DTCs that we need to get fresh freeze frame data for AAT analysis on with my new macro:

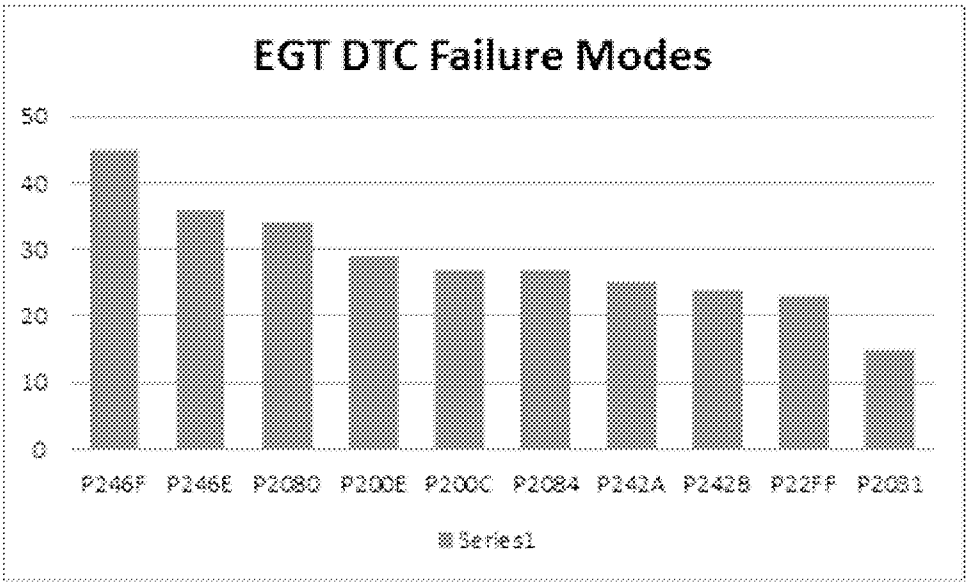
- P06EA
- P06EB
- P2080
- P2084
- P242B
- P246F
- P0544
- P2031
- P242A
- P246E

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Walker, Timothy (T.)
Sent: Tuesday, September 10, 2013 6:26 PM
To: Rinkevich, Daniel (D.J.)
Subject: FW: EGT Sensor Investigation

From: Walker, Timothy (T.)
Sent: Tuesday, September 10, 2013 7:16 AM
To: Wagers, Sue (S.K.)
Subject: EGT Sensor Investigation

Sue I am analyzing the most recent pivot table data to assist with determining the diesel EGT sensor root cause. Below this email is a pareto chart displaying the top EGT sensor DTCs. I looked into the technician comments and found that the majority of them are faulty sensor claims and not that the exhaust is overheating.



Timothy S. Walker
FCG Product Development-PCCN
Ford Motor Company Building #2 22K3
E-mail: TWALK116@ford.com
Mobile: 313-418-0498

From: Hale, Curt (B.C.)
Sent: Thursday, June 19, 2014 8:46 AM
To: Rinkevich, Daniel (D.J.)
Cc: McDonagh, Scot (S.M.); Johnson, Seth (S.); Chacon, Jose (A.); Hileman, Gary (R.)
Subject: FW: EGT Sensors
Attachments: EGT Failure Cases

FYI - Can you provide a summary of our ongoing improvements?

From: McCall, Kris (K.J.)
Sent: Thursday, June 19, 2014 8:41 AM
To: Hileman, Gary (R.); Hale, Curt (B.C.); Chacon, Jose (A.)
Subject: RE: EGT Sensors

We've been down this road before with this fleet. Let me see if I can steer this in the right direction this time and get some useful data. Would you be interested in seeing failures on 2013-14 models only?

And yes, as Gary mentioned, the drivers are carrying multiple sensors around at this point and will swap them on the side of the road when the engine derates. This may be hidden from warranty because the fleet is buying the sensors cash and doing the repairs themselves, either side of the road or in-house due to how much revenue lost each truck represents when it goes down and has to be towed in for repairs.

From: Hileman, Gary (R.)
Sent: Thursday, June 19, 2014 7:15 AM
To: Hale, Curt (B.C.); Chacon, Jose (A.); McCall, Kris (K.J.)
Subject: RE: EGT Sensors

Curt, is this the update you are referencing? If so, the TSB says to replace the sensor if you get the code. They are doing this on a regular basis so they should have the latest parts and they are still getting failures.

Gary R. Hileman

Fleet Regional Specialist West
Ford Motor Company
Phone 313-390-1253
Cell 313-815-3938
Ford Net 0-1253

From: Hale, Curt (B.C.)
Sent: Thursday, June 19, 2014 8:06 AM
To: Hileman, Gary (R.); Chacon, Jose (A.); McCall, Kris (K.J.)
Subject: RE: EGT Sensors

We have lots of updated diagnostics, calibration and part improvements for this part.

From: Hileman, Gary (R.)
Sent: Thursday, June 19, 2014 7:22 AM
To: Chacon, Jose (A.); McCall, Kris (K.J.)
Cc: Hale, Curt (B.C.)
Subject: RE: EGT Sensors

Kris, which code is setting in the system when the EGT sensor is being replaced? What's the rest of the story?

Gary R. Hileman

Fleet Regional Specialist West
Ford Motor Company
Phone 313-390-1253
Cell 313-815-3938
Ford Net 0-1253

From: Hileman, Gary (R.)
Sent: Thursday, June 19, 2014 7:09 AM
To: Chacon, Jose (A.)
Cc: Hale, Curt (B.C.); McCall, Kris (K.J.) (kmccall1@ford.com)
Subject: FW: EGT Sensors

Jose, do you have anything on the EGT sensors failing on the 2011-2012 6.7 liters. This fleet literally keeps the sensors in their glove box so the driver can swap them out to keep the trucks on the road.

Gary R. Hileman

Fleet Regional Specialist West
Ford Motor Company
Phone 313-390-1253
Cell 313-815-3938
Ford Net 0-1253

From: McCall, Kris (K.J.)
Sent: Wednesday, June 18, 2014 5:38 PM
To: Hileman, Gary (R.)
Subject: FW: EGT Sensors

Gary,

Have you heard anything new on this?

-----Original Message-----
From: James Haymon [James.Haymon@strikeusa.com]
Sent: Wednesday, June 18, 2014 04:40 PM Eastern Standard Time
To: McCall, Kris (K.J.)
Subject: EGT Sensors

Kris
Is Ford any closer to solving the issue with the EGT Sensors? We (Strike Fleet) try to keep peace with all our internal divisions and work teams, but the EGT's are failing at such rate that the jobs are kicking back on the downtime and safety issue with the units suddenly shutting down. We believe in Ford products however we are having an increasingly difficult time defending the downtime and cost associated with this failure. We are actually having guys request something other than a Ford when they place a request for a vehicle. Please let me know if you hear of any breaking news on these failures.
Thanks

James Haymon
Fleet Service Advisor
1800 Hughes Landing Blvd., Suite 500 The Woodlands, TX 77380
Direct: 713.389.2015 I Mobile: 281.210.6123 I Fax: 713.389.2115
James.Haymon@strikeusa.com I www.strikeusa.com

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Please consider the environment before printing this e-mail

From: James Haymon <James.Haymon@strikeusa.com>
Sent: Friday, December 13, 2013 3:36 PM
To: McCall, Kris (K.J.)
Cc: Mike Ward
Subject: EGT Failure Cases
Attachments: Revised EGT.xlsx

Kris
Please review the attachment, I have listed some case history information on EGT Sensor failures per your request. Please note the days and miles are reasonably close however, many of the sensors installed were drawn from a consignment account causing a delay of several days in documenting the unit number in our operating system. But I feel the data will provide you with the overall vin and mileage range requested. If there is anything farther essential info Mike or myself can provide you with please let us know. Once again thanks for addressing this issue on our behalf.

James Haymon 10919 I-10 East Baytown, TX 77523
Parts Manager Direct: 713.389.2015 I Mobile: 281.210.6123 I Fax: 713.389.2115
James.Haymon@strikeusa.com I www.strikeusa.com

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Please consider the environment before printing this e-mail

UNIT	FAILURE DATE	VIN	FAILED MILES
S13-F492	12/10/2013	DE[redacted]	30,261
S13-F616	11/29/2013	DE[redacted]	11,629
S12-F404	10/21/2013	CE[redacted]	35,321
S12-F296	10/21/2013	CE[redacted]	53,730
S12-F227	10/3/2013	CE[redacted]	100,725
S12-F473	4/18/2013	CE[redacted]	16,281
S12-F549	8/30/2013	DE[redacted]	24,077
S12-F453	4/26/2013	CE[redacted]	56,049
S12-F415	4/10/2013	CE[redacted]	30,000
S12-F185	4/3/2013	CE[redacted]	49,314
S12-F359	12/10/2013	CE[redacted]	26,192
S12-F224	9/4/2013	CE[redacted]	152,512
S12-F203	11/27/2013	CE[redacted]	63,628
S12-F261	11/16/2013	CE[redacted]	50,965
S11-F137	8/29/2013	BE[redacted]	82,039
S12-F368	10/3/2013	CE[redacted]	75,174
S12-F231	9/12/2013	CE[redacted]	64,042
S12-F220	10/4/2013	CE[redacted]	59,864
S12-F288	9/5/2013	CE[redacted]	57,546

From: McDonagh, Scot (S.M.)
Sent: Thursday, January 29, 2015 12:24 PM
To: Jeff.Philbin@stoneridge.com
Cc: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.)
Subject: FW: EGT warranty returns 11/17/2014; VIN = 1FD8W3HT7FE[redacted] 1FT7W2BT0FE[redacted]

Importance: High

Hi Jeff- Have you received enclosed EGT return ?

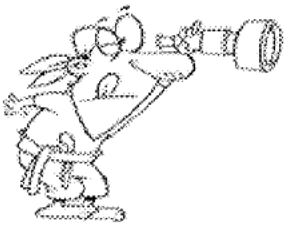
Scot G. McDonagh
PT Quality Engineering
Phone: (313)337-8091
smcdonag@ford.com

From: Taylor, Perry (P.A.)
Sent: Wednesday, January 28, 2015 3:37 PM
To: Dixon, Mark (M.R.); McDonagh, Scot (S.M.); Kingston, Julie (J.); Wagers, Sue (S.K.)
Subject: FW: EGT warranty returns 11/17/2014; VIN = 1FD8W3HT7FE[redacted] 1FT7W2BT0FE[redacted]
Importance: High

1FT8W3BT8FE[redacted]

Perry A. Taylor
PVT Powertrain
Kentucky Truck Plant – Super Duty
Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, January 27, 2015 10:52 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 11/17/2014; VIN = 1FD8W3HT7FE[redacted] 1FT7W2BT0FE[redacted]
Importance: High



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested (OVERNIGHT) the part back directly to Stoneridge (attn. Jennifer Conover).

VIN = 1FT8W3BT8FE[redacted] EGT 14 P2471 P246F

Jenny C—please give this part TOP priority. This unit was built at KTP on 15-Jan-2015 which is after our clean date for the laser welded parts. The worst case scenario is that laser weld parts broke containment. So I would suggest the following;

Verify part is indeed a laser welded part (Is it AC3A-12B591-BD?

possible FIFO issue at KTP; used –BC part?

Unit could have been a repair; used –AC part.

Inspect for damage. (did part fail in a different location that the laser weld; it is a -1 TIS with 3 miles.

Conduct normal warranty part return diagnostics and report to the team.

Jenny C—please advise if getting this part tested ASAP will be an issue.

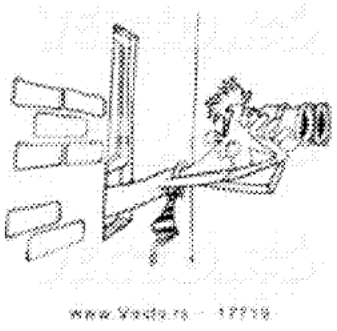
Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Monday, November 17, 2014 9:15 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 11/17/2014; VIN = 1FD8W3HT7FE[redacted] 1FT7W2BT0FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FD8W3HT7FE[redacted] EGT 13 P242A
VIN = 1FT7W2BT0FE[redacted] EGT 12 & EGT 14 P06EA P06EB

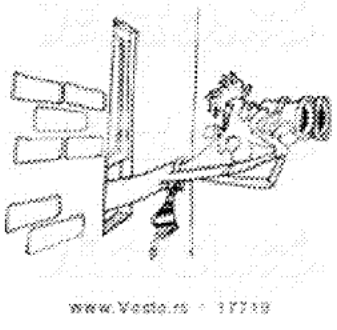
Perry A. Taylor

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Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, November 11, 2014 10:46 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 11/11/2014; VIN = 1FTRF3DT9FE[redacted] 1FT8W3BT8FE[redacted] 1FT7W2BT8FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTRF3DT9FE[redacted] EGT 11 P050E
VIN = 1FT8W3BT8FE[redacted] EGT 13 & EGT 14 P242A P246E

According to the technician this sensor was out of the exhaust. I have requested it back to be analyzed but am considering this a process, not design or supplier concern
VIN = 1FT7W2BT8FE[redacted] EGT 13 P249F

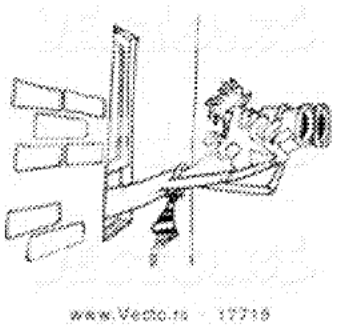
Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Monday, October 27, 2014 9:07 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/27/2014; VIN =1FT7W2BT9FE[redacted] 1FT8W3DT1FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT8W3DT1FE[redacted] EGT 12 & EGT 14 P06EA P06EB
VIN = 1FT7W2BT9FE[redacted] EGT 11 P2080

Perry A. Taylor

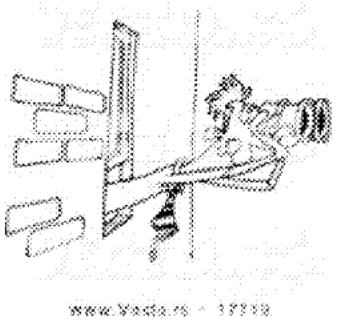
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Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Wednesday, October 22, 2014 9:04 AM

To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/21/2014; VIN =1FTRF3BT3FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTRF3BT3FE[redacted] P246F

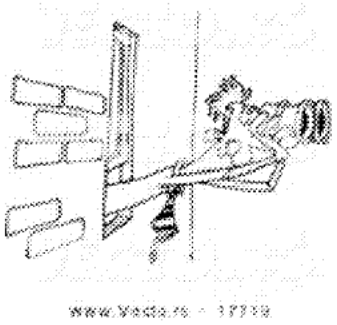
Perry A. Taylor

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PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, October 21, 2014 7:54 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/21/2014; VIN =1FD8W3HTXFE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FD8W3HTXFE[redacted] P242A

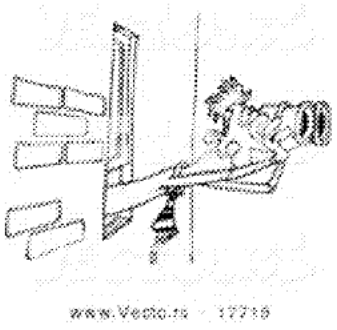
Perry A. Taylor

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Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Friday, October 17, 2014 8:21 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/17/2014; VIN =1FT8X3AT5FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT8X3AT5FE[redacted] P06EA

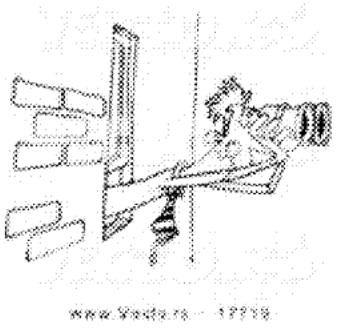
Perry A. Taylor

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, October 09, 2014 11:04 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/9/2014; VIN =1FT8W3BT7FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back to Rob Hutchinson.

VIN = 1FT8W3BT7FE[redacted] P2080 P0546

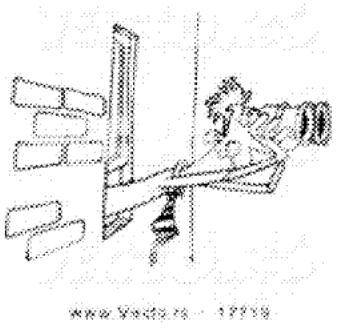
Perry A. Taylor

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, October 07, 2014 8:29 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/27/2014; VIN =1FT8W3BT5FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back to Rob Hutchinson.

VIN = 1FT8W3BT5FE[redacted] P06EA P06EB (replaced both front and rear NOx modules; along with EGT 12 & EGT 14)

Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, October 02, 2014 11:38 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/2/2014; VIN =1FD8W3HT6FE[redacted] 1FT7W2BT6FE[redacted]
1FT7W2BT8FE[redacted] 1FD8W3GT9FE[redacted] 1FT8W3BTXFE[redacted] 1FT7W2BT1FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FD8W3HT6FE[redacted]	EGT 11	P0544
VIN = 1FT7W2BT6FE[redacted]	EGT 14	P246E P246F P06EB
VIN = 1FD8W3GT9FE[redacted]	EGT 13	P242A
VIN = 1FT8W3BTXFE[redacted]	EGT 12	P2084
VIN = 1FT7W2BT1FE[redacted]	EGT 12	P2084
VIN = 1FT7W2BT8FE[redacted]	EGT 12	P2084 (this one was requested returned to Rob Hutchinson; not directly to Stoneridge)

Team, Not a good day for EGTs. (6) in one day (although there were no claims yesterday, so this is probably two days' worth. Notice the guy in the window is now more worried? Nevertheless this is not good. To put it in perspective, IF JUST TODAY'S WARRANTY CLAIMS WERE ALL THAT WE HAD ON F-SERIES, it would be number (3) in the Powertrain Top 20 for the Last 4 Months of production. In reality, EGT replacement is #1 in last 4 MOP FOR the entire vehicle!!!

EGT DEFECTIVE (27) Last 4 MOP; (40) MYTD

Number of EGTs replaced for 2015MYTD is 54 ; the 40 represents parts not yet analyzed.

EGT is tied at 27 with Powerfold mirrors, which was a one month occurrence and is already contained.

Perry A. Taylor

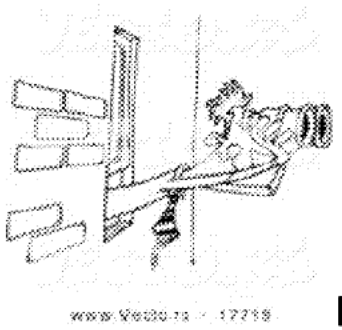
PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111

PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Sunday, September 28, 2014 11:02 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/28/2014; VIN =1FTRF3BT0FE[redacted] 1FT7W2BT6FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTRF3BT0FE[redacted] EGT 14 P2470
VIN = 1FT7W2BT6FE[redacted] EGT 12 P2084 P200C P200E

Stoneridge team, last communication I received from you concerning warranty returns listed as in process. Have these been completed? If so, what were the results? Any additional sensors tested?

1FD0X5HT1FE[redacted]	CEL. P06AE. EGT 12 REPLACED.	In Process - Update 22Sep	In Proc
1FD8X3HT9FE[redacted]	CEL. P242A. EGT 13 REPLACED	In Process - Update 22Sep	In Proc
1FDRF3GT8FE[redacted]	SES LT. P06EB, P242A, P246F. EGT 3 & 4 REPLACED	In Process - Update 22Sep	In Proc
1FDRF3GT8FE[redacted]	SES LT. P06EB, P242A, P246F. EGT 3 & 4 REPLACED	In Process - Update 22Sep	In Proc
1FDUF4GT1FE[redacted]	MIL. P2084, P246E.	In Process - Update 22Sep	In Proc
1FDUF4GT1FE[redacted]	MIL. P2084, P246E.	In Process - Update 22Sep	In Proc
1FT7W2BT0FE[redacted]	CEL. P242B. EGT 13 REPLACED	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	STALLED. P200C, P200E. EGT 14 READS 1.825K DEG	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	CEL. P242B. EGT 13 BIASED	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	REDUCED POWER MSG, CEL. P2470.	In Process - Update 22Sep	In Proc
1FT7W2BT2FE[redacted]	CEL. P200C, P2031, P2033, P200E. EGT 12 REPLACED	In Process - Update 22Sep	In Proc
1FT7W2BT3FE[redacted]	CEL. P24C7, P24DA.	In Process - Update 22Sep	In Proc
1FT7W2BT5FE[redacted]	SES LT. P24DA. EGT 11 OUT OF RANGE	In Process - Update 22Sep	In Proc
1FT7W2BT7FE[redacted]	CEL. P0544.	In Process - Update 22Sep	In Proc
1FT7W2BTXFE[redacted]	CEL. P2080.	In Process - Update 22Sep	In Proc
1FT8W3BT2FE[redacted]	CEL. P242A, P24B1. EGT 3 OUT OF RANGE	In Process - Update 22Sep	In Proc

1FT8W3BT4FE[redacted]	CEL. P050E. EGT 12 REPLACED	In Process - Update 22Sep	In Proc
1FTRF3AT2FE[redacted]	REDUCED POWER MSG, WILL NOT GO OVER 80 KM. P246F, P2470. EGT 14 REPLACED	In Process - Update 22Sep	In Proc

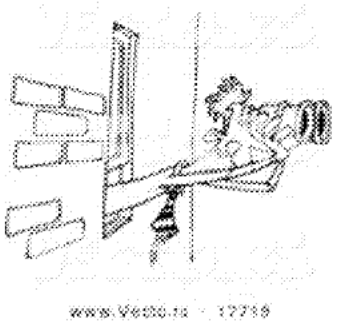
Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, September 25, 2014 8:19 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/28/2014; VIN =1FTRF3BT0FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTRF3BT0FE[redacted] EGT 11 P2080

This is a new claim, but looks a lot like the claim yesterday; VIN = 1FTBF2BT1FE[redacted] EGT 11 P2080

VIN = 1FT8W3DT2FE[redacted] EGT 12 P0284 (which is also a range/performance DTC, except for EGT 12 instead of EGT 11)

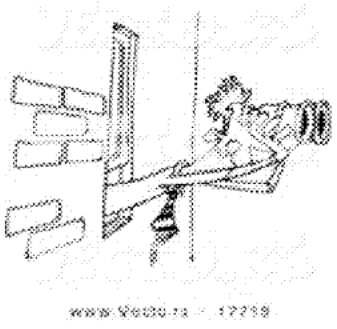
Perry A. Taylor

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Kentucky Truck Plant – Super Duty

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Desk Phone: (502) 429-2702
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PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Wednesday, September 24, 2014 9:40 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/24/2014; VIN =1FTBF2BT1FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTBF2BT1FE[redacted] EGT 11 P2080

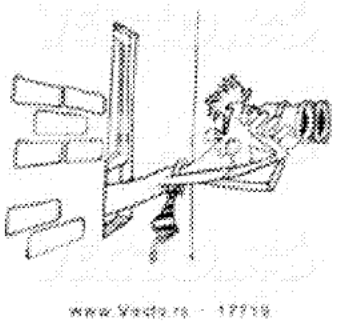
Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
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Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, September 18, 2014 10:16 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis 9/18/2014; VIN = 1FT7W3BT3FE[redacted] 1FT7W2BT2FE[redacted] 1FTRF3DT3FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT7W3BT3FE[redacted] EGT 12 P2084
VIN = 1FT7W2BT2FE[redacted] EGT 11 (assumed; not specified) P200C/P200E
VIN = 1FTRF3DT3FE[redacted] EGT 14 P246E/P246F

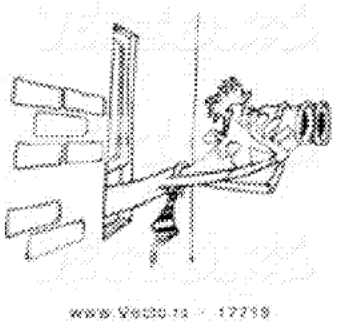
Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, September 16, 2014 9:54 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis 9/16/2014; VIN = 1FT7W2BT6FE[redacted] 1FT8X3BT0FE[redacted] 1FDUF4HTXFE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT7W2BT6FE[redacted] EGT 14
VIN = 1FT8X3BT0FE[redacted] EGT 12
VIN = 1FDUF4HTXFE[redacted] EGT 13 & EGT 14

Perry A. Taylor

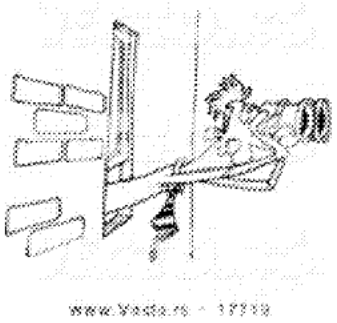
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Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Monday, September 15, 2014 8:33 AM

To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT8W3BT6FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT8W3BT6FE[redacted]

Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Friday, September 12, 2014 10:52 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT7W2BT7FE[redacted]

VIN = 1FT8W3DT2FE[redacted]
VIN = 1FT7W2BT2FE[redacted]
VIN = 1FT7W2BT4FE[redacted]
VIN = 1FDUF4GT2FE[redacted]

I tried to HOT Request these two as well, but the 2-day request window had already closed. So we will have to wait for the 700 tag process to produce the desired results (part return).

VIN = 1FT7W2BT9FE[redacted]
VIN = 1FT7W2BT7FE[redacted]

Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Merrell, Robert (R.J.)
Sent: Friday, January 31, 2014 1:16 PM
To: McDonagh, Scot (S.M.)
Cc: Rinkevich, Daniel (D.J.); Stanley, Daniel (D.J.); Oyafuso, Kevin (K.G.)
Subject: FW: EGT13 fault

Golden opportunity we have a 2014 here with and faulty EGT and a no start.
Is there an issue with the sonic weld or what?
Maybe its time to get the supplier on site to see a dead truck.

From: Bird, Kevin (M.)
Sent: Friday, January 31, 2014 7:18 AM
To: McDonagh, Scot (S.M.); Merrell, Robert (R.J.)
Cc: Hawk, Steve (S.D.)
Subject: EGT13 fault

After sitting all afternoon truck was a no start (no crank).
P200C – DPF overtemp
P200E – Catalyst overtemp
P242B – EGT13 circuit range/perform
P242D – EGT13 circuit high

Truck did start this morning. Does anyone want to look at the truck? I'm going to write a worq order for Steve's guys to look at it.

Kevin

From: Rinkevich, Daniel (D.J.)
Sent: Monday, October 06, 2014 3:13 PM
To: Caesar, Cynthia (C.L.)
Subject: FW: ESP Prior Approval on EGTs

Cynthia,
Can you please query AWS for R/1000 for 2011-2012 and 2013-2015 EGT sensors?

From: Eis, Peter (P.R.)
Sent: Monday, October 06, 2014 8:46 AM
To: Rinkevich, Daniel (D.J.)
Cc: Dixon, Mark (M.R.); Johnson, Seth (S.)
Subject: FW: ESP Prior Approval on EGTs

Dan, based on the trailing notes, do you have any data available to answer the question as to R/1000?

Thanks

Peter Eis
Program Manager
Ford Motor Company
Ford Customer Service Division
(313) 390-9702
peis@ford.com

From: Hansen, Thayne (T.)
Sent: Monday, October 06, 2014 8:23 AM
To: Eis, Peter (P.R.)
Subject: RE: ESP Prior Approval on EGTs

When I say old, it was my understanding that there was a newer level EGT that is showing much better warranty performance. Let me know if I am mis-remembering.

Thayne N. Hansen
Technical Service Hotline Manager
NA Service Engineering Operations
Ford Customer Service Division
Ford Motor Company

Phone - 313-248-2598
thansen1@ford.com

From: Eis, Peter (P.R.)
Sent: Monday, October 06, 2014 7:59 AM
To: Hansen, Thayne (T.)
Subject: RE: ESP Prior Approval on EGTs

Not off hand, I could ask our group in C&C if they have an answer on it. You mentioned Old EGT's ?

Peter Eis
Program Manager
Ford Motor Company
Ford Customer Service Division
(313) 390-9702
peis@ford.com

From: Hansen, Thayne (T.)
Sent: Monday, October 06, 2014 5:39 AM
To: Eis, Peter (P.R.)
Subject: ESP Prior Approval on EGTs

Do you know what the projected R/1000 over time (beyond warranty) on the old EGTs is?

Thanks.

Thayne N. Hansen
Technical Service Hotline Manager
NA Service Engineering Operations
Ford Customer Service Division
Ford Motor Company

Phone - 313-248-2598
thansen1@ford.com

From: Hutchinson, Rob (R.)
Sent: Tuesday, October 01, 2013 3:38 PM
To: Rinkevich, Daniel (D.J.); Bushman, Thomas (T.S.)
Subject: FW: eTracker Alert: Issue Id 12218244 Created in Project gPCSE Sensor Returns

EGT matched set… is here… From a FAV call.

Do I keep it for our testing of pass it off to Jeff?

Rob Hutchinson
Quality Analyst GPCSE Sensors
Global Powertrain Controls Systems Engineering
Dearborn - Building 2 Room 22J04
1-313-845-1113
rhutch13@ford.com

From: Tracker, E (E.)
Sent: Tuesday, October 01, 2013 11:36 AM
To: Hutchinson, Rob (R.)
Subject: eTracker Alert: Issue Id 12218244 Created in Project gPCSE Sensor Returns

eTracker New Issue Alert

Issue Id **12218244** has been created by Rob Hutchinson (rhutch13) in Project: gPCSE Sensor Returns

- **Description:**

  CUSTOMER STATES CHECK ENGINE LIGHT ON

- **Type** Warranty

- **Priority** Low

- **Part Number** AC3Z 5J213 B

- **Model Year** 2013

RQ14-005 001328 ER

- **Program** F250
- **VIN** 1FT8W3DT2DE[redacted]
- **Mileage** 8095
- **Dealer Tech Comments**

  VERFY CONCERN, RUN EEC TEST, P2080 PPT, EGT11: 2.0 VOLTS WIGGLE TEST, VOLTAGE DROPPED TO 1.09VOLTS., INSTALL NEW SENSOR AND CONNECTOR, CLEAR CODES AND RETEST, PASS
- **Repeat Repair** NOT CHECKED
- **700 Tag** 0272135525
- **Ford Drive Issue / Customer Complaint Duplicated** NOT CHECKED
- **Supplier Plant Issue / Customer Complaint Duplicated** NOT CHECKED
- **Analysis Category** In Analysis
- **Ford Quality Analyst** RHUTCH13
- **Ford Quality Supv** SWAGERS

From: Hutchinson, Rob (R.)
Sent: Tuesday, October 08, 2013 2:48 PM
To: Rinkevich, Daniel (D.J.)
Cc: Philbin, Jeff (Jeff.Philbin@stoneridge.com)
Subject: FW: eTracker Alert: Issue Id 12232000 Created in Project gPCSE Sensor Returns

Matched set (EGT). Came in 2 boxes but off the same car just arrived!

Rob Hutchinson
Quality Analyst GPCSE Sensors
Global Powertrain Controls Systems Engineering
Dearborn - Building 2 Room 22J04
1-313-845-1113
rhutch13@ford.com

From: Tracker, E (E.)
Sent: Tuesday, October 08, 2013 10:47 AM
To: Hutchinson, Rob (R.)
Subject: eTracker Alert: Issue Id 12232000 Created in Project gPCSE Sensor Returns

eTracker New Issue Alert

Issue Id **12232000** has been created by Rob Hutchinson (rhutch13) in Project: gPCSE Sensor Returns

- **Description:**

  CHECK ENGINE LIGHT CAME ON. VEH SURGING WHILE MOVING AT AN IDLE
  (Connector included)

- **Supplier** Stoneridge (Hi-Stat)

- **Supplier Plant Analyst** Jeffrey.Philbin@stoneridge.com

- **Type** Warranty

- **Priority** Low

- **Part Number** AC3Z 5J213 B

- **Model Year** 2013

- **Program** F350

- **VIN** 1FT8W3BT2DE[redacted]

- **Mileage** 2714

- **Dealer Tech Comments**

  VERIFIED CONCERN , CHECK ENGINE LIGHT IS ON, CHECK OASIS , FOUND MES
  SAGE FOUND SSM 44183 IF REPLACING EGT SENOR REPLACE PIG TAIL ALSO, FOLLOW
  PIN
  POINT TEST RC , FOUND EGT #3 1200 OHMS, REPLACE SENSOR AS WITH PIN P

- **Repeat Repair** NOT CHECKED

- **700 Tag** 0272376711

- **Ford Drive Issue / Customer Complaint Duplicated** NOT CHECKED

- **Supplier Plant Issue / Customer Complaint Duplicated** NOT CHECKED

- **Analysis Category** In Analysis

- **Ford Quality Analyst** RHUTCH13

- **Ford Quality Supv** SWAGERS

From: Hutchinson, Rob (R.)
Sent: Wednesday, November 06, 2013 5:03 PM
To: Bushman, Thomas (T.S.); Philbin, Jeff (Jeff.Philbin@stoneridge.com)
Cc: Rinkevich, Daniel (D.J.); Koon, Mason (M.L.)
Subject: FW: eTracker Alert: Issue Id 12290532 Created in Project gPCSE Sensor Returns

I have a set, however they are disconnected.

Rob Hutchinson

Quality Analyst Sensors / Aux Modules

Powertrain Controls

Dearborn - Building 2 Room 22J04

1-313-845-1113

rhutch13@ford.com

From: Tracker, E (E.)
Sent: Wednesday, November 06, 2013 12:02 PM
To: Hutchinson, Rob (R.)
Subject: eTracker Alert: Issue Id 12290532 Created in Project gPCSE Sensor Returns

eTracker New Issue Alert

Issue Id **12290532** has been created by Rob Hutchinson (rhutch13) in Project: gPCSE Sensor Returns

- **Description:**

  CUST STATES THE CHECK ENGINE LIGHT ON DASH IS COMMING ON, HAPPENED W HEN USING THE REMOTE START THE OTHER DAY . SEEMS TO BE RUNNING FIN E.

- **Supplier** Stoneridge (Hi-Stat)

- **Supplier Plant Analyst** Jeffrey.Philbin@stoneridge.com

- **Type** Warranty

- **Priority** Low

- **Part Number** AC3Z 5J213 B

- **Model Year** 2013

- **Program** F250

- **VIN** 1FT7W2BT5DE[redacted]

- **Mileage** 7301

- **Dealer Tech Comments**

  VERIFIED CONCERN. MIL ON. VISUAL INSPECTION OK. RETRIEVE DTCS P06EB P246E P246F. TSB 13-10-11 PRESENT AND APPLIES. RECAL PCM AS PER TSB. RETEST, F OUND EGT11 75, EGT12 78, EGT13 74, EGT14 132. REPLACE EGT 14 AND CON

- **Repeat Repair** NOT CHECKED

- **700 Tag** 0273175142

- **Ford Drive Issue / Customer Complaint Duplicated** NOT CHECKED

- **Supplier Plant Issue / Customer Complaint Duplicated** NOT CHECKED

- **Analysis Category** In Analysis

- **Ford Quality Analyst** RHUTCH13

- **Ford Quality Supv** SWAGERS

From: Hutchinson, Rob (R.)
Sent: Friday, November 08, 2013 5:08 PM
To: Philbin, Jeff (Jeff.Philbin@stoneridge.com); Bushman, Thomas (T.S.)
Cc: Rinkevich, Daniel (D.J.)
Subject: FW: eTracker Alert: Issue Id 12296055 Created in Project gPCSE Sensor Returns

Matched set EGT here… still connected

Rob Hutchinson
Quality Analyst Sensors / Aux Modules
Powertrain Controls
Dearborn - Building 2 Room 22J04
1-313-845-1113
rhutch13@ford.com

From: Tracker, E (E.)
Sent: Friday, November 08, 2013 12:06 PM
To: Hutchinson, Rob (R.)
Subject: eTracker Alert: Issue Id 12296055 Created in Project gPCSE Sensor Returns

eTracker New Issue Alert

Issue Id **12296055** has been created by Rob Hutchinson (rhutch13) in Project: gPCSE Sensor Returns

- **Description:**

  CUSTOMER STATES THE SERVICE ENGINE LIGHT IS ON

- **Supplier** Stoneridge (Hi-Stat)

- **Supplier Plant Analyst** Jeffrey.Philbin@stoneridge.com

- **Type** Warranty

- **Priority** Low
- **Part Number** AC3Z 5J213 B
- **Model Year** 2013
- **Program** F250
- **VIN** 1FT7W2BT3DE[redacted]
- **Mileage** 8531
- **Repeat Repair** NOT CHECKED
- **700 Tag** 0273302206
- **Ford Drive Issue / Customer Complaint Duplicated** NOT CHECKED
- **Supplier Plant Issue / Customer Complaint Duplicated** NOT CHECKED
- **Analysis Category** In Analysis
- **Ford Quality Analyst** RHUTCH13
- **Ford Quality Supv** SWAGERS

From: Hutchinson, Rob (R.)
Sent: Wednesday, December 18, 2013 1:52 PM
To: Philbin, Jeff (Jeff.Philbin@stoneridge.com)
Cc: Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.)
Subject: FW: eTracker Alert: Issue Id 12376018 Created in Project gPCSE Sensor Returns

Just arrived…

EEC TESTED FOUND CODE P242A, P242B EGT 13 FOUND SSM 44183 REPLACE SENSOR AND PIGTAIL ORDERED PARTS RAN PINPOINT TEST RC PERFORMED TAP TEST SENSOR WOULD CHANGE IN VOLTAGE AND TEMPATURE NO CHANGE IN WIGGLE TEST REPLACE

Rob Hutchinson
Quality Analyst Sensors / Aux Modules
Powertrain Controls
Dearborn - Building 2 Room 22J04
1-313-845-1113
rhutch13@ford.com

From: Tracker, E (E.)
Sent: Wednesday, December 18, 2013 8:51 AM
To: Hutchinson, Rob (R.)
Subject: eTracker Alert: Issue Id 12376018 Created in Project gPCSE Sensor Returns

eTracker New Issue Alert

Issue Id **12376018** has been created by Rob Hutchinson (rhutch13) in Project: gPCSE Sensor Returns

- **Description:**

  CHECK ENGINE LIGHT CUST ADV CHECK ENGINE LIGHT ON CUSTOMER STATES C HECK ENGINE LIGHT ON.CHECK AND ADVISE

- **Supplier** Stoneridge (Hi-Stat)

- **Supplier Plant Analyst** Jeffrey.Philbin@stoneridge.com

- **Type** Warranty

- **Priority** Low

- **Part Number** AC3Z 5J213 B

- **Model Year** 2013

- **Program** F250

- **VIN** 1FT7X2BT4DE[redacted]

- **Mileage** 16612

- **Dealer Tech Comments**

  EEC TESTED FOUND CODE P242A, P242B EGT 13 FOUND SSM 44183 REPLACE SE
  NSOR AND PIGTAIL ORDERED PARTS RAN PINPOINT TEST RC PERFORMED TAP TEST
  SENSOR
  WOULD CHANGE IN VOLTAGE AND TEMPATURE NO CHANGE IN WIGGLE TEST REPLA

- **Repeat Repair** NOT CHECKED

- **700 Tag** 0274428660

- **Ford Drive Issue / Customer Complaint Duplicated** NOT CHECKED

- **Supplier Plant Issue / Customer Complaint Duplicated** NOT CHECKED

- **Analysis Category** In Analysis

- **Ford Quality Analyst** RHUTCH13

- **Ford Quality Supv** SWAGERS

From: Hutchinson, Rob (R.)
Sent: Friday, April 25, 2014 2:43 PM
To: McDonagh, Scot (S.M.)
Cc: Rinkevich, Daniel (D.J.)
Subject: FW: eTracker Alert: Issue Id 12625739 Created in Project gPCSE Sensor Returns

EGT with pigtail arrived today!

Rob Hutchinson
Quality Analyst Sensors / Aux Modules
Powertrain Controls
Dearborn - Building 2 Room 24B32
1-313-845-1113
rhutch13ford.com

"It is difficult to free fools from the chains they revere" - Voltaire

From: Tracker, E (E.)
Sent: Friday, April 25, 2014 10:42 AM
To: Hutchinson, Rob (R.)
Subject: eTracker Alert: Issue Id 12625739 Created in Project gPCSE Sensor Returns

eTracker New Issue Alert

Issue Id **12625739** has been created by Rob Hutchinson (rhutch13) in Project: gPCSE Sensor Returns

- **Description:**

  DIESEL VEHICLE DIAGNOSIS C/S THE CEL IS ON - PLEASE ADVISE

- **Supplier** Stoneridge (Hi-Stat)

- **Supplier Plant Analyst** Jeffrey.Philbin@stoneridge.com

- **Type** Warranty

- **Priority** Low

- **Part Number** AC3Z 5J213 B

- **Model Year** 2014

- **Program** F250

- **VIN** 1FT7W2BT7EE[redacted]

- **Mileage** 10024

- **Dealer Tech Comments**

  VERIFIED CONCERN CHECK ENGINE LIGHT ON,PERFORMED EEC TEST HAD DTC P2
  080, RAN OAISIS AND SSMS FOUND SSM 44358, RAN PPT RC1 DTC PRESENT RC2 OIL LEVE
  L OK RC3 COOLANT LEVEL OK RC4 NO EXHAUST LEAKS RC5 NO EGT SENSOR REA

- **Repeat Repair** NOT CHECKED

- **700 Tag** 0277791467

- **Ford Drive Issue / Customer Complaint Duplicated** NOT CHECKED

- **Supplier Plant Issue / Customer Complaint Duplicated** NOT CHECKED

- **Analysis Category** In Analysis

- **Ford Quality Analyst** RHUTCH13

- **Ford Quality Supv** SWAGERS

From: Hutchinson, Rob (R.)
Sent: Tuesday, August 26, 2014 1:34 PM
To: Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.)
Subject: FW: eTracker Alert: Issue Id 12877934 Created in Project gPCSE Sensor Returns

Are we done with older Hitachi MAF? Can I shut them off?

Rob Hutchinson
Quality Analyst Sensors / Aux Modules
Powertrain Controls
Dearborn - Building 2 Room 24B32
1-313-845-1113
rhutch13ford.com

"It is difficult to free fools from the chains they revere" - Voltaire

From: Tracker, E (E.)
Sent: Tuesday, August 26, 2014 9:33 AM
To: Hutchinson, Rob (R.)
Subject: eTracker Alert: Issue Id 12877934 Created in Project gPCSE Sensor Returns

eTracker New Issue Alert

Issue Id **12877934** has been created by Rob Hutchinson (rhutch13) in Project: gPCSE Sensor Returns

- **Description:**

  E29 CUST STATES THE CHECK ENGINE LIGHT IS ON

- **Supplier** Hitachi

- **Supplier Plant Analyst** Tim.Sabourin@hitachi-automotive.us

RQ14-005 001344 ER

- **Type** Warranty

- **Priority** Low

- **Part Number** BC3Z 12B579 A

- **Model Year** 2013

- **Program** F250

- **VIN** 1FT7W2BTXDE[redacted]

- **Mileage** 14847

- **Dealer Tech Comments**

  VERIFY CONCERN. EEC DIAG CODES P2073,P246F PRESENT. PIN POINT TEST L
  ED TO REPLACEMENT OF MASS AIR FLOW SENSOR & EGT SENSOR. REPLACED MAF
  SENSOR &
  EGT 14 SENSOR, & HARNESS CONNECTOR. CLEAR CODES, EEC RETEST, SYSTEM

- **Repeat Repair** NOT CHECKED

- **700 Tag** 0280731450

- **Ford Drive Issue / Customer Complaint Duplicated** NOT CHECKED

- **Supplier Plant Issue / Customer Complaint Duplicated** NOT CHECKED

- **Analysis Category** In Analysis

- **Ford Quality Analyst** RHUTCH13

- **Ford Quality Supv** SWAGERS

From: McDonagh, Scot (S.M.)
Sent: Monday, February 17, 2014 9:43 AM
To: Jim Wertz (jwertz@novelluseng.com)
Cc: Rinkevich, Daniel (D.J.); Dixon, Mark (M.R.)
Subject: FW: Overdue Loaned Equipment
Attachments: Report.XLS; RE: Diesel Exhaust Sensor TNI-NPF; R13S10.pdf

Enclosed CT recorder was shipped to FSE Alan Knitter for Ambulance EGT Sensor evaluation. Request sent for controller return. Stay tuned. Thanks

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

From: Caltool, Support (CTS.)
Sent: Monday, February 17, 2014 9:09 AM
To: McDonagh, Scot (S.M.)
Subject: Overdue Loaned Equipment

The equipment listed in the attached report is on Loan and the Estimated Return Date has passed. Please return the equipment to the Ford Building 1 Calibration Tools Support Lab. If you have any questions or need to extend your loan please contact the Ford Building 1 Calibration Tools Support Lab at (313) 919-1005 or caldepot@ford.com.

From: Knitter, Alan (A.R.)
Sent: Tuesday, October 01, 2013 3:01 PM
To: McDonagh, Scot (S.M.)
Subject: RE: Diesel Exhaust Sensor TNI-NPF

Correct, all VIN's have 4 "B" suffix EGT's installed.

Alan R. Knitter
Field Service Engineer
Ford Motor Company
Charlotte Region
704-968-5837 Cell
866-637-2297 Fax
aknitter@ford.com

From: McDonagh, Scot (S.M.)
Sent: Tuesday, October 01, 2013 2:58 PM
To: Knitter, Alan (A.R.)
Cc: Rinkevich, Daniel (D.J.); Dixon, Mark (M.R.)
Subject: RE: Diesel Exhaust Sensor TNI-NPF

Not yet- We were discussing earlier today. 12MY VIN 1FDUF4HT1CE[redacted] now has (4) "B" Suffix EGTs installed ? Parts you returned were mixed bag of "A" and "B" Suffix components.

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

From: Knitter, Alan (A.R.)
Sent: Tuesday, October 01, 2013 2:52 PM
To: McDonagh, Scot (S.M.)
Subject: RE: Diesel Exhaust Sensor TNI-NPF

Scot,

Have you heard anything on this?

Alan R. Knitter
Field Service Engineer
Ford Motor Company
Charlotte Region
704-968-5837 Cell
866-637-2297 Fax
aknitter@ford.com

From: McDonagh, Scot (S.M.)
Sent: Thursday, September 26, 2013 11:06 AM
To: Knitter, Alan (A.R.)
Subject: RE: Diesel Exhaust Sensor TNI-NPF

Looks like the Team may want to install a CT recorder in below vehicle. Stay tuned

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

From: Knitter, Alan (A.R.)
Sent: Thursday, September 26, 2013 10:43 AM
To: McDonagh, Scot (S.M.)
Subject: RE: Diesel Exhaust Sensor TNI-NPF

I think so, but I will let you make that call. This fleet has stuck with Ford through 6.0, 6.4 and now this going through this with 6.7. They are die-hard Ford and would love to help out engineering anyway they can. They have often expressed to me their willingness to be a test fleet for our diesel vehicles because of the unique terrain they operate in on a daily basis – NC mountains, long grades, etc.

Alan R. Knitter
Field Service Engineer
Ford Motor Company
Charlotte Region
704-968-5837 Cell
866-637-2297 Fax
aknitter@ford.com

From: McDonagh, Scot (S.M.)
Sent: Wednesday, September 25, 2013 1:08 PM
To: Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.); Franco, Troy (T.); Dixon, Mark (M.R.); Wagers, Sue (S.K.); Goodwin, William (W.R.)
Cc: Oswalt, Greg (G.G.); Hale, Curt (B.C.); Knitter, Alan (A.R.)
Subject: RE: Diesel Exhaust Sensor TNI-NPF

Should we install Control-Tec data recorder in McDowell County Ambulance 2012MY P473 Diesel VIN E[redacted] ?

1FDUF4HT1CE[redacted]	63416	45,589	8/5/2013	EGT 14	P200E/P200C	2500 de F
	64061	47,788	8/24/2013	EGT 14	P200C/P249C/P246E	N/A

64543	49,862	9/12/2013	EGT 13	P246E	Neg degree

<< File: Copy of McDowell County EGT Replacement History.xlsx >> << Message: RE: McDowell County Ambulance EGT Sensor Information Needed >>

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

From: Bushman, Thomas (T.S.)
Sent: Wednesday, September 25, 2013 10:15 AM
To: Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.); Caesar, Cynthia (C.L.); Sonat, Ibrahim (I.); Hutchinson, Rob (R.); Boone, Bill (W.P.); Bogema, John (P.); Teran, Roberto (R.); Xiao, Nian (N.); Mahoney, Mark (M.M.); Blakely, Scott (S.R.); Williams, Brent (B.A.); Alvey, David (D.); McDonagh, Scot (S.M.); Moylan, James (J.J.); Dixon, Mark (M.R.); Oyafuso, Kevin (K.G.); Kue, Ace (K.); Hamilton, Steven (S.C.); Johnson, Seth (S.); Jeff.Philbin@stoneridge.com; 'Landis, Ron'; Brackett, Tom (T.P.); Rembert, Shannon (S.A.); 'sfarrugia@lear.com'; Eis, Peter (P.R.); Austin, Aaron (A.A.); Walker, Timothy (T.); Knitter, Alan (A.R.); Taylor, James (J.D.); Robert.Doering@stoneridge.com; Sparks, Douglas (D.S.)
Subject: RE: Diesel Exhaust Sensor TNI-NPF

EGT Team – Please find attached our latest version of the EGT 6-Panel for Temperature Rationality. We have only one open assignment on the EGT 6-Panel for Open Circuit – so we did not spend our time on that investigation path. Please find your name located in the meeting minutes below and have your summary ready for our next team meeting on 9/27/13:

- Path #1 will investigate the Open / Shorted Circuit hypothesis
  - Focus of team will be with the Hardware aspect of the EGT Circuit – main team members will be Sensor D&R, Wiring D&R, Sensor Supplier, & Wiring Supplier.

  Brent Williams / Shannon Rembert – We are still waiting on the -14406- EGT Connector Data for Width and Depth

- Path #2 will investigate the Temperature Rationality hypothesis
  - Focus of the team will be with the Software aspect of the EGT P-Codes – main team members will be Calibration & Controls and Sensor D&R.

Please find attached the ***TEMPERATURE RATIONALITY 6-Panel*** --- there are updates required by:

Norm Opolsky – Acquire 2012 & 2013 VDR EGT Temp DELTAs (data trace) under normal conditions – all four EGT Locations (DEMS Vehicle Data)
Norm Opolsky – 2012 & 2013 VDR EGT Temp PEAK recorded values under any operating condition –
Mark Dixon – Forward Contact Information for Ken Raupp (Control Tech) to Tom Bushman

Tom Bushman – Set-Up a meeting with Control Tech to see if they can write a macro to extract the archived Flight Recorder Data on EGTs
Bill Boone – Pick-Up has five (5) times as many EGT Failures as Chassis Cab – but the Diesel Take-Rate Ration is 3:1 – so we need to understand why the failure rate is so different between the two calibrations.
Cynthia Caesar – Re-generate new Freeze Frame Data File – Forward out to the entire team.
Ibrahim Sonat – Generate a mileage distribution curve and a cumulative hazard analysis
Bill Boone – In depth investigation of Freeze Frame Data
Rob Hutchinson – Continue FAV Call-Backs and document in the Call-Back matrix.
Ace Kue - Develop a Control Tech Config File so we can send recorders out to Customers in the field.
Scot McDonagh – Equip vehicles in the field with Control Tech Flight Records to see if we can capture a recurring event
Team - Visit local dealers with EGT claims (150 mile radius +/-20 miles)

6-Panel Attached:

<< File: DMAIC - 6-Panel - EGT Sensor - Rationality_Delta_Rinkevich_Bushman_Sonat_(09-25-13).ppt >>

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

-----Original Appointment-----
From: Rinkevich, Daniel (D.J.)
Sent: Monday, September 23, 2013 3:42 PM
To: Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.); Bushman, Thomas (T.S.); Caesar, Cynthia (C.L.); Sonat, Ibrahim (I.); Hutchinson, Rob (R.); Boone, Bill (W.P.); Bogema, John (P.); Teran, Roberto (R.); Xiao, Nian (N.); Mahoney, Mark (M.M.); Blakely, Scott (S.R.); Williams, Brent (B.A.); Alvey, David (D.); McDonagh, Scot (S.M.); Moylan, James (J.J.); Dixon, Mark (M.R.); Oyafuso, Kevin (K.G.); Kue, Ace (K.); Hamilton, Steven (S.C.); Johnson, Seth (S.); Jeff.Philbin@stoneridge.com; 'Landis, Ron'; Brackett, Tom (T.P.); Rembert, Shannon (S.A.); 'sfarrugia@lear.com'; Eis, Peter (P.R.); Austin, Aaron (A.A.); Walker, Timothy (T.); Knitter, Alan (A.R.); Taylor, James (J.D.); Robert.Doering@stoneridge.com
Subject: Diesel Exhaust Sensor TNI-NPF
When: Wednesday, September 25, 2013 9:00 AM-10:00 AM (UTC-05:00) Eastern Time (US & Canada).
Where: WebEx

I had cancelled this week's EGT meetings, but now Tom Bushman will host. So they are back on. These will have unique WebEx numbers.

Daniel Rinkevich invites you to an online meeting using WebEx.

WebEx meeting information

Meeting Number: 714 745 449
Meeting Link: https://ford.webex.com/ford/j.php?J=714745449
Meeting Password: This meeting does not require a password.

This meeting may include the option for video. The recording of meetings is prohibited. For company policies on using video click here:
https://comm.sp.ford.com/sites/digitalworker/Pages/HowiWorkItem.aspx?UCTitle=to%20use%20Video&UCID=&Page=2&Section=2.001

Audio conference information

To receive a call back, provide your phone number when you join the meeting, or call the number below and enter the access code.
US Toll Free Number: +1-888-628-3668
FordNet 248-3668 / Toll: +1-313-248-3668
Global call-in numbers: https://ford.webex.com/ford/globalcallin.php?serviceType=MC&ED=246506557&tollFree=1
Toll-free dialing restrictions: http://www.webex.com/pdf/tollfree_restrictions.pdf

Access code:714 745 449

MC06

http://www.webex.com

From: Miley, Jon (J.W.)
Sent: Friday, July 18, 2014 6:16 PM
To: DAVID.MELCHOR@STONERIDGE.COM
Cc: Philbin, Jeff; Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Taylor, Perry (P.A.); Hutchinson, Rob (R.); Sonat, Ibrahim (I.); Wagers, Sue (S.K.); Dixon, Mark (M.R.); Roberts, James (J.B.); Kruse, William (W.H.); Doering, Bob; Landis, Ron; Sparks, Robert; Karlen, Jason (J.R.)
Subject: Heads Up: EGT Sensors

Importance: High

David,
In yesterday's VQR, John Savona, VO Director of Manufacturing, requested a 6-Panel review of Exhaust Gas Temperature Sensor failures in next month's VQR (Tentative date: August 21).
I realize that Stoneridge has been supporting the team, tracking returns, conducting teardown analysis, have implemented some corrective actions and has documented everything.
Please begin preparing for this VQR by initiating a 6 Panel and pasting all current Stoneridge documentation, tracking matrix, ICAs, photos and proposed PCAs in an organized, chronological order.

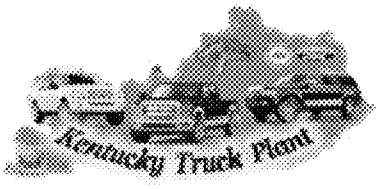
Question: What happens to sensors that test TNI – 9 out of 29 for 2014 MY – do these get torn down or re-installed onto Eng. test trucks???

Next Steps: Conference Call Thursday, 7/24 to review rough draft of 6-Panel.

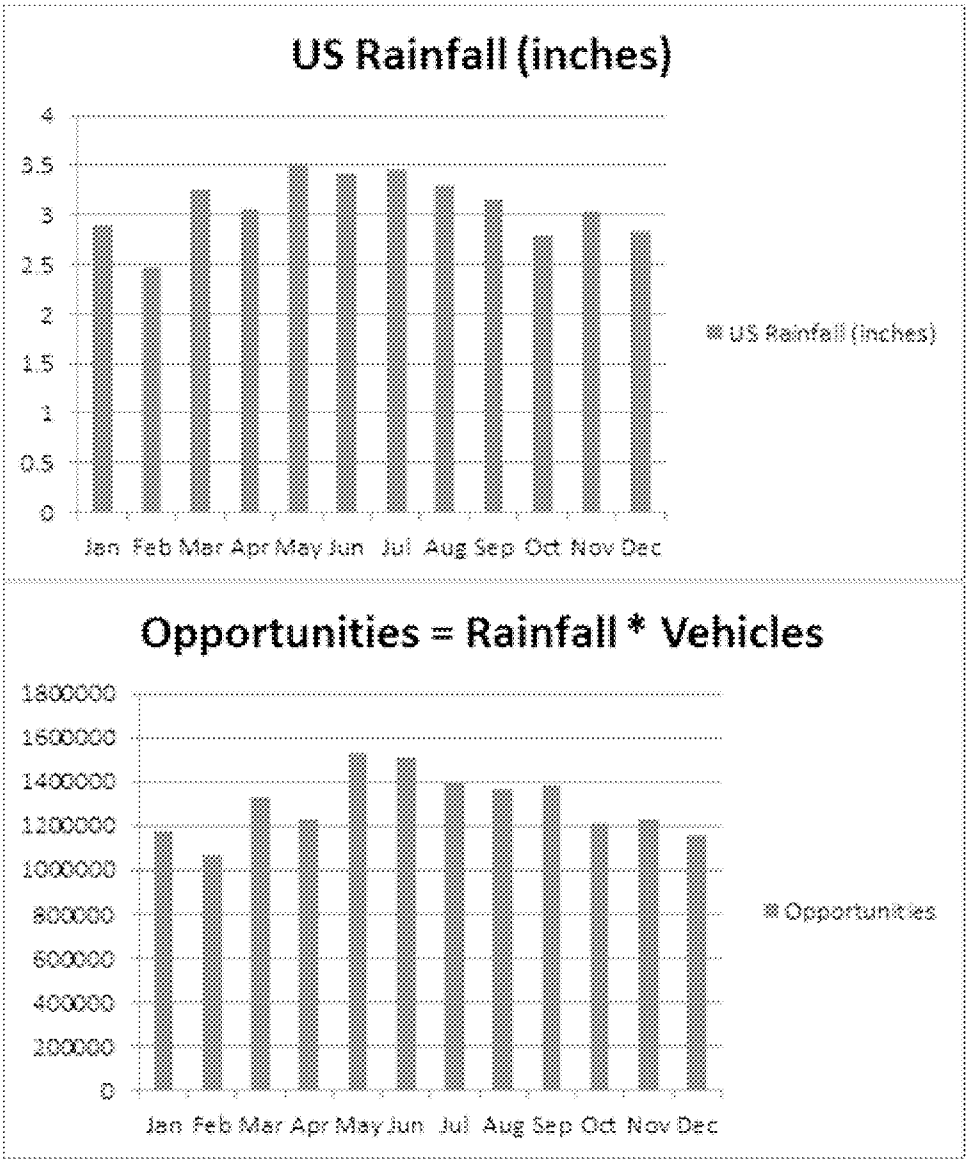
If you have any questions, feel free to call or email. Thanks

Jon W. Miley

Jon W. Miley
STA Resident Engineer-Powertrain
KTP
Work: 502-339-3827
Cell: 313-910-7006



From: Rinkevich, Daniel (D.J.)
Sent: Monday, October 13, 2014 6:30 PM
To: Caesar, Cynthia (C.L.); Dixon, Mark (M.R.)
Subject: I don't see rainfall as a driving force for EGT spike in summer...



Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

RQ14-005 001354 ER

From: Bushman, Thomas (T.S.)
Sent: Wednesday, August 21, 2013 7:59 PM
To: Johnson, Seth (S.)
Cc: Moylan, James (J.J.); Rinkevich, Daniel (D.J.); Kue, Ace (K.); Sonat, Ibrahim (I.)
Subject: Kitchen Sink Repair for EGT P-Codes

Seth – could we ask for your help on this warranty claim? It looks like the dealer threw the kitchen sink at this unit to resolve some EGT P-Codes… One of the items replaced was the Wire Harness, identified by the tech as the "EGT Harness"… Not sure what this is – perhaps it was a connector on the -14406-.

Would you mind calling this Dealer to see what other repairs may have been completed, and what the technician belies the true fix was?

Thanks.

Server: **AWS Prod**
Claims loaded through: **20-AUG-2013**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2013; **Claim Key** = 2203481

Vehicle Information

Model Year: 2013
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/CD-350 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FA-P473 SUPER DUTY [11-14]
Warranty Start Date: 15-APR-2013
Production Date: 13-MAR-2013
VIN: 1FT8W3BT4DE[redacted]

Claim Information

Document Number: 708835A
Repair Date: 24-MAY-2013
Distance: 1596
TIS: 2
AWS Load Date: 09-JUL-2013

Dealer Information:

Dealer Name MCREE FORD, INC.

Expense Information

Customer Paid Amount: .00
Deductible Amount: .00

RQ14-005 001355 ER

Dealer Code:	04443 - *	Dealer Paid Amount:	.00
Address:	2800 GULF FREEWAY	Labor Cost:	849.73
City:	DICKINSON	Misc. Expense Amount:	731.09
State:	TX Zip Code:77539	Part Markup Amount:	920.10
Country:	USA Region Code: NA	Material Cost:	3220.35
Phone:	(281)337-1529	Total Cost Gross:	4801.17

Cust. Concern Code: E29 - CHECK ENGINE LIGHT TROUBLE

Condition Code: 42 - DOES NOT OPERATE PROPERLY

Technician Comment: VERIFY CONCERN OF CHECK ENGINE LIGHT ON. EEC TEST AND RETRIEVE CODE P242A AND P24A0. PERFORM PINPOINT TEST RC1-YES HAS CODES, RC2- NO OIL LEVEL OK, RC3-YES COOLANT LEVEL CORRECT, RC4-NO EXHAUST LOOKS OK, RC5-NO NO EGTS READING ABOVE 2012 DEG, RC6-YES EGT#3 HAD SLIGHT VOLTAGE FLUCTUATION. REPLACE EGT 13. CLEAR CODES AND TEST DRIVE, P24A0 RETURNED ON TEST DRIVE. PERFORM PINPOINT TEST RC1-YES HAS CODE, RC2-NO OIL LEVEL OK, RC3-YES COOLANT OK, RC4-NO EXHAUST LOOKS OK, RC5-NO EGT READINGS ABOVE 2012 DEG, RC6-NO VOLTAGE FLUCTUATIO NS, RC7-YES ALL WITHIN 10 DEG OF AAT, RC8-NO EGT 12 AND 14 DO NOT REAR ABOVE 1740 DEG. PERFORM WIGGLE TEST, NO PROBLEM FOUND. PERFORM SMOKE TEST ON EXHAUST AND INTAKE, NO PROBLEMS FOUND.. CONTACTED HOTLINE, RECOMMENDED SMOKE TEST EXHAUST, OK. PERFORM DYNAMIC MANUAL REGEN, COMPLETE. CODES P242A AND P24A0 RETURNED. REQUESTED AND APROVAL FOR REPLACMENT OF EXHAUST AFTER TREATMENT ASSEMBLY 5H270 AND EGT 11 WHICH HAD NOT BEEN REPLACED YET. TEST DRIVE AND CODE P249C RECIEVED. PERFORM PINPOINT TEST RC1- YES, RC2-NO OIL NOT OVERFULL, RC3-YES COOLANT CORECT, RC4-NO PROBLEMS FOUND WITH EXHAUST, RC5-NO EGTS HIGHER THAN 2012 DEG, RC6- NO VOLTAGE FL UCTUATIONS, RC7-ALL EGT WITHIN 10 DEG OF AAT, RC8-NO EGT 12 NOT ABOVE 1525 DEG AND EGT 14 NOT ABOVE 1740 DEG. TALKED TO ESCALATION TEAM. RECOMMEDED WIGGLE TEST AND REPLACE EGT HARNESS 14406, WIGGLE TEST OK. REPLACE HARNESS. CLEAR CODE AND TEST DRIVE. CODE P249C RETURNED. WIGGLE TESTED AGAIN AND PERFORMED PINPOINT TEST RC AGAIN. CONTACTED FSE AND RECEIVED APPROVAL TO REPALCE PCM. HAVE DRIVEN TRUCK 5 TIMES AND APPROX 200 MORE MILES, NO CODES HAVE RETURNED. REQUEST MTIME FOR SMOKE TEST, DYNAMIC MANUAL REGEN, AND REPLACEING EGT HARNESS.

Customer Comment: CHECK ENGINE LIGHT ON AGAIN , SEE HISTO RY

Labor Op Code	Labor Op Description	Labor Op Cost
12650D45D		28.97
12650D68B		48.28
12650D6D		48.28
12650DD		19.31
12650DX1	EXTRA TIME TO REPEAT FINAL QUICK TEST	9.66
5221A		144.84

MT14406	212.43
MTREGEN	183.46
MTSMOKETEST	125.53
PRIOR	28.97

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
N	AC3Z	5J213	B	SNS ASY-ENG EXH TEMP THRML	031403	2	62.52
N	DC3Z	5H270	A	PRTCLT FLT ASY & CATALYST	090201	1	2935.10
N	BC3Z	5J287	A	ADPT HOS RESVR EXH A/TRTMT	090201	1	6.15
N	BC3Z	5E241	A	GASKET EXHAUST	090101	1	6.50
N	*	W712806	S900		NANANA	4	20.33
N	*	W711407	S900		*	2	12.54
N	*	W711402	S900		*	2	9.80
N	*	W520513	S441		*	8	5.60
N	D9AZ	8287	AA	CLAMP ASY-RAD HOSE	*	2	2.91
N	DC3Z	14406	D	WIRE ASY-FL/GAUGE TK	180103	1	158.90
Y	DC3Z	12A650	AHL	PROCESSOR ASSY	*	0	.00
N	DC3Z	12A650	AHN	PROCESSOR ASSY	031401	1	.00

DTC Sections: **Mil. Light On** = Y

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
Y	KC	P249C	EXCESSIVE TIME TO ENTER CLOSED LOOP REDUCTANT INJECTION CONTROL	37	NOX CATALYST (SYSTEM)
Y	KC	P242A	EXHAUST GAS TEMPERATURE SENSOR CIRCUIT (BANK 1 SENSOR 3)	40	EXH GAS SENSOR(COMPONENT)
N	KC	P24A0	CLOSED LOOP DPF REGENERATION CONTROL AT LIMIT - TEMPERATURE TOO LOW	44	PM FILTER (SYSTEM)
N	KO	P1111	SYSTEM PASS	27	NO-FAULT CODES
N	KR	P1111	SYSTEM PASS	27	NO-FAULT CODES

Any comments? You can contact



webmaster

3275

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Moylan, James (J.J.)
Sent: Wednesday, September 11, 2013 2:47 PM
To: Rinkevich, Daniel (D.J.); Bushman, Thomas (T.S.)
Subject: KTP EOL for EGTs

Pre Rolls currently doesn't look at temperature data for EGTs, it just records PCM on-board codes. Jason thinks that they can set-up a test to monitor voltage to flag a sensor that falls out a specified range. He will look at the drive cycle and confirm that it is possible and then provide timing. Constraints are the upcoming 2015 builds, availability of a test truck and of his Mahle counterpart.

He will also put together the 2013 data that for min/max temperatures that are measured at Dynamic and hopefully have by COB.

James J. Moylan tcb
Kentucky Truck Plant
Powertrain PVT - Sr. Engineer
313-805-3887
><((((º>

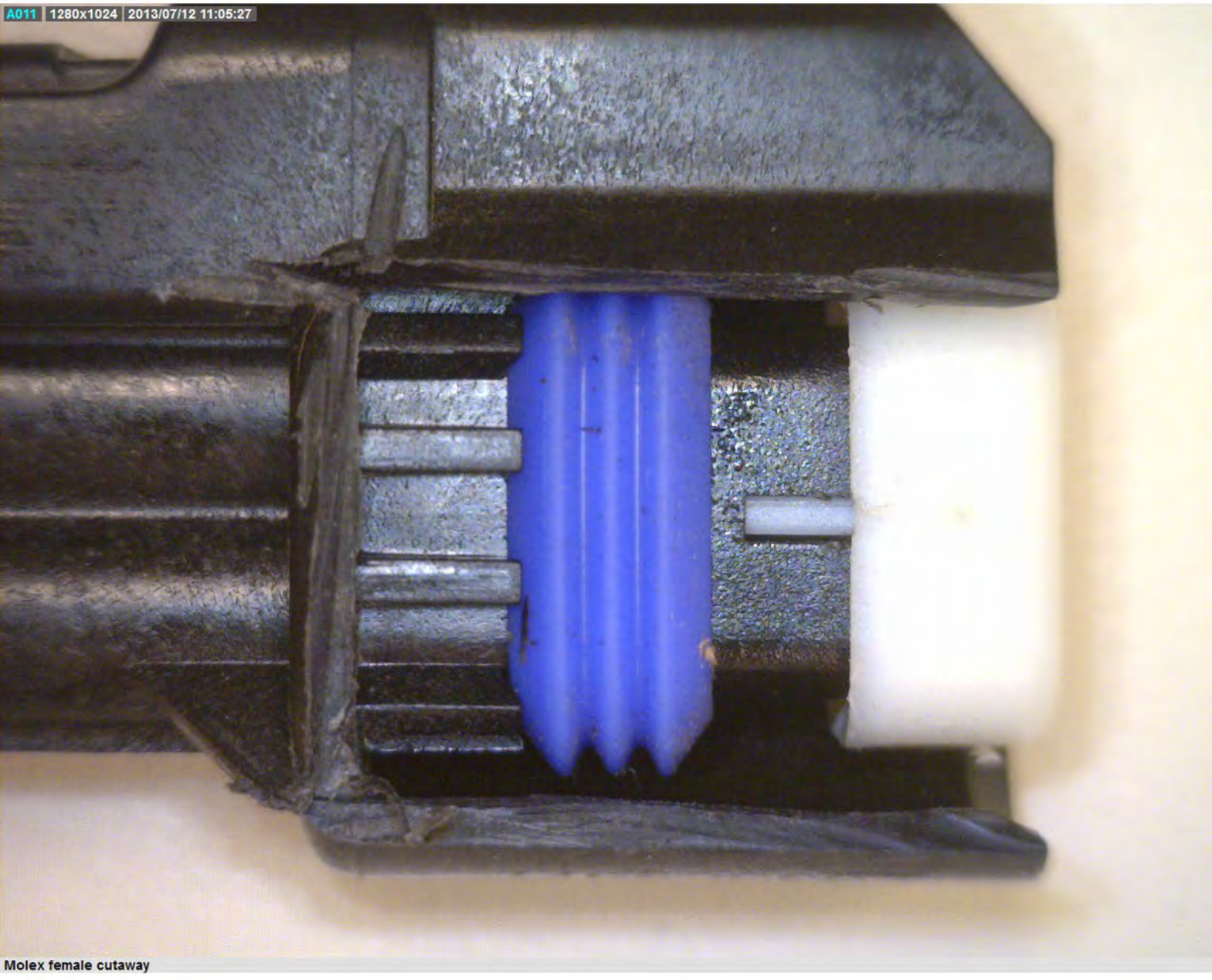
From: Philbin, Jeff <Jeff.Philbin@stoneridge.com>
Sent: Tuesday, January 27, 2015 10:07 PM
To: McDonagh, Scot (S.M.); Rinkevich, Daniel (D.J.)
Subject: Mileage on Laser Weld EGTs

Scot / Dan:

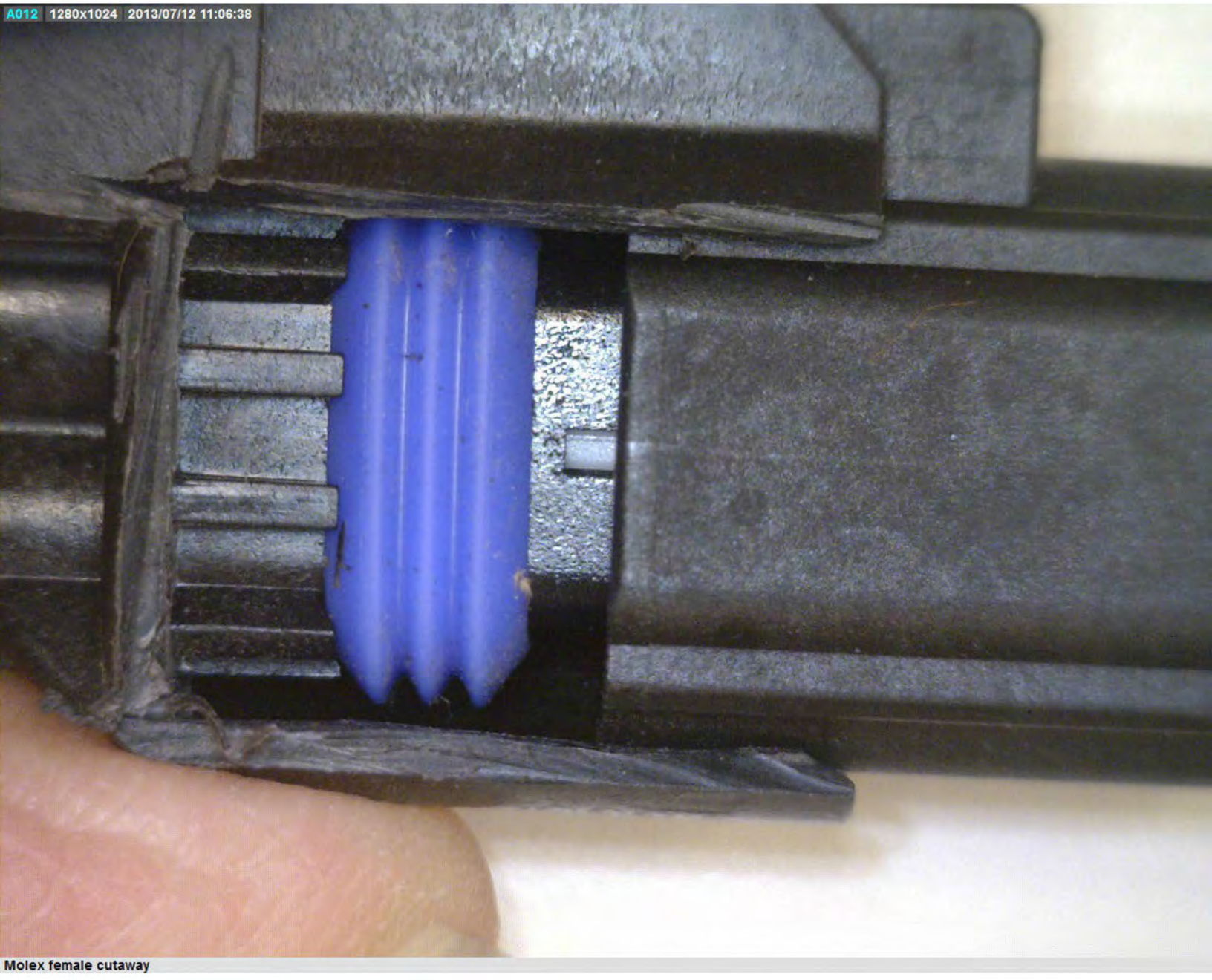
Do you know approximately how many miles were put on the three vehicles that ran the Laser Welded EGTs? We are adding to an overall summary of the change.

Thank you.

Jeffrey Philbin
Stoneridge, Inc
28001 Cabot Drive, Suite 100, Novi, MI
248-324-3856 Office 248-469-9942 Cell
Jeffrey.philbin@stoneridge.com | www.stoneridge.com



Molex female cutaway

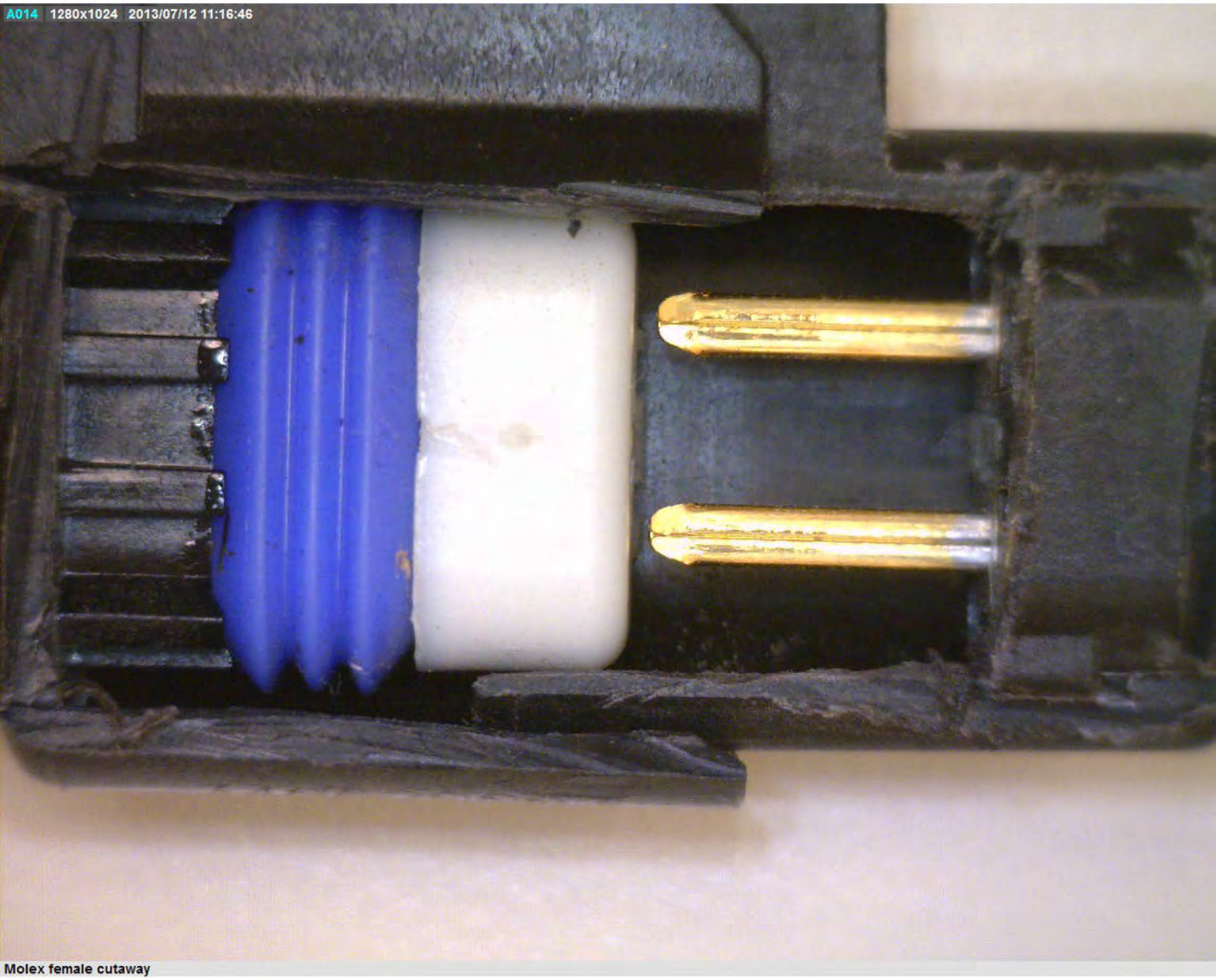


Molex female cutaway

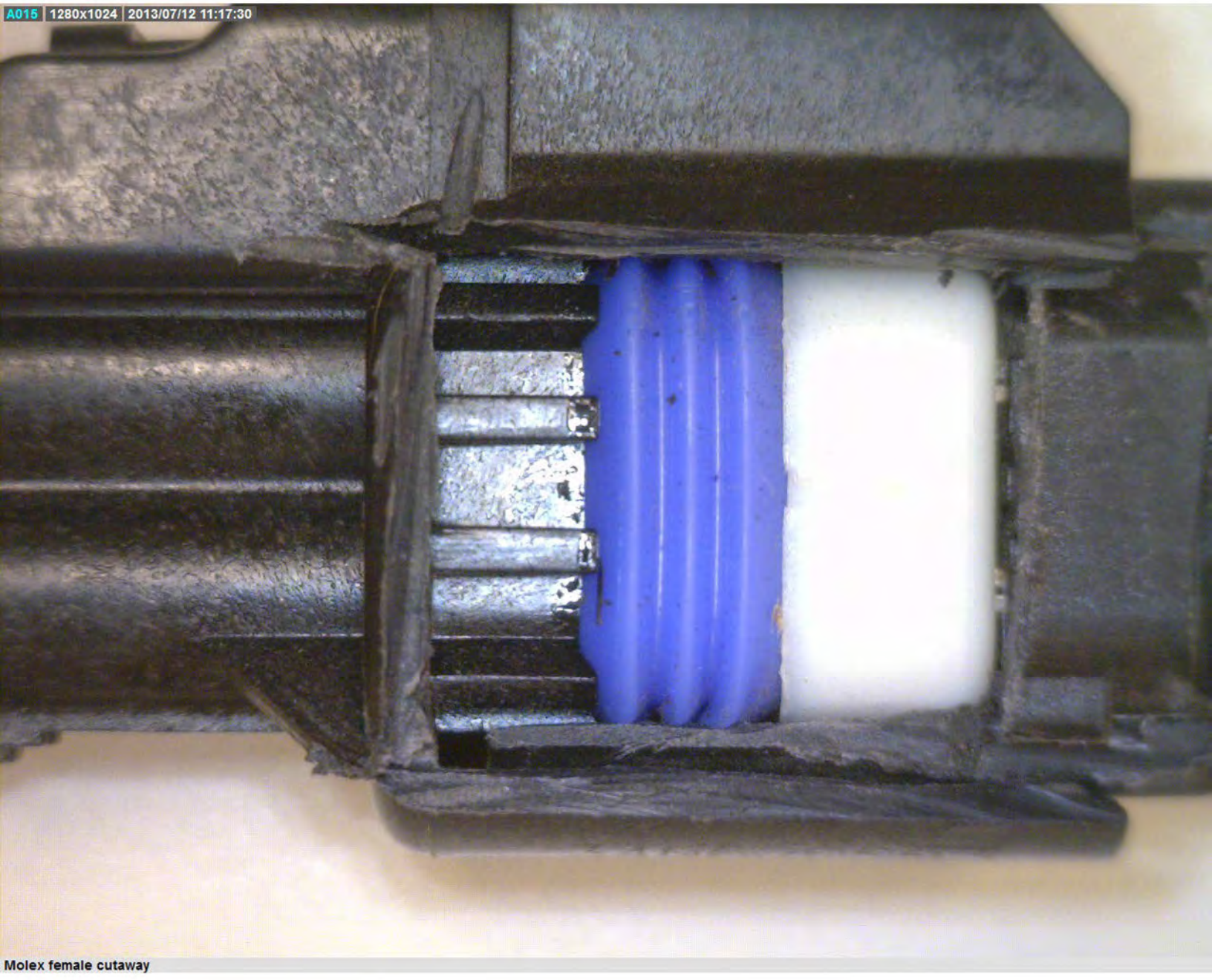

A030 1280x1024 2013/07/12 15:41:15



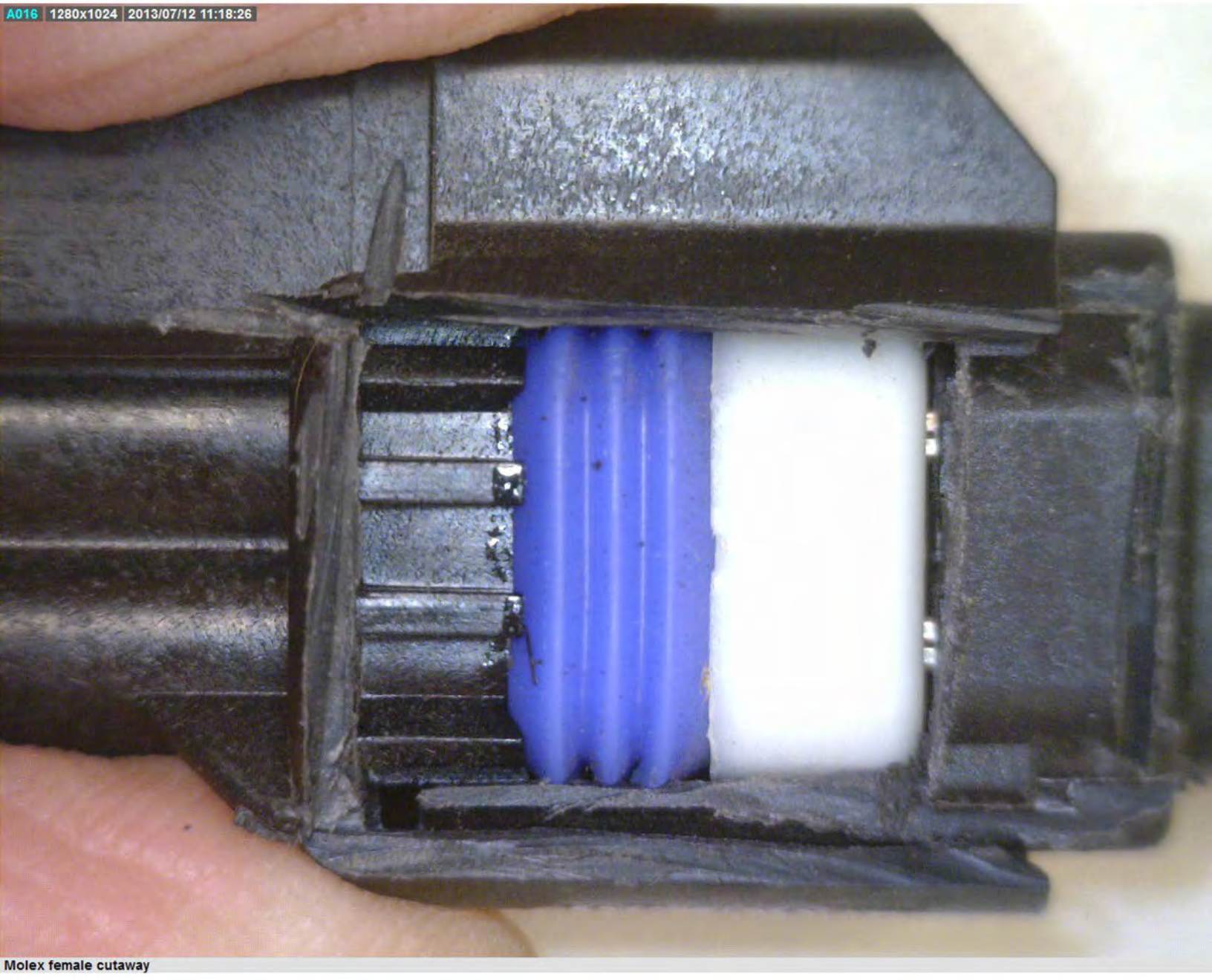
Molex female cutaway



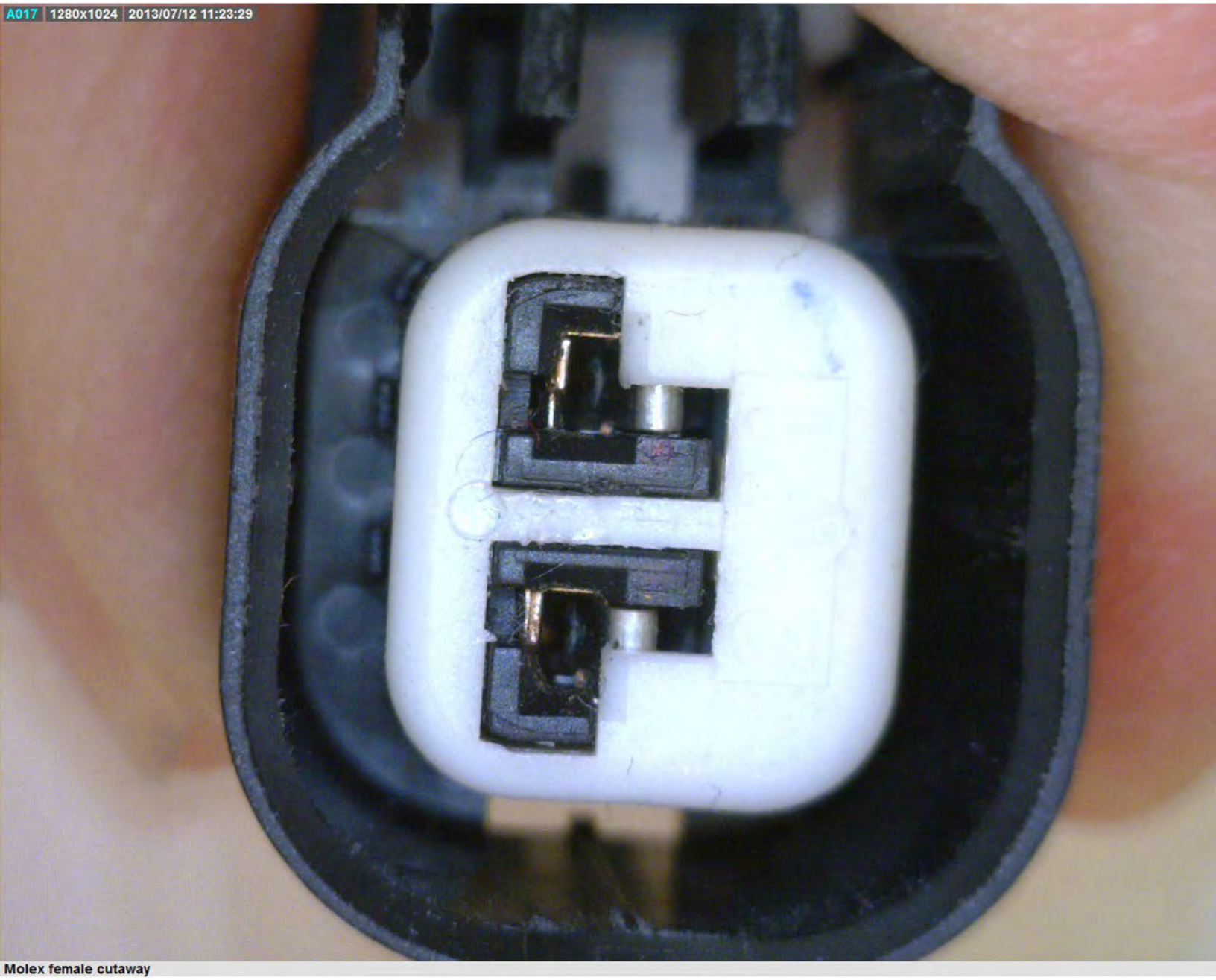
Molex female cutaway



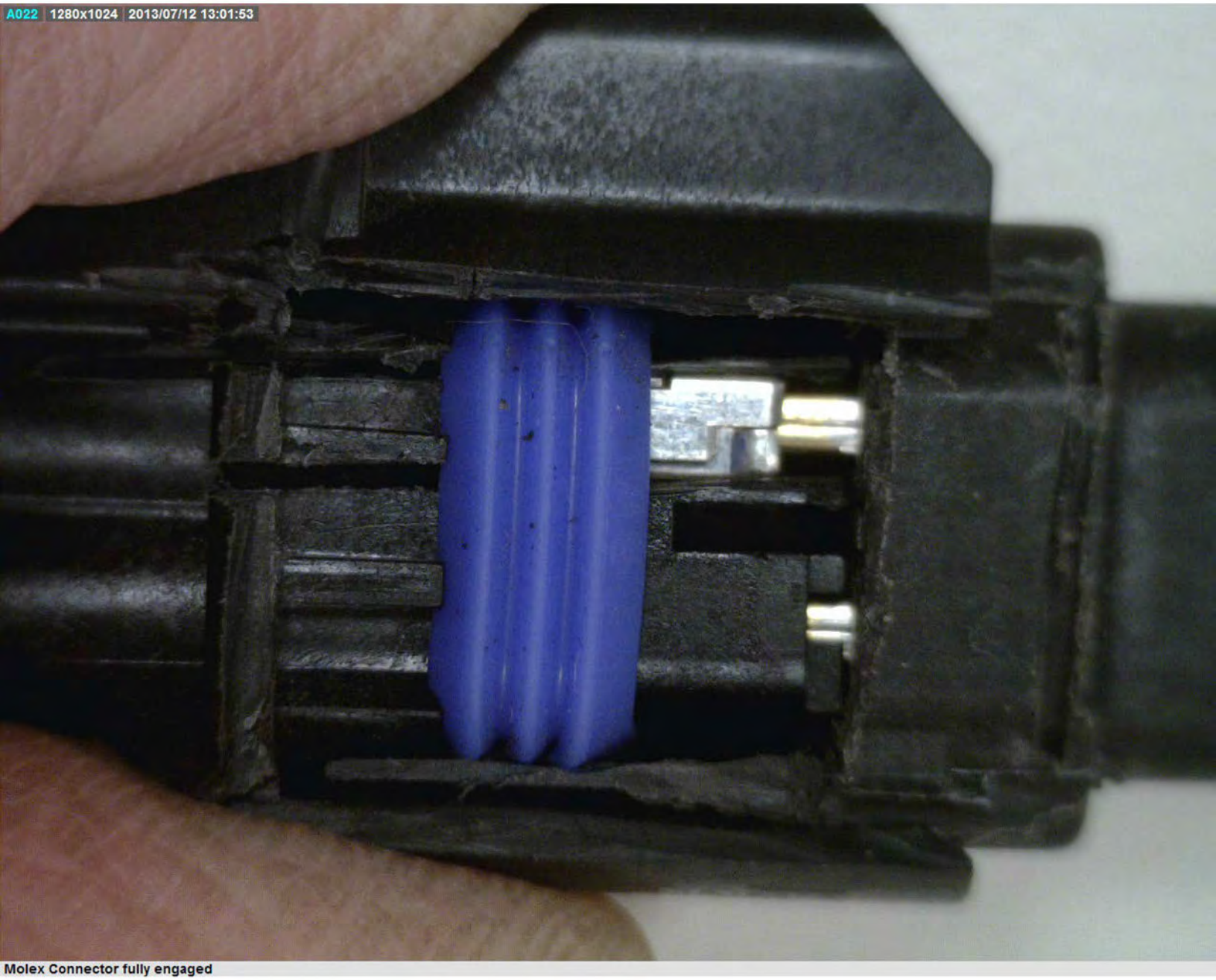
Molex female cutaway



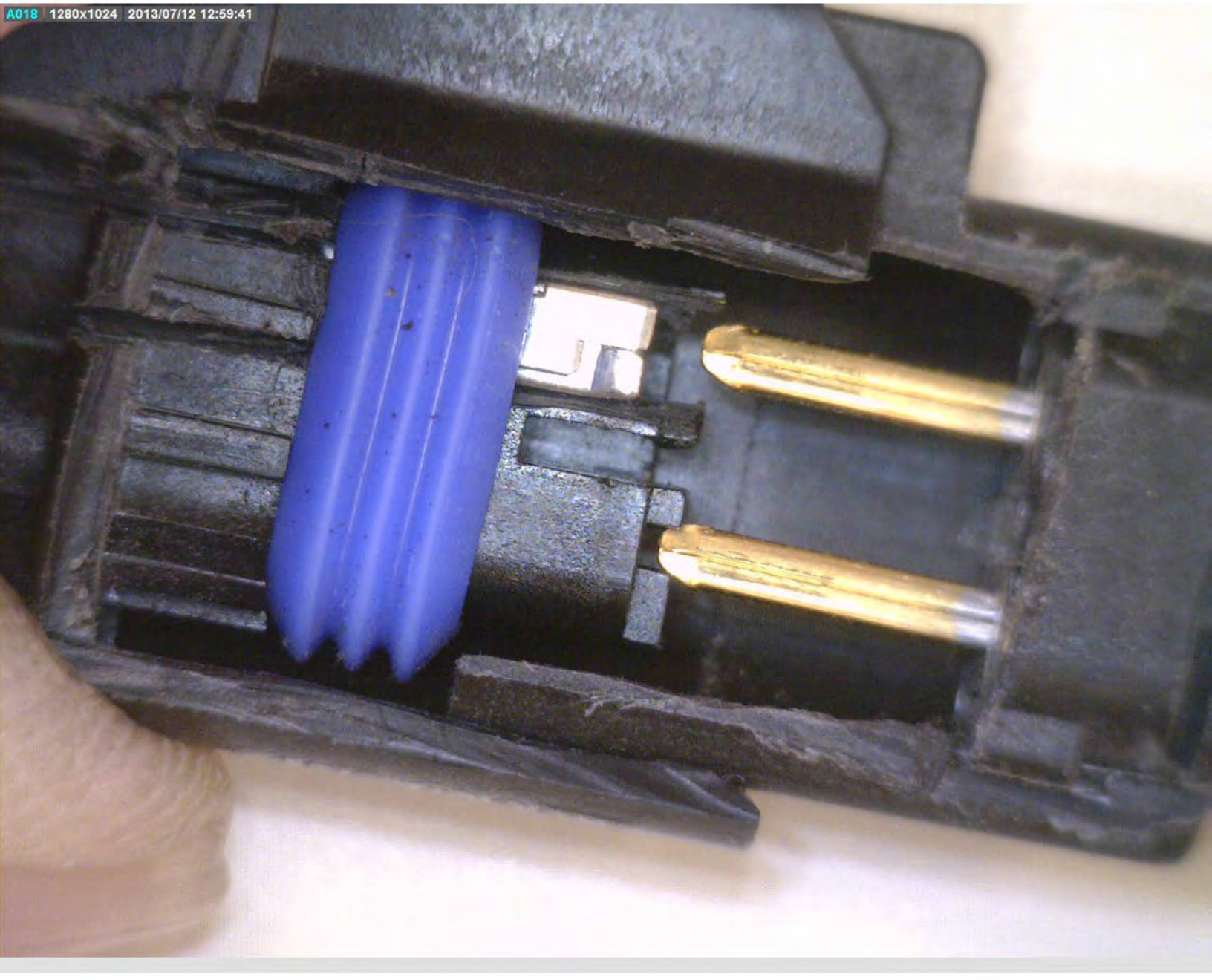
Molex female cutaway

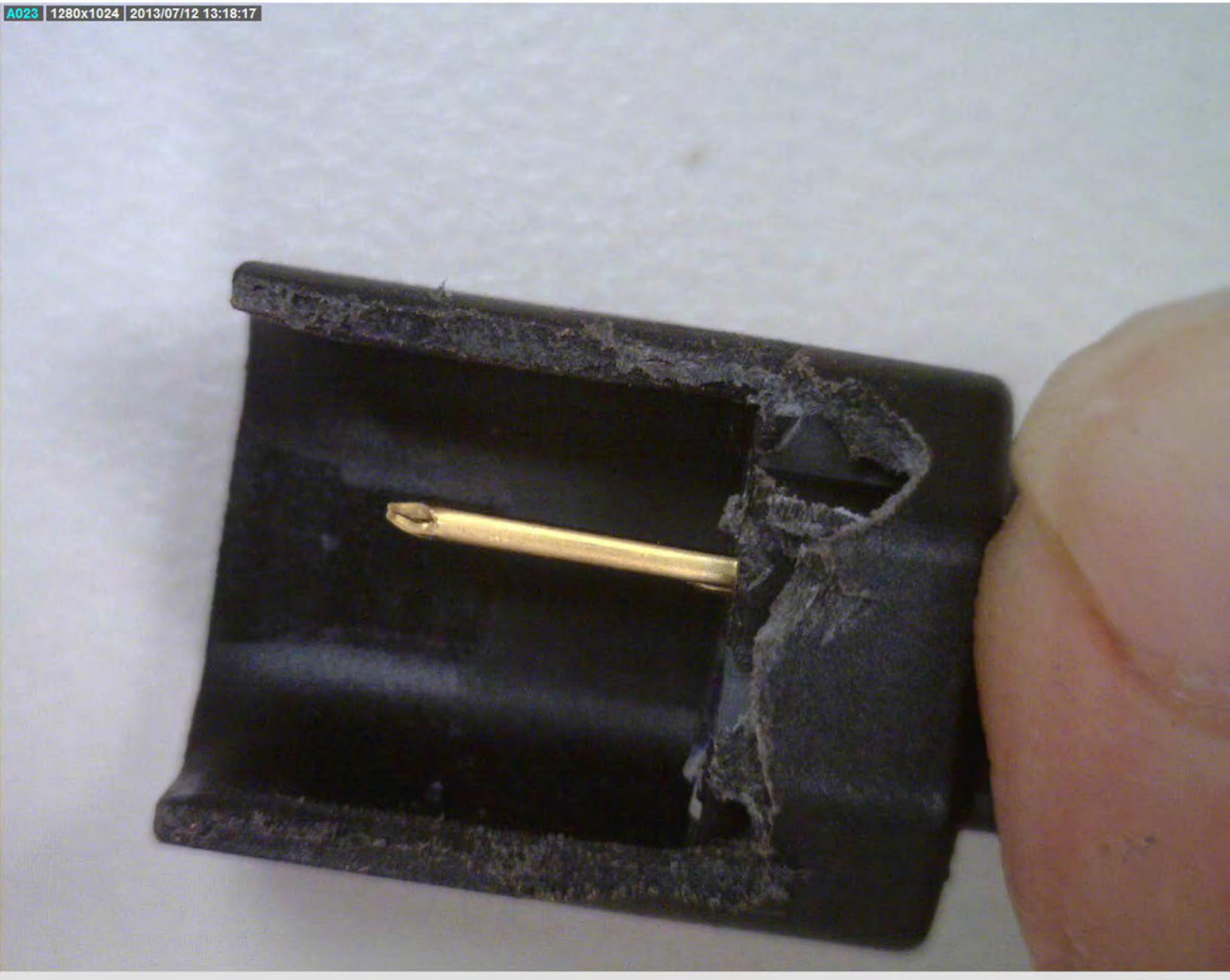


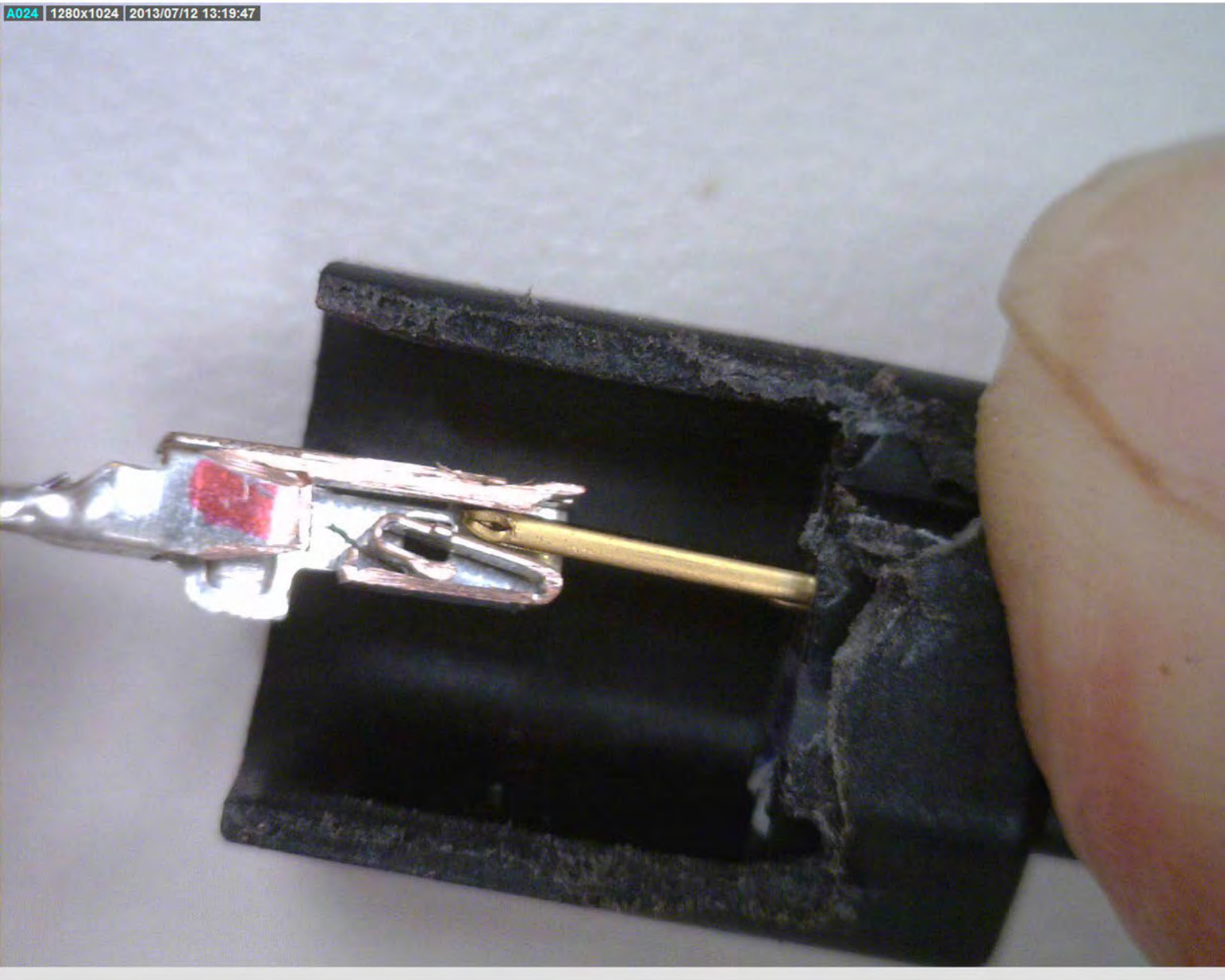
Molex female cutaway



Molex Connector fully engaged


A018 1280x1024 2013/07/12 12:59:41


A023 1280x1024 2013/07/12 13:18:17


A024 1280x1024 2013/07/12 13:19:47


A025 1280x1024 2013/07/12 13:19:58

From: Bushman, Thomas (T.S.)
Sent: Friday, August 09, 2013 2:06 PM
To: Austin, Aaron (A.A.)
Cc: Williams, Brent (B.A.); Rinkevich, Daniel (D.J.)
Subject: Need EGT Female Connectors --- Min / Nominal / Max -- Connector Interference Samples

Aaron –

Can you help get us some connectors from Lear for the EGT Circuits?

We need connectors that have the minimum terminal clearance, nominal terminal clearance, and maximum terminal clearance. We are going to send these to the EGT Supplier and they are going to conduct a contact study on virgin parts and compare the surface witness marks to what we have received from the field returns with open circuits.

If possible, it would be a huge help if you could request the terminal gap capability for these specific connectors from Lear. In parallel, we are asking for the same data from the EGT Terminal Supplier.

Thanks, Aaron.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Wagers, Sue (S.K.)
Sent: Tuesday, September 03, 2013 8:24 PM
To: Walker, Timothy (T.)
Cc: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.)
Subject: new request for EGT

Tim, the team investigating EGT returns has run into a resource wall. They are looking for help from the calibration team to explain how the diagnostics work on each position (there are 4 EGTs in the exhaust) and what FMEM action is taken, but the team is swamped with current MY calibration work. I know I asked you to work with Mason on NOx sensors but I'd like to switch that to EGTs. Can you review the DV procedures for EGTs and summarize the DTCs, what conditions must exist and how long they must persist to set the fault, and what, if any, FMEM action is taken? If needed we can webex and go through the sharepoint site where they post results. Thanks!

Sue Wagers
Supervisor - gPCSE Quality
Global Powertrain Controls Systems Engineering
Dearborn - Building 2 Room 22G20
E-mail swagers@ford.com
Tel: (313) 805 7177
ONE FORD: ONE Plan - ONE Team - ONE Goal

RQ14-005 001375 ER

From: Brackett, Tom (T.P.)
Sent: Monday, October 14, 2013 3:22 PM
To: Don Price (dprice@uscar.org); Rinkevich, Daniel (D.J.)
Cc: Liu, Ron (D.R.); Hammoud, Majed (M.)
Subject: Nickel wire

Hi Don,

Dan is having super duty EGT sensor / harness issues. The sensor maker (Stoneridge) uses nickel plated wire and crimps the wire to tin plated male terminals. To take the crimp out of the equation, Dan was wondering if there is a process were companies are already welding nickel wire to crimps. Have you heard or seen such a process?

Thanks,

Tom Brackett
Electrical Material & Contact Reliability Group
FORD EESE - EDS
RIC Bldg.
Room 1417 (313) 62-14071
Lab. 1424 594-4106

From: Johnson, Seth (S.)
Sent: Wednesday, June 12, 2013 6:09 PM
To: Rinkevich, Daniel (D.J.)
Subject: P200C/P200E setting with no freeze frame data.

Dan,

Below is a report that I seem to be seeing more and more of in my daily reviews; P200C or P200E (or both) setting but the freeze frame data does not support the codes that set. Do you have any further information on why the freeze frame wouldn't show an out of range temp for an EGT when either the P200E or P200C sets?

Thanks,

Seth H. Johnson
Diesel Commodity Concern Engineer
1700 Fairlane Business Drive - DSC 1
Phone: (313)-248-5350
SJOHN274@Ford.com

"It's not enough that we do our best; sometimes we have to do what is required"

-Winston Churchil

From: Johnson, Seth (S.)
Sent: Wednesday, June 12, 2013 2:00 PM
To: Johnson, Seth (S.)
Subject: Report Summary for the CQIS Report#DFKCS002

Attachments : 0

Report# :	DFKCS002 NHL			**Received:**	06/11/2013
CCRG/EPRC:		**Reviewed Status:**		**Date:**	
Vehicle:	2011,F250 4X4 ,F250 ,CRW CAB,PICKUP ,1FT7W2BT9BE[redacted]			**Build Date:**	01/26/2011
Odometer :	90,583 M	**Engine:**	6.7L DI	**Calibration:**	
Transmission:	6R140-LGDS	**Axle:**		**A/C:**	YES
Dealer:	USA 05893 Gildner Ford-Lincoln, Inc.			**Phone#:**	(870) 246-4508
City:	Arkadelphia	**State:**	Arkansas	**Country :**	USA
Originator:	ROBBY SMITH				
Symptom:	5 54 3 34 DRV PERF,LACK/LOSS PWR ,CRUISE/STEADY,HOT				
Status:					
VFG:	V52 DRIVEABILITY				

RQ14-005 001377 ER

Additional Symptom: LOSS OF POWER SHUTS DOWN

Fix: **Causal Component :**

Condition Code:

Hotliner: WJOHN278 **Phone:** 313 248-7892 **Regn Cd:** C3 Memphis

Engineering: **Phone:** **TAR:**

Dlr Contact: **Phone:** **Title Cde:** SM

DTCs:

KOEO:P200C P200E

KOEC:

KOER:

Comments :

REPAIR **06/11/2013 10:31AM WILLIAM JOHNSTON MSS - FCSD - TECH SVC HOTLINE**
WEB FORM DATA - CONCERN: ENGINE LOSES POWER SHUTS
DOWM DIAGNOSTICS: RUNIDS TEST RUN TSB TEST 1271 PARTS REPLACED:
NONE TECH QUESTION: IT SHOW SENSOR 4 IN TEST IN THE TSB WE MON ALL
SENSORS ANS IN FREEZE FRAM DATA WHERE TRUCK SHUT DOWN EGT 11-501.8 12
527 13 473 14 527 WHICH PASSES ALL TEST ACCORDING TO TSB IS PROBLEM IN
SENSORS OR EXHAUST

RECOMM **06/11/2013 10:31AM WILLIAM JOHNSTON MSS - FCSD - TECH SVC HOTLINE**
ROBBY, SINCE NO EGT SENSORS WERE FOUND TO BE BIASED IN THE FREEZE
FRAME DATA CONTINUE WITH PERFORMING PPT RC AS NEEDED TO DETERMINE
THE
ROOT CAUSE OF THE CONCERN. THERE MAY STILL BE A CONCERN PRESENT
WITH
THE EGT SENSORS. THE PPT WILL HELP DETERMINE THE ROOT CAUSE OF THE
CONCERN.

From: Mahoney, Mark (M.M.)
Sent: Thursday, September 25, 2014 1:30 PM
To: Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.)
Cc: Johnson, Seth (S.)
Subject: RAP

Take a look at this RAP case. Typically my response would be something like this:

If the build date is outside the range of the TSB refer to the PC/ED and preform the diagnostics for P2080.

Would you like a different response?



23251.pdf

REPORT A PROBLEM

023251

Date Concern Received: **9/24/2014**

Concern ID: **023251**	**Response Due Date: 11/5/2014**
Date To Supplier:	Originator: **chris hunter - Dealer - B6047**
Responsible Supplier: **BOSCH**	Originator Phone: **672-2411**
Publication: **ePCED**	Originator Email: **chunter117@hotmail.com**
Model Year: **2014**	TSO Contact: **MMAHON14**
Vehicle Line: **F-350**	Team Lead: **UNKNOWN**
Location: **5 > PPT RC: Exhaust Gas Temperature (EGT) Sensor > pinpoint test RC0**	
VIN: **1FT8W3DT4EE[redacted]**	Priority: **Not Assigned**
IDS: **Not Available** Quick Start Utilized: ☐ VCM Present: ☐ VMM Present: ☐	
Concern: **Have a 2014 f350 6.7L with p2080 intermittent outside the build date for TSB 14-0108,we could not duplicate concern when in shop.**	

RQ14-005.001380 ER

From: McDonagh, Scot (S.M.)
Sent: Tuesday, July 30, 2013 6:25 PM
To: Hayes, Dave (D.L.); Rinkevich, Daniel (D.J.)
Subject: RE: 184T117 Data

YES

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

From: Hayes, Dave (D.L.)
Sent: Tuesday, July 30, 2013 2:21 PM
To: McDonagh, Scot (S.M.); Rinkevich, Daniel (D.J.)
Subject: RE: 184T117 Data

Dan – Should I sign this vehicle back in to FMS?

From: McDonagh, Scot (S.M.)
Sent: Tuesday, July 30, 2013 1:29 PM
To: Rinkevich, Daniel (D.J.)
Cc: Hayes, Dave (D.L.); Evans, Richard (R.)
Subject: RE: 184T117 Data

I was looking for confirmation from Rich that Dave checked out the correct Hoist. When are you installing EGTs ?

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

From: Rinkevich, Daniel (D.J.)
Sent: Tuesday, July 30, 2013 1:27 PM
To: McDonagh, Scot (S.M.); Evans, Richard (R.)
Cc: Hayes, Dave (D.L.)
Subject: RE: 184T117 Data

That's where it is.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: McDonagh, Scot (S.M.)
Sent: Tuesday, July 30, 2013 7:41 AM
To: Evans, Richard (R.)
Cc: Hayes, Dave (D.L.); Rinkevich, Daniel (D.J.)
Subject: RE: 184T117 Data

Is the Drive on hoist #12 ?

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

From: Hayes, Dave (D.L.)
Sent: Tuesday, July 30, 2013 7:28 AM
To: Rinkevich, Daniel (D.J.)
Cc: Dixon, Mark (M.R.); Wagers, Sue (S.K.); Moylan, James (J.J.); McDonagh, Scot (S.M.); Bld-2 2Gbay12L (1) (1)
Subject: RE: 184T117 Data

Dan,

The truck is parked downstairs in building #2 on hoist 12.

That is a high-use hoist so please let me know if you won't be able to work on the truck this morning so I can move the vehicle off of the hoist.

From: Rinkevich, Daniel (D.J.)
Sent: Monday, July 29, 2013 2:26 PM
To: Hayes, Dave (D.L.)
Cc: Dixon, Mark (M.R.); Wagers, Sue (S.K.); Hayes, Dave (D.L.); Moylan, James (J.J.); McDonagh, Scot (S.M.)
Subject: FW: 184T117 Data

Dave,
Can we use that truck to see what it takes to set the codes? I've got some cobbled connectors and sensors that I'd like to try.

Dan Rinkevich
Powertrain Quality

(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: McDonagh, Scot (S.M.)
Sent: Monday, July 29, 2013 1:30 PM
To: Rinkevich, Daniel (D.J.)
Cc: Dixon, Mark (M.R.); Wagers, Sue (S.K.); Hayes, Dave (D.L.); Moylan, James (J.J.)
Subject: FW: 184T117 Data

Dave exceeded 1K EGT TNI test bogie. I have (102) Miles to go.

Test Vehicle 302T662: Start Mileage- 24064- Current Mileage- 24962- Total= 898
Test Vehicle 184T117: Start Mileage- 12768- Current Mileage- 13414- Total= 1514

<< File: EGT TNI TESTING.docx >>

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

From: Hayes, Dave (D.L.)
Sent: Friday, July 26, 2013 1:24 PM
To: McDonagh, Scot (S.M.)
Subject: 184T117 Data

Scott,

Here is the last data from 184T117 for this week. Currently, the truck will be parked over the weekend.

<< File: 130726 184T117 14412 miles.txt >>

The vehicle has accumulated 1514 miles since the ECM was reflashed at 12,898 miles and so far there have been no DTC's and no drivability issues.

Kathy has not received the other field return PCM yet.

Please let me know what you would like done with the vehicle.

Thanks,

David Hayes
Module Core D&R Engineer
Scorpio Diesel & Legacy V8/V10 PCMs
Global Powertrain Control Systems Engineering
Building 2-Mail Drop 1258/Office 22Q25
Phone: (313) 59-41083

Cell: (313) 805-4084
Email: dhayes3@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, January 21, 2014 12:37 PM
To: Rinkevich, Daniel (D.J.)
Subject: RE: 1FT7W2BT1EE[redacted]

That WAS my impression of Yul Brynner. I guess is it has been a while since I saw the 10 Commandments--Cecil B. DeMill

Perry A. Taylor

PVT Powertrain

~~Louisville Assembly~~ Kentucky Truck Plant

Cell Phone: (313) 805-5182

~~Desk Phone: (502) 357-6004~~

~~Fax: (502) 364-3935~~

PTAYLOR8@ford.com

From: Rinkevich, Daniel (D.J.)
Sent: Wednesday, January 15, 2014 5:08 PM
To: Taylor, Perry (P.A.)
Cc: Koon, Mason (M.L.)
Subject: RE: 1FT7W2BT1EE[redacted]

Perry,
Nice. I wrote it; so, it really fits the famous quote quite nicely, "So it shall be written. So it shall be done." – The Pharaoh Rameses II (Yul Brynner) in the 1956 movie The Ten Commandments.

On the dislike or defective question, I thought Tom had a binning practice on this that went like:

- Dislike = The customer brought vehicle in for it, but part was declared TNI, or was still in process of getting reviewed by the supplier.
- Defective = The supplier had looked at the part, and confirmed it does not meet requirements.

You'll want to check with Mr. Bushman on this.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Taylor, Perry (P.A.)
Sent: Wednesday, January 15, 2014 4:03 PM
To: Rinkevich, Daniel (D.J.)
Cc: Koon, Mason (M.L.)
Subject: RE: 1FT7W2BT1EE[redacted]

So let it be said, so let it be done.

Wait a minute how do I know if this should be

EXHAUST GAS TEMPERATURE	DISLIKE	DESIGN			SCORPIO

SENSOR					CH2

Or

EXHAUST GAS TEMPERATURE SENSOR	DEFECTIVE				SCORPIO CH2

Perry A. Taylor

PVT Powertrain

~~Louisville Assembly~~ Kentucky Truck Plant

Cell Phone: (313) 805-5182

~~Desk Phone: (502) 357-6004~~

~~Fax: (502) 364-3935~~

PTAYLOR8@ford.com

From: Rinkevich, Daniel (D.J.)
Sent: Wednesday, January 15, 2014 1:56 PM
To: Taylor, Perry (P.A.)
Cc: Koon, Mason (M.L.)
Subject: RE: 1FT7W2BT1EE[redacted]

Perry,
Yes they are related. I would have put it in the other bin. In general, if they are both together flag the EGT sensor.

The NOx module has a temp sensor that is compared to the EGT next to it on a cold start. If the numbers don't line up the PCM throws a PO6EA or P06EB. Sometimes it also sends the EGT sensor code, but the delta temp to throw a NOx code is more sensitive. The service manual says to look at the temp sensor as one of the steps in diagnosis of the NOx sensor.

In this case the P20EE is the SCR cat efficiency is below the threshold. Perhaps the PCM thought the SCR is at is at a higher temp than the real SCR temp due to a bad temp sensor, so it would have expected the SCR to be lit off when it was not. Hence efficiency would be less than expected.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Taylor, Perry (P.A.)
Sent: Wednesday, January 15, 2014 1:04 PM
To: Rinkevich, Daniel (D.J.)
Cc: Koon, Mason (M.L.)
Subject: 1FT7W2BT1EE[redacted]

Ever see a NOx sensor AND EGT 4 sensor go bad at the same time? Yes or no, I need to bin a single bin category. What is your gut feel on this claim?

P247B EXHAUST GAS TEMPERATURE OUT OF RANGE (BANK 1 SENSOR 4) EXH GAS SENSOR (COMPONENT)

P20EE SCR NOX CATALYST EFFICIENCY BELOW THRESHOLD (BANK 1) NOX CATALYST (SYSTEM)

I went with

NITROGEN OXIDE SENSOR	DEFECTIVE

Let me know if I should change.

Perry A. Taylor

PVT Powertrain

~~Louisville Assembly~~ Kentucky Truck Plant

Cell Phone: (313) 805-5182

~~Desk Phone: (502) 357-6004~~

~~Fax: (502) 364-3935~~

PTAYLOR8@ford.com

From: McDonagh, Scot (S.M.)
Sent: Thursday, June 13, 2013 11:53 AM
To: 'Philbin, Jeff'
Cc: Rinkevich, Daniel (D.J.); Dixon, Mark (M.R.)
Subject: RE: 1FT7W2BT2DE[redacted]- EGT P242B

THANK YOU- Will have vehicle ready for EGT testing

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

From: Philbin, Jeff [mailto:Jeff.Philbin@stoneridge.com]
Sent: Wednesday, June 12, 2013 3:51 PM
To: McDonagh, Scot (S.M.)
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: 1FT7W2BT2DE[redacted]- EGT P242B

Picked up this part – I am driving to our plant tomorrow and will hand-deliver. I will stop by your desks after 2:30 before I leave to make sure there is no other info you need…

Also – I will pick up at least the first 2 requested returns and have at Ford on Monday or Tuesday afternoon for additional vehicle testing.

Thank you.

Jeffrey Philbin

From: McDonagh, Scot (S.M.) [mailto:smcdonag@ford.com]
Sent: Wednesday, June 12, 2013 11:54 AM
To: Rinkevich, Daniel (D.J.)
Cc: Moylan, James (J.J.); Philbin, Jeff; Sonat, Ibrahim (I.); Dixon, Mark (M.R.); Wagers, Sue (S.K.); Bogema, John (P.); Lyon, Peter (P.M.)
Subject: RE: 1FT7W2BT2DE[redacted]- EGT P242B

Dan- EGT Sensor return #23 is on my desk. Same VIN as Sensor return # 22. Vehicle came back ~250 miles after 1st Repair

1st Repair- DTC P242B

2nd Repair- DTC P2479

Scot G. McDonagh
PT Quality Engineering

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

From: Moylan, James (J.J.)
Sent: Tuesday, May 21, 2013 6:48 AM
To: Phillips, Michelle (M.R.); McDonagh, Scot (S.M.); Philbin, Jeff; Sonat, Ibrahim (I.)
Subject: 1FT7W2BT2DE[redacted] - EGT P242B

Michelle,

Please request this part for Scot. Please check for visual damage when received. Thanks.

AC3Z 5J213 B	SNS ASY-ENG EXH TEMP THRML

Server: **AWS Prod**
Claims loaded through: **20-MAY-2013**

Claim Detail Report



Note: All costs are in US dollars
Model Year = 2013; **Claim Key** = 1747661

Vehicle Information

Model Year:	2013
Market Derived:	F - FORD
Body/Cab Type:	T/BC - DOUBLE CAB (CREW CAB)
Version/Series:	T/BD-250 SERIES
Drive Type:	T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line:	T/FA-P473 SUPER DUTY [11-14]
Warranty Start Date:	15-FEB-2013
Production Date:	14-JAN-2013
VIN:	1FT7W2BT2DE[redacted]

Claim Information

Document Number:	82579801
Repair Date:	15-MAY-2013
Distance:	3419
TIS:	3
AWS Load Date:	20-MAY-2013

Expense Information

Dealer

Information:

		Customer Paid Amount:	.00
Dealer Name	RANDALL REED'S PRESTIGE FORD	Deductible Amount:	.00
Dealer Code:	09469 - *	Dealer Paid Amount:	.00
Address:	3601 S. SHILOH RD.	Labor Cost:	118.46
City:	GARLAND	Misc. Expense Amount:	.00
State:	TX Zip Code:75041	Part Markup Amount:	8.93
Country:	USA Region Code: NA	Material Cost:	31.26
Phone:	(972)864-3673	Total Cost Gross:	149.72



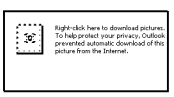
Cust. Concern Code:	E29 - CHECK ENGINE LIGHT TROUBLE
Condition Code:	42 - DOES NOT OPERATE PROPERLY
Technician Comment:	VERIFED CUSTOMER CONCERN PERFROMED KOEO TEST FOUND DTC P242B PERFROMED PPT RC MONITOR PIDS FOUND EGT SENSOR 1 3 READS OVER 10000K REPLACE SENSOR ROAD TEST RETEST PASS
Customer Comment:	CUST STATES AFTER PICKING UP YESTERDAY CHECK ENGINE LIGHT H AS COME ON



Labor Op Code	Labor Op Description	Labor Op Cost
12650DD		19.74
12650DX1	EXTRA TIME TO REPEAT FINAL QUICK TEST	9.87
12650D50		29.62
12650D68C		59.23



Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	Part CPSC	Extended Quantity	Amount
Y	AC3Z	5J213	B	SNS ASY-ENG EXH TEMP THRML	031403	1	31.26



DTC **Mil. Light On** Y

Sections: =

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
Y	KC	P242B	EXHAUST GAS TEMPERATURE SENSOR CIRCUIT RANGEPERFORMANCE (BANK 1 SENSOR 3)	40	EXH GAS SENSOR(COMPONENT)
Y	KO	P242B	EXHAUST GAS TEMPERATURE SENSOR CIRCUIT RANGEPERFORMANCE (BANK 1 SENSOR 3)	40	EXH GAS SENSOR(COMPONENT)
Y	KR	P242B	EXHAUST GAS TEMPERATURE SENSOR CIRCUIT RANGEPERFORMANCE (BANK 1 SENSOR 3)	40	EXH GAS SENSOR(COMPONENT)



Any comments? You can contact
<< OLE Object: Picture (Device Independent Bitmap) >> webmaster

31486

James J. Moylan tcb
Kentucky Truck Plant
Powertrain PVT - Sr. Engineer
313-805-3887
><((((º>

From: Koon, Mason (M.L.)
Sent: Tuesday, December 03, 2013 8:48 PM
To: Hutchinson, Rob (R.); Sonat, Ibrahim (I.); Robert.Doering@stoneridge.com; Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Han, Tao (THAN@ngksparkplugs.com); Ukuser, Burak (B.)
Cc: Bushman, Thomas (T.S.)
Subject: RE: 1FT7W2BT3EE[redacted] - P473 P06EB

Thanks, Rob. Sounds good.

From: Hutchinson, Rob (R.)
Sent: Tuesday, December 03, 2013 3:48 PM
To: Koon, Mason (M.L.); Sonat, Ibrahim (I.); Robert.Doering@stoneridge.com; Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Han, Tao (THAN@ngksparkplugs.com); Ukuser, Burak (B.)
Cc: Bushman, Thomas (T.S.)
Subject: RE: 1FT7W2BT3EE[redacted]- P473 P06EB

I requested all these to me… and I will pass them to the appropriate supplier.

Rob Hutchinson
Quality Analyst Sensors / Aux Modules
Powertrain Controls
Dearborn - Building 2 Room 22J04
1-313-845-1113
rhutch13@ford.com

From: Koon, Mason (M.L.)
Sent: Tuesday, December 03, 2013 3:40 PM
To: Hutchinson, Rob (R.); Sonat, Ibrahim (I.); Robert.Doering@stoneridge.com; Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Han, Tao (THAN@ngksparkplugs.com); Ukuser, Burak (B.)
Cc: Bushman, Thomas (T.S.)
Subject: 1FT7W2BT3EE[redacted]- P473 P06EB

Rob,

Can you request these parts to Tao Han (PT-82)?
DC3Z 9D378 B SENSOR - ENG EXH NOX
DC3Z 5K202 B CTRL MODULE - NOX

And these parts?
AC3Z 5J213 B SNS ASY-ENG EXH TEMP THRML

3U2Z 14S411 BXAB KIT-WIRING PIGTAIL

Rob, do you know if they techs are still supposed to flash the trucks with a P06EA/B code?

Server: **AWS Prod**
Claims loaded through: **02-DEC-2013**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2014; **Claim Key** = 211979

Vehicle Information

Model Year: 2014
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/BD-250 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FA-P473 SUPER DUTY [11-15]
Warranty Start Date: 31-AUG-2013
Production Date: 31-JUL-2013
VIN: 1FT7W2BT3EE[redacted]

Claim Information

Document Number: 525275A
Repair Date: 22-NOV-2013
Distance: 7261
TIS: 3
AWS Load Date: 02-DEC-2013

Dealer Information:

Dealer Name: TOMBALL FORD, INC.
Dealer Code: 06042 - *
Address: 22702 SH 249
City: TOMBALL
State: TX Zip Code:77375
Country: USA Region Code: NA
Phone: (281)351-3000

Expense Information

Customer Paid Amount:	.00
Deductible Amount:	.00
Dealer Paid Amount:	.00
Labor Cost:	141.35
Misc. Expense Amount:	.00
Part Markup Amount:	129.57
Material Cost:	453.49
Total Cost Gross:	594.84

Cust. Concern Code: E29 - CHECK ENGINE LIGHT TROUBLE

Condition Code: 42 - DOES NOT OPERATE PROPERLY

Technician Comment: 245 ENGINE HRS. TESTED THE VEHICLE FOR THE CHECK ENGINE LIGHT ILLUMINATED VERIFYING THE CONCERN. RAN CODES THREE PRESENT. DTC P06EB P246E AND P246F. RAN OASIS FOUND TWO SSMS FOR THE DTCS SSM 44208 FOR DTC P06EB SSM 44294 FOR DTCS P246E P246F. REMOVED AND REPLACED THE NOX12 SENSOR AND MODULE FOLLOWING SSM 44208 LEAVING SENSOR AND MODULE CONNECTED. PERFORMED PPT RC1 CODE PRESENT. PPTRC2 OIL LEVEL OK. PPT RC3 COOLANT LEVEL OK. PPTRC4 NO EXHAUST LEAKS PRESENT. PPTRC5 PID VALUE PEGED AT IDS LIMIT 1999 DEGREES FOR EGT14. REMOVED AND REPLACED THE EGT14 SENSOR LEAVING THE CONECTOR ON AS PER SSM 44294. PERFORMED WIRE REPAIR INSTALLING NEW CONNECTOR PIG

TAIL AS PER SSM 44294. CLEARED CODES AND ROAD TESTED THE VEHICLE NO CODES PRESENT AT THIS TIME.

Customer Comment: CHECK ENGINE LIGHT IS ON

Labor Op Code	Labor Op Description	Labor Op Cost
12650D68		28.27
12650D74		37.69
12650DD		18.85
12650DX1	EXTRA TIME TO REPEAT FINAL QUICK TEST	9.42
MT14S411		47.12

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
N	AC3Z	5J213	B	SNS ASY-ENG EXH TEMP THRML	031403	1	43.74
N	3U2Z	14S411	BXAB	KIT-WIRING PIGTAIL	180100	1	38.60
N	DC3Z	9D378	B	SENSOR - ENG EXH NOX	031403	1	229.60
N	DC3Z	5K202	B	CTRL MODULE - NOX	031401	1	141.55
Y	*	5J213	*	SNS ASY-ENG EXH TEMP THRML	031403	0	.00

DTC Sections: **Mil. Light On =** N

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
Y	KC	P06EB	NOX SENSOR PROCESSOR PERFORMANCE (BANK 1 SENSOR 2)	40	EXH GAS SENSOR(COMPONENT)
Y	KC	P246F	EXHAUST GAS TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE (BANK 1 SENSOR 4)	40	EXH GAS SENSOR(COMPONENT)
Y	KC	P246E	EXHAUST GAS TEMPERATURE SENSOR CIRCUIT (BANK 1 SENSOR 4)	40	EXH GAS SENSOR(COMPONENT)
N	KO	P1111	SYSTEM PASS	27	NO-FAULT CODES
N	KR	P1111	SYSTEM PASS	27	NO-FAULT CODES

Any comments? You can contact



webmaster

34451

Mason Koon
P473 PVT - KTP
(313) 806 3088
mkoon1@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, June 17, 2014 1:20 PM
To: Jeffrey.Philbin@stoneridge.com; Rinkevich, Daniel (D.J.); Erginer, Bora (B.E.)
Cc: Volinski, Bridget (.); Wagers, Sue (S.K.); Roberts, James (J.B.); Steslicki, Michael (M.E.)
Subject: RE: 1FT7W2BT5EE[redacted] EGT replaced



Be on the Lookout for this Exhaust Gas Temperature Sensor (EGT 12); (5J213). It was replaced in warranty and I have hot requested the part back through Rob Hutchinson. VIN = 1FT7W2BT5EE[redacted]

(See the little graphic? The guy looks worried. Should I be worried?)

Mike S. – I am only HOT requesting 2014MY parts at this point, since I notice that you have been handling the 2015MY. Parts did not change, so as far a performance of the sensor there should be no influence due to model year change.

Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Monday, June 16, 2014 8:48 AM
To: Jeffrey.Philbin@stoneridge.com; Rinkevich, Daniel (D.J.); Erginer, Bora (B.E.)
Cc: Volinski, Bridget (.); Wagers, Sue (S.K.); Roberts, James (J.B.) (jrobert4@ford.com); Steslicki, Michael (M.E.)
Subject: 1FT8W3DT1EE[redacted] EGT replaced

(2014MY)

RQ14-005 001395 ER

<< OLE Object: Picture (Device Independent Bitmap) >> **Be on the Lookout** for this Exhaust Gas Temperature Sensor (EGT 12); (5J213). It was replaced in warranty and I have hot requested the part back through Rob Hutchinson. VIN = 1FT8W3DT1EE[redacted]

Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, June 05, 2014 8:06 AM
To: Jeffrey.Philbin@stoneridge.com; Rinkevich, Daniel (D.J.); Erginer, Bora (B.E.); Steslicki, Michael (M.E.)
Cc: Volinski, Bridget (.); Wagers, Sue (S.K.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: 1FT7W2BT2EE[redacted]; EGT replaced

<< OLE Object: Picture (Device Independent Bitmap) >> BE ON THE LOOKOUT for this Exhaust Gas Temperature Sensor (EGT 14); [-5J213-]; *not same one that was requested yesterday*. It was replaced in warranty and I have hot requested (express OVERNIGHT) the part back through Rob Hutchinson. VIN = 1FT7W2BT2EE[redacted]

Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Wednesday, June 04, 2014 9:10 AM
To: Jeffrey.Philbin@stoneridge.com; Rinkevich, Daniel (D.J.); Erginer, Bora (B.E.); Steslicki, Michael (M.E.)
Cc: Volinski, Bridget (.); Wagers, Sue (S.K.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: 2015 MY 6.7L P473 Daily AWS Claims / GCQIS Reports (6/3/14)

<< OLE Object: Picture (Device Independent Bitmap) >> BE ON THE LOOKOUT for this Exhaust Gas Temperature Sensor (EGT 14); (5J213). It was replaced in warranty and I have hot requested (express OVERNIGHT) the part back through Rob Hutchinson. VIN = 1FT7W2BT8EE[redacted]

Typically I do not express request these parts, but with EGT replacements at Number 5 in the last 4MOP, I felt it was prudent to take this action. << File: 1FT7W2BT8EE[redacted]pdf >>

Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, June 03, 2014 10:39 AM
To: Jeffrey.Philbin@stoneridge.com; Rinkevich, Daniel (D.J.); Erginer, Bora (B.E.)
Cc: Volinski, Bridget (.); Wagers, Sue (S.K.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: FW: 2015 MY 6.7L P473 Daily AWS Claims / GCQIS Reports (6/3/14)

Jeff, as master of the obvious, I wanted to point out that we have had (12) this calendar year (2 in 2015MY; shown in yellow)

VIN Code	Production Date
1FT8W3BT9FE[redacted]	4/28/2014
1FT8W3BT6FE[redacted]	4/14/2014
1FT7W2BT5EE[redacted]	2/19/2014
1FD0W5HT5EE[redacted]	2/10/2014
1FT7W2BT3EE[redacted]	1/31/2014
1FD8W3HT0EE[redacted]	1/27/2014
1FT7W2BT0EE[redacted]	1/25/2014
1FD0W4HT2EE[redacted]	1/24/2014
1FDUF5HT4EE[redacted]	1/22/2014
1FT7W2BT4EE[redacted]	1/15/2014
1FT8W3BT0EE[redacted]	1/13/2014
1FD0X5HTXEE[redacted]	1/9/2014

The last action (to address -Poor Quality Terminal Solder) had a In Plant date of 1/22/14. If this date is solid, then that would mean we have had 8 since that point (broken containment). The action prior to that was the EGT & NOx wire crimp improvements with 12/16/13 IPD at KTP.

The first question is did we break containment? This can be quickly answered if any of the sensors above the line (one with vehicle build dates passed 1/22) have been returned. If so, can you determine the sensor build date.

Next question would be have any of the parts been analyzed? If so, what have they shown. There is speculation that perhaps the wire crimp issue has not been sufficiently put to bed. To verify this, we (Ford Motor Company) need to request back some connectors in addition to the sensors. We have not issued this request because we wanted to see if the return part analysis either supported this decision or dictated another course of action.

So basically, we need to know if any of these above parts have been received and if yes, have any been analyzed.

Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Steslicki, Michael (M.E.)
Sent: Tuesday, June 03, 2014 8:08 AM
To: Armesto, Carlos (.); Arzaga, Rafael (R.); Backer, Brad (W.B.); Bailey, Owen (O.R.); Barta, Guido (G.); Beltramo, Joel (J.J.); Bird, Kevin (M.); Blyth, Graham (G.); Boerger, Jim (J.G.); Boone, Bill (W.P.); Castillo, Luis Antonio (L.); Cercone, Guy (G.); Cervenan, Neil (N.J.); Chacon, Jose (A.); Chretien, Paul (P.); Condron, Brian (B.G.); Cooper, Scott (S.D.); Cowher, Terry (T.); Crudo, Frank (F.J.); Czapski, Mark (M.G.); Davis, Craig (C.B.); Dewald, Christopher (C.); Dihle, Ken (K.M.); Dixon, Mark (M.R.); Dobson, Kevin (K.E.); Douglas, Jason (J.); Eis, Peter (P.R.); Erickson, Tom (T.C.); Fulton, Brien (B.L.); Giunta, Michael (M.J.); Goodwin, William (W.R.); Hale, Curt (B.C.); Hansen, James (J.B.); Hawk, Steve (S.D.); Holmes, Douglas (D.A.); Hutchinson, Rob (R.); Hwang, Sheng-Jiaw (S.J.); Ives, David (D.C.); Johnson, Seth (S.); Kainz, Laura (L.L.); Kormanis, Laura (L.H.); Korpics, Frank (F.M.); Kue, Ace (K.); Littles, Milton (M.D.); Ludlow, Jamie (J.M.); Luginbill, Michael (M.); Lyon, Peter (P.M.); Mahoney, Mark (M.M.); Maynard, Roger (R.W.); McDonagh, Scot (S.M.); Menard, Rick (R.A.); Merrell, Robert (R.J.); Montgomery, Kerry (K.P.); Morelli, Anthony (A.J.); Oberski, Christopher (C.); Opolsky, Norman (N.H.); Oyafuso, Kevin (K.G.); Pollitt, Dwayne (D.); Provagna, John (J.D.); Pusta, Ionut (I.); Rauch, Jim (J.R.); Renaud, Chris (C.M.); Roberts, James (J.B.); Roberts, Ryan (R.S.); Ronzi, Bill (W.C.); Ruppert, Dave (D.R.); Siitari, James (J.R.); Soto, Eduardo (E.); Sowards, John (J.); Sparks, Douglas (D.S.); Stanley, Daniel (D.J.); Szymusiak, Scott (S.J.); Taylor, James (J.D.); Taylor, Perry (P.A.); Tyahla, Mark (M.A.); Vykydal, Marianne (M.L.); Wagers, Sue (S.K.); Webb, Timothy (T.J.); Wong, Benny (.); Yeung, Lem (.); Zelecki, Thomas (T.); Ziemba, Gregory (G.); Zimmerman, Bret (B.A.)
Subject: 2015 MY 6.7L P473 Daily AWS Claims / GCQIS Reports (6/3/14)

There were six new AWS claims and no new GCQIS reports today.

The (6) new AWS claims are as follows
(1) **26 miles, 5/1/14 VBD** – Broken EGR valve discovered on PDI – replaced EGR valve **(I have submitted a priority 700 tag request for this part)**
(2) **37 miles, 3/24/14 VBD** – Mil light – codes P2080, P0546 – replaced EGT sensor **(I have submitted a priority 700 tag request for this part)**
(3) **3 miles, 3/26/14 VBD** – Mil light – code P242B – replaced EGT sensor **(I have submitted a priority 700 tag request for this part)**
(4) **4 miles, 5/6/14 VBD** – Mil light – code P0073 – found pins 12 & 13 incorrectly wired on connector C601 – repaired wiring
(5) **54 miles, 5/12/14 VBD** – No acceleration at times – no codes – replaced brake lamp switch
(6) **50 miles, 3/19/14 VBD** – No acceleration at times – no codes – replaced brake lamp switch

The new claims from today are highlighted in yellow in the AWS Claims tab in the file below.

<< File: 2015 MY 6.7L P473 Field Issues Tracking.xlsx >>
The latest updated file can always be found at the following sharepoint site.

https://team.sp.ford.com/sites/ptquality/15%20-%20P473%20EWRT/default.aspx?RootFolder=%2Fsites%2Fptquality%2F15%20%2D%20P473%20EWRT%2FShared%20Documents%2F2015%20MY%206%2E7L%20P473&FolderCTID=0x012000DC8C5DE2E3B30E4DAA89852EA608A302&View={3B9E7937-8241-4356-B4E6-6A57B8624CCB}

Reminder: *Coordinate with the 6.7L P473 EWRT and FCSD before contacting dealership personnel regarding any AWS or CQIS claim. All direction given to a dealer* ***must*** *be documented in GCQIS per the TREAD act. If you do not have GCQIS access, please send me a note and I will update GCQIS for you.*

Part Return

1FT8W3BT9FE[redacted] – EGT Sensor – expected back today per UPS Tracking

Mike Steslicki
Quality Analyst
Ford Motor Company
Powertrain Engineering
(313) 805-9888

From: Hutchinson, Rob (R.)
Sent: Tuesday, November 12, 2013 1:37 PM
To: Koon, Mason (M.L.); Sonat, Ibrahim (I.); Robert.Doering@stoneridge.com; Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.)
Cc: Bushman, Thomas (T.S.)
Subject: RE: 1FT7W2BT8DE[redacted] - P473 P2084
Attachments: [Auto Approval] Request Approved, Request # 336356; New Request, Request # 297102

EGT requested.

My personal opinion is that if a dealer/technician ignores an SSM, they should be charged back.

Top of Form

SSM 44183 - 2013-2014 F-Super Duty - 6.7L Diesel - MIL On With DTC P246F, P246E, P242A, P22FF, P2080, P2084, P242B, P2470, P2031, P0544 - EGT Sensor Replacement

Some 2013 F-Super Duty vehicles equipped with a 6.7L Diesel engine may exhibit DTCs P246F, P246E, P242A, P22FF, P2080, P2084, P242B, P2470, P2031, P0544. When diagnosing any of these DTCs, if normal PC/ED diagnostics lead to replacement of an EGT sensor, replace the sensor and the corresponding connector on the wire harness using pigtail kit (3U2Z-14S411-BXAB).

Bottom of Form

Rob Hutchinson

Quality Analyst Sensors / Aux Modules

Powertrain Controls

Dearborn - Building 2 Room 22J04

1-313-845-1113

rhutch13@ford.com

From: Koon, Mason (M.L.)
Sent: Tuesday, November 12, 2013 8:16 AM
To: Hutchinson, Rob (R.); Sonat, Ibrahim (I.); Robert.Doering@stoneridge.com; Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.)
Cc: Bushman, Thomas (T.S.)
Subject: 1FT7W2BT8D[redacted] - P473 P2084

Rob,

Can you request this part back?
AC3Z 5J213 B SNS ASY-ENG EXH TEMP THRML

Server: **AWS Prod**
Claims loaded through: **11-NOV-2013**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2013; **Claim Key** = 4100395

Vehicle Information

Model Year: 2013
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/BD-250 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FA-P473 SUPER DUTY [11-15]
Warranty Start Date: 27-AUG-2013
Production Date: 11-JUL-2013
VIN: 1FT7W2BT8DE[redacted]

Claim Information

Document Number: 205732C
Repair Date: 06-NOV-2013
Distance: 3167
TIS: 3
AWS Load Date: 11-NOV-2013

Dealer Information:

Dealer Name: REYNOLDS FORD OF OKC, INC.
Dealer Code: 07598 - *
Address: 7320 NW EXPRESSWAY
City: OKLAHOMA CITY
State: OK Zip Code:73132
Country: USA Region Code: NA
Phone: (405)728-2411

Expense Information

Customer Paid Amount:	.00
Deductible Amount:	.00
Dealer Paid Amount:	.00
Labor Cost:	81.93
Misc. Expense Amount:	.00
Part Markup Amount:	12.50
Material Cost:	43.74
Total Cost Gross:	125.67

Cust. Concern Code: E29 - CHECK ENGINE LIGHT TROUBLE
Condition Code: 42 - DOES NOT OPERATE PROPERLY
Technician Comment: DIAG FOUND CODE P2084. CHECKED PIDS FOUND EGT 12 AT 158 DEGREES COLD SOAK. FREEZE FRAME DATA SHOWS EGT 12 AT 158 ENGINE COLD. REPLACED EGT 12 SENCOND SENSOR BACK ON DPF. ROADTEST ALL OK TECH 89JS
Customer Comment: C/S CHECK ENGINE LIGHT ON

Labor Op Code	Labor Op Description	Labor Op Cost
12650D68B		45.52
12650D80D		9.10
12650DD		18.21
12650DX1	EXTRA TIME TO REPEAT FINAL QUICK TEST	9.10

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	AC3Z 5J213	B		SNS ASY-ENG EXH TEMP THRML	031403	1	43.74

DTC Sections: **Mil. Light On =** N

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
Y	KC	P2084	EXHAUST GAS TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE (BANK 1 SENSOR 2)	40	EXH GAS SENSOR(COMPONENT)
N	KO	P1111	SYSTEM PASS	27	NO-FAULT CODES
N	KR	P1111	SYSTEM PASS	27	NO-FAULT CODES

Any comments? You can contact

webmaster

3140

Mason Koon
P473 PVT - KTP
(313) 806 3088
mkoon1@ford.com

From: wpacwh@ford.com
Sent: Tuesday, November 12, 2013 1:33 PM
To: Hutchinson, Rob (R.); Parts, Warranty (W.)
Subject: [Auto Approval] Request Approved, Request # 336356

Your request has been approved, click here to view the request summary http://www.wpac.ford.com/prs/approver/PRS_summary.asp?reqid=297102 Your temporary web reference # 297102 Your RAC Code is - Your Request Number is 336356

From: wpacwh@ford.com
Sent: Tuesday, November 12, 2013 1:33 PM
To: Mitchell, Anthony (A.N.); Hutchinson, Rob (R.)
Subject: New Request, Request # 297102

Your request has been submitted, click here to view the request summary
http://www.wpac.ford.com/prs/PRS_Summary.asp?reqid=297102 Your temporary web reference #: 297102

From: Rinkevich, Daniel (D.J.)
Sent: Monday, June 24, 2013 12:09 PM
To: McDonagh, Scot (S.M.)
Subject: RE: 1FT7W2BTXDE[redacted] - EGT P246E/F

Super!

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: McDonagh, Scot (S.M.)
Sent: Monday, June 24, 2013 7:45 AM
To: Moylan, James (J.J.)
Cc: Dixon, Mark (M.R.); Wagers, Sue (S.K.); Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.)
Subject: RE: 1FT7W2BTXDE[redacted] - EGT P246E/F

I am installing (4) TNI Hi-Stat EGT returns into Test vehicle T114 today. Don't have Avitek data recorder so I will use a MyCANIC to confirm if DTCs are set in PCM.

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

From: Moylan, James (J.J.)
Sent: Monday, June 24, 2013 7:32 AM
To: Phillips, Michelle (M.R.); McDonagh, Scot (S.M.); Philbin, Jeff; Straub, Brady (Brady.Straub@stoneridge.com); Sonat, Ibrahim (I.)
Subject: 1FT7W2BTXDE[redacted] - EGT P246E/F

Michelle,

Please hot process this part to Scot. There is no GCQIS report on this claim. Thanks.

AC3Z 5J213 B SNS ASY-ENG EXH TEMP THRML

Server: **AWS Prod**
Claims loaded through: **21-JUN-2013**

RQ14-005 001405 ER

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2013; **Claim Key** = 2039274

Vehicle Information

Model Year: 2013
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/BD-250 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FA-P473 SUPER DUTY [11-14]
Warranty Start Date: 17-MAR-2013
Production Date: 05-FEB-2013
VIN: 1FT7W2BTXDE[redacted]

Claim Information

Document Number: 668058A
Repair Date: 31-MAY-2013
Distance: 3102
TIS: 3
AWS Load Date: 21-JUN-2013

Dealer Information:

Dealer Name: MULLINAX FORD
Dealer Code: 03277 - *
Address: 1210 NORTHLAKE BLVD.
City: LAKE PARK
State: FL Zip Code:33403
Country: USA Region Code: NA
Phone: (561)845-2900

Expense Information

Customer Paid Amount:	.00
Deductible Amount:	.00
Dealer Paid Amount:	.00
Labor Cost:	99.40
Misc. Expense Amount:	.00
Part Markup Amount:	20.25
Material Cost:	42.58
Total Cost Gross:	141.98

Cust. Concern Code: E29 - CHECK ENGINE LIGHT TROUBLE
Condition Code: 42 - DOES NOT OPERATE PROPERLY
Technician Comment: VERIFIED CONCERN LIGHT ON CHECK CODES P246F P246E STORED PERFORM PIN TEST RC1 KOEO KOER CMDTC P246F RC2 CHECK OIL LEVEL PASS RC3 CHECK COOLANT LEVELS PASS RC4 INSPECT EXHAUST NO LEAKS OR CO NTAMINATION RC5 MONITOR PIDS EGT 11 12 13 14 NONE READING ABOVE 2012DEGREES RC6 MONITOR EGT 11 12 13 14 VOLTAGE WHILE WIGGLING HARNESS AND SIMULATING ROAD SHOCK NO CHANGE RC7 COLD SOAK VEHICLE MONITOR PIDS EGT
Customer Comment: CHECK ENINGE LIGHT ON,,

Labor Op Code	Labor Op Description	Labor Op Cost
12650D45D		29.82
12650D68		29.82
12650D80D		9.94
12650DD		19.88
12650DX1	EXTRA TIME TO REPEAT FINAL QUICK TEST	9.94

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	AC3Z	5J213	B	SNS ASY-ENG EXH TEMP THRML	031403	1	42.58

DTC Sections: **Mil. Light On =** Y

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
	KC	P246F			
	KO	P246F			
	KR	P246F			

Any comments? You can contact

<< OLE Object: Picture (Device Independent Bitmap) >> webmaster

3767

James J. Moylan tcb
Kentucky Truck Plant
Powertrain PVT - Sr. Engineer
313-805-3887
><((((º>

From: Phillips, Michelle (M.R.)
Sent: Tuesday, October 22, 2013 7:36 PM
To: Koon, Mason (M.L.); Hutchinson, Rob (R.); Sonat, Ibrahim (I.); Robert.Doering@stoneridge.com; Rinkevich, Daniel (D.J.)
Cc: Bushman, Thomas (T.S.); McDonagh, Scot (S.M.)
Subject: RE: 1FT8W3BT5EE[redacted] - P473

Hi Mason,
I spoke with Allison Stewart in parts this is all set and will ship out today to Scot McDonagh here is your Fedex tracking info.

795854428108

Thanks,
Michelle

From: Koon, Mason (M.L.)
Sent: Tuesday, October 22, 2013 8:01 AM
To: Phillips, Michelle (M.R.); Hutchinson, Rob (R.); Sonat, Ibrahim (I.); Robert.Doering@stoneridge.com; Rinkevich, Daniel (D.J.)
Cc: Bushman, Thomas (T.S.)
Subject: 1FT8W3BT5EE[redacted] - P473

Michelle,

It looks like the dealership completed this repair by stealing parts off another truck, will it be possible to request parts on this one?

If it is, please send them to Scot McDonagh (TR75)
* 5J213 * SNS ASY-ENG EXH TEMP THRML

Server: **AWS Prod**
Claims loaded through: **21-OCT-2013**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2014; **Claim Key** = 116823

Vehicle Information
Model Year: 2014
Market Derived: F - FORD

Claim Information
Document Number: 04123501
Repair Date: 17-OCT-2013

Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/CD-350 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FA-P473 SUPER DUTY [11-15]
Warranty Start Date:
Production Date: 12-SEP-2013
VIN: 1FT8W3BT5EE[redacted]

Distance: 6
TIS: -1
AWS Load Date: 21-OCT-2013

Dealer Information:

Dealer Name: VERMILLION FORD, INC.
Dealer Code: 09206 - *
Address: 101 W CHERRY STREET
City: VERMILLION
State: SD Zip Code:570690495
Country: USA Region Code: NA
Phone: (605)624-8624

Expense Information

Customer Paid Amount:	.00
Deductible Amount:	.00
Dealer Paid Amount:	.00
Labor Cost:	28.91
Misc. Expense Amount:	.00
Part Markup Amount:	.00
Material Cost:	.00
Total Cost Gross:	28.91

Cust. Concern Code: E29 - CHECK ENGINE LIGHT TROUBLE
Condition Code: 42 - DOES NOT OPERATE PROPERLY
Technician Comment: REMOVE SENSORS FROM NEW VEHICLE TO COMPLETE REPAIRS ON CUSTOMERS VEHICLE. USED PARTS FROM INSTOCK VEHICLE FOR REPAIR ON RO # 41162. REPLACED 2 EGT SENSORS ON RO # 41162.
Customer Comment: VEHICLE STALLED MIL LIGHT ON?

Labor Op Code	Labor Op Description	Labor Op Cost
MT131001		28.91

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	*	5J213	*	SNS ASY-ENG EXH TEMP THRML	031403	0	.00

DTC Sections: **Mil. Light On =** N

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
N	KC	P200C	DIESEL PARTICULATE FILTER OVER TEMPERATURE (BANK 1)	44	PM FILTER (SYSTEM)
Y	KC	P2031	EXHAUST GAS TEMPERATURE SENSOR CIRCUIT (BANK 1 SENSOR 2)	40	EXH GAS SENSOR(COMPONENT)
Y	KC	P242A	EXHAUST GAS TEMPERATURE SENSOR CIRCUIT (BANK 1 SENSOR 3)	40	EXH GAS SENSOR(COMPONENT)
Y	KC	P204F	REDUCTANT SYSTEM PERFORMANCE (BANK 1)	38	NOX CATALYST (COMPONENT)
Y	KC	P2033	EXHAUST GAS TEMPERATURE SENSOR	39	EXH GAS SENSOR

			CIRCUIT HIGH (BANK 1 SENSOR 2)		(SYSTEM)
N	KO	P1111	SYSTEM PASS	27	NO-FAULT CODES
N	KR	P1111	SYSTEM PASS	27	NO-FAULT CODES

Any comments? You can contact



webmaster

28947

Mason Koon
P473 PVT - KTP
(313) 806 3088
mkoon1@ford.com

From: Caesar, Cynthia (C.L.)
Sent: Monday, July 28, 2014 1:17 PM
To: Dixon, Mark (M.R.); McDonagh, Scot (S.M.)
Cc: Wagers, Sue (S.K.); Johnson, Warren (W.K.); Rinkevich, Daniel (D.J.)
Subject: RE: 2011/12 MY EGT Spend

This is a reusing of data...from an EGT request Dan asked me to do last month. It is posted at:

https://team.sp.ford.com/sites/ptquality/01%20-%20Powertrain%20Quality%20Data/12%20AWS%20Warranty/Forms/AllItems.aspx

The file (SuperDuty EGT 11-12MY w DTCs_062514) is filtered to remove some of the duplicated occurrences.

Cynthia Caesar
Powertrain Quality - Senior Engineer
Bldg #3 32G154 84-56115

From: Dixon, Mark (M.R.)
Sent: Monday, July 28, 2014 8:49 AM
To: McDonagh, Scot (S.M.); Caesar, Cynthia (C.L.)
Cc: Wagers, Sue (S.K.); Johnson, Warren (W.K.); Rinkevich, Daniel (D.J.)
Subject: RE: 2011/12 MY EGT Spend

Cynthia, is it possible to create a 2011/12 MY DTC pivot table just for the EGT causal part (5J213)? Want to revisit whether we are missing some common EGT DTCs in our directed repair TSB. Not clear how common the DTCs in Scot's list below are – pivot table would answer the question.

From: McDonagh, Scot (S.M.)
Sent: Friday, July 25, 2014 10:05 AM
To: Dixon, Mark (M.R.)
Cc: Wagers, Sue (S.K.); Johnson, Warren (W.K.); Rinkevich, Daniel (D.J.)
Subject: RE: 2011/12 MY EGT Spend

- TSB 13-10-01

  2011-2012 - 6.7L - MIL On DTCs P2031, P2032, P2033, P2471, P2084, P2479, P242A, P242D,P246E,P0544 And/Or P247B -Exhaust Gas Temperature (EGT) Sensor Replacement

- TSB 13-10-02

2011-2012 F-Super Duty - 6.7L Diesel - Stop Safely Now Instrument Message - Malfunction Indicator Lamp (MIL) On With Diagnostic Trouble Codes P200E, P200C- Exhaust Gas Temperature (EGT) Sensor Replacement

(158) Claims >0.5 Labor Time

(33) of (158) Claims do not reference any DTCs

DTCs referenced in AWS Claims that are not included in TSB 13-10-01 & 13-10-02

P0133	<< OLE Object: Picture (Device Independent Bitmap) >> O2 Circuit Slow Response (Bank 1, Sensor 1)
P242E	<< OLE Object: Picture (Device Independent Bitmap) >> Exhaust Gas Temperature Sensor Circuit Intermittent/Erratic (Bank 1 Sensor 3)
P2043	<< OLE Object: Picture (Device Independent Bitmap) >> Reductant Temperature Sensor Circuit Range/Performance
P050E	<< OLE Object: Picture (Device Independent Bitmap) >> Cold Start Engine Exhaust Temperature Too Low
P249F	<< OLE Object: Picture (Device Independent Bitmap) >> Excessive Time To Enter Closed Loop DPF Regeneration Control
P249C	<< OLE Object: Picture (Device Independent Bitmap) >> SCR Time to Closed Loop
P208E	<< OLE Object: Picture (Device Independent Bitmap) >> Reductant Injection Valve Stuck Closed (Bank 1 Unit 1)
P06EA	<< OLE Object: Picture (Device Independent Bitmap) >> NOX Sensor Processor Performance (Bank 1 Sensor 1)
P244A	<< OLE Object: Picture (Device Independent Bitmap) >> Particulate Filter Differential Pressure Too Low (Bank 1)
P242C	<< OLE Object: Picture (Device Independent Bitmap) >> Exhaust Gas Temperature Sensor Circuit Low Bank 1 Sensor 3
P2426	<< OLE Object: Picture (Device Independent Bitmap) >> Exhaust Gas Recirculation Cooling Valve Control Circuit Low
P0299	<< OLE Object: Picture (Device Independent Bitmap) >> Turbocharger/Supercharger A Underboost Condition
P24A0	<< OLE Object: Picture (Device Independent Bitmap) >> Closed Loop DPF Regeneration Control At Limit - Temperature Too Low

P2463	<< OLE Object: Picture (Device Independent Bitmap) >> Particulate Filter Restriction - Soot Accumulation (Bank 1)

P246C	<< OLE Object: Picture (Device Independent Bitmap) >> Particulate Filter Restriction - Forced Limited Power (Bank 1)

<< File: tsb13-10-01.pdf >> << File: tsb13-10-02.pdf >>

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

From: Dixon, Mark (M.R.)
Sent: Thursday, July 24, 2014 2:39 PM
To: McDonagh, Scot (S.M.)
Cc: Wagers, Sue (S.K.); Johnson, Warren (W.K.); Rinkevich, Daniel (D.J.)
Subject: 2011/12 MY EGT Spend

Scot, could you check the red highlighted claims (claims with labor hours over the TSB 0.5 and only one EGT replaced per material column). Trying to understand why these techs are not staying within the 0.5 hr labor standard.

Could be many of these have DTCs not on the 2011/12 MY TSB. A few added labor time for things like DS removal/re-install for towing. I think the majority simply ignored the TSB and ran up diagnostic charges.

Thanks.

<< File: EGT warranty spd clms_load May_Jun14 2011 12 MY.xlsx >>

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

From: McDonagh, Scot (S.M.)
Sent: Friday, September 27, 2013 5:32 PM
To: Hutchinson, Rob (R.); Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); Philbin, Jeff (Jeff.Philbin@stoneridge.com); Rembert, Shannon (S.A.)
Subject: RE: 2013 EGT Matched set

I just received enclosed 14S411 connector for EGT Sensor that was direct shipped to Stoneridge. 14S411 connector & EGT return #100 are on Dan's desk.


13MY_145411-1....


13MY-P473-EGT-...

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

From: Hutchinson, Rob (R.)
Sent: Friday, September 27, 2013 1:03 PM
To: Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.)
Cc: Wagers, Sue (S.K.); Philbin, Jeff (Jeff.Philbin@stoneridge.com)
Subject: 2013 EGT Matched set

One has arrived!
<< OLE Object: Picture (Device Independent Bitmap) >>

Rob Hutchinson
Quality Analyst GPCSE Sensors
Global Powertrain Controls Systems Engineering
Dearborn - Building 2 Room 22J04
1-313-845-1113
rhutch13@ford.com

ATTN: Part Manager Warranty Parts Analysis FCS700 Return Document Print Date: 09/24/2013

[redacted]

TAG: [redacted] RAC:CA06 98
AC3Z 5J213 B REQ 302363
SENSOR - EXHAUST GAS - TEMPERATURE
SHIP/HOLD PER REGISTER INSTRUCTIONS
(if HAZMAT use kit FCS 12637)

[redacted]
LEXINGTON, OH [redacted]
F PA 09564 Harvard Ford, LLC
R 5250 South Route 14
O Harvard, IL 60033
M 815-943-4455

[redacted]

TAG: [redacted] RAC:CA06 98
AC3Z 5J213 B REQ 302363
SENSOR - EXHAUST GAS - TEMPERATURE
SHIP/HOLD PER REGISTER INSTRUCTIONS
(if HAZMAT use kit FCS 12637)

[redacted]
LEXINGTON, OH [redacted]
F PA 09564 Harvard Ford, LLC
R 5250 South Route 14
O Harvard, IL 60033
M 815-943-4455

Reprint Label 1ZE68A800390335094

VEH: 2013 F350 4X4 **Instruct:** GOVT REO CARB RETURN-DO NOT SCRAP!!313.248.5153
VIN: 1FT8W3BT4DE[redacted] **Core case:**
ODOM: 8143 M **AP:** LKTYTRK **Supplier:** F903A STONERIDGE INC
RO #: 001241 - 01 **ORG RO #:**
RO Date: 09/17/2013 **Paid Date:** 09/20/2013 **Approval 1/2:**
WSD: 06/04/2013 **ENG:** AC3A12B591AC **TCode:**
Build: 01/10/2013 **Trn:** W **WCC:** 2G02 **CPSC:** 031403
Causal: AC3Z 5J213B **Eng:**T 6.7L DI DFMXD06.771C **Axl:** 3J
CC:42 DOES NOT OPERATE PROPERLY **COV:**WEMISDS4 QUALITY REVIEW: LEVE **Accrd:**
Customer Comments: CHECK ENGINE LIGHT ON **CCC:** E29 "CHECK ENGINE" LIGHT TROUBLE

Tech Comments: EEC TEST CODES P2084 PERFORM PNT PT RC OVERTEMP SPEC 2012F. REPLACE NO 12 EGT AND CONNECTOR PER SSM 44183

FOLD DOCUMENT HERE

	PART NUMBER	QTY	PRICE	CORE	EXT AMT	LABOR OP	TIME	TECH
*	AC3Z 5J213 B	1	30.43	0.00	45.65	12650DD	.2	008377
	3U2Z 14S411 BXAB	1	26.86	0.00	40.29	12650DX1	.1	008377
						12650D45	.3	008377
						12650D68	.3	008377
						MT14S411	.3	008377

<<< DTC CODES >>>
BODY:
CHASIS:
KOEC: P2084
KOEO: P1111
MIL ON FLAG: Y KOER: P1111
OTHER:
UNDEFINED:

TOTALS: LBR: 122.04 PRTS: 85.94 MISC: 0.00 RPR: 207.98
CORE: 0.00 PART MRKUP: 28.65 L/RATE: 101.71

[redacted]
TAG: 027203202-5 RAC: CA06 98

[redacted]
TAG: 027203202-5 RAC: CA06 98

☐ IF PART IS NOT APPROVED FOR CREDIT, RETURN AT DEALER'S EXPENSE UPS ACCT # _____

ATTN: Part Manager Warranty Parts Analysis FCS700 Return Document Print Date: 08/22/2013

[redacted]

TAG: [redacted] RAC: TR 75

AC3Z 5J213 B REQ 308459

SENSOR - EXHAUST GAS - TEMPERATURE

SHIP/HOLD PER REGISTER INSTRUCTIONS

(if HAZMAT use kit FCS 12637)

FORD MOTOR COMPANT
SCOT MCDONAGH CUBE P356 PT
20000 ROTUNDA DR
DEARBORN, MI 48124

F PA 05705 Ruxer Ford Lincoln. Inc.
R 123 Place Road
O Jasper. IN 47546
M 812-482-1200

[redacted]

TAG: [redacted] RAC: TR 75

AC3Z 5J213 B REQ 308459

SENSOR - EXHAUST GAS - TEMPERATURE

SHIP/HOLD PER REGISTER INSTRUCTIONS

(if HAZMAT use kit FCS 12637)

FORD MOTOR COMPANT
SCOT MCDONAGH CUBE P356 PT
20000 ROTUNDA DR
DEARBORN, MI 48124

F PA 05705 Ruxer Ford Lincoln. Inc.
R 123 Place Road
O Jasper. IN 47546
M 812-482-1200

Click here for UPS Label

VEH: 2013 F350 4X4 **Instruct:** PT 313-337-8091 SCOT MCDONAGH
VIN: 1FT8W3BT5DE[redacted] **Core case:**
ODOM: 4429 M **AP:** LKTYTRK **Supplier:** F903A STONERIDGE INC
RO #: 429195 - A **ORG RO #:**
RO Date: 08/14/2013 **Paid Date:** 08/20/2013 **Approval 1/2:** 100
WSD: 06/10/2013 **ENG:** AC3A12B591AC **TCode:**
Build: 05/24/2013 **Trn:** W **WCC:** 2G02 **CPSC:** 031403
Causal: AC3Z 5J213B **Eng:** T 6.7L DI DFMXD06.771C **Axl:** 3J
CC: 42 DOES NOT OPERATE PROPERLY **COV:** WEMISDS4 QUALITY REVIEW: LEVE **Accrd:**
Customer Comments: CHECK ENGINE LIGHT IS ON BUT RUNS FINE **CCC:** E29 "CHECK ENGINE" LIGHT TROUBLE

Tech Comments: CHECK FOR CHECK ENGINE LIGHT ON. LIGHT IS ON. CHECK CODES P06EA NOX SENSOR PROCESSOR PERFORMANCE BANK 1 SENSOR 1. P0231 EGT SENSOR CIRCUIT BANK 1 SENSOR 2. P2084 EGT SENSOR CIRCUIT RANG/ PERFORMANCE BANK 1 SENSOR 2

FOLD DOCUMENT HERE

	PART NUMBER	QTY	PRICE	CORE	EXT AMT	LABOR OP	TIME	TECH
*	AC3Z 5J213 B	1	22.33	0.00	33.50	12650D45D	.3	009461
						12650D68	.3	009461
						12650D80D	.1	009461
						12650DD	.2	009461
						12650DX1	.1	009461

<<< DTC CODES >>>

MIL ON FLAG: Y

BODY:
CHASIS:
KOEC: P06EA P0231 P2084
KOEO: P1111
KOER: P1111
OTHER:
UNDEFINED:

TOTALS: **LBR:** 73.60 **PRTS:** 33.50 **MISC:** 0.00 **RPR:** 107.10
CORE: 0.00 **PART MRKUP:** 11.17 **L/RATE:** 73.59

[redacted]

TAG: [redacted] RAC: TR 75

[redacted]

TAG: [redacted] RAC: TR 75

☐ IF PART IS NOT APPROVED FOR CREDIT, RETURN AT DEALER'S EXPENSE UPS ACCT # _____

From: Brackett, Tom (T.P.)
Sent: Tuesday, October 01, 2013 12:36 PM
To: Rembert, Shannon (S.A.); Bushman, Thomas (T.S.); McDonagh, Scot (S.M.); Hutchinson, Rob (R.); Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); Philbin, Jeff (Jeff.Philbin@stoneridge.com); Liu, Ron (D.R.); Hammoud, Majed (M.)
Subject: RE: 2013 EGT Matched set

Today after the luncheon I will be available.

Tom Brackett
Electrical Material & Contact Reliability Group
FORD EESE - EDS
RIC Bldg.
Room 1417 (313) 62-14071
Lab. 1424 594-4106

From: Rembert, Shannon (S.A.)
Sent: Monday, September 30, 2013 9:41 AM
To: Bushman, Thomas (T.S.); McDonagh, Scot (S.M.); Hutchinson, Rob (R.); Rinkevich, Daniel (D.J.); Brackett, Tom (T.P.)
Cc: Wagers, Sue (S.K.); Philbin, Jeff (Jeff.Philbin@stoneridge.com)
Subject: RE: 2013 EGT Matched set

Tom **Bushman** - Yes, I would like to have this reviewed in the Sci Lab (RIC bldg) with Tom Brackett.

Tom **Brackett** - Are you available today to help review this P473 EGT connection? These components are being associated with some engine light on failures.

Regards,
Shannon A. Rembert
Ford Motor Company
EDS Components Quality Engineer
(313) 805-6738
srembert@ford.com
Bldg #5, 3G049B

From: Bushman, Thomas (T.S.)
Sent: Friday, September 27, 2013 2:47 PM
To: McDonagh, Scot (S.M.); Rembert, Shannon (S.A.); Hutchinson, Rob (R.); Rinkevich, Daniel (D.J.)

RQ14-005 001417 ER

Cc: Wagers, Sue (S.K.); Philbin, Jeff (Jeff.Philbin@stoneridge.com)
Subject: RE: 2013 EGT Matched set

Scot – great job.

Shannon – would you like to inspect the connector?

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: McDonagh, Scot (S.M.)
Sent: Friday, September 27, 2013 1:32 PM
To: Hutchinson, Rob (R.); Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); Philbin, Jeff (Jeff.Philbin@stoneridge.com); Rembert, Shannon (S.A.)
Subject: RE: 2013 EGT Matched set

I just received enclosed 14S411 connector for EGT Sensor that was direct shipped to Stoneridge. 14S411 connector & EGT return #100 are on Dan's desk.

<< File: 13MY_14S411-1.pdf >> << File: 13MY-P473-EGT-100.pdf >>

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

From: Hutchinson, Rob (R.)
Sent: Friday, September 27, 2013 1:03 PM
To: Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.)
Cc: Wagers, Sue (S.K.); Philbin, Jeff (Jeff.Philbin@stoneridge.com)
Subject: 2013 EGT Matched set

One has arrived!
<< OLE Object: Picture (Device Independent Bitmap) >>

Rob Hutchinson

Quality Analyst GPCSE Sensors

Global Powertrain Controls Systems Engineering
Dearborn - Building 2 Room 22J04
1-313-845-1113
rhutch13@ford.com

From: Rinkevich, Daniel (D.J.)
Sent: Tuesday, October 01, 2013 7:01 PM
To: McDonagh, Scot (S.M.); Rembert, Shannon (S.A.); Brackett, Tom (T.P.); Liu, Ron (D.R.); Hammoud, Majed (M.); Austin, Aaron (A.A.); Williams, Brent (B.A.); Jeff.Philbin@stoneridge.com; Bushman, Thomas (T.S.)
Subject: RE: 2013 EGT Matched set

I have 3 EGT sensor wiring harness connectors on my desk. **We need to discuss what to do with these at the EGT sensor meeting at 9 am tomorrow**.

- 1FT8W3DT2DE[redacted] EGT11 P2080 is a matched set with the sensor connected.
- 1FT8W3BT4DE[redacted] EGT12 P2084 is by itself and sensor went to Stoneridge, so we need to get back. Jeff can you help?
- 1FT7W2BT2DE[redacted] EGT13 P242B is by itself and we have not received the sensor yet .

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: McDonagh, Scot (S.M.)
Sent: Tuesday, October 01, 2013 2:42 PM
To: Jeff.Philbin@stoneridge.com
Cc: Rinkevich, Daniel (D.J.); Rembert, Shannon (S.A.); Dixon, Mark (M.R.)
Subject: FW: 2013 EGT Matched set

Per our discussion today. Can you provide Sensor return for VIN DE[redacted]?

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

From: McDonagh, Scot (S.M.)
Sent: Friday, September 27, 2013 1:32 PM
To: Hutchinson, Rob (R.); Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); Philbin, Jeff (Jeff.Philbin@stoneridge.com); Rembert, Shannon (S.A.)
Subject: RE: 2013 EGT Matched set

I just received enclosed 14S411 connector for EGT Sensor that was direct shipped to Stoneridge. 14S411 connector & EGT return #100 are on Dan's desk.

<< File: 13MY_14S411-1.pdf >> << File: 13MY-P473-EGT-100.pdf >>

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

From: Hutchinson, Rob (R.)
Sent: Friday, September 27, 2013 1:03 PM
To: Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.)
Cc: Wagers, Sue (S.K.); Philbin, Jeff (Jeff.Philbin@stoneridge.com)
Subject: 2013 EGT Matched set

One has arrived!
<< OLE Object: Picture (Device Independent Bitmap) >>

Rob Hutchinson
Quality Analyst GPCSE Sensors
Global Powertrain Controls Systems Engineering
Dearborn - Building 2 Room 22J04
1-313-845-1113
rhutch13@ford.com

From: Oyafuso, Kevin (K.G.)
Sent: Tuesday, October 22, 2013 12:04 PM
To: Collins, Jim (James.); Ferdubinski, Ron (R.D.)
Cc: McDonagh, Scot (S.M.)
Subject: RE: 2013 F250 6.7L diesel with CFR (VCM2) EGT temps

Jim, Ron
Thanks for the update.

Please send me the file, I'm testing a 6.7L with a VCM2 and can't wait until
Oct 30th. What was the concern with the PIDs?

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: Collins, Jim (James.)
Sent: Tuesday, October 22, 2013 7:32 AM
To: Ferdubinski, Ron (R.D.); Oyafuso, Kevin (K.G.)
Subject: RE: 2013 F250 6.7L diesel with CFR (VCM2) EGT temps

Thanks, Ron. We have an update to fix the large PID issue on CFR that will
be released Wednesday 30 October (R87.03).
The hotline has an update file which can be sent to anyone who needs this
for their CFR.

Regards,
Jim Collins
Ford Service Engineering Operations
Diagnostic Service Planning
313-3378431

From: Ferdubinski, Ron (R.D.)
Sent: Tuesday, October 22, 2013 7:22 AM
To: Oyafuso, Kevin (K.G.)
Cc: Collins, Jim (James.)
Subject: RE: 2013 F250 6.7L diesel with CFR (VCM2) EGT temps

RQ14-005 001422 ER

Kevin,

Yes, there is an issue with CFR on the 6.7L diesel for certain PIDs.

Jim,

Can you comment on when the fix for CFR will be available to dealers for the issue?

Thanks,
Ron

From: Oyafuso, Kevin (K.G.)
Sent: Monday, 21 October, 2013 5:17 PM
To: Ferdubinski, Ron (R.D.)
Subject: 2013 F250 6.7L diesel with CFR (VCM2) EGT temps

Ron,
Were there updates in IDS version 87 that corrected the EGT tranfer functions for the CFR? The voltage readings look ok but the temps look wrong; take a look at the PPT.
<< File: 2013 F250 6_7L diesel CFR (VCM2).ppt >>

Regards,
Kevin Oyafuso
Ford Motor Company
PD / Powertrain Integration Management - C&C Quality
(313) 805-4908

From: Hammoud, Majed (M.)
Sent: Wednesday, August 07, 2013 3:55 AM
To: Rinkevich, Daniel (D.J.)
Cc: Brackett, Tom (T.P.); Liu, Ron (D.R.)
Subject: RE: 2013 Super duty EGT Diesel Sensor.pptx

I didn't see any evidence of grease on contacts (there was just some sand and what it looks like sharpie mark in the center of connector)

If you have any new parts. We might be able to compare and see if anything is different

Thank you

Sent with Good (www.good.com)

-----Original Message-----
From: Rinkevich, Daniel (D.J.)
Sent: Tuesday, August 06, 2013 05:29 PM Eastern Standard Time
To: Hammoud, Majed (M.)
Cc: Brackett, Tom (T.P.); Liu, Ron (D.R.)
Subject: RE: 2013 Super duty EGT Diesel Sensor.pptx

Majed,
Thanks for all the excellent work. I really appreciate it. I'll invite you to our next meeting to share this work with the team investigating the issue.

Questions:
Did you see any evidence of grease on contacts? Is there any possibility that the crimps are had previous temporary high resistance?... or any way to check?

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Hammoud, Majed (M.)
Sent: Tuesday, August 06, 2013 5:00 PM
To: Rinkevich, Daniel (D.J.)
Subject: FW: 2013 Super duty EGT Diesel Sensor.pptx

Daniel

Attached are some images and measurements of what was found.

Please let me know if you want to look at all so I can either send you many images or put them in ppt.

NOTE: no significant difference was observed

From: Bushman, Thomas (T.S.)
Sent: Friday, September 06, 2013 8:08 PM
To: Hutchinson, Rob (R.)
Cc: Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.)
Subject: RE: 2013 Super Duty Open wire - harness EGT claims

Rob – great job finding these – I've added them to the 6-Panel – thank you for digging these up!

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Hutchinson, Rob (R.)
Sent: Thursday, September 05, 2013 2:30 PM
To: Bushman, Thomas (T.S.)
Cc: Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.)
Subject: 2013 Super Duty Open wire - harness EGT claims

Tom,
Per Your request at the last meeting…

<< File: 1FT8W3BT1DE[redacted].pdf >> << File: 1FT7W3BT7DE[redacted]Attempt 1.pdf >> << File: 1FT7W3BT7DE[redacted] Attempt 2.pdf >> << File: 1FT7W2BT4DE[redacted]pdf >> << File: 1FDUF5GTXDE[redacted]df >> << File: 1FT7W2BT9DE[redacted].pdf >>
All claims state some wiring or circuit issue separate from the sensor.

Rob Hutchinson
Quality Analyst GPCSE Sensors
Global Powertrain Controls Systems Engineering
Dearborn - Building 2 Room 22J07
1-313-845-1113
rhutch13@ford.com

RQ14-005 001426 ER

From: Bushman, Thomas (T.S.)
Sent: Tuesday, February 04, 2014 6:14 PM
To: Hutchinson, Rob (R.); Rinkevich, Daniel (D.J.); Philbin, Jeff (Jeff.Philbin@stoneridge.com)
Subject: RE: 2014 EGT arrived with connector.

We are using a 100% clean date at KTP of 12/16/13.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Hutchinson, Rob (R.)
Sent: Tuesday, February 04, 2014 12:50 PM
To: Rinkevich, Daniel (D.J.); Philbin, Jeff (Jeff.Philbin@stoneridge.com)
Cc: Bushman, Thomas (T.S.)
Subject: 2014 EGT arrived with connector.

This is a 2014 MY. I have the pigtail and sensor. Build date 7/31/13. When date did the "certified harness" hit?

<< OLE Object: Picture (Device Independent Bitmap) >>

Rob Hutchinson
Quality Analyst Sensors / Aux Modules
Powertrain Controls
Dearborn - Building 2 Room 22J04
1-313-845-1113
rhutch13@ford.com
<< OLE Object: Picture (Device Independent Bitmap) >>

From: McDonagh, Scot (S.M.)
Sent: Tuesday, June 24, 2014 7:21 PM
To: McCall, Kris (K.J.)
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: 2014 MY 6.7 Super Duty EGT 1-1 suspected failed

Yes- Please return EGT to me. Thanks

GENERAL VEHICLE INFORMATION: **(Related Claims)** **(QLS Concerns)**

VIN:	1FT7W2BT8EE[redacted]	**Vehicle Line WERS:**	T/FA - P473 SUPER DUTY [11-15]	**Engine:**	T/
Model Year:	2014	**Vehicle Line AWS:**	F7 - F250HD/350/450/550	**Global Engine:**	E4 CH
Vehicle Type:	T	**Vehicle Line Global:**	F8 - F-SERIES SUPERDUTY (NA-KTP)	**Engine Plant:**	EN
Inv. Dealer:	*	**Drive Code:**	T/E - 4 WHL L/H PART TIME DRIVE	**Transmission:**	T/
Vehicle Status Code:	800	**Body Cab Style:**	T/BC - DOUBLE CAB (CREW CAB)	**Global Trans:**	A1
Market Derived:	F - FORD	**Version/Series:**	T/BD - 250 SERIES	**Trans Plant:**	AT

BUILD INFORMATION:

Region Built:	NA - NORTH AMERICA	**Assembly Plant:**	A1 - KENTUCKY TRUCK PLANT BUILD	**Vehicle Load Date:**	16-DEC-2013
Country Built:	USA - UNITED STATES	**Production Date:**	12-DEC-2013	**Vehicle Maintenance Date:**	03-APR-2014

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

From: McCall, Kris (K.J.)
Sent: Tuesday, June 24, 2014 2:56 PM
To: McDonagh, Scot (S.M.)
Subject: 2014 MY 6.7 Super Duty EGT 1-1 suspected failed

Scott,

Per my voicemail, VIN 1FT7W2BT8EE[redacted] is currently in the process of going through PPT RC to verify this is the root cause, however from my conversation with Tony Rea (tech) at Strike, LLC, it appears this sensor has failed. Refer to the warranty history, it had P2080 and got the pigtail, code has returned.

Do you want the sensor?

Kris McCall
Fleet Service Zone Manager, Texas
Ford Motor Company
Mobile: 407-467-4980
Fax: 866-934-4064
Email: kmccall1@ford.com
Website: www.fleet.ford.com

From: Hale, Curt (B.C.)
Sent: Tuesday, December 16, 2014 7:00 PM
To: McDonagh, Scot (S.M.)
Cc: Philbin, Jeffrey (J.L.); Dixon, Mark (M.R.); Sonat, Ibrahim (I.); Ramazanoglu, Suphi (A.); Goodwin, William (W.R.); Musilova, Jana (J.); Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.); Johnson, Seth (S.); Evison, Heather (M.)
Subject: RE: AC3Z5J213B

When do we expect the new EGTs to hit production? . What's the engineering # for AC3Z-5J213-C because this service part isn't valid? The release has to be a R status before the part numbers will migrate in to MMP.

From: McDonagh, Scot (S.M.)
Sent: Tuesday, December 16, 2014 1:50 PM
To: Hale, Curt (B.C.)
Cc: Philbin, Jeffrey (J.L.); Dixon, Mark (M.R.); Sonat, Ibrahim (I.); Ramazanoglu, Suphi (A.); Goodwin, William (W.R.); Musilova, Jana (J.); Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.); Johnson, Seth (S.)
Subject: RE: AC3Z5J213B

Hi Curt- I have also been checking MMP for AC3Z-5J213-C laser Weld EGT service release. Will ask Team to advise when "C" Suffix laser weld EGT sensors will be available in FCSD service.

Laser Weld EGT Engineering Parts Numbers

Short Tube Nut EGT Production(EGT Positions 11-12): AC3A-12B591-AD

Long Tube Nut EGT- Production(EGT Positions 13-14): AC3A-12B591-BD

Laser Weld EGT Service Part (EGT Positions 11-14): AC3Z-5J213-C

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

From: Hale, Curt (B.C.)
Sent: Tuesday, December 16, 2014 1:27 PM
To: McDonagh, Scot (S.M.); Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.); Johnson, Seth (S.)
Subject: RE: AC3Z5J213B

Where are we with the new level EGT, what's the engineering part number? I don't see anything in MMP on a C level service part.

From: McDonagh, Scot (S.M.)
Sent: Tuesday, December 02, 2014 9:40 AM
To: Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.); Hale, Curt (B.C.); Chacon, Jose (A.); Johnson, Seth (S.)
Subject: FW: AC3Z5J213B

FYI related to laser weld AC3Z-5J213-C EGT sensor and FSA 14E03/TSB 14-0203 republication

TSB 14-0203: 2013-2015 - F-Super Duty - 6.7L Diesel - MIL With Various DTCs For Exhaust Gas Temperature (EGT) Sensors. EGT TSB includes PCM Reflash for 13MY only. CP- 5J213. LABOR OPS-140203A-G. LABOR OP 140203A(R&R 1 EGT SENSOR & PCM REFLASH- 1.1LT). REPUBLISH TO DELETE STEP 5 REFLASH AND LABOR OP 140203E. CURRENT TSB STATES 13-15MY REFLASH. P06EA-P06EB CONTENT ONLY APPLIES TO 13MY. EGT DTCs P0544, P0545, P0546, P06EA, P06EB, P2031, P2032, P2033, P200C, P200E, P2080, P2081, P2084, P2085, P242A, P242B, P242C, P242D, P242E, P246E, P246F, P2470, P2471, P2472, P2478, P2479, P247A, and P247B REFERENCED IN SSM DRAFT 3188. SETH JOHNSON TO REPUBLISH IN PARALLEL WITH LASER WELD AC3Z-5J213-C EGT SERVICE PART RELEASE. FSA 14E03 RELEASE ON ~12/11/14.

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

From: Philbin, Jeff [mailto:Jeff.Philbin@stoneridge.com]
Sent: Tuesday, December 02, 2014 9:22 AM
To: musilovaj@schneider.com; Musilova, Jana (J.)
Cc: Hoffman, Pamela; Dixon, Mark (M.R.); McDonagh, Scot (S.M.); Eis, Peter (P.R.); Smith, Dale; Morell, Tom
Subject: RE: AC3Z5J213B

Jana:

To follow-up from our discussion, and for information to all copied on this message:

- Related to part number AC3A-5J213-B
- You have cancelled all Service Orders through December / early January, except for approximately 4800pcs (need to ship ASAP), to draw-down the service inventory of this part. This should be visible to Stoneridge on Wed 03Dec.
- Stoneridge is changing to a new part design which will be available to start shipping in mid-Jan2015. We are working with Ford Core Engineering to confirm the Concern Release status. Actual part availability timing will be confirmed the first week in January based on our production ramp-up.
- The releases for the –B level part number may be re-issued by the Ford system over this weekend; we will notify you if this happens to remove these requirements.
- I will contact you when the new part number is released so the demand can be changed over to the new revision.

Please let us know if you have any questions.

Thank you for your support!!

Jeffrey Philbin

From: Philbin, Jeff
Sent: Monday, December 01, 2014 5:30 PM
To: 'musilovaj@schneider.com'; 'jmusilov@ford.com'
Cc: Hoffman, Pamela
Subject: FW: AC3Z5J213B

Jana:

This is a follow-up to my earlier voice mail message regarding part # AC3Z-5J213-B.

In addition to Pam's note below, you should have received a request from Mark Dixon at Ford to work to minimize the service inventory of this part number through mid-January. Ford is releasing a part number update (production part will change from AC3A-12B591-AC to AC3A-12B591-AD; service part number should change to the "-C" Suffix) and the goal is to minimize the amount of residual "-B" revision parts on-hand at Ford when the new parts are available.

Are you available to discuss the change, timing, and how we can support a service inventory reduction? I can invite others from Ford if needed to support the request.

Thank you.

Jeffrey Philbin

From: Cervenan, Neil (N.J.)
Sent: Wednesday, November 05, 2014 3:45 PM
To: Rinkevich, Daniel (D.J.)
Cc: McDonagh, Scot (S.M.)
Subject: RE: Ambulance EGT Sensor Engine Shutdown

Dan,

There are 21 sensors with the laser weld revision in the cabinet.

There is possibility to install a set of four on two vehicles in PCSE.

Thanks,

Neil Cervenan 313-805-7036
ncervena@ford.com Bldg #3 2G151

From: Rinkevich, Daniel (D.J.)
Sent: Wednesday, November 05, 2014 10:21 AM
To: Hale, Curt (B.C.); Boone, Bill (W.P.); Cervenan, Neil (N.J.)
Cc: Johnson, Seth (S.); Chacon, Jose (A.); Kujawa, Brian (B.K.); Barrett, Malcolm (M.C.)
Subject: RE: Ambulance EGT Sensor Engine Shutdown

Neil and Scot,
I am not sure how many vehicles they have but maybe we could use the welded sensors on these vehicles...
How many are left?

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

-----Original Message-----
From: Hale, Curt (B.C.)
Sent: Wednesday, November 05, 2014 10:16 AM Eastern Standard Time
To: Boone, Bill (W.P.)
Cc: Johnson, Seth (S.); Chacon, Jose (A.); Rinkevich, Daniel (D.J.); Kujawa, Brian (B.K.); Barrett, Malcolm (M.C.)
Subject: RE: Ambulance EGT Sensor Engine Shutdown

Bill,

Can you answer?

From: Kujawa, Brian (B.K.)
Sent: Friday, October 31, 2014 3:31 PM

RQ14-005 001433 ER

To: Hale, Curt (B.C.); Barrett, Malcolm (M.C.)
Cc: Johnson, Seth (S.); Chacon, Jose (A.); Rinkevich, Daniel (D.J.)
Subject: RE: Ambulance EGT Sensor Engine Shutdown

Thanks for the reply Curt.

They didn't have a specific vehicle/VIN in question, they were bringing up the concern of one of their fleet (ambulance) customers with claims they were going to change manufacturers.

What is the difference with the emergency vehicle cal? Does it have a different derate or shutdown strategy?

Brian Kujawa
Ford Motor Company
Field Service Engineer, Dallas Region
Phone - 214-587-8766
Fax - 866-934-4392

From: Hale, Curt (B.C.)
Sent: Friday, October 31, 2014 2:08 PM
To: Kujawa, Brian (B.K.); Barrett, Malcolm (M.C.)
Cc: Johnson, Seth (S.); Chacon, Jose (A.); Rinkevich, Daniel (D.J.)
Subject: RE: Ambulance EGT Sensor Engine Shutdown

Engineering is working on a revised strategy to look at the input of 2 EGTS rather than one EGT but it's not available yet. If this is a 2014 or 2015 was the Emergency/special emissions vehicle cal ordered?

From: Hale, Curt (B.C.)
Sent: Friday, October 31, 2014 2:26 PM
To: Rinkevich, Daniel (D.J.)
Cc: Johnson, Seth (S.); Chacon, Jose (A.); Kujawa, Brian (B.K.); Barrett, Malcolm (M.C.)
Subject: FW: Ambulance EGT Sensor Engine Shutdown

Dan can you answer?

From: Kujawa, Brian (B.K.)
Sent: Friday, October 31, 2014 2:22 PM
To: Hale, Curt (B.C.)
Cc: Barrett, Malcolm (M.C.)
Subject: FW: Ambulance EGT Sensor Engine Shutdown

Hi Curt,

We have a dealer down here who has brought up the issue of engine shut down due to EGT overtemp on ambulances when they could potentially be transporting a patient. Can you confirm that the strategy description I copied below from the 2014 owners guide is accurate? Am I also correct that there is no way to disable this, even for ambulance fleets?

Thanks,
Brian Kujawa
Ford Motor Company
Field Service Engineer, Dallas Region
Phone - 214-587-8766
Fax - 866-934-4392

From: Kujawa, Brian (B.K.)
Sent: Wednesday, October 29, 2014 2:41 PM
To: Cuff, Jonathan (J.)
Subject: Ambulance EGT Sensor Engine Shutdown

Jonathan,

I spoke with James Jenkins today, he asked if there was a way to disable the engine shutdown feature on diesel ambulances when the PCM detects an exhaust overtemp or invalid input

My answer was "no", that it itself is a safety feature to prevent exhaust damage and/or a thermal event. Below is from the owner's guide to give you a better idea of what he is referring to.

Diesel Messages Action / Description
STOP SAFELY NOW Displayed and a chime sounds when the vehicle exhaust system temperature exceeds intended operating range. If this warning occurs, engine power is reduced and the engine will shut down when the vehicle speed is below 3 mph (5 km/h). **Stop the vehicle as soon as safely possible** and contact your authorized dealer. Depending on the severity of the over-temperature condition, the vehicle may not restart after cycling the ignition off. If the vehicle restarts, there may be limited power. If the exhaust over-temperature condition reoccurs, the message center will display STOP SAFELY NOW, the chime will sound, and engine power will be reduced again and shut down below 3 mph (5 km/h). Refer to your diesel supplement for more information.

Brian Kujawa
Ford Motor Company
Field Service Engineer, Dallas Region
Phone - 214-587-8766
Fax - 866-934-4392

From: Dixon, Mark (M.R.)
Sent: Monday, October 13, 2014 1:04 PM
To: McDonagh, Scot (S.M.); Rinkevich, Daniel (D.J.)
Subject: RE: Annotated EGT Sensor Stack Chart

Some of the job 1 dates line up with peak season for EGT repairs. Exception is '15MY and '13 MY.

I suspect the seasonal trend is impacting the shape of the stack chart (since it does not go beyond 6 MIS). This does not explain the 2013 spike.

From: McDonagh, Scot (S.M.)
Sent: Monday, October 13, 2014 8:51 AM
To: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.)
Subject: RE: Annotated EGT Sensor Stack Chart

Looks like some spikes line up with Job1 dates ?

12MY JOB1- 7/22/11
13MY JOB1- 10/22/12
14MY JOB1- 6/17/13
15MY JOB1- 3/17/14

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

From: Dixon, Mark (M.R.)
Sent: Friday, October 10, 2014 2:06 PM
To: Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.)
Subject: Annotated EGT Sensor Stack Chart

Scott, attached is what I came up with on adding the implemented actions you sent me to the EGT stack. Not much correlation between actions and R/1000 impact.

Any other items to add?

<< File: EGT Action Timeline.pptx >>

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

From: Hutchinson, Rob (R.)
Sent: Tuesday, October 08, 2013 1:22 PM
To: Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Landis, Ron (Ronald.Landis@stoneridge.com); Koon, Mason (M.L.)
Cc: Rembert, Shannon (S.A.); Brackett, Tom (T.P.); Liu, Ron (D.R.); Hammoud, Majed (M.); Austin, Aaron (A.A.); Williams, Brent (B.A.); Jeff.Philbin@stoneridge.com; Bushman, Thomas (T.S.)
Subject: RE: APB for 2013 EGT Sensors to reunite Matched sets



[redacted]

Dan,
This is what I have processed through etracker.

I have on my desk (2) 2012 models. One is a set (disconnected) and one is just the sensor.

1FT8W3BT2DE[redacted]
1FT7W2BT5CE[redacted]

Rob Hutchinson
Quality Analyst GPCSE Sensors
Global Powertrain Controls Systems Engineering
Dearborn - Building 2 Room 22J04
1-313-845-1113
rhutch13@ford.com

From: Rinkevich, Daniel (D.J.)
Sent: Tuesday, October 08, 2013 1:13 PM
To: McDonagh, Scot (S.M.); Hutchinson, Rob (R.); Landis, Ron (Ronald.Landis@stoneridge.com); Koon, Mason (M.L.)
Cc: Rembert, Shannon (S.A.); Brackett, Tom (T.P.); Liu, Ron (D.R.); Hammoud, Majed (M.); Austin, Aaron (A.A.); Williams, Brent (B.A.); Jeff.Philbin@stoneridge.com; Bushman, Thomas (T.S.)
Subject: APB for 2013 EGT Sensors to reunite Matched sets

I have 5 more EGT connectors on my desk. I'd like to match up the sensors and connectors. Has anybody seen the mating sensor?

- – EGT14 – P246F
- 1FT7W2BT8DE[redacted] – EGT14 – P06EB P246F – Note the P06EB is a repeat after the TSB13-07-12 flash of R17-service release a month earlier.
- 1FDUF5HT2DE[redacted] – EGT11 – P2080

- 1FT7W2BT7DE[redacted] – EGT11 – P2080
- 1FT7W2BT7DE[redacted] – EGT11 – P2080 – Followed SSM 44183 but still have only connector

Also from my last note I gave the connectors to Shannon Rembert, but we still need to get the sensors with them:

- 1FT8W3BT4DE[redacted] – EGT12 – P2084 is by itself and sensor went to Stoneridge, so we need to get back. Jeff can you help?
- 1FT7W2BT2DE[redacted] – EGT13 – P242B is by itself and we have not received the sensor yet .

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Rinkevich, Daniel (D.J.)
Sent: Tuesday, October 01, 2013 3:01 PM
To: McDonagh, Scot (S.M.); Rembert, Shannon (S.A.); Brackett, Tom (T.P.); Liu, Ron (D.R.); Hammoud, Majed (M.); Austin, Aaron (A.A.); Williams, Brent (B.A.); Jeff.Philbin@stoneridge.com; Bushman, Thomas (T.S.)
Subject: RE: 2013 EGT Matched set

I have 3 EGT sensor wiring harness connectors on my desk. **We need to discuss what to do with these at the EGT sensor meeting at 9 am tomorrow**.

- 1FT8W3DT2DE[redacted] EGT11 P2080 is a matched set with the sensor connected.
- 1FT8W3BT4DE[redacted] EGT12 P2084 is by itself and sensor went to Stoneridge, so we need to get back. Jeff can you help?
- 1FT7W2BT2DE[redacted] EGT13 P242B is by itself and we have not received the sensor yet .

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: McDonagh, Scot (S.M.)
Sent: Tuesday, October 01, 2013 2:42 PM
To: Jeff.Philbin@stoneridge.com
Cc: Rinkevich, Daniel (D.J.); Rembert, Shannon (S.A.); Dixon, Mark (M.R.)
Subject: FW: 2013 EGT Matched set

Per our discussion today. Can you provide Sensor return for VIN DE[redacted]?

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

From: McDonagh, Scot (S.M.)
Sent: Friday, September 27, 2013 1:32 PM
To: Hutchinson, Rob (R.); Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); Philbin, Jeff (Jeff.Philbin@stoneridge.com); Rembert, Shannon (S.A.)
Subject: RE: 2013 EGT Matched set

I just received enclosed 14S411 connector for EGT Sensor that was direct shipped to Stoneridge. 14S411 connector & EGT return #100 are on Dan's desk.

<< File: 13MY_14S411-1.pdf >> << File: 13MY-P473-EGT-100.pdf >>

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

From: Hutchinson, Rob (R.)
Sent: Friday, September 27, 2013 1:03 PM
To: Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.)
Cc: Wagers, Sue (S.K.); Philbin, Jeff (Jeff.Philbin@stoneridge.com)
Subject: 2013 EGT Matched set

One has arrived!
<< OLE Object: Picture (Device Independent Bitmap) >>

Rob Hutchinson
Quality Analyst GPCSE Sensors
Global Powertrain Controls Systems Engineering
Dearborn - Building 2 Room 22J04
1-313-845-1113
rhutch13@ford.com

eTracker Report: [gPCSE Sensor Returns] All Fields

Created By: RHUTCH13

Date: 10/8/2013 1:13:52 PM

Created	Created B	Issue Id	Supplier	Componer	Type	Priority	Serial Nun	Part Numb	MY	Program	Special Id	Engine	Trans	VIN	Mileage	Repair Da	Build Date	Recieved	Dealer P&.	CCC	Codes	Customer	Dealer Tec	700 Tag	Part Date	Componer
4/5/2013	RHUTCH	11852522	Stoneridg		Warranty	Low		AC3Z-	2013	F350				1FT8W3BT2DE[redacted]	2246							CUSTOM	SELF	02664465		
6/19/2013	RHUTCH	12005919	Stoneridg		Warranty	Low		AC3Z	2012	F550				1FD0W5GT5CE[redacted]	15862							Customer	technician	02685332		
8/26/2013	RHUTCH	12143029	Stoneridg		Warranty	Low		AC3Z	2012	F350				1FD8W3HT1CE[redacted]	33321							DIAGNOS	N/A -	02709173		
8/26/2013	RHUTCH	12143103	Stoneridg		Warranty	Low		AC3Z	2012	F550				1FD0X5GT9CE[redacted]	22233							DIESEL	VISUAL	02709174		
8/26/2013	RHUTCH	12143107	Stoneridg		Warranty	Low		AC3Z	2012	F450				1FD0W4HT1CE[redacted]	32068							C/S	EEC	02709173		
8/26/2013	RHUTCH	12143113	Stoneridg		Warranty	Low		AC3Z	2012	F350				1FT8W3DT7CE[redacted]	32143							VEH	PULLDTC	02709193		
8/30/2013	RHUTCH	12153807	Stoneridg		Warranty	Low		AC3Z	2011	F350				1FD8W3HT3BE[redacted]	41819							CUSTOM	ID#10655	02709188		
8/30/2013	RHUTCH	12153814	Stoneridg		Warranty	Low		AC3Z	2011	F350				1FD8W3HT3BE[redacted]	41819							CUSTOM	ID#10655			
8/30/2013	RHUTCH	12153817	Stoneridg		Warranty	Low		AC3Z	2011	F350				1FD8W3HT3BE[redacted]	41819							CUSTOM	ID#10655	02709188		
9/4/2013	RHUTCH	12161597	Stoneridg		Warranty	Low		AC3Z	2012	F450				1FT8W4DT5CE[redacted]	29381							CUSTOM	DIAG	02711280		
9/6/2013	RHUTCH	12167411	Stoneridg		Warranty	Low		AC3Z	2012	F350				1FD8W3HT1CE[redacted]	1230							ENGINE	EGT 13	02711276		
9/6/2013	RHUTCH	12167414	Stoneridg		Warranty	Low		AC3Z	2012	F450				1FDUF4GT9CE[redacted]	39875							CUST	INSPECTI	02713556		
9/9/2013	RHUTCH	12170615	Stoneridg		Warranty	Low		AC3Z	2011	F450				1FD0W4HTXBE[redacted]	50812							CUSTOM		02711280		
9/12/2013	RHUTCH	12179704	Stoneridg		Warranty	Low		AC3Z	2012	F250				1FT7W2BT2CE[redacted]	6630							CHECK		02713554		
9/12/2013	RHUTCH	12179710	Stoneridg		Warranty	Low		AC3Z	2011	F250				1FT7W2BT3BE[redacted]	25463							CUST		02713557		
9/12/2013	RHUTCH	12179714	Stoneridg		Warranty	Low		AC3Z	2011	F250				1FT7W2BT4BE[redacted]	38055							CHECK		02713569		
9/12/2013	RHUTCH	12179717	Stoneridg		Warranty	Low		AC3Z	2011	F550				1FD0W5HT7BE[redacted]	27508							Customer		02713559		
9/16/2013	RHUTCH	12186065	Stoneridg		Warranty	Low		AC3Z	2012	F250				1FT7W2BT6CE[redacted]	34466							CUSTOM	VERIFIED	02715672		
9/16/2013	RHUTCH	12186069	Stoneridg		Warranty	Low		AC3Z	2012	F250				1FT7W2BT6CE[redacted]	34466							CUSTOM		02715672		
9/17/2013	RHUTCH	12188645	Stoneridg		Warranty	Low		AC3Z	2011	F350				1FT8W3CT4BE[redacted]	14992							C/S		02715652		
9/20/2013	RHUTCH	12196865	Stoneridg		Warranty	Low		AC3Z	2012	F350				1FT8W3BT5CE[redacted]	18959							CUSTOM		02717744		
9/20/2013	RHUTCH	12196869	Stoneridg		Warranty	Low		AC3Z	2012	F250				1FT7W2BT1CE[redacted]	24274							CUSTOM		02717742		
9/24/2013	RHUTCH	12203601	Stoneridg		Warranty	Low		AC3Z	2012	F350				1FT8W3BT2CE[redacted]	18423							Customer	VERIFIED	02717744		
9/26/2013	RHUTCH	12210264	Stoneridg		Warranty	Low		AC3Z	2011	F250				1FT7W2BT2BE[redacted]	36054							CHECK		02717744		
9/27/2013	RHUTCH	12212669	Stoneridg		Warranty	Low		AC3Z	2013	F350				1FT8W3BT1DE[redacted]	14212							CUSTOM	CHECK	02719501		
9/27/2013	RHUTCH	12212695	Stoneridg		Warranty	Low		AC3Z	2012	F350				1FT8W3BT4CE[redacted]	26302							Customer	CK	02711295		
9/27/2013	RHUTCH	12212700	Stoneridg		Warranty	Low		AC3Z	2012	F250				1FT7W2BT1CE[redacted]	27472							Customer	CHKD	02717741		
9/30/2013	RHUTCH	12215696	Stoneridg		Warranty	Low		AC3Z	2012	F250				1FT7W2BT7CE[redacted]	33303							DIESEL		02719829		
9/30/2013	RHUTCH	12215703	Stoneridg		Warranty	Low		AC3Z	2011	F250				1FT7W2BT2BE[redacted]	36704							Customer		02719827		
9/30/2013	RHUTCH	12215710	Stoneridg		Warranty	Low		AC3Z	2012	F350				1FT8W3BT8CE[redacted]	39708							Customer		02715633		
10/1/2013	RHUTCH	12218244	Stoneridg		Warranty	Low		AC3Z	2013	F250				1FT8W3DT2DE[redacted]	8095							CUSTOM	VERFY	02721355		
10/1/2013	RHUTCH	12218269	Stoneridg		Warranty	Low		AC3Z	2012	F350				1FD8W3HTXCE[redacted]	49400							STATES	SCANNE	02719829		
10/2/2013	RHUTCH	12220239	Stoneridg		Warranty	Low		AC3Z	2012	F450				1FT8W4DT2CE[redacted]	48820							Customer	VERIFY	02719830		
10/4/2013	RHUTCH	12224953	Stoneridg		Warranty	Low		AC3Z	2013	F250				1FT7W2BT6DE[redacted]	23036							Customer	EGT	02721226		
10/4/2013	RHUTCH	12224965	Stoneridg		Warranty	Low		AC3Z	2011	F350				1FT8W3BT2BE[redacted]	34748							Customer		02722008		
10/4/2013	RHUTCH	12224970	Stoneridg		Warranty	Low		AC3Z	2011	F350				1FTRF3BT7BE[redacted]	49956							CUSTOM	VERIRFIE	02722007		
10/4/2013	RHUTCH	12224977	Stoneridg		Warranty	Low		AC3Z	2011	F350				1FT8W3BT8BE[redacted]	32556							CUST	VERIFIED	02719831		
10/7/2013	RHUTCH	12228923	Stoneridg		Warranty	Low		AC3Z	2011	F350				1FT8W3DT6BE[redacted]	48302							CUST		02722020		
10/8/2013	RHUTCH	12231981	Stoneridg		Warranty	Low		AC3Z	2012	F250				1FT7W2BT5CE[redacted]	46482							CUST	VERIFIED	02722021		
10/8/2013	RHUTCH	12232000	Stoneridg		Warranty	Low		AC3Z	2013	F350				1FT8W3BT2DE[redacted]	2714							CHECK	VERIFIED	02723767		
10/8/2013	RHUTCH	12232033	Stoneridg		Warranty	Low		AC3Z	2012	F250				1FT7W2BT5CE[redacted]	46482							CUST		02722021		

Other Pers	Ford Drive	Ford Test	Ford Drive	Ford Drive	Ford Drive	Ford Drive	Recieved	Supplier P	Supplier P	Supplier P	Review Da	Analysis C	Root Caus	Causal Co	Causal Su	eTracker 8	Supplier 8	Closed Da	Closed By	Ford Quali	Ford Qual	Attachmer	Last Revis	Last Revis	Special Re	Repeat Re
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	4/5/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	6/19/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	8/26/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	8/26/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	8/26/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	8/26/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	8/30/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	8/30/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	8/30/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	9/4/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	9/6/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	9/6/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	9/9/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	9/12/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	9/12/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	9/12/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	9/16/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	9/16/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	9/17/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	9/20/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	9/20/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	9/24/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	9/26/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	9/27/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	9/27/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	9/27/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	9/30/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	9/30/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	9/30/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	10/1/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	10/1/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	10/2/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	10/4/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	10/4/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	10/4/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	10/4/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	10/7/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	10/8/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	10/8/2013	RHUTCH		No
				No				Jeffrey.Phi	No			In								RHUTCH	SWAGER	N	10/8/2013	RHUTCH		No

From: Rinkevich, Daniel (D.J.)
Sent: Tuesday, October 08, 2013 5:28 PM
To: Hutchinson, Rob (R.)
Subject: RE: APB for 2013 EGT Sensors to reunite Matched sets

Thanks Rob.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Hutchinson, Rob (R.)
Sent: Tuesday, October 08, 2013 1:22 PM
To: Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Landis, Ron (Ronald.Landis@stoneridge.com); Koon, Mason (M.L.)
Cc: Rembert, Shannon (S.A.); Brackett, Tom (T.P.); Liu, Ron (D.R.); Hammoud, Majed (M.); Austin, Aaron (A.A.); Williams, Brent (B.A.); Jeff.Philbin@stoneridge.com; Bushman, Thomas (T.S.)
Subject: RE: APB for 2013 EGT Sensors to reunite Matched sets

<< File: Etracker EGT.xls >>
Dan,
This is what I have processed through etracker.

I have on my desk (2) 2012 models. One is a set (disconnected) and one is just the sensor.

1FT8W3BT2DE[redacted]	
1FT7W2BT5CE[redacted]	

Rob Hutchinson

Quality Analyst GPCSE Sensors

Global Powertrain Controls Systems Engineering

Dearborn - Building 2 Room 22J04

1-313-845-1113

rhutch13@ford.com

<< OLE Object: Picture (Device Independent Bitmap) >>

From: Rinkevich, Daniel (D.J.)
Sent: Tuesday, October 08, 2013 1:13 PM
To: McDonagh, Scot (S.M.); Hutchinson, Rob (R.); Landis, Ron (Ronald.Landis@stoneridge.com); Koon, Mason (M.L.)
Cc: Rembert, Shannon (S.A.); Brackett, Tom (T.P.); Liu, Ron (D.R.); Hammoud, Majed (M.); Austin, Aaron (A.A.); Williams, Brent (B.A.); Jeff.Philbin@stoneridge.com; Bushman, Thomas (T.S.)
Subject: APB for 2013 EGT Sensors to reunite Matched sets

I have 5 more EGT connectors on my desk. I'd like to match up the sensors and connectors. Has anybody seen the mating sensor?

- – EGT14 – P246F
- 1FT7W2BT8DE[redacted] – EGT14 – P06EB P246F – Note the P06EB is a repeat after the TSB13-07-12 flash of R17-service release a month earlier.
- 1FDUF5HT2DE[redacted] – EGT11 – P2080
- 1FT7W2BT7DE[redacted] – EGT11 – P2080
- 1FT7W2BT7DE[redacted] – EGT11 – P2080 – Followed SSM 44183 but still have only connector

Also from my last note I gave the connectors to Shannon Rembert, but we still need to get the sensors with them:

- 1FT8W3BT4DE[redacted] – EGT12 – P2084 is by itself and sensor went to Stoneridge, so we need to get back. Jeff can you help?
- 1FT7W2BT2DE[redacted] – EGT13 – P242B is by itself and we have not received the sensor yet .

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Rinkevich, Daniel (D.J.)
Sent: Tuesday, October 01, 2013 3:01 PM
To: McDonagh, Scot (S.M.); Rembert, Shannon (S.A.); Brackett, Tom (T.P.); Liu, Ron (D.R.); Hammoud, Majed (M.); Austin, Aaron (A.A.); Williams, Brent (B.A.); Jeff.Philbin@stoneridge.com; Bushman, Thomas (T.S.)
Subject: RE: 2013 EGT Matched set

I have 3 EGT sensor wiring harness connectors on my desk. **We need to discuss what to do with these at the EGT sensor meeting at 9 am tomorrow**.

- 1FT8W3DT2DE[redacted] EGT11 P2080 is a matched set with the sensor connected.
- 1FT8W3BT4DE[redacted] EGT12 P2084 is by itself and sensor went to Stoneridge, so we need to get back. Jeff can you help?
- 1FT7W2BT2DE[redacted] EGT13 P242B is by itself and we have not received the sensor yet .

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: McDonagh, Scot (S.M.)
Sent: Tuesday, October 01, 2013 2:42 PM
To: Jeff.Philbin@stoneridge.com
Cc: Rinkevich, Daniel (D.J.); Rembert, Shannon (S.A.); Dixon, Mark (M.R.)
Subject: FW: 2013 EGT Matched set

Per our discussion today. Can you provide Sensor return for VIN DE[redacted]?

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

From: McDonagh, Scot (S.M.)
Sent: Friday, September 27, 2013 1:32 PM
To: Hutchinson, Rob (R.); Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); Philbin, Jeff (Jeff.Philbin@stoneridge.com); Rembert, Shannon (S.A.)
Subject: RE: 2013 EGT Matched set

I just received enclosed 14S411 connector for EGT Sensor that was direct shipped to Stoneridge. 14S411 connector & EGT return #100 are on Dan's desk.

<< File: 13MY_14S411-1.pdf >> << File: 13MY-P473-EGT-100.pdf >>

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

From: Hutchinson, Rob (R.)
Sent: Friday, September 27, 2013 1:03 PM
To: Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.)
Cc: Wagers, Sue (S.K.); Philbin, Jeff (Jeff.Philbin@stoneridge.com)
Subject: 2013 EGT Matched set

One has arrived!
<< OLE Object: Picture (Device Independent Bitmap) >>

Rob Hutchinson
Quality Analyst GPCSE Sensors
Global Powertrain Controls Systems Engineering
Dearborn - Building 2 Room 22J04
1-313-845-1113
rhutch13@ford.com

From: Rinkevich, Daniel (D.J.)
Sent: Friday, August 30, 2013 7:22 PM
To: Liu, Ron (D.R.)
Cc: Bushman, Thomas (T.S.); Brackett, Tom (T.P.); Hammoud, Majed (M.)
Subject: RE: Are these Crimps Okay

These particular crimps were for the pigtail kit and so were copper wire (Not nickel coated).



EGT Pigtail Kit.pdf

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Liu, Ron (D.R.)
Sent: Friday, August 30, 2013 3:15 PM
To: Rinkevich, Daniel (D.J.)
Cc: Bushman, Thomas (T.S.); Brackett, Tom (T.P.); Hammoud, Majed (M.)
Subject: RE: Are these Crimps Okay

Dan:

They look OK when the standard for tin/silver/gold/bare plating is applied. But this might be applicable to nickel plating. I know that one supplier uses triple crimps for Ni/Ni contact, instead of one crimp by Stoneridge.

Regards,

D. Ron Liu, Ph.D.
Senior Technical Specialist
Electrical and Material Reliability Supervisor
EESE
Ford Motor Company
@RIC room 2329
Phone: 313-390-5893
Email: dliu1@ford.com

From: Rinkevich, Daniel (D.J.)
Sent: Friday, August 30, 2013 2:58 PM
To: Liu, Ron (D.R.)

Cc: Bushman, Thomas (T.S.); Brackett, Tom (T.P.); Hammoud, Majed (M.)
Subject: Are these Crimps Okay

Ron,
I gave the guys at Stoneridge some of our wiring repair kit pigtails. They sectioned them and found the crimps to be okay. Do you agree?

<< OLE Object: Picture (Device Independent Bitmap) >>

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

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ONE UN UNO

WPT-984

3U2Z-14S411-BXAB

WIRING PIGTAIL KIT
NECESSAIRES DE FILS DE CONNEXION
KIT DE REPARACION

MADE IN MEXICO
CONSTRUIT AU MEXICO
HECHO EN MEXICO

E778W 021513

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Conçues, produites et recommandées par Ford Motor Company.
Con el diseño, ingeniería y recomendación de Ford Motor Company.
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WIRING REPAIR KIT

KIT CONTENTS		
Part Number	Description	Quantity
Kit Specific	Connector With Leads	1
Kit Specific	Butt Splices (with 14 AWG and Larger Diameter Wire)	As Required
ESB-M99D56-A2	Dual Wall Heat Shrink	As Required
SK 3U2J-14B475-AA	Instruction Sheet	1

SERVICE PROCEDURE:

NOTE: Refer to applicable model year wiring diagram for circuit information. For twisted wire circuit repair, the twisting must not be disturbed for more than 2 inches. Twist the repaired wires in the same direction and with the same general twist rate as the original wiring. Re-apply the shielding on shielded circuits. Instrucionl for the use of Rotunda 164-R5901 Pro Crimper and additional soldering guidance can be found in TSB 03-11-6

1. Disconnect battery ground.

2. Disconnect connector from affected component. Remove tape and convulte.

3. Cut first circuit approximately 3 inches from connector. Leave enough wire to allow repairs to be staggered to minimize harness diameter and to maintain harness length. Excess wire from the harness can be folded back on itself to maintain harness length.

For kits with 16 AWG and smaller diameter wire (solder/heat shrink repair):

1. Strip insulation 1-1/2" from one wire being spliced (Wire #1) and 3/4" from the other.

2. Slide heat shrink tubing **at least** 1" away from one of the stripped ends being spliced.

3. Twist wires together. Solder wires together using rosin core mildly-activated (RMA) solder.

4. Bend Wire #1 back in straight line after solder has cooled. Inspect solder joint bond.

5. Evenly position heat shrink tube over wire repair.

6. Use a shielded heat gun to heat the entire length of heat shrink tubing until hot melt appears from both ends.

For kits with 14 AWG and larger diameter wire (crimp/heat shrink repair):

1. Once wire lengths are sized so repairs can be staggered, strip insulation 1/4" from wire on pigtail.

Depending on the gage of the butt splice and wire harness, the strip lenght will vary per the following:

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5-03

GAGE SIZE (REFER TO TSB 03-11-6 FOR GRAPHICS ON HOW TO FOLD STRIPPED WIRE)		
Butt Splice As Stamped 16-14	10	1/4" strip, cut 7 strands - kit only
marqué 16-14	12	1/4"strip, kit and harness
	14	1/4"strip, kit and harness
	16	1/4"strip, kit and harness
	18	5/8"strip, fold 2x diameter - harness
	20	1"strip, fold 3x diameter - harness
	22	1-1/4"strip, fold 4x diameter - harness
Butt Splice As Stamped 12-10	10	1/4"strip, kit and harness
	12	1/4"strip, kit and harness
	14	5/8"strip, fold 2x diameter - harness
	16	1"strip, fold 3x diameter - harness
	18	1-1/4"strip, fold 4x diameter - harness

2. Slide heat shrink tubing **at least** 1" away from one of the stripped ends being spliced.

3. Identify the appropriate crimping chamber of the Rotunda 164-R5901 Pro-Crimper by matching the wire size on the tool die with the wire size stamped on the butt splice.

4. Center one end of the butt splice in the appropriate crimping chamber.

5. Engage the Pro-Crimper but don´t deform the butt splice.

6. Insert stripped wire into the splice until wire hits stop. Make sure insulation does not enter splice.

7. Holding wire in place, squeeze tool handles together until ratchet releases.

8. Reposition the uncrimped splice in the same crimping chamber and repeat steps 3 to 6.

9. Inspect repar for acceptable crimp

10. Evenly position heat shrink tubing over wire repair.

11. Use à shielded heat gun to heat the entire length of a heat shrink tubing until hot melt appears from both ends.

NOTE:

- Repeat process as needed to repair remaining circuits. Stagger repairs so harness doesn´t become too large.

- Seal the ends of all pigtail leads not being used with dual wall heat shrink and stow. Silicone must not be used.

- Re-apply convolute and tape. Reconnect battery ground when repairs are complete.

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5-03

NÉCESSAI

RQ14-005 001446 EB

	ON
Numéro de pièce	
Spécifique au nécessaire	
Specifique au nécessaire	
ESB-M99D56-A2	
SK 3U2J-14B475-AA	

PROCÉDURE DE SERVICE:

REMARQUE: Consulter le s qui concerne à «fil torsadé» (2 po). Torsac taux de torsi blindage sur l pince à sertir concernant le

1. Déconnecter le câble de m

2. Déconnecter le connecteu

3. Couper le premier fil d suffisamment de fil pour per diamètre du faisceau et pour circuit existant peut être replié

Pour les nécessaires pour soudure/gaine thermorétrac

1. Dénuder l´un des fils épiss po).

2. Enfiler la gaine thermorétra à épisser.

3. Tordre les fils ensemble. Ut

4. Recourber le Fil N° 1 en lig la soudure.

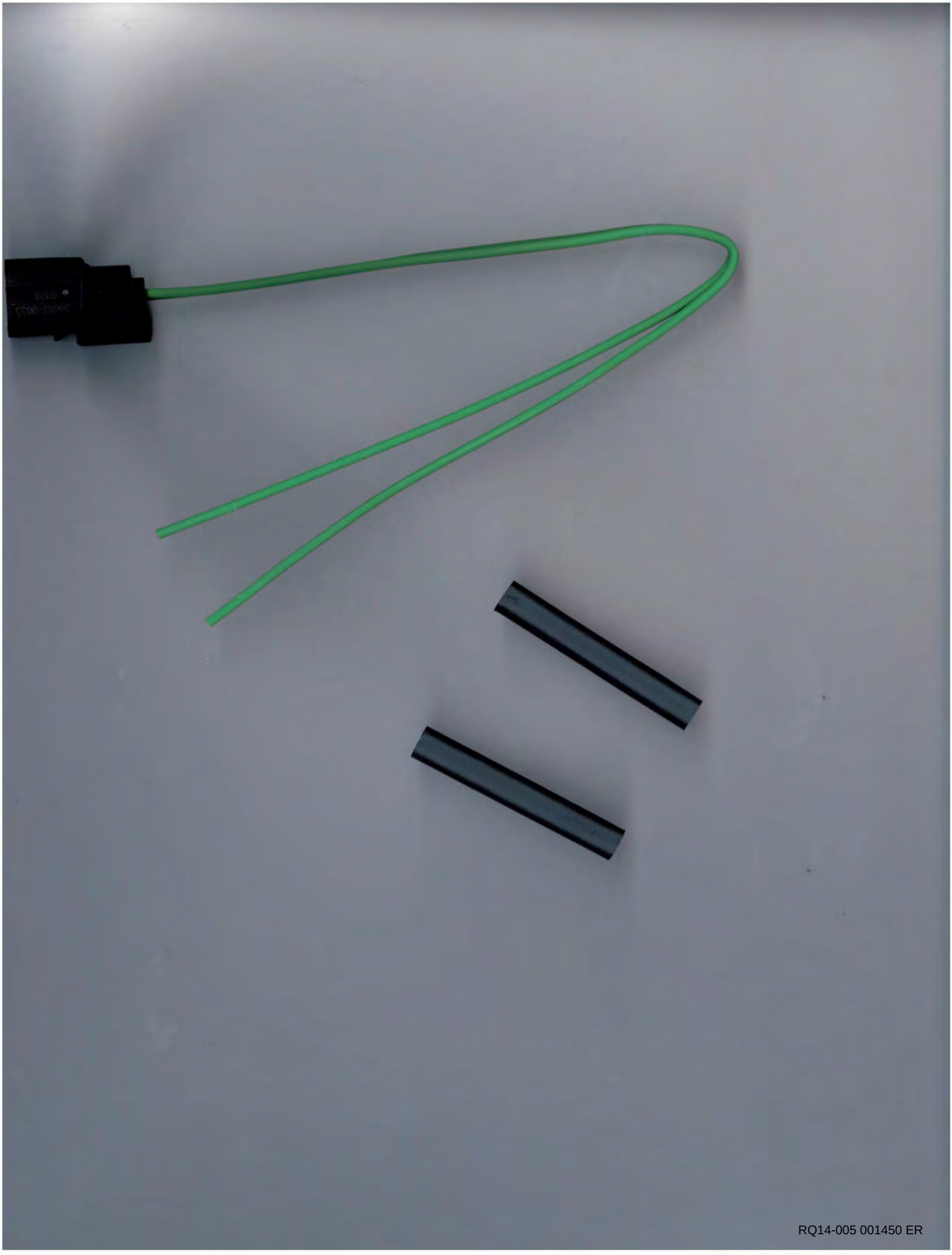
5. Positionner la gaine thermo

6. Utiliser un pistolet à air cha toute sa longueur jusqu´à ce gaine.

Pour les nécessaires pour fi sertissage/gaine thermorétr

1. Une foirs que les longueurs puissent être échelonnées, c cochon. Selon le calibre du co dénudage variera de la façon

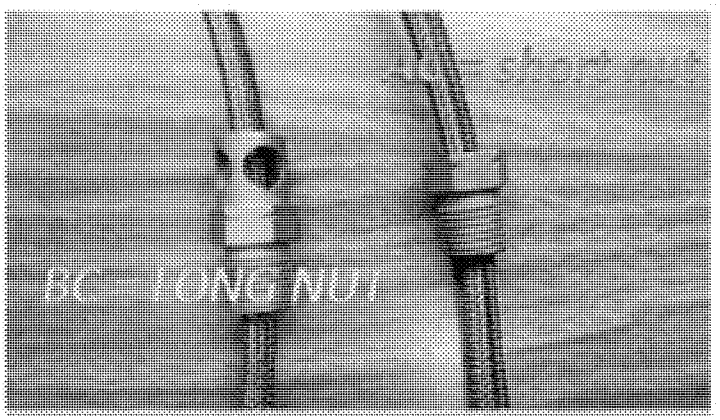
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5-03



RQ14-005 001450 ER

From: McDonagh, Scot (S.M.)
Sent: Friday, April 04, 2014 7:11 PM
To: Dixon, Mark (M.R.)
Cc: Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.)
Subject: RE: Are these repeats?

We have (2) different EGT sensors in Production at KTP. Long Nut EGT is not released in service. Short Nut EGT sensor AC3A-12B591-AC/AC3Z-5J213-B(Powder Fill) is available for service. AC3A-12B591-AB/AC3Z-5J213-A Pre powder fill EGTs were discontinued in service on 12/20/12.



AC3A-12B591-AC = short nut

AC3A-12B591-BC = LONG NUT

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

From: Dixon, Mark (M.R.)
Sent: Friday, April 04, 2014 2:51 PM
To: McDonagh, Scot (S.M.)
Subject: RE: Are these repeats?

Cynthia is investigating.

From: McDonagh, Scot (S.M.)
Sent: Friday, April 04, 2014 7:54 AM
To: Dixon, Mark (M.R.)

Cc: Rinkevich, Daniel (D.J.); Caesar, Cynthia (C.L.)
Subject: RE: Are these repeats?

What is the latest repair date out of all the enclosed 13MY VINS ?

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

From: Dixon, Mark (M.R.)
Sent: Thursday, April 03, 2014 4:36 PM
To: McDonagh, Scot (S.M.)
Subject: FW: Are these repeats?

Did we really have this many 2012 MY EGT sensor spill over into 2013?

From: Rinkevich, Daniel (D.J.)
Sent: Thursday, April 03, 2014 4:35 PM
To: Caesar, Cynthia (C.L.)
Cc: Dixon, Mark (M.R.)
Subject: Are these repeats?

Cynthia,
Can you please look at this list and see if the EGT was replaced twice? These are all the VINs that Stoneridge says were the prior 2011-2012 sensor on a 2013 truck. It is about 12% of the sensor returns which seems like far too many. It's hard to believe that the parts depots would have huge numbers of the old level sensors, and the plant was cleaned out soon at 2013 launch.

1FT7W2ATXDE[redacted]
1FT7W2ATXDE[redacted]
1FD0W5GT5DE[redacted]
1FMCU0GXDU[redacted]
1FT7W2BT7DE[redacted]
1FD0X4GT2DE[redacted]
1FT7W2BT9DE[redacted]
1FT8W3BT5DE[redacted]
1FT7X2AT9DE[redacted]
1FT7W2BT6DE[redacted]
1FT8W3BT7DE[redacted]
1FT8W3BT7DE[redacted]
1FT8W3BT7DE[redacted]
1FT7W2BT7DE[redacted]
1FT8W3BT2DE[redacted]
1FDUF5GT1DE[redacted]

1FT8W3BT7DE[redacted]
1FT7W2BTXDE[redacted]
1FT7W2BT0DE[redacted]
1FT7W2BT3DE[redacted]
1FT7W2BT9DE[redacted]
1FT7W2BT6DE[redacted]
1FT7W2BT4DE[redacted]
1FT7W2BT3DE[redacted]
1FT7W2BT2DE[redacted]
1FT7X2BT3DE[redacted]
1FT7W2BTXDE[redacted]
1FT7W2BT3DE[redacted]
1FDUF4HT7DE[redacted]
1FT7W2BT3DE[redacted]
1FT7W2BT7DE[redacted]
1FT8W4DT1DE[redacted]
1FT7W2BT7DE[redacted]
1FT8W3BT1DE[redacted]
1FT7W2BT0DE[redacted]
1FT7W2BT2DE[redacted]
1FT8W3BT4DE[redacted]
1FT7W2BT6DE[redacted]
1FT7W2BT0DE[redacted]
1FD8W3HT9DE[redacted]
1FT7W2BT3DE[redacted]
1FDGF5GT9DE[redacted]
1FD0W5HT2DE[redacted]
1FT7W2BT7DE[redacted]
1FT7W2BTXDE[redacted]
1FT7X2BT6DEA[redacted]
1FT7W2BT7DE[redacted]
1FT7W2BT6DE[redacted]
1FD0W5HT2DE[redacted]
1FT7W2BT1DE[redacted]
1FT7W2BT6DE[redacted]
1FT7W2BT2DE[redacted]
1FT7W2BT1DE[redacted]
1FT7W2BT8DE[redacted]
1FT8W3BTXDE[redacted]
1FD0X4HT5DEA[redacted]
1FD0X4HT5DEA[redacted]
1FDUF5GT0DE[redacted]
1FT8W3CT2DE[redacted]
1FD0X4GT2DEA[redacted]
1FT7W2BT0DE[redacted]
1FD0W4HT9DE[redacted]
1FDGF5GT6DE[redacted]
1FDGF5GT1DE[redacted]

1FD0W5HT8DE[redacted]
1FT8W3DT0EE[redacted]
1FT7W2BT3DE[redacted]
1FT8W3BTXDE[redacted]
1FT7W2BT3DE[redacted]
1FT7W2BT3DE[redacted]
1FT8W3DT0DE[redacted]
1FT8W3BT8DE[redacted]
1FT7W2BT6EE[redacted]
1FT8W3BT5EE[redacted]
1FT8W3BT5DE[redacted]

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Bushman, Thomas (T.S.)
Sent: Friday, August 09, 2013 2:55 PM
To: Bogema, John (P.)
Cc: Kue, Ace (K.); Rinkevich, Daniel (D.J.)
Subject: RE: Backup note to the PAGE

John - thanks for getting back to me. I understand that the team is busy -- we'll move the calibration portion of the meeting to a different time slot to accommodate a window in Ace's schedule, but we are currently stuck on a number of big questions we have in the data. I've tried contacting Ace directly but his in-box is probably super saturated as it is with most of us.

EGT is currently ranked 4th over-all in the P473 Powertrain, #2 in V29, and is worth approximately 0.5 R/1000 at 3-MIS.

We think we have two main error states with the Sensor:

1) A connectivity problem with the 14405 wire harness connectors
2) A calibration error with the anticipated values seen in the Exhaust System.

Thanks for your help.

Regards,
Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

-----Original Message-----
From: Bogema, John (P.)
Sent: Friday, August 09, 2013 10:24 AM
To: Bushman, Thomas (T.S.)
Cc: Kue, Ace (K.)
Subject: RE: Backup note to the PAGE

Tom, this is right in the middle of our standing staff meeting,

I am aware that Ace has been supporting with documentation as to how the monitors run and supporting in any other way the team requests via email or call. However, we are trying to deliver 2 major programs at the same time, both in the middle of R00 to R05, his available free time for meetings outside his core is limited.

John P. Bogema
Manager, Diesel Feature Calibration
Office Bldg 2 – 22K08
20000 Rotunda Drive
Dearborn, MI 48124
Ph. 313.805.4942
Mail jbogema@ford.com

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-----Original Message-----
From: Bushman, Thomas (T.S.)
Sent: Friday, August 09, 2013 9:10 AM
To: Text Page Recipients
Subject: Backup note to the PAGE

John - can you please have Ace call into the EGT issues resolution team meetin g - thanks. From: Thomas Bushman (502-3393941)

From: Taylor, Perry (P.A.)
Sent: Wednesday, July 23, 2014 3:44 PM
To: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.)
Cc: Roberts, James (J.B.)
Subject: RE: Binning claims to electrical.

Yes, the harness side of the connector.

And yes the TSB does include the build date. Some 2013-2014 F-Super Duty vehicles equipped with a 6.7L engine and built on or before 12/15/2013

And yes, the technician should not have done this from the TSB direction since the truck was built after the Dec clean date.

Yet, here we are. No EGT replaced and just a wiring harness end connector spliced on existing harness.

I would agree with binning this to V29, since it is most likely a sensor issue (since past DEC clean date).

Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Dixon, Mark (M.R.)
Sent: Wednesday, July 23, 2014 8:55 AM
To: Taylor, Perry (P.A.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.)
Cc: Roberts, James (J.B.)
Subject: RE: Binning claims to electrical.

I assume you mean tech replaced harness side connector? Based on vehicle build date, he should not have done this from TSB direction (this unit build past Dec clean date).

Scot, do we have a clean date on the EGT crimp TSB?

From: Taylor, Perry (P.A.)
Sent: Wednesday, July 23, 2014 7:44 AM
To: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.)
Cc: Roberts, James (J.B.)
Subject: RE: Binning claims to electrical.

Can do. Bad part is that technician did NOT replace the sensor. He only replace the pigtail.

If it is a bad sensor, I would expect that it will repeat. I will continue to check warranty.

Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
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PTAYLOR8@ford.com

From: Dixon, Mark (M.R.)
Sent: Tuesday, July 22, 2014 3:52 PM
To: Taylor, Perry (P.A.); Rinkevich, Daniel (D.J.)
Cc: Roberts, James (J.B.)
Subject: RE: Binning claims to electrical.

Perry, build date for this unit is after the mid-Dec ICA for the harness side crimp. Good chance this could be s sensor concern. I would keep this claim in PT for now.

From: Taylor, Perry (P.A.)
Sent: Tuesday, July 22, 2014 8:11 AM
To: Rinkevich, Daniel (D.J.); Dixon, Mark (M.R.)
Cc: Roberts, James (J.B.)
Subject: Binning claims to electrical.

Claim = Check engine light for
P2031 EXHAUST GAS TEMPERATURE SENSOR CIRCUIT (BANK 1 SENSOR 2)
P2084 EXHAUST GAS TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE (BANK 1 SENSOR 2)

TSB 14-01-08 instructs technician to replace pigtail and NOT sensor.

My rationale, wiring is root cause, so whoever owns wiring, owns the warranty.

Electrical rationale, Powertrain released the TSB, so powertrain owns the warranty.

I believe this logic is flawed (one two levels). 1) Bin warranty to root cause. Powertrain component was not root cause. 2) PT does not release TSBs in a vacuum. Don't other functional areas (i.e. electrical) have input to the release of these TSBs.

History; claims showed up in PT, I binned to electrical, electrical binned back to PT. Now sitting in PT.

Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – F-Series

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PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Monday, October 27, 2014 3:49 PM
To: Rinkevich, Daniel (D.J.)
Subject: RE: BSAQ Concern SAQ2014315961: Actions due in 7 Days

Just do it.

I cannot do everything.

That is the beautiful thing about ECB, we have to put in projects once claims hit a certain tip level (2 in 4 MOP). So I put a project in. I was saying that the reason was that dealers were shipping us the wrong parts was because of the 8,000 part back order on EGT sensors. The PROJECT below was to get Stoneridge to provide parts for service. Once the back orders for EGT sensors was eliminated, I guessed that dealerships would not send us any old parts for warranty returns.

Back whenever I opened the project, Stoneridge estimated end of September, they would be able to fulfill all the back orders and get in the surplus category.

I will check with service and see if they made their target. If so, I recommend we close and see if we still get wrong parts.

If you have a better idea, let's hear it.

Perry A. Taylor

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PTAYLOR8@ford.com

From: Rinkevich, Daniel (D.J.)
Sent: Monday, October 27, 2014 11:28 AM
To: Taylor, Perry (P.A.)
Subject: RE: BSAQ Concern SAQ2014315961: Actions due in 7 Days

Perry,
Did you set this up? How am I supposed to fix dealers sending in the wrong part?

Dan Rinkevich

Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Saq, B (B.)
Sent: Friday, October 24, 2014 1:01 AM

To: Rinkevich, Daniel (D.J.)
Subject: BSAQ Concern SAQ2014315961: Actions due in 7 Days

BSAQ concern : SAQ2014315961 , Concern title : P473 2015MY EGT Sensors where dealer returned wrong part.

F8-F-SERIES SUPERDUTY (NA-KTP),E4141-SCORPION DIESEL V8 RWD - CH2 has Permanent Corrective Action Implementation due OCT 31,2014

From: Dixon, Mark (M.R.)
Sent: Monday, March 17, 2014 2:13 PM
To: Rinkevich, Daniel (D.J.); Bushman, Thomas (T.S.); McDonagh, Scot (S.M.); Cervenan, Neil (N.J.); Caesar, Cynthia (C.L.)
Subject: RE: C&C FQR Prep for P473 - V29 Miss to Target

We'll need to put together the data on repeat repairs (Cynthia is doing) and the 2013 MY EGT TNI rate from Stonebridge to complete the review deck.

From: Rinkevich, Daniel (D.J.)
Sent: Monday, March 17, 2014 8:58 AM
To: Dixon, Mark (M.R.); Bushman, Thomas (T.S.); McDonagh, Scot (S.M.); Cervenan, Neil (N.J.)
Subject: RE: C&C FQR Prep for P473 - V29 Miss to Target

Mark,
Maybe we can do something for tomorrow's meeting. I'm on vacation next week.
Dan Rinkevich
Powertrain Quality
Desk: (313) 322-3653
Cell: (313) 676-9572

-----Original Message-----
From: Dixon, Mark (M.R.)
Sent: Monday, March 17, 2014 08:44 AM Eastern Standard Time
To: Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Cervenan, Neil (N.J.)
Subject: RE: C&C FQR Prep for P473 - V29 Miss to Target

Dan, let's plan to bring the data we have on the crimp and wire gauge actions into the March 25 FQR (Joe Baum out next week).

We can decide then what forum to review this in - EESE/PT forum that may include Reitz maybe at the EESE FQR.

From: Bushman, Thomas (T.S.)
Sent: Friday, March 14, 2014 12:03 PM
To: Dixon, Mark (M.R.)
Subject: RE: C&C FQR Prep for P473 - V29 Miss to Target

We have to go see Graydon Reitz to get the wiring data.

Can you please make that a topic at the next C&C FQR?

RQ14-005 001461 ER

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Dixon, Mark (M.R.)
Sent: Friday, March 14, 2014 7:16 AM
To: Bushman, Thomas (T.S.)
Subject: RE: C&C FQR Prep for P473 - V29 Miss to Target

Any assignments?

From: Bushman, Thomas (T.S.)
Sent: Thursday, March 13, 2014 6:43 PM
To: Bogema, John (P.); Boone, Bill (W.P.); Parrish, Kirk (K.A.); Kue, Ace (K.); Zimmerman, Bret (B.A.); Dixon, Mark (M.R.); Caesar, Cynthia (C.L.); Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.); Taylor, Perry (P.A.); Hutchinson, Rob (R.); Johnson, Seth (S.); Hale, Curt (B.C.); McDonagh, Scot (S.M.)
Cc: Kainz, Laura (L.L.); Kromberg, Arnold (A.W.); Smith, Jason (JRS.); Cervenan, Neil (N.J.)
Subject: C&C FQR Prep for P473 - V29 Miss to Target

Team – please find attached the final version of what we presented today to Bob Fascetti.

Good job to all! It definitely conveyed the message we were looking for – now we need to attack those items on the "NEXT STEPS" page. I'm very encouraged that we have a chance of meeting the 2015 objective (barring any special cause blow-outs).

Thanks again for the entire team effort – great job!

<< File: P473_E29_6-Panel_(11-Mar-2014)_V9.pptx >>

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: McDonagh, Scot (S.M.)
Sent: Friday, September 19, 2014 12:33 PM
To: Austin, Aaron (A.A.)
Cc: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); Hale, Curt (B.C.); Williams, Brent (B.A.)
Subject: RE: C12798074 - Wire Gauge Increase

Thanks Aaron- What is KTP clean date when we were 100% in Production on all "D" suffix 18 gauge EGT harnesses ?

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

From: Austin, Aaron (A.A.)
Sent: Thursday, September 18, 2014 2:55 PM
To: McDonagh, Scot (S.M.); Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.)
Subject: RE: C12798074 - Wire Gauge Increase

I confirmed that all levels on the CR are with the change/ suffix bump.

Aaron Austin
Electrical PVT Analyst
V18-Wiring & EDS Components
Kentucky Truck Plant
Cell: (502) 612-8087
FordNet: 429-3664
Desk: (502) 339-3664
aausti41@ford.com

From: McDonagh, Scot (S.M.)
Sent: Thursday, September 18, 2014 1:37 PM
To: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.)
Cc: Austin, Aaron (A.A.)
Subject: RE: C12798074 - Wire Gauge Increase

Yes- It took (17) days to exhaust stock at KTP ?

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

From: Dixon, Mark (M.R.)
Sent: Thursday, September 18, 2014 1:27 PM

To: McDonagh, Scot (S.M.); Rinkevich, Daniel (D.J.)
Subject: FW: C12798074 - Wire Gauge Increase

This is the harness wire gauge change to improve the EGT connector crimp?

From: Austin, Aaron (A.A.)
Sent: Thursday, September 18, 2014 12:46 PM
To: Miley, Jon (J.W.); 'DAVID.MELCHOR@STONERIDGE.COM'; 'Philbin, Jeff'; Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Taylor, Perry (P.A.); Hutchinson, Rob (R.); Sonat, Ibrahim (I.); Wagers, Sue (S.K.); Dixon, Mark (M.R.); Roberts, James (J.B.); Kruse, William (W.H.); 'Doering, Bob'; 'Landis, Ron'; 'Sparks, Robert'; Karlen, Jason (J.R.); Addanki, Neelima (N.); Obenour, Doug; LaVigne, Richard (L.); Williams, Brent (B.A.); Madden, Hugh (H.R.)
Subject: RE: C12798074 - Wire Gauge Increase

We are already seeing some levels in the plant as of last week. I will have to check the suffix bump to verify which levels we have. I know we have the CD level already.

Aaron Austin
Electrical PVT Analyst
V18-Wiring & EDS Components
Kentucky Truck Plant
Cell: (502) 612-8087
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Desk: (502) 339-3664
aausti41@ford.com

From: Miley, Jon (J.W.)
Sent: Friday, August 15, 2014 4:31 PM
To: 'DAVID.MELCHOR@STONERIDGE.COM'; 'Philbin, Jeff'; Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Taylor, Perry (P.A.); Hutchinson, Rob (R.); Sonat, Ibrahim (I.); Wagers, Sue (S.K.); Dixon, Mark (M.R.); Roberts, James (J.B.); Kruse, William (W.H.); 'Doering, Bob'; 'Landis, Ron'; 'Sparks, Robert'; Karlen, Jason (J.R.); Addanki, Neelima (N.); Obenour, Doug; LaVigne, Richard (L.); Williams, Brent (B.A.); Austin, Aaron (A.A.); Madden, Hugh (H.R.)
Subject: FW: C12798074 - Wire Gauge Increase
Importance: High

From: Castro Lujan, Juan [mailto:JCastrolujan@lear.com]
Sent: Friday, August 15, 2014 4:23 PM
To: Miley, Jon (J.W.)
Cc: Ochoa, Gerardo; Lopez, Guillermo (Manuel); Dominguez, Edgar (E.); Rybicki, Timothy (T.G.); Karlen, Jason (J.R.); Roberts, James (J.B.); Taylor, Perry (P.A.); Pazos Vargas, Nubia Lizzeth; Salcedo Arellano, Mario Cesar; Castaneda, Sergio
Subject: RE: C12798074 - Wire Gauge Increase

John,
This Monday -18-2014 is SOP at Juarez plant with the new AWG change wire for 14406 harness . Lead time to KTP is between 7-10 days.

Let me know if you need something else.

Juan Luis Castro | Quality Coordinator | Juarez Plant | ✉jcastrolujan@lear.com | ☎ USA(915) 787-3572 | ☎: MEX+52(656) 688-1100x3572 LEAR CORPORATION *Working Together & Winning Together . . . as one Lear*

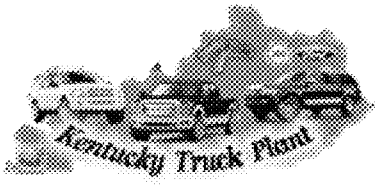
From: Miley, Jon (J.W.) [mailto:jmiley@ford.com]
Sent: Friday, August 15, 2014 12:46 PM
To: Castro Lujan, Juan
Cc: Ochoa, Gerardo; Lopez, Guillermo (Manuel); Dominguez, Edgar (E.); Rybicki, Timothy (T.G.); Karlen, Jason (J.R.);

Roberts, James (J.B.); Taylor, Perry (P.A.)
Subject: C12798074 - Wire Gauge Increase
Importance: High

Juan,

We need a status update and timing on this AWG change as soon as possible. Thanks.

Jon W. Miley
Jon W. Miley
STA Resident Engineer-Powertrain
KTP
Work: 502-339-3827
Cell: 313-910-7006



****
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From: Taylor, Perry (P.A.)
Sent: Tuesday, March 11, 2014 8:27 PM
To: Rinkevich, Daniel (D.J.); Niland, Tom (T.H.)
Cc: Bushman, Thomas (T.S.)
Subject: RE: Can EGT cause No Start? 1FT8W3BT8EE[redacted]

I sent a note to Bill Boone and this is what he told me. All I got out of it was that it was Tom Niland's fault.

I would expect the EGT to be NPF. But can leave it as potential until we get the analysis completed?

Bill Boone said,
Potentially. If we see an overtemp on the post-DPF EGT (the "stop safely now" message) then we block restart for an hour for safety reasons. And the P200E indicates that that is exactly what happened. Likely series of events was underboost causing low airflow into the exhaust, which resulted in raised exhaust temperatures, and when the post-DPF temp got hot enough P200E set, the customer got the stop safely now message, and the vehicle was blocked from starting for an hour. The original root cause was whatever caused the P1247 – the P200E and the no-start are symptoms.

Perry A. Taylor

PVT Powertrain
~~Louisville Assembly~~ Kentucky Truck Plant
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~~Desk Phone: (502) 357-6004~~
~~Fax: (502) 364-3935~~
PTAYLOR8@ford.com

From: Rinkevich, Daniel (D.J.)
Sent: Tuesday, March 11, 2014 4:11 PM
To: Taylor, Perry (P.A.); Niland, Tom (T.H.)
Cc: Bushman, Thomas (T.S.)
Subject: RE: Can EGT cause No Start? 1FT8W3BT8EE[redacted]

Perry,
The P200E always comes with a P200C. I wonder why it isn't listed. The P200E causes the pull over safely message. The tap test indicated the EGR, or wiring connector. Is there anything common between the turbo pressure sensor and EGT wiring? It's odd that 2 things would go bad together at exactly the same time.

Dan Rinkevich

Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Taylor, Perry (P.A.)
Sent: Tuesday, March 11, 2014 9:00 AM
To: Niland, Tom (T.H.); Castillo, Luis Antonio (L.); Soto, Eduardo (E.); Rinkevich, Daniel (D.J.)

Cc: Bushman, Thomas (T.S.); Jeffrey.Philbin@stoneridge.com
Subject: Can EGT cause No Start? 1FT8W3BT8EE[redacted]

Not sure how to bin this. Technician replaced two parts.

Vehicle did have two separate and in my opinion unrelated codes. Yet I can only bin to one root cause.

BC3Z 9E882 A VALVE-EGR VAC REG
AC3Z 5J213 B SNS ASY-ENG EXH TEMP THRML

P200E CATALYST SYSTEM OVER TEMPERATURE (BANK 1) 1 CATALYST (SYSTEM)—guessing this was due to "bad" EGT
P1247 TURBOCHARGER BOOST PRESSURE LOW—guessing this was due to "bad" EGR Vacuum regulator.

Customer complaint = VEH WENT INTO LIMP MODE, HAD PULL OVER SAFELY MESSAGE AND WILL NOT START

Technician listed EGT as causal part, so I will bin to EGT.

However, the question is which issue is most likely responsible for the customer's complaint? Limp mode; No start?

Perry A. Taylor
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~~Fax: (502) 364-3935~~
PTAYLOR8@ford.com

From: Rinkevich, Daniel (D.J.)
Sent: Monday, November 25, 2013 8:32 PM
To: 'Quiroz, Jesus'
Subject: RE: Contact Info

Let's get started with these connectors and see what you learn.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Rinkevich, Daniel (D.J.)
Sent: Monday, November 25, 2013 3:32 PM
To: 'Quiroz, Jesus'
Subject: RE: Contact Info

I have more coming.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Quiroz, Jesus [mailto:JQuiroz@lear.com]
Sent: Monday, November 25, 2013 3:29 PM
To: Rinkevich, Daniel (D.J.)
Cc: Bushman, Thomas (T.S.); Ellis, Paul
Subject: RE: Contact Info

Dan,
Since these are connectors returned from the field, I will direct these to Paul Ellis, our Warranty Analyst. He will conduct the appropriate request to our plant for teardown analysis/
Thanks

Jesus E. Quiroz|Sr. Quality Manager|Lear Corporation / Electrical Power Management Systems | ✉ jquiroz@lear.com | ☎ **248-447-1133** **313-215-9037**

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From: Rinkevich, Daniel (D.J.) [mailto:drinkevi@ford.com]
Sent: Monday, November 25, 2013 3:13 PM
To: Quiroz, Jesus
Cc: Bushman, Thomas (T.S.)
Subject: RE: Contact Info

Jesus,
All the parts are from vehicles that had EGT sensor issues. Please look at them and let me know if the:

- Crimps meet USCAR21
- Connector ends are correct
- Coatings are okay

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Quiroz, Jesus [mailto:JQuiroz@lear.com]
Sent: Monday, November 25, 2013 3:01 PM
To: Rinkevich, Daniel (D.J.)
Cc: Bushman, Thomas (T.S.)
Subject: RE: Contact Info

Dan,
I got the box and the connector on top of the box was sent to Gary Hite to be analyzed.
The rest of the parts inside what do you want me to do with them? Are they Stoneridge parts?

Jesus E. Quiroz|Sr. Quality Manager|Lear Corporation / Electrical Power Management Systems | ✉ jquiroz@lear.com | ☎ **248-447-1133** **313-215-9037**

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From: Rinkevich, Daniel (D.J.) [mailto:drinkevi@ford.com]
Sent: Friday, November 22, 2013 11:02 AM
To: Quiroz, Jesus
Cc: Modina, John (Rene); Bushman, Thomas (T.S.)
Subject: RE: Contact Info

Jesus,
I gave a box of connectors to John this morning. The connector that we are particularly interested in is on top with your name on the tag. Please take a look at all the connectors and let me know what you find.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Quiroz, Jesus [mailto:JQuiroz@lear.com]
Sent: Thursday, November 21, 2013 11:00 AM
To: Rinkevich, Daniel (D.J.)
Cc: Modina, John (Rene)
Subject: RE: Contact Info

Dan,
There's a colleague in **Building 1** that can bring the samples to my office in Southfield.
He's name is **John Modina,** you can drop the samples in his **cube 11F043** please.
Thank you!

Jesus E. Quiroz|Sr. Quality Manager|Lear Corporation / Electrical Power Management Systems | ✉ jquiroz@lear.com | ☎ **248-447-1133** **313-215-9037**

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From: Quiroz, Jesus
Sent: Wednesday, November 20, 2013 4:18 PM
To: 'Rinkevich, Daniel (D.J.)'
Subject: RE: Contact Info

See you Dan, thanks

Jesus E. Quiroz|Sr. Quality Manager|Lear Corporation / Electrical Power Management Systems | ✉ jquiroz@lear.com | ☎ **248-447-1133** **313-215-9037**

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From: Rinkevich, Daniel (D.J.) [mailto:drinkevi@ford.com]
Sent: Wednesday, November 20, 2013 11:10 AM
To: Quiroz, Jesus
Subject: Contact Info

Phone number is below my name. See you at 8 am tomorrow.

Location:
Building 3
Cube: 2G158
20100 Rotunda Drive
Dearborn, MI 48124

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

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or copying of this E-mail message is strictly
prohibited. If you have received this message in
error, please immediately notify the sender and
delete this E-mail message from your computer.

From: Rinkevich, Daniel (D.J.)
Sent: Wednesday, October 02, 2013 4:36 PM
To: Ken Raupp (kraupp@control-tec.com)
Subject: RE: Control Tec VDR with qualifier output

Ken,
How do I get the box to you to send off? Do we need to program the box before sending?

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Bogema, John (P.)
Sent: Wednesday, October 02, 2013 11:13 AM
To: Rinkevich, Daniel (D.J.); Kue, Ace (K.); Pervez, Nahid (N.)
Cc: Ken Raupp (kraupp@control-tec.com)
Subject: RE: Control Tec VDR with qualifier output

Agree.

From: Rinkevich, Daniel (D.J.)
Sent: Wednesday, October 02, 2013 11:10 AM
To: Bogema, John (P.); Kue, Ace (K.); Pervez, Nahid (N.)
Cc: Ken Raupp (kraupp@control-tec.com)
Subject: Control Tec VDR with qualifier output

John, Ace, or Nahid,
I am told that you agreed to fund a VDR with phone uplink for the ambulance fleet EGT study last week with an open order. Can you please concur on this note so that I work with Ken Raupp to get this going?

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Kingston, Julie (J.)
Sent: Thursday, September 11, 2014 1:39 PM
To: McDonagh, Scot (S.M.)
Cc: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.)
Subject: RE: Control-Tec Inquiry/TNI EGT Testing

Not working or not on. This is the last status entry for the vehicle.

Vehicle Detail

VIN	Fleet	Veh No	Package	Location	Last Data	Build	Calibration	V
1FT7X2B17EE[redacted]	YOCF	FEA00117	6.7L / P473 / ATX	Unknown	2014-04-16	FP	DDDFZA7.H32	

Julie Kingston
Powertrain Quality
Ford Motor Company
Building 3 / 2E157
(313) 323 - 9092
mailto:jkingst8@ford.com

From: McDonagh, Scot (S.M.)
Sent: Thursday, September 11, 2014 9:36 AM
To: Kingston, Julie (J.)
Cc: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.)
Subject: RE: Control-Tec Inquiry/TNI EGT Testing

April ? Does this mean the recorder is not working ?

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

From: Kingston, Julie (J.)
Sent: Thursday, September 11, 2014 9:00 AM
To: McDonagh, Scot (S.M.)
Cc: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.)
Subject: RE: Control-Tec Inquiry/TNI EGT Testing

<< File: 1FT7W2BT8FE[redacted]_RVD_2013-12-09 13-06-18.csv.zip >> << File: 1FT7W2BT8FE[redacted]_RVD_2013-12-09 13-08-28.csv.zip >>
Both vehicles are in the system. Scot, your truck shows the last run in April. Dan, there are two new files from 9/12, one for 4 miles and the other for miles. Files are attached.

Julie Kingston
Powertrain Quality
Ford Motor Company
Building 3 / 2E157
(313) 323 - 9092
mailto:jkingst8@ford.com

From: McDonagh, Scot (S.M.)
Sent: Thursday, September 11, 2014 7:54 AM
To: Kingston, Julie (J.)
Cc: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.)
Subject: Control-Tec Inquiry/TNI EGT Testing

Dan and I installed CT-1000 recorder in 301T088 yesterday. Is data on CT Qualifier website for below VINs ?

301T087- 1FT7W2BT8FE[redacted](Dan R)

301T088- 1FT7X2BT7FE[redacted](Scot M)

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

From: Rinkevich, Daniel (D.J.)
Sent: Thursday, September 11, 2014 4:50 PM
To: McDonagh, Scot (S.M.); 'rstheiner@control-tec.com'
Subject: RE: Control-Tec Inquiry/TNI EGT Testing

Ryan,
Scot thinks he can come over at 2pm does that work?

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Ryan Stheiner [mailto:rstheiner@control-tec.com]
Sent: Thursday, September 11, 2014 12:09 PM
To: Rinkevich, Daniel (D.J.)
Subject: Re: Control-Tec Inquiry/TNI EGT Testing

Dan,

It looks like there is an issue with the wifi. I will need to update a file on the VDR, unfortunately I can't do this remotely. Would it be possible for me to get to the VDR sometime today? You could also drop off the VDR in the office, it wouldn't take very long to update. Let me know. Thanks.

On Thu, Sep 11, 2014 at 11:41 AM, Ken Raupp <kraupp@control-tec.com> wrote:
No, plugging the VDR into the OBD port is all you need to do.

Ryan,

Please check both VDR's and let us know the status of seeing the desired data on the website.

Thanks,

Ken

On Thu, Sep 11, 2014 at 11:33 AM, McDonagh, Scot (S.M.) <smcdonag@ford.com> wrote:
Great- Is there something that needs to be done besides plugging recorder into OBD port ?

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

From: Kingston, Julie (J.)
Sent: Thursday, September 11, 2014 9:39 AM

To: McDonagh, Scot (S.M.)
Cc: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.)
Subject: RE: Control-Tec Inquiry/TNI EGT Testing

Not working or not on. This is the last status entry for the vehicle.

<< OLE Object: Picture (Device Independent Bitmap) >>

Julie Kingston
Powertrain Quality
Ford Motor Company
Building 3 / 2E157
(313) 323 - 9092
mailto:jkingst8@ford.com

From: McDonagh, Scot (S.M.)
Sent: Thursday, September 11, 2014 9:36 AM
To: Kingston, Julie (J.)
Cc: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.)
Subject: RE: Control-Tec Inquiry/TNI EGT Testing

April ? Does this mean the recorder is not working ?

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

From: Kingston, Julie (J.)
Sent: Thursday, September 11, 2014 9:00 AM
To: McDonagh, Scot (S.M.)
Cc: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.)
Subject: RE: Control-Tec Inquiry/TNI EGT Testing

<< File: 1FT7W2BT8FE[redacted]RVD_2013-12-09 13-06-18.csv.zip >> << File: 1FT7W2BT8FE[redacted]_RVD_2013-12-09 13-08-28.csv.zip >>
Both vehicles are in the system. Scot, your truck shows the last run in April. Dan, there are two new files from 9/12, one for 4 miles and the other for miles. Files are attached.

Julie Kingston
Powertrain Quality
Ford Motor Company
Building 3 / 2E157
(313) 323 - 9092
mailto:jkingst8@ford.com

From: McDonagh, Scot (S.M.)
Sent: Thursday, September 11, 2014 7:54 AM
To: Kingston, Julie (J.)
Cc: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.)
Subject: Control-Tec Inquiry/TNI EGT Testing

Dan and I installed CT-1000 recorder in 301T088 yesterday. Is data on CT Qualifier website for below VINs ?

301T087- 1FT7W2BT8FE[redacted](Dan R)

301T088- 1FT7X2BT7FE[redacted](Scot M)

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

--
Ken Raupp | Program Manager

CONTROLTEC
999 Republic Drive, Suite 100, Allen Park, MI 48101
M 313.910.4062 **F** 313.982.1305
www.control-tec.com

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--
Ryan Stheiner |Project Engineer

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From: Rinkevich, Daniel (D.J.)
Sent: Wednesday, October 30, 2013 7:08 PM
To: Brackett, Tom (T.P.)
Cc: Liu, Ron (D.R.); Rembert, Shannon (S.A.); Bushman, Thomas (T.S.)
Subject: RE: Do you have a time-domain reflectometer?

This one says it's good to an inch. So this is not accurate enough.

http://www.aaatesters.com/RiserBond-Riser_Bond_Model_6000_Multi-Function_Tester_RD6000.html?gclid=CJ6c45afv7oCFcYRMwod5jEAig

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Brackett, Tom (T.P.)
Sent: Wednesday, October 30, 2013 2:59 PM
To: Rinkevich, Daniel (D.J.)
Cc: Liu, Ron (D.R.); Rembert, Shannon (S.A.); Bushman, Thomas (T.S.)
Subject: RE: Do you have a time-domain reflectometer?

https://www.google.com/#q=+time-domain+reflectometer%3F&safe=active

A quick look at one of the cheap ones and it's good to ±20 inches. I'm sure a skilled operator could detect a difference, just not sure how much of a difference.

From: Rinkevich, Daniel (D.J.)
Sent: Wednesday, October 30, 2013 2:48 PM
To: Brackett, Tom (T.P.)
Cc: Liu, Ron (D.R.); Rembert, Shannon (S.A.); Bushman, Thomas (T.S.)
Subject: RE: Do you have a time-domain reflectometer?

Tom,
The thought was maybe we could use this before taking the connectors apart to detect the location of the fault as the terminal crimp, or the connector itself. Does this seem plausible? How much would one of these cost?

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Brackett, Tom (T.P.)
Sent: Wednesday, October 30, 2013 10:38 AM
To: Rinkevich, Daniel (D.J.)
Cc: Liu, Ron (D.R.); Rembert, Shannon (S.A.)
Subject: RE: Do you have a time-domain reflectometer?

Team,

http://en.wikipedia.org/wiki/Time-domain_reflectometer

This is mainly used for long wire runs. However, they also use it for Hi Freq. circuit boards.

But the bottom line is if the issue disappears by moving wires or connectors or disconnecting parts, it doesn't matter what test equipment you use!

Tom Brackett
Electrical Material & Contact Reliability Group
FORD EESE - EDS
RIC Bldg.
Room 1417 (313) 62-14071
Lab. 1424 594-4106

From: Rinkevich, Daniel (D.J.)
Sent: Wednesday, October 30, 2013 10:09 AM
To: Brackett, Tom (T.P.)
Cc: Liu, Ron (D.R.); Rembert, Shannon (S.A.)
Subject: RE: Do you have a time-domain reflectometer?

Tom,
Can you please investigate and determine if this is worth getting?

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Brackett, Tom (T.P.)
Sent: Wednesday, October 30, 2013 10:06 AM
To: Rinkevich, Daniel (D.J.)
Cc: Liu, Ron (D.R.); Rembert, Shannon (S.A.)
Subject: RE: Do you have a time-domain reflectometer?

Never heard of this!

From: Rinkevich, Daniel (D.J.)
Sent: Wednesday, October 30, 2013 9:50 AM
To: Brackett, Tom (T.P.)
Cc: Liu, Ron (D.R.); Rembert, Shannon (S.A.)
Subject: Do you have a time-domain reflectometer?

Tom,
Do you have a time-domain reflectometer and would it help to determine the part of the EGT sensor that is having the issue? Apparently this is a tool that tells you how far down the wire the issue is. I'm not sure if the crimps and connections are too close together for this to work.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Caesar, Cynthia (C.L.)
Sent: Monday, September 08, 2014 9:09 PM
To: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.)
Subject: RE: DTC for freeze frame data

File has been converted and is posted at:

https://team.sp.ford.com/sites/ptquality/01%20-%20Powertrain%20Quality%20Data/15%20IDS%20Session%20Data%20DTC_Freeze%20Frame/Forms/AllItems.aspx

I only ran 13 MY due to the size. If you find you need 2012 MY as well, please let me know.

Cynthia Caesar
Powertrain Quality - Senior Engineer
Bldg #3 32G154 84-56115

From: Dixon, Mark (M.R.)
Sent: Friday, September 05, 2014 7:58 AM
To: Caesar, Cynthia (C.L.); Rinkevich, Daniel (D.J.)
Subject: FW: DTC for freeze frame data

Dan, thanks.

Cynthia, here are the EGT DTCs I mentioned we need the latest FF data on. First need to confirm that the Ambient Air Temp parameter (AAT) is available in the diesel FF.

Suggest you pull for MYs where we have at least one full seasonal cycle of data – maybe '12 and '13 MY. I think Dan will handle running the file through his macro to convert to standard, "non text" value (though it would not be a bad idea if you got the macro to use for future analysis like this).

We have meeting set up for Thursday where this data will be reviewed. Thanks.

From: Rinkevich, Daniel (D.J.)
Sent: Thursday, September 04, 2014 4:42 PM
To: Dixon, Mark (M.R.)
Cc: Caesar, Cynthia (C.L.)
Subject: DTC for freeze frame data

Mark,
Here are the EGT sensor DTCs that we need to get fresh freeze frame data for AAT analysis on with my new macro:

- P06EA

- P06EB
- P2080
- P2084
- P242B
- P246F
- P0544
- P2031
- P242A
- P246E

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Rinkevich, Daniel (D.J.)
Sent: Tuesday, October 29, 2013 8:22 PM
To: Johnson, Seth (S.)
Subject: RE: EBP - EGT

No end in sight yet… We will need to renew unless we figure it out.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Johnson, Seth (S.)
Sent: Tuesday, October 29, 2013 3:59 PM
To: Rinkevich, Daniel (D.J.)
Subject: RE: EBP - EGT

Sure thing. On another note, how much longer do you think we will need to run the FAV? They will expire at the end of November (both NOx and EGT).

Seth H. Johnson
Diesel Commodity Concern Engineer
1700 Fairlane Business Drive - DSC 1
Phone: (313)-390-6051
SJOHN274@Ford.com

From: Rinkevich, Daniel (D.J.)
Sent: Tuesday, October 29, 2013 3:43 PM
To: Johnson, Seth (S.)
Subject: RE: EBP - EGT

Seth,
Thanks for digging into this.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Johnson, Seth (S.)
Sent: Tuesday, October 29, 2013 9:50 AM
To: Rinkevich, Daniel (D.J.)

RQ14-005 001484 ER

Cc: Hutchinson, Rob (R.); Wagers, Sue (S.K.); Bushman, Thomas (T.S.)
Subject: RE: EBP - EGT

Dan,

I looked over the report and neither the connector nor the SSM was recommended. The Service Engineer that answered the HAR is not part of the diesel group. I'm not sure why that SE even answered the request. Unfortunately these kinds of things can happen at the Hotline. I sent a note to the group to reiterate the SSM.

Best Regards,

Seth H. Johnson

Diesel Commodity Concern Engineer
1700 Fairlane Business Drive - DSC 1
Phone: (313)-390-6051
SJOHN274@Ford.com

From: Rinkevich, Daniel (D.J.)
Sent: Tuesday, October 29, 2013 9:35 AM
To: Johnson, Seth (S.)
Cc: Hutchinson, Rob (R.); Wagers, Sue (S.K.); Bushman, Thomas (T.S.)
Subject: FW: EBP - EGT

Seth,
Can you answer?

Dan Rinkevich

Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Hutchinson, Rob (R.)
Sent: Monday, October 28, 2013 12:50 PM
To: Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); Bushman, Thomas (T.S.)
Subject: EBP - EGT

Why is the hotline recommending EGT replacement without stating to replace the hard-shell connector?

Top of Form

SSM 44183 - 2013-2014 F-Super Duty - 6.7L Diesel - MIL On With DTC P246F, P246E, P242A, P22FF, P2080, P2084, P242B, P2470, P2031, P0544 - EGT Sensor Replacement

Some 2013 F-Super Duty vehicles equipped with a 6.7L Diesel engine may exhibit DTCs P246F, P246E, P242A, P22FF, P2080, P2084, P242B, P2470, P2031, P0544. When diagnosing any of these DTCs, if normal PC/ED diagnostics lead to replacement of an EGT sensor, replace the sensor and the corresponding connector on the wire harness using pigtail kit (3U2Z-14S411-BXAB).

Bottom of Form

The parts are hot processed (EBP and EGT)…

<< Message: [Auto Approval] Request Approved, Request # 331763 >> << Message: New Request, Request # 292535 >>
Server: **AWS Prod**
Claims loaded through: **25-OCT-2013**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2013; **Claim Key** = 3879521

Vehicle Information

Model Year: 2013
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/BD-250 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FA-P473 SUPER DUTY [11-15]
Warranty Start Date: 04-JUN-2013
Production Date: 27-MAR-2013
VIN: 1FT7W2BT5DE[redacted]

Claim Information

Document Number: 02936951
Repair Date: 14-OCT-2013
Distance: 3703
TIS: 5
AWS Load Date: 25-OCT-2013

Dealer Information:

Dealer Name: ASTRO FORD
Dealer Code: 01769 - *
Address: 10350 AUTO MALL PARKWAY
City: D'IBERVILLE
State: MS Zip Code:39540
Country: USA Region Code: NA
Phone: (228)275-3673

Expense Information

Customer Paid Amount:	.00
Deductible Amount:	.00
Dealer Paid Amount:	.00
Labor Cost:	70.50
Misc. Expense Amount:	.00
Part Markup Amount:	24.49
Material Cost:	85.71
Total Cost Gross:	156.21

Cust. Concern Code: E29 - CHECK ENGINE LIGHT TROUBLE
Condition Code: 28 - OPEN CIRCUIT
Technician Comment: VERIFIED CUSTOMERS CONCERN PULLED P2463 AND P24A2 COMPLETED PINPOINT TEST RB TILL DIRECTED TO PERFORM MANUAL REGEN TEST FAILED 01 UNSPECFIED. CONTACTED HOTLINE WAS ADVISED TO CHECK DPF11 VOLTAGE AND FOUND TO BE .47V OUT OF SPECS REPLACED SENSOR AND RETESTED FAILED, REPLACED GET 12 AS PER HOTLINE AND RETESTED PASSED. CLEARED CODES AND TEST DROVE TO VERIFY REPAIR
Customer Comment: CUSTOMER STATES VEHICLE INFORMS TO DRIVE CLEAN EXHAUST WRENCH LIGHT

Labor Op Code	Labor Op Description	Labor Op Cost
12650DD		17.62
12650D9	EGR PRESSURE FEEDBACK - PFE / EXHAUST BACK PRESSU REPLACE	26.44
12650D68		26.44

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	BC3Z	9J460	D	SENSOR ASY EGR PR VL	031403	1	41.97
N	AC3Z	5J213	B	SNS ASY-ENG EXH TEMP THRML	031403	1	43.74

DTC Sections: **Mil. Light On** = Y

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
	KC	P2463,P24A2			
	KO	P2463,P24A2			
	KR	P2463,P24A2			

Any comments? You can contact
<< OLE Object: Picture (Device Independent Bitmap) >> *webmaster*

2179

Rob Hutchinson

Quality Analyst Sensors / Aux Modules

Powertrain Controls

Dearborn - Building 2 Room 22J04

1-313-845-1113

rhutch13@ford.com

<< OLE Object: Picture (Device Independent Bitmap) >>

From: Dixon, Mark (M.R.)
Sent: Thursday, August 15, 2013 11:28 AM
To: Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.)
Subject: RE: EGT - 6-Panel - Update

Tom, thanks.

Dan, to support the corporate presentation material "organization and presentation" standards, makes sense to start placing your investigation information into a 6 panel format from the start. Really takes little additional effort.

The 6-Panel template, along with training and examples, can be found at the link below.

https://comm.extsp.ford.com/sites/6SigmaPTS/Pages/6-Panel%20Information.aspx

Jeff Dumler is very helpful in reviewing draft 6 panels before any big reviews. He's very helpful in keeping my 6 panels organized and clear.

From: Bushman, Thomas (T.S.)
Sent: Tuesday, August 13, 2013 1:28 PM
To: Rinkevich, Daniel (D.J.); Dixon, Mark (M.R.); Wagers, Sue (S.K.); Moylan, James (J.J.); McDonagh, Scot (S.M.); Kue, Ace (K.)
Subject: EGT - 6-Panel - Update

Team –

I took a stab at the EGT 6-Panel with a few updates.

I think this structure helps break down the work stream we need to be following, based on what we have discussed as a team. Take a look when you get a chance, we can amend and update as we go along.

Thanks.

<< File: DMAIC - 6-Panel - EGT Sensor - Rinkevich_Bushman.ppt >>

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

RQ14-005 001488 ER

From: Chacon, Jose (A.)
Sent: Wednesday, August 28, 2013 3:41 PM
To: Rinkevich, Daniel (D.J.); Mahoney, Mark (M.M.)
Cc: Humphries, Glenn (G.L.); Hale, Curt (B.C.)
Subject: RE: EGT - Finding A Vehicle

Daniel/Mark,

Curt and I are your leads for P473 FAV's PVT program. If this is regarding the EGT-EMS units down we are tracking, you can use those e-mails and/or we can set-up the FAV. Let us know what you are looking for. Thank You.

Regards,

José Chacón
KTP - Product Concern Engineer
FD-Super Duty F-Series (Except Diesel Engine) Ford Customer Service Division JCHACON3@FORD.COM (91-313)317-7047

From: Humphries, Glenn (G.L.)
Sent: Wednesday, August 28, 2013 9:27 AM
To: Rinkevich, Daniel (D.J.)
Cc: Mahoney, Mark (M.M.); Chacon, Jose (A.)
Subject: RE: finding a vehicle

Dan,

Assume you're looking for customer vehicles? If that's the case, Jose Chacon can create a Find-A-Vehicle query which provides an awareness email when a dealer runs OASIS against specific symptom codes.

Sincerely,
Glenn Humphries
Concern Identification & Reporting Supervisor
FCSD - Customer Service Engineering
ghumphri@ford.com
313-39-07715

From: Mahoney, Mark (M.M.)
Sent: Wednesday, August 28, 2013 9:17 AM
To: Humphries, Glenn (G.L.)
Cc: Rinkevich, Daniel (D.J.)
Subject: finding a vehicle

RQ14-005 001489 ER

Hi Glen,

How does one find a vehicle for testing? Engineering wants to look at some 6.7 trucks that have EGT 11, 12, 13 and or 14 issues.

MM

From: McDonagh, Scot (S.M.)
Sent: Friday, September 06, 2013 1:48 PM
To: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); Bushman, Thomas (T.S.); Moylan, James (J.J.)
Cc: Hammoud, Majed (M.); Liu, Ron (D.R.); Brackett, Tom (T.P.)
Subject: RE: EGT - Open Found with "Tapping" Test - Can You Call Dealer
Attachments: 13MY-P473-EGT_86-88.pdf

Should I provide RIC with the (3) latest EGT warranty returns to confirm Sensor crimp integrity ?

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

From: Liu, Ron (D.R.)
Sent: Friday, September 06, 2013 8:29 AM
To: McDonagh, Scot (S.M.); Dixon, Mark (M.R.); Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); Bushman, Thomas (T.S.); Moylan, James (J.J.); Brackett, Tom (T.P.)
Cc: Hammoud, Majed (M.)
Subject: RE: EGT - Open Found with "Tapping" Test - Can You Call Dealer

Scot:
Can you ask Stoneridge to send us 6 more EGT with known concern? (Or you have some in possession.) We want to continue the test.

Regards,

D. Ron Liu, Ph.D.
Senior Technical Specialist
Electrical and Material Reliability Supervisor
EESE
Ford Motor Company
@RIC room 2329
Phone: 313-390-5893
Email: dliu1@ford.com

From: McDonagh, Scot (S.M.)
Sent: Thursday, September 05, 2013 8:17 AM
To: Dixon, Mark (M.R.); Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); Bushman, Thomas (T.S.); Moylan, James (J.J.); Brackett, Tom (T.P.); Liu, Ron (D.R.)
Subject: FW: EGT - Open Found with "Tapping" Test - Can You Call Dealer

INFO

RQ14-005 001491 ER

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

From: Philbin, Jeff [mailto:Jeff.Philbin@stoneridge.com]
Sent: Wednesday, September 04, 2013 5:21 PM
To: McDonagh, Scot (S.M.)
Subject: RE: EGT - Open Found with "Tapping" Test - Can You Call Dealer

Scot – see attached. I had to cut this down a bit…

Thanks.

Jeffrey Philbin

From: McDonagh, Scot (S.M.) [mailto:smcdonag@ford.com]
Sent: Wednesday, September 04, 2013 9:18 AM
To: Philbin, Jeff
Subject: RE: EGT - Open Found with "Tapping" Test - Can You Call Dealer

Can you send the presentation we are reviewing in today's meeting ?

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

From: Philbin, Jeff [mailto:Jeff.Philbin@stoneridge.com]
Sent: Tuesday, September 03, 2013 5:17 PM
To: Bushman, Thomas (T.S.); Hutchinson, Rob (R.); McDonagh, Scot (S.M.)
Cc: Moylan, James (J.J.); Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); Sonat, Ibrahim (I.); Johnson, Seth (S.)
Subject: RE: EGT - Open Found with "Tapping" Test - Can You Call Dealer

Rob:

Do you know how the part below will be returned – direct to our plant or through engineering?

I want to make sure we catch it when it comes in. I have notified the plant to look for it.

Thank you.

Jeffrey Philbin

From: Bushman, Thomas (T.S.) [mailto:tbushman@ford.com]
Sent: Saturday, August 31, 2013 11:35 AM
To: Hutchinson, Rob (R.); McDonagh, Scot (S.M.); Philbin, Jeff
Cc: Moylan, James (J.J.); Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); Sonat, Ibrahim (I.); Johnson, Seth (S.)
Subject: RE: EGT - Open Found with "Tapping" Test - Can You Call Dealer

Rob – excellent job getting these details.

Jeff – we'll need to do an XRAY check on this EGT when it comes back - please keep an open assignment follow-up on 1FT8W3BT8DE[redacted]

Thanks.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Hutchinson, Rob (R.)
Sent: Wednesday, August 28, 2013 12:09 PM
To: Bushman, Thomas (T.S.)
Cc: Moylan, James (J.J.); Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); Sonat, Ibrahim (I.); McDonagh, Scot (S.M.); Johnson, Seth (S.)
Subject: RE: EGT - Open Found with "Tapping" Test - Can You Call Dealer

Dan McGuire – Vehicle Owner
Mike Wagner - Technician

Mike states he was tapping on the Pipe, around the sensor, but not the sensor body or hardshell. He quoted scripture… PPT RC6… Tap lightly around the sensor to simulate road shock…

Rob Hutchinson

Quality Analyst GPCSE Sensors

Global Powertrain Controls Systems Engineering
Dearborn - Building 2 Room 22J07
1-313-845-1113

rhutch13@ford.com

From: Bushman, Thomas (T.S.)
Sent: Wednesday, August 28, 2013 11:53 AM
To: Hutchinson, Rob (R.)
Cc: Moylan, James (J.J.); Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); Sonat, Ibrahim (I.); McDonagh, Scot (S.M.); Johnson, Seth (S.)
Subject: EGT - Open Found with "Tapping" Test - Can You Call Dealer

Rob – could you please call this dealer and ask to speak with the Repair Technician that repaired this unit? He said he discovered a signal bounce while doing the "tapping" test on EGT #3… can you please ask him what was he tapping around under the vehicle. Was he tapping the EGT Body, or was it the hard shell connector?

Thanks

Server: **AWS Prod**
Claims loaded through: **27-AUG-2013**

Claim Detail Report



Note: All costs are in US dollars
Model Year = 2013; **Claim Key** = 2906954

Vehicle Information		**Claim Information**	
Model Year:	2013	Document Number:	02769701
Market Derived:	F - FORD	Repair Date:	27-AUG-2013
Body/Cab Type:	T/BC - DOUBLE CAB (CREW CAB)	Distance:	6878
Version/Series:	T/CD-350 SERIES	TIS:	3
Drive Type:	T/E-4 WHL L/H PART TIME DRIVE	AWS Load Date:	27-AUG-2013
Vehicle Line:	T/FA-P473 SUPER DUTY [11-14]		
Warranty Start Date:	18-JUN-2013		
Production Date:	17-MAY-2013		
VIN:	1FT8W3BT8DE[redacted]		

Dealer Information:		**Expense Information**	
		Customer Paid Amount:	.00
Dealer Name	HELFMAN FORD, INC.	Deductible Amount:	.00
Dealer Code:	04587 - *	Dealer Paid Amount:	.00
Address:	12220 SOUTHWEST FWY	Labor Cost:	93.40
City:	STAFFORD	Misc. Expense Amount:	.00
State:	TX Zip Code:77477	Part Markup Amount:	8.93
Country:	USA Region Code: NA	Material Cost:	31.26
Phone:	(281)240-3673	Total Cost Gross:	124.66



Cust. Concern Code: D50 - OTHER ENGINE TROUBLES

Condition 42 - DOES NOT OPERATE PROPERLY

Code:

Technician Comment: PERF PCM SELF TEST,RETRIEVED CONT DTC P242B,CK FOR APPLICABLE TSBS,NONE FOUND. PERF PPT RC1-YES,RC2-NO,RC3-YES,RC4-NO,RC5-NO(EGT1-425,EGT2-420,EGT3- 435,EGT4-445),RC6-YES(MONITORED EGT PIDS WHILE TAPPING AROUND EGT SENSORS,FOUND EGT3 JUMPING TO 2.5KOHM DURING TEST),RPL EGT SENSOR #3 PER PPT,CLEARED DTC,RETEST,ROADTEST,WORKING TO FACT SPEC AT THIS TIME. FAIL PART-5J213,MILEAGE OUT-6882.

Customer Comment: AMBER CHECK ENGINE LIGHT COMING ON AND HAS A LOSS OF POWER



Labor Op Code	Labor Op Description	Labor Op Cost
12650D45D		28.02
12650D68		28.02
12650D80D		9.34
12650DD		18.68
12650DX1	EXTRA TIME TO REPEAT FINAL QUICK TEST	9.34



Causal Flag	PREF	BASE	SUFF	Full Part Number Description	Part CPSC	Part Quantity	Extended Amount
Y	AC3Z	5J213	B	SNS ASY-ENG EXH TEMP THRML	031403	1	31.26



DTC Sections: **Mil. Light On** = N

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
Y	KC	P242B	EXHAUST GAS TEMPERATURE SENSOR CIRCUIT RANGEPERFORMANCE (BANK 1 SENSOR 3)	40	EXH GAS SENSOR(COMPONENT)



Any comments? You can contact
<< OLE Object: Picture (Device Independent Bitmap) >> *webmaster*

7937

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor

Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

ATTN: Part Manager Warranty Parts Analysis FCS700 Return Document Print Date: 08/23/2013

[redacted]

TAG: [redacted] RAC: TR 75

AC3Z 5J213 B REQ 288713

SENSOR - EXHAUST GAS - TEMPERATURE

SHIP/HOLD PER REGISTER INSTRUCTIONS

(if HAZMAT use kit FCS 12637)

FORD MOTOR COMPANT
SCOT MCDONAGH CUBE P356 PT
20000 ROTUNDA DR
DEARBORN, MI 48124

F PA 10667 Cavenaugh Ford Lincoln, LLC
R 2000 East Highland Dr.
O Jonesboro, AR 72401
M 870-972-8000

86

Click here for UPS Label

VEH: 2013 F250 4X4 **Instruct:** PT 313-337-8091 SCOT MCDONAGH
VIN: 1FT7W2BT9DE[redacted] **Core case:**
ODOM: 7606 M **AP:** LKTYTRK **Supplier:** F903A STONERIDGE INC
RO #: 239527 - A **ORG RO #:**
RO Date: 08/20/2013 **Paid Date:** 08/21/2013 **Approval 1/2:**
WSD: 04/01/2013 **ENG:** AC3A12B591AC **TCode:**
Build: 01/08/2013 **Trn:** W **WCC:** 2G02 **CPSC:** 031403
Causal: AC3Z 5J213B **Eng:T** 6.7L DI DFMXD06.761A **Axl:** 3H
CC:42 DOES NOT OPERATE PROPERLY **COV:WEMISDS4** QUALITY REVIEW: LEVE **Accrd:**
Customer Comments: CK ENGINE LIGHT IS ON **CCC:** E29 "CHECK ENGINE" LIGHT TROUBLE

Tech Comments: VERIFIED CONCERN HOOKUP IDS PERF EEC TEST KOEO KOER P2080 PERF PID DATA MONITOR TEST PERF PPT TEST RC1 THRU RC9 REPLACED 11EGT TEMP SENSOR OUT OF RANGE CLEARED CODE TEST DROVE PERF QUICK TEST PASS

FOLD DOCUMENT HERE

	PART NUMBER	QTY	PRICE	CORE	EXT AMT	LABOR OP	TIME	TECH
*	AC3Z 5J213 B	1	22.33	0.00	31.26	12650DD	.2	003305
						12650D80D	.1	003305
						12650D45D	.3	003305
						12650D68	.3	003305
						12650DX1	.1	003305

<<< DTC CODES >>>

MIL ON FLAG: Y

BODY:
CHASIS:
KOEC: P2080
KOEO: PASS
KOER: PASS
OTHER:
UNDEFINED:

TOTALS: LBR:	81.67	**PRTS:**	31.26	**MISC:**	0.00	**RPR:**	112.93
CORE:	0.00	**PART MRKUP:**		8.93		**L/RATE:**	81.67

[redacted]

TAG: 027110006-0 RAC: TR 75

[redacted]

TAG: 027110006-0 RAC: TR 75

☑ IF PART IS NOT APPROVED FOR CREDIT, RETURN AT DEALER'S EXPENSE UPS ACCT # _____

ATTN: Part Manager Warranty Parts Analysis FCS700 Return Document Print Date: 08/23/2013

[redacted]

TAG: [redacted] RAC: TR 75

AC3Z 5J213 B REQ 288713

SENSOR - EXHAUST GAS - TEMPERATURE

SHIP/HOLD PER REGISTER INSTRUCTIONS

(if HAZMAT use kit FCS 12637)

FORD MOTOR COMPANT
SCOT MCDONAGH CUBE P356 PT
20000 ROTUNDA DR
DEARBORN, MI 48124

F PA 04408 Alexander Ford
R U.S. 181 Business S.
O Kenedy, TX 78119
M 830-583-2514

[redacted]

TAG: [redacted] RAC: TR 75

AC3Z 5J213 B REQ 288713

SENSOR - EXHAUST GAS - TEMPERATURE

SHIP/HOLD PER REGISTER INSTRUCTIONS

(if HAZMAT use kit FCS 12637)

FORD MOTOR COMPANT
SCOT MCDONAGH CUBE P356 PT
20000 ROTUNDA DR
DEARBORN, MI 48124

F PA 04408 Alexander Ford
R U.S. 181 Business S.
O Kenedy, TX 78119
M 830-583-2514

81

Click here for UPS Label

VEH: 2013 F350 4X2 **Instruct:** PT 313-337-8091 SCOT MCDONAGH
VIN: 1FT8W3ATXDE[redacted] **Core case:**
ODOM: 7988 M **AP:** LKTYTRK **Supplier:** F903A STONERIDGE INC
RO #: 069638 - 1 **ORG RO #:**
RO Date: 08/19/2013 **Paid Date:** 08/21/2013 **Approval 1/2:**
WSD: 02/28/2013 **ENG:** AC3A12B591AC **TCode:**
Build: 02/11/2013 **Trn:** W **WCC:** 2G02 **CPSC:** 031403
Causal: AC3Z 5J213B **Eng:** T 6.7L DI DFMXD06.771C **Axl:** 3H
CC: 42 DOES NOT OPERATE PROPERLY **COV:** WEMISDS4 OUALITY REVIEW: LEVE **Accrd:**
Customer Comments: Customer states message center always reads drive to clean exhaust. **CCC:** G32 INST. CLUSTER/MESSAGE CENTER TROUBLES

Tech Comments: Verified customer's concern. Drive to clean exhaust displays on star tup. Using the IDS, retrieved DTC P24A0 -closed loop regen control. Ran OASIS. no applicable TSBs or SSMs. PC/ED directs to PPC: RC1. P24A0 is pre

FOLD DOCUMENT HERE

	PART NUMBER	QTY	PRICE	CORE	EXT AMT	LABOR OP	TIME	TECH
*	AC3Z 5J213 B	1	22.33	0.00	31.26	12650D45D	.3	001236
						12650D68	.3	001236
						12650D80D	.1	001236
						12650DD	.2	001236
						12650DX1	.1	001236

<<< DTC CODES >>>

BODY:
CHASIS:
KOEC: P24A0
KOEO: PASS
KOER: PASS
OTHER:
UNDEFINED:

MIL ON FLAG:

TOTALS: LBR: 84.48 **PRTS:** 31.26 **MISC:** 0.00 **RPR:** 115.74
CORE: 0.00 **PART MRKUP:** 8.93 **L/RATE:** 84.48

[redacted]

TAG: 027110142-8 RAC: TR 75

[redacted]

TAG: 027110142-8 RAC: TR 75

☐ **IF PART IS NOT APPROVED FOR CREDIT, RETURN AT DEALER'S EXPENSE UPS ACCT #** ____

RQ14-005 001498 ER

ATTN: Part Manager Warranty Parts Analysis FCS700 Return Document Print Date: 08/23/2013

[redacted] TAG: [redacted] RAC:TR 75
AC3Z 5J213 B REQ 288713
SENSOR - EXHAUST GAS - TEMPERATURE
SHIP/HOLD PER REGISTER INSTRUCTIONS
(if HAZMAT use kit FCS 12637)

FORD MOTOR COMPANT
SCOT MCDONAGH CUBE P356 PT
20000 ROTUNDA DR
DEARBORN, MI 48124

F PA 04593 Chaparral Ford. Inc.
R 102 County Road 773
O Devine, TX 78016
M 830-665-4461

[redacted] TAG: [redacted] RAC:TR 75
AC3Z 5J213 B REQ 288713
SENSOR - EXHAUST GAS - TEMPERATURE
SHIP/HOLD PER REGISTER INSTRUCTIONS
(if HAZMAT use kit FCS 12637)

FORD MOTOR COMPANT
SCOT MCDONAGH CUBE P356 PT
20000 ROTUNDA DR
DEARBORN, MI 48124

F PA 04593 Chaparral Ford. Inc.
R 102 County Road 773
O Devine, TX 78016
M 830-665-4461

88

Click here for UPS Label

VEH: 2013 F350 4X4 **Instruct:** PT 313-337-8091 SCOT MCDONAGH
VIN: 1FT8W3BT0DE[redacted] **Core case:**
ODOM: 11593 M **AP:** LKTYTRK
RO #: 142897 - 01 **ORG RO #:**
RO Date: 08/19/2013 **Paid Date:** 08/21/2013
WSD: 01/21/2013 **ENG:** AC3A12B591AC
Build: 01/02/2013 **Trn:** W
Causal: AC3Z 5J213B
CC: 42 DOES NOT OPERATE PROPERLY
Customer Comments: E29 CK/ENG LIGHT IS ON

Supplier: F903A STONERIDGE INC

Approval 1/2:
WCC: 2G02 **TCode:**
Eng: T 6.7L DI DFMXD06.771C **CPSC:** 031403
COV: WEMISDS4 OUALITY REVIEW: LEVE **Axl:** 3J
CCC: E29 "CHECK ENGINE" LIGHT TROUBLE **Accrd:**

Tech Comments: HOOKED UP IDS AND CKED. HAD CODES P242A AND P242B. EGT SENSOR BAN K 1 SENSOR 3 CIRCUIT RANGE PERFORMANCE RC1 OIL LEVEL OK. REC COOLANT OK. RC4 N O LEAKS IN EXHAUST FOUND. RC5 EGT 13 AT 2152 DEGREES FARENHEIT. INST

FOLD DOCUMENT HERE

	PART NUMBER	QTY	PRICE	CORE	EXT AMT	LABOR OP	TIME	TECH
*	AC3Z 5J213 B	1	22.33	0.00	31.26	12650D45D	.3	001503
						12650D68	.3	001503
						12650DD	.2	001503
						12650DX1	.1	001503

<<< DTC CODES >>>

BODY:
CHASIS:
KOEC: P242A P242B
KOEO: P1000
KOER: PASS
OTHER:
UNDEFINED:

MIL ON FLAG: N

TOTALS: **LBR:** 77.04 **PRTS:** 31.26 **MISC:** 0.00 **RPR:** 108.30
CORE: 0.00 **PART MRKUP:** 8.93 **L/RATE:** 85.59

[redacted] TAG: [redacted] RAC: TR 75
[redacted] TAG: [redacted] RAC: TR 75

IF PART IS NOT APPROVED FOR CREDIT, RETURN AT DEALER'S EXPENSE UPS ACCT # [redacted]

From: Bogema, John (P.)
Sent: Wednesday, September 11, 2013 6:03 PM
To: Bushman, Thomas (T.S.); Boone, Bill (W.P.); Kue, Ace (K.); Rinkevich, Daniel (D.J.); Moylan, James (J.J.); Wagers, Sue (S.K.); Dixon, Mark (M.R.)
Cc: Taylor, James (J.D.)
Subject: RE: EGT - Temp Rationality Error State

I cannot attend this time, Ace are you available?

-----Original Appointment-----
From: Bushman, Thomas (T.S.)
Sent: Wednesday, September 11, 2013 12:36 PM
To: Bogema, John (P.); Boone, Bill (W.P.); Kue, Ace (K.); Rinkevich, Daniel (D.J.); Moylan, James (J.J.); Wagers, Sue (S.K.); Dixon, Mark (M.R.)
Cc: Taylor, James (J.D.)
Subject: EGT - Temp Rationality Error State
When: Wednesday, September 11, 2013 3:00 PM-4:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: WebEx / Conference Call

Guys – sorry for the short notice, but we need to split-up our EGT investigation into two work-streams. One will focus on the EGT Open Circuit, the second will focus on the Temp Rationality P-Code Error state.

This meeting will focus on the Temp Rationality P-Code Error State

Please make time in your schedule to attend this meeting, and those to follow (I will establish a daily recurring meeting after this team meeting)

Thanks.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

Thomas Bushman invites you to an online meeting using WebEx.

WebEx meeting information

Meeting Number: 717 888 736
Meeting Link: https://ford.webex.com/ford/j.php?J=717888736
Meeting Password: This meeting does not require a password.

This meeting may include the option for video. The recording of meetings is prohibited. For company policies on using video click here:
https://comm.sp.ford.com/sites/digitalworker/Pages/HowiWorkItem.aspx?UCTitle=to%20use%20Video&UCID=&Page=2&Section=2.001

Audio conference information

To receive a call back, provide your phone number when you join the meeting, or call the number below and enter the access code.
US Toll Free Number: +1-888-628-3668
FordNet 248-3668 / Toll: +1-313-248-3668
Global call-in numbers:
https://ford.webex.com/ford/globalcallin.php?serviceType=MC&ED=245240112&tollFree=1
Toll-free dialing restrictions: http://www.webex.com/pdf/tollfree_restrictions.pdf

Access code:717 888 736

MC06

http://www.webex.com

From: Rinkevich, Daniel (D.J.)
Sent: Friday, August 30, 2013 6:40 PM
To: Dixon, Mark (M.R.); Oyafuso, Kevin (K.G.); Bushman, Thomas (T.S.); McDonagh, Scot (S.M.); Wagers, Sue (S.K.)
Subject: RE: EGT 6-Panel Updated with 3-MIS Warranty Curves

Kevin,
I got the ControlTech Data Recorder to do that. We should build from the VOCF file. I spoke with Ace about this before our class. Can you take lead on this?

Dan Rinkevich
Powertrain Quality
Desk: (313) 322-3653
Cell: (313) 676-9572

-----Original Message-----
From: Dixon, Mark (M.R.)
Sent: Friday, August 30, 2013 01:56 PM Eastern Standard Time
To: Oyafuso, Kevin (K.G.); Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Wagers, Sue (S.K.)
Subject: RE: EGT 6-Panel Updated with 3-MIS Warranty Curves

Kevin, this would be a 2013 MY 6.7L. Scot has the vehicle to check the

module ID. We should get returned EGTs on all of our 6.7L test trucks

with data recorders (can use the data recorder from the 1.6L Escape).

May have to work with Ace to determine if there is more than the EGT temp

parameter we should be recording.

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

From: Oyafuso, Kevin (K.G.)

Sent: Friday, August 30, 2013 12:36 PM

To: Dixon, Mark (M.R.); Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.);

McDonagh, Scot (S.M.); Wagers, Sue (S.K.)

Subject: RE: EGT 6-Panel Updated with 3-MIS Warranty Curves

I might need some help, the last time I tried programming a diesel app it wasn't fun. Looks like I can pull the parameter list (ford strategy) if this is later model diesel. Can someone get a module ID or get me into the truck for 15min?

From: Dixon, Mark (M.R.)

Sent: Friday, August 30, 2013 11:21 AM

To: Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Oyafuso, Kevin (K.G.); Wagers, Sue (S.K.)

Subject: RE: EGT 6-Panel Updated with 3-MIS Warranty Curves

Scot, is the vehicle you are running with warranty returned EGTs equipped with a data recorder? We should have a data recorder set up to trigger on out of range temp values and "discontinuous" changes in EGT temp. Capturing an event on the recorder in vehicle is the first step to reproducing in the lab to get to root cause (as we learned with the Escape MAP issue).

Waiting around for a MIL could take some time.

Kevin, you see any issues setting up this type of trigger on a 6.7L unit?

RQ14-005 001503 ER

From: Bushman, Thomas (T.S.)

Sent: Friday, August 30, 2013 10:53 AM

To: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.)

Subject: RE: EGT 6-Panel Updated with 3-MIS Warranty Curves

It is over 10% of our warranty - we need to get this figured out.

Regards,

Thomas S. Bushman

P473 Powertrain Engineering Supervisor

Kentucky Truck Assembly Plant

(502)339-3941 or (757)435-7442

From: Dixon, Mark (M.R.)

Sent: Friday, August 30, 2013 10:41 AM

To: Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.)

Subject: RE: EGT 6-Panel Updated with 3-MIS Warranty Curves

With the exception of a couple of spikes in 2012 MY (probably RTD weld issues), looks like we have really not improved EGT R/1000 for 2013 MY.

Continue to see a ton of EGT spend for 2011/12 MY.

Dan, I sent you the 2011/12 MY higher TIS claims that are driving our spend. May be some tech verbatims that could shed light on what is going on in the field.

From: Bushman, Thomas (T.S.)

Sent: Friday, August 30, 2013 10:26 AM

To: Sonat, Ibrahim (I.); Rinkevich, Daniel (D.J.); Kue, Ace (K.)

Cc: Dixon, Mark (M.R.)

Subject: EGT 6-Panel Updated with 3-MIS Warranty Curves

Ibrahim / Dan / Ace - this is a more recent 6-Panel - please use this one instead of the last one I sent to you.

<< File: DMAIC - 6-Panel - EGT Sensor - Rinkevich_Bushman_Sonat(08-29-13).ppt >>

Regards,

Thomas S. Bushman

P473 Powertrain Engineering Supervisor

Kentucky Truck Assembly Plant

(502)339-3941 or (757)435-7442



From: Rinkevich, Daniel (D.J.)
Sent: Friday, June 07, 2013 5:09 PM
To: McDonagh, Scot (S.M.)
Subject: RE: EGT CLAIMS

Thanks.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: McDonagh, Scot (S.M.)
Sent: Friday, June 07, 2013 9:45 AM
To: Rinkevich, Daniel (D.J.)
Cc: Dixon, Mark (M.R.); Moylan, James (J.J.)
Subject: EGT CLAIMS

The (4) VINs discussed in today's meeting our included in the (66) 13MY Post 10/10/13(Powder Fill) AWS claims

<< File: 13MY-5J213.xlsx >>

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

From: Rinkevich, Daniel (D.J.)
Sent: Friday, September 26, 2014 3:17 PM
To: Dixon, Mark (M.R.)
Subject: RE: EGT Data

I saw at least one set of data that started recording temps just after start. So if we can get the boxes recording data every time like that, will have what we need.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Dixon, Mark (M.R.)
Sent: Friday, September 26, 2014 10:27 AM
To: Rinkevich, Daniel (D.J.)
Subject: RE: EGT Data

Nothing that I can make sense of. Would be good to get a few valid stapshot of EGT temps at startup before sensor gets removed.

I'm still confused about whether we are getting temps exactly at startup (when you key on for a few seconds before engine start).

From: Rinkevich, Daniel (D.J.)
Sent: Friday, September 26, 2014 9:41 AM
To: Dixon, Mark (M.R.)
Subject: RE: EGT Data

I haven't seen the data from [redacted] truck. Every time that I have looked at it, the VDR has been screwed up. What have you seen?

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Dixon, Mark (M.R.)
Sent: Friday, September 26, 2014 9:24 AM
To: Rinkevich, Daniel (D.J.)
Cc: McDonagh, Scot (S.M.)
Subject: RE: EGT Data

Dan, are we to the point where we should remove the EGT from [redacted] truck that set the code and get it to Stoneridge for thermal shock testing? Would be interesting if they could produce the same shift, and isolate the shift to the crimp area.

From: Kingston, Julie (J.)
Sent: Thursday, September 25, 2014 10:38 AM
To: Rinkevich, Daniel (D.J.)
Cc: McDonagh, Scot (S.M.); Dixon, Mark (M.R.)
Subject: EGT Data

Dan,

Today's data, will send yesterday's in a different email.

Julie Kingston
Powertrain Quality
Ford Motor Company
Building 3 / 2E157
(313) 323 - 9092
mailto:jkingst8@ford.com

From: Douglas, Jason (J.)
Sent: Thursday, September 26, 2013 2:45 PM
To: Rinkevich, Daniel (D.J.); Kue, Ace (K.)
Cc: Wagers, Sue (S.K.); Dixon, Mark (M.R.)
Subject: RE: EGT data pre-rolls

Not sure if you saw my other note, but I later learned that this data was collected at a pre-rolls repair station which means that the engine had been started before (so it was not on the assembly line).

Jason Douglas
End of Line Diagnostics Engineer (P473 6.7L, C346N/ST, C344N PHEV/FHEV)
Global Powertrain Controls Systems Engineering
North American Applications
DSC2, Room 747
Email: jdougl19@ford.com
Mob: 313-805-7010

From: Rinkevich, Daniel (D.J.)
Sent: Thursday, September 26, 2013 10:44 AM
To: Douglas, Jason (J.); Kue, Ace (K.)
Cc: Wagers, Sue (S.K.); Dixon, Mark (M.R.)
Subject: FW: EGT data pre-rolls

Jason,
I would expect it to be rock steady.

Ace,
What do you think?

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Douglas, Jason (J.)
Sent: Wednesday, September 25, 2013 9:22 AM
To: Rinkevich, Daniel (D.J.); Moylan, James (J.J.)
Subject: EGT data pre-rolls

Today, we started rolling out the new end of line software at pre-rolls to record AAT, EGT11, EGT12, EGT13, and EGT14 temperature and voltage. It is only recorded for 0.8 seconds. Here is a snapshot of what the signals look like. Is this normal for this much fluctuation on the EGT signals at this room temperature?

<< File: egt_aat_data_eol_ktp_pre_rolls.bmp >>
Thanks,

Jason Douglas
End of Line Diagnostics Engineer (P473 6.7L, C346N/ST, C344N PHEV/FHEV)
Global Powertrain Controls Systems Engineering
North American Applications
DSC2, Room 747
Email: jdougl19@ford.com
Mob: 313-805-7010

From: Dixon, Mark (M.R.)
Sent: Monday, September 22, 2014 4:46 PM
To: Kingston, Julie (J.); McDonagh, Scot (S.M.)
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: EGT Data

These data files generating the EGT temps at startup? Appears to be a few seconds after start where the first EGT temp data is captured.

From: Kingston, Julie (J.)
Sent: Monday, September 22, 2014 12:37 PM
To: McDonagh, Scot (S.M.)
Cc: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.)
Subject: EGT Data

Scot there are the two trip files from this morning. I have highlighted the columns Dan suggested and hid most of the rest.

Julie Kingston
Powertrain Quality
Ford Motor Company
Building 3 / 2E157
(313) 323 - 9092
mailto:jkingst8@ford.com

From: Brackett, Tom (T.P.)
Sent: Friday, November 01, 2013 11:34 AM
To: Rinkevich, Daniel (D.J.)
Subject: RE: EGT DTCs - Rinkevich.ppt

Thanks!

From: Rinkevich, Daniel (D.J.)
Sent: Thursday, October 31, 2013 4:26 PM
To: Brackett, Tom (T.P.)
Subject: RE: EGT DTCs - Rinkevich.ppt

Tom,
I agree, some of the DTCs overlap, especially when you try to condense to a few lines. I really struggled to do the top summary. When in doubt look at the big table.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Brackett, Tom (T.P.)
Sent: Wednesday, October 30, 2013 11:01 AM
To: Rinkevich, Daniel (D.J.)
Subject: RE: EGT DTCs - Rinkevich.ppt

Dan,

The last 2 Blue lines "fight" each other. Shouldn't the last one be less than 220 ohms (room temp)?

From: Rinkevich, Daniel (D.J.)
Sent: Wednesday, October 30, 2013 10:42 AM
To: McDonagh, Scot (S.M.); Wagers, Sue (S.K.); Bushman, Thomas (T.S.); Moylan, James (J.J.); Dixon, Mark (M.R.); Oyafuso, Kevin (K.G.); Kue, Ace (K.); Hamilton, Steven (S.C.); Johnson, Seth (S.); Caesar, Cynthia (C.L.); Sonat, Ibrahim (I.); Hutchinson, Rob (R.); Jeff.Philbin@stoneridge.com; Boone, Bill (W.P.); Bogema, John (P.); Teran, Roberto (R.); Xiao, Nian (N.); Mahoney, Mark (M.M.); 'Landis, Ron'; Blakely, Scott (S.R.); Williams, Brent (B.A.); Brackett, Tom (T.P.); Rembert, Shannon (S.A.); 'sfarrugia@lear.com'; Alvey, David (D.); Eis, Peter (P.R.); Austin, Aaron (A.A.); Walker, Timothy (T.); Knitter, Alan (A.R.); Taylor, James (J.D.); Koon, Mason (M.L.); mark.mahoney55@comcast.net; Opolsky, Norman (N.H.); jcastrolujan@lear.com; Porter, Briana; Montgomery, John; Hite, Gary; Lopez, Guillermo (Manuel); Maldonado, Luis; Hultsch, Carlos; Rivera, Agustin; Ochoa, Gerardo; Alvey, David; Medrano Coronado, Guillermo; Moreno Galvan, Jazmin Alej (J.); Madden, Hugh (H.R.); 'Quiroz, Jesus'; Rybicki, Timothy (T.G.); Pollack, Chuck (Chuck.Pollack@molex.com) (Chuck.Pollack@molex.com); Zelinski, Brian (Brian.Zelinski@molex.com) (Brian.Zelinski@molex.com); Taylor, Chris (Chris.Taylor@molex.com) (Chris.Taylor@molex.com); Vogeler, Todd

RQ14-005 001513 ER

(Todd.Vogeler@molex.com); Moskwa, Joe (J.M.)
Subject: EGT DTCs - Rinkevich.ppt

Here is the list of EGT sensor DTCs that I was showing this morning. It breaks it down to the resistance as seen from the PCM.
<< File: EGT DTCs - Rinkevich.ppt >>

From: Bushman, Thomas (T.S.)
Sent: Wednesday, September 18, 2013 10:25 PM
To: Moylan, James (J.J.); Rinkevich, Daniel (D.J.)
Subject: RE: EGT EOL repairs at KTP

Jim – this is exactly what we needed – thanks.

So, we can say with a very high confidence that we are correctly repairing these EGTs before they go out the door. We've only had one that was deemed IMPROPER ASSEMBLY in past 12 months.

Re	Part (Item)	Concern	Concern-Type	Position A (L.)	Position B (F.)	Position C (Which)	Position D (Where)	CCC - Primary	2013 MYTD Count	2014 MYTD Count
1	EXHAUST	DISLIKE	DESIGN			TURE SENSOR	REPLACED	E29 / 71	68	3
###	EXHAUST	IMPROPER ASSEMBLY				TURE SENSOR	UPFITTER	E29 / 3	1	

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Moylan, James (J.J.)
Sent: Wednesday, September 18, 2013 11:25 AM
To: Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.)
Subject: EGT EOL repairs at KTP

See the 'combined' for this pie chart.

Comments:

- I complied these VINs by pulling from ECATS
- There is also a file compare on the combined tab of the returned sensors to Stoneridge versus the list of EOL failures. There were no matches.
- Note that when I bin a claim, I check ECATS and if there is an EOL failure, I pull the repair in QLS. These are then bin to Plant Process as a bad repair.

<< OLE Object: Picture (Device Independent Bitmap) >>

<< File: EOL EGT codes for 2013.xlsx >>

James J. Moylan tcb
Kentucky Truck Plant
Powertrain PVT - Sr. Engineer
313-805-3887
><((((º>

From: Johnson, Seth (S.)
Sent: Tuesday, August 06, 2013 2:32 PM
To: Kue, Ace (K.); Rinkevich, Daniel (D.J.)
Cc: Bogema, John (P.)
Subject: RE: EGT Freeze frame folder

Ace,

For the ones listed as "FF Data is not (DTC)" is that because there is likely another code in the system that overwrote the freeze frame for the EGT DTC?

Seth H. Johnson

Diesel Commodity Concern Engineer
1700 Fairlane Business Drive - DSC 1
Phone: (313)-390-6051
SJOHN274@Ford.com

From: Kue, Ace (K.)
Sent: Tuesday, August 06, 2013 10:16 AM
To: Rinkevich, Daniel (D.J.)
Cc: Bogema, John (P.); Johnson, Seth (S.)
Subject: RE: EGT Freeze frame folder

<< File: SuperDuty 2013 MY - EGT DTCs assessment.xlsx >>
See my comment

Ace K. Kue
Diesel OBD Calibration Technical Specialist
Phone: (313) 805-5431 Email: akue@ford.com

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From: Rinkevich, Daniel (D.J.)
Sent: Tuesday, August 06, 2013 9:36 AM
To: Kue, Ace (K.)
Cc: Bogema, John (P.); Johnson, Seth (S.)
Subject: FW: EGT Freeze frame folder

Ace,
There have been a lot of instances where P200C/P200E codes have set and the freeze frame data looks okay. Can you please look into the code and explain why this could happen? It sounds like a software error.

Seth,
Can you please provide the actual freeze frame data from these events?

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Johnson, Seth (S.)
Sent: Friday, August 02, 2013 9:19 AM
To: Rinkevich, Daniel (D.J.)
Subject: EGT Freeze frame folder

Dan,

Here is the folder that contains the reports where a P200E/P200C code set but the freeze frame was reported as "in-range:" usually 400-600 degrees when the TSB calls out 850. Just trying to figure out more information on why the codes would set within the normal range per the TSB.

<< File: EGTsensors.xlsx >>
Thanks,

Seth H. Johnson
Diesel Commodity Concern Engineer
1700 Fairlane Business Drive - DSC 1
Phone: (313)-390-6051
SJOHN274@Ford.com

From: Rinkevich, Daniel (D.J.)
Sent: Monday, June 24, 2013 4:47 PM
To: 'Philbin, Jeff'
Subject: RE: EGT INQUIRY

Thanks Jeff.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Philbin, Jeff [mailto:Jeff.Philbin@stoneridge.com]
Sent: Monday, June 24, 2013 10:46 AM
To: McDonagh, Scot (S.M.)
Cc: Rinkevich, Daniel (D.J.); Straub, Brady
Subject: RE: EGT INQUIRY

Per our discussion, we were one row off on our log – this sensor is from VIN# 1FT8W3BT7DE[redacted] (Date Code 0743, Ret# 1745). This part was return #11 from Scot's log (we received 2 #11s – this was the "first").

Brady – for your info to update the log.

Sorry for confusion!

Jeffrey Philbin

From: McDonagh, Scot (S.M.) [mailto:smcdonag@ford.com]
Sent: Monday, June 24, 2013 9:59 AM
To: Philbin, Jeff
Cc: Rinkevich, Daniel (D.J.)
Subject: EGT INQUIRY

1. Of the TNI returns you dropped off Friday says it is from VIN [redacted] I thought that was a damaged sensor ?

1FT8X3BT1DE[redacted]	**MIL. P242A. SENSOR 3 SLOW TO RESPOND**	**3**	**4915**	**TN**	**5/1/2013**	**3642**	**12/29/2012**	**1/4/13**	**2013**	**4/17/13**	**3**	**Cust**

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

From: Johnson, Seth (S.)
Sent: Thursday, June 13, 2013 1:28 PM
To: Rinkevich, Daniel (D.J.)
Subject: RE: EGT Job aid revisions

That I am not sure of but I would assume they do not cross over. I will check on the vehicles we have here.

Seth H. Johnson
Diesel Commodity Concern Engineer
1700 Fairlane Business Drive - DSC 1
Phone: (313)-248-5350
SJOHN274@Ford.com

From: Rinkevich, Daniel (D.J.)
Sent: Thursday, June 13, 2013 9:19 AM
To: Johnson, Seth (S.)
Subject: RE: EGT Job aid revisions

Thanks Seth that is clear. Do the sensors always plug into the harness location nearest the sensor? (i.e. no crisscrossing of wires?)

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Johnson, Seth (S.)
Sent: Thursday, June 13, 2013 7:43 AM
To: Rinkevich, Daniel (D.J.); Kue, Ace (K.); McDonagh, Scot (S.M.)
Subject: EGT Job aid revisions

Gentlemen,

I am in the process of adding a 2013 EGT sensor job aid to the service tips tab on PTS to coincide with the 2011-2012 Job Aid we have. Please take a look at the current 2011-2012 Job aid as well as the 2013 aid and let me know if we need to make any changes/additions.

<< File: 2011-2012 6.7L EGT locations_b.docx >>

<< File: 2013 6 7L EGT locations_b.docx >>

Thanks,

RQ14-005 001521 ER

Seth H. Johnson

Diesel Commodity Concern Engineer
1700 Fairlane Business Drive - DSC 1
Phone: (313)-248-5350
SJOHN274@Ford.com

"It's not enough that we do our best; sometimes we have to do what is required"

-Winston Churchil

From: Dixon, Mark (M.R.)
Sent: Thursday, December 11, 2014 3:44 PM
To: McDonagh, Scot (S.M.); Philbin, Jeff; Rinkevich, Daniel (D.J.); Taylor, Perry (P.A.); Merrell, Robert (R.J.); Dihle, Ken (K.M.)
Subject: RE: EGT Laser Weld Samples

Jeff, I'm pretty sure no one driving the new sensors have set a MIL (addressees can confirm)

Dan, would it make sense to do a key on temp check on the vehicles that have been running to confirm no temperature shift?

From: McDonagh, Scot (S.M.)
Sent: Thursday, December 11, 2014 10:15 AM
To: Philbin, Jeff; Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.)
Subject: RE: EGT Laser Weld Samples

No issues with test vehicle 301T088. ~2400 miles to date

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

From: Philbin, Jeff [mailto:Jeff.Philbin@stoneridge.com]
Sent: Thursday, December 11, 2014 9:41 AM
To: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.)
Subject: EGT Laser Weld Samples

ALL:

For a quick check – do you have any feedback / information on the Laser Weld EGTs you are running on engineering vehicles?

Just confirming that all is still running OK, and checking if you have any estimated mileage these may have run.

Thanks!

Jeffrey Philbin
Stoneridge, Inc
28001 Cabot Drive, Suite 100, Novi, MI
248-324-3856 Office 248-469-9942 Cell
Jeffrey.philbin@stoneridge.com | www.stoneridge.com

From: Philbin, Jeff <Jeff.Philbin@stoneridge.com>
Sent: Thursday, December 11, 2014 5:30 PM
To: Dihle, Ken (K.M.); Dixon, Mark (M.R.); McDonagh, Scot (S.M.); Rinkevich, Daniel (D.J.); Taylor, Perry (P.A.)
Subject: RE: EGT Laser Weld Samples

Thank you for the updates!

Jeffrey Philbin

From: Dihle, Ken (K.M.) [mailto:kdihle@ford.com]
Sent: Thursday, December 11, 2014 10:54 AM
To: Dixon, Mark (M.R.); McDonagh, Scot (S.M.); Philbin, Jeff; Rinkevich, Daniel (D.J.); Taylor, Perry (P.A.)
Subject: RE: EGT Laser Weld Samples

~2400 miles on 301T046 also with no issues

Ken Dihle
Senior Product Development Engineer
PTIM Quality Engineering
x81101

From: Dixon, Mark (M.R.)
Sent: Thursday, December 11, 2014 10:44 AM
To: McDonagh, Scot (S.M.); Philbin, Jeff; Rinkevich, Daniel (D.J.); Taylor, Perry (P.A.); Merrell, Robert (R.J.); Dihle, Ken (K.M.)
Subject: RE: EGT Laser Weld Samples

Jeff, I'm pretty sure no one driving the new sensors have set a MIL (addressees can confirm)

Dan, would it make sense to do a key on temp check on the vehicles that have been running to confirm no temperature shift?

From: McDonagh, Scot (S.M.)
Sent: Thursday, December 11, 2014 10:15 AM
To: Philbin, Jeff; Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.)
Subject: RE: EGT Laser Weld Samples

No issues with test vehicle 301T088. ~2400 miles to date

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

RQ14-005 001524 ER

From: Philbin, Jeff [mailto:Jeff.Philbin@stoneridge.com]
Sent: Thursday, December 11, 2014 9:41 AM
To: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.)
Subject: EGT Laser Weld Samples

ALL:

For a quick check – do you have any feedback / information on the Laser Weld EGTs you are running on engineering vehicles?

Just confirming that all is still running OK, and checking if you have any estimated mileage these may have run.

Thanks!

Jeffrey Philbin
Stoneridge, Inc
28001 Cabot Drive, Suite 100, Novi, MI
248-324-3856 Office 248-469-9942 Cell
Jeffrey.philbin@stoneridge.com | www.stoneridge.com

From: Parrish, Kirk (K.A.)
Sent: Sunday, October 12, 2014 1:06 AM
To: Bogema, John (P.); Rinkevich, Daniel (D.J.); Kue, Ace (K.)
Cc: Pusta, Ionut (I.); Johnson, Seth (S.); McDonagh, Scot (S.M.)
Subject: RE: EGT locations

Dan is correct. The 2011 and 2012 calibrations for DC are the same. For those Model Years there were 2 different wiring harness for the Aftertreatment systems. We should be able to check the BOMs to confirm. For 2013MY there was one common harness for both CC and DC. Also, I checked the calibration and found that the 2013 DC Cal has Exh_numTempPos* changes that I believe pertain to the change.

Sincerely,
Kirk A. Parrish
Supervisor
Diesel Aftertreatment Temperature Control
(313)805-0162
kparrish@ford.com

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From: Bogema, John (P.)
Sent: Friday, October 10, 2014 4:50 PM
To: Rinkevich, Daniel (D.J.); Parrish, Kirk (K.A.); Kue, Ace (K.)
Cc: Pusta, Ionut (I.); Johnson, Seth (S.); McDonagh, Scot (S.M.)
Subject: RE: EGT locations

Kirk, Ace,

Do you recall??

From: Rinkevich, Daniel (D.J.)
Sent: Friday, October 10, 2014 4:30 PM
To: Bogema, John (P.)
Cc: Pusta, Ionut (I.); Johnson, Seth (S.); McDonagh, Scot (S.M.)
Subject: EGT locations

John,
Are the dates on this change to the EGT locations correct in this document? This document says 11/5/2010 change date. I thought this was coincident with 2013MY.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Philbin, Jeff <Jeff.Philbin@stoneridge.com>
Sent: Thursday, January 30, 2014 4:45 PM
To: Hutchinson, Rob (R.); Bushman, Thomas (T.S.)
Cc: Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.)
Subject: RE: EGT Post ICA

Be over this afternoon....

Jeffrey Philbin

From: Hutchinson, Rob (R.) [mailto:rhutch13@ford.com]
Sent: Thursday, January 30, 2014 11:10 AM
To: Bushman, Thomas (T.S.)
Cc: Rinkevich, Daniel (D.J.); Philbin, Jeff; Wagers, Sue (S.K.)
Subject: RE: EGT Post ICA

This egt/connector showed up today...

It's entered and ready for pickup

Rob Hutchinson

Quality Analyst Sensors / Aux Modules

Powertrain Controls

Dearborn - Building 2 Room 22J04

1-313-845-1113

rhutch13@ford.com

From: Hutchinson, Rob (R.)
Sent: Wednesday, January 29, 2014 9:40 AM
To: Bushman, Thomas (T.S.)
Cc: Rinkevich, Daniel (D.J.); Philbin, Jeff (Jeff.Philbin@stoneridge.com); Wagers, Sue (S.K.)
Subject: RE: EGT Post ICA

Team,
I attempted a hot process. Past the 2 day window...
I called the dealer parts manager and he is looking to see if they have it... Waiting for him to call back. I will get it shipped to me if he has it
I went back and set up a blanket request for 2013-14MY, 5J213 / 14S411... 30 a month shipped to me and I will hand off to Jeff...
<< Message: New Request, Request # 317261 >> << Message: Request Approved, Request # 356454 >>

Rob Hutchinson

Quality Analyst Sensors / Aux Modules

Powertrain Controls
Dearborn - Building 2 Room 22J04
1-313-845-1113
rhutch13@ford.com
<< OLE Object: Picture (Device Independent Bitmap) >>

From: Bushman, Thomas (T.S.)
Sent: Wednesday, January 29, 2014 9:11 AM
To: Hutchinson, Rob (R.)
Cc: Rinkevich, Daniel (D.J.)
Subject: EGT Post ICA

Server: **AWS Prod**
Claims loaded through: **28-JAN-2014**

Claim Detail Report



Note: All costs are in US dollars
Model Year = 2014; **Claim Key** = 384539

Vehicle Information		**Claim Information**	
Model Year:	2014	Document Number:	07944851
Market Derived:	F - FORD	Repair Date:	22-JAN-2014
Body/Cab Type:	T/BC - DOUBLE CAB (CREW CAB)	Distance:	1355
Version/Series:	T/CD-350 SERIES	TIS:	1
Drive Type:	T/E-4 WHL L/H PART TIME DRIVE	AWS Load Date:	23-JAN-2014
Vehicle Line:	T/FA-P473 SUPER DUTY [11-15]		
Warranty Start Date:	27-DEC-2013		
Production Date:	04-DEC-2013		
VIN:	1FT8W3BT1EE[redacted]		

Dealer Information:		**Expense Information**	
		Customer Paid Amount:	.00
Dealer Name	ZIEMS FORD CORNERS, INC.	Deductible Amount:	.00
Dealer Code:	20341 - *	Dealer Paid Amount:	.00
Address:	5700 E. MAIN STREET	Labor Cost:	87.87
City:	FARMINGTON	Misc. Expense	.00

		Amount:	
State: NM Zip Code:874023004		Part Markup Amount:	24.54
Country: USA Region Code: NA		Material Cost:	85.87
Phone: (505)325-1961		Total Cost Gross:	173.74



Cust. Concern Code: E29 - CHECK ENGINE LIGHT TROUBLE

Condition Code: 42 - DOES NOT OPERATE PROPERLY

Technician Comment: EEC TEST, P246F. PID MONITOR & RECORD ON ROAD TEST, EGR 14 INTERMITTENTLY OUT OF RANGE. PINPOINT TEST, R & R EGT SENSOR & CONNECTOR PER SSM 44358. TEST DRIVE, FINAL EEC TEST, PASS.

Customer Comment: CUSTOMER STATES ENGINE LIGHT IS ON. E29



Labor Op Code	Labor Op Description	Labor Op Cost
12650D45D		29.29
12650D68		29.29
12650DD		19.53
12650DX1	EXTRA TIME TO REPEAT FINAL QUICK TEST	9.76



Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	Part CPSC	Extended Quantity	Amount
Y	AC3Z	5J213	B	SNS ASY-ENG EXH TEMP THRML	031403	1	45.61
N	3U2Z	14S411	BXAB	KIT-WIRING PIGTAIL	180100	1	40.26



DTC Sections: **Mil. Light On** = Y

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
Y	KC	P246F	EXHAUST GAS TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE (BANK 1 SENSOR 4)	40	EXH GAS SENSOR(COMPONENT)
Y	KO	P246F	EXHAUST GAS TEMPERATURE SENSOR CIRCUIT	40	EXH GAS SENSOR(COMPONENT)

			RANGE/PERFORMANCE (BANK 1 SENSOR 4)		
Y	KR	P246F	EXHAUST GAS TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE (BANK 1 SENSOR 4)	40	EXH GAS SENSOR(COMPONENT)



Any comments? You can contact
<< OLE Object: Picture (Device Independent Bitmap) >> *webmaster*

1968

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Dumler, Jeff (J.D.)
Sent: Tuesday, September 24, 2013 8:05 PM
To: Rinkevich, Daniel (D.J.)
Subject: RE: EGT Project

You are welcome, Dan.

Jeff Dumler
P/T 6-Sigma Master Black Belt
Ford Motor Company
Location: Bldg-2, 24B31
Phone: 313-805-3996

From: Rinkevich, Daniel (D.J.)
Sent: Tuesday, September 24, 2013 3:57 PM
To: Dumler, Jeff (J.D.)
Subject: RE: EGT Project

Thanks Jeff.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Franco, Troy (T.)
Sent: Tuesday, September 24, 2013 2:35 PM
To: Rinkevich, Daniel (D.J.)
Subject: EGT Project

Dan,
Jeff has offered up my help on the EGT issue. I called into the meeting this afternoon in the hopes of learning a little about the problem. Let me know what I can do to help. Thanks.

Troy Franco
Consumer Driven 6-sigma
Certified Black Belt
Powertrain Integration - PTIM
Bldg 3 - 2E160
Phone/Cell/Pager: 313-400-9392

From: Dixon, Mark (M.R.)
Sent: Friday, December 19, 2014 5:42 PM
To: Hutchinson, Rob (R.); Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Goodwin, William (W.R.); Caesar, Cynthia (C.L.)
Subject: RE: EGT R/1000 by East / West

Rob, thanks.

The wetter east Texas has much bigger peaks in the summer months (as well as being twice the R/1000). Not clear what that is telling us.

We did similar analysis with CAC misfire on the F150 – condition related to both high humidity and rain. Found much higher rate of misfire in east Texas.

Maybe there is something to the thought that the EGT crimps are sensitive to thermal shock from water quenching.

From: Hutchinson, Rob (R.)
Sent: Friday, December 19, 2014 11:06 AM
To: Dixon, Mark (M.R.); Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Goodwin, William (W.R.); Caesar, Cynthia (C.L.)
Subject: RE: EGT R/1000 by East / West

<< File: texas R1000 stack chart.xlsx >>
Here are 2 stack charts for R/1000 X Month of repair… Hope this works.

Rob Hutchinson

Quality Analyst Sensors / Aux Modules

Powertrain Controls

Dearborn - Building 2 Room 24B32

1-313-845-1113

rhutch13ford.com

<< OLE Object: Picture (Device Independent Bitmap) >>

"It is difficult to free fools from the chains they revere" - Voltaire

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From: Dixon, Mark (M.R.)
Sent: Friday, December 19, 2014 9:50 AM
To: Hutchinson, Rob (R.); Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Goodwin, William (W.R.); Caesar, Cynthia (C.L.)
Subject: RE: EGT R/1000 by East / West

Rob, thanks.

R/1000 looks 2X higher in wetter east Texas. Would be interesting to see the R/1000 by month of repair – this is not a simple analysis though.

From: Hutchinson, Rob (R.)
Sent: Friday, December 19, 2014 8:39 AM
To: Dixon, Mark (M.R.); Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Goodwin, William (W.R.); Caesar, Cynthia (C.L.)
Subject: RE: EGT R/1000 by East / West

<< File: East - West Texas EGT.xlsx >>
Here is R/1000 break down

Rob Hutchinson

Quality Analyst Sensors / Aux Modules

Powertrain Controls

Dearborn - Building 2 Room 24B32

1-313-845-1113

rhutch13ford.com
<< OLE Object: Picture (Device Independent Bitmap) >>

"It is difficult to free fools from the chains they revere" - Voltaire

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From: Dixon, Mark (M.R.)
Sent: Thursday, December 18, 2014 4:14 PM
To: Hutchinson, Rob (R.); Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Goodwin, William (W.R.); Caesar, Cynthia (C.L.)
Subject: RE: EGT spend trends

Looks like the "peak to peak" values not much different between east and west. Absolute spend value much less in the west. Any way to get a normalized r/1000 at say 6 or 9 MIS comparing east and west?

From: Hutchinson, Rob (R.)
Sent: Thursday, December 18, 2014 8:59 AM
To: Dixon, Mark (M.R.); Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Goodwin, William (W.R.); Caesar, Cynthia (C.L.)
Subject: RE: EGT spend trends

<< File: Texas Spend breakdown.xlsx >>
I cut this using an area code map of Texas, splitting east and west… Both appear pretty wavy… only the East end seems more flat for the 14MY (more months with higher spend, as compared to West

Rob Hutchinson

Quality Analyst Sensors / Aux Modules

Powertrain Controls

Dearborn - Building 2 Room 24B32

1-313-845-1113

rhutch13ford.com

<< OLE Object: Picture (Device Independent Bitmap) >>

"It is difficult to free fools from the chains they revere" - Voltaire

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From: Dixon, Mark (M.R.)
Sent: Wednesday, December 17, 2014 3:59 PM
To: Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Goodwin, William (W.R.); Caesar, Cynthia (C.L.)
Cc: Hutchinson, Rob (R.)
Subject: RE: EGT spend trends

Looking just at Texas is a great idea.

If you believe water quenching is the source for thermal shock, you could compare east and west Texas. Much wetter in east Texas (although when is does rain in more arid West Texas, may get equal or more "pudding" due to slower run off).

We did this before looking at CAC misfire – much higher rate in more humid/wet east Texas.

From: Wagers, Sue (S.K.)
Sent: Wednesday, December 17, 2014 3:46 PM
To: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Goodwin, William (W.R.)
Cc: Hutchinson, Rob (R.)
Subject: EGT spend trends

I made a note a while ago (and then forgot) that I wanted to review the spend trend/ Oct peak of EGTs more closely. It's even more dramatic in 14CY than previous years but always there.

We've kicked around the idea that it's related to ambient temp but I asked Rob to pull spend by load month for only TX claims where the ambient temps are significantly more stable at least in winter. The trend is still present. Thoughts?

<< File: 5J213 Spend by Load Month in TX.xlsx >>
Perhaps it's related to hot temps and not cold. Would CAN claims be a similar comparator to see if less hot in summer equates to fewer EGT claims?

Sue Wagers
Powertrain Calibration Controls NVH [PCCN]

Supervisor, NA Quality
Dearborn - Building 2 Room 24B31
E-mail swagers@ford.com
Tel: (313) 805 7177
ONE FORD: ONE Plan - ONE Team - ONE Goal

From: Hutchinson, Rob (R.)
Sent: Wednesday, April 30, 2014 3:41 PM
To: McDonagh, Scot (S.M.); Dixon, Mark (M.R.)
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: EGT Repair

I have one here with the sensor removed from the harness (open circuit)..

Rob Hutchinson

Quality Analyst Sensors / Aux Modules

Powertrain Controls

Dearborn - Building 2 Room 24B32

1-313-845-1113

rhutch13ford.com

"It is difficult to free fools from the chains they revere" - Voltaire

From: McDonagh, Scot (S.M.)
Sent: Wednesday, April 30, 2014 11:36 AM
To: Dixon, Mark (M.R.)
Cc: Hutchinson, Rob (R.); Rinkevich, Daniel (D.J.)
Subject: RE: EGT Repair

If OK with Dan I will cut wire on Stoneridge TNI EGT I have been running in T602 for ~1100 miles with no issues.

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

From: Philbin, Jeff [mailto:Jeff.Philbin@stoneridge.com]
Sent: Wednesday, April 30, 2014 8:34 AM
To: Dixon, Mark (M.R.); McDonagh, Scot (S.M.)
Cc: Hutchinson, Rob (R.); Rinkevich, Daniel (D.J.)
Subject: RE: EGT Repair

Mark:

I will check on status. I will verify, but for failures that are identified as open circuit from our bench test (no thermal cycle) – recreating this is as easy as cutting a wire on the sensor. I will confirm – but the recent failures we identified should all be in this category. We could do this with any warranty return – but it would "create" a failure mode.

I will stop by this afternoon so we can discuss options.

Thanks.

Jeffrey Philbin

From: Dixon, Mark (M.R.) [mailto:mdixon@ford.com]
Sent: Tuesday, April 29, 2014 6:30 PM
To: Philbin, Jeff; McDonagh, Scot (S.M.)
Cc: Hutchinson, Rob (R.); Rinkevich, Daniel (D.J.)
Subject: RE: EGT Repair

Jeff, just wanted to see how quickly our On Board Diagnostic System would set a DTC in a service bay with a failed sensor (our system has monitor entry conditions and fault persistence timers that can slow down instant detection).

Do you have any other faulted sensors laying around? Do they pretty much all fail open circuit?

From: Philbin, Jeff [mailto:Jeff.Philbin@stoneridge.com]
Sent: Tuesday, April 29, 2014 4:56 PM
To: McDonagh, Scot (S.M.)
Cc: Dixon, Mark (M.R.); Hutchinson, Rob (R.); Rinkevich, Daniel (D.J.)
Subject: RE: EGT Repair

Scot:

For this part – I am not sure what the value would be? It is a confirmed open circuit; it should fail immediately on the vehicle?

I am also trying to get evaluation status – it will most like be through some testing any possibly tear-down.

Is there a specific analysis you were looking to complete?

Thank you.

Jeffrey Philbin

From: McDonagh, Scot (S.M.) [mailto:smcdonag@ford.com]
Sent: Tuesday, April 29, 2014 3:35 PM
To: Philbin, Jeff
Cc: Dixon, Mark (M.R.); Hutchinson, Rob (R.); Rinkevich, Daniel (D.J.)
Subject: RE: EGT Repair

Can you provide confirmed failed EGT sensor for vehicle testing ?

Scot G. McDonagh
PT Quality Engineering

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

From: Philbin, Jeff [mailto:Jeff.Philbin@stoneridge.com]
Sent: Monday, April 28, 2014 10:58 AM
To: Dixon, Mark (M.R.); Hutchinson, Rob (R.); McDonagh, Scot (S.M.); Rinkevich, Daniel (D.J.)
Subject: RE: EGT Repair

ALL:

The part below is still in analysis, but from our bench testing – it did fail for an open circuit as received. There were no obvious external issues (wire, connector, etc). This part is continuing through our evaluation process.

We can provide more info when analysis is complete.

Thank you.

Jeffrey Philbin

From: Dixon, Mark (M.R.) [mailto:mdixon@ford.com]
Sent: Thursday, April 24, 2014 3:22 PM
To: Hutchinson, Rob (R.); McDonagh, Scot (S.M.); Rinkevich, Daniel (D.J.); Philbin, Jeff
Subject: RE: EGT Repair

Jeff, would be great if I could get at least a preliminary inspection report on this sensor. Our case with our electrical team that these EGT DTCs are caused by connector crimps is weakened with every claim we get after the Dec 15 clean date.

We are meeting with the electrical team Monday afternoon – would be very helpful to have the inspection results on this sensor by then.

Thanks.

From: Hutchinson, Rob (R.)
Sent: Thursday, April 24, 2014 11:42 AM
To: McDonagh, Scot (S.M.); Rinkevich, Daniel (D.J.); Dixon, Mark (M.R.); Johnson, Seth (S.)
Cc: Philbin, Jeff (Jeff.Philbin@stoneridge.com)
Subject: RE: EGT Repair

Jeff Must have it!

Dear Customer,

This notice serves as proof of delivery for the shipment listed below.

Tracking Number:
1ZE68A800394551272
Service:
UPS Ground

Weight:
1.00 lb
Shipped/Billed On:
04/17/2014
Delivered On:
04/21/2014 10:13 A.M.
Delivered To:
MANSFIELD, OH, US
Signed By:
ARNOLD
Left At:
Office

Thank you for giving us this opportunity to serve you.

Sincerely,

UPS

Rob Hutchinson
Quality Analyst Sensors / Aux Modules
Powertrain Controls
Dearborn - Building 2 Room **24B32**
1-313-85-1113
rhutch13ford.com
<< OLE Object: Picture (Device Independent Bitmap) >>

"It is difficult to free fools from the chains they revere" - Voltaire

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From: McDonagh, Scot (S.M.)
Sent: Thursday, April 24, 2014 11:23 AM
To: Rinkevich, Daniel (D.J.); Dixon, Mark (M.R.); Johnson, Seth (S.); Hutchinson, Rob (R.)
Subject: RE: EGT Repair

Let's hold off on SSM release. We can acquire matched set Sensors & Pigtails during FAV call back process. Lesson learned from our NOx Sensor/Module matched set SSM that drove warranty to unacceptable levels.

Rob- Can you confirm EGT for VIN 1FD0X5HTXEE[redacted]Tagged ? WPAC system is locking up my PC today

Scot G. McDonagh
PT Quality Engineering

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

From: Rinkevich, Daniel (D.J.)
Sent: Thursday, April 24, 2014 11:16 AM
To: Dixon, Mark (M.R.); Philbin, Jeff (Jeff.Philbin@stoneridge.com); McDonagh, Scot (S.M.); Bushman, Thomas (T.S.); Dixon, Mark (M.R.); Johnson, Seth (S.); Roberts, James (J.B.); Taylor, Perry (P.A.)
Subject: RE: EGT Repair

Scott & Seth,
Can you please set up a FAV for Super Duty vehicles produced after 12/15/2014 with DTCS P2080, P0544, P2084, P2031, P242B, P242A, P246F, or P246E. Please include me, Rob Hutchinson, and yourselves on it. We need to understand what the technicians are seeing.

Can we also get an SSM and return tags in place for above parts to cut the sensor and connector together and return together?

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Dixon, Mark (M.R.)
Sent: Thursday, April 24, 2014 11:02 AM
To: Philbin, Jeff (Jeff.Philbin@stoneridge.com); McDonagh, Scot (S.M.); Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.)
Subject: EGT Repair

Looks like we now have a 3rd EGT replacement after the Dec 15 clean date for the EGT connector crimp. VIN 1FD0X5HTXEE[redacted] had EGT replaced for sensor 1 circuit codes P2080 and P0544. This was a January build with vehicle at 3 MIS.

Scot, can you confirm that this part tagged?

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

From: Moylan, James (J.J.)
Sent: Wednesday, September 11, 2013 8:06 PM
To: Bushman, Thomas (T.S.)
Cc: Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.); Niland, Tom (T.H.)
Subject: RE: EGT replaced for DPF Back Pressure Sensor Codes?

I called the dealer and spoke to Bob. The repairman Dave Dawson was out so he left a note to have him call me. Bob said that they worked with tech support on this repair so I pulled GCQIS.


Report Summary
for the CQIS Re...

The CQIS report shows that they replaced the DPF. There is no reference of this in AWS or ECB.

Dave called me back and said that the truck was towed in after a 650km drive with a big trailer. It was steadily losing power before it died. When the DPF was loosened, the vehicle started. The DPF was then replaced and one of the EGTs was replaced when Dave couldn't remove it from the DPF.

I was then sent to Frank in warranty to ask answer why the DPF wasn't part of the claim. He said that it hasn't been paid yet so we should expect it tomorrow.

James J. Moylan tcb
Kentucky Truck Plant
Powertrain PVT - Sr. Engineer
313-805-3887
><((((º>

From: Bushman, Thomas (T.S.)
Sent: Wednesday, September 11, 2013 2:12 PM
To: Moylan, James (J.J.)
Cc: Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.)
Subject: FW: EGT replaced for DPF Back Pressure Sensor Codes?

Jim – I'm sorry, would you please call the dealer – I'm not seeing how the RD leads them to the EGT (based on what you have cut & pasted below).

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Moylan, James (J.J.)
Sent: Wednesday, September 11, 2013 10:54 AM
To: Bushman, Thomas (T.S.)
Cc: Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.)
Subject: RE: EGT replaced for DPF Back Pressure Sensor Codes?

Tom,

I checked that out when I binned it and the PPT for P245E directs them to the EGT. If you still want me to call the dealer, let me know. Thanks.

<< OLE Object: Picture (Device Independent Bitmap) >>

James J. Moylan tcb
Kentucky Truck Plant
Powertrain PVT - Sr. Engineer
313-805-3887
><((((º>

From: Bushman, Thomas (T.S.)
Sent: Wednesday, September 11, 2013 10:52 AM
To: Moylan, James (J.J.)
Cc: Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.)
Subject: EGT replaced for DPF Back Pressure Sensor Codes?

Jim – Dealer replaced the EGT for DPF Back Pressure Codes – does not make sense. Could you please call the dealer and investigate further?

Server: **AWS Prod**
Claims loaded through: **10-SEP-2013**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2013; **Claim Key** = 3132671

Vehicle Information

Model Year: 2013
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/BD-250 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FA-P473 SUPER DUTY [11-14]
Warranty Start Date: 14-JUN-2013
Production Date: 29-MAY-2013
VIN: 1FT7W2BT5DE[redacted]

Claim Information

Document Number: 8404581
Repair Date: 27-AUG-2013
Distance: 8295
TIS: 3
AWS Load Date: 10-SEP-2013

Dealer Information:

Dealer Name REGAL MOTORS LTD.
Dealer Code: B4634 - *
Address: 112-1ST AVE. W.
City: ROSETOWN
State: SK Zip Code:S0L2V0
Country: CAN Region Code: NA
Phone: (306)882-2623

Expense Information

Customer Paid Amount:	.00
Deductible Amount:	.00
Dealer Paid Amount:	.00
Labor Cost:	217.48
Misc. Expense Amount:	12.75
Part Markup Amount:	10.76
Material Cost:	37.65
Total Cost Gross:	255.13

Cust. Concern Code: D03 - ENGINE DIFFICULT OR SLOW TO START
Condition Code: X2 - CONNECTION POOR/NOT MADE
Technician Comment: DIAGNOSE NO RUN, EEC CHECK, P0471, P2452, P245E, PINPOINT TEST RB TO RB4, RB4 NO CONCERN PRESENT, REPLACE SENSOR, CLEAR CODES, CODE DOES NOT RETURN
Customer Comment: DIAGNOSE & REPAIR CAUSE OF NO START / NO RUN

Labor Op Code	Labor Op Description	Labor Op Cost
12650D10A		54.36
12650D45	PIN POINT TEST DIAGNOSIS	27.19
12650D68		27.19
12650D80D		9.06
12650D81D		45.31
12650D9	EGR PRESSURE FEEDBACK - PFE / EXHAUST BACK PRESSU REPLACE	27.19
12650DD		18.12
12650DX1	EXTRA TIME TO REPEAT FINAL QUICK TEST	9.06

Causal	Full Part Number	Part	Part	Extended

Flag	PREF	BASE	SUFF	Description	CPSC	Quantity	Amount
Y	AC3Z	5J213	B	SNS ASY-ENG EXH TEMP THRML	031403	1	37.65

DTC Sections: **Mil. Light On =**

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
Y	KO	P2452	DIESEL PARTICULATE FILTER PRESSURE SENSOR "A" CIRCUIT	45	PM FILTER (COMPONENT)
Y	KO	P0471	EXHAUST PRESSURE SENSOR A CIRCUIT RANGE/PERFORMANCE	22	BOOST CONTROL (COMPONENT)
Y	KO	P245E	PARTICULATE FILTER PRESSURE SENSOR "B" CIRCUIT	45	PM FILTER (COMPONENT)

Any comments? You can contact
<< OLE Object: Picture (Device Independent Bitmap) >> *webmaster*

16844

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Moylan, James (J.J.)
Sent: Wednesday, September 11, 2013 6:33 PM
To: Moylan, James (J.J.)
Subject: Report Summary for the CQIS Report#DH1FJ010

Attachments : 0

Report# :	DH1FJ010 NHL			**Received:**	08/27/2013
CCRG/EPRC:		**Reviewed Status:**		**Date:**	
Vehicle:	2013,F250 4X4 ,F250 ,CRW CAB,PICKUP ,1FT7W2BT5DE[redacted]			**Build Date:**	05/29/2013
Odometer :	8,296 M	**Engine:**	6.7L DI	**Calibration:**	DFA17A0A
Transmission:	6R140-LGDS	**Axle:**		**A/C:**	YES
Dealer:	CAN B4634 Regal Motors Ltd.			**Phone#:**	(306) 882-2623
City:	Rosetown	**Province**	Saskatchewan	**Country :**	CAN
Originator:	DAWSON DAVID				
Symptom:	4 40 3 02 ST/RN/MV,STARTING,CRANK NO START ,ALWAYS				
Status:					
VFG:	V52 DRIVEABILITY				
Additional Symptom:	DRIVE TO CLEAN AND STALL				
Fix:	**Causal Component :**				
Condition Code:					

Hotliner: JALLE258 **Phone:** 313 317-6306 **Regn Cd:** 06 06 FCSD REGION-CANADA

Engineering: **Phone:** **TAR:**

Dlr Contact: **Phone:** **Title Cde:** T

DTCs:
KOEO:P0471:00 P2452:00
KOEC:
KOER:

Comments :

REPAIR 08/27/2013 04:16PM JAMES ALLEN MSS - FCSD - TECH SVC HOTLINE
WEB FORM DATA - CONCERN: ENGINE SAID TO COSTOMER DRIVE TO CLEAN EXHAUST. WHILE PULLING HOLIDAY TRAILER. ON HOLIDAYS. . TRUCK LOST

RQ14-005 001545 ER

POWER TO THE POINT OF QUITING . DIAGNOSTICS: WHEN STARTED THE TRUCK BARLY STARTS. WHEN IT DOES THE EXHAUST WHISLES. PLUGED EXHAUST .

EEC CHECKP0471 P02452 P245E ALLEGT SENSORS READ49 TO 32C AND THEEBP READS29. 203PSI. PLUGED EXHAUST PARTS REPLACED: NONE TECH QUESTION: WHY DID THE EXHUST MELT DOWN

RECOMM 08/27/2013 04:16PM JAMES ALLEN MSS - FCSD - TECH SVC HOTLINE

DAWSON, THE FAILURE OF THE DPF MAY BE RELATED TO THE P2452 AND THE 245E CODES. THE 2013 MODEL YEAR INTRODUCED A NEW DPF PRESSURE SENSOR. THE SENSOR MORE ACCURATELY MEASURES THE PRESSURE DIFFERENTIAL ACROSS THE DPF. PREVIOUS MODEL YEARS INFERRED THE PRESSURE USING SOME SPEED DENSITY MODELS AND IT IS BELIEVED THIS NEW SENSOR IS GOING TO BE MORE ACCURATE. THERE HAVE BEEN SOME REPORTS OF THE SENSOR NOT BEING ATTACHED TO THE PRESSURE PORTS ON THE EXHAUST AND THIS CAN LEAD TO A DAMAGED SENSOR. A VISUAL INSPECTION WILL IDENTIFY ANY ISSUES. IF NO ISSUES ARE NOTED THE CAUSE OF THE FAILED DPF SHOULD BE INSPECTED AND THE ROOT CAUSE FOUND IF AT ALL POSSIBLE. THE REGEN PID VALUES THAT ARE AVAILABLE SHOULD BE THE DIST_REGEN _C AND THE REGEN_AVG. BOTH WILL BE AN INDICATION IF THE REGEN HAS BEEN COMPETING NORMALLY, THIS ENGINE SHOULD COMPLETE A REGEN EVERY 160-800KILOMETERS, IF NOT THE DPF BECAME OVERLOADED AND THIS CAUSED THE RAPID FAILURE. BIO DIESEL IS ALSO A CONTRIBUTING FACTOR AS IS EXTENDED IDLE TIMES. THE SUDDEN RESTRICTION IN THE DPF CAN DAMAGE THE CAC TUBE AND THERE HAVE BEEN REPORTS WHERE THE VEHICLE WAS TOWED IN FOR A DAMAGED CAC TUBE ONLY TO FIND THE CAUSE WAS THE RESTRICTED DPF. SO AN INSPECTION OF THE INTAKE TO MAKE SURE NOTHING WAS DAMAGED IS NEEDED.

REPAIR 09/06/2013 09:46AM WESLEY WOLOSIN MSS - FCSD - TECH SVC HOTLINE

WE HAVE INSTALLED NEW EXHAUST PARTICULATE FILTER AND TEST DROVE NO CODES RUNS GREAT AND FUEL ECONOMY IS EXCELLANT POWER BALANCE WHILE DRIVING IS IN NORMAL RANGE CAC TUBES ARE CLEAN AND DID NOT SEE ANY COOLANT LEAK. CANNOT ESTABLISH ROOT CAUSE. PLEASE COMMENT?

RECOMM 09/06/2013 09:46AM WESLEY WOLOSIN MSS - FCSD - TECH SVC HOTLINE

DAWSON, SINCE THE CONCERN WAS RESOLVED WITH DPF REPLACEMENT, THIS INDICATES THAT THE ORIGINAL DPF HAD BECOME RESTRICTED, RESULTING IN THE LOSS OF POWER CONCERN AND DTCS P2452, P245E, AND P0471 SETTING. TO DETERMINE IF THE DPF FAILURE WAS CAUSED BY A LACK OF REGENERATION, PLEASE VIEW THE DIST_REGEN _C AND THE REGEN_AVG PIDS.

IF
THE PID VALUES EXCEED THE 800KM MAXIMUM BETWEEN REGENERATIONS, SUSPECT
THAT THIS CAUSED THE DPF TO BECOME CLOGGED AND FAIL. PLEASE ADVISE THE CUSTOMER THAT WHEN THE "DRIVE TO CLEAN EXHAUST FILTER" OR "DRIVE
TO CLEAN EXHAUST SYSTEM" MESSAGE IS DISPLAYED, THE VEHICLE SHOULD BE OPERATED AT 48KM/H OR HIGHER WITH A STEADY THROTTLE PEDAL FOR APPROXIMATELY 20 MINUTES IN ORDER TO COMPLETE THE REGENERATION PROCESS. PLEASE REFERENCE PAGE 35 OF THE DIESEL SUPPLEMENT, 1ST PRINTING FOR ADDITIONAL INFORMATION.

From: Bushman, Thomas (T.S.)
Sent: Wednesday, September 11, 2013 8:10 PM
To: Moylan, James (J.J.)
Cc: Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.); Niland, Tom (T.H.)
Subject: RE: EGT replaced for DPF Back Pressure Sensor Codes?

Jim – OK, this is making a little more sense. Odd that they would put in a partial claim for the EGT and then submit the larger portion at a later time.

So – this is not going to be an EGT issue, but will ultimately be a clogged DPF issue – the big question is why didn't they do a manual regen instead of changing the DPF.

Tom Niland – need you to investigate a charge back on this – Dealer should have first attempted a REGEN before swapping out the DPF.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Moylan, James (J.J.)
Sent: Wednesday, September 11, 2013 4:06 PM
To: Bushman, Thomas (T.S.)
Cc: Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.); Niland, Tom (T.H.)
Subject: RE: EGT replaced for DPF Back Pressure Sensor Codes?

I called the dealer and spoke to Bob. The repairman Dave Dawson was out so he left a note to have him call me. Bob said that they worked with tech support on this repair so I pulled GCQIS.

<< Message: Report Summary for the CQIS Report#DH1FJ010 >>

The CQIS report shows that they replaced the DPF. There is no reference of this in AWS or ECB.

Dave called me back and said that the truck was towed in after a 650km drive with a big trailer. It was steadily losing power before it died. When the DPF was loosened, the vehicle started. The DPF was then replaced and one of the EGTs was replaced when Dave couldn't remove it from the DPF.

I was then sent to Frank in warranty to ask answer why the DPF wasn't part of the claim. He said that it hasn't been paid yet so we should expect it tomorrow.

James J. Moylan tcb
Kentucky Truck Plant
Powertrain PVT - Sr. Engineer
313-805-3887
><((((º>

From: Bushman, Thomas (T.S.)
Sent: Wednesday, September 11, 2013 2:12 PM
To: Moylan, James (J.J.)
Cc: Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.)
Subject: FW: EGT replaced for DPF Back Pressure Sensor Codes?

Jim – I'm sorry, would you please call the dealer – I'm not seeing how the RD leads them to the EGT (based on what you have cut & pasted below).

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Moylan, James (J.J.)
Sent: Wednesday, September 11, 2013 10:54 AM
To: Bushman, Thomas (T.S.)
Cc: Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.)
Subject: RE: EGT replaced for DPF Back Pressure Sensor Codes?

Tom,

I checked that out when I binned it and the PPT for P245E directs them to the EGT. If you still want me to call the dealer, let me know. Thanks.

<< OLE Object: Picture (Device Independent Bitmap) >>

James J. Moylan tcb
Kentucky Truck Plant

Powertrain PVT - Sr. Engineer
313-805-3887
><((((º>

From: Bushman, Thomas (T.S.)
Sent: Wednesday, September 11, 2013 10:52 AM
To: Moylan, James (J.J.)
Cc: Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.)
Subject: EGT replaced for DPF Back Pressure Sensor Codes?

Jim – Dealer replaced the EGT for DPF Back Pressure Codes – does not make sense. Could you please call the dealer and investigate further?

Server: **AWS Prod**
Claims loaded through: **10-SEP-2013**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2013; **Claim Key** = 3132671

Vehicle Information

Model Year:	2013
Market Derived:	F - FORD
Body/Cab Type:	T/BC - DOUBLE CAB (CREW CAB)
Version/Series:	T/BD-250 SERIES
Drive Type:	T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line:	T/FA-P473 SUPER DUTY [11-14]
Warranty Start Date:	14-JUN-2013
Production Date:	29-MAY-2013
VIN:	1FT7W2BT5D[redacted]

Claim Information

Document Number:	8404581
Repair Date:	27-AUG-2013
Distance:	8295
TIS:	3
AWS Load Date:	10-SEP-2013

Dealer Information:

Dealer Name	REGAL MOTORS LTD.
Dealer Code:	B4634 - *
Address:	112-1ST AVE. W.
City:	ROSETOWN
State:	SK Zip Code:S0L2V0

Expense Information

Customer Paid Amount:	.00
Deductible Amount:	.00
Dealer Paid Amount:	.00
Labor Cost:	217.48
Misc. Expense Amount:	12.75
Part Markup Amount:	10.76

Country: CAN Region Code: NA		Material Cost:	37.65
Phone: (306)882-2623		Total Cost Gross:	255.13

Cust. Concern Code: D03 - ENGINE DIFFICULT OR SLOW TO START

Condition Code: X2 - CONNECTION POOR/NOT MADE

Technician Comment: DIAGNOSE NO RUN, EEC CHECK, P0471, P2452, P245E, PINPOINT TEST RB TO RB4, RB4 NO CONCERN PRESENT, REPLACE SENSOR, CLEAR CODES, CODE DOES NOT RETURN

Customer Comment: DIAGNOSE & REPAIR CAUSE OF NO START / NO RUN

Labor Op Code	Labor Op Description	Labor Op Cost
12650D10A		54.36
12650D45	PIN POINT TEST DIAGNOSIS	27.19
12650D68		27.19
12650D80D		9.06
12650D81D		45.31
12650D9	EGR PRESSURE FEEDBACK - PFE / EXHAUST BACK PRESSU REPLACE	27.19
12650DD		18.12
12650DX1	EXTRA TIME TO REPEAT FINAL QUICK TEST	9.06

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	AC3Z	5J213	B	SNS ASY-ENG EXH TEMP THRML	031403	1	37.65

DTC Sections: **Mil. Light On =**

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
Y	KO	P2452	DIESEL PARTICULATE FILTER PRESSURE SENSOR "A" CIRCUIT	45	PM FILTER (COMPONENT)
Y	KO	P0471	EXHAUST PRESSURE SENSOR A CIRCUIT RANGE/PERFORMANCE	22	BOOST CONTROL (COMPONENT)
Y	KO	P245E	PARTICULATE FILTER PRESSURE SENSOR "B" CIRCUIT	45	PM FILTER (COMPONENT)

Any comments? You can contact

<< OLE Object: Picture (Device Independent Bitmap) >> *webmaster*

16844

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Bogema, John (P.)
Sent: Thursday, January 22, 2015 11:56 PM
To: Goodwin, William (W.R.); Bailey, Owen (O.R.); Perry, Brian (B.J.); Dixon, Mark (M.R.); Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.)
Subject: RE: EGT review documents

Is it possible to put the baseline r/1000 at projected ful values? It would make the bottom of the chart more clear.

- John Bogema

-----Original Message-----
From: Goodwin, William (W.R.)
Sent: Thursday, January 22, 2015 05:35 PM Eastern Standard Time
To: Bailey, Owen (O.R.); Perry, Brian (B.J.); Dixon, Mark (M.R.); Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); Bogema, John (P.)
Subject: EGT review documents

Here is the latest based on the extensive FF data reviews and reviews of the improved function by MY. The conclusion is the that planned FSA would be projected to be very effective.

Regards,
Bill Goodwin
Powertrain Sensors Technical Specialist
Powertrain Calibration Controls NVH [PCCN]
Ford Motor Company / Building #2 / 22B19
E-mail: wgoodwin@ford.com
Tel: (313) 805-9111
ONE FORD: ONE Plan - ONE Team - ONE Goal

RQ14-005 001553 ER

From: Moylan, James (J.J.)
Sent: Thursday, July 11, 2013 6:38 PM
To: Rinkevich, Daniel (D.J.)
Subject: RE: EGT Sensor - EOL Tests

It will catch a disconnected sensor. Partials *can* slip through. Most are catch at Code Check Gate after going over the Squeak and Rattle track.

James J. Moylan tcb
Kentucky Truck Plant
Powertrain PVT - Sr. Engineer
313-805-3887
><((((º>

From: Rinkevich, Daniel (D.J.)
Sent: Thursday, July 11, 2013 2:36 PM
To: Moylan, James (J.J.)
Subject: EGT Sensor - EOL Tests

Jim,
Do you know if any EOL line test would find a disconnected or poorly connected EGT sensor?

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Kannan M (RBEI/EEN1) <Kannan.M@in.bosch.com>
Sent: Tuesday, September 17, 2013 9:47 PM
To: Shah, Chirag (C.); K S Sriram (DGS-EC/ENC1-NA); M C Gangadhara (DGS-EC/ENC1-NA); Kue, Ace (K.); Rinkevich, Daniel (D.J.)
Cc: Goebelbecker, Michael (M.S.)
Subject: RE: EGT Sensor Issue - P200C

Hello Chirag,

Please find the below table for the EGT sensor hardware and resolution information. We still use the same ASIC for MY11/12/13/14/15.

The resolution is changed only for EGT11 in MY13 and the consequence would be that we would get more precise value.

Sensor	ASIC(MY11/MY13/MY15)	MY11/MY12 Resolution	MY13/15 Resolution
TOxiCatUs(EGT11)	CIC751.2_9	10	12
TOxiCatDs(EGT12)	CY100.2	10	10
TPFltUs(EGT13)	CY100.0	10	10
TPFltDs(EGT14)	CY100.6	10	10

Regards,
Kannan. M
-----Original Appointment-----
From: Shah, Chirag (C.)
Sent: Tuesday, September 17, 2013 4:24 PM
To: Shah, Chirag (C.); K S Sriram (DGS-EC/ENC1-NA); M C Gangadhara (DGS-EC/ENC1-NA); Kannan M (RBEI/EEN1); Kue, Ace (K.); Rinkevich, Daniel (D.J.)
Cc: Goebelbecker, Michael (M.S.)
Subject: EGT Sensor Issue - P200C
When: Wednesday, September 18, 2013 3:00 PM-3:30 PM (UTC-05:00) Eastern Time (US & Canada).
Where: WebEx Meeting

Please see attached email for the issue details.

Bosch update - Bosch A/D resolution is 10 bit for EGT 11 and 12 bit for EGT 12, 13 and 14. No change in resolution for MY 11 to 13.

Dan,
Can you please provide feedback to the Bosch questions in the attached email by noon tomorrow?

Kannan,
It would be great, if you can come up with a boundary diagram for EGT sensors for the meeting.

Thanks,
Chirag.

Chirag Shah invites you to an online meeting using WebEx.

WebEx meeting information

Meeting Number: 714 355 792
Meeting Link: https://ford.webex.com/ford/j.php?J=714355792
Meeting Password: This meeting does not require a password.

This meeting may include the option for video. The recording of meetings is prohibited. For company policies on using video click here:
https://comm.sp.ford.com/sites/digitalworker/Pages/HowiWorkItem.aspx?UCTitle=to%20use%20Video&UCID=&Page=2&Section=2.001

Audio conference information

To receive a call back, provide your phone number when you join the meeting, or call the number below and enter the access code.
US Toll Free Number: +1-888-628-3668
FordNet 248-3668 / Toll: +1-313-248-3668
Global call-in numbers: https://ford.webex.com/ford/globalcallin.php?serviceType=MC&ED=245914202&tollFree=1
Toll-free dialing restrictions: http://www.webex.com/pdf/tollfree_restrictions.pdf

Access code:714 355 792

MC06

http://www.webex.com

<< Message: RE: Classic Scorpion / FW: P200C/P200E DTC Setting but Freeze Frame Data does not agree >>

From: Austin, Aaron (A.A.)
Sent: Monday, August 18, 2014 12:12 PM
To: Taylor, Perry (P.A.); Sproul, Gregory (G.D.); Rodgers, Melissa (M.)
Cc: Roberts, James (J.B.); Rinkevich, Daniel (D.J.)
Subject: RE: EGT sensor not fully seated

That connection is made at KTP. My understanding is PT only keeps a disconnect if it is their harness or PIA to a component that is considered end item to KTP.

Aaron Austin
Electrical PVT Analyst
V18-Wiring & EDS Components
Kentucky Truck Plant
Cell: (502) 612-8087
FordNet: 429-3664
Desk: (502) 339-3664
aausti41@ford.com

From: Taylor, Perry (P.A.)
Sent: Monday, August 18, 2014 8:09 AM
To: Sproul, Gregory (G.D.); Rodgers, Melissa (M.)
Cc: Austin, Aaron (A.A.); Roberts, James (J.B.); Rinkevich, Daniel (D.J.)
Subject: EGT sensor not fully seated

Received this claim today in ECB. Technician said, "FOUND CONNECTOR NOT FULLY SEATED. SECURED CONNECTOR PROPERLY". I listed this as process. Should these be binned to electrical? The last one we had (1FT8W3BT1FE[redacted] Build date = 6/25/2014) we kept in Powertrain (right or wrong).

Perry A. Taylor
PVT Powertrain
Kentucky Truck Plant – F-Series
Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Austin, Aaron (A.A.)
Sent: Wednesday, September 18, 2013 1:04 PM
To: Rinkevich, Daniel (D.J.)
Subject: RE: EGT Sensor Presentation Preview

Someone will have to hot request the parts back.

Aaron Austin
Electrical PVT Analyst
V18-Wiring & EDS Components
Kentucky Truck Plant
Cell: (502) 612-8087
FordNet: 429-3664
Desk: (502) 339-3664
aausti41@ford.com

From: Rinkevich, Daniel (D.J.)
Sent: Wednesday, September 18, 2013 9:03 AM
To: Austin, Aaron (A.A.)
Subject: RE: EGT Sensor Presentation Preview

Is the connector coming back?

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Austin, Aaron (A.A.)
Sent: Wednesday, September 18, 2013 8:52 AM
To: Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Wagers, Sue (S.K.); Moylan, James (J.J.); Dixon, Mark (M.R.); Oyafuso, Kevin (K.G.); Kue, Ace (K.); Hamilton, Steven (S.C.); Johnson, Seth (S.); Caesar, Cynthia (C.L.); Sonat, Ibrahim (I.); Hutchinson, Rob (R.); Jeff.Philbin@stoneridge.com; Boone, Bill (W.P.); Bogema, John (P.); Teran, Roberto (R.); Xiao, Nian (N.); Mahoney, Mark (M.M.); 'Landis, Ron'; Blakely, Scott (S.R.); Williams, Brent (B.A.); Brackett, Tom (T.P.); Rembert, Shannon (S.A.); 'sfarrugia@lear.com'; Alvey, David (D.); Eis, Peter (P.R.); Walker, Timothy (T.)
Cc: Taylor, James (J.D.); Sparks, Douglas (D.S.)
Subject: RE: EGT Sensor Presentation Preview

All,

We received a warranty claim in AWS today for the SSM.
<< OLE Object: Picture (Device Independent Bitmap) >>

Aaron Austin
Electrical PVT Analyst
V18-Wiring & EDS Components
Kentucky Truck Plant
Cell: (502) 612-8087
FordNet: 429-3664
Desk: (502) 339-3664
aausti41@ford.com

From: Bushman, Thomas (T.S.)
Sent: Tuesday, September 17, 2013 8:17 AM
To: Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Wagers, Sue (S.K.); Bushman, Thomas (T.S.); Moylan, James (J.J.); Dixon, Mark (M.R.); Oyafuso, Kevin (K.G.); Kue, Ace (K.); Hamilton, Steven (S.C.); Johnson, Seth (S.); Caesar, Cynthia (C.L.); Sonat, Ibrahim (I.); Hutchinson, Rob (R.); Jeff.Philbin@stoneridge.com; Boone, Bill (W.P.); Bogema, John (P.); Teran, Roberto (R.); Xiao, Nian (N.); Mahoney, Mark (M.M.); 'Landis, Ron'; Blakely, Scott (S.R.); Williams, Brent (B.A.); Brackett, Tom (T.P.); Rembert, Shannon (S.A.); 'sfarrugia@lear.com'; Alvey, David (D.); Eis, Peter (P.R.); Austin, Aaron (A.A.); Walker, Timothy (T.)
Cc: Taylor, James (J.D.); Sparks, Douglas (D.S.)
Subject: RE: EGT Sensor Presentation Preview

Team – please find attached the latest EGT 6-Panel for Open Circuit:

<< File: DMAIC - 6-Panel - EGT Sensor - Open Circuit_ Rinkevich_Bushman_Sonat_(09-16-13).ppt >>

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

-----Original Appointment-----
From: Rinkevich, Daniel (D.J.)
Sent: Monday, September 16, 2013 4:00 PM
To: Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Wagers, Sue (S.K.); Bushman, Thomas (T.S.); Moylan, James (J.J.); Dixon, Mark (M.R.); Oyafuso, Kevin (K.G.); Kue, Ace (K.); Hamilton, Steven (S.C.); Johnson, Seth (S.); Caesar, Cynthia (C.L.); Sonat, Ibrahim (I.); Hutchinson, Rob (R.); Jeff.Philbin@stoneridge.com; Boone, Bill (W.P.); Bogema, John (P.); Teran, Roberto (R.); Xiao, Nian (N.); Mahoney, Mark (M.M.); 'Landis, Ron'; Blakely, Scott (S.R.); Williams, Brent (B.A.); Brackett, Tom (T.P.); Rembert, Shannon (S.A.); 'sfarrugia@lear.com'; Alvey, David (D.); Eis, Peter (P.R.); Austin, Aaron (A.A.); Walker, Timothy (T.)
Subject: EGT Sensor Presentation Preview
When: Tuesday, September 17, 2013 8:00 AM-9:00 AM (UTC-05:00) Eastern Time (US & Canada).
Where: WebEx

Daniel Rinkevich invites you to an online meeting using WebEx.

WebEx meeting information

Meeting Number: 713 637 981
Meeting Link: https://ford.webex.com/ford/j.php?J=713637981
Meeting Password: This meeting does not require a password.

This meeting may include the option for video. The recording of meetings is prohibited. For company policies on using video click here:
https://comm.sp.ford.com/sites/digitalworker/Pages/HowiWorkItem.aspx?UCTitle=to%20use%20Video&UCID=&Page=2&Section=2.001

Audio conference information

To receive a call back, provide your phone number when you join the meeting, or call the number below and enter the access code.
US Toll Free Number: +1-888-628-3668
FordNet 248-3668 / Toll: +1-313-248-3668
Global call-in numbers: https://ford.webex.com/ford/globalcallin.php?serviceType=MC&ED=245753272&tollFree=1
Toll-free dialing restrictions: http://www.webex.com/pdf/tollfree_restrictions.pdf

Access code:713 637 981

MC06

http://www.webex.com

From: Rinkevich, Daniel (D.J.)
Sent: Monday, September 23, 2013 3:16 PM
To: Bushman, Thomas (T.S.); Rembert, Shannon (S.A.); 'Landis, Ron'; 'Jeff.Philbin@stoneridge.com'
Cc: Taylor, James (J.D.); Sparks, Douglas (D.S.); Austin, Aaron (A.A.); McDonagh, Scot (S.M.); Wagers, Sue (S.K.); Moylan, James (J.J.); Dixon, Mark (M.R.); Oyafuso, Kevin (K.G.); Kue, Ace (K.); Hamilton, Steven (S.C.); Johnson, Seth (S.); Caesar, Cynthia (C.L.); Sonat, Ibrahim (I.); Hutchinson, Rob (R.); Boone, Bill (W.P.); Bogema, John (P.); Teran, Roberto (R.); Xiao, Nian (N.); Mahoney, Mark (M.M.); Blakely, Scott (S.R.); Williams, Brent (B.A.); Brackett, Tom (T.P.); 'sfarrugia@lear.com'; Alvey, David (D.); Eis, Peter (P.R.); Walker, Timothy (T.)
Subject: RE: EGT Sensor Presentation Preview

Absolutely.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Bushman, Thomas (T.S.)
Sent: Friday, September 20, 2013 8:48 AM
To: Rinkevich, Daniel (D.J.); Rembert, Shannon (S.A.); 'Landis, Ron'; 'Jeff.Philbin@stoneridge.com'
Cc: Taylor, James (J.D.); Sparks, Douglas (D.S.); Austin, Aaron (A.A.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Wagers, Sue (S.K.); Moylan, James (J.J.); Dixon, Mark (M.R.); Oyafuso, Kevin (K.G.); Kue, Ace (K.); Hamilton, Steven (S.C.); Johnson, Seth (S.); Caesar, Cynthia (C.L.); Sonat, Ibrahim (I.); Hutchinson, Rob (R.); Boone, Bill (W.P.); Bogema, John (P.); Teran, Roberto (R.); Xiao, Nian (N.); Mahoney, Mark (M.M.); Blakely, Scott (S.R.); Williams, Brent (B.A.); Brackett, Tom (T.P.); 'sfarrugia@lear.com'; Alvey, David (D.); Eis, Peter (P.R.); Walker, Timothy (T.)
Subject: RE: EGT Sensor Presentation Preview

Dan – can you please coordinate with Jeff Philbin and Ron Landis to review these Terminals with Shannon once he receives them?

Thanks,

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Rembert, Shannon (S.A.)
Sent: Friday, September 20, 2013 7:52 AM
To: Austin, Aaron (A.A.); Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Wagers, Sue (S.K.); Moylan, James (J.J.); Dixon, Mark (M.R.); Oyafuso, Kevin (K.G.); Kue, Ace (K.); Hamilton, Steven (S.C.); Johnson, Seth (S.); Caesar, Cynthia (C.L.); Sonat, Ibrahim (I.); Hutchinson, Rob (R.); 'Jeff.Philbin@stoneridge.com'; Boone, Bill (W.P.);

Bogema, John (P.); Teran, Roberto (R.); Xiao, Nian (N.); Mahoney, Mark (M.M.); 'Landis, Ron'; Blakely, Scott (S.R.); Williams, Brent (B.A.); Brackett, Tom (T.P.); 'sfarrugia@lear.com'; Alvey, David (D.); Eis, Peter (P.R.); Walker, Timothy (T.)
Cc: Taylor, James (J.D.); Sparks, Douglas (D.S.)
Subject: RE: EGT Sensor Presentation Preview

Thank you, Aaron.

Are there pigtails from an actual failed vehicle available yet?

Regards,
Shannon A. Rembert
Ford Motor Company
Quality Engineer - Connectors & Terminals
(313) 805-6738
srembert@ford.com
Bldg #5, 3G049B

-----Original Message-----
From: Austin, Aaron (A.A.)
Sent: Friday, September 20, 2013 07:30 AM Eastern Standard Time
To: Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Wagers, Sue (S.K.); Moylan, James (J.J.); Dixon, Mark (M.R.); Oyafuso, Kevin (K.G.); Kue, Ace (K.); Hamilton, Steven (S.C.); Johnson, Seth (S.); Caesar, Cynthia (C.L.); Sonat, Ibrahim (I.); Hutchinson, Rob (R.); Jeff.Philbin@stoneridge.com; Boone, Bill (W.P.); Bogema, John (P.); Teran, Roberto (R.); Xiao, Nian (N.); Mahoney, Mark (M.M.); 'Landis, Ron'; Blakely, Scott (S.R.); Williams, Brent (B.A.); Brackett, Tom (T.P.); Rembert, Shannon (S.A.); 'sfarrugia@lear.com'; Alvey, David (D.); Eis, Peter (P.R.); Walker, Timothy (T.)
Cc: Taylor, James (J.D.); Sparks, Douglas (D.S.)
Subject: RE: EGT Sensor Presentation Preview

Tom,

I have received the 6 sample 14406 EGT connectors from LEAR. These samples are the same connector, terminal, wire size, and same equipment used on the production of the 14406. I am sending them to Shannon Rembert. If you want someone from your team to evaluate the crimps with Shannon please schedule a time with Shannon. The FedEx tracking number is 796731520113

Aaron Austin

Electrical PVT Analyst

V18-Wiring & EDS Components

Kentucky Truck Plant

Cell: (502) 612-8087

FordNet: 429-3664

Desk: (502) 339-3664

aausti41@ford.com

From: Bushman, Thomas (T.S.)
Sent: Tuesday, September 17, 2013 8:17 AM
To: Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Wagers, Sue (S.K.); Bushman, Thomas (T.S.); Moylan, James (J.J.); Dixon, Mark (M.R.); Oyafuso, Kevin (K.G.); Kue, Ace (K.); Hamilton, Steven (S.C.); Johnson, Seth (S.); Caesar, Cynthia (C.L.); Sonat, Ibrahim (I.); Hutchinson, Rob (R.); Jeff.Philbin@stoneridge.com; Boone, Bill (W.P.); Bogema, John (P.); Teran, Roberto (R.); Xiao, Nian (N.); Mahoney, Mark (M.M.); 'Landis, Ron'; Blakely, Scott (S.R.); Williams, Brent (B.A.); Brackett, Tom (T.P.); Rembert, Shannon (S.A.); 'sfarrugia@lear.com'; Alvey, David (D.); Eis, Peter (P.R.); Austin, Aaron (A.A.); Walker, Timothy (T.)
Cc: Taylor, James (J.D.); Sparks, Douglas (D.S.)
Subject: RE: EGT Sensor Presentation Preview

Team – please find attached the latest EGT 6-Panel for Open Circuit:

<< File: DMAIC - 6-Panel - EGT Sensor - Open Circuit_ Rinkevich_Bushman_Sonat_(09-16-13).ppt >>

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

-----Original Appointment-----
From: Rinkevich, Daniel (D.J.)
Sent: Monday, September 16, 2013 4:00 PM
To: Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Wagers, Sue (S.K.); Bushman, Thomas (T.S.); Moylan, James (J.J.); Dixon, Mark (M.R.); Oyafuso, Kevin (K.G.); Kue, Ace (K.); Hamilton, Steven (S.C.); Johnson, Seth (S.); Caesar, Cynthia (C.L.); Sonat, Ibrahim (I.); Hutchinson, Rob (R.); Jeff.Philbin@stoneridge.com; Boone, Bill (W.P.); Bogema, John (P.); Teran, Roberto (R.); Xiao, Nian (N.); Mahoney, Mark (M.M.); 'Landis, Ron'; Blakely, Scott (S.R.); Williams, Brent (B.A.); Brackett, Tom (T.P.); Rembert, Shannon (S.A.); 'sfarrugia@lear.com'; Alvey, David (D.); Eis, Peter (P.R.); Austin, Aaron (A.A.); Walker, Timothy (T.)
Subject: EGT Sensor Presentation Preview
When: Tuesday, September 17, 2013 8:00 AM-9:00 AM (UTC-05:00) Eastern Time (US & Canada).
Where: WebEx

Daniel Rinkevich invites you to an online meeting using WebEx.

WebEx meeting information

Meeting Number: 713 637 981

Meeting Link: https://ford.webex.com/ford/j.php?J=713637981

Meeting Password: This meeting does not require a password.

This meeting may include the option for video. The recording of meetings is prohibited. For company policies on using video click here:

https://comm.sp.ford.com/sites/digitalworker/Pages/HowiWorkItem.aspx?UCTitle=to%20use%20Video&UCID=&Page=2&Section=2.001

Audio conference information

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

US Toll Free Number: +1-888-628-3668

FordNet 248-3668 / Toll: +1-313-248-3668

Global call-in numbers:
https://ford.webex.com/ford/globalcallin.php?serviceType=MC&ED=245753272&tollFree=1

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

Access code:713 637 981

MC06

http://www.webex.com

From: Bushman, Thomas (T.S.)
Sent: Monday, September 16, 2013 5:27 PM
To: Hutchinson, Rob (R.)
Cc: Moylan, James (J.J.); Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); Kue, Ace (K.); Johnson, Seth (S.)
Subject: RE: EGT Sensor Replaced for DPF Back Pressure P-Codes

Rob – thanks for confirming.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Hutchinson, Rob (R.)
Sent: Monday, September 16, 2013 11:51 AM
To: Bushman, Thomas (T.S.)
Cc: Moylan, James (J.J.); Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); Kue, Ace (K.); Johnson, Seth (S.)
Subject: RE: EGT Sensor Replaced for DPF Back Pressure P-Codes

Tom,

There is still another claim in limbo (unpaid) for the DPF, which the technician states was plugged solid. Instead of claiming it all on one line they separated the repair. The EGT was seized and was replaced with the DPF. Once paid it will show up as a repair against the DPF (and we will have 2 repairs in one visit).

Rob Hutchinson

Quality Analyst GPCSE Sensors

Global Powertrain Controls Systems Engineering

Dearborn - Building 2 Room 22J07

1-313-845-1113

rhutch13@ford.com

From: Bushman, Thomas (T.S.)
Sent: Friday, September 13, 2013 12:02 PM
To: Hutchinson, Rob (R.)

Cc: Moylan, James (J.J.); Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); Kue, Ace (K.); Johnson, Seth (S.)
Subject: EGT Sensor Replaced for DPF Back Pressure P-Codes

Rob – would you mind calling this dealer and ask them why they came to the conclusion to change the EGT for DPF Backpressure Codes?

Thanks.

Server: **AWS Prod**
Claims loaded through: **12-SEP-2013**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2013; **Claim Key** = 3132671

Vehicle Information

Model Year: 2013
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/BD-250 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FA-P473 SUPER DUTY [11-14]
Warranty Start Date: 14-JUN-2013
Production Date: 29-MAY-2013
VIN: 1FT7W2BT5DE[redacted]

Claim Information

Document Number: 8404581
Repair Date: 27-AUG-2013
Distance: 8295
TIS: 3
AWS Load Date: 10-SEP-2013

Dealer Information:

Dealer Name REGAL MOTORS LTD.
Dealer Code: B4634 - *
Address: 112-1ST AVE. W.
City: ROSETOWN
State: SK Zip Code:S0L2V0
Country: CAN Region Code: NA
Phone: (306)882-2623

Expense Information

Customer Paid Amount:	.00
Deductible Amount:	.00
Dealer Paid Amount:	.00
Labor Cost:	217.48
Misc. Expense Amount:	12.75
Part Markup Amount:	10.76
Material Cost:	37.65
Total Cost Gross:	255.13

Cust. Concern Code: D03 - ENGINE DIFFICULT OR SLOW TO START
Condition Code: X2 - CONNECTION POOR/NOT MADE

Technician Comment: DIAGNOSE NO RUN, EEC CHECK, P0471, P2452, P245E, PINPOINT TEST RB TO RB4, RB4 NO CONCERN PRESENT, REPLACE SENSOR, CLEAR CODES, CODE DOES NOT RETURN

Customer Comment: DIAGNOSE & REPAIR CAUSE OF NO START / NO RUN

Labor Op Code	Labor Op Description	Labor Op Cost
12650D10A		54.36
12650D45	PIN POINT TEST DIAGNOSIS	27.19
12650D68		27.19
12650D80D		9.06
12650D81D		45.31
12650D9	EGR PRESSURE FEEDBACK - PFE / EXHAUST BACK PRESSU REPLACE	27.19
12650DD		18.12
12650DX1	EXTRA TIME TO REPEAT FINAL QUICK TEST	9.06

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	AC3Z	5J213	B	SNS ASY-ENG EXH TEMP THRML	031403	1	37.65

DTC Sections: **Mil. Light On =**

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
Y	KO	P2452	DIESEL PARTICULATE FILTER PRESSURE SENSOR "A" CIRCUIT	45	PM FILTER (COMPONENT)
Y	KO	P0471	EXHAUST PRESSURE SENSOR A CIRCUIT RANGE/PERFORMANCE	22	BOOST CONTROL (COMPONENT)
Y	KO	P245E	PARTICULATE FILTER PRESSURE SENSOR "B" CIRCUIT	45	PM FILTER (COMPONENT)

Any comments? You can contact

<< OLE Object: Picture (Device Independent Bitmap) >> *webmaster*

22177

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Moylan, James (J.J.)
Sent: Saturday, September 21, 2013 5:37 PM
To: Bushman, Thomas (T.S.); Niland, Tom (T.H.)
Cc: Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); Kue, Ace (K.); Johnson, Seth (S.); Hutchinson, Rob (R.)
Subject: RE: EGT Sensor Replaced for DPF Back Pressure P-Codes

See attached. I had already called the dealer on 9/11.

EGT Team: This is not an EGT claim.



RE: EGT replaced for DPF Back ...

James J. Moylan tcb
Kentucky Truck Plant
Powertrain PVT - Sr. Engineer
313-805-3887
><((((°>

From: Moylan, James (J.J.)
Sent: Saturday, September 21, 2013 12:45 PM
To: Bushman, Thomas (T.S.); Niland, Tom (T.H.)
Cc: Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); Kue, Ace (K.); Johnson, Seth (S.); Hutchinson, Rob (R.)
Subject: RE: EGT Sensor Replaced for DPF Back Pressure P-Codes

Tom,

I think that we should call the dealer on the repair for this vehicle. There is a separate claim for his truck (attached) to replace the DPF on the same repair date and mileage and repair date. They may have damaged an EGT during removal and FCSD does have a provision to pay for parts damaged during a repair.

If the DPF sensor is faulty, then that would cause the DPF to load up.

Server: **AWS Prod**
Claims loaded through: **20-SEP-2013**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2013; **Claim Key** = 3280751

Vehicle Information

Model Year: 2013
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/BD-250 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FA-P473 SUPER DUTY [11-14]
Warranty Start Date: 14-JUN-2013
Production Date: 29-MAY-2013
VIN: 1FT7W2BT5DE[redacted]

Claim Information

Document Number: 8404582
Repair Date: 27-AUG-2013
Distance: 8295
TIS: 3
AWS Load Date: 19-SEP-2013

Dealer Information:

Dealer Name: REGAL MOTORS LTD.
Dealer Code: B4634 - *
Address: 112-1ST AVE. W.
City: ROSETOWN
State: SK Zip Code:S0L2V0
Country: CAN Region Code: NA
Phone: (306)882-2623

Expense Information

Customer Paid Amount:	.00
Deductible Amount:	.00
Dealer Paid Amount:	.00
Labor Cost:	280.89
Misc. Expense Amount:	293.50
Part Markup Amount:	1535.21
Material Cost:	5588.99
Total Cost Gross:	5869.88

Cust. Concern Code: E42 - UNUSUAL EXHAUST SYSTEM NOISE
Condition Code: 55 - PLUGGED/RESTRICTED
Technician Comment: PC TUBES, OK, GET RUNNING AND CHECK FOR CODES, NONE, RUNS PERFECT, OK PARTICULATE FILTER PLUGGED SOLID, DOES NOT LET ENGINE START, CHECK WITH HOTLINE (REQUEST 106614609) TOLD TO REPLACE FILTER, CHECK FOR CAC TUBES
Customer Comment: DIAGNOSE & REPAIR CAUSE OF WHISTLING NOISE SEEMS TO BE COMING OUT OF EXHAUST

Labor Op Code	Labor Op Description	Labor Op Cost
5221A		144.97
6775A	COOLER ASSEMBLY (CHARGE AIR) REPLACE	135.92
PRIOR		.00

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	DC3Z	5H270	A	PRTCLT FLT ASY & CATALYST	090201	1	5365.40

N	BC3Z 5E241	A	GASKET EXHAUST	090101	1	7.83	

DTC Sections: **Mil. Light On = ***

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

Any comments? You can contact
<< OLE Object: Picture (Device Independent Bitmap) >> *webmaster*

2149

James J. Moylan tcb
Kentucky Truck Plant
Powertrain PVT - Sr. Engineer
313-805-3887
><((((º>

From: Bushman, Thomas (T.S.)
Sent: Wednesday, September 18, 2013 10:07 AM
To: Moylan, James (J.J.)
Cc: Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); Kue, Ace (K.); Johnson, Seth (S.); Hutchinson, Rob (R.)
Subject: RE: EGT Sensor Replaced for DPF Back Pressure P-Codes

Jim – per your request during the EGT meeting here is the VIN for the Double-Warranty Claim on the EGT & DPF. Please coordinate with FCSD to get this double charge backed out.

1FT7W2BT5DE[redacted]

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Bushman, Thomas (T.S.)
Sent: Friday, September 13, 2013 12:02 PM
To: Hutchinson, Rob (R.)
Cc: Moylan, James (J.J.); Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); Kue, Ace (K.); Johnson, Seth (S.)
Subject: EGT Sensor Replaced for DPF Back Pressure P-Codes

Rob – would you mind calling this dealer and ask them why they came to the conclusion to change the EGT for DPF Backpressure Codes?

Thanks.

Server: **AWS Prod**
Claims loaded through: **12-SEP-2013**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2013; **Claim Key** = 3132671

Vehicle Information

Model Year: 2013
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/BD-250 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FA-P473 SUPER DUTY [11-14]
Warranty Start Date: 14-JUN-2013
Production Date: 29-MAY-2013
VIN: 1FT7W2BT5DE[redacted]

Claim Information

Document Number: 8404581
Repair Date: 27-AUG-2013
Distance: 8295
TIS: 3
AWS Load Date: 10-SEP-2013

Dealer Information:

Dealer Name REGAL MOTORS LTD.
Dealer Code: B4634 - *
Address: 112-1ST AVE. W.
City: ROSETOWN
State: SK Zip Code:S0L2V0
Country: CAN Region Code: NA
Phone: (306)882-2623

Expense Information

Customer Paid Amount:	.00
Deductible Amount:	.00
Dealer Paid Amount:	.00
Labor Cost:	217.48
Misc. Expense Amount:	12.75
Part Markup Amount:	10.76
Material Cost:	37.65
Total Cost Gross:	255.13

Cust. Concern Code: D03 - ENGINE DIFFICULT OR SLOW TO START
Condition Code: X2 - CONNECTION POOR/NOT MADE
Technician Comment: DIAGNOSE NO RUN, EEC CHECK, P0471, P2452, P245E, PINPOINT TEST RB TO

RB4, RB4 NO CONCERN PRESENT, REPLACE SENSOR, CLEAR CODES, CODE DOES NOT RETURN

Customer Comment: DIAGNOSE & REPAIR CAUSE OF NO START / NO RUN

Labor Op Code	Labor Op Description	Labor Op Cost
12650D10A		54.36
12650D45	PIN POINT TEST DIAGNOSIS	27.19
12650D68		27.19
12650D80D		9.06
12650D81D		45.31
12650D9	EGR PRESSURE FEEDBACK - PFE / EXHAUST BACK PRESSU REPLACE	27.19
12650DD		18.12
12650DX1	EXTRA TIME TO REPEAT FINAL QUICK TEST	9.06

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	AC3Z	5J213	B	SNS ASY-ENG EXH TEMP THRML	031403	1	37.65

DTC Sections: **Mil. Light On =**

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
Y	KO	P2452	DIESEL PARTICULATE FILTER PRESSURE SENSOR "A" CIRCUIT	45	PM FILTER (COMPONENT)
Y	KO	P0471	EXHAUST PRESSURE SENSOR A CIRCUIT RANGE/PERFORMANCE	22	BOOST CONTROL (COMPONENT)
Y	KO	P245E	PARTICULATE FILTER PRESSURE SENSOR "B" CIRCUIT	45	PM FILTER (COMPONENT)

Any comments? You can contact

<< OLE Object: Picture (Device Independent Bitmap) >> *webmaster*

22177

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Bushman, Thomas (T.S.)
Sent: Wednesday, September 11, 2013 8:10 PM
To: Moylan, James (J.J.)
Cc: Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.); Niland, Tom (T.H.)
Subject: RE: EGT replaced for DPF Back Pressure Sensor Codes?

Jim – OK, this is making a little more sense. Odd that they would put in a partial claim for the EGT and then submit the larger portion at a later time.

So – this is not going to be an EGT issue, but will ultimately be a clogged DPF issue – the big question is why didn't they do a manual regen instead of changing the DPF.

Tom Niland – need you to investigate a charge back on this – Dealer should have first attempted a REGEN before swapping out the DPF.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Moylan, James (J.J.)
Sent: Wednesday, September 11, 2013 4:06 PM
To: Bushman, Thomas (T.S.)
Cc: Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.); Niland, Tom (T.H.)
Subject: RE: EGT replaced for DPF Back Pressure Sensor Codes?

I called the dealer and spoke to Bob. The repairman Dave Dawson was out so he left a note to have him call me. Bob said that they worked with tech support on this repair so I pulled GCQIS.

<< Message: Report Summary for the CQIS Report#DH1FJ010 >>

The CQIS report shows that they replaced the DPF. There is no reference of this in AWS or ECB.

Dave called me back and said that the truck was towed in after a 650km drive with a big trailer. It was steadily losing power before it died. When the DPF was loosened, the vehicle started. The DPF was then replaced and one of the EGTs was replaced when Dave couldn't remove it from the DPF.

I was then sent to Frank in warranty to ask answer why the DPF wasn't part of the claim. He said that it hasn't been paid yet so we should expect it tomorrow.

James J. Moylan tcb
Kentucky Truck Plant
Powertrain PVT - Sr. Engineer
313-805-3887
><((((º>

From: Bushman, Thomas (T.S.)
Sent: Wednesday, September 11, 2013 2:12 PM
To: Moylan, James (J.J.)
Cc: Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.)
Subject: FW: EGT replaced for DPF Back Pressure Sensor Codes?

Jim – I'm sorry, would you please call the dealer – I'm not seeing how the RD leads them to the EGT (based on what you have cut & pasted below).

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Moylan, James (J.J.)
Sent: Wednesday, September 11, 2013 10:54 AM
To: Bushman, Thomas (T.S.)
Cc: Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.)
Subject: RE: EGT replaced for DPF Back Pressure Sensor Codes?

Tom,

I checked that out when I binned it and the PPT for P245E directs them to the EGT. If you still want me to call the dealer, let me know. Thanks.

<< OLE Object: Picture (Device Independent Bitmap) >>

James J. Moylan tcb
Kentucky Truck Plant

Powertrain PVT - Sr. Engineer
313-805-3887
><((((º>

From: Bushman, Thomas (T.S.)
Sent: Wednesday, September 11, 2013 10:52 AM
To: Moylan, James (J.J.)
Cc: Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.)
Subject: EGT replaced for DPF Back Pressure Sensor Codes?

Jim – Dealer replaced the EGT for DPF Back Pressure Codes – does not make sense. Could you please call the dealer and investigate further?

Server: **AWS Prod**
Claims loaded through: **10-SEP-2013**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2013; **Claim Key** = 3132671

Vehicle Information

Model Year:	2013
Market Derived:	F - FORD
Body/Cab Type:	T/BC - DOUBLE CAB (CREW CAB)
Version/Series:	T/BD-250 SERIES
Drive Type:	T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line:	T/FA-P473 SUPER DUTY [11-14]
Warranty Start Date:	14-JUN-2013
Production Date:	29-MAY-2013
VIN:	1FT7W2BT5D[redacted]

Claim Information

Document Number:	8404581
Repair Date:	27-AUG-2013
Distance:	8295
TIS:	3
AWS Load Date:	10-SEP-2013

Dealer Information:

Dealer Name	REGAL MOTORS LTD.
Dealer Code:	B4634 - *
Address:	112-1ST AVE. W.
City:	ROSETOWN
State:	SK Zip Code:S0L2V0

Expense Information

Customer Paid Amount:	.00
Deductible Amount:	.00
Dealer Paid Amount:	.00
Labor Cost:	217.48
Misc. Expense Amount:	12.75
Part Markup Amount:	10.76

Country: CAN Region Code: NA		Material Cost:	37.65
Phone: (306)882-2623		Total Cost Gross:	255.13

Cust. Concern Code: D03 - ENGINE DIFFICULT OR SLOW TO START

Condition Code: X2 - CONNECTION POOR/NOT MADE

Technician Comment: DIAGNOSE NO RUN, EEC CHECK, P0471, P2452, P245E, PINPOINT TEST RB TO RB4, RB4 NO CONCERN PRESENT, REPLACE SENSOR, CLEAR CODES, CODE DOES NOT RETURN

Customer Comment: DIAGNOSE & REPAIR CAUSE OF NO START / NO RUN

Labor Op Code	Labor Op Description	Labor Op Cost
12650D10A		54.36
12650D45	PIN POINT TEST DIAGNOSIS	27.19
12650D68		27.19
12650D80D		9.06
12650D81D		45.31
12650D9	EGR PRESSURE FEEDBACK - PFE / EXHAUST BACK PRESSU REPLACE	27.19
12650DD		18.12
12650DX1	EXTRA TIME TO REPEAT FINAL QUICK TEST	9.06

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	AC3Z	5J213	B	SNS ASY-ENG EXH TEMP THRML	031403	1	37.65

DTC Sections: **Mil. Light On =**

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
Y	KO	P2452	DIESEL PARTICULATE FILTER PRESSURE SENSOR "A" CIRCUIT	45	PM FILTER (COMPONENT)
Y	KO	P0471	EXHAUST PRESSURE SENSOR A CIRCUIT RANGE/PERFORMANCE	22	BOOST CONTROL (COMPONENT)
Y	KO	P245E	PARTICULATE FILTER PRESSURE SENSOR "B" CIRCUIT	45	PM FILTER (COMPONENT)

Any comments? You can contact

<< OLE Object: Picture (Device Independent Bitmap) >> *webmaster*

16844

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Bushman, Thomas (T.S.)
Sent: Tuesday, September 24, 2013 12:22 PM
To: Moylan, James (J.J.); Bushman, Thomas (T.S.); Niland, Tom (T.H.)
Cc: Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); Kue, Ace (K.); Johnson, Seth (S.); Hutchinson, Rob (R.)
Subject: RE: EGT Sensor Replaced for DPF Back Pressure P-Codes

Jim – this is the claim we spoke about last week – they submitted two separate claims for one repair. One for the EGT Replacement and one for the plugged DPF. This is the one that I wanted you to F/U with Curt Hale on to see if they could be combined into one claim so we would not get hit with both.

Thanks.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Moylan, James (J.J.)
Sent: Saturday, September 21, 2013 12:45 PM
To: Bushman, Thomas (T.S.); Niland, Tom (T.H.)
Cc: Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); Kue, Ace (K.); Johnson, Seth (S.); Hutchinson, Rob (R.)
Subject: RE: EGT Sensor Replaced for DPF Back Pressure P-Codes

Tom,

I think that we should call the dealer on the repair for this vehicle. There is a separate claim for his truck (attached) to replace the DPF on the same repair date and mileage and repair date. They may have damaged an EGT during removal and FCSD does have a provision to pay for parts damaged during a repair.

If the DPF sensor is faulty, then that would cause the DPF to load up.

Server: **AWS Prod**
Claims loaded through: **20-SEP-2013**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2013; **Claim Key** = 3280751

Vehicle Information

Model Year: 2013
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/BD-250 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FA-P473 SUPER DUTY [11-14]
Warranty Start Date: 14-JUN-2013
Production Date: 29-MAY-2013
VIN: 1FT7W2BT5DE[redacted]

Claim Information

Document Number: 8404582
Repair Date: 27-AUG-2013
Distance: 8295
TIS: 3
AWS Load Date: 19-SEP-2013

Dealer Information:

Dealer Name: REGAL MOTORS LTD.
Dealer Code: B4634 - *
Address: 112-1ST AVE. W.
City: ROSETOWN
State: SK Zip Code:S0L2V0
Country: CAN Region Code: NA
Phone: (306)882-2623

Expense Information

Customer Paid Amount:	.00
Deductible Amount:	.00
Dealer Paid Amount:	.00
Labor Cost:	280.89
Misc. Expense Amount:	293.50
Part Markup Amount:	1535.21
Material Cost:	5588.99
Total Cost Gross:	5869.88

Cust. Concern Code: E42 - UNUSUAL EXHAUST SYSTEM NOISE
Condition Code: 55 - PLUGGED/RESTRICTED
Technician Comment: PC TUBES, OK, GET RUNNING AND CHECK FOR CODES, NONE, RUNS PERFECT, OK PARTICULATE FILTER PLUGGED SOLID, DOES NOT LET ENGINE START, CHECK WITH HOTLINE (REQUEST 106614609) TOLD TO REPLACE FILTER, CHECK FOR CAC TUBES
Customer Comment: DIAGNOSE & REPAIR CAUSE OF WHISTLING NOISE SEEMS TO BE COMING OUT OF EXHAUST

Labor Op Code	Labor Op Description	Labor Op Cost
5221A		144.97
6775A	COOLER ASSEMBLY (CHARGE AIR) REPLACE	135.92
PRIOR		.00

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	DC3Z	5H270	A	PRTCLT FLT ASY & CATALYST	090201	1	5365.40
N	BC3Z	5E241	A	GASKET EXHAUST	090101	1	7.83

DTC Sections: **Mil. Light On = ***

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

Any comments? You can contact
<< OLE Object: Picture (Device Independent Bitmap) >> webmaster

2149

James J. Moylan tcb
Kentucky Truck Plant
Powertrain PVT - Sr. Engineer
313-805-3887
><((((º>

From: Bushman, Thomas (T.S.)
Sent: Wednesday, September 18, 2013 10:07 AM
To: Moylan, James (J.J.)
Cc: Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); Kue, Ace (K.); Johnson, Seth (S.); Hutchinson, Rob (R.)
Subject: RE: EGT Sensor Replaced for DPF Back Pressure P-Codes

Jim – per your request during the EGT meeting here is the VIN for the Double-Warranty Claim on the EGT & DPF. Please coordinate with FCSD to get this double charge backed out.

1FT7W2BT5DE[redacted]

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Bushman, Thomas (T.S.)
Sent: Friday, September 13, 2013 12:02 PM
To: Hutchinson, Rob (R.)
Cc: Moylan, James (J.J.); Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); Kue, Ace (K.); Johnson, Seth (S.)
Subject: EGT Sensor Replaced for DPF Back Pressure P-Codes

Rob – would you mind calling this dealer and ask them why they came to the conclusion to change the EGT for DPF Backpressure Codes?

Thanks.

Server: **AWS Prod**
Claims loaded through: **12-SEP-2013**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2013; **Claim Key** = 3132671

Vehicle Information

Model Year: 2013
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/BD-250 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FA-P473 SUPER DUTY [11-14]
Warranty Start Date: 14-JUN-2013
Production Date: 29-MAY-2013
VIN: 1FT7W2BT5DE[redacted]

Claim Information

Document Number: 8404581
Repair Date: 27-AUG-2013
Distance: 8295
TIS: 3
AWS Load Date: 10-SEP-2013

Dealer Information:

Dealer Name: REGAL MOTORS LTD.
Dealer Code: B4634 - *
Address: 112-1ST AVE. W.
City: ROSETOWN
State: SK Zip Code:S0L2V0
Country: CAN Region Code: NA
Phone: (306)882-2623

Expense Information

Customer Paid Amount:	.00
Deductible Amount:	.00
Dealer Paid Amount:	.00
Labor Cost:	217.48
Misc. Expense Amount:	12.75
Part Markup Amount:	10.76
Material Cost:	37.65
Total Cost Gross:	255.13

Cust. Concern Code: D03 - ENGINE DIFFICULT OR SLOW TO START
Condition Code: X2 - CONNECTION POOR/NOT MADE
Technician Comment: DIAGNOSE NO RUN, EEC CHECK, P0471, P2452, P245E, PINPOINT TEST RB TO RB4, RB4 NO CONCERN PRESENT, REPLACE SENSOR, CLEAR CODES, CODE DOES NOT RETURN
Customer Comment: DIAGNOSE & REPAIR CAUSE OF NO START / NO RUN

Labor Op Code	Labor Op Description	Labor Op Cost
12650D10A		54.36
12650D45	PIN POINT TEST DIAGNOSIS	27.19
12650D68		27.19
12650D80D		9.06
12650D81D		45.31
12650D9	EGR PRESSURE FEEDBACK - PFE / EXHAUST BACK PRESSU REPLACE	27.19
12650DD		18.12
12650DX1	EXTRA TIME TO REPEAT FINAL QUICK TEST	9.06

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	AC3Z	5J213	B	SNS ASY-ENG EXH TEMP THRML	031403	1	37.65

DTC Sections: **Mil. Light On =**

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
Y	KO	P2452	DIESEL PARTICULATE FILTER PRESSURE SENSOR "A" CIRCUIT	45	PM FILTER (COMPONENT)
Y	KO	P0471	EXHAUST PRESSURE SENSOR A CIRCUIT RANGE/PERFORMANCE	22	BOOST CONTROL (COMPONENT)
Y	KO	P245E	PARTICULATE FILTER PRESSURE SENSOR "B" CIRCUIT	45	PM FILTER (COMPONENT)

Any comments? You can contact
<< OLE Object: Picture (Device Independent Bitmap) >> *webmaster*

22177

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Johnson, Seth (S.)
Sent: Tuesday, June 17, 2014 4:18 PM
To: Rinkevich, Daniel (D.J.)
Subject: RE: EGT sensor vs crimp

So should we update the TSB to include replacement of the corresponding crimp? Just trying to apply what we learned to what we already know to prevent any further repeats.

Thanks,

Seth H. Johnson

Diesel/Hybrid Warranty Commodity Engineer
1700 Fairlane Business Drive - DSC 1
Phone: (313)-390-6051
SJOHN274@Ford.com

From: Rinkevich, Daniel (D.J.)
Sent: Wednesday, June 11, 2014 9:48 AM
To: Johnson, Seth (S.)
Subject: RE: EGT sensor vs crimp

No. There is a lot higher potential that the EGT sensor on the 2011 and 2012 is bad. The crimp could be bad too.

Dan Rinkevich

Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Johnson, Seth (S.)
Sent: Tuesday, June 10, 2014 2:40 PM
To: Rinkevich, Daniel (D.J.)
Subject: EGT sensor vs crimp

Dan,

Did we ever establish how far back the crimp concern went? In other words, is there a potential for 2011 and 2012 vehicles to have the same "bad crimp" as the 13 and 14s? I ask because we still have TSB 13-10-01 live for 2011-2012 that directs to EGT replacement. Should we consider changing that TSB to direct to connector replacement instead of EGTs as the current TSB does?

Thanks,

Seth H. Johnson

Diesel/Hybrid Warranty Commodity Engineer
1700 Fairlane Business Drive - DSC 1

Phone: (313)-390-6051
SJOHN274@Ford.com

From: Bushman, Thomas (T.S.)
Sent: Monday, May 20, 2013 9:41 PM
To: Hamilton, Steven (S.C.); Moylan, James (J.J.); Erginer, Bora (B.E.); Dixon, Mark (M.R.); Caesar, Cynthia (C.L.); Kue, Ace (K.); Goodwin, William (W.R.); Bogema, John (P.); McDonagh, Scot (S.M.); Philbin, Jeff (Jeff.Philbin@stoneridge.com) (Jeff.Philbin@stoneridge.com); Johnson, Seth (S.); Ramazanoglu, Suphi (A.); Sonat, Ibrahim (I.); Rinkevich, Daniel (D.J.)
Subject: RE: EGT Sensor Warranty Meeting Minutes

Steve – please use these top-8

DTC CODES	Amount
P22FF	5
P247B	1
P246E	1
P2031	1
P2080	1
P0546	1
P200C	2
P200E	2

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

"Who is John Galt..."

From: Hamilton, Steven (S.C.)
Sent: Monday, May 20, 2013 4:32 PM
To: Moylan, James (J.J.); Erginer, Bora (B.E.); Dixon, Mark (M.R.); Caesar, Cynthia (C.L.); Kue, Ace (K.); Goodwin, William (W.R.); Bogema, John (P.); McDonagh, Scot (S.M.); Philbin, Jeff (Jeff.Philbin@stoneridge.com) (Jeff.Philbin@stoneridge.com); Bushman, Thomas (T.S.); Johnson, Seth (S.); Ramazanoglu, Suphi (A.); Sonat, Ibrahim (I.); Rinkevich, Daniel (D.J.)
Subject: RE: EGT Sensor Warranty Meeting Minutes

Team,

What DTC's do you specifically want listed on the FAV request? I can only pick 8 out of the 10 provided below.

P22FF
P247B
P246E

P2031
P2080
P0546
P2470
P246F
P200C
P200E

Thanks.

Best regards,

Steve Hamilton
FCSD Service Engineering Operations
Diesel Commodity Manager
(313)390-7750

From: Moylan, James (J.J.)
Sent: Monday, May 20, 2013 11:33 AM
To: Erginer, Bora (B.E.); Dixon, Mark (M.R.); Caesar, Cynthia (C.L.); Kue, Ace (K.); Goodwin, William (W.R.); Bogema, John (P.); McDonagh, Scot (S.M.); Philbin, Jeff (Jeff.Philbin@stoneridge.com) (Jeff.Philbin@stoneridge.com); Bushman, Thomas (T.S.); Hamilton, Steven (S.C.); Johnson, Seth (S.); Ramazanoglu, Suphi (A.); Sonat, Ibrahim (I.); Rinkevich, Daniel (D.J.)
Subject: EGT Sensor Warranty Meeting Minutes

These are from today's meeting.

1. Determine key DTCs from Pareto for FAV.
   I. Sonat
2. Initiate a FAV inquiry with Ace Kue and Dan Reinkevich responsible for call backs.
   S. Hamilton/S. Johnson
3. Check 2013 warranty claims to see if subsequent repairs have been done.
   I. Sonat
4. Provide FF data to Ace Kue.
   C. Caesar
5. Review FF Data.
   A. Kue
6. Reply all with Pareto presented at meeting.
   I. Sonat

James J. Moylan tcb
Kentucky Truck Plant
Powertrain PVT - Sr. Engineer
313-805-3887
><((((º>

From: Bushman, Thomas (T.S.)
Sent: Tuesday, May 21, 2013 3:32 PM
To: Hamilton, Steven (S.C.); Moylan, James (J.J.); Erginer, Bora (B.E.); Dixon, Mark (M.R.); Caesar, Cynthia (C.L.); Kue, Ace (K.); Goodwin, William (W.R.); Bogema, John (P.); McDonagh, Scot (S.M.); Johnson, Seth (S.); Ramazanoglu, Suphi (A.); Sonat, Ibrahim (I.); Rinkevich, Daniel (D.J.)
Subject: RE: EGT Sensor Warranty Meeting Minutes

Steve – excellent job – thanks for getting this active so quickly.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

"Who is John Galt..."

From: Hamilton, Steven (S.C.)
Sent: Tuesday, May 21, 2013 11:31 AM
To: Bushman, Thomas (T.S.); Moylan, James (J.J.); Erginer, Bora (B.E.); Dixon, Mark (M.R.); Caesar, Cynthia (C.L.); Kue, Ace (K.); Goodwin, William (W.R.); Bogema, John (P.); McDonagh, Scot (S.M.); Johnson, Seth (S.); Ramazanoglu, Suphi (A.); Sonat, Ibrahim (I.); Rinkevich, Daniel (D.J.)
Subject: RE: EGT Sensor Warranty Meeting Minutes

FAV has been submitted to notify Ace Kue, Dan Rinkevich, Seth Johnson, and myself if any of the requested DTC's are run in OASIS for a particular 2013 6.7L Super Duty VIN. Any contacts to the dealership that result in testing direction, repair direction, or promises to call back must be documented in GCQIS. Seth or I can help with this if required. Please reference attached file for dealer contact rules.

<< File: Dealer Contact Policy.docx >>

Best regards,

Steve Hamilton
FCSD Service Engineering Operations
Diesel Commodity Manager
(313)390-7750

From: Bushman, Thomas (T.S.)
Sent: Monday, May 20, 2013 5:41 PM
To: Hamilton, Steven (S.C.); Moylan, James (J.J.); Erginer, Bora (B.E.); Dixon, Mark (M.R.); Caesar, Cynthia (C.L.); Kue, Ace (K.); Goodwin, William (W.R.); Bogema, John (P.); McDonagh, Scot (S.M.); Philbin, Jeff (Jeff.Philbin@stoneridge.com) (Jeff.Philbin@stoneridge.com); Johnson, Seth (S.); Ramazanoglu, Suphi (A.); Sonat, Ibrahim (I.); Rinkevich, Daniel (D.J.)
Subject: RE: EGT Sensor Warranty Meeting Minutes

Steve – please use these top-8

<< OLE Object: Picture (Device Independent Bitmap) >>
Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

"Who is John Galt..."

From: Hamilton, Steven (S.C.)
Sent: Monday, May 20, 2013 4:32 PM
To: Moylan, James (J.J.); Erginer, Bora (B.E.); Dixon, Mark (M.R.); Caesar, Cynthia (C.L.); Kue, Ace (K.); Goodwin, William (W.R.); Bogema, John (P.); McDonagh, Scot (S.M.); Philbin, Jeff (Jeff.Philbin@stoneridge.com) (Jeff.Philbin@stoneridge.com); Bushman, Thomas (T.S.); Johnson, Seth (S.); Ramazanoglu, Suphi (A.); Sonat, Ibrahim (I.); Rinkevich, Daniel (D.J.)
Subject: RE: EGT Sensor Warranty Meeting Minutes

Team,

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P22FF
P247B
P246E
P2031
P2080
P0546
P2470
P246F
P200C
P200E

Thanks.

Best regards,

Steve Hamilton
FCSD Service Engineering Operations
Diesel Commodity Manager
(313)390-7750

From: Moylan, James (J.J.)
Sent: Monday, May 20, 2013 11:33 AM

To: Erginer, Bora (B.E.); Dixon, Mark (M.R.); Caesar, Cynthia (C.L.); Kue, Ace (K.); Goodwin, William (W.R.); Bogema, John (P.); McDonagh, Scot (S.M.); Philbin, Jeff (Jeff.Philbin@stoneridge.com) (Jeff.Philbin@stoneridge.com); Bushman, Thomas (T.S.); Hamilton, Steven (S.C.); Johnson, Seth (S.); Ramazanoglu, Suphi (A.); Sonat, Ibrahim (I.); Rinkevich, Daniel (D.J.)
Subject: EGT Sensor Warranty Meeting Minutes

These are from today's meeting.

1. Determine key DTCs from Pareto for FAV.
   I. Sonat
2. Initiate a FAV inquiry with Ace Kue and Dan Reinkevich responsible for call backs.
   S. Hamilton/S. Johnson
3. Check 2013 warranty claims to see if subsequent repairs have been done.
   I. Sonat
4. Provide FF data to Ace Kue.
   C. Caesar
5. Review FF Data.
   A. Kue
6. Reply all with Pareto presented at meeting.
   I. Sonat

James J. Moylan tcb
Kentucky Truck Plant
Powertrain PVT - Sr. Engineer
313-805-3887
><((((°>

From: Dixon, Mark (M.R.)
Sent: Thursday, September 11, 2014 8:14 PM
To: Eis, Peter (P.R.); Rinkevich, Daniel (D.J.); Chacon, Jose (A.); McDonagh, Scot (S.M.); Hale, Curt (B.C.); Wagers, Sue (S.K.)
Cc: McCall, Kris (K.J.); Johnson, Seth (S.)
Subject: RE: EGT sensors - brief meeting

We do have to be careful about making decisions with anecdotal information from fleets – but definitely good to get their input. Thanks.

From: Eis, Peter (P.R.)
Sent: Thursday, September 11, 2014 9:15 AM
To: Rinkevich, Daniel (D.J.); Chacon, Jose (A.); Dixon, Mark (M.R.); McDonagh, Scot (S.M.); Hale, Curt (B.C.); Wagers, Sue (S.K.)
Cc: McCall, Kris (K.J.); Johnson, Seth (S.)
Subject: FW: EGT sensors - brief meeting

I've invited Kris to our discussion tomorrow, since he is heavily involved with Fleet accounts that see many failures but are repaired internally which is not visible in our warranty numbers.

Peter Eis
Program Manager
Ford Motor Company
Ford Customer Service Division
(313) 390-9702
peis@ford.com

From: McCall, Kris (K.J.)
Sent: Thursday, September 11, 2014 6:39 AM
To: Eis, Peter (P.R.)
Subject: EGT sensors - brief meeting

Pete,

Glad to have met you yesterday. Per our conversation, may I meet with you and/or Seth for a brief update on EGTs? We discussed one of my fleets, however this issue is spreading rapidly to other customers and I'd like to have as much information as possible, plus I believe we may be able to support some useful data if needed. I got the go-ahead to break away briefly today. Let me know a good time between 8:30-11:30 or 1-4 today. I'm hamstrung in that I'm the "bus driver" for the group, so I have to get out and in during the day.

I'm perfectly happy to dedicate 30 minutes to walk over, meet and walk back to/from DSC I. I don't expect to take up much time.

Let me know.

Kris McCall
Fleet Service Zone Manager, Texas
Ford Motor Company
Mobile: 407-467-4980

Fax: 866-934-4064
Email: kmccall1@ford.com
Website: www.fleet.ford.com

From: Chacon, Jose (A.)
Sent: Thursday, June 19, 2014 7:10 PM
To: McDonagh, Scot (S.M.)
Cc: Hale, Curt (B.C.); Johnson, Seth (S.); Rinkevich, Daniel (D.J.); Dixon, Mark (M.R.); Wagers, Sue (S.K.)
Subject: RE: EGT Sensors

Curt and I will be in the call. Send me the meeting notice on a separate e-mail. Thank You.
JCH

From: McDonagh, Scot (S.M.)
Sent: Thursday, June 19, 2014 2:52 PM
To: Chacon, Jose (A.); Rinkevich, Daniel (D.J.); Johnson, Seth (S.)
Cc: Hale, Curt (B.C.); Dixon, Mark (M.R.); Wagers, Sue (S.K.)
Subject: RE: EGT Sensors

Can we discuss in 6/20/14 Diesel MIL affinity meeting ?

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

From: Chacon, Jose (A.)
Sent: Thursday, June 19, 2014 9:56 AM
To: Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Johnson, Seth (S.)
Cc: Hale, Curt (B.C.); Chacon, Jose (A.)
Subject: FW: EGT Sensors

Observation:
+ Should 2011-2012 MY TSB 13-10-01 EGT Only replacement, be updated with the same content of 2013-2014 MY TSB 14-0108 EGT and Wiring Pig Tail replacement?
+ Should Emergency Vehicles FSA 13S10 be expanded to Non-Ambulance Packages or the rest of the vehicle populations?
JCH

From: Hale, Curt (B.C.)
Sent: Thursday, June 19, 2014 8:46 AM
To: Rinkevich, Daniel (D.J.)
Cc: McDonagh, Scot (S.M.); Johnson, Seth (S.); Chacon, Jose (A.); Hileman, Gary (R.)
Subject: FW: EGT Sensors

FYI - Can you provide a summary of our ongoing improvements?

From: McCall, Kris (K.J.)
Sent: Thursday, June 19, 2014 8:41 AM

To: Hileman, Gary (R.); Hale, Curt (B.C.); Chacon, Jose (A.)
Subject: RE: EGT Sensors

We've been down this road before with this fleet. Let me see if I can steer this in the right direction this time and get some useful data. Would you be interested in seeing failures on 2013-14 models only?

And yes, as Gary mentioned, the drivers are carrying multiple sensors around at this point and will swap them on the side of the road when the engine derates. This may be hidden from warranty because the fleet is buying the sensors cash and doing the repairs themselves, either side of the road or in-house due to how much revenue lost each truck represents when it goes down and has to be towed in for repairs.

From: Hileman, Gary (R.)
Sent: Thursday, June 19, 2014 7:15 AM
To: Hale, Curt (B.C.); Chacon, Jose (A.); McCall, Kris (K.J.)
Subject: RE: EGT Sensors

Curt, is this the update you are referencing? If so, the TSB says to replace the sensor if you get the code. They are doing this on a regular basis so they should have the latest parts and they are still getting failures.

Gary R. Hileman

Fleet Regional Specialist West
Ford Motor Company
Phone 313-390-1253
Cell 313-815-3938
Ford Net 0-1253

From: Hale, Curt (B.C.)
Sent: Thursday, June 19, 2014 8:06 AM
To: Hileman, Gary (R.); Chacon, Jose (A.); McCall, Kris (K.J.)
Subject: RE: EGT Sensors

We have lots of updated diagnostics, calibration and part improvements for this part.

From: Hileman, Gary (R.)
Sent: Thursday, June 19, 2014 7:22 AM
To: Chacon, Jose (A.); McCall, Kris (K.J.)
Cc: Hale, Curt (B.C.)
Subject: RE: EGT Sensors

Kris, which code is setting in the system when the EGT sensor is being replaced? What's the rest of the story?

Gary R. Hileman

Fleet Regional Specialist West
Ford Motor Company
Phone 313-390-1253
Cell 313-815-3938
Ford Net 0-1253

From: Hileman, Gary (R.)
Sent: Thursday, June 19, 2014 7:09 AM
To: Chacon, Jose (A.)

Cc: Hale, Curt (B.C.); McCall, Kris (K.J.) (kmccall1@ford.com)
Subject: FW: EGT Sensors

Jose, do you have anything on the EGT sensors failing on the 2011-2012 6.7 liters. This fleet literally keeps the sensors in their glove box so the driver can swap them out to keep the trucks on the road.

Gary R. Hileman

Fleet Regional Specialist West
Ford Motor Company
Phone 313-390-1253
Cell 313-815-3938
Ford Net 0-1253

From: McCall, Kris (K.J.)
Sent: Wednesday, June 18, 2014 5:38 PM
To: Hileman, Gary (R.)
Subject: FW: EGT Sensors

Gary,

Have you heard anything new on this?

-----Original Message-----
From: James Haymon [James.Haymon@strikeusa.com]
Sent: Wednesday, June 18, 2014 04:40 PM Eastern Standard Time
To: McCall, Kris (K.J.)
Subject: EGT Sensors

Kris
Is Ford any closer to solving the issue with the EGT Sensors? We (Strike Fleet) try to keep peace with all our internal divisions and work teams, but the EGT's are failing at such rate that the jobs are kicking back on the downtime and safety issue with the units suddenly shutting down. We believe in Ford products however we are having an increasingly difficult time defending the downtime and cost associated with this failure. We are actually having guys request something other than a Ford when they place a request for a vehicle. Please let me know if you hear of any breaking news on these failures.
Thanks

James Haymon 1800 Hughes Landing Blvd., Suite 500 The Woodlands, TX 77380
Fleet Service Advisor Direct: 713.389.2015 I Mobile: 281.210.6123 I Fax: 713.389.2115
STRIKE James.Haymon@strikeusa.com I www.strikeusa.com

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Please consider the environment before printing this e-mail

From: Rinkevich, Daniel (D.J.)
Sent: Friday, October 11, 2013 3:43 PM
To: Hutchinson, Rob (R.)
Subject: RE: EGT set

Super!

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Hutchinson, Rob (R.)
Sent: Friday, October 11, 2013 11:43 AM
To: Rinkevich, Daniel (D.J.)
Subject: RE: EGT set

On my way with my stoneridge box

Rob Hutchinson

Quality Analyst GPCSE Sensors

Global Powertrain Controls Systems Engineering

Dearborn - Building 2 Room 22J04

1-313-845-1113

rhutch13@ford.com

<< OLE Object: Picture (Device Independent Bitmap) >>

From: Rinkevich, Daniel (D.J.)
Sent: Friday, October 11, 2013 11:42 AM
To: Hutchinson, Rob (R.)
Subject: RE: EGT set

- Now until noon
- 1pm to 2pm
- And after 2:30

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Hutchinson, Rob (R.)
Sent: Friday, October 11, 2013 11:40 AM
To: Rinkevich, Daniel (D.J.)
Subject: RE: EGT set

When is your free window?

Rob Hutchinson

Quality Analyst GPCSE Sensors

Global Powertrain Controls Systems Engineering

Dearborn - Building 2 Room 22J04

1-313-845-1113

rhutch13@ford.com

<< OLE Object: Picture (Device Independent Bitmap) >>

From: Rinkevich, Daniel (D.J.)
Sent: Friday, October 11, 2013 11:39 AM
To: Hutchinson, Rob (R.)
Subject: RE: EGT set

Rob,
Could you bring what you have over to my desk this afternoon? Maybe we can find some matches. I've got 3 pile going:

- EGTs
- Connectors
- Matched sets

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Hutchinson, Rob (R.)
Sent: Friday, October 11, 2013 11:24 AM
To: Rinkevich, Daniel (D.J.)
Cc: McDonagh, Scot (S.M.)
Subject: EGT set

I have a EGT set… came in separate packages though…

Rob Hutchinson

Quality Analyst GPCSE Sensors
Global Powertrain Controls Systems Engineering
Dearborn - Building 2 Room 22J04
1-313-845-1113
rhutch13@ford.com
<< OLE Object: Picture (Device Independent Bitmap) >>

From: Taylor, Perry (P.A.)
Sent: Thursday, August 14, 2014 1:26 PM
To: Rinkevich, Daniel (D.J.); Dixon, Mark (M.R.); McDonagh, Scot (S.M.)
Subject: RE: EGT Tech Verbatim

I was talking about P2080.

Perry A. Taylor

PVT Powertrain
Kentucky Truck Plant – Super Duty
Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Rinkevich, Daniel (D.J.)
Sent: Thursday, August 14, 2014 9:11 AM
To: Taylor, Perry (P.A.); Dixon, Mark (M.R.); McDonagh, Scot (S.M.)
Subject: RE: EGT Tech Verbatim

I assume you are all talking about P2080, as P0208 is an injector code.

This is the first EGT that I have seen for a condition that the wire was hanging on the DPF. Is this even possible with the connector attached to the frame?

Dan Rinkevich

Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Taylor, Perry (P.A.)
Sent: Thursday, August 14, 2014 8:55 AM
To: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.)
Subject: RE: EGT Tech Verbatim

Firstly, I hope we (KTP) have not been routing these incorrectly since 2013MY—since that would be 3 model years of trucks.

Certainly this "touching condition" would show up on the analysis of a returned part. I guessing you would see a burn thorough of the sheathing and the wire itself.

P0208 is a big slice of the DTC pie for EGT. (Data is ECB by DTC for EGT for Calendar year 2014—would include some 2014MY & 2015MY claims)

<< OLE Object: Picture (Device Independent Bitmap) >>

Perry A. Taylor

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Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Dixon, Mark (M.R.)
Sent: Thursday, August 14, 2014 8:14 AM
To: Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Taylor, Perry (P.A.)
Subject: EGT Tech Verbatim

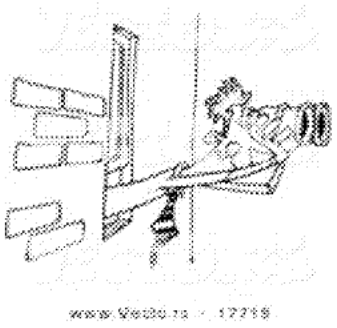
Interesting comment on 2013 MY pickup with EGT DTC:

KOER P0208, PPT FOUND EGT SENSOR 2 WIRING IS TOUCHING DPF FILTER, REPLACED SENSOR, REROUTED, RECHECK OK

Have only seen one of these. I continue to go through the EGT claims.

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

From: Taylor, Perry (P.A.)
Sent: Tuesday, September 16, 2014 1:54 PM
To: Conover, Jenny; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); Landis, Ron; Obenour, Doug; Hutchinson, Rob (R.); Doering, Bob; Philbin, Jeff; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis 9/16/2014; VIN = 1FT7W2BT6FE[redacted] 1FT8X3BT0FE[redacted] 1FDUF4HTXFE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT7W2BT6FE[redacted] EGT 14
VIN = 1FT8X3BT0FE[redacted] EGT 12
VIN = 1FDUF4HTXFE[redacted] EGT 13 & EGT 14

Perry A. Taylor

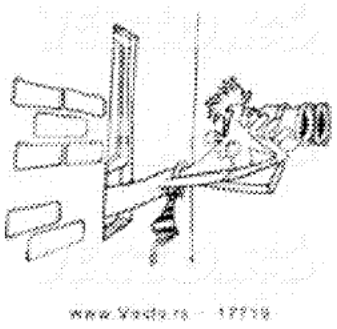
PVT Powertrain

Kentucky Truck Plant – Super Duty

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Monday, September 15, 2014 8:33 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT8W3BT6FE[redacted]

RQ14-005 001603 ER



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT8W3BT6FE[redacted]

Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Friday, September 12, 2014 10:52 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT7W2BT7FE[redacted]

VIN = 1FT8W3DT2FE[redacted]
VIN = 1FT7W2BT2FE[redacted]
VIN = 1FT7W2BT4FE[redacted]
VIN = 1FDUF4GT2FE[redacted]

I tried to HOT Request these two as well, but the 2-day request window had already closed. So we will have to wait for the 700 tag process to produce the desired results (part return).

VIN = 1FT7W2BT9FE[redacted]
VIN = 1FT7W2BT7FE[redacted]

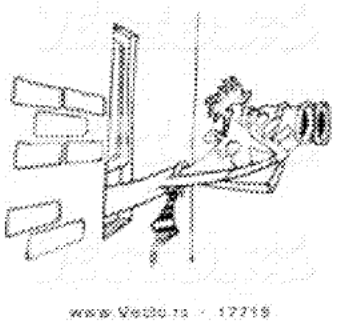
Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, September 18, 2014 2:16 PM
To: Conover, Jenny; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); Landis, Ron; Obenour, Doug; Hutchinson, Rob (R.); Doering, Bob; Philbin, Jeff; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis 9/18/2014; VIN = 1FT7W3BT3FE[redacted] 1FT7W2BT2FE[redacted] 1FTRF3DT3FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT7W3BT3F[redacted] EGT 12 P2084
VIN = 1FT7W2BT2F[redacted] EGT 11 (assumed; not specified) P200C/P200E
VIN = 1FTRF3DT3FE[redacted] EGT 14 P246E/P246F

Perry A. Taylor

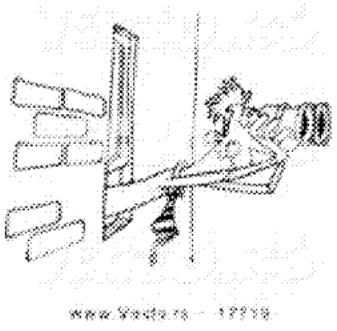
PVT Powertrain

Kentucky Truck Plant – Super Duty

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, September 16, 2014 9:54 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis 9/16/2014; VIN = 1FT7W2BT6FE[redacted] 1FT8X3BT0FE[redacted] 1FDUF4HTXFE[redacted]

RQ14-005 001605 ER



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT7W2BT6FE[redacted] EGT 14
VIN = 1FT8X3BT0FE[redacted] EGT 12
VIN = 1FDUF4HTXFE[redacted] EGT 13 & EGT 14

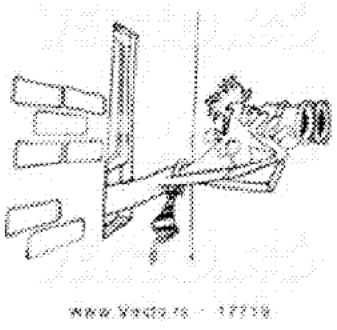
Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Monday, September 15, 2014 8:33 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT8W3BT6FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT8W3BT6FE[redacted]

Perry A. Taylor

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Kentucky Truck Plant – Super Duty
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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Friday, September 12, 2014 10:52 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT7W2BT7FE[redacted]

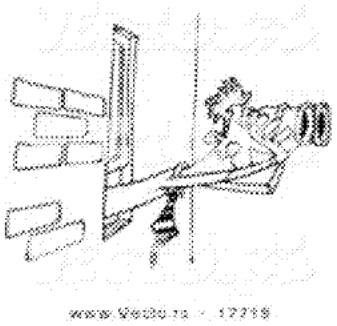
VIN = 1FT8W3DT2FE[redacted]
VIN = 1FT7W2BT2FE[redacted]
VIN = 1FT7W2BT4FE[redacted]
VIN = 1FDUF4GT2FE[redacted]

I tried to HOT Request these two as well, but the 2-day request window had already closed. So we will have to wait for the 700 tag process to produce the desired results (part return).

VIN = 1FT7W2BT9FE[redacted]
VIN = 1FT7W2BT7FE[redacted]

Perry A. Taylor
PVT Powertrain
Kentucky Truck Plant – Super Duty
Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Monday, September 15, 2014 12:33 PM
To: Conover, Jenny; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); Landis, Ron; Obenour, Doug; Hutchinson, Rob (R.); Doering, Bob; Philbin, Jeff; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT8W3BT6FE[redacted]
Attachments: 1FT8W3BT6FE[redacted].pdf



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT8W3BT6FE[redacted]

Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Friday, September 12, 2014 10:52 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT7W2BT7FE[redacted]

VIN = 1FT8W3DT2FE[redacted]
VIN = 1FT7W2BT2FE[redacted]
VIN = 1FT7W2BT4FE[redacted]
VIN = 1FDUF4GT2FE[redacted]

I tried to HOT Request these two as well, but the 2-day request window had already closed. So we will have to wait for the 700 tag process to produce the desired results (part return).

RQ14-005 001608 ER

VIN = 1FT7W2BT9FE[redacted]
VIN = 1FT7W2BT7FE[redacted]

Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

Server: **AWS Prod**
Claims loaded through: **12-SEP-2014**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2015; **Claim Key** = 30819

Vehicle Information

Model Year: 2015
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/CD-350 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FA-P473 SUPER DUTY [11-15]
Warranty Start Date: 04-JUN-2014
Production Date: 30-APR-2014
VIN: 1FT8W3BT6FE[redacted]

Claim Information

Document Number: 15135401
Repair Date: 29-AUG-2014
Distance: 13383
TIS: 3
AWS Load Date: 12-SEP-2014

Dealer Information:

Dealer Name: CHAPARRAL FORD, INC.
Dealer Code: 04593 - *
Address: 102 COUNTY ROAD 773
City: DEVINE
State: TX Zip Code:78016
Country: USA Region Code: NA
Phone: (830)665-4461

Expense Information

Customer Paid Amount:	.00
Deductible Amount:	.00
Dealer Paid Amount:	.00
Labor Cost:	81.60
Misc. Expense Amount:	.00
Part Markup Amount:	13.03
Material Cost:	45.61
Total Cost Gross:	127.21

Cust. Concern Code: E29 - CHECK ENGINE LIGHT TROUBLE
Condition Code: 42 - DOES NOT OPERATE PROPERLY
Technician Comment: HOOKED UP IDS AND CKED ENGINE LIGHT ON. EXHAUST COLD. ENGINE START UP. MONITORED PIDS. EGT 13 AT 69 DEGREES FARENHEIT. EGT 11 12 AND 14 AT 105 DEGREES FARENHEIT. REPLACED EGT 13 AND RECKED. OK NOW.
Customer Comment: E29 C/S ENGINE LIGHT ON

Labor Op Code	Labor Op Description	Labor Op Cost
12650D45D	EEC SYSTEM - DIAGNOSTIC PIN POINT TEST	27.20
12650D68	SENSOR - EXHAUST GAS TEMPERATURE - DIESEL PARTICULATE FILTER (DPF) - REPLACE	27.20
12650DD	EEC SYSTEM DIAGNOSIS - (QUICK TEST)	18.13

RQ14-005.001610 ER

12650DX1 EXTRA TIME TO REPEAT FINAL QUICK TEST 9.07

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	AC3Z	5J213	B	SNS ASY-ENG EXH TEMP THRML	031403	1	45.61

DTC Sections: **Mil. Light On =** N

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
Y	KC	P050E	COLD START ENGINE EXHAUST TEMPERATURE TOO LOW	33	CSER (SYSTEM)
N	KO	P1000	OBD SYSTEMS READINESS TEST NOT COMPLETE	27	NO-FAULT CODES
N	KR	PASS	SYSTEM PASS	27	NO-FAULT CODES

Any comments? You can contact



webmaster

3675

RQ14-005 001611 ER

From: Rinkevich, Daniel (D.J.)
Sent: Wednesday, May 21, 2014 11:51 AM
To: 'Quiroz, Jesus'
Cc: 'Castro Lujan, Juan'; 'Ochoa, Gerardo'; 'Ellis, Paul'; Modina, John (.); Williams, Brent (B.A.)
Subject: RE: EGT Warranty Returns

Jesus,
No. We had so many and I wasn't hearing back from you, so we stop asking for them back.

Dan Rinkevich
Powertrain Quality
Desk: (313) 322-3653
Cell: (313) 676-9572

-----Original Message-----
From: Quiroz, Jesus [JQuiroz@lear.com]
Sent: Tuesday, May 20, 2014 09:30 PM Eastern Standard Time
To: Rinkevich, Daniel (D.J.)
Cc: Castro Lujan, Juan; Ochoa, Gerardo; Ellis, Paul; Modina, John (.); Williams, Brent (B.A.)
Subject: RE: EGT Warranty Returns

Dan,
do you have additional samples that you can provide now?

Jesus E. Quiroz|Sr. Quality Manager|Lear Corporation / Electrical Distribution Systems | ✉ jquiroz@lear.com | ☎ **248-447-1133** **313-215-9037**



Leadership Model

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From: Rinkevich, Daniel (D.J.) [mailto:drinkevi@ford.com]
Sent: Monday, May 19, 2014 2:39 PM
To: Quiroz, Jesus
Cc: Castro Lujan, Juan; Ochoa, Gerardo; Ellis, Paul; Modina, John (.); Williams, Brent (B.A.)
Subject: RE: EGT Warranty Returns

Jesus,
There were several batches of parts that I gave to John Modina (Lear's on-site engineer in Dearborn), and never heard feedback.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Quiroz, Jesus [mailto:JQuiroz@lear.com]
Sent: Monday, May 19, 2014 2:07 PM
To: Rinkevich, Daniel (D.J.)
Cc: Castro Lujan, Juan; Ochoa, Gerardo; Ellis, Paul
Subject: EGT Warranty Returns

Dan,
It looks like we did cross section already to all the samples that we sent at one time to our Lear Juarez Plant.
At this time we don't have more to provide Gary Hite for USCAR validation.
Do you happen to have more that we can send to Gary?
Please let me know.
Thanks

Jesus E. Quiroz|Sr. Quality Manager|Lear Corporation / Electrical Distribution Systems | ✉ jquiroz@lear.com | ☎ **248-447-1133** **313-215-9037**

Leadership Model

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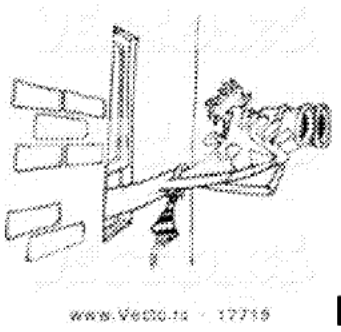
****

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From: Taylor, Perry (P.A.)
Sent: Friday, October 17, 2014 1:42 PM
To: Conover, Jenny; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); Landis, Ron; Obenour, Doug; Hutchinson, Rob (R.); Doering, Bob; Philbin, Jeff; Miley, Jon (J.W.); Roberts, James (J.B.)
Subject: RE: EGT warranty returns 10/17/2014; VIN =1FT8X3AT5FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT8X3AT5FE[redacted] P06EA

Perry A. Taylor

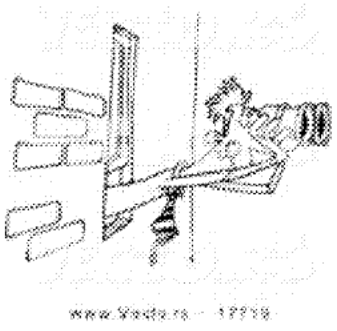
PVT Powertrain

Kentucky Truck Plant – Super Duty

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, October 09, 2014 11:04 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/9/2014; VIN =1FT8W3BT7FE[redacted]

RQ14-005 001615 ER



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back to Rob Hutchinson.

VIN = 1FT8W3BT7FE[redacted] P2080 P0546

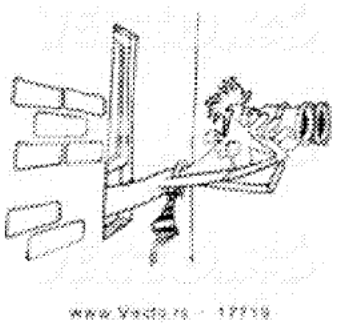
Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, October 07, 2014 8:29 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/27/2014; VIN =1FT8W3BT5FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back to Rob Hutchinson.

VIN = 1FT8W3BT5FE[redacted] P06EA P06EB (replaced both front and rear NOx modules; along with EGT 12 & EGT 14)

Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, October 02, 2014 11:38 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/2/2014; VIN =1FD8W3HT6FE[redacted] 1FT7W2BT6FE[redacted]; 1FT7W2BT8FE[redacted] 1FD8W3GT9FE[redacted]; 1FT8W3BTXFE[redacted]; 1FT7W2BT1FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FD8W3HT6FE[redacted]	EGT 11	P0544
VIN = 1FT7W2BT6FE[redacted]	EGT 14	P246E P246F P06EB
VIN = 1FD8W3GT9FE[redacted]	EGT 13	P242A
VIN = 1FT8W3BTXFE[redacted]	EGT 12	P2084
VIN = 1FT7W2BT1FE[redacted]	EGT 12	P2084
VIN = 1FT7W2BT8FE[redacted]	EGT 12	P2084 (this one was requested returned to Rob Hutchinson; not directly to Stoneridge)

Team, Not a good day for EGTs. (6) in one day (although there were no claims yesterday, so this is probably two days' worth. Notice the guy in the window is now more worried? Nevertheless this is not good. To put it in perspective, IF JUST TODAY'S WARRANTY CLAIMS WERE ALL THAT WE HAD ON F-SERIES, it would be number (3) in the Powertrain Top 20 for the Last 4 Months of production. In reality, EGT replacement is #1 in last 4 MOP FOR the entire vehicle!!!

EGT DEFECTIVE (27) Last 4 MOP; (40) MYTD

Number of EGTs replaced for 2015MYTD is 54 ; the 40 represents parts not yet analyzed.

EGT is tied at 27 with Powerfold mirrors, which was a one month occurrence and is already contained.

Perry A. Taylor

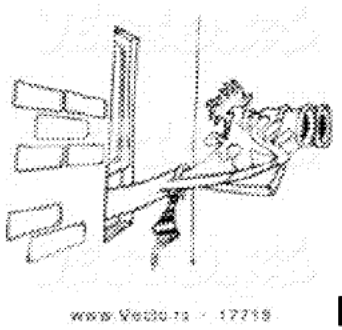
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PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Sunday, September 28, 2014 11:02 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/28/2014; VIN =1FTRF3BT0FE[redacted]; 1FT7W2BT6FE[redacted];



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTRF3BT0FE[redacted] EGT 14 P2470
VIN = 1FT7W2BT6FE[redacted] EGT 12 P2084 P200C P200E

Stoneridge team, last communication I received from you concerning warranty returns listed as in process. Have these been completed? If so, what were the results? Any additional sensors tested?

1FD0X5HT1FE[redacted]	CEL. P06AE. EGT 12 REPLACED.	In Process - Update 22Sep	In Proc
1FD8X3HT9FE[redacted]	CEL. P242A. EGT 13 REPLACED	In Process - Update 22Sep	In Proc
1FDRF3GT8FE[redacted]	SES LT. P06EB, P242A, P246F. EGT 3 & 4 REPLACED	In Process - Update 22Sep	In Proc
1FDRF3GT8FE[redacted]	SES LT. P06EB, P242A, P246F. EGT 3 & 4 REPLACED	In Process - Update 22Sep	In Proc
1FDUF4GT1FE[redacted]	MIL. P2084, P246E.	In Process - Update 22Sep	In Proc
1FDUF4GT1FE[redacted]	MIL. P2084, P246E.	In Process - Update 22Sep	In Proc
1FT7W2BT0FE[redacted]	CEL. P242B. EGT 13 REPLACED	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	STALLED. P200C, P200E. EGT 14 READS 1.825K DEG	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	CEL. P242B. EGT 13 BIASED	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	REDUCED POWER MSG, CEL. P2470.	In Process - Update 22Sep	In Proc
1FT7W2BT2FE[redacted]	CEL. P200C, P2031, P2033, P200E. EGT 12 REPLACED	In Process - Update 22Sep	In Proc
1FT7W2BT3FE[redacted]	CEL. P24C7, P24DA.	In Process - Update 22Sep	In Proc
1FT7W2BT5FE[redacted]	SES LT. P24DA. EGT 11 OUT OF RANGE	In Process - Update 22Sep	In Proc
1FT7W2BT7FE[redacted]	CEL. P0544.	In Process - Update 22Sep	In Proc
1FT7W2BTXFE[redacted]	CEL. P2080.	In Process - Update 22Sep	In Proc
1FT8W3BT2FE[redacted]	CEL. P242A, P24B1. EGT 3 OUT OF RANGE	In Process - Update 22Sep	In Proc

1FT8W3BT4FE[redacted]	CEL. P050E. EGT 12 REPLACED	In Process - Update 22Sep	In Proc
1FTRF3AT2FE[redacted]	REDUCED POWER MSG, WILL NOT GO OVER 80 KM. P246F, P2470. EGT 14 REPLACED	In Process - Update 22Sep	In Proc

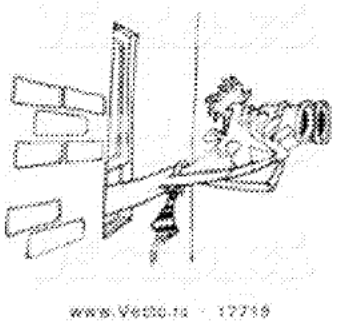
Perry A. Taylor

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To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/28/2014; VIN =1FTRF3BT0FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTRF3BT0FE[redacted] EGT 11 P2080

This is a new claim, but looks a lot like the claim yesterday; VIN = 1FTBF2BT1FE[redacted] EGT 11 P2080

VIN = 1FT8W3DT2FE[redacted] EGT 12 P0284 (which is also a range/performance DTC, except for EGT 12 instead of EGT 11)

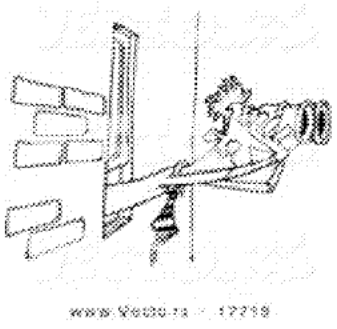
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Desk Phone: (502) 429-2702
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PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Wednesday, September 24, 2014 9:40 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/24/2014; VIN =1FTBF2BT1FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTBF2BT1FE[redacted] EGT 11 P2080

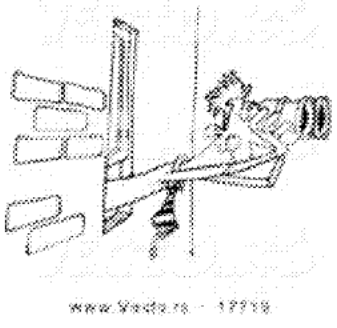
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PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, September 18, 2014 10:16 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis 9/18/2014; VIN = 1FT7W3BT3FE[redacted]; 1FT7W2BT2FE[redacted] 1FTRF3DT3FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT7W3BT3FE[redacted] EGT 12 P2084
VIN = 1FT7W2BT2FE[redacted] EGT 11 (assumed; not specified) P200C/P200E
VIN = 1FTRF3DT3FE[redacted] EGT 14 P246E/P246F

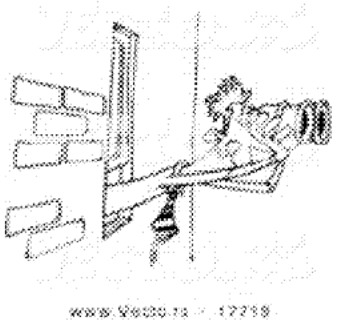
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PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, September 16, 2014 9:54 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis 9/16/2014; VIN = 1FT7W2BT6FE[redacted]; 1FT8X3BT0FE[redacted]; 1FDUF4HTXFE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT7W2BT6FE[redacted] EGT 14
VIN = 1FT8X3BT0FE[redacted] EGT 12
VIN = 1FDUF4HTXFE[redacted] EGT 13 & EGT 14

Perry A. Taylor

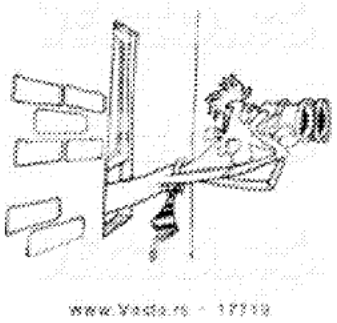
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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Monday, September 15, 2014 8:33 AM

To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT8W3BT6FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT8W3BT6FE[redacted]

Perry A. Taylor

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Friday, September 12, 2014 10:52 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT7W2BT7FE[redacted]

VIN = 1FT8W3DT2FE[redacted]
VIN = 1FT7W2BT2FE[redacted]
VIN = 1FT7W2BT4FE[redacted]
VIN = 1FDUF4GT2FE[redacted]

I tried to HOT Request these two as well, but the 2-day request window had already closed. So we will have to wait for the 700 tag process to produce the desired results (part return).

VIN = 1FT7W2BT9FE[redacted]
VIN = 1FT7W2BT7FE[redacted]

Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Friday, October 03, 2014 1:05 PM
To: Conover, Jenny; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); Landis, Ron; Obenour, Doug; Hutchinson, Rob (R.); Doering, Bob; Philbin, Jeff; Miley, Jon (J.W.); Roberts, James (J.B.)
Subject: RE: EGT warranty returns 10/2/2014; VIN = 1FT8W3BT2FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT8W3BT2FE[redacted] EGT 12 P2463 P246C P200C P2000E

Perry A. Taylor

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From: Taylor, Perry (P.A.)
Sent: Thursday, October 02, 2014 11:38 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/2/2014; VIN =1FD8W3HT6FEA[redacted] 1FT7W2BT6FE[redacted]; 1FT7W2BT8FE[redacted]; 1FD8W3GT9FE[redacted] 1FT8W3BTXFE[redacted]; 1FT7W2BT1FE[redacted]

RQ14-005 001624 ER



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FD8W3HT6FE[redacted]	EGT 11	P0544
VIN = 1FT7W2BT6FE[redacted]	EGT 14	P246E P246F P06EB
VIN = 1FD8W3GT9FE[redacted]	EGT 13	P242A
VIN = 1FT8W3BTXFE[redacted]	EGT 12	P2084
VIN = 1FT7W2BT1FE[redacted]	EGT 12	P2084
VIN = 1FT7W2BT8FE[redacted]	EGT 12	P2084 (this one was requested returned to Rob Hutchinson; not directly to Stoneridge)

Team, Not a good day for EGTs. (6) in one day (although there were no claims yesterday, so this is probably two days' worth. Notice the guy in the window is now more worried? Nevertheless this is not good. To put it in perspective, IF JUST TODAY'S WARRANTY CLAIMS WERE ALL THAT WE HAD ON F-SERIES, it would be number (3) in the Powertrain Top 20 for the Last 4 Months of production. In reality, EGT replacement is #1 in last 4 MOP FOR the entire vehicle!!!

EGT DEFECTIVE (27) Last 4 MOP; (40) MYTD

Number of EGTs replaced for 2015MYTD is 54 ; the 40 represents parts not yet analyzed.

EGT is tied at 27 with Powerfold mirrors, which was a one month occurrence and is already contained.

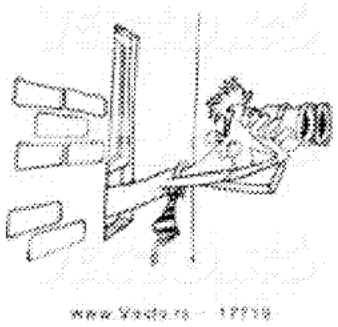
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Sent: Sunday, September 28, 2014 11:02 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/28/2014; VIN =1FTRF3BT0FE[redacted]; 1FT7W2BT6FE[redacted];



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTRF3BT0FE[redacted] EGT 14 P2470
VIN = 1FT7W2BT6FE[redacted] EGT 12 P2084 P200C P200E

Stoneridge team, last communication I received from you concerning warranty returns listed as in process. Have these been completed? If so, what were the results? Any additional sensors tested?

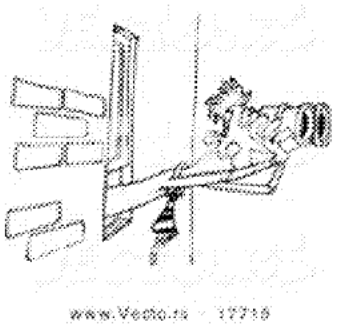
1FD0X5HT1FE[redacted]	CEL. P06AE. EGT 12 REPLACED.	In Process - Update 22Sep	In Proc
1FD8X3HT9FE[redacted]	CEL. P242A. EGT 13 REPLACED	In Process - Update 22Sep	In Proc
1FDRF3GT8FE[redacted]	SES LT. P06EB, P242A, P246F. EGT 3 & 4 REPLACED	In Process - Update 22Sep	In Proc
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1FDUF4GT1FE[redacted]	MIL. P2084, P246E.	In Process - Update 22Sep	In Proc
1FDUF4GT1FE[redacted]	MIL. P2084, P246E.	In Process - Update 22Sep	In Proc
1FT7W2BT0FE[redacted]	CEL. P242B. EGT 13 REPLACED	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	STALLED. P200C, P200E. EGT 14 READS 1.825K DEG	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	CEL. P242B. EGT 13 BIASED	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	REDUCED POWER MSG, CEL. P2470.	In Process - Update 22Sep	In Proc
1FT7W2BT2FE[redacted]	CEL. P200C, P2031, P2033, P200E. EGT 12 REPLACED	In Process - Update 22Sep	In Proc
1FT7W2BT3FE[redacted]	CEL. P24C7, P24DA.	In Process - Update 22Sep	In Proc
1FT7W2BT5FE[redacted]	SES LT. P24DA. EGT 11 OUT OF RANGE	In Process - Update 22Sep	In Proc
1FT7W2BT7FE[redacted]	CEL. P0544.	In Process - Update 22Sep	In Proc
1FT7W2BTXFE[redacted]	CEL. P2080.	In Process - Update 22Sep	In Proc
1FT8W3BT2FE[redacted]	CEL. P242A, P24B1. EGT 3 OUT OF RANGE	In Process - Update 22Sep	In Proc
1FT8W3BT4FE[redacted]	CEL. P050E. EGT 12 REPLACED	In Process - Update 22Sep	In Proc
1FTRF3AT2FE[redacted]	REDUCED POWER MSG, WILL NOT GO OVER 80 KM. P246F, P2470. EGT 14 REPLACED	In Process - Update 22Sep	In Proc

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Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/28/2014; VIN =1FTRF3BT0FE[redacted]



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VIN = 1FTRF3BT0FE[redacted] EGT 11 P2080

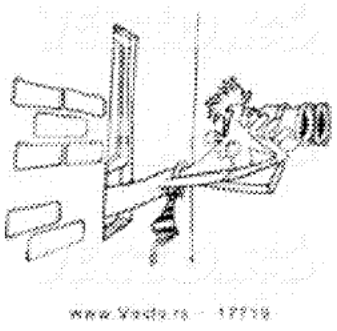
This is a new claim, but looks a lot like the claim yesterday; VIN = 1FTBF2BT1FE[redacted] EGT 11 P2080

VIN = 1FT8W3DT2FE[redacted] EGT 12 P0284 (which is also a range/performance DTC, except for EGT 12 instead of EGT 11)

Perry A. Taylor

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Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/24/2014; VIN =1FTBF2BT1FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTBF2BT1FE[redacted] EGT 11 P2080

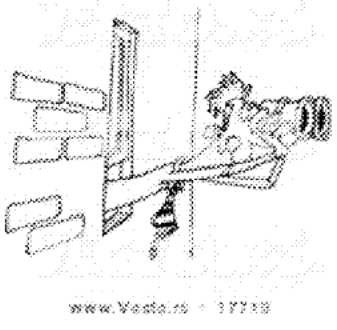
Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, September 18, 2014 10:16 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis 9/18/2014; VIN = 1FT7W3BT3FE[redacted] 1FT7W2BT2FE[redacted] 1FTRF3DT3FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT7W3BT3FE[redacted] EGT 12 P2084
VIN = 1FT7W2BT2FE[redacted] EGT 11 (assumed; not specified) P200C/P200E
VIN = 1FTRF3DT3FE[redacted] EGT 14 P246E/P246F

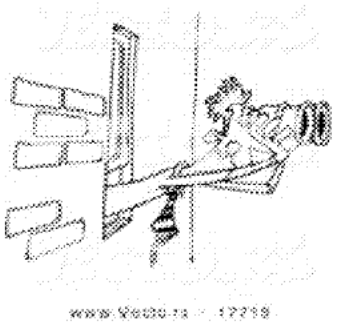
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Subject: RE: EGT warranty analysis 9/16/2014; VIN = 1FT7W2BT6FE[redacted] 1FT8X3BT0FE[redacted] 1FDUF4HTXFE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT7W2BT6FE[redacted] EGT 14
VIN = 1FT8X3BT0FE[redacted] EGT 12
VIN = 1FDUF4HTXFE[redacted] EGT 13 & EGT 14

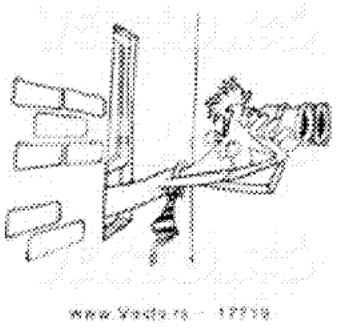
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From: Taylor, Perry (P.A.)
Sent: Monday, September 15, 2014 8:33 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT8W3BT6FE[redacted]



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VIN = 1FT8W3BT6FE[redacted]

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Sent: Friday, September 12, 2014 10:52 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT7W2BT7FE[redacted]

VIN = 1FT8W3DT2FE[redacted]
VIN = 1FT7W2BT2FE[redacted]
VIN = 1FT7W2BT4FE[redacted]
VIN = 1FDUF4GT2FE[redacted]

I tried to HOT Request these two as well, but the 2-day request window had already closed. So we will have to wait for the 700 tag process to produce the desired results (part return).

VIN = 1FT7W2BT9FE[redacted]
VIN = 1FT7W2BT7FE[redacted]

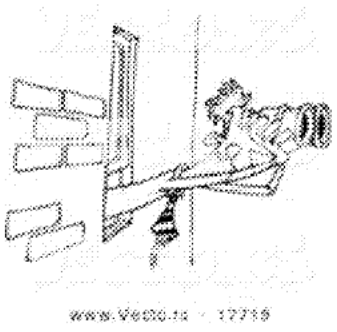
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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, October 21, 2014 11:59 AM
To: Conover, Jenny; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); Landis, Ron; Obenour, Doug; Hutchinson, Rob (R.); Doering, Bob; Philbin, Jeff; Miley, Jon (J.W.); Roberts, James (J.B.)
Subject: RE: EGT warranty returns 10/21/2014; VIN =1FD8W3HTXFE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FD8W3HTXFE[redacted] P242A

Perry A. Taylor

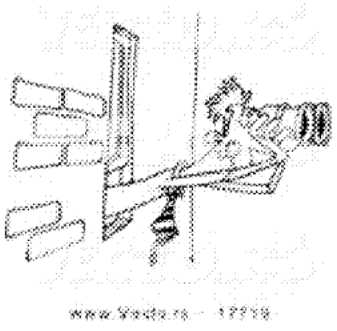
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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Friday, October 17, 2014 8:21 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/17/2014; VIN =1FT8X3AT5FE[redacted]

RQ14-005 001631 ER



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT8X3AT5FE[redacted] | P06EA

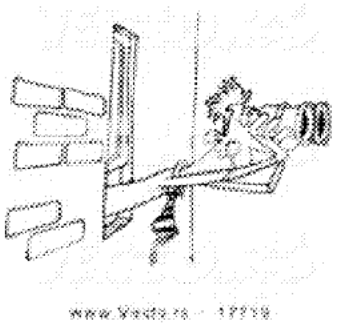
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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, October 09, 2014 11:04 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/9/2014; VIN =1FT8W3BT7FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back to Rob Hutchinson.

VIN = 1FT8W3BT7FE[redacted] P2080 P0546

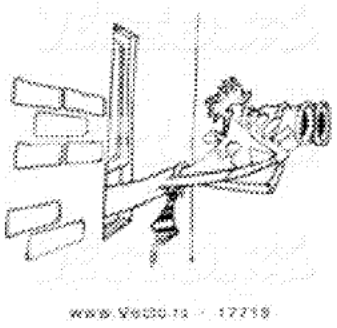
Perry A. Taylor

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, October 07, 2014 8:29 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/27/2014; VIN =1FT8W3BT5FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back to Rob Hutchinson.

VIN = 1FT8W3BT5FE[redacted] P06EA P06EB (replaced both front and rear NOx modules; along with EGT 12 & EGT 14)

Perry A. Taylor

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From: Taylor, Perry (P.A.)
Sent: Thursday, October 02, 2014 11:38 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/2/2014; VIN =1FD8W3HT6FE[redacted] 1FT7W2BT6FE[redacted]
1FT7W2BT8FE[redacted] 1FD8W3GT9FE[redacted] 1FT8W3BTXFE[redacted] 1FT7W2BT1FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FD8W3HT6FE[redacted]	EGT 11	P0544
VIN = 1FT7W2BT6FE[redacted]	EGT 14	P246E P246F P06EB
VIN = 1FD8W3GT9FE[redacted]	EGT 13	P242A
VIN = 1FT8W3BTXFE[redacted]	EGT 12	P2084
VIN = 1FT7W2BT1FE[redacted]	EGT 12	P2084
VIN = 1FT7W2BT8FE[redacted]	EGT 12	P2084 (this one was requested returned to Rob Hutchinson; not directly to Stoneridge)

Team, Not a good day for EGTs. (6) in one day (although there were no claims yesterday, so this is probably two days' worth. Notice the guy in the window is now more worried? Nevertheless this is not good. To put it in perspective, IF JUST TODAY'S WARRANTY CLAIMS WERE ALL THAT WE HAD ON F-SERIES, it would be number (3) in the Powertrain Top 20 for the Last 4 Months of production. In reality, EGT replacement is #1 in last 4 MOP FOR the entire vehicle!!!

EGT DEFECTIVE (27) Last 4 MOP; (40) MYTD

Number of EGTs replaced for 2015MYTD is 54 ; the 40 represents parts not yet analyzed.

EGT is tied at 27 with Powerfold mirrors, which was a one month occurrence and is already contained.

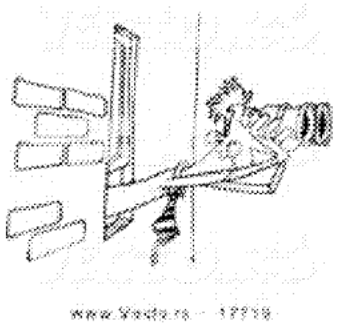
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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Sunday, September 28, 2014 11:02 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/28/2014; VIN =1FTRF3BT0FE[redacted]; 1FT7W2BT6FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTRF3BT0FE[redacted] EGT 14 P2470
VIN = 1FT7W2BT6FE[redacted] EGT 12 P2084 P200C P200E

Stoneridge team, last communication I received from you concerning warranty returns listed as in process. Have these been completed? If so, what were the results? Any additional sensors tested?

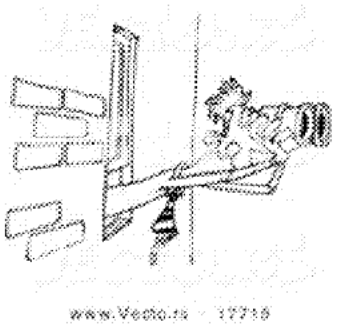
1FD0X5HT1FE[redacted]	CEL. P06AE. EGT 12 REPLACED.	In Process - Update 22Sep	In Proc
1FD8X3HT9FE[redacted]	CEL. P242A. EGT 13 REPLACED	In Process - Update 22Sep	In Proc
1FDRF3GT8FE[redacted]	SES LT. P06EB, P242A, P246F. EGT 3 & 4 REPLACED	In Process - Update 22Sep	In Proc
1FDRF3GT8FE[redacted]	SES LT. P06EB, P242A, P246F. EGT 3 & 4 REPLACED	In Process - Update 22Sep	In Proc
1FDUF4GT1FE[redacted]	MIL. P2084, P246E.	In Process - Update 22Sep	In Proc
1FDUF4GT1FE[redacted]	MIL. P2084, P246E.	In Process - Update 22Sep	In Proc
1FT7W2BT0FE[redacted]	CEL. P242B. EGT 13 REPLACED	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	STALLED. P200C, P200E. EGT 14 READS 1.825K DEG	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	CEL. P242B. EGT 13 BIASED	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	REDUCED POWER MSG, CEL. P2470.	In Process - Update 22Sep	In Proc
1FT7W2BT2FE[redacted]	CEL. P200C, P2031, P2033, P200E. EGT 12 REPLACED	In Process - Update 22Sep	In Proc
1FT7W2BT3FE[redacted]	CEL. P24C7, P24DA.	In Process - Update 22Sep	In Proc
1FT7W2BT5FE[redacted]	SES LT. P24DA. EGT 11 OUT OF RANGE	In Process - Update 22Sep	In Proc
1FT7W2BT7FE[redacted]	CEL. P0544.	In Process - Update 22Sep	In Proc
1FT7W2BTXFE[redacted]	CEL. P2080.	In Process - Update 22Sep	In Proc
1FT8W3BT2FE[redacted]	CEL. P242A, P24B1. EGT 3 OUT OF RANGE	In Process - Update 22Sep	In Proc
1FT8W3BT4FE[redacted]	CEL. P050E. EGT 12 REPLACED	In Process - Update 22Sep	In Proc
1FTRF3AT2FE[redacted]	REDUCED POWER MSG, WILL NOT GO OVER 80 KM. P246F, P2470. EGT 14 REPLACED	In Process - Update 22Sep	In Proc

Perry A. Taylor

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PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, September 25, 2014 8:19 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/28/2014; VIN =1FTRF3BT0FE[redacted]



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VIN = 1FTRF3BT0FE[redacted] EGT 11 P2080

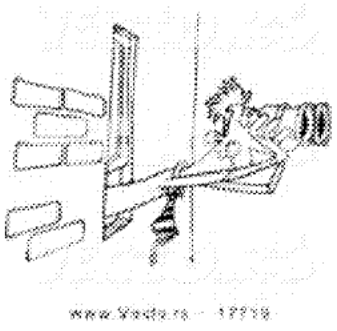
This is a new claim, but looks a lot like the claim yesterday; VIN = 1FTBF2BT1FE[redacted] EGT 11 P2080

VIN = 1FT8W3DT2FE[redacted] EGT 12 P0284 (which is also a range/performance DTC, except for EGT 12 instead of EGT 11)

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PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Wednesday, September 24, 2014 9:40 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/24/2014; VIN =1FTBF2BT1FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTBF2BT1FE[redacted] EGT 11 P2080

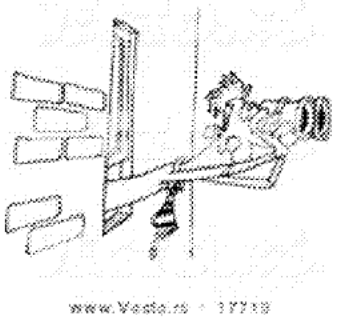
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Sent: Thursday, September 18, 2014 10:16 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis 9/18/2014; VIN = 1FT7W3BT3FE[redacted] 1FT7W2BT2FE[redacted]; 1FTRF3DT3FE[redacted]



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VIN = 1FT7W3BT3FE[redacted] EGT 12 P2084
VIN = 1FT7W2BT2FE[redacted] EGT 11 (assumed; not specified) P200C/P200E
VIN = 1FTRF3DT3FE[redacted] EGT 14 P246E/P246F

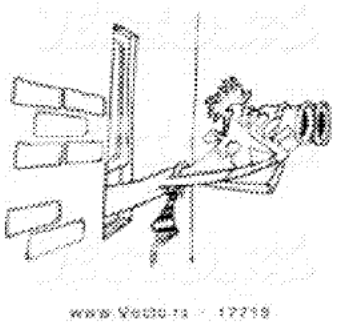
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To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis 9/16/2014; VIN = 1FT7W2BT6FE[redacted]; 1FT8X3BT0FE[redacted] 1FDUF4HTXFE[redacted]



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VIN = 1FT7W2BT6FE[redacted] EGT 14
VIN = 1FT8X3BT0FE[redacted] EGT 12
VIN = 1FDUF4HTXFE[redacted] EGT 13 & EGT 14

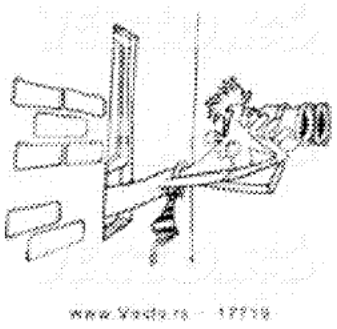
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From: Taylor, Perry (P.A.)
Sent: Monday, September 15, 2014 8:33 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT8W3BT6FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT8W3BT6FE[redacted]

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From: Taylor, Perry (P.A.)
Sent: Friday, September 12, 2014 10:52 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT7W2BT7FE[redacted]

VIN = 1FT8W3DT2FE[redacted]
VIN = 1FT7W2BT2FE
VIN = 1FT7W2BT4FE
VIN = 1FDUF4GT2FE

I tried to HOT Request these two as well, but the 2-day request window had already closed. So we will have to wait for the 700 tag process to produce the desired results (part return).

VIN = 1FT7W2BT9FE[redacted]
VIN = 1FT7W2BT7FE

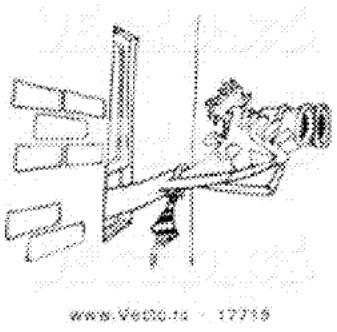
Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Wednesday, October 22, 2014 3:30 PM
To: Conover, Jenny; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); Landis, Ron; Obenour, Doug; Hutchinson, Rob (R.); Doering, Bob; Philbin, Jeff; Miley, Jon (J.W.); Roberts, James (J.B.)
Subject: RE: EGT warranty returns 10/21/2014; VIN =1FTRF3BT3FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTRF3BT3FE[redacted] P246F

Perry A. Taylor

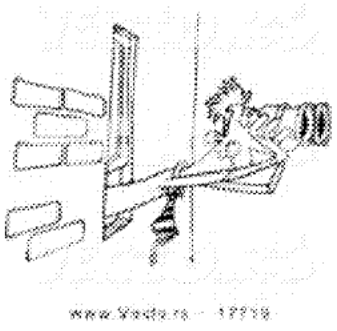
PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, October 21, 2014 7:54 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/21/2014; VIN =1FD8W3HTXFE[redacted]

RQ14-005 001640 ER



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FD8W3HTXFE[redacted] P242A

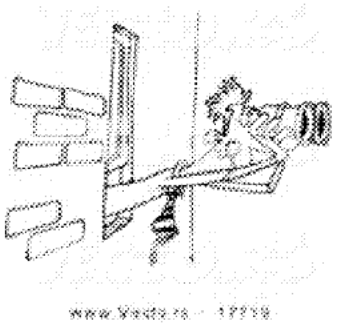
Perry A. Taylor

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Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Friday, October 17, 2014 8:21 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/17/2014; VIN =1FT8X3AT5FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

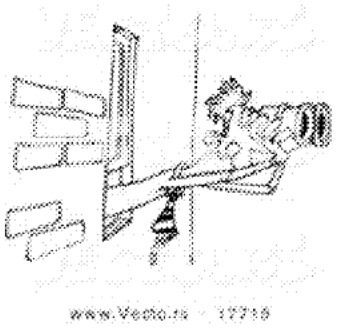
VIN = 1FT8X3AT5FE[redacted] P06EA

Perry A. Taylor

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Kentucky Truck Plant – Super Duty
Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, October 09, 2014 11:04 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/9/2014; VIN =1FT8W3BT7FE[redacted]



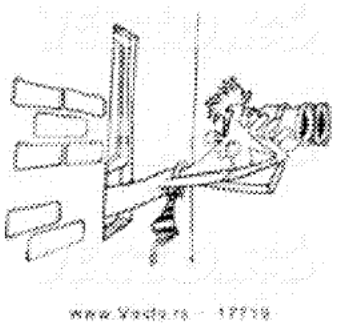
BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back to Rob Hutchinson.

VIN = 1FT8W3BT7FE[redacted] P2080 P0546

Perry A. Taylor

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Kentucky Truck Plant – Super Duty
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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, October 07, 2014 8:29 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/27/2014; VIN =1FT8W3BT5FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back to Rob Hutchinson.

VIN = 1FT8W3BT5FE[redacted] P06EA P06EB (replaced both front and rear NOx modules; along with EGT 12 & EGT 14)

Perry A. Taylor

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, October 02, 2014 11:38 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/2/2014; VIN =1FD8W3HT6FE[redacted]; 1FT7W2BT6FE[redacted]; 1FT7W2BT8FE[redacted] 1FD8W3GT9FE[redacted]; 1FT8W3BTXFE[redacted]; 1FT7W2BT1FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FD8W3HT6FE[redacted]	EGT 11	P0544
VIN = 1FT7W2BT6FE[redacted]	EGT 14	P246E P246F P06EB
VIN = 1FD8W3GT9FE[redacted]	EGT 13	P242A
VIN = 1FT8W3BTXFE[redacted]	EGT 12	P2084
VIN = 1FT7W2BT1FE[redacted]	EGT 12	P2084
VIN = 1FT7W2BT8FE[redacted]	EGT 12	P2084 (this one was requested returned to Rob Hutchinson; not directly to Stoneridge)

Team, Not a good day for EGTs. (6) in one day (although there were no claims yesterday, so this is probably two days' worth. Notice the guy in the window is now more worried? Nevertheless this is not good. To put it in perspective, IF JUST TODAY'S WARRANTY CLAIMS WERE ALL THAT WE HAD ON F-SERIES, it would be number (3) in the Powertrain Top 20 for the Last 4 Months of production. In reality, EGT replacement is #1 in last 4 MOP FOR the entire vehicle!!!

EGT DEFECTIVE (27) Last 4 MOP; (40) MYTD

Number of EGTs replaced for 2015MYTD is 54 ; the 40 represents parts not yet analyzed.

EGT is tied at 27 with Powerfold mirrors, which was a one month occurrence and is already contained.

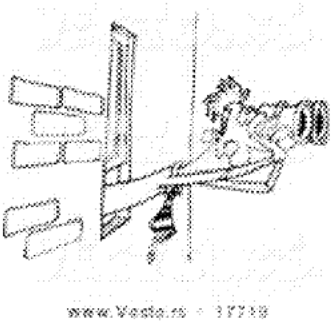
Perry A. Taylor

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Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Sunday, September 28, 2014 11:02 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/28/2014; VIN =1FTRF3BT0FE[redacted]; 1FT7W2BT6FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTRF3BT0FE[redacted] EGT 14 P2470
VIN = 1FT7W2BT6FE[redacted] EGT 12 P2084 P200C P200E

Stoneridge team, last communication I received from you concerning warranty returns listed as in process. Have these been completed? If so, what were the results? Any additional sensors tested?

1FD0X5HT1FE[redacted]	CEL. P06AE. EGT 12 REPLACED.	In Process - Update 22Sep	In Proc
1FD8X3HT9FE[redacted]	CEL. P242A. EGT 13 REPLACED	In Process - Update 22Sep	In Proc

1FDRF3GT8FE[redacted]	SES LT. P06EB, P242A, P246F. EGT 3 & 4 REPLACED	In Process - Update 22Sep	In Proc
1FDRF3GT8FE[redacted]	SES LT. P06EB, P242A, P246F. EGT 3 & 4 REPLACED	In Process - Update 22Sep	In Proc
1FDUF4GT1FE[redacted]	MIL. P2084, P246E.	In Process - Update 22Sep	In Proc
1FDUF4GT1FE[redacted]	MIL. P2084, P246E.	In Process - Update 22Sep	In Proc
1FT7W2BT0FE[redacted]	CEL. P242B. EGT 13 REPLACED	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	STALLED. P200C, P200E. EGT 14 READS 1.825K DEG	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	CEL. P242B. EGT 13 BIASED	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	REDUCED POWER MSG, CEL. P2470.	In Process - Update 22Sep	In Proc
1FT7W2BT2FE[redacted]	CEL. P200C, P2031, P2033, P200E. EGT 12 REPLACED	In Process - Update 22Sep	In Proc
1FT7W2BT3FE[redacted]	CEL. P24C7, P24DA.	In Process - Update 22Sep	In Proc
1FT7W2BT5FE[redacted]	SES LT. P24DA. EGT 11 OUT OF RANGE	In Process - Update 22Sep	In Proc
1FT7W2BT7FE[redacted]	CEL. P0544.	In Process - Update 22Sep	In Proc
1FT7W2BTXFE[redacted]	CEL. P2080.	In Process - Update 22Sep	In Proc
1FT8W3BT2FE[redacted]	CEL. P242A, P24B1. EGT 3 OUT OF RANGE	In Process - Update 22Sep	In Proc
1FT8W3BT4FE[redacted]	CEL. P050E. EGT 12 REPLACED	In Process - Update 22Sep	In Proc
1FTRF3AT2FE[redacted]	REDUCED POWER MSG, WILL NOT GO OVER 80 KM. P246F, P2470. EGT 14 REPLACED	In Process - Update 22Sep	In Proc

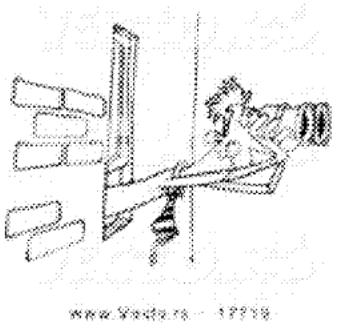
Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, September 25, 2014 8:19 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/28/2014; VIN =1FTRF3BT0FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTRF3BT0FE[redacted] EGT 11 P2080

This is a new claim, but looks a lot like the claim yesterday; VIN = 1FTBF2BT1FE[redacted] EGT 11 P2080

VIN = 1FT8W3DT2FE[redacted] EGT 12 P0284 (which is also a range/performance DTC, except for EGT 12 instead of EGT 11)

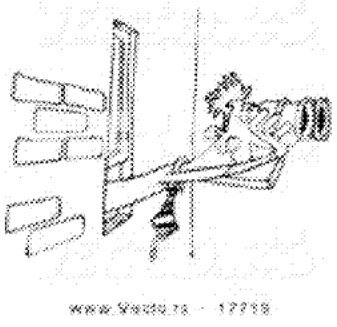
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Kentucky Truck Plant – Super Duty

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Wednesday, September 24, 2014 9:40 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/24/2014; VIN =1FTBF2BT1FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTBF2BT1FE[redacted] EGT 11 P2080

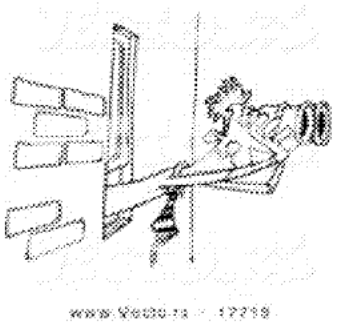
Perry A. Taylor

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, September 18, 2014 10:16 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis 9/18/2014; VIN = 1FT7W3BT3FE[redacted]; 1FT7W2BT2FE[redacted] 1FTRF3DT3FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT7W3BT3FE[redacted] EGT 12 P2084
VIN = 1FT7W2BT2FE[redacted] EGT 11 (assumed; not specified) P200C/P200E
VIN = 1FTRF3DT3FE[redacted] EGT 14 P246E/P246F

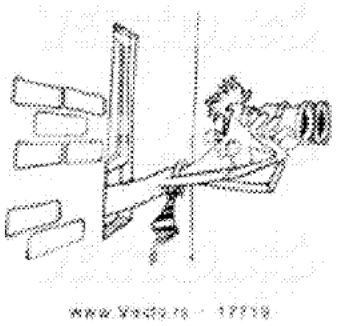
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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, September 16, 2014 9:54 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis 9/16/2014; VIN = 1FT7W2BT6FE[redacted]; 1FT8X3BT0FE[redacted] 1FDUF4HTXFE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT7W2BT6FE[redacted] EGT 14
VIN = 1FT8X3BT0FE[redacted] EGT 12
VIN = 1FDUF4HTXFE[redacted] EGT 13 & EGT 14

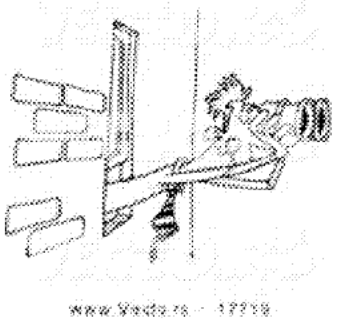
Perry A. Taylor

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Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Monday, September 15, 2014 8:33 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT8W3BT6FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT8W3BT6FE[redacted]

Perry A. Taylor

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Friday, September 12, 2014 10:52 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT7W2BT7FE[redacted]

VIN = 1FT8W3DT2FE[redacted]
VIN = 1FT7W2BT2FE[redacted]
VIN = 1FT7W2BT4FE[redacted]
VIN = 1FDUF4GT2FE[redacted]

I tried to HOT Request these two as well, but the 2-day request window had already closed. So we will have to wait for the 700 tag process to produce the desired results (part return).

VIN = 1FT7W2BT9FE[redacted]
VIN = 1FT7W2BT7FE[redacted]

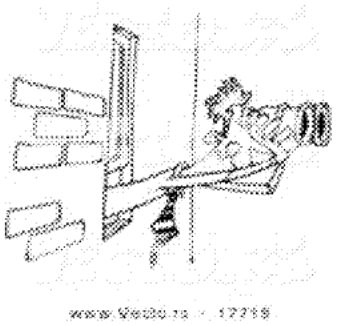
Perry A. Taylor

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Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Monday, October 27, 2014 1:07 PM
To: Conover, Jenny; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); Landis, Ron; Obenour, Doug; Hutchinson, Rob (R.); Doering, Bob; Philbin, Jeff; Miley, Jon (J.W.); Roberts, James (J.B.)
Subject: RE: EGT warranty returns 10/27/2014; VIN =1FT7W2BT9FE[redacted]
1FT8W3DT1FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT8W3DT1FE[redacted]	EGT 12 & EGT 14	P06EA P06EB
VIN = 1FT7W2BT9FE[redacted]	EGT 11	P2080

Perry A. Taylor

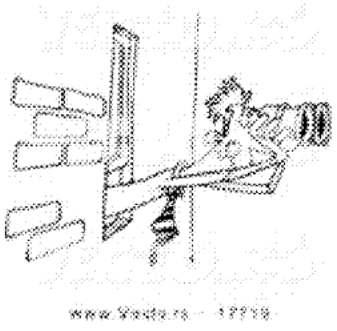
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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Wednesday, October 22, 2014 9:04 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/21/2014; VIN =1FTRF3BT3FE[redacted]

RQ14-005 001650 ER



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTRF3BT3FE[redacted] P246F

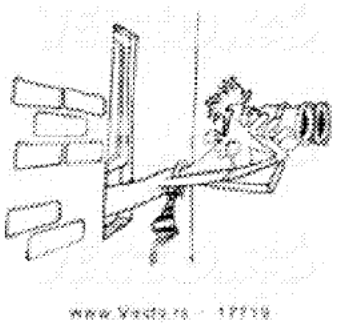
Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, October 21, 2014 7:54 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/21/2014; VIN =1FD8W3HTXFE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

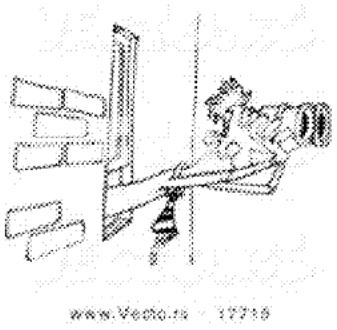
VIN = 1FD8W3HTXFE[redacted] P242A

Perry A. Taylor

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Friday, October 17, 2014 8:21 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/17/2014; VIN =1FT8X3AT5FE[redacted]



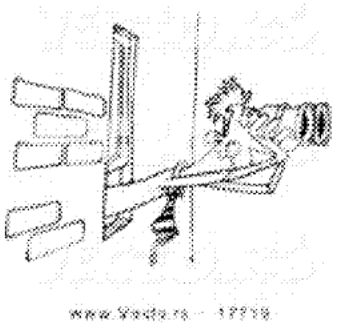
BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT8X3AT5FE[redacted] P06EA

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, October 09, 2014 11:04 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/9/2014; VIN =1FT8W3BT7FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back to Rob Hutchinson.

VIN = 1FT8W3BT7FE[redacted] P2080 P0546

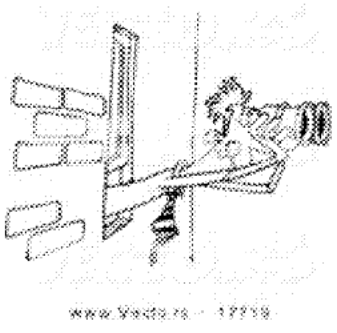
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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
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From: Taylor, Perry (P.A.)
Sent: Tuesday, October 07, 2014 8:29 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/27/2014; VIN =1FT8W3BT5FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back to Rob Hutchinson.

VIN = 1FT8W3BT5FE[redacted] P06EA P06EB (replaced both front and rear NOx modules; along with EGT 12 & EGT 14)

Perry A. Taylor

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From: Taylor, Perry (P.A.)
Sent: Thursday, October 02, 2014 11:38 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/2/2014; VIN =1FD8W3HT6FE[redacted] 1FT7W2BT6FE[redacted] 1FT7W2BT8FE[redacted] 1FD8W3GT9FE[redacted]; 1FT8W3BTXFE[redacted]; 1FT7W2BT1FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FD8W3HT6FE[redacted]	EGT 11	P0544
VIN = 1FT7W2BT6FE[redacted]	EGT 14	P246E P246F P06EB
VIN = 1FD8W3GT9FE[redacted]	EGT 13	P242A
VIN = 1FT8W3BTXFE[redacted]	EGT 12	P2084
VIN = 1FT7W2BT1FE[redacted]	EGT 12	P2084
VIN = 1FT7W2BT8FE[redacted]	EGT 12	P2084 (this one was requested returned to Rob Hutchinson; not directly to Stoneridge)

Team, Not a good day for EGTs. (6) in one day (although there were no claims yesterday, so this is probably two days' worth. Notice the guy in the window is now more worried? Nevertheless this is not good. To put it in perspective, IF JUST TODAY'S WARRANTY CLAIMS WERE ALL THAT WE HAD ON F-SERIES, it would be number (3) in the Powertrain Top 20 for the Last 4 Months of production. In reality, EGT replacement is #1 in last 4 MOP FOR the entire vehicle!!!

EGT DEFECTIVE (27) Last 4 MOP; (40) MYTD

Number of EGTs replaced for 2015MYTD is 54 ; the 40 represents parts not yet analyzed.

EGT is tied at 27 with Powerfold mirrors, which was a one month occurrence and is already contained.

Perry A. Taylor

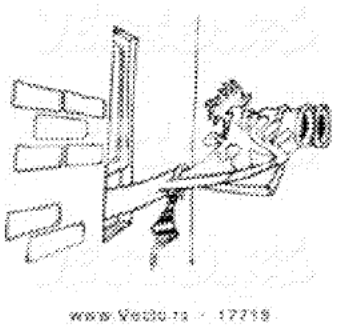
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Desk Phone: (502) 429-2702
Fax: (502) 429-2111

PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Sunday, September 28, 2014 11:02 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/28/2014; VIN =1FTRF3BT0FE[redacted] 1FT7W2BT6FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTRF3BT0FE[redacted] EGT 14 P2470
VIN = 1FT7W2BT6FE[redacted] EGT 12 P2084 P200C P200E

Stoneridge team, last communication I received from you concerning warranty returns listed as in process. Have these been completed? If so, what were the results? Any additional sensors tested?

1FD0X5HT1FE[redacted]	CEL. P06AE. EGT 12 REPLACED.	In Process - Update 22Sep	In Proc
1FD8X3HT9FE[redacted]	CEL. P242A. EGT 13 REPLACED	In Process - Update 22Sep	In Proc
1FDRF3GT8FE[redacted]	SES LT. P06EB, P242A, P246F. EGT 3 & 4 REPLACED	In Process - Update 22Sep	In Proc
1FDRF3GT8FE[redacted]	SES LT. P06EB, P242A, P246F. EGT 3 & 4 REPLACED	In Process - Update 22Sep	In Proc
1FDUF4GT1FE[redacted]	MIL. P2084, P246E.	In Process - Update 22Sep	In Proc
1FDUF4GT1FE[redacted]	MIL. P2084, P246E.	In Process - Update 22Sep	In Proc
1FT7W2BT0FE[redacted]	CEL. P242B. EGT 13 REPLACED	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	STALLED. P200C, P200E. EGT 14 READS 1.825K DEG	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	CEL. P242B. EGT 13 BIASED	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	REDUCED POWER MSG, CEL. P2470.	In Process - Update 22Sep	In Proc
1FT7W2BT2FE[redacted]	CEL. P200C, P2031, P2033, P200E. EGT 12 REPLACED	In Process - Update 22Sep	In Proc
1FT7W2BT3FE[redacted]	CEL. P24C7, P24DA.	In Process - Update 22Sep	In Proc
1FT7W2BT5FE[redacted]	SES LT. P24DA. EGT 11 OUT OF RANGE	In Process - Update 22Sep	In Proc
1FT7W2BT7FE[redacted]	CEL. P0544.	In Process - Update 22Sep	In Proc
1FT7W2BTXFE[redacted]	CEL. P2080.	In Process - Update 22Sep	In Proc
1FT8W3BT2FE[redacted]	CEL. P242A, P24B1. EGT 3 OUT OF RANGE	In Process - Update 22Sep	In Proc

1FT8W3BT4FE[redacted]	CEL. P050E. EGT 12 REPLACED	In Process - Update 22Sep	In Proc
1FTRF3AT2FE[redacted]	REDUCED POWER MSG, WILL NOT GO OVER 80 KM. P246F, P2470. EGT 14 REPLACED	In Process - Update 22Sep	In Proc

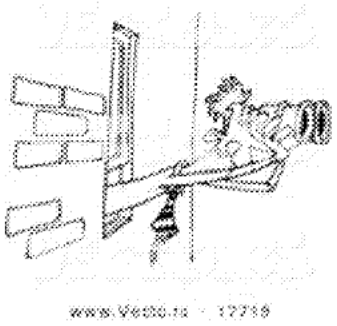
Perry A. Taylor

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Kentucky Truck Plant – Super Duty

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, September 25, 2014 8:19 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/28/2014; VIN =1FTRF3BT0FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTRF3BT0FE[redacted] EGT 11 P2080

This is a new claim, but looks a lot like the claim yesterday; VIN = 1FTBF2BT1FE[redacted] EGT 11 P2080

VIN = 1FT8W3DT2FE[redacted] EGT 12 P0284 (which is also a range/performance DTC, except for EGT 12 instead of EGT 11)

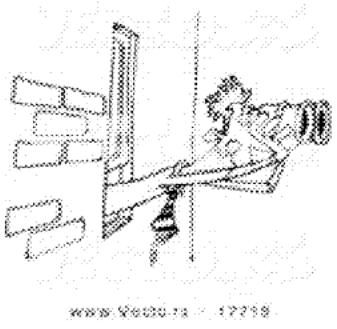
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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Wednesday, September 24, 2014 9:40 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/24/2014; VIN =1FTBF2BT1FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTBF2BT1FE[redacted] EGT 11 P2080

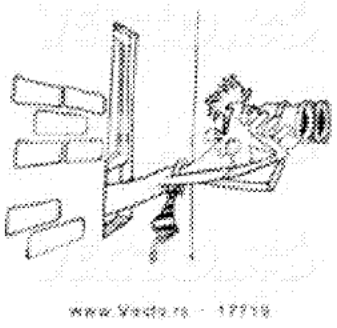
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Kentucky Truck Plant – Super Duty

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, September 18, 2014 10:16 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis 9/18/2014; VIN = 1FT7W3BT3FE[redacted]; 1FT7W2BT2FE[redacted]; 1FTRF3DT3FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT7W3BT3FE[redacted] EGT 12 P2084
VIN = 1FT7W2BT2FE[redacted] EGT 11 (assumed; not specified) P200C/P200E
VIN = 1FTRF3DT3FE[redacted] EGT 14 P246E/P246F

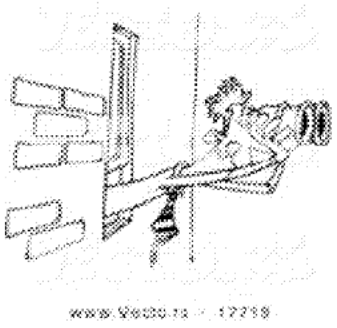
Perry A. Taylor

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, September 16, 2014 9:54 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis 9/16/2014; VIN = 1FT7W2BT6FE[redacted] 1FT8X3BT0FE[redacted]; 1FDUF4HTXFE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT7W2BT6FE[redacted] EGT 14
VIN = 1FT8X3BT0FE[redacted] EGT 12
VIN = 1FDUF4HTXFE[redacted] EGT 13 & EGT 14

Perry A. Taylor

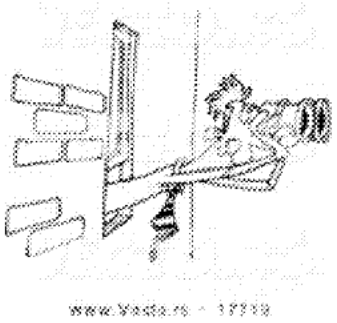
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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Monday, September 15, 2014 8:33 AM

To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT8W3BT6FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT8W3BT6FE[redacted]

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Friday, September 12, 2014 10:52 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT7W2BT7FE[redacted]

VIN = 1FT8W3DT2FE[redacted]
VIN = 1FT7W2BT2FE[redacted]
VIN = 1FT7W2BT4FE[redacted]
VIN = 1FDUF4GT2FE[redacted]

I tried to HOT Request these two as well, but the 2-day request window had already closed. So we will have to wait for the 700 tag process to produce the desired results (part return).

VIN = 1FT7W2BT9FE[redacted]
VIN = 1FT7W2BT7FE[redacted]

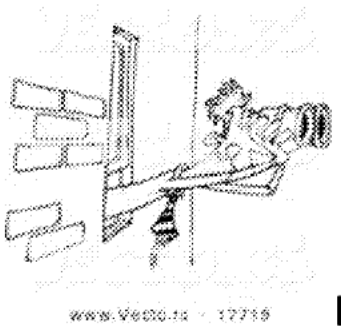
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From: Taylor, Perry (P.A.)
Sent: Tuesday, October 07, 2014 12:29 PM
To: Conover, Jenny; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); Landis, Ron; Obenour, Doug; Hutchinson, Rob (R.); Doering, Bob; Philbin, Jeff; Miley, Jon (J.W.); Roberts, James (J.B.)
Subject: RE: EGT warranty returns 10/27/2014; VIN =1FT8W3BT5FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back to Rob Hutchinson.

VIN = 1FT8W3BT5FE[redacted] P06EA P06EB (replaced both front and rear NOx modules; along with EGT 12 & EGT 14)

Perry A. Taylor

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Sent: Thursday, October 02, 2014 11:38 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/2/2014; VIN =1FD8W3HT6FE[redacted]; 1FT7W2BT6FE[redacted]; 1FT7W2BT8FE[redacted]; 1FD8W3GT9FE[redacted]; 1FT8W3BTXFE[redacted]; 1FT7W2BT1FE[redacted]

RQ14-005 001661 ER



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FD8W3HT6FE[redacted]	EGT 11	P0544
VIN = 1FT7W2BT6FE[redacted]	EGT 14	P246E P246F P06EB
VIN = 1FD8W3GT9FE[redacted]	EGT 13	P242A
VIN = 1FT8W3BTXFE[redacted]	EGT 12	P2084
VIN = 1FT7W2BT1FE[redacted]	EGT 12	P2084
VIN = 1FT7W2BT8FE[redacted]	EGT 12	P2084 (this one was requested returned to Rob Hutchinson; not directly to Stoneridge)

Team, Not a good day for EGTs. (6) in one day (although there were no claims yesterday, so this is probably two days' worth. Notice the guy in the window is now more worried? Nevertheless this is not good. To put it in perspective, IF JUST TODAY'S WARRANTY CLAIMS WERE ALL THAT WE HAD ON F-SERIES, it would be number (3) in the Powertrain Top 20 for the Last 4 Months of production. In reality, EGT replacement is #1 in last 4 MOP FOR the entire vehicle!!!

EGT DEFECTIVE (27) Last 4 MOP; (40) MYTD

Number of EGTs replaced for 2015MYTD is 54 ; the 40 represents parts not yet analyzed.

EGT is tied at 27 with Powerfold mirrors, which was a one month occurrence and is already contained.

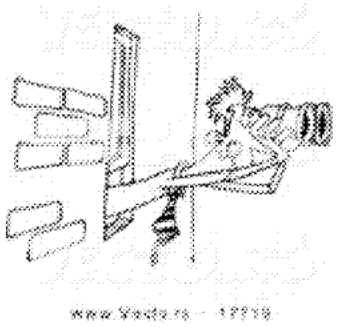
Perry A. Taylor

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Fax: (502) 429-2111
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From: Taylor, Perry (P.A.)
Sent: Sunday, September 28, 2014 11:02 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/28/2014; VIN =1FTRF3BT0FE[redacted] 1FT7W2BT6FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTRF3BT0FE[redacted] EGT 14 P2470
VIN = 1FT7W2BT6FE[redacted] EGT 12 P2084 P200C P200E

Stoneridge team, last communication I received from you concerning warranty returns listed as in process. Have these been completed? If so, what were the results? Any additional sensors tested?

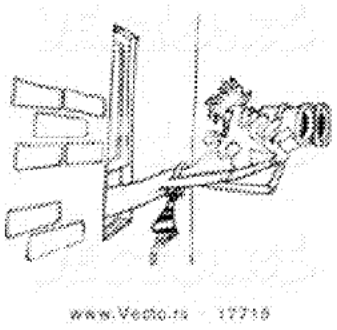
1FD0X5HT1FE[redacted]	CEL. P06AE. EGT 12 REPLACED.	In Process - Update 22Sep	In Proc
1FD8X3HT9FE[redacted]	CEL. P242A. EGT 13 REPLACED	In Process - Update 22Sep	In Proc
1FDRF3GT8FE[redacted]	SES LT. P06EB, P242A, P246F. EGT 3 & 4 REPLACED	In Process - Update 22Sep	In Proc
1FDRF3GT8FE[redacted]	SES LT. P06EB, P242A, P246F. EGT 3 & 4 REPLACED	In Process - Update 22Sep	In Proc
1FDUF4GT1FE[redacted]	MIL. P2084, P246E.	In Process - Update 22Sep	In Proc
1FDUF4GT1FE[redacted]	MIL. P2084, P246E.	In Process - Update 22Sep	In Proc
1FT7W2BT0FE[redacted]	CEL. P242B. EGT 13 REPLACED	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	STALLED. P200C, P200E. EGT 14 READS 1.825K DEG	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	CEL. P242B. EGT 13 BIASED	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	REDUCED POWER MSG, CEL. P2470.	In Process - Update 22Sep	In Proc
1FT7W2BT2FE[redacted]	CEL. P200C, P2031, P2033, P200E. EGT 12 REPLACED	In Process - Update 22Sep	In Proc
1FT7W2BT3FE[redacted]	CEL. P24C7, P24DA.	In Process - Update 22Sep	In Proc
1FT7W2BT5FE[redacted]	SES LT. P24DA. EGT 11 OUT OF RANGE	In Process - Update 22Sep	In Proc
1FT7W2BT7FE[redacted]	CEL. P0544.	In Process - Update 22Sep	In Proc
1FT7W2BTXFE[redacted]	CEL. P2080.	In Process - Update 22Sep	In Proc
1FT8W3BT2FE[redacted]	CEL. P242A, P24B1. EGT 3 OUT OF RANGE	In Process - Update 22Sep	In Proc
1FT8W3BT4FE[redacted]	CEL. P050E. EGT 12 REPLACED	In Process - Update 22Sep	In Proc
1FTRF3AT2FE[redacted]	REDUCED POWER MSG, WILL NOT GO OVER 80 KM. P246F, P2470. EGT 14 REPLACED	In Process - Update 22Sep	In Proc

Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty
Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

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Sent: Thursday, September 25, 2014 8:19 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/28/2014; VIN =1FTRF3BT0FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTRF3BT0FE[redacted] EGT 11 P2080

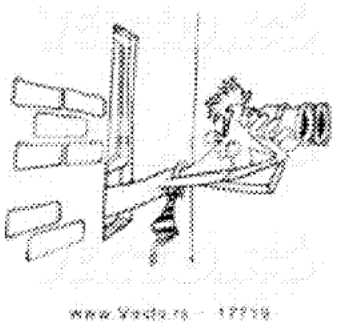
This is a new claim, but looks a lot like the claim yesterday; VIN = 1FTBF2BT1FE[redacted] EGT 11 P2080

VIN = 1FT8W3DT2FE[redacted] EGT 12 P0284 (which is also a range/performance DTC, except for EGT 12 instead of EGT 11)

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VIN = 1FTBF2BT1FE[redacted] EGT 11 P2080

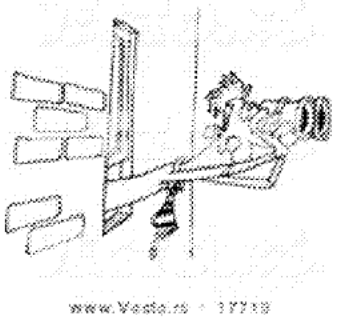
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Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis 9/18/2014; VIN = 1FT7W3BT3FE[redacted] 1FT7W2BT2FE[redacted] 1FTRF3DT3FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT7W3BT3FE[redacted] EGT 12 P2084
VIN = 1FT7W2BT2FE[redacted] EGT 11 (assumed; not specified) P200C/P200E
VIN = 1FTRF3DT3FE[redacted] EGT 14 P246E/P246F

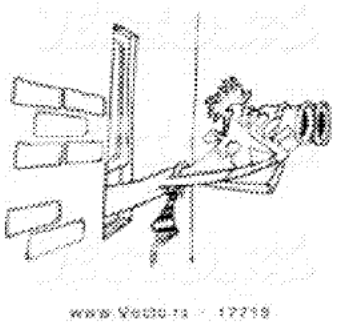
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Subject: RE: EGT warranty analysis 9/16/2014; VIN = 1FT7W2BT6FE[redacted] 1FT8X3BT0FE[redacted] 1FDUF4HTXFE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT7W2BT6FE[redacted] EGT 14
VIN = 1FT8X3BT0FE[redacted] EGT 12
VIN = 1FDUF4HTXFE[redacted] EGT 13 & EGT 14

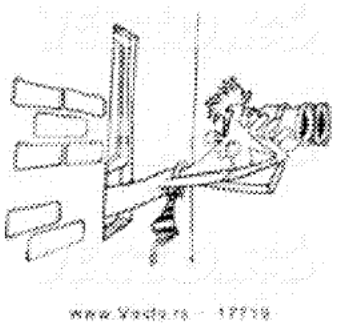
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From: Taylor, Perry (P.A.)
Sent: Monday, September 15, 2014 8:33 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT8W3BT6FE[redacted]



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VIN = 1FT8W3BT6FE[redacted]

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From: Taylor, Perry (P.A.)
Sent: Friday, September 12, 2014 10:52 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT7W2BT7FE[redacted]

VIN = 1FT8W3DT2FE[redacted]
VIN = 1FT7W2BT2FE[redacted]
VIN = 1FT7W2BT4FE[redacted]
VIN = 1FDUF4GT2FE[redacted]

I tried to HOT Request these two as well, but the 2-day request window had already closed. So we will have to wait for the 700 tag process to produce the desired results (part return).

VIN = 1FT7W2BT9FE[redacted]
VIN = 1FT7W2BT7FE[redacted]

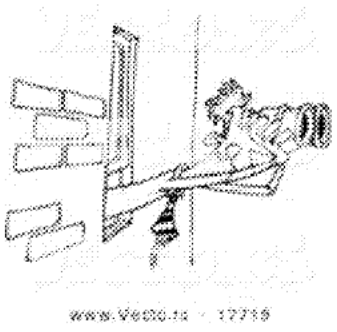
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From: Taylor, Perry (P.A.)
Sent: Thursday, October 09, 2014 3:04 PM
To: Conover, Jenny; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); Landis, Ron; Obenour, Doug; Hutchinson, Rob (R.); Doering, Bob; Philbin, Jeff; Miley, Jon (J.W.); Roberts, James (J.B.)
Subject: RE: EGT warranty returns 10/9/2014; VIN =1FT8W3BT7FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back to Rob Hutchinson.

VIN = 1FT8W3BT7FE[redacted] P2080 P0546

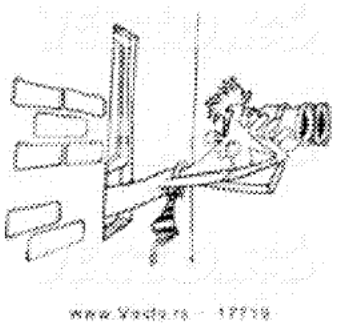
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From: Taylor, Perry (P.A.)
Sent: Tuesday, October 07, 2014 8:29 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/27/2014; VIN =1FT8W3BT5FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back to Rob Hutchinson.

VIN = 1FT8W3BT5FE[redacted] P06EA P06EB (replaced both front and rear NOx modules; along with EGT 12 & EGT 14)

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From: Taylor, Perry (P.A.)
Sent: Thursday, October 02, 2014 11:38 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/2/2014; VIN =1FD8W3HT6FE[redacted]; 1FT7W2BT6FE[redacted] 1FT7W2BT8FE[redacted]; 1FD8W3GT9FE[redacted]; 1FT8W3BTXFE[redacted]; 1FT7W2BT1FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FD8W3HT6FE[redacted]	EGT 11	P0544
VIN = 1FT7W2BT6FE[redacted]	EGT 14	P246E P246F P06EB
VIN = 1FD8W3GT9FE[redacted]	EGT 13	P242A
VIN = 1FT8W3BTXFE[redacted]	EGT 12	P2084
VIN = 1FT7W2BT1FE[redacted]	EGT 12	P2084
VIN = 1FT7W2BT8FE[redacted]	EGT 12	P2084 (this one was requested returned to Rob Hutchinson; not directly to Stoneridge)

Team, Not a good day for EGTs. (6) in one day (although there were no claims yesterday, so this is probably two days' worth. Notice the guy in the window is now more worried? Nevertheless this is not good. To put it in perspective, IF JUST TODAY'S WARRANTY CLAIMS WERE ALL THAT WE HAD ON F-SERIES, it would be number (3) in the Powertrain Top 20 for the Last 4 Months of production. In reality, EGT replacement is #1 in last 4 MOP FOR the entire vehicle!!!

EGT DEFECTIVE (27) Last 4 MOP; (40) MYTD

Number of EGTs replaced for 2015MYTD is 54 ; the 40 represents parts not yet analyzed.

EGT is tied at 27 with Powerfold mirrors, which was a one month occurrence and is already contained.

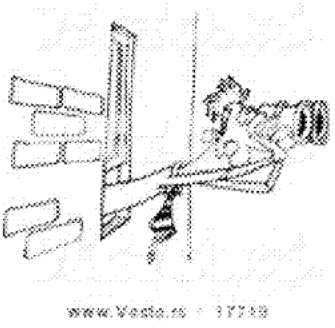
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From: Taylor, Perry (P.A.)
Sent: Sunday, September 28, 2014 11:02 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/28/2014; VIN =1FTRF3BT0FE[redacted]; 1FT7W2BT6FE[redacted]



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VIN = 1FT7W2BT6FE[redacted] EGT 12 P2084 P200C P200E

Stoneridge team, last communication I received from you concerning warranty returns listed as in process. Have these been completed? If so, what were the results? Any additional sensors tested?

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1FD8X3HT9FE[redacted]	CEL. P242A. EGT 13 REPLACED	In Process - Update 22Sep	In Proc

1FDRF3GT8FE[redacted]	SES LT. P06EB, P242A, P246F. EGT 3 & 4 REPLACED	In Process - Update 22Sep	In Proc
1FDRF3GT8FE[redacted]	SES LT. P06EB, P242A, P246F. EGT 3 & 4 REPLACED	In Process - Update 22Sep	In Proc
1FDUF4GT1FE[redacted]	MIL. P2084, P246E.	In Process - Update 22Sep	In Proc
1FDUF4GT1FE[redacted]	MIL. P2084, P246E.	In Process - Update 22Sep	In Proc
1FT7W2BT0FE[redacted]	CEL. P242B. EGT 13 REPLACED	In Process - Update 22Sep	In Proc
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1FT7W2BT3FE[redacted]	CEL. P24C7, P24DA.	In Process - Update 22Sep	In Proc
1FT7W2BT5FE[redacted]	SES LT. P24DA. EGT 11 OUT OF RANGE	In Process - Update 22Sep	In Proc
1FT7W2BT7FE[redacted]	CEL. P0544.	In Process - Update 22Sep	In Proc
1FT7W2BTXFE[redacted]	CEL. P2080.	In Process - Update 22Sep	In Proc
1FT8W3BT2FE[redacted]	CEL. P242A, P24B1. EGT 3 OUT OF RANGE	In Process - Update 22Sep	In Proc
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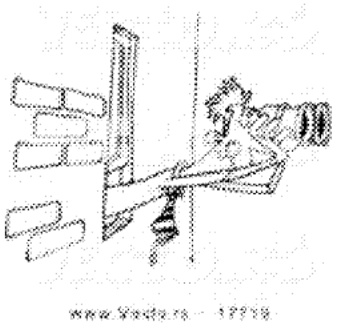
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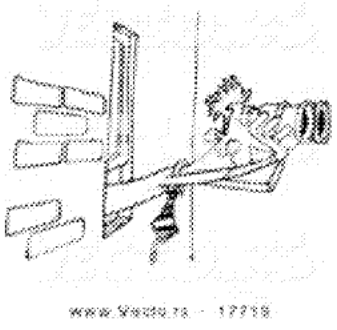
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Subject: RE: EGT warranty returns 9/24/2014; VIN =1FTBF2BT1FE[redacted]



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VIN = 1FTBF2BT1FE[redacted] EGT 11 P2080

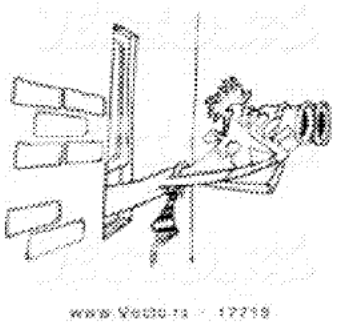
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Subject: RE: EGT warranty analysis 9/18/2014; VIN = 1FT7W3BT3FE[redacted] 1FT7W2BT2FE[redacted] 1FTRF3DT3FE[redacted]



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VIN = 1FT7W3BT3FE[redacted] EGT 12 P2084
VIN = 1FT7W2BT2FE[redacted] EGT 11 (assumed; not specified) P200C/P200E
VIN = 1FTRF3DT3FE[redacted] EGT 14 P246E/P246F

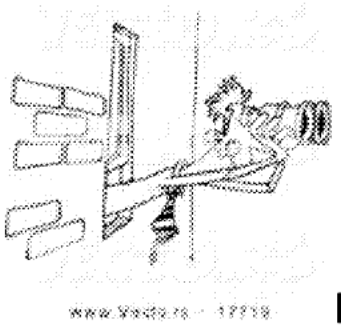
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To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis 9/16/2014; VIN = 1FT7W2BT6FE[redacted] 1FT8X3BT0FE[redacted] 1FDUF4HTXFE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT7W2BT6FE[redacted] EGT 14
VIN = 1FT8X3BT0FE[redacted] EGT 12
VIN = 1FDUF4HTXFE[redacted] EGT 13 & EGT 14

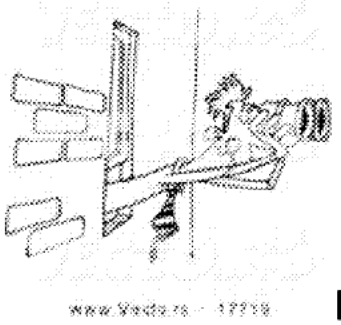
Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Monday, September 15, 2014 8:33 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT8W3BT6FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT8W3BT6FE[redacted]

Perry A. Taylor

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Friday, September 12, 2014 10:52 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT7W2BT7FE[redacted]

VIN = 1FT8W3DT2FE[redacted]
VIN = 1FT7W2BT2FE[redacted]
VIN = 1FT7W2BT4FE[redacted]
VIN = 1FDUF4GT2FE[redacted]

I tried to HOT Request these two as well, but the 2-day request window had already closed. So we will have to wait for the 700 tag process to produce the desired results (part return).

VIN = 1FT7W2BT9FE[redacted]
VIN = 1FT7W2BT7FE[redacted]

Perry A. Taylor

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Fax: (502) 429-2111
PTAYLOR8@ford.com

From: McDonagh, Scot (S.M.)
Sent: Thursday, January 29, 2015 3:04 PM
To: Philbin, Jeff
Cc: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.)
Subject: RE: EGT warranty returns 11/17/2014; VIN = 1FD8W3HT7FE[redacted] 1FT7W2BT0FE[redacted]

Thanks Jeff- Please keep us posted. I hope this is Pre LW EGT tied to FIFO or FISH(First In Still Here) KTP part usage.

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

From: Philbin, Jeff [mailto:Jeff.Philbin@stoneridge.com]
Sent: Thursday, January 29, 2015 9:56 AM
To: McDonagh, Scot (S.M.)
Cc: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.)
Subject: RE: EGT warranty returns 11/17/2014; VIN = 1FD8W3HT7FE[redacted] 1FT7W2BT0FE[redacted]

Scot;

This has not been received by Jenny (our warranty admin) as of a few minutes ago, but she is watching for it.

Thanks.

Jeffrey Philbin

From: McDonagh, Scot (S.M.) [mailto:smcdonag@ford.com]
Sent: Thursday, January 29, 2015 7:24 AM
To: Philbin, Jeff
Cc: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.)
Subject: FW: EGT warranty returns 11/17/2014; VIN = 1FD8W3HT7FE[redacted] 1FT7W2BT0FE[redacted]
Importance: High

Hi Jeff- Have you received enclosed EGT return ?

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

From: Taylor, Perry (P.A.)
Sent: Wednesday, January 28, 2015 3:37 PM

To: Dixon, Mark (M.R.); McDonagh, Scot (S.M.); Kingston, Julie (J.); Wagers, Sue (S.K.)
Subject: FW: EGT warranty returns 11/17/2014; VIN = 1FD8W3HT7FE[redacted]; 1FT7W2BT0FE[redacted]
Importance: High

1FT8W3BT8FE[redacted]

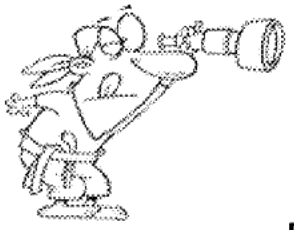
Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, January 27, 2015 10:52 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 11/17/2014; VIN = 1FD8W3HT7FE[redacted]; 1FT7W2BT0FE[redacted]
Importance: High



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested (OVERNIGHT) the part back directly to Stoneridge (attn. Jennifer Conover).

VIN = 1FT8W3BT8FE[redacted] EGT 14 P2471 P246F

Jenny C—please give this part TOP priority. This unit was built at KTP on 15-Jan-2015 which is after our clean date for the laser welded parts. The worst case scenario is that laser weld parts broke containment. So I would suggest the following;

Verify part is indeed a laser welded part (Is it AC3A-12B591-BD?

possible FIFO issue at KTP; used –BC part?
Unit could have been a repair; used –AC part.

Inspect for damage. (did part fail in a different location that the laser weld; it is a -1 TIS with 3 miles.
Conduct normal warranty part return diagnostics and report to the team.

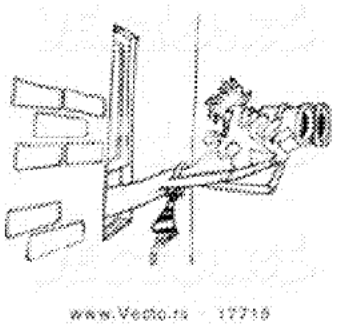
Jenny C—please advise if getting this part tested ASAP will be an issue.

Perry A. Taylor

PVT Powertrain

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Monday, November 17, 2014 9:15 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 11/17/2014; VIN = 1FD8W3HT7FE[redacted]; 1FT7W2BT0FE[redacted]



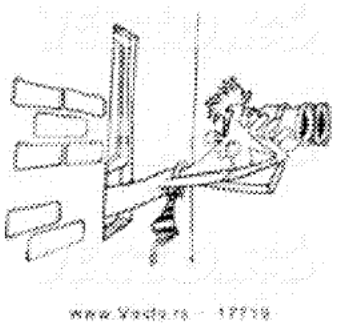
BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FD8W3HT7FE[redacted] EGT 13 P242A
VIN = 1FT7W2BT0FE[redacted] EGT 12 & EGT 14 P06EA P06EB

Perry A. Taylor

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, November 11, 2014 10:46 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 11/11/2014; VIN = 1FTRF3DT9FE[redacted]; 1FT8W3BT8FE[redacted]; 1FT7W2BT8FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTRF3DT9FE[redacted] EGT 11 P050E
VIN = 1FT8W3BT8FE[redacted] EGT 13 & EGT 14 P242A P246E

According to the technician this sensor was out of the exhaust. I have requested it back to be analyzed but am considering this a process, not design or supplier concern
VIN = 1FT7W2BT8FE[redacted] EGT 13 P249F

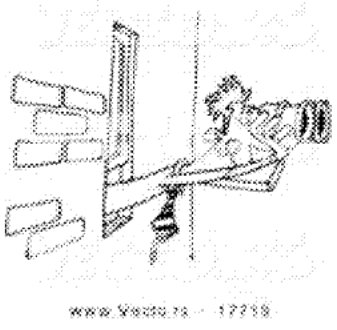
Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Monday, October 27, 2014 9:07 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/27/2014; VIN =1FT7W2BT9FE[redacted] 1FT8W3DT1FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT8W3DT1FE[redacted] EGT 12 & EGT 14 P06EA P06EB
VIN = 1FT7W2BT9FE[redacted] EGT 11 P2080

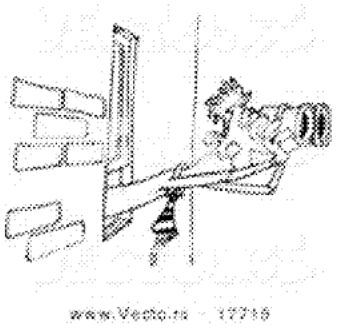
Perry A. Taylor

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Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Wednesday, October 22, 2014 9:04 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/21/2014; VIN =1FTRF3BT3FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTRF3BT3FE[redacted] P246F

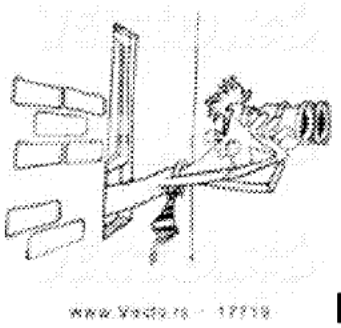
Perry A. Taylor

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, October 21, 2014 7:54 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/21/2014; VIN =1FD8W3HTXFE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FD8W3HTXFE[redacted] P242A

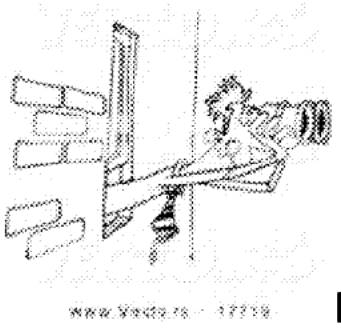
Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Friday, October 17, 2014 8:21 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/17/2014; VIN =1FT8X3AT5FE[redacted]



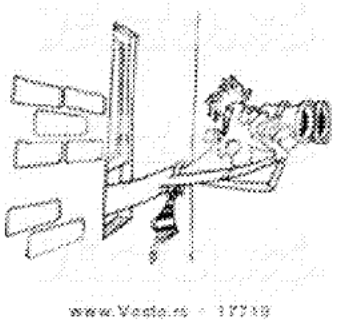
BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT8X3AT5FE[redacted] P06EA

Perry A. Taylor

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, October 09, 2014 11:04 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/9/2014; VIN =1FT8W3BT7FE[redacted]



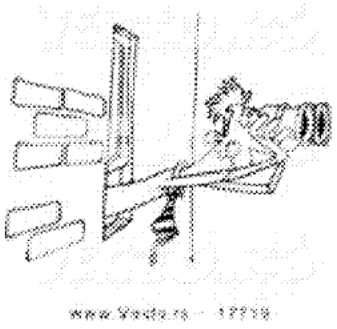
BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back to Rob Hutchinson.

VIN = 1FT8W3BT7FE[redacted] P2080 P0546

Perry A. Taylor

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, October 07, 2014 8:29 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/27/2014; VIN =1FT8W3BT5FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back to Rob Hutchinson.

VIN = 1FT8W3BT5FE[redacted] P06EA P06EB (replaced both front and rear NOx modules; along with EGT 12 & EGT 14)

Perry A. Taylor

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, October 02, 2014 11:38 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.); Roberts, James (J.B.) (jrobert4@ford.com)
Subject: RE: EGT warranty returns 10/2/2014; VIN =1FD8W3HT6FE[redacted]; 1FT7W2BT6FE[redacted]; 1FT7W2BT8FE[redacted]; 1FD8W3GT9FE[redacted]; 1FT8W3BTXFE[redacted]; 1FT7W2BT1FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT; -5J213-) replaced. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FD8W3HT6FE[redacted]	EGT 11	P0544
VIN = 1FT7W2BT6FE[redacted]	EGT 14	P246E P246F P06EB
VIN = 1FD8W3GT9FE[redacted]	EGT 13	P242A
VIN = 1FT8W3BTXFE[redacted]	EGT 12	P2084
VIN = 1FT7W2BT1FE[redacted]	EGT 12	P2084
VIN = 1FT7W2BT8FE[redacted]	EGT 12	P2084 (this one was requested returned to Rob Hutchinson; not directly to Stoneridge)

Team, Not a good day for EGTs. (6) in one day (although there were no claims yesterday, so this is probably two days' worth. Notice the guy in the window is now more worried? Nevertheless this is not good. To put it in perspective, IF JUST TODAY'S WARRANTY CLAIMS WERE ALL THAT WE HAD ON F-SERIES, it would be number (3) in the Powertrain Top 20 for the Last 4 Months of production. In reality, EGT replacement is #1 in last 4 MOP FOR the entire vehicle!!!

EGT DEFECTIVE (27) Last 4 MOP; (40) MYTD

Number of EGTs replaced for 2015MYTD is 54 ; the 40 represents parts not yet analyzed.

EGT is tied at 27 with Powerfold mirrors, which was a one month occurrence and is already contained.

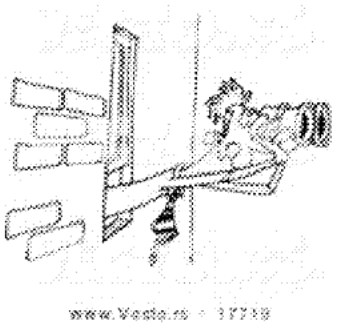
Perry A. Taylor

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Kentucky Truck Plant – Super Duty

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Sunday, September 28, 2014 11:02 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/28/2014; VIN =1FTRF3BT0FE[redacted]; 1FT7W2BT6FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTRF3BT0FE[redacted] EGT 14 P2470
VIN = 1FT7W2BT6FE[redacted] EGT 12 P2084 P200C P200E

Stoneridge team, last communication I received from you concerning warranty returns listed as in process. Have these been completed? If so, what were the results? Any additional sensors tested?

1FD0X5HT1FE[redacted]	CEL. P06AE. EGT 12 REPLACED.	In Process - Update 22Sep	In Proc
1FD8X3HT9FE[redacted]	CEL. P242A. EGT 13 REPLACED	In Process - Update 22Sep	In Proc

1FDRF3GT8FE[redacted]	SES LT. P06EB, P242A, P246F. EGT 3 & 4 REPLACED	In Process - Update 22Sep	In Proc
1FDRF3GT8FE[redacted]	SES LT. P06EB, P242A, P246F. EGT 3 & 4 REPLACED	In Process - Update 22Sep	In Proc
1FDUF4GT1FE[redacted]	MIL. P2084, P246E.	In Process - Update 22Sep	In Proc
1FDUF4GT1FE[redacted]	MIL. P2084, P246E.	In Process - Update 22Sep	In Proc
1FT7W2BT0FE[redacted]	CEL. P242B. EGT 13 REPLACED	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	STALLED. P200C, P200E. EGT 14 READS 1.825K DEG	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	CEL. P242B. EGT 13 BIASED	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	REDUCED POWER MSG, CEL. P2470.	In Process - Update 22Sep	In Proc
1FT7W2BT2FE[redacted]	CEL. P200C, P2031, P2033, P200E. EGT 12 REPLACED	In Process - Update 22Sep	In Proc
1FT7W2BT3FE[redacted]	CEL. P24C7, P24DA.	In Process - Update 22Sep	In Proc
1FT7W2BT5FE[redacted]	SES LT. P24DA. EGT 11 OUT OF RANGE	In Process - Update 22Sep	In Proc
1FT7W2BT7FE[redacted]	CEL. P0544.	In Process - Update 22Sep	In Proc
1FT7W2BTXFE[redacted]	CEL. P2080.	In Process - Update 22Sep	In Proc
1FT8W3BT2FE[redacted]	CEL. P242A, P24B1. EGT 3 OUT OF RANGE	In Process - Update 22Sep	In Proc
1FT8W3BT4FE[redacted]	CEL. P050E. EGT 12 REPLACED	In Process - Update 22Sep	In Proc
1FTRF3AT2FE[redacted]	REDUCED POWER MSG, WILL NOT GO OVER 80 KM. P246F, P2470. EGT 14 REPLACED	In Process - Update 22Sep	In Proc

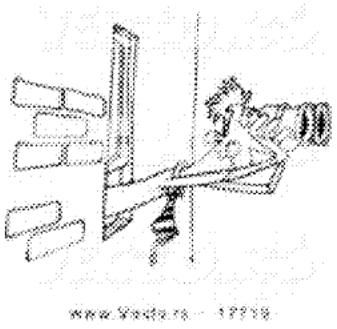
Perry A. Taylor

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Subject: RE: EGT warranty returns 9/28/2014; VIN =1FTRF3BT0FE[redacted]



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VIN = 1FTRF3BT0FE[redacted] EGT 11 P2080

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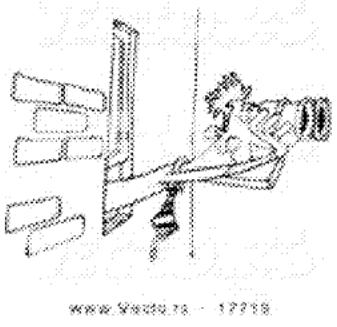
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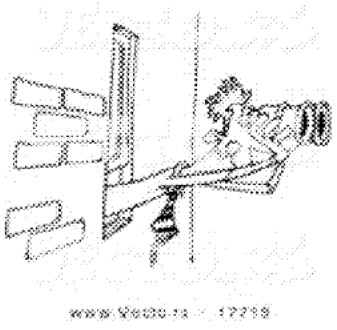
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VIN = 1FT7W2BT2FE[redacted] EGT 11 (assumed; not specified) P200C/P200E
VIN = 1FTRF3DT3FE[redacted] EGT 14 P246E/P246F

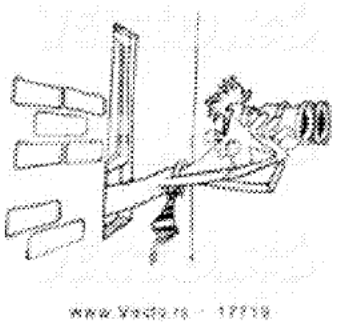
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VIN = 1FT8X3BT0FE[redacted] EGT 12
VIN = 1FDUF4HTXFE[redacted] EGT 13 & EGT 14

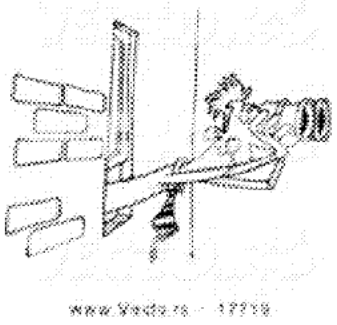
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VIN = 1FT8W3DT2FE[redacted]
VIN = 1FT7W2BT2FE[redacted]
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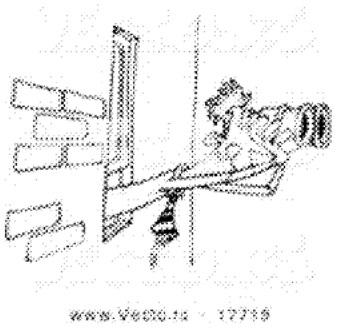
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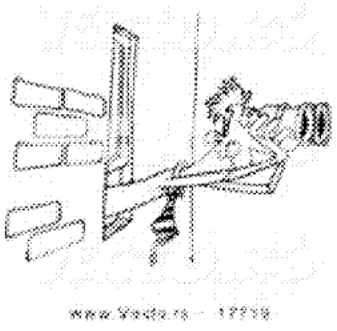
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RQ14-005 001690 ER



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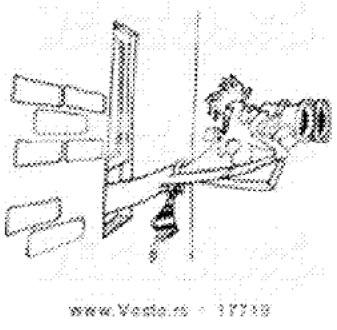
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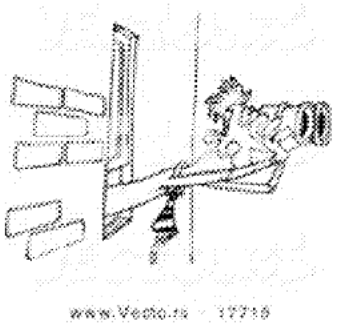
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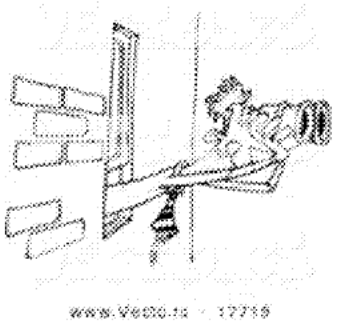
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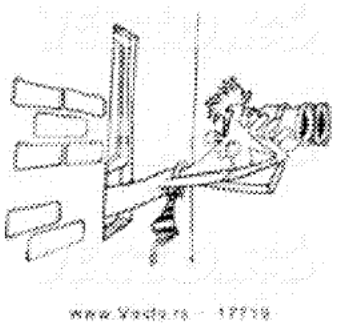
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RQ14-005 001694 ER



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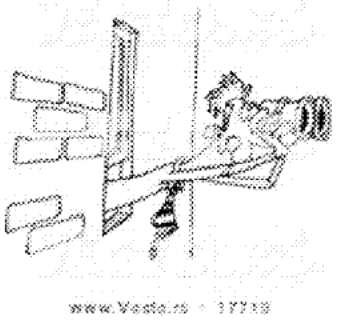
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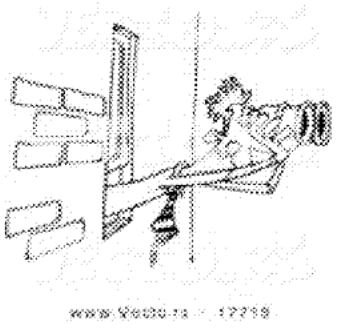
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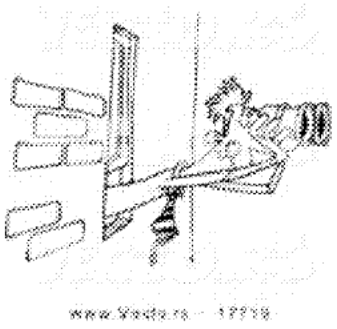
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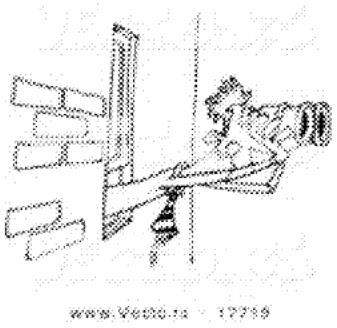
From: Rinkevich, Daniel (D.J.)
Sent: Friday, September 26, 2014 3:35 PM
To: Taylor, Perry (P.A.)
Cc: Wagers, Sue (S.K.); Hutchinson, Rob (R.); Miley, Jon (J.W.); McDonagh, Scot (S.M.); Dixon, Mark (M.R.)
Subject: RE: EGT warranty returns 9/26/2014; VIN =1FT7X2BTXFE[redacted]

Perry,
This one caught me by surprise with the P249C/F. We didn't put the P249C or P249F in the TSB for direct EGT replacement. We don't get very many of these (~0.4% of EGT warranty), and I'm not sure these belong in the TSB as I am not sure they are always an EGT. The TSB should catch almost all of the EGT sensor replacements.

DTC	Description	EGT	PPT	TSB
P242B	Exhaust Gas Temperature Sensor Circuit Range/Performance Bank 1 Sensor 3	3	RC	✓
P06EA	NOx Sensor Processor Performance (Bank 1 Sensor 1)	2, 3, or 4	RC	✓
P06EB	NOx Sensor Processor Performance (Bank 1 Sensor 2)	4	RC	✓
P2080	Exhaust Gas Temperature Sensor Circuit Range/Performance Bank 1 Sensor 1	1	RC	✓
P2084	Exhaust Gas Temperature Sensor Circuit Range/Performance Bank 1 Sensor 2	2	RC	✓
P246F	Exhaust Gas Temperature Sensor Circuit Range/Performance (Bank 1 Sensor 4)	4	RC	✓
P242A	Exhaust Gas Temperature Sensor Circuit Bank 1 Sensor 3	3	RC	✓
P246E	Exhaust Gas Temperature Sensor Circuit (Bank 1 Sensor 4)	4	RC	✓
P2031	Exhaust Gas Temperature Sensor Circuit Bank 1 Sensor 2	2	RC	✓
P200C	Particulate Filter Over Temperature (Bank 1)	2, 3, or 4	RC	✓
P200E	Catalyst System Over Temperature (Bank 1)	2, 3, or 4	RC	✓
P0544	Exhaust Gas Temperature Sensor Circuit - Bank 1 Sensor 1	1	RC	✓
P22FF	SCR NOx Catalyst Inlet Temperature Too Low		RC	
P2471	Exhaust Gas Temperature Sensor Circuit High (Bank 1 Sensor 4)	4	RC	✓
P247B	Exhaust Gas Temperature Out of Range (Bank 1 Sensor 4)	4	RC	✓
P242D	Exhaust Gas Temperature Sensor Circuit High Bank 1 Sensor 3	3	RC	✓
P2470	Exhaust Gas Temperature Sensor Circuit Low (Bank 1 Sensor 4)	4	RC	✓
P2479	Exhaust Gas Temperature Out of Range (Bank 1 Sensor 2)	2	RC	✓
P2478	Exhaust Gas Temperature Out of Range (Bank 1 Sensor 1)	1	RC	✓
P249F	Excessive Time To Enter Closed Loop Particulate Filter Regeneration Control		RC	
P2033	Exhaust Gas Temperature Sensor Circuit High Bank 1 Sensor 2	2	RC	✓
P247A	Exhaust Gas Temperature Out of Range (Bank 1 Sensor 3)	3	RC	✓
P0546	Exhaust Gas Temperature Sensor Circuit High - Bank 1 Sensor 1	1	RC	✓
P242C	Exhaust Gas Temperature Sensor Circuit Low Bank 1 Sensor 3	3	RC	✓
P242E	Exhaust Gas Temperature Sensor Circuit Intermittent/Erratic Bank 1 Sensor 3	3	RC	✓
P2032	Exhaust Gas Temperature Sensor Circuit Low Bank 1 Sensor 2	2	RC	✓
P050E	Cold Start Engine Exhaust Temperature Too Low		RC	
P0545	Exhaust Gas Temperature Sensor Circuit Low - Bank 1 Sensor 1	1	RC	✓
P249C	Excessive Time To Enter Closed Loop Reductant Injection Control		RC	
P117B	Exhaust Gas Temperature Sensor Correlation - Bank 1		RC	
P24A0	Closed Loop Particulate Filter Regeneration Control At Limit - Temperature Too Low		RC	
P2081	Exhaust Gas Temperature Sensor Circuit Intermittent Bank 1 Sensor 1	1		✓
P2085	Exhaust Gas Temperature Sensor Circuit Intermittent Bank 1 Sensor 2	2	RC	✓

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Taylor, Perry (P.A.)
Sent: Friday, September 26, 2014 9:18 AM
To: Conover, Jenny; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); Landis, Ron; Obenour, Doug; Hutchinson, Rob (R.); Doering, Bob; Philbin, Jeff; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/26/2014; VIN =1FT7X2BTXFE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT7X2BTXFE[redacted]	EGT 12	P249C; P249F
VIN = 1FT7W2BT3FE[redacted]	EGT13	P246E

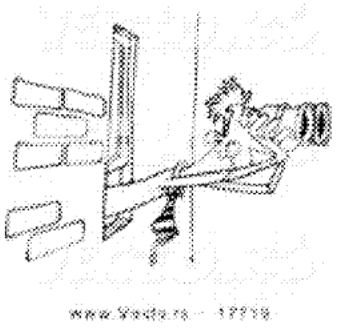
Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Wednesday, September 24, 2014 9:40 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/24/2014; VIN =1FTBF2BT1FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTBF2BT1FE[redacted] EGT 11 P2080

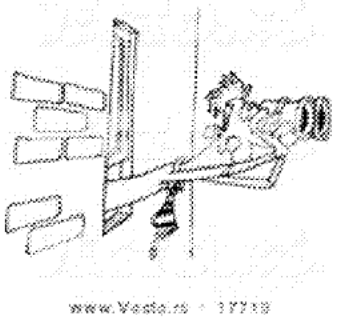
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From: Taylor, Perry (P.A.)
Sent: Thursday, September 18, 2014 10:16 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis 9/18/2014; VIN = 1FT7W3BT3FE[redacted]; 1FT7W2BT2FE[redacted]; 1FTRF3DT3FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT7W3BT3FE[redacted] EGT 12 P2084
VIN = 1FT7W2BT2FE[redacted] EGT 11 (assumed; not specified) P200C/P200E
VIN = 1FTRF3DT3FE[redacted] EGT 14 P246E/P246F

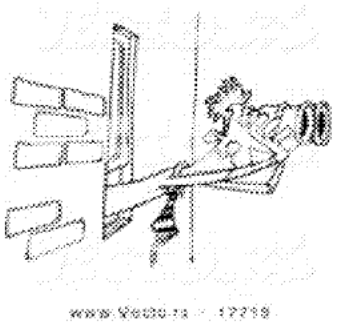
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PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, September 16, 2014 9:54 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis 9/16/2014; VIN = 1FT7W2BT6FE[redacted]; 1FT8X3BT0FE[redacted]; 1FDUF4HTXFE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT7W2BT6FE[redacted] EGT 14
VIN = 1FT8X3BT0FE[redacted] EGT 12
VIN = 1FDUF4HTXFE[redacted] EGT 13 & EGT 14

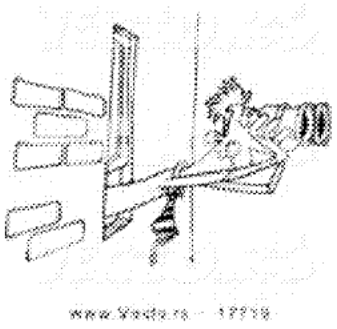
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From: Taylor, Perry (P.A.)
Sent: Monday, September 15, 2014 8:33 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT8W3BT6FE[redacted]



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VIN = 1FT8W3BT6FE[redacted]

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From: Taylor, Perry (P.A.)
Sent: Friday, September 12, 2014 10:52 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT7W2BT7FE[redacted]

VIN = 1FT8W3DT2FE[redacted]
VIN = 1FT7W2BT2FE[redacted]
VIN = 1FT7W2BT4FE[redacted]
VIN = 1FDUF4GT2FE[redacted]

I tried to HOT Request these two as well, but the 2-day request window had already closed. So we will have to wait for the 700 tag process to produce the desired results (part return).

VIN = 1FT7W2BT9FE[redacted]
VIN = 1FT7W2BT7FE[redacted]

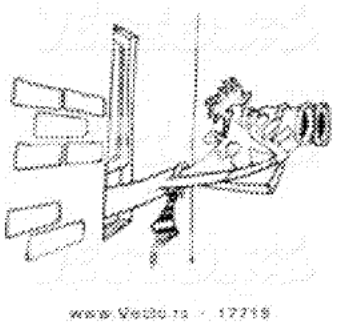
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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Sunday, September 28, 2014 3:03 PM
To: Conover, Jenny; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); Landis, Ron; Obenour, Doug; Hutchinson, Rob (R.); Doering, Bob; Philbin, Jeff; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/28/2014; VIN =1FTRF3BT0FE[redacted]; 1FT7W2BT6FE[redacted];



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTRF3BT0FE[redacted] EGT 14 P2470
VIN = 1FT7W2BT6FE[redacted] EGT 12 P2084 P200C P200E

Stoneridge team, last communication I received from you concerning warranty returns listed as in process. Have these been completed? If so, what were the results? Any additional sensors tested?

1FD0X5HT1FE[redacted]	CEL. P06AE. EGT 12 REPLACED.	In Process - Update 22Sep	In Proc
1FD8X3HT9FE[redacted]	CEL. P242A. EGT 13 REPLACED	In Process - Update 22Sep	In Proc
1FDRF3GT8FE[redacted]	SES LT. P06EB, P242A, P246F. EGT 3 & 4 REPLACED	In Process - Update 22Sep	In Proc
1FDRF3GT8FE[redacted]	SES LT. P06EB, P242A, P246F. EGT 3 & 4 REPLACED	In Process - Update 22Sep	In Proc
1FDUF4GT1FE[redacted]	MIL. P2084, P246E.	In Process - Update 22Sep	In Proc
1FDUF4GT1FE[redacted]	MIL. P2084, P246E.	In Process - Update 22Sep	In Proc
1FT7W2BT0FE[redacted]	CEL. P242B. EGT 13 REPLACED	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	STALLED. P200C, P200E. EGT 14 READS 1.825K DEG	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	CEL. P242B. EGT 13 BIASED	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	REDUCED POWER MSG, CEL. P2470.	In Process - Update 22Sep	In Proc
1FT7W2BT2FE[redacted]	CEL. P200C, P2031, P2033, P200E. EGT 12 REPLACED	In Process - Update 22Sep	In Proc
1FT7W2BT3FE[redacted]	CEL. P24C7, P24DA.	In Process - Update 22Sep	In Proc
1FT7W2BT5FE[redacted]	SES LT. P24DA. EGT 11 OUT OF RANGE	In Process - Update 22Sep	In Proc
1FT7W2BT7FE[redacted]	CEL. P0544.	In Process - Update 22Sep	In Proc

1FT7W2BTXFE[redacted]	CEL. P2080.	In Process - Update 22Sep	In Proc
1FT8W3BT2FE[redacted]	CEL. P242A, P24B1. EGT 3 OUT OF RANGE	In Process - Update 22Sep	In Proc
1FT8W3BT4FE[redacted]	CEL. P050E. EGT 12 REPLACED	In Process - Update 22Sep	In Proc
1FTRF3AT2FE[redacted]	REDUCED POWER MSG, WILL NOT GO OVER 80 KM. P246F, P2470. EGT 14 REPLACED	In Process - Update 22Sep	In Proc

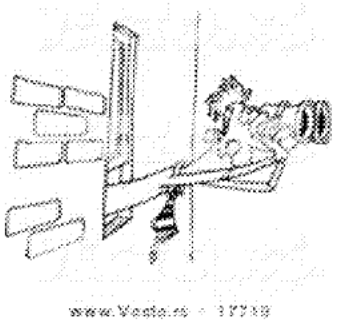
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PVT Powertrain

Kentucky Truck Plant – Super Duty

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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, September 25, 2014 8:19 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/28/2014; VIN =1FTRF3BT0FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTRF3BT0FE[redacted] EGT 11 P2080

This is a new claim, but looks a lot like the claim yesterday; VIN = 1FTBF2BT1FE[redacted] EGT 11 P2080

VIN = 1FT8W3DT2FE[redacted] EGT 12 P0284 (which is also a range/performance DTC, except for EGT 12 instead of EGT 11)

Perry A. Taylor

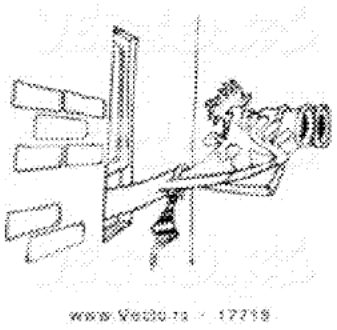
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Desk Phone: (502) 429-2702
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PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Wednesday, September 24, 2014 9:40 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/24/2014; VIN =1FTBF2BT1FE[redacted]



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VIN = 1FTBF2BT1FE[redacted] EGT 11 P2080

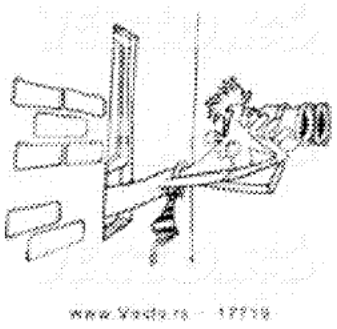
Perry A. Taylor

PVT Powertrain

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PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, September 18, 2014 10:16 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis 9/18/2014; VIN = 1FT7W3BT3FE[redacted]; 1FT7W2BT2FE[redacted] 1FTRF3DT3FE[redacted]



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VIN = 1FT7W3BT3FE[redacted] EGT 12 P2084
VIN = 1FT7W2BT2FE[redacted] EGT 11 (assumed; not specified) P200C/P200E
VIN = 1FTRF3DT3FE[redacted] EGT 14 P246E/P246F

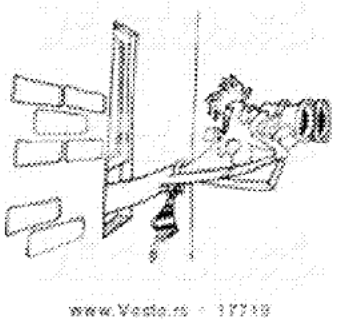
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Subject: RE: EGT warranty analysis 9/16/2014; VIN = 1FT7W2BT6FE[redacted]; 1FT8X3BT0FE[redacted] 1FDUF4HTXFE[redacted]



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VIN = 1FT7W2BT6FE[redacted] EGT 14
VIN = 1FT8X3BT0FE[redacted] EGT 12
VIN = 1FDUF4HTXFE[redacted] EGT 13 & EGT 14

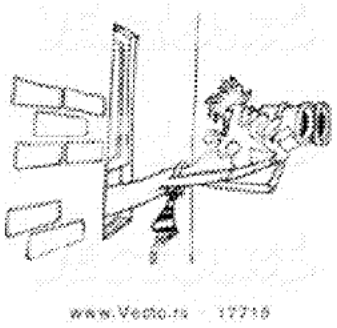
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From: Taylor, Perry (P.A.)
Sent: Monday, September 15, 2014 8:33 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT8W3BT6FE[redacted]



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VIN = 1FT8W3BT6FE[redacted]

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Subject: RE: EGT warranty analysis; VIN = 1FT7W2BT7FE[redacted]

VIN = 1FT8W3DT2FE[redacted]
VIN = 1FT7W2BT2FE[redacted]
VIN = 1FT7W2BT4FE[redacted]

VIN = 1FDUF4GT2FE[redacted]

I tried to HOT Request these two as well, but the 2-day request window had already closed. So we will have to wait for the 700 tag process to produce the desired results (part return).

VIN = 1FT7W2BT9FE[redacted]
VIN = 1FT7W2BT7FE[redacted]

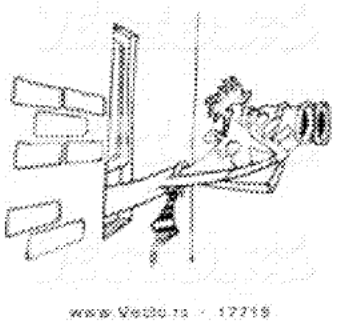
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Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, September 30, 2014 1:12 PM
To: Conover, Jenny; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); Landis, Ron; Obenour, Doug; Hutchinson, Rob (R.); Doering, Bob; Philbin, Jeff; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/30/2014; VIN = 1FT8W3DT4FE[redacted] 1FD0W5HT8FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT8W3DT4FE[redacted] EGT 12 P2084 P200C P200E P2033
VIN = 1FD0W5HT8FE[redacted] EGT 12 P2084

Perry A. Taylor

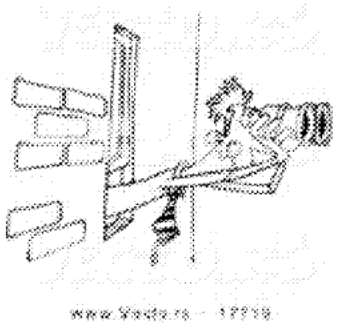
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PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Sunday, September 28, 2014 11:02 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/28/2014; VIN =1FTRF3BT0FE[redacted] 1FT7W2BT6FE[redacted]

RQ14-005 001709 ER



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT8W3DT4FE[redacted] EGT 12 P2084 P200C P200E P2033

VIN = 1FT7W2BT6FE[redacted] EGT 12

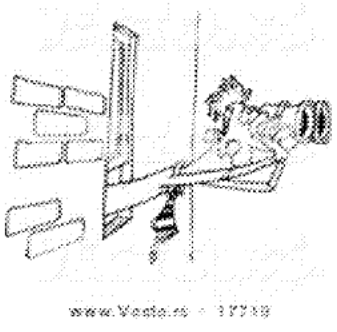
Stoneridge team, last communication I received from you concerning warranty returns listed as in process. Have these been completed? If so, what were the results? Any additional sensors tested?

1FD0X5HT1FE[redacted]	CEL. P06AE. EGT 12 REPLACED.	In Process - Update 22Sep	In Proc
1FD8X3HT9FE[redacted]	CEL. P242A. EGT 13 REPLACED	In Process - Update 22Sep	In Proc
1FDRF3GT8FE[redacted]	SES LT. P06EB, P242A, P246F. EGT 3 & 4 REPLACED	In Process - Update 22Sep	In Proc
1FDRF3GT8FE[redacted]	SES LT. P06EB, P242A, P246F. EGT 3 & 4 REPLACED	In Process - Update 22Sep	In Proc
1FDUF4GT1FE[redacted]	MIL. P2084, P246E.	In Process - Update 22Sep	In Proc
1FDUF4GT1FE[redacted]	MIL. P2084, P246E.	In Process - Update 22Sep	In Proc
1FT7W2BT0FE[redacted]	CEL. P242B. EGT 13 REPLACED	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	STALLED. P200C, P200E. EGT 14 READS 1.825K DEG	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	CEL. P242B. EGT 13 BIASED	In Process - Update 22Sep	In Proc
1FT7W2BT1FE[redacted]	REDUCED POWER MSG, CEL. P2470.	In Process - Update 22Sep	In Proc
1FT7W2BT2FE[redacted]	CEL. P200C, P2031, P2033, P200E. EGT 12 REPLACED	In Process - Update 22Sep	In Proc
1FT7W2BT3FE[redacted]	CEL. P24C7, P24DA.	In Process - Update 22Sep	In Proc
1FT7W2BT5FE[redacted]	SES LT. P24DA. EGT 11 OUT OF RANGE	In Process - Update 22Sep	In Proc
1FT7W2BT7FE[redacted]	CEL. P0544.	In Process - Update 22Sep	In Proc
1FT7W2BTXFE[redacted]	CEL. P2080.	In Process - Update 22Sep	In Proc
1FT8W3BT2FE[redacted]	CEL. P242A, P24B1. EGT 3 OUT OF RANGE	In Process - Update 22Sep	In Proc
1FT8W3BT4FE[redacted]	CEL. P050E. EGT 12 REPLACED	In Process - Update 22Sep	In Proc
1FTRF3AT2FE[redacted]	REDUCED POWER MSG, WILL NOT GO OVER 80 KM. P246F, P2470. EGT 14 REPLACED	In Process - Update 22Sep	In Proc

Perry A. Taylor

PVT Powertrain
Kentucky Truck Plant – Super Duty
Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, September 25, 2014 8:19 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/28/2014; VIN =1FTRF3BT0FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTRF3BT0FE[redacted] EGT 11 P2080

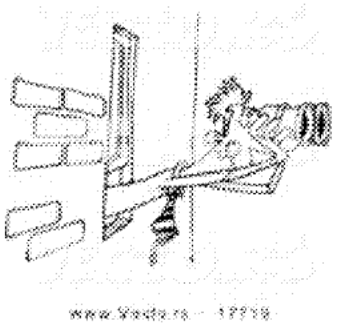
This is a new claim, but looks a lot like the claim yesterday; VIN = 1FTBF2BT1FE[redacted] EGT 11 P2080

VIN = 1FT8W3DT2FE[redacted] EGT 12 P0284 (which is also a range/performance DTC, except for EGT 12 instead of EGT 11)

Perry A. Taylor

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Kentucky Truck Plant – Super Duty
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From: Taylor, Perry (P.A.)
Sent: Wednesday, September 24, 2014 9:40 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty returns 9/24/2014; VIN =1FTBF2BT1FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FTBF2BT1FE[redacted] EGT 11 P2080

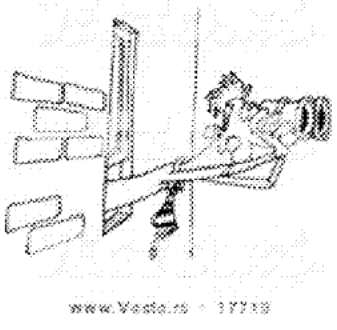
Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, September 18, 2014 10:16 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis 9/18/2014; VIN = 1FT7W3BT3FE[redacted]; 1FT7W2BT2FE[redacted] 1FTRF3DT3FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT7W3BT3FE[redacted] EGT 12 P2084
VIN = 1FT7W2BT2FE[redacted] EGT 11 (assumed; not specified) P200C/P200E
VIN = 1FTRF3DT3FE[redacted] EGT 14 P246E/P246F

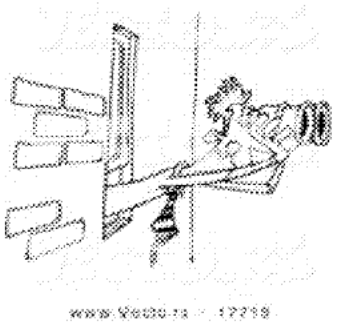
Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, September 16, 2014 9:54 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis 9/16/2014; VIN = 1FT7W2BT6FE[redacted]; 1FT8X3BT0FE[redacted]; 1FDUF4HTXFE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT7W2BT6FE[redacted] EGT 14
VIN = 1FT8X3BT0FE[redacted] EGT 12
VIN = 1FDUF4HTXFE[redacted] EGT 13 & EGT 14

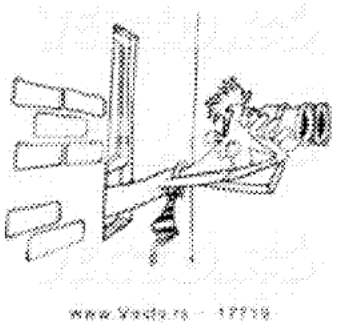
Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Monday, September 15, 2014 8:33 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT8W3BT6FE[redacted]



BE ON THE LOOKOUT for these Exhaust Gas Temperature Sensor (EGT); (-5J213-) replaced this week. They were replaced in warranty and I have hot requested the parts back directly to Stoneridge (attn. Jennifer Conover; RAC CA06-98).

VIN = 1FT8W3BT6FE[redacted]

Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Friday, September 12, 2014 10:52 AM
To: 'Conover, Jenny'; Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); 'Landis, Ron'; 'Obenour, Doug'; Hutchinson, Rob (R.); 'Doering, Bob'; 'Philbin, Jeff'; Miley, Jon (J.W.)
Subject: RE: EGT warranty analysis; VIN = 1FT7W2BT7FE[redacted]

VIN = 1FT8W3DT2FE[redacted]
VIN = 1FT7W2BT2FE[redacted]
VIN = 1FT7W2BT4FE[redacted]
VIN = 1FDUF4GT2FE[redacted]

I tried to HOT Request these two as well, but the 2-day request window had already closed. So we will have to wait for the 700 tag process to produce the desired results (part return).

VIN = 1FT7W2BT9FE[redacted]
VIN = 1FT7W2BT7FE[redacted]

Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Rinkevich, Daniel (D.J.)
Sent: Monday, May 19, 2014 6:39 PM
To: 'Quiroz, Jesus'
Cc: Castro Lujan, Juan; Ochoa, Gerardo; Ellis, Paul; Modina, John (.); Williams, Brent (B.A.)
Subject: RE: EGT Warranty Returns
Attachments: Review of 14406 EGT connectors sent back to Lear; RE: 4 more EGT connectors ; RE: Contact Info

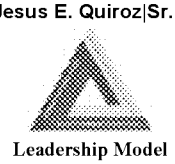
Jesus,
There were several batches of parts that I gave to John Modina (Lear's on-site engineer in Dearborn), and never heard feedback.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Quiroz, Jesus [mailto:JQuiroz@lear.com]
Sent: Monday, May 19, 2014 2:07 PM
To: Rinkevich, Daniel (D.J.)
Cc: Castro Lujan, Juan; Ochoa, Gerardo; Ellis, Paul
Subject: EGT Warranty Returns

Dan,
It looks like we did cross section already to all the samples that we sent at one time to our Lear Juarez Plant.
At this time we don't have more to provide Gary Hite for USCAR validation.
Do you happen to have more that we can send to Gary?
Please let me know.
Thanks

Jesus E. Quiroz|Sr. Quality Manager|Lear Corporation / Electrical Distribution Systems | ✉ jquiroz@lear.com | ☎ **248-447-1133** **313-215-9037**



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From: Rinkevich, Daniel (D.J.)
Sent: Wednesday, January 22, 2014 3:20 PM
To: Quiroz, Jesus (JQuiroz@lear.com)
Cc: Austin, Aaron (A.A.)
Subject: Review of 14406 EGT connectors sent back to Lear

Jesus,
2 questions:

- What have you discovered in the many connectors sent back to Lear via John Modina from warrantee returns?
- Do you have a planned implementation date for the soldering of the connector pins?

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Rinkevich, Daniel (D.J.)
Sent: Wednesday, December 04, 2013 2:38 PM
To: Quiroz, Jesus (JQuiroz@lear.com)
Cc: Modina, John (Rene) (JModina@lear.com); Austin, Aaron (A.A.); Bushman, Thomas (T.S.); Williams, Brent (B.A.)
Subject: RE: 4 more EGT connectors

Jesus,
I just gave John Modina another 6 14406 EGT connectors from warrantee returns. Please let me know what you find.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Rinkevich, Daniel (D.J.)
Sent: Tuesday, December 03, 2013 10:02 AM
To: Quiroz, Jesus (JQuiroz@lear.com)
Cc: Modina, John (Rene) (JModina@lear.com); Austin, Aaron (A.A.); Bushman, Thomas (T.S.); Williams, Brent (B.A.)
Subject: 4 more EGT connectors

Jesus
I gave John Modina 4 more 14406 EGT connectors from warrantee returns. Please let me know what you find.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Rinkevich, Daniel (D.J.)
Sent: Monday, November 25, 2013 8:13 PM
To: 'Quiroz, Jesus'
Cc: Bushman, Thomas (T.S.)
Subject: RE: Contact Info

Jesus,
All the parts are from vehicles that had EGT sensor issues. Please look at them and let me know if the:

- Crimps meet USCAR21
- Connector ends are correct
- Coatings are okay

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Quiroz, Jesus [mailto:JQuiroz@lear.com]
Sent: Monday, November 25, 2013 3:01 PM
To: Rinkevich, Daniel (D.J.)
Cc: Bushman, Thomas (T.S.)
Subject: RE: Contact Info

Dan,
I got the box and the connector on top of the box was sent to Gary Hite to be analyzed.
The rest of the parts inside what do you want me to do with them? Are they Stoneridge parts?

Jesus E. Quiroz|Sr. Quality Manager|Lear Corporation / Electrical Power Management Systems | ✉ jquiroz@lear.com | ☎ **248-447-1133** **313-215-9037**

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From: Rinkevich, Daniel (D.J.) [mailto:drinkevi@ford.com]
Sent: Friday, November 22, 2013 11:02 AM
To: Quiroz, Jesus
Cc: Modina, John (Rene); Bushman, Thomas (T.S.)
Subject: RE: Contact Info

Jesus,
I gave a box of connectors to John this morning. The connector that we are particularly interested in is on top with your name on the tag. Please take a look at all the connectors and let me know what you find.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Quiroz, Jesus [mailto:JQuiroz@lear.com]
Sent: Thursday, November 21, 2013 11:00 AM
To: Rinkevich, Daniel (D.J.)
Cc: Modina, John (Rene)
Subject: RE: Contact Info

Dan,
There's a colleague in **Building 1** that can bring the samples to my office in Southfield.
He's name is **John Modina,** you can drop the samples in his **cube 11F043** please.
Thank you!

Jesus E. Quiroz|Sr. Quality Manager|Lear Corporation / Electrical Power Management Systems | ✉ jquiroz@lear.com | ☎ **248-447-1133** **313-215-9037**

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From: Quiroz, Jesus
Sent: Wednesday, November 20, 2013 4:18 PM
To: 'Rinkevich, Daniel (D.J.)'
Subject: RE: Contact Info

See you Dan, thanks

Jesus E. Quiroz|Sr. Quality Manager|Lear Corporation / Electrical Power Management Systems | ✉ jquiroz@lear.com | ☎ **248-447-1133** **313-215-9037**

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From: Rinkevich, Daniel (D.J.) [mailto:drinkevi@ford.com]
Sent: Wednesday, November 20, 2013 11:10 AM
To: Quiroz, Jesus
Subject: Contact Info

Phone number is below my name. See you at 8 am tomorrow.

Location:
Building 3
Cube: 2G158
20100 Rotunda Drive
Dearborn, MI 48124

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

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From: Bushman, Thomas (T.S.)
Sent: Thursday, August 15, 2013 4:29 PM
To: Hutchinson, Rob (R.)
Cc: Rinkevich, Daniel (D.J.); Sonat, Ibrahim (I.)
Subject: RE: EGT_Warranty_Claims_(05-17-13).xlsx

Excellent - thanks Rob.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Hutchinson, Rob (R.)
Sent: Thursday, August 15, 2013 10:52 AM
To: Bushman, Thomas (T.S.)
Cc: Rinkevich, Daniel (D.J.); Sonat, Ibrahim (I.)
Subject: RE: EGT_Warranty_Claims_(05-17-13).xlsx

Thomas,
As you can see it is a couple of months old.... I did it when I was first invited to the EGT meeting....

Yesterday I gave Ibrahim and Dan FF data for all 2013MY with any code for EGT (from PPT RC)
<< File: All 2013 FF data.xls >> << Message: FF and claims >>
We are going to try to cross reference these sessions with his claims list tomorrow morning. This may give us the tie in we need.
<< File: EGT Claims and FF_Hi-Stat_2013-6-27.xlsx >>

Rob Hutchinson
Quality Analyst GPCSE Sensors
Global Powertrain Controls Systems Engineering
Dearborn - Building 2 Room 22J07
1-313-845-1113
rhutch13@ford.com

From: Bushman, Thomas (T.S.)

RQ14-005 001722 ER

Sent: Thursday, August 15, 2013 10:44 AM
To: Hutchinson, Rob (R.); Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.)
Subject: RE: EGT_Warranty_Claims_(05-17-13).xlsx

Rob – thanks for pulling this together.

I'm reading through it trying to find a common denominator.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Hutchinson, Rob (R.)
Sent: Wednesday, August 14, 2013 9:42 AM
To: Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.)
Subject: EGT_Warranty_Claims_(05-17-13).xlsx
Importance: High

Tom,
Here is what you asked for.

If you look at the far right you will see FF data, AWS observations from other repairs, and CQIS reports.
<< File: EGT_Warranty_Claims_(05-17-13).xlsx >>

Rob Hutchinson

Quality Analyst GPCSE Sensors

Global Powertrain Controls Systems Engineering

Dearborn - Building 2 Room 22J07

1-313-845-1113

rhutch13@ford.com

From: McDonagh, Scot (S.M.)
Sent: Wednesday, February 05, 2014 5:35 PM
To: Merrell, Robert (R.J.); Bird, Kevin (M.)
Cc: Hawk, Steve (S.D.); Rinkevich, Daniel (D.J.)
Subject: RE: EGT13 fault

4/18/12 build date is before Powder fill EGT went into Production. Install AC3A-12B591-AC / AC3A-12B591-BC level sensor if needed

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

From: Merrell, Robert (R.J.)
Sent: Wednesday, February 05, 2014 11:50 AM
To: McDonagh, Scot (S.M.); Bird, Kevin (M.)
Cc: Hawk, Steve (S.D.); Rinkevich, Daniel (D.J.)
Subject: RE: EGT13 fault

April build Scott.
I know tell me about it, EGT faulted to an overtemp signal. Which shut it down.
You'd think we would validate off of the other EGT's before we did that.

1FT8W3BT9DE[redacted]
Production Date: 18-APR-2012

From: McDonagh, Scot (S.M.)
Sent: Wednesday, February 05, 2014 11:45 AM
To: Bird, Kevin (M.); Merrell, Robert (R.J.)
Cc: Hawk, Steve (S.D.); Rinkevich, Daniel (D.J.)
Subject: RE: EGT13 fault

I'm not making the connection between No-Crank and EGT codes. What is vehicle build date ?

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

From: Bird, Kevin (M.)
Sent: Friday, January 31, 2014 7:18 AM
To: McDonagh, Scot (S.M.); Merrell, Robert (R.J.)
Cc: Hawk, Steve (S.D.)
Subject: EGT13 fault

After sitting all afternoon truck was a no start (no crank).
P200C – DPF overtemp
P200E – Catalyst overtemp
P242B – EGT13 circuit range/perform
P242D – EGT13 circuit high

Truck did start this morning. Does anyone want to look at the truck? I'm going to write a worq order for Steve's guys to look at it.

Kevin

From: Rinkevich, Daniel (D.J.)
Sent: Friday, January 31, 2014 6:31 PM
To: Merrell, Robert (R.J.); McDonagh, Scot (S.M.)
Cc: Stanley, Daniel (D.J.); Oyafuso, Kevin (K.G.)
Subject: RE: EGT13 fault

Thanks Bob. Unfortunately the truck is just fine today. Nothing seen even when wiggling wires. Hmm. I asked Kevin Bird to keep me in the loop.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Merrell, Robert (R.J.)
Sent: Friday, January 31, 2014 8:16 AM
To: McDonagh, Scot (S.M.)
Cc: Rinkevich, Daniel (D.J.); Stanley, Daniel (D.J.); Oyafuso, Kevin (K.G.)
Subject: FW: EGT13 fault

Golden opportunity we have a 2014 here with and faulty EGT and a no start.
Is there an issue with the sonic weld or what?
Maybe its time to get the supplier on site to see a dead truck.

From: Bird, Kevin (M.)
Sent: Friday, January 31, 2014 7:18 AM
To: McDonagh, Scot (S.M.); Merrell, Robert (R.J.)
Cc: Hawk, Steve (S.D.)
Subject: EGT13 fault

After sitting all afternoon truck was a no start (no crank).
P200C – DPF overtemp
P200E – Catalyst overtemp
P242B – EGT13 circuit range/perform
P242D – EGT13 circuit high

Truck did start this morning. Does anyone want to look at the truck? I'm going to write a worq order for Steve's guys to look at it.

Kevin

From: Rinkevich, Daniel (D.J.)
Sent: Wednesday, August 14, 2013 8:32 PM
To: Bushman, Thomas (T.S.); Goodwin, William (W.R.); Johnson, Seth (S.); Wagers, Sue (S.K.); McDonagh, Scot (S.M.)
Cc: Dixon, Mark (M.R.)
Subject: RE: Engineering Discussion: F-Superduty 6.7L Diesel EGT Sensor

It was for the auto shutdown of ambulances due to failed EGT sensors 2011 MY to present. It was for understanding. No discussion was made so far about what or if anything should be done.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Bushman, Thomas (T.S.)
Sent: Wednesday, August 14, 2013 4:29 PM
To: Goodwin, William (W.R.); Johnson, Seth (S.); Wagers, Sue (S.K.); McDonagh, Scot (S.M.)
Cc: Rinkevich, Daniel (D.J.); Dixon, Mark (M.R.)
Subject: RE: Engineering Discussion: F-Superduty 6.7L Diesel EGT Sensor

Guys – I just found this meeting notice --- was this for the moved RTD issue we had back in 2011 and 2012?

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

-----Original Appointment-----
From: Oswalt, Greg (G.G.)
Sent: Wednesday, August 14, 2013 12:19 PM
To: Oswalt, Greg (G.G.); Bushman, Thomas (T.S.); Goodwin, William (W.R.); Bogema, John (P.); Keady, Christopher (C.M.); Lyon, Peter (P.M.); Wilson, Marie (M.); Wickenheiser, Francis (F.J.); Johnston, Dennis (D.T.); Johnson, Seth (S.); Frascaroli, Emily (E.E.); Love, Keith (K.A.); Schultz, Matthew (M.J.); Spencer, Beth (B.); Londy, George (G.L.); Wagers, Sue (S.K.); McDonagh, Scot (S.M.)
Cc: Rinkevich, Daniel (D.J.); Dixon, Mark (M.R.); Moylan, James (J.J.)
Subject: FW: Engineering Discussion: F-Superduty 6.7L Diesel EGT Sensor
When: Wednesday, August 14, 2013 12:30 PM-1:30 PM (UTC-05:00) Eastern Time (US & Canada).
Where: PDC 2B-G79 (Greg's Office) & WebEx

RQ14-005 001727 ER

-----Original Appointment-----
From: Oswalt, Greg (G.G.)
Sent: Monday, July 29, 2013 10:14 AM
To: Oswalt, Greg (G.G.); Goodwin, William (W.R.); Bogema, John (P.); Keady, Christopher (C.M.); Lyon, Peter (P.M.); Wilson, Marie (M.); Wickenheiser, Francis (F.J.); Johnston, Dennis (D.T.); Johnson, Seth (S.); Frascaroli, Emily (E.E.); Love, Keith (K.A.); Schultz, Matthew (M.J.); Spencer, Beth (B.); Londy, George (G.L.); Wagers, Sue (S.K.); McDonagh, Scot (S.M.)
Cc: Rinkevich, Daniel (D.J.); Dixon, Mark (M.R.); Moylan, James (J.J.)
Subject: Engineering Discussion: F-Superduty 6.7L Diesel EGT Sensor
When: Wednesday, August 14, 2013 12:30 PM-1:30 PM (UTC-05:00) Eastern Time (US & Canada).
Where: PDC 2B-G79 (Greg's Office) & WebEx

8/2: Note date and time change.

I may have missed others, please invite if necessary.

Greg Oswalt invites you to an online meeting using WebEx.

WebEx meeting information

Meeting Number: 718 153 832
Meeting Link: https://ford.webex.com/ford/j.php?J=718153832
Meeting Password: This meeting does not require a password.

This meeting may include the option for video. The recording of meetings is prohibited. For company policies on using video click here:
https://comm.sp.ford.com/sites/digitalworker/Pages/HowiWorkItem.aspx?UCTitle=to%20use%20Video&UCID=&Page=2&Section=2.001

Audio conference information

To receive a call back, provide your phone number when you join the meeting, or call the number below and enter the access code.
US Toll Free Number: +1-888-628-3668
FordNet 248-3668 / Toll: +1-313-248-3668
Global call-in numbers: https://ford.webex.com/ford/globalcallin.php?serviceType=MC&ED=240318732&tollFree=1
Toll-free dialing restrictions: http://www.webex.com/pdf/tollfree_restrictions.pdf

Access code:718 153 832

MC06

http://www.webex.com

From: Bushman, Thomas (T.S.)
Sent: Wednesday, August 14, 2013 8:29 PM
To: Goodwin, William (W.R.); Johnson, Seth (S.); Wagers, Sue (S.K.); McDonagh, Scot (S.M.)
Cc: Rinkevich, Daniel (D.J.); Dixon, Mark (M.R.)
Subject: RE: Engineering Discussion: F-Superduty 6.7L Diesel EGT Sensor

Guys – I just found this meeting notice --- was this for the moved RTD issue we had back in 2011 and 2012?

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

-----Original Appointment-----
From: Oswalt, Greg (G.G.)
Sent: Wednesday, August 14, 2013 12:19 PM
To: Oswalt, Greg (G.G.); Bushman, Thomas (T.S.); Goodwin, William (W.R.); Bogema, John (P.); Keady, Christopher (C.M.); Lyon, Peter (P.M.); Wilson, Marie (M.); Wickenheiser, Francis (F.J.); Johnston, Dennis (D.T.); Johnson, Seth (S.); Frascaroli, Emily (E.E.); Love, Keith (K.A.); Schultz, Matthew (M.J.); Spencer, Beth (B.); Londy, George (G.L.); Wagers, Sue (S.K.); McDonagh, Scot (S.M.)
Cc: Rinkevich, Daniel (D.J.); Dixon, Mark (M.R.); Moylan, James (J.J.)
Subject: FW: Engineering Discussion: F-Superduty 6.7L Diesel EGT Sensor
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Cc: Rinkevich, Daniel (D.J.); Dixon, Mark (M.R.); Moylan, James (J.J.)
Subject: Engineering Discussion: F-Superduty 6.7L Diesel EGT Sensor
When: Wednesday, August 14, 2013 12:30 PM-1:30 PM (UTC-05:00) Eastern Time (US & Canada).
Where: PDC 2B-G79 (Greg's Office) & WebEx

8/2: Note date and time change.

RQ14-005 001730 ER

I may have missed others, please invite if necessary.

Greg Oswalt invites you to an online meeting using WebEx.

WebEx meeting information

Meeting Number: 718 153 832
Meeting Link: https://ford.webex.com/ford/j.php?J=718153832
Meeting Password: This meeting does not require a password.

This meeting may include the option for video. The recording of meetings is prohibited. For company policies on using video click here:
https://comm.sp.ford.com/sites/digitalworker/Pages/HowiWorkItem.aspx?UCTitle=to%20use%20Video&UCID=&Page=2&Section=2.001

Audio conference information

To receive a call back, provide your phone number when you join the meeting, or call the number below and enter the access code.
US Toll Free Number: +1-888-628-3668
FordNet 248-3668 / Toll: +1-313-248-3668
Global call-in numbers: https://ford.webex.com/ford/globalcallin.php?serviceType=MC&ED=240318732&tollFree=1
Toll-free dialing restrictions: http://www.webex.com/pdf/tollfree_restrictions.pdf

Access code:718 153 832

MC06

http://www.webex.com

From: Dixon, Mark (M.R.)
Sent: Thursday, September 12, 2013 6:49 PM
To: Bushman, Thomas (T.S.); Douglas, Jason (J.); Moylan, James (J.J.); Rinkevich, Daniel (D.J.)
Cc: Roberts, Ryan (R.S.); Wagers, Sue (S.K.)
Subject: RE: EOL Data

Would also help to see the EOL results of the 2013 VINs that had EGT replacements (to see where they fall in the population distribution). Long shot, but it may show a trend, or even a possibility of tightening EOL thresholds to catch some of these.

Dan, do you have the EGT Claim VINs you could forward.

From: Bushman, Thomas (T.S.)
Sent: Thursday, September 12, 2013 2:43 PM
To: Douglas, Jason (J.); Dixon, Mark (M.R.); Moylan, James (J.J.)
Cc: Roberts, Ryan (R.S.); Wagers, Sue (S.K.)
Subject: RE: EOL Data

Jason – thanks for pulling this together.

Excellent report – very well organized. Thanks for making it "self-explanatory".

Could we ask for one more request with regard to the EGT investigation – could you do the same thing but for Pre-Rolls, before the units are started?

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Douglas, Jason (J.)
Sent: Thursday, September 12, 2013 2:18 PM
To: Dixon, Mark (M.R.); Moylan, James (J.J.); Bushman, Thomas (T.S.)
Cc: Roberts, Ryan (R.S.); Wagers, Sue (S.K.)
Subject: RE: EOL Data

Here is the EGT1x historical data for KTP EOL (static and dynamic, one month production, first run only).

<< File: KTP_EOL_EGT_DATA_P473_6.7L.pptx >>

Jason Douglas
End of Line Diagnostics Engineer (P473 6.7L, C346N/ST, C344N PHEV/FHEV)
Global Powertrain Controls Systems Engineering
North American Applications
DSC2, Room 747
Email: jdougl19@ford.com
Mob: 313-805-7010

From: Douglas, Jason (J.)
Sent: Wednesday, September 11, 2013 2:50 PM
To: Dixon, Mark (M.R.); Moylan, James (J.J.); Bushman, Thomas (T.S.)
Cc: Roberts, Ryan (R.S.); Wagers, Sue (S.K.)
Subject: RE: EOL Data

Attached are the details on the KTP EOL EGT test for P473 6.7L. I will send out the data recorded at EOL separately when I have everything processed.

<< File: KTP EOL P473 6.7L EGT EOL Test.pptx >>

Jason Douglas
End of Line Diagnostics Engineer (P473 6.7L, C346N/ST, C344N PHEV/FHEV)
Global Powertrain Controls Systems Engineering
North American Applications
DSC2, Room 747
Email: jdougl19@ford.com
Mob: 313-805-7010

From: Dixon, Mark (M.R.)
Sent: Tuesday, September 10, 2013 1:37 PM
To: Moylan, James (J.J.); Bushman, Thomas (T.S.); Douglas, Jason (J.)
Cc: Roberts, Ryan (R.S.); Wagers, Sue (S.K.)
Subject: EOL Data

Jim/Tom, this is the format we have been using to overlay field failure data on the population distribution of EOL test data. The red dots are the EOL results on units with claims.

Would be great to see this for the EGT EOL test.

Jason, do you have a description of how the diesel EGT EOL test runs, and where it runs (static of dynamic).

<< OLE Object: Picture (Device Independent Bitmap) >>

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

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

From: Rinkevich, Daniel (D.J.)
Sent: Thursday, September 26, 2013 2:47 PM
To: Douglas, Jason (J.)
Subject: RE: EOL EGT Prerolls data

Thanks Jason.

Dan Rinkevich
Powertrain Quality
Desk: (313) 322-3653
Cell: (313) 676-9572

-----Original Message-----
From: Douglas, Jason (J.)
Sent: Wednesday, September 25, 2013 01:53 PM Eastern Standard Time
To: Rinkevich, Daniel (D.J.)
Subject: EOL EGT Prerolls data

Daniel,

I sent you data earlier from pre-rolls station at KTP with EGT sensor and Ambient Air Temperature sensor data. I later learned that the data came from a repair station, so that tells me the engine had been started before the data was collected. I'm not sure how long the engine had been off before running the test, but just wanted you to know that. We should be getting more data later this week from the actual assembly line tester. Right now they are just proving the new software out at a repair station.

Thanks,

Jason Douglas

End of Line Diagnostics Engineer (P473 6.7L, C346N/ST, C344N PHEV/FHEV)

Global Powertrain Controls Systems Engineering

North American Applications

DSC2, Room 747

Email: jdougl19@ford.com

Mob: 313-805-7010

RQ14-005 001735 ER

From: Eis, Peter (P.R.)
Sent: Monday, October 06, 2014 9:32 PM
To: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); Hansen, Thayne (T.)
Cc: Johnson, Seth (S.)
Subject: RE: ESP Prior Approval on EGTs

Thanks Mark for that detailed info.

Peter Eis
Program Manager
Ford Motor Company
Ford Customer Service Division
(313) 390-9702
peis@ford.com

From: Dixon, Mark (M.R.)
Sent: Monday, October 06, 2014 3:49 PM
To: Eis, Peter (P.R.); Rinkevich, Daniel (D.J.); Hansen, Thayne (T.)
Cc: Johnson, Seth (S.)
Subject: RE: ESP Prior Approval on EGTs

The higher TIS data showing the older MY (2011/12) to be better than latter MY's (2013/14). Attached cum R/1000 chart is a little hard to read, but the 2011/12 are the red and purple lines, 2013/14 are the green and brown lines.

Improved EGT we introduced in 2013 did not help warranty – there is something else going on. We now think problem is crimp within the sensor – have fix action planned for Dec.

"Coverage" warranty spend on this part was $580K in Sept (and warranty mix on this part is around 30%).

From: Eis, Peter (P.R.)
Sent: Monday, October 06, 2014 8:46 AM
To: Rinkevich, Daniel (D.J.)
Cc: Dixon, Mark (M.R.); Johnson, Seth (S.)
Subject: FW: ESP Prior Approval on EGTs

Dan, based on the trailing notes, do you have any data available to answer the question as to R/1000?

Thanks

Peter Eis
Program Manager
Ford Motor Company
Ford Customer Service Division
(313) 390-9702
peis@ford.com

From: Hansen, Thayne (T.)
Sent: Monday, October 06, 2014 8:23 AM

To: Eis, Peter (P.R.)
Subject: RE: ESP Prior Approval on EGTs

When I say old, it was my understanding that there was a newer level EGT that is showing much better warranty performance. Let me know if I am mis-remembering.

Thayne N. Hansen
Technical Service Hotline Manager
NA Service Engineering Operations
Ford Customer Service Division
Ford Motor Company

Phone - 313-248-2598
thansen1@ford.com

From: Eis, Peter (P.R.)
Sent: Monday, October 06, 2014 7:59 AM
To: Hansen, Thayne (T.)
Subject: RE: ESP Prior Approval on EGTs

Not off hand, I could ask our group in C&C if they have an answer on it. You mentioned Old EGT's ?

Peter Eis
Program Manager
Ford Motor Company
Ford Customer Service Division
(313) 390-9702
peis@ford.com

From: Hansen, Thayne (T.)
Sent: Monday, October 06, 2014 5:39 AM
To: Eis, Peter (P.R.)
Subject: ESP Prior Approval on EGTs

Do you know what the projected R/1000 over time (beyond warranty) on the old EGTs is?

Thanks.

Thayne N. Hansen
Technical Service Hotline Manager
NA Service Engineering Operations
Ford Customer Service Division
Ford Motor Company

Phone - 313-248-2598
thansen1@ford.com

From: Rinkevich, Daniel (D.J.)
Sent: Thursday, August 28, 2014 2:06 PM
To: Taylor, Perry (P.A.)
Subject: RE: Ever hear of this?

New to me. It doesn't make sense unless the wires EGT wires were open circuit as a result. I'd put that repair to exhaust. I'm not convinced that the truck won't be back though.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Taylor, Perry (P.A.)
Sent: Thursday, August 28, 2014 8:10 AM
To: Niland, Tom (T.H.); Hargis, Matt (M.J.)
Cc: Roberts, James (J.B.); Rinkevich, Daniel (D.J.)
Subject: Ever hear of this?

Vehicle came in for check engine light. P200C DIESEL PARTICULATE FILTER OVER TEMPERATURE (BANK 1); P200E;

Repair = VERIFIED CONCERN ENGINE HAS EXHAUST SENSOR CODES CAUSED BY EXHAUST HITTING FRAME FROM FACTORY. HAD TO LOOSEN ENTIRE EXHAUST SYSTEM AND REPOSITION.

If repair was root cause, this should be binned to exhaust? Yes/No/No opinion?

Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – F-Series

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Bushman, Thomas (T.S.)
Sent: Friday, May 31, 2013 7:51 PM
To: Johnson, Seth (S.); Kue, Ace (K.); Hamilton, Steven (S.C.); Moylan, James (J.J.); Rinkevich, Daniel (D.J.)
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: FAV Call?

Let's make this an agenda item at the next EGT – NPF team meeting.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

"Who is John Galt..."

From: Johnson, Seth (S.)
Sent: Friday, May 31, 2013 2:26 PM
To: Kue, Ace (K.); Bushman, Thomas (T.S.); Hamilton, Steven (S.C.); Moylan, James (J.J.); Rinkevich, Daniel (D.J.)
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: FAV Call?

Ace,

Any updates on this? All I need is a finalized list of codes to fill out the other FAV. I see we are getting some for the other FAV already set up as well.

Seth H. Johnson
Diesel Commodity Concern Engineer
1700 Fairlane Business Drive - DSC 1
Phone: (313)-248-5350
SJOHN274@Ford.com

From: Kue, Ace (K.)
Sent: Thursday, May 30, 2013 11:38 AM
To: Johnson, Seth (S.); Bushman, Thomas (T.S.); Hamilton, Steven (S.C.); Moylan, James (J.J.); Rinkevich, Daniel (D.J.)
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: FAV Call?

That was the list of all the DTC related to EGTs but I don't think we want to get FAV for all of them.

We need to be more precise on what info we want.

RQ14-005 001739 ER

Ace K. Kue
Diesel OBD Calibration Technical Specialist
Phone: (313) 805-5431 Email: akue@ford.com
"The information herein is FORD PROPRIETARY information and may include FORD CONFIDENTIAL information as defined in Ford's Global Information Standard II. Reproduction of this document, disclosure of the information, and use for any purpose other than the conduct of business with Ford is expressly prohibited."

From: Johnson, Seth (S.)
Sent: Thursday, May 30, 2013 11:24 AM
To: Kue, Ace (K.); Bushman, Thomas (T.S.); Hamilton, Steven (S.C.); Moylan, James (J.J.); Rinkevich, Daniel (D.J.)
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: FAV Call?

So we have 23 DTCs we want to track. That would put us at 3 FAVs at 7-8 DTCs each or do you want them split up so we have an FAV for each EGT sensor?

Seth H. Johnson
Diesel Commodity Concern Engineer
1700 Fairlane Business Drive - DSC 1
Phone: (313)-248-5350
SJOHN274@Ford.com

"It's not enough that we do our best; sometimes we have to do what is required"

-Winston Churchil

From: Kue, Ace (K.)
Sent: Thursday, May 30, 2013 11:02 AM
To: Bushman, Thomas (T.S.); Johnson, Seth (S.); Hamilton, Steven (S.C.); Moylan, James (J.J.); Rinkevich, Daniel (D.J.)
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: FAV Call?

<< File: 2013_P473_C D_DFC DV Summary_FAV_Zambare.xlsx >>

Ace K. Kue
Diesel OBD Calibration Technical Specialist
Phone: (313) 805-5431 email: akue@ford.com

From: Bushman, Thomas (T.S.)
Sent: Thursday, May 30, 2013 8:18 AM
To: Johnson, Seth (S.); Hamilton, Steven (S.C.); Moylan, James (J.J.); Rinkevich, Daniel (D.J.); Kue, Ace (K.)
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: FAV Call?

Ace / Jim – could you please provide a list of Potential P-Codes, by EGT Location, to Seth so we can expand our FAV search for this error state?

Seth – thanks for your help on this – we'll need to conduct the search by each EGT.

Thanks.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

"Who is John Galt..."

From: Johnson, Seth (S.)
Sent: Wednesday, May 29, 2013 1:12 PM
To: Bushman, Thomas (T.S.); Hamilton, Steven (S.C.); Moylan, James (J.J.); Rinkevich, Daniel (D.J.); Kue, Ace (K.)
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: FAV Call?

Tom,

If we are missing vehicles due to the limit on P codes then that seems like the best option. I can set this up if you provide the other 8 codes you would like to track.

Regards,

Seth H. Johnson
Diesel Commodity Concern Engineer
1700 Fairlane Business Drive - DSC 1
Phone: (313)-248-5350
SJOHN274@Ford.com

From: Bushman, Thomas (T.S.)
Sent: Wednesday, May 29, 2013 1:01 PM
To: Hamilton, Steven (S.C.); Moylan, James (J.J.); Rinkevich, Daniel (D.J.); Kue, Ace (K.); Johnson, Seth (S.)
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: FAV Call?

Steve – can we modify the FAV to look for EGTs by the different locations?

Could we have FAV #1 for EGT#1, with eight associated P-Codes, then FAV#2 for EGR#2, with eight more unique P-Codes, etc…

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

"Who is John Galt..."

From: Hamilton, Steven (S.C.)
Sent: Wednesday, May 29, 2013 12:27 PM
To: Moylan, James (J.J.); Rinkevich, Daniel (D.J.); Kue, Ace (K.); Johnson, Seth (S.)
Cc: Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.)
Subject: RE: FAV Call?

An FAV was not generated for this truck due to different DTC's present than what the FAV specifies.

The FAV specifies the following DTC's:

P0456
P2080
P2031
P246E
P247B
P22FF
P200E
P200C

Best regards,

Steve Hamilton

FCSD Service Engineering Operations
Diesel Commodity Manager
(313)390-7750

From: Moylan, James (J.J.)
Sent: Wednesday, May 29, 2013 12:21 PM
To: Rinkevich, Daniel (D.J.); Kue, Ace (K.); Johnson, Seth (S.); Hamilton, Steven (S.C.)
Cc: Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.)
Subject: RE: FAV Call?

Can one of you tell us if you received an FAV on this truck?

Thanks.

James J. Moylan tcb
Kentucky Truck Plant
Powertrain PVT - Sr. Engineer
313-805-3887
><((((º>

From: Bushman, Thomas (T.S.)
Sent: Wednesday, May 29, 2013 10:09 AM
To: Rinkevich, Daniel (D.J.); Moylan, James (J.J.)
Subject: FAV Call?

Guys – did we get notified by the FAV effort to call this dealer?

Server: **AWS Prod**
Claims loaded through: **28-MAY-2013**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2013; **Claim Key** = 1820456

Vehicle Information

Model Year: 2013
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/CD-350 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FA-P473 SUPER DUTY [11-14]
Warranty Start Date: 11-MAR-2013
Production Date: 01-FEB-2013
VIN: 1FT8W3DT1DE[redacted]

Claim Information

Document Number: 61581502
Repair Date: 25-MAY-2013
Distance: 33942
TIS: 3
AWS Load Date: 28-MAY-2013

Dealer Information:

Dealer Name: BILL KNIGHT FORD
Dealer Code: 05246 - *
Address: 9607 S. MEMORIAL
City: TULSA
State: OK Zip Code:74133
Country: USA Region Code: NA
Phone: (918)526-2400

Expense Information

Customer Paid Amount:	.00
Deductible Amount:	.00
Dealer Paid Amount:	.00
Labor Cost:	51.94
Misc. Expense Amount:	.00
Part Markup Amount:	.00
Material Cost:	.00
Total Cost Gross:	51.94

Cust. Concern Code: E29 - CHECK ENGINE LIGHT TROUBLE
Condition Code: 42 - DOES NOT OPERATE PROPERLY

Technician Comment: VERIFIED CONCERN KOEO TEST RETRIVED DTCS P2463 P249F FOUND CONCERN CAUSED BY EGT13 COLAPSED FROM DPF RE ISTALL EGT CLEAR DTCS KOER TEST PASS ROAD TEST OK QUICK TEST ALL SYSTEM PASS QCBYJL M.O 33956

Customer Comment: CHECK ENGINE AND WRENCH LIGHTS ON SENSOR HANGING DOWN FROM EXHAUST

Labor Op Code	Labor Op Description	Labor Op Cost
12650DD		17.31
12650DX1	EXTRA TIME TO REPEAT FINAL QUICK TEST	8.66
12650D68		25.97

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	*	5J213	*	SNS ASY-ENG EXH TEMP THRML	031403	0	.00

DTC Sections: **Mil. Light On** = Y

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
Y	KC	P249F	EXCESSIVE TIME TO ENTER CLOSED LOOP DPF REGENERATION CONTROL	44	PM FILTER (SYSTEM)
Y	KC	P2463	DIESEL PARTICULATE FILTER RESTRICTION - SOOT ACCUMULATION	44	PM FILTER (SYSTEM)
N	KO	P1111	SYSTEM PASS	27	NO-FAULT CODES
N	KR	P1111	SYSTEM PASS	27	NO-FAULT CODES

Any comments? You can contact

<< OLE Object: Picture (Device Independent Bitmap) >> *webmaster*

44581

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

"Who is John Galt..."

From: Hutchinson, Rob (R.)
Sent: Monday, September 09, 2013 12:59 PM
To: Bushman, Thomas (T.S.); Johnson, Seth (S.); McDonagh, Scot (S.M.); King, Michael (M.J.); Rinkevich, Daniel (D.J.); Moylan, James (J.J.)
Cc: Dixon, Mark (M.R.); Wagers, Sue (S.K.)
Subject: RE: FAV INQUIRY

The OASIS message wouldn't say anything. The FAV email would say that an OASIS was run with your listed DTC(s) at so and so dealer….

Rob Hutchinson
Quality Analyst GPCSE Sensors
Global Powertrain Controls Systems Engineering
Dearborn - Building 2 Room 22J07
1-313-845-1113
rhutch13@ford.com

From: Bushman, Thomas (T.S.)
Sent: Friday, September 06, 2013 2:53 PM
To: Hutchinson, Rob (R.); Johnson, Seth (S.); McDonagh, Scot (S.M.); King, Michael (M.J.); Rinkevich, Daniel (D.J.); Moylan, James (J.J.)
Cc: Dixon, Mark (M.R.); Wagers, Sue (S.K.)
Subject: RE: FAV INQUIRY

Rob – if the FAV was working correctly what would the report say?

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Hutchinson, Rob (R.)
Sent: Friday, September 06, 2013 1:39 PM
To: Johnson, Seth (S.); Bushman, Thomas (T.S.); McDonagh, Scot (S.M.); King, Michael (M.J.); Rinkevich, Daniel (D.J.); Moylan, James (J.J.)
Cc: Dixon, Mark (M.R.); Wagers, Sue (S.K.)
Subject: RE: FAV INQUIRY

Here is an OASIS run at Elder Ford in Troy MI (P and A) by my friend and Service manager Greg Harnden.
<< File: rob hutchinson.tif >>
I did have him run P242B, as not to take up too much of his time and burn my bridge.

p242b	Exhaust Gas Temperature Sensor Circuit Range/Performance Bank 1 Sensor 3

Rob Hutchinson
Quality Analyst GPCSE Sensors
Global Powertrain Controls Systems Engineering
Dearborn - Building 2 Room 22J07
1-313-845-1113
rhutch13@ford.com

From: Johnson, Seth (S.)
Sent: Friday, September 06, 2013 1:19 PM
To: Hutchinson, Rob (R.); Bushman, Thomas (T.S.); McDonagh, Scot (S.M.); King, Michael (M.J.); Rinkevich, Daniel (D.J.); Moylan, James (J.J.)
Cc: Dixon, Mark (M.R.)
Subject: RE: FAV INQUIRY

Here is a 2013 VIN # 1FT7W3BT4DE[redacted]

Seth H. Johnson
Diesel Commodity Concern Engineer
1700 Fairlane Business Drive - DSC 1
Phone: (313)-390-6051
SJOHN274@Ford.com

From: Hutchinson, Rob (R.)
Sent: Friday, September 06, 2013 1:12 PM
To: Johnson, Seth (S.); Bushman, Thomas (T.S.); McDonagh, Scot (S.M.); King, Michael (M.J.); Rinkevich, Daniel (D.J.); Moylan, James (J.J.)
Cc: Dixon, Mark (M.R.)
Subject: RE: FAV INQUIRY

I have a few local dealer contacts… Can you give me a VIN?

Rob Hutchinson
Quality Analyst GPCSE Sensors

Global Powertrain Controls Systems Engineering
Dearborn - Building 2 Room 22J07
1-313-845-1113
rhutch13@ford.com

From: Johnson, Seth (S.)
Sent: Friday, September 06, 2013 1:00 PM
To: Bushman, Thomas (T.S.); McDonagh, Scot (S.M.); King, Michael (M.J.); Hutchinson, Rob (R.); Rinkevich, Daniel (D.J.); Moylan, James (J.J.)
Cc: Dixon, Mark (M.R.)
Subject: RE: FAV INQUIRY

Unfortunately I do not. However, I do believe there are some resources within FCSD and TSO that have the ability to run Oasis like the dealer to verify this. I'll look into that.

Regards,

Seth H. Johnson
Diesel Commodity Concern Engineer
1700 Fairlane Business Drive - DSC 1
Phone: (313)-390-6051
SJOHN274@Ford.com

From: Bushman, Thomas (T.S.)
Sent: Friday, September 06, 2013 12:20 PM
To: Johnson, Seth (S.); McDonagh, Scot (S.M.); King, Michael (M.J.); Hutchinson, Rob (R.); Rinkevich, Daniel (D.J.); Moylan, James (J.J.)
Cc: Dixon, Mark (M.R.)
Subject: RE: FAV INQUIRY

Seth – do you have a relationship with a Dealership that could go into OASIS for you and see if the FAV pops if they put in the DTCs?

We all agree that SOMETHING in the FAV system has changed – for whatever reason, it does not work like it always did before.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Johnson, Seth (S.)
Sent: Friday, September 06, 2013 11:03 AM
To: McDonagh, Scot (S.M.); King, Michael (M.J.); Hutchinson, Rob (R.); Rinkevich, Daniel (D.J.); Moylan, James (J.J.)
Cc: Dixon, Mark (M.R.); Bushman, Thomas (T.S.)
Subject: RE: FAV INQUIRY

Good point, however the way it was set up initially we only included DTC's because adding the Oasis symptom coding would have been too broad and we would get a lot of unwanted FAV requests. So the FAV's we did receive prior to August 5 were being pulled from DTCs only.

Somewhere along the line either the FAVs stopped working or dealers started to disregard the DTCs when filling out Oasis. Either way, I think we can all agree that we are not receiving the FAVs as we once were.

The good news is that the SSMs for EGT and NOx sensor replacement/recovery are in process currently and should be live on Oasis early next week. While it won't be as immediate as an FAV, we can start obtaining parts back through WPAC once they are returned. Right now, that is the best solution I have as a replacement for the FAV requests.

Best Regards,

Seth H. Johnson
Diesel Commodity Concern Engineer
1700 Fairlane Business Drive - DSC 1
Phone: (313)-390-6051
SJOHN274@Ford.com

From: McDonagh, Scot (S.M.)
Sent: Friday, September 06, 2013 10:28 AM
To: King, Michael (M.J.); Johnson, Seth (S.); Hutchinson, Rob (R.); Rinkevich, Daniel (D.J.); Moylan, James (J.J.)
Cc: Dixon, Mark (M.R.); Bushman, Thomas (T.S.)
Subject: RE: FAV INQUIRY

Thanks Mike- Did our original NOx FAV include OASIS codes before we had Seth remove 11-12MY from the FAV ? Do we have OASIS codes on EGT FAV ? Not clear what happened but we have not received (1) FAV after 8/5/13.

<< Message: Find A Vehicle Notification for 2011 F250HD/350/450/550 (6.7L 4V HPCR V8 T/C DSL 400HP) matching ... >> << Message: Find A Vehicle Notification for 2013 F250HD/350/450/550 (6.7L 4V HPCR V8 T/C DSL 400HP) matching ... >> << Message: Find A Vehicle Notification for 2012 F250HD/350/450/550 (6.7L 4V HPCR V8 T/C DSL 400HP) matching ... >> << Message: Find A Vehicle Notification for 2011 F250HD/350/450/550 (6.7L 4V HPCR V8 T/C DSL 400HP) matching ... >> << Message: Find A Vehicle Notification for 2012 F250HD/350/450/550 (6.7L 4V HPCR V8 T/C DSL 400HP) matching ... >>

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

From: King, Michael (M.J.)
Sent: Friday, September 06, 2013 10:01 AM
To: Johnson, Seth (S.); McDonagh, Scot (S.M.); Hutchinson, Rob (R.); Rinkevich, Daniel (D.J.); Moylan, James (J.J.)
Cc: Dixon, Mark (M.R.); Bushman, Thomas (T.S.)
Subject: RE: FAV INQUIRY

Actually that is incorrect, dealers running OASIS to create a Hotline Assistance Request (HAR) are required to select a Global Customer Symptom Code before submitting their HAR. Your FAV request for the NOx Sensor does not use any OASIS Symptom Codes, only DTC's. Dealers could submit a million HAR's and have Zero FAV matches unless one of those technicians put in one of the DTC's you have listed in your request.

I am attaching a screen print of your HAR request where you will notice you have no OASIS Symptom Codes selected.

I have asked my FAV IT Team to look at your specific request to see if there are any conflicts that might be preventing matches!
<< OLE Object: Picture (Device Independent Bitmap) >>

From: Johnson, Seth (S.)
Sent: Friday, September 06, 2013 8:37 AM
To: McDonagh, Scot (S.M.); King, Michael (M.J.); Hutchinson, Rob (R.); Rinkevich, Daniel (D.J.); Moylan, James (J.J.)
Cc: Dixon, Mark (M.R.); Bushman, Thomas (T.S.)
Subject: RE: FAV INQUIRY

No sir, I am assuming the FAVs are not working and here is my justification:

I just ran a CQIS Query on just a select number of DTC's we have listed in our three FAVs and found 15 CQIS reports filed since August 26th. Since a dealer has to run Oasis to create a Hotline Assistance Request and generate a report, this tells me we should have received at least 15 FAV requests since that date.

Mike- Do you have a different explanation as I am not convinced the FAV is working here based on this information.

Seth H. Johnson
Diesel Commodity Concern Engineer
1700 Fairlane Business Drive - DSC 1
Phone: (313)-390-6051
SJOHN274@Ford.com

From: McDonagh, Scot (S.M.)
Sent: Friday, September 06, 2013 8:07 AM
To: King, Michael (M.J.); Johnson, Seth (S.); Hutchinson, Rob (R.); Rinkevich, Daniel (D.J.); Moylan, James (J.J.)
Cc: Dixon, Mark (M.R.); Bushman, Thomas (T.S.)
Subject: FAV INQUIRY
Importance: High

Is anybody receiving FAV notifications for our 13-14MY P473 Diesel EGT & NOx Sensor FAVs ? I haven't received an FAV notification since early August.

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

From: Hutchinson, Rob (R.)
Sent: Thursday, October 24, 2013 12:57 PM
To: Bushman, Thomas (T.S.); Kue, Ace (K.); Rinkevich, Daniel (D.J.); Johnson, Seth (S.); McDonagh, Scot (S.M.)
Subject: RE: Find A Vehicle Notification for 2013 F250HD/350/450/550 (6.7L 4V HPCR V8 T/C DSL 400HP) matching ...

This was **NOT** a repeat repair. The issue could not be reproduced on the first visit so the code was cleared and they let the customer go home.

When it returned he saw the FF data and ordered the sensor and connector.

Rob Hutchinson

Quality Analyst Sensors / Aux Modules

Powertrain Controls

Dearborn - Building 2 Room 22J04

1-313-845-1113

rhutch13@ford.com

From: Bushman, Thomas (T.S.)
Sent: Wednesday, October 23, 2013 4:02 PM
To: Hutchinson, Rob (R.); Kue, Ace (K.); Rinkevich, Daniel (D.J.); Johnson, Seth (S.); McDonagh, Scot (S.M.)
Subject: RE: Find A Vehicle Notification for 2013 F250HD/350/450/550 (6.7L 4V HPCR V8 T/C DSL 400HP) matching ...

Rob – was this a repeat repair?

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Hutchinson, Rob (R.)
Sent: Wednesday, October 23, 2013 3:56 PM
To: Kue, Ace (K.); Rinkevich, Daniel (D.J.); Johnson, Seth (S.); McDonagh, Scot (S.M.)
Cc: Bushman, Thomas (T.S.)
Subject: RE: Find A Vehicle Notification for 2013 F250HD/350/450/550 (6.7L 4V HPCR V8 T/C DSL 400HP) matching ...

I attached the FF data for this EGT. Sensor and connector requested back as a set. Tech saw nothing, cleared codes on last visit. This visit same codes.

p242a	Exhaust Gas Temperature Sensor Circuit Bank 1 Sensor 3
p242b	Exhaust Gas Temperature Sensor Circuit Range/Performance Bank 1 Sensor 3

Mode2 P242B EGT11 44.6F Exhaust Gas Temperature 11
Mode2 P242B EGT12 50F Exhaust Gas Temperature 12
Mode2 P242B EGT13 185F Exhaust Gas Temperature 13
Mode2 P242B EGT14 53.6F Exhaust Gas Temperature Bank 1, Sensor 4
Mode2 P242B ECT1 62.6F Engine Coolant Temperature Sensor 1
Mode2 P242B ECT2 64.4F Engine Coolant Temperature 2 - Voltage

Rob Hutchinson

Quality Analyst Sensors / Aux Modules

Powertrain Controls

Dearborn - Building 2 Room 22J04

1-313-845-1113

rhutch13@ford.com

From: FAVMATCH@ford.com [mailto:FAVMATCH@ford.com]
Sent: Wednesday, October 23, 2013 2:55 PM
To: Kue, Ace (K.); Rinkevich, Daniel (D.J.); Hutchinson, Rob (R.); Johnson, Seth (S.); McDonagh, Scot (S.M.)
Subject: Find A Vehicle Notification for 2013 F250HD/350/450/550 (6.7L 4V HPCR V8 T/C DSL 400HP) matching ...

ONE Warranty Solution

You received this notification from FAV because a dealership ran OASIS on this VIN with one or more requested symptom codes and or DTCs.

This notification came from Find A Vehicle for the request :EGT Sensor	
Dealer Code	08533
Dealer Name	Uhlmann Ford
Dealer Address	1950 NW Louisianna Avenue Chehalis Lewis/WA 98532
Geographical Region	A1
Country of Dealer	USA
Phone # of Dealer	360-748-3355

VIN	1FT8W3BTXDE[redacted]
Model Year	2013
Model	F250HD/350/450/550
Build Date	Nov-13-2012
Body Style	DOUBLE CAB (CREW CAB)
Axle Ratio	3.55 FINAL DRIVE RATIO
Transmission	6 SP AUTO TRANS (6R140)-LG DSL
Plant	KENTUCKY TRUCK PLANT BUILD
Engine	6.7L 4V HPCR V8 T/C DSL 400HP
Codes used by dealer	P242A,P242B
Codes you specified to monitor	P246E,P247B,P0546,P242A,P2080

If this notification yields a concern vehicle, where the dealership has been engaged to perform testing or direct repairs, the FCSD PVT Representative MUST document the results using this special GCQIS report. If a GCQIS report already exists for this vehicle, specific to this concern, creation of a new report is not necessary, document your efforts with the dealer in the existing report.

Any questions related to required documentation should be directed to your local Find a Vehicle Co-ordinator.

Click to Submit Survey Form

Click to View Dealer Contact Information.

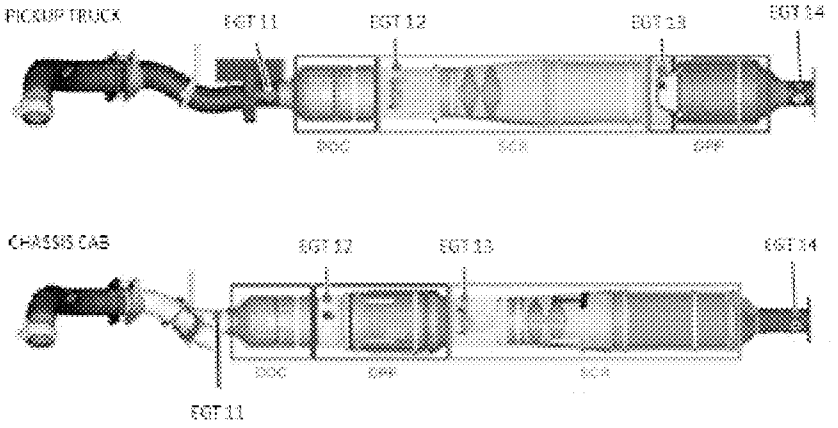
Click to View the vehicle warranty history in AWS

This is an automated email. Please DO NOT Reply.

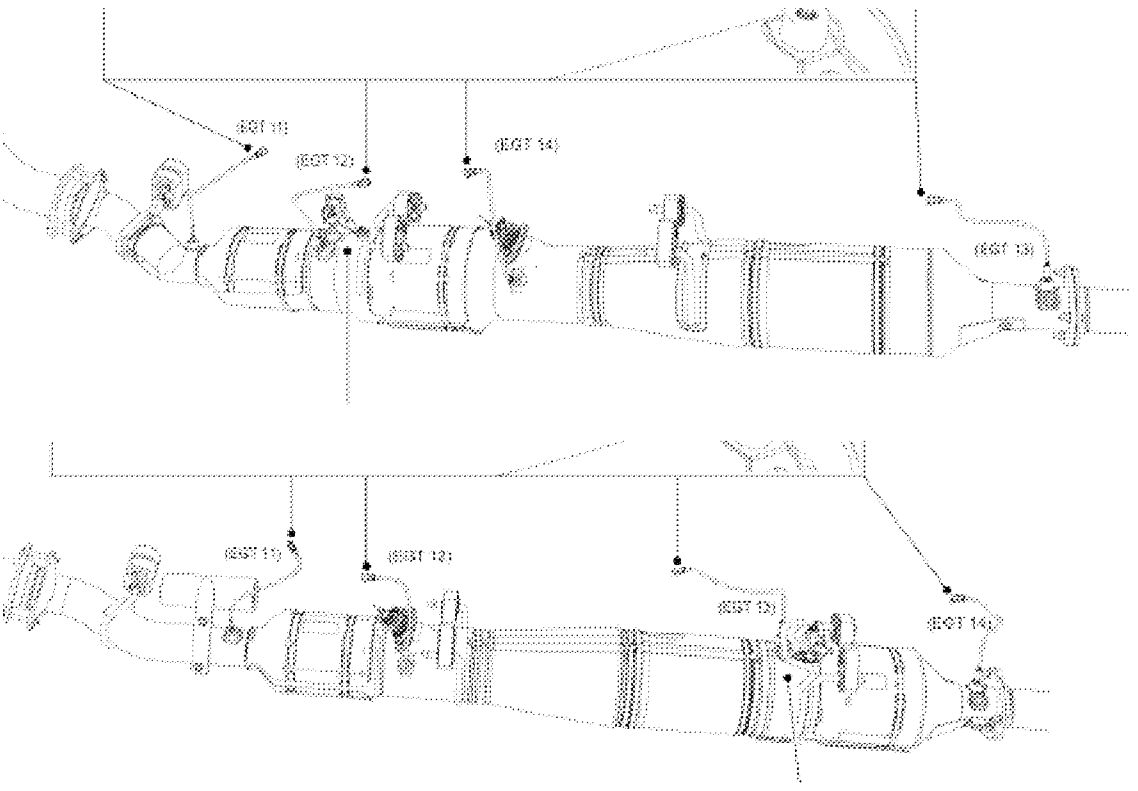
Ford Motor Company Confidential

From: Johnson, Seth (S.)
Sent: Friday, December 20, 2013 2:59 PM
To: Hutchinson, Rob (R.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.)
Cc: Bushman, Thomas (T.S.); Wagers, Sue (S.K.); Oyafuso, Kevin (K.G.)
Subject: RE: Find A Vehicle Notification for 2013 F250HD/350/450/550 (6.7L 4V HPCR V8 T/C DSL 400HP) matching ...

Currently there is a job aid out there under service tips for 2013 with the correct locations noted.



The real correction needs to occur in the WSM publications where it shows contradicting photos of the EGT sensor locations for the 2013 MY. There is no mention that one would be chassis cab or not but either way the 1st photo below is wrong. I've been down the "report a problem" with this before but I will give it another go if there is still confusion out there and it's still incorrect.



Best Regards,

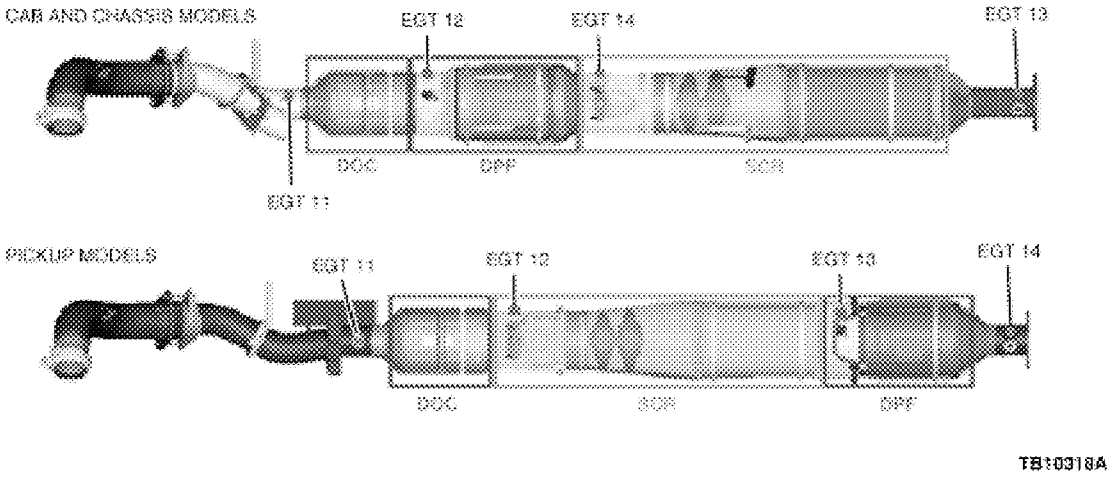
Seth H. Johnson

Diesel Commodity Concern Engineer
1700 Fairlane Business Drive - DSC 1
Phone: (313)-390-6051
SJOHN274@Ford.com

From: Hutchinson, Rob (R.)
Sent: Friday, December 20, 2013 9:37 AM
To: Rinkevich, Daniel (D.J.); Johnson, Seth (S.); McDonagh, Scot (S.M.)
Cc: Bushman, Thomas (T.S.); Wagers, Sue (S.K.); Oyafuso, Kevin (K.G.)
Subject: RE: Find A Vehicle Notification for 2013 F250HD/350/450/550 (6.7L 4V HPCR V8 T/C DSL 400HP) matching ...

Jason Spencer Tech

Chassis cab PIDS 1, 2, 4, 3 are backwards? Is this correct? We reviewed TSB 13-10-2 (2011-2012 model 6.7 diesel) and look…



Are these PID's still bass-ackwards?

#4 2505 degrees in FF. Sensor and connector replaced.

This was a repeat repair, as he thought they were still backwards for current MY. Can/should we publish something?

18-NOVEMBER-2013

DEALER: **Mullinax Ford**

WARRANTY CLAIM NUMBER: **073907** ODOMETER: **002912M**

PART NUMBER	PART DESCRIPTION	QUANTITY	LABOR OP	CONDITION CODE	CONDITION DESC
DC3Z 5K202A	**CTRL MODULE - NOX**	**001**	**12650D**	**42**	**DOES NOT OPERATE PROPERLY**
DC3Z 9D378A	**SENSOR - ENG EXH NOX**	**001**	**12650D45**		

3U2Z 14S411BXAB	**KIT-WIRING PIGTAIL**	**001**	**12650D68**		
AC3Z 5J213B	**SNS ASY-ENG EXH TEMP**	**001**	**12650D74**		
		000	**MT14S411**		

7210 WF 1.5 VERIFY CHECK ENGINE LIGHT, PULL CODES P06EA AND P242D. FOR CODE P06EA REFRENCE SSM 44208 AND REPLACE NOX SENSOR 1 AND MODULE. FOR CODE P242D REFRENCE SSM 44294 AND REPLACE EGT SENSOR 3 AND CONECTOR

So, at the end of the day 13 and 14 sensors and connectors have been replaced over 2 visits.

WPAC thinks my request was from the first repair and will not allow me to get the parts from this claim.

Rob Hutchinson

Quality Analyst Sensors / Aux Modules

Powertrain Controls

Dearborn - Building 2 Room 22J04

1-313-845-1113

rhutch13@ford.com

From: FAVMATCH@ford.com [mailto:FAVMATCH@ford.com]
Sent: Friday, December 20, 2013 8:56 AM
To: Kue, Ace (K.); Rinkevich, Daniel (D.J.); Hutchinson, Rob (R.); Johnson, Seth (S.); McDonagh, Scot (S.M.)
Subject: Find A Vehicle Notification for 2013 F250HD/350/450/550 (6.7L 4V HPCR V8 T/C DSL 400HP) matching ...

ONE Warranty Solution

You received this notification from FAV because a dealership ran OASIS on this VIN with one or more requested symptom codes and or DTCs.

This notification came from Find A Vehicle for the request :EGT Sensor	
Dealer Code	08226
Dealer Name	Mullinax Ford
Dealer Address	1810 East Bronson Highway Kissimmee Osceola/FL 34744
Geographical Region	Orlando

Country of Dealer	USA
Phone # of Dealer	407-846-6000
VIN	1FDRF3GT8DE[redacted]
Model Year	2013
Model	F250HD/350/450/550
Build Date	Jun-18-2013
Body Style	SINGLE CAB (REGULAR CAB)
Axle Ratio	
Transmission	6 SP AUTO TRANS (6R140)-LG DSL
Plant	KENTUCKY TRUCK PLANT BUILD
Engine	6.7L 4V HPCR V8 T/C DSL 400HP
Codes used by dealer	P242A
Codes you specified to monitor	P246E,P247B,P0546,P242A,P2080

If this notification yields a concern vehicle, where the dealership has been engaged to perform testing or direct repairs, the FCSD PVT Representative MUST document the results using this special GCQIS report. If a GCQIS report already exists for this vehicle, specific to this concern, creation of a new report is not necessary, document your efforts with the dealer in the existing report.

Any questions related to required documentation should be directed to your local Find a Vehicle Co-ordinator.

Click to Submit Survey Form

Click to View Dealer Contact Information.

Click to View the vehicle warranty history in AWS

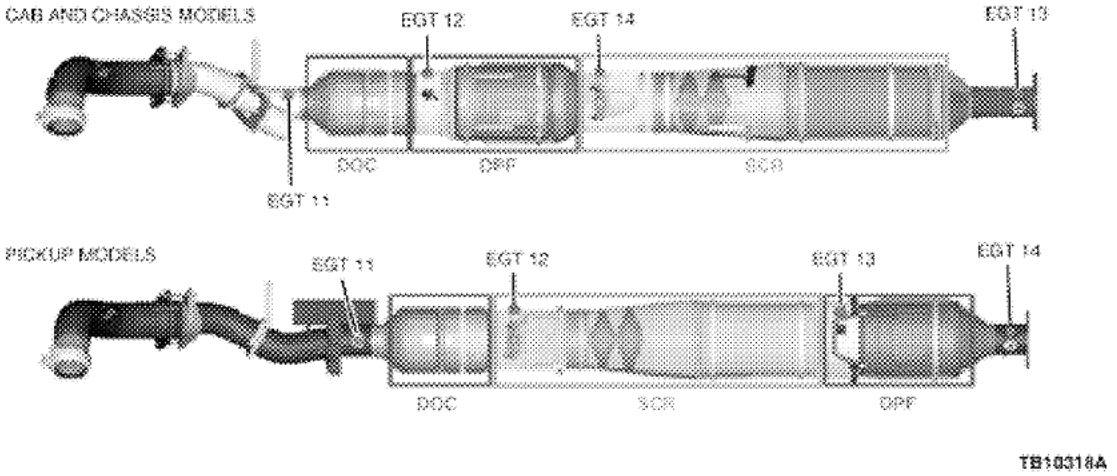
This is an automated email. Please DO NOT Reply.

[redacted]

From: Hutchinson, Rob (R.)
Sent: Friday, December 20, 2013 2:37 PM
To: Rinkevich, Daniel (D.J.); Johnson, Seth (S.); McDonagh, Scot (S.M.)
Cc: Bushman, Thomas (T.S.); Wagers, Sue (S.K.); Oyafuso, Kevin (K.G.)
Subject: RE: Find A Vehicle Notification for 2013 F250HD/350/450/550 (6.7L 4V HPCR V8 T/C DSL 400HP) matching ...

Jason Spencer Tech

Chassis cab PIDS 1, 2, 4, 3 are backwards? Is this correct? We reviewed TSB 13-10-2 (2011-2012 model 6.7 diesel) and look...



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#4 2505 degrees in FF. Sensor and connector replaced.

This was a repeat repair, as he thought they were still backwards for current MY. Can/should we publish something?

18-NOVEMBER-2013

DEALER: **Mullinax Ford**
WARRANTY CLAIM NUMBER: [redacted] ODOMETER: **002912M**

PART NUMBER	PART DESCRIPTION	QUANTITY	LABOR OP	CONDITION CODE	CONDITION DESC
DC3Z 5K202A	**CTRL MODULE - NOX**	**001**	**12650D**	**42**	**DOES NOT OPERATE PROPERLY**
DC3Z 9D378A	**SENSOR - ENG EXH NOX**	**001**	**12650D45**		
3U2Z 14S411BXAB	**KIT-WIRING PIGTAIL**	**001**	**12650D68**		
AC3Z 5J213B	**SNS ASY-ENG**	**001**	**12650D74**		

	EXH TEMP				
		000	**MT14S411**		

7210 WF 1.5 VERIFY CHECK ENGINE LIGHT, PULL CODES P06EA AND P242D. FOR CODE P06EA REFRENCE SSM 44208 AND REPLACE NOX SENSOR 1 AND MODULE. FOR CODE P242D REFRENCE SSM 44294 AND REPLACE EGT SENSOR 3 AND CONECTOR

So, at the end of the day 13 and 14 sensors and connectors have been replaced over 2 visits.

WPAC thinks my request was from the first repair and will not allow me to get the parts from this claim.

Rob Hatchinson

Quality Analyst Sensors / Aux Modules

Powertrain Controls

Dearborn - Building 2 Room 22J04

1-313-845-1113

rhutch13@ford.com

From: FAVMATCH@ford.com [mailto:FAVMATCH@ford.com]
Sent: Friday, December 20, 2013 8:56 AM
To: Kue, Ace (K.); Rinkevich, Daniel (D.J.); Hutchinson, Rob (R.); Johnson, Seth (S.); McDonagh, Scot (S.M.)
Subject: Find A Vehicle Notification for 2013 F250HD/350/450/550 (6.7L 4V HPCR V8 T/C DSL 400HP) matching ...

ONE Warranty Solution

You received this notification from FAV because a dealership ran OASIS on this VIN with one or more requested symptom codes and or DTCs.

This notification came from Find A Vehicle for the request :EGT Sensor	
Dealer Code	08226
Dealer Name	Mullinax Ford
Dealer Address	1810 East Bronson Highway Kissimmee Osceola/FL 34744
Geographical Region	Orlando
Country of Dealer	USA

Phone # of Dealer	407-846-6000
VIN	1FDRF3GT8DE[redacted]
Model Year	2013
Model	F250HD/350/450/550
Build Date	Jun-18-2013
Body Style	SINGLE CAB (REGULAR CAB)
Axle Ratio	
Transmission	6 SP AUTO TRANS (6R140)-LG DSL
Plant	KENTUCKY TRUCK PLANT BUILD
Engine	6.7L 4V HPCR V8 T/C DSL 400HP
Codes used by dealer	P242A
Codes you specified to monitor	P246E,P247B,P0546,P242A,P2080

If this notification yields a concern vehicle, where the dealership has been engaged to perform testing or direct repairs, the FCSD PVT Representative MUST document the results using this special GCQIS report. If a GCQIS report already exists for this vehicle, specific to this concern, creation of a new report is not necessary, document your efforts with the dealer in the existing report.

Any questions related to required documentation should be directed to your local Find a Vehicle Co-ordinator.

Click to Submit Survey Form

Click to View Dealer Contact Information.

Click to View the vehicle warranty history in AWS

This is an automated email. Please DO NOT Reply.

[redacted]

From: Rinkevich, Daniel (D.J.)
Sent: Thursday, January 02, 2014 2:38 PM
To: Bushman, Thomas (T.S.); McDonagh, Scot (S.M.); Johnson, Seth (S.); Hutchinson, Rob (R.)
Cc: Wagers, Sue (S.K.); Oyafuso, Kevin (K.G.)
Subject: RE: Find A Vehicle Notification for 2013 F250HD/350/450/550 (6.7L 4V HPCR V8 T/C DSL 400HP) matching ...

Yes. I think we should reissue the SSM. And yes we need a RAP to fix the service manual pictures.

Is this correct EGT order by MY from front to back?

Year	Chassis	Dyno Cert
2010	1-2-3-4	1-2-4-3
2011	1-2-3-4	1-2-4-3
2012	1-2-3-4	1-2-4-3
2013	1-2-3-4	1-2-3-4
2014	1-2-3-4	1-2-3-4
2015	1-2-3-4	1-2-3-4

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Bushman, Thomas (T.S.)
Sent: Sunday, December 22, 2013 6:43 PM
To: McDonagh, Scot (S.M.); Johnson, Seth (S.); Hutchinson, Rob (R.); Rinkevich, Daniel (D.J.)
Cc: Wagers, Sue (S.K.); Oyafuso, Kevin (K.G.)
Subject: RE: Find A Vehicle Notification for 2013 F250HD/350/450/550 (6.7L 4V HPCR V8 T/C DSL 400HP) matching ...

Yes please!

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

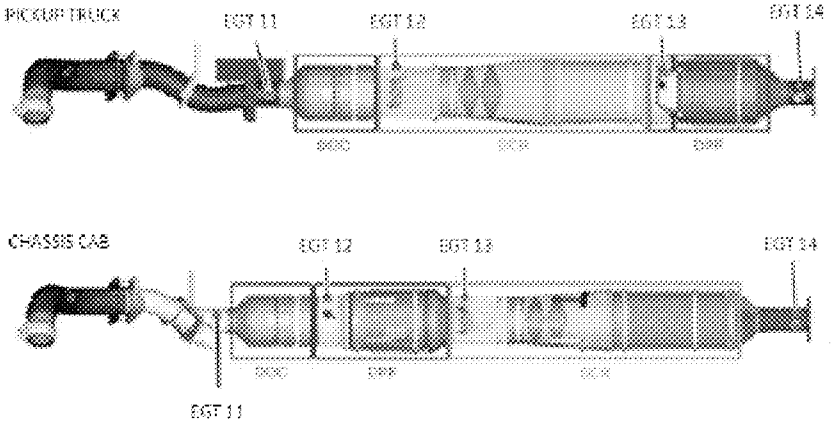
From: McDonagh, Scot (S.M.)
Sent: Friday, December 20, 2013 10:22 AM
To: Johnson, Seth (S.); Hutchinson, Rob (R.); Rinkevich, Daniel (D.J.)
Cc: Bushman, Thomas (T.S.); Wagers, Sue (S.K.); Oyafuso, Kevin (K.G.)
Subject: RE: Find A Vehicle Notification for 2013 F250HD/350/450/550 (6.7L 4V HPCR V8 T/C DSL 400HP) matching ...

Would it be value added to republish SSM 12017 ?

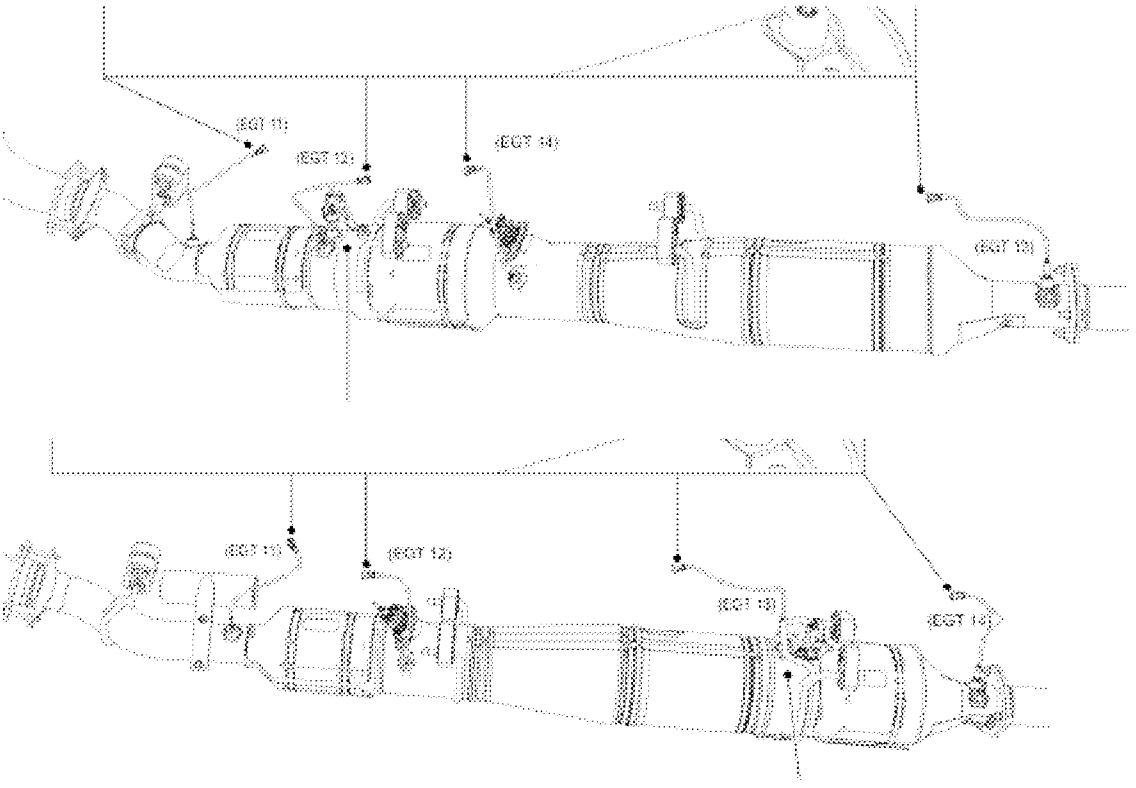
Scot G. McDonagh
PT Quality Engineering
Phone: (313)337-8091
smcdonag@ford.com

From: Johnson, Seth (S.)
Sent: Friday, December 20, 2013 9:59 AM
To: Hutchinson, Rob (R.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.)
Cc: Bushman, Thomas (T.S.); Wagers, Sue (S.K.); Oyafuso, Kevin (K.G.)
Subject: RE: Find A Vehicle Notification for 2013 F250HD/350/450/550 (6.7L 4V HPCR V8 T/C DSL 400HP) matching ...

Currently there is a job aid out there under service tips for 2013 with the correct locations noted.



The real correction needs to occur in the WSM publications where it shows contradicting photos of the EGT sensor locations for the 2013 MY. There is no mention that one would be chassis cab or not but either way the 1st photo below is wrong. I've been down the "report a problem" with this before but I will give it another go if there is still confusion out there and it's still incorrect.



Best Regards,

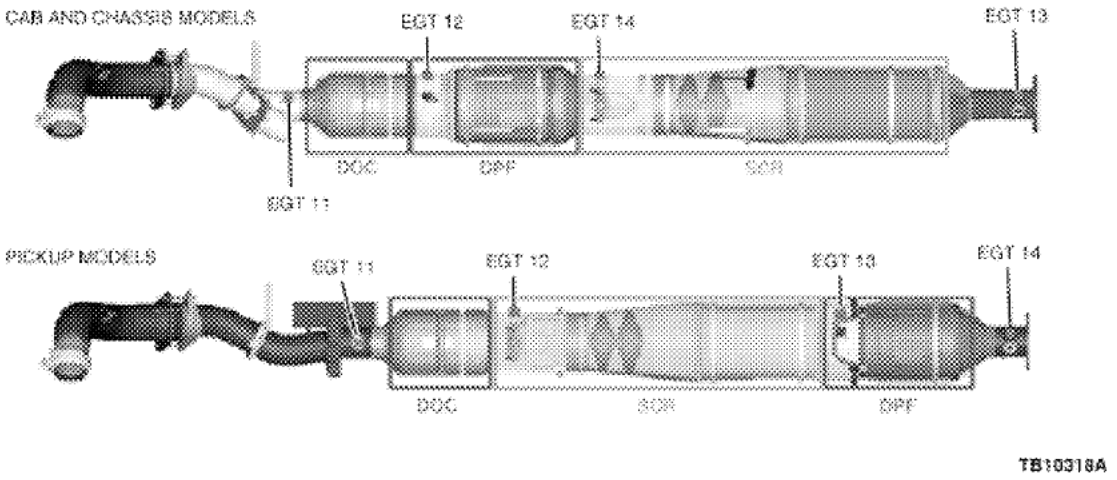
Seth H. Johnson

Diesel Commodity Concern Engineer
1700 Fairlane Business Drive - DSC 1
Phone: (313)-390-6051
SJOHN274@Ford.com

From: Hutchinson, Rob (R.)
Sent: Friday, December 20, 2013 9:37 AM
To: Rinkevich, Daniel (D.J.); Johnson, Seth (S.); McDonagh, Scot (S.M.)
Cc: Bushman, Thomas (T.S.); Wagers, Sue (S.K.); Oyafuso, Kevin (K.G.)
Subject: RE: Find A Vehicle Notification for 2013 F250HD/350/450/550 (6.7L 4V HPCR V8 T/C DSL 400HP) matching ...

Jason Spencer Tech

Chassis cab PIDS 1, 2, 4, 3 are backwards? Is this correct? We reviewed TSB 13-10-2 (2011-2012 model 6.7 diesel) and look…



Are these PID's still bass-ackwards?

#4 2505 degrees in FF. Sensor and connector replaced.

This was a repeat repair, as he thought they were still backwards for current MY. Can/should we publish something?

18-NOVEMBER-2013

DEALER: **Mullinax Ford**

WARRANTY CLAIM NUMBER: [redacted] ODOMETER: **002912M**

PART NUMBER	PART DESCRIPTION	QUANTITY	LABOR OP	CONDITION CODE	CONDITION DESC
DC3Z 5K202A	**CTRL MODULE - NOX**	**001**	**12650D**	**42**	**DOES NOT OPERATE PROPERLY**
DC3Z 9D378A	**SENSOR - ENG EXH NOX**	**001**	**12650D45**		

3U2Z 14S411BXAB	KIT-WIRING PIGTAIL	001	12650D68		
AC3Z 5J213B	SNS ASY-ENG EXH TEMP	001	12650D74		
		000	MT14S411		

7210 WF 1.5 VERIFY CHECK ENGINE LIGHT, PULL CODES P06EA AND P242D. FOR CODE P06EA REFRENCE SSM 44208 AND REPLACE NOX SENSOR 1 AND MODULE. FOR CODE P242D REFRENCE SSM 44294 AND REPLACE EGT SENSOR 3 AND CONECTOR

So, at the end of the day 13 and 14 sensors and connectors have been replaced over 2 visits.

WPAC thinks my request was from the first repair and will not allow me to get the parts from this claim.

Rob Hutchinson

Quality Analyst Sensors / Aux Modules

Powertrain Controls

Dearborn - Building 2 Room 22J04

1-313-845-1113

rhutch13@ford.com

From: FAVMATCH@ford.com [mailto:FAVMATCH@ford.com]
Sent: Friday, December 20, 2013 8:56 AM
To: Kue, Ace (K.); Rinkevich, Daniel (D.J.); Hutchinson, Rob (R.); Johnson, Seth (S.); McDonagh, Scot (S.M.)
Subject: Find A Vehicle Notification for 2013 F250HD/350/450/550 (6.7L 4V HPCR V8 T/C DSL 400HP) matching ...

ONE Warranty Solution

You received this notification from FAV because a dealership ran OASIS on this VIN with one or more requested symptom codes and or DTCs.

This notification came from Find A Vehicle for the request :EGT Sensor	
Dealer Code	08226
Dealer Name	Mullinax Ford
Dealer Address	1810 East Bronson Highway Kissimmee Osceola/FL 34744
Geographical Region	Orlando

Country of Dealer	USA
Phone # of Dealer	407-846-6000
VIN	1FDRF3GT8DE[redacted]
Model Year	2013
Model	F250HD/350/450/550
Build Date	Jun-18-2013
Body Style	SINGLE CAB (REGULAR CAB)
Axle Ratio	
Transmission	6 SP AUTO TRANS (6R140)-LG DSL
Plant	KENTUCKY TRUCK PLANT BUILD
Engine	6.7L 4V HPCR V8 T/C DSL 400HP
Codes used by dealer	P242A
Codes you specified to monitor	P246E,P247B,P0546,P242A,P2080

If this notification yields a concern vehicle, where the dealership has been engaged to perform testing or direct repairs, the FCSD PVT Representative MUST document the results using this special GCQIS report. If a GCQIS report already exists for this vehicle, specific to this concern, creation of a new report is not necessary, document your efforts with the dealer in the existing report.

Any questions related to required documentation should be directed to your local Find a Vehicle Co-ordinator.

Click to Submit Survey Form

Click to View Dealer Contact Information.

Click to View the vehicle warranty history in AWS

This is an automated email. Please DO NOT Reply.

[redacted]

From: Humphries, Glenn (G.L.)
Sent: Wednesday, August 28, 2013 1:27 PM
To: Rinkevich, Daniel (D.J.)
Cc: Mahoney, Mark (M.M.); Chacon, Jose (A.)
Subject: RE: finding a vehicle

Dan,

Assume you're looking for customer vehicles? If that's the case, Jose Chacon can create a Find-A-Vehicle query which provides an awareness email when a dealer runs OASIS against specific symptom codes.

Sincerely,
Glenn Humphries
Concern Identification & Reporting Supervisor
FCSD - Customer Service Engineering
ghumphri@ford.com
313-39-07715

From: Mahoney, Mark (M.M.)
Sent: Wednesday, August 28, 2013 9:17 AM
To: Humphries, Glenn (G.L.)
Cc: Rinkevich, Daniel (D.J.)
Subject: finding a vehicle

Hi Glen,

How does one find a vehicle for testing? Engineering wants to look at some 6.7 trucks that have EGT 11, 12, 13 and or 14 issues.

MM

RQ14-005 001766 ER

From: Dixon, Mark (M.R.)
Sent: Tuesday, December 02, 2014 6:22 PM
To: Goodwin, William (W.R.); Wagers, Sue (S.K.); Cervenan, Neil (N.J.); Rinkevich, Daniel (D.J.)
Subject: RE: GWC Stoneridge EGT Sensor 12B591/5J213

Bill, yes, we will work with Nathan on this.

His note brings up a good question. Now that the majority of the 5J213 warranty has shifted to 2013/14 MY (after the power fill fix) due warranty drop out, the most common failure mode now appears to be the sensor crimp issue (warranty returned sensors test TNI for this). The 28% is an acceptance factor from 2 or more years ago that reflected the percent of returned parts with mostly RTD weld failures.

Not clear on best approach to move forward on this. One approach is to do nothing (continue to get payments from Stoneridge for 28% of our EGT warranty). Other option it to re-open the discussion with Stoneridge on new acceptance factor based on latest return part analysis results, and some shared responsibility for the splice concern.

What are your thoughts?

From: Goodwin, William (W.R.)
Sent: Tuesday, December 02, 2014 12:47 PM
To: Wagers, Sue (S.K.); Dixon, Mark (M.R.)
Subject: FW: GWC Stoneridge EGT Sensor 12B591/5J213

Sue and Mark,

Do you want to comment on this?

Regards,
Bill Goodwin
Powertrain Sensors Technical Specialist
Powertrain Calibration Controls NVH [PCCN]
Ford Motor Company / Building #2 / 22B19
E-mail: wgoodwin@ford.com
Tel: (313) 805-9111
ONE FORD: ONE Plan - ONE Team - ONE Goal

From: Opaleski, Nathan (N.)
Sent: Tuesday, December 02, 2014 5:47 PM
To: Goodwin, William (W.R.)
Subject: GWC Stoneridge EGT Sensor 12B591/5J213

William,

Are you the PD engineer for the Stoneridge EGT sensor? I have started to see a large upwards trend in the WS for 12B591/5J213 for the Super Dutys MY2011+. Currently through GWC the AF% we are applying to Stoneridge is at 28.43%. Do you believe that the current AF% is a good representation of the known failure modes?

Thanks,

Nathan Opaleski
Warranty Commodity Engineer – Powertrain
GWC Project Manager/ Debit Analyst
6 Sigma Center
313-621-2831

From: Rinkevich, Daniel (D.J.)
Sent: Monday, March 03, 2014 3:46 PM
To: Caesar, Cynthia (C.L.)
Subject: RE: Harness Quality

Gracias!

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Caesar, Cynthia (C.L.)
Sent: Monday, March 03, 2014 10:29 AM
To: Dixon, Mark (M.R.); McDonagh, Scot (S.M.); Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); Oyafuso, Kevin (K.G.); Goodwin, William (W.R.)
Subject: RE: Harness Quality

New DTC Pivot table has been posted. I still contains all of 2013 & 2014 MY claims.

Cynthia Caesar
Powertrain Quality - Senior Engineer
Bldg #3 32G154 84-56115

From: Dixon, Mark (M.R.)
Sent: Friday, February 28, 2014 7:56 AM
To: Caesar, Cynthia (C.L.); McDonagh, Scot (S.M.); Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); Oyafuso, Kevin (K.G.); Goodwin, William (W.R.)
Subject: Harness Quality

Cynthia, pls send a note when you update the next DTC pivot table. We're trying to put together data that shows the impact of recent harness crimp and other wiring changes we have done recently. Thought we would start with your pivot tables, and then pull R/1000 data for changes where we have enough TIS.

This is the start of material we are putting together to review with the electrical team to demonstrate the impact of wiring improvements on PT quality. Intent is to show a cause and effect between bad wiring/crimps/connectors and high mostly MIL warranty.

Your DTC pivot still has all of 2013 MY included?

Sue/Dan/Bill/Scot/Kevin, what is the list of items we need to pull data on? I have:

- Escape GTDI sig return splice (P0106 and P0236)

- F HD EGT circuit and correlation DTCs (P246F, P242B, P2080,P2084, P246E, P242A, etc)

There were a couple of APP issues? Not sure what else.

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

From: Philbin, Jeff <Jeff.Philbin@stoneridge.com>
Sent: Monday, July 21, 2014 12:33 PM
To: Melchor, David; Miley, Jon (J.W.)
Cc: Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Taylor, Perry (P.A.); Hutchinson, Rob (R.); Sonat, Ibrahim (I.); Wagers, Sue (S.K.); Dixon, Mark (M.R.); Roberts, James (J.B.); Kruse, William (W.H.); Doering, Bob; Landis, Ron; Sparks, Robert; Karlen, Jason (J.R.); Morell, Tom
Subject: RE: Heads Up: EGT Sensors

Jon:

Also – we have re-installed TNI sensors into engineering trucks several times over the past year.

Sensors we have reinstalled have run with no issue / no fault codes.

Thank you.

Jeffrey Philbin

From: Melchor, David
Sent: Friday, July 18, 2014 4:44 PM
To: Miley, Jon (J.W.)
Cc: Philbin, Jeff; Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Taylor, Perry (P.A.); Hutchinson, Rob (R.); Sonat, Ibrahim (I.); Wagers, Sue (S.K.); Dixon, Mark (M.R.); Roberts, James (J.B.); Kruse, William (W.H.); Doering, Bob; Landis, Ron; Sparks, Robert; Karlen, Jason (J.R.); Morell, Tom
Subject: RE: Heads Up: EGT Sensors

Jon, we will start working on the 6-Panel and place our information together.

With regards to the TNI parts we do keep those unless as a team we require to torn down for further analysis or in some cases they are returned for re-install and testing.

Regards and have a great weekend!!!!

David Melchor
Quality Engineering Manager
Stoneridge Control Devices
Lexington Operations
Office 419-884-4241
Cell 419-631-2656
If we strive for perfection, we will achieve excellence

From: Miley, Jon (J.W.) [mailto:jmiley@ford.com]
Sent: Friday, July 18, 2014 2:16 PM
To: Melchor, David
Cc: Philbin, Jeff; Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Taylor, Perry (P.A.); Hutchinson, Rob (R.); Sonat, Ibrahim (I.); Wagers, Sue (S.K.); Dixon, Mark (M.R.); Roberts, James (J.B.); Kruse, William (W.H.); Doering, Bob; Landis, Ron; Sparks, Robert; Karlen, Jason (J.R.)

Subject: Heads Up: EGT Sensors
Importance: High

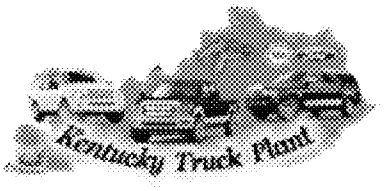
David,
In yesterday's VQR, John Savona, VO Director of Manufacturing, requested a 6-Panel review of Exhaust Gas Temperature Sensor failures in next month's VQR (Tentative date: August 21).
I realize that Stoneridge has been supporting the team, tracking returns, conducting teardown analysis, have implemented some corrective actions and has documented everything.
Please begin preparing for this VQR by initiating a 6 Panel and pasting all current Stoneridge documentation, tracking matrix, ICAs, photos and proposed PCAs in an organized, chronological order.

Question: What happens to sensors that test TNI – 9 out of 29 for 2014 MY – do these get torn down or re-installed onto Eng. test trucks???

Next Steps: Conference Call Thursday, 7/24 to review rough draft of 6-Panel.

If you have any questions, feel free to call or email. Thanks

Jon W. Miley
Jon W. Miley
STA Resident Engineer-Powertrain
KTP
Work: 502-339-3827
Cell: 313-910-7006



From: Philbin, Jeff <Jeff.Philbin@stoneridge.com>
Sent: Tuesday, March 11, 2014 10:00 PM
To: Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.)
Cc: Dixon, Mark (M.R.); Bushman, Thomas (T.S.)
Subject: RE: Help Needed
Attachments: Ford EGT Gen2.0 - DTC - MY13,14 140307.pptx

OK – Dan did a little better breakdown.

Attached is a Pareto of the Overall codes – it is in line with the notes below. These are not separated by Position – this would be a little more effort…

Please let me know if more info is needed or if you would like to discuss further.

Thank you.

Jeffrey Philbin

From: Rinkevich, Daniel (D.J.) [mailto:drinkevi@ford.com]
Sent: Monday, March 10, 2014 10:07 AM
To: McDonagh, Scot (S.M.)
Cc: Dixon, Mark (M.R.); Bushman, Thomas (T.S.); Philbin, Jeff
Subject: RE: Help Needed

Scot,
I think we may want to go with these 10 DTCs:

Description	EGT1	EGT2	EGT3	EGT4
Cir Range/Perf	P2080	P2084	P242B	P246F
Rationality	P0544	P2031	P242A	P246E

Cat Over Temp = P200C & P200E

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: McDonagh, Scot (S.M.)
Sent: Monday, March 10, 2014 7:32 AM
To: 'Philbin, Jeff'
Cc: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); Bushman, Thomas (T.S.)
Subject: RE: Help Needed

Grand total is fine. Below are Top 10 EGT DTCs per latest PT Pivot Tables. Not planning to include P06EA/P06EB/P22FF NOx DTCs in TSB release. Thanks

P242B

P246F

P2080

P2084

P246E

P242A

P200E

P200C

P06EB-NOX

P06EA-NOX

P2031

P22FF-NOX

P0544

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

From: Philbin, Jeff [mailto:Jeff.Philbin@stoneridge.com]
Sent: Friday, March 07, 2014 5:23 PM
To: McDonagh, Scot (S.M.)
Cc: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); Bushman, Thomas (T.S.); Philbin, Jeff
Subject: RE: Help Needed

Scot:

We should be able to get this, but it will take a couple days to pull from our data.

A majority of parts have multiple codes listed. I am not sure how to best show this, but most straight forward will be to provide a grand total of DTCs based on overall data. This means that we have about 600 returns, but will have over well over 1,000 total DTC codes.

Does this make sense?

Thank you.

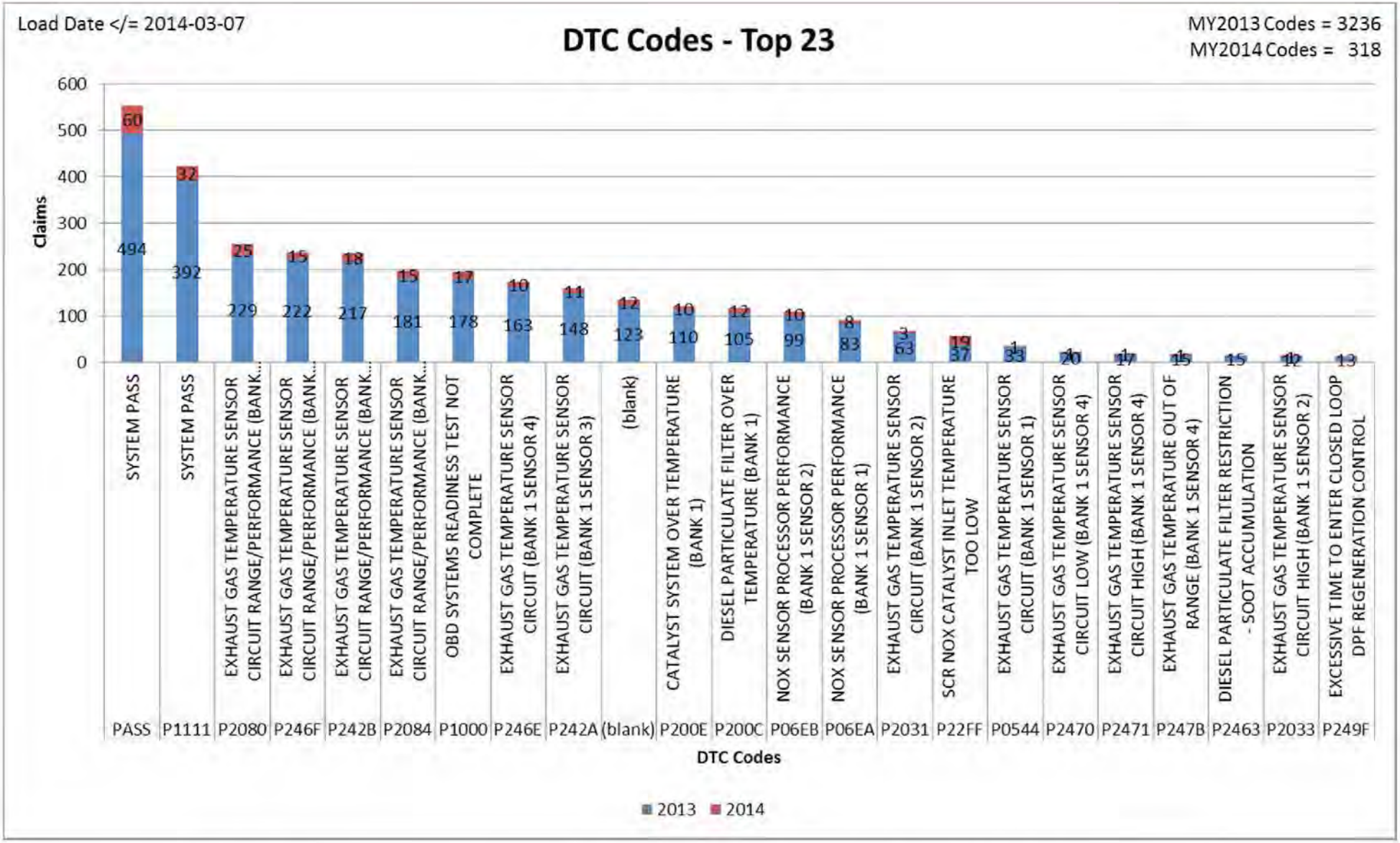
Jeffrey Philbin

From: McDonagh, Scot (S.M.) [mailto:smcdonag@ford.com]
Sent: Friday, March 07, 2014 7:29 AM
To: Philbin, Jeff
Cc: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); Bushman, Thomas (T.S.)
Subject: Help Needed

Jeff- We plan to publish a Technical Service Bulletin that will lead Dealers to replacing 14406/14S411 body side LEAR EGT connector rather than 5J213 EGT sensors. Can you provide a Top 10 list of DTCs for 13-14MY EGT warranty returns ?

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

Ford EGT Gen 2.0 – 2013, 2014



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From: Dixon, Mark (M.R.)
Sent: Wednesday, March 12, 2014 12:39 PM
To: Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Caesar, Cynthia (C.L.); Zacharias, Bernard (B.)
Cc: Bushman, Thomas (T.S.)
Subject: RE: Help Needed

Would like to see the repeat repair analysis on the 2013 EGT replacements (Cynthia is completing) and the Stonebridge summary of 2013 EGT failures. We can do this in parallel with the TSB development and collab.

We should use a connector causal part on this if we can get EESE agreement.

Bernard, please add this topic (2013/14 MY EGT TSB) to tomorrow's spend PAT. Cynthia, please provide results of the repeat repair analysis so we can review at this session. Thanks.

From: Rinkevich, Daniel (D.J.)
Sent: Wednesday, March 12, 2014 8:17 AM
To: McDonagh, Scot (S.M.)
Cc: Dixon, Mark (M.R.); Bushman, Thomas (T.S.); Johnson, Seth (S.); Eis, Peter (P.R.)
Subject: RE: Help Needed

Scot,
Looks great. Let's give it a whirl.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: McDonagh, Scot (S.M.)
Sent: Monday, March 10, 2014 11:42 AM
To: Rinkevich, Daniel (D.J.)
Cc: Dixon, Mark (M.R.); Bushman, Thomas (T.S.); Johnson, Seth (S.); Eis, Peter (P.R.)
Subject: RE: Help Needed

OK- Please review enclosed TSB draft and provide input. If you agree with content I will ask Seth to submit in TWAS and circulate for final engineering review. Thanks

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

From: Rinkevich, Daniel (D.J.)
Sent: Monday, March 10, 2014 10:07 AM
To: McDonagh, Scot (S.M.)

Cc: Dixon, Mark (M.R.); Bushman, Thomas (T.S.); 'Philbin, Jeff'
Subject: RE: Help Needed

Scot,
I think we may want to go with these 10 DTCs:

Description	EGT1	EGT2	EGT3	EGT4
Cir Range/Perf	P2080	P2084	P242B	P246F
Rationality	P0544	P2031	P242A	P246E

Cat Over Temp = P200C & P200E

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: McDonagh, Scot (S.M.)
Sent: Monday, March 10, 2014 7:32 AM
To: 'Philbin, Jeff'
Cc: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); Bushman, Thomas (T.S.)
Subject: RE: Help Needed

Grand total is fine. Below are Top 10 EGT DTCs per latest PT Pivot Tables. Not planning to include P06EA/P06EB/P22FF NOx DTCs in TSB release. Thanks

P242B

P246F

P2080

P2084

P246E

P242A

P200E

P200C

P06EB-NOX

P06EA-NOX

P2031

P22FF-NOX

P0544

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

From: Philbin, Jeff [mailto:Jeff.Philbin@stoneridge.com]
Sent: Friday, March 07, 2014 5:23 PM
To: McDonagh, Scot (S.M.)
Cc: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); Bushman, Thomas (T.S.); Philbin, Jeff
Subject: RE: Help Needed

Scot:

We should be able to get this, but it will take a couple days to pull from our data.

A majority of parts have multiple codes listed. I am not sure how to best show this, but most straight forward will be to provide a grand total of DTCs based on overall data. This means that we have about 600 returns, but will have over well over 1,000 total DTC codes.

Does this make sense?

Thank you.

Jeffrey Philbin

From: McDonagh, Scot (S.M.) [mailto:smcdonag@ford.com]
Sent: Friday, March 07, 2014 7:29 AM
To: Philbin, Jeff
Cc: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); Bushman, Thomas (T.S.)
Subject: Help Needed

Jeff- We plan to publish a Technical Service Bulletin that will lead Dealers to replacing 14406/14S411 body side LEAR EGT connector rather than 5J213 EGT sensors. Can you provide a Top 10 list of DTCs for 13-14MY EGT warranty returns ?

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

From: McDonagh, Scot (S.M.)
Sent: Wednesday, March 12, 2014 2:51 PM
To: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); Caesar, Cynthia (C.L.); Zacharias, Bernard (B.)
Cc: Bushman, Thomas (T.S.)
Subject: RE: Help Needed
Attachments: EGTCRIMP-TSB_1.docx; tsb13-10-11.pdf

Stonebridge summary matches up with Dan's TOP 10 EGT DTC list. We did not include EGT DTCs P06EA/P06EB(14MY Job1 Cal content/13MY Reflash TSB 13-10-11) and P22FF(NOx Sensor) from TSB release. I advised FCSD to use WPT-984, 3U2Z-14S411-BXAB ESE causal part in TSB draft. Will hold off on TSB submission until tomorrows Spend PAT review.

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

From: Dixon, Mark (M.R.)
Sent: Wednesday, March 12, 2014 8:39 AM
To: Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Caesar, Cynthia (C.L.); Zacharias, Bernard (B.)
Cc: Bushman, Thomas (T.S.)
Subject: RE: Help Needed

Would like to see the repeat repair analysis on the 2013 EGT replacements (Cynthia is completing) and the Stonebridge summary of 2013 EGT failures. We can do this in parallel with the TSB development and collab.

We should use a connector causal part on this if we can get EESE agreement.

Bernard, please add this topic (2013/14 MY EGT TSB) to tomorrow's spend PAT. Cynthia, please provide results of the repeat repair analysis so we can review at this session. Thanks.

From: Rinkevich, Daniel (D.J.)
Sent: Wednesday, March 12, 2014 8:17 AM
To: McDonagh, Scot (S.M.)
Cc: Dixon, Mark (M.R.); Bushman, Thomas (T.S.); Johnson, Seth (S.); Eis, Peter (P.R.)
Subject: RE: Help Needed

Scot,
Looks great. Let's give it a whirl.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: McDonagh, Scot (S.M.)
Sent: Monday, March 10, 2014 11:42 AM
To: Rinkevich, Daniel (D.J.)
Cc: Dixon, Mark (M.R.); Bushman, Thomas (T.S.); Johnson, Seth (S.); Eis, Peter (P.R.)
Subject: RE: Help Needed

OK- Please review enclosed TSB draft and provide input. If you agree with content I will ask Seth to submit in TWAS and circulate for final engineering review. Thanks

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

From: Rinkevich, Daniel (D.J.)
Sent: Monday, March 10, 2014 10:07 AM
To: McDonagh, Scot (S.M.)
Cc: Dixon, Mark (M.R.); Bushman, Thomas (T.S.); 'Philbin, Jeff'
Subject: RE: Help Needed

Scot,
I think we may want to go with these 10 DTCs:

Description	EGT1	EGT2	EGT3	EGT4
Cir Range/Perf	P2080	P2084	P242B	P246F
Rationality	P0544	P2031	P242A	P246E

Cat Over Temp = P200C & P200E

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: McDonagh, Scot (S.M.)
Sent: Monday, March 10, 2014 7:32 AM
To: 'Philbin, Jeff'
Cc: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); Bushman, Thomas (T.S.)
Subject: RE: Help Needed

Grand total is fine. Below are Top 10 EGT DTCs per latest PT Pivot Tables. Not planning to include P06EA/P06EB/P22FF NOx DTCs in TSB release. Thanks

P242B

P246F

P2080

P2084

P246E

P242A

P200E

P200C

P06EB-NOX

P06EA-NOX

P2031

P22FF-NOX

P0544

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

From: Philbin, Jeff [mailto:Jeff.Philbin@stoneridge.com]
Sent: Friday, March 07, 2014 5:23 PM
To: McDonagh, Scot (S.M.)
Cc: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); Bushman, Thomas (T.S.); Philbin, Jeff
Subject: RE: Help Needed

Scot:

We should be able to get this, but it will take a couple days to pull from our data.

A majority of parts have multiple codes listed. I am not sure how to best show this, but most straight forward will be to provide a grand total of DTCs based on overall data. This means that we have about 600 returns, but will have over well over 1,000 total DTC codes.

Does this make sense?

Thank you.

Jeffrey Philbin

From: McDonagh, Scot (S.M.) [mailto:smcdonag@ford.com]
Sent: Friday, March 07, 2014 7:29 AM
To: Philbin, Jeff

Cc: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); Bushman, Thomas (T.S.)
Subject: Help Needed

Jeff- We plan to publish a Technical Service Bulletin that will lead Dealers to replacing 14406/14S411 body side LEAR EGT connector rather than 5J213 EGT sensors. Can you provide a Top 10 list of DTCs for 13-14MY EGT warranty returns ?

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

2013-2014 Model Year 6.7L Diesel EGT DTCs Due to Improper Body Side Harness Crimp

TSB Issue:.

Some 2013-2014 Model Year F250-550 Super-Duty built prior to 12/15/13, equipped with 6.7L Diesel engines may exhibit Malfunction Indicator Light on with Exhaust Gas Temperature(EGT) Sensor Diagnostic Trouble Codes stored in Powertrain Control Module(PCM) memory due to improper crimp on 14406 body side harness sensor connector. Improper sensor harness crimp can result in high Temperature Sensor Resistance and the following Diagnostic Trouble Codes.

TSB Action:
Follow the Service Procedure Steps to correct the condition.

TSB Service Procedure:

1. Using the Ford Integrated Diagnostic System (IDS) service tool or equivalent scan tool, check all continuous memory diagnostic trouble codes (CMDTCS). Are DTCs P2080, P0544, P2084, P2031, P242A, P242B, P246E, P246F, P200C Or P200E stored in PCM memory ?

a) No- This article does not apply. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for normal diagnostics.

b) Yes- Replace Body-Side 4-Pin Male harness connector that corresponds with confirmed Exhaust Gas Temperature sensor(EGT) diagnostic trouble code. Refer to Pro Tech Society Wiring 152-1 Component Location Chart.

TBS CAUSAL PART NUMBER: WPT-984, 3U2Z-14S411-BXAB.

.

6.7L—MALFUNCTION INDICATOR LIGHT (MIL) ON—DTCS P2002, P208E, P06EA, P06EB—EXHAUST FLUID SYSTEM FAULT—FORCED IDLE

TSB 13-10-11

FORD:
2013 F-Super Duty

This article supersedes TSB **13-7-12** to remove the production fix date.

ISSUE

Some 2013 F-Super Duty 6.7L diesel equipped vehicles may exhibit the malfunction indicator light (MIL) illuminated with any of the following diagnostic trouble codes (DTCs): P2002, P208E, P06EA, P06EB. A calibration is available to improve the monitors for the listed DTCs. Additionally, this calibration includes content to simplify the process for exiting the diesel exhaust fluid (DEF) anti-tampering strategy forced-idle mode. This mode is indicated by the message center displaying Exhaust Fluid System Fault.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

1. Using an Integrated Diagnostic System (IDS) or equivalent, check for DTCs. Are any of DTC's P2002, P208E, P06EA or P06EB present or is the vehicle in forced idle mode with the message center displaying Exhaust Fluid System Fault?
    a. No - this article does not apply. Refer to Powertrain Control/Emissions Diagnosis (PC/ED) Manual for normal diagnostics.
    b. Yes - proceed to Step 2.
2. Reprogram the powertrain control module (PCM) to the latest calibration using IDS release 84.03 or higher. Calibration files may also be obtained at www.motorcraft.com.
3. Reset/clear the diesel particulate filter (DPF) parameter tables: Resetting/clearing the adaptive learn tables can be accomplished with IDS by selecting the following: Toolbox, Powertrain, Service Functions, Diesel Particulate Regeneration System, DPF Parameter Reset.
    a. The adaptive learn tables for the DPF are not reset during PCM reprogramming and will need to be reset/cleared to prevent the code(s) from being set falsely.
4. Is the vehicle in forced-idle mode after reprogramming?
    a. No - repair is complete.
    b. Yes - the vehicle is in forced idle mode after the calibration has successfully updated and DTCs have been cleared. Remove the vehicle from forced idle mode by cycling the key.

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.

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 supercede this information with updates.The most recent information is available through Ford Motor Company's on-line technical resources.

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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
131011A	2013 F-Super Duty 6.7L: Check DTCs And Reprogram The PCM. Includes Time To Reset DPF Parameter, Remove The Vehicle From Forced Idle Mode And Clear Codes (Do Not Use With Any Other Labor Operations)	0.6 Hr.

DEALER CODING

	CONDITION CODE
BASIC PART NO.	
RECALEM	04

From: Philbin, Jeff <Jeff.Philbin@stoneridge.com>
Sent: Saturday, October 19, 2013 5:44 PM
To: Bushman, Thomas (T.S.); Landis, Ron
Cc: Rinkevich, Daniel (D.J.)
Subject: Re: Lear

Tom

Yes, I do have them. I am driving to Lexington on Monday afternoon and will deliver.

Thanks.
Jeffrey Philbin
Stoneridge
248-469-9942

From: Bushman, Thomas (T.S.) [mailto:tbushman@ford.com]
Sent: Saturday, October 19, 2013 12:24 PM Eastern Standard Time
To: Landis, Ron; Philbin, Jeff
Cc: Rinkevich, Daniel (D.J.) <drinkevi@ford.com>
Subject: RE: Lear

Jeff – were you able to pick-up that group of EGTs and Mating Connectors from Dan Rinkevich on Friday? We need to get those to Ron as soon as possible so we can section, mount, and polish.

Thanks.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Landis, Ron [mailto:Ronald.Landis@stoneridge.com]
Sent: Friday, October 18, 2013 11:30 AM
To: Bushman, Thomas (T.S.)
Subject: RE: Lear

Tom,

I agree that it is a major error in their control plan. My understanding of crimping is that the crimp height and width are a resultant of sectioning. You adjust the crimp to achieve the desired cross section results so you probably start at one end of the spec and travel to the other end as the crimp tooling wears. The crimp process probably is something that you may not make CPK values the key thing to watch. Anywhere within the crimp limits will do if the crimp sections are good.

I will send info on our suppliers control plan and where location was on the section views we provided. We only have had one part to section.

Ron Landis
Application Engineering Mgr
Stoneridge Inc.
Control Devices Division – Lexington
Ronald.Landis@Stoneridge.com

From: Bushman, Thomas (T.S.) [mailto:tbushman@ford.com]
Sent: Friday, October 18, 2013 11:15 AM
To: Landis, Ron
Subject: RE: Lear

Ron – I need you to send to me your control plan that outlines how you check the crimps every two hours. This is their major error state in their control plan and it never should have been omitted.

Right now, there is not defense for Lear – it was professional malpractice.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Landis, Ron [mailto:Ronald.Landis@stoneridge.com]
Sent: Friday, October 18, 2013 10:26 AM
To: Bushman, Thomas (T.S.)
Subject: Lear

Tom,

In defense of Lear, they probably would not knowingly ship defective product and would not be aware of what sectioning shows, as the crimps were in spec. They just panicked I think.

Ron Landis
Application Engineering Mgr
Stoneridge Inc.
Control Devices Division – Lexington
Ronald.Landis@Stoneridge.com

From: Taylor, Perry (P.A.)
Sent: Thursday, February 06, 2014 2:14 PM
To: Sproul, Gregory (G.D.); Rinkevich, Daniel (D.J.)
Cc: Bushman, Thomas (T.S.); Koon, Mason (M.L.)
Subject: RE: Loose EGT sensor; 1FTRF3BT6EE[redacted]
Attachments: 1FTRF3BT6EE[redacted].pdf

I looked through ECB and only found one other instance of this code [P249F EXCESSIVE TIME TO ENTER CLOSED LOOP DPF REGENERATION CONTROL]. My conclusion—NOT same root cause. Agree/disagree/No Opinion?

VERIFY CONCERN MIL ILLUMINATED ACCESS AND OBTAINED DTC P249F MONITORED FREEZE FRAME DATA FOUDN EGT 14 READING -14 DEGREES WHILE REST OF EGT SENSOS READING ABOVE 300 DEGREES PERFORMED PPT RC1-RC6 FOUND WHEN TAPPING AROUND EGT14 TEMP DROPPED TO -40 & VOLTAGE FLUCTUATING REPL EGT14 AND CLEARD DTC

Perry A. Taylor

PVT Powertrain

~~Louisville Assembly~~ Kentucky Truck Plant

Cell Phone: (313) 805-5182

~~Desk Phone: (502) 357-6004~~

~~Fax: (502) 364-3935~~

PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, February 06, 2014 9:09 AM
To: Sproul, Gregory (G.D.); Rinkevich, Daniel (D.J.)
Cc: Bushman, Thomas (T.S.); Koon, Mason (M.L.)
Subject: RE: Loose EGT sensor

Update on fault occurrence

2014MY –ECB does NOT show any other claims for LOOSE EGT. I will scrub the data again, to make sure no claims were inadvertently binned to DISLIKE DESIGN (37).

EOL—we (KTP) never set this code on EOL.

Dan, is this code [P249F EXCESSIVE TIME TO ENTER CLOSED LOOP DPF REGENERATION CONTROL] require driving to set? What would you expect to see (on an EOL test) if you had a loose EGT? Not fully torqued.

Perry A. Taylor

PVT Powertrain

~~Louisville Assembly~~ Kentucky Truck Plant

Cell Phone: (313) 805-5182

~~Desk Phone: (502) 357-6004~~

~~Fax: (502) 364-3935~~
PTAYLOR8@ford.com

From: Taylor, Perry (P.A.)
Sent: Thursday, February 06, 2014 8:41 AM
To: Sproul, Gregory (G.D.)
Cc: Bushman, Thomas (T.S.); Koon, Mason (M.L.)
Subject: Loose EGT sensor

When I read this claim, I come to the conclusion that this is a process issue. You can disagree but I would like to do the following;

FOUND EGT SENSOR 13 NOT BOLTED DOWN IN EXHAUST
Production Date: 12-DEC-2013
VIN: 1FT7W2BT6EE[redacted]
TIS: 1

Check Process sheet for EGT installation. *Need champion*
This particular sensor was the 3rd (from the front)—however I would recommend we verify all four.
Verify OIS reflects what process sheet states. *Need Champion*
Check QLS—to see if unit was repaired (P. Taylor—although I do not have QLS on my computer. If someone can run the report, I will review. Mason?)
Is there any way to review internal metrics to see if this is a hidden factory?
EEC repairs?
Check EOL for similar faults (P. Taylor)
Other ideas?

I will review warranty to see how big this problem is. At this point I all I have is one claim.

Perry A. Taylor

PVT Powertrain
~~Louisville Assembly~~ Kentucky Truck Plant
Cell Phone: (313) 805-5182
~~Desk Phone: (502) 357-6004~~
~~Fax: (502) 364-3935~~
PTAYLOR8@ford.com

Server: **AWS Prod**
Claims loaded through: **05-FEB-2014**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2014; **Claim Key** = 427853

Vehicle Information

Model Year: 2014
Market Derived: F - FORD
Body/Cab Type: T/BB - SINGLE CAB (REGULAR CAB)
Version/Series: T/CD-350 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FA-P473 SUPER DUTY [11-15]
Warranty Start Date: 31-OCT-2013
Production Date: 26-SEP-2013
VIN: 1FTRF3BT6EE[redacted]

Claim Information

Document Number: 151137A
Repair Date: 28-JAN-2014
Distance: 2212
TIS: 3
AWS Load Date: 03-FEB-2014

Dealer Information:

Dealer Name: PINE TREE FORD LINCOLN
Dealer Code: B1403 - *
Address: 100 AUTO PARK CIRCLE
City: WOODBRIDGE
State: ON Zip Code:L4L9T5
Country: CAN Region Code: NA
Phone: (416)798-4777

Expense Information

Customer Paid Amount:	.00
Deductible Amount:	.00
Dealer Paid Amount:	.00
Labor Cost:	95.80
Misc. Expense Amount:	18.89
Part Markup Amount:	14.14
Material Cost:	49.49
Total Cost Gross:	145.29

Cust. Concern Code: D50 - OTHER ENGINE TROUBLES
Condition Code: 42 - DOES NOT OPERATE PROPERLY
Technician Comment: VERIFY CONCERN MIL ILLUMINATED ACCESS AND OBTAINED DTC P249F MONITORED FREEZE FRAME DATA FOUDN EGT 14 READING -14 DEGREES WHILE REST OF EGT SENSOS READING ABOVE 300 DEGREES PERFORMED PPT RC1-RC6 FOUND WHEN TAPPING AROUND EGT14 TEMP DROPPED TO -40 & VOLTAGE FLUCTUATING REPL EGT14 AND CLEARD DTC
Customer Comment: CHK AND REPORT ON CHK ENG LIGHT IS ON

Labor Op Code	Labor Op Description	Labor Op Cost
12650DD		19.16
12650DX1	EXTRA TIME TO REPEAT FINAL QUICK TEST	9.58

RQ14-005.001791 ER

12650D45D		28.74
12650D68		28.74
12650D80	NGS DCL DISPLAY TEST	9.58

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	AC3Z	5J213	B	SNS ASY-ENG EXH TEMP THRML	031403	1	49.49

DTC Sections: **Mil. Light On = ***

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

Any comments? You can contact



webmaster

3211

RO14-005 001792 ER

From: Bushman, Thomas (T.S.)
Sent: Friday, November 08, 2013 7:57 PM
To: 'Han, Tao'; Hutchinson, Rob (R.); Rinkevich, Daniel (D.J.); Brackett, Tom (T.P.)
Subject: RE: Matched sets arrived

Tao – thanks for picking them up.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Han, Tao [mailto:THAN@ngksparkplugs.com]
Sent: Friday, November 08, 2013 2:52 PM
To: Bushman, Thomas (T.S.); Hutchinson, Rob (R.); Rinkevich, Daniel (D.J.); Brackett, Tom (T.P.)
Cc: Philbin, Jeff (Jeff.Philbin@stoneridge.com)
Subject: RE: Matched sets arrived

Tom,

The parts are picked up. And we will send them for investigation.

Regards,
Tao Han
Application Engineer
NGK Spark Plugs (U.S.A.), Inc.
Desk: (248)926-6232
Cell: (248)7246103
Fax: (248) 926-6912

From: Bushman, Thomas (T.S.) [mailto:tbushman@ford.com]
Sent: Thursday, November 07, 2013 4:01 PM
To: Hutchinson, Rob (R.); Rinkevich, Daniel (D.J.); Brackett, Tom (T.P.)
Cc: Han, Tao; Philbin, Jeff (Jeff.Philbin@stoneridge.com)
Subject: RE: Matched sets arrived

Rob - Excellent. We need Tom Bracket to have first crack at the EGT pair.

Tao – can you please pick-up the NOx Sensor & Module?

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor

RQ14-005 001793 ER

Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Hutchinson, Rob (R.)
Sent: Thursday, November 07, 2013 1:38 PM
To: Rinkevich, Daniel (D.J.); Bushman, Thomas (T.S.)
Cc: than@ngksparkplugs.com; Philbin, Jeff (Jeff.Philbin@stoneridge.com)
Subject: Matched sets arrived

I received 1 EGT with pigtail connector and NOx module and sensor (both still connected) from a recent FAV call.

<< Message: eTracker Alert: Issue Id 12293604 Created in Project gPCSE Sensor Returns >> << Message: eTracker Alert: Issue Id 12293601 Created in Project gPCSE Sensor Returns >> << Message: eTracker Alert: Issue Id 12293596 Created in Project gPCSE Sensor Returns >>

Rob Hutchinson

Quality Analyst Sensors / Aux Modules

Powertrain Controls

Dearborn - Building 2 Room 22J04
1-313-845-1113
rhutch13@ford.com
<< OLE Object: Picture (Device Independent Bitmap) >>

From: Williams, Brent (B.A.)
Sent: Wednesday, October 09, 2013 2:57 PM
To: Bushman, Thomas (T.S.); Rembert, Shannon (S.A.); Brackett, Tom (T.P.)
Cc: Austin, Jon (J.A.); Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.); Austin, Aaron (A.A.)
Subject: RE: MatingConnectorReturnedComparison_10_09_13

Adding Aaron

Brent A. Williams
Electrical PVT Supervisor, KTP - P473/U22x
F Super Duty/Expedition/Navigator
Desk - 502-429-2979
Cell - 313-805-8512
Email: bwillia8@ford.com

From: Bushman, Thomas (T.S.)
Sent: Wednesday, October 09, 2013 10:56 AM
To: Rembert, Shannon (S.A.); Brackett, Tom (T.P.)
Cc: Williams, Brent (B.A.); Austin, Jon (J.A.); Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.)
Subject: FW: MatingConnectorReturnedComparison_10_09_13

Shannon / Tom –

Can you please review this brief report from Stoneridge (EGT Supplier).

They received a Matched Set (Connector and EGT) return and they did a cross section of the EGT crimp and the Terminal crimp. It appears that we do not have an adequate crimp on the Terminal – what do you guys think? Have we had an opportunity to do the same cross sectional analysis on that EGT Connector that exhibited the intermittent open circuit during the tap test?

Please let us know – thanks.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Landis, Ron [mailto:Ronald.Landis@stoneridge.com]
Sent: Wednesday, October 09, 2013 10:30 AM
To: Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.)
Cc: Philbin, Jeff; Sparks, Robert; Doering, Bob
Subject: MatingConnectorReturnedComparison_10_09_13

RQ14-005 001795 ER

From: Knitter, Alan (A.R.)
Sent: Monday, September 16, 2013 7:06 PM
To: Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Sonat, Ibrahim (I.); Kue, Ace (K.)
Cc: Dodds, Dave (D.C.); McCormick, Patrick (P.J.); Tyrpak, Steve (S.)
Subject: RE: McDowell County Ambulance EGT Sensor Information Needed

I will be at the dealer this Wednesday. I don't know yet if they got the mating connector. I have to check how many times this one unit has had a sensor replaced and if it's been the same location each time.

Alan R. Knitter
Field Service Engineer
Ford Motor Company
Charlotte Region
704-968-5837 Cell
866-637-2297 Fax
aknitter@ford.com

From: Bushman, Thomas (T.S.)
Sent: Monday, September 16, 2013 3:01 PM
To: Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Sonat, Ibrahim (I.); Kue, Ace (K.)
Cc: Knitter, Alan (A.R.)
Subject: RE: McDowell County Ambulance EGT Sensor Information Needed

Excellent idea!

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Rinkevich, Daniel (D.J.)
Sent: Monday, September 16, 2013 3:00 PM
To: Bushman, Thomas (T.S.); McDonagh, Scot (S.M.); Sonat, Ibrahim (I.); Kue, Ace (K.)
Cc: Knitter, Alan (A.R.)
Subject: RE: McDowell County Ambulance EGT Sensor Information Needed

Can we put a data recorder in this vehicle?

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Bushman, Thomas (T.S.)
Sent: Monday, September 16, 2013 2:58 PM
To: McDonagh, Scot (S.M.); Rinkevich, Daniel (D.J.); Sonat, Ibrahim (I.); Kue, Ace (K.)
Cc: Knitter, Alan (A.R.)
Subject: RE: McDowell County Ambulance EGT Sensor Information Needed

This is very telling.

Second sensor and we get another fault – sounds like a circuit problem.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: McDonagh, Scot (S.M.)
Sent: Monday, September 16, 2013 2:47 PM
To: Bushman, Thomas (T.S.)
Cc: Knitter, Alan (A.R.)
Subject: RE: McDowell County Ambulance EGT Sensor Information Needed

You are reading correctly- Need Alan to advise if Fleet is providing Sensor Pigtail combo

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

From: Bushman, Thomas (T.S.)
Sent: Monday, September 16, 2013 2:18 PM
To: McDonagh, Scot (S.M.)
Subject: RE: McDowell County Ambulance EGT Sensor Information Needed

Scot – please let me know if I'm reading this correctly:

A new EGT failed on this unit – am I reading this right?

Did they get the mating connector when they swapped out the new EGT?

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: McDonagh, Scot (S.M.)
Sent: Monday, September 16, 2013 9:16 AM
To: Rinkevich, Daniel (D.J.); Bushman, Thomas (T.S.); Dixon, Mark (M.R.); Wagers, Sue (S.K.); Goodwin, William (W.R.); Moylan, James (J.J.); Kue, Ace (K.); Bogema, John (P.)
Subject: FW: McDowell County Ambulance EGT Sensor Information Needed

INFO

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

From: Knitter, Alan (A.R.)
Sent: Monday, September 16, 2013 9:09 AM
To: McDonagh, Scot (S.M.)
Cc: Tyrpak, Steve (S.)
Subject: RE: McDowell County Ambulance EGT Sensor Information Needed

Scot,

The Service Manager at Crossroads of Morganton called me on Friday, they had one of the new EGT sensors we had them replace fail on a unit that recently got four new EGT sensors. This is for sure a "B" level sensor. The Service Manager has it bagged and I will pick it up with the others this Wednesday.

Alan R. Knitter
Field Service Engineer
Ford Motor Company
Charlotte Region
704-968-5837 Cell
866-637-2297 Fax
aknitter@ford.com

From: McDonagh, Scot (S.M.)
Sent: Wednesday, September 11, 2013 3:29 PM
To: Knitter, Alan (A.R.)
Subject: RE: McDowell County Ambulance EGT Sensor Information Needed

Excellent- Thank you

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

From: Knitter, Alan (A.R.)
Sent: Wednesday, September 11, 2013 2:56 PM
To: McDonagh, Scot (S.M.)
Cc: Tyrpak, Steve (S.); Dodds, Dave (D.C.); McCormick, Patrick (P.J.); Buss, Donna (D.M.); Rinkevich, Daniel (D.J.);

Dixon, Mark (M.R.); Bogema, John (P.); Kue, Ace (K.); Hale, Curt (B.C.)
Subject: Re: McDowell County Ambulance EGT Sensor Information Needed

Scot,

The 6.7 that was in the shop last week was released with a new turbo (second replacement for exhaust (turbine side) damage. The 6.4 has just been approved by ESP for turbos, DPF and oxidation catalyst replacement.

So, to answer your question, the last 6.7 will be brought in late this week for the EGT sensor replacement. I will pick them up next week, take pictures and get them sent off to you. If for some reason they cannot bring the ambulance in, I will go retrieve the 8 EGT's they have and get them sent to you.

Alan Knitter
Field Service Engineer
Ford Motor Company
Charlotte Region
704-968-5837
Sent via my BlackBerry

From: McDonagh, Scot (S.M.)
Sent: Wednesday, September 11, 2013 09:14 AM
To: Knitter, Alan (A.R.)
Cc: Tyrpak, Steve (S.); Dodds, Dave (D.C.); McCormick, Patrick (P.J.); Buss, Donna (D.M.); Rinkevich, Daniel (D.J.); Dixon, Mark (M.R.); Bogema, John (P.); Kue, Ace (K.); Hale, Curt (B.C.)
Subject: RE: McDowell County Ambulance EGT Sensor Information Needed

Any progress on EGT Sensor & Connector returns ?

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

From: Knitter, Alan (A.R.)
Sent: Thursday, September 05, 2013 9:23 AM
To: Buss, Donna (D.M.)
Cc: Tyrpak, Steve (S.); Dodds, Dave (D.C.); McCormick, Patrick (P.J.); McDonagh, Scot (S.M.)
Subject: RE: McDowell County Ambulance EGT Sensor Information Needed

Donna,

I have been speaking with Jonathan this week and had planned to visit the dealer to pick up the sensors, however, they (Crossroads) have been waiting on the final 6.7L ambulance to be brought to the dealer to change the EGT sensors.

As of yesterday morning (9/4) Crossroads had one of McDowell County's 6.4L ambulances in the shop for a DPF concern, so McDowell county could not give up another ambulance to change out the sensors. Then late yesterday afternoon one of the 6.7L ambulances that has already had the sensors changed came in for a turbo issue.

Jonathan is staying in touch with me and will let me know when the last ambulance has the EGT sensors replaced. In addition, he is working with the hotline on the two that are currently in the shop and will get me involved in those if needed.

Alan R. Knitter
Field Service Engineer
Ford Motor Company
Charlotte Region
704-968-5837 Cell
866-637-2297 Fax
aknitter@ford.com

From: Buss, Donna (D.M.)
Sent: Wednesday, September 04, 2013 10:15 PM
To: Knitter, Alan (A.R.); Tyrpak, Steve (S.)
Subject: RE: McDowell County Ambulance EGT Sensor Information Needed

Where are we on this unit?

Donna Buss
Parts, Service and Sales
Regional Manager
Charlotte Region
(704) 726-0182 cell
(704) 998-2641 office

Go Further

From: Knitter, Alan (A.R.)
Sent: Tuesday, August 27, 2013 9:20 AM
To: Jonathan.lankford@crossroadscars.com
Cc: Tyrpak, Steve (S.); Buss, Donna (D.M.); Dodds, Dave (D.C.); McCormick, Patrick (P.J.); Crossroads Ford of Morganton
Subject: McDowell County Ambulance EGT Sensor Information Needed

Jonathan,

I know I have sent you several emails about McDowell County over the past two days; I want to clarify what should be happening right now and what we (Ford) needs from you.

1. As we discussed yesterday, replace all 4 EGT sensors on all there ambulance units. I show VIN's 1FDUF4HT1CE[redacted], 1FDUF4HT3BE[redacted] and 1FDUF4HT4BE[redacted] as their only 6.7L units.

2. Mark the sensors so we know what vehicle and what position in the exhaust they came from. Get some plastic baggies or something like that so the VIN and the EGT position in the exhaust can be marked down. Use a paint pen to mark the position on the sensor itself.

3. Save any sensors that have been replaced over the past 6-8 months if they are still in your possession, and try to match the sensor to the vehicle (VIN) they came from.

4. Verify that all current sensors being replaced are part number AC3Z-5J213-B.

5. Pull all non-warranty RO's on the 6.7L Ambulances and record how many, and what part number EGT sensor was used per VIN. Also, if it's recorded, what position in the exhaust the sensor was located.

6. New TSB 12-7-1 and 12-7-2 were released about this concern July 10, 2012. Please follow the TSB's for any future issues with McDowell County or other 6.7L vehicles.

Call me with any questions. Thank you for all your help Jonathan!

Alan R. Knitter
Field Service Engineer
Ford Motor Company
Charlotte Region
704-968-5837 Cell
866-637-2297 Fax
aknitter@ford.com

From: McDonagh, Scot (S.M.)
Sent: Tuesday, August 12, 2014 5:51 PM
To: Oyafuso, Kevin (K.G.)
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: Next Steps on EGT Sensor Spend

Any luck acquiring EGT pigtails ?



EGT_PIGTAIL_W...

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

From: McDonagh, Scot (S.M.)
Sent: Thursday, August 07, 2014 2:34 PM
To: Oyafuso, Kevin (K.G.) (koyafuso@ford.com)
Subject: FW: Next Steps on EGT Sensor Spend

Did you order WPT-584 pigtails ?

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

From: Dixon, Mark (M.R.)
Sent: Thursday, August 07, 2014 2:23 PM
To: Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Wagers, Sue (S.K.); Smith, Robert (R.); Zabie, Marvin (M.); Johnson, Seth (S.); Johnson, Warren (W.K.)
Subject: Next Steps on EGT Sensor Spend

Below are next steps on EGT sensor spend per this morning's discussion:

2011/12 MY EGT Targeted Claims Assessing (TCA)

- Several claims for EGT had reference to DPF plugging. Marvin to send us these claims for review

- Recommendation to combine the two EGT TSBs into single publication – this would work better for techs (e.g. case were P200E/C DTC also has circuit code). I will set up session to develop new TSB.

- TCA will be applied to the claims that fit the criteria – claims with DTCs outside of those in TSB will be excluded from TCA

EGT P200E and P200C Freeze Frame

- Freeze frame records used to determine which EGT crossed monitor temp threshold of 1562F when DTC P200E/C set. Hotline calls and OWS records indicate many FF records show all EGTs below threshold.

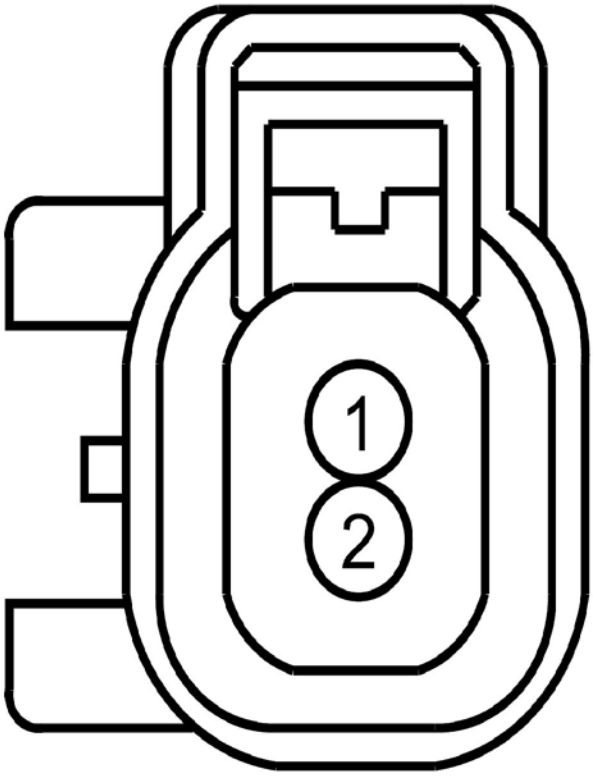
- Dan will speak with Gopal to determine how diesel strategy works to set FF data (e.g. could DTC that sets after P200X overwrite the FF record).

Repeat Repairs after 2013/2014MY EGT TSB

- Many repeat repairs after harness connector repair directed in 2013/14 EGT TSB. Need to determine magnitude of concern and cause:
    - Determine how many repeats had sensor replaced first (Scot)
    - Calculate the repeat repair rate – will need count on the total number of harness connector repairs (Mark)
    - Investigate quality of harness connector service parts (Scot and Dan to determine next steps)

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

Connector: C3602	Description	Color	Harness	Base Part #	Service Pigtail
	EXHAUST GAS TEMPERATURE SENSOR (EGT) 2	BK	14406	12B591	See Below



Pin	Circuit	Gauge	Circuit Function	Qualifier
1	VE726 (YE-GY)	20	SENSOR - DIESEL PARTICULATE FILTER TEMPERATURE INLET (#2) (EGT12)	
2	RE406 (GY-VT)	20	CTRL MOD. - POWERTRAIN # SIGNAL RETURN TRANSMISSION (SIGRTN)	

Available Pigtail Kits

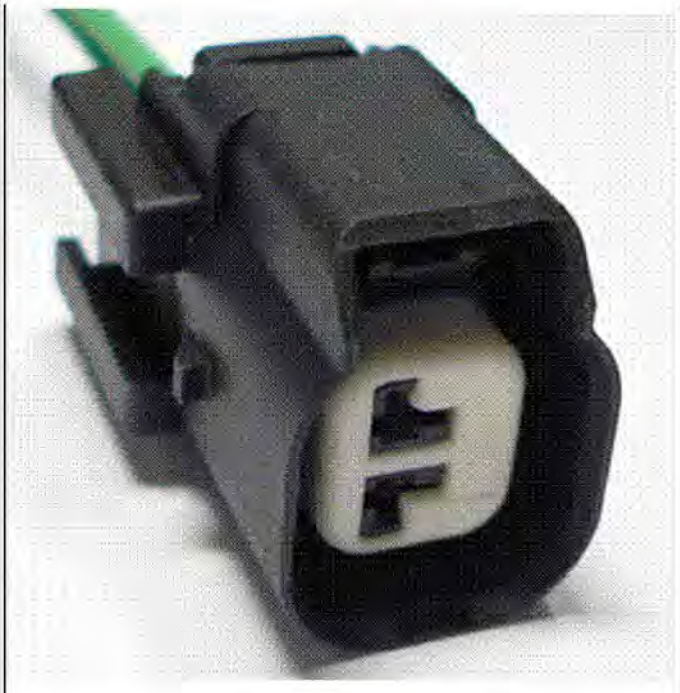
Pigtail Kit Part Number **WPT-984**

Service Part Number: **3U2Z-14S411-BXAB**
Gauge: **16**
Pin material: **Silver**
Cavities: **2**

Vehicle Uses

- A/C Compressor Clutch
- EGR Cooler Outlet
- Electronic Locking Differential
- Horn
- Lamp - CHMSL (Center High Mount Stop Lamp)
- Lamp - Rear Park

RQ14-005.001804 ER



- Lamp - Reverse
- Lamp - Side Marker
- Motor - Adjustable Pedal
- Sensor - Adjustable Pedal
- Sensor - Brake Fluid Level
- Sensor - Cam Shaft Position
- Sensor - Cylinder Head Temperature
- Sensor - Exhaust Gas Temperature
- Sensor - Liftgate Obstacle
- Sensor - Oil Level
- Sensor - Output Shaft Speed
- Sensor - Speed
- Solenoid - Engine Variable Timing
- Speaker - Door
- Speaker - Front
- Speaker - Rear
- Speaker - Subwoofer
- Speaker - Tweeter - LH - Front
- Switch - A/C Compressor Clutch Cycling
- Switch - Backup Lamp
- Switch - Deck Lid / Hatch Release
- Switch - Deck Lid / Lift Gate Ajar
- Switch - Hood Ajar
- Switch - Lift Gate Glass Ajar
- Switch - Power Liftgate
- Switch - Reverse Park Aid

RQ14-005.001805 ER

From: Oyafuso, Kevin (K.G.)
Sent: Wednesday, August 13, 2014 12:04 PM
To: McDonagh, Scot (S.M.)
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: Next Steps on EGT Sensor Spend

I got them in, I was going to keep a couple for the breakout box but it sounds like Dan wanted a couple dissected to examine the crimps.

WPT-984 (I think this is the correct part number – it fits the sensor ends you gave me)

3U2Z-14S411-BXAB

From: McDonagh, Scot (S.M.)
Sent: Tuesday, August 12, 2014 1:51 PM
To: Oyafuso, Kevin (K.G.)
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: Next Steps on EGT Sensor Spend

Any luck acquiring EGT pigtails ?

<< File: EGT_PIGTAIL_WPT-984.pdf >>

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

From: McDonagh, Scot (S.M.)
Sent: Thursday, August 07, 2014 2:34 PM
To: Oyafuso, Kevin (K.G.) (koyafuso@ford.com)
Subject: FW: Next Steps on EGT Sensor Spend

Did you order WPT-584 pigtails ?

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

From: Dixon, Mark (M.R.)
Sent: Thursday, August 07, 2014 2:23 PM
To: Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Wagers, Sue (S.K.); Smith, Robert (R.); Zabie, Marvin (M.);

Johnson, Seth (S.); Johnson, Warren (W.K.)
Subject: Next Steps on EGT Sensor Spend

Below are next steps on EGT sensor spend per this morning's discussion:

2011/12 MY EGT Targeted Claims Assessing (TCA)

- Several claims for EGT had reference to DPF plugging. Marvin to send us these claims for review

- Recommendation to combine the two EGT TSBs into single publication – this would work better for techs (e.g. case were P200E/C DTC also has circuit code). I will set up session to develop new TSB.

- TCA will be applied to the claims that fit the criteria – claims with DTCs outside of those in TSB will be excluded from TCA

EGT P200E and P200C Freeze Frame

- Freeze frame records used to determine which EGT crossed monitor temp threshold of 1562F when DTC P200E/C set. Hotline calls and OWS records indicate many FF records show all EGTs below threshold.

- Dan will speak with Gopal to determine how diesel strategy works to set FF data (e.g. could DTC that sets after P200X overwrite the FF record).

Repeat Repairs after 2013/2014MY EGT TSB

- Many repeat repairs after harness connector repair directed in 2013/14 EGT TSB. Need to determine magnitude of concern and cause:

  - Determine how many repeats had sensor replaced first (Scot)

  - Calculate the repeat repair rate – will need count on the total number of harness connector repairs (Mark)

  - Investigate quality of harness connector service parts (Scot and Dan to determine next steps)

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

From: Don Price <dprice@uscar.org>
Sent: Monday, October 14, 2013 5:49 PM
To: Brackett, Tom (T.P.); Rinkevich, Daniel (D.J.)
Cc: Liu, Ron (D.R.); Hammoud, Majed (M.)
Subject: RE: Nickel wire

I have not heard of one. Ni wire is used mostly by the oxygen sensor guys, NGK, etc. We may learn from them.

Don Price
EWCAP Collaborative Projects Leader, USCAR
(248) 223-9031 dprice@uscar.org

From: Brackett, Tom (T.P.) [mailto:tbracket@ford.com]
Sent: Monday, October 14, 2013 11:22 AM
To: Don Price; Rinkevich, Daniel (D.J.)
Cc: Liu, Ron (D.R.); Hammoud, Majed (M.)
Subject: Nickel wire

Hi Don,

Dan is having super duty EGT sensor / harness issues. The sensor maker (Stoneridge) uses nickel plated wire and crimps the wire to tin plated male terminals. To take the crimp out of the equation, Dan was wondering if there is a process were companies are already welding nickel wire to crimps. Have you heard or seen such a process?

Thanks,
Tom Brackett
Electrical Material & Contact Reliability Group
FORD EESE - EDS
RIC Bldg.
Room 1417 (313) 62-14071
Lab. 1424 594-4106

RQ14-005 001808 ER

From: Dixon, Mark (M.R.)
Sent: Wednesday, October 22, 2014 8:26 PM
To: McDonagh, Scot (S.M.); Poon, Charles (C.)
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: P200E/C EGT Overtemp FMEM

May be that it takes some "time in service" for sensors to be in a state where two would drift higher (need to check the typical TIS in MOP where we are seeing a lot of claims).

From: McDonagh, Scot (S.M.)
Sent: Wednesday, October 22, 2014 3:16 PM
To: Poon, Charles (C.); Dixon, Mark (M.R.)
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: P200E/C EGT Overtemp FMEM

15MY Job1 was Chassis Cab/Dyno Cert only. Pick-Up/Chassis Cert is J2 R20 content- Dec 2014

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

From: Poon, Charles (C.)
Sent: Wednesday, October 22, 2014 2:30 PM
To: McDonagh, Scot (S.M.); Dixon, Mark (M.R.)
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: P200E/C EGT Overtemp FMEM

Thanks Scot-based on my reading below the strategy fix went in at Job 1 correct?

Regards,
Charles Poon
Global Powertrain Quality Manager
Cell: 313-805-6090

From: McDonagh, Scot (S.M.)
Sent: Wednesday, October 22, 2014 2:20 PM
To: Dixon, Mark (M.R.)
Cc: Poon, Charles (C.); Rinkevich, Daniel (D.J.)
Subject: RE: P200E/C EGT Overtemp FMEM

October 2013(2014MY MOP) decline in P200C/P200E warranty does not line up with 15MY Production incorporation timing.

<< OLE Object: Picture (Device Independent Bitmap) >>

P473 MY	Chassis Cert	Dyno Cert
2011	Nov/Dec 2014	R24 SR5, April 2014
2012	Nov/Dec 2014	R24 SR2, April 2014
2013	Nov/Dec 2014	R17 SR3, June 2014
2014	Nov/Dec 2014	R10 SR1, June 2014
2015	**Nov/Dec 2014**	**Included at J1- 3/14**

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

From: Dixon, Mark (M.R.)
Sent: Tuesday, October 21, 2014 12:38 PM
To: McDonagh, Scot (S.M.)
Cc: Poon, Charles (C.)
Subject: P200E/C EGT Overtemp FMEM

Scot, do you have white paper that showd when the P200E/C overtemp "FMEM DTCs" got the fix to require two EGTs to be high to set the code? Looks like something happened in Oct, 2013.

<< OLE Object: Picture (Device Independent Bitmap) >>

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

From: Rinkevich, Daniel (D.J.)
Sent: Tuesday, July 15, 2014 7:33 PM
To: Taylor, Perry (P.A.); Philbin, Jeff; McDonagh, Scot (S.M.); Hutchinson, Rob (R.); Sonat, Ibrahim (I.); Miley, Jon (J.W.)
Cc: Roberts, James (J.B.); Wagers, Sue (S.K.); Dixon, Mark (M.R.); Roberts, James (J.B.); Kruse, William (W.H.); Melchor, David; Doering, Bob; Landis, Ron; Sparks, Robert
Subject: RE: P473 2014CY Production EGT Update

Perry,
Look at the Meeting notice for last Friday's diesel MIL affinity team. I included the Stoneridge info there.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Taylor, Perry (P.A.)
Sent: Tuesday, July 15, 2014 12:29 PM
To: Philbin, Jeff; Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Hutchinson, Rob (R.); Sonat, Ibrahim (I.); Miley, Jon (J.W.)
Cc: Roberts, James (J.B.); Wagers, Sue (S.K.); Dixon, Mark (M.R.); Roberts, James (J.B.); Kruse, William (W.H.); Melchor, David; Doering, Bob; Landis, Ron; Sparks, Robert
Subject: RE: P473 2014CY Production EGT Update

Jeffery Philbin,

Any progress on, Weld at end of MI Cable Leads - 8D Pending?

Perry A. Taylor

PVT Powertrain

Kentucky Truck Plant – Super Duty

Cell Phone: (313) 805-5182
Desk Phone: (502) 429-2702
Fax: (502) 429-2111
PTAYLOR8@ford.com

From: Philbin, Jeff [mailto:Jeff.Philbin@stoneridge.com]
Sent: Thursday, July 10, 2014 4:41 PM
To: Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Taylor, Perry (P.A.); Hutchinson, Rob (R.); Sonat, Ibrahim (I.); Miley, Jon (J.W.)
Cc: Roberts, James (J.B.); Wagers, Sue (S.K.); Dixon, Mark (M.R.); Roberts, James (J.B.); Kruse, William (W.H.); Melchor, David; Doering, Bob; Landis, Ron; Sparks, Robert
Subject: P473 2014CY Production EGT Update

ALL:

RQ14-005 001811 ER

Attached is the updated info on the P473 EGT Sensor warranty. This table includes all parts we are tracking from vehicles produced in CY2014. Also attached is an 8D related to the identified harness weld item.

Please review and let us know if you have specific questions. We will continue to monitor returns and expedite any EGT warranty parts received from vehicles produced in CY2014.

Thank you.

Jeffrey Philbin
Stoneridge, Inc
28001 Cabot Drive, Suite 100, Novi, MI
248-324-3856 Office 248-469-9942 Cell
Jeffrey.philbin@stoneridge.com | www.stoneridge.com

From: McDonagh, Scot (S.M.)
Sent: Wednesday, January 21, 2015 1:13 PM
To: Rinkevich, Daniel (D.J.)
Subject: RE: P473 Diesel Recall 14E03
Attachments: RE: Auto News article on Super Duty stalling

I think Joe is mad at me

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

From: Rinkevich, Daniel (D.J.)
Sent: Wednesday, January 21, 2015 8:08 AM
To: McDonagh, Scot (S.M.)
Subject: RE: P473 Diesel Recall 14E03

Awesome. Thanks.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: McDonagh, Scot (S.M.)
Sent: Wednesday, January 21, 2015 7:37 AM
To: Bogema, John (P.); Lyon, Peter (P.M.); Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.); Goodwin, William (W.R.); Cervenan, Neil (N.J.)
Subject: P473 Diesel Recall 14E03

INFO

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

From: Baum, Joe (J.M.)
Sent: Wednesday, January 21, 2015 12:10 PM
To: McDonagh, Scot (S.M.); Bogema, John (P.); Lyon, Peter (P.M.); Goodwin, William (W.R.); Wagers, Sue (S.K.); Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.)
Subject: RE: Auto News article on Super Duty stalling

Any more discussion on this topic will be handled in separate higher level meetings.

Joe Baum
Chief Engineer
Powertrain Calibration
Cell (313) 805-8846

From: McDonagh, Scot (S.M.)
Sent: Wednesday, January 21, 2015 6:56 AM
To: Baum, Joe (J.M.); Bogema, John (P.); Lyon, Peter (P.M.); Goodwin, William (W.R.); Wagers, Sue (S.K.); Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.)
Subject: RE: Auto News article on Super Duty stalling
Importance: High

2011-2014MY(VBD <11/6/13) Diesel emissions Recall 14E03 is scheduled to launch tomorrow. There was discussion in yesterday's C&C FQR to convert Campaign to Safety Recall and include 15MY built prior to 12/10/14 when R20 EGT "And" plausibility content went into Production. Let me know how you want to handle. Thanks

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

From: McDonagh, Scot (S.M.)
Sent: Tuesday, January 20, 2015 11:02 AM
To: Bogema, John (P.)
Cc: Wagers, Sue (S.K.); Goodwin, William (W.R.); Dixon, Mark (M.R.) (mdixon@ford.com); Rinkevich, Daniel (D.J.)
Subject: RE: Auto News article on Super Duty stalling

Per your request

2011-2012MY TSB 12-07-01: 7/10/12

2011-2012MY TSB 12-07-02: 7/10/12

2011-2012MY TSB 13-10-01: 10/3/13(Superseded TSB 12-07-02)

2011-2012MY TSB 13-10-02: 10/3/13(Superseded TSB 12-07-01)

2011-2012MY EGT TSB 14-0174: 9/17/14(Superseded TSB 13-10-01 & 13-10-02)

2013-2014MY EGT TSB 14-0108: 5/22/14

2013-2014MY EGT TSB 14-0122: 6/18/14

2013-2015MY EGT TSB 14-0184: 10/1/14(Superseded TSB 14-0108 & 14-0122)

2013-2015MY EGT TSB 14-0203: 10/31/14(Superseded TSB 14-0184)- Republishing TSB 14-0203 when Laser Weld EGTs are confirmed in Production at KTP- ~1/30/15)

2011-2012 Ambulance EGT14 Safety Recall 13S10: 10/30/13

2011-2014MY Built <11/6/13 Emissions Recall 14E03: 1/21/15

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

From: Bogema, John (P.)
Sent: Tuesday, January 20, 2015 9:45 AM
To: McDonagh, Scot (S.M.)
Cc: Wagers, Sue (S.K.); Goodwin, William (W.R.)
Subject: RE: Auto News article on Super Duty stalling

Let's focus on two areas:

1) What TSBs were issued for EGT replacement (and dates)
2) What was the field timing of calibrations with the EGT "and" condition
    a. Calibration numbers coming shortly.

John P. Bogema
Manager, Diesel Feature Calibration and Calibration Tools
Office Bldg 2 – 22K08
20000 Rotunda Drive
Dearborn, MI 48124
Ph. 313.805.4942
Mail jbogema@ford.com

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From: Baum, Joe (J.M.)
Sent: Tuesday, January 20, 2015 9:38 AM
To: Bogema, John (P.); McDonagh, Scot (S.M.)
Cc: Lyon, Peter (P.M.); Wagers, Sue (S.K.)
Subject: FW: Auto News article on Super Duty stalling

During our 1-on-1 today, let's review the history of the steps already taken for this issue. Scot, please help with TSB numbers and dates.

Joe Baum
Chief Engineer
Powertrain Calibration
Cell (313) 805-8846

From: Davis, John (J.M.)
Sent: Tuesday, January 20, 2015 9:00 AM
To: Baum, Joe (J.M.); O'Leary, Matt (Matthew C.)
Subject: FW: Auto News article on Super Duty stalling

Joe –
Per our discussion. Can you forward the meeting info on the design review you mentioned for Friday? Thanks.

Matt – FYI, if you saw the news report this weekend.

John Davis
Chief Program Engineer,
Ford Commercial Vehicle Programs
cell: (313) 805-3588
email: jdavis3@ford.com

From: Felker, Kelli (K.F.)
Sent: Tuesday, January 20, 2015 8:48 AM
To: Levine, Michael (M.); Rathsburg, Brian (B.F.); Davis, John (J.M.); Graham, Robert (S.); Ives, David (D.C.); Ludlow, Jamie (J.M.); Rauch, Jim (J.R.); Beltramo, Joel (J.J.); Provagna, John (J.D.)
Cc: Winger, Brock (B.M.)
Subject: RE: Auto News article on Super Duty stalling

I was on jury duty last week, but the only think we can comment is to say that we are cooperating with NHTSA on this investigation, as we always do. We can't say anything further, sorry.

Thanks!
Kelli

Kelli Felker
Safety Communications Manager
Ford Motor Company
313.322.1790 - office
313.205.2722 - cell

-----Original Message-----
From: Levine, Michael (M.)
Sent: Tuesday, January 20, 2015 08:22 AM Eastern Standard Time
To: Rathsburg, Brian (B.F.); Davis, John (J.M.); Graham, Robert (S.); Ives, David (D.C.); Ludlow, Jamie (J.M.); Rauch, Jim (J.R.); Beltramo, Joel (J.J.); Provagna, John (J.D.)

Cc: Winger, Brock (B.M.); Felker, Kelli (K.F.)
Subject: RE: Auto News article on Super Duty stalling

+Kelli Felker for background, if available.

From: Rathsburg, Brian (B.F.)
Sent: Tuesday, January 20, 2015 8:20 AM
To: Davis, John (J.M.); Graham, Robert (S.); Ives, David (D.C.); Ludlow, Jamie (J.M.); Rauch, Jim (J.R.); Beltramo, Joel (J.J.); Provagna, John (J.D.)
Cc: Levine, Michael (M.); Winger, Brock (B.M.)
Subject: FW: Auto News article on Super Duty stalling
Importance: High

All, please see article. We have had numerous inquiries (dealers, customers, etc.) and need some help on both the background and what our media response is. We have a team at the Houston Auto Show for F-150 media events today, and this may come up. We need to arm them with an explanation as well as a response on what our next steps are. Pls advise asap. Thanks.

The Auto News article seems to describe the situation when DEF runs out. Could that be the case? Do we have any info on the 30 complaints referenced in the article?

Brian Rathsburg
Super Duty/Expedition Marketing Mgr
PH: (313) 390-4087

From: Scott, Douglas (D.W.)
Sent: Monday, January 19, 2015 5:50 PM
To: Rathsburg, Brian (B.F.); Winger, Brock (B.M.)
Subject: Auto News article on Super Duty stalling

FYI.

http://www.autonews.com/article/20150117/OEM11/150119750/ford-super-duty-pickups-face-u-s-probe-after-stalls-stranded-drivers?cciid=email-autonews-daily

Doug Scott

Ford Motor Company

Truck Group Marketing Manager

313-516-0691 I Mobile

313-337-5821 I Office

dscott10@ford.com I Email

<< OLE Object: Picture (Device Independent Bitmap) >>

From: McDonagh, Scot (S.M.)
Sent: Wednesday, June 19, 2013 1:59 PM
To: Rembert, Shannon (S.A.)
Cc: Rinkevich, Daniel (D.J.); Moylan, James (J.J.)
Subject: RE: P473 EGT Inquiry

PT Management has us investigating 13MY 5J213 EGT Sensor replacements on trucks built after new Powder Fill EGT Sensor went into Production at KTP on 10/10/12. There are some theories that we may have connector concerns on P473 same as P356 6.4L. Dan is calling back Dealers to retrieve undisturbed 5J213/14S411 Sensors & Connectors. Need ESE representation at Dan's weekly meeting.

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

From: Rembert, Shannon (S.A.)
Sent: Wednesday, June 19, 2013 9:50 AM
To: McDonagh, Scot (S.M.)
Cc: Rinkevich, Daniel (D.J.); Moylan, James (J.J.)
Subject: RE: P473 EGT Inquiry

Scot,

He/She would be in Greg Leece's Core Design group. What is the issue?

Regards,
Shannon A. Rembert
Ford Motor Company
EDS Components Quality Engineer
(313) 805-6738
srembert@ford.com
Bldg #5, 3G049B

From: McDonagh, Scot (S.M.)
Sent: Wednesday, June 19, 2013 9:48 AM
To: Rembert, Shannon (S.A.)
Cc: Rinkevich, Daniel (D.J.); Moylan, James (J.J.)
Subject: P473 EGT Inquiry
Importance: High

Hi Shannon- Who in ESE has D&R responsibility for P473 6.7L Diesel EGT Sensor body side harness wiring connector ?

<< File: EGT Wiring.pdf >> << File: EGT Connector.pdf >>

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

From: Smith, Jason (JRS.)
Sent: Thursday, October 16, 2014 1:02 PM
To: Wagers, Sue (S.K.); Zambare, Vidhushekhar (V.V.); Bogema, John (P.); Rinkevich, Daniel (D.J.); Dixon, Mark (M.R.)
Subject: RE: P473 EGT Threshold - Des Rev Presentation

Sue, yes let's keep 1 short presentation. You can intro the warranty spend.

This statement on slide 3 must not be complete. You have found a new hw problem.

After fixing hard failure found in 11&12MY sensors, return parts have tested TNI on bench

---

From: Wagers, Sue (S.K.)
Sent: Thursday, October 16, 2014 8:27 AM
To: Zambare, Vidhushekhar (V.V.); Smith, Jason (JRS.); Bogema, John (P.); Rinkevich, Daniel (D.J.); Dixon, Mark (M.R.)
Subject: RE: P473 EGT Threshold - Des Rev Presentation

Jason, I added a couple of slides that outline the problem statement and why the request is being made. If you'd rather I can address that point in a separate presentation.

<< File: P473-11-14-EGTWarranty-CalThreshold-DesRev141016 skw.pptx >>

Sue Wagers
Powertrain Calibration Controls NVH [PCCN]
Supervisor, NA Quality
Dearborn - Building 2 Room 24B31
E-mail swagers@ford.com
Tel: (313) 805 7177
ONE FORD: ONE Plan - ONE Team - ONE Goal

From: Zambare, Vidhushekhar (V.V.)
Sent: Wednesday, October 15, 2014 10:59 PM
To: Smith, Jason (JRS.); Bogema, John (P.); Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); Dixon, Mark (M.R.)
Subject: RE: P473 EGT Threshold - Des Rev Presentation

Just looked at it. Looks okay to me.

Shekhar

From: Smith, Jason (JRS.)
Sent: Wednesday, October 15, 2014 10:45 PM
To: Bogema, John (P.); Wagers, Sue (S.K.); Rinkevich, Daniel (D.J.); Zambare, Vidhushekhar (V.V.); Dixon, Mark (M.R.)

Cc: Farmer, Mary (M.C.)
Subject: P473 EGT Threshold - Des Rev Presentation

Rev1 of presentation for noon Thursday.

Data from Mary should be available in the morning.
<< File: P473-11-14-EGTWarranty-CalThreshold-DesRev141016.pptx >>
Jason Smith jsmit451@ford.com (Bld 2: 22M04)
Supervisor – Diesel Aftertreatment Modeling and OBD Calibration
Cell: 313-805-0176

From: Burzycki, Rob (R.M.)
Sent: Friday, July 12, 2013 12:23 PM
To: Moylan, James (J.J.)
Cc: Rinkevich, Daniel (D.J.); Sonat, Ibrahim (I.); 'jmontgomery@lear.com' (jmontgomery@lear.com)
Subject: RE: P473 EGT TNI
Attachments: 1L2T-14474-RA.pdf

See attached drawing. This is what was on the markup for costing.

For the future, John Montgomery has taken over the 12A581 for P473. I have moved over to P552.

From: Moylan, James (J.J.)
Sent: Friday, July 12, 2013 7:25 AM
To: Burzycki, Rob (R.M.)
Cc: Rinkevich, Daniel (D.J.); Sonat, Ibrahim (I.)
Subject: RE: P473 EGT TNI

Rob,

Can you help?

Thanks.

James J. Moylan tcb
Kentucky Truck Plant
Powertrain PVT - Sr. Engineer
313-805-3887
><((((º>

From: Sonat, Ibrahim (I.)
Sent: Friday, July 12, 2013 2:43 AM
To: Moylan, James (J.J.)
Cc: Rinkevich, Daniel (D.J.)
Subject: P473 EGT TNI

Hello James,

Do you know the electrical engineer who is responsible for the EGT harness? I think we need to be sure that the Gold plated terminals is used on the harness side. On the drawing the CDT table it is stated that they are gold but sometimes Pin plated terminals are used wrongly.

If the pin plated terminals are used these terminals damage the gold plating on the sensor.

Thanks,

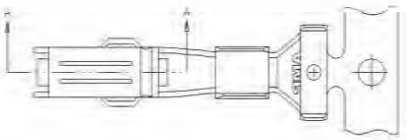
Best regards.

Ibrahim Sonat
Mechanical Engineer, M.Sc
Product Development Engineering
Core Sensor Engineer

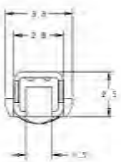
FORDOTOSAN A.S.
Tubitak TechnoPark, Gebze
Phone : +90 262 677 9465
Ford Int : 8 708 9465
E-mail : isonat@ford.com

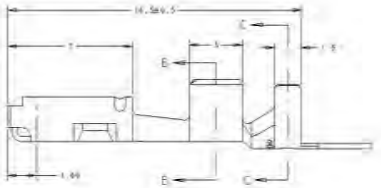
	(X1) FORD PART NUMBER	TE CONNECTIVITY PART NUMBER	MATERIAL	PLATING	(X1) WIRE RANGE	(X1) GROMMET FORD P/N (REF)	(X1 X2) INSULATION DIAMETER
(X1)	F5AB-14474-AA	164030-1	PHOS BRZ (0.5 THK)	SELECT GOLD	AWG 0.5-2.0mm² 16-14 AWG	F7SB-14603-CA	2.2 - 2.9
						F7SB-14603-BA	1.6 - 2.1
	F57B-14474-HA	164030-3	PHOS BRZ (0.9 THK)	TIN	AWG 0.5-2.0mm² 16-14 AWG	F7SB-14603-CA	2.2 - 2.9
						F7SB-14603-BA	1.6 - 2.1
(S1)	F7SB-14474-FA	164029-1	PHOS BRZ (0.5 THK)	SELECT GOLD	AWG 0.5-2.0mm² 16-14 AWG	F7SB-14603-CA	2.2 - 2.9
						F7SB-14603-BA	1.6 - 2.1
(S1)	F7SB-14474-GA	164029-3	PHOS BRZ (0.9 THK)	TIN	AWG 0.5-2.0mm² 16-14 AWG	F7SB-14603-CA	2.2 - 2.9
						F7SB-14603-BA	1.6 - 2.1
	YL2T-14474-RA	164379-1	PHOS BRZ (0.5 THK)	SELECT GOLD	AWG 0.3-1.0mm² 22-18 AWG	XW4T-14603-DA	1.8 - 2.1
	YL2T-14474-SA	164379-2	PHOS BRZ (0.5 THK)	TIN	AWG 0.3-1.0mm² 22-18 AWG	XW4T-14603-DA	1.8 - 2.1
(X1)	5B45-14474-AA	164035-1	PHOS BRZ (0.5 THK)	SELECT GOLD	AWG 0.3-1.0mm² 22-18 AWG	XW4T-14603-DA	1.8 - 2.1
(X1)	5B46-14474-AA	164035-2	PHOS BRZ (0.5 THK)	TIN	AWG 0.3-1.0mm² 22-18 AWG	XW4T-14603-DA	1.8 - 2.1

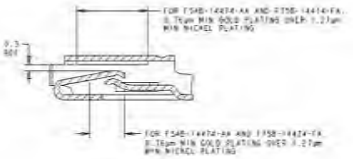
SEE FABRICATION NOTE



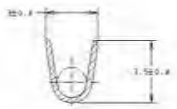




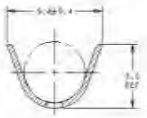




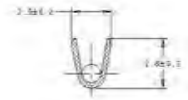
SECTION A-A



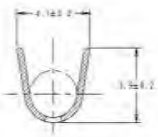
SECTION B-B



SECTION C-C



SECTION B-B (X1)
FOR YL2T-14474-* ONLY



SECTION C-C (S1)
FOR YL2T-14474-* ONLY

NOTES FOR TERMINAL DRAWINGS: UNLESS OTHERWISE SPECIFIED

GENERAL TOLERANCES
±0.3 mm (.59 OTHERWISE) SPECIFIED

ENGINEERING APPROVAL REQUIRED FOR ALL SOURCING AND TOOLING OF THIS PART

MUST CONFORM TO ES-FDEB-14474-AA
EACH MUST CONFORM TO ANY APPLICATION SPEC (Y4-5063

FOR ENGINEERING APPROVED SOURCE SEE ENGINEERING RELEASE

DRAWING CONFORMS TO ASME Y14.5M-1982

ENGINEERING APPROVAL OF SAMPLE FROM EACH SUPPLIER IS REQUIRED PRIOR TO AUTHORIZATION OF PART PRODUCTION

CHANGES TO DESIGN COMPOSITION OR PROCESSING FROM THE PART PREVIOUSLY APPROVED FOR PART PRODUCTION REQUIRES PRIOR ENGINEERING APPROVAL

FOR F57B-14474-HA TIN PLATING TO BE PER ESBM15P-A WITH A THICKNESS OF 0.5 TO 2.5µm.

FOR F5AB-14474-AA SELECT GOLD PLATING IN REGIONS SHOWN PER ES-F5AB-14422B-AA. GOLD THICKNESS 0 AND NICKEL THICKNESS 0.

LUBRICANT: M50-MC242-A (WYE 842) APPLIED IN CONTACT AREA.

LTR	REVISIONS			
	DESIGNATOR	CHECKED	ENGR APP	MKTG APP
F1	RELEASED PER14474-AA & 5A46-14474-AA FOR PRODUCTION AUTHORITY			
	ECLE-D-1178999-SDA		DATE: 091193	
	DRAWING	M. BARAS	G. LEECH	
G1	CORRECTION: F5AB-14474-AA WAS F57B-14474-AA; F7SB-14474-EA WAS F57B-14474-EA; F7SB-14474-FA WAS F57B-14474-FA			
	ECLE-D-1178999-BAD		DATE: 120795	
	DRAWING	M. BARAS	M.KAZARI	

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REFERENCE: CPSC (91807)

PART MUST COMPLY WITH MATERIAL SPECIFICATION WSS-M99P9999-A1 TO HELP SAFEGUARD HEALTH, SAFETY AND THE ENVIRONMENT

DRAFTED IN ACCORDANCE WITH FORD MOTOR COMPANY ENGINEERING CAD AND DRAFTING STANDARDS CURRENT AT INITIAL RELEASE

3RD ANGLE PROJ. DIMENSIONS ARE IN MILLIMETERS

CAD TYPE: PROVE	CAD LOC: YE	CAD FILE: 164030_1080 S	SYNC: YE MASTER
OPER. NO.: MAK	UNIT: N/A	DRAWING: F5AB-14474-AA	
DESIGN: YE	DEPT: YE	TITLE: TRMNL SNP ON-FEMALE AWG 20 TO 14	DO: 1 OF 1
CHECKED: YE	SAFETY: N/A		WHITE N/A
SCALE: 10:1	DATE: 120920	DIVISION: PLANT:	

Ford Motor Company

5B45-14474-AA	
5B46-14474-AA	
YL2T-14474-RA	
YL2T-14474-SA	
F7SB-14474-FA	
F7SB-14474-GA	
F57B-14474-HA	

RQ14-005 001824 ER

From: Bushman, Thomas (T.S.)
Sent: Tuesday, September 17, 2013 10:10 PM
To: Sonat, Ibrahim (I.); Rinkevich, Daniel (D.J.)
Subject: RE: Page 9 for open-short circuit

Ibrahim – thanks for sending – I have added this to the EGT Open Circuit DMAIC.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Sonat, Ibrahim (I.)
Sent: Tuesday, September 17, 2013 8:16 AM
To: Rinkevich, Daniel (D.J.); Bushman, Thomas (T.S.)
Subject: Page 9 for open-short circuit

2013 MY P473 Super Duty EGT Sensor Top Clair

DTC Code	DTC Description	Oct 2012	Nov 2012	Dec 201
P2470	EGT Sensor 4Circuit Low	1		
P2471	EGT Sensor 4 Circuit High	1		1
P242D	EGT Sensor 3 Circuit High		1	1
P0546	EGT Sensor 1 Circuit High	1		
P2033	EGT Sensor 2 Circuit High			
P242C	EGT Sensor 3 Circuit Low	1		
Total		4	1	2

Ibrahim Sonat
Mechanical Engineer, M.Sc
Product Development Engineering
Core Sensor Engineer

FORDOTOSAN A.S.
Tubitak TechnoPark, Gebze
Phone : +90 262 677 9465
Ford Int : 8 708 9465
E-mail : isonat@ford.com

From: Rinkevich, Daniel (D.J.)
Sent: Tuesday, September 24, 2013 8:47 PM
To: Franco, Troy (T.)
Cc: Dumler, Jeff (J.D.)
Subject: RE: Qualifier

Troy,
Can you see any logical reason in the data why we get?

- 1/3 repairs on EGT11 compared to EGT12, EGT13, or EGT14
- More repair in summer than in winter

Do the difference in EGT temps account for this?
Are Failures = f(Ambient Air Temp[AAT]) ?

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Rinkevich, Daniel (D.J.)
Sent: Tuesday, September 24, 2013 3:50 PM
To: Franco, Troy (T.)
Cc: Dumler, Jeff (J.D.)
Subject: Qualifier

Troy,
Here is the link to qualifier. It is where all the VOCF data is kept:
https://ford.control-tec.com/login.action
Ask Tim Gernant to expedite your approval.

Can you look at 2013 MY VOCF data for the EGT sensors and determine:

- Typical operating ranges of sensors
- Nominal, Min and max operating ranges
- Max slopes for sensor rate of change
- Expected deltas of temperatures across bricks min max, nominal

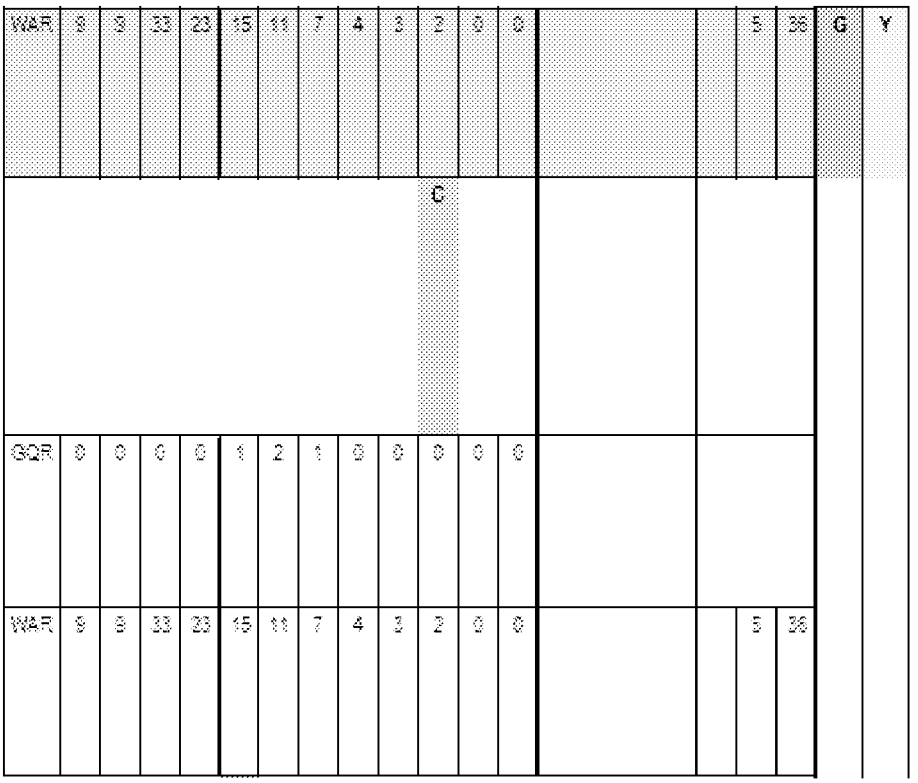
Is there some rationality that we can say a sensor is bad besides the current method? What flags should we put in boxes to look for sensor problems, so we can see a failing sensor before the control system does?

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Bushman, Thomas (T.S.)
Sent: Tuesday, March 04, 2014 3:35 PM
To: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Wagers, Sue (S.K.)
Cc: Goodwin, William (W.R.); Caesar, Cynthia (C.L.); Oyafuso, Kevin (K.G.); Cervenan, Neil (N.J.)
Subject: RE: Quality Impact of Past Wire Harness Concerns

Dan – we believe KTP was 100% clean by 12/16/13.

7	EXHAUST GAS TEMPERATURE SENSOR, DIESEL, DESIGN,	PVL: F8-F-SERIES SUPERDUTY (NA-KTP) Function: F4 CCC: E29
	EXHAUST GAS TEMPERATURE SENSOR, DIESEL, DESIGN,	PVL: F8-F-SERIES SUPERDUTY (NA-KTP) Function: F4 CCC: D21,D36,E29
	EXHAUST GAS TEMPERATURE SENSOR, DIESEL, DESIGN,	PVL: F8-F-SERIES SUPERDUTY (NA-KTP) Function: F4 CCC: E29



Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Dixon, Mark (M.R.)
Sent: Tuesday, March 04, 2014 8:02 AM
To: Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Wagers, Sue (S.K.); Bushman, Thomas (T.S.)
Cc: Goodwin, William (W.R.); Caesar, Cynthia (C.L.); Oyafuso, Kevin (K.G.); Cervenan, Neil (N.J.)
Subject: Quality Impact of Past Wire Harness Concerns

Dan, to follow up on the discussion we had on the impact of wiring improvements (crimp improvements in this case), I pulled the latest warranty for the Escape signal return splice and F HD EGT.

Attached slide shows the DTC claims counts by MOP for the Escape MAP and TIP sensor DTCs (fixed with crimp soldering of the sig return splice) and the top DTCs for EGTs (crimp quality control action on harness).

Scot, what are you showing as the final clean date for the Escape sig return splice fix (I believe it was early November)? Also, do you have any dates around the move from Lear Tunisia to Lear Hungary in earlier 2013?

Tom/Dan, I believe the improved crimp control on the EGT harness side connector was sometime in Dec. Can you confirm? I want to annotate this on the chart.

Next step is to get “fix effectiveness” data on other wiring/connector related issues to develop a presentation we can share with the electrical team to demonstrate the quality impact of poor control of harness/connector specification and manufacturing.

Sue, what were the other issues we had related to the APP sensor?

Suggest we tentatively put this on the agenda for review with Joe Baum next week.

<< File: Crimp Fix Claims Trend.pptx >>

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

From: McDonagh, Scot (S.M.)
Sent: Tuesday, March 04, 2014 4:32 PM
To: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); Wagers, Sue (S.K.); Bushman, Thomas (T.S.)
Cc: Goodwin, William (W.R.); Caesar, Cynthia (C.L.); Oyafuso, Kevin (K.G.); Cervenan, Neil (N.J.)
Subject: RE: Quality Impact of Past Wire Harness Concerns

Escape LEAR point solder sig return splices at LAP- 10/24/13

Lear Hungary- October 2012

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

From: Dixon, Mark (M.R.)
Sent: Tuesday, March 04, 2014 8:02 AM
To: Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Wagers, Sue (S.K.); Bushman, Thomas (T.S.)
Cc: Goodwin, William (W.R.); Caesar, Cynthia (C.L.); Oyafuso, Kevin (K.G.); Cervenan, Neil (N.J.)
Subject: Quality Impact of Past Wire Harness Concerns

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Sue, what were the other issues we had related to the APP sensor?

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<< File: Crimp Fix Claims Trend.pptx >>

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

From: Dixon, Mark (M.R.)
Sent: Wednesday, March 05, 2014 12:50 PM
To: Bushman, Thomas (T.S.); Wagers, Sue (S.K.); Goodwin, William (W.R.)
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: Quality Impact of Past Wire Harness Concerns

Sue/Bill, what is the specific forum where the EESE/PCCN chiefs/directors get together? Would be good to have a specific date we can plan for to get this presentation together.

From: Bushman, Thomas (T.S.)
Sent: Tuesday, March 04, 2014 11:09 AM
To: Dixon, Mark (M.R.)
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: Quality Impact of Past Wire Harness Concerns

Mark – how do we get on that agenda?

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Dixon, Mark (M.R.)
Sent: Tuesday, March 04, 2014 11:07 AM
To: Bushman, Thomas (T.S.)
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: Quality Impact of Past Wire Harness Concerns

There is a regular chief or director level EESE/PT forum where we plan to bring this data on impact of the crimp (and other harness issues). A lot of this "cause and effect" data is pretty recent and appears to paint a compelling picture for action. Agree if electrical views is as PTs problem, will not get traction.

From: Bushman, Thomas (T.S.)
Sent: Tuesday, March 04, 2014 10:54 AM
To: Dixon, Mark (M.R.)
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: Quality Impact of Past Wire Harness Concerns

Mark – agreed.

Somehow we need to get the Electrical Team to conduct a thorough deep dive on their Crimp Quality for all of their connectors. The problem is they are so tone deaf it is like we are talking to the wall…

If we could establish a corporate standard, where all Sensors that come back as TNI automatically get rebinned to Electrical then they would show an interest, but as long as we are paying for their lack of attention to detail the situation will never change.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Dixon, Mark (M.R.)
Sent: Tuesday, March 04, 2014 10:51 AM
To: Bushman, Thomas (T.S.)
Cc: Rinkevich, Daniel (D.J.)
Subject: RE: Quality Impact of Past Wire Harness Concerns

Tom, thanks.

No EGT DTC claims for Jan/Feb. I need to check the Dec claims for build dates.

Clean cutoffs for these issues when crimp improvements are made is the compelling evidence we need for the electrical team to go after crimp improvements on other sensors.

From: Bushman, Thomas (T.S.)
Sent: Tuesday, March 04, 2014 10:35 AM
To: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Wagers, Sue (S.K.)
Cc: Goodwin, William (W.R.); Caesar, Cynthia (C.L.); Oyafuso, Kevin (K.G.); Cervenan, Neil (N.J.)
Subject: RE: Quality Impact of Past Wire Harness Concerns

Dan – we believe KTP was 100% clean by 12/16/13.

<< OLE Object: Picture (Device Independent Bitmap) >>

<< OLE Object: Picture (Device Independent Bitmap) >>

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Dixon, Mark (M.R.)
Sent: Tuesday, March 04, 2014 8:02 AM
To: Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Wagers, Sue (S.K.); Bushman, Thomas (T.S.)
Cc: Goodwin, William (W.R.); Caesar, Cynthia (C.L.); Oyafuso, Kevin (K.G.); Cervenan, Neil (N.J.)
Subject: Quality Impact of Past Wire Harness Concerns

Dan, to follow up on the discussion we had on the impact of wiring improvements (crimp improvements in this case), I pulled the latest warranty for the Escape signal return splice and F HD EGT.

Attached slide shows the DTC claims counts by MOP for the Escape MAP and TIP sensor DTCs (fixed with crimp soldering of the sig return splice) and the top DTCs for EGTs (crimp quality control action on harness).

Scot, what are you showing as the final clean date for the Escape sig return splice fix (I believe it was early November)? Also, do you have any dates around the move from Lear Tunisia to Lear Hungary in earlier 2013?

Tom/Dan, I believe the improved crimp control on the EGT harness side connector was sometime in Dec. Can you confirm? I want to annotate this on the chart.

Next step is to get "fix effectiveness" data on other wiring/connector related issues to develop a presentation we can share with the electrical team to demonstrate the quality impact of poor control of harness/connector specification and manufacturing.

Sue, what were the other issues we had related to the APP sensor?

Suggest we tentatively put this on the agenda for review with Joe Baum next week.

<< File: Crimp Fix Claims Trend.pptx >>

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

From: Rinkevich, Daniel (D.J.)
Sent: Tuesday, March 04, 2014 3:09 PM
To: Dixon, Mark (M.R.)
Cc: McDonagh, Scot (S.M.); Wagers, Sue (S.K.); Bushman, Thomas (T.S.); Goodwin, William (W.R.); Caesar, Cynthia (C.L.); Oyafuso, Kevin (K.G.); Cervenan, Neil (N.J.)
Subject: RE: Quality Impact of Past Wire Harness Concerns

Super Duty crimp clean date for 14406 harnesses was 12/15/2014. They are planning to change from 20 gage to 18 gage wire in May, to improve the crimps.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Dixon, Mark (M.R.)
Sent: Tuesday, March 04, 2014 8:02 AM
To: Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.); Wagers, Sue (S.K.); Bushman, Thomas (T.S.)
Cc: Goodwin, William (W.R.); Caesar, Cynthia (C.L.); Oyafuso, Kevin (K.G.); Cervenan, Neil (N.J.)
Subject: Quality Impact of Past Wire Harness Concerns

Dan, to follow up on the discussion we had on the impact of wiring improvements (crimp improvements in this case), I pulled the latest warranty for the Escape signal return splice and F HD EGT.

Attached slide shows the DTC claims counts by MOP for the Escape MAP and TIP sensor DTCs (fixed with crimp soldering of the sig return splice) and the top DTCs for EGTs (crimp quality control action on harness).

Scot, what are you showing as the final clean date for the Escape sig return splice fix (I believe it was early November)? Also, do you have any dates around the move from Lear Tunisia to Lear Hungary in earlier 2013?

Tom/Dan, I believe the improved crimp control on the EGT harness side connector was sometime in Dec. Can you confirm? I want to annotate this on the chart.

Next step is to get "fix effectiveness" data on other wiring/connector related issues to develop a presentation we can share with the electrical team to demonstrate the quality impact of poor control of harness/connector specification and manufacturing.

Sue, what were the other issues we had related to the APP sensor?

Suggest we tentatively put this on the agenda for review with Joe Baum next week.

<< File: Crimp Fix Claims Trend.pptx >>

Mark Dixon

RQ14-005 001836 ER

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

From: Cervenan, Neil (N.J.)
Sent: Thursday, January 16, 2014 4:11 PM
To: Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.)
Cc: McDonagh, Scot (S.M.); Dixon, Mark (M.R.)
Subject: RE: Repeat Repairs for 5J213

Tom, Dan

For Tuesday' FQR, along with improvement news, prepare the draft on the request you're asking Joe to send to the STA Director in Mexico

Thanks,

Neil Cervenan 313-805-7036
ncervena@ford.com Bldg #3 2G151

From: Bushman, Thomas (T.S.)
Sent: Thursday, January 16, 2014 10:54 AM
To: Cervenan, Neil (N.J.); Rinkevich, Daniel (D.J.)
Cc: McDonagh, Scot (S.M.); Dixon, Mark (M.R.)
Subject: RE: Repeat Repairs for 5J213

The Director of STA in Mexico is:

Leo Torres de Unanue (torresd@ford.com)

It was his team that helped with the investigation & resolution of the EGT Crimps.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Bushman, Thomas (T.S.)
Sent: Thursday, January 16, 2014 10:50 AM
To: Cervenan, Neil (N.J.); Rinkevich, Daniel (D.J.)
Cc: McDonagh, Scot (S.M.); Dixon, Mark (M.R.)
Subject: RE: Repeat Repairs for 5J213

We need Joe Baum to send a note to the STA Director of Mexico requesting the investigation.

I'll send his name over.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Cervenan, Neil (N.J.)
Sent: Thursday, January 16, 2014 10:41 AM
To: Bushman, Thomas (T.S.); Rinkevich, Daniel (D.J.)
Cc: McDonagh, Scot (S.M.); Dixon, Mark (M.R.)
Subject: RE: Repeat Repairs for 5J213

Tom, Dan

There is time on the 1/21 agenda late in the meeting (after 2pm Drbn) to add this good news. Do you want me to add it to the agenda?

Who is the person or activity are you requesting "…*help to get Lear to verify their crimp capability on the other connections …*" ?

Thanks,

Neil Cervenan 313-805-7036
ncervena@ford.com Bldg #3 2G151

From: Bushman, Thomas (T.S.)
Sent: Thursday, January 16, 2014 10:11 AM
To: McDonagh, Scot (S.M.); Dixon, Mark (M.R.)
Cc: Rinkevich, Daniel (D.J.); Cervenan, Neil (N.J.)
Subject: RE: Repeat Repairs for 5J213

We should bring in, along with a request for help to get Lear to verify their Crimp Capability for all of the other connectors on the -14406-…

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: McDonagh, Scot (S.M.)
Sent: Thursday, January 16, 2014 9:51 AM
To: Bushman, Thomas (T.S.); Dixon, Mark (M.R.)
Cc: Rinkevich, Daniel (D.J.); Cervenan, Neil (N.J.)
Subject: RE: Repeat Repairs for 5J213

Should success story be brought into upcoming C&C FQR ? Might be a good idea to Let Sparks & Baum know you guys delivered resolution as promised.

Scot G. McDonagh
PT Quality Engineering

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

From: Bushman, Thomas (T.S.)
Sent: Thursday, January 16, 2014 9:45 AM
To: Dixon, Mark (M.R.)
Cc: McDonagh, Scot (S.M.); Rinkevich, Daniel (D.J.)
Subject: RE: Repeat Repairs for 5J213

Mark – thanks for conducting this investigation. It appears that the intense focus we put into the Crimp has delivered results – the claims started dropping when we started inquiring into Lears capability in August, and we have had no claims since we started received certified stock:

Stat	Re	Part (Item)	Concern	Concern-Type	Position A (L	Position B (F	Position C (Which)	Position D (Where)	First ECB Load Date	2013 MYTD Coun
G	5	EXHAUST GAS TEMPERATURE SENSOR	DISLIKE	DESIGN					1/15/2013	105

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Dixon, Mark (M.R.)
Sent: Wednesday, January 15, 2014 2:48 PM
To: Bushman, Thomas (T.S.)
Cc: McDonagh, Scot (S.M.); Rinkevich, Daniel (D.J.)
Subject: FW: Repeat Repairs for 5J213

Attached is an analysis on repeat repairs for EGTs (one file each for 12, 13, 14 MY). The 12 MY is the longest term repeat summary.

At first glance it looks like a high RR rate (11%). But as you go through the repeats, it is mostly different EGT positions that get replaced on the repeats (based a short sampling I did).

I've not looked at 13 and 14MY.

From: Caesar, Cynthia (C.L.)
Sent: Wednesday, January 15, 2014 1:59 PM
To: Dixon, Mark (M.R.); Rinkevich, Daniel (D.J.)
Subject: Repeat Repairs for 5J213

Mark, After our talk about 2012 MY Dan stopped by. He requested 2013 and 2014 MY claims. So each model year is in its own file.

Cynthia Caesar
Powertrain Quality - Senior Engineer
Bldg #3 32G154 84-56115

From: McDonagh, Scot (S.M.)
Sent: Thursday, May 08, 2014 2:28 PM
To: Hutchinson, Rob (R.); Philbin, Jeff
Cc: Taylor, Perry (P.A.); Karlen, Jason (J.R.); Miley, Jon (J.W.); Rinkevich, Daniel (D.J.)
Subject: RE: Returned EGT Sensors

Component has not arrived at Bldg 3.

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

From: Hutchinson, Rob (R.)
Sent: Thursday, May 08, 2014 9:28 AM
To: Philbin, Jeff; McDonagh, Scot (S.M.)
Cc: Taylor, Perry (P.A.); Karlen, Jason (J.R.); Miley, Jon (J.W.); Rinkevich, Daniel (D.J.)
Subject: RE: Returned EGT Sensors

I have, delivered last night…
EEA47225 (build 9/9/2013)
EEB21175 (12/09/2013) with pigtail
EEA13702 (7/31/2013)
EEA41875 (9/6/2013)
& some misc. 2013 vintage sensors.

The sensor below tagged for Scot M. and it only tagged on 5/5… 3 days ago! WHERE IS IT SCOT?

TR 75	374867	AC3Z	5J213	B	SENSOR - EXHAUST GAS - TEMPERATURE	AC3A12B591AC	DS	STONERIDGE INC	2014	F550 4X4 SD	1739	1FD0W5HT5EE[redacted]	customer states cel on.	EEC TEST CODES P200C DIESEL PARTICULATE FILTE R OVER TEMP, BANK 1 AND P200E CAT SYSTEM OVER TEMP. DO DIAG AND PPTST AS PER WSM ISOLATE T O FAILED EGT #2. REPLACED EGTBANK1 SENSOR 2 E GT CLEARED CONES AND RETEST SYS	AC3Z 5J213E

Rob Hutchinson

Quality Analyst Sensors / Aux Modules
Powertrain Controls
Dearborn - Building 2 Room 24B32
1-313-845-1113
rhutch13ford.com



"It is difficult to free fools from the chains they revere" - Voltaire

---

From: Philbin, Jeff [mailto:Jeff.Philbin@stoneridge.com]
Sent: Wednesday, May 07, 2014 4:00 PM
To: Hutchinson, Rob (R.)
Cc: Taylor, Perry (P.A.); Karlen, Jason (J.R.); Miley, Jon (J.W.)
Subject: RE: Returned EGT Sensors

Just checked and we have not received the VIN below back yet.

1FD0W5HT5EE[redacted]

I picked up a bunch of parts from Rob last week – this was not included…

Thanks.

Jeffrey Philbin

From: Hutchinson, Rob (R.) [mailto:rhutch13@ford.com]
Sent: Wednesday, May 07, 2014 2:36 PM
To: Philbin, Jeff
Cc: Taylor, Perry (P.A.); Karlen, Jason (J.R.); Miley, Jon (J.W.)
Subject: RE: Returned EGT Sensors

I don't have this in my etracker… These were direct shipped to stoneridge starting 2014MY

Rob Hutchinson
Quality Analyst Sensors / Aux Modules
Powertrain Controls
Dearborn - Building 2 Room 24B32
1-313-845-1113
rhutch13ford.com

"It is difficult to free fools from the chains they revere" - Voltaire

From: Miley, Jon (J.W.)
Sent: Wednesday, May 07, 2014 2:31 PM
To: Hutchinson, Rob (R.)
Cc: Taylor, Perry (P.A.); Karlen, Jason (J.R.)
Subject: Returned EGT Sensors

Hi Rob,
Related to SAQ2014287245 (RED & No. 9 on Top 20), below are the only Claims/VINs currently linked.
The PCA date on the project is 1/22/2014. Therefore, VINEE[redacted] (Prod date 2/10/2014) is the only EGT that would have technically made us break containment.
Is there a way to track its whereabouts and put a rush on the root cause analysis?? Thanks.

VIN Code	Production Date	Warranty Start Date	Repair Date	TIS_WSD	Mileage
1FT8W3BT1EE[redacted]	12/4/2013	########	1/22/2014	1	1355
1FT7W2BT7EE[redacted]	12/11/2013	2/5/2014	2/6/2014	1	26
1FT7W2BT7EE[redacted]	11/12/2013	########	2/10/2014	3	4611
1FT7W2BT2EE[redacted]	12/11/2013	########	2/20/2014	2	1202
1FT8X3DT4EE[redacted]	11/11/2013	########	2/24/2014	2	5801
1FT8W3BT8EE[redacted]	11/26/2013	1/6/2014	3/5/2014	2	654
1FT8W3BT3EE[redacted]	12/9/2013	########	3/11/2014	3	1713
1FD0X5HTXEE[redacted]	1/9/2014	1/15/2014	4/8/2014	3	520
1FTBF2BT6EE[redacted]	12/12/2013	1/31/2014	4/14/2014	3	18
1FT7W2BT4EE[redacted]	1/15/2014	2/11/2014	4/21/2014	3	5073
1FT8W3BT0EE[redacted]	1/13/2014	2/25/2014	4/7/2014	2	5512
1FT8W3BT7EE[redacted]	12/9/2013	1/31/2014	4/29/2014	3	2438
1FD0W5HT5EE[redacted]	2/10/2014	3/20/2014	4/28/2014	2	1739

From: Bushman, Thomas (T.S.)
Sent: Friday, November 01, 2013 5:20 PM
To: Rinkevich, Daniel (D.J.); Hutchinson, Rob (R.)
Cc: Koon, Mason (M.L.)
Subject: RE: Safety Recall 13S10 for F super duty Ambulance

The 2013 sensor is better, but when we were conducting our root cause analysis investigation on the EGT failures 12 months ago over half of them were TNI…

So – how many of these ambulances are ending up on the side of the road because of a bad sensor, or a bad circuit? 50/50 is my guess.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Rinkevich, Daniel (D.J.)
Sent: Friday, November 01, 2013 12:39 PM
To: Hutchinson, Rob (R.)
Cc: Bushman, Thomas (T.S.); Koon, Mason (M.L.)
Subject: RE: Safety Recall 13S10 for F super duty Ambulance

Rob,
I recall talking about the possibility of doing this. I wasn't aware that we were actually proceeding. This puts the 2013 sensor in the 2011 and 2012 ambulances. The 2013 sensors are a lot better, as we are only seeing TNIs.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Hutchinson, Rob (R.)
Sent: Friday, November 01, 2013 11:21 AM
To: Rinkevich, Daniel (D.J.); Bushman, Thomas (T.S.); Koon, Mason (M.L.)
Subject: FW: Safety Recall 13S10 for F super duty Ambulance
Importance: High

Did you know this was coming?

Does it affect us?

Rob Hutchinson

Quality Analyst Sensors / Aux Modules

Powertrain Controls

Dearborn - Building 2 Room 22J04

1-313-845-1113

rhutch13@ford.com

<< OLE Object: Picture (Device Independent Bitmap) >>

From: Zelecki, Thomas (T.)
Sent: Friday, November 01, 2013 11:20 AM
To: Wagers, Sue (S.K.); Kadrovich, Kathy (K.); Hutchinson, Rob (R.)
Cc: Dixon, Mark (M.R.)
Subject: Safety Recall 13S10 for F super duty Ambulance

FYI team

Oct 31 2013 4258 -Announcing Safety Recall 13S10

DEMONSTRATION / DELIVERY HOLD - Safety Recall 13S10: Certain 2011 and 2012 Model Year F-Super Duty Ambulance Package Vehicles with 6.7L Engine – Exhaust Gas Temperature Sensor Replacement. Refer to FMCDealer.com.

Recall guidelines attached..

<< File: R13S103 2011-12 6.7 Amb.pdf >>

Tom Zelecki
Master A.S.E. Certified
PCCN Department
20000 Rotunda Dr.
Dearborn Mich, 48124
Cube **22Q20**
tzeleck1@ford.com
1-313-594-1662

From: McDonagh, Scot (S.M.)
Sent: Wednesday, August 07, 2013 2:06 PM
To: Brackett, Tom (T.P.); Rinkevich, Daniel (D.J.)
Cc: Liu, Ron (D.R.); Hammoud, Majed (M.)
Subject: RE: Superduty EGT Sensor Crimp Resistance & CH-CW.xlsx

Agreed- Thanks

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

From: Brackett, Tom (T.P.)
Sent: Wednesday, August 07, 2013 10:03 AM
To: Rinkevich, Daniel (D.J.); McDonagh, Scot (S.M.)
Cc: Liu, Ron (D.R.); Hammoud, Majed (M.)
Subject: Superduty EGT Sensor Crimp Resistance & CH-CW.xlsx

Dan & Scot,

Mike & I took Male Terminal Crimp Resistance, Measured Height & width on 3 parts (6 wires). The results are attached. Although there's a little variation between the samples, It's unlikely that these crimps are your root cause.

Sincerely,
Tom Brackett
Electrical Material & Contact Reliability Group
FORD EESE - EDS
RIC Bldg.
Room 1417 (313) 62-14071
Lab. 1424 594-4106

RQ14-005 001847 ER

From: Dixon, Mark (M.R.)
Sent: Tuesday, January 20, 2015 1:31 PM
To: Wagers, Sue (S.K.); Caesar, Cynthia (C.L.); Rinkevich, Daniel (D.J.)
Cc: Ge, Yao (Y.)
Subject: RE: Superduty NHTSA Investigation

Sue, yes, that is my understanding. I checked a few claims in the failure mode discovery tool. All the claims I looked at with P200E and P200C (they often come in together) had customer complaints of forced shut down or similar.

So we can do this analysis with DTCs (much simpler than CCCs/customer comments). Would be great so use Yao's database that gets the claims from the 3 locations (verbatim, DTC field in claim, and session data).

From: Wagers, Sue (S.K.)
Sent: Tuesday, January 20, 2015 8:23 AM
To: Dixon, Mark (M.R.); Caesar, Cynthia (C.L.)
Subject: RE: Superduty NHTSA Investigation

That's exactly the follow up note that Bill requested. Thanks!

I can't remember… is shutdown related only to P200C and P200E?

Sue Wagers
Powertrain Calibration Controls NVH [PCCN]
Supervisor, NA Quality
Dearborn - Building 2 Room 24B31
E-mail swagers@ford.com
Tel: (313) 805 7177
ONE FORD: ONE Plan - ONE Team - ONE Goal

From: Dixon, Mark (M.R.)
Sent: Tuesday, January 20, 2015 8:17 AM
To: Wagers, Sue (S.K.); Caesar, Cynthia (C.L.)
Subject: RE: Superduty NHTSA Investigation

Would also be good to focus on the subset of EGT repairs that had CCCs or customer complaints related to shut down. Let's discuss at the MIL Affinity mtg.

From: Wagers, Sue (S.K.)
Sent: Tuesday, January 20, 2015 7:42 AM
To: Caesar, Cynthia (C.L.); Dixon, Mark (M.R.)
Subject: RE: Superduty NHTSA Investigation

Cynthia, can you pull R/1000 on 5J213 by MY and then also do your standard repeat repair analysis? I'm not sure when Phil has his design review but for some reason I think it's Friday.

Thanks!!

Sue Wagers
Powertrain Calibration Controls NVH [PCCN]
Supervisor, NA Quality
Dearborn - Building 2 Room 24B31
E-mail swagers@ford.com
Tel: (313) 805 7177
ONE FORD: ONE Plan - ONE Team - ONE Goal

From: Goodwin, William (W.R.)
Sent: Tuesday, January 20, 2015 7:38 AM
To: Wagers, Sue (S.K.)
Subject: FW: Superduty NHTSA Investigation

Sue,

We'll need help on this.

Regards,
Bill Goodwin
Powertrain Sensors Technical Specialist
Powertrain Calibration Controls NVH [PCCN]
Ford Motor Company / Building #2 / 22B19
E-mail: wgoodwin@ford.com
Tel: (313) 805-9111
ONE FORD: ONE Plan - ONE Team - ONE Goal

From: Yuhasz, Philip (P.D.)
Sent: Tuesday, January 20, 2015 7:37 AM
To: Goodliff, Simon (S.); Bailey, Owen (O.R.); Perry, Brian (B.J.); Dmytro, Sherry (S.A.); Goodwin, William (W.R.)
Cc: Renwick, Rick (R.J.); Beltramo, Joel (J.J.); Bogema, John (P.); Baum, Joe (J.M.); Lyon, Peter (P.M.)
Subject: RE: Superduty NHTSA Investigation

Let's review overall data and rates in this week's design review:

- Incident rates for the various sensors/ model years
- Incidents on repaired vehicles

Probably 25 minutes

Phil Yuhasz

Philip Yuhasz
Engineering Director - Global Powertrain Calibration, Controls and NVH (PCCN)
Ph. 313 845-7966 Fax 313 390-7127
Admin. Assistant: Elaine McKinney, 313 323-1889

From: Lyon, Peter (P.M.)
Sent: Monday, January 19, 2015 6:56 PM
To: Yuhasz, Philip (P.D.); Baum, Joe (J.M.); Goodliff, Simon (S.); Bailey, Owen (O.R.); Perry, Brian (B.J.)
Cc: Renwick, Rick (R.J.); Beltramo, Joel (J.J.); Bogema, John (P.)
Subject: Superduty NHTSA Investigation

FYI in case you have not heard already. Investigation opened Jan 13th.

New Complaints about
Stalling Ford Pickups

Posted: January 19, 2015 at 12:43 am
In 2013 Ford Motor Co. began recalling 2010-2012 model Super Duty F-350, F-450 and F-550 trucks to replace an exhaust gas temperature (EGT) sensor that should shut down the engine. But the National Highway Traffic Safety Administration is launching a new probe into the problem after receiving 30 complaints about failures in trucks that been repaired previously, and others outside the original recall group. NHTSA notes that the affected trucks have multiple EGT sensors, but Ford opted to replace only one. The agency cites complaints of replaced sensor that fail again, and reports that multiple sensors in different locations have failed over time.

Peter Lyon
Manager: FNA Diesel and O/8500 Gas Powertrain Calibration
| phone: 313-805-5745
ONE FORD: One Team-One Plan-One Goal

From: Ge, Yao (Y.)
Sent: Tuesday, January 20, 2015 1:43 PM
To: Dixon, Mark (M.R.); Wagers, Sue (S.K.); Caesar, Cynthia (C.L.); Rinkevich, Daniel (D.J.)
Cc: Wang, Lijun (L.)
Subject: RE: Superduty NHTSA Investigation

Let me know if you need special analysis support from my team. Thanks.
-Yao

From: Dixon, Mark (M.R.)
Sent: Tuesday, January 20, 2015 8:31 AM
To: Wagers, Sue (S.K.); Caesar, Cynthia (C.L.); Rinkevich, Daniel (D.J.)
Cc: Ge, Yao (Y.)
Subject: RE: Superduty NHTSA Investigation

Sue, yes, that is my understanding. I checked a few claims in the failure mode discovery tool. All the claims I looked at with P200E and P200C (they often come in together) had customer complaints of forced shut down or similar.

So we can do this analysis with DTCs (much simpler than CCCs/customer comments). Would be great so use Yao's database that gets the claims from the 3 locations (verbatim, DTC field in claim, and session data).

From: Wagers, Sue (S.K.)
Sent: Tuesday, January 20, 2015 8:23 AM
To: Dixon, Mark (M.R.); Caesar, Cynthia (C.L.)
Subject: RE: Superduty NHTSA Investigation

That's exactly the follow up note that Bill requested. Thanks!

I can't remember… is shutdown related only to P200C and P200E?

Sue Wagers
Powertrain Calibration Controls NVH [PCCN]
Supervisor, NA Quality
Dearborn - Building 2 Room 24B31
E-mail swagers@ford.com
Tel: (313) 805 7177
ONE FORD: ONE Plan - ONE Team - ONE Goal

From: Dixon, Mark (M.R.)
Sent: Tuesday, January 20, 2015 8:17 AM
To: Wagers, Sue (S.K.); Caesar, Cynthia (C.L.)
Subject: RE: Superduty NHTSA Investigation

Would also be good to focus on the subset of EGT repairs that had CCCs or customer complaints related to shut down. Let's discuss at the MIL Affinity mtg.

From: Wagers, Sue (S.K.)
Sent: Tuesday, January 20, 2015 7:42 AM
To: Caesar, Cynthia (C.L.); Dixon, Mark (M.R.)
Subject: RE: Superduty NHTSA Investigation

Cynthia, can you pull R/1000 on 5J213 by MY and then also do your standard repeat repair analysis? I'm not sure when Phil has his design review but for some reason I think it's Friday.

Thanks!!

Sue Wagers
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From: Goodwin, William (W.R.)
Sent: Tuesday, January 20, 2015 7:38 AM
To: Wagers, Sue (S.K.)
Subject: FW: Superduty NHTSA Investigation

Sue,

We'll need help on this.

Regards,
Bill Goodwin
Powertrain Sensors Technical Specialist
Powertrain Calibration Controls NVH [PCCN]
Ford Motor Company / Building #2 / 22B19
E-mail: wgoodwin@ford.com
Tel: (313) 805-9111
ONE FORD: ONE Plan - ONE Team - ONE Goal

From: Yuhasz, Philip (P.D.)
Sent: Tuesday, January 20, 2015 7:37 AM
To: Goodliff, Simon (S.); Bailey, Owen (O.R.); Perry, Brian (B.J.); Dmytro, Sherry (S.A.); Goodwin, William (W.R.)
Cc: Renwick, Rick (R.J.); Beltramo, Joel (J.J.); Bogema, John (P.); Baum, Joe (J.M.); Lyon, Peter (P.M.)
Subject: RE: Superduty NHTSA Investigation

Let's review overall data and rates in this week's design review:

- Incident rates for the various sensors/ model years
- Incidents on repaired vehicles

Probably 25 minutes

Phil Yuhasz

Philip Yuhasz
Engineering Director - Global Powertrain Calibration, Controls and NVH (PCCN)
Ph. 313 845-7966 Fax 313 390-7127
Admin. Assistant: Elaine McKinney, 313 323-1889

From: Lyon, Peter (P.M.)
Sent: Monday, January 19, 2015 6:56 PM
To: Yuhasz, Philip (P.D.); Baum, Joe (J.M.); Goodliff, Simon (S.); Bailey, Owen (O.R.); Perry, Brian (B.J.)
Cc: Renwick, Rick (R.J.); Beltramo, Joel (J.J.); Bogema, John (P.)
Subject: Superduty NHTSA Investigation

FYI in case you have not heard already. Investigation opened Jan 13th.

New Complaints about
Stalling Ford Pickups

Posted: January 19, 2015 at 12:43 am
In 2013 Ford Motor Co. began recalling 2010-2012 model Super Duty F-350, F-450 and F-550 trucks to replace an exhaust gas temperature (EGT) sensor that should shut down the engine. But the National Highway Traffic Safety Administration is launching a new probe into the problem after receiving 30 complaints about failures in trucks that been repaired previously, and others outside the original recall group. NHTSA notes that the affected trucks have multiple EGT sensors, but Ford opted to replace only one. The agency cites complaints of replaced sensor that fail again, and reports that multiple sensors in different locations have failed over time.

Peter Lyon
Manager: FNA Diesel and O/8500 Gas Powertrain Calibration
| phone: 313-805-5745
ONE FORD: One Team-One Plan-One Goal

From: Wagers, Sue (S.K.)
Sent: Tuesday, January 20, 2015 5:20 PM
To: Rinkevich, Daniel (D.J.); Dixon, Mark (M.R.); Caesar, Cynthia (C.L.)
Subject: RE: Superduty NHTSA Investigation

Owen stopped by with a slightly different spin. He thinks the "right" analysis would be to compare the ambulance population with all the others. Given that we implemented SW and FSA (I believe) for ambulance packages, he thinks the review should compare R/1000, repeats, and shutdown complaints between those 2 populations. Seems reasonable to me…thoughts?

Sue Wagers
Powertrain Calibration Controls NVH [PCCN]
Supervisor, NA Quality
Dearborn - Building 2 Room 24B31
E-mail swagers@ford.com
Tel: (313) 805 7177
ONE FORD: ONE Plan - ONE Team - ONE Goal

From: Rinkevich, Daniel (D.J.)
Sent: Tuesday, January 20, 2015 12:13 PM
To: Dixon, Mark (M.R.); Wagers, Sue (S.K.); Caesar, Cynthia (C.L.)
Cc: Ge, Yao (Y.)
Subject: RE: Superduty NHTSA Investigation

Mark,
The P200E will shut down the vehicle below 1kph.

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Dixon, Mark (M.R.)
Sent: Tuesday, January 20, 2015 8:31 AM
To: Wagers, Sue (S.K.); Caesar, Cynthia (C.L.); Rinkevich, Daniel (D.J.)
Cc: Ge, Yao (Y.)
Subject: RE: Superduty NHTSA Investigation

Sue, yes, that is my understanding. I checked a few claims in the failure mode discovery tool. All the claims I looked at with P200E and P200C (they often come in together) had customer complaints of forced shut down or similar.

So we can do this analysis with DTCs (much simpler than CCCs/customer comments). Would be great so use Yao's database that gets the claims from the 3 locations (verbatim, DTC field in claim, and session data).

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Philip Yuhasz
Engineering Director - Global Powertrain Calibration, Controls and NVH (PCCN)
Ph. 313 845-7966 Fax 313 390-7127
Admin. Assistant: Elaine McKinney, 313 323-1889

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Peter Lyon
Manager: FNA Diesel and O/8500 Gas Powertrain Calibration
| phone: 313-805-5745
ONE FORD: One Team-One Plan-One Goal

From: Eis, Peter (P.R.)
Sent: Wednesday, September 10, 2014 12:47 PM
To: Rinkevich, Daniel (D.J.)
Cc: Chacon, Jose (A.); Johnson, Seth (S.); Dixon, Mark (M.R.); McDonagh, Scot (S.M.); Hale, Curt (B.C.); Wagers, Sue (S.K.)
Subject: RE: TSB 14-0108 - EGT Sensor MIL DTC

Dan, I spoke to Seth and we think it would be worthwhile to make sure everyone is on the same page on this repair. It will be short meeting if we all agree on repair rationale.

Thanks

Peter Eis
Program Manager
Ford Motor Company
Ford Customer Service Division
(313) 390-9702
peis@ford.com

From: Rinkevich, Daniel (D.J.)
Sent: Tuesday, September 09, 2014 7:22 PM
To: Eis, Peter (P.R.)
Cc: Chacon, Jose (A.); Johnson, Seth (S.); Dixon, Mark (M.R.); McDonagh, Scot (S.M.); Hale, Curt (B.C.); Wagers, Sue (S.K.)
Subject: RE: TSB 14-0108 - EGT Sensor MIL DTC

Pete,
Changing the EGT sensor is most effective repair. Mark Dixon has run the data.

- Replace Connector ~= 20% repeats
- Replace EGT ~= Negligible repeats

Do we still need a meeting?

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

-----Original Appointment-----
From: Eis, Peter (P.R.)
Sent: Tuesday, September 09, 2014 1:15 PM
To: Rinkevich, Daniel (D.J.); Chacon, Jose (A.); Johnson, Seth (S.); Dixon, Mark (M.R.); McDonagh, Scot (S.M.); Hale, Curt (B.C.); Wagers, Sue (S.K.)
Subject: TSB 14-0108 - EGT Sensor MIL DTC
When: Friday, September 12, 2014 12:30 PM-1:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: webx/conf call

RQ14-005 001858 ER

Seth and I would like to discuss the strategy of re-issuing TSB – what is correct repair that actually repairs vehicle?

Peter Eis invites you to the following WebEx meeting:

WebEx meeting information

Meeting Link: https://ford.webex.com/ford/j.php?J=351924627
Meeting Number: 351 924 627
Meeting Password: This meeting does not require a password.

This meeting may include the option for video. The recording of meetings is prohibited. For company policies on using video click here:
https://comm.sp.ford.com/sites/digitalworker/Pages/HowiWorkItem.aspx?UCTitle=to%20use%20Video&UCID=&Page=2&Section=2.001

Audio conference information

FordNet 248-3668 / Toll: +1-313-248-3668
US Toll Free Number: +1-888-628-3668

Having trouble dialing in? Try these backup numbers:
US Toll Free Number: +1-888-628-3668
FordNet 248-3668 / Toll: +1-313-248-3668
Global call-in numbers: https://ford.webex.com/ford/globalcallin.php?serviceType=MC&ED=195565703&tollFree=1
Toll-free dialing restrictions: http://www.webex.com/pdf/tollfree_restrictions.pdf

Access code:351 924 627

MC05

http://www.webex.com

From: Bushman, Thomas (T.S.)
Sent: Saturday, August 31, 2013 3:31 PM
To: Rinkevich, Daniel (D.J.)
Subject: RE: Updated slides for EGT 6-Panel

Thanks – now we just need to get the Calibration team involved so we can figure out what is going on.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Rinkevich, Daniel (D.J.)
Sent: Friday, August 30, 2013 3:40 PM
To: Bushman, Thomas (T.S.)
Subject: RE: Updated slides for EGT 6-Panel

Tom,
I deleted a few out of date slides.
<< File: DMAIC - 6-Panel - EGT Sensor - Rinkevich_Bushman_Sonat(08-29-13 3pm).ppt >>

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Bushman, Thomas (T.S.)
Sent: Friday, August 30, 2013 12:48 PM
To: Rinkevich, Daniel (D.J.); Johnson, Seth (S.)
Subject: RE: Updated slides for EGT 6-Panel

<< File: DMAIC - 6-Panel - EGT Sensor - Rinkevich_Bushman_Sonat(08-29-13).ppt >>

Dan – I folded into the 6-Panel your latest updates.

Regards,

RQ14-005 001860 ER

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Rinkevich, Daniel (D.J.)
Sent: Friday, August 30, 2013 12:34 PM
To: Bushman, Thomas (T.S.); Johnson, Seth (S.)
Subject: Updated slides for EGT 6-Panel

Tom,
Here are some updated slides for the 6 panel. The first one is a combo of 2 slides that looked sparse.
<< File: Fresh slides for 6-Panel.ppt >>
Seth,
Here are the top DTCs. I'd use the Top 15 or so DTCs for the SSM. (Space dependent.)

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: Dixon, Mark (M.R.)
Sent: Thursday, March 27, 2014 10:46 AM
To: Bushman, Thomas (T.S.)
Cc: Rinkevich, Daniel (D.J.); Cervenan, Neil (N.J.)
Subject: RE: Wiring/Connector Concerns

Yes, I set it up. Thanks.

From: Bushman, Thomas (T.S.)
Sent: Wednesday, March 26, 2014 6:14 PM
To: Dixon, Mark (M.R.)
Cc: Rinkevich, Daniel (D.J.); Cervenan, Neil (N.J.)
Subject: RE: Wiring/Connector Concerns

Mark – I'll be back in the office at KTP on Monday – could we have a meeting to review and polish the package?

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

From: Dixon, Mark (M.R.)
Sent: Wednesday, March 26, 2014 4:13 PM
To: Bushman, Thomas (T.S.)
Cc: Rinkevich, Daniel (D.J.); Cervenan, Neil (N.J.)
Subject: Wiring/Connector Concerns

Tom, for info, attached are the slides we reviewed with Joe Baum yesterday on 3 past wire/connector crimp issues we have had, and fixed in 2013 MY. Intent is to show the cause and effect between the crimp/wiring action taken, and the significant reduction claims counts.

The pitch needs a recommendation page that I will work with you and Dan to put together. May also want to add some data for Nox sensors, but this may not be as clean as EGTs.

May be a little hard to follow without the "voice over" - get back to me with questions.

Joe Baum asked us to set up a review with Sandra Skinner (Chief Engineer for EDS and Connectors) and STA matched pair person to review the deck. Will set this session up as soon as we identify who the STA lead is for harnesses.

<< File: Crimp Fix Claims Trend.pptx >>

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

From: Brackett, Tom (T.P.)
Sent: Monday, November 04, 2013 9:07 PM
To: Williams, Brent (B.A.); Austin, Aaron (A.A.); Rinkevich, Daniel (D.J.); Rembert, Shannon (S.A.); Bushman, Thomas (T.S.)
Cc: Liu, Ron (D.R.); Hammoud, Majed (M.)
Subject: Tap test on EGT Return DEA15616
Attachments: Return DEA15616.pptx

Team,

I did the tap test on Friday 11-1-13 and it was witnessed by S. Rembert on Monday 11-4-13. Tapping on just the connector no spikes were captured. Tapping on the sensor crimp barrel spikes WERE captured.

Tom Brackett
Electrical Material & Contact Reliability Group
FORD EESE - EDS
RIC Bldg.
Room 1417 (313) 62-14071
Lab. 1424 594-4106

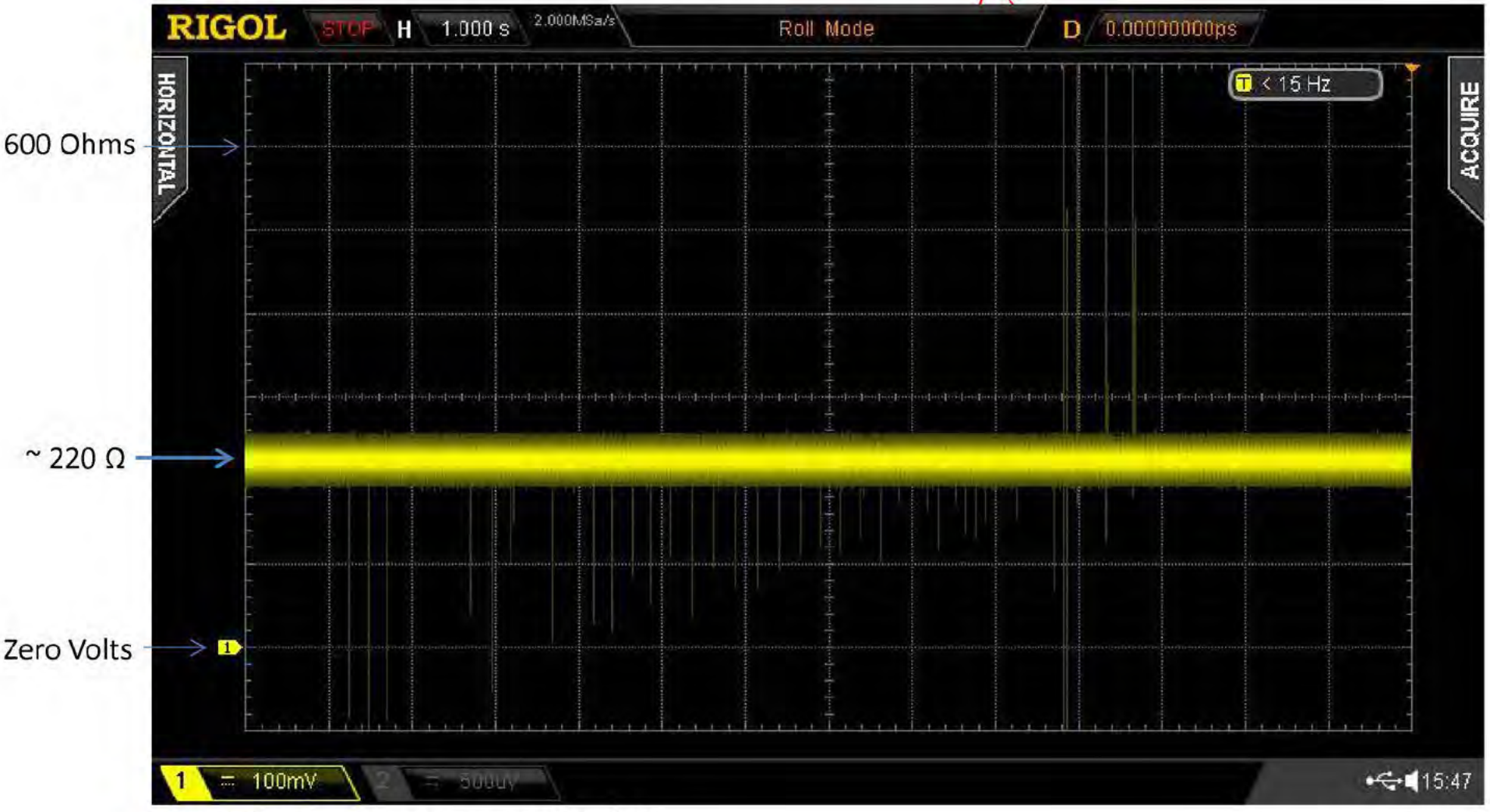
RQ14-005 001864 ER

2013 Super Duty EGT Sensors

VIN: DE[redacted] Returned w/ mating connector

(Source set to 12 Volts Open Circuit Limit [> 12KΩ])

Tap Test Results: Open circuit Peaks!

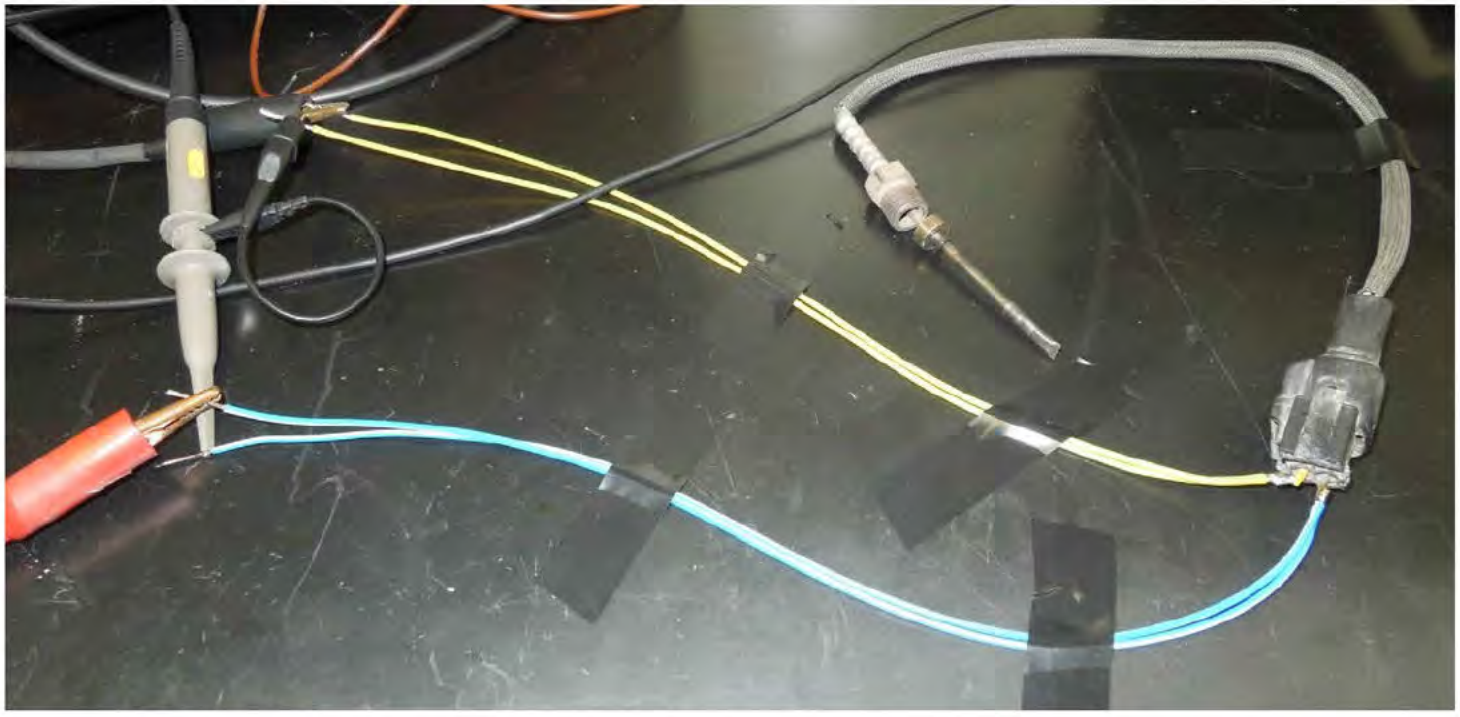


1 mA fixed current In = 100 Ω / div.

RQ14-005 001865 ER

2013 Super Duty EGT Sensors

VIN: DE[redacted] Returned w/ mating connector



Wires soldered & Taped down to isolate equipment connections.

Tapping Location Where spikes were captured.



From: Rinkevich, Daniel (D.J.)
Sent: Wednesday, April 02, 2014 2:24 PM
To: Philbin, Jeffrey (J.L.)
Subject: Warrantee Returns

Jeff,
I really need the latest return part analysis on the EGT sensors. We discussed on the phone about 3 weeks ago, and I haven't received it. Now I am desperate for this data. Can you please send today?

Dan Rinkevich
Powertrain Quality
(313) 32-23653 (Desk)
(313) 676-9572 (Cellular)

From: McDonagh, Scot (S.M.)
Sent: Thursday, March 06, 2014 2:19 PM
To: Bissi, Gerald (G.V.)
Cc: Rinkevich, Daniel (D.J.); Hutchinson, Rob (R.)
Subject: Wiring Inquiry

Importance: High

Hi Gerry- Is service pigtail available for 14406 body side harness EGT connector repairs ? I see connector for EGT Sensors on PTS but I am unable to locate body side service connector pigtail. Thanks

C3601	C3602	C3603	C3604
EXHAUST GAS TEMPERATURE SENSOR (EGT) 1	EXHAUST GAS TEMPERATURE SENSOR (EGT) 2	EXHAUST GAS TEMPERATURE SENSOR (EGT) 3	EXHAUST GAS TEMPERATURE SENSOR (EGT) 4

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