

From: CHALL48@ford.com
Sent: Friday, June 22, 2012 2:46 PM
To: Hall, Christopher (C.) <chal148@ford.com>
Subject: Report Summary for the CQIS Report#CDWAM001

Attachments : 3

Report# : CDWAM001 NHL Received: 04/23/2012

CCRG/EPRC: Reviewed Status: Date:

2012,EXPLORER 4X2 (U502) ,LIMITED,4
Vehicle: DOOR ,IVIPV ,1FIVIHK7F83CG [REDACTED]

Build Date: 08/29/2011

3.5L Calibration:
Odometer : 6,130 M Engine: CUB1SNOA
CYCLO

Transmission: 6F50 Axle: A/C: YES

(727) 535-
Dealer: USA 04947 Walker Ford Company, Inc. Phone#:
3673

City: Clearwater State: Florida Country : USA

Originator: TOM WRIGHT

Symptom: 4 47 Z 00 ST/RN/MV,ODOR,NOT LISTED,UNKNOWN

Status:

VFG: V25 FUEL FILLING & DELIVERY

Additional EXH ODOR
Symptom:

Fix:Y Causal Component : EXTRACTOR AIR RPR

Condition

Code:

Hotliner: CGAMMON Phone: 000 317-9281 Regn Cd: S3 Orlando

Engineering: Phone: TAR: CLD

Dlr Contact: TOM WRIGHT Phone: 727 535-3673 Title Cde: SF

DTCs:

KOEO:

KOEC:

KOER:

Comments

REPAIR 04/23/2012 07:24AM CHARLES GAMMON MSS - FCSD - TECH SVC HOTLINE

WEB FORM DATA - CONCERN: VEHICLE HAS A EXHAUST TYPE SMELL AFTER A VERY

HARD ACCELERATION IN VEHICLE WITH AC ON RECIRCULATION

098851

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DIAGNOSTICS:

LOOKED AND LISTEN FOR LEAKS CHECK FOR ROAD MATERIAL ON EXHAUST NONE

FOUND PARTS REPLACED:NONE TECH QUESTION:ANY INFORMATION WOULD BE

HELPFUL VEHICLE HAS CUDUL CONTACT

RECOMM 04/23/2012 07:24AM CHARLES GAMMON MSS - FCSD - TECH SVC HOTLINE TOM, AN EXHAUST LEAK WOULD BE THE MOST COMMON CAUSE OF THIS SYMPTOM.

SOME ENGINES CAN HAVE AN E) <IFFUEL TYPE ODOR IN THE PASSENGER COMPARTMENT DUE TO LOOSE SPARK PLUGS, CHECK THAT THE PLUGS ARE TORQUED

PROPERLY. IF A GAS ANALYZER IS AVAILABLE IT CAN BE USED TO CHECK FOR

EXH LEAKS/HYDRO-CARBONS. THERE ARE NO SPECIFIC KNOWN CONCERNS FOR THIS

MODEL/YEAR.

REPAIR 04/23/2012 09:42AM ALEC MCENTEE MSS - FCSD - TECH SVC HOTLINE
DESCRIPTION OF VEHICLE CONCERN: EXHAUST SMELL IN AC VENTS
AFTER HARD
ACCEL DIAGNOSTICS ALREADY COMPLETED: RAN OASIS-NO TSB S OR
SSMS FOR
CONCERN, VISUALLY INSPECTED-NO OBVIOUS SIGNS OF LEAKS. PARTS
REPLACED: NONE TECH'S QUESTION: ANY SIMILAR REPORTS GENERATED
FOR
THIS CONCERN? POSSIBLES DIAGNOSTIC AIDS TO PINPOINT SOURCE OF
ODOR?
DTC: NONE MODULE: NONE

RECOMM 04/23/2012 09:42AM ALEC MCENTEE MSS - FCSD - TECH SVC HOTLINE
JUSTIN, RECOMMEND TO VERIFY THAT THE SPARK PLUGS ARE TORQUED
CORRECTLY. IF THE PLUGS ARE NOT TORQUED CORRECTLY IT COULD
ALLOW THE
COMBUSTION GASES TO BY-PASS THE PLUG THREADS, THUS CAUSING
THE ODOR
DESCRIBED. EVEN IF THE IDS EVAP TEST PASSES, FOR TESTING PURPOSES
BLOCK OFF THE EVAP LINE TO THE ENGINE INTAKE. IF THE ODOR IS
AFFECTED,
INSPECT THE EVAP CHARCOAL CANISTER FOR CONTAMINATION (RAW
FUEL).
TYPICALLY IF THERE IS RAW FUEL IN THE EVAP SYSTEM IT IS CAUSED BY
THE
CUSTOMER OVER RE-FUELING THE VEHICLE (TOPPING OFF THE FUEL
TANK). IF
THERE IS RAW FUEL IN THE EVAP SYSTEM, DISCUSS WITH THE CUSTOMER

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ON
THEIR RE-FUELING HABITS. IF THE CUSTOMER IS NOT OVER RE-FUELING
THE
VEHICLE, HOWEVER THERE IS RAW FUEL IN THE EVAP SYSTEM, IT WOULD
INDICATE AN ISSUE WITH THE CANISTER PURGE VALVE (LOCATED IN THE
ENGINE
COMPARTMENT). IF THERE IS RAW FUEL IN THE EVAP SYSTEM (ONCE THE
CAUSE
OF THE RAW FUEL IN THE SYSTEM IS DETERMINED), THE CHARCOAL
CANISTER
WILL HAVE TO BE REPLACED AND THE EVAP LINES CLEANED OF ALL
TRACES OF
RAW FUEL. IF THERE IS NO RAW FUEL IN THE EVAP SYSTEM, HOWEVER
THE ODOR
IS IMPROVED BY BLOCKING OFF THE EVAP LINE TO THE INTAKE, REPLACE
THE
CANISTER PURGE VALVE (LOCATED IN THE ENGINE COMPARTMENT).
PERFORM A
FUEL QUALITY TEST. EVEN IF THE FUEL QUALITY TEST DOES NOT APPEAR
TO

INDICATE A CONCERN, SUGGEST TO THE CUSTOMER TO TRY A DIFFERENT BRAND OF FUEL. DIFFERENT GASOLINE COMPANIES HAVE DIFFERENT SULFUR CONTENT IN THEIR FUELS, WHICH CAN CAUSE A DIFFERENT ODOR. IF THE ISSUE IS IMPROVED BY SWITCHING FUEL BRANDS IT WOULD BE AN INDICATION OF A FUEL RELATED ISSUES. DISCUSS WITH THE CUSTOMER ON USING A DIFFERENT BRAND OF FUEL FROM KNOW ON. SOME SULFUR ODOR COMING FROM THE NEW CATALYST IS NORMAL (FIRST 5,000-10,000 MILES), DUE TO THE HIGHLY ACTIVE STATE OF THE NEW CATALYST (DO NOT REPLACE THE CATALYST FOR THIS CONDITION). IF THERE ARE NO ISSUES WITH THE RECOMMEND TESTS, CHECK FOR A RICH CONDITION (MAFV, FUEL PRESSURE, ETC.). DOCUMENT IF THE VEHICLE IS EQUIPPED WITH ANY AFTERMARKET COMPONENTS. VERIFY THE VEHICLES MAINTENANCE RECORDS (NOTING ANY RECENT VEHICLE REPAIRS AND ENSURING REGULAR MAINTENANCE IS PERFORMED).

ADD-ON 04/24/2012 06:22PM CHRIS HALL(FSE) MSS - FCSD - REG - ORLANDO FSE, CHRIS HALL DID VISIT THE DEALER TODAY TO OBSERVE THE SERVICE

098853

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ADVISORS TO HELP IMPROVE THEIR FIRM SCORES AND WAS ASKED ABOUT THIS VEHICLE. I DID ADVISE THE DEALER BOTH OF THESE CONCERNS (FOUL ODOR INSIDE OR OUTSIDE VEHICLE AND SULFUR/EXHAUST SMELL AFTER WOT EVENT) ARE BOTH UNDER INVESTIGATION AND FOR THEM TO TELL THE CUSTOMER FOR THE SULFUR SMELL AT WOT IT CAN BE MINIMIZED BY PUTTING THE A/C SYSTEM ON FRESH AIR AND ONLY WILL OCCUR FOR A MOMENT AFTER A WOT EVENT. FOR THE FOUL SMELL THE DEALER USED AN IONIZER AND THE SMELL IS GONE FOR THE TIME BEING. ACCORDING TO CUDL THE A PREVIOUS DEALER USED LYSOL TO DEODERIZE THE VEHICLE 7 DIFFERENT TIMES BEFORE BEING TRANSFERRED TO THE PRESENT DEALER. I ALSO ADVISED THE DEALER TO RETURN THE VEHICLE TO SERVICE.

ADD-ON 05/11/2012 10:22AM CHRIS HALL(FSE) MSS - FCSD - REG - ORLANDO OPENING TAR TO DOCUMENT MY PAST INVOLVEMENT WITH THIS

VEHICLE FOR

COMPLAINTS OF DIFFERENT ODORS INSIDE THE VEHICLE.

AUDIT 05/11/2012 10:22AM CHRIS HALL(FSE) MSS - FCSD - REG - ORLANDO

TECH ASSIST REFERRAL HAS BEEN OPENED

ADD-ON 05/11/2012 10:23AM CHRIS HALL(FSE) MSS - FCSD - REG - ORLANDO

FSE (FIELD SERVICE ENGINEER), CHRIS HALL MET WITH TO Redacted for PI

VERIFY

AND DISCUSS HERE CONCERNS OF VARIOUS DISPLEASING SMELLS WITH
HER 2012

FORD EXPLORER. Redacted for Pb TATED THE VEHICLE HAS A MUSTY SMELL
COMING

FROM THE AC VENTS AFTER STARTING THE VEHICLE FOR THE FIRST 5
MINUTES

AND IT WAS MUCH WORSE AFTER A RECENT RAIN. THE OTHER ONGOING
CONCERN

WITH THE VEHICLE IS A BURNING SMELL AFTER PERFORMING A HEAVY
THROTTLE

EVENT WHEN MERGING ONTO A FREEWAY OR PULLING OUT IN TRAFFIC.
THE F SE

HAD PREVIOUSLY BEEN MADE AWARE OF THE COMPLAINTS BY WALKER
FORD'S

SERVICE MANAGER, VINCE ROMANO AND RE SUGGESTED RE CONTACT

098854

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THE FORD

TECHNICAL HOTLINE REGARDING THE CONCERN, WHICH THE DEALER'S

TECHNICIAN

HAD ALREADY DONE. THE TECHNICIAN WAS ADVISED TO CHECK FOR

LOOSE SPARK

PLUGS AND ALSO ADVISED THAT SOME SULFUR ODOR COMING FROM THE

NEW

CATALYST IS NORMAL FOR THE FIRST 5,000-10,000 MILES, DUE TO THE

HIGHLY

ACTIVE STATE OF THE NEW CATALYST AND NOT TO REPLACE THE

CATALYST FOR

THIS CONDITION. THE SPARK PLUGS WERE TIGHT AND NO PARTS WERE

REPLACED.

THE FSE CONTACTED THE PVT (PLANT VEHICLE TEAM) AND WAS TOLD

THIS

CONCERN IS UNDER INVESTIGATION STILL AND TO ADVISE THE

CUSTOMER IF

THEY PUT THE SYSTEM IN REGULAR AC INSTEAD OF MAX AC IT WILL NOT

LIKELY

HAVE ANY SMELL BECAUSE THE VEHICLE IS PRESSURIZED USING

OUTSIDE AIR

AND NO EXHAUST SMELL COULD ENTER THE VEHICLE. IF THE SYSTEM IS

USED IN

MAX AC THEN OUTSIDE AIR IS SHUT OFF CAUSING THE SAME PRESSURE

INSIDE

AND OUT AND THE AIR INSIDE THE VEHICLE CAN BE DRAWN IN FROM THE

OUTSIDE THROUGH THE CABIN REAR VENTS OR ANY AIR LEAKS IN THE

BODY

SEAMS. DOES NOT LIKE TO OPERATE THE SYSTEM IN ANY
Redacted for F

OTHER

MODE OTHER THAN MAX AC BECAUSE IT DRAWS AIR IN FROM THE

OUTSIDE AND

CAN DRAW EXHAUST IN FROM OTHER VEHICLES LIKE BUSSES WHICH ARE

ALSO

UNPLEASANT. THE FSE ROAD TESTED THE VEHICLE WITH MRS. RILES ON

FRIDAY,

MAY 4TH AT 4:30 PM WITH A MILEAGE OF 6,453 MILES AND DID VERIFY

THE

CONCERN UNDER A WIDE OPEN THROTTLE EVENT WITH A 1-2-3 SHIFT AND

THEN

SLOWING DOWN SOME BURNING SMELL COULD BE DETECTED. THE FSE

ASKED MRS.

RedactE IF SHE WOULD MIND IF THEY TEST DROVE A LIKE VEHICLE AND

AGREED AND UNDER THE SAME EVENT THE SAME SMELL WAS DETECTED.

██████████ 098855
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THE SE
JUST WANTED TO POINT OUT THAT ALL THESE VEHICLES WILL EXHIBIT
THIS
SYMPTOM AND WHEN RE CONTACTED THE PVT RE WAS ADVISED THAT
THE LEVELS
OF CARBON MONOXIDE WERE NOT AT UNSAFE LEVELS AT ANY TIME IN
ANY OF THE
VEHICLES TESTED. THE PVT ADVISED THE FSE IF A REPAIR HAS TO BE
MADE AT
THIS TIME TO PRESSURIZE THE VEHICLE USING THE BLOWER FAN ON
OUTSIDE
AIR AND TO TAPE OFF THE VENTS IN THE REAR WITH THE REAR BUMPER
COVER
REMOVED AND TO SPRAY SOAPY WATER ON THE BODY SEAMS AND IF
BUBBLES ARE
SEEN THEY INDICATE SMALL AIR LEAKS AND THEY CAN BE SEALED
USING
SILICONE OR SEAM SEALER. ONCE THE BUMPER COVER WAS REMOVED
THE F SE
DROVE THE VEHICLE AND VERIFIED THE BURNING SMELL WAS STILL
PRESENT.
THE NEXT STEP WAS FOR THE FSE TO SEAL OFF BOTH CABIN VENTS
WHICH ARE
LOCATED ON THE LEFT AND RIGHT SIDES NEAR THE REAR OF THE

VEHICLE AND
TO TEST DRIVE THE VEHICLE AGAIN AND THE BURNING SMELL WAS
STILL
PRESENT WITH THE AC ON MAX. THE CONCERN IS NOT PRESENT WITH
THE AC ON
OUTSIDE AIR. ONCE THE BUMPER COVER WAS REMOVED THE ABOVE
PROCEDURE
DESCRIBED USING SOAPY WATER AND THE FAN ON HIGH IN THE OUTSIDE
AIR
MODE WAS PERFORMED AND SOME BUBBLES WERE SEEN ON SOME OF
THE BODY
SEAMS AND THE FSE DECIDED TO JUST SEAL ALL THE SEAMS IN THE REAR
OF
THE VEHICLE. ONCE THE SEALER DRIED THE FSE DROVE THE VEHICLE
WITH THE
VENTS STILL SEALED AND BOTH THE AC IN MAX WITH THE REAR AC UNIT
ON AND
NO BURNING SMELL WAS DETECTED. THE NEXT TEST DRIVE WAS THE
SAME WITH
THE VENTS UNTAPPED AND NO SMELL WAS DETECTED ON THIS TEST
DRIVE

098856
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EITHER. THE NEXT DAY THE FSE HAD THE BODY SHOP REINSTALL THE
REAR
BUMPER COVER AND TEST DROVE THE VEHICLE AND SOME BURNING
SMELL COULD
STILL BE DETECTED ONLY WHEN IN THE MAX AC MODE, BUT THE SMELL
WAS NOT
AS GREAT AS BEFORE THE BODY SEAMS WERE SEALED. THE FSE DID NOT
MODIFY
THE REAR VENTS ON THE VEHICLE BECAUSE THEY DO NEED TO ALLOW
SOME
OUTSIDE AIR TO BE PULLED IN THE VEHICLE WHEN THE AC IS IN MAX OR
RECIRCULATE TO PREVENT CARBON DIOXIDE POISONING PICTURES
WERE TAKEN
OF THE AREAS THAT WERE SEALED WHEN THE BUMPER COVER WAS
REMOVED AND
WILL BE PROVIDED TO ENGINEERING AND THE CUSTOMER FOR THEIR
RECORDS.
THE OTHER COMPLAINT Redacted for F HAS IS OF A MUSTY SMELL THE FIRST
FIVE MINUTES OF OPERATION COMING FROM THE VEHICLE'S AC VENTS,
WHICH
SEEMS WORSE AFTER A RAIN. THE FSE MADE SURE THE EVAPORATOR
CORE IS
DRAINING PROPERLY AND IT IS, BUT THE FSE EXPLAINED IF THE VEHICLE
IS
PARKED ON AN INCLINE THAT SOME WATER CAN BE LEFT IN THE CASE
AND IT
CAN CAUSE A MOMENTARY UNPLEASANT ODOR. THE VEHICLE IS

EQUIPPED WITH A CABIN AIR FILTER AND THE FILTER TRAPS OUTSIDE CONTAMINANTS SUCH AS POLLEN AND DIRT IN THE OUTSIDE AIR TO PREVENT IT FROM GETTING INSIDE THE EVAPORATOR CASE. AN AFTERMARKET CABIN AIR FILTER MADE BY WIX WAS INSTALLED FOR CUSTOMER SATISFACTION WHICH ACCORDING TO WIX, "HAS A BIOSHIELDO 75 IS A PATENTED, EPA REGISTERED AND USDA ACCEPTED PRODUCT THAT PREVENTS THE GROWTH OF AN AMAZINGLY WIDE ARRAY OF BACTERIA, MOLD, MILDEW, ALGAE AND YEAST. BIOSHIELDO 75 ACTS AS A BED OF MICROSCOPIC SPIKES THAT PIERCE THE CELL WALLS OF MICROBES TO PROVIDE LONG LASTING ANTIMICROBIAL PROTECTION." NO MUSTY SMELL WAS EVER VERIFIED

098857
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ON THIS VEHICLE AND A WATER TEST WAS PERFORMED TO ENSURE THERE ARE NO WATER LEAKS IN THE VEHICLE AND THE COWL WAS CHECKED FOR LEAVES AND PINE NEEDLES AND NO EXCESSIVE AMOUNT OF DEBRIS WAS FOUND. THE VEHICLE WAS ALSO PARKED OUTSIDE AND A SMALL RAIN STORM DID OCCUR ON WEDNESDAY, MAY 9TH AT APPROXIMATELY 5 PM AND THE VEHICLE WAS CHECKED THE NEXT DAY BY THE FSE AS RE BROUGHT THE VEHICLE UP TO THE FRONT OF THE DEALER TO BE ROAD TESTED WITH Redacted for P AND NO ABNORMAL SMELLS WERE NOTED AT THAT TIME. THE FSE DID ADD A SMALL CURVED HOSE TO THE EVAPORATOR DRAIN TO AID THE EVAPORATOR CASE TO DRAIN PROPERLY IF PARKED ON AN INCLINE. THE FSE DROVE THE VEHICLE WITH 'Redacted for Pe ND EXPLAINED THAT SOME BURNING SMELL COULD BE DETECTED WITH THE AC IN THE MAX POSITION AFTER A WIDE OPEN THROTTLE EVENT AND Redacted for P DID ADMIT THE CONCERN SEEMED TO BE BETTER, BUT WANTED TO KNOW WHEN ENGINEERING WOULD HAVE A COMPLETE RESOLUTION FOR HER CONCERN AND THE FSE EXPLAINED THAT RE DID NOT HAVE A TIME FRAME AT THIS TIME AND WOULD ATTEMPT TO FIND OUT WHEN

A REPAIR PROCEDURE WILL BE AVAILABLE AND TO LET HER KNOW.
AFTER THE
ROAD TEST ON THURSDAY, MAY 10, 2012 AT 8 AM THE VEHICLE WAS
RETURNED

T 'Redacted for Pe ITH A MILEAGE OF 6,485 MILES

AUDIT 05/11/2012 10:23AM CHRIS HALL(FSE) MSS - FCSD - REG - ORLANDO
TECH ASSIST REFERRAL HAS BEEN CLOSED

ADD-ON 05/15/2012 02:43PM CHRIS HALL(FSE) MSS - FCSD - REG - ORLANDO
REOPENING TAR AS CUSTOMER RETURNED TO DEALER NEXT DAY, MAY
11TH AT 5PM

COMPLAINING OF EXHAUST IN CAR

AUDIT 05/15/2012 02:43PM CHRIS HALL(FSE) MSS - FCSD - REG - ORLANDO
TECH ASSIST REFERRAL HAS BEEN REOPENED

ADD-ON 05/15/2012 03:17PM CHRIS HALL(FSE) MSS - FCSD - REG - ORLANDO

098858

Produced by Ford in [REDACTED] v. Ford

CUSTOMER TOOK VEHICLE TO PASADENA FIRE DEPARTMENT
COMPLAINING OF AN
EXHAUST SMELL IN THE CAR AND BORROWED THEIR METER AND IT
REGISTERED A
IOPPM AFTER A DRIVE AROUND THE BLOCK. CUSTOMER CALLED DEALER
CRYING
SAYING THE LEVELS WERE UNSAFE. I CALLED THE FIRE DEPARTMENT
AND SPOKE
WITH THE LIEUTENANT AND DID NOT TELL THE CUSTOMER THE CAR WAS
UNSAFE,
BUT DID TELL HER SHE SHOULD GET THE VEHICLE CHECKED AGAIN AND
RECOMMENDED I TAKE IT TO ANOTHER FIRE DEPARTMENT AND HAVE IT
CHECKED
I TOOK IT TO SEMINOLE FIRE DEPARTMENT TODAY AND BORROWED 2
METERS AND
ONE (DRAEGER X-AM 5000 SERIES DETECTORS) REGISTERED AN 8 PPM
OR .0008%
AND THE OTHER (HOME TYPE DETECTOR)A 6 PPM OR .0006%. THE
FIREMAN
INFORMED ME THEY CANNOT TAKE THEIR BREATHING EQUIPMENT OFF
UNLESS THE
METER READS 0 AND THEY WOULD NOT PUT THEIR FAMILY IN A VEHICLE
FORA
PROLONGED TIME ON A TRIP WITH THESE LEVELS. CHECKING RESOURCES
ON THE
INTERNET I FOUND THE FOLLOWING CUT AND PASTED BELOW, WHICH
BASICALLY
SAYS IF THERE ARE 25 PPM OR HIGHER FOR AN 8 HOUR DAY ON A 40 HOUR
WORK
WEEK THIS IS NOT ACCEPTABLE. THIS VEHICLE DOES NOT COME CLOSE
TO THIS
AND WITH THE REAR AC OFF AND THE FRONT AC ON OUTSIDE AIR THERE
IS NOT
A CONCERN. THE CUSTOMER IS A NURSE AND HER SON HAS ASTHMA, SO I

AM
RECOMMENDING THAT FORD REPURCHASE HER VEHICLE AT THIS TIME
BECAUSE
THERE IS NOT A REPAIR FOR THIS CONCERN AT THIS TIME. OSHA PEL] THE
CURRENT OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION
(OSHA)
PERMISSIBLE EXPOSURE LIMIT (PEL) FOR CARBON MONOXIDE IS 50 PARTS
PER
MILLION (PPM) PARTS OF AIR (55 MILLIGRAMS PER CUBIC METER (MG/M
(3)))
AS AN 8-HOUR TIME-WEIGHTED AVERAGE (TWA) CONCENTRATION [29

098859
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CFR TABLE

Z-1]. [NIOSH REL] THE NATIONAL INSTITUTE FOR OCCUPATIONAL SAFETY
AND HEALTH (NIOSH) HAS ESTABLISHED A RECOMMENDED EXPOSURE
LIMIT (REL)

FOR CARBON MONOXIDE OF 35 PPM (40 MG/M(3)) AS AN 8-HOUR TWA AND
200

PPM (229 MGM(3)) AS A CEILING [NIOSH 1992]. THE NIOSH LIMIT IS BASED
ON THE RISK OF CARDIOVASCULAR EFFECTS. [ACGIH TLV] THE

AMERICAN

CONFERENCE OF GOVERNMENTAL INDUSTRIAL HYGIENISTS (ACGIH) HAS
ASSIGNED

CARBON MONOXIDE A THRESHOLD LIMIT VALUE (TLV) OF 25 PPM (29
MG/1\4(3))

AS A TWA FOR A NORMAL 8-HOUR WORKDAY AND A 40-HOUR
WORKWEEK [ACGIH

1994, P. 15]. THE ACGIH LIMIT IS BASED ON THE RISK OF ELEVATED
CARBOXYHEMOGLOBIN LEVELS [ACGIH 1991, P. 229]. CONCENTRATION
SYMPTOMS 35 PPM (0.0035%) HEADACHE AND DIZZINESS WITHIN SIX TO
EIGHT

HOURS OF CONSTANT EXPOSURE 100 PPM (0.01%) SLIGHT HEADACHE IN
TWO TO

THREE HOURS 200 PPM (0.02%) SLIGHT HEADACHE WITHIN TWO TO THREE
HOURS; LOSS OF JUDGMENT 400 PPM (0.04%) FRONTAL HEADACHE WITHIN
ONE

TO TWO HOURS 800 PPM (0.08%) DIZZINESS, NAUSEA, AND CONVULSIONS
WITHIN 45 MIN; INSENSIBLE WITHIN 2 HOURS 1,600 PPM (0.16%)

HEADACHE,

TACHYCARDIA, DIZZINESS, AND NAUSEA WITHIN 20 MIN; DEATH IN LESS
THAN 2

HOURS 3,200 PPM (0.32%) HEADACHE, DIZZINESS AND NAUSEA IN FIVE TO
TEN MINUTES. DEATH WITHIN 30 MINUTES. 6,400 PPM (0.64%) HEADACHE
AND

DIZZINESS IN ONE TO TWO MINUTES. CONVULSIONS, RESPIRATORY
ARREST, AND

DEATH IN LESS THAN 20 MINUTES. 12,800 PPM (1.28%) UNCONSCIOUSNESS
AFTER 2-3 BREATHS. DEATH IN LESS THAN THREE MINUTES.

ADD-ON 05/21/2012 09:29PM CHRIS HALL(FSE) MSS - FCSD - REG - ORLANDO

CLOSING TAR.

AUDIT 05/21/2012 09:29PM CHRIS HALL(FSE) MSS - FCSD - REG - ORLANDO
TECH ASSIST REFERRAL HAS BEEN CLOSED

ADD-ON 06/22/2012 02:38PM CHRIS HALL(FSE) MSS - FCSD - REG - ORLANDO
REOPENING TAR TO DOCUMENT REPAIR PROCEDURE JUST PERFORMED
THAT WAS
SENT BY ENGINEERING.

098860

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AUDIT 06/22/2012 02:38PM CHRIS HALL(FSE) MSS - FCSD - REG - ORLANDO
TECH ASSIST REFERRAL HAS BEEN REOPENED

ADD-ON 06/22/2012 02:45PM CHRIS HALL(FSE) MSS - FCSD - REG - ORLANDO
SERVICE FIX CONSISTS OF FOUR ACTIONS WHICH WERE PERFORMED
BEFORE

VEHICLE WAS PICKED UP TO BE SENT TO RAV DEALER AND THE VEHICLE
IS

REPAIRED AND THE PROCEDURE USED IS BELOW; REAR UNDERBODY
SEALER

SPRAY/EPDXY APPLICATION REPLACE REAR AIR EXTRACTOR WITH DUAL
RATE

EXTRACT REPLACE REAR WHEEL LIP MOLDING WITH RE-DESIGNED
MOLDING PLUG BOTH THE LIFT GATE E-COAT DRAIN HOLES REAR
UNDERBODY

SEALER SPRAY/EPDXY APPLICATION: 1. WASH AND THOROUGHLY CLEAN
REAR

UNDERBODY IN AREAS OF SEALER/EPDXY APPLICATION (SEE PDF
FILE) 2. RAISE VEHICLE ON A HOIST 3. REMOVE REAR FASCIA 4. DROP THE
EXHAUST FROM REAR HANGERS 5. COVER EXHAUST AND EXHAUST TIP
WITH A

PIECE OF CLOTH 6. COVER REAR AUX DRAIN WITH A PUSHPIN PLUG 7.
SEAL

REAR UNDERBODY JOINTS/SEAMS USING TWO PART EPDXY AS SHOWN IN
ATTACHED

PDF FILE 8. SEAL REAR UNDERBODY AROUND REAR AUX A/C LINES USING
3M

SEALER SPRAY AS SHOWN IN PICTURE 1 9. ALLOW VEHICLE TO DRY/CURE
FOR 4

HOURS 10. REMOVE REAR AUX DRAIN PUSH PIN RE-ATTACH EXHAUST TO
HANGERS

REPLACE DRIVER SIDE REAR AIR EXTRACTOR WITH DUAL RATE

EXTRACTOR: 1. REMOVE DRIVER SIDE EXTRACTOR 2. INSTALL DUAL RATE
EXTRACTOR REPLACE REAR WHEEL LIP MOLDING WITH RE-DESIGNED

MOLDING: 1. REMOVE REAR WHEEL LIP MOLDING ON BOTH SIDES. (WHITE
CLIPS

MUST BE CAREFULLY REMOVED WITHOUT CAUSING DAMAGE TO SHEET
METAL. USE A

SMALL PAIR OF NOSE PLIERS TO PRESS ON CLIP TABS TO PULL OUT)

2. INSTALL NEW WHEEL LIP MOLDINGS PLUG BOTH THE LIFT GATE E-
COAT

DRAIN HOLES: 1. INSTALL LIFT GATE E-COAT DRAIN PLUGS AFTER

REPAIRS

WERE PERFORMED THE ONLY SMELL DETECTED WAS ON A COLD
VEHICLE, ONCE THE

098861

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VEHICLE WAS WARMED UP THE CONCERN IS RESOLVED AND NO
FURTHER REPAIRS

NEED TO BE ATTEMPTED ON THIS VEHICLE BY THE RAV DEALER
AUDIT 06/22/2012 02:45PM CHRIS HALL(FSE) MSS - FCSD - REG - ORLANDO
TECH ASSIST REFERRAL HAS BEEN CLOSED

Please click on the link below to view the attachments associated with this report
[https://www.gcgis.dealerconnect.com/egisiasp/DIViewAttachmentMain.aspx?
ReportNumber=CDWAMO01](https://www.gcgis.dealerconnect.com/egisiasp/DIViewAttachmentMain.aspx?ReportNumber=CDWAMO01)

098862

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