

THE FSE
JUST WANTED TO POINT OUT THAT ALL THESE VEHICLES WILL EXHIBIT
THIS
SYMPTOM AND WHEN HE CONTACTED THE PVT HE 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 FSE
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