

Request 11

Describe all modifications or changes made by, or on behalf of, Ford in the design, material composition, manufacture, quality control, supply, or installation of the subject component, from the start of production to date, which relate to, or may relate to, the alleged defect in the subject vehicles. For each such modification or change, provide the following information:

- a. The date or approximate date on which the modification or change was incorporated into vehicle production;
- b. A detailed description of the modification or change;
- c. The reason(s) for the modification or change;
- d. The part number(s) (service and engineering) of the original component;
- e. The design criteria of the original component;
- f. The part number(s) (service and engineering) of the modified component;
- g. The design criteria of the modified component;
- h. Whether the original unmodified component was withdrawn from production and/or sale, and if so, when;
- i. When the modified component was made available as a service component; and
- j. Whether the modified component can be interchanged with earlier production components.

Also, provide the above information for any modification or change that Ford is aware of which may be incorporated into vehicle production within the next 120 days.

Answer

Ford understands this request to relate to the subject components which relate to, or may relate to, the alleged defect in the subject vehicles. This information can be found in the file "PE24-014 Request 11 – Parts Change Log." It is important to note that Ford has populated the Parts Change Log where possible and to the best of its ability. Given some variances, it is possible that components were installed in vehicles before or after the dates listed for "Incorporated into Vehicle Production" and "Removed from Vehicle Production" in the Parts Change Log. The parts noted in the Parts Change Log are not consumed by the assembly facilities via strictly first in, first out principles.

In response to the design criteria of the original and modified component request, Ford has provided the Engineering Specifications (ES) number associated with each design iteration within the Parts Change Log and the documents are to be provided in response to Request 10 of this investigation.

Ford is providing information regarding modifications or changes to the secondary fuel filter. For the purposes of enhanced understanding, the following information is provided to describe the progression of the fuel filter design.

The secondary fuel filter has been in production since the inception of the 6.7L engine in 2010MY. From 2010MY to 2016MY the filter was a two-port filter with the injector leak off (ILO) junction at the supply inlet connector. In 2017MY to present, the secondary fuel filter is a three-port filter with the ILO connection integrated into the filter. In 2020MY, a (100 kPa)

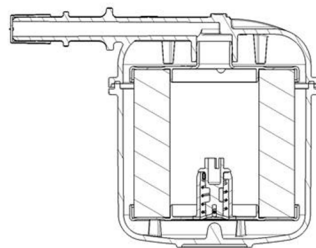
bypass valve was added to help meet the cold start performance requirements. This was due to the engine addition of an ILO constant pressure valve and the resulting reduction of hot flow during start. A new filter cap was introduced as a running change in 2024MY for improved robustness to pressure cycle fatigue; note the added ribs. See pictures below.



Two Port Filter Design



Three Port Filter Design



Bypass Valve Added in 2020MY for Cold Start Performance



Improved Pressure Cycle Fatigue Filter

The filters are replaced as a kit according to the Service Interval or when the Low Fuel Pressure Message illuminates. The service interval for the subject vehicles is between 15,000

and 30,000 miles depending on duty cycle, fuel usage and vehicle model year. See pictures below.



2010-2016 Kit



2017-Current