

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

From: [REDACTED] (S,T)
 To: [REDACTED] (A)
 Cc: [REDACTED]
 Subject: [REDACTED] gas fuel pump defective [REDACTED]
 Date: [REDACTED]

Received claim below on [REDACTED] gas fuel pump defective [REDACTED]. Customer stated vehicle stopped, crank and no start tech tested and found no fuel pressure and failed gas pump removed and replaced.

I've checked [REDACTED] and there no [REDACTED]-tag associated with this part. [REDACTED] can you pls [REDACTED] heck and let me know. Im adding our expeditor [REDACTED] n case we need their help to expedite part return to you let me know [REDACTED]

[REDACTED] ted this claim for you on [REDACTED] file you gave me access to it. Thx!

Claim Detail

PROD Claims Loaded Through: [REDACTED]

END USER AGREEMENT:

This data is CONFIDENTIAL or SECRET. You are responsible for maintaining the security and confidentiality of the data contained within and shall use it only for product improvement, research and development, product safety, and security purposes authorized by [REDACTED] (Authorized Purposes). Data contained in this file may be shared within [REDACTED] internally only where required for Authorized Purposes. Only data in this file, that is specific to a Supplier Goods provide under [REDACTED] Global Production Terms and Conditions, may be shared with that Supplier and only where required for Authorized Purposes. Where possible, links to the files should be used in lieu of directly sending the files and/or the data contained. If data sent it should be encrypted. For questions, refer to the Corporate Privacy policy. Please note - this data may reveal and require notification to the appropriate [REDACTED] personnel of any potential [REDACTED] and/or CCRG concerns.

Attachments: 0

VIN Model Year:	Fixed Model Year:	Claim Key =	Note: All costs are in	dollars
Vehicle Information		Claim Information		
Model Year:	[REDACTED]	Document Number:	[REDACTED]	[REDACTED]
Market Derived:	F - [REDACTED]	Repair Date:	[REDACTED]	[REDACTED]
Body/Chassis Type:	[REDACTED] (REGULAR CAB)	Distance:	[REDACTED]	[REDACTED]
Version/Series:	[REDACTED]	TIS:	[REDACTED]	[REDACTED]
Drive Type:	[REDACTED] L/H REAR DRIVE	FDC Auth:	[REDACTED]	[REDACTED]
Vehicle Line:	[REDACTED] SUPER DUTY	GSAR Load Date:	[REDACTED]	[REDACTED]
WERS Engine Code:	[REDACTED] GAS	Transaction Code:	[REDACTED]	[REDACTED]
WERS Transmission Code:	[REDACTED] (RWD)			
Warranty Start Date:	[REDACTED]			
Production Date:	[REDACTED]			
VIN:	[REDACTED]	Expense Information		
Dealer Information		Customer Paid Amount:	[REDACTED]	.00
Dealer Name:	[REDACTED]	Deductible Amount:	[REDACTED]	.00
Dealer Code:	[REDACTED] *	Dealer Paid Amount:	[REDACTED]	.00
Address:	[REDACTED]	Labor Cost:	[REDACTED]	[REDACTED]
City:	[REDACTED]	VAT:	[REDACTED]	.00
State:	[REDACTED] Zip Code: [REDACTED]	Expense Amount:	[REDACTED]	.00
Country:	[REDACTED] ion Code: [REDACTED]	Part Markup Amount:	[REDACTED]	[REDACTED]
Phone:	[REDACTED]	Material Cost:	[REDACTED]	[REDACTED]
		Total Cost Gross:	[REDACTED]	[REDACTED]

CONCERN INFORMATION:

Concern Code:	[REDACTED] - CHECK ENGINE LIGHT - FUEL RELATED
Condition Code:	[REDACTED] - DOES NOT OPERATE PROPERLY
Technician Comment:	miles in [REDACTED] will not function unable to diagnose proper perform fuel system pressure test, none check and verify fuse o.k. power to [REDACTED] if need check at [REDACTED] id out. engine runs with spray in throttle perform electrical tests - power and ground to fuel pump module, test output to pump found it good. [REDACTED] cranking - failed pump reinstall tank and refill fuel, check and verify fuel pressure correct within spec. end engine runs normal
Customer Comment:	c/s while driving, vehicle slowed down and then went to accelerate, vehicle stopped accelerating, pulled over, vehicle died, crank no start

LABOR INFORMATION: Note: All costs are in dollars

Labor Op Code	Labor Op Description	Labor Op Cost
[REDACTED]	[REDACTED] - (QUICK TEST) DIAGNOSIS	[REDACTED]
[REDACTED]	PIN POINT TEST DIAGNOSIS	[REDACTED]
[REDACTED]	FUEL PUMP PRESSURE TEST ON VEHICLE DIAGNOSIS	[REDACTED]
[REDACTED]	FUEL TANK - REMOVE AND INSTALL	[REDACTED]
[REDACTED]	FUEL GAUGE TANK UNIT OR SEAL REMOVE AND INSTALL OR REPLACE	[REDACTED]
MTFUEL		[REDACTED]

PART INFORMATION: Note: All costs are in dollars

Causal Flag	Reported Part Number			Engineering Part Number			Part Quantity	Part Type Code	Replaced Indicator	Extended Amount
	PREF	BASE	SUFF	PREF	BASE	SUFF				
Y	[REDACTED]	[REDACTED]	H	[REDACTED]	[REDACTED]	H	[REDACTED]	[REDACTED]	Y	[REDACTED]
N	[REDACTED]	[REDACTED]		[REDACTED]	[REDACTED]		[REDACTED]	[REDACTED]		[REDACTED]

MALFUNCTION INFORMATION:

DTC Sections: Mil, Light On = N

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

[REDACTED] IPTSE / [REDACTED] Engineer - OHAP

[REDACTED] Cell
 [REDACTED] Office

ODI Number	VIN	MY	Build Date	Related Repairs	Repair Date	Miles	Incident Date	Load Date	
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED] Replaced low pressure pump	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED] On [REDACTED], while traveling on an [REDACTED] at [REDACTED] the engine sputtered and died without any [REDACTED] light activation. The vehicle failure caused an extremely unsafe condition which caused me to navigate without power, in moderate traffic, from the [REDACTED] across the [REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	Unknown VIN	Unknown VIN	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED] In remote area in a canyon the engine quit suddenly due to fuel starvation caused by faulty fuel pump. The engine quit on the edge of the cliff and would not start again. Check Engine light was illuminated. After being towed to the nearest dealership. I was advised that my [REDACTED] needs a new Fuel Pur
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED] Replaced low pressure pump	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED] While sitting in the [REDACTED] talking on the phone in a parking lot, it shuddered and then stopped. It could not be restarted. Had to have it towed to the dealership. Current diagnosis is that there is a faulty fuel pump.
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED] Replace low pressure pump and fuel pump driver module	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED] I was out offroading in remote desert of [REDACTED] for hours. I stopped with the engine on to hook up my air compressor to refill the air in them before returning to pavement. Truck idled until timeout time and started back up without problem. Drove [REDACTED] and bronco started sputtering while
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	<<Branded Title>>	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED] The contact owns a [REDACTED] [REDACTED]. The contact stated while driving [REDACTED] the vehicle lost motive power and the accelerator pedal became inoperable. The contact pulled over to the side of the roadway. The contact was not able to restart the vehicle. There were several unknown [REDACTED] lights
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	None	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED] engine started idling real rough, sputtering, then drove [REDACTED]. Engine conked out in middle of intersection and would not restart. Was dangerous because had [REDACTED] in back seat. Because engine wouldn't start I had trouble trying to get it in neutral to push vehicle t

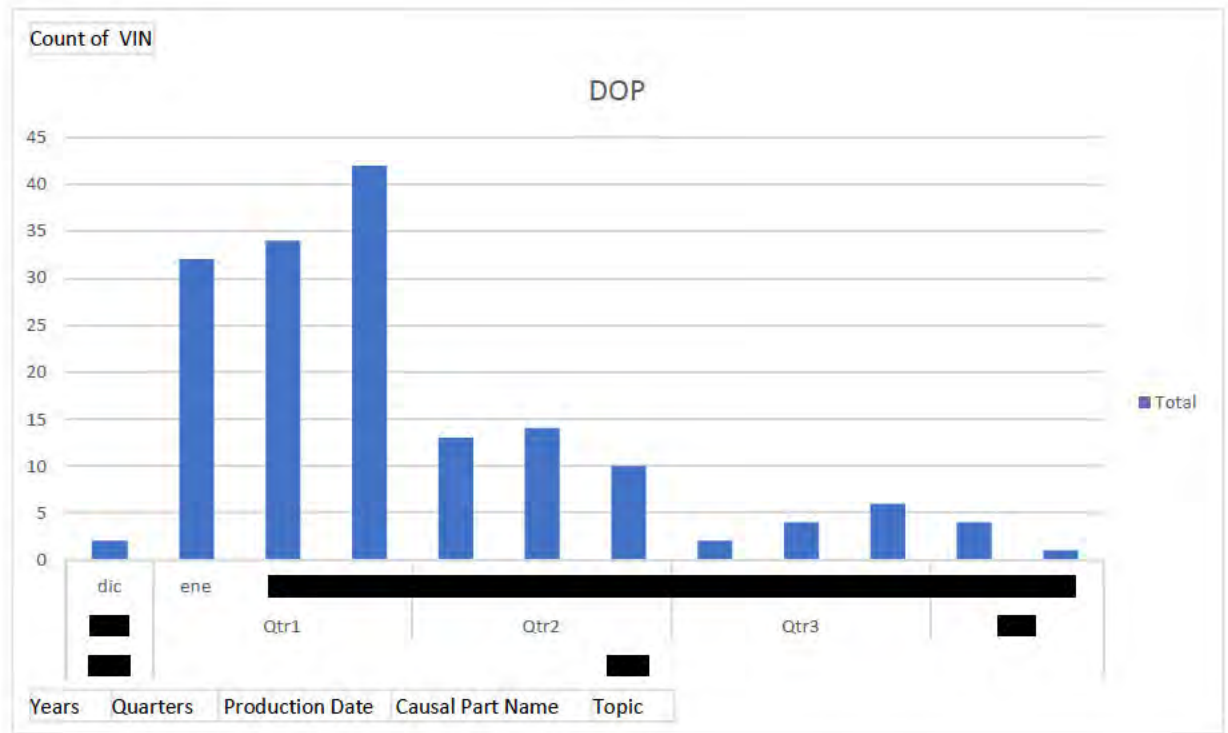
and onto the shoulder. The failure caused me to perform this high risk maneuver in front of an approaching big rig traveling in the . The vehicle was towed to the nearest dealership where an inspection determined the fuel pump had failed. The fuel pump was replaced but the dealership did not know if the replacement had been redesigned to prevent such catastrophic failures in the future. The loss of power was sudden and immediate without any prior warning messages and/or mp. Vehicle warnings are as follows: - Electrical Fault with the Fuel Pump. - Engine Fuel Control System cannot achieve required fuel pressure to start engine. - Engine Fuel Control System is unable to control fuel system ;

attempted to move forward. Completed my turn onto the highway and realized there was a problem. Had barely enough time to get to the shoulder where the vehicle wouldn't start again. Pulled negative battery cable to reset, no help. It was very clear there was fuel delivery issue. Tank was full when I started my adventure and was still full when the fuel pump/module died. Luckily I just got back into cellular range and was able to call for a tow. I was on a blind corner as well. There real illuminated. The vehicle was towed to a dealer to be diagnosed. The contact was informed that the failure was due to a faulty fuel pump inside the fuel tank and a faulty fuel module. The vehicle was not repaired. The manufacturer was made aware of the failure and determined that the vehicle was not under recall. The contact was advised to call Hotline for assistance. The failure mileage was to side of road. Had to walk grand kids back to their house. Got a AAA tow to dealer where purchased. There were no warning messages prior to engine failure except the rough idle and sputtering Vehicle was diagnosed as a fuel pump failure, but vehicle is still at dealership

warning lan

ly wasn't much time to get the vehicle to safety thus this complaint. [REDACTED] placed the fuel pump and module, with the same part numers. There has since been a part modification. There are others who have h

Row Labels	Count of VIN
█	2
█	2
dic	2
█	█
Qtr1	█
█	█
█	█
Qtr2	█
abr	█
█	█
█	█
Qtr3	12
█	█
ago	4
█	█
█	5
█	█
█	█
Grand Total	164



Causal Part Name ()
Customer Comments (All)

Count of Source Code



index	Document	Topic start,engine,check,fuel,driving,advise,crank,towed,pump,light	Cluster	ECL Record ID	Source Code	Commodity(ies)	Symptoms	Significant Events	Alleged Fire Type	Alleged Fire Location	Alleged Fire Damage	Verified	Source Claim Key	VOQ ODI Number	Warranty Component Class	Corporate Product Systems
24	CEL ON HESITATION STUMBLES STALLS,HAS NO POWER.			██████████	GCQIS ██████████	powertrain;engine;base engi	engine power-hesitates;engine power-loss of power;engin	None of the Above	Unknown	Unknown		N	██████████			
	CUSTOMER ██████████ CHECK ENGINE LIGHT IS ON AND VEHICLE HAS A LACK OF POWER ON ACCE L	check,engine,light,advise,po		9	██████████	powertrain;engine;fuel syste	air in system ;engine power-loss of power;engine power-}	None of the Above	Unknown	Unknown		N	██████████		"2E03"	
	TOWED IN C/S VEHICLE WAS SPUTTERING. TURN ED IT OFF NOW WONT START	driving,towed,sputtering,turn		██████████	██████████	powertrain;engine;fuel syste	engine power-misfire/runs rough;function-malfunction/ino	None of the Above	Unknown	Unknown		N	██████████		██████████	

<p>CUSTOMER STATES THAT THE VEHICLE DIED WHILE DRIVING</p> <p>ded,driving,road,check,stalk</p>	6	[REDACTED]	powertrain;engine;fuel system calibration-issue/re-flash;ctrl fire;	None of the Above	Unknown	Unknown	Y	[REDACTED]	"2E03"
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<p>CUSTOMER STATES CHECK ENGINE LIGHT IS ON PLEASE SCAN FOR CODES AND ADVISE. CUSTOMER IS AWARE THAT THIS MAY INVOLVE MULTIPLE REPAIR VISITS AND LIGHT MAY COME BACK ON AFTER BEING RESET.</p> <p>check,engine,light,advise,po</p>	9	[REDACTED]	powertrain;engine;fuel system contaminated/foreign;engine power-stat;function-malfunc	None of the Above	Unknown	Unknown	N	[REDACTED]	[REDACTED]
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<p>CHECK ENGINE LIGHT ON</p> <p>check,engine,light,present,li</p> <p>WHILE TEST DRIVING VEHICLE. TECH FOUND THE HIGH PRESSURE FUEL PUMP IS VERY NOISY. CONTACTED [REDACTED] (F.S.E.) REGARDING ISSUE. IT WAS RECOMMENDED TO REPLACE PUMP.</p> <p>128</p> <p>fuel,pump,test,pln,pom,mod.</p>		[REDACTED] GSAR [REDACTED]	powertrain;engine;fuel system function-malfunction/insoperative;incorrect size ;mod-code	None of the Above	Unknown	Unknown	N	[REDACTED]	[REDACTED]
		[REDACTED] GSAR [REDACTED]	powertrain;engine;fuel system damage-chafed/excessive wear;function-malfunction/nc	None of the Above	Unknown	Unknown	N	[REDACTED]	[REDACTED]

<p>CUSTOMER [REDACTED] ENGINE NOISE. PINGING WHEN ITSCOLD ON DRIVERS SIDE</p>	<p>die,d,driving,road,check,stalk</p>	<p>6</p>	<p>[REDACTED] [REDACTED]</p>	<p>powertrain;engine;fuel system; engine power-pre-ignition/ping/spark knock;function-mat None of the Above</p>	<p>Unknown</p>	<p>Unknown</p>	<p>N</p>	<p>[REDACTED]</p>
<p>CHECK AND ADVISE - FAULT IN FUEL CONTROL SYSTEM ERROR COMING UP</p>	<p>fuel;engine; pump; pressure; c start;engine; check; fuel; driv ng; advise; crank; lowed; pum p; light</p>	<p>0</p>	<p>[REDACTED] [REDACTED]</p>	<p>powertrain;engine;fuel system; function-malfunction/Inoperative; mod-codes found; mod-d None of the Above</p>	<p>Unknown</p>	<p>Unknown</p>	<p>N</p>	<p>[REDACTED] [REDACTED]</p>
<p>CUSTOMER [REDACTED] OIL LEAKING FROM FRONT</p>	<p>start;engine; check; fuel; driv ng; advise; crank; lowed; pum p; light</p>	<p>[REDACTED]</p>	<p>[REDACTED]</p>	<p>powertrain;engine;fuel system; function-malfunction/Inoperative;leak/odor-fuel None of the Above</p>	<p>Unknown</p>	<p>Unknown</p>	<p>N</p>	<p>[REDACTED] [REDACTED]</p>
<p>ABNORMAL NOISE WHILE DRIVING.</p>	<p></p>	<p>[REDACTED]</p>	<p>[REDACTED]</p>	<p>powertrain;engine;fuel system; function-malfunction/Inoperative; mod-driving condition-wt None of the Above</p>	<p>Unknown</p>	<p>Unknown</p>	<p>N</p>	<p>[REDACTED] [REDACTED]</p>
<p>EEC/DRIVEABILITY CUSTOMER [REDACTED] CHECK ENGINE LIGHT IS ON. BELIEVES IT HAS SAME MISFIRE ISSUES AS LAST VISIT IN [REDACTED] PLEASE CHECK AND ADVISE.</p>	<p>check; engine; light; advise; po</p>	<p>9</p>	<p>[REDACTED] [REDACTED]</p>	<p>powertrain;engine;fuel system; engine power-misfire/runs rough;function-malfunction/nc None of the Above</p>	<p>Unknown</p>	<p>Unknown</p>	<p>N</p>	<p>[REDACTED] [REDACTED]</p>

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

12850D/12850DX1/9002A/1 "2007 2"

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

12850D/12850D45/12850D/104753+

[REDACTED] OF ABER ABERDEEN

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

MACDONALD MOTORS IN CENTER CONWAY

7 [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] ABER ABERDEEN

4 [REDACTED]

[REDACTED] 11

[REDACTED]

PLMP [REDACTED]

[REDACTED]

[REDACTED]

13 [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

AUTONATION [REDACTED]

8 [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] FOR THE ALMAYIT CITY

8 [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

FIVE STAR FORD OF DALI DALLAS

[REDACTED]

[REDACTED] [REDACTED] [REDACTED] [REDACTED]

[REDACTED] PUMP [REDACTED]

12850012850045/128500104828 *

GOLF MILL MOTOR SALES NILES

5 [REDACTED]

[REDACTED] [REDACTED] [REDACTED]

[REDACTED] [REDACTED]

128500128500X1/MT1454 *05990 *

KENDALL FORD OF MARY/MARYSVILLE

[REDACTED]

[REDACTED] [REDACTED] [REDACTED]

[REDACTED]

9002A/9002A6/93508 [REDACTED]

[REDACTED] FOR THE KILWAUIT CITY

[REDACTED]

[REDACTED] 00 [REDACTED] [REDACTED]

[REDACTED] AS [REDACTED]

[REDACTED] [REDACTED]

CLONINGER FORD OF HICKORY

Dealer State/Province Dealer Country Dealer Phone Number Tread Category Code Tread Category Description Reported in Tread Quarter Attachment Communication Type Component Descriptive GCMS Safety Flag Tire Manufacturer Tire Size Tire Brand Series Wheel VIN Production Date Model Year

engine and engine cooling; C4 2022 N Unknown

fuel system Unknown LT AT

fuel system Unknown Unknown

[REDACTED]

[REDACTED] 22"

Fuel system/Fire Protected

[REDACTED]

Unknown

Unknown

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Fuel system

[REDACTED]

Unknown

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Fuel system

[REDACTED]

Unknown

LT [REDACTED] ACT

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Fuel system

[REDACTED]

Unknown

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

_____ 1971

_____ (see p. 10)

_____ (see p. 10)

_____ (see p. 10)

_____ (see p. 10)

_____ (see p. 10)

[REDACTED]

[REDACTED]

Full system

[REDACTED]

Unknown

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Full system

[REDACTED]

Unknown

Unknown

[REDACTED]

[REDACTED]

HWI

Unknown

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

██████████

██████

Unknown

██████████

██████████

████████████████████

Vehicle Description	Engine Serial Number	Engine Description	Transmission	Body Cab Style	Drive Line	Transmission Serial Number	Vehicle Axle Ratio	Vehicle Restraint Code	Retail Sale Indicator Code	Reacquired Vehicle	Plant Description	Build Region	Build Country Code	Warranty Start Date	Mileage	Customer Comments
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██████████	██████████	* ████████ TIVCT DI ████████ H 7 SPD MAN ████████	██████████ DOOR	██████████	██████████ L/H PART TIME DRI ██████████						██████████ TRUCK AP (USE AAGAP0)			██████████		CUSTOMER STATES CHECK ENGINE LIGHT IS ON AND VEHICLE HAS A LACK OF POWER ON ACCE L
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██████████	██████████	* ████████ TIVCT DI ████████ H 7 SPD MAN ████████	██████████ DOOR	██████████	██████████ L/H PART TIME DRI ██████████						██████████ TRUCK AP (USE AAGAP0)			██████████		38 TOWED IN C/S VEHICLE WAS SPUTTERING. TURN ED IT OFF NOW WONT START
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██████████	██████████	* ████████ DI GT V6 G/ 10 SPD AUTO TRANSMISS 5 DOOR		██████████	██████████ L/H FULL TIME DRI ██████████						██████████ TRUCK AP (USE AAGAP0)			██████████	██████████	
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████████████████████

C/S OIL LEAK, CHECK
AND ADVISE.

DI GT V6 G7 10 SPD AUTO TRANSMISS 5 DOOR

4 WHL L/H PART TIME DR

TRUCK AP (USE AAGAP0)

[REDACTED]

Customer Comments

Technician Comments

CCIS Recommendations

clean_ted

PERFORMED PPT [REDACTED]
 MONITORED LOW PRESSURE WITH MECHANICAL GAGE AND FOUND DUTY CYCLE AND PRESSURE MAXED OUT AT [REDACTED] DUE TO HIGH PRESSURE [REDACTED] DROPPING OUT. PROBLEM OCCURRED MOSTLY WHEN TRYING TO DRIVE VEHICLE AND SOMETIMES START AND STALL IN WORK BAY. MONITORED HIGH PRESSURE PID WITH FDRS AND FOUND HIGH PRESSURE BOTTOM OUT AT [REDACTED] AND STALL SUSPECTED SOMETHING IN [REDACTED] INJECTOR RAIL OR HIGH PRESSURE LINE. REMOVED INTAKE MANIFOLD AND VERIFIED CONCERN PERFORM FDRS SELF TEST [REDACTED] PERFORM PIN POINT TEST [REDACTED] MANUAL [REDACTED] PRESSURE TEST PASSED [REDACTED] TO [REDACTED] Y. [REDACTED] Y. [REDACTED] Y. GO TO PPT Z FOR INTERMITTENT DIAGNOSIS [REDACTED] Y. [REDACTED] [REDACTED] Y. [REDACTED] Y. FOUND [REDACTED] PUMP INTERMITTENT DROPS OUT. FDRS PID MONITOR ROAD TEST SHOWED [REDACTED] P WHEN FRP DESIRED WAS [REDACTED] REPLACED [REDACTED] PUMP AND ALL EEC TEST FAILED [REDACTED] PRESENT PERFORMED PPT D AS PER WSM D01 [REDACTED] PRESENT D08 MEASURED [REDACTED] D08 MEASURED [REDACTED] MEASURED OUT OF LIMITS [REDACTED] MEASURED [REDACTED] CHECKED LOW [REDACTED] PRESSURE FAILED MEASURED [REDACTED] PEC [REDACTED] CHECKED FOR RESTRICTIONS NONE PRESENT REMOVED AND INSTALLED NEW [REDACTED] PUMP/SENDING UNIT AS PER WSM RE TESTED FAILED [REDACTED] RETURNED AFTER ROAD TEST MISFIRE AT HIGHWAY SPEED MONITOR HIGH PRESSURE [REDACTED] SYSTEM DESIRED [REDACTED] MEASURED [REDACTED] REMOVED INSTALLED NEW HIGH SIDE PUMP, VEHICLE RUNS AND IDLES GOOD. CONFIRMED DRIVEABILITY, NO MORE

CUSTOMER STATES CHECK ENGINE LIGHT IS ON AND VEHICLE HAS A LACK OF POWER ON ACCEL

TOWED IN C/S VEHICLE WAS SPUTTERING. TURNED IT OFF NOW WONT START



DEGREES.
HAD GAS IN OIL.
CHECKED CODES AND
TSB, FOLLOWED CODES
FOR THROTTLE BODY.
PIN POINT
WHEN I
DISCONNECTED
THE CONNECTOR WAS
TOO HOT TO TOUCH.
CHECKED WITH TEMP
GUN, CONNECTOR AND
ERE
DEGREES. NO WAY IT
SHOULD BE THAT HOT.
ALL WIRING TO
THROTTLE BODY
CHECKS OK. ORDERED
DID PM REMOVED
WIRING, REMOVED AND
INSTALLED NEW
INSTALLED
PROGRAMMING.
CLEARED CODES.
STARTED
BLOWING WHITE SMOKE,
GAS SMOKE AND SMELL.
CHECKED CODES.
FOLLOWED PIN
POINT, CHECKED
OHM, FUEL PUMP OUT OF
CELL ON HIGH
PRESSURE FUEL FAULT
STORED, PERFORMED
RYT
MONITORED LOW
PRESSURE FUEL WITH
MECHANICAL GAGE AND
FOUND DUTY CYCLE AND
PRESSURE MAXED OUT
AT DUE TO HIGH
PRESSURE DROPPING
OUT TO AND
LOWER, COULD GET
CONCERN MOSTLY
WHEN TRYING TO DRIVE
THE VEHICLE, THEN
WHEN SITTING AND
IDLING, MONITORED HIGH
PRESSURE THAT
DROPPED TO AND
STALLED OUT, SUSPECT
HIGH PRESSURE FUEL
PUMP OR SOME TYPE OF
DEBRIS IN FUEL RAIL OR
LINE, REMOVED INTAKE
MANFOLD AND HIGH
PRESSURE LINE FROM
HIGH PSI PUMP AND
FOUND METAL
SUBSTRATE CLOGGING
INLET TO INJECTOR FUEL
RAIL, SUSPECT HIGH PSI
LIGHT ON - LONG
CRANK, IDS TEST -
CHECK PIDS, FUEL
PUMP LOW PRESSURE.
WHILE INSTALLING HIGH
PRESSURE FUEL PUMP,
NOTICED ADAPTER THAT
FUEL PUMP SAT ON IS
TOO TALL, REMOVE
VALVE COVER FROM
NEW, INSTALL
ORIGINAL HIGH
PRESSURE FUEL PUMP
PLATE, EVAC AND
RECHARGE SYSTEM.
REPLACE HIGH
PRESSURE FUEL PUMP
ASSEMBLY. ROAD TEST -
OK.

HIGH PRESSURE PUMP
ON MAKING
LOUD TAPPING
NOISE, REPLACED HIGH
PRESSURE FUEL PUMP
WITH NEW O.E. PUMP
AND GASKETS AND
FASTENERS.

CUSTOMER STATES THAT
THE VEHICLE DIED
WHILE DRIVING.

CUSTOMER STATES
CHECK LIGHT IS
ON, PLEASE SCAN FOR
CODES AND ADVISE.
CUSTOMER IS AWARE
THAT THIS MAY INVOLVE
MULTIPLE VISITS
AND LIGHT MAY COME
BACK ON AFTER BEING
RESET.

CHECK LIGHT ON

WHILE TEST DRIVING
VEHICLE, TECH FOUND
THE HIGH PRESSURE
FUEL PUMP IS VERY
NOISY, CONTACTED
(P.S.E.)
REGARDING ISSUE, IT
WAS RECOMMENDED TO
REPLACE PUMP.

ROAD TEST W/ CHASSIS
EARS. FRONT COVER IS
QUIET. STUJ ON VALVE
COVER QUIET. HIGH
PRESSURE FUEL PUMP
IS LOUD. REPLACED
HIGH PRESSURE FUEL
PUMP. ROAD TEST - OK

EEC TESTED [REDACTED]
[REDACTED] REPLACED
HIGH PRESSURE FUEL
PUMP AS PER
PREVIOUS DIAG.
CLEARED CODES AND
CONFIRMED PROPER
OPERATION ON ROAD
TEST

VERIFY OIL DRIPPING
FROM BACK SIDE OF
[REDACTED] - PERFORM OIL
LEAK DIAG AND
PINPOINT TEST...
ISOLATE LEAK TO HIGH
PRESSURE FUEL PUMP...
FOUND OIL LEAKING
THROUGH CASTING OF
HP FUEL PUMP BASE...
REPLACE HIGH
PRESSURE FUEL PUMP
AND BASE PLATE...
REASSEMBLE AND TEST
DRIVE OK.

CONFIRMED CONCERN
FOUND ABNORMAL
NOISE WHILE
DRIVING VISUAL
INSPECTION AND FOUND
OK. CHECKED OASIS. NO
ANY RELATED TSB OR
SSM. PERFORMED SELF
TEST & FOUND FUEL
INJECTION PUMP
RESISTANCE MORE THAN
[REDACTED] REPLACED
HIGH PRESSURE FUEL
PUMP AND ROLLER
. CLEAR THE DTC &
RESET KAM. VERIFIED
REPAIR FOUND OK.

VERIFIED CONCERN
PERFORMED EEC DIAG
RET MISFIRE CODES.
[REDACTED] [REDACTED]
PERFORMED PINPOINT
TEST HD. [REDACTED] S. [REDACTED]
YES. PERFORMED
IGNITION SYSTEM TEST,
PASS. PERFORMED TEST
DROVE WITH FDPS
WHILE MONITORING
MISFIRE PIDS, FUEL
TRIMS AND O2 SENSORS.
PERFORMED MANUAL
FUEL PRESSURE TEST.
FOUND HIGH PRESSURE
FUEL FALLING BELOW
DESIRED PRESSURE AT
TIMES. REMOVED AND
REPLACED HIGH
PRESSURE FUEL PUMP
ASSEMBLY.
REASSEMBLED [REDACTED]
TEST DROVE AGAIN
WITH FDPS. FOUND FUEL
PRESSURE STAYING IN
SPEC. NO RECORDED
MISFIRES. VERIFIED
REPAIR

CUSTOMER STATES
[REDACTED] NOISE. PINGING
WHEN ITS COLD ON
DRIVERS SIDE

CHECK AND ADVISE -
FAULT IN FUEL CONTROL
SYSTEM ERROR COMING
UP

CUSTOMER STATES OIL
LEAKING FROM FRONT

ABNORMAL NOISE WHILE
DRIVING.

EEC/DRIVEABILITY
CUSTOMER STATES
CHECK [REDACTED] LIGHT IS
ON. BELIEVES IT HAS
SAME MISFIRE
ISSUES AS LAST VISIT IN
[REDACTED]
PLEASE CHECK AND
ADVISE.

ROAD TEST. VERIFY CONCERN. FOUND ENGINE TO INTERMITTENTLY STALL/QUIT. NO CODES IN SYSTEM. SYMPTOM CHART. PPT Z. ROAD TEST. MONITOR PIDS FOR STALLING/QUITTING CONCERN. FOUND FUEL PRES. INTERMITTENTLY DROPPING. AND FUEL TRIMS RUNNING LEAN (TRYING TO ADD FUEL). TEST LOW SIDE FUEL PRES. PRES. PASSES AT [REDACTED] TEST HIGH SIDE FUEL PRES. FOUND TEST FAILING INTERMITTENTLY. R&I [REDACTED] PUMP. INSPECTION FINDS THE [REDACTED] PUMP S TICKING/BINDING. REPLACE PUMP. REATEST. ALL OK AT THIS TIME.

CONFIRMED MIL AND RETRIEVED DTCS. FUND [REDACTED] FUEL VOLUME REGULATOR CONTROL CIRCUIT OPEN. CLEARED DTC AND PERFORMED SELF TESTS. PASSED. DISCONNECTED PCM AND CHECKED RESISTANCE OF HPP & CIRCUITS. FOUND PUMP WITH [REDACTED] RESISTANCE. IN SPEC OF [REDACTED] CHECKED RESISTANCE OF PUMP AND CIRCUITS WHILE PERFORMING WIGGLE TEST. FOUND CIRCUIT RESISTANCE RISES ABOVE SPEC WHEN WIGGLE HPP CONNECTOR. RECOMMEND HPP CONNECTOR AND RETEST. REPLACED HIGH PRESSURE FUEL PUMP CONNECTOR. RETESTED AND VERIFIED REPAIR.

VERIFIED CONCERN FOUND ENGINE CRANKING BUT NOT STARTING. CHECKED OASIS. NO ANY RELATED TSB OR SSM. PERFORMED SELF TEST & FOUND DTC P0087, P00C6. PERFORMED PPT AS PER PCED & GO TO PPT [REDACTED] YES [REDACTED] YES [REDACTED] O.A.S PER PPT [REDACTED] ST FOUND HIGH PRESSURE FUEL PUMP FAILED. REPLACED HIGH PRESSURE FUEL PUMP. CLEAR THE DTC & RESET KAM. VERIFIED REPA

C/STATES VEH STALLS WHILE DRIVING. STOPS ACCELERATING. THEN PICKED UP AFTER STOP. THEN HAD TO SHUT OFF & RESTART. WHEN STALLING. GETS WARNING SHIFT TO PARK & RESTART. BATTERY LIGHT/GAME ON. O/A ON DIAG. GOES AWAY IF WARRANTY

CUSTOMER STATES CHECK ENGINE LIGHT IS ON. CHECK AND ADVISE.

ENGINE NOT START.

■■■■ OIL LEAK.
VERIFIED ■■■■ OIL
LEAK. ADDED ■■■■
OIL DIE AND CLEANED
OIL FROM ■■■■
ROADTEST VEHICLE AND
REINSPECTED FOUND
■■■■ OIL LEAKING
FROM RIGHT HAND BACK
OF ■■■■ FOLLOWED
■■■■ FOR RSI
OF ■■■■ MANIFOLD
AND RH VALVE COVER,
REINSPECTED AND OIL
RESIDUE ALSO COMING
FROM REAR CAM CAP
FROM THE HIGH
PRESSURE FUEL PUMP.
REMOVED HP PUMP AND
HOUSING FROM THE
BACK OF THE ■■■■
AND REMOVED CAM CAP
AND RESEALED USING
APPROVED CLEANERS,
AND PREP MATERIALS,
REINSTALLED
COMPONENTS TORQUING
TO FACTORY SPEC. SET
OIL LEVEL TO FACTORY
SPEC, RETESTED-PASS,
CONCERN NOT PRESENT
AT THIS TIME, REPAIR

O/S OIL LEAK. CHECK
AND ADVISE.



From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: [REDACTED] for gas fuel pump defective
Date:

No problem. Thanks, [REDACTED] or the effort in retrieving the part for us.

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: [REDACTED] for gas fuel pump defective

Hi [REDACTED]

Dealer confirmed that the part is not available for return. They have scrapped the part.

Thank you,

[REDACTED]
Warranty Parts Expeditor
Email: [REDACTED]
Phone: [REDACTED]



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From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: [REDACTED] for gas fuel pump defective

Hi [REDACTED]

I have raised a request to check for the part's availability with dealer. Awaiting dealer response. I will revert once they provide an update.

Thank you,

[REDACTED]
Warranty Parts Expeditor
Email: [REDACTED]
Phone: [REDACTED]



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From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: [REDACTED] for gas fuel pump defective

Hi [REDACTED] can you help please us with retrieving this warranty part (gas fuel pump) on [REDACTED] see warranty claim below.

Currently the fuel pump blanket tags are on the [REDACTED]. Do you think you can help us getting the part back to supplier really would be very helpful to us?

[REDACTED] where you want the part return to? Is it [REDACTED] Rac code?

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: [REDACTED] for gas fuel pump defective

Hello [REDACTED]

The blanket tags we have are for [REDACTED] and later currently so this would not have been tagged by us. Can you check with an expeditor for retrieval? Thank you

[REDACTED]
Core [REDACTED] ginear [REDACTED]

Cell phone: [REDACTED]

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: [REDACTED] for gas fuel pump defective

BW, [REDACTED]arranty return. I think...

[REDACTED] n you check if this was recently tagged and returned.

Thanks.

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: [REDACTED] for gas fuel pump defective

Hi [REDACTED] d [REDACTED]

Not sure if you saw this claim,

Received a claim below on [REDACTED] f [REDACTED] for gas fuel pump defective. its an aft Axle fuel tank. Was the fuel pump ordered back to supplier? [REDACTED] is [REDACTED]

Claim Detail
PROD Claims Loaded Through: [REDACTED]

END USER AGREEMENT:



This data is CONFIDENTIAL or SECRET. You are responsible for maintaining the security and confidentiality of the data contained within and shall use it only for product improvement, research and development, product safety, and security purposes authorized by [REDACTED] (Authorized Purposes). Data contained in this file may be shared within [REDACTED] internally only where required for Authorized Purposes. Only data in this file, that is specific to a Supplier Goods provide under [REDACTED] Global Production Terms and Conditions, may be shared with that Supplier and only where required for Authorized Purposes. Where possible, links to the files should be used in lieu of directly sending the files and/or the data contained. If data sent is to be encrypted. For questions, refer to the Corporate Privacy policy. Please note - this data may reveal and require notification to the appropriate [REDACTED] personnel of any potential TREAD and/or CCRG concerns.

Attachments: 0

VIN Model Year: [REDACTED] Fixed Model Year: [REDACTED] Claim Key = [REDACTED] Note: All costs are in [REDACTED]	
Vehicle Information	
Model Year: [REDACTED]	Document Number: [REDACTED]
Market Derived: [REDACTED]	Repair Date: [REDACTED]
Body/Chassis Type: [REDACTED] CAB (REGULAR CAB)	Distance: [REDACTED]
Version/Series: [REDACTED] SERIES	TIS: [REDACTED] 3
Drive Type: [REDACTED] H/L/H PART TIME DRIVE	FDC Auth: [REDACTED] 1
Vehicle Line: [REDACTED] SUPER DUTY [REDACTED]	GSAR Load Date: [REDACTED]
[REDACTED] - gme Code: [REDACTED]	Transaction Code: [REDACTED]
[REDACTED] - emission Code: [REDACTED]	
Warranty Start Date: [REDACTED]	
Production Date: [REDACTED]	
VIN: [REDACTED]	
Dealer Information	
Dealer Name: [REDACTED]	Customer Paid Amount: [REDACTED] -.00
Dealer Code: [REDACTED] *	Deductible Amount: [REDACTED] .00
Address: [REDACTED]	Dealer Paid Amount: [REDACTED] .00
City: [REDACTED]	Labor Cost: [REDACTED]
State: [REDACTED] Zip Code: [REDACTED]	VAT: [REDACTED] .00
Country: [REDACTED] - ion Code: [REDACTED]	Expense Amount: [REDACTED] .00
Phone: [REDACTED]	Part Markup Amount: [REDACTED]
	Material Cost: [REDACTED]
	Total Cost Gross: [REDACTED]

CONCERN INFORMATION:

Cust. Concern Code: [REDACTED]	[REDACTED] - CHECK ENGINE LIGHT - FUEL RELATED
Condition Code: [REDACTED]	[REDACTED] - OPEN CIRCUIT
Technician Comment:	[REDACTED] Verified concern vehicle cranks but does not start. Connected its ran self test utilizing fdrs ran all stem dtc no codes found. Per symptom chart starting system vehicle cranks but no start proceeded to engine starting control system section pinpoint test A. [REDACTED] yes engine cranks [REDACTED] no engine does not start [REDACTED] yes voltage is present at throttle body throttle position sensor [REDACTED] yes upon cranking engine rpm is within range [REDACTED] yes camshaft and crank shaft are synchronized [REDACTED] spark is present and spark plugs [REDACTED] No fuel pressure is not present and is below spec. proceeded to pinpoint test [REDACTED] visually inspected fuel system integrity and no obvious signs of damage found. [REDACTED] connected a mechanical fuel gauge to fuel rail, turned ignition on and no fuel pressure was observed. [REDACTED] connected fuel pump connector and tested for an open circuit from pin 3 to ground readings passed. [REDACTED] checked fuel pump power circuit for an open and passed by commanding fuel pump command pin on and observing voltage increase. [REDACTED] checked fuel supply line for a restriction by supplying shop air and no restriction observed. [REDACTED] O after reconnecting fuel pump line and connectors re tested fuel pump operation and no fuel pressure was observed when attempting to start engine. Proceeded to fuel pump replacement. Placed vehicle in stall, raised vehicle on hoist, disconnected fuel line along with fuel tank vent hose, then disconnected [REDACTED] critical connectors. Proceeded to remove [REDACTED] r neck and breather hoses, unbolted after axle fuel tank assembly then lowered assembly cleaned lock ring area with shop air, removed lock ring then replaced fuel pump/sender assembly. In the process replaced a ring re installed lock ring, fuel tank assembly re connected all hoses and connectors, lowered vehicle re tested vehicle starts and operates as designed, performed post road test no codes set. Concern corrected.
Customer Comment:	Customer States towed in with a crank no start, stated that the fuel pump is not turning on, report

LABOR INFORMATION: Note: All costs are in [REDACTED]

Labor Op Code	Labor Op Description	Labor Op Cost
[REDACTED]	FUEL TANK - REMOVE AND INSTALL	[REDACTED]
[REDACTED]	EEC - (QUICK TEST) DIAGNOSIS	[REDACTED]
[REDACTED]	PIN POINT TEST DIAGNOSIS	[REDACTED]
[REDACTED]	FUEL PUMP PRESSURE TEST ON VEHICLE DIAGNOSIS	[REDACTED]

PART INFORMATION: Note: All costs are in [REDACTED]

Causal Flag	Reported Part Number			Engineering Part Number			Part Quantity	Part Type Code	Replaced Indicator	Extended Amount	
	PREF	BASE	SUFF	Description	PREF	BASE					SUFF
Y	[REDACTED]	[REDACTED]	H	SENDER-ELEC PUMP	[REDACTED]	[REDACTED]	H	SENDER-ELEC PUMP	[REDACTED]	Y	[REDACTED]
N	[REDACTED]	[REDACTED]	[REDACTED]	GASKET FUEL GAUGE	[REDACTED]	[REDACTED]	[REDACTED]	GASKET FUEL GAUGE	[REDACTED]	Y	[REDACTED]

MALFUNCTION INFORMATION:

DTC Sections: MIL, Light On = H

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description
[REDACTED]	KC	DSYMP			
N	KD	PASS	SYSTEM PASS	27	NO-FAULT CODES
N	KR	PASS	SYSTEM PASS	27	NO-FAULT CODES

IPITSE / Underbody PVT Engineer - OHAP

Master

Cell
Office

Join Meeting

Meeting number (access code): [REDACTED] Meeting password: [REDACTED]

Tap to join from a mobile device (attendees only)

[REDACTED] # [REDACTED] / Toll
[REDACTED] # [REDACTED] Toll Free Number

Join by phone

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[REDACTED]

I Num VIN	MY	Build Date	Related Repairs Notes	Related [redacted] aim Key	Related [redacted] chnician Comments	Related [redacted] stomer Comments	Warranty Repair Miles	Reports	VOQ Incident D:	VOQ Load Date	[redacted]	
[redacted]	[redacted]	[redacted]	[redacted] Replaced low pressure pump Unknown VIN	[redacted]	[redacted] INSPECTED VEHICLE, VERIFIED CUSTOMERS CONCERN.	[redacted] VEHICLE TOWED INTO DEALERSHIP - CUSTOMER	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	On [redacted] while traveling on an [redacted] at [redacted] the engine sputtered and died without any warning light activa In remote area in a canyon the engine quit suddenly due to fuel starvation caused by faulty fuel pump. The engine quit on the edge of the c
[redacted]	[redacted]	[redacted]	[redacted] Replaced low pressure pump Unknown VIN	[redacted]	[redacted] VERIFIED CONCERN, CRANKS NO START. EEC TEST, CODES C- [redacted] DULE [redacted]	[redacted] CUST STATES VEHICLE DIED AT [redacted] W IS EITHER CRANK CUSTOMER WAS DRIVING CAME TO A STOP VEHICLE	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	While sitting in the [redacted] alking on the phone in a parking lot, it shuddered and then stopped. It could not be restarted. Had to have it to I was out offroading in remote desert of [redacted] for [redacted] stopped with the engine on to hook up my air compressor to refill the air in the The contact owns a [redacted] [redacted] The contact stated while driving [redacted] the vehicle lost motive power and the accelerator pedal be [redacted] engine started idling real rough, sputtering, then drove [redacted] Engine conked out in middle of intersection and i
[redacted]	[redacted]	[redacted]	<<Branded Title>> None	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	

tion. The vehicle failure caused an extremely unsafe condition which caused me to navigate without power, in moderate traffic, from the [REDACTED] across the [REDACTED] and onto the shoulder. The failure caused me to perform this high risk maneuver in front of an approaching big rig traveling in the [REDACTED]. The vehicle was towed to the nearest [REDACTED] dealership where an inspection determined the fuel pump had failed. The fuel pump was replaced but the dealership did not know if the replacement had diff and would not start again. Check Engine light was illuminated. After being towed to the nearest dealership, I was advised that my [REDACTED] needs a new Fuel Pump. Vehicle [REDACTED] are as follows: - Electrical Fault with the Fuel Pump. - Engine Fuel Control System cannot achieve required fuel pressure to start engine. - Engine Fuel Control System is unable to control fuel system ;

wed to the dealership. Current diagnosis is that there is a faulty fuel pump before returning to pavement. Truck idled until timeout time and started back up without problem. Drove [REDACTED]. [REDACTED] started sputtering while attempted to move forward. Completed my turn onto the highway and realized there was a problem. Had barely enough time to get to the shoulder where the vehicle wouldn't start again. Pulled negative battery cable to reset, no help. It was very clear there was fuel delivery issue. Tank was full when I started my adventure and was still [REDACTED] became inoperable. The contact pulled over to the side of the roadway. The contact was not able to restart the vehicle. There were several unknown [REDACTED] lights illuminated. The vehicle was towed to a dealer to be diagnosed. The contact was informed that the failure was due to a faulty fuel pump inside the fuel tank and a faulty fuel module. The vehicle was not repaired. The manufacturer was made aware of the failure and determined that the vehicle was not under recall. The contact was advised would not restart. Was dangerous because had [REDACTED] in back seat. Because engine wouldn't start I had trouble trying to get it in neutral to push vehicle to side of road. Had to walk grand kids back to their house. Got a AAA tow [REDACTED] to [REDACTED] dealer where purchased. There were no [REDACTED] messages prior to engine failure except the rough idle and sputtering Vehicle was diagnosed as a fuel pump failure, but vehicle is still at dealership [REDACTED] swa

had been redesigned to prevent such catastrophic failures in the future. The loss of power was sudden and immediate without any prior [REDACTED] messages and/or [REDACTED] lar

Ill [REDACTED] full when the fuel pump/module died. Luckily I just got back into cellular range and was able to call for a tow. I was on a blind corner as well. There really wasn't much time to get the vehicle to safety thus this complaint. [REDACTED] placed the fuel pump and module, with the same part numbers. There has since been a part modification. There are others who have h
vised to call [REDACTED] Hotline for assistance. The failure mileage was [REDACTED]



██████████#██████████ / Toll
██████████##██████████ Toll Free Number

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██████████

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: RE: QED Triage for [REDACTED] Aviator
Attachments: [REDACTED]

Hello [REDACTED],

Please find attached what I found for this triage.

Regards,

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: [REDACTED]
To: [REDACTED] <[REDACTED]>
Subject: QED Triage for [REDACTED] Aviator

Hi [REDACTED]

Could you please share your QED triage details for [REDACTED] Aviator fuel pump and/or fuel sender?

Thanks

Best Regards,
[REDACTED]
[REDACTED]-Senior Safety Engineer
[REDACTED]
[REDACTED]

Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED]	MOD [REDACTED]	Unknown	[REDACTED] FULL TIME	[REDACTED]	R
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	[REDACTED] MHT	Unknown	DRIVE	[REDACTED]	R
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	[REDACTED] AUTO	Unknown	[REDACTED] FULL TIME	[REDACTED]	R
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	TRANSMISSION: [REDACTED]	Unknown	DRIVE	[REDACTED] /H REAR DRIVE	R
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	[REDACTED] AUTO	Unknown	[REDACTED] FULL TIME	[REDACTED]	R
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	TRANSMISSION: [REDACTED]	Unknown	DRIVE	[REDACTED] /H REAR DRIVE	R
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	[REDACTED] AUTO	Unknown	[REDACTED] FULL TIME	[REDACTED]	F
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	TRANSMISSION: [REDACTED]	Unknown	DRIVE	[REDACTED] FULL TIME	R
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	[REDACTED] AUTO	Unknown	DRIVE	[REDACTED] FULL TIME	F
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	TRANSMISSION: [REDACTED]	Unknown	DRIVE	[REDACTED] FULL TIME	R
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	[REDACTED] AUTO	Unknown	[REDACTED] FULL TIME	[REDACTED]	R
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	TRANSMISSION: [REDACTED]	Unknown	[REDACTED] /H REAR DRIVE	[REDACTED]	R
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	[REDACTED] AUTO	Unknown	[REDACTED] FULL TIME	[REDACTED]	F
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	TRANSMISSION: [REDACTED]	Unknown	DRIVE	[REDACTED] FULL TIME	R
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	[REDACTED] AUTO	Unknown	[REDACTED] /H REAR DRIVE	[REDACTED]	R
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	TRANSMISSION: [REDACTED]	Unknown	[REDACTED] FULL TIME	[REDACTED]	R
Unknown	Unknown	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	MOD [REDACTED]	Unknown	[REDACTED] FULL TIME	[REDACTED]	R
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	[REDACTED] MHT	Unknown	DRIVE	[REDACTED]	R
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	[REDACTED] AUTO	Unknown	[REDACTED] FULL TIME	[REDACTED]	R
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	TRANSMISSION: [REDACTED]	Unknown	DRIVE	[REDACTED] FULL TIME	R
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	[REDACTED] AUTO	Unknown	DRIVE	[REDACTED] FULL TIME	R
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	TRANSMISSION: [REDACTED]	Unknown	DRIVE	[REDACTED] FULL TIME	R
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	[REDACTED] AUTO	Unknown	[REDACTED] FULL TIME	[REDACTED]	R
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	TRANSMISSION: [REDACTED]	Unknown	DRIVE	[REDACTED] FULL TIME	R
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	[REDACTED] AUTO	Unknown	[REDACTED] FULL TIME	[REDACTED]	R
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	TRANSMISSION: [REDACTED]	Unknown	DRIVE	[REDACTED] FULL TIME	R
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	[REDACTED] AUTO	Unknown	[REDACTED] FULL TIME	[REDACTED]	R
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	TRANSMISSION: [REDACTED]	Unknown	DRIVE	[REDACTED] FULL TIME	R
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	[REDACTED] AUTO	Unknown	[REDACTED] FULL TIME	[REDACTED]	R
Unknown	[REDACTED]	[REDACTED]	AVIATOR	[REDACTED] GTDI TC GAS	TRANSMISSION: [REDACTED]	Unknown	DRIVE	[REDACTED] FULL TIME	R

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