



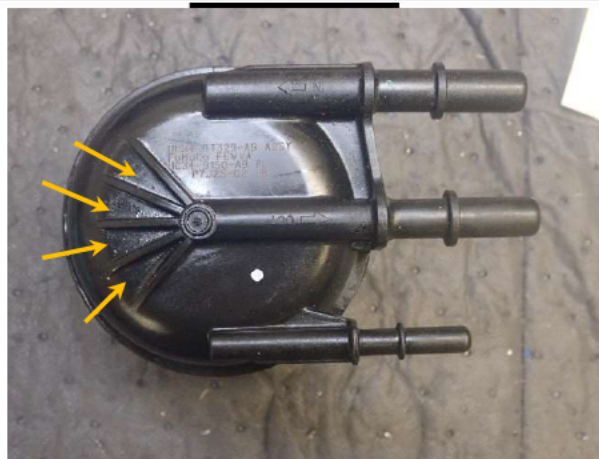
FORD Warranty Review
Secondary Filters - Base Part 9150

Warranty Analysis Investigation

- [REDACTED] requested Sogefi [REDACTED] analyze and review 5 samples, Ford base Part Sogefi X [REDACTED] 33 Fine Filter.
- [REDACTED] has been reported with a leak. [REDACTED]



Sample # 1 – VIN UNKNOWN



inspected, so

scratches

molten

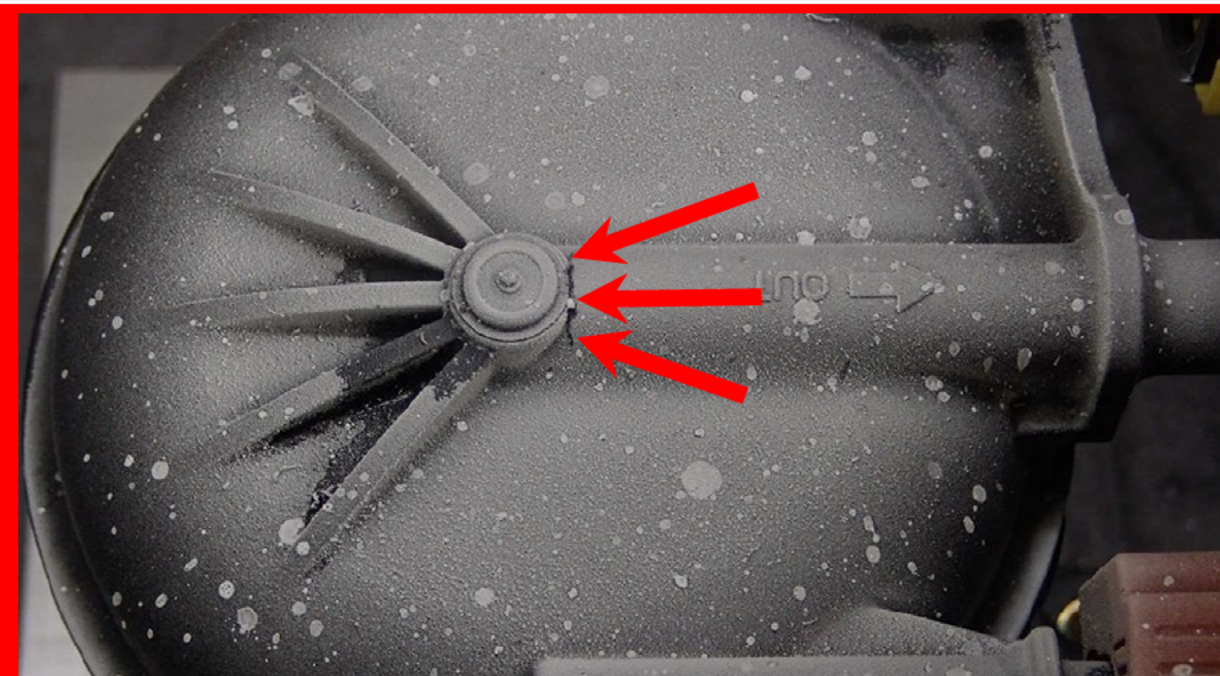


HC34-9T329-AB ASSY
FoMoCo FEWVA
HC34-9150-AB FI
P7J2502 B [Aug 25th 2017, B shift]

Sample # 1 – VIN UNKNOWN



The filter was tested with air pressure and underwater. The leak source was located in the top cover, at the base of the outlet port.



- To get a better view of the leak source, white powder was sprayed over the cap.
- The filter was then pressurized with air.
- **The air exposed the leak area. There is a fracture in the top cover, at the base of the outlet port.**

Sample # 1 – VIN UNKNOWN

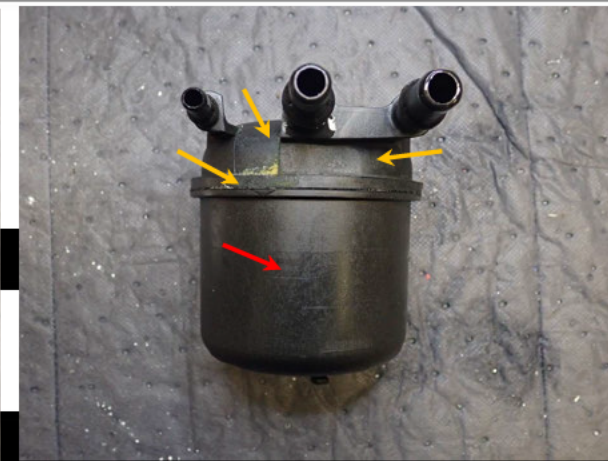
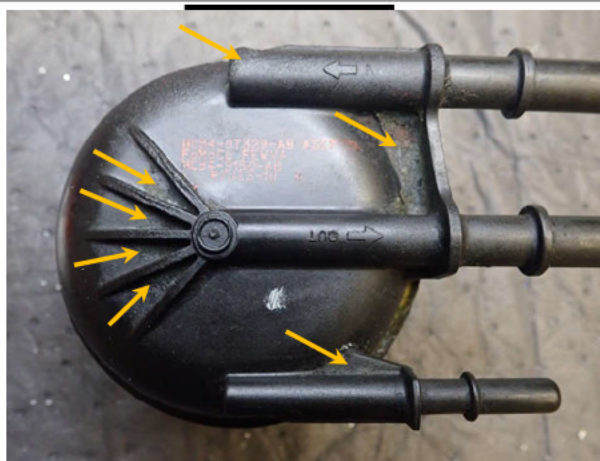


date [redacted] the inner [redacted]
[redacted] ring date of [redacted]



Visual inspection of the filter; There are some pleats that are collapsed, also the bottom end cap of the filter is deformed. We believe this was due to High Pressure Drop causing the filter to collapse.

Sample # 2 – VIN [REDACTED]
2017 F350



[REDACTED] inspected, so

scratches

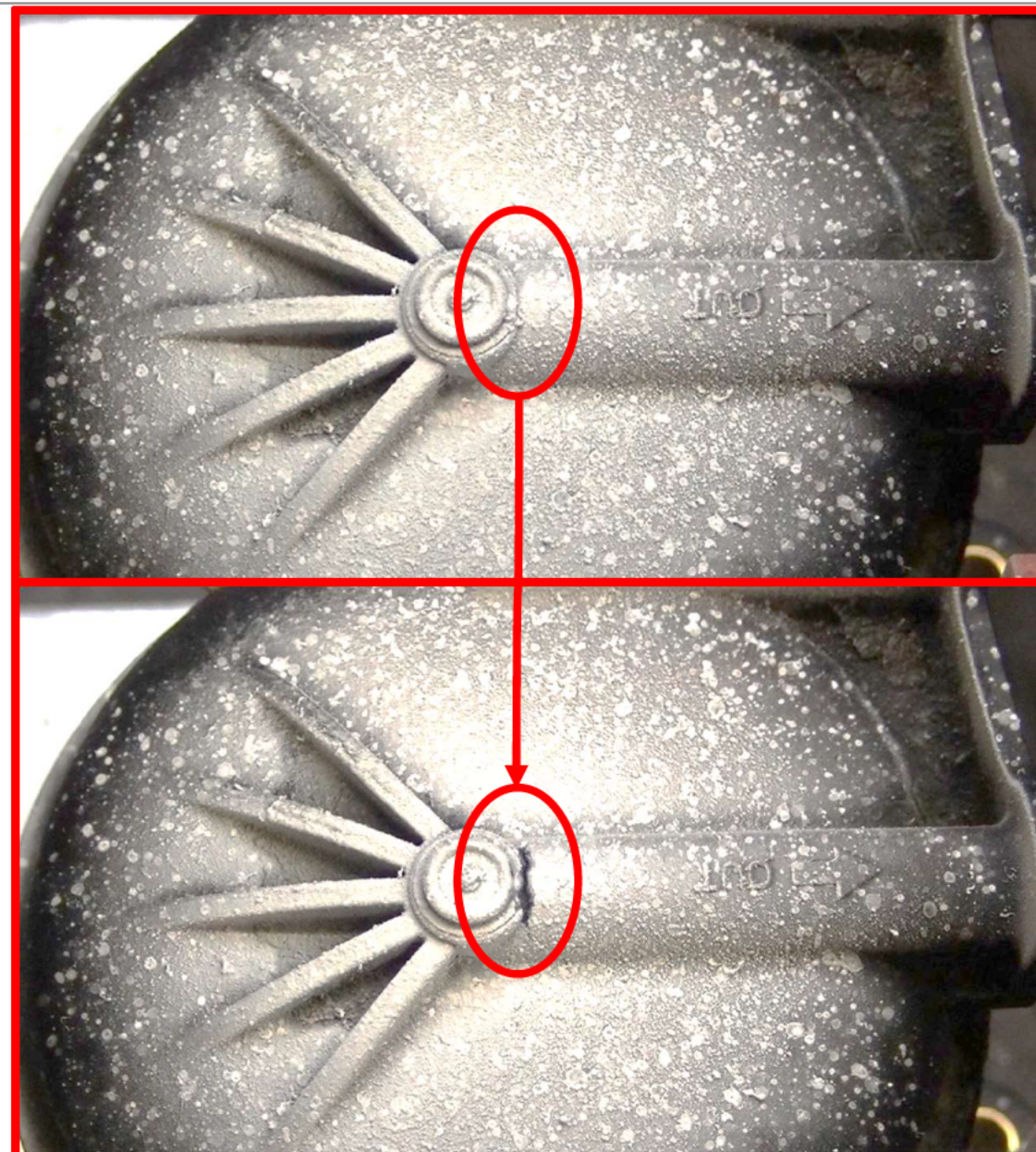
molten



HC34-9T329-AB ASSY
FoMoCo FEWVA
HC34-9150-AB
P7J23-10 B [Aug 23rd 2017, B shift]

Sample # 2 – VIN [REDACTED]
F2017 F350

- [REDACTED] of the leak [REDACTED]
- [REDACTED]
- The air exposed the leak area. There is a fracture in the top cover, at [REDACTED] the outlet port.



Sample # 2 – VIN [REDACTED]
F2017 F350

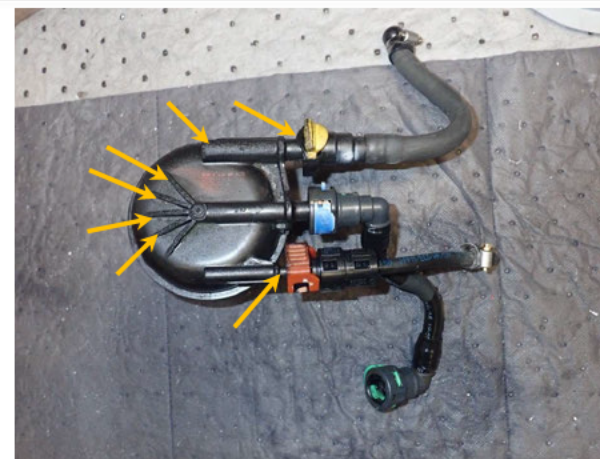


[REDACTED] the inner
date [REDACTED] ring date of [REDACTED]

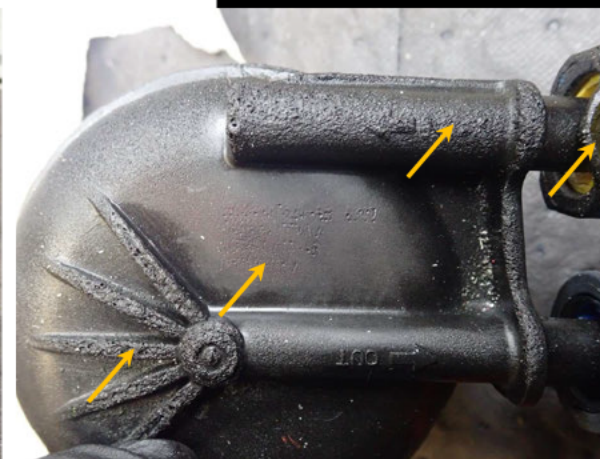


Visual inspection of the filter; There are some pleats that are collapsed, also the bottom end cap of the filter is deformed. We believe this was due to High Pressure Drop causing the filter to collapse.

Sample # 3 – VIN [REDACTED]
2019 MEDIUM DUTY (F650/F750) 6.7L

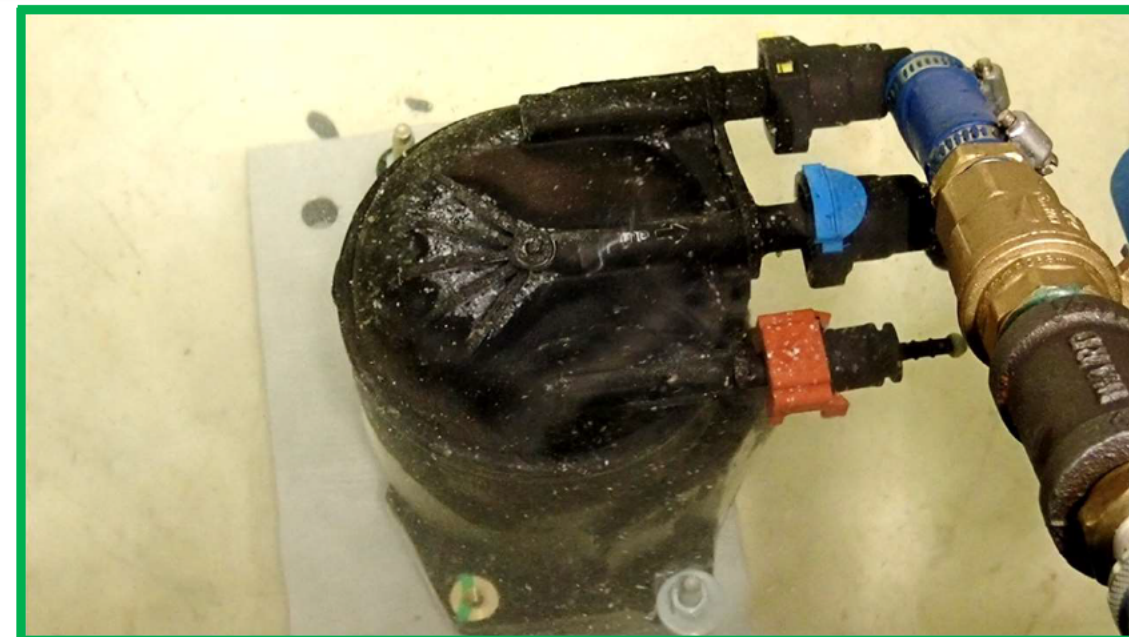


Secondary Filter was visually inspected, some minor scratches and multiple molten plastic areas were found.



Sample # 3 – VIN [REDACTED]
2019 MEDIUM DUTY (F650/F750) 6.7L

- [REDACTED] air pressure and underwater.
- To get a [REDACTED] over [REDACTED]
- The filter was then pressu [REDACTED]
- The air did NOT expose any leaks.



Sample # 3 – VIN [REDACTED]
2019 MEDIUM DUTY (F650/F750) 6.7L



a mo

ct the inner

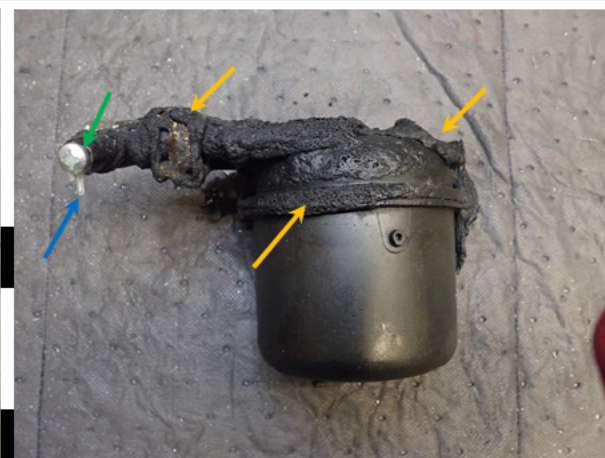
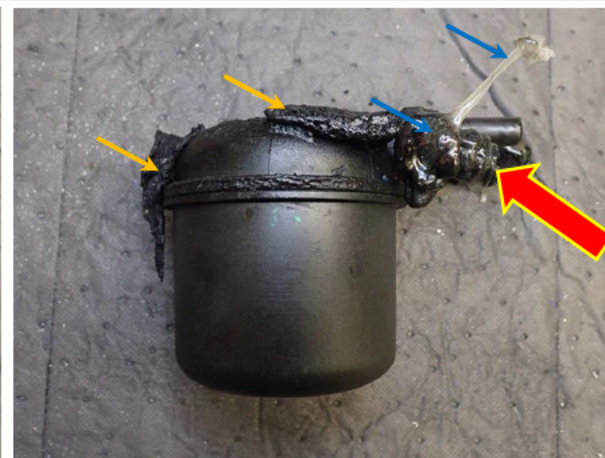
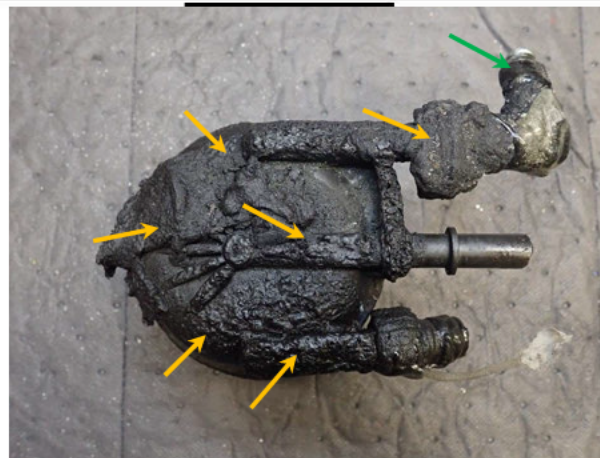
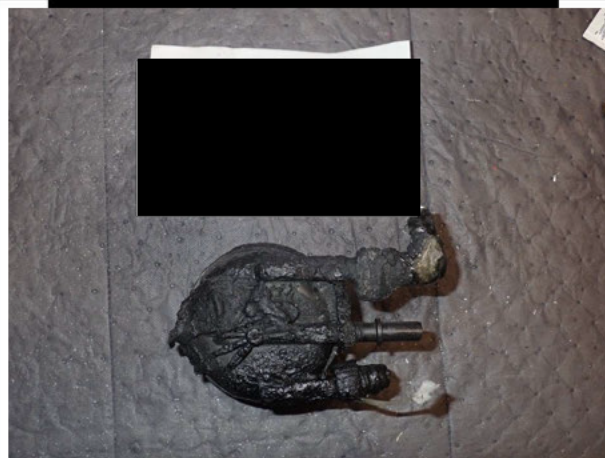


Media was cut during the filter extraction.



Filter manufacturing date of 1P19JUL08-17. Visual inspection of the filter; Low contamination on the paper media.

Sample # 4 – VIN [REDACTED]
2019 F250 6.7L

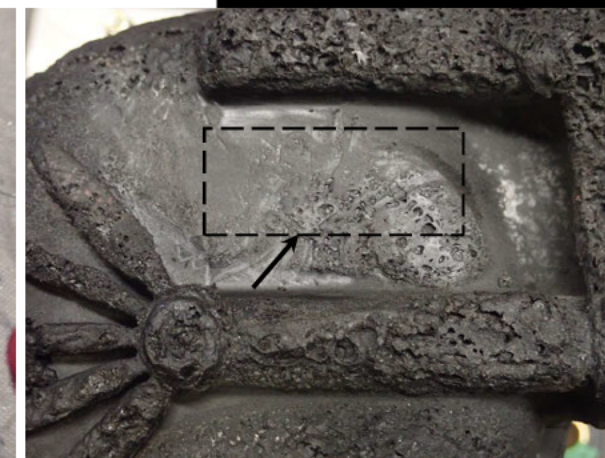


screw

and, there is e
s found and s
to excessive

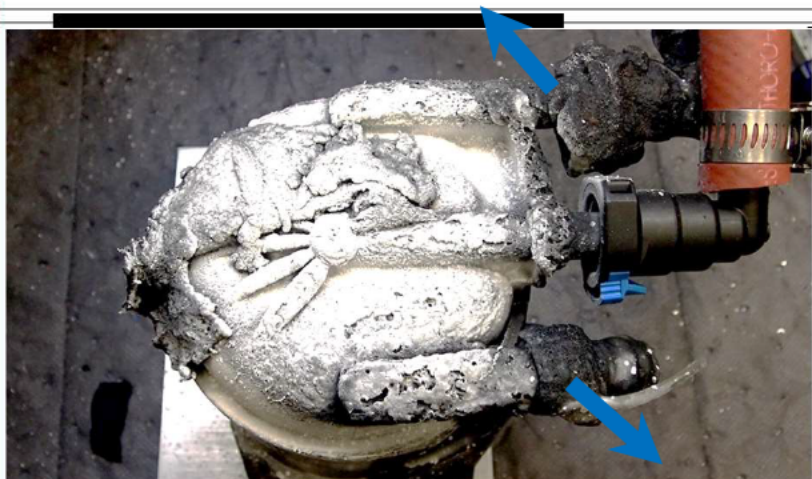
crystalline glue

molten



Molten Plastic was removed to obtain
Manufacturing information.
UNREADABLE / ILLEGIBLE.

Sample # 4 – VIN [REDACTED]
2019 F250 6.7L



[REDACTED] et a better view, white powder was sprayed over the cap.

• The filter was then pressurized with air.

- The air did NOT expose any leaks on the cover. There are multiple leak areas in the ports.



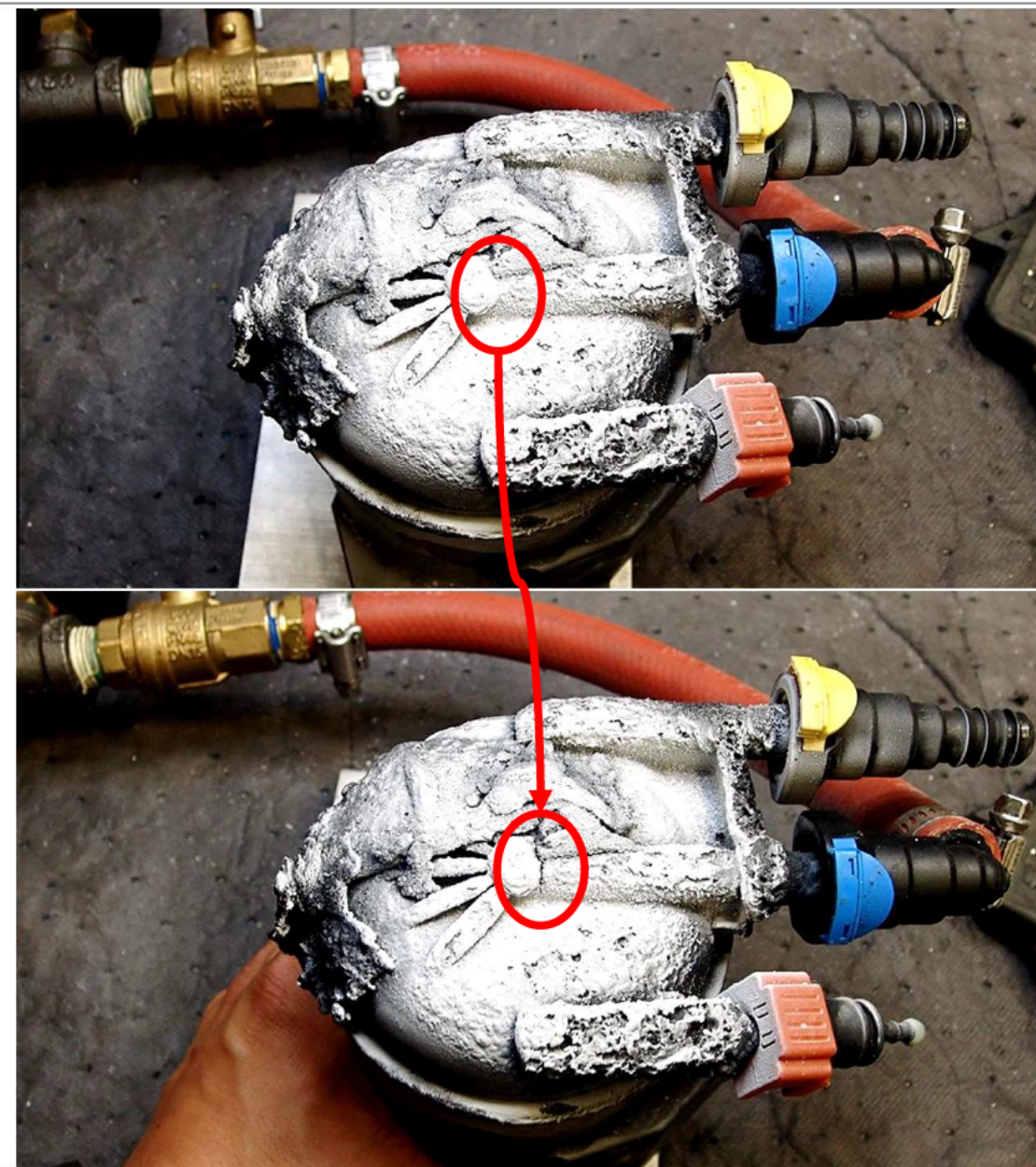
[REDACTED] tested with [REDACTED]
[REDACTED] areas in the [REDACTED]

- To obtain a better seal, the molten connectors were milled on the [REDACTED] new fuel connectors were placed.



Sample # 4 – VIN [REDACTED]
2019 F250 6.7L

- [REDACTED], white powder is sprayed
- [REDACTED] pressed with [REDACTED]
- [REDACTED] break area. There is a fracture [REDACTED] the base of the [REDACTED]



Sample # 4 – VIN [REDACTED]
2019 F250 6.7L



[REDACTED]
date

[REDACTED] the inner
[REDACTED] ring date of

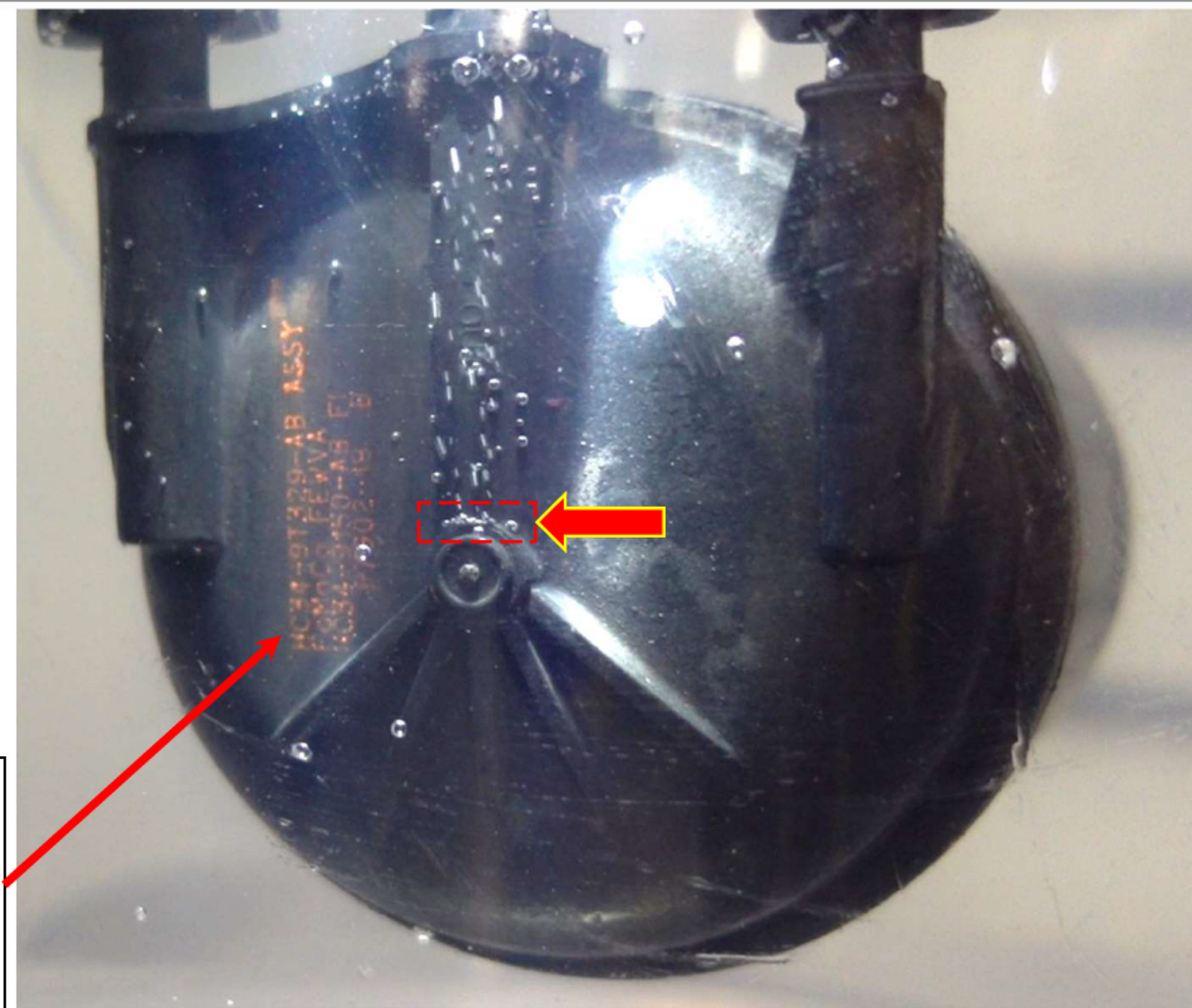


Visual inspection of the filter; There are some pleats that are collapsed, also the bottom end cap of the filter is deformed. We believe this was due to High Pressure Drop causing the filter to collapse.

Sample # 5 – VIN not provided, Sample @ Ford

- [REDACTED] ent report [REDACTED] Ford on [REDACTED]
- [REDACTED] air leak underwater.
- [REDACTED] the air leak is co [REDACTED]
[REDACTED]
the bas [REDACTED]

HC34-9T329-AB ASSY
FoMoCo FEWVA
HC34-9150-AB FI
P7G02-19 B [June 2nd 2017]



• [REDACTED] Information [REDACTED]

Model Year = 2021; Claim Key = [REDACTED]

Vehicle Information

Model Year: 2021

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/FE-P558N SUPER DUTY [17-22]

WERS Engine Code: T/TR-6.7L 4V HPCR V8 T/C DSL

WERS Transmission Code: T/GG-10 SPD AUTO TRNS 10R140 (RWD)

Warranty Start Date: 05-FEB-2021

Production Date: 08-JAN-2021

VIN: [REDACTED]

Claim Information

Document Number: [REDACTED]

Repair Date: 26-MAR-2021

Distance: 1321

TIS: 2

FCC Auth: 1

AWS Load Date: 29-MAR-2021

Transaction Code: 1

Cust. Concern Code: E68 - FUEL TANK LEAK/ODOR

Condition Code: 42 - DOES NOT OPERATE PROPERLY

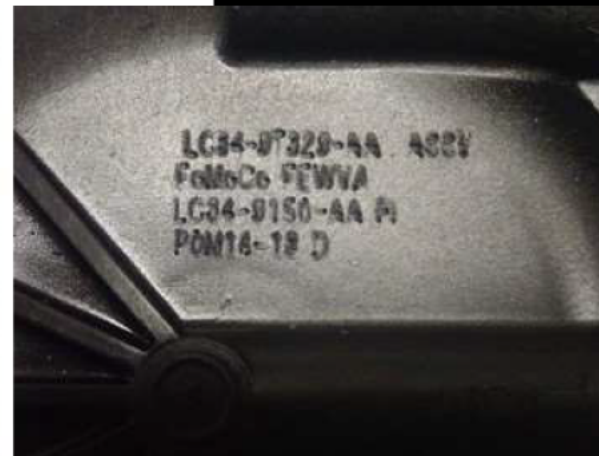
Technician Comment: VERIFIED CONCERN CLEANED TOP OF ENGINE LEAK TESTED FOUND SCONDARY
FUEL FILTER LEAKING ON TOP OF FILTER R&R FUEL FILTER STEAM CLEANED
ROAD TESTED RETESTED PASS NOT LOOSE NOT A GASKET FAILURE

Customer Comment: CS THEY GET A DIESEL FUEL SMELL WHEN IT SITs OVERNIGHT IN THE GARAGE
OR IN THE CAB HASNT SEEN ANY DROPS OR ANYTHING

Sample # 6 – [REDACTED]
MY2021 - F250

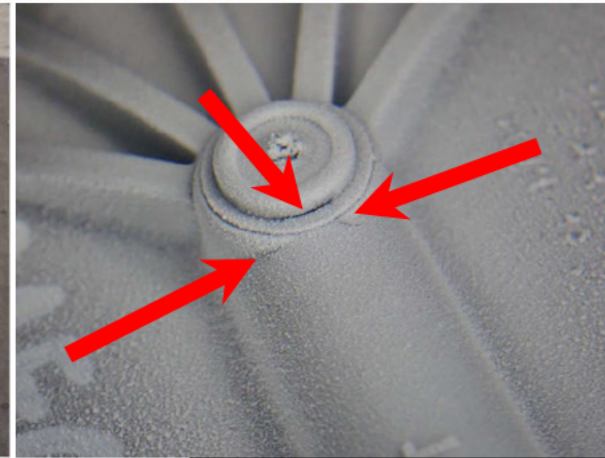
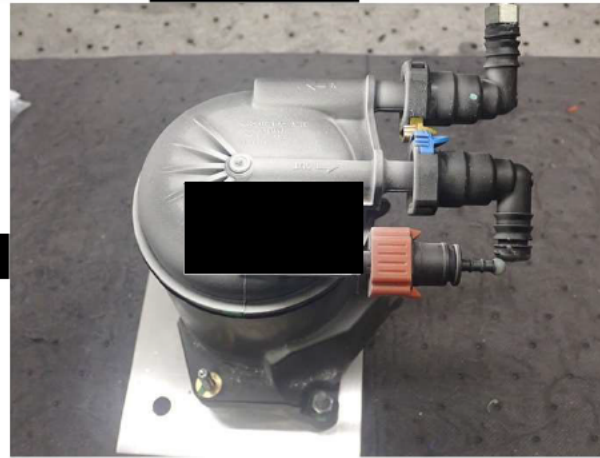
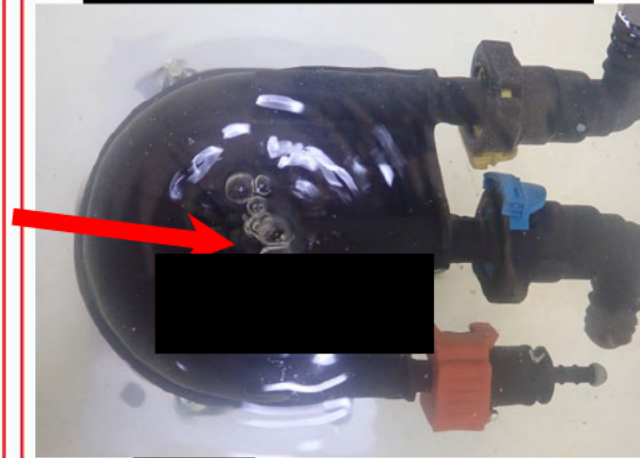


[REDACTED] inspected, some scratches [REDACTED]



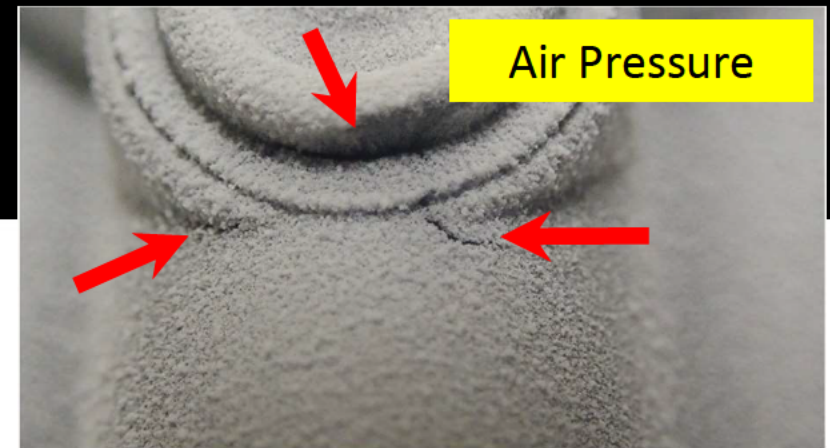
HC34-9T329-AA ASSY
FoMoCo FEWVA
LC34-9150-AA FI
POM14-18D [Nov 14th, 2020]

Sample # 6 – [REDACTED]
MY2021 - F250



To get a better view of the leak source, white powder was sprayed [REDACTED] the cap.

The [REDACTED]
with air [REDACTED]
un [REDACTED]
source was located in
the top cover, at the
base of the outlet port.



- The filter was then pressurized with air.
- **The air exposed the leak area. There is a fracture in the top cover, at the base of the outlet port.**

Sample # 6 – [REDACTED]
MY2021 - F250

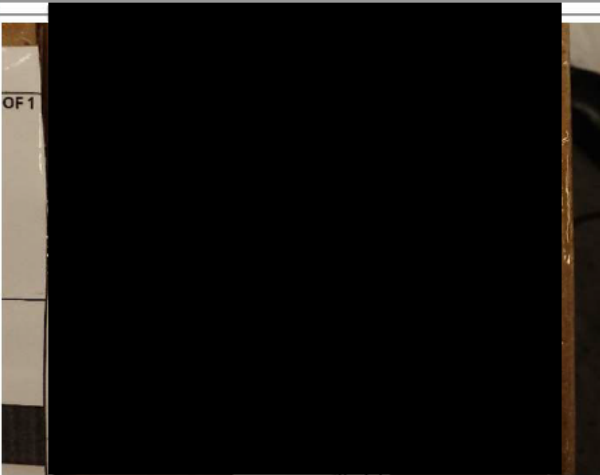


[REDACTED] e [REDACTED] the inner [REDACTED]
with [REDACTED]

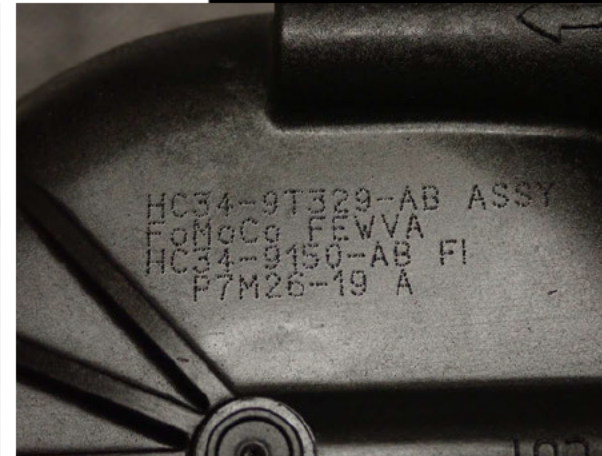


The Filter has a manufacturing date of 3P20NOV10-04. Visual inspection of the filter; Low contamination saturation, due to low miles.

Sample # 7 – [REDACTED]
MY2021 – F450

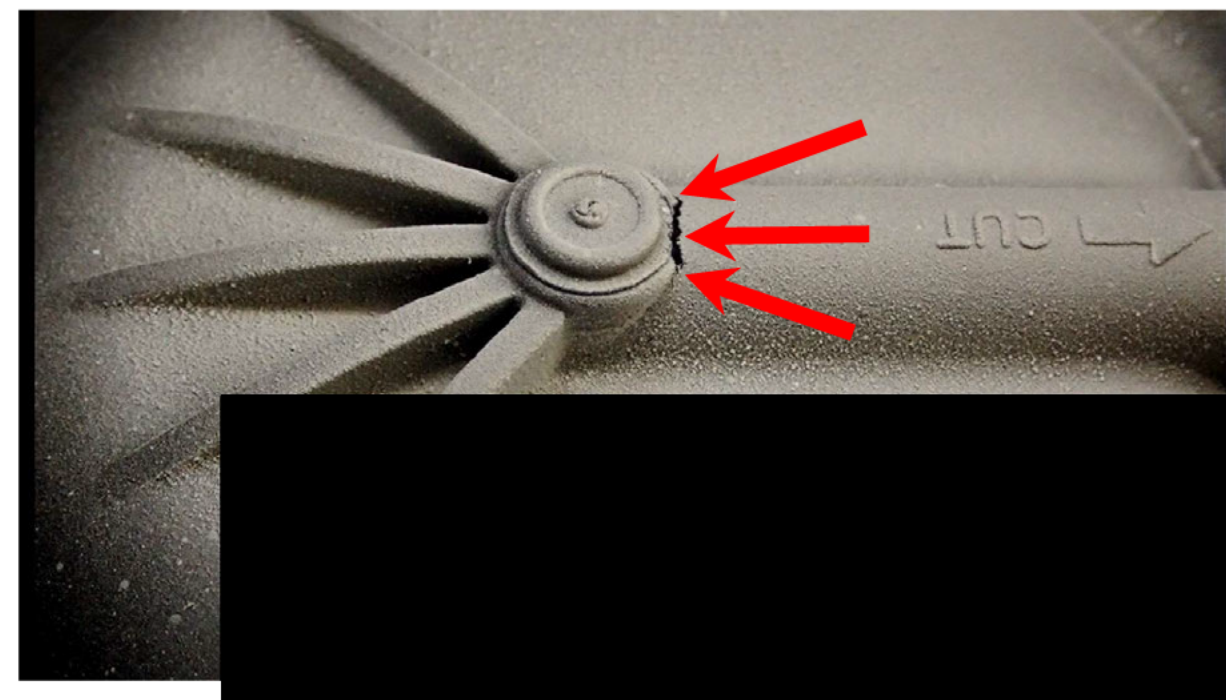
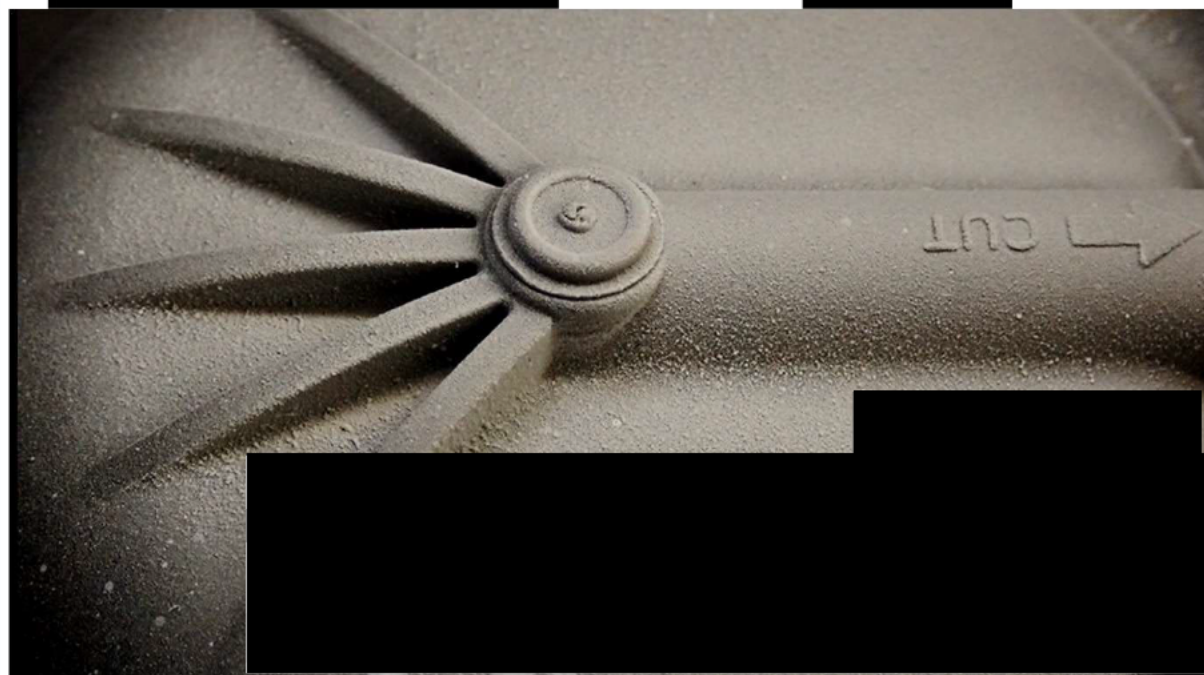


[REDACTED] contamination
[REDACTED] inspected, some [REDACTED]



HC34-9T329-AB ASSY
FoMoCo FEWVA
HC34-9150-AB FI
P7M26-19 A [Nov 26th, 2017]

Sample # 7 – [REDACTED]
MY2021 – F450



- To get a better view of the [REDACTED] powder was sprayed over the cap.
- [REDACTED]
- The filter was then pressurized with air. (80Psi ~ 5.5Bar)
- [REDACTED]
- The air exposed the leak area. There is a fracture in the top cover, at the base of the outlet port.

Sample # 7 – [REDACTED]
MY2021 – F450



date

CAV2

ct the inner
ring date of



Visual inspection of the filter; There are some pleats that are collapsed, also the bottom end cap of the filter is deformed. We believe this was due to High Pressure Drop causing the filter to collapse.

Warranty Analysis Investigation

- [REDACTED] samples [REDACTED] inspected / tested at Sogefi.

#	Vehicle	MY	Prichard Mfg. Date	Top Cover Cavity	Leak Test Results NG	Leak Test Results OK	Comments
1	VIN UNKNOWN	UNKNOWN	P7J2502 B Aug 25 th , 2017	Cav1 - 07/2017 (Mold Date)	Leak @ Fracture in the top cover	---	Fracture at the base of the outlet port. Filter is very saturated with contamination. Filter is collapsed.
2	[REDACTED] F2017 F350	2017	P7J23-10 B Aug 23 rd , 2017	Cav1 - 07/2017 (Mold Date)	Leak @ Fracture in the top cover	---	Fracture at the base of the outlet port. Filter is very saturated with contamination. Filter is collapsed.
3	[REDACTED] MEDIUM DUTY (F650/F750) 6.7L	2019	UNREADABLE / ILLEGIBLE.	Cav1 - 07/2019 (Mold Date)	---	DID NOT LEAK	Filter with low contamination. Filter is not collapsed.
4	[REDACTED] F250 6.7L	2019	UNREADABLE / ILLEGIBLE.	Cav1 - 02/2019 (Mold Date)	Leak @ Fracture in the top cover	---	Fracture at the base of the outlet port. Filter is very saturated with contamination. Filter is collapsed.
5	VIN UNKNOWN	UNKNOWN	P7G02-19 B June 2 nd , 2017	Cav1 - Sample @ Ford (Mold Date?)	Leak @ Fracture in the top cover Sample @ Ford	---	Fracture at the base of the outlet port.
6	[REDACTED] - F250 SERIES	2021	P0M14-18D Nov 14 th , 2020	Cav1; 10/2020 (Mold Date)	Leak @ Fracture in the top cover	---	Fracture at the base of the outlet port. Filter with low contamination. Filter is not collapsed. Claim did not come from a THERMAL EVENT.
7	[REDACTED] MY2021 – F450	2021	P7M26-19 A [Nov 26 th , 2017]	CAV2 08/2017	Leak @ Fracture in the top cover	---	Fracture at the base of the outlet port. Filter is very saturated with contamination. Filter is collapsed. Claim did not come from a THERMAL EVENT.
8	One Burnt Filter and a [REDACTED]	TBD	TBD	TBD	TBD	TBD	Claim from a THERMAL EVENT Samples was never received.

Warranty Analysis Investigation

- [REDACTED] provide [REDACTED] the resin supplier for material testing.

#	Vehicle	MY	Prichard Mfg. Date	Top Cover Cavity	Techmer Resin Lot Number	Techmer Conclusions
1	VIN UNKNOWN	UNKNOWN	P7J2502 B Aug 25 th , 2017	Cav1 - 07/2017 (Mold Date)	NE1705140011	There were no obvious causes for the cracking. There was a speck found near the point of the crack, but it was determined to be nylon resin. Internal investigation confirmed this lot of 1722101-08 ran on the usual equipment, processing, setup, and passed QC specifications.
2	[REDACTED] F2017 F350	2017	P7J23-10 B Aug 23 rd , 2017	Cav1 - 07/2017 (Mold Date)	NE1705140011	There were no obvious causes for the cracking found in our analysis. Internal investigation confirmed this lot of 1722101-08 NE1705140011 ran on the usual equipment, processing, setup, and passed QC specifications.
6	[REDACTED] - F250 SERIES	2021	P0M14-18D Nov 14 th , 2020	Cav1; 10/2020 (Mold Date)	NE2007243144	There were no obvious causes for the cracking found in our analysis. Internal investigation confirmed this lot of 1722101-08 NE1705140011 ran on the usual equipment, processing, setup, and passed QC specifications.

[REDACTED]
Dave Gwinn / Shar [REDACTED]

File Report:

[REDACTED] C-3995 Sogefi Engine Systems Cracked Part Analysis updated 4.7.2021

[REDACTED] C-3995 Sogefi Engine Systems Part Analysis 4.22.21