

**Bollettini Ford**  
(in **BLU** il n° di bollettino)

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**27/2009** 06/05/09 Rain sensor inoperative; Bracket for the rain sensor detaches from the windshield

Should a customer express concern that the rain sensor is inoperative or that the rain sensor has detached from the windshield, this is probably caused by insufficient adhesive on the rain sensor bracket. To rectify this concern, new adhesive should be applied to the bracket to affix the rain sensor to the windshield.

**19/2009** 23/07/09 Squeaking noises in the vehicle interior when the clutch pedal is depressed

Should a customer expresses concern that squeaking noises are audible in the vehicle interior when the clutch pedal is depressed, the probable cause is a hard contact of the last coil of the clutch pedal return spring of the pivot hub and insufficient lubrication of the clutch pedal return spring. To rectify this concern, long life grease should be applied to the last coil of the clutch pedal return spring.

**08/2009** 08/06/09 Unable to engage gear, disengaged gearshift cable from the shift lever

Should a customer express concern that they are unable to engage gear, the probable cause is a disengaged gearshift cable from the shift lever. To rectify this concern the gearshift lever trim panel should be removed and damaged/broken parts of the gearshift cable end fitting should be renewed according to the following Service Instruction. For this purpose a repair kit gearshift cable end fitting has been released for service. It is NOT necessary to install a new gearshift cable. A gearshift cable adjustment is NOT required.

**05/2009** 03/02/09 Displayed message on the instrument cluster <Key battery low>

This Service Instruction details the necessary worksteps for changing the remote control battery for the new key fob design introduced for Mondeo 2007.5 in August 2007.

**04/2009** 09/11/09 5th gear whine noise at constant driving speeds between 68 - 74 mph (110 - 120 km/h) under low load condition

Should a customer express concern about transmission whine noise at constant driving speeds between 68 - 74 mph (110 - 120 km/h) under low load condition, the probable cause is critical tolerance combinations within the 5th loose gear and the input shaft 5th gear.

Only 5-speed manual transmissions (iB5) build in Halewood plant are affected. To rectify this concern, the 5th loose gear should be renewed. Road test the vehicle and verify the customers concern. When the 5th loose gear does not correct the concern the 5-speed manual transmission (iB5) has to be removed, disassembled and a new input shaft containing the new 5th gear set has to be installed. It is NOT necessary to install a complete new 5-speed manual transmission (iB5).

**01/2009** 07/01/09 Steering wheel adjustment; Hard or impossible to lock the steering column adjustment lever

Should a customer express concern that it is hard or impossible to lock the steering column adjustment lever, the probable cause is the locking design of the axial adjustment. The toothing connection condition makes it difficult/impossible for the two interfacing parts to engage. To rectify the concern, one spring should be removed from the steering wheel adjustment mechanism.

**80/2008** 12/12/08 Tailgate does not open; Instruction to open the tailgate if the tailgate latch mechanism is jammed/damaged

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Should a customer express concern that the tailgate cannot be opened, the probable cause is a jammed/damaged tailgate latch mechanism. To rectify the concern, the tailgate should be opened using the instruction detailed in this bulletin. Jammed/damaged tailgate latches should be send back to the Part Recall Center using the usual send-in routine.

### 73/2008 26/10/08 Passenger air bag deactivation (PAD) switch installation

Should a customer express the wish to have a passenger air bag deactivation (PAD) switch installed, all required parts are now available to enable vehicle modification after registration in the customers name.

Passenger air bag deactivation may be requested by some customers who wish to install a rear facing child seat in the front passenger seat.

The Ford Motor Company recommendation is that child seats are installed in the vehicles rear seats. The availability of a PAD switch for installation in service recognizes that individual circumstances or views of some customers may differ from this and they demonstrate a desire for flexibility with respect to child seats.

Use IDS 58 DVD in conjunction with database update IDS 58.7 or a later version. This bulletin provides the technical information required to install and activate the PAD switch. It also details the steps which must be taken to make sure the customer is fully aware of the importance of making sure correct operation and application is adhered to.

A PAD switch should only be installed on customer demand, after the vehicle has been first registered.

Before a PAD switch is installed, the Ford Motor Company recommendation that the safest place to locate children in a vehicle is properly restrained in the rear seat, should be explained to the customer.

The customer must sign a declaration to confirm that the operation and application of the switch has been fully explained.

A copy of the declaration is attached to this bulletin and must be photocopied upon completion, one for the customer and one for the dealer to retain.

The photocopy must be retained by the dealership for 10 years under the EU consumer protection legislation.

After installation of a PAD switch, the relevant information should be entered into the Service History Log.

### 70/2008 10/11/08 Air distribution cannot be adjusted; Defrost/panel door lever disengaged

Should a customer express concern that it is not possible to adjust the air distribution and that the mode selector of the climate control does not reach the end position, the probable cause is a disengaged intermediate lever from the defrost/panel door lever or a popped out control cable from the defrost/vent register blend door actuator during production.

It is NOT necessary to remove the heater core and evaporator core housing or to remove the instrument panel.

### 68/2008 29/09/09 Windshield glass - Renew; Updated repair method and revised Labor Times

Based on the application of the well known cutting wire in conjunction with a commercial brace, the repair method for removing the windshield glass on the above listed vehicles has been reworked and the required Labor Times (see table below) have been revised.

The use of the cutting wire in conjunction with the brace instead of the direct glazing cutting tool demands the aid of a second technician during the cutting process on one hand, but results overall in a more effective repair process, because the removal and installation of trim panels and lowering of the headliner is no longer necessary.

The commercial brace has to be used to prevent damages to the trim panels.

For removing the windshield glass refer to the relevant updated Workshop Manual Section 501-11 on FordEtis. Most of the the revised Labor Times (see table below) are already available on FordEtis. Latest revisions will be available from 02.11.2009 onwards.

BY DUANE

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The updated repair method will be implemented in future for other car-lines as well. The production mouldings (A-pillar exterior trim panels) get damaged during removal and should be renewed (see Parts Required). It is NOT necessary to renew the moulding retainers. The revised warranty handling procedure for windshields published within TSB 126/2003 is still valid.

**65/2008** 20/10/09 Water ingress into the front/rear footwell of the vehicle (right-hand side only); Fogged inner side of the windscreen

Insufficient or intermittent sealer applied in production between the fender apron panel outer reinforcement and the A-pillar may cause the following customer concerns: fogged inner side of the windscreen, water ingress into the front/rear footwell of the vehicle (right-hand side only). To rectify this concern sealer should be applied between the fender apron panel outer reinforcement and the A-pillar.

**64/2008** 21/10/08 Temperature control switch and blower motor swivel sticking during operation

Should a customer express concern about a sticking swivel of the temperature control switch and blower motor switch during operation, the probable cause are wear particles when the swivel is misaligned or deformed during the assembly process and/or missing grease on the correct position between the swivel and guidance. To rectify this concern the swivels should be removed from the temperature control switch and blower motor switch, any wear particles be removed and additional grease be applied.

**49/2008** 16/07/09 3rd gear crashing during shifting into 3rd gear

Should a customer express concern about the 3rd gear crashing during shifting into 3rd gear, the probable cause are critical tolerance combinations within the 3rd/4th gear selector fork.

Only 5-speed manual transmissions (iB5) build in Bordeaux plant (bar code label: T6T) up to 02.12.2008 are affected.

The build date information of the transmission is located next to the plant information

on the transmission bar code label. To rectify this concern, the 5-speed manual transmission (iB5) has to be removed, disassembled and a new 3rd/4th gear selector fork, a new 3rd gear and a new 3rd/4th gear synchronizer clutch should be installed. It is NOT necessary to install a complete new manual transmission.

**43/2008** 16/07/09 2nd gear jumps out by driving downhill or coast condition decelerating idle speed from ~ 3000 - 2000 rpm

This TSB does not supersede the Service Instruction published within TSB 36/2004 - Subject/Concern: Frequent crunch when engaging 1st or 2nd gear. Should a customer express concern about the 2nd gear jumps out by driving downhill or coast condition decelerating idle speed from ~ 3000 - 2000 rpm, the probable cause is critical tolerance interaction within the 1st/2nd gear synchronizer assembly.

Only 5-speed manual transmissions (iB5) build in Bordeaux plant (bar code label: T6T) up to 16.03.2009 and in Halewood plant (bar code label: TTF)

up to 13.05.2009 are affected. The build date information of the transmission is located next to the plant information on the transmission bar code label.

To rectify this concern, the 5-speed manual transaxle (iB5) has to be removed,

disassembled and a new 1st/2nd gear synchronizer clutch and a new 2nd gear should be installed. It is NOT necessary to install a complete new manual transmission.

**37/2007** 31/07/08 Revised wheel nut tightening torques

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The purpose of this bulletin is to advise of the different wheel nut tightening torques for service only. Please refer to the following illustrations for detailed information for all used wheel nuts.

Reason for the different torques from 90-140 Nm for the cross carline used 2-piece alloy wheel nuts is the old coating on its studs.

For Ka 1997 a 1-piece alloy wheel locking nut M12 has been installed in production for vehicles build from 06/2008 - 07/2008 (build code 8K-8D).

Ka 1997 (09/1996 - 07/2008)

Steel nut M12 silver coloured (03/2007-07/2008) - 90 Nm. 2-piece alloy wheel nut M12 with conical washer - 90 Nm. 2-piece alloy wheel locking nut M12 with conical washer (\*-05/2008) - 90 Nm. 1-piece alloy wheel locking nut M12 (\*06/2008-07/2008) - 90 Nm. \* Installed in production:

Fiesta 2002.25 (11/2001-09/2008) and Fusion 2002.75 (06/2002-)

Steel nut M12 silver coloured - 90 Nm. 2-piece alloy wheel nut M12 with conical washer (\*-09/2008) - 90 Nm. 1-piece alloy wheel nut M12 for alloy wheels (\*07/2008-) - 110 Nm. 2-piece alloy wheel locking nut M12 with conical washer (\*-07/2008)

- 90 Nm (Do NOT use on Fiesta 2008.75). 1-piece alloy wheel locking nut M12 (\*07/2008-) - 110 Nm. \* Installed in production: Fiesta 2008.75 (07/2008-)

Steel nut M12 silver coloured (07/2008-) - 110 Nm. 1-piece alloy wheel nut M12 for alloy wheels (07/2008-) - 110 Nm. 1-piece alloy wheel locking nut M12 (07/2008-) - 110 Nm. Focus 2004.75 (07/2004-), Focus 2004.75 Coupe Convertible (07/2006-) and C-MAX 2003.75 (06/2003-):

Steel nut M12 golden coloured (\*06/2003 - 06/2004) - 90 Nm. Steel nut M12 silver coloured (\*07/2004-) - 130 Nm. 2-piece alloy wheel nut M12 with conical washer (\*06/2003 - 08/2006) - 110 Nm. 1-piece alloy wheel nut M12 for alloy wheels and 5-spoke steel wheel (\*08/2006-) - 130 Nm. 2-piece alloy wheel locking nut M12 with conical washer (\*06/2003 - 03/2008) - 110 Nm (Do NOT use on Kuga 2008.5). 1-piece alloy wheel locking nut M12 (\*03/2008-)

- 130 Nm. \* Installed in production: Kuga 2008.5 (02/2008-):

Steel nut M12 silver coloured - 130 Nm. 1-piece alloy wheel nut M12 for alloy wheels - 130 Nm. 1-piece alloy wheel locking nut M12 (\*03/2008-)

- 130 Nm. \* Installed in production: Mondeo 2001 (10/2000-02/2007):

Steel nut M12 golden coloured - 90 Nm. 2-piece alloy wheel nut M12 with conical washer - 90 Nm. 2-piece alloy wheel locking nut M12 with conical washer - 90 Nm. Mondeo 2007.5 (02/2007-):

Steel nut M12 silver coloured - 140 Nm. 2-piece alloy wheel nut M12 with conical washer - 140 Nm. 2-piece alloy wheel locking nut M12 with conical washer (\*04/2007 - 11/2007) - 110 Nm (Do NOT use on Mondeo 2007.5 build from 01/2008 onwards).

1-piece alloy wheel locking nut M12 (\*12/2007-) - 140 Nm. \* Installed in production: S-MAX/Galaxy 2006.5 (03/2006-):

All steel wheel nuts M14 silver coloured - 170 Nm. 2-piece alloy wheel nut M14 with conical washer - 170 Nm. 2-piece alloy wheel locking nut M14 with conical washer - 170 Nm. The relevant section 204-04 of the Workshop Manual literature will be revised to include this information at the next update.

**33/2009** 29/05/09 Hood release cable is detached from the hood release lever bracket

If, during the course of Service Repairs, it is found that the hood release cable is detached from the hood release lever bracket and the hood can not be released, the probable cause is the installation adjustment of the hood release cable to the release bracket.

This can be resolved by attaching a clip to the hood release lever bracket to avoid the probable detachment from the bracket.

To do this refit the hood release cable if required and attach a clip (see Parts Required) as detailed in this bulletin.

**37/2009** 23/06/09 Rear view mirror touches the front door window glass moulding while folding in

Should a customer express that the rear view mirror touches the front door window glass moulding while folding in, the probable cause is a misalignment of the rear view mirror. To rectify this concern, the installation position of the rear view mirror should be revised.

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41/2009 07/07/09 Oil leaks at the throttle body

In the event of oil leaks at the throttle body the probable cause may be the throttle body O-ring seal damaged/twisted or unseating during assembly in the plant. To reduce cost repair, the throttle body O-ring seal is available as a single part for service now. It is not required to install a new throttle body. This TSB details the required work steps to install the throttle body O-ring seal only.

42/2009 08/07/09 High temperature on the left-hand side lower center console

Should a customer express concern over an excessive hot spot and heat on the left-hand side area of the centre console, the probable cause is an incorrect position of a foam seal between heater core and climate control housing and heat radiation from a heater pipe. To rectify the concern, perform a test procedure and take action accordingly as described in the Service Instruction.

54/2009 24/07/09 Front door window glass stops or jams when closing with unusual noise or door trim panel vibration; Intermittent malfunction of the power window automatic modus

Should a customer express concern that the front door window glass stops or jams when closing with unusual noise or door trim panel vibration, the probable cause is a sticking door window glass on the unflocked part of the inner door belt weatherstrip. Should a customer express concern about an intermittent malfunction of the power window automatic modus only, the probable cause is a sticking door window glass on the unflocked part of the front door window seal. Install new parts on the affected side only (if required). To rectify this concern, the inner door belt weatherstrip and/or the front door window seal should be renewed.

57/2009 27/07/09 Front seat cushion cover becomes loose/wavy or looks saggy/baggy

Should a customer express concern about a loose/wavy front seat cushion, the probable cause is a void between the front seat frame and the front seat cushion foam. To rectify this concern, a new front seat cushion cover should be installed and a foam block placed under the front seat cushion foam. The 15 mm foam block prevents the front seat cushion foam concaving and compressing in to suspension mat.

58/2009 30/07/09 Rear rocker panel damaged by stone chips

Should a customer express concern over the rear rocker panel being damaged by stone chipping, a protection foil can be installed to prevent the damage after the relevant body repair procedures are carried out. This bulletin details the installation procedures for the protection foils.

62/2009 14/08/09 Revised tyre pressures for vehicles with petrol engines and 1.4/1.6L Duratorq-TDCi (DV) Diesel; Reduced tire pressures to improve driving comfort

The purpose of this bulletin is to advise the revised tyre pressures to improve driving comfort for vehicles with petrol engines and 1.4L/1.6L Duratorq-TDCi (DV) Diesel up to a speed of 160 km/h and for continuous speed in excess of 160 km/h. Please refer to the following table for detailed information. The tyre pressure depends on the speed index of the tyre size. The relevant sections of the workshop manual on FordEtis will be updated within the next release. A photocopy of this information should be hand over to the customer and stored in the Owner Guide. All new printed Fiesta 2008.75 Owner Guides will be updated accordingly.

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**77/2009** 27/10/09 Horn sounds without pressing the horn button

Should a customer express concern that the horn sounds without pressing the horn button especially when driving curves, the probable cause is a short-circuit inside the steering wheel. Sharp edge on the connector to the horn slip ring could damage the isolation of the ground wire resulting in a short-circuit and the ground wire between the horn contact connector To rectify this concern, the steering wheel should be removed and the connector to the horn slip ring isolated with adhesive tape.