

PE08-066

FORD

1/30/2009

APPENDIX G

NON CONFIDENTIAL INFORMATION –

ENGINEERING REVIEW

PAGE 1 - 1572

6/12/68

03-05 CUPI

LCM - CAR SOLIDLY PRODUCTS

• MIDTOWN TAZ

24/7 USAGE 2-4/yr

HAVE A LARGE NUMBER OF LCM REPAIRS

LOTS OF MISSES/BLISS EOT LCM

FLIGHT IS NOW 05-07 MY BUT LCM TAKEN AWAY

DRIVERS NOTICE

LIST OF ...

AT STATION AND WHILE DRIVING

No reports of accidents or having vehicles  
IMMEDIATELY TAKEN OUT OF SERVICE BY TAZ

• HARTFORD MA PD

2 LCM OUT OF 2 CUPI'S

2 90-SS K

MOSTLY LAST IN USE BUT ONLY HAVE 3 STAFF

SUBJECTS ROUTING ROUTES (2 yrs)

No INCIDENTS 2000-60

① LIMITS OF ...  
OCC TMS IS ... AND FINALLY  
... ..

• FRANKLIN MA PD

4 of 5 CUPI LCM LCM 2010-2011

36-50 K

-WHILE DRIVING ...

US ... USE ... 3 STAFF

HWY } ROUTING EDS

NORMALLY RUN W/ ... AT NIGHT

• PAWBUCKET

20-22 K ... FOR LCM ...

FOR ... ALWAYS OF ...

SYMPTOMS ... DRIVING ... CYCLING OF ...

GRAND P.D. CUPD  
6-27-04  
2 LCM REPLACEMENTS (1 VEHICLE TO BE REPAIRED)  
SYMPTOMS & DASH LIGHTS

OPS ISSUES WITH BATTERY CHARGE  
WHEN HEADLAMPS ON

24 / 7 USS & ISSUES  
BATTERY

---

WHAT ABOUT REPAIRING THE GM VEHICLES (10 PD MAX)  
COIL 1) ALL LCM ISSUES OF 2) HEAD LAMPS OFF

## 2003-2005 Crown Victoria LCM Concern - Large Fleet Dealer Matrices

Concern Mode Per Dealer																					
Dealer Name	Dealer City	Dealer State	Dealer Phone Number	headlamps go off while driving	ps flicker/dim while driving	lights flicker, dim or go out	vehicle out of park/gear shifter	dome light concerns	interior light concerns	lamp/park lighting/brake	dash/IP concerns	engine light concerns	drains battery during parked	headlamp concerns/	won't start	amps flash or on/off	headlamps won't shut off	mps turn on by themselves	other/no description	Grand Total	
HARR MOTOR COMPANY, INC.	WORCESTER	MA	5088525111	37	1	1			3	1	7	1			6	1	1	5		2	66
NY CITY POLICE DEPT.	WOODSIDE	NY	None Shown																	49	49
UNIVERSAL FORD	GLEN ALLEN/ LONG ISLAND CITY	VA (GLEN ALLEN), NY (LONG ISLAND CITY)	8042739700 (VA), 7187861660 (NY)	11		2		2	13		3			1	3	5	1	1		4	46
CHICAGO P D	CHICAGO	IL	None Shown			2		2	2	3	3			14		1				1	28
JOYCE FORD, INC.	CHICAGO	IL	3128424200	3				2	1					18		3					27
BRONX FORD, INC.	BRONX	NY	7188817900	1	1				2	2	10			7							23
KEN SMITH MOTORS INC	RIDGEWOOD	NJ	2014442200	3		1		1	1			1		2	5	6				1	21
MILLS FORD	ANAHEIM	CA	7147761330	3		2	1							1	2	1		10			20
KOONS FORD, INC.	FALLS CHURCH	VA	7032417200	8		1			1		2		2		1	2				1	18
SHEEHY FORD INC	SUITLAND	MD	3014234950	5			1		1					1		4	3			2	17

Vehicle Series Per Dealer					
Dealer Name	Base	Fleet - LWB	LX	Police Int	Grand Total
HARR MOTOR COMPANY, INC.				1	65
NY CITY POLICE DEPT.					49
UNIVERSAL FORD		39		2	5
CHICAGO P D					28
JOYCE FORD, INC.		24			3
BRONX FORD, INC.		22			1
KEN SMITH MOTORS INC					21
MILLS FORD					20
KOONS FORD, INC.				1	17
SHEEHY FORD INC	3			2	12
Grand Total	3	85	6	6	221

---

**From:** Holt, Jon (J.)  
**Sent:** Friday, January 18, 2008 12:17 PM  
**To:** Zielinski, Mark (M.A.); Hodgson, Keith (K.M.)  
**Subject:** 03-05MY LCM robustness change 500hr sectioning results.

**Importance:** High

Guys, I spoke with Steve Knapp this morning and the 500hr parts are being sectioned and a report will be sent once it's complete..

Initial looks are showing the starting of cracks. The controlled modules are showing cracks as well, but to a greater degree.

I just wanted to let you know that we might be looking at another redesign for the LCM after reviewing the 500hr sections.

Jon

---

**From:** Holt, Jon (J.)  
**Sent:** Thursday, January 31, 2008 3:29 PM  
**To:** Zielinski, Mark (M.A.); Hodgson, Keith (K.M.)  
**Subject:** 03-05MY LCM service part

Mark, from this morning meeting with the CCRG it was asked that Engineering approve the new design to be released in WERS.

From your note to Terry earlier this week:

Team will proceed with some parallel efforts:

- Kick off design changes so that next build will include these changes. Design changes do show improvement over the old design.
- Obtain a vehicle and measure tri-axis acceleration of module while slamming doors
- Use accelerometer data to perform shock testing and determine if solder cracks will propagate to failure under normal usage and police usage profiles.
- Potentially implement shock absorption feature in bracket if shock levels are excessive.
- Perform 750hr analysis of solder joints (nearing the 750hr point now)
- Continue testing to 1000hrs

Conti is concerned that the wheels will begin to go into motion and Ford will pull the plug if the modules do not show an improvement at 1000hrs or show poorly during the mechanical vibration testing.

I just need you to concur that we are to release the "new improved" design of the LCM that is currently being tested and we reviewed the test results at 500hrs...

Thanks

Jon

2005/04/16  
NMG

Bill Harrington

Dealer Contact:

- Are there particular fleet customers that have been encountered multiple vehicle headlamp operation concerns, leading to lighting control module (LCM) replacements? Do you have contact info for the fleet customer?  
*Will sent list of "top hitter" fleets experiencing concerns. Has run part sales breakdown*
- What is your understanding of the symptoms that are being experienced by the customer?  
*Lights out, vehicle "cools down" and lights come back on. Occurs under various conditions - at rest, driving, etc.*
- What were you able to determine from your diagnosis? Under what driving conditions are symptoms experienced?

Fleet Contact:

- To what extent have you experienced headlamp low beam operational concerns?
- What is your usage pattern for your vehicles?
  - Multiple shift/multiple drivers? 24 hr operation"
  - Single shift/dedicated to one driver? Always on the same shift?
- Road operating conditions?
  - Urban?
  - Suburban?
  - Highway?
  - Smooth Roads?
  - Rough Road?
- How often are headlamps turned on and off?
- What is the typical time duration that headlamps are left on?
- How frequently does the driver enter/exit from the vehicle? Door slams?
- Is there usually another occupant or partner riding in the vehicle?
- When using headlamps and you have low beam operational concerns, what are the symptoms?
  - Is any loss of lighting constant or intermittent? If intermittent, how long of duration is the lighting out?
  - What are the driving circumstances when lighting lost?

---

**From:** Moore, April (M.)  
**Sent:** Wednesday, October 31, 2007 8:54 AM  
**To:** Christensen, Kris (K.S.)  
**Subject:** 07X37 - LCM for CVPI

Kris,  
Just a quick parts update. Received approval from Ray N. last week to go ahead and procure components for the new LCM's. Continental was notified of authorization to procure components the same day. Unfortunately, the PCB is one of the items that Ford and Continental are discussing design change, this is one of the long lead time components. I've been assured that Continental will do everything to get these components (133) expedited. Do not have confirmed timing of all 133 components at this time, still working on getting the info from Continental.

Regards,  
**April Moore**  
Recall Parts Specialist  
Ford Customer Service Division  
Phone: 734-266-9707  
amoore20@ford.com

2007/10/24

**Christensen, Kris (K.S.)**

---

**From:** Moore, April (M.)  
**Sent:** Wednesday, October 24, 2007 8:23 AM  
**To:** Christensen, Kris (K.S.)  
**Subject:** LCM for CVPI Parts Update

Kris,

Sorry I missed your call yesterday. I've tried calling you a couple of times, the phone rings twice then immediately goes to a busy signal.....

Regarding parts status with Continental. Supplier is hesitant with committing to lead times. Their main concern is the lead-time with the metal that goes into the LCM, aluminum being one example. This can take up to 12 weeks. Testing won't be complete until the end of October, but regardless of the test results, we know that we are going to need the two LCMs. I don't believe the components are changing all that much from the two parts that are currently serviced, there is an assembly procedural change that will be required. Continental knows the components that are necessary to build the module and I believe that there is an opportunity to go ahead and give Continental the approval to procure known components, rather than waiting for the parts to be established. Has the population number been fully established for the two years? And targeting just the CVPI's?

Thanks,

**April Moore**

Recall Parts Specialist  
Ford Customer Service Division  
Phone: 734-266-9707  
amoore20@ford.com

---

**From:** Gurney, Chris (C.A.)  
**Sent:** Wednesday, July 02, 2008 3:53 PM  
**To:** Kern, John (J.T.)  
**Subject:** 2003-5 Crown Victoria/Grand Marquis LCM Concern

John, I met with Joe this afternoon to review my report on the 2003-2005 Crown Victoria/Grand Marquis LCM data.

Joe asked that the following changes be made to the report before we discuss the issue with Ray Nevi:

- Split apart Crown Victoria LX and Base from the Commercial and Fleet LWB
- Determine volumes and calculate R/1000 data for each model year (2004 raw numbers are less because the volumes are less)
- Try to determine the overall total number of AWS reports that attribute the LCM to the concern, and find a percentage of that total for that lights going out while driving
- Standardize the scales of all graphs
- Count the total number of VOQs

I will try to have this done by COB Wednesday of next week.

If you have any questions, please do not hesitate to call. Thanks.

***Chris Gurney***

**Ford Motor Company  
Fairlane Plaza South  
330 Town Center Drive, Suite 500  
Dearborn, Michigan 48126  
(313) 248-7439**

## **Gurney, Chris (C.A.)**

---

**From:** Gurney, Chris (C.A.)  
**Sent:** Thursday, September 27, 2007 5:27 PM  
**To:** Kern, John (J.T.)  
**Subject:** 2003-5 CVPI Headlamp Concern - CCRG Assignments

John, in the CCRG Meeting on 9-20-07 I was given 3 assignments for the 2003-2005 Crown Victoria/Grand Marquis/Town Car LCM module concern. I would like to give you a status update on those assignments.

### **Assignment #1: Break Down CQIS data by Series.**

The CVPI was still by far the greatest percentage of the population.

2003: 166 out of 244 (68%)

2004: 90 out of 124 (73%)

2005: 97 out of 111 (87%)

For the 2003 model year, the only other model that clearly increased in light loss frequency over time was the Grand Marquis LS. For 2003-2004, there were no clear trends.

### **Assignment #2: Pareto Out Symptoms on the Retail Units Only.**

I have not done this. To complete this would be a HUGE project. Which symptoms are they looking for? Let's discuss at your convenience. Symptoms might include headlamps inoperative/comes on uncommanded/flickers/won't shut off, battery drained, turn signals inoperative, brake lights inoperative and gear shift concerns.

### **Assignment #3: Look Again at CVPI Light Flicker.**

I revisited all 2003-2005 CVPI units and found no incidents of lights flickering prior to the losing of headlamps while driving. I checked in 2 ways:

- repeat repairs on individual vehicles, specifically "flicker" repairs prior to "light loss" repairs
- general trend of "flickers" prior to "light loss" as an overall trend on CVPI units

I saw no data indicating any flicker activity as a warning to light loss. I also looked for other early-warning indicators, including headlamps not shutting off, headlamps inoperative, battery drained, and gear shift concerns. The only symptom that seemed to be an early warning was a drained battery condition. When the drained battery occurrences fell off, the light loss increased.

If you have any questions, please do not hesitate to call. Thanks.

***Chris Gurney***

**Ford Motor Company**

**Fairlane Plaza South**

**330 Town Center Drive, Suite 500**

**Dearborn, Michigan 48126**

**(313) 248-7439**

*Christensen*

## Christensen, Kris (K.S.)

---

**Subject:** 2003 - 2005 Crown Victoria Headlight lighting control  
**Location:** PDC Conf Rm GC-A32 (12)

**Start:** Thu 4/26/2007 10:00 AM  
**End:** Thu 4/26/2007 11:00 AM

**Recurrence:** (none)

**Meeting Status:** Accepted

**Required Attendees:** McClenaghan, Dave (D.); Christensen, Kris (K.S.); Rossi, Roberto (R.A.); Chacon, Armando (A.); Smith, Boris (B.); Mazloom, Mike (M.); Holt, Jon (J.); Van Wiemeersch, John (J.R.); Alles, Sheran (S.A.); Blackmer, Michael (M.P.); Johnston, Dennis (D.T.); Wickenheiser, Francis (F.J.); Gurney, Chris (C.A.); Fox, Mark (M.D.)

### **Dave McClenaghan**

BoF-SUV/Panther Critical Concern Analyst  
MD 327 GC-D26C PDC  
Bus.: (313) 805-7724 Fax: (313) 317-9257  
CDSID: dmcclen1 E-mail: dmcclen1@ford.com

- \* *Return parts for analysis - Gurney → EBSE*
- \* *Alternator warranty? Alternator may be over-charging. Voltage may be 13-14+ (Gurney)*
- \* *Repeat repairs? (Gurney)*
- \* *FRÉ - find a fleet with LCM concerns - involve Blackmer*

---

**From:** Gurney, Chris (C.A.)  
**Sent:** Wednesday, April 09, 2008 3:44 PM  
**To:** Johnston, Dennis (D.T.)  
**Cc:** Kern, John (J.T.)  
**Subject:** 2003-2005 Crown Victoria/Grand Marquis LCM - Questions for Fleet Managers

Dennis, per your request, I have developed a series of questions that may be helpful when asking fleet managers for additional details on the alleged failure of the LCMs on Crown Victoria/Grand Marquis vehicles. These questions are based on my review of many verbatims.

I would divide the questions into these three main categories: time, usage, and equipment.

### Time

How many months/years was the vehicle in service before the alleged headlamp failure occurred? Do you normally put the vehicle through this length of service?

How many hours THAT DAY was the vehicle in use before the alleged headlamp failure occurred?

How many minutes were the headlamps off before they came back on? Did they ever come back on?

### Usage

Was the vehicle roughly used (more than normal)? In other words, was this vehicle subjected to a greater than normal number of rough road (or off-road) surfaces?

Was these vehicles with the headlamp concern in any collisions/accidents? Is there any pattern here?

Did these headlamp concerns occur more often in any particular type of weather condition (cold/heat, wet/dry)?

Did the headlamp concerns occur during the use of some other non-electrical system (i.e., slamming a door/trunk/hood)?

Did the headlamp concerns occur during unusual braking or turning?

Did the driver do something to get the lights to come back on (i.e., hit the dashboard, repeatedly work the headlamp switch, etc.)?

Did the driver hear anything (any sound) just before the lights went out?

## **Equipment**

Were the vehicles with this headlamp concern wired with any unusual aftermarket electrical equipment (unusual beyond standard police or limousine packages, etc.)? Was this equipment used frequently?

I might ask one more question:

Did the alleged loss of headlamps create any significant disruption in the business/service for which the vehicle was being used (i.e., police chases, limousine transport, etc.)?

If you have any questions, please do not hesitate to call. Thanks.

***Chris Gurney***

**Ford Motor Company**

**Fairlane Plaza South**

**330 Town Center Drive, Suite 500**

**Dearborn, Michigan 48126**

**(313) 248-7439**

---

**From:** Gurney, Chris (C.A.)  
**Sent:** Thursday, July 17, 2008 4:06 PM  
**To:** Johnston, Dennis (D.T.)  
**Subject:** 2003-2005 Crown Victoria/Grand Marquis LCM Data

**Attachments:** Summary 6-30-08.doc; 2005 ALL Update NO DUPS.xls; 2003 ALL Update NO DUPS.xls;  
2004 ALL Update NO DUPS.xls

Dennis, per your request, enclosed is the data you requested for the 2003-2005 Crown Victoria/Grand Marquis LCM concern.



Summary 30-08.doc (93 Kite  
2005 ALL NO DUPS.xlste  
2003 ALL NO DUPS.xlste  
2004 ALL NO DUPS.xls

If you have any questions,

***Chris Gurney***  
**Ford Motor Company**  
**Fairlane Plaza South**  
**330 Town Center Drive, Suite 500**  
**Dearborn, Michigan 48126**  
**(313) 248-7439**

**Summary/Analysis of Data**  
**2003-2005 Crown Victoria/Grand Marquis/Town Car**  
**Lighting Control Module Concerns**

**Assignment**

Rerun all data on headlamps going out while driving for all Crown Victoria and Grand Marquis vehicles.

**Explanation of Data and Report**

All data was rerun with all duplicates removed. When deciding which report to remove, the following level of importance was assigned:

1. AWS
2. CQIS
3. MORS/CUDL

This was determined by amount of information available within each report, as well as accuracy of information provided.

**Data Results**

The previous report was submitted in October 2007. Since that time, the number of reports of headlamps going out while driving has increased as follows (all unique VINs):

**All Units**

<b>Number of Reports</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>
<b>October 2007</b>	565	311	339
<b>June 2008</b>	738	436	559
<b>% Increase</b>	31%	40%	65%

The percent increase of reports for Police Interceptors is less for the October 2007 to June 2008 period. The percent increase of reports for Grand Marquis vehicles is greater for the same period.

**Crown Victoria**

<b>Number of Reports</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>
<b>October 2007</b>	412	240	310
<b>June 2008</b>	482	302	464
<b>% Increase</b>	17%	26%	50%

**Grand Marquis**

<b>Number of Reports</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>
<b>October 2007</b>	153	71	29
<b>June 2008</b>	256	134	95
<b>% Increase</b>	67%	89%	228%

### **Crown Victoria – Police Interceptors**

<b>Number of Reports</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>
<b>October 2007</b>	325	213	292
<b>June 2008</b>	360	251	426
<b>% Increase</b>	11%	18%	46%

### **Crown Victoria – LX, Base**

<b>Number of Reports</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>
<b>October 2007</b>	66	20	9
<b>June 2008</b>	100	44	24
<b>% Increase</b>	52%	120%	167%

### **Crown Victoria – Commercial and Fleet LWB**

<b>Number of Reports</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>
<b>October 2007</b>	21	7	9
<b>June 2008</b>	22	7	14
<b>% Increase</b>	5%	0%	56%

Town Car was included in the study but was not found to be a significant concern (Town Car uses a different LCM).

### **R/1000**

#### **R/1000 - All Units – June 2008**

<b>Number of Reports</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>
<b>Police Interceptors</b>	5.13	5.58	7.89
<b>Commercial/Fleet LWB</b>	1.67	0.84	1.51
<b>Grand Marquis/LX/Base</b>	2.32	1.37	1.30
<b>Grand Total</b>	3.11	2.38	3.62

### **Repeat Repairs**

Repeat repairs accounted for 2% or less of all repairs.

### **Customer Symptoms**

There were primarily 3 separate symptoms seen by the customer that ultimately resulted in loss of headlamps:

- Lights go out while driving (randomly, intermittently or permanently) without warning
- Lights go out when hitting a bump
- Lights go out using another function (turn signal, etc.)

The majority of reports mention a loss of light without warning (first symptom above).

Most reports do not mention the lights coming back on. Some mention a time period that the light comes back, but no pattern could be found concerning the light recovery time. Some reports mention the customer doing something to restore the light (i.e., working with the light switch, etc.) to restore the light.

**Other Concerns Attributed to the LCM**

Other concerns attributed to the LCM (not included in this report): headlamps inoperative, daytime running lights inoperative, headlamps lights flash/go on/off while driving, headlamps (one or both) won't shut off, headlamps turn on uncommanded, dash lights flicker or go out while driving, customer can't shift vehicle out of park/gear shifter inoperative, dome light concerns, turn signal/blinker concerns, interior light concerns, tail lamp/park lighting/brake lighting/ concerns, drained battery during parked periods, vehicle won't crank and/or start, horn/alarm concerns, police equipment concerns (strobe, wig wag, spotlight, etc.), seat belt chime concern, door/key chime concern, and 75 MPH warning chime concern.

***% of Overall Total – Lights Going Out***

These numbers were calculated using AWS data only. AWS data is the only database that lists base part numbers for the repair – in this case, 13C788. Each percentage is taken from the total number of 13C788/LCMs replaced for that vehicle description.

***% of Overall Total – Lights Going Out - All Units – June 2008***

<b>Number of Reports</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>
<b>Crown Victoria</b>	11.4%	18.1%	30.2%
<b>Grand Marquis</b>	4.5%	5.3%	15.7%
<b>Grand Total</b>	6.9%	10.2%	26.1%

**VOQ Reports**

A total of 7 VOQs were found. The details follow.

3	<a href="#">10217413</a>	FORD MOTOR COMPANY	2003	FORD	CROWN VICTORIA	2FAPP74W03X	SWANNANOA	NC	EXTERIOR LIGHTING:HEADLIGHTS:SWITCH
<b>Fail Date :</b> 14-DEC-07		<b>Letter Date :</b> 07-FEB-08			<b>Date Added to NHTSA File :</b> 07-FEB-08				
<b>Crash:</b> N	<b>Injured:</b> 0	<b>Fire:</b> N	<b>Deaths:</b> 0		<b>Occurences:</b> 3	<b>Miles:</b> 36427			
<b>Summary</b>	WHILE DRIVING CAR HOME AT NIGHT THE HEADLIGHTS QUIT. LIGHTS CAME BACK ON AFTER CAR WAS STOPPED FOR 10 MINUTES. CAR WAS DRIVEN AGAIN A COUPLE OF TIMES AND HEADLIGHTS FAILED AGAIN. LIGHTS COME BACK ON AFTER 5-10 MINUTES. NO LONGER DRIVE CAR AT NIGHT DUE TO CONCERN FOR SAFETY. *T								

4	<a href="#">10232108</a>	FORD MOTOR COMPANY	2003	FORD	CROWN VICTORIA	2FAHP74W93X	VALPARAISO	IN	EXTERIOR LIGHTING
<b>Fail Date :</b> 13-JUN-08		<b>Letter Date :</b> 23-JUN-08				<b>Date Added to NHTSA File :</b> 23-JUN-08			
<b>Crash:</b> N	<b>Injured:</b> 0	<b>Fire:</b> N		<b>Deaths:</b> 0		<b>Occurences:</b>	<b>Miles:</b> 124455		
<b>Summary</b>	<p>THE HEADLIGHT RELAY ON THE LIGHTING CONTROL MODULE (LCM) PART NUMBER NEC-EQ1-11111S OVERHEATS AND FAILS SUDDENLY, SHUTTING OFF HEADLIGHTS WHICH COULD LEAD TO A CRASH. THIS IS AN APPARENT PROBLEM ON 2003 FORD CROWN VICTORIA PASSENGER AND POLICE INTERCEPTOR MODELS. THIS HAPPENED TO ME. RESEARCHING ON INTERNET, APPARENTLY IT IS A COMMON FAILURE THAT GEARHEADS ARE ADVISED TO "MODIFY" THEIR 2003 AS SOON AS THEY GET IT BY REPLACING THIS RELAY ON THE LCM (IF THEY KNOW HOW TO SOLDER.) APPARENTLY, IT IS A 10A RELAY, WITH 8+AMPS GOING THROUGH IT AND IT OVERHEATS AND FRIES THE RELAY. DON'T KNOW IF THIS OVERHEATING CONDITION ENOUGH TO CAUSE FURTHER DAMAGE OR FIRE. IT IS APPARENTLY AN \$600-\$800 FIX AT THE DEALER IF YOU AREN'T A GEARHEAD TO REPLACE THE WHOLE LCM (ALTHOUGH IF APPARENLTLY REPLACED WITH THE SAME RELAY - SAME PROBLEM WILL DEVELOP). THE FACT THAT THE HEADLIGHTS BOTH GO OUT SUDDENLY IS DANGEROUS. TO DRIVE I HAD TO PULL BACK ON THE BRIGHT LIGHTS HANDLE ON THE STEERING COLUMN TO SEE, AND THIS RESULTED IN A TICKET FROM POLICE, BUT IT WAS THIS OR NOTHING TO GET HOME. CAR NOW IN DRIVEWAY. REPLACED THE SWITCH IN STEERING COLUMN FIRST, BUT THIS DIDN'T SOLVE PROBLEM. FOUND OUT I HAVE TO LEARN TO FIGURE OUT HOW TO SOLDER OR SHELL OUT BIGH \$\$\$ TO FIX.</p>								

1	<a href="#">10231229</a>	FORD MOTOR COMPANY	2003	MERCURY	GRAND MARQUIS	2MEFM75W23X	CENTERVILLE	GA	EXTERIOR LIGHTING
<b>Fail Date :</b> 11-MAY-08		<b>Letter Date :</b> 16-JUN-08				<b>Date Added to NHTSA File :</b> 16-JUN-08			
<b>Crash:</b> N	<b>Injured:</b> 0	<b>Fire:</b> N		<b>Deaths:</b> 0		<b>Occurences:</b> 1	<b>Miles:</b> 92668		
<b>Summary</b>	<p>HEADLIGHTS STOP WORKING WHEN CAR WARMS UP. CANNOT DRIVE CAR AFTER DARK DUE TO THIS. I CAN PULL OVER, TURN IGNITION OFF, LET CAR COOL A BIT AND THEN RESTART AND LIGHTS WILL WORK FOR A SHORT TIME. I HAVE CHECKED ALL FUSES AND RELAYS ASSOCIATED WITH HEADLIGHTS AND ALL ARE GOOD. *T</p>								

1	<a href="#">10148971</a>	FORD MOTOR COMPANY	2004	FORD	CROWN VICTORIA	2G1WX12K249	TALLAHASSEE	FL	EXTERIOR LIGHTING:HEADLIGHTS:HIGH/LOW BEAM DIMMER SWITCH
<b>Fail Date :</b> 28-JAN-06		<b>Letter Date :</b> 30-JAN-06				<b>Date Added to NHTSA File :</b> 30-JAN-06			
<b>Crash:</b> N	<b>Injured:</b>	<b>Fire:</b> N		<b>Deaths:</b>		<b>Occurences:</b> 1	<b>Miles:</b> 28711		
<b>Summary</b>	<p>DT*: THE CONTACT STATED WHILE DRIVING AT NIGHT IN NORMAL CONDITIONS AT NO PARTICULAR SPEED, THE HEADLIGHTS INTERMITTENTLY FLASHED ON AND OFF. AS A RESULT OF THIS HAPPENING, THE DIMMER SWITCH WAS ADJUSTED FROM DIM TO BRIGHT, ALLOWING THE LIGHTS TO OPERATE MOMENTARILY. THE LOCAL DEALERSHIP PERFORMED DIAGNOSTIC TESTING ON THE VEHICLE. THE PROBLEM COULD NOT BE DUPLICATED, ALTHOUGH DEALERSHIP PERSONNEL TEST DROVE THE VEHICLE</p>								

4	<a href="#">10150231</a>	FORD MOTOR COMPANY	2004	MERCURY	GRAND MARQUIS	2MEFM74W44X	MANASSAS	VA	EXTERIOR LIGHTING:HEADLIGHTS
<b>Fail Date :</b> 14-FEB-06		<b>Letter Date :</b> 14-FEB-06				<b>Date Added to NHTSA File :</b> 14-FEB-06			
<b>Crash:</b> N	<b>Injured:</b>	<b>Fire:</b> N		<b>Deaths:</b>		<b>Occurences:</b> 1	<b>Miles:</b> 210000		
<b>Summary</b>	DT*: THE CONTACT STATED THE HEADLIGHTS FLICKER ON AND OFF WHILE IN USE. AN INDEPENDENT REPAIR SHOP DETERMINED THE LIGHT CONTROL BOX NEEDS TO BE REPLACED								

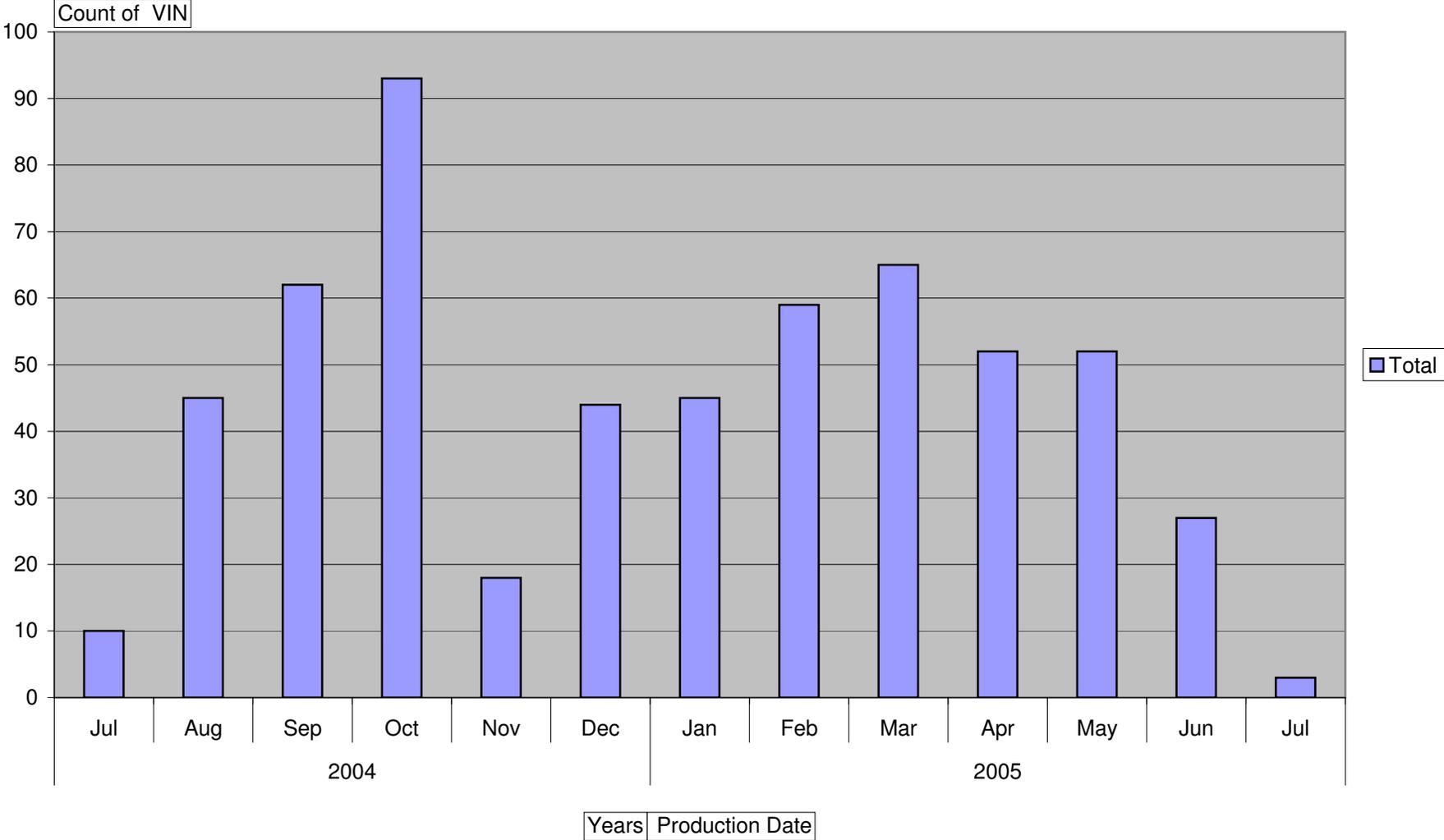
6	<a href="#">10206376</a>	FORD MOTOR COMPANY	2004	MERCURY	GRAND MARQUIS	2MEFM75W74X	SUNBERRY	OH	EXTERIOR LIGHTING:HEADLIGHTS
<b>Fail Date :</b> 15-SEP-07		<b>Letter Date :</b> 19-OCT-07				<b>Date Added to NHTSA File :</b> 19-OCT-07			
<b>Crash:</b> N	<b>Injured:</b> 0	<b>Fire:</b> N		<b>Deaths:</b> 0		<b>Occurences:</b> 5	<b>Miles:</b> 64000		
<b>Summary</b>	TL*THE CONTACT OWNS A 2004 MERCURY GRAND MARQUIS. WHILE DRIVING APPROXIMATELY 55 MPH AT NIGHT, THE HEADLIGHTS DIMMED. THE CONTACT STATED THAT THE VEHICLE EXPERIENCED THE FAILURE APPROXIMATELY FIVE TIMES BEFORE IT WAS TAKEN TO THE DEALER. THE DEALER STATED THAT THE LIGHT MODULE WAS THE CAUSE OF THE FAILURE AND NEEDED TO BE REPLACED. THE CURRENT MILEAGE WAS 64,814 AND FAILURE MILEAGE WAS 64,000								

1	<a href="#">10220773</a>	FORD MOTOR COMPANY	2005	MERCURY	GRAND MARQUIS	2MEFM74W45X	WORTH	IL	EXTERIOR LIGHTING:HEADLIGHTS
<b>Fail Date :</b> 24-FEB-08		<b>Letter Date :</b> 11-MAR-08				<b>Date Added to NHTSA File :</b> 11-MAR-08			
<b>Crash:</b> N	<b>Injured:</b> 0	<b>Fire:</b> N		<b>Deaths:</b> 0		<b>Occurences:</b> 20	<b>Miles:</b> 54500		
<b>Summary</b>	TL*THE CONTACT OWNS A 2005 MERCURY GRAND MARQUIS. WHILE DRIVING AT AN UNKNOWN SPEED, THE HEADLIGHTS FAILED INTERMITTENTLY. THE CONTACT HAS TO TAP THE LIGHT CONTROL MODULE TO ACTIVATE THE HEADLIGHTS. THE FAILURE MILEAGE WAS 54,500 AND CURRENT MILEAGE WAS 55,300								

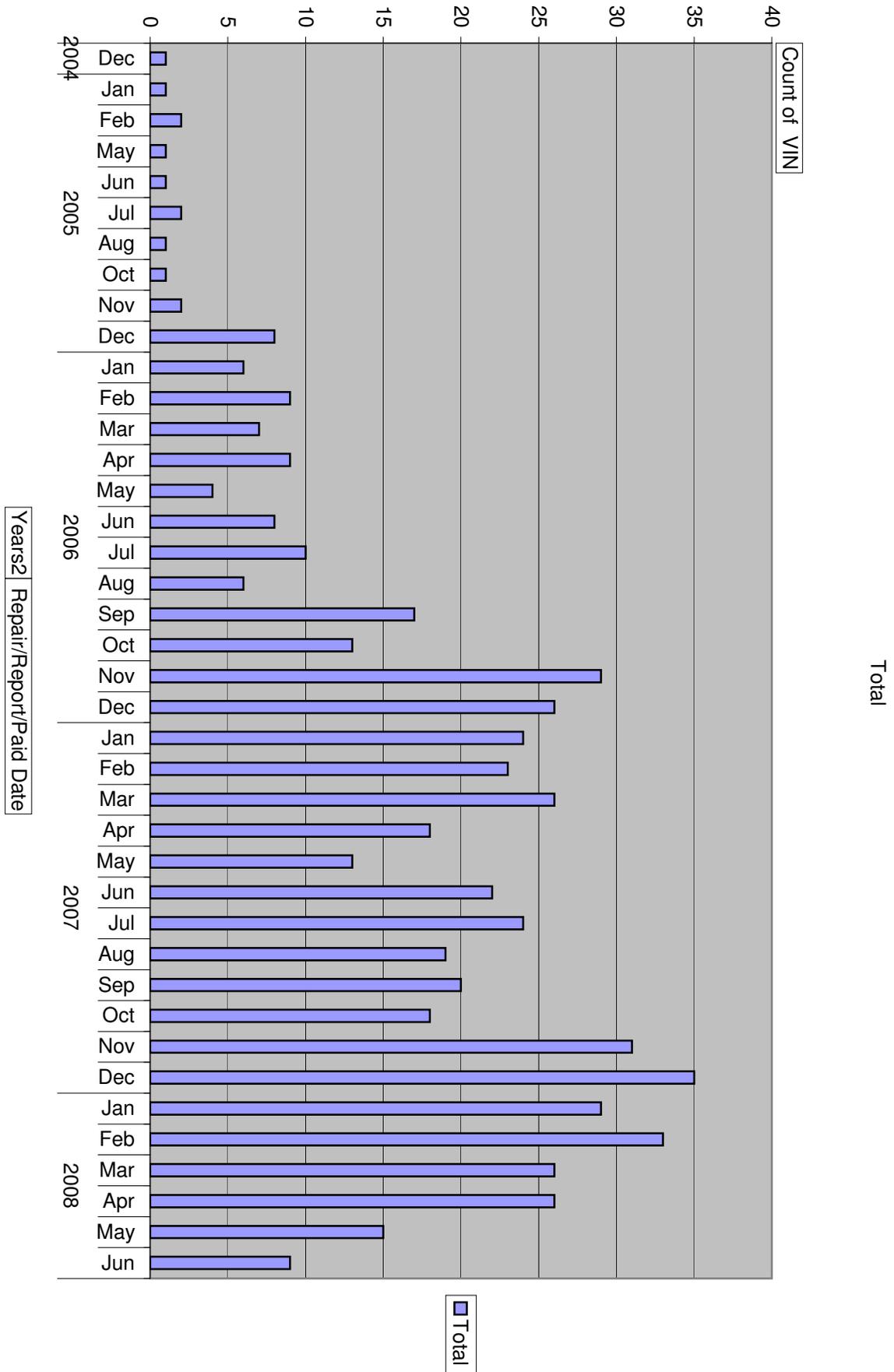
Selection Summary

source system key	AWS;
make	Ford LM;
model year	2005;
vehicle line	CROWN VICTORIA; GRAND MARQUIS; TOWN CAR;
pnbb code	13C788;
Selections	electrical - -> Total
Selections	electrical - accessories/entertainment -> Total
Selections	electrical - climate control -> Total
Selections	electrical - driving controls/multifunction switches -> Total
Selections	electrical - instrument/display -> Total
Selections	electrical - lamps/bulbs -> Total
Selections	electrical - start-charge -> Total
Selections	electrical - wiper/washer -> Total
Selections	electrical - wiring -> Total

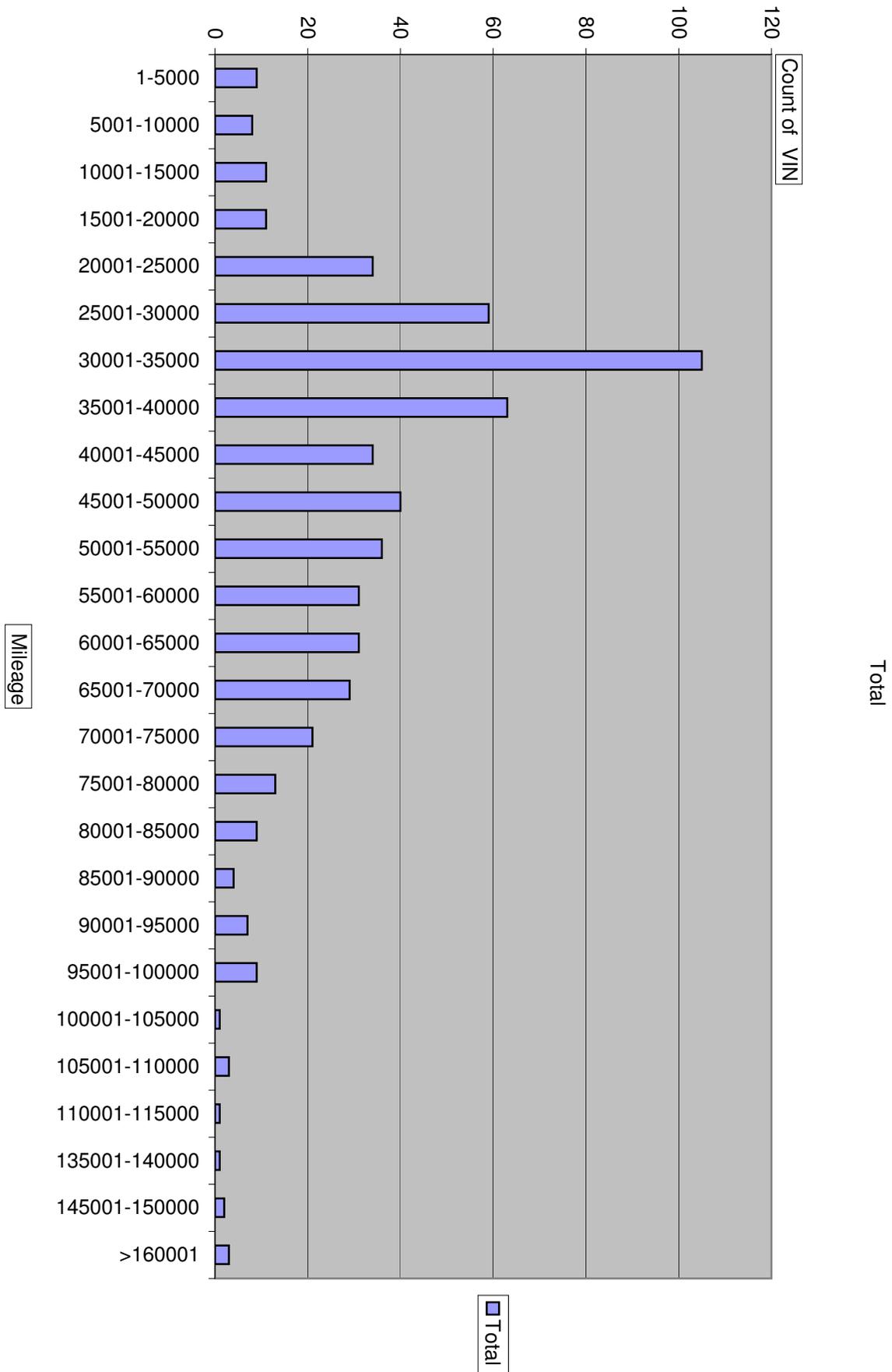
Total



Count of VIN		
Years	Production Date	Total
2004	Jul	10
	Aug	45
	Sep	62
	Oct	93
	Nov	18
	Dec	44
2005	Jan	45
	Feb	59
	Mar	65
	Apr	52
	May	52
	Jun	27
	Jul	3
Grand Total		575

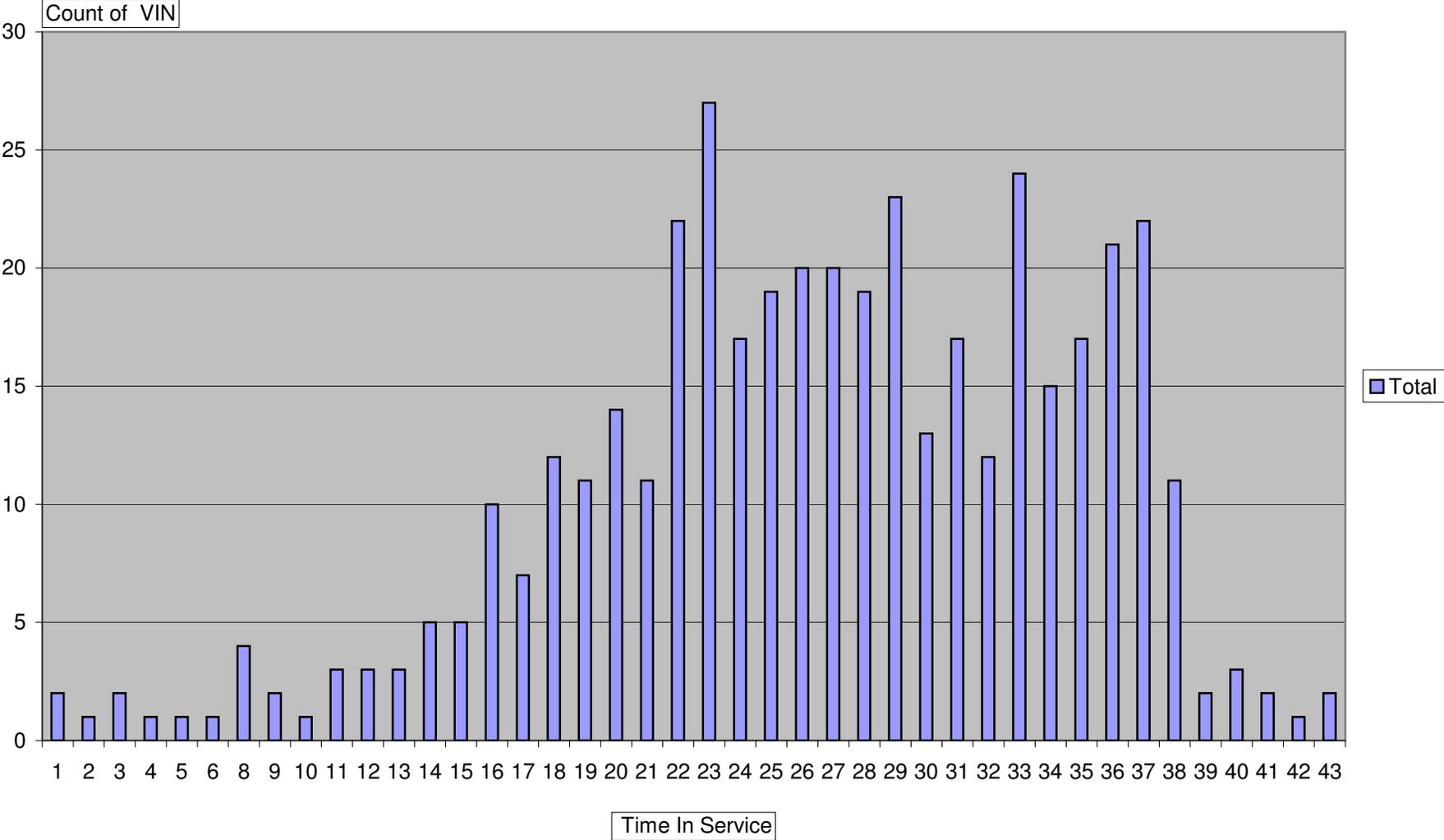


Count of VIN		
Years2	Repair/Report/Paid Date	Total
2004	Dec	1
2005	Jan	1
	Feb	2
	May	1
	Jun	1
	Jul	2
	Aug	1
	Oct	1
	Nov	2
	Dec	8
2006	Jan	6
	Feb	9
	Mar	7
	Apr	9
	May	4
	Jun	8
	Jul	10
	Aug	6
	Sep	17
	Oct	13
	Nov	29
	Dec	26
2007	Jan	24
	Feb	23
	Mar	26
	Apr	18
	May	13
	Jun	22
	Jul	24
	Aug	19
	Sep	20
	Oct	18
	Nov	31
	Dec	35
2008	Jan	29
	Feb	33
	Mar	26
	Apr	26
	May	15
	Jun	9
Grand Total		575



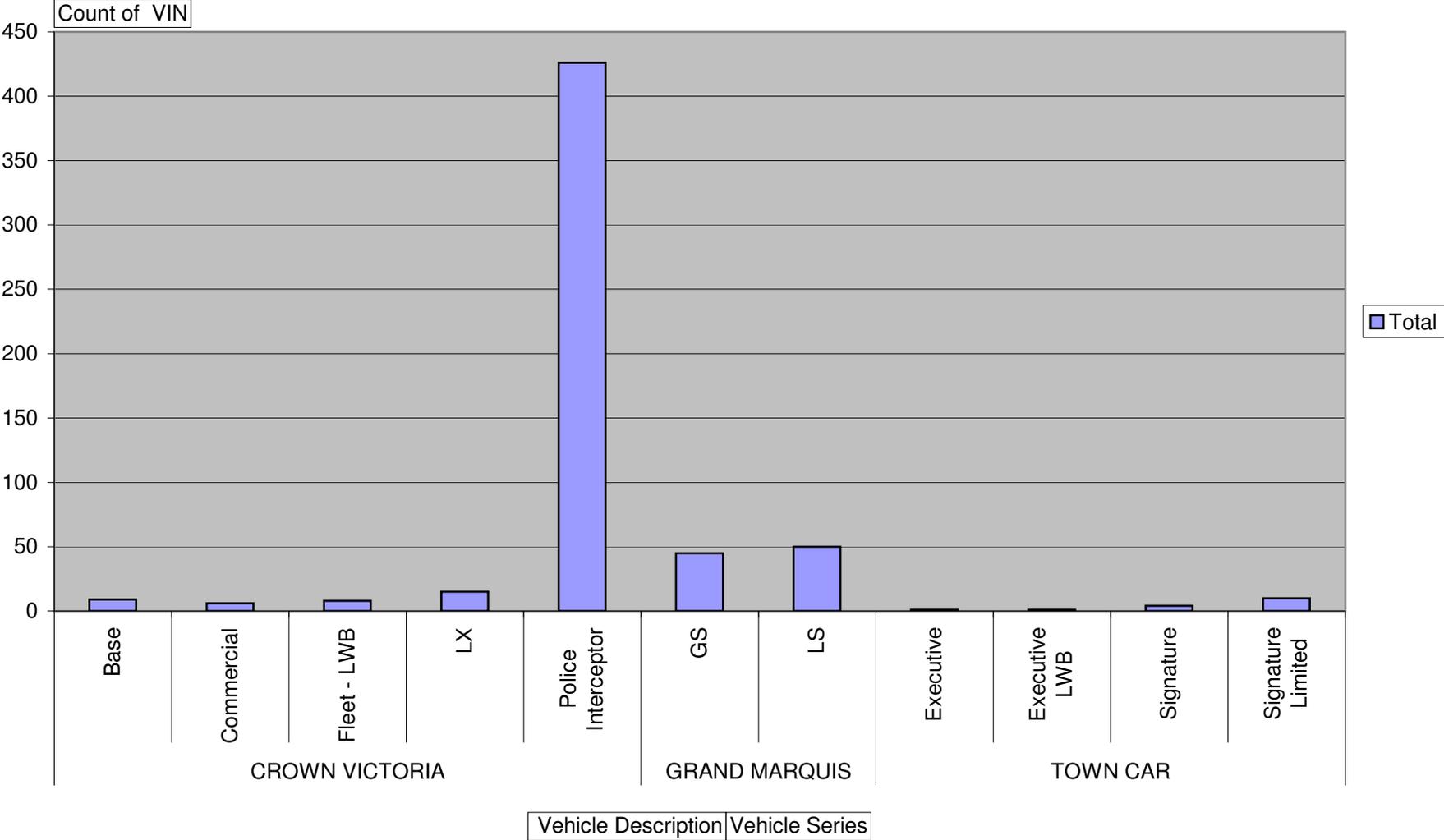
Count of VIN	
Mileage	Total
1-5000	9
5001-10000	8
10001-15000	11
15001-20000	11
20001-25000	34
25001-30000	59
30001-35000	105
35001-40000	63
40001-45000	34
45001-50000	40
50001-55000	36
55001-60000	31
60001-65000	31
65001-70000	29
70001-75000	21
75001-80000	13
80001-85000	9
85001-90000	4
90001-95000	7
95001-100000	9
100001-105000	1
105001-110000	3
110001-115000	1
135001-140000	1
145001-150000	2
>160001	3
Grand Total	575

Total

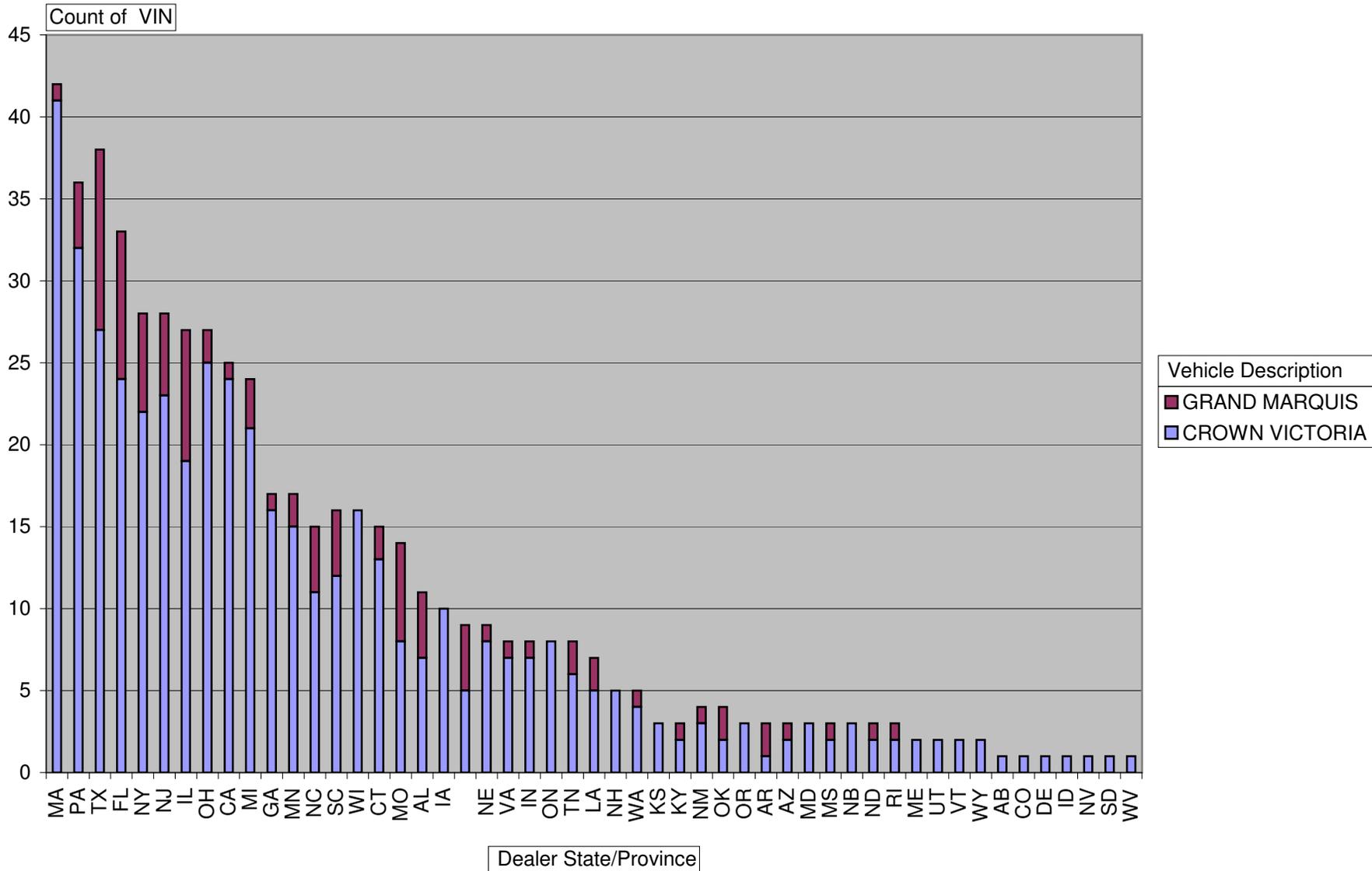


Count of VIN	
Time In Service	Total
1	2
2	1
3	2
4	1
5	1
6	1
8	4
9	2
10	1
11	3
12	3
13	3
14	5
15	5
16	10
17	7
18	12
19	11
20	14
21	11
22	22
23	27
24	17
25	19
26	20
27	20
28	19
29	23
30	13
31	17
32	12
33	24
34	15
35	17
36	21
37	22
38	11
39	2
40	3
41	2
42	1
43	2
Grand Total	428

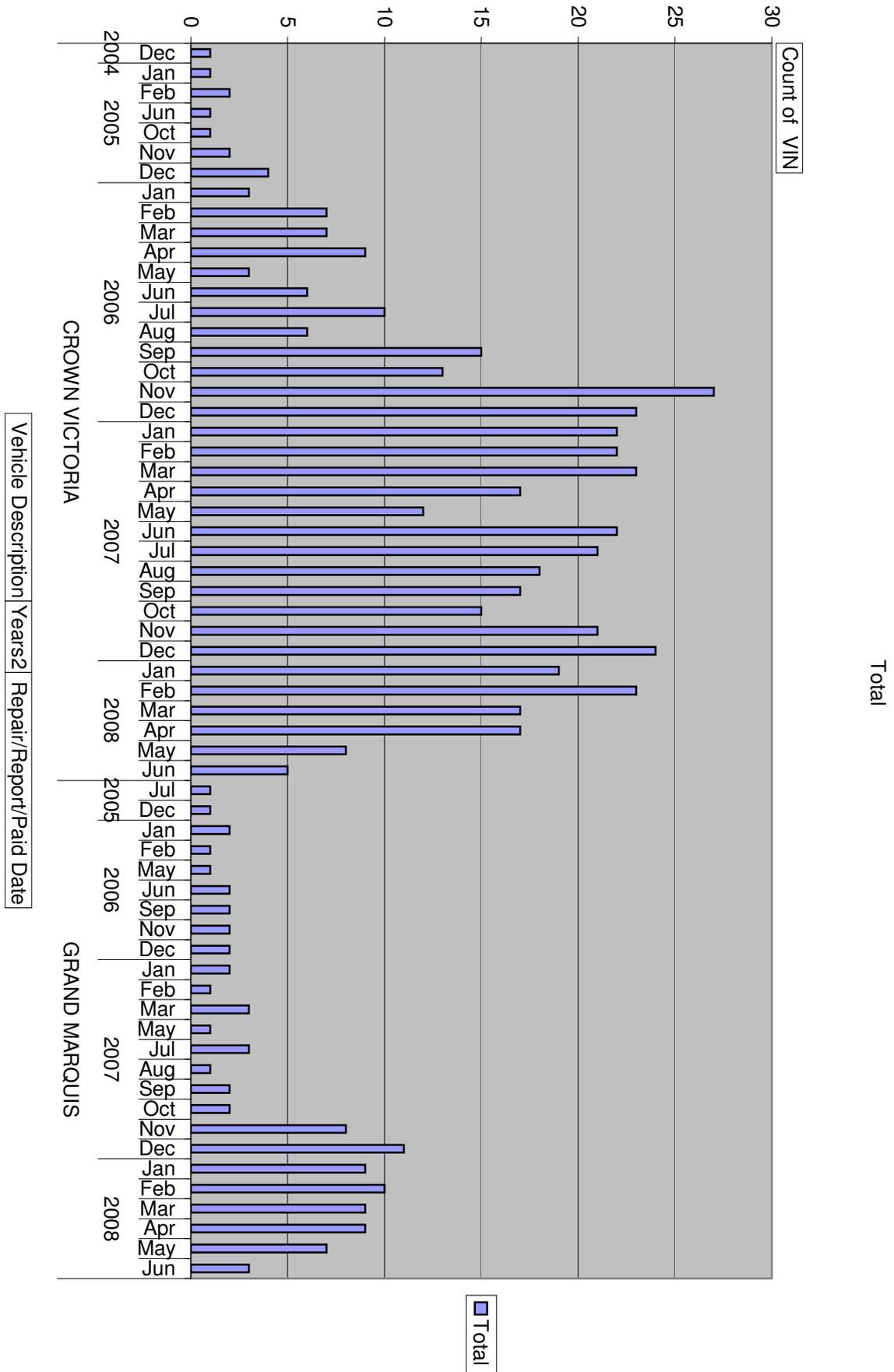
Total



Count of VIN		
Vehicle Descriptio	Vehicle Series	Total
CROWN VICTORIA	Base	9
	Commercial	6
	Fleet - LWB	8
	LX	15
	Police Interceptor	426
CROWN VICTORIA Total		464
GRAND MARQUIS	GS	45
	LS	50
GRAND MARQUIS Total		95
TOWN CAR	Executive	1
	Executive LWB	1
	Signature	4
	Signature Limited	10
TOWN CAR Total		16
Grand Total		575



Count of VIN Dealer State/Province	Vehicle Description		
	CROWN VICTORIA	GRAND MARQUIS	Grand Total
MA	41	1	42
PA	32	4	36
TX	27	11	38
FL	24	9	33
NY	22	6	28
NJ	23	5	28
IL	19	8	27
OH	25	2	27
CA	24	1	25
MI	21	3	24
GA	16	1	17
MN	15	2	17
NC	11	4	15
SC	12	4	16
WI	16		16
CT	13	2	15
MO	8	6	14
AL	7	4	11
IA	10		10
	5	4	9
NE	8	1	9
VA	7	1	8
IN	7	1	8
ON	8		8
TN	6	2	8
LA	5	2	7
NH	5		5
WA	4	1	5
KS	3		3
KY	2	1	3
NM	3	1	4
OK	2	2	4
OR	3		3
AR	1	2	3
AZ	2	1	3
MD	3		3
MS	2	1	3
NB	3		3
ND	2	1	3
RI	2	1	3
ME	2		2
UT	2		2
VT	2		2
WY	2		2
AB	1		1
CO	1		1
DE	1		1
ID	1		1
NV	1		1
SD	1		1
WV	1		1
Grand Total	464	95	559

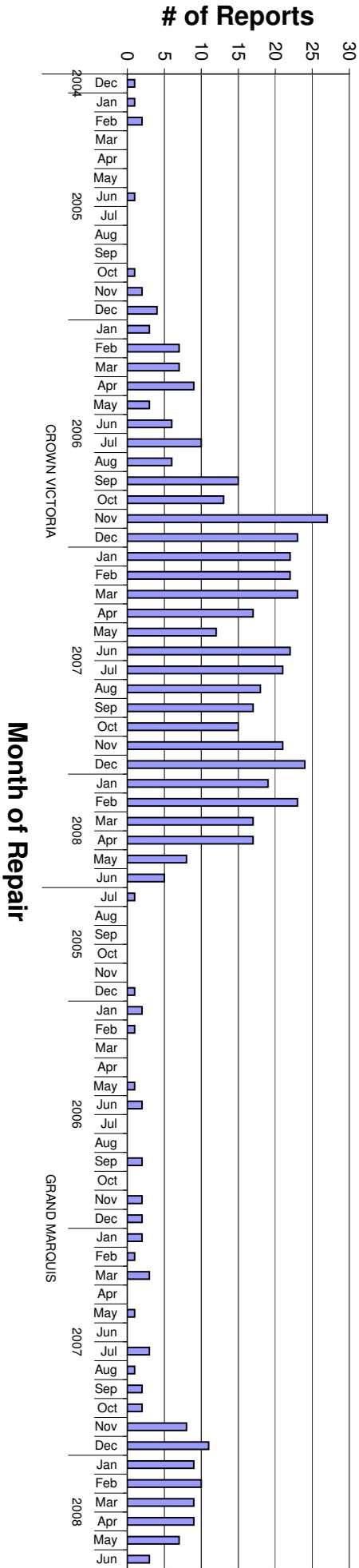


Count of VIN			
Vehicle Description	Years2	Repair/Report/Paid Date	Total
CROWN VICTORIA	2004	Dec	1
	2005	Jan	1
		Feb	2
		Jun	1
		Oct	1
		Nov	2
		Dec	4
	2006	Jan	3
		Feb	7
		Mar	7
		Apr	9
		May	3
		Jun	6
		Jul	10
		Aug	6
		Sep	15
		Oct	13
		Nov	27
		Dec	23
	2007	Jan	22
		Feb	22
		Mar	23
		Apr	17
		May	12
		Jun	22
		Jul	21
		Aug	18
Sep		17	
Oct		15	
Nov		21	
Dec		24	
2008	Jan	19	
	Feb	23	
	Mar	17	
	Apr	17	
	May	8	
	Jun	5	
CROWN VICTORIA Total			464
GRAND MARQUIS	2005	Jul	1
		Dec	1
	2006	Jan	2
		Feb	1
		May	1
		Jun	2
		Sep	2
		Nov	2
		Dec	2
	2007	Jan	2
		Feb	1
		Mar	3
		May	1
		Jul	3
		Aug	1
		Sep	2
		Oct	2
		Nov	8
Dec		11	
2008	Jan	9	
	Feb	10	
	Mar	9	
	Apr	9	
	May	7	
	Jun	3	
GRAND MARQUIS Total			95
Grand Total			559

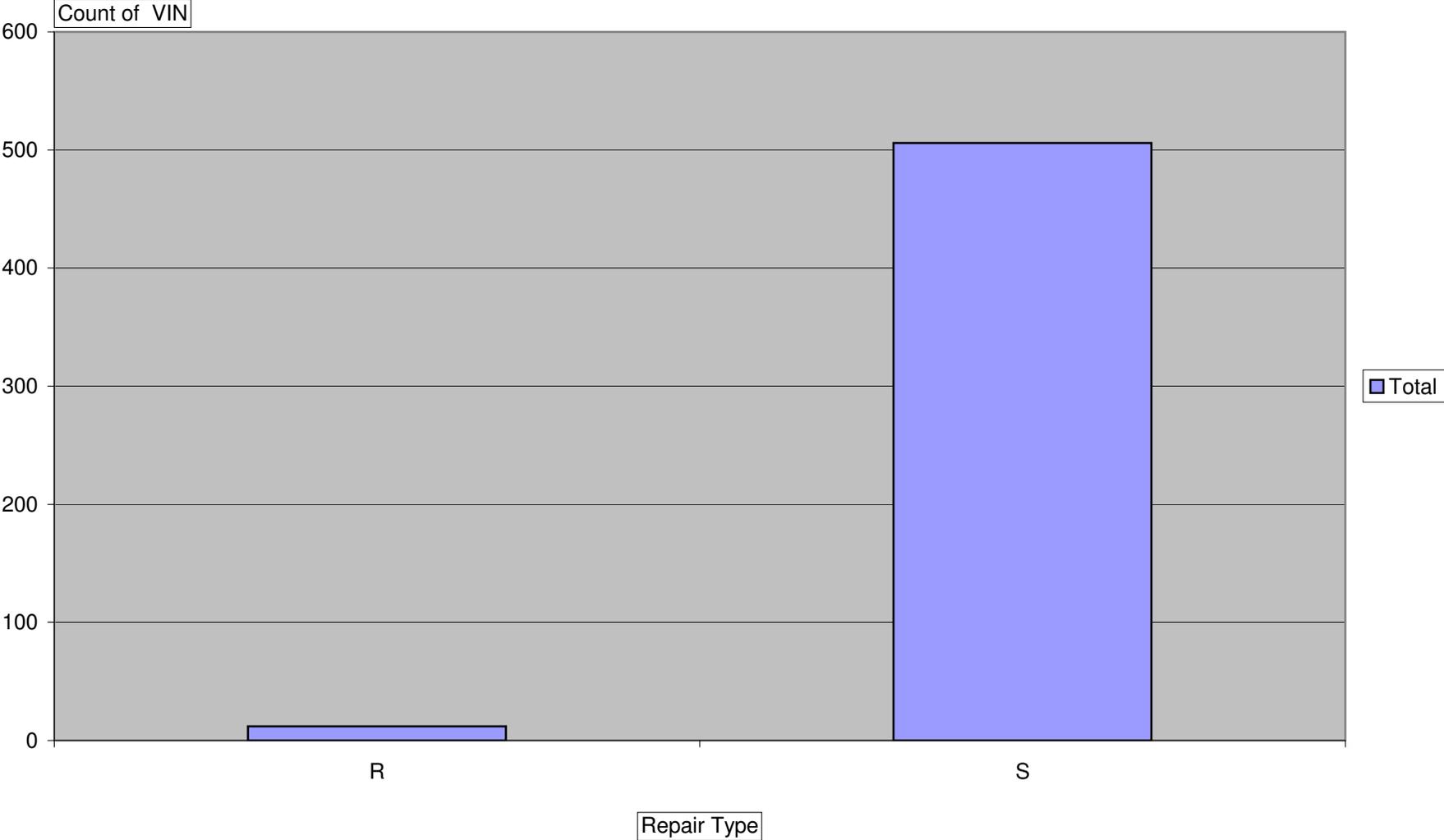
CROWN VICTORIA	2004	Dec	1
	2005	Jan	1
		Feb	2
		Mar	0
		Apr	0
		May	0
		Jun	1
		Jul	0
		Aug	0
		Sep	0
		Oct	1
		Nov	2
		Dec	4
	2006	Jan	3
		Feb	7
		Mar	7
		Apr	9
		May	3
		Jun	6
		Jul	10
		Aug	6
		Sep	15
		Oct	13
		Nov	27
		Dec	23
	2007	Jan	22
		Feb	22
		Mar	23
		Apr	17
		May	12
		Jun	22
		Jul	21
		Aug	18
		Sep	17
		Oct	15
		Nov	21
Dec		24	
2008	Jan	19	
	Feb	23	
	Mar	17	
	Apr	17	
	May	8	
	Jun	5	
GRAND MARQUIS	2005	Jul	1
		Aug	0
		Sep	0
		Oct	0
		Nov	0
		Dec	1
	2006	Jan	2
		Feb	1
		Mar	0
		Apr	0
		May	1
		Jun	2
		Jul	0
		Aug	0
		Sep	2
		Oct	0
		Nov	2

2007	Dec	2
2007	Jan	2
2007	Feb	1
2007	Mar	3
2007	Apr	0
2007	May	1
2007	Jun	0
2007	Jul	3
2007	Aug	1
2007	Sep	2
2007	Oct	2
2007	Nov	8
2007	Dec	11
2008	Jan	9
2008	Feb	10
2008	Mar	9
2008	Apr	9
2008	May	7
2008	Jun	3

**2005 Crown Victoria/Grand Marquis Headlamp Concerns - LCM (13C788)**



Total



Count of VIN	
Repair Type	Total
R	12
S	506
Grand Total	518

Vehicle Description	Vehicle Series	# of Reports	Production Volume	R/1000
CROWN VICTORIA	Base	9	4,562	1.97
	Commercial	6	5,675	1.06
	Fleet - LWB	8	3,621	2.21
	LX	15	12,048	1.25
	Police Interceptor	426	53,970	7.89
CROWN VICTORIA Total		464	79,876	5.81
GRAND MARQUIS	GS	45	31,674	1.42
	LS	50	43,045	1.16
GRAND MARQUIS Total		95	74,719	1.27
Combinations	Commercial/Fleet LWB	14	9,296	1.51
Combinations	Grand Marquis/LX/Base	119	91,329	1.30
Grand Total		559	154,595	3.62

<i>ECI</i>	<i>Record</i>	<i>Source</i>	<i>Signature</i>	<i>Time In Service</i>	<i>Repair/Report/Paid Date</i>	<i>Load Date</i>	<i>Causal Part Prefix</i>	<i>Causal Part Base</i>	<i>Causal Part</i>	<i>Dealer Name</i>	<i>Dealer City</i>	<i>Dealer State</i>	<i>Dealer Phone Number</i>	<i>Vehicle VIN</i>	<i>Quantity</i>	<i>Product Type</i>	<i>Delivery Date</i>	<i>Year</i>
437146678	AWS			9	8-Dec-06	12-Dec-06	4W1Z	13C788	BA	ELECTRONIC MODULE (GEM)	CAPITAL LINCOLN- MERCURY, INC.	MATTESON	IL	7087209100	1	S	5-Apr-05	2005
25074814	MORS\CUDL				29-Dec-05	31-Dec-05				NOT PROVIDED BY SOURCE	LEITH LINCOLN- MERCURY	RALEIGH	NC	9198729500	1	S	21-Jul-04	2005
464682713	AWS			35	31-Jan-08	4-Feb-08	5W1Z	13C788	A	ELECTRONIC MODULE (GEM)	CHRIS AUFFENBERG FORD INC	WASHINGTON	MO	6362394500	2	D	26-Aug-04	2005

9023957 GCQIS Ford	22-Feb-06	23-Feb-06	Unknown	Unknown	GREENWOOD FORD	BOWLING GREEN	KY	2708439041 N	1LNHM81W85Y [REDACTED]	1 S	5-May-05	2005	
399042574 AWS	9	29-Jul-05	2-Aug-05	5W1Z 13C788 AA	ELECTONIC MODULE (GEM)	LUMBERTON FORD LINCOLN- MERCURY	LUMBERTO N	NC	9107386281	1LNHM81W95Y [REDACTED]	1 S	24-Sep-04	2005
8417071 GCQIS Ford	13-May-05	20-May-05	14324	GROUND WIRE	JOHN KENNEDY FORD-LINCOLN- MERC	POTTSTO WN	PA	6104957172 Y	1LNHM82W15Y [REDACTED]	1 S	8-Mar-05	2005	

399330953 AWS      2    3-Aug-05    6-Aug-05 5W1Z    13C788 AA    ELECTONIC    JOHN  
MODULE (GEM)    KENNEDY  
FORD-LINCOLN- POTTSTO  
MERC            WN            PA    6104957172    1LNHM82W15Y [REDACTED]    2 R    8-Mar-05    2005

10578984 GCQIS Ford      11-Jun-08    12-Jun-08      Unknowr      Unknown      NORTHGATE  
LINCOLN-      CINCINNAT  
MERCURY, INC I      OH    5133851818 N    1LNHM82W25Y [REDACTED]    1 S    6-May-05    2005

25104663 MORS\CUDL

17-Jan-06 19-Jan-06

CITY WORLD  
NOT PROVIDED FORD LINCOLN  
BY SOURCE MERCUR BRONX NY 7188817900 1LNHM82W45Y [REDACTED] 1 S 31-Aug-04 2005

25793817 MORS\CUDL

19-Apr-07 28-Aug-07

NOT PROVIDED BY SOURCE CITY WORLD FORD LINCOLN MERCUR BRONX NY 7188817900 1LNHM82W45Y [REDACTED] 2 R 31-Aug-04 2005

8877785	GCQIS Ford	14-Dec-05	17-Dec-05	Unknowr	Unknown	NORTH SHORE LINCOLN MERCURY, I	PORT JEFFERSO N STA	NY	6314736900 N	1LNHM82W55Y [REDACTED]	1 S	6-Aug-04	2005
459202713	AWS	28 30-Nov-07	4-Dec-07	5W1Z	13C788 A	ELECTONIC MODULE (GEM)	CRATER LAKE FORD LLC	MEDFORD OR	5417703600	1LNHM82W65Y [REDACTED]	1 S	18-Aug-04	2005

10118162	GCQIS Ford	2-Oct-07	3-Oct-07	Unknowr	Unknown	RED BLUFF FORD- MERCURY, INC. RED BLUFF CA	5305272816 N	1LNHM82W75Y [REDACTED]	1 S	6-Aug-04	2005
10193539	GCQIS Ford	16-Nov-07	17-Nov-07	13C788	ELECTONIC MODULE (GEM)	FREEDOM FORD LINCOLN- MERCURY, WISE VA	2763282686 N	1LNHM82W85Y [REDACTED]	1 S	2-Feb-05	2005
455505854	AWS	27 27-Sep-07	1-Oct-07	5W1Z 13C788 A		PITTSBURG FORD- MERCURY, INC. G PITTSBUR	6202312450	1LNHM82WX5Y [REDACTED]	1 S	6-Apr-05	2005

25035198 MORS\CUDL		7-Dec-05	8-Dec-05				NOT PROVIDED BY SOURCE	MAPLECREST LINCOLN- MERCURY, IN	VAUXHALL NJ	9082732828	1LNHM84W15Y [REDACTED]	1 S	3-Jun-05	2005
408799158 AWS	3	20-Oct-05	29-Oct-05	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	MANHATTAN FORD LINCOLN MERCURY	NEW YORK NY	2125817800	2FAFP70W05X [REDACTED]	1 S	1-Feb-05	2005
425371865 AWS	13	8-Jun-06	12-Jun-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	TITUS-WILL FORD SALES, INC.	TACOMA WA	2534754151	2FAFP70W05X [REDACTED]	1 S	16-May-05	2005
418937444 AWS	1	14-Mar-06	16-Mar-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	BRONX FORD, INC.	BRONX NY	7188817900	2FAFP70W15X [REDACTED]	1 S	22-Jun-05	2005

381538051 AWS	4	18-Feb-05	23-Feb-05	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	UNIVERSAL FORD	LONG ISLAND CITY	NY	7187861660	2FAFP70W25X [REDACTED]	2 D	25-Aug-04	2005
379180765 AWS	1	21-Jan-05	26-Jan-05	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	BEST FORD	FLORAL PARK	NY	5163582211	2FAFP70W35X [REDACTED]	1 S	29-Sep-04	2005
418937502 AWS	6	14-Mar-06	16-Mar-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	BRONX FORD, INC.	BRONX	NY	7188817900	2FAFP70W95X [REDACTED]	1 S	23-Jun-05	2005
377461406 AWS	3	22-Dec-04	25-Dec-04	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	UNIVERSAL FORD	LONG ISLAND CITY	NY	7187861660	2FAFP70WX5X [REDACTED]	1 S	7-Sep-04	2005
410936344 AWS	5	21-Nov-05	29-Nov-05	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	BRONX FORD, INC.	BRONX	NY	7188817900	2FAFP70WX5X [REDACTED]	1 S	3-Mar-05	2005
9408139 GCQIS Ford		6-Sep-06	7-Sep-06			Unknowr	Unknown	STONEHAM MOTOR COMPANY, INC.	STONEHA M	MA	7814380490	N 2FAFP71W05X [REDACTED]	1 S	30-Jul-04	2005
421784080 AWS	20	21-Apr-06	26-Apr-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	GATEWAY MOTORS, INC.	WHITE RIVER JUNCTION	VT	8022953124	2FAFP71W05X [REDACTED]	1 S	27-Jul-04	2005

10461450 GCQIS Ford		10-Apr-08	12-Apr-08	Unknowr	Unknown	TERRYS LINCOLN- MERCURY INC	ORLAND PARK	IL	7083493400 N	2FAFP71W05X [REDACTED]	1 S	26-Aug-04	2005
428527812 AWS	20	28-Jul-06	1-Aug-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	SHEPHERD LINCOLN- MERCURY, INC.	RICHMOND MI		5867273885	2FAFP71W05X [REDACTED]	1 S	20-Sep-04	2005
458264492 AWS	36	15-Nov-07	19-Nov-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	SHEPHERD LINCOLN- MERCURY, INC.	RICHMOND MI		5867273885	2FAFP71W05X [REDACTED]	2 R	20-Sep-04	2005
10138094 GCQIS Ford		12-Oct-07	13-Oct-07	Unknowr	Unknown	MAPLECREST FORD	MENDHAM NJ		9735432531 N	2FAFP71W05X [REDACTED]	1 S	24-Sep-04	2005

9031216 GCQIS Ford	24-Feb-06	26-Feb-06	13C788		ELECTONIC MODULE (GEM)	MCCAFFERTY FORD SALES, INC.	LANGHOR NE	PA	2159458000 N	2FAFP71W05X [REDACTED]	1 S	27-Sep-04	2005
9917088 GCQIS Ford	12-Jun-07	13-Jun-07	Unknowr	Unknown		CLAUDE RAY FORD SALES INC	ELBERTON GA		7062831301 N	2FAFP71W05X [REDACTED]	1 S	18-Oct-04	2005
443872971 AWS	26	4-Dec-06	2-Apr-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	SATCHER MOTOR COMPANY	GRANITEVI LLE	SC	8035933700	2FAFP71W05X [REDACTED]	1 S	12-Oct-04	2005
449958632 AWS	24	25-Jun-07	27-Jun-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	BALISE FORD OF WILBRAHAM	WILBRAHA M	MA	4135434300	2FAFP71W05X [REDACTED]	1 S	18-Oct-04	2005

10346094 GCQIS Ford		13-Feb-08	14-Feb-08		Unknowr	Unknown	PAUL CERAME FORD LINCOLN- MERCU	FLORISSA NT	MO	3148382400 N	2FAFP71W05X [REDACTED]	1 S	21-Oct-04	2005
462357742 AWS	35	20-Dec-07	24-Dec-07	5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	GAINESVILLE FORD	GAINESVIL LE	FL	3523765371	2FAFP71W05X [REDACTED]	2 D	18-Oct-04	2005
434591179 AWS	23	23-Oct-06	25-Oct-06	5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	SOUTHERN FORD	MANVEL	TX	7139609800	2FAFP71W05X [REDACTED]	1 S	25-Oct-04	2005
457843558 AWS	33	6-Nov-07	13-Nov-07	5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	SUNTRUP FORD WESTPORT	SAINT LOUIS	MO	3147431508	2FAFP71W05X [REDACTED]	1 S	26-Jan-05	2005
436326099 AWS	22	22-Nov-06	25-Nov-06	5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	HELFFMAN FORD INC	STAFFORD	TX	2812403673	2FAFP71W05X [REDACTED]	1 S	12-Jan-05	2005

454274375 AWS	31	14-Sep-07	19-Sep-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	BURCHETT FORD LINCOLN MERCURY	LEBANON	TN	6154448221	2FAFP71W05X [REDACTED]	1 S	20-Jan-05	2005
465585409 AWS	36	19-Feb-08	21-Feb-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	BURCHETT FORD LINCOLN MERCURY	LEBANON	TN	6154448221	2FAFP71W05X [REDACTED]	2 R	20-Jan-05	2005
470883224 AWS	35	12-May-08	14-May-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	FAIRVIEW FORD SALES, INC.	SAN BERNARDI NO	CA	9098849261	2FAFP71W05X [REDACTED]	2 D	17-Feb-05	2005
468822305 AWS	37	8-Apr-08	10-Apr-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	HAAG FORD SALES, INC.	LAWRENC EBURG	IN	5136219243	2FAFP71W05X [REDACTED]	1 S	21-Feb-05	2005
9556490 GCQIS Ford		28-Nov-06	29-Nov-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	HATHEWAY LIMITED	BATHURST	NB	5065464464 N	2FAFP71W05X [REDACTED]	1 S	22-Feb-05	2005

10569674 GCQIS Ford		6-Jun-08	7-Jun-08		Unknowr	Unknown	RON DUPRATT FORD	DIXON	CA	7076785555 N	2FAFP71W05X [REDACTED]	1 S	22-Feb-05	2005
443628222 AWS	23	26-Mar-07	28-Mar-07 5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	LIVERMORE FORD	LIVERMOR E	CA	9252947700	2FAFP71W05X [REDACTED]	1 S	3-Mar-05	2005
434835393 AWS	17	26-Oct-06	29-Oct-06 5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	CEDARTOWN FORD MERCURY	CEDARTO WN	GA	7707483673	2FAFP71W05X [REDACTED]	1 S	2-Mar-05	2005
452645927 AWS	29	14-Aug-07	16-Aug-07 5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	CARROLL HALLIDAY, INC.	WASHINGT ON COURT HOUSE	OH	6143351670	2FAFP71W05X [REDACTED]	1 S	7-Mar-05	2005

463962731 AWS	34	18-Jan-08	22-Jan-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	HATTON FORD, INC.	HATTON	ND	7015433636	2FAFP71W05X [REDACTED]	1 S	11-Mar-05	2005
455160950 AWS	22	21-Sep-07	25-Sep-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	CITY OF SEATTLE	SEATTLE	WA		2FAFP71W05X [REDACTED]	1 S	29-Mar-05	2005
464894965 AWS	29	5-Feb-08	7-Feb-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	WARNOCK AUTOMOTIVE, INC./DBA W	MORRISTO WN	NJ	9736443200	2FAFP71W05X [REDACTED]	1 S	26-Apr-05	2005
453133357 AWS	23	22-Aug-07	25-Aug-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	DOUG STANLEY FORD	DE SOTO	TX	9722238050	2FAFP71W05X [REDACTED]	1 S	2-May-05	2005
448362801 AWS	24	5-Jun-07	7-Jun-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	SHEEHY FORD INC	SUITLAND	MD	3014234950	2FAFP71W05X [REDACTED]	1 S	11-May-05	2005
467895747 AWS	33	25-Mar-08	27-Mar-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	NEW CARLISLE FORD	NEW CARLISLE	OH	9378491325	2FAFP71W05X [REDACTED]	1 S	10-May-05	2005
438136693 AWS	28	29-Dec-06	6-Jan-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	LAMARQUE FORD, INC.	KENNER	LA	5044432500	2FAFP71W15X [REDACTED]	1 S	18-Aug-04	2005
432870069 AWS	25	22-Sep-06	26-Sep-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	DOWNTOWN LINCOLN MERCURY, INC.	NASHUA	NH	6038896151	2FAFP71W15X [REDACTED]	1 S	31-Aug-04	2005
444784443 AWS	31	12-Apr-07	18-Apr-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	DAY FORD	MONROEVI LLE	PA	4122429900	2FAFP71W15X [REDACTED]	1 S	7-Sep-04	2005

431208562 AWS	19	28-Aug-06	30-Aug-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	WELSH MOTORS INC	NEW SPRINGFIE LD	OH	3305493925	2FAFP71W15X [REDACTED]	1 S	20-Sep-04	2005
445606385 AWS	29	27-Apr-07	1-May-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	HILLSIDE FORD, INC.	HILLSIDE	NJ	9739234100	2FAFP71W15X [REDACTED]	1 S	27-Sep-04	2005
417205924 AWS	15	24-Feb-06	28-Feb-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	HOLMAN FORD- MOUNT LAUREL	MOUNT LAUREL	NJ	8568660111	2FAFP71W15X [REDACTED]	1 S	27-Sep-04	2005
441091113 AWS	27	6-Feb-07	8-Feb-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	BONNELL MOTORS, INC.	WINCHEST ER	MA	7817299700	2FAFP71W15X [REDACTED]	1 S	20-Oct-04	2005
442783555 AWS	28	9-Mar-07	13-Mar-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	SENTRY FORD, INC.	MEDFORD	MA	7813956400	2FAFP71W15X [REDACTED]	1 S	21-Oct-04	2005
467894927 AWS	33	25-Mar-08	27-Mar-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCEST ER	MA		2FAFP71W15X [REDACTED]	1 S	22-Oct-04	2005
457028904 AWS	35	24-Oct-07	27-Oct-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	ROBIN FORD	GLENOLDE N	PA	6105863600	2FAFP71W15X [REDACTED]	1 S	26-Oct-04	2005

462127521 AWS	37	17-Dec-07	20-Dec-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	VINCENNES FORD, INC.	VINCENNE S	IN	8128820820	2FAFP71W15X[REDACTED]	1 S	10-Nov-04	2005
436431997 AWS	23	24-Nov-06	28-Nov-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	GAYLORD FORD LINC- MERC, INC.	GAYLORD	MI	9897326737	2FAFP71W15X[REDACTED]	1 S	10-Dec-04	2005
465750341 AWS	37	21-Feb-08	26-Feb-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	GENE MESSER FORD	LUBBOCK	TX	8067932727	2FAFP71W15X[REDACTED]	1 S	9-Dec-04	2005
436429348 AWS	22	24-Nov-06	28-Nov-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	SPIKES MOTOR COMPANY, INC.	MISSION	TX	9565851601	2FAFP71W15X[REDACTED]	2 D	9-Dec-04	2005
454267195 AWS	33	13-Sep-07	19-Sep-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	STAN MORRI FORD- MERCURY	TRACY	CA	2098354821	2FAFP71W15X[REDACTED]	1 S	13-Dec-04	2005
451656266 AWS	29	26-Jul-07	30-Jul-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	METRO FORD	RAYNHAM	MA	5088221000	2FAFP71W15X[REDACTED]	1 S	10-Dec-04	2005
440515196 AWS	23	26-Jan-07	30-Jan-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	VALLEY FORD, INC.	HAZELWO OD	MO	3148950600	2FAFP71W15X1[REDACTED]	1 S	15-Dec-04	2005

429662553 AWS	20	16-Aug-06	19-Aug-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	SUTLIFF CAPITAL FORD	HARRISBU RG	PA	7172334521	2FAFP71W15X [REDACTED]	1 S	13-Dec-04	2005
472669617 AWS	37	10-Jun-08	12-Jun-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	MILLER LINCOLN MERCURY	TEMPLE	TX	2547739077	2FAFP71W15X [REDACTED]	2 D	26-Jan-05	2005
443112087 AWS	26	16-Mar-07	20-Mar-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	GENE HAMON FORD, INC.	TEXAS CITY	TX	4099482541	2FAFP71W15X [REDACTED]	1 S	25-Jan-05	2005
444802143 AWS	26	16-Apr-07	18-Apr-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	BAY HARBOR FORD	ENGLEWO OD	FL	9414755444	2FAFP71W15X [REDACTED]	2 D	26-Jan-05	2005
467893369 AWS	36	25-Mar-08	27-Mar-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	KELLY FORD	MELBOUR NE	FL	3212544283	2FAFP71W15X [REDACTED]	1 S	11-Mar-05	2005
443720534 AWS	24	27-Mar-07	29-Mar-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	JUNGE LINCOLN- MERCURY, INC.	CEDAR RAPIDS	IA	3193936500	2FAFP71W15X [REDACTED]	1 S	4-Mar-05	2005
437451346 AWS	18	14-Dec-06	18-Dec-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCEST ER	MA		2FAFP71W15X [REDACTED]	1 S	11-Mar-05	2005

465188346 AWS 28 12-Feb-08 14-Feb-08 5W7Z 13C788 AA ELECTONIC SPRINGFIELD  
MODULE (GEM) FORD, INC. RINCON GA 9128260058 2FAFP71W15X [REDACTED] 1 S 11-Mar-05 2005

10192535 GCQIS Ford 16-Nov-07 17-Nov-07 Unknowr Unknown FORMBY  
INTERSTATE FORD, INC. DACONO CO 3038336700 N 2FAFP71W15X [REDACTED] 1 S 23-Mar-05 2005

464423660 AWS fire; 33 28-Jan-08 30-Jan-08 5W7Z 13C788 AA ELECTONIC SIOUX CITY  
MODULE (GEM) FORD LINCOLN MERCUR SIOUX CITY IA 7122778420 2FAFP71W15X [REDACTED] 1 S 11-Mar-05 2005

454996674 AWS 30 19-Sep-07 22-Sep-07 5W7Z 13C788 AA ELECTONIC HASTINGS  
MODULE (GEM) AUTOMOTIVE, INC. HASTINGS MN 6514374030 2FAFP71W15X [REDACTED] 1 S 1-Apr-05 2005

450596482 AWS	26	6-Jul-07	11-Jul-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	KAYSER FORD INC	MADISON WI	6082760200	2FAFP71W15X [REDACTED]	1 S	26-Apr-05	2005
436769066 AWS	19	30-Nov-06	4-Dec-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	APPLE FORD OF SHAKOPEE	SHAKOPEE MN	9524452420	2FAFP71W15X [REDACTED]	1 S	26-Apr-05	2005
438862950 AWS	20	12-Jan-07	16-Jan-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	FORD OF CLERMONT, INC.	CLERMON T FL	3523946161	2FAFP71W15X [REDACTED]	1 S	26-Apr-05	2005
432002571 AWS	14	8-Sep-06	12-Sep-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	MIKE CARPINO FORD MERCURY, INC	COLUMBU S KS	6204292200	2FAFP71W15X [REDACTED]	1 S	9-May-05	2005
9526072 GCQIS Ford		8-Nov-06	9-Nov-06	Unknowr	Unknown	FILLBACK FORD, INC.	HIGHLAND WI	6089294513 N	2FAFP71W15X [REDACTED]	1 S	10-May-05	2005

438163188 AWS	20	3-Jan-07	6-Jan-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	FILLBACK FORD, INC.	HIGHLAND WI	6089294513	2FAFP71W15X [REDACTED]	2 R	10-May-05	2005
460785962 AWS	29	12-Dec-07	15-Dec-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	MATHEWS NEWARK FORD LINCOLN ME	NEWARK OH	7405222181	2FAFP71W15X [REDACTED]	1 S	10-Jun-05	2005
10531222 GCQIS Ford		23-May-08	1-Jun-08	Unknowr	Unknown	HERMAN MOTOR COMPANY	LUVERNE MN	5072834427 N	2FAFP71W15X [REDACTED]	1 S	28-Jul-05	2005
435006852 AWS	26	30-Oct-06	1-Nov-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	RIZZO FORD, INC.	NORTH PROVIDEN CE RI	4013532300	2FAFP71W25X [REDACTED]	1 S	23-Aug-04	2005
437302723 AWS	25	12-Dec-06	14-Dec-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	SHEPHERD LINCOLN- MERCURY, INC.	RICHMOND MI	5867273885	2FAFP71W25X [REDACTED]	1 S	20-Sep-04	2005

9291956 GCQIS Ford		6-Jul-06	8-Jul-06		Unknowr	Unknown	SOUTHWORTH FORD LINCOLN- MERCUR	MARION	IN	7656622561 N	2FAFP71W25X [REDACTED]	1 S	28-Sep-04	2005
456708889 AWS	36	18-Oct-07	22-Oct-07	5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	CLASSIC FORD MERCURY OF CHARDO	CHARDON	OH	4402867131	2FAFP71W25X [REDACTED]	1 S	29-Sep-04	2005
445402071 AWS	31	25-Apr-07	29-Apr-07	5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	LILLISTON FORD, INC.	VINELAND	NJ	8566912020	2FAFP71W25X [REDACTED]	1 S	14-Oct-04	2005

448217026 AWS	23	1-Jun-07	6-Jun-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	BALISE FORD OF WILBRAHAM M	WILBRAHA MA	4135434300	2FAFP71W25X [REDACTED]	1 S	18-Oct-04	2005	
445095516 AWS	25	19-Apr-07	24-Apr-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	PAUL CERAME FORD, INC.	FLORISSA NT	MO	3148382400	2FAFP71W25X [REDACTED]	1 S	21-Oct-04	2005
451900898 AWS	29	31-Jul-07	2-Aug-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	PAUL CERAME FORD, INC.	FLORISSA NT	MO	3148382400	2FAFP71W25X [REDACTED]	1 S	21-Oct-04	2005
458486609 AWS	37	20-Nov-07	22-Nov-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	PURCHASE FORD-LINCOLN- MERCURY,	MAYFIELD	KY	2702479300	2FAFP71W25X [REDACTED]	1 S	20-Oct-04	2005
426482702 AWS	20	27-Jun-06	29-Jun-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	JOHNSON BROTHERS FORD, LTD.	TEMPLE	TX	2547735258	2FAFP71W25X [REDACTED]	1 S	21-Oct-04	2005
442201604 AWS	28	27-Feb-07	1-Mar-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	BILL SELIG FORD INC	WINDSOR	CT	8606883651	2FAFP71W25X [REDACTED]	1 S	29-Oct-04	2005
447623530 AWS	27	22-May-07	25-May-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCEST ER	MA		2FAFP71W25X [REDACTED]	1 S	26-Oct-04	2005

432354101 AWS	21	14-Sep-06	18-Sep-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	HOFFMAN FORD, INC.	EAST HARTFORD CT	2035284811	2FAFP71W25X [REDACTED]	1 S	27-Oct-04	2005
454810512 AWS	34	17-Sep-07	19-Sep-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	BROOKER FORD LINCOLN MERCURY	DALTON GA	7062781151	2FAFP71W25X [REDACTED]	1 S	11-Nov-04	2005
435758378 AWS	23	13-Nov-06	15-Nov-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	NORRIS- VERNIER MOTOR SALES, IN	TOMAH WI	6083724121	2FAFP71W25X [REDACTED]	1 S	8-Nov-04	2005
456419368 AWS	33	15-Oct-07	17-Oct-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	STOKES TRAINOR FORD	SIMPSONVI LLE SC	8642889899	2FAFP71W25X [REDACTED]	1 S	6-Dec-04	2005
448118139 AWS	29	31-May-07	4-Jun-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	MIKE FITZPATRICK F- L-M	NEWNAN GA	7705023673	2FAFP71W25X [REDACTED]	1 S	6-Dec-04	2005
421753054 AWS	15	19-Apr-06	26-Apr-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCEST ER MA		2FAFP71W25X [REDACTED]	1 S	14-Jan-05	2005
428279875 AWS	18	25-Jul-06	29-Jul-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCEST ER MA		2FAFP71W25X [REDACTED]	2 R	14-Jan-05	2005
443009136 AWS	23	14-Mar-07	17-Mar-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	TREADWELL FORD	MOBILE AL	2514783351	2FAFP71W25X [REDACTED]	1 S	13-Jan-05	2005

442935607 AWS	23	13-Mar-07	15-Mar-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	TREADWELL FORD	MOBILE	AL	2514783351	2FAFP71W25X [REDACTED]	1 S	14-Jan-05	2005
455504908 AWS	31	27-Sep-07	1-Oct-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	BARBER FORD, INC.	EXETER	PA	5706543351	2FAFP71W25X [REDACTED]	1 S	26-Jan-05	2005
10386534 GCQIS Ford		4-Mar-08	6-Mar-08	Unknowr	Unknown	DAN WIEBOLD FORD	NAMPA	ID	2084664615 N	2FAFP71W25X [REDACTED]	1 S	1-Feb-05	2005
442277933 AWS	25	28-Feb-07	3-Mar-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	ASTORG FLM OF PARKERSBURG , INC	PARKERSB URG	WV	3044858585	2FAFP71W25X [REDACTED]	1 S	4-Feb-05	2005

10393375 GCQIS Ford		7-Mar-08	8-Mar-08		Unknowr	Unknown	MACDONALD MOTORS INC	CENTER CONWAY	NH	6033569341 N	2FAFP71W25X [REDACTED]	1 S	23-Feb-05	2005	
437291014 AWS	20	12-Dec-06	14-Dec-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	WATERLOO FORD LINCOLN SALES LT	EDMONTO N	AB	7804234330	2FAFP71W25X [REDACTED]	1 S	23-Feb-05	2005
447777035 AWS	26	24-May-07	28-May-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	B & B MOTORS INC	HAVANA	IL	3095432224	2FAFP71W25X [REDACTED]	1 S	25-Feb-05	2005
436158187 AWS	16	20-Nov-06	22-Nov-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	SALERNO DUANE FORD, L.L.C.	SUMMIT	NJ	9082776700	2FAFP71W25X [REDACTED]	1 S	25-Feb-05	2005

452943037 AWS	27	20-Aug-07	22-Aug-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	LIVERMORE FORD	LIVERMOR E	CA	9252947700	2FAFP71W25X [REDACTED]	1 S	3-Mar-05	2005
451900688 AWS	27	31-Jul-07	2-Aug-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	DOUG STANLEY FORD	DE SOTO	TX	9722238050	2FAFP71W25X [REDACTED]	2 D	31-Mar-05	2005
460859542 AWS	29	13-Dec-07	17-Dec-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	ED KENLEY FORD INC	LAYTON	UT	8017764201	2FAFP71W25X [REDACTED]	1 S	29-Mar-05	2005
469258170 AWS	36	15-Apr-08	17-Apr-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	SAN FRANCISCO FORD LINCOLN MER	SAN FRANCISC O	CA	4158616000	2FAFP71W25X [REDACTED]	1 S	26-Apr-05	2005
452285320 AWS	24	7-Aug-07	9-Aug-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCEST ER	MA		2FAFP71W25X [REDACTED]	1 S	27-Apr-05	2005
441254994 AWS	19	9-Feb-07	13-Feb-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCEST ER	MA		2FAFP71W25X [REDACTED]	1 S	26-Apr-05	2005
456114725 AWS	25	9-Oct-07	11-Oct-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	DIFEO FORD LINCOLN MERCURY	JERSEY CITY	NJ	2014327272	2FAFP71W25X [REDACTED]	2 D	27-Apr-05	2005

444083133 AWS	23	30-Mar-07	3-Apr-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	SUNRISE FORD COMPANY	FORT PIERCE	FL	7724616000	2FAFP71W25X [REDACTED]	1 S	28-Apr-05	2005
470881371 AWS	36	12-May-08	14-May-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	WOODHOUSE FORD, INC.	BLAIR	NE	4024264126	2FAFP71W25X [REDACTED]	1 S	13-May-05	2005
457031656 AWS	28	24-Oct-07	27-Oct-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	DEAN STALLINGS FORD LINCOLN ME	OAK RIDGE TN		8654834352	2FAFP71W25X [REDACTED]	1 S	19-May-05	2005
443623101 AWS	20	26-Mar-07	28-Mar-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	BRANNEN MOTOR COMPANY	UNADILLA	GA	4786273221	2FAFP71W25X [REDACTED]	1 S	19-May-05	2005
467983022 AWS	33	26-Mar-08	29-Mar-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	INVER GROVE FORD	INVER GROVE HEIGHTS	MN	6514512201	2FAFP71W25X [REDACTED]	1 S	17-Jun-05	2005
9010425 GCQIS Ford		15-Feb-06	16-Feb-06	Unknowr	Unknown	BESHORE AND KOLLER INC	MANCHEST ER	PA	7172663651 N	2FAFP71W35X [REDACTED]	1 S	20-Aug-04	2005

10596987 GCQIS Ford		19-Jun-08	21-Jun-08		Unknowr	Unknown	ASHLEY FORD SALES INC	NEW BEDFORD MA	5089965611 N	2FAFP71W35X [REDACTED]	1 S	26-Aug-04	2005
470022676 AWS	42	29-Apr-08	1-May-08	5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	STOKES-CRAVEN FORD	MANNING SC	8034335400	2FAFP71W35X [REDACTED]	1 S	13-Oct-04	2005
8949052 GCQIS Ford		18-Jan-06	20-Jan-06		Unknowr	Unknown	NOLAN BAKER FORD SALES INC	KERKHOVE N MN	3202642871 N	2FAFP71W35X [REDACTED]	1 S	21-Oct-04	2005
429746344 AWS	19	17-Aug-06	21-Aug-06	5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	RAY SKILLMAN PERFORMANCE FORD	GREENWOOD IN	3178812541	2FAFP71W35X [REDACTED]	1 S	20-Dec-04	2005
462769329 AWS	37	1-Jan-08	3-Jan-08	5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	FOREST CITY FORD MERCURY, INC.	FOREST CITY IA	6415855555	2FAFP71W35X [REDACTED]	2 D	13-Dec-04	2005

444793277 AWS	25	13-Apr-07	18-Apr-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	CAPITOL EXPRESSWAY FORD	SAN JOSE	CA	4082656000	2FAFP71W35X [REDACTED]	1 S	13-Dec-04	2005
449283731 AWS	30	12-Jun-07	14-Jun-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	L. B. SMITH FORD, INC.	LEMOYNE	PA	7177616700	2FAFP71W35X [REDACTED]	1 S	10-Dec-04	2005
442648264 AWS	23	7-Mar-07	10-Mar-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	TREADWELL FORD	MOBILE	AL	2514783351	2FAFP71W35X [REDACTED]	1 S	23-Dec-04	2005
471639179 AWS	40	23-May-08	27-May-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	POLLARD FRIENDLY FORD COMPANY	LUBBOCK	TX	8067973441	2FAFP71W35X [REDACTED]	1 S	10-Jan-05	2005
438636183 AWS	24	9-Jan-07	11-Jan-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCEST ER	MA		2FAFP71W35X [REDACTED]	1 S	14-Jan-05	2005

10375674 GCQIS Ford

28-Feb-08

1-Mar-08

Unknowr

Unknown

BOB  
FERRANDO  
FORD LINCOLN-  
MERC

GIRARD

PA

8147745678 N 2FAFP71W35X

1 S

24-Jan-05 2005

10222141 GCQIS Ford		4-Dec-07	5-Dec-07	Unknowr	Unknown	DON GASGARTH'S CHARLOTTE COUNT	PORT CHARLOTT E	FL	9416256141 N	2FAFP71W35X [REDACTED]	1 S	25-Jan-05	2005
443873211 AWS	22	4-Dec-06	2-Apr-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	TAMIAMI FORD, INC.	NAPLES	FL	2396433673	2FAFP71W35X [REDACTED]	1 S	27-Jan-05	2005
9914161 GCQIS Ford		11-Jun-07	12-Jun-07	Unknowr	Unknown	PENINSULA FORD LINCOLN	OWEN SOUND	ON	5193763252 N	2FAFP71W35X [REDACTED]	1 S	17-Feb-05	2005
450880563 AWS	28	12-Jul-07	16-Jul-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	ANDERSON FORD LINCOLN MERCURY	LINCOLN	NE	4024758821	2FAFP71W35X [REDACTED]	1 S	17-Feb-05	2005

10257689 GCQIS Ford	27-Dec-07	29-Dec-07	7W1Z	13K359	AA	SWITCH T/S& W/W	FORD MOTOR CO. FPSDGO FLT SVC	DEARBOR N	MI		N	2FAFP71W35X [REDACTED]	1 S	4-Mar-05	2005
439180333 AWS	20	18-Jan-07	22-Jan-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCEST ER	MA		2FAFP71W35X [REDACTED]	1 S	11-Mar-05	2005
465585629 AWS	34	19-Feb-08	21-Feb-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	WRAY FORD, INC.	BOSSIER CITY	LA	3186867300	2FAFP71W35X [REDACTED]	1 S	11-Mar-05	2005
434841302 AWS	18	26-Oct-06	29-Oct-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	BENSON LINCOLN- MERCURY	PITTSBUR GH	PA	4128817000	2FAFP71W35X [REDACTED]	1 S	20-Apr-05	2005
458360946 AWS	31	19-Nov-07	21-Nov-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	LEWIS FORD SALES, INC.	FAYETTEVI LLE	AR	4794425301	2FAFP71W35X [REDACTED]	2 D	18-Apr-05	2005
10339986 GCQIS Ford		11-Feb-08	12-Feb-08			Unknowr	Unknown	KLINE MOTORS, INC.	WINFIELD	KS	6202212040	N 2FAFP71W35X [REDACTED]	1 S	2-May-05	2005

448456378 AWS	25	6-Jun-07	11-Jun-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	ELITE FORD, INC.	BELLEVILL E	NJ	9737591200	2FAFP71W35X [REDACTED]	1 S	2-May-05	2005
421747659 AWS	12	19-Apr-06	26-Apr-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	CLASSIC FORD	MENTOR	OH	4402663000	2FAFP71W35X [REDACTED]	1 S	6-May-05	2005
455508888 AWS	27	27-Sep-07	1-Oct-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	VETERANS FORD	METAIRIE	LA	5048878410	2FAFP71W35X [REDACTED]	1 S	23-Jun-05	2005
10257201 GCQIS Ford		27-Dec-07	29-Dec-07	Unknownr	Unknown	PRIME FORD LINCOLN MERCURY	SACO	ME	2072820300 N	2FAFP71W35X [REDACTED]	1 S	28-Jun-05	2005
449657798 AWS	32	19-Jun-07	21-Jun-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCEST ER	MA		2FAFP71W45X [REDACTED]	1 S	3-Aug-04	2005
452283291 AWS	35	7-Aug-07	9-Aug-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	GREENWAY FORD, INC.	ORLANDO	FL	4072753200	2FAFP71W45X [REDACTED]	1 S	29-Jul-04	2005

416056308 AWS	17	9-Feb-06	12-Feb-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	MIKE LYNCH INC	ROGERS CITY	MI	9897342311	2FAFP71W45X [REDACTED]	1 S	29-Jul-04	2005
452352655 AWS	36	8-Aug-07	12-Aug-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	GEORGE COLEMAN FORD	TRAVELER S REST	SC	8648346060	2FAFP71W45X [REDACTED]	2 D	26-Aug-04	2005
454991572 AWS	32	19-Sep-07	22-Sep-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	JACK METZER FORD-LINCOLN- MERCU	DANVILLE	PA	5702752212	2FAFP71W45X [REDACTED]	1 S	7-Sep-04	2005
440864218 AWS	26	1-Feb-07	5-Feb-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	L. B. SMITH FORD, INC.	LEMOYNE	PA	7177616700	2FAFP71W45X [REDACTED]	1 S	24-Sep-04	2005
10205051 GCQIS Ford		26-Nov-07	27-Nov-07			Unknowr	Unknown	TOM DENCHEL FORD COUNTRY	HERMISTO N	OR	5035673291 N	2FAFP71W45X [REDACTED]	1 S	18-Oct-04	2005
449830868 AWS	27	21-Jun-07	26-Jun-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	PAUL CLARK, INC.	BROCKTO N	MA	5085879040	2FAFP71W45X [REDACTED]	1 S	26-Oct-04	2005

442029728 AWS	27	23-Feb-07	27-Feb-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	NORRIS- VERNIER MOTOR SALES, IN	TOMAH	WI	6083724121	2FAFP71W45X [REDACTED]	1 S	27-Oct-04	2005
443719339 AWS	28	27-Mar-07	29-Mar-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	FUTURE FORD	ROSEVILLE	CA		2FAFP71W45X [REDACTED]	1 S	10-Nov-04	2005
411009804 AWS	11	25-Nov-05	30-Nov-05	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	BOB-BOYD FORD	LANCASTE R	OH	7406541122	2FAFP71W45X [REDACTED]	1 S	22-Dec-04	2005

10189900 GCQIS Ford		15-Nov-07	17-Nov-07		Unknowr	Unknown	ASTRO FORD	D'IBERVILL E	MS	2282753673 N	2FAFP71W45X [REDACTED]	1 S	24-Jan-05	2005
446473846 AWS	27	14-May-07	16-May-07	5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	HOLIDAY FORD SALES (1980) LTD	PETERBOR OUGH	ON	7057425432	2FAFP71W45X [REDACTED]	1 S	17-Feb-05	2005
463958115 AWS	35	18-Jan-08	22-Jan-08	5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	LALLY SALES & SERVICE LIMITED	LEAMINGT ON	ON	1-88-60-36	2FAFP71W45X [REDACTED]	1 S	18-Feb-05	2005

424942313 AWS	16	30-May-06	6-Jun-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	WENDEL MTR CO	YOAKUM TX	3612933561	2FAFP71W45X [REDACTED]	1 S	14-Feb-05	2005
462835056 AWS	33	2-Jan-08	5-Jan-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	LINK FORD - MINONG, INC.	MINONG WI	7154662222	2FAFP71W45X [REDACTED]	1 S	1-Mar-05	2005
438420794 AWS	22	4-Jan-07	8-Jan-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	WINNER FORD OF NEWARK INC	NEWARK DE	3027380800	2FAFP71W45X [REDACTED]	1 S	24-Feb-05	2005
451906244 AWS	26	31-Jul-07	2-Aug-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCEST ER MA		2FAFP71W45X [REDACTED]	1 S	26-Apr-05	2005
435921955 AWS	18	15-Nov-06	18-Nov-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	NOURSE CHILLICOTHE FORD LINCOLN	CHILLICOT HE OH	7407025000	2FAFP71W45X [REDACTED]	2 D	9-May-05	2005
452652063 AWS	26	14-Aug-07	16-Aug-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	JENKINS LINCOLN- MERCURY	LAKELAND FL	9416826151	2FAFP71W45X [REDACTED]	1 S	13-Jun-05	2005
471136424 AWS	33	15-May-08	19-May-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	BOB TURNER'S FORD COUNTRY	ALBUQUER QUE NM	5057666600	2FAFP71W45X [REDACTED]	1 S	22-Jun-05	2005

10282198 GCQIS Ford		11-Jan-08	12-Jan-08		Unknowr	Unknown	TASCA FORD	CRANSTON	RI	4016811300 N	2FAFP71W45X[REDACTED]	1 S	30-Jun-05	2005
434689059 AWS	26	24-Oct-06	28-Oct-06 5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	SPRING HILL FORD INC	EAST DUNDEE	IL	8475513300	2FAFP71W55X[REDACTED]	1 S	27-Aug-04	2005
429042804 AWS	22	8-Aug-06	12-Aug-06 5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	STATE MOTORS, INC.	MANCHESTER	NH	6036237291	2FAFP71W55X[REDACTED]	1 S	21-Sep-04	2005
9543660 GCQIS Ford		20-Nov-06	21-Nov-06		13C788	ELECTONIC MODULE (GEM)	PACIFICO FORD, INC.	PHILADELPHIA	PA	2154921700 N	2FAFP71W55X[REDACTED]	1 S	24-Sep-04	2005
453746887 AWS	35	30-Aug-07	3-Sep-07 5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	FOREST LAKE FORD, INC.	FOREST LAKE	MN	6514644600	2FAFP71W55X[REDACTED]	1 S	15-Oct-04	2005
441006530 AWS	23	5-Feb-07	7-Feb-07 5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	JONES FORD, INC.	NORTH CHARLESTON	SC	8437443311	2FAFP71W55X[REDACTED]	2 D	25-Oct-04	2005

419244983 AWS	13	17-Mar-06	21-Mar-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	JORDAN FORD	MISHAWAK A	IN	5742591981	2FAFP71W55X [REDACTED]	2 D	28-Oct-04	2005	
9813767 GCQIS Ford		10-Apr-07	19-Apr-07				Unknown	Unknown	MIKE BROWN FORD	GRANBUR Y	TX	8172795900 N	2FAFP71W55X [REDACTED]	1 S	25-Oct-04	2005
454229191 AWS	35	7-Sep-07	19-Sep-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	WAGNER FORD- MERCURY, INC.	MCCOOK	NE	3083452350	2FAFP71W55X [REDACTED]	1 S	28-Oct-04	2005	
418333770 AWS	16	9-Mar-06	13-Mar-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	WOLF FORD CENTER, INC.	KIMBALL	NE	3082353636	2FAFP71W55X [REDACTED]	2 D	25-Oct-04	2005	
10388883 GCQIS Ford		5-Mar-08	6-Mar-08				Unknown	Unknown	ADVANTAGE FORD	DUARTE	CA	6263599689 N	2FAFP71W55X [REDACTED]	1 S	6-Dec-04	2005

455508266 AWS	28	27-Sep-07	1-Oct-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	NORTHAMPTO N FORD INC	NORTHAM PTON	MA	4135842400	2FAFP71W55X [REDACTED]	1 S	15-Dec-04	2005
456322250 AWS	34	11-Oct-07	15-Oct-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	COLE FORD SALES, INC.	HILLSBOR O	TX	2545825361	2FAFP71W55X [REDACTED]	1 S	21-Dec-04	2005
429664499 AWS	19	16-Aug-06	19-Aug-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	KARL FLAMMER FORD INC	TARPON SPRINGS	FL	7279375131	2FAFP71W55X [REDACTED]	1 S	14-Jan-05	2005
437453235 AWS	23	14-Dec-06	18-Dec-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	WOODHOUSE LINCOLN MERCURY, INC	OMAHA	NE	4025921044	2FAFP71W55X [REDACTED]	1 S	14-Jan-05	2005
434284707 AWS	16	17-Oct-06	19-Oct-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	BONNELL MOTORS, INC.	WINCHEST ER	MA	7817299700	2FAFP71W55X [REDACTED]	1 S	21-Jan-05	2005
10347698 GCQIS Ford		13-Feb-08	14-Feb-08	Unknowr	Unknown	GREENVILLE FORD LINCOLN- MERCUR	GREENVILL E	TX	9034557222 N	2FAFP71W55X [REDACTED]	1 S	24-Jan-05	2005
440287232 AWS	24	23-Jan-07	25-Jan-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	KRAPOHL FORD LINCOLN MERCURY C	MOUNT PLEASANT	MI	9897722991	2FAFP71W55X [REDACTED]	1 S	27-Jan-05	2005

9447838 GCQIS Ford		27-Sep-06	28-Sep-06		2C353		CONTROL	JOHN WIESE FORD, INC.	SAUK CENTRE	MN	3203526561 N	2FAFP71W55X [REDACTED]	1 S	18-Feb-05	2005
449825377 AWS	28	21-Jun-07	26-Jun-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	SUNNY KING FORD	ANNISTON	AL	2568315300	2FAFP71W55X [REDACTED]	1 S	24-Feb-05	2005
466437444 AWS	36	4-Mar-08	6-Mar-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	INTERSTATE FORD, INC.	MIAMISBU RG	OH	9378660781	2FAFP71W55X [REDACTED]	1 S	7-Mar-05	2005
462612346 AWS	33	27-Dec-07	31-Dec-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	CAREY LINCOLN- MERCURY	YAKIMA	WA	5092481500	2FAFP71W55X [REDACTED]	1 S	4-Mar-05	2005
426138211 AWS	10	21-Jun-06	24-Jun-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCEST ER	MA		2FAFP71W55X [REDACTED]	1 S	11-Mar-05	2005

9337406 GCQIS Ford		31-Jul-06	1-Aug-06		13C788		ELECTONIC MODULE (GEM)	LANCASTER FORD MERCURY, INC.	LANCASTE R	WI	6087232100 N	2FAFP71W55X [REDACTED]	1 S	1-Apr-05	2005
458556212 AWS	30	21-Nov-07	24-Nov-07	5W7Z	13C788 AA		ELECTONIC MODULE (GEM)	NEW HOLLAND FORD	NEW HOLLAND	PA	7173544901	2FAFP71W55X [REDACTED]	1 S	30-Mar-05	2005
470015223 AWS	31	28-Apr-08	1-May-08	5W7Z	13C788 AA		ELECTONIC MODULE (GEM)	CHAPMAN FORD LINCOLN MERCURY S	EGG HARBOR TOWNSHIP NJ		6096462000	2FAFP71W55X [REDACTED]	1 S	29-Apr-05	2005
450763479 AWS	27	11-Jul-07	14-Jul-07	5W7Z	13C788 AA		ELECTONIC MODULE (GEM)	J.C. LEWIS FORD		SAVANNAH GA	9129250234	2FAFP71W55X [REDACTED]	2 D	28-Apr-05	2005

443624024 AWS	22	26-Mar-07	28-Mar-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	BREDEMANN FORD IN GLENVIEW	GLENVIEW	IL	8479984000	2FAFP71W55X [REDACTED]	1 S	6-May-05	2005
465189158 AWS	33	12-Feb-08	14-Feb-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	MONTGOMERY FORD	MONTGOM ERY	OH	5138910500	2FAFP71W55X [REDACTED]	1 S	9-May-05	2005
467980638 AWS	11	26-Mar-08	29-Mar-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	SUPER FORD LINCOLN MERCURY	CITY OF INDUSTRY	CA	6269643673	2FAFP71W55X [REDACTED]	1 S	19-May-05	2005
462428233 AWS	30	21-Dec-07	25-Dec-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	AL PIEMONTE FORD SALES, INC.	MELROSE PARK	IL	7083459300	2FAFP71W55X [REDACTED]	1 S	15-Jun-05	2005
433327965 AWS	25	29-Sep-06	3-Oct-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	RITTENHOUSE- KERR FORD, INC.	RED BANK	NJ	7327416000	2FAFP71W65X [REDACTED]	1 S	27-Jul-04	2005
427846782 AWS	22	18-Jul-06	20-Jul-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	BUSS FORD SALES	MCHENRY	IL	8153852000	2FAFP71W65X [REDACTED]	1 S	17-Aug-04	2005
460542910 AWS	38	10-Dec-07	12-Dec-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	BIRD/KULTGEN INC	WACO	TX	2546662473	2FAFP71W65X [REDACTED]	1 S	15-Sep-04	2005
440721685 AWS	23	31-Jan-07	3-Feb-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	SPRINGFIELD FORD, INC.	SPRINGFIE LD	PA	6105440700	2FAFP71W65X [REDACTED]	1 S	24-Sep-04	2005

437138505 AWS 25 8-Dec-06 12-Dec-06 5W7Z 13C788 AA ELECTONIC BOBBY JONES  
MODULE (GEM) FORD AUGUSTA GA 7067388000 2FAFP71W65X [REDACTED] 1 S 21-Sep-04 2005

8929328 GCQIS Ford 10-Jan-06 11-Jan-06 Unknowr Unknown SATCHER  
MOTOR GRANITEVI  
COMPANY LLE SC 8035933700 N 2FAFP71W65X [REDACTED] 1 S 13-Oct-04 2005

451245715 AWS 31 19-Jul-07 23-Jul-07 5W7Z 13C788 AA ELECTONIC JOHN LANCE  
MODULE (GEM) FORD WESTLAKE OH 4408718600 2FAFP71W65X [REDACTED] 1 S 26-Oct-04 2005

9955592 GCQIS Ford 2-Jul-07 3-Jul-07 Unknowr Unknown AINSWORTH AINSWORTH  
MOTORS, INC. H NE 4023871681 N 2FAFP71W65X [REDACTED] 1 S 27-Oct-04 2005

9536976 GCQIS Ford	15-Nov-06	16-Nov-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	HATHEWAY LIMITED	BATHURST NB	5065464464 N	2FAFP71W65X [REDACTED]	1 S	17-Dec-04	2005
435924329 AWS	24	15-Nov-06	18-Nov-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	WISCASSET FORD-LINCOLN- WISCASSE MERCURY T ME	2078829431	2FAFP71W65X [REDACTED]	1 S	10-Nov-04	2005
10335370 GCQIS Ford	7-Feb-08	9-Feb-08			Unknowr	Unknown	PRAIRIE HILLS FORD	ONEILL NE	4023362400 N	2FAFP71W65X [REDACTED]	1 S	24-Jan-05	2005

9644232 GCQIS Ford		22-Jan-07	23-Jan-07		Unknownr	Unknown	ANDERSON-WEBER INC	DUBUQUE IA	5635563281 N	2FAFP71W65X[REDACTED]	1 S	17-Feb-05	2005
448221675 AWS	23	1-Jun-07	6-Jun-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	HELLER FORD SALES INC	EL PASO IL	3095276050	2FAFP71W65X[REDACTED]	2 D	22-Feb-05	2005	
447960696 AWS	26	29-May-07	31-May-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	B & B MOTORS INC	HAVANA IL	3095432224	2FAFP71W65X[REDACTED]	1 S	25-Feb-05	2005	
463589025 AWS	35	14-Jan-08	16-Jan-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	MIKE DORIAN FORD, INC.	CLINTON TOWNSHIP MI	5867924100	2FAFP71W65X[REDACTED]	1 S	4-Mar-05	2005	
445823769 AWS	25	2-May-07	5-May-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	SHAWN CHASE FORD, INC.	REDFIELD SD	6054721633	2FAFP71W65X[REDACTED]	2 D	30-Mar-05	2005	
454993138 AWS	26	19-Sep-07	22-Sep-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	JACK TREBOUR FORD	RANDOLPH NJ	2019276700	2FAFP71W65X[REDACTED]	1 S	20-Apr-05	2005	

10106631	GCQIS Ford		26-Sep-07	27-Sep-07		Unknown	Unknown	BERGSTROM NEENAH- MENASHA FORD	NEENAH	WI	9207279000 N	2FAFP71W65X [REDACTED]	1 S	22-Apr-05	2005	
435925188	AWS	18	15-Nov-06	18-Nov-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	BIONDI PARKWAY FORD	PITTSBUR GH	PA	4122436500	2FAFP71W65X [REDACTED]	1 S	22-Apr-05	2005
440361855	AWS	21	24-Jan-07	27-Jan-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	JOYCE FORD, INC.	CHICAGO	IL	3128424200	2FAFP71W65X [REDACTED]	1 S	21-Apr-05	2005
10509381	GCQIS Ford		6-May-08	7-May-08		Unknown	Unknown	TRI FORD- MERCURY, INC.	HIGHLAND	IL	6186542122 N	2FAFP71W65X [REDACTED]	1 S	29-Apr-05	2005	
451815207	AWS	25	30-Jul-07	1-Aug-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCEST ER	MA		2FAFP71W65X [REDACTED]	1 S	26-Apr-05	2005

462126650 AWS	31	17-Dec-07	20-Dec-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCEST ER	MA		2FAFP71W65X [REDACTED]	1 S	25-Apr-05	2005
9821620 GCQIS Ford		20-Apr-07	21-Apr-07		13C788		ELECTONIC MODULE (GEM)	BABBITT FORD	FLAGSTAF F	AZ	9287745063 N	2FAFP71W65X [REDACTED]	1 S	4-May-05	2005
435922233 AWS	18	15-Nov-06	18-Nov-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	ROSEMURGY MOTORS INC	WAUSAU	WI	7156759500	2FAFP71W65X [REDACTED]	1 S	6-May-05	2005
441087477 AWS	19	6-Feb-07	8-Feb-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	J & S FORD INC	JERSEY CITY	NJ	2014327272	2FAFP71W65X [REDACTED]	1 S	26-May-05	2005
467894056 AWS	34	25-Mar-08	27-Mar-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	DEAN STALLINGS FORD LINCOLN ME	OAK RIDGE	TN	8654834352	2FAFP71W65X [REDACTED]	1 S	19-May-05	2005
456710744 AWS	28	18-Oct-07	22-Oct-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	BILL CURRIE FORD INC	TAMPA	FL	8138725555	2FAFP71W65X [REDACTED]	1 S	2-Jun-05	2005
448124799 AWS	22	31-May-07	4-Jun-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	FRANKLIN FORD, INC.	FRANKLIN	NC	8285242156	2FAFP71W65X [REDACTED]	2 D	20-Jun-05	2005
442858239 AWS	31	12-Mar-07	14-Mar-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	DAVIES FORD OF CHARLEROI	CHARLERO I	PA	7244835541	2FAFP71W75X [REDACTED]	1 S	4-Aug-04	2005

9398003	GCQIS Ford	31-Aug-06	2-Sep-06	Unknowr	Unknown	BILL MC CANDLESS FORD- MERCURY	MERCER	PA	7246623730 N	2FAFP71W75X [REDACTED]	1 S	5-Aug-04	2005	
9129570	GCQIS Ford	12-Apr-06	15-Apr-06	Unknowr	Unknown	FORD OF WALLA WALLA, INC.	WALLA WALLA	WA	5095251520 N	2FAFP71W75X [REDACTED]	1 S	23-Aug-04	2005	
438138954	AWS	28 29-Dec-06	6-Jan-07	5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	PORTSMOUTH FORD	PORTSMO UTH	NH	6034331221	2FAFP71W75X [REDACTED]	1 S	19-Aug-04	2005
9596191	GCQIS Ford	22-Dec-06	23-Dec-06	Unknowr	Unknown	GUY M FISH COMPANY, INC.	SPARTANS BURG	PA	8146547311 N	2FAFP71W75X [REDACTED]	1 S	20-Aug-04	2005	

9650662 GCQIS Ford	24-Jan-07	25-Jan-07	Unknowr	Unknown	TRI-STAR FORD BLAIRSVILL MERCURY, INC. E	PA	7244599300 N	2FAFP71W75X [REDACTED]	1 S	20-Aug-04	2005	
9424699 GCQIS Ford	14-Sep-06	16-Sep-06	13C788	ELECTONIC MODULE (GEM)	SPRING HILL FORD INC	EAST DUNDEE IL	8475513300 N	2FAFP71W75X [REDACTED]	1 S	26-Aug-04	2005	
9760819 GCQIS Ford	20-Mar-07	21-Mar-07	Unknowr	Unknown	GENE EVANS TEAM FORD	UNION CITY GA	7709649801 N	2FAFP71W75X [REDACTED]	1 S	13-Sep-04	2005	
427855042 AWS	18	18-Jul-06	20-Jul-06	5W7Z 13C788 AA	ELECTONIC MODULE (GEM)	RYAN LINCOLN MERCURY	SPRINGFIE LD PA	6105440100	2FAFP71W75X [REDACTED]	1 S	24-Sep-04	2005

442377022 AWS	29	1-Mar-07	6-Mar-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	FOREST LAKE FORD, INC.	FOREST LAKE	MN	6514644600	2FAFP71W75X [REDACTED]	1 S	18-Oct-04	2005
438420410 AWS	26	4-Jan-07	8-Jan-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	PLAZA FORD, LINCOLN- MERCURY, I	LEXINGTO N	NC	3362432731	2FAFP71W75X [REDACTED]	1 S	27-Oct-04	2005
422226635 AWS	18	27-Apr-06	29-Apr-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	SIGNATURE FORD LINCOLN- MERCURY	OWOSSO	MI	9897252888	2FAFP71W75X [REDACTED]	1 S	9-Nov-04	2005
458557838 AWS	32	21-Nov-07	24-Nov-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	CROSSROADS FORD OF WAKE FOREST	WAKE FOREST	NC	9195563191	2FAFP71W75X [REDACTED]	2 D	11-Nov-04	2005
10060103 GCQIS Ford		30-Aug-07	1-Sep-07	Unknowr	Unknown	SILSBEE FORD LINCOLN MERCURY,	SILSBEE	TX	4093853724 N	2FAFP71W75X [REDACTED]	1 S	8-Dec-04	2005
451318366 AWS	28	20-Jul-07	24-Jul-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	TREADWELL FORD	MOBILE	AL	2514783351	2FAFP71W75X [REDACTED]	1 S	23-Dec-04	2005
464348728 AWS	36	25-Jan-08	29-Jan-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	BLUEBONNET MOTORS, INC.	NEW BRAUNFEL S	TX	8306068011	2FAFP71W75X [REDACTED]	1 S	13-Jan-05	2005

465503166 AWS 36 18-Feb-08 20-Feb-08 5W7Z 13C788 AA ELECTONIC SUNTRUP FORD SAINT  
MODULE (GEM) WESTPORT LOUIS MO 3147431508 2FAFP71W75X [REDACTED] 1 S 26-Jan-05 2005

433564813 AWS 20 5-Oct-06 9-Oct-06 5W7Z 13C788 AA ELECTONIC MIDWAY FORD  
MODULE (GEM) COMPANY ROSEVILLE MN 6516368200 2FAFP71W75X [REDACTED] 1 S 3-Feb-05 2005

10232348 GCQIS Ford 10-Dec-07 11-Dec-07 Unknowr Unknown CROMLEYS INC SALUDA SC 8644452107 N 2FAFP71W75X [REDACTED] 1 S 25-Feb-05 2005

10258773 GCQIS Ford 28-Dec-07 29-Dec-07 Unknowr Unknown CLINTON FAMILY FORD  
LINCOLN ME ROCK HILL SC 8033663181 N 2FAFP71W75X [REDACTED] 1 S 25-Feb-05 2005

458362481 AWS	30	19-Nov-07	21-Nov-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCEST ER	MA		2FAFP71W75X [REDACTED]	1 S	8-Mar-05	2005
435466289 AWS	17	7-Nov-06	9-Nov-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCEST ER	MA		2FAFP71W75X [REDACTED]	1 S	9-Mar-05	2005
437224640 AWS	16	11-Dec-06	13-Dec-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	LONGWOOD LINCOLN- MERCURY, INC.	LONGWOO D	FL	4078318090	2FAFP71W75X [REDACTED]	1 S	23-Mar-05	2005
439248752 AWS	21	19-Jan-07	23-Jan-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	PARK FORD	TALLMADG E	OH	3306336222	2FAFP71W75X [REDACTED]	1 S	20-Apr-05	2005
454997833 AWS	29	19-Sep-07	22-Sep-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	ED CARNEY FORD, INC.	EAST HANOVER TWP	NJ	9733861771	2FAFP71W75X [REDACTED]	1 S	29-Apr-05	2005
451908532 AWS	27	31-Jul-07	2-Aug-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	CERANTI- OAKES LINCOLN MERCURY	GREENVILL E	MS	6623788101	2FAFP71W75X [REDACTED]	1 S	25-Apr-05	2005
9680380 GCQIS Ford		8-Feb-07	10-Feb-07		13C788		ELECTONIC MODULE (GEM)	COLERAIN FORD	CINCINNAT I	OH	5133851414 N	2FAFP71W75X [REDACTED]	1 S	9-May-05	2005
437069832 AWS	18	7-Dec-06	11-Dec-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	EWALD'S HARTFORD FORD-LINCOLN-	HARTFORD	WI	2626735180	2FAFP71W75X [REDACTED]	1 S	13-May-05	2005

10487470 GCQIS Ford	23-Apr-08	26-Apr-08	Unknowr	Unknown	WADE FORD, INC.	SMYRNA	GA	7704361200 N	2FAFP71W75X [REDACTED]	1 S	6-Jun-05	2005
---------------------	-----------	-----------	---------	---------	--------------------	--------	----	--------------	------------------------	-----	----------	------

9558699 GCQIS Ford	29-Nov-06	30-Nov-06	Unknowr	Unknown	JANNELL MOTORS, INC.	HANOVER	MA	7819824500 N	2FAFP71W85X [REDACTED]	1 S	30-Jul-04	2005
--------------------	-----------	-----------	---------	---------	-------------------------	---------	----	--------------	------------------------	-----	-----------	------

PE08-066 0095

9481641 GCQIS Ford 16-Oct-06 17-Oct-06 Unknowr Unknown ASHLEY FORD NEW SALES INC BEDFORD MA 5089965611 N 2FAFP71W85X [REDACTED] 1 S 25-Aug-04 2005



9022370 GCQIS Ford 21-Feb-06 22-Feb-06 Unknowr Unknown DONALSONVILL E MOTOR CO., DONALSON INC. VILLE GA 2295242247 N 2FAFP71W85X [REDACTED] 1 S 13-Oct-04 2005

439031920 AWS	26	16-Jan-07	18-Jan-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	TEAM FORD LINCOLN MERCURY	STEUBENV ILLE	OH	6142834131	2FAFP71W85X [REDACTED]	1 S	12-Oct-04	2005
438714845 AWS	26	10-Jan-07	13-Jan-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	SENTRY FORD, INC.	MEDFORD	MA	7813956400	2FAFP71W85X [REDACTED]	1 S	21-Oct-04	2005
438123918 AWS	23	28-Dec-06	6-Jan-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCEST ER	MA		2FAFP71W85X [REDACTED]	1 S	22-Oct-04	2005
9837557 GCQIS Ford		30-Apr-07	1-May-07	Unknowr	Unknown	PAUL CLARK, INC.	BROCKTO N	MA	5085879040 N	2FAFP71W85X [REDACTED]	1 S	26-Oct-04	2005
472328005 AWS	43	4-Jun-08	8-Jun-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	CONWAY HEATON, INC.	BARDSTO WN	KY	5023483929	2FAFP71W85X [REDACTED]	1 S	27-Oct-04	2005

416708054 AWS	14	17-Feb-06	21-Feb-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	SOUTHWEST FORD, INC.	WEATHER FORD	TX	8175965700	2FAFP71W85X	1 S	27-Oct-04	2005	
9122409 GCQIS Ford		7-Apr-06	8-Apr-06				Unknown	Unknown	SOUTHWEST FORD, INC.	WEATHER FORD	TX	8175965700 N	2FAFP71W85X	2 R	27-Oct-04	2005
9536977 GCQIS Ford		15-Nov-06	16-Nov-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	HATHEWAY LIMITED	BATHURST	NB	5065464464 N	2FAFP71W85X	1 S	16-Dec-04	2005	
449728995 AWS	30	20-Jun-07	23-Jun-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	HAMILTON BIG COUNTRY FORD, INC	CLOVIS	NM	5057624427	2FAFP71W85X	1 S	10-Nov-04	2005	

9585387 GCQIS Ford	18-Dec-06	19-Dec-06	Unknowr	Unknown	FOREST CITY FORD MERCURY, INC. CITY	FOREST	IA	6415855555 N 2FAFP71W85X	1 S	12-Jan-05	2005
--------------------	-----------	-----------	---------	---------	---	--------	----	--------------------------	-----	-----------	------

10499982 GCQIS Ford

30-Apr-08

1-May-08

Unknowr

Unknown

BEN SATCHER LEXINGTO  
MOTORS, INC. N

SC

8033594114 N 2FAFP71W85X

1 S

28-Feb-05 2005

9581263 GCQIS Ford		14-Dec-06	16-Dec-06			Unknowr	Unknown	TOM WRIGHT'S TWO PAWS FORD, IN	PAW PAW	MI	2696573134 N	2FAFP71W85X [REDACTED]	1 S	28-Feb-05	2005
469162572 AWS	38	14-Apr-08	16-Apr-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	GARY CROSSLEY FORD, INC.	KANSAS CITY	MO	8167814844	2FAFP71W85X [REDACTED]	1 S	28-Feb-05	2005
453315834 AWS	29	24-Aug-07	28-Aug-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	GARBO MOTOR SALES, INC.	RACINE	WI	2626394154	2FAFP71W85X [REDACTED]	1 S	7-Mar-05	2005

465189628 AWS	32	12-Feb-08	14-Feb-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	CYPRESS COAST FORD LINCOLN MER	SEASIDE	CA	8318993673	2FAFP71W85X [REDACTED]	1 S	22-Mar-05	2005
442106993 AWS	22	26-Feb-07	28-Feb-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	JOYCE FORD, INC.	CHICAGO	IL	3128424200	2FAFP71W85X [REDACTED]	1 S	21-Apr-05	2005
453526054 AWS	26	28-Aug-07	30-Aug-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCEST ER	MA		2FAFP71W85X [REDACTED]	1 S	25-Apr-05	2005
450298387 AWS	27	29-Jun-07	3-Jul-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	SANDERS FORD INC	JACKSONV ILLE	NC	9104551911	2FAFP71W85X [REDACTED]	2 D	25-Apr-05	2005
469865894 AWS	35	24-Apr-08	28-Apr-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	AUTOWAY FORD - ST. PETERSBURG	ST PETERSBU RG	FL	7273233400	2FAFP71W85X [REDACTED]	1 S	25-May-05	2005
468560126 AWS	32	3-Apr-08	7-Apr-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	JOE COOPER FORD OF TULSA	TULSA	OK	9183466500	2FAFP71W85X [REDACTED]	1 S	31-May-05	2005
440934953 AWS	29	2-Feb-07	6-Feb-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	METRO FORD	RAYNHAM	MA	5088221000	2FAFP71W95X [REDACTED]	1 S	25-Aug-04	2005
445606741 AWS	31	27-Apr-07	1-May-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	FUTURE FORD OF CONCORD	CONCORD	CA	9256865000	2FAFP71W95X [REDACTED]	2 D	1-Sep-04	2005

457841885 AWS	38	6-Nov-07	13-Nov-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	BILL SMITH FORD INC	SOUTHER N PINES	NC	9106928765	2FAFP71W95X [REDACTED]	1 S	7-Sep-04	2005
457514447 AWS	37	31-Oct-07	3-Nov-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	COLE FORD SALES, INC.	HILLSBOR O	TX	2545825361	2FAFP71W95X [REDACTED]	1 S	16-Sep-04	2005
9436865 GCQIS Ford		21-Sep-06	23-Sep-06	2C353	CONTROL	SOUTH OAK FORD- MERCURY, INC.	WILMINGT ON	IL	8154765205 N	2FAFP71W95X [REDACTED]	1 S	16-Sep-04	2005
426668200 AWS	21	29-Jun-06	3-Jul-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	LOU SOBH FORD, INC.	DECATUR	GA	4046334005	2FAFP71W95X [REDACTED]	2 D	15-Oct-04	2005
440871802 AWS	27	1-Feb-07	5-Feb-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	RITTENHOUSE- KERR FORD, INC.	RED BANK	NJ	7327416000	2FAFP71W95X [REDACTED]	2 D	12-Oct-04	2005

437917078 AWS	24	22-Dec-06	26-Dec-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	CAPITAL FORD INC	RALEIGH	NC	9197904600	2FAFP71W95X [REDACTED]	1 S	13-Oct-04	2005
433903316 AWS	23	10-Oct-06	14-Oct-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	JONES FORD	SHALLOTT E	NC	9107544341	2FAFP71W95X [REDACTED]	1 S	22-Oct-04	2005
433811651 AWS	22	9-Oct-06	11-Oct-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	JARNAGIN MOTOR COMPANY, INC.	RUTLEDGE	TN	8658285215	2FAFP71W95X [REDACTED]	1 S	21-Oct-04	2005
445407756 AWS	29	25-Apr-07	29-Apr-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	BILL SELIG FORD INC	WINDSOR	CT	8606883651	2FAFP71W95X [REDACTED]	1 S	8-Nov-04	2005
453525782 AWS	33	28-Aug-07	30-Aug-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	CYPRESS COAST FORD LINCOLN MER	SEASIDE	CA	8318993673	2FAFP71W95X [REDACTED]	1 S	26-Oct-04	2005
441242739 AWS	27	8-Feb-07	13-Feb-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	FREEWAY FORD	HOUSTON	TX	2815885000	2FAFP71W95X [REDACTED]	1 S	25-Oct-04	2005

9082943 GCQIS Ford		21-Mar-06	22-Mar-06		Unknowr	Unknown	NIELSEN FORD, INC.	BLOOMER	WI	7155682182 N	2FAFP71W95X [REDACTED]	1 S	28-Oct-04	2005
435752908 AWS	23	13-Nov-06	15-Nov-06	5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	BRAEGER FORD, INC.	MILWAUKE E	WI	4142816100	2FAFP71W95X [REDACTED]	1 S	9-Dec-04	2005
441382745 AWS	25	12-Feb-07	14-Feb-07	5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	BOB TURNER'S FORD COUNTRY	ALBUQUER QUE	NM	5057666600	2FAFP71W95X [REDACTED]	1 S	9-Dec-04	2005

9689757 GCQIS Ford		14-Feb-07	15-Feb-07		Unknowr	Unknown	CAPITOL EXPRESSWAY FORD	SAN JOSE	CA	4082656000 N	2FAFP71W95X [REDACTED]	1 S	10-Dec-04	2005
459118271 AWS	37	29-Nov-07	3-Dec-07	5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	PARK CITY FORD LINCOLN MERCURY	BRIDGEPO RT	CT	2033663425	2FAFP71W95X [REDACTED]	1 S	10-Nov-04	2005
441596099 AWS	24	15-Feb-07	19-Feb-07	5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	GAINESVILLE FORD	GAINESVIL LE	FL	3523765371	2FAFP71W95X [REDACTED]	1 S	4-Feb-05	2005

9772006 GCQIS Ford		26-Mar-07	27-Mar-07		Unknowr	Unknown	CHARLES GABUS FORD	DES MOINES	IA	5152700707 N	2FAFP71W95X [REDACTED]	1 S	13-Jan-05	2005	
458260040 AWS	34	15-Nov-07	19-Nov-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	PAYTON- WRIGHT FORD SALES, INC.	GRAPEVIN E	TX	8174813531	2FAFP71W95X [REDACTED]	2 D	1-Feb-05	2005
442112558 AWS	21	26-Feb-07	28-Feb-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	MAPLECREST LINCOLN- MERCURY, IN	VAUXHALL	NJ	9082732828	2FAFP71W95X [REDACTED]	1 S	3-Feb-05	2005

10165032 GCQIS Ford		29-Oct-07	30-Oct-07		Unknowr	Unknown	YUCCA VALLEY YUCCA FORD CENTER VALLEY	CA	7603652353 N	2FAFP71W95X [REDACTED]	1 S	14-Feb-05	2005	
443101529 AWS	25	15-Mar-07	20-Mar-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	WEST BRANCH WEST FORD, INC. BRANCH	IA	3196432123	2FAFP71W95X [REDACTED]	1 S	28-Feb-05	2005

10313831 GCQIS Ford 28-Jan-08 29-Jan-08 Unknowr Unknown MAIBACH FORD, INC. ORRVILLE OH 3306822040 N 2FAFP71W95X [REDACTED] 1 S 9-Mar-05 2005

10084571 GCQIS Ford 13-Sep-07 19-Sep-07 Unknowr Unknown TWO RIVERS FORD, INC. DEMOPOLI S AL 3342893454 N 2FAFP71W95X [REDACTED] 1 S 9-Mar-05 2005

448528381 AWS 25 7-Jun-07 11-Jun-07 5W7Z 13C788 AA ELECTONIC MODULE (GEM) HACIENDA FORD EDINBURG TX 9563831615 2FAFP71W95X [REDACTED] 1 S 18-Apr-05 2005

463888231 AWS	27	5-Dec-07	21-Jan-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	DIFEO FORD LINCOLN MERCURY	JERSEY CITY	NJ	2014327272	2FAFP71W95X [REDACTED]	1 S	27-Apr-05	2005
470015967 AWS	36	28-Apr-08	1-May-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	AVIS FORD, INC.	SOUTHFIE LD	MI	2483557500	2FAFP71W95X [REDACTED]	1 S	28-Apr-05	2005
436495283 AWS	18	27-Nov-06	29-Nov-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	SHEEHY FORD INC	SUITLAND	MD	3014234950	2FAFP71W95X [REDACTED]	1 S	12-May-05	2005
25914821 MORS\CUDL		16-Jul-07	17-Jul-07		NOT PROVIDED BY SOURCE					2FAFP71W95X [REDACTED]	1 S	31-May-05	2005
445814480 AWS	19	1-May-07	5-May-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCEST ER	MA		2FAFP71W95X [REDACTED]	1 S	25-Jul-05	2005

420410657 AWS	17	3-Apr-06	5-Apr-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	FREMONT MOTOR COMPANY	LANDER	WY	3073324355	2FAFP71WX5X [REDACTED]	1 S	28-Oct-04	2005
444326943 AWS	27	4-Apr-07	7-Apr-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	MAGUIRE'S FORD LINCOLN MERCURY	PALMYRA	PA	7178388300	2FAFP71WX5X [REDACTED]	1 S	10-Nov-04	2005
436676958 AWS	22	29-Nov-06	2-Dec-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	SPIKES MOTOR COMPANY, INC.	MISSION	TX	9565851601	2FAFP71WX5X [REDACTED]	1 S	9-Dec-04	2005

10275927 GCQIS Ford		9-Jan-08	10-Jan-08		Unknowr	Unknown	ANDERSON FORD LINCOLN MERCURY	GRAND ISLAND	NE	3083841700 N	2FAFP71WX5X [REDACTED]	1 S	18-Jan-05	2005
438711921 AWS	23	10-Jan-07	13-Jan-07 5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	LANGDALE FORD CO	VALDOSTA	GA	2293332300	2FAFP71WX5X [REDACTED]	1 S	27-Jan-05	2005
449497113 AWS	28	15-Jun-07	19-Jun-07 5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	PARK CITY FORD LINCOLN MERCURY	BRIDGEPO RT	CT	2033663425	2FAFP71WX5X [REDACTED]	2 D	18-Feb-05	2005
459504482 AWS	34	6-Dec-07	10-Dec-07 5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	RICH MORTON LINCOLN MERCURY OF	ANNAPOLI S	MD	4102639234	2FAFP71WX5X [REDACTED]	1 S	23-Feb-05	2005

441838951 AWS	24	21-Feb-07	24-Feb-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	GARY CROSSLEY FORD, INC.	KANSAS CITY	MO	8167814844	2FAFP71WX5X [REDACTED]	1 S	28-Feb-05	2005
444085818 AWS	22	30-Mar-07	3-Apr-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCEST ER	MA		2FAFP71WX5X [REDACTED]	1 S	8-Mar-05	2005
466734557 AWS	36	7-Mar-08	11-Mar-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	JIM NAVARRE FORD LINCOLN- MERCU	ALMA	MI	9896815776	2FAFP71WX5X [REDACTED]	1 S	11-Mar-05	2005

10329679 GCQIS Ford		5-Feb-08	6-Feb-08		Unknowr	Unknown	EIDE FORD- MERCURY- LINCOLN, INC	BISMARCK ND	7012223500 N	2FAFP71WX5X [REDACTED]	1 S	9-Mar-05	2005
462557908 AWS	31	26-Dec-07	29-Dec-07	5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	WILSON MOTOR COMPANY	LOGAN UT	4357527355	2FAFP71WX5X [REDACTED]	2 D	29-Mar-05	2005
449575813 AWS	22	18-Jun-07	20-Jun-07	5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	BRIAN TOLIVER FORD LINCOLN MER	SULPHUR SPRINGS TX	9038850502	2FAFP71WX5X [REDACTED]	2 D	30-Mar-05	2005

449658804 AWS	26	19-Jun-07	21-Jun-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	BIONDI PARKWAY FORD	PITTSBUR GH	PA	4122436500	2FAFP71WX5X [REDACTED]	1 S	22-Apr-05	2005
---------------	----	-----------	-----------	------	--------	----	---------------------------	---------------------------	----------------	----	------------	------------------------	-----	-----------	------

10113572 GCQIS Ford		1-Oct-07	2-Oct-07				Unknowr	Unknown	BRUNETTS SALES & SERVICE	PORTAGE	PA	8147368240 N	2FAFP71WX5X [REDACTED]	1 S	22-Apr-05	2005
---------------------	--	----------	----------	--	--	--	---------	---------	--------------------------------	---------	----	--------------	------------------------	-----	-----------	------

10230916 GCQIS Ford		10-Dec-07	11-Dec-07				Unknowr	Unknown	G. STONE MOTORS, INC.	MIDDLEBU RY	VT	8023886718 N	2FAFP71WX5X [REDACTED]	1 S	9-May-05	2005
---------------------	--	-----------	-----------	--	--	--	---------	---------	--------------------------	----------------	----	--------------	------------------------	-----	----------	------

464043060 AWS	32	21-Jan-08	23-Jan-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	RON ALPEN FORD, INC.	DURANT	IA	5637854466	2FAFP71WX5X [REDACTED]	1 S	16-May-05	2005
444673678 AWS	22	11-Apr-07	14-Apr-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	MONTROSE FORD INC	AKRON	OH	3306660711	2FAFP71WX5X [REDACTED]	1 S	27-Jun-05	2005
442715432 AWS	27	8-Mar-07	12-Mar-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	FRIENDLY FORD	LAS VEGAS	NV	7028707221	2FAFP72W05X [REDACTED]	1 S	15-Oct-04	2005
435841282 AWS	27	14-Nov-06	16-Nov-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	VETERANS FORD	TAMPA	FL	8139621100	2FAFP72W35X [REDACTED]	1 S	28-Jul-04	2005
462610227 AWS	33	27-Dec-07	31-Dec-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	VETERANS FORD	TAMPA	FL	8139621100	2FAFP72W45X [REDACTED]	2 D	1-Mar-05	2005
427439862 AWS	18	11-Jul-06	13-Jul-06	5W7Z	13C788	AA		ARABIAN MOTORS GROUP	KUWAIT CITY			2FAFP72W85X [REDACTED]	1 S	19-Aug-04	2005
455979556 AWS	37	5-Oct-07	9-Oct-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	WALKER FORD COMPANY, INC.	CLEARWAT ER	FL	7275353673	2FAFP72W95X [REDACTED]	1 S	3-Aug-04	2005

10440421 GCQIS Ford		1-Apr-08	2-Apr-08	Unknowr	Unknown	VETERANS FORD	TAMPA	FL	8139621100 N	2FAFP72WX5X [REDACTED]	1 S	1-Jun-05	2005
10316215 GCQIS Ford		29-Jan-08	30-Jan-08	13C788	ELECTONIC MODULE (GEM)	BENSON FORD-MERCURY INC	EASLEY	SC	8648555383 N	2FAFP73W05X [REDACTED]	1 S	1-Feb-05	2005
468994296 AWS	33	10-Apr-08	14-Apr-08	5W7Z	13C788 AA	AL-JAZIRAH VEHICLES AGENCIES C	JEDDAH			2FAFP73W05X [REDACTED]	1 S	18-May-05	2005
395890422 AWS	8	30-Jun-05	15-Jul-05	13C788	ELECTONIC MODULE (GEM)	BRAXTON FORD MERCURY	STONEWALL	LA	3189253333	2FAFP73W35X [REDACTED]	1 S	2-Sep-04	2005

464895569 AWS	26	5-Feb-08	7-Feb-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	AUTOWAY FORD	BRADENTO N FL	9417473711	2FAFP73W55X [REDACTED]	1 S	22-Sep-04	2005
417319747 AWS	13	27-Feb-06	1-Mar-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	JORGENSEN FORD SALES, INC.	DETROIT MI	3135842250	2FAFP73W65X [REDACTED]	1 S	6-Dec-04	2005
468994297 AWS	32	10-Apr-08	14-Apr-08 5W7Z	13C788 AA		AL-JAZIRAH VEHICLES AGENCIES C	JEDDAH		2FAFP73W65X [REDACTED]	1 S	27-Apr-05	2005
9939771 GCQIS Ford		22-Jun-07	23-Jun-07	Unknowr	Unknown	HUB CITY FORD, INC.	LAFAYETT E LA	3372334500 N	2FAFP73W75X [REDACTED]	1 S	23-Feb-05	2005
10217648 GCQIS Ford		1-Dec-07	4-Dec-07	Unknowr	Unknown	JACK MORRIS FORD LINCOLN MERCU	PLAINVIEW TX	8062932511 N	2FAFP73W85X [REDACTED]	1 S	1-Feb-05	2005

457844079 AWS	30	6-Nov-07	13-Nov-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	SAM GALLOWAY FORD LINCOLN MERC	FORT MYERS	FL	2399363673	2FAFP73WX5X [REDACTED]	2 D	3-Feb-05	2005
464159452 AWS	34	23-Jan-08	26-Jan-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	DELONG FORD- MERCURY INC	DWIGHT	IL	8155843016	2FAFP74W05X [REDACTED]	1 S	24-Mar-05	2005
440441890 AWS	23	25-Jan-07	29-Jan-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	PALMETTO FORD, INC.	MOUNT PLEASANT	SC		2FAFP74W15X [REDACTED]	2 D	30-Sep-04	2005
10276114 GCQIS Ford		9-Jan-08	10-Jan-08			Unknowr	Unknown	JIM CLICK FORD, LINCOLN- MERCUR	TUCSON	AZ	5207472000 N	2FAFP74W45X [REDACTED]	1 S	26-Oct-04	2005
470023185 AWS	40	29-Apr-08	1-May-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	JAMES HODGE FORD LINCOLN- MERCU	MUSKOG E	OK	9186821345	2FAFP74W55X [REDACTED]	1 S	20-Dec-04	2005

465423041 AWS 37 15-Feb-08 19-Feb-08 5W7Z 13C788 AA ELECTONIC SUNLAND  
MODULE (GEM) FORD LINCOLN- VICTORVIL  
MERCURY LE CA 7602417751 2FAFP74W75X [REDACTED] 1 S 20-Jan-05 2005

425287856 AWS 16 7-Jun-06 10-Jun-06 5W7Z 13C788 AA ELECTONIC YODER FORD,  
MODULE (GEM) INC. GARRETT IN 2603575121 2FAFP74W75X [REDACTED] 1 S 3-Feb-05 2005

26218369 MORS\CUDL 17-Jan-08 19-Jan-08 NOT PROVIDED KOONS FORD, FALLS  
BY SOURCE INC. CHURCH VA 7032417200 2FAFP74W95X [REDACTED] 1 S 14-Dec-04 2005

26368858 MORS\CUDL		10-Apr-08	12-Apr-08				NOT PROVIDED BY SOURCE	KOONS FORD, INC.	FALLS CHURCH	VA	7032417200	2FAFP74W95X[REDACTED]	2 R	14-Dec-04	2005	
471470286 AWS	41	21-May-08	24-May-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	FAMILY FORD, INC.	DALLAS	GA	7704458891	2FAFP74WX5X[REDACTED]	1 S	14-Jan-05	2005	
9467208 GCQIS Ford		6-Oct-06	7-Oct-06				Unknown	Unknown	CENTRAL FORD LINCOLN MERCURY,	SOUTH BELOIT	IL	8153894500 N	2FAHP71W05X[REDACTED]	1 S	6-Aug-04	2005
445948827 AWS	31	3-May-07	7-May-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	MIDWAY FORD COMPANY	ROSEVILLE	MN	6516368200	2FAHP71W05X[REDACTED]	2 D	17-Sep-04	2005	

452358085 AWS 34 8-Aug-07 12-Aug-07 5W7Z 13C788 AA ELECTONIC HOFFMAN EAST  
MODULE (GEM) FORD, INC. HARTFORD CT 2035284811 2FAHP71W05X [REDACTED] 1 S 22-Sep-04 2005

9527318 GCQIS Ford 9-Nov-06 11-Nov-06 Unknowr Unknown PARK CITY  
FORD LINCOLN BRIDGEPO  
MERCURY RT CT 2033663425 N 2FAHP71W05X [REDACTED] 1 S 27-Sep-04 2005

424083566 AWS 16 19-May-06 23-May-06 5W7Z 13C788 AA ELECTONIC ALLAN VIGIL  
MODULE (GEM) FORD MORROW GA 6783643673 2FAHP71W05X [REDACTED] 1 S 26-Oct-04 2005

422430609 AWS 16 1-May-06 3-May-06 5W7Z 13C788 AA ELECTONIC CLASSIC FORD  
MODULE (GEM) LINCOLN SMITHFIEL  
MERCURY D NC 9190346500 2FAHP71W05X [REDACTED] 1 S 21-Dec-04 2005

445103892 AWS	23	20-Apr-07	24-Apr-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	MAGUIRE FORD-LINCOLN- MERCURY	ITHACA	NY	6072728000	2FAHP71W05X[REDACTED]	2 D	14-Jan-05	2005
465749717 AWS	35	21-Feb-08	26-Feb-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	BEAU TOWNSEND FORD, INC.	VANDALIA	OH	9378985841	2FAHP71W05X[REDACTED]	1 S	24-Mar-05	2005
468728162 AWS	37	7-Apr-08	9-Apr-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	BEAU TOWNSEND FORD, INC.	VANDALIA	OH	9378985841	2FAHP71W05X[REDACTED]	2 R	24-Mar-05	2005
459117093 AWS	32	29-Nov-07	3-Dec-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	COLONY FORD, L.L.C.	MERIDEN	CT	2032381100	2FAHP71W05X[REDACTED]	1 S	23-Mar-05	2005

10006919 GCQIS Ford		31-Jul-07	2-Aug-07		Unknowr	Unknown		RON DUPRATT FORD	DIXON	CA	7076785555 N	2FAHP71W05X[REDACTED]	1 S	25-May-05	2005
---------------------	--	-----------	----------	--	---------	---------	--	---------------------	-------	----	--------------	-----------------------	-----	-----------	------

451102687 AWS	22	17-Jul-07	19-Jul-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	FREEWAY FORD	HOUSTON	TX	2815885000	2FAHP71W05X[REDACTED]	1 S	17-Jun-05	2005
---------------	----	-----------	-----------	------	--------	----	---------------------------	-----------------	---------	----	------------	-----------------------	-----	-----------	------

422228705 AWS	19	27-Apr-06	29-Apr-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	ORANGE MOTOR COMPANY, INC.	ALBANY	NY	5184895414	2FAHP71W15X [REDACTED]	1 S	22-Sep-04	2005	
449722148 AWS	31	20-Jun-07	23-Jun-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	SHELOR MOTOR MILE	CHRISTIAN SBURG	VA	5403822981	2FAHP71W15X [REDACTED]	1 S	15-Oct-04	2005	
437525354 AWS	23	15-Dec-06	19-Dec-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	MEDLIN MOTOR CO., INC.	WEST POINT	VA	8048432500	2FAHP71W15X [REDACTED]	1 S	16-Dec-04	2005	
9711074 GCQIS Ford		23-Feb-07	24-Feb-07				Unknown	LARSON FORD, INC.	LAKEWOOD	D	NJ	7323638100 N	2FAHP71W15X [REDACTED]	1 S	7-Mar-05	2005

9543983 GCQIS Ford	20-Nov-06	21-Nov-06	Unknowr	Unknown	TENVOORDE FORD, INC.	SAINT CLOUD	MN	3202510540 N	2FAHP71W15X [REDACTED]	1 S	12-May-05	2005
--------------------	-----------	-----------	---------	---------	-------------------------	----------------	----	--------------	------------------------	-----	-----------	------

9762674 GCQIS Ford	14-Mar-07	22-Mar-07	Unknowr	Unknown	TENVOORDE FORD, INC.	SAINT CLOUD	MN	3202510540 N	2FAHP71W15X [REDACTED]	2 R	12-May-05	2005
--------------------	-----------	-----------	---------	---------	-------------------------	----------------	----	--------------	------------------------	-----	-----------	------

445110078 AWS	30	20-Apr-07	24-Apr-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	DIABLO LINCOLN- MERCURY INC	CONCORD CA	9256823150	2FAHP71W25X [REDACTED]	3 D	29-Sep-04	2005
9571802 GCQIS Ford		7-Dec-06	9-Dec-06	Unknowr	Unknown	PENDLETON FORD LINCOLN MERCURY	PENDLETO N OR	5412763131 N	2FAHP71W25X [REDACTED]	1 S	18-Oct-04	2005
9594650 GCQIS Ford		21-Dec-06	23-Dec-06	Unknowr	Unknown	BOB RIDINGS WESTOWN FORD, LINC	JACKSONV ILLE IL	2172457101 N	2FAHP71W25X [REDACTED]	1 S	25-Feb-05	2005
451658408 AWS	22	26-Jul-07	30-Jul-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	KEN SMITH MOTORS INC	RIDGEWO OD NJ	2014442200	2FAHP71W25X [REDACTED]	1 S	3-Jun-05	2005
468278822 AWS	33	31-Mar-08	2-Apr-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	DON HINDS FORD INC	FISHERS IN	3178499000	2FAHP71W25X [REDACTED]	1 S	9-Jun-05	2005

10113640 GCQIS Ford		1-Oct-07	2-Oct-07		Unknowr	Unknown	DITTMAR-HEALY FORD INC	LUDINGTO N	MI	6168455111 N	2FAHP71W25X [REDACTED]	1 S	28-Jun-05	2005
464515971 AWS	38	29-Jan-08	31-Jan-08		13C788		ELECTONIC MODULE (GEM) NEMER FORD	QUEENSBU RY	NY	5187988834	2FAHP71W35X [REDACTED]	1 S	21-Sep-04	2005
425812072 AWS	17	15-Jun-06	19-Jun-06	4W7Z	13C788	AA	ELECTONIC MODULE (GEM) HEALEY LINCOLN MERCURY LLC	GOSHEN	NY	8452911998	2FAHP71W35X [REDACTED]	1 S	24-Sep-04	2005
435925444 AWS	21	15-Nov-06	18-Nov-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM) SPARTAN LINCOLN-MERCURY, INC.	MORROW	GA	7709681245	2FAHP71W35X [REDACTED]	1 S	28-Oct-04	2005
436331776 AWS	25	22-Nov-06	25-Nov-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM) CLARK & WHITE INC	NEWTON	MA	6179285400	2FAHP71W35X [REDACTED]	1 S	27-Oct-04	2005

463745598 AWS 36 16-Jan-08 19-Jan-08 5W7Z 13C788 AA ELECTONIC SWEETWATER ROCK  
MODULE (GEM) FORD, INC. SPRINGS WY 3073822519 2FAHP71W35X [REDACTED] 1 S 8-Dec-04 2005

10353834 GCQIS Ford 18-Feb-08 19-Feb-08 Unknowr Unknown HOUSTON PINE  
FORD, INC. RIVER MN 2185874419 N 2FAHP71W35X [REDACTED] 1 S 7-Dec-04 2005

9625014 GCQIS Ford 4-Jan-07 13-Jan-07 Unknowr Unknown KOHLS-  
WEELBORG REDWOOD  
FORD- FALLS MN 5076442931 N 2FAHP71W35X [REDACTED] 1 S 7-Dec-04 2005  
MERCURY, I

9744342 GCQIS Ford		12-Mar-07	13-Mar-07		Unknowr	Unknown	CARL GREGORY FORD L-M OF AUBUR	AUBURN	AL	3348878571 N	2FAHP71W35X[REDACTED]	1 S	8-Dec-04	2005
451401717 AWS	29	23-Jul-07	25-Jul-07 5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	PERRY FORD OF NATIONAL CITY	NATIONAL CITY	CA	6194772711	2FAHP71W35X[REDACTED]	1 S	14-Jan-05	2005
471208664 AWS	37	16-May-08	20-May-08 5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	OURISMAN FORD LINCOLN MERCURY	ALEXANDR IA	VA	7036609000	2FAHP71W35X[REDACTED]	1 S	20-Jan-05	2005
9970958 GCQIS Ford		11-Jul-07	14-Jul-07		Unknowr	Unknown	THAYER FORD	BOWLING GREEN	OH	4193535271 N	2FAHP71W35X[REDACTED]	1 S	27-Jan-05	2005

26126790 MORS\CUDL		7-Nov-07	25-Nov-07				NOT PROVIDED BY SOURCE	COURTESY FORD LINCOLN SALES LI	LONDON	ON	5196801200	2FAHP71W35X [REDACTED]	1 S	2-Feb-05	2005
453413874 AWS	30	27-Aug-07	29-Aug-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	WASHINGTON FORD, INC.	WASHINGTON	PA	7242235100	2FAHP71W35X [REDACTED]	1 S	4-Feb-05	2005
10015330 GCQIS Ford		3-Aug-07	5-Aug-07			Unknowr	Unknown	DAVE KNAPP FORD LINC-MERC, INC	ADRIAN	MI	5172658187 N	2FAHP71W35X [REDACTED]	1 S	11-Mar-05	2005
434123546 AWS	14	13-Oct-06	17-Oct-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	JUNGE LINCOLN-MERCURY, INC.	CEDAR RAPIDS	IA	3193936500	2FAHP71W35X [REDACTED]	1 S	19-Apr-05	2005
445602381 AWS	24	27-Apr-07	1-May-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	JIM KEAY FORD LINCOLN SALES LT	OTTAWA	ON	6138411010	2FAHP71W35X [REDACTED]	1 S	10-May-05	2005

10051187 GCQIS Ford		24-Aug-07	25-Aug-07		Unknowr	Unknown	MICH DEPT OF TRANSPORTATI ON	LANSING	MI		N	2FAHP71W45X[REDACTED]	1 S	19-Aug-04	2005
458264213 AWS	35	15-Nov-07	19-Nov-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	KEN SMITH MOTORS INC	RIDGEWO OD	NJ	2014442200	2FAHP71W45X[REDACTED]	1 S	14-Oct-04	2005
435007178 AWS	21	30-Oct-06	1-Nov-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	MUZI MOTORS INC	NEEDHAM HEIGHTS	MA	7814445300	2FAHP71W45X[REDACTED]	1 S	19-Oct-04	2005
456713459 AWS	35	18-Oct-07	22-Oct-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	NEW CARLISLE FORD	NEW CARLISLE	OH	9378491325	2FAHP71W45X[REDACTED]	1 S	8-Nov-04	2005
437374186 AWS	19	13-Dec-06	16-Dec-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	MAROONE FORD OF FORT LAUDERDAL	FORT LAUDERDA LE	FL	9545643221	2FAHP71W45X[REDACTED]	1 S	3-Mar-05	2005
420271694 AWS	8	31-Mar-06	3-Apr-06	4W7Z	13C788	AA	ELECTONIC MODULE (GEM)	SKAGGS MOTORS, INC.	DODGE CITY	KS	6202273171	2FAHP71W45X[REDACTED]	1 S	7-Mar-05	2005
464276470 AWS	32	24-Jan-08	28-Jan-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	CAMPBELL FORD LINCOLN- MERCURY,	NILES	MI	2696848300	2FAHP71W45X[REDACTED]	1 S	10-May-05	2005
467799119 AWS	33	24-Mar-08	26-Mar-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	MARCOTTE FORD SALES INC	HOLYOKE	MA	4135361900	2FAHP71W45X[REDACTED]	1 S	30-Jun-05	2005

9782490	GCQIS Ford	30-Mar-07	31-Mar-07	Unknowr	Unknown	ROUTE 23 AUTO MALL, LLC	BUTLER	NJ	9738380800 N	2FAHP71W55X [REDACTED]	1 S	13-Sep-04	2005	
9578909	GCQIS Ford	13-Dec-06	14-Dec-06	Unknowr	Unknown	RAY SERAPHIN FORD INC	ROCKVILLE CT		8608753369 N	2FAHP71W55X [REDACTED]	1 S	25-Oct-04	2005	
414310446	AWS	15	9-Jan-06	19-Jan-06	5W7Z 13C788 AA	ELECTONIC MODULE (GEM)	CLARK & WHITE INC	NEWTON	MA	6179285400	2FAHP71W55X [REDACTED]	1 S	27-Oct-04	2005

420427033 AWS 17 4-Apr-06 5-Apr-06 5W7Z 13C788 AA ELECTONIC ASTORIA  
MODULE (GEM) FORD ASTORIA OR 5033256411 2FAHP71W55X [REDACTED] 1 S 9-Nov-04 2005

438114181 AWS 23 28-Dec-06 6-Jan-07 5W7Z 13C788 AA ELECTONIC CRUICKSHANK  
MODULE (GEM) MOTORS TORONTO ON 4162446461 2FAHP71W55X [REDACTED] 1 S 4-Feb-05 2005

10340659 GCQIS Ford 11-Feb-08 12-Feb-08 Unknowr Unknown TENVOORDE SAINT  
FORD, INC. CLOUD MN 3202510540 N 2FAHP71W55X [REDACTED] 1 S 21-Mar-05 2005

10067999	GCQIS Ford	4-Sep-07	5-Sep-07	Unknowr	Unknown	BERTERA LINCOLN- MERCURY, INC.	WEST SPRINGFIE LD	MA	4137327199 N	2FAHP71W55X	1 S	25-Feb-05	2005
----------	------------	----------	----------	---------	---------	--------------------------------------	-------------------------	----	--------------	-------------	-----	-----------	------

9411761	GCQIS Ford	8-Sep-06	9-Sep-06	Unknowr	Unknown	MC CRACKIN FORD	PITTSBUR GH	PA	4129316960 N	2FAHP71W55X	1 S	24-Mar-05	2005
---------	------------	----------	----------	---------	---------	--------------------	----------------	----	--------------	-------------	-----	-----------	------

9650261	GCQIS Ford	24-Jan-07	25-Jan-07	Unknowr	Unknown	ABLE FORD, INC.	ROCKVILLE CENTRE	NY	5167660700 N	2FAHP71W55X	1 S	22-Mar-05	2005
---------	------------	-----------	-----------	---------	---------	--------------------	---------------------	----	--------------	-------------	-----	-----------	------

458488138 AWS	31	20-Nov-07	22-Nov-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	ELKHORN MOTORS INC	ELKHORN	WI	2627232131	2FAHP71W55X[REDACTED]	1 S	19-Apr-05	2005
443466421 AWS	22	22-Mar-07	26-Mar-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	JACK SAFRO FORD	OCONOMO WOC	WI	2625675574	2FAHP71W55X[REDACTED]	1 S	4-May-05	2005
10558012 GCQIS Ford		2-Jun-08	3-Jun-08			Unknowr	Unknown	FITZPATRICK & LAMBERT, INC.	DUSHORE	PA	5709288184 N	2FAHP71W55X[REDACTED]	1 S	12-May-05	2005
447620585 AWS	20	22-May-07	25-May-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	PARK AVENUE FORD	TENAFLY	NJ	2015689205	2FAHP71W55X[REDACTED]	2 D	7-Jun-05	2005
465753450 AWS	29	21-Feb-08	26-Feb-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	HERITAGE LINCOLN MERCURY, INC.	SYRACUSE	NY	3154724534	2FAHP71W55X[REDACTED]	1 S	26-Jul-05	2005

432270525 AWS	22	13-Sep-06	16-Sep-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	MCFARLAND FORD SALES, INC.	EXETER	NH	6037725953	2FAHP71W65X [REDACTED]	1 S	23-Aug-04	2005
9957339 GCQIS Ford		3-Jul-07	4-Jul-07	Unknowr	Unknown	CREST LINCOLN- MERCURY INC	WOODBRI DGE	CT	2033897100 N	2FAHP71W65X [REDACTED]	1 S	27-Aug-04	2005
440281194 AWS	28	23-Jan-07	25-Jan-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	WOODY SANDER FORD, INC.	CINCINNAT I	OH	5135415586	2FAHP71W65X [REDACTED]	3 D	7-Sep-04	2005
427434107 AWS	19	11-Jul-06	13-Jul-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	STAR FORD	GLENDAL	CA	8189560977	2FAHP71W65X [REDACTED]	1 S	16-Sep-04	2005
9820456 GCQIS Ford		13-Apr-07	21-Apr-07	Unknowr	Unknown	NEMITH MOTOR CORP	LATHAM	NY	5187858531 N	2FAHP71W65X [REDACTED]	1 S	22-Sep-04	2005

412812265 AWS	12	9-Dec-05	28-Dec-05	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	HERITAGE LINCOLN MERCURY, INC.	SYRACUSE NY	3154724534	2FAHP71W65X[REDACTED]	1 S	6-Dec-04	2005
450755672 AWS	29	10-Jul-07	14-Jul-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	PRESTIGE FORD OF DAYTON, INC.	DAYTON OH	9372787921	2FAHP71W65X[REDACTED]	1 S	28-Jan-05	2005
454813785 AWS	31	17-Sep-07	19-Sep-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	AL PACKER FORD	WEST PALM BEACH FL	5616896550	2FAHP71W65X[REDACTED]	1 S	17-Feb-05	2005
462205243 AWS	32	18-Dec-07	20-Dec-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	DREW FORD	LA MESA CA	6194647777	2FAHP71W65X[REDACTED]	1 S	3-Mar-05	2005
433320077 AWS	18	29-Sep-06	3-Oct-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	MCDANIEL FORD	HICKSVILL E NY	5166819000	2FAHP71W65X[REDACTED]	1 S	24-Mar-05	2005
9447889 GCQIS Ford		27-Sep-06	28-Sep-06		13C788		ELECTONIC MODULE (GEM)	COLONIAL FORD	DANBURY CT	2037483503 N	2FAHP71W65X[REDACTED]	2 D	3-May-05	2005
432181400 AWS	16	12-Sep-06	14-Sep-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	KOENECKE FORD- MERCURY INC	REEDSBUR G WI	6085244361	2FAHP71W65X[REDACTED]	1 S	2-May-05	2005

467634984 AWS	25	20-Mar-08	24-Mar-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	PALMETTO TRUCK CENTER	MIAMI	FL	3055923673	2FAHP71W65X [REDACTED]	1 S	18-May-05	2005
465829195 AWS	34	22-Feb-08	26-Feb-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	LIBERTY FORD, INC.	MAPLE HEIGHTS	OH	2166623673	2FAHP71W65X [REDACTED]	1 S	17-May-05	2005
448458486 AWS	29	6-Jun-07	11-Jun-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	SAYVILLE FORD	SAYVILLE	NY	6315894800	2FAHP71W75X [REDACTED]	1 S	26-Jul-04	2005
449834351 AWS	31	22-Jun-07	26-Jun-07	5W1Z	13C788	AA	ELECTONIC MODULE (GEM)	KOONS STERLING FORD	STERLING	VA	7034307700	2FAHP71W75X [REDACTED]	1 S	29-Oct-04	2005
451995550 AWS	29	1-Aug-07	5-Aug-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	WAYNE PITMAN FORD LINCOLN INC.	GUELPH	ON	5198246400	2FAHP71W75X [REDACTED]	1 S	18-Feb-05	2005
457860859 AWS	30	9-Nov-07	13-Nov-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	BROADWAY MOTORS	OAKLAND	CA	5108328800	2FAHP71W75X [REDACTED]	1 S	2-Mar-05	2005
460481459 AWS	33	7-Dec-07	11-Dec-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	SIMMONS FORD, INC.	VICKSBUR G	MI	2696491022	2FAHP71W75X [REDACTED]	1 S	11-Mar-05	2005
468282964 AWS	33	31-Mar-08	2-Apr-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	KEN SMITH MOTORS INC	RIDGEWO OD	NJ	2014442200	2FAHP71W75X [REDACTED]	1 S	26-Mar-05	2005

449431067 AWS	24	14-Jun-07	18-Jun-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	MILLER FORD, INC.	FAIRFIELD CT	2033353181	2FAHP71W75X [REDACTED]	1 S	8-Jun-05	2005
10326310 GCQIS Ford		4-Feb-08	5-Feb-08	Unknowr	Unknown	TOM WRIGHT'S TWO PAWS FORD, IN	PAW PAW MI	2696573134 N	2FAHP71W85X [REDACTED]	1 S	24-Aug-04	2005
433051795 AWS	22	26-Sep-06	28-Sep-06	13C788	ELECTONIC MODULE (GEM)	NEMER FORD	QUEENSBU RY NY	5187988834	2FAHP71W85X [REDACTED]	1 S	24-Sep-04	2005

10241326 GCQIS Ford	14-Dec-07	15-Dec-07	Unknowr	Unknown	GRAND TRAVERSE AUTO COMPANY	TRAVERSE CITY	MI	2319222000 N	2FAHP71W85X[REDACTED]	1 S	1-Apr-05	2005
---------------------	-----------	-----------	---------	---------	--------------------------------------	------------------	----	--------------	-----------------------	-----	----------	------

9573456 GCQIS Ford	8-Dec-06	9-Dec-06	Unknowr	Unknown	MONTGOMERY FORD	MONTGOM ERY	OH	5138910500 N	2FAHP71W85X[REDACTED]	1 S	4-May-05	2005
--------------------	----------	----------	---------	---------	--------------------	----------------	----	--------------	-----------------------	-----	----------	------

441254139 AWS 21 9-Feb-07 13-Feb-07 5W7Z 13C788 AA ELECTONIC MONTGOMERY MONTGOM  
MODULE (GEM) FORD ERY OH 5138910500 2FAHP71W85X [REDACTED] 2 R 4-May-05 2005

10367771 GCQIS Ford 25-Feb-08 26-Feb-08 Unknowr Unknown KELLY FORD EMMAUS PA 6109672101 N 2FAHP71W85X [REDACTED] 1 S 9-Jun-05 2005

454221191 AWS 33 6-Sep-07 19-Sep-07 5W7Z 13C788 AA ELECTONIC SAYVILLE  
MODULE (GEM) FORD SAYVILLE NY 6315894800 2FAHP71W95X [REDACTED] 1 S 26-Jul-04 2005

9316803 GCQIS Ford		19-Jul-06	20-Jul-06		Unknowr	Unknown	ORLEANS FORD- MERCURY INC	MEDINA	NY	5857984316 N	2FAHP71W95X [REDACTED]	1 S	16-Aug-04	2005	
412639705 AWS	12	13-Dec-05	22-Dec-05	4W7Z	13C788	BB	ELECTONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCEST ER	MA		2FAHP71W95X [REDACTED]	1 S	22-Oct-04	2005
412638985 AWS	14	15-Dec-05	22-Dec-05	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	JOE TAYLOR FORD, INC.	SENECA	PA	8146769295	2FAHP71W95X [REDACTED]	1 S	20-Sep-04	2005
431999026 AWS	23	8-Sep-06	12-Sep-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	ANDERSON BROS. FORD, INC.	BERWYN	IL	7087957900	2FAHP71W95X [REDACTED]	2 D	29-Sep-04	2005

8206847 GCQIS Ford		15-Feb-05	16-Feb-05		Unknowr	Unknown	GATE CITY MOTOR COMPANY	GREENSB ORO	NC	3362740195 N	2FAHP71W95X [REDACTED]	1 S	29-Oct-04	2005
467549317 AWS	37	19-Mar-08	22-Mar-08	5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	MAROONE FORD OF MIAMI	MIAMI	FL	3055576500	2FAHP71W95X [REDACTED]	1 S	1-Mar-05	2005
441457285 AWS	21	13-Feb-07	15-Feb-07	5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	GENE LATTA FORD, INC.	HANOVER	PA	7176331999	2FAHP71W95X [REDACTED]	1 S	20-Apr-05	2005
441376590 AWS	17	12-Feb-07	14-Feb-07	4W7Z	13C788 BB	ELECTONIC MODULE (GEM)	FREEDOM FORD, INC.	BEACON	NY	8458311400	2FAHP71W95X [REDACTED]	1 S	13-May-05	2005
447618326 AWS	24	22-May-07	25-May-07	5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	LYNCH FORD- MT. VERNON, INC.	MOUNT VERNON	IA	3198958500	2FAHP71W95X [REDACTED]	1 S	17-May-05	2005
10172695 GCQIS Ford		1-Nov-07	3-Nov-07		Unknowr	Unknown	RIVERTOWN FORD LINCOLN- MERCURY	CHEBOYG AN	MI	2316279966 N	2FAHP71WX5X [REDACTED]	1 S	20-Aug-04	2005

427525078 AWS	21	12-Jul-06	16-Jul-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	MCPMAHON FORD	NORWALK CT	2038384801	2FAHP71WX5X [REDACTED]	1 S	26-Aug-04	2005
463888158 AWS	37	5-Dec-07	21-Jan-08	13C788	ELECTONIC MODULE (GEM)	NEMER FORD	QUEENSBURY NY	5187988834	2FAHP71WX5X [REDACTED]	1 S	23-Sep-04	2005
458262095 AWS	37	15-Nov-07	19-Nov-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	DEAN STALLINGS FORD LINCOLN ME	OAK RIDGE TN	8654834352	2FAHP71WX5X [REDACTED]	1 S	22-Oct-04	2005
413918244 AWS	14	21-Dec-05	12-Jan-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	FREEDOM FORD LINCOLN- MERCURY,	WISE VA	2763282686	2FAHP71WX5X [REDACTED]	1 S	27-Oct-04	2005
435265966 AWS	23	3-Nov-06	7-Nov-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	DON JENKINS' CAROLINA FORD	FUQUAY- VARINA NC	9195522228	2FAHP71WX5X [REDACTED]	2 D	9-Nov-04	2005
440277889 AWS	24	23-Jan-07	25-Jan-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	YORKDALE FORD LINCOLN SALES LI	TORONTO ON	4167874534	2FAHP71WX5X [REDACTED]	1 S	4-Feb-05	2005
446401902 AWS	26	11-May-07	15-May-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	POWER FORD TUSTIN	TUSTIN CA	7148323300	2FAHP71WX5X [REDACTED]	1 S	21-Feb-05	2005

9974628 GCQIS Ford		12-Jul-07	14-Jul-07	13C788		ELECTONIC MODULE (GEM)	BESHORE AND KOLLER INC	MANCHEST ER	PA	7172663651 N	2FAHP71WX5X [REDACTED]	1 S	25-Feb-05	2005
9524777 GCQIS Ford		8-Nov-06	9-Nov-06	Unknowr	Unknown		BROWN-DAUB FORD-LINCOLN- MERCUR		NAZARETH PA	6107599300 N	2FAHP71WX5X [REDACTED]	1 S	23-Mar-05	2005
462771883 AWS	32	1-Jan-08	3-Jan-08 5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	FIORE MOTORS INC	NORRISTO WN	PA	6102759776	2FAHP71WX5X [REDACTED]	3 D	20-Apr-05	2005
442855820 AWS	22	12-Mar-07	14-Mar-07 5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	JOYCE FORD, INC.		CHICAGO IL	3128424200	2FAHP71WX5X [REDACTED]	1 S	29-Apr-05	2005
452280371 AWS	24	7-Aug-07	9-Aug-07 5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	DALE JARRETT FORD	INDIAN TRAIL	NC	7042838521	2FAHP74W25X [REDACTED]	1 S	15-Oct-04	2005

10398603 GCQIS Ford		11-Mar-08	12-Mar-08		13C788		ELECTONIC MODULE (GEM)	WARNOCK AUTOMOTIVE, INC./DBA W	MORRISTO WN	NJ	9736443200 N	2FAHP74W65X [REDACTED]	1 S	31-Mar-05	2005
462282499 AWS	25	19-Dec-07	22-Dec-07	5W7Z	13C788 AA		ELECTONIC MODULE (GEM)	ELM FORD MERCURY, INC.	WOODLAN D	CA	5306622817	2FDFP74W05X [REDACTED]	2 D	28-Sep-04	2005
418314413 AWS	8	8-Mar-06	13-Mar-06	5W7Z	13C788 AA		ELECTONIC MODULE (GEM)	B & B FORD, INC.	BARNWELL	SC	8032595524	2FDHP74W25X [REDACTED]	1 S	31-Aug-04	2005
456321665 AWS	23	11-Oct-07	15-Oct-07	5W7Z	13C788 AA		ELECTONIC MODULE (GEM)	RIVER OAKS FORD INC	CALUMET CITY	IL	7088682000	2FDHP74W55X [REDACTED]	1 S	20-Apr-05	2005

438145469 AWS	20	1-Jan-07	6-Jan-07 5W7Z	13C788 AA	AL JAZIRAH VEHICLES AGENCIES C	RIYADH			2FDHP74W95X [REDACTED]	1 S	10-Mar-05	2005
432426004 AWS	19	15-Sep-06	19-Sep-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	MURPHY FORD COMPANY	CHESTER PA	6104948800	2MEFM74W05X [REDACTED]	1 S	3-Aug-04	2005
10584247 GCQIS Ford		13-Jun-08	14-Jun-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	ALMOAYYED MOTORS W.L.L.	MANAMA		N 2MEFM74W05X [REDACTED]	1 S	21-Apr-05	2005

26177856 MORS\CUDL

19-Dec-07 20-Dec-07

NOT PROVIDED SAMES CROW CORPUS  
BY SOURCE FORD CHRISTI TX

3618517600

2MEFM74W05X



1 S

9-May-05 2005

24693484 MORS\CUDL		25-Jul-05	26-Jul-05				NOT PROVIDED BY SOURCE	ALEXANDER LINCOLN MERCURY	ALBERTVIL LE	AL	2568787282	2MEFM74W15X [REDACTED]	1 S	4-Aug-04	2005
462284017 AWS	38	19-Dec-07	22-Dec-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	WALL'S LINCOLN- MERCURY, INC.	METHUEN	MA	9786873100	2MEFM74W15X [REDACTED]	1 S	15-Oct-04	2005
462556087 AWS	36	26-Dec-07	29-Dec-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	JOE MYERS FORD LINCOLN MERCURY	HOUSTON	TX	7138968200	2MEFM74W15X [REDACTED]	2 D	21-Oct-04	2005
464898331 AWS	34	5-Feb-08	7-Feb-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	ELMHURST LINCOLN- MERCURY, INC.	ELMHURST	IL	6308333300	2MEFM74W15X [REDACTED]	1 S	28-Oct-04	2005

466308573 AWS	27	29-Feb-08	4-Mar-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	PORT MOTORS LINCOLN MERCURY, I	ROSLYN NY	5164846633	2MEFM74W15X [REDACTED]	1 S	17-Dec-04	2005
468911137 AWS	33	9-Apr-08	12-Apr-08 5W7Z	13C788 AA		ARABIAN MOTORS GROUP	KUWAIT CITY		2MEFM74W15X [REDACTED]	1 S	11-Mar-05	2005
466581980 AWS	35	5-Mar-08	8-Mar-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	PADUCAH FORD LINCOLN MERCURY,	PADUCAH KY	2704440011	2MEFM74W25X [REDACTED]	2 D	22-Sep-04	2005
466109732 AWS	38	27-Feb-08	1-Mar-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	BAYWAY LINCOLN MERCURY, INC.	HOUSTON TX	2819296500	2MEFM74W25X [REDACTED]	2 D	10-Nov-04	2005
452945002 AWS	28	20-Aug-07	22-Aug-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	EIDE FORD- MERCURY- LINCOLN, INC	BISMARCK ND	7012223500	2MEFM74W25X [REDACTED]	1 S	27-Jan-05	2005
10383512 GCQIS Ford		3-Mar-08	4-Mar-08	Unknowr	Unknown	WOOLWINE FORD LINC MERC INC	COLLINS MS	6017654461 N	2MEFM74W25X [REDACTED]	1 S	18-Apr-05	2005

459045722 AWS	25	28-Nov-07	1-Dec-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	QUEEN CITY LINCOLN- MERCURY	MATTHEW S	NC	7045538300	2MEFM74W25X [REDACTED]	1 S	21-Apr-05	2005
414586910 AWS	8	7-Jan-06	22-Jan-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	LEGACY LINCOLN- MERCURY	ORLANDO	FL	4072404020	2MEFM74W25X [REDACTED]	1 S	3-May-05	2005
451658766 AWS	33	26-Jul-07	30-Jul-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	LIBERTY LINCOLN- MERCURY, INC.	CLIFTON	NJ	9734737800	2MEFM74W35X [REDACTED]	1 S	20-Sep-04	2005
447702973 AWS	30	23-May-07	27-May-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	ROBINSON BROTHERS LINCOLN MERC	BATON ROUGE	LA	2259247068	2MEFM74W45X [REDACTED]	1 S	12-Nov-04	2005
465116592 AWS	30	11-Feb-08	13-Feb-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	BOZARD FORD LINCOLN MERCURY	SAINT AUGUSTIN E	FL	9048241641	2MEFM74W45X [REDACTED]	1 S	25-Jan-05	2005
10592622 GCQIS Ford		18-Jun-08	19-Jun-08			Unknowr	Unknown	METROPOLITA N LINCOLN- MERCURY,	GARDEN CITY	MI	7344254300 N	2MEFM74W45X [REDACTED]	1 S	15-Feb-05	2005

26297992 MORS\CUDL		5-Mar-08	6-Mar-08				NOT PROVIDED BY SOURCE	NAPLETON LINCOLN-MERCURY, INC.	BLUE ISLAND	IL	7083854500	2MEFM74W45X[REDACTED]	1 S	28-Apr-05	2005
455336829 AWS	20	25-Sep-07	27-Sep-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	NEW LONDON MOTORS INC	NEW LONDON	CT	8604424448	2MEFM74W55X[REDACTED]	1 S	17-Aug-04	2005
435844505 AWS	21	14-Nov-06	16-Nov-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	KENT LINCOLN MERCURY SALES	KENT	OH	3306785520	2MEFM74W55X[REDACTED]	1 S	12-Oct-04	2005
462432348 AWS	36	21-Dec-07	25-Dec-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	DAVE SINCLAIR LINCOLN MERCURY	SAINT PETERS	MO	6364414400	2MEFM74W55X[REDACTED]	1 S	29-Sep-04	2005
465118811 AWS	34	11-Feb-08	13-Feb-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	QUEEN CITY LINCOLN-MERCURY	MATTHEW S	NC	7045538300	2MEFM74W55X[REDACTED]	1 S	27-Oct-04	2005

442573882 AWS	23	6-Mar-07	8-Mar-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	HARRELSON FORD, INC.	CHARLOTT E	NC	7045522760	2MEFM74W55X [REDACTED]	1 S	9-Nov-04	2005
470338805 AWS	36	1-May-08	5-May-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	HOLMES TUTTLE FORD, LINCOLN-ME	TUCSON	AZ	5202923600	2MEFM74W55X [REDACTED]	2 D	24-Feb-05	2005
438947589 AWS	15	15-Jan-07	17-Jan-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	RAY PRICE FORD	MOUNT POCONO	PA	5708391111	2MEFM74W55X [REDACTED]	1 S	29-Apr-05	2005
9605680 GCQIS Ford		19-Dec-06	3-Jan-07	Unknowr	Unknown	HILLSIDE FORD, INC.	HILLSIDE	NJ	9739234100 N	2MEFM74W65X [REDACTED]	1 S	30-Aug-04	2005
467462481 AWS	38	18-Mar-08	20-Mar-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	NORTH PARK LINCOLN- MERCURY INC	SAN ANTONIO	TX	2103418841	2MEFM74W65X [REDACTED]	1 S	1-Oct-04	2005
442938464 AWS	29	13-Mar-07	15-Mar-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	ROBINSON BROTHERS LINCOLN MERC	MOBILE	AL	2514768174	2MEFM74W65X [REDACTED]	1 S	13-Oct-04	2005

26177756 MORS\CUDL		19-Dec-07	20-Dec-07					NOT PROVIDED BY SOURCE	BUD SHELL FORD INC	DEXTER MO	5736247476	2MEFM74W65X [REDACTED]	1 S	25-Oct-04	2005
466308319 AWS	31	29-Feb-08	4-Mar-08	5W7Z	13C788	AA		ELECTONIC MODULE (GEM)	SOUTHWEST LINCOLN-MERCURY INC	HOUSTON TX	7139813500	2MEFM74W65X [REDACTED]	1 S	24-Jan-05	2005
451902430 AWS	20	31-Jul-07	2-Aug-07	4W7Z	13C788	BB		ELECTONIC MODULE (GEM)	DITSCHMAN/FL EMINGTON FORD-LINC	FLEMINGT ON NJ	9087823673	2MEFM74W65X [REDACTED]	1 S	2-Jun-05	2005

454224642 AWS	29	6-Sep-07	19-Sep-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	GEORGE WALL LINCOLN MERCURY, I	SHREWSB URY	NJ	7327475400	2MEFM74W75X [REDACTED]	1 S	3-Mar-05	2005
470471569 AWS	37	5-May-08	7-May-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	COUNTRY LINCOLN MERCURY WEST,	VALLEY STREAM	NY	5162850505	2MEFM74W75X [REDACTED]	1 S	4-Mar-05	2005
457514553 AWS	28	31-Oct-07	3-Nov-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	NORTH COUNTRY FORD LINCOLN MER	COON RAPIDS	MN	7634271120	2MEFM74W85X [REDACTED]	1 S	18-Aug-04	2005
458718880 AWS	26	26-Nov-07	28-Nov-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	SCHAUMBURG LINCOLN- MERCURY	SCHAUMB URG	IL	8478824100	2MEFM74W85X [REDACTED]	2 D	20-Sep-04	2005
469160753 AWS	40	14-Apr-08	16-Apr-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	PETRUS AUTO SALES	STUTTGAR T	AR	8706734602	2MEFM74W85X [REDACTED]	1 S	26-Oct-04	2005
470027674 AWS	37	29-Apr-08	1-May-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	ROBINSON BROTHERS LINCOLN MERC	BATON ROUGE	LA	2259247068	2MEFM74W85X [REDACTED]	1 S	23-Mar-05	2005
470971467 AWS	29	13-May-08	15-May-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	SCHAUMBURG LINCOLN- MERCURY	SCHAUMB URG	IL	8478824100	2MEFM74W85X [REDACTED]	1 S	1-Jun-05	2005
464759659 AWS	39	1-Feb-08	5-Feb-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	CROSS CREEK LINCOLN MERCURY	FAYETTEVI LLE	NC	9108645240	2MEFM74W95X [REDACTED]	1 S	25-Aug-04	2005

26467975 MORS\CUDL		29-May-08	31-May-08					NOT PROVIDED BY SOURCE	PAVILION LINCOLN- MERCURY, INC.	AUSTIN	TX	5122587711	2MEFM74W95X [REDACTED]	1 S	8-Nov-04	2005
436928947 AWS	25	5-Dec-06	7-Dec-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	HOPKINS FORD LINCOLN MERCURY	JENKINTO WN	PA	2152244550	2MEFM74WX5X [REDACTED] 8	1 S	4-Aug-04	2005	
458490112 AWS	28	20-Nov-07	22-Nov-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	RYAN LINCOLN MERCURY	SPRINGFIE LD	PA	6105440100	2MEFM74WX5X [REDACTED] 2	1 S	20-Oct-04	2005	

463891749 AWS	33	5-Dec-07	21-Jan-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	NORTHGATE LINCOLN- MERCURY, INC	CINCINNAT I	OH	5133851818	2MEFM74WX5X 2	1 S	26-Oct-04	2005
460855492 AWS	35	13-Dec-07	17-Dec-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	NORTZ & VIRKLER, INC.	LOWVILLE	NY	3153766594	2MEFM74WX5X 5	1 S	12-Jan-05	2005
425362948 AWS	16	8-Jun-06	12-Jun-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	MC KINNON MOTORS, LLC	CLANTON	AL	2057553430	2MEFM75W05X 2	3 D	7-Sep-04	2005
469163361 AWS	43	14-Apr-08	16-Apr-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	HUB FORD LINCOLN MERCURY	FLORENCE	SC	8436692121	2MEFM75W05X 2	1 S	24-Sep-04	2005
463020817 AWS	34	7-Jan-08	9-Jan-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	BOB MAXEY LINCOLN- MERCURY SALE	DETROIT	MI	3138854000	2MEFM75W05X 2	1 S	15-Oct-04	2005
469341024 AWS	39	16-Apr-08	19-Apr-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	PALMETTO FORD LINCOLN MERCURY	CHARLEST ON	SC	8435713673	2MEFM75W05X 2	1 S	15-Dec-04	2005
469068491 AWS	38	11-Apr-08	15-Apr-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	MALLOY LINCOLN MERCURY OF MANA	MANASSAS	VA	7036311181	2MEFM75W05X 2	2 D	23-Feb-05	2005

464829209 AWS	35	4-Feb-08	6-Feb-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	GREGG MOTOR SALES, INC.	JOLIET	IL	8157250850	2MEFM75W15X [REDACTED]	2 D	18-Oct-04	2005
459363471 AWS	38	4-Dec-07	6-Dec-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	VIC OSMAN LINCOLN- MERCURY INC	MELBOUR NE	FL	3217251100	2MEFM75W15X [REDACTED]	1 S	20-Oct-04	2005
456252356 AWS	36	10-Oct-07	13-Oct-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	PERRY FORD LINCOLN MERCURY	SANTA BARBARA	CA	8056822411	2MEFM75W15X [REDACTED]	2 D	21-Oct-04	2005
470397771 AWS	30	2-May-08	6-May-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	PAUL CERAME FORD LINCOLN- MERCU	FLORISSA NT	MO	3148382400	2MEFM75W15X [REDACTED]	2 D	10-Dec-04	2005
10303727 GCQIS Ford		23-Jan-08	26-Jan-08	Unknowr	Unknown	MAC HAIK FORD	HOUSTON	TX	7139325000 N	2MEFM75W25X [REDACTED]	2 D	11-Jan-05	2005
10389456 GCQIS Ford		5-Mar-08	6-Mar-08	Unknowr	Unknown	UHLMANN MOTORS, INC.	CHEHALIS	WA	3607483355 N	2MEFM75W35X [REDACTED]	1 S	20-Dec-04	2005
467894541 AWS	33	25-Mar-08	27-Mar-08 7W1Z	13C788 A	ELECTONIC MODULE (GEM)	MOSES MOTOR COMPANY	YORK	NE	4023623326	2MEFM75W35X [REDACTED]	1 S	15-Jun-05	2005

458261652 AWS	38	15-Nov-07	19-Nov-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	BILL JARRETT FORD- MERCURY, INC	AVON PARK	FL	8634533117	2MEFM75W45X [REDACTED]	1 S	24-Sep-04	2005
458363964 AWS	38	19-Nov-07	21-Nov-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	WEST POINT LINCOLN- MERCURY	HOUSTON	TX	7135292611	2MEFM75W45X [REDACTED]	1 S	24-Sep-04	2005
462953414 AWS	37	4-Jan-08	8-Jan-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	LOVEGREEN FORD- MERCURY	KIRKSVILL E	MO	6606657263	2MEFM75W45X [REDACTED]	1 S	20-Dec-04	2005
10491298 GCQIS Ford		25-Apr-08	26-Apr-08			Unknowr	Unknown	CARAWAY FORD- MERCURY, INC.	GONZALES	TX	8306729646 N	2MEFM75W55X [REDACTED]	1 S	22-Oct-04	2005
424594511 AWS	11	26-May-06	30-May-06	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	MOMENTUM LINCOLN MERCURY, INC.	MONROE	MI	7342412060	2MEFM75W55X [REDACTED]	1 S	22-Oct-04	2005

467891361 AWS 37 25-Mar-08 27-Mar-08 5W7Z 13C788 AA ELECTONIC COURTESY  
MODULE (GEM) FORD CONYERS GA 7709222700 2MEFM75W55X [REDACTED] 1 S 20-Oct-04 2005

468482025 AWS 35 2-Apr-08 5-Apr-08 5W7Z 13C788 AA ELECTONIC PORT MOTORS  
MODULE (GEM) LINCOLN MERCURY, I ROSLYN NY 5164846633 2MEFM75W55X [REDACTED] 1 S 28-Oct-04 2005

10383280 GCQIS Ford 3-Mar-08 4-Mar-08 Unknowr Unknown DIMENSION  
FORD NORTH, FORT WAYNE IN 2604824228 N 2MEFM75W65X [REDACTED] 1 S 13-May-05 2005

10197508 GCQIS Ford	20-Nov-07	21-Nov-07	Unknowr	Unknown	ROGERS FORD SALES, INC.	MIDLAND TX	4326948801 N	2MEFM75W75X [REDACTED]	1 S	29-Oct-04	2005	
26107069 MORS\CUDL	15-Nov-07	17-Nov-07		NOT PROVIDED BY SOURCE	DAYTONA LINCOLN MERCURY	DAYTONA BEACH FL	3862556412	2MEFM75W75X [REDACTED]	1 S	14-Dec-04	2005	
436330533 AWS	22	22-Nov-06	25-Nov-06	5W7Z 13C788 AA	ELECTONIC MODULE (GEM)	MULLINAX FORD- MERCURY	NEW SMYRNA BEACH FL	3864289094	2MEFM75W75X [REDACTED]	1 S	3-Feb-05	2005

442498213 AWS	24	5-Mar-07	7-Mar-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	HUDSPETH MOTORS INC	HARRISON AR	8707433200	2MEFM75W75X [REDACTED]	2 D	17-Feb-05	2005
450587960 AWS	28	5-Jul-07	11-Jul-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	PREMIER FORD, INC.	BROOKLYN NY	7182587200	2MEFM75W75X [REDACTED]	1 S	23-Feb-05	2005
469728639 AWS	36	23-Apr-08	26-Apr-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	ASTRO LINCOLN- MERCURY, INC.	PENSACOL A FL	8504788531	2MEFM75W85X [REDACTED]	1 S	2-May-05	2005
466302598 AWS	37	29-Feb-08	4-Mar-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	BEN SATCHER MOTORS, INC.	LEXINGTO N SC	8033594114	2MEFM75W95X [REDACTED]	2 D	16-Feb-05	2005
9268450 GCQIS Ford		23-Jun-06	24-Jun-06	Unknowr	Unknown	DAVE SINCLAIR LINCOLN- MERCURY	ST LOUIS MO	3147292700 N	2MEFM75W95X [REDACTED]	1 S	4-Mar-05	2005

470558619 AWS	34	6-May-08	8-May-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	MULLINAX FORD- MERCURY	NEW SMYRNA BEACH	FL	3864289094	2MEFM75W95X	1 S	31-Mar-05	2005
---------------	----	----------	----------	------	--------	----	---------------------------	------------------------------	------------------------	----	------------	-------------	-----	-----------	------

25719336 MORS\CUDL		27-Feb-07	28-Feb-07				NOT PROVIDED BY SOURCE	NAPLETON'S PARK RIDGE LINCOLN	PARK RIDGE	IL	8478250770	2MEHM75W15X	1 S	3-Aug-04	2005
--------------------	--	-----------	-----------	--	--	--	---------------------------	-------------------------------------	---------------	----	------------	-------------	-----	----------	------

438425944 AWS	27	4-Jan-07	8-Jan-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	JERSEYVILLE MOTOR COMPANY, INC	JERSEYVIL LE	IL	6184982139	2MEHM75W15X	1 S	7-Sep-04	2005
---------------	----	----------	----------	------	--------	----	---------------------------	--------------------------------------	-----------------	----	------------	-------------	-----	----------	------

460631416 AWS	29	11-Dec-07	13-Dec-07	5W7Z	13C788	AA		ARABIAN MOTORS GROUP	KUWAIT CITY			2MEHM75W15X	1 S	27-Sep-04	2005
---------------	----	-----------	-----------	------	--------	----	--	----------------------------	----------------	--	--	-------------	-----	-----------	------

26235429 MORS\CUDL

29-Jan-08 30-Jan-08

WHITE BEAR  
NOT PROVIDED LINCOLN-  
BY SOURCE MERCURY, IN ST PAUL MN 6514832631 2MEHM75W15X [REDACTED] 1 S 17-Jan-05 2005

25068003 MORS\CUDL

27-Dec-05 22-Dec-05

BEAMAN  
NOT PROVIDED LINCOLN-  
BY SOURCE MERCURY, INC. NASHVILLE TN 6153838080 2MEHM75W25X [REDACTED] 1 S 28-Sep-04 2005

25154858 MORS\CUDL

13-Feb-06 14-Feb-06

BEAMAN  
NOT PROVIDED LINCOLN-  
BY SOURCE MERCURY, INC. NASHVILLE TN 6153838080 2MEHM75W25X [REDACTED] 2 R 28-Sep-04 2005



459504915 AWS	36	6-Dec-07	10-Dec-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	DELRAY LINCOLN- MERCURY, INC.	DELRAY BEACH	FL	5614541800	2MEHM75W35X [REDACTED]	2 D	25-Oct-04	2005
465666447 AWS	36	20-Feb-08	23-Feb-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	SEMINOLE FORD- MERCURY, INC.	SEMINOLE	OK	4053822222	2MEHM75W35X [REDACTED]	1 S	11-Jan-05	2005
467983817 AWS	36	26-Mar-08	29-Mar-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	CREST LINCOLN- MERCURY INC	WOODBRI DGE	CT	2033897100	2MEHM75W75X [REDACTED]	2 D	29-Oct-04	2005
463457011 AWS	32	10-Jan-08	15-Jan-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	MANHATTAN FORD LINCOLN MERCURY	NEW YORK	NY	2125817800	2MEHM75W75X [REDACTED]	1 S	21-Apr-05	2005
464428401 AWS	37	28-Jan-08	30-Jan-08	5W7Z	13C788	AA		ARABIAN MOTORS GROUP	KUWAIT CITY			2MEHM75WX5X [REDACTED]	1 S	16-Sep-04	2005
473324674 AWS	41	19-Jun-08	21-Jun-08	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	THOROUGHBR ED FORD	KANSAS CITY	MO	8165051818	2MHFM75W75X [REDACTED]	1 S	28-Jan-05	2005

413756719 AWS	15	6-Jan-06	11-Jan-06 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	TASCA FORD	CRANSTO N	RI	4016811300	2MHFM75W85X [REDACTED]	1 S	10-Sep-04	2005
9411708 GCQIS Ford		8-Sep-06	9-Sep-06	Unknowr	Unknown	METRO FORD SALES & SERVICE, IN	CHICAGO	IL	7737767600 N	2MHFM75WX5X [REDACTED]	1 S	28-Apr-05	2005
463590669 AWS	29	14-Jan-08	16-Jan-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	RAMBO VANCE FORD LINCOLN MERCUR	MIAMI	OK	9185423341	2MHHM75W15X [REDACTED]	1 S	20-Apr-05	2005
458718323 AWS	24	26-Nov-07	28-Nov-07 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	QUALITY LINCOLN- MERCURY	MILLVILLE	NJ	8563273000	2MHHM75W85X [REDACTED]	1 S	1-Sep-04	2005
471287746 AWS	33	19-May-08	21-May-08 5W7Z	13C788 AA	ELECTONIC MODULE (GEM)	O. C. WELCH FORD LINCOLN- MERCUR	HARDEEVI LLE	SC	8432880100	2MHHM75WX5X [REDACTED]	1 S	1-Oct-04	2005

<i>Vehicle Description</i>	<i>Body Cab Style</i>	<i>Plant Description</i>	<i>Warranty Start Date</i>	<i>Mileage</i>	<u>Detailed Concern Mode</u> A: lights go out while driving/by themselves - no other information provided B: lights go out randomly/intermittantly/occasionally C: lights go out when hitting a bump/rough road D: lights go out when another function is used (turn signal, brake, etc.) E: lights go out, then come back on by themselves within a few minutes F: lights go out, owner able to restore light using switch, other methods, etc. G: lights flicker/blink/dim	<i>an</i>	<u>Detailed Concern Mode</u> N: headlamps flicker/dim while driving O: dash lights flicker or go out while driving P: can't shift vehicle out of park/gear shifter inoperative Q: dome light concerns R: turn signal/blinker concerns S: interior light concerns T: tail lamp/park lighting/brake lighting/ concerns	<u>Detailed Concern Mode</u> BB: keyless entry concerns CC: trunk concerns DD: door lock concerns EE: police equipment concerns (€ etc.) FF: seat belt chime concern GG: door/key chime concern
----------------------------	-----------------------	--------------------------	----------------------------	----------------	---	-----------	---	---

TOWN CAR	Unknown	WIXOM PLANT BUILD	28-Mar-06	7622	CK HEADLIGHT INOP SOMETIMES CUSTOMER SAID: -CUST IS SEEKING TO FILE A COMPLAINT BECAUSE HE HAD AN ACCIDENT - CUST NOTICED THE LIGHTS DIMMED WHEN HE STARTED THE VEH. CUST SAYS THE LIGHTS DIMMED WHILE DRIVING AND HE EXPERIENCED A ONE CAR ACCIDENT CAUSE HE FELL IN A DITCH DUE TO THE FAILING OF THE LIGHTS-CUST CALLED THE DLRSHIP THE NEXT MORNING AND SPOKE TO S/M LOUIS -THE VEH WAS -CUST TOOK THE VEH TO THE BODY SHOP TO REPAIR \$4,800.00 WORTH OF DAMAGE. -THE VEH IS IN CUST POSSESSION -THE DLRSHIP HAS DONE NOTHING - WHEN HE INQUIRED ABOUT WHAT THE ISSUE WAS A MECHANIC FROM CLASSIC FORD TOLD HIM THAT THE PROBLEM MIGHT HAVE BEEN THE ALTINATORDEALER SAID: -NONE-CRC ADVISED: THANK YOU FOR PROVIDING FORD MOTOR COMPANY WITH YOUR THOUGHTS; YOUR OPINIONS ARE VALUABLE TO US. I HAVE DOCUMENTED YOUR FEEDBACK AND THE INFORMATION YOU PROVIDED REGARDING YOUR EXPERIENCE WITH OUR PRODUCT. THIS INFORMATION IS FORWARDED TO VARIOUS DEPARTMENTS WITHIN FORD TO CONTINUOUSLY IMPROVE OUR PRODUCTS AND SERVICES. YOU WILL ONLY BE CONTACTED IF A SPECIFIC DEPARTMENT REQUIRES ADDITIONAL		REPL LIGHTING CONTROL MODULE	
TOWN CAR	Unknown	WIXOM PLANT BUILD	12-May-05	4900				
TOWN CAR	Unknown	WIXOM PLANT BUILD	25-Mar-05	31117	CUSTOMER STATES THE HEADLAMPS GO OUT WHILE DIRVING WHEN IT IS RAINNING OUT		42 CKD. HEADLAMP SYSTEM AND HEADLAMP OPERATION, CKD. WIRING AND SWITCHES, CONTACT HOTLINE, REPLACED AND REPROGRAM LCM, RECHECK OK	

TOWN CAR	Unknown	WIXOM PLANT BUILD	20-May-05	27321		CUST STATES THAT CAR PARKED IN GARAGE WITH HEADLAMP SWITCH IN AUTO MODE, HIGH BEAMS ON. THE NEXT DAY YOU CAN PULL THE CAR OUT AND LIGHTS WILL GO OFF AS HE BACKS OUT, BUT THE HIGH BEAM INDICATOR WILL REMAIN ON. THIS CAN BE TRUE IF THE CAR IS LEFT OUTSIDE OVERNIGHT AND STARTED IN THE DAYLIGHT, HIGH BEAM INDICATOR STAYS ON WITHOUT ANY OUTSIDE LIGHTS ON. CUST STATES THAT HE CAN PRESS FLASH TO PASS AND THEN THE INDICATOR GOES OFF. DEALER HAS 2 OTHER 05 DO THE SAME THING. TECH CALLING BACK SEEKING ADVICE OR INFO.
TOWN CAR	Unknown	WIXOM PLANT BUILD	9-Oct-04	14610	CUST STATES LIGHTS WENT OUT ON VEHICLE SWITCHED ON MANUALLY LIGHT CAME BACK ON	NOT OPERATING PROPERLY BODY CHASSIS ELECTRICAL (BCE) TEST SPOKE WITH PVT. WE AGREED, CHECK GROUND IN THE SYSTEM, ESPECIALLY TO THE AUDIO SYSTEM AND THE EFFECTED LAMPS. WORKED WITH TECHNICIAN OVER SEVERAL DAYS. WE FOUND THE FOLLOWING PROBLEMS WITH THE VEHICLE. 1. THE GROUND AT CONNECTOR C290A WAS IN PIN 4 INSTEAD OF PIN 6. 2. THE GROUNDS AT THE LEFT SIDE KICK PANEL NEAR THE E-BRAKE WERE ATTACHED TO A BRACKET THAT WAS ATTACHED WITH SEVERAL BAD SPOT WELDS AND WAS INTERMITTENTLY NOT MAKING GOOD CONTACT. CONNECTOR C213 WAS NOT LATCHED COMPLETELY (WE MAY HAVE BEEN RESPONSIBLE FOR NUMBER 3). ADVISED TECHNICIAN TO REPAIR GROUND IN THE WRONG HOLE IN CONNECTOR, RELOCATE GROUNDS NEAR E-BRAKE TO A BETTER LOCATION AND WIRE TIE C213 SO THAT IT WOULD NOT COME LOOSE. I HAVE INCLUDED PICTURES OF THE LOCATIONS OF PROBLEMS WE ENCOUNTERED.
TOWN CAR	Unknown	WIXOM PLANT BUILD	28-Mar-05	1744	CUSTOMER STATED WHILE DRIVING THE HEADLIGHTS WENT OUT, AND THERE IS A POPPING NOISE IN THE SPEAKERS WHEN THE TURN SIGNALS AND BRAKE PEDALS ARE USED.	

TOWN CAR	Unknown	WIXOM PLANT BUILD	28-Mar-05	1744	CUST STATES WHILE DRIVING HEADLIGHTS WENT OUT, TURN SIGNAL AND WHEN BRAKING NOISE FROM EACH COME THROUGH SPEAKERS	PERFORMED DIAG TESTS AND RMEOVE AND REPLACE LCM MODULE RECHECK FOR NOISE WHEN TURN SIGNALS ON, WORKING ON VEHICLE WITH FSE MARK VALACY TRACED WIRING THROUGHOUT VEHICLE FOUND PIN 5 WAS INSTALLED IN WRONG SPOT, REINSTALL PROPERLY, TAKE APART TRUNK AND INTERIOR AGAIN TRACING WIRING PER FSE RE PAIR GROUND PLATE ON A PILLAR AND CLEAN UP AND REWELD ON CAR ALSO FOUND CONN AT FI REWALL BAD CONNECTION
----------	---------	----------------------	-----------	------	---	---

TOWN CAR	Unknown	WIXOM PLANT BUILD	18-May-05	50729		WEB FORM DATA - CONCERN: CUSTOMER STATES HEADLIGHTS FLICKER ON LONG DRIVE , HAS HID HEADKIGHTS DIAGNOSTICS: CHECK CHARGING SYSYEN OK ,CHECK LCM FOR CODES PASS ,CHECK CONNECTORS AND GROUNDS OK ,CANT VERIFY PROBLEM TECH QUESTION: ANY KNOWN CONCERNS ,THINKING LCM IS PROBLEM .
----------	---------	----------------------	-----------	-------	--	---

CUSTOMER SAID: -CUST REQUESTING DLRSH TO TAKE BACK HIS VEH AND PROVIDE A REPLACEMENT.-CUST HAS HAD PROBLEMS SINCE DAY 1.-04 NOV 2005 TRANS WENT OUT-ALL LIGHTS WENT OUT.-VEH REWIRED.-HEADLIGHTS AND SIGNAL LIGHTS ARE GOING OUT AT LEAST ONCE A MONTH.-HEATER IS NOT WORKING PROPERLY.- HEAT WORKS ONLY WHEN SET TO 90 DEGREES OR ABOVE.-AT ALL OTHER TEMPERATURES, COLD AIR BLOWS.-CUST WAS AT DLRSH TODAY-CUST SPOKE WITH DON FREDERICO, VP OF THE DLRSH-SALESMAN VICTOR-VEH QUILTS WHEN SLOWING DOWN OR TURNING.-VEH HESITATES, THEN JUMPS WHEN GAS IS APPLIED.-VEH SOMETIMES SURGES/ACCELERATES FROM CRUISE, WITHOUT BEING ON SPEED CONTROL.- BRAKES SQUEAK.-VEH HAS BEEN TO DLRSH 4 OR 5 TIMES, BUT ONLY DOCUMENTED ONCE FOR THE BRAKES.OVERFLOW FROM CUST/DEALER- DLR BLEW-OUT BRAKE PADS & ROTORS. SUEAKING RETURNED AFTER A FEW HOURS.DEALER SAID: -VP AND SALESMAN REFER CUST TO SERVICE DEPT WHEN REPLACEMENT IS MENTIONED.-1ST REQUEST FOR REPLACEMENT (AFTER TRANS CONCERN) DLRSH SAID VEH NEEDED TO BE REPAIRED.-SEE CUST SAYS FOR OVERFLOW.COURTESY LINCOLN - MERCURY 2431

TOWN CAR                      WIXOM  
Unknown    PLANT BUILD    24-Nov-04    68000 BOSTON ROAD BRONX, NY 10467TEL: (718) 547-7400

CUSTOMER SAID: 1.VEH WILL NOT CHANGE GEARS-DLR HAS NOT BEEN TO DLR REGARDING THIS CONCERN-CUST STATES THAT HE HAS HAD 2 TRANS REPLACEMENTS2. ALL BRAKES ARE SQUEAKING-CUST HAS NOT BEEN TO DLR FOR THIS CONCERN-DLR HAD STATED THAT IT WAS DUST AND THE BRAKES HAVE NOT WORN IN YET3. HEADLIGHTS AND TAIL LIGHTS ARE CONSTANTLY GOING OUT-DLR STATES THAT THEY ARE UNABLE TO DIAG AN ELECTRICAL PROBLEM UNLESS IT IS CURRENTLY HAPPENING-CUST CALLED FORD CREDIT BECAUSE HE REFUSES TO PAY FOR HIS VEH ANY LONGER, FMCC DIRECTED CUST TO CRC-VEH IS IN CUST POSSESION-DLR THAT CUST WAS WORKING WITH IS NOW OUT OF BUSINESS-CUST HAS BEEN PAYING MONEY OUT OF POCKET EXPENSES FOR THIS VEH-CUST STATES HE DID NOT GET A GOOD DEAL ON THIS VEH-CUST SIGNED A LEASE WITH RESTRICTED MILEAGE THAT CUST WAS NOT AWARE OF-CUST IS OVER MILEAGE ON LEASE BY 100,000 MILES AND WILL NOT PAY THE OVERAGES-CUST IS WANTING TO VOLUNTARILY GIVE UP VEH AND DEAL WITH THIS IN COURT-CUST STATES THAT VEH IS A LEMON-CUST IS SEEKING REIMBURSEMENT FOR REPAIRS PERFORMED ON VEH-CUST IS SEEKING TO HAVE

TOWN CAR                      WIXOM  
Unknown    PLANT BUILD    24-Nov-04    148000    HIS LEASE DROPPEDDEALER SAID: CITY WORLD FC

TOWN CAR      Unknown      WIXOM  
PLANT BUILD    21-Jun-05    7903

CUSTOMER STATES HIGH BEAMS ARE  
INTERMITTINT, LIGHT IN DASH WILL COMES ON AT  
TIMES, WHEN LIGHT IS ON, CANNOT TURN OFF  
UNLESS CUSTOMER WIGGLES M FUNCTION  
SWITCH BACK AND FORTH

TOWN CAR      Unknown      WIXOM  
PLANT BUILD    28-Jul-05    36010

TECH STS HAS VEHICLE IN AND HAS HID HEADLIGHTS THAT  
FLICKER AND GO OUT AND TECH STS IS SEEKING KNOWS  
TECH STATES THAT HE USED A INCANDESCENT BULB AND  
THERE WAS NO FLICKER TECH REPLACED BOTH HEADLAMPS  
AND CONCERN REMAINED TECH REMOVED ACCESSORIES  
BELT AND THE FLICKER STOPPED TECH SWAPPED GEN WITH  
KNOWN GOOD UNIT AND CONCERN IS STILL PRESENT.  
LOOKING FOR FURTHER INPUT TECH GOT A KNOWN GOOD  
CAR, NOT HID AND SWAPPED HID'S TO THIS CAR. THEY  
FLICKERED IN THE STOCK UNIT. TECH STATES THE  
FLICKERING RESEMBLES A TIMING LIGHT AND CAN NOT BE  
CALLED NORMAL. APPROVE ADVISE FSE TO FOLLOW  
HOTLINE RECOMMENDATION AND CHECK GROUNDS/POWER  
AND POSSIBLE LOOSE CONNECTION AT THE LCM. CALLED  
DEALER AND COULD NOT GET IN TOUCH WITH EITHER TECH  
OR SVC MGR. PROVIDED CELL PHONE NUMBER TO CALL  
BACK. ADVISOR NOT SURE IF BALLASTS HAVE BEEN  
SWAPPED FROM KG VEHICLE. REC'D CALL BACK FROM  
DEALER. STATES BALLASTS ARE BUILT INTO THE  
HEADLIGHTS BUT HE BELIEVES THEY ARE AVAILABLE  
SEPARATELY. STATES HE REPLACED THE  
HEADLIGHT/BALLAST ASSEMBLIES AND THE NEW ONES  
FLICKERED SLIGHTLY FASTER THAN THE ORIGINALS. ONLY FL  
FAULTY LCM, CODE 42    CHECK & VERIFIED CONCERN WITH  
HIGH BEAMS, INOP AT TIMES & DASH INDICATOR ON WHEN  
HIGH BEAMS ARE OFF, CHECK OASIS NO INFO FOR  
CONCERN, IDS DIAG, LCM TEST, KOEO PASS, KOEC PASS, HEC  
TEST, KOEO PASS, KOEC PASS, REFER TO SHOP MANUAL &  
PERFORM PIN POINT TEST, FOUND CONCENR WITH  
LCM, S.O.P. LCM FOREMAN CALLED HOTLINE, CONTACT ID#  
417415985, ENGINEER

TOWN CAR      Unknown      WIXOM  
 PLANT BUILD      4-Nov-04      51406

WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN:  
 VEHICLES HEADLIGHTS FLICKER AND SOMETIMES GO OFF  
 COMPLETELY INTERMITTANTLY. THESE ARE H.I.D. LAMPS  
 DIAGNOSTICS ALREADY COMPLETED: VERIFIED CONCERN,  
 CHECKED POWER AND GROUND TO HEADLAMP ASSEMBLY  
 CIRCUIT 161 & 57-FLUCTUATING 12.97-13.24 WHILE LIGHTS  
 FLICKER. THEN LIGHTS WENT OUT COMPLETELY, CHECKED  
 POWER & GROUND AGAIN-OK, OPENED HEADLAMP  
 ASSEMBLY AND CHECKED POWER AND GROUND AT C1354 -  
 OK. UNPLUGGED AND REPLUGED C1354 AND LIGHT CAME  
 BACK ON STILL FLICKERING. PARTS REPLACED:  
 ALTERNATOR, BOTH H.I.D. BULBS WITH ATTACHED BALLAST  
 TECHNICIAN QUESTION: BASED ON GOOD POWER AND  
 GROUND PRESENT AT C1354 AND THE BULBS JUST  
 REPLACED I SUSPECT THE SOLID STATE COMPONENT THAT  
 C1354 PLUGS INTO. IS THERE A WAY TO TEST THIS  
 COMPONENT TO BE 100% SURE OF DIAGNOSIS? FORM  
 QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN  
 THE WSM FOR THIS CONCERN? ANSWER: YES FORM  
 QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER:  
 YES CALL DATA: \*DLR CALLED FOR KNOWN CONCERNS  
 AND TESTING INFO. \*VEHICLE HAS FORD BULBS INSTALLED.

TOWN CAR      Unknown      WIXOM  
 PLANT BUILD      4-Nov-05      32674

CUST REPORTS HEAD LAMPS FLICKERING. TECH VERIFIED  
 CONCERN REPORTS NO CODES REPLACED THE LCM  
 REPORTS ALL NORMAL FUNCTIONS VEHICLE WAS  
 RETURNED TO CUST R.O. WAS RETURNED DUE TO NO  
 APPROVAL CODE. S.M. SEEKING APPROVAL CODE.  
 6713 CHECK DASH AND ENTERTAINMENT LIGHTS GO OUT  
 WHILE DRIVING AT TIMES HEARD CLICKING NOISE COMING  
 FROM UNDER DASH FOUND NOISE COMING FROM LIGHTING  
 CONTROL MODULE TESTED MODULE FOUND MODULE BAD  
 REMOVED AND REPLACED MODULE RECHECKED OPERATION  
 FOUND WORKING OK

TOWN CAR      Unknown      WIXOM  
 PLANT BUILD      5-Jul-05      6713 CUSTOMER STATES DASH AND ENTERTAINMENT  
 BACK LIGHTING GOES OUT AT TIMES WHILE  
 DRIVING

TOWN CAR	Unknown	WIXOM PLANT BUILD	26-Jul-05	75000	CUSTOMER SAID: ****CUST REQ SUP CALL FROM CRC-OBC TO CUST ON DEC 7, 05 AT 5:56PM- SPOKE TO CUST:ROBERT RIVERA-PREV REP (EDWIN) WAS VERY RUDE, DISRESPECTUL AND SEEMED LIKE HE DID NOT WANT TO TAKE CARE OF HIM-CUST HAD REQ TO SPEAK TO A SUPERVISOR-HAS ESP-HAD A PROB WITH THE HORN-HAD NO HEADLIGHTS AS CUST HAD HIGH BEAMS-HAD TO REPLACE BULBS AND WAS CHARGED \$50/BULB-BULBS BLEW BC OF THE PART THAT WENT BAD-WAS ADV THAT ITS NOT A COVERED ITEM-WOULD LIKE TO KNOW WHY HE HAS TO PAY FOR THESE ITEMS-TOTAL COST OF REPAIR:\$305-2 DAYS WITHOUT A CAR*****AS PER HISTORICS ON DEC 5, 05-SCOTT FROM ROADSIDE TRANSFERED THE CALL AND REMAINED ON THE LINE -ADVISING CUST OF HOW TO HANDLE THE CALL -VEH AT THE DLR NOW -HORN NOT WORKING -AS THE HEADLIGHTS WENT OUT , BUT I HAVE HIGH BEAMS - NOT COVERED UNDER WARRANTY , I WAS TOLD -CUST DEALING WITH BOB IN SERVICE -DLR CHARGING ME \$100 FOR 2 BULBS -IS THIS COVERED UNDER WARRANTY -I HAVE A ESP -FEEL THIS SHOULD BE COVERED UNDER MY ESP- IS THE DLR TELLING ME THE TRUTH-SEEKING A SUPERVISOR- WANT TC	
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	31-Jul-05	106780	CUSTOMER STATES THAT AFTER DRIVING FOR APPROX.2 3 HOURS HEADLIGHTS GO OFF BY THEMSELVES,SPECIAL ATTENTION TO LIGHTING CONTROL MODULE	CHECK OWNERS CONCERN.PREFORM PINPOINT TESTS. REPLACE LIGHTING CONTROL MODULE. CHECKED OPERATION, UNABLE TO VERIFY CONCERN. CONTACT OASIS NO APPLICABLE INFORMATION, CONNECT PDS & SELFTEST LCM, HAS CODE 1792, NO AUTOLAMP, NOT EQUIPPED. PPT PER SYMPTOM CODE INSPECT HEADLAMP BUL R&R AS NEEDED FOR ACCESS & REPLACED LCM. REASSEMBLED & CHECKED OPERATION, UNABLE TO DUPLICATE CONCERN, LET CAR RUN FOR 40 MINUTES, NO PROBLEMS NOTED WITH HEADLAMPS. REQUEST STRAIGHT TIME. CAUSAL # 13C78
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	1-Jun-05	18273	CUST REPORTS HEADLAMSP WILL WORK FOR AWHILE THEN STOP WORKIN G,AFTER ABOUT 5 MINUTES THEY WILL COME BACK ON AGAIN.ADVISE	
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	9-Feb-06	17988	CUST STATES INTERIOR LIGHTS ARE IN OP CUST STATES HEADLIGHTS SHUT OFF OCCASIONALLY	CHECK ALL CIRCUITS AND LIGHT CONTROL. HAD INTERNAL DAMAGE. REPLACED LIGHT CONTROL.

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	20-Oct-04	22291	C S HEAD LIGHTS GO OFF WHILE DRIVING CHECK	INOP REPLACE	MODULE LIGHTING CONTROL FEM REM
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	10-Jan-05	694	CUST STATES HEADLIGHTS GO OUT BY THEMSELVES		CONFIRMED CONCERN,PERFORM DIAG W WDS CADE B1352 REFER TO WIRE DIAG.CK G201,G203,ACCESS RT SIDE K ICK PANEL,GROUND OK,POWER OK,AT MODULE,VERIFIED NO AFTERMARKET,CALLED HOT LINE CASE #5AWE3008 NO KNOWN CONCERNS,ROAD TESTED W CUST PROBLEM ACTED UP FIND L.C.M. DEFECTIVE,REMOVE AND REPLA CE L.C.M RETEST OK.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	11-Oct-05	34218	CUST STATES HEADLIGHTS SHUT OFF BY THEMSELF		CHECKED AND FOUND SHORTED OUT LCM REPLACED AND RECHECKED AND SYSTEM OK..
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	8-Oct-04	8780	C S ALL LIGHTS GO OFF AFTER A FEW HOURS	INOP REPLACE	MODULE LIGHTING CONTROL FEM REM
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	30-Jun-05	25186	HEAD LIGHTS FLICKER		PERFORMED PIN POINT TEST AND FOUND A SHORTED. LIGHT MODULE. REMOVED AND INSTALLED LIGHT MODULE, PROGRAMED AND TESTED LIGHT MODULE.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	30-Sep-04	2382			CUSTOMER STATES INTERMITTENTLY THE HEADLIGHTS CUT OUT WHILE DRIVING. LCM WAS REPLACED IN AUGUST FOR A TURN SIGNAL CONCERN, THE HEAD LIGHT CONCERN WAS NOT PRESENT BEFORE LCM REPLACEMENT.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	9-Sep-04	51472	CUST STATES HEADLIGHTS GO OFF AT TIMES BY THEMSELVES	VERIIFED CONCERN FOUND LCM SHORTING OUT REPLACED LCM OK NOW	

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 25-Oct-04 70449

WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN:  
HEADLIGHTS FLICKER DURING SHIFT DIAGNOSTICS  
ALREADY COMPLETED: VISUAL INSP, SELFTEST PARTS  
REPLACED: NONE TECHNICIAN QUESTION: ANY INFO FORM  
QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN  
THE WSM FOR THIS CONCERN? ANSWER: NO FORM  
QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER:  
NO CALL DATA: TECH STATES THAT INTERMITTENTLY THE  
HEADLIGHTS WILL FLICKER. THE CUSTOMER STATES THAT  
THIS HAPPENS ABOUT 4 TIMES A NIGHT. TECH HAS NOT  
BEEN ABLE TO DUPLICATE THE CONCERN AND THERE ARE  
NO CODES PRESENT. THE TECH DOES NOT KNOW IF THE  
CONCERN IS JUST WITH THE LOW BEAMS. LOOKING FOR ANY  
KNOWN ISSUES WITH THIS CONCERN.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 8-Dec-04 30826 HEAD LIGHTS SHUT OFF WHEN DRIVING FOR  
ABOUT AN HOUR

KOEO NO CODES CHECKED SYSTEM FOR HEAD LIGHT  
SWITCH PERFORMED PINPOINT TESTED TRACE TO LIGHTING  
CONTROL MOD AND REPLACED OK THIS DATE

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 8-Dec-04 58647 VEH HEADLIGHT GO OUT INTERMITTANTLY

KOEO TESTED PERFORMED PIN POINT TEST ALL PASSED  
TAPPED ON THE MOD AND LIGHTS WOULD FLICKER  
REMOVED AND REPLACED THE LIGHTING CONTROL MODULE

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 14-Feb-05 81283

WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN:  
HEADLAMPS GO OFF WHILE DRIVING DIAGNOSTICS  
ALREADY COMPLETED: GET CODES PARTS REPLACED:  
NONE TECHNICIAN QUESTION: ANY REPORTS FORM  
QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN  
THE WSM FOR THIS CONCERN? ANSWER: NO FORM  
QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER:  
CALL DATA: \*DLR STATES THE CONCERN IS INTERMITTENT.  
\*DLR IS UNABLE TO DUPLICATE THE CONCERN AT THIS TIME.  
\*DLR CALLED FOR INFO.

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 11-Feb-05 43269

CUST REPORTS HEADLAMPS FLICKERING INOP AT TIMES. TECH VERIFIED CONCERN REPORTS NO CODES FROM LCM. TECH VERIFIED ALL CONNECTORS AT LCM. TECH REPORTS CLICKING NOISE FROM LCM WITH HEADLAMPS ARE FLICKERING. TECH PLUGGED IN A KNOWN GOOD LCM REPORTS ALL NORMAL HEADLAMP FUNCTIONS. TECH REINSTALLED VEHICLES LCM REPORTS SAME CONCERN.

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 2-Nov-04 93045

WEB FORM DATA - CONCERN: HEAD LIGHTS GO OUT AFTER 6HRS OF PATROL DIAGNOSTICS: HEAD LIGHT SW REPLACED BY COUNTY SHOP TECH QUESTION: KNOW

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 2-Nov-04 62335

THE HEADLIGHTS WILL GO OUT ON THEIR OWN AT TIMES. SEMS TO BE WHEN THE BRAKES ARE PRESSED

INOP TEST BODY CHASSIS ELECTRICAL (BCE)

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 12-Jul-05 63434

CUSTOMER STATES HEADLAMP WILL SHUT OFF INTERMITANTLY THEN COME BACK ON

PERFORM LIGHTING DIAGNOSTICS PERFORM PINPOINT TESTS DIAGNOSED AND REPLACED LIGHTING CONTROL MODULE FORD ESP SELF AUTHORIZATION PALMER POLICE TO PAY 100.00 DEDUCTIBLE

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 4-Apr-05 35441

WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLAMPS GO OFF AND ON INTERMITANLY AFTER DRIVING FOR LONG PERIODS OF TIME DIAGNOSTICS ALREADY COMPLETED: CHECKED FUSES AND MULTIFUNCTION SWITCH AND HEADLAMP SWITCH FOR EXCESSIVE RESISTANCE AT CONNECTORS ALL LOOKS OK PARTS REPLACED: NOTHING REPLACED AT THIS TIME BUT POSSIBLE LCM CONCERN NEEDS REPLACED TECHNICIAN QUESTION: CHECKING TO SEE IF ANY OTHER LIKE CONCERNS HAVE BEEN BROUGHT TO ATTENTION AND POSSIBLE REPAIR FOR CONCERN FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: NO CALL DATA: - CHECKING FOR ANY UPDATES ON HEADLAMPS CUTTING OUT, ON PAST MODELS LCM REPLACEMENT HAS BEEN RESOLVING THE SYMPTOM DOES NOT OPERATE PROPERLY IDS SELF TEST.NO CODES. IDS DATA DISPLAY IDS MONITOR TEST IDS PINPOINT TEST REPLACE LAMP CONTROL MODULE AS PER HOTLINE CONTACT ID 215381473

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 23-Feb-05 37444

ELECTRICAL DIAGNOSIS CUSTOMER STATES WHEN TURN SIGNAL IS TURNED ON THE HEADLIGHTS GO OUT MOST OF THE TIME P05

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 23-Nov-04 41256

CUSTOMER STATES HEADLIGHTS WILL GO OUT WHILE DRIVING

28 PDS DIAG LCM PASS CODES ONLY PRESENT CIRCUIT TEST MT REPL LCM FOR INTERMITTANT OPEN RETEST OK

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 25-Feb-05 34272

CUST STATES CK FOR BOTH HEAD LITES GOING OFF BY THEMSELVES CAN TURN SWITCH AND STILL WONT COME BACK ON LITES WILL COME ON BY THEMSELVES

TESTED FOUND LCM DEFECTIVE REPL LCM AND RETEST

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 14-Feb-05 47124

TECH # 072 HEADLAMPS CUT OFF WHILE DRIVING AT NIGHT, HI BEAM STILL WORK AND MAKES CLICK NOISE BEFOR THAY CUT OUT. ( W04 WARRANTY \$100.00 DEDUCT )

DIAG HEADLAMPS INOP PERFORMED PINPOINT TESTS NO POWER TO HEADLAMPS FROM LIGHTING CONTROL MODULE B1472 CODE CHECKED CIRCUITS HEADLAMP INPUT SHORT TO GROUND ACCESSED STEERING COLUMN TO GAIN ACCESS AND REPAIR RD YL CIRCUIT 1033 REPAIRED RETEST CODE B1342 REPLACED LCM RETEST HEADLAMPS OPERATES PROPERLY

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	22-Mar-05	1402 CHECK HEADLIGHTS GO OUT WHEN DRIVING	REPLACE LIGHTING CONTROL MOD AND SWITCH
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	22-Mar-05	5789 CHECK LIGHTS GO OUT WHEN DRIVING	REPLACE LIGHTING CONTROL MODULE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	27-Jun-05	48445 CUSTOMER STATES THAT THE HEADLIGHTS WILL STOP WORKING AT NIGHT. \$125.00 CUSTOMER PARTICIPATION (P05 WARRANTY)	LIGHT CONTROL MODULE REPLACED MODULE RETESTED WHEN DONE LIGHT STAY ON
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	21-Mar-05	80219 STATES THAT HEADLAMPS GO OUT WHILE DRIVING OR SITTING STILL. ON BOTH BRIGHT OR DIM..	HEADLAMP MODULE HAS AN INTERMITANT FAILURE INSTALLED NEW HEADLAMP, ROADTESTED OKAY
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	14-Apr-05	63993 Headlights cuts out while driving , no low or high beam only DRL.They will come back on and cut out again.	Concern caused by internal cicuit failure of lighting control module.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 7-Apr-05 108505

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 3-Mar-05 30563

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 26-May-05 22646

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 6-Apr-05 35917

WHEN HEADLAMPS ARE ON THEY WILL GO OFF  
UNCOMMANDEDINTERMITTENTLY. THEY WILL  
COME BACK ON BY THEMSELF

CUST STATES HEADLIGHTS CUT OFF GOING  
DOWN RD

HEADLIGHTS INTERM CUT OFF

WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN:  
HEADLAMPS AND INST. CLUSTER LIGHTING WILL GO OUT  
WHILE DRIVING DIAGNOSTICS ALREADY COMPLETED: SELF  
TEST PASS. VISUAL PASS. PARTS REPLACED: HEADLAMP  
SWITCH TECHNICIAN QUESTION: WHILE IGNITION KEY IS  
OFF, HEADLAMPS COME ON WITH SWITCH DISSCONNECTED  
FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST  
IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM  
QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER:  
NO CALL DATA: -THE POLICE DEPT CLAIMS THAT THE  
HEADLAMPS AND CLUSTER BACKLIGHTING ILLUMINATION  
SHUT OFF AT TIMES WHILE DRIVING. -THERE ARE NO DTC'S  
PRESENT. -THE HEADLAMP SWITCH HAS BEEN REPLACED  
ON A PREVIOUS VISIT FOR THIS CONCERN AND THE SAME  
CONCERN CAME BACK.

FAULTY LCM VERIFIED CONCERN, RAN  
BCE SELF TEST, PREFORMED PINPOINT TEST FOUND LCM  
RELAY OVERHEATING CAUSING HEADLAMPS TO FLICKER,  
REPLACED LCM 12651D .2, 12651D2 .3, 12651D6A  
REPLACE LCM WITH ADJ PEDALS.

VERIFIED CONCERN,PERFORMED PINPOINT TEST AND  
FOUND A BAD LCM REPLACED AND RETEST OK NOW

VERIFY LIGHTS CUT OFF AT TIMES DIAG, FOUND LIGHTING  
MODULE INOPERATIVE REPLACE LIGHTING MODULE, RETEST

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	13-Apr-05	34584	HEADLIGHTS WOULD FLICKER OFF AND ON WHEN ON HIGH BEAM MODE.	RAN BCE TEST,RECEIVED NO DTC'S,PINPOINT TEST,FOUND FAULTY LIGHTING CONTROL MODULE.INSTALLED NEW LIGHTING CONTROL MODULE.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	2-Dec-05	25337	HEADLIGHTS TURN OFF/ON INTERMITTENTLY WHILE DRIVING. CLICKING NOISE	HEARD UNDER DASH. TRACED LIGHTING CIRCUIT. FOUND LCM HAD BAD HEADLIGHT RELAY INSIDE. REPLACE LCM. LIGHTS WORK OK NOW. TECH VERIFIED CONCERN HEADLIGHTS SHUT OFF WHEN THEY SHOULD STILL BE ON TECH PERFORMED EEC TEST PASS NO CODES PIN POINT TEST A1 A2 A3 A5 A6 A9 ACCESS LOWER DASH BOARD STEERING COLUMN MULTI FUNCTION SWITCH REPLACED LAM VERIFIED REPAIRS OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	23-Sep-05	26862	CUSTOMER STATES THE HEADLIGHTS SHUT OFF WHEN THEY SHOULD STILL BE ON	69718 CC 28 LCM MODULE PERFORM BCE TEST NO CODES. PINPOINT TEST TO SWITCH ALL PASS. CL LCM MODULE FOUND OPEN IN LCM. REPLACE LCM MODULE AND REPROGRAM. ROAD TEST ALL PASS HEADLIGHTS WORKING.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	30-Sep-05	69718	HEDLIGHTS INOP WERE GOING OFF WHILE DRIVING NOW INOP ADVISE PER ESP	69718 CC 28 LCM MODULE PERFORM BCE TEST NO CODES. PINPOINT TEST TO SWITCH ALL PASS. CL LCM MODULE FOUND OPEN IN LCM. REPLACE LCM MODULE AND REPROGRAM. ROAD TEST ALL PASS HEADLIGHTS WORKING.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	11-May-05	31593	C S CHCK INTERMITTANT HEAD LIGHTS CUTTING OFF CUST STATES THE HEADLIGHT WILL COME ON AND THEN GO OFF AT RANDOM THERE WILL BE A CLICK WHEN THE LIGHTS GO OUT AND IF THE MULTI FUNCTION SWITCH IS PULLED BACK THE HEADLAMPS WILL WORK IF LET	DIAG AND TEST ELECTRICAL SYSTEM REPLACED SHORTED LIGHTING CONTROL MODULE VERIFIED CONCERN FOUND LIGHTING MODULE WITH INTERNAL FAILURE REPLACED LIGHTING MODULE RETESTED OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	13-Jul-05	27403	HEADLIGHTS TURN OFF WHILE DRIVING. VEH. MUST BE TURNED OFF AND RESTARTED FOR HEADLIGHTS TO WORK AGAIN CUSTOMER STATES WHILE RETURNING TO STATION, HEADLIGHTS SHUT OFF, 2 MINUTES LATER, TURNED ON, LIGHTS WENT OUT AGAIN FOR ABOUT 3 MINUTES, THIS HAPPENED SEVERAL TIMES IN A SHORT PERIOD, ADVIS	70177 42 EXT.WARR.VERIFIED CONCERN HEADLIGHT TURNED OFF WITHOUT COMMAND.DIAGNOSED AND REPLACED LIGHTING CONTROL MODULE.TEST OPERATION.ALL OK. INSPECTED AND VERIFIED CONCERN, PIN POINT TEST FOUND LIGHTIN CONTROL MODULE FAILURE. REPLACED LIGHTING CONTROL MODULE. RETESTED OK.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	23-Sep-04	68288	CUSTOMER STATES THAT THE HEADLIGHTS WILL SHUT OFF ALL BY THEM SELVES WHEN HEADLITES ARE ON (CK AND ADVISE)	VERIFIED HEADLIGHTS SHUTTING OFF ALL BY THEM SE LVES (FOUND AND REPLACED FAULTY LIGHTING CONTROL MODULE,REASSEMBLED,RETESTED AND ALL O.K) (BILL TO EAST PGH POLICE DEPT

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	16-Nov-04	48247	HEADLIGHTS WILL GO OUT AT TIMES BLOWS FUSES	HEADLIGHTS INOP TESTED CIRCUITS FOUND LIGHT CONTROL MODULE NOT WORKING PROPERLY REPLACED MODULE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	4-Jan-05	51427	CUST STATES HEADLIGHTS OPERATING ERRATICALLY. SOMETIMES INOP.	PERF BCE DIA. PP & REPL LCM MODULE. RETEST,  29518 VERIFIED CONCERNXX CHECKED OASISXX NO MESSAGES WAS ABLE TO DUPLICATE CONCERN BY TAPPING LIGHTLY ON LCM MODULE AND HEADLIGHTS FLICKERED FROM ON TO OFFXX PIN POINT TEST A1 CHECKED LCM FOR CODESXX PASSXX CHECKED HEADLIGHT GROUND CIRCUIT FOR OPENXX CHECKED HEADLIGHT SWITCH INPUT DISCONNECT LCM CONNECTOR 2145A PIN 10 AND GROUND .3 OHMS OKX CHECKED CIRCUIT # 57 BK FOR OPENXX .5
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	30-Nov-04	29514	CUST STS HEADLIGHTS WENT OFF WHILE DRIVING	
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	26-Nov-04	32678	HEADLIGHT WILL SHUT OFF ON THEIR OWN AT TIMES	VERIFY CONCERN,PERFORM ELECTRICAL DIAGNOSIS PIN POINT TESTS,REMOVE & REPLACE THE LIGHTING CONTROL MODULE ASSEMBLY 53568 CHECKED HEADLIGHT SYSTEM PERFORMED SELF TEST NO TROUBLE REMOVED HEADLIGHT SWITCH TO TEST AND CHECK CONNECTOR OK CHECKED ALL RELAYS HAD TO TEST WIRING AND CONNECTORS ON LIGHTING CONTROL MODULE ALL TEST WERE OK HEADLIGHTS CUT OUT WHEN HOT REPLACED LIGHTING CONTROL MODULE AND RETEST HEADLIGHTS NOW STAY ON OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	15-Dec-04	53568	C S HEADLIGHTS TURN OFF ON THIER OWN AT TIMES WHILE DRIVING	
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	1-Jul-05	41806	HEADLIGHTS CUT OUT	HEADLIGHTS CUT OUT TEST AND REPLACED DEFECTIVE LIGHTING CONTROL MODULE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	18-Nov-04	33244	CK HEADLIGHTS ARE INTERMITTLY INOP	PERFORMED ELECTIRCAL SYSTEM DIAGNOSIS TRACED TO DEFECTIVEHEADLIGHT SWITCH DUE TO SHORTED LIGHTING CONTROL MODULEREPLACED LCM AND HEADLIGHT SWITCH RETEST OK

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	8-Dec-04	28907	CUSTOMER STATES INTERMITTENTLY HEADLIGHTS FLICKER WHILE DRIVING WILL WORK OK ONE DAY & THE NEXT DAY FLICKER THEN WORK OK AGAIN THE FOLLOWING DAY ONE TIME DID NOT COME ON AT ALL	BCE TEST CONTROL MOD FAILED INTERBODY CHASSIS ELECTRICAL (BCE) TEST BCE TEST CONTROL MOD FAIL CHECK HEADLAMP OPERATION. UNABLE TO VERIFY CUSTOMER CONCERN. PERFORM MUTLPOINT ELECTRICAL TEST ON LIGHTING CONTROL MODULE. PASS. MONITOR HEADLAMPS WHILE WIGGLING ELECTRICAL CONNECTORS. UNABLE TO VERIFY. CALLED FORD TECHNICAL ASSISTANCE HOTLINE. POSSIBLE LIGHTING ONTROL MODULE. REPLACED LIGHTING CONTROL MODULE. RECHECK HEADLAMP OPERATION. HEADLAMPS WORKING PROPERLY AT THIS TIME.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	7-Jan-05	52387	CUSTOMER STATES WHEN HEADLIGHTS ARE ON THEY CUT OUT AND AFTER AWHILE THEY TURN BACK ON HAPPENS MOSTLY AFTER CAR IS WARM	
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD		46700	HEADLAMPS GO OFF WHILE DRIVING....L25	46700 AFTER DRIVING WITH LOW BEAMS ON, TURNED THEM OFF AND WOULD NOT COME BACK ON FOUND LIGHTING CONTROL MODULE BAD, REPLACED MODULE, RETEST OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	5-Feb-05	49576	CUSTOMER STATES HEADLIGHTS SHUT OFF (L26)	49576 CKED AND FOUND LCM INTERMITTENTLY NOT WORKING PROPERLY CAUSING LIGHTS TO TURN OFF. REPLACED A ND RETESTED AND NOW OK. CC 42
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	3-Jan-05	62623	CUST STATES HEADLIGHTS FLICKER WHEN DRIVING INTRMNT (WORSE WHEN HOT)	62623 . R T W HEADLAMPS ON AND RUN IN SHOP.NO HEADLITE FLICKER DETECTED.RETRIEVE ALL MODULE DTCS.VAPS MODULE HAD B1318 LOW BATT VOLTAGE.SELF TEST LC MODULE PASS.CHKED G102 GROUD O K.DATALOGG ER LC MODULE O K AT THIS TIME ALSO CHARGING O K AT THIS TIME. ORDERED LC MODULE REPLACED SUSPECT LC MODULE.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	9-Mar-05	71440	HEAD LIGHTS CUT OUT	71440 REPLACE LCM MODULE MOVE POLICE CONSOLE AND WIREING VERIFY CONCERN AFTER USE LIGHTS WILL NOT OPERATE AT TIMES IN TERMITTENT, USE IDS NO CODES IN LCM, PASS, MONITOR PIDS NO L OW BEAMS WHEN OUT NO LOW BEAMS WHEN ON, SWITCH SHOWS GOOD ON AND OFF REPLACE LCM MODULE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	28-Mar-05	62237	CHECK HEADLAMP OPERATION SEE HISTORY	

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	31-Dec-04	28401	C S WHEN YOU TURN THE HEADLIGHTS ON, THEY WILL INTERMITTENTLY TURN OFF WHILE DRIVING. CHECK AND ADVISE	DIAG CONCERN AND TEST HEADLAMP CIRCUIT TEST FUSES AND REPLACE LIGHTING CONTROL MODULE IDS TEST NO CIDES CK HEADLAMP OPERATION DIAG LIGHTS COME ON IN AUTO POSITION VEHICLE NOT EQUIPPED HOOK UP VOLT METER 460 AMP DRAW REMOVE FUSES FROM PDC REMOVING FUSES FROM CENTRAL JUNCTION INE AT A TIME DRAW GONE AFTER 7 8 9 PULLED CK WIRING FROM FUSEBOX TO LIGHTING CONTROLMODULE MODULE STAYING POWE RED UP CAUSING DRAW REPL LIGHTING CONTROLMODULE AND REPROGRAM RETEST OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	1-Jun-05	36398	CUST SAYS H LAMPS GO OUT WHILE DRIVING AT TIMES, HAVE TO TURN ON LIGHT SW. 10 15 TIMES BEFORE THEY WILL COME BACK ON	604 TEST LCM MODULE CODE B1342 PINPOINT TEST, REPLACED MODULE, RETEST
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	15-Feb-05	23918	HEADLIGHTS GO OFF WHILE DRIVING AT TIMES WITHOUT SWITCHING OFF	PERF BCE TEST LIGHTING CONTROL DIAG,AND PINPOINT TEST HEAD LAMPS INOP AT TIMES AND FLASH REPLACE LIGHTING CONTROL MODULE AND REPLACE MULTIFUNCTION SWITCH RETEST OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	15-Mar-05	44048	HEAD LIGHT GO OFF AFTER CAR SITS FOR ABOUT AND HOUR PARKING LIGHT STAY ON	ERRATIC OPERATION 27831 IDS LCM TEST NO CODES PASSED PINPOINT TEST BYSYMPTOM REPLACE LCM MODULE 4868616
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	19-Apr-05	27829	HEAD LAMPS TURN OFF BY THEMSELF	VERIFY HEADLIGHT GO OUT CHECK CCM NO CODES CHECK OVER MONITOR PIDS CHECK OK REPLACE LCM MODULE RECHECK FOR 6 HOURS OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	6-Apr-05	52621	LOW BEAM HEAD LIGHTS GO OUT INTERMITTENTLY	HEADLIGHTS CUTTING OUT CHECK GROUNDS AND CONNECTIONS TEST HEADLIGHT SWITCH OK TEST LCM REPLACED DEFECTIVE LIGHTING CONTROL MODULE HEADLIGHTS NOW WORKING CORRECTLY
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	6-Jul-05	54682	C S THE HEADLIGHTS CUT OUT	

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 6-Aug-05 90296 CUST STATES HEADLIGHTS GO OUT AFTER A FEW MINUTES THEN COME BACK ON

VERIFIED CONCERN, LIGHTING CONTROL MODULE SHORTED INTERNALLY  
BODY CHASSIS ELECTRICAL (BCE) TEST  
VERIFIED WITH OASIS, PART IS COVERED UNDER ESP CONTRACT, THIS IS STILL UNDER ESP BASE TIME AND MILEAGE LIMITS. ESP HAS THIS CLAIM FOR MANUEL REVIEW, I HAVE VERIFIED WITH ES  
WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: - HEADLAMPS WILL INTERMITTENTLY TURN OFF ON POLICE OFFICER WHILE DRIVING- ONLY LOW BEAMS ARE INOP-HIGH BEAMS CAN BE ACTIVATED USING MULTIFUNCTIONS SWITCH WHEN CONCERN OCCURS DIAGNOSTICS ALREADY COMPLETED: -PERFORMED SHOP MANUAL ELECTRICAL PINPOINT DIAGNOSTICS FOR REOCCURRING HARDFAULT DTC: B2498; PINPOINT TESTS FOUND NO CIRCUIT OPENS, SHORTS, ETC...LED TO LIGHTING CONTROL MODULE RELACEMENT...NOT SURE THAT SOME POLICE MODIFICATION IS NOT TO BLAME...HAS EXTENSIVE MODIFICATIONS AND ELETRICAL SPLICES.... PARTS REPLACED: NO PARTS REPLACED YET TECHNICIAN QUESTION: -WHERE CAN I FIND THE DETAILED DESCRIPTION OF WHAT WILL SET DTC B2498...LISTED AS MULTIPLE INPUT SIGNALS... LCM IS NOT CHEAP AND DON'T HAVE A KNOWN GOOD PART TO A-B-A EXCHANGE/TEST..... FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: CALL DATA: - SEEKING KNOWN CONCERNS FOR HEADLAMPS CUTTING OUT, THE POLICE REPAIR FACILITY THINKS IT MAY A MODULE

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 18-Apr-05 76578

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 17-May-05 20970 HEADLIGHTS GOES OUT WHILE DRIVING, CLICKING NOISE IN CENTER OF DASH CUSTOMER STATES HEADLAMPS WENT OUT WHEN THIS HAPPENED PARKING LIGHTS AND TAILLIGHTS WERE STILL ON.AFTER A FEW MINUTES THE HEADLAMPS CAME BACK ON.WAS JUST IN COULD NOT VERIFY

VERIFIED CONCERN, NOTE OLD HEADLIGHT SWITCH BURNT UP AND TOOK OUT LCM, REPLACE NEW LIGHT CONTROL MODULE.  
  
PERFORMED IDS DIAG NO CODES PRESENT PREFORMED PIM POINT TEST AND MONITOR REPALCED LIGHTING CONTROL MODUAL

CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	9-May-05	27847 LOW BEAM HIGH BEAM HEADLIGHTS CUT OUT	27847 300 TESTED AND FOUND WIRE TRAPPED IN BODY CAUSING A SHORT AND REPAIRED IT ALSO BURNT OUT LIGHTING CONTROL R R LIGHTING CONTROL
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	10-May-05	30326 REPAIR HEADLAMPS CUT OUT AT TIMES RUUNING LAMPS DO NOT CUT OUT	FOUND OUT THROUGH PINPIONT TEST 417 01 THAT LCM IS BAD TESTED GOOD GROUND AND POWER INSTALLED NEW LCM AND RETESTED OK
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	7-Jun-05	28278 CUSTOMER STATES HEADLIGHTS COME OFF AND ON WHILE DRIVING BY THEMSELVES AFTER 20 MINTUTES OF DRIVING	REPLACE LIGHTING CONTROL MODULE.VERIFY CUST CONCERN,PERFORM PINPOINT DIAG,ELECTRICAL DIAGNOSIS.INTERNAL SHORT IN LCM.REPLACE LCM, RETEST OK FF TWICE WHILE DRIVING AT NIGHT VERIFIED CONCERN EEC TEST OF LCM, NO DTC'S PI NPOINT TEST SHOWED NO PROBLEM FOUND WITH WIRI NG OR HEADLAMP SWITCH OR MULTI FUNCTION SWITC H,NO VISUAL SIGNS OF DAMAGE @LCM.REPLACED LIG HT CONTROL MODULE, COULD NOT DUPLICATE CONCE RN AFTER REPAIR
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	2-Aug-05	30518 CUSTOMER SAYS THAT THE HEADLIGHTS HAVE WENT O	
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	26-May-05	60015	DLR STATES AT TIMES WHILE ON LOW BEAMS, THE HEADLAMPS WILL CUT OFF. CYCLE KEY AND CONCERN IS RESOLVED. M/F AND HEADLAMP SWITCHES HAVE BEEN REPLACED WITH NO CHANGE. NO CODES. DLR CALLED FOR INFO.

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	26-May-05	62154	HEADLIGHTS GO OUT INTERMITTENTLY	DIAGNOSE AND RR REM MODULES. WPI
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	14-Jul-05	53320	CUST.STATES WHILE DRIVING HEADLIGHTS WILL GO OUT	53320 EEC TESTS LCM TESTS,DCL AND DCL REC ROAD TESTS LIGHTS STAYED ON,CHECKED FUESES AND CONNECTIONS AT LCM AND POWER AND GROUND CIRCUITS REPLACED LCM AND RETEST NO CODES IN ANY MODULE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	10-Aug-05	99425		WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLAMPS GO OFF AND PARKING LAMPS STAY ON, BUT WILL GO OFF AFTER 10 MINUTES. DIAGNOSTICS ALREADY COMPLETED: HOOKED UP IDS FOR ICM FOUND CODES- PARTS REPLACED: NONE TECHNICIAN QUESTION: VEHICLE DOESNT HAVE AUTO-LAMP, BUT HAS LCM. BOOK NOT CLEAR ON MANUAL HEADLAMPS. FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: NO CALL DATA:
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	30-Sep-04	21991	L25 WHEN CAR IS ON TRAFFIC DUTY OR HAS BEEN RUNNING FOR A LONG TIME ALL LIGHTS WILL GO OUT	21991 CHECKED TEST LCM B1342 REPLACED LCM RETEST SYS PASS LIGHTS ALL WORK OK NOW
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	8-Dec-04	46588	HEAD LIGHTS SHUT OFF WHEN DRIVING	

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	5-Oct-04	35628		TECH STATES THE POLICE DEPT ALLEGED THAT THE HEADLAMPS FLICKER OFF AT TIMES WHILE DRIVING. TECH HAS NOT BEEN ABLE TO VERIFY THE CONCERN AND THERE ARE NO DTC'S IN ANY MODULE. TECH SEEKING KNOWNS/PRIORS.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	8-Nov-04	48348	CUSTOMER STATES WHILE DRIVING AT NIGHT WITH HEAD LIGHTS ON, HEADLIGHTS WENT OUT BUT RUNNING LIGHTS STAYED ON.	RETRIEVED CODE B1472. HEADLIGHT SWITCH WOULD SOMETIMES NOT TURN LIGHT ON,JUST P.L. PERFORMED PINPOINT TEST.DISCONNECTED LCM CHECKED CONNECTIONS AND GREASED. OPERATED SYSTEM CONCERN NOT PRESENT.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	2-Nov-04	31020	CUSTOMER STATES HEADLIGHTS SHUT OFF	VERIFY HEADLMPS CODEXS B1472 REPLACE MODULE

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	12-Jul-05	78633	CUSTOMER STATES THE HEAD LIGHTS CUT OUT AND WILL COME BACK ON AT DIFFERENT TIMES RANGING FROM 2 MIN. TO 20 MIN PLEASE ADVISE	HEAD LAMPS SHUT OFF VERIFIED VERIFIED INTERMITT ED FAIL MONITOR PIDS ALL OK PERFORMED WIGGLE TEST ON LCM INTERNLT RELAY FAILURE RECOMMNEDE REPLACE MODULE AND RETEST RR MODULE AND RETEST OK NOW
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	4-Apr-05	31131	L26 CUST STATES HEAD LIGHTS WILL GO OUT AT RANDOM WHILE DRIVING CK & ADV	TEST DROVE VEHICLE AND MONITORED OPERATION OF HEADLIGHTS. FOUND DURING DAYTIME, DASH LIGHTS REMAINED ON. ADVISOR STATED INTERIOR LIGHTS REMAINED ON WHEN CUSTOMER NOTED CONCERN. CHECKED ALL SYSTEM FUSES AND CONNECTORS, OKAY. PERFORMED SELF TEST OF LCM, ALL PASS. PERFORMED PID MONITOR ACTIVE COMMAND OF LCM, FOUND INTERMITTANT NO RESPONSE FROM MODULE. SENT HOTLINE REQUEST FOR
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	4-Apr-05	35869	CUSOTMER STAETS THAT HTE HEAD LIGHTS GO OUT WHILE DRIVING OR WILL NOT COME ON. PLARKING LIGHTS WORK FINE. HAPPENS INT.	VERIFIED CONCERN. PERFORMED PINPOINT TESTS AT HEADLIGHT SWITCH AND LIGHTING CONTROL MODULE. REPLACED MODULE AND RETEST, OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	15-Nov-04	26738	CUSTOMER STATES HEADLAMPS GO OFF AND BLINKERS ERRATIC	VERIFIED. RAN TEST ON LCM PASS. RAN PIDS SWITCH INPUT ON, WHILE WIGGLING CONNECTOR LIGHTS CAME OFF AND ON. DETERMINE LCMBAD. REPLACED LCM
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	27-Nov-04	47093	HEADLIGHTS SHIUT OFF WHEN DRIVING.,	47093 SOP. CC.42. REMOVE AND REPALCE LIGHTING CONTROL MODULE,PER SOP. CC.42.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	30-Nov-04	62212	HEADLAMPS CUT OUT INTERMITTENTLY	VERIFIED CONCERN, SOMETIMES HEADLAMPS JUST STOP WORKING. PERFORM PINPOINT TESTS FOUND LIGHTING CONTROL MODULE BAD REPLACE LIGHTING CONTROL MODULE. THIS IS A PO5 REPAIR
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	28-Feb-05	33160	C S THE LIGHTS CUT	HEADLIGHTS CUT OUT INTERMITTANTLY CHECK DTC B1342 TEST LIGHTING CONTROL MODULE REPLACED DEFECTIVE M ODULE LIGHTS NOW WORKING CORRECTLY

CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	28-Dec-04	33871	CS WHILE DRIVING HEADLIGHTS ON THEY WILL GO OFF BY THEMSELVES THEN THEY WILL COME BACK ON	RAN PDS RAN SELF TEST NO CODES MADE PID RECORDING INSPECTED WIRING TRACED TO BAD LIGHTING CONTROL MODULE REPLACED MODULE RETESTED OK
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	16-Dec-04	35590	HEADLAMPS GO OFF AFTER EXTENDED USE HEADLIGHTS ARE SHUTTING OFF GOING DOWN THE ROAD SOMETIMES THEY WILL NOT COME BACK ON FOR AWHILE METIMES THEY WILL NOT COME BACK ON FOR AWHILE METIMES THEY WILL NOT COME BACK ON FOR	DIAGNOSED AND REPLACED LIGHTING CONTROL MODULE DIAGNOSED AND LET RUN OVER AN HOUR AND FOUND THAT THE WHEN THE VEHICLE IS ACTING UP AND THE LIGHTING CONTROL MODULE IS BAD REMOVED AND REPLACED THE LIGHTING CONTROL MODULE, TESTED GOOD WPI
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	15-Dec-04	61108	CUSTOMER STATES THE HEADLAMPS WILL GO OUT BUT IF THE LIGHT CONTROL MODULE IS TAPPED THE LAMPS COME BACK ON	LCM FAULTY VER CONCERN. PULLED CODES FOUND DTC B1342. PERFORMED PINPOINT TEST A. CODE B1342 CAME BACK AFTER CLEARING. NECC TO REPLACED LCM. REPLACED LCM. NO PMI NECESSARY. CHECKED FOR CODES NONE. VER OPERATION. VER REPAIR.
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	28-Dec-04	58162	CUST STATES AT TIMES HEADLIGHTS GO OUT WHILE DRIVING AND CAN MAKE THEM COME BACK ON WHEN HEADLIGHT SWITCH PLAYED WITH	DIAGNOSE, REPLACED LIGHTING CONTROL MODULE AND HEADLAMP SWITCH DUE TO INOP AND RETEST REPAIR.
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	25-Jan-05	20365	C S THE HEADLIGHTS CUT OUT	CHECK HEADLIGHT OPERATION LIGHTS FLICKER AT TIMES CHECK POWER SUPPLY FOUND LCM DEFECTIVE REPLACED WITH NEW LIGHTING CONTROL MODULE
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	25-Jan-05	26240	LIGHTS GO OUT AT TIMES	DIAG LIGHT CONCERN TEST SYSTEM TEST MULTIFUNCTION SWITCH OK TEST CIRCUIT FOUND LIGHTING CONTROL MODULE DEFECTIVE REPLACED WITH NEW MODULE RETEST SYSTEM OK
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	2-May-05	35615	CUSTOMER STATES AT TIMES THE HEADLIGHTS WILL CUT OFF WHILE DRIVING. USING THE TURN SIGNAL SWITCH MAY CAUSE LIGHTS TO COME BACK ON.	DAIG HEAD LAMP NO CODES FOUND OR AFTER MARKET ADD ON. REPLACE LCM DUE DRIVER IN MODULE KOWN TO BE THE CAUSE OF CONDITON IN PASS W 663 13C788 42

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	11-Apr-05	35191	CUSTOMER STATES THE HEADLIGHTS WILL CUT OFF. SOMETIMES USING THE LEFT TURN SIGNAL WILL TRIGGER LIGHTS TO TURN OFF. THEY MAY COME BACK ON AFTER A FEW MINUTES.	PE R HOTLINE TEST CKTS 502,13,45 AND 44 FOR AFTERMARKT DRAW OR SPLICED TAHT COULD CAUSE THE LCM TO OVERLOAD THE DRILVER INSIDE THE LIGHTING CONTROL MODULE NONE FOUND TEST NO CODE IN LCM OR PCM REPLACE LCM AND INSTALL AS BUILT DATA RETEST ALL CODE AND PIDS W 66313C988 42 E
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	11-Mar-05	49999	HEADLIGHTS CUT OUT WHILE DRIVING	DIAG CONCERN VERIFIED REPLACE LIGHTING CONTROL MODULE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	28-Feb-05	91147		WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLIGHTS GO OUT AFTER ABOUT TEN MIN THEN COME BACK ON DIAGNOSTICS ALREADY COMPLETED: CHECKED BATTERY BAD REPLACED. CHECKED ALT BAD REPLACE. STILL GOES OUT. VIEWED FOLLOWING PIDS HEAD LAMP SWITCH, LOW BEAM SWITCH. RAN CODES FOUND B1352 FOLLOWED PINPOINT TEST. ALL CIRCUITS TEST GOOD. PARTS REPLACED: BATTERY AND ALTERNATOR. TECHNICIAN QUESTION: COULD THE LCM BE BAD. FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: NO CALL DATA: - THE HEADLAMPS GO OUT WHILE DRIVING -THEY WILL COME BACK ON BY THEMSELVES BUT THE HEADLIGHTS DO NOT ALWAYS COME ON .HEADLIGHT GOES OFF WHEN DRIVING. TEST HEADLIGHT ONE TIME SWITCH TESTED LIGHTING MODULE IDS CK WIRING RELAYS PINPOINT TEST COULDNT TAP AROUND ON MODULE WOULD COAND GO REPLACED LIGHTING CONTROL MODULE RETEST .
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	15-Feb-05	35023	HEADLIGHT SWITCH ,PARKING LIGHTS ALWAYS COME ON BUT THE HEADLIGHTS DO NOT ALWAYS COME ON .HEADLIGHT GOES OFF WHEN	

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	1-Apr-05	108313		WEB FORM DATA - CONCERN: HEADLIGHTS GO OUT WHILE DRIVING DIAGNOSTICS: UNABLE TO DUPLICATE CONCERN IN SHOP. TECH QUESTION: THE ONLY PLACE I CAN FIND THIS DTC (B2498) IS IN THE AUTOLAMP SECTION, PINPOINT TEST F. WHICH HAS YOU CHECK THE HEADLIGHT SWITCH (REPLACED 3000 AGO). THEN CHECK THE SUNLOAD SENSOR (THIS IS A P71 POLICE CAR AND DOES NOT HAVE ONE). I WOULD LIKE YOUR OPINION ON DIAG PROCEDUES FOR THIS CONCERN, POSSIBLE CIRCUITS CAUSING THIS INTERMITTENT CONCERN OR KNOW ISSUES WITH LCM. THANKS FOR YOUR TIME, MIKE.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	27-Apr-05	37021	HEADLIGHTS CUT OUT INTERMITTENTLY. LOW BEAMS TURN OFF AFTER A WHILE	LCM TEST PASS.WIGGLE TEST AT LCMC2145C,DISABLE SWITCH WHICH AFFECTS HI BEAM FUNCTION,TILT STEERING HAS NO EFFECT,LEFT RUNNING AND AFTER APPROX 3.5HRS HEADLAMPS WOULD NOT TURN ON,TEST INPUT TO LCM,REPLACE LCM AND RETEST.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	1-May-05	35096	HEADLIGHTS SHUT OFF WHILE DRIVING	LIGHTING CONTROL MOCULE HAD INTERNAL SHORTE. REPLACE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	28-Jul-05	30172	CUSTOMER STATES HEADLIGHTS GO OFF BY THEMSELVES AFTER ON FOR A WHILE PARKING LIGHTS STAY ON	LCM OVERHEATING CK AND TESTED COMPLETE WDS TESTED PINPOINT TO LCM REPLACED LIGHTING CONTROL MODUEL RETESTED OK

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	3-Mar-05	35168	HEADLAMPS TURN OFF UNCOMMANDED. CAN BE SITTING AT IDLE AND HEADLAMPS GO OFF. THEY TURN IGNITION KEY OFF THEN ON TO CORRECT.	INSPECT CUST STATE THE HEADLAMP TURN ON AND OFF UN COMMANDED TO VERIFY CONCERN (YES)TURN ON AND OFMOST OF THE TIME. AND ALSO TURN ON WHEN THE KEY ISOUT. HOOK UP IDS AND SCAN FOR CODE B1342. CONSULT TO EVTM AND SERVICE SHOP MANUAL AND PERFORM PIN POINT TEST ON SECTION (C1) CLEAR CODE AND ON DEMAND SELF TEST AGAIN SAME CODE B1342. PER SHOP MANUAL REPLACE THE LCM AND RETEST OK AND THE HEADL 67116 LCM OPEN INTERNALLY INTERMITNETLY HOTLINE CONTACT#411063754 INCPECTED AND RAN CODES AND NO CODES PRESENT AND PERFORMED WIRING HARNESS WIGGLE TEST IN ENGINE COMPARTMENT AND DASH AND COULD NOT GET LAMPS TO GO OUT AND CALLED HOTLINE AND REPLACED LIGHTING CONTROL MODULE AND LAMPS OPERATED CORRECTLY AFTER REPAIR
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	6-Jun-05	67116	C S AFTER HOURS OF OPERATION H LT WOULD GO OFF OPERATE TURNSIGNAL LEVER OR H LT SWITCH & WOULD COME BACK ON ADVISE	
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	8-Aug-05	46143	CK ADVISE OF HEAD LIGHTS SHUT OFF AFTER A FEW MIN OF OPERATION. THEY WILL USUALLY COME BACK ON IF SW IS CYCLED ON & OFF OR IF TURN SIGNAL SW IS WIGGLED.	TEST LIGHTING CONTROL MODULE W/WDS INCONCLUSIVE REPLACED MULTIFUNCTION SW.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	11-May-05	30122	HEAD LAMP TURN OFF BY THEMSELVES AT TNIGT CK AND REPORT TO WH	REPLACE LIGHT PROCESSOR
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	21-Jul-05	40596	HEADLIGHTS CUT OUT INTERMITTANTLY	HEADLIGHTS CUT OUT TEST AND FOUND LIGHTING CONTROLMODULE DEFECTIVE REPLACED WITH NEW MODULE LIGHTS NOW WORKING CORRECTLY
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	21-Jul-05	21870	C S THE HEADLIGHTS CUT OUT	HEADLIGHTS CUT OUT CHECK SWITCH TEST CIRCUITS TRACED WIRING TEST AND REPLACED DEFECTIVE LIGHTING CONTROL MODULE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	23-Sep-05	32864	CUST STATES: HEADLIGHTS FLICKER WHEN DRIVING	328640 VERIFY CONCERN,IDS EEC TEST ON LIGHTING CONTROL MODULE RETREIVE CODE B1342 PERFORM PINPOINT TES T R&R LIGHTING CONTROL MODULE,RETEST,CLEAR CODES VERIFY OK

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	3-Jun-05	23881	CUST STATES WHILE DRIVING AT NIGHT THE HEADLAMPS CUT OFF INTERMITTENT BUT FREQUENT SOMETIMES THEY SHUT OFF WHEN YOU USE THE TURN SIGNALS ALSO	DIAGNOSE ELECTRICAL LIGHTING IDS DIAG LIGHTING CONTROL MODULE BAD NOT TURNING ON REPLACED LCM AND RETEST BCE DAIG, PINPOINT, RETEST, REMOVE INSTRUMENT CLUSTER PANEL, REMOVE HEADLIGHT SWITCH, CK CONNECTOR C205A & ALL PINS FOR DAMAGE, CK SWITCH, REASSEMBLE, REMOVE STEERING COLUMN SHROUD, REMOVE TURN SIGNAL SWITCH CK CONNECTOR, TERMINALS C202A, C202C OK, REASSEMBLE, REMOVE LIGHTING CONTROL MODULE, CK C2145A, C2143B, C2145C, CK ALL PINS, TERMINALS OK, DISASSEMBLE MODULE TO INSEPCT, FOUND BENT, DAMA
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	1-Jun-05	49331	CK FOR HEADLIGHTS QUITTING WHILE DRIVING, SOMETIMES PARK LGTS STAY	
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	16-Jun-05	35247	CHECK AT TIMES HEADLIGHTS WILL GO OFF WHEN DRIVING DOWN THE ROAD L26	13C788 42 DIAG AND REPLACE LIGHTING CONTROL MODULE RETEST
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	2-Aug-05	23399	HEADLIGHTS GO OUT WHEN TURN SIGNALS USED2FAFP71W25X164981	TEST AND REPLACE DEF LAMP MODULE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	12-Jul-05	59651	INTERMITANTLY THE HEADLIGHTS WILL TURN OFF WITHOUT TURNING THE HEADLIGHT SWITCH OFF. HAS TO TURN SWITCH ON OFF A FEW TIMES UNTIL IT WILL START WORKING AGAIN.	IDS TEST IN THE LCM. CODES B1247 B2498. REPLACE THE LIGHTING CONTROL MOD FOR WHEN IT IS HOT THE LITES WILL QUIT.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	16-Nov-04	50894		POLICE SAY THAT THE LIGHTS WILL GO OUT COMPLETELY WHILE DRIVING. TECH HAS NO MORE INFO, NO CODES, CANNOT DUPLICATE.

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	15-Feb-05	88919		WEB FORM DATA - CONCERN: CUSTOMER STATES HEADLIGHTS SHUT OFF BY THEMSELVES AT TIMES DIAGNOSTICS: ROAD TEST VEHICLE COULD NOT DUPLICATE CONCERN LIGHTS WORKING PROPERLY EEC TEST LCM MODULE GOT DTC ON DEMAND B1792 BUT VEHICLE IS NOT EQUIPED WITH AUTO LAMPS. POSSIBLE BAD LCM? TECH QUESTION: ANY KNOWN CONCERNS. SHOULD I DISREGARD THAT DTC SINCE THE VEHICLE IS NOT EQUIPED WITH AUTO LAMPS OR POSSIBLE BAD LCM? VERIFY CONCERN INSPECT ALL WIRING FORM HEAD LAMPS TO LIGHT SWITCH NO OPENS OR SHORTSLET VEHICLE RUN WITH HEAT ON LAMPS STARTED TO BLINK TRACE SOURCE OF PROBLEM TO LIGHTING CONTROL MODULE REPLACE LCM RETEST OK MC
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	9-Nov-04	43879	CHECK HEADLAMP OERATIONS LIGHTS GO OFF WHILE DRIVING	
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	11-Nov-04	40120		TECH STS. THAT THE HEADLIGHTS CUT OUT WHILE DRIVING. THE TECH HAS NO CODES.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD		24979	CHECK HEAD LIGHTS WILL NOT STAY ON	FAULTY LIGHTING CONTROL MODULE BODY CHASSIS ELECTRICAL (BCE) TEST  CONFIRM SAME, PERFORM DIAGNOSTICS, REPLACE D FAULTY LIGHTING CONTROL MODULE SO BRIGHT LIGHTS WILL WORK WITH MULTIFUNCTION SWITCH, WILL NOT WORKWITH WIG WAGS, LIGHTS ON ROOF FUNCTION, SOMETHING WRONG IN CENTER CONTROL UNIT, LIGHTS ARE INTERMIT TANT
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	6-Jan-05	93360	COMPLAINT OF THE HEADLIGHTS CUT OUT WHILE DRIVING	

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	29-Mar-05	28926	CUSSTOMER STATES HEAD LAIGHTS GO OFF WHILE DRIVING. (SEE ATTACHED INFO FOR DIRECTION	CONFIRM CUSTOMER CONCERN. CHECK ALL CONNECTIONS AND GROUNDS TO LIGHT SWITCHES AND LCM OK. FOUND FAULY LCM ORDER NEW LCM . CALL R+D HOTLINE, APPROVAL CODE P03JW. REPLACE LCM AS OUTLINED IN SERVICE MANUAL, RECHECK FOR PROPER OPERATION, OK AT THIS TIME
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	31-Dec-04	56196	CUSTOMER STATES HEADLIGHTS WILL GO OFF & NOT COME BACK ON	NOT WORKING PROPERLY BODY CHASSIS ELECTRICAL (BCE) TEST, REPLACED LIGHTING CONTROL MODULE. CHECK OUT HEADLIGHTS RIR STEERING WHEEL COVER TO GET TO MULTIFUNCTION SWITCH RIR HEAD LIGHT SWITCH FLOW TEST TEST WIRING FOR SHORT TO GROUND OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	11-Apr-05	29489	CUST STATES HEADLAMPS WILL TURN OFF WHILE DRIVING	REPLACED LIGHTING CONTROL MODULE RTEST OK W?632 42 13C788 CHECK HEADLIGHTS WORK, LET SET AND GET HOT. TURN OFF. GO TO PPT A1. HOOK UP WDS, KOEO PASS, LCM SELF TEST PASS. CK FOR GOUND TO CONN 2145A, CKT 1033 OK. CKT 2145C CKT221 HAS 12V. CK PIN 6,16. CK JUMPER HEAD LIGHTS WORK. REPLACE LIGHTING CONTROL MODULE, HAS INTERMITTENT OPEN CIRCUIT. RE SELF TEST PASS. RD TEST OK.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	31-Jan-05	46235	HEADLIGHTS SHUT OFF WHEN DRIVING AT NIGHT COME BY ON AFTER AWHILE	REPLACED DEFECTIVE LIGHTING CONTROL MODULE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	25-Jan-05	52350	LIGHTS SHUT OFF INTERMITTANTLY	

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 15-Apr-05 74668

WEB FORM DATA - CONCERN: CUST STATED HEADLIGHT ONLY GO OUT WHILE DRIVING. DIAGNOSTICS: REPLACE BROKEN PIGTAILS TO HEADLAMP BULBS.REPLACE HEADLAMP BULBS.SCANED LCM NOTHIN FOUND. DRIVEN AND TRYED TO GET IT TO DO SOMETING NOTHING HAPPEND. TECH QUESTION: IS THERE ANYTHING YOU KNOW OF THAT IS MAKING THIS PROBLEM -THE CUSTOMER IS COMPLAINING THAT HEADLAMPS ONLY CUT OUT INTERMITTENTLY AFTER DRIVING FOR A FEW HOURS AND SOMETIMES THEY ONLY STAY OFF FOR ABOUT 10 MINUTES AND THEN COME BACK ON. -WHEN THE CONCERN IS PRESENT THE CLUSTER BACKLIGHTING AND PARKING LAMPS ARE WORKING NORMALLY. -WHEN THE CONCERN IS PRESENT THE HIGH BEAM HEADLAMPS DO NOT WORK EITHER. -THERE ARE NO DTC'S AND I HAVE NOT YET BEEN ABLE TO VERIFY THE CONCERN.

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 15-Mar-05 40758

WEB FORM DATA - CONCERN: HEADLIGHTS WILL GO OFF BY THEMSELVES INTERMITTANTLY, WHEN HEADLIGHTS SWITCH OFF, YOU HEAR A CLICK TYPE NOISE FROM HEADLAMP SWITCH DIAGNOSTICS: FOLLOWED SCHEMATIC, DUPLICATED CONCERN IN SHOP TECH QUESTION: LOOKING FOR KNOWN CAUSES

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 2-Mar-05 65071 C S HEAD LIGHTS ARE FLICKERING

PERFORMED PINPOINT TEST FOUND A BAD LIGHTING CONTROL MODULE AND RETESTED OK

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 31-Mar-05 61633

CONCERN: HEADLAMPS CUT OUT AFTER APROX 30 MINS OF BEING ON BOTH LOW AND HIGH BEAMS INOP DIAGNOSTICS: SELF TEST LCM NO RELATED DTCS, CONFIRMED CONCERN DRLS STILL WORK FLASH TO PASS STILL WORKS POLICE WIG WAG STILL WORKS, LIGHT WILL COME BACKON IF ALLOWED TO COOL DOWN BUT THEY DONT STAY ON VERY LONG ONCE ITS WARMED UP. POWER IS LOST FROM LCM TO MULTIFUNCTION SWITCH GREY WIRE CIRCUIT 502 PIN9 OF CONECTOR C202C TECH QUESTION:

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 29-Mar-05 35380 CUST STATES THAT THE HEADLIGHTS WILL WORK FOR ABOUT 30 MINUTES THEN SHUT OFF BY THEMSELVES AND WONT WORK AT ALL THEN.

35380 CC 42 VERIFIED CONCERN. FOLLOWED PINPOINT TEST AND PERFORMED ELECTRICAL DIAG. FOUND LIGHTING CONTROL MODULE AT FAULT. REMOVED AND REPLACED. VERIFIED FIX.

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	25-Mar-05	60100	Headlights shut off intermittently, marker and dash lights remain on. Headlights come back on after several minutes. This happens several times in an eight hour period. When this occurs, high beams work on flash to pass only.	Looking for technical assistance.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	13-Jun-05	27108	C S THE LIGHTS CUT OUT	HEADLIGHTS CUT OUT TEST MULTIFUNCTION SWITCH OK TEST FUSES OK TEST LCM REPLACED DEFECTIVE LIGHTING CONTROL MODULE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	28-Apr-05	28150	C S HEADLIGHTS SHUT OFF WHILE DRIVING. DRIVER CAN TURN SWITCH OFF THEN ON AGAIN & LIGHTS COME BACK ON UNTIL NEXT TIME. C S HEADLIGHT ARE THE ONLY LIGHTS THAT GO OFF.	CODE 42. LIGHTING CONTROL MODULE DISPLAYS INTERMITTENT OPERATION. LIGHTING DIAG. NO DTC. REPLACED MODULE. .
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	12-May-05	69248	HEADLIGHTS CUT OUT AT TIMES WHILE DRIVING AT NIGHT SEE JOHN	BCE TEST, PIN TEST, REPLACE LIGHTING CONTROL MODULE, RECGECK AND TEST 13C788 12651D 0.2 12651D2 0.3 12651D6 0.3 42 L26
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	19-May-05	34576	CUST STATES HEADLIGHTS WILL QUIT WORKING INTER	34576 DID NOT VERIFY CONCERN CONTACTED HOTLINE TOLD TO CHECK HEADLAMP BULBS OK REMOVED AND REPLACED LIGHTING CONTROL MODULE PER HOTLINE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	23-May-05	68556		WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLIGHTS SHUT OFF WHILE DRIVING. DIAGNOSTICS ALREADY COMPLETED: IDS ,TRIED TO VERIFY WITH NO SUCCESS. PARTS REPLACED: HEADLIGHT SWITCH TECHNICIAN QUESTION: ANY IDEALS FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: YES FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: NO CALL DATA: *HEADLIGHTS GO OUT WHILE DRIVING. *CANNOT DUPLICATE THE CONCERN. *FOUND CODE B1792 IN THE LCM. *ED, TRY TO DUPLICATE THE CONCERN. *THE CODE B1792 IN THE LCM WILL BE PRESENT WHEN THE VEHICLE HAS NO AUTO LAMPS. *ADVISED OF PAST REPORTS WITH THE SAME CONCERN WHERE THE LCM WAS REPLACED TO FIX THE CONCERN.

CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	16-May-05	35624	C S THAT HEADLIGHTS ARE NOT PROPERLY WORKING, HEADLIGHTS COULD BE ON FOR A MINUTE AND THEN OFF ANOTHER HEADLIGHTS ARE WORKING INTERMITANTLY LCM??	CONFIRMED LIGHTS FLICKER AND GO OUT CODE B1342 LCM SHORTED INTERNALLY APPROVAL CODE P96S7 PERFORMED IDS TESTS, NECESSARY TO REPLACE LCM AS NEEDED RECHECK OPERATION AND RETEST OK
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	18-May-05	11983	CUSTOMER STATES HEADLAMPS WILL TURN OFF ON THEIR OWN FOR NO REASON. (SEE HISTORY)	CC28, 13C788 PARTS WARRANTY ORIGINALLY REPLACED ON RO# 223764 AT 10,168 MODULE TEST, SYSTEM PASS. PERFORM PINPOINT TESTS. FOUND HEADLAMPS CUTTING OUT WHILE WIGGLING LCM CONNECTORS. FOUND INTERMITTENT OPEN IN LCM PINS INTERNAL TO MODULE. REPLACE LCM. APPROVAL CODE P03DV.
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	18-Jul-05	31910	HEADLIGHTS CUT OFF RANDOMLY	PERFORM EEC TEST ON MODULES NO CODES PRESENT CHECK CONNECTIONS FOUND TAPPING ON LCM MAKES LIGHTS GO ON AND OFF CHECKED FOR LOOSE CONECTORS REPLACE AND CONFIGURE LCME
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	14-Sep-05	64402		WEB FORM DATA - CONCERN: HEADLAMPS SHUT OFF WHILE DRIVE DIAGNOSTICS: NPF AT THIS TIME TECH QUESTION: ANY KNOWN PROBLEMS FOR THIS CONCERN
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	22-Nov-04	11252	HEADLIGHTS CUT OUT AT TIMES	HEADLIGHTS CUT OUT CHECK ALL CONNECTIONS PIN POINTTEST FOUND LIGHTING CONTROL MODULE DEFECTIVE REPL ACED WITH NEW MODULE LIGHTS NOW STAYING ON
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	28-Sep-04	39772	CUSTOMER STATES THAT HEADLAMPS GO OUT WHEN DRIVING AT NIGHT	GEM MODULE AND HEADLAMP SWITCH SHORTED MODULE LIGHTING CONTROL FEM REM REPLACE

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	20-Aug-04	69209	HEADLIGHTS GO OUT AT TIMES WHEN DRIVING	CHECK FUSES F2.9 REPLACE FUSE BLOWS OUT AGAIN PERFORM KOEO PCM,CC,NO CODES PERFORM PINPOINT TEST REPLACE LIGHTING CONTROL MODULE RETEST DO COMPLETE TRACE OF WIRING FOR FRONT HEADLIGHTS NO SPECIFIC LABOR OPERATION 1 ROAD TEST TO VERIFY CONCERN, CK CODES, PULLED B2498 B1247. FOLLOWED PINPOINT TEST, HAD TO REMOVE SWITCH AND INSP. CK OK PINPT TEST SAID LCM. CALLED HOTLINE TO CK AND SEE IF THEY HAD ANY OTHER CONCERNS LIKE THIS. ANDY FROM HOTLINE STATED THEYVE HAD 5 OTHER VEH LIKE THIS ONE. R&R LCM, ROAD TEST RETEST, CONFIRM FIX.PO5 CLM DUE TO CUST LOYALTY, GREAT ACCT, AND PURCHASES FLEET VEH
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	15-Sep-04	50178	CUST INFORM ME THE HEADLIGHTS WILL CUT OFF AT NIGHT WHILE DRIVING	
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	23-Feb-05	31631	CUST STATES THAT HEADLIGHTS FLICKER	CKED AND FOUND THAT LIGHTING CONTROL MODULE HAS SHORT IN IT REPLACE LIGHTING CONTROL MODULE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	20-Dec-04	33230	CUSTOMER STATES HEADLIGHTS WILL GO OUT WHILE DRIVING APPROX. 15 30 MIN. THEN AFTER SITTING APPROX. 1 2 MIN. HEAR CLICK NOISE & HEADLIGHTS COME BACK	NOT WORKING PROPERLY BODY CHASSIS ELECTRICAL (BCE) TEST, REPLACE MODULE LIGHTING CONTROL FEM REM.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	23-Nov-04	62697		WEB FORM DATA - CONCERN: HEAD LAMPS GO OFF INT. WHILE DRIVING. ALSO HEADLAMPS WONT COME BACK ON WHEN SHUT OFF . DIAGNOSTICS: CAN NOT GET CAR TO DO ANY OF THESE CONCERNS. TECH QUESTION: HAS THIS PROBLEM BEEN REPORTED BEFORE AND WHAT FIXED IT
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	27-Apr-05	34215	HEADLIGHTS SHUT OFF WHEN DRIVING	TEST AS NEEDED, REPLACE SHORTED LCM

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	3-Dec-04	67378	HEADLIGHTS SUT OFF GOING DOWN THE ROAD	DIAGNOSED AND FOUND THAT THE LIGHTING CONTROL MODULE IS BAD REMOVED AND REPLACED THE LIGHTING CONTROL MODULE,TESTED GOOD WPI
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	8-Dec-04	35254	INSPECT CUSTOMER STATES HEADLAMPS CONTINUE TO SHUT OFF INTERMITTENTLY WHILE DRIVING AND THEN WILL RECOVER. CLUSTER POWERSTAYS OK. HEADLAMP SWITCH REPLACED LAST VISIT.	TESTED O5 POLICE CAR FOR HEADLIGHTS GO OFF AND ON WHILE DRIVING. TESTED ELECTRICAL AND FOUND SHORTED LIGHTING CONTROL MODULE. REPLACED MODULE AND RETESTED, OK HAS POLICE EQUIPMENT ON CAR AND NECCESARY TO REMOVE AND REINSTALL. REQUEST A TIME CC42 PER TESTING ON HEADLAMP SYSTEM.PER GROUND CONNECTION VOLTAGE DROP G203 ,G201,G109,G102 ALL PASS .PER LCM TESTING NO DTCS REMOVE STEERING COLUMN COVER PER VOLTAGE TEST ON GY WIRE CIRCUIT 502 PIN 9 AT MULTIFUNCTION SWITCH WHEN LIGHTS GO OUT FOUND LOSS OF VOLTAGE. BACK PROBE AT LCM MODULE .FOUND LOSS OF POWER .REMOVE AND REPLACE LCM .SYSTEM OPERATING PROPER.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	11-Jan-05	28742	GO OUT WHILE DRIVING AT NIGHT THE HEADLIGHTS WILL	

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 3-May-05 76631

TECH'S QUESTION: WELL, FIRST, I CANNOT FIND THE NON-AUTOLAMP SYSTEM THAT POLICE INTERCEPTOR USES, IN THE THE ONLINE VERSION OF WORKSHOP MANUAL. CHECKED ALL THE POLICE OPTION PAGES TOO. AM I MISSING A SECTION? ALSO HAVE YOU GUYS HAD ANY REPORTS OF HEADLAMPS CUTTING OUT INTERMITTENTLY? PLEASE HURRY OBIEWANKANOBIE, YOU'RE MY ONLY HOPE. I GOT A OLDTIMER IN THE BACK OF THE SHOP WHITTLING A REPLICA OF A REBEL FLAG OUT OF HICKORY NUTS THAT'S TELLING ME IF I DON'T GET THIS FIGURED OUT, AND I QUOTE, "WEEZ GONE HAF TO PUT 'ER A EGR COOLER AND TURBO ON DAT THANG TO GET ER RUNNIN" THANKS IN ADVANCE...  
DESCRIPTION OF VEHICLE CONCERN: CUSTOMER COMPLAINS THAT HEADLIGHTS WILL GO OUT AT TIMES. THIS IS A POLICE CROWN VICKY. DIAGNOSTICS ALREADY COMPLETED: PERFORMED SELFTTEST ON LCM AND CHECK FUSE RELAY BOX AND AND CONNECTORS ON HEADLAMP FOR DAMAGE. PARTS REPLACED: NONE. IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? NO WAS THE PINPOINT TEST FOLLOWED? NO

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 24-Feb-05 50952 HEADLAMPS/DAY RUNNING LIGHTS BLINKING OUT WHILE DRIVING.

REPLACE LIGHTING CONTROL MODULE.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 2-Mar-05 82850 REPORT ON EXTERIOR LIGHT CONCERN. CHECK & REPORT ON HEADLAMPS SHUTTING OFF ON THEIR OWN AT NIGHT.

133335. HEADLAMP OPERATION INTERMITTENT. BCE DIAG. ACCESS SWITCH FOR LIGHTS & CHECKED ALL CONNECTIONS. ACCESSED LIGHT CONTROL MODULE & CHECK POWER & GROUNDS, INPUTS & OUTPUTS. REPLACED MODULE FOR NO POWER CONTINUITY. REPLACED MODULE & RETEST.

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	28-Feb-05	35912	CHECK FOR HEADLIGHTS GOING OFF BY THEMSELVES	REPLACED BAD LCM MODULE AND RECHECKED
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	4-Apr-05	29276	CUSTOMER STATES HEADLIGHTS GO OUT BYTHEMSELVES WHILE DRIVING	LEFT VEHICLE IDLE 2 HOUS LITES ON SWTICHD OFF WOULD NOT COME BACK ON CK DTC B1792 VEHICLE NOT DQUPPED PERFORM PINPOINT TEST FOR LOW BEAMS REPLACE LCMRESET PARAMETERS CK ALL LITE OPERATION OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	16-Mar-05	31947	CUSTOMER STATES HEADLAMPS STOP WORKING AFTER DRIVING FOR A WHILE	NO DTC MONITOR SW NO OUTPUT LCM REPLACE LIGHTING CONTROL MODULE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	25-May-05	32648	C S THE HEADLIGHTS CUT OUT	HEADLIGHTS CUT OUT AT TIMES FOUND LIGHTING CONTROLMODULE DEFECTIVE REPLACED MODULE HEADLIGHTS NOW W ORKING CORRECTLY
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	1-Jun-05	36389	CUSTOMER STATES HEADLAMPS ARE GOING OUT BY THEMSELVES	PULLED WIRING OUT TOO CK FOR SHORTS ALSO CALLED FORD WAS TOO LCM MODULE FOUND SHORTED PUT WIRING BACK IN CAR REPLACED LCM MODULE WORKING OK AT THIS TIME POLICE DEPT NEEDS WIRING MOVED OUT WIRING FOR LCM FLASHING HEAD LIGHTS NEED M TIME FOR WIRING
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	13-Jul-05	34078	C STATES THAT WHILE DRIVEING WITH LOW BEAMS ON LIGHTS WILL GO OUT HAVE TO USE HIGHBEAM THEN WILL HEAR A CLICK AND LIGHTS WILL COME BACK ON	IDS BCE SELFTEST DATA LOGGER AND MONITOR EXTERIOR LIGHT PIDS RR HEADLAMP SWITCH AND CH CONNECTORES AND PINS CK G102 AND G109 CK CONTINUITY BETWEEN C205A 4 5 9 10 PINS TO 3 6 10 13 AND C2145B AND C2145D ALL GOOD C2145C PIN TO CJB OK REPLACELIGHTING CONTROL MODULE AND RETEST
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	22-Sep-05	36344	CUSTOMER REPORTS HEADLIGHTS QUIT WHILE DRIVING	TESTED AND VERIFIED AND FOLLOW PIN POINT TEST AND FOUND BAD LIGHT CONTROLL MODUAL REMOVED DASH PANELS AND REMOVED LIGHTING CONTROLL MODUAL AND TESTED ALL WORKING AS SHOULD NOW

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	16-Aug-05	83349		WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLIGHTS WILL GO OUT AFTER A WHILE DIAGNOSTICS ALREADY COMPLETED: QUICK TEST CODE B1792 VEHICLE IS NOT EQUIPPED WITH AUTOLAMPS PARTS REPLACED: HEADLAMP SWITCH AND A LCM TECHNICIAN QUESTION: ANY KNOWN POINTS OF TROUBLE FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: YES FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: NO CALL DATA: - INTERMITTENTLY THE HEAD LAMPS WILL GO OFF WHILE DRIVING. - DTC B1792 FOR AUTO LAMP CIRCUIT SHORT TO BATTERY. - REPLACED LCM AND HEADLAMP SWITCH AND CANNOT REDUPLICATE HEADLAMP FAILURE. PERFORM DIAGNOSIS ON HEADLAMP OPERATION HEADLAMPS COME BACK ON AFTER TURNED OFF RUN SELF TEST ON SYSTEM NO CODES CHECK ALL FUSES & WIRES SUBSTITUTE KNOWN GOOD HEADLAMP SWITCH LAMPS STILL CAME BACK ON M TIME NO SLTS PER CURTIS AUTH#P96FS ADVISED TO REPLACE LCM RECHECK OPERATION NOW WORKING PROPERLY
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	22-Sep-04	25185	CHECK HEADLIGHTS WILL TURN OFF WHILE IN USE AT TIMES.CUSTOMER MOVES SWITCH FROM ON TO OFF AND LIGHTS WILL COME BACK ON	
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	27-Oct-04	66935	HEADLIGHTS KEEP SHUTTING DOWN	P.O. 700057 VERIFIED CONCERN, TESTED SYSTEM, PINPOINT TO DEFECTIVE LIGHTING CONTROL MODULE, REPLACED AS NEEDED, RECHECKED OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	20-Dec-04	34853		CUSTOMER STATES THAT HEADLAMPS DROP OUT. TECH VERIFIED COCNER NAND STATES THAT TAPPING ON THE MODULE WILL MAKE CONCERN GO AWAY. TECH IS SEEKING TO REPLACE LCM.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	4-Nov-04	79711	CUSTOMER STATES THAT THE LIGHTS WILL JUST TURN OFF WHILE DRIVING	REPLACED LIGHTING CONTROL MODULE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	24-Mar-05	26107	CK HEADLIGHTS GO OFF AND ON MORE OFF THEN ON	INOP REPLACE MODULE LIGHTING CONTROL FEM REM

CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	28-Feb-05	32919 OWN. ADV	AFTER VEH IS WARM, HEADLAMPS CUT OUT ON	32919 CUSTOMER CONCERN PERFORMED ALL DIAG TEST AGAIN. RAN CAR FOR 2 HOURS. LIGHTS DID NOT FAIL. CALLED HOTLINE, AND WAS ADVISED OF SIMILAR SITUATION FROM ANOTHER DEALERSHIP. REMOVED AND REPLACED HEADLAMP SWITCH AS ADVISED BY HOTLINE. RAN CAR FOR 2 MORE HOURS AND HEADLAMPS WOULD NOT GO OUT ON THIER OWN. RELEASED VEHICLE. CUSTOMER RETURNED WITH SAME CONCERN. CAR WAS DROVE HOME
------------------------	---------------------------	-----------	----------------	---	---

CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	9-Nov-04	76972	(Web Contact) Concern: headlights shutting themselves off switch in on pos. (Web Contact) Diagnostics: switch test lcm self test wiring grounds (Web Contact) Parts Replaced: None.   Is there an appropriate pinpoint test in the WSM for this concern? : no   Was the pinpoint test followed? : yes (Web Contact) Question: do the police cars have autolamp did not find sensor for it.	(Web Contact) Response: Diagnostics/Repair Suggested
------------------------	---------------------------	----------	-------	--	--

CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	9-Nov-04	30093	HEADLIGHTS GO OUT PART TIME	REPLACE LIGHTING MODULE
------------------------	---------------------------	----------	-------	-----------------------------	-------------------------

CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	1-Dec-04	35668	HEADLAMPS GO OUT WHILE DRIVING	VERIFY, CHECK HEADLAMP CIRCIUT, NO PROBLEM FOUND, CALL TECH HOT LINE CASE # 6CFBL010, THEY ADVISE TO REPLACE LIGHTING CONTROL MODULE, DO SO, REASSEMBLE DASH, ROAD TEST, OK, NO LABOR OPERATION FOR REPAIR.
------------------------	---------------------------	----------	-------	--------------------------------	---

WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLIGHT TURN OFF AND ON DIAGNOSTICS ALREADY COMPLETED: YES PARTS REPLACED: NO TECHNICIAN QUESTION: DO LCM NEED TO PROGRAM FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: YES FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: YES CALL DATA: - THE TECH IS SEEKING INFORMATION ON IF THE LCM IN THIS VEHICLE IS PROGRAMMABLE.

CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	27-Jan-05	75680		
------------------------	---------------------------	-----------	-------	--	--

CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	30-Jun-05	33127	C S THE HEADLIGHTS WILL TURN OFF WHILE DRIVING AND THEN COME BACK ON.	RETRIEVED CODE B1792, DIAGNOSE REPLACE LCM
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	7-Jan-05	69662	CHECK HEADLIGHTS GO OFF WILL NOT COME BACK ON	PERFORMED DIAGNOISTIC AND FOUND NO COMMUNICATION WITH LIGHT CENTRAL LIGHTING MODULE INSPECTED FUSES ALL OK PER FORMED PINPOINT TEST REPLACED LCM RECHECKED LIGHT SYSTEM OPERATION ALL OK
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	10-Feb-05	62377	CUSTOMER STATES HEAD LAMPS WILL GO OUT WHEN DRIVING WILL RESET BY SWITCH ADVISE	AT TIMES WHILE DRIVING HEADLIGHTS WILL TURN OFF IDS TEST PASS PINPOINT TEST RUN SSMS NONE TEST AND REPLACE HEADLIGHT SWITCH AND LIGHTING MODULE DEFECTIVE RETESTOK
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	2-Feb-05	36118	WHEN USING LEFT TURN SIGNAL, HEADLIGHTS GO OUT. INTERMITTENT.	DUPLICATED CONCERN. REPLACED LIGHTING CONTROL MODULE. RETEST, OK.
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	6-Jul-05	25365	HEADLIGHTS GO OUT ON THEIR OWN	VERIFY CONDITION. PERFORM ELECTRICAL DIAGNOSIS TEST & ELECTRICAL DIAGNOSIS PIN POINT TESTS,REMOVE AND REPLACE HEADLIGHT MODULE,RE TEST ELECTRICAL SYSTEM. ALL WORKING O.K. NOW
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	21-Feb-05	101952		WEB FORM DATA - CONCERN: HEADLAMPS GO OFF INTERMITTANTLY ON THEIR OWN. CUSTOMER STATES HEARS A POP CLICK NOISE IN DASH WHEN THIS OCCURS. DIAGNOSTICS: ON PREVIOUS VISIT REPLACED HEADLAMP SWITCH AS PER PINPOINT TEST FOR ANOTHER CODE. THIS TIME RECEIVED CODE B1792 BUT VEHICLE IS NOT EQUIPPED WITH AUTOLAMPS TECH QUESTION: ARE THERE ANY KNOWN CONCERNS I SHOULD CHECK FOR OR DO YOU HAVE ANY ADVISE FOR THIS CONCERN ON A POLICE CAR.
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	4-Feb-05	34088	INTERMITTEN PROBLEM OF HEADLIGHTS GOING OUT,PLAY WITH HEADLI GHT SWITCH AND HEADLIGHTS WILL COME BACK ON	1 LOG ON WDS,LCM SELF TEST,REPLACED LIGHTING CONTROL MODULE

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	16-Mar-05	66147		HEAD LAMPS GO OFF & ON INTERMITTENTLY DTCS IN LCM ARE B1792 & B2498 TECH COMMENTS: REPLACED LIGHTING CONTROL MODULE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	24-Mar-05	18140	CUST STATES HEADLIGHTS ARE CUTTING OFF WHILE DRIVING AT NIGHT CUST HAD TO HOLD HIGH BEAMS FORWARD TI KEEP ON.	PERFORMED BEC TEST AND RETRIEVED CODE B1792 REPLACED LIGHTING CONTROL MODULE AND RETEST.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	8-Apr-05	81096	CK AND ADVISE CUST STATES HEADLIGHTS SHUT OFF AT TIMES SPW OTC PREV INV 239703 PREV DATE 02 07 08 PREV MILEAGE 78437 MILES ACCRUED 2659	SPW LCM VERIFIED CUST CONCERN R R BOTH HEADLAMPSTO TEST FOUND LOOSE OF PWR TO HEADLAMPS BCE TEST PINPOINT REPLACED LCM RETEST CKS OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	12-Apr-05	25121	CHECK FOR HEADLAMPS GO OFF WHILE DRIVING	DIAG CONCERN FOUND FAILED PROCESSOR REPLACED
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	23-Aug-05	31412	C S THE HEADLIGHTS CUT OUT	HEADLIGHTS CUT OUT AT TIMES TEST SWITCH OK TEST LIGHTING CIRCUIT FOUND MODULE DEFECTIVE REPLACED LIGHTING CONTROL MODULE LIGHTS NOW WORKING CORRECTLY

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	5-Jun-05	49864		TECH STS THE CUSTOMER CONCERN IS THE HEADLIGHTS GO OUT WHILE DRIVING FOR A WHILE. TECH DOES NOT KNOW IF THE LOW BEAM, HIGH BEAM OR BOTH ARE INOP AT THE TIME OF THE CONCERN. TECH STS NO CODES. TECH CANNOT VERIFY THE CONCERN. TECH STS HE CANNOT CALL THE CUSTOMER TO GET MORE INFORMATION. TECH LOOKING FOR KNOWNS. TECH COMMENTS: INSTALL NEW LIGHTING CONTROL MODULE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	6-Jun-05	48283	CUSTOMER STATES THE HEAD LIGHTS KEEPS CUTTING OFF CITY OF PLEASANTVILLE STATES THAT THE NIGHT OFFICER IS HAVING CONTINUING PROBLEMS WITH THE LOW BEAMS GOING OUT WHEN DRIVING AT NIGHT CONCERN IS VERY NOTICIBLE ON NIGHT PATROL AND LASTS FOR	LIGHTING CONROL MODULE FAILURE REPLACED LIGHT CONTROL MODLUE  1 FOUND INTERNAL FAULT WITH LIGHTING CONTROL MODULE REPLACED AND PROGRAMMED NEW LIGHTING CONTROL MODULE AND RETESTED
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	12-Oct-05	31136		
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	10-May-05	31609	ELECTRICAL SYSTEMS CUSTOMER STATES THAT AT TIMES, THE HEADLIGHTS WILLCOME ON BY THEMSELVES, AND SOMETIMES GO OFF WHILE DRIVING. CHECK AND ADVISE (L26)	VERIFIED CONCERN PERFORMED PINPOINT TEST A CHECK FOUND FUSE BLOWN FOUND DTC CODE B2498 FAULTY LIGHTING CONTROL MODULE CALL FOR APP P961R REPLACED LIGHTING CONTROL MODULE

CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	7-Jun-05	21734	CUSTOMER STATES THAT HEADLIGHTS CUT OUT AFTER DRIVING A WHILE.	PERFORM TESTS AND DIAGNOSIS REPLACED THE LIGHTING CONTROL MODULE.
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	16-Jun-05	69516	CUST. STATES HEADLIGHTS WILL TURN OFF WHEN DRIVING.	69516 WAR VERIFIED HEADLIGHT CONCERN INSTALLED IDS PERFORM MED PID MONITOR PERFORMED PINPOINT TESTS FOUND LIGHTING CONTROL MODULE FAILED REPLACED MODULE TESTED FOR PROPER OPERATION
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	26-Apr-07	21052	CUSTOMER STATES HEAD LIGHTS SHUT OFF INTERMITTENTLY WHILE DRIVING	BCE DIAG, LCM PASSED; PINPOINT TEST; R&I HEADLAMP SWITCH TO TEST OK; STEERING COLUMN SWITCH DIAG, OK; REPLACED LCM; VERIFY REPAIR
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	20-Jul-05	55445	CHECK HEADLIGHTS GO OFF WHILE DRIVING AT TIMES	BODY CHASSIS ELECTRICAL (BCE) TEST, RUN TESTS, REPLACED MODULE LIGHTING CONTROL FEM REM CHECKED FOR HEADLIGHTS WENT OUT AND ON AGAIN, PERFORMED DIAG, PIN POINT TEST, NO CODES, TESTED SWITCH, OKAY, WIGGLE TEST, LIGHTS WENT ON, TAPPED MODULE AND LIGHTS WENT OUT, CHECKED WIRING AND CIRCUITS, FOUND MODULE TO BE FAULTY, REPLACED AND RETEST.
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	28-Sep-04	58559	C/S HEADLIGHTS CUT OUT AND THEN CAME ON AGAIN	TESTED SYSTEM, VERIFIED HEADLIGHTS CUT OUT, TRACKED TO LOSS OF POWER AT HEADLIGHT MODULE, REPLACED MODULE ASM, VERIFIED REPAIR. M TIME USED DUE TO SQUAD CAR PACKAGE INSTALL
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	6-Oct-04	55092	HEADLIGHTS STILL GO OFF	TEST AND REPLACE LCM
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	23-Feb-05	35183	HEAD LIGHTS GO ON AND OFF WITH SWITCH ON L26 42	BCE TEST.REPLACED HEAD LIGHT SWITCH WORKS INTERM REPLACED LIGHT CONTROL MODULE

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 22-Nov-04 32813 HEADLIGHTS SOMETIMES GO OFF SPO PARTS IN MODULE LIGHTING CONTROL FEM REM REPLACE

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 2-Nov-04 40512

CUST STATES AT TIMES THE HEADLAMPS WILL CUT OFF.  
WORSE WHEN HOT. DLR STATES HE HAS VERIFIED THE  
CONCERN ONCE. LAMPS CAME RIGHT BACK ON. NO CODES.  
DLR CALLED FOR INFO.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD

CUSTOMER STATES HEADLIGHTS ARE GOING OUT  
66897 INTERMITTENTLY PLEASE ADVISE

66897 RETEST LIGHTING SYSTEM. QUICK TEST LCM,NO  
CODES AT THIS TIME. LEAVE RUNNING WITH HEADLIGHTS ON  
FOR EXTENDED PERIOD OF TIME. R AND R HEADLIGHT  
SWITCH AND INSPECT. APPEARS TO BE EXTREMELY WARM.  
REPLACE HEADLIGHT SWITCH AND RETEST. REPLACE  
LIGHTING CONTROL MODULE AND RETEST. CHECK ENGINE  
LIGHT ON. PERFORM DRIVABILITY DIAG AND REPLACE GAS  
CAP AND RETEST. PERFORM EVAP. TEST. SYSTEM

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 30-Nov-04 43567

WEB FORM DATA - CONCERN: HEADLIGHT GO OFF AND THEN  
ON DIAGNOSTICS: REPLCED HEAD LAMP SWITCH TECH  
QUESTION: WHERE IS THE CIRCUIT BREAKER LOCATED \*LOW  
BEAM HEADLIGHTS GO OFF WHILE DRIVING. \*FOUND CODE  
B2498 IN THE LCM. \*REPLACED THE HEADLIGHT SWITCH.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 30-Jan-05 86395 Headlights cuts out at times.

Headlights goes out after driving a while with only DRL staying on. They will come back on by themselves and cut out again. When it was doing it in the shop I could restore the operation by moving the connectors.

58642 VERIFIED CUSTOMER CONCERN OF HEADLAMPS ONLY GOING ON AND OFF WHEN THEY WERE IN THE ON POSITION, THIS OCCURED AFTER RUNNING WITH HEATER ON AND HEADLAMPS ON FOR A NUMBER OF HOURS. RAN OASIS NO MESSAGES THAT PERTAINED TO THIS, CHECKED WIRING BOOK AND THEN WENT TO LIGHTING CONTROL MODULE TO MONITOR OUTPUT SIDE, IT WOULD GO ON AND OFF, SUPPLY TO MODULE WAS STEADY, DETERMINED

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 6-Dec-04 58642 CK FOR NO HEADLIGHTS GO OUT HEARD A LOUD  
CLICK IN DASH BEFORE

WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN:  
HEADLAMPS GO OFF INTERMITTANTLY DIAGNOSTICS  
ALREADY COMPLETED: CANNOT DUPLICATE PARTS  
REPLACED: HEADLAMP SWITCH AND CONNECTOR REPLACED  
AT A DIFFERENT SHOP FOR THIS CONCERN TECHNICIAN  
QUESTION: DO YOU HAVE ANY INFORMATION ON THIS  
CONCERN FORM QUESTION: IS THERE AN APPROPRIATE  
PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER:  
NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED?  
ANSWER: NO CALL DATA: TECH STATES THAT  
INTERMITTENTLY THE HEADLIGHTS ARE INOP. TECH HAS  
NOT BEEN ABLE TO DUPLICATE THE CONCERN AT THE SHOP.  
THE HEADLAMP SWITCH AND C205A HAVE BEEN REPLACED  
AT ANOTHER SHOP. LOOKING FOR ANY KNOWN ISSUES WITH  
THIS CONCERN.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 22-Feb-05 49865

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	97658	
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	20-Jul-05 34254	THE HEADLAMPS SHUT OFF AT TIMES FOR NO APPARENT REASON
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	1-May-05 35216	HEADLIGHTS SHUT OFF WHILE DRIVING
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	17-Mar-05 62132	CHK HEADLIGHTS GO OFF WHILE DRIVING P05 ALREADY REPLACED SWITCH P05
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	18-Apr-05 73625	HEAD LIGHTS STILL SHUT OFF AFTER 30 MINUTES.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	19-Aug-05 31102	CUSTOMER STATES HEADLIGHTS TURN OFF AFTER BEING ON FOR AWHILE CK LIGHTING CONTROL MODULE

WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEAD LITES SHUT OFF PERIODICALLY WHEN DRIVING, THIS IS ON A POLICE CAR DIAGNOSTICS ALREADY COMPLETED: REPLACED THE COMBINATION SWITCH NO EFFECT PARTS REPLACED: FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: NO CALL DATA: :::INTERMITTENTLY THE HEADLAMPS BECOME INOPERATIVE WHILE DRIVING. :::REPLACED THE MULTIFUNCTION SWITCH WITHOUT ANY CHANGE TO CONCERN. :::UNABLE TO DUPLICATE OR VERIFY. :::WAS TOLD BY CUSTOMER, HEARD A CLICKING SOUND IN DASH AREA AT TIME OF CONCERN AND WHEN THE HEAD LAMPS RE-ILLUMINATED. :::UNAWARE OF OTHER SYMPTOMS AT THE TIME OF THE CONCERN (I.E. OPERATION OF PANEL ILLUMINATION, PARKING LAMPS). 296 TEST DRIVE,VERIFY CONCERN,USE IDS,CHECK CODES CHECK OASIS,FOUND LIGHTING CHANGES WHILE TAPPING ON LCM,CHECK CONNECTIONS TO LCM,DETERMINE LIGHTINGCONTROL MODULE MUST BE AT FAULT,R/R LCM & TEST DRIVE

FOUDN HEADLIGHT CONTROL MOCULE WITH INTERNAL SHOR CAUSING HEADLIGHTS TO SHUT OFF. REPLACE MODULE

INSTALL IDS AND SELF TEST LCM PERFORMED PINPOINT TEST ,ACCESS AND TEST HEAD LAMP SWITCH ACCESS STEERING COLUMN TO TEST MULTIFUNCTION SWITCH REMOVE LOWER DSAH TRIM TO ACCESS TEST AND REPLACE LIGHTING CONTROL MODULE PARK LITES STAY ON AND FLASH TO PASS OK. REMO VE KICK PANEL CK GRNDS NPF. R+R COLUMN COVERS CK WIRESAT MULTI FUNCT SWITCH OK. CK HL SW O K. TEST PWRS AT GRND AT LITING CONTROL MODULE ALL OK. CK FOR P WR LOSS OR GRND LOSS WHEN LIT ES SHUT OFF FOUND WHITE WIRE FROM MODULE TO M ULTI SWITCH. REPLACE LITING MODULE OK.

VERIFIED CONCERN, PERFORMED BCE, PERFORMED PINPOINT TEST, ACCESSED DASH, TRACED WIRING AND REPLACED LIGHTING CONTROL MODULE, RECHECKED OPERATION OK.

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	9-May-05	66542		WEB FORM DATA - CONCERN: HEADLIGHTS GO OUT AFTER DRIVING A SHORT TIME. MAY COME BACK ON BRIEFLY BUT WILL GO BACK OFF. DIAGNOSTICS: REPLACED LCM (13C788) TECH QUESTION: REPLACING THE LCM FIXES THE PROBLEM. THIS IS THE SECOND ONE I HAVE HAD FOR THIS POLICE DEPARTMENT.THEY HAVE HEARD OF OTHERS WITH SAME PROBLEM.THEY WOULD LIKE TO KNOW IF THIS IS A KNOWN CONCERN.IT IS AN EXPENSIVE REPAIR. THEY ARE CONCERNED ALL OF THE SQUADS WILL NEED THE LCM REPLACED. VERIFY CONCERN,AT TI,ES HEADLAMPS WILL TURN OFF AND THEN COME BACK ON.PERFORM BCE BODY TEST.NO BODY CODES PRESENT.CHECK FOR TSB'S & SSM'S.NONE FOUND.PERFORM PINPOINT TESTS .INDICATES DEFECTIVE LCM. 11/07/06 .REMOVE OLD LCM(LIGHT CONTROL MODUAL) INSTALL NEW LCM.VERIFY PROPER OPERATION OF ALL LIGHTS AND PROPER REPAIRS.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	11-May-05	34969	HEADLIGHTS CUSTOMER STATES HEADLAMPS ARE INOP INTERMITTENTLY	
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	17-May-05	51808	C S HEADLIGHTS SHUT OFF INTERMITTENTLY	SPW LIGHT CONTROL MODULE PER RO86172 1 2 07 50,863 MILES. WEB FORM DATA - CONCERN: HEAD LAMPS WILL GO OUT INTERMITTEN DIAGNOSTICS: VERIFY LIGHTS GO OUT CAN HEAR RELAY CLICK WHEN LIGHTS GO OUT DASH AND PARK LITES STAY ON PID LCM SHOWS LIGHT SWITCH IN ON IF YOU SWITCH LIGHTS OFF THEN ON THEY WILL COME ON IF SWITCH IS LEFT ON THEY WILL STAY OFF FOR SEVERAL MIN TURN SIGNAL SEEMS TO MAKE THEM GO OUT PER CUSTOMER THIS IS VERY HARD TO DUPLACATE TECH QUESTION: ANY KNOWN ONE THIS IT IS VERY HARD TO DUPLACATE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	13-Dec-05	54127		
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	21-Jul-05	30239	HEADLIGHTS CUT OUT	HEADLIGHTS CUT OUT INTERMITTANTLY FOUND LIGHTING CONTROL MODULE DEFECTIVE REPLACED WITH NEW MODULE LIGHTS NOW WORKING CORRECTLY

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	25-May-05	32811	C S THE LIGHTS CUT OUT	HEADLIGHTS INOP CHECK FUSES TEST AND FOUND LIGHTING CONTROL MODULE DEFECTIVE REPLACED WITH NEW MODULE HEADLIGHTS NOW WORKING CORRECTLY
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	19-May-05	33074		CUSTOMER STATES THAT HEADLAMPS DROP OUT AT TIMES. TECH VERIFIED CONCERN AND CODE B2098 IS PRESENT. TECH STATES THAT LCM JUST LOSES OUTPUT. TECH IS SEEKING TO RPELACE LCM. TESTED HEADLIGHT SWITCH WIGGLE TESTED AND TRACED WIRING FROM HEAD LIGHTS TO SWITCH INSPECTED AND TESTED LCM TOOK 2 HOURS BEFORE HEAD LIGHT WENT OUT. WIGGLED TESTED TO LCM. FOUND INTERMITTANT OPEN INLCM. INSTALLED NEW LCM DISABLED KEY. RETESTED, PASSED. WPI
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	27-May-05	37812		
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	4-Aug-05	34428	CS; HEAD LAMPS GO OUT BELIEVES LCM IS BAD CHECK AND REPORT	34428 VERIFIED CUST CONCERN PERF. BCE DIAG FOR EXTERIOR LIGHTING CONCERN BUT THIS HAPPENS TO VEHICLE WHEN HEADLAMPS ARE ON FOR 15 32 MINUTES. PERF. EEC TEST RETRIEVE DTC UNDER LCM B1792 WHICH VEHICLE IS NOT EQUIPP ED W AUTOLAMP SENSOR INPUT CIRCUIT SHORT TO BA TTERY. PERF. PINPOINT TEST IN WSM UNDER SYMPTOM CHART *THE LOW BEAMS ARE INOP* BUT BEFORE PERFORMING TEST DID QUICK VISUAL INSP.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	16-Jun-05	29482	13C788 42	CHECK HEADLAMPS GO OFF WHILE DRIVING L26 DIAG AND REPLACE LIGHTING CONTROL MODULE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	24-Jun-05	27081	ON. CC L26	HEADLIGHTS TURN OFF,DELAYED TO COME BACK BEC TEST PINPOINT TEST REPLACE LIGHTING CONTROL MODULE INTERNAL SHORT AND REPLACE BURNED OUT RF HEADLAMP BULB
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	12-Aug-05	41897	FOR AWHILE	CHECK HEADLIGHTS CUT OFF AFTER BEING ON CHECKED OPERATION, PINPOINT TEST HEADLIGHT CIRCUITS AND SWITCHES, FOUND NECESSARY TO REPLACE GEM MODULE AND MULTI FUNCTION SWITCH RECHECKED
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	17-Sep-04	50564	WHERE THEY ARE WORK ING ON THE ROADS	HEADLIGHTS GO OUT THEY WERE IN A SECTION TEST AND REPLACE GEM MODULE

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 13-Sep-04 94329

CUSTOMER ALLEGES THE HEAD LAMPS TURNING OFF WHILE DRIVING. TECHNICIAN STATES HE HAS NOT VERIFIED THIS CONCERN. NO PARTS HAVE BEEN REPLACED OR SWAPPED OUT. HE HAS NO DTC CODES SETTING IN THE VEHICLES MODULES. TECHNICIAN CALLED SEEKING KNOWNS.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 12-Oct-04 44737

TECH STATES HEAD LAMPS TURN OFF UNCOMMANDEDLY WHILE DRIVING. BULBS, HEAD LAMP AND MULTI FUNCTION SWITCH HAVE BEEN REPLACED TO O AVAIL. CUSTOMER STATED COULD WIGGLE HEAD LIGHT SWITCH AND DUPLICATE CONCERN. SEEKING DIRECTION.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 9-Sep-04 70218

CUSTOMER STATES THE HEADLIGHTS WILL CUT OUT ON THERE OWN WHILE DRIVING DOWN THE ROAD THEY HAVE REPLACED HEADLIGHT SWITCH ALREADY AND CHECKED ALL ELSE OSL STATES THE CONTROL MOD.

70218 ROAD TEST EEC TEST LCM LIGHTING CONTROL MODULE KOEO CODE B1342 PREFROM ON DEMAND TEST CODE B1342 FOLLOW PPT AND REPLACE LIGHTING CONTROL MODULE RETEST SYSTEM PASS CODE 42

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 15-Dec-04 78834

SEEKING KNOWNS FOR HEAD LAMPS GO OUT AT TIMES WHILE DRIVING. 3 HOURS INTO TESTING DEALER UNABLE TO VERIFY SYMPTOMS. NO CODES.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 15-Dec-04 99280

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 22-Sep-04 30940

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 20-Oct-04 34531

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 12-Jan-05 32139 CUSTOMER STATES: WHEN HEADLAMPS ARE ON,  
HEADLAMPS WILL CLICK ON AND OFF

WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN:  
HEAD LAMPS GO OUT WHILE DRIVING INTERMIT.  
DIAGNOSTICS ALREADY COMPLETED: SYSTEM WORKING  
PROPERLY. NO CODES PARTS REPLACED: TECHNICIAN  
QUESTION: ANY SSM OR TSB RELATIVE REPAIRS FORM  
QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN  
THE WSM FOR THIS CONCERN? ANSWER: NO FORM  
QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER:  
NO CALL DATA: \*DON'T KNOW IF THE HIGH BEAMS OR LOW  
BEAMS IS GOING OFF WHILE DRIVING. \*CANNOT DUPLICATE  
THE CONCERN. \*NO LCM CODES.  
THE TECHNICIAN HAS DISCOVERED THAT THE LOW BEAM  
FRONT HEADLIGHTS SELF-EXTINGUISH AFTER  
APPROXIMATELY FORTY-FIVE MINUTES OF OPERATION IN  
THE SERVICE BAY. THE TECHNICIAN THEN VERIFIED THAT  
THE LIGHTS WOULD COME BACK ON IF THE LCM WAS  
LIGHTLY TAPPED.

WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN:  
HEAD LAMPS GO OUT WHILE DRIVEING INTERMITENTLY  
DIAGNOSTICS ALREADY COMPLETED: RUN IDS FOR DTC'S NO  
CODS PARTS REPLACED: TECHNICIAN QUESTION: HAVE  
YOU ANY CONCERNS ON THIS. OR FIXES INITIAL HOTLINE  
RECOMMENDATION: THE TECHNICAL HOTLINE REQUIRES  
SOME ADDITIONAL INFORMATION TO ASSIST YOU WITH THIS  
CONDITION. PLEASE CONTACT US USING CONTACTID  
208504714 FORM QUESTION: IS THERE AN APPROPRIATE  
PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER:  
NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED?  
ANSWER: NO CALL DATA: HAS VEHICLE IN AND HAS  
CUSTOMER COMPLAINT OF HEAD LIGHT SHUTTING OFF  
ONCE IN A WHILE , HAS ONLY HAPPENED TWICE, HAS  
CHECKED AND THERE ARE NO DTC'S FOR CONCERN HAS  
HAD VEHICLE RUNNING 2 HOURS WITH NO RESULTS  
SEEKING KNOWS

AUTHORIZATION CODE P033T L29,13C788,42 INTERNAL  
FAILURE IN LIGHTING CONTROL MODULE REPLACE AND  
RETEST OK

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	4-Nov-04	50577	CUSTOMER STATES THE HEADLIGHTS STOPPED WORKING WHILE IDLING. HAS BEEN AN INTERMITTENT ISSUE. HAPPENED AGAIN 2 25 07	REMOVED AND REPLACED LIGHTING CONTROL MODULE. LIGHTING SYSTEM IS WORKING OK AT THIS TIME. VERIFIED CUSTOMER CONCERN BUT CONCERN IS INTERMITTENT, TEST DROVE TO DUPLICATE CONCERN, PINPOINT TEST, REPLACED HEADLAMP SWITCH, CONCERN STILL EXISTS, TRACED WIRING FROM HEADLAMP SWITCH TO LCM MODULE, NO POWER OUT OF LCM, PINPOINT TEST, REPLACED LCM MODULE, VERIFIED REPAIR
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	24-Nov-04	33664	CUSTOMER STATES HEADLIGHTS WILL GO OFF GOING DOWN ROAD OR CAN TURN HEADLIGHTS BACK TO PARK LIGHTS AND THEN AGAIN TO HEADLIGHTS AND WILL GO OFF	27103 42 BN 13C788 W THIS IS A POLICE CAR. INSPT WDS TEST PASS. PID MONITOR LCM. REMOVE DASH DEZEL. REMOVE HEAD LAMP SWITCH. PIN TEST REMOVE MULTI FUNCTION SWITCH, PIN TEST. PIN TEST INPUT TO LCM. ALL OK BUT LIGHTS FLASH RENEW LCM AND RETEST FOR 10 HRS OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	15-Nov-04	27103	CHECK AND ADVISE HEAD LAMPS GO OUT WHILE DRIVING WHEN GO OUT HEAR CLICK NOISE FROM DASH USUALLY AFTER 2 HR OF RUN TIME	1 EEC TESTED NO CODES FOUND AFTER SITTING OR DRIVING FOR 5 OR 10 MINUTES LIGHTS WOULD CUT OFF REMOVED STEERING COLUMN SROUD AND LOWER DASH PANEL TO GAIN ACCESS TO LCM AND WIRES INSPECTED ALL WIRES AND CONNECTOR TO LCM AFTER LAMPS CUT OFF HIT MODULE AND LIGHTS CAME BACK ON CALLED HOT LINE FOR ASSISTANCE HE SAID IT IS A NORMAL PROBLEM ON THE POLICE CARS
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	20-Apr-05	31623	C S HEADLIGHTS GO OFF AFTER 5 MIN OF DRIVING AND FOUR WAY FLASHERS COME ON	WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLIGHTS WILL GO OUT INTERMITTENT DIAGNOSTICS ALREADY COMPLETED: COULD NOT DUPLICATE PARTS REPLACED: NONE TECHNICIAN QUESTION: COULD NOT DUPLICATE FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: NO CALL DATA: *LOW BEAMS CUT OFF WHILE DRIVING AT TIMES. *CANNOT DUPLICATE THE CONCERN. *NO LCM CODES FOUND.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	7-Jan-05	85670		
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	7-Apr-05	31529	C S THE HEADLAMPS WILL SHUT OFF AND STAY OFF FOR A SHORT WHILE. CUST WILL HEAR A CLICKING NOISE IN THE DRIVER SIDE DASH BEFORE THEY SHUT OFF OR COME BACK ON	31529 LIGHTING CONTROL MODULE OPEN CIRCUIT IDS TEST TO MONITOR PIDS REPLACE LIGHTING CONTROL MODULE AND RETEST W 674 CC28 13C788
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	8-Feb-05	37981	C S LIGHTS WILL SHUT OFF WHILE DRIVING PO 5	. RUN HEADLAMP DIAG TEST. CHECK WIRE AND CONNECTOR, TRACED PROBLEM TO LCM MODULE. REPLACE AND RETEST FOR PROPER OPERATION.

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	25-Feb-05	60134	CUST STATES BOTH HEAD LITES WILL GO OFF BY THEMSELVES AND COME BACK ON IN A SHORT TIME	PPTTEST A1 NO CODES A2 A3 A5 A6 A9 REPL LCM AND RETEST
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	18-Feb-05	37215	HEADLIGHTS CUT OUT WHILE DRIVING, VERY INTERMITTANT, HAPPENS MORE WHEN VEHICLE HAS BEEN RUNNING MORE THAN ONE HOUR	HEADLAMPS INOP AT TIMES WHILE DRIVING. RAN EEC TESTS AND TESTED LIGHTING CONTROL MODULE, MODUEL NOT RESPONDING, CHK ALL POWER AND GROUNDS TO MODUL AND CONNECTORS. FOUND NO PROBLEM, CALLED HOTLINE, REPLACED LIGHTING CONTROL MODULE AND RETEST, WORKING OK AT THIS TIME
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	12-Apr-05	34032		WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLIGHTS GO OUT AFTER DRIVING FOR ABOUT ONE HOUR AND 45 MINUTESB1792 DIAGNOSTICS ALREADY COMPLETED: RUN DIAG PARTS REPLACED: HEADLIGHT SWITCH AND MULTIFUNCTION SWITCH TECHNICIAN QUESTION: NEED ASSISTANCE FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: CALL DATA: THE CONCERN IS THE HEADLAMPS INOPERATIVE WHILE DRIVING INTERMITTENT. THERE IS A DTC CODE B1792 SETTING IN THE LCM. THE HEADLAMP & MULTIFUNCTION SWITCH WERE REPALCED WITH NO CHANGE. THE VEHICLE IS A MODIFIED POILCE CRUISER.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	5-Apr-05	42883		WEB FORM DATA - CONCERN: HEADLAMPS GO OUT INTERMITANTLY. DIAGNOSTICS: LCM SELF TEST PASS NO CONT CODES TECH QUESTION: ANY LCM ISSUES WITH POLICE INTERCEPTORS, I BELIEVE THIS TO BE THE PROBLEM. ONLY ACTS UP AFTER SHORT TIME, TURN SWITH OFF SOMETIMES LIGHTS WILL WORK WHEN TURNED ON OTHER TIMES HAVE TO WAIT SHORT TIME THEN THEY WILL WORK. THANKS FOR THE HELP! HAPPY NEW YEAR. WESLEY KIRBY

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	24-Jun-05	29724 C S THE HEADLIGHTS CUT OUT	HEADLIGHTS CUT OUT TEST AND REPLACED DEFECTIVE LIGHTING CONTROL MODULE HEADLAMPS CUT OUT CHECK BULBS AND CONNECTIONS OK TEST HEADLIGHT SWITCH OK TEST MULTIFUNCTION SWITCH OK TEST CIRCUITS TRACED WIRING REPLACED DEFECTIVE LIGHTING CONTROL MODULE ROAD TEST LIGHTS NOW WORKING CORRECTLY
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	23-Jun-05	54922 HEADLIGHTS CUT OUT INTERMITTANTLY	
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	25-Aug-05	45852 WPB40..L26..CUSTOMER STATES HEADLIGHTS SHUT OFF BY THEMSELVES AT TIMES	45855 42 PO5 BCE DIAG,PINPOINT TEST.RETRIEVE CODES.CHECK WIRES,REMOVE LIGHTING CONTROL MODULE.INSTALL NEW MODULE.CODE B1342.CLEAR CODES,POST CHECK.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	12-May-05	20787 HEADLAMPS WILL CUT OUT WHILE DRIVING CHECK OUT AND ADVISE	CHECK OUT AND REPLACED THE LIGHT MODULE T38349
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	19-May-05	25470 CUSTOMER STATES THE HEADLIGHTS GO OUT AFTER THEY ARE ON FOR A WHILE CHECK AND ADVISE	. REPLACE LIGHTING MODULE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	12-May-05	30021 HEADLIGHTS WON T STAY ON	DIAG AND REPLACED LIGHTING CONTROL MODULE SHORTED
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	22-Jun-05	24777	CUSTOMER STATE THAT HEADLAMPS DROP OUT. TECH ISOLATED TO LCM.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD		64605 HEADLAMPS GO OFF AND ON	LIGHT MODULE BAD REPLACE GOODWILL REPAIR PART ONLY

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 17-Jun-05 72630

WEB FORM DATA - CONCERN: HEADLIGHTS GO OFF AFTER  
DRIVING AT NIGHT-NO SET PATTERN DIAGNOSTICS:  
CUSTOMERS FLEET HAS REPLACED HEADLIGHT SWITCH AND  
LIGHTING CONTROL MODULE-AND POSSIBLY  
MULTIFUNCTION SWITCH. TECH QUESTION: HELP TO  
DIAGNOSIS, CANT VERIFY PROBLEM

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 20-Oct-04 96600

CUST STATES THAT THE HEADLIGHTS ARE INTERMITTENT AT  
TIMES. TECH UNABLE TO VERIFY. MULTIFUNCTION SWITCH  
REPLACED. B1792 IN LCM. SEEKING DIRECTION.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 29-Sep-04 89318

TECH HAS VEHICLE IN FOR A CONCERN OF THE HEADLIGHTS INOPERATIVE AT TIMES. TECH STATES VEHICLE IS A POLICE VEHICLE AND CUSTOMER STATES IT TAKES OVER 1 HOUR OF DRIVING FOR CONCERN TO OCCUR. TECH HAS NOT BEEN ABLE TO DUPLICATE AND DOES NOT KNOW WHAT BEAMS ARE INOP. TECH STATES MULTIFUNCTION SWITCH REPLACED TO NO AVAIL. TECH SEEKING A DIRECTION. THE TECH STATES THAT INTERMITTENTLY THE HEADLAMPS WILL SHUT OFF AND THE ONLY THIS THAT WORKS IS FLASH TO PASS. THE TECH FOUND THAT SOMEBODY HAS REPLACED ONE OF THE HEADLAMP PIGTAILS WITH A AFTER MARKET CONNECTOR. THE TECH HAS BEEN UNABLE TO VERIFY THE CONCERN AND IS SEEKING ADVICE. DEALER HAS NOW VERIFIED. ONLY HEADLAMPS DROP OUT. CLUSTER AND ILLUMINATION ARE NOT EFFECTED. SEEKING DIRECTION.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 12-Nov-04 38437

CUSTOMER STATES THE HEAD LAMPS WENT OUT WHILE DRIVING. TECH HAS BEEN UNABLE TO VERIFY THE CONCERN AND IS SEEKING ADVICE OR KNOWN CONCERNS. TECH COMMENTS: LIGHTING CONTROL MODULE INSTALLED PER DP'S INSISTENCE, DID NOT FIX. REPLACED HEAD LAMP SWITCH AND VEHICLE HAS NOT BEEN BACK. FRANK, THANKS FOR YOUR FOLLOW UP PHONE CALL LAST FRIDAY.

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	15-Dec-04	45408	CUST STATES THE HEADLIGHTS WILL GO OUT ALL AT ONCE YOU HAVE TO EITHER PLAY WITH THE SWITCH OR THEY WILL COME ON BY THEMSELVES AFTER 5 OR SO MINUTES	HEADLAMPS SWITCH OFF ON THEIR OWN VERIFIED CONCERNFOUND H LAMP SWITCH LOSING POWER TO LIGHTS R AND R SWITCH STILL DOES LOSING POWER FOUND LCM HEATINGUP AND BREAKING CIRCUIT REPLACED LCM RECHECKED OK
----------------	---------	---------------------------	-----------	-------	---	--

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	15-Dec-04	59369	C S WHILE DRIVING HEAD LIGHTS TURN OFF AND ON BY THEMSELVES ONCE OFF WONT GO BACK ON UNLESS YOU TURN OFF CAR AND START AGAIN	59369 ROAD TEST CAR CHECKED HEADLIGHTS WHEN HOT CHECKED OASIS FOR ANY SSM OR TSB CHECKED HEADLIGHT SWITCH MULTIFUNKTION SWITCH AND ALL CONNECTORS LEFT CAR RUNNING IN SERVICE BAY AFTER HEADLAMPS WERE VERY HOT THEY WOULD CUT OUT AND COME BACK ON THEY ALSO WOULD FLASH ON AND OF CHECKED ALL WIRING AT LIGHTING CONTROL MODULE ALL CONNECTORS AND WIRING OK REPLACED LIGHTING
----------------	---------	---------------------------	-----------	-------	--	--

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	9-Feb-05	61050	C S THE HEADLIGHTS CUT OUT	TEST HEADLIGHT SWITCH OK TEST CIRCUIT TRACED WIRING FOUND LCM DEFECTIVE REPLACED WITH NEW LIGHTING CONTROL MODULE
----------------	---------	---------------------------	----------	-------	----------------------------	---

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	28-Feb-05	62819		WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLIGHTS SHUT DOWN AFTER ABOUT 4 HOURS USE DIAGNOSTICS ALREADY COMPLETED: LIGHTING CONTROL MODULE REPLACED PARTS REPLACED: LIGHTING CONTROL MODULE FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: CALL DATA: -INTERMITTENTLY AFTER APPROXIMATELY FOUR HOURS OF USE, THE HEADLAMPS SHUT OFF. -ATTEMPTED TO REPLACE LCM BUT WAS UNABLE TO MOVE SHIFTER OUT OF PARK. -INSTALLED ORIGINAL LCM AND WAS ABLE TO MOVE FROM PARK. -RETRIEVED CM DTC'S B2498 AND B1352 FROM LCM (ANOTHER TECHNICIAN WAS WORKING ON VEHICLE).
----------------	---------	---------------------------	-----------	-------	--	--

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	23-Nov-04	42825	CUST STATES WHILE DRIVING HEADLITES WILL GO OUT HOLD BACK ON DIMMER SWT THEY COME BACK ON	42825 REPLACE LIGHTING CONTROL MODULE
----------------	---------	---------------------------	-----------	-------	---	---------------------------------------

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	14-Jan-05	35687	L26 CUST REPORTS WHILE USING HIGH BEAM HEADLAMPS,ALL EXTERIOR LIGHT GO OUT INTERMITTENTLY	INTERMENTENT OPEN IN LIGHTING CONTROL MODULE. REPALCED LIGHTING CONTROL MODULE.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	14-Jan-05	42596		TECH STS THE CUSTOMER CONCERN IS THE HEADLIGHTS GO OUT WHEN USING THE HIGH BEAMS. TECH STS HE CANNOT VERIFY THE CONCERN. NO LCM CODES. NO MENTION IF THERE WERE ANY BLOWN FUSES PRIOR. TECH STS 7,000 MILES AGO THE LCM WAS REPLACED FOR THE SAME CONCERN. STS THE HEADLIGHT BULBS ARE FACTORY. LOOKING FOR KNOWNS.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	31-Jan-05	58548	Head lights cuts out while driving	Head lights would cut out while driving and sometimes would not turn on when switch is turned on.When this occured moving the module slightly would restore the function.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	27-Dec-04	35779	CUST STATES WHILE DRIVING THE HEADLIGHTS WILL SHUT OFF & START FLICKERING	DIAG PINPOINT TESTS..CHECKED LIGHTING CONTROL MODULE CONNECTORS FOR PUSHED OUT PINS NONE FOUND BUT FOUND ICM VERY HOT..FURTHER PINPOINT TESTS IDS TO ICM FOR CODES B1342.. CLEARED CODE..SELF TEST ON DEMAND COD 1342 AGAIN..REPLACED ICM TESTES..ALL LIGHTING FUNCTIONS WORKING NORMAL NOW..

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 27-Jan-05 57199

CONCERN: HEADLIGHTS GO OUT<BR> DIAGNOSTICS  
PERFORMED: VISUAL CANT VERIFY<BR> PARTS REPLACED:  
NONE<BR> PLEASE LIST ANY BODY MODULE DTCS RELATED  
TO THIS CONCERN: NONE<BR> IS THERE AN APPROPRIATE  
PINPOINT TEST IN THE WSM FOR THIS CONCERN? : YES<BR>  
WAS THE PINPOINT TEST FOLLOWED?: YES<BR> INITIAL  
QUESTION: ANY CONCERNS KNOWN <BR> INITIAL HOTLINE  
RECOMMENDATION: THE TECHNICAL HOTLINE HAS SOME  
ADDITIONAL INFORMATION REGARDING THIS CONDITION AND  
WOULD LIKE TO DISCUSS IT WITH YOU. USE CONTACTID  
114564768 <BR> - CAR HAS BEEN RUNNING ALL DAY AND  
CANNOT DUPLICATE<BR> - NO FAULT CODES IN THE LCM

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 26-May-05 52864

WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN:  
HEADLIGHTS GO OFFWHILE DRIVING.SOMETIMES  
PARKLIGHTS ALSO GO OFF OR THEY MAY STAY ON.  
DIAGNOSTICS ALREADY COMPLETED: GOT CONTINUOUS CODE  
B2498 HEADLAMP SWITCH MULTIPLE SIGNAL INPUT  
ACTIVE.LCM ON DEMAND TEST SHOWED NO CODES.RAN  
EXTERIOR LIGHTING PINPOINT TEST A AND REPLACED  
HEADLIGHT SWITCH BUT DIDNT FIX PROBLEM. PARTS  
REPLACED: HEADLAMP SWITCH TECHNICIAN QUESTION:  
WHAT SHOULD I CHECK NEXT? FORM QUESTION: IS THERE  
AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS  
CONCERN? ANSWER: YES FORM QUESTION: WAS THE  
PINPOINT TEST FOLLOWED? ANSWER: YES CALL DATA:  
TECH STATES THAT INTERMITTENTLY THE HEADLIGHTS WILL  
GO OFF WHILE DRIVING DOWN THE ROAD. THE FLASH TO  
PASS STILL WORKS WHILE THE CONCERN IS PRESENT. IF  
THE HEADLIGHT SWITCH IS TURNED OFF THEN TURNED  
BACK ON THE HEADLIGHTS WILL COME ON. THERE IS A  
CONTINUOUS CODE B2498. TECH FOLLOWED THE PIN POINT  
TEST A IN THE WSM AND IT LEAD HIM TO REPLACE THE MAIN  
LIGHT SWITCH AND THE CONCERN IS STILL PRESENT. TECH  
IS LOOKING FOR FURTHER DIAG FOR THIS CONCERN. \*DLR  
STATES THE SWITCH INPUT VOLTAGE DROPS TO APPROX 7 M

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 29-Mar-05 62488

CONCERN: HEADLIGHTS SHUT OFF AFTER 10 MIN OR SO .  
DIAGNOSTICS PERFORMED: THOUGHT HEADLIGHT SWITCH  
WAS BAD WAS GOOD . TOOK LCM FROM ANOTHER CAR DID  
NOT FIX I GOT CODES B1792 AND B1472. STARTED TO  
DIAGNOSIS OF B1472 AND COULD NOT LOCATE DRL MODULE  
PARTS REPLACED: HEADLIGHT SWITCH ,LCM INITIAL  
QUESTION: WHERE IS DRL MODULE LOCATED <BR> SYSTEM  
IS HEAVILY MODIFIED. FLASH TO PASS WORKS WHEN  
CONCERN IS PRESENT. CONCERN: HEADLIGHTS SHUT OFF  
AFTER 10 MIN OR SO . DIAGNOSTICS DIAGNOSIS OF B1472  
AND COULD NOT LOCATE DRL MODULE PARTS REPLACED:  
HEADLIGHT SWITCH ,LCM PLEASE LIST ANY BODY MODULE  
DTCS RELATED TO THIS CONCERN: B1792 B1472 IS THERE  
AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS  
CONCERN? : YES WAS THE PINPOINT TEST FOLLOWED?:  
YES INITIAL QUESTION: WHERE IS DRL MODULE  
LOCATED HEADLAMPS SHUT OFF AFTER 10 MINS AND WHEN  
BACK PROBED INTO THE HEAD LAMP SWITCH THE 1032  
CIRCUIT IS NOT BEING GROUNDED. THE SWITCH HAS BEEN  
REPLACED TO NO AVAIL. :::HEADLAMPS SHUT OFF AFTER  
APPROXIMATELY TEN MINUTES UNCOMMANDED.  
:::SWAPPED IN KNOWN GOOD LCM AND MAIN LIGHT SWITCH W

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 10-Mar-05 62358

C S THAT WHEN HEADLIGHT SWITCH IS WIGGLED  
THE HEADLIGHTS WILL TURN OFF. WHILE DRIVING  
WITH HEADLIGHTS ON THEY WILL TURN OFF AND  
ON BYTHEMSELVES, BUT PARKING LIGHTS STAY ON.

LIGHTS TURN OFF CAM TAP ON MODULE AND HEADLAMPS  
GO OFF AND ON WILL DO SAME ON BUMPS ON ROAD TEST  
BCE PINPOIT TEST AND REPLACE LCM

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 14-Apr-05 55106 HEADLAMPS FLICKER

? TEST SYSTEM AND REPLACE LIGHTING CONROL MODULE  
ASSY

CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	23-Jun-05	55912	INTERMITTANT HEADLAMPS ISSUE LIGHT GOES OUT W/DRIVING	TEST AND FOUND FAULTY LIGHTNING CONTROL MODULE REPLACE AND RETEST OK CUST PAID FOR LABOR ON RO#232314 AWA PART ONLY FOR THIS CLAIM
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	17-May-05	31276	C S HEADLIGHTS CUT OFF INTERMITTENTLY, SEE HISTORY.	VERIFY CONCERN, REPLACED LIGHTING CONTROL MODULE AND RETEST OK
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	21-Jul-05	28702	C S THE HEADLIGHTS CUT OUT	CHECK HEADLIGHT SYSTEM FOUND LIGHTING CONTROL MODULE DEFECTIVE REPLACED WITH NEW MODULE HEADLIGHTS NOW WORKING CORRECTLY
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	6-May-05	23124	CUSTOMER STATES THE HEADLIGHTS WILL TURN OFF BY THEMSELVES AND TURN BACK ON	TEST FOR LIGHTING GOING OFF AND THEN BACK ON PINPOINT TEST AND FOUND LIGHTING CONTROL MODULE BAD REPLACED MODULE AND RETEST OK AT THIS TIME
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	27-Jun-05	31029	L26 CUST. STS HEADLIGHTS SOMETIMES STOP WORKING HEADLIGHTS WILL SHUT DOWN BY THEMSELVES,DRIVER CAN TURN HEAD LIGHT SWITCH 10 TO15 TIMES AND HEADLIGHTS WILL NOT COME BACK ON.HIGH BEAMS WILL OPERATE WHEN USING SWITCH ON COLOUM.	31036 13C788, CC42. 12651D DX1 D2 D6 PERFORM BODY ELECTRICAL SYSTEMS DIAGNOSIS. PERFORM PINPOINT AND RETESTS. RENEW LIGHTING CONTROL MODULE. INTER INOP. RTDA APPROVAL NOT NEEDED FOR 2005 MY.
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	31-Aug-05	29638		29639 VERIFY CONCERN, IDS TEST, DTCS B1472, PINPOINT TEST C, FOUND FAILED LIGHTING CONTROL MODULE PER PINPOINT TEST. REPLACE LCM AND RETEST NO DTCS, HEADLAMPS OPERATE NORMALLY
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	25-Sep-04	68153	HEAD LIGHTS CUT OUT	68153 CK HEADS LAMPS GO OFF DIAG SYSTEM ROAD TEST LIGHTS STAY ON CK HEAD LAMP HARRNESS PERFORM WIGGLE TEST ON HEAD LAMP CIRCUIT VERY INTERMITTANT PROB BUT MUST FIND CAUSE POLICE VECH SELF TEST LCM NO CODES WATCH PIDS ON IDS WHEN PERFORMING WIGGLE TESTS NO CHANGE REPLACE LCM RETEST ALL OK AT THIS TME BUT INTERMITTANT PROB PERFORMED B C E TEST ON LCM PINPOINT TESTS UNABLE TOO DUPLICATE CONTACTED HOTLINE ASSIST ANCE WAS ADVISED TO CHECK CONNECTORS AT MUTLI F UNCTION SWITCH ALL WIRING AND CONNECTORS CHEC K OK. LOADTESTED POWER AND GROUND CIRCUITS PA SSED. CHECKED CONTINUITY FROM HEADLIGHT SWITCH TO M SWITCH TO LCM ALL PASS. REPLACED LCM APPROVAL CODE P03XS AND RETURN VEHICLE TO
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	4-Oct-04	34008	CUST STATES HEADLIGHTS GO OFF AT NIGHT WHILE DRIVING PARKING LIGHTS AND DASH LIGHTS CONTINUE TO OPERATE HEADLIGHTS COME BACK ON IN 15 MINUTES	

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	1-Oct-04	65408	ROAD	HEADLIGHTS CUT OFF WHILE DRIVING DOWN	BCE,PNPNT TESTS,MT13C788 ADD'L DIAG PNPNT TESTS HEAD LIGHT CIRCUIT.REPLACE LITING CONTROL MODULE.REASON FOR P05,LOYAL FORD & SERVICE CUSTOMERS.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	1-Nov-04	67195	CHECK	HEADLIGHTS WILL GO OFF	FOUND HEAD LIGHTS WORKED NORMAL ON HIGH BEAM BUT WOULD NOT WORK ON LOW USED PINPOINT A1 NO A2 YES A3 YES A6 YES A9 YES R R LCM AND RETESTED LIGHTS WORK CORRECTLY TEST DROVE FOUND ALL OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	6-Oct-04	44803			TECH STATES CUSTOMER STATES INTERMITTENTLY WHILE DRIVING. IF HIGH BEAM HEADLIGHTS ARE USED OR TURN SIGNALS ARE USED ALL LIGHTS TURN OFF. LIGHTS STAY OFF UNTIL KEY CYCLED. POLICE TAKE-DOWN LIGHTS KEEP WORKING. NO DTC'S. TECH UNABLE TO DUPLICATE CONDITION. TECH COMMENTS: OFFICER DESCRIBED A CONDITION WHERE THE HEADLIGHTS WOULD GO OUT AFTER USING THE TURN SIGNALS. RESTARTING THE CAR WOULD RESET THE PROPER OPERATION. I REPLACED THE LIGHTING CONTROL MODULE AND HAV E NOT HEARD ANY REPEAT OCCURRENCES FROM THERE POLICE. TECH REPLACED LCM, NOW DARK MODE IS NOT OPERATING AND CAN NOT PROGRAM TO ENABLE.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	3-Nov-04	35661		CUST STATES HEADLAMPS WILL GOT OUT WHEN DRIVING AT NIGHT. INTERMIT.	BEC DIAG PINPOINT MTIME TPO CK ALL WIRING HARNESS, CALLED HOTLINE FOR ADVICE RR LIGHT CONTROL MODULE RETEST OK CHECKED FOR HEADLIGHTS/DASH LIGHTS GO OUT FOR NO REASON, PERFORMED DIAG, PIN POINT TEST, MONITOR ROAD TEST, ACCESS CLUSTER AND CHECKED CONNECTIONS, GOOD, FOUND FAULTY LCM, REPLACED LCM AND RETEST.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	30-Nov-04	25693		C/S HEADLIGHT/DASH LIGHTS GO OUT FOR NO REASON	

CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	28-Dec-04	12803 TOO	HEADLIGHT TURN OFF AT TIMES, DASH LIGHTS	12803 BP 13C788 CC 42 BCE DIAG LIGHTING CONCERN BCE PINPOINT TEST LCM N G REPLACED LIGHTING CONTROL MODULE WITH ADJUSTABLE PEDALS BCE RETEST SYSTEM OPERATING PROPERLY
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	22-Nov-04	29390	CUSTOMER STATES HEADLIGHTS GO OUT WHILE DRIVING TEST 8 HRS COULD NOT DUPLICATE CONCERN. REPLACED	LIGHTING CONTROL MODULE. SPOKE WITH FORD REP. SCOTT CLARK . SEND OLD MODULE TO FORD.
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	22-Dec-04	59205	HEAD LIGHTS CUT OFF	WDS TEST AND PINPOINT TEST AND REPLACE LCM AND RETEST TMR VERIFIED CONCERN. WHILE RUNNING PINPOINT TESTS HEADLAMPS STARTED WORKING. CONTINUED TESTING, FOUND LIGHTING CONTROL MODULE BAD. REPLACE LIGHTING CONTROL MODULE. HEADLAMPS WORK OK NOW. THIS IS A PO 5 REPAIR
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	30-Nov-04	74943	HEADLAMPS CUT OUT INTERMITENTLY	
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	10-Dec-04	37336	CHECK FOR LOW AND HIGH HEADLIGHTS TURN OFF AT RANDOM	TEST AND FOUND HEAD LIGHTS GO OFF AT TIMES,FOUND LCM MODULE GETS HOT AND LIGHTS GO OFF REPLACE LCM AND PROGRAM,PINPOINT TEST CIRCUITS
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	22-Nov-04	48188	CUST STATES HEADLIGHTS WENT OUT ON 2XSWHILE DRIVING ONLY WAY TO GET BACK ON WAS TO TURN THE LIGHT SWITCH ON OFF	IDS NO CODES PINPOINT TEST REPLACE LCM RETEST

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 18-Nov-04 59301

TECH STS. THAT THE HEADLIGHTS WILL GO OUT  
INTERMITTANTLY. TECH HAS NO CODES. THE CAR HAS TO BE  
RUNNING FOR A WHILE FOR ISSUE TO OCCUR. ANOTHER  
TECH INSTALLED A MULTI FUNCTION SWITCH, HEADLIGHT  
SWITCH TO NO AVAIL. PARK LAMPS WILL BE ON DURING  
EVENT. THERE WILL BE A CLICK IN THE LCM WHEN  
OCCURRING.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 27-Dec-04 46716 HEADLIGHTS TURN OFF WHILE DRIVING.

LCM DIAGNOSE. PASS SYMPTOM CHART. PINPOINT TEST F1  
F5, SWITCH AND WIRING ALL OK. REPLACE LIGHTING  
CONTROL MODULE. RETEST.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 1-Feb-05 20317 CUSTOMER REPORTS HEADLIGHTS GO OFF BY  
THEMSELVES

TEST WITH IDS, FOLLOW PPT, DIAGNOSE INTERMITENT OPEN  
IN LIGHTING CONTROL MODULE. REPLACE LCM AND TEST 1

CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	19-May-05	32975	
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	29-Nov-04	74974	CS HEADLIGHT SHUT OFF AFTER 10 MINUTES
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	22-Feb-05	31408	ELECTRICAL DIAGNOSIS CUSTOMER STATES HEADLIGHTS TURN OFF BY THEMSELVES

WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN:  
HEADLAMPS GO OFF WILL COME ON 1-2 BLOCKS LATER  
DIAGNOSTICS ALREADY COMPLETED: COMPLAINT NOT  
VERIFIED .. SELF TEST LCM... NO CODES... SHOWED CLEARED  
B2498 PARTS REPLACED: NONE TECHNICIAN QUESTION:  
ANY KNOWN CONCERNS FORM QUESTION: IS THERE AN  
APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS  
CONCERN? ANSWER: NO FORM QUESTION: WAS THE  
PINPOINT TEST FOLLOWED? ANSWER: CALL DATA: TECH  
STATES THAT VEHICLE WAS BROUGHT IN FOR THE HEAD  
LAMPS GOING OUT AND THAN A LITTLE BIT LATER THEY  
COME BACK ON. TECH HAD A CLEARED CODE B2498 IN LCM.

VERIFY CONCERN,DIAGNOSE SCAN SYSTEM FOR CODES,NO  
CODES,M TIME USED TO TRACE AND INSPECT RELATED  
CIRCUITS AND WIRING ALL O.K.,REPLACE LIGHTING  
CONTROL MODULE VERIFY REPAIR  
DOES NOT OPERATE PROPERLY PERFORM  
ELECT DIAG LIGHTS GOES OFF AND ON BY THEMSELVES AT  
TIMES. FOLLOW PPT. CHECK INPUTS/OUTPUTS TO LIGHTING  
CONTROL MODULE. HAD INPUTS WHEN ACTING UP, BUT NOT  
OUTPUTS FROM MODULE. REPLACE LIGHTING CONTROL  
MODULE AND VERIFY. OK.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 18-Feb-05 58396

WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN:  
HEADLIGHTS GO OUT FOR 2 MIN EVERY NIGHT AT SOME  
POINT. PARK LIGHTS STAY ON. DIAGNOSTICS ALREADY  
COMPLETED: CODE B1792 DURING ONDEMAND SELF TEST.  
PARTS REPLACED: FORM QUESTION: IS THERE AN  
APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS  
CONCERN? ANSWER: FORM QUESTION: WAS THE PINPOINT  
TEST FOLLOWED? ANSWER: CALL DATA: \*HEADLIGHTS GO  
OFF WHILE DRIVING AT TIMES. \*CANNOT VERIFY THE  
CONCERN. \*PARKING LIGHTS WILL STILL BE WORKING AT  
TIME OF CONCERN. \*FOUND A B1792 ON DEMAND IN THE  
LCM AND DOES NOT THINK THE VEHICLE HAS AUTOLAMPS.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 18-Feb-05 69255 WHEN DRIVING HEADLIGHTS JUST SHUT OFF

69255 13C788 CC42 VERIFIED CONCERN,PERFORMED IDS  
SETUP,MONITORED PIDS,FOUND CODE B1792,PERFORMED  
BCE DIAG.,CONSULTED HOT LINE,VERIFIED LCM  
INTERMITANLTY CUTTING OUT,REPLACED  
LCM,RETESTED,NO PROBLEMS.(CONTACT ID # 212234658)

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 6-Jun-05 46784 RUNNING APPROVAL E57JJ \$513.68  
CHECK HEADLIGHTS FLICKER WHILE CAR IS

1 PERFORM DIAG ON LIGHTING SYSTEM PINPOINT TO  
FAULTY LIGHTING CONTROL MODULE ACCESS AND REPLACE  
MODULE DOWNLOAD DATA

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 15-Jul-05 112905

WEB FORM DATA - CONCERN: HEADLIGHTS SHUT OFF BY  
THEMSELVES DIAGNOSTICS: LIGHTING CONTROL MODULE  
SELF TEST, PASS NO CODES TECH QUESTION: DO YOU THINK  
THIS COULD BE A HEADLIGHT SWITCH CONCERN?

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 21-Mar-05 59119 HEADLIGHTS GO OFF WHILE DRIVING

DOES NOT OPERATE PROPERLY SELF TEST GEM MODULE,  
REPLACE LIGHTING CONTROL MODULE RETEST

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 6-Apr-05 45081

WEB FORM DATA - CONCERN: HEADLIGHTS GO OUT AND  
BREAK LITE AND ABS LIGHTS IN DASH CAME ON AT FHE SAME  
TIME DIAGNOSTICS: UNABLE TO DUPLACATE AT THIS TIME  
CAR IS A POLICE CAR AND MAY TAKE 3 HOURS TO HAPPEN  
AND IS INTERMINT TECH QUESTION: ANY NONE CONCERNS

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 30-Sep-05 36617

WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN:  
HEAD LIGHTS CUT OFF W/DRIVING DIAGNOSTICS ALREADY  
COMPLETED: BCE TEST PARTS REPLACED: NONE  
TECHNICIAN QUESTION: WHY WOULD IT SET THAT CODE  
WITHOUT AUTO HEAD LAMPS FORM QUESTION: IS THERE AN  
APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS  
CONCERN? ANSWER: YES FORM QUESTION: WAS THE  
PINPOINT TEST FOLLOWED? ANSWER: YES CALL DATA:  
TECH STATES THAT HE HAS A CODE B1792 BUT HE DOES NOT  
HAVE THE AUTO LAMP FUNCTION ON THIS VEHICLE. THIS IS A  
ON DEMAND CODE. THE HEADLIGHTS WILL ALSO CUT OUT  
WHILE DRIVING INTERMITTENTLY. LOOKING FOR ANY KNOWN  
ISSUES WITH THIS CONCERN.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 20-May-05 66700 C S WHEN OPERATING WITH THE HEADLIGHTS  
ACTIVATED AFTER A WHILE THE HEADLIGHTS  
TURN OFF AND ON CK AND ADV  
C CODE 42 CPART 13C788

VERIFY CONCERN, PERFORMED IDS TEST AND FOUND NO  
CODES AT LCM MODULE. PERFORMED PINPOINT TEST A1 A9,  
REMOVED FRONT HEAD LAMPS AND CHECKED FOR LOOSE  
PINS OR CON. TRACED WIRE HARNESS TO LCM. FOUND LCM  
MODULE SHORTED OUT AND NO WORKING PROPERLY.  
REPLACED LCM AND TESTED, OK AT THIS TIME

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	19-Sep-05	23973	CUST STAES: HEADLIGHTS INTERMITTENTLY SHUT OFF	23973 SHORTED LIGHTING CONTROLL MODULE VERFIED IDS TESTED PASS RAN PINPOINT TESTS A & B & C PINPOINT TEST A 1 TO A11 REPLACE LCM OPENED WIRE HARNESS TO LAMPS & INSIDE MAIN REAR HARNESS TO INSPECT FOR WIRES MELTING CHECKS OK RAN THRU SEVERAL PROCEDURES REPLACED LCM REINSTALLED ALL PARTS & RETESTED & LET RUN TESTED & RETESTED LEFT ON FOR SEVERAL HOURS & RERAN ALL TESTS
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	19-May-05	32290	LIGHT NOT WORKING EXTERIOR HEADLIGHTS GO OUT WHILE DRIVING AT TIMES. POSS LIGHTING CONTROL MODULE	TECH 13,WARR,3 36,BCE DIAG,NO CODES ON LCM,PERFORMED PINPOINT TEST BY SYMPTOM,WIGGLE TEST HEADLAMP WIRING AND LCM HARNESS,ROADTEST AND FOUND OVER BUMPS HEADLAMPS FLICKERING,TAP LCM AND FOUND DUPLICABLE,REPLACED LCM MODULE AND PROGRAMMED,RECHECK OPERATION,OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	12-May-05	25463	C S CHCK HEADLIGHTS CUT OUT AND COME BACK ON CUSTOMER SAID: =THREAD ID: 1-3KR0KJ=FIRST NAME: TROY LAST =NAME: RUSSELL =EMAIL ADDRESS: TRUSSELL@FORRESTGENERAL.COM =DAYTIME PHONE: 601-288-1010 =HOME PHONE: 601-288-4345 =CUST IS SGT. TROY RUSSELL IN FORREST GENERAL HOSPITAL POLICE DEPT. =HAS A PROBLEM WITH THE HEADLIGHTS SHUTTING OFF WHILE DRIVING IN NORMAL CONDITIONS=VEH HAS BEEN TAKEN TO COURTESY FORD SERVICE CENTER A COUPLE OF TIMES AND THEY REPORT THAT THEY CAN NOT FIND THE PROBLEM=VEH HAS BEEN TAKEN OUT OF NIGHT USE BECAUSE OF THIS SAFETY HAZARDDEALER SAID: =COURTESY MOTORS INC1410 WEST PINE ST HATTIESBURG, MS 39401TEL:(601) 544-8111FAX:(601) 544-0640NONECRC ADVISED: SENT CUST CALL CRC	DIAG AND REPLACED LIGHTING CONTROL MODULE AND RETEST OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	5-Sep-05	37899	0640NONECRC ADVISED: SENT CUST CALL CRC	
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	22-Sep-05	46030	HEADLIGHTS INTERMITTANTLY SHUT OFF	HEADLIGHTS CUT OUT REPLACED DEFECTIVE LIGHTING CONTROL MODULE

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	24-Nov-04	17769	HEADLAMPS GO OFF WHILE DRIVING (PARTS HERE)	TEST FUSES OK PERFROM VCE DIAG SUSPECT LIGHT CONTROL MODULE IS BAD REPLACE LCM AND RETEST OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	24-Jan-05	30935	CHECK FOR HEADLIGHTS TURNING OFF WHILE DRIVING SAME PROBLEM AS FROM OTHER VEHICLE THEY WILL BRING IN REPAIR ORDER FOR PREVIOUS REPAIR.	VERIFIED INTERMITTANT CONCERN, REPLACED THE HEADLAMP SWITCH, STILL A PROBLEM, REPLACED THE MULTI FUNCTION SWITCH, STILL THERE, REPLACED THE LIGHTING CONTROL MODULE.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	5-Feb-05	55448	(L26) CUSTOMER STATES HEADLIGHTS GO OFF WHEN DRIVING WHEN ALL ACCESSORIES LIGHTS ON	55448 12651D 12651D D2 .8 PERFORMED BODY CHASSIS ELEC TRACED TO LIGHTING CONTROL MODULE FOUND SHORTING EXTERNALY REPLACE MODULE RETEST WORKING PROPERLY AT THIS TIME CC42

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	10-Feb-05	55335		WEB FORM DATA - CONCERN: OWNER STATES HEADLIGHTS GO OFF/ON AT TIMES BY THEMSELVES DIAGNOSTICS: LET VEHICLE IDLE FOR 2 HRS WITH LIGHTS ON, CYCLED SWITCH SEVERAL TIMES. CHKD FOR CODES FROM LCM ALL PASS TECH QUESTION: ANY KNOWN CONCERNS OR PAST REPORTS... UNABLE TO DUPLICATE FAULT
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD			HEAD LIGHT GOES OFF PART IS HERE ADVISE 23066 JACKO	1 DOES NOT OPERATE CHECKED AND VERIFIED. R&R HEADLIGHT MODULE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	9-Mar-05	70595	CS HEADLIGHTS CUT OUT REPORT	VERIFY CONCERN,DIAGNOSE AND REPLACE LIGHTING CONTROL MODULE VERIFY REPAIR
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	16-Mar-05	35566	HEADLIGHTS WENT OUT WHILE DRIVING	35566 BAD LCM RETRIEVE DTCS,NONE FOUND,FOLLOW SYMPTOM CHART,NO PROBLEM FOUND,TAP ON LCM WAS ABLE TO REPRODUCE CUSTOMER CONCERN,REPLACE LCM,CLEAR ANY DTCS,VERIFY REPAIR

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	10-Mar-05	65662	C S WHILE DRIVING LAST NIGHT THE HEADLIGHTS WENT OUT FOR 30 MIN AND THEY WOULD NOT TURN BACK ON. IT TOOK ANOTHER 30 MIN AND THEY CAME BACK ON BY THEMSELVES. SEE HISTORY.	13C788 VERIFIED HEADLAMPS TURN OFF BY THEMSELVES FOLLOWED PINPOINT TESTS FOUND WHEN LIGHTS TURN OFF LIGHTING CONTROL MODULE NOT SENDING VOLTAGE TO HEADLAMPS BUT CAN HEAR RELAY CLICKING INSIDE MODULE PINPOINTED DEFECTIVE 13C788 REPLACED AND RETESTED ALL OK NOW
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	24-Jun-05	49775	HEADLIGHTS SHUT OFF THEMSELVES	REPLACED DEFECTIVE LIGHTING CONTROL MODULE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	8-Apr-05	60378	CUSTOMER STATES HEADLAMPS WILL KICK OFF WHILE DRIVING AND CLICKING NOISE HEARD UNDER DASH. BRIGHTS DO WORK	ROAD TEST AND SELF TEST LCM PASS. COULD NOT DUPLICATE. CHECKED OASIS AND CONTACTED FOR ORDERED LCM PER HOTLINE. CHECKED CIRCUIT ALL OK. INSTALLED NEW LCM. RETESTED, OK

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 21-Apr-05 35000

-THE POLICE OFFICER THAT DRIVES THIS UNIT STATED THAT INTERMITTENTLY AND USUALLY WHILE PARKED THE HEADLAMPS WILL FLICKER OFF AND ON SEVERAL TIMES AND HE HEARS A CLICKING NOISE AT THE SAME TIME. -I HAVE NOT BEEN ABLE TO VERIFY THE CONCERN YET, AND HAVE NOT YET CHECKED FOR DTC'S. -THE MULTI-FUNCTION SWITCH AND HEADLAMP SWITCH HAVE BOTH BEEN REPLACED TO NO AVAIL.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 29-Jun-05 25868 CK HEADLIGHTS GO OFF WHEN DRIVING

CK HEADLIGHTS GO OFF WHEN DRIVING

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 30-Aug-05 80735 CUSTOMER STATES LIGHTS GO OFF AFTER  
DRIVING FOR AWHILE GETTING HARDER AND  
HARDER TO GET BACK ON

CODE B2498 CONTACT HOTLINE TO VERIFY VERIFY CONCERN BCE TEST PINPOINT TEST CODE B2498 REPLACE LIGHTING CONTROL MODULE RETEST OK. HOTLINE CONTACT 116513757

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 11-May-05

HEADLIGHTS CUSTOMER  
STATES HEADLAMPS INTERMITTENTLY ARE INOP  
33097 GO OFF FOR NO REASON??

VERIFY CONCERN,HEADLAMPS GO OFF BY THEMSELFS AND  
THEN TURN ON.PERFORM BCE BODY TEST NO CODES ARE  
STORED.PERFORM PINPOINT TEST A1 YES,A2 YES,A3 YES A5  
YES,A6 YES.INDICATES DEFECTIVE LIGHT CONTROL  
MODUAL. 06/07/07 REMOVE OLD  
LIGHT CONTROL MODUAL.INSTALL NEW LIGHT CONTROL  
MODUAL.RECHECK OPERATION OF ALL OUTSIDE  
LIGHTS.VERIFY PROPER REPAIRS.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 12-May-05 98645

WEB FORM DATA - CONCERN: HEADLIGHTS GO OFF AFTER  
DRIVING FOR A WHILE. DIAGNOSTICS: WHEN THE  
HEADLIGHTS GO OUT I HAVE NO POWER COMING OUT OF  
THE LCM ON THE GRAY WIRE PIN 16. THE LCM CLICKS, THEN  
TURN OFF THE HEADLIGHT SWITCH FOR A WHILE AND BACK  
ON THEN THEY COME BACK ON AGAIN.CHECKED G201 203  
OK. TECH QUESTION: WHAT COULD BE MAKING THE POWER  
TO SHUT OFF ON THE GRAY WIRE

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 10-Jun-05 68643

WEB FORM DATA - CONCERN: CUSTOMER STATES  
HEADLIGHTS WILL SHUT OFF WHILE DRIVING THEN COME  
BACK ON DIAGNOSTICS: CHECKED FOR CODES, STORED,  
ONLY FOUND CODE FOR CLUSTER DIMMER RHEOSTAT,  
OPEN. CAN NOT DUPLICATE CONCERN. TECH QUESTION:  
SUSPECT LIGHTING CONTROL MODULE, AND ADVICE?

CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	16-Jun-05	76429	HEADLIGHTS GO OUT GOING DOWN ROAD	VERIFY CONCERN CHECK LIGHTING CONTROL MODULE FOUND BAD REPLACE MODULE AND RECHECK
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	7-Jul-05	72277	HEADLIGHTS GOS OUT INTERMITENTLY LIGHTING CONTROL MOD	PERFORMED PINPOINT TESTS. REPLACED LIGHTING CONTROL MODULE. RETEST.OK
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	11-Nov-04	173957	REPAIR HEADLIGHTS FLICKER THEN TURN OFF CUSR REPLACE LCM SERVICE PART LCM	LCM FAILED PARTS ONLY , LABOR ON LINE 52
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	16-Sep-04	40958	CUST STATES THE HEADLITES GO OUT BY THEM SELVES AT NITE , ADVISE	REPLACED LITE MODULE
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	21-Mar-05	51478	CUSTOMER STATES HEADLIGHTS ARE TURNING OFF BY THEMSELVES.	P05 INTERNAL SHORT AT LIGHTING (GEM) MODULE PERFORMED EEC TEST PINPOINT TEST REPLACED LCM AND RETESTED
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	21-Dec-04	32464	FRT BOTH HEADLIGHTS GOES OFF SUDDENLY WHILE DRIVING,AND TURN ON SOMETIMES WHILE USE INDICATOR LEFT OR RIGHT SEVERAL TIMES.	CONFIRMED CONCERN WHILE DRIVING,INSPECT AND FOUND LCM DISENGAGED WHILE HEADLAMP SWITCH ON INTERNAL DEFECT ON LCM.REPLACED LCM AND VERIFY CONCERN CONFIRM OK.
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	16-Sep-04	90842	CUSTOMER STATES HEADLIGHTS TURN OFF BY THEMSELVES WHILE RUNNING	ELEC DIAG BCE TEST NO CODES PINPOINT BY STMPOTM REPLCE LIGHTED CONTROL MUDULE

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 21-Jun-05 50291

WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN:  
HEADLAMPS GOING OUT DIAGNOSTICS ALREADY  
COMPLETED: NONE PARTS REPLACED: NONE TECHNICIAN  
QUESTION: HOW DO I DETERMINE IF THE HEADLAMP SWITCH  
IS BAD OR THE LIGHTING CONTROL MODULE IS BAD FORM  
QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN  
THE WSM FOR THIS CONCERN? ANSWER: NO FORM  
QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER:  
NO CALL DATA: -THE HEADLIGHTS ARE INTERMITTENTLY  
INOP. -THE TECH HAS VERIFIED THIS CONCERN.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 25-Feb-05 137961

WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN:  
HEADLAMPS GO OFF GOING DOWN THE ROAD AND RIGHT  
TURN SIGNAL FAST FLASHING DIAGNOSTICS ALREADY  
COMPLETED: PULL LCM CODES AND MONITER PIDS  
DUPLICATED PARTS REPLACED: NONE TECHNICIAN  
QUESTION: ANY KNOWN OTHER CONCERNS SIMILAR FORM  
QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN  
THE WSM FOR THIS CONCERN? ANSWER: YES FORM  
QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER:  
NO CALL DATA: -THE HEADLAMPS TURN OFF WHILE  
DRIVING -THE FLASH TO PASS FUNCTION IS OPERATIVE  
WHEN THE HEADLAMPS ARE INOP -ALSO THE RIGHT TURN  
SIGNAL BLINKS FAST -PULLED CODES AND HAD A B2498  
PRESENT IN THE CLEARED CODES SECTION TECH  
COMMENTS: REPLACED LCM AND FRT BULBS

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 31-Jul-05 31986 CHECK HEADLAMP CUTS OFF

CHECK AND DIAGNOSED HEAD LIGHTS CUTTING OFF, FOUND  
HEAD LIGHTS ON/OFF AUTOMATICALLY BY ITSELF WHILE  
DRIVING, FURTHER CHECK AND FOUND LIGHT CONTROL  
MODULE INOP DUE TO INTERNAL FAULTY MODULE INOP  
PROPERLY WHEN GET HOT. REMOVED AND REPLACED LCM  
ASSY

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 29-Nov-04 5236 OFF

CUSTOMER STATES WHEN AUTO HEADLIGHT ARE BCE DIAG. CK AUTOLAMP OPER. NECC TO RECONFIGURE  
ON WHEN HITTING BUMP HEADLITES WILL GO LIGHTING CONTROL MODULE PER SSM ON OASIS. RETEST.  
OK. 13C788 42

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 31-Dec-05 30156 CUSTOMER STATES THAT HEADLIGHTS ARE SHUTTING OFF WHILE DRIVING ON AUTO AND MANUAL VERIFIED CONCERN, PERFORMED BCE DIAG, REPLACED LIGHTING CONTROL MODULE, RETESTED, REPAIR COMPLETE

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 20-Dec-04 41752 HEADLIGHTS CUT OUT DIAG , PPT AND REPLACE LIGHTING CONTROL PROCESSOR CHECK AND DIAGNOSED HEAD LAMP AND FOUND CUTTING OFF WHILE DRIVE, FURTHER CHECK AND FOUND LCM INOP CAUSE HEADLAMP LOW INOP DUE TO LCM INTERNAL FAULTY. REMOVED AND REPLACED LCM ASSY AND RECHECK AND ROAD TEST.

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 4-Sep-05 36990 CHECK HEAD LAMP CUTTING OFF WHILE DRIVE

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 11-May-05 42152

WEB FORM DATA - CONCERN: WHILE DRIVING HEADLAMPS TURN OFF AUTO LAMP AND HEADLAMP DIAGNOSTICS: RAN LCM TEST NO CODES CHECKED HEADLAMP SWITCH FEED AND LCM FEED TO HEAD LAMPS DURING FAULT TECH QUESTION: ANY RELATED CONCERNS  
WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLIGHTS INTMITTLY GO OFF DIAGNOSTICS ALREADY COMPLETED: CK LCM DTC PARTS REPLACED: NONE  
TECHNICIAN QUESTION: WITHOUT CLEARING LCM DTC B2498 COMES UP AS A CLEARED DTC WHAT WILL CAUSE THIK AND WHERE DO I GO? FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: NO CALL DATA: TECH STATES HE HAS A REPORT OF THE HEAD LIGHTS GOING OUT INTERMITTENTLY. HE HAS A CLEARED CODE B2498 IN THE LCM. HE HAS NOT CLEARED ANY CODES AND HAS NOT BEEN IN BEFORE. HE CAN NOT VERIFY THIS CONCERN. TECH COMMENTS: CK POWERS &GRDS. REPLACED LCM

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 7-Jul-05 27604

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	7-Jun-05	29781	C S THE HEADLIGHTS WILL GO OUT WHILE DRIVING. HAS TO HOLD THE BRIGHT SWITCH ON TO DRIVE.	MO: 29781 13C788, 42 VERIFY CONCERN, CONNECT IDS AND PERFORM BCE QUICK TEST: CONT KOER SYS PASS. REMOVE INSTRUMENT CLUSTER TRIM PANEL AND LOWER IP TRIM PANEL FOR ACCESS. PERFORM BCE PINPOINT DIAG AS PER SYMPTOM IN THE WORKSHOP MANUAL FAULTY LIGHTING CONTROL MODULE. REPLACE LCM AND PERFORM PMI INSTALLATION VERIFY PROPER OPERATION. PERFORM POST QUICK TEST: CONT KOEO
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	12-Apr-05	77491	CORRECT HEADLIGHT GOES OUT AT TIMES WHILE DRIVING	RECC TEST PASS TES T/S SWITCH HOOD LIGHT
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	4-Mar-05	27896	CUSTOMER STATESCK HEADLIGHTS WILL CUT OFF INTER WHILE DRIVING AND TURNING THE SWITCH DOESNT HELP BUT THE BRIGHTS WORK	HEADLIGHTS INOP TIME LCM RETREIVE AND CODES PINPOINT TEST ON DEMAND SELF TEST DIALED OASIS CALLED REAL TIME DIAGNOSTICE AUTH P03UU FOR LCM R AND R LIGHTING CONTROL MODULE RETESTES REPAIR VERIFIED EXTRA TIME TO PINPOINT AND VERIFY CONCERN
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	19-Nov-04	50859		WEB FORM DATA - CONCERN: HEADLIGHTS WILL BE ON AT NIGHT TIME AND ALL OF A SUDDEN JUST HEAD LIGHTS WILL TURN OFF BY ITSELF YOU CAN MANUALLY TURN OFF & ON & STILL DOES NOT WORK DIAGNOSTICS: NO CODES SYSTEM PASS TECH QUESTION: VERFIED CONCERN CHECKED FOR CODES ON LCM SYSTEM PASS
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	4-Jan-05	80368	HEADLIGHTS GO OUT WHILE DRIVING CHECK FOR ESP COVERAGE	HOOK UP IDS,RUN SELF TEST,DCL RECORDER,MONITOR TEST,PINPOINT TEST ON LIGHTING CONTROL MODULE,REPLACED LIGHTING CONTROL MODULE,AND REPROGRAM,RETEST,OK.

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	4-Feb-05	43207	HEADLIGHTS WENT OUT , CAME BACK ON WHEN TURNING OFF ON, NOW AFTER WIGGLING AND PUSHING ON HEADLAMP KNOB, LIGHTS WON T COME ON, PARKING LIGHTS ONLY	9261 13C788 DIAG TEST PIN TEST C2145A,2145B FOR PIN FIT CHECK ALL GROUNDS RUN VOLTAGE DROPS ON GROUNDS AND POWERS CHECKED OASIS FOR SSM AND TSB NONE FOUND ROAD TESTED HAD ENGINNER ASSIST REPLACED LCM MOUDLE FOR INTERMITENT NO HEAD LAMPS NEED M TIME FOR WIRE TRACE AND DIAG RETEST OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	18-Feb-05	12957	REPAIR HEADLAMPS AT TIMES GO OFF CUSTOMER SAID: 1. NO AIR COMING OUT IN A/C2. WHEN DRIVING AT NIGHT HEAD LIGHTS GO OFF- THIS CONCERN HAS BEEN HAPPENING FOR 2 OR 3 DAYS-VEH IS WITH THE CUST-VEH HAS NOT BEEN TO DLR FOR DIAGNOSIS-CUST HAS SEEN THIS PROBLEM IN MORE THAN 20 VEH-CUST WANTS TO KNOW HOW MANY PEOPLE IT TAKES TO GET A RECALLDEALER SAID: KOONS FORD INC.1051 EAST BROAD STREET FALLS CHURCH, VA 22044-3312TEL:(703) 241-7200CRC ADVISED: BEFORE WE CAN MAKE A DECISION REGARDING ANY FORD WARRANTY OR ESP COVERAGE IT MUST BE REVIEWED BY A FORD/LINCOLN MERCURY DEALERSHIP. THEY WILL NEED TO INSPECT THE VEHICLE AND DETERMINE WHAT IS WRONG WITH IT BEFORE A DECISION ON WARRANTY OR ESP COVERAGE IS MADE. ANY REPAIRS OR SERVICES NOT COMPLETED AT A FORD/LINCOLN MERCURY DEALERSHIP WOULD BE THE RESPONSIBILITY OF THE CUSTOMER.I JUST WANT TO CONFIRM, YOUR NEXT STEP IS TO MAKE AN APPOINTMENT WITH YOUR SERVICING DEALERSHIP TO HAVE YOUR VEHICLE DIAGNOSED. THERE IS NO FURTHER ACTION REQUIRED FROM THE CUSTOMER RELATIONSHIP CENTER AT THIS TIME.-CRC ADVISED CUST THAT I DID NOT HAVE INFORMATION REGARDING HIS QUESTION ABOUT I	TESTED NO CODES REPLACED CONTROL
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	3-Jan-05	150000	INFORMATION REGARDING HIS QUESTION ABOUT I	

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	3-Jan-05	184000	CUSTOMER SAID: -VEH IS HAVING ELECTRICAL ISSUES-CUST KNOWS PEOPLE THAT ALSO HAVE THE SAME ISSUES-HEADLIGHTS TURN OFF BY THEMSELVES WHILE DRIVING AT NIGHT-CUST BELIEVES IT MIGHT BE THE CLIMATE CONTROL AND MODULE-CUST BELIEVES THERE SHOULD BE A RECALL FOR THE ISSUE-DEALER SAID: -KOONS FORD INC.1051 EAST BROAD STREET FALLS CHURCH, VA 22044-3312TEL:(703) 241-7200CRC ADVISED: I HAVE REVIEWED YOUR SITUATION AND UNFORTUNATELY, THERE ARE NO WARRANTIES, FSA/CSP ON YOUR VEHICLE THAT WOULD PROVIDE ASSISTANCE FOR THIS REPAIR.PLEASE STAY IN CONTACT WITH YOUR S/M FOR FURTHER INFORMATION ON YOUR REPAIR.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	29-Jan-05	48961	CUST STATES HEADLAMPS QUIT WORKING, SEEMS TO BE RELATED TO TURN SIGNALS, CAN TURN ON TURN SIGNALS AND LIGHT WILL GO OUT 48961 LIGHTING CONTROL MODULE HOOKED UP SCAN TOOL NO DTCS STORED IN LCM TRIE D TO DUPLICATE CONCERN UNABLE TO DUPLICATE CALL ED HOTLINE (SEE ATTACHED) CHECKED CONNECTIONS AT BULBS & CHECKED & LOAD TESTED CONNECTIONS AT LCM PER HOTLINE NO PROBLEMS FOUND REPLACED CM PER HOTLINE SUGGE STION
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	10-Sep-04	48547	DEALER STS. INTERMITTENT DROP OUT OF HEADLIGHTS WHILE DRIVING. CANNOT VERIFY. SEEKING DIRECTION.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	6-Oct-04	53191	HEADLIGHTS CUT OUT WHILE DRIVING TESTED THE LIGHTS, FAILURE IS INTERMITTANT, REPLACE THE HEADLIGHT CONTROL MODULE PER DAN MYERS FQE

CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	16-Nov-04	27803	CS AFTER VEHICLE GETS HOT ALL THE LIGHTS GO OUT IN THE VEHICLE	REPLACED LIGHTING CONTROL MODULE
------------------------	---------------------------	-----------	-------	---	----------------------------------

CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	29-Nov-04	68193		TECH STATES HEADLAMPS ARE INTERMITTENTLY INOPERATIVE, WHILE DRIVING OR JUST SITTING. CODE B1472 RETRIEVED FROM LCM. SEEKING DIRECTION. SHORT TO GROUND BCE PIN POINT TEST A1 TO A9. WDS LCM NO CODES. LCM C2145A PIN 10, CIRCUIT 1033(RD/YEL)HARNESS SIDE TO GROUND LESS THAN 5 OHMS. LCM C2145C PIN 6,CIRCUIT 221(OG/WH), HARNESS SIDE AND GROUND B+ VOLTAGE.LCM C2145,JUMP CIRCUITS 221(OG/WH),502(GY)HARNESS SIDE,HEADLIGHTS WORK. CHECK FOR CORROSION AND PUSH OUT PINS AT LCM MODULE. REPLACE LCM
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	25-Jan-05	27817	ELECTRICAL REPAIR HEADLIGHTS TURN OFF AND ON WHILE DRIVING.	

CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	14-Jan-05	35100	C STATES THAT HEADLIGHTS GO OUT BY THEMSELVES	CONDITION CODE 42 EXTRA TIME TO REPEAT FINAL QUICK TEST; BODY CHAPOINT TEST DIAGNOSIS; MODULE LIGHTING CONTROL FEM REM REPLACE
------------------------	---------------------------	-----------	-------	--	--

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 1-Jun-05 27626 THE HEADLIGHTS SHUT OFF BY THEMSELVES WILL NOT COME BACK ON WITH THE SWITCH BUT WHEN YOU HOLD THE SWITCH BACK TO THE HIGH BEAM POSITION THEY WILL STAY ON AS LONG AS YOU ARE HOLDING IT BACK . CHECKED FOR CONCERN DID ELECTRICAL TEST AND PIN TEST FOUND LIGHTING MOD.DEFECTIVE ORDERED AND REPLACED LIGHTING CONTROL MOD. AUTH#P96EV RETESTED WORKING NORMAL AT THIS TIME

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD PO5 CUSTOMER STATES THAT HEADLIGHTS TURN OFF 59523 TESTED HEADLAMP OPERATION SELF TEST PASS PINPOINT TEST REPLACED FAULTY LCM RETEST OK TEST HEADLAMP OPERATION HEADLAMPS INOP PINPOINT TEST FOUND LCM CAUSING FUSE 2.9 20 AMP TO BLOW REPLACED LCM RETEST NO FLASH TO PASS PINPOINT TEST FOUND FUSE 2.23 15 AMP BLOWN TRACED SHORT TO GROUND IN MULTIFUNCTION SWITCH REPLACED MULTIFUNCTION SWITCH RETEST OK

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD CUSTOMER STATES THAT HEADLIGHTS INOP 62473 INTERMED INOP ADVISE DIGA CHECK WIRES AND CONNECTORS FOUND MODULE INOP REPLACE MODULE

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 10-May-05 51247 C.S HEADLIGHTS FLICKER

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 28-Sep-05 82000 WEB FORM DATA - CONCERN: HEAD LAMP GO OFF WHILE DRIVING INTERMITTANTLY DIAGNOSTICS: NONE TECH QUESTION: ANY KNOWNS

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 5-Oct-05 33758 CUSTOMER STATES THAT THE LIGHTS WILL SHUT OFF AT TIMES BCE DIAG NO CODES PINPOINT TEST REPLACE LCM RETEST

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	26-Oct-04	34342	INSPECT FOR HEADLIGHTS GOING OUT AFTER ABOUT 10 MIN. (LIGHTING CONTROL MODULE)	TEST MULTI FUNCTION SWITCH AND HEADLIGHT SWITCH OPERATION FAULTY LIGHTING CONTROL MODULE TESTED OPERATION, VERIFIED CONCERN. TESTED MAIN LIGHT SWITCH OPERATION AT C2145A PIN 10 (OKAY), TESTED LIGHTING CONTROL MODULE OPERATION AT C2145C PIN 16 CIR 502 (GY), CIR IS NOT CONSISTANTLY SWITCHING WITH MAIN LIGHT SWITCH, LIGHTING CONTROL MODULE IS FAULTY INTERNALLY, REPLACED LIGHTING CONTROL MODULE, TESTED OPERATION, CONCERN NO LONGER PRESENT.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	16-Nov-04	32995	CUSTOMER STATES THE HEADLIGHTS ARE INTERMITTENTLY INOP	
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	1-Feb-05	50756	LIGHTS GO OUT	TEST AND REPLACED LIGHTING CONTROL MODULE ASY  WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEAD LAMPS GOING OFF, BUMPS DIAGNOSTICS ALREADY COMPLETED: TEST LCM PARTS REPLACED: NONE TECHNICIAN QUESTION: KNOWS FORM QUESTION: CAN THIS CONCERN BE VERIFIED? ANSWER: NO FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: CALL DATA: BARRY STATES THE HEADLIGHTS GO OFF INTERMITTENTLY WHILE DRIVING. THIS ISSUE IS ALLEGED. BARRY STATES THE LCM HAS "CLEARED" CODES DTC1: B1247 DTC2: B2498 AND P1000 IN THE PCM. BARRY IS LOOKING FOR KNOWN CAUSES.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	28-Mar-05	79632		

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 3-Jun-05 24815

TECH STS THAT VEHICLE WAS BROUGHT IN FOR THE HEADLAMPS GOING OUT. TECH STS THAT THE HEADLAMPS ARE WORKING JUST FINE RIGHT NOW. ANOTHER TECH PULLED CODE B2498 FROM LCM. TECH STS THAT THERE ARE NO CODES AND VEHICLE IS WORKING CORRECTLY. SEEKING KNOWNS. TECH STS THAT HE IS THIRD IN LINE FOR THIS VEHICLE AND DOES NOT SEEM TO HAVE ALL THE FACTS TO A CONCERN HE CANNOT DUPLICATE. TECH STS HAS HEAD LIGHT CONCERN AND TECH STS HAS FOUND AFTERMARKET CONNECTIONS AT SWITCH CONNECTOR AND IS SEEKING KNOWNS CUST STATES HEADLIGHTS INOPERATIVE AT TIMES. B2498 IN LCM. NO PARTS REPLACED YET. COMPONENT TESTED MAIN LIGHT SWITCH. SEEKING DIRECTION.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 3-Jun-05 30666

(Web Contact) Concern: HEADLIGHTS WILL GO OUT WHILE DRIVING AND WILL NOT COME BACK ON UNTIL TURNING OFF KEY AND RESTARTING (Web Contact) Diagnostics: QUICK CHECK, INTERMITTENT, HAVE NOT VERIFIED, ONLY VERIFIED BY ADVISOR (Web Contact) Parts Replaced: None. | Is there an appropriate pinpoint test in the WSM for this concern? : yes | Was the pinpoint test followed? : no (Web Contact) Question: KNOWN OR COOMON CONCERNS

(Web Contact) Response: Advised to call

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	20-Oct-04	34981	CUST STATES THAT BOTH HEADLAMPS GO OUT WHEN IN USE FOR A TIME, THEN COME BACK WHEN VEH COOLS DOWN	TEST INTERMITTANT CONCERN TECH LINE ID 417031805 AUTH P96VT DASH THAT CLICKS WHEN HEAD LIGHTS ARE TURNED ON SUSPECT IT MAY BE 1 OF THE ADD ON PARTS HAVE NOT HAD ANY PROBLEMS WITH LCMS OR LIGHT SWITCH ES SERVICE ADVISOR RAN VEH WITH LIGHTS ON 45 MINS, NO PROBLEM FOUND, LIGHTS NEVER FAILED, NPF
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	8-Nov-04	55604		THE CONCERN IS THE HEAD LAMPS INOP INTERMITTENT, BUT THE CONCERN HAS NOT BEEN VERIFIED. THERE ARE NO DTC CODES SETTING IN THE VEHICLE MODULES. NO PARTS HAVE BEEN REPLACED OR SWAPPED OUT. THE VEHICLE IS A MODIFIED POLICE CRUISER.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	22-Mar-05	77618		THE CONCERN IS THE HEAD LAMPS INOPERATIVE INTERMITTENT. THERE ARE NO DTC CODES SETTING IN THE VEHICLE. NO PARTS HAVE BEEN REPLACED OR SWAPPED OUT. THE VEHICLE IS A MODIFIED POLICE CRUISER.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	5-Oct-05	32652	CUST STATES HEADLIGHTS TURN OFF WHILE DRIVING.	DIAG VERIFY CONCERN PINPOINT TEST PER SYMPTOM CHART L.C.M. FAULTY REPLACE LIGHTING CONTROL MODULE RETEST OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	18-Jul-05	37267	CUST STATES HEAD LAMPS WILL SHUT OFF AFTER BEING ON FOR 4 5 MINS PARKING LIGHTS STAY ON ADVISE	37267 TEST, VERIFIED CONCERN. PERFORM PINPOINT TEST, FOUND FAILED LCM. CUSTOMER TO RETURN FOR REPAIRS X 1.0 X

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 27-Oct-05 41039

WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN:  
 LOSS OF HEADLAMPS,DRIVING DOWN THE ROAD,INTERMITTANT.LOOKING FOR HEADLAMP WIRING SCHEMATIC ,WITH OUT AUTOLAMP,NO DRL DIAGNOSTICS ALREADY COMPLETED: NONE PARTS REPLACED: LCM  
 TECHNICIAN QUESTION: WANT SCHEMATIC FOR HEADLAMPS  
 FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: YES FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: NO CALL DATA: DEALER CALLED SEEKING HEADLAMP SCHEMATICS & KNOWN ISSUES. THE LCM WAS ALREADY REPLACED WITH NO CHANGE.

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 7-Dec-04 64369 CUST.STATES THE HEADLIGHTS GO OFF ON THIER OWN, DIAG AND REPORT

64369 LCM C . P . IDS . O LCM . S . L . SA . .

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 18-Jan-05 56503 CUSTOMER STATES HEADLIGHTS GO OUT WHILE DRIVING LET CAR RUN WITH HEADLIGHTS ON AND THEY GO OUT

1 TECH PULL CAR IN SHOP LET CAR RUN WITH LIGHTS ON AFTER 5 MIN. HEADLIGHTS WENT OUT TAP LCM LIGHTS CAME BACK ON TECH REPLACE LCM RECHECK OPERATION OK 37357 DIAG HEADLAMPS GO OFF WHILE DRIVING. WDS SELF TEST LCM NO DTCS PRESENT.PID MONITOR HEADLAMPS.THE LCM WAS TURNING HEADLAMPS OFF AUTOMATICLY WITH THE SWITCH ON.NECESSARY TO PERFORM BCED.TRACE TO FAULTY LCM.INSTALLED A NEW LCM TEST NORMAL OPERATION.

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 7-Mar-05 37357 HEADLITES CUT OFF WHEN SWITCH IS ON

59361 HEADLAMPS FLICKER AT TIMES. ROAD TEST WITH HEADLAMPS ON. DID NOT VERIFY. LET IDLE FOR 1 HR WITH LIGHTS ON. DID NOT FLICKER. RAN OASIS. CHECKED FOR CODES SYSTEM PASS. FOLLOWED PIN POINT PROCEDURES IN SHOP MANUAL. INETRM OPEN IN LCM. REPLACED LCM. RECHECKED. OK AT THIS TIME 13C788 28

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 15-Nov-04 59361 CUSTOMER STATES THE HEADLIGHTS ARE KICKING OFF. THE CUSTOMER WILL JIGGLE THE SWITCH AND THE LIGHTS WILL COME BACK ON. PLEASE ADVISE.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD

C S HEADLIGHTS WILL SHUT OFF WHILE DRIVING  
32532 OR AT AN IDLE (INTERMIT)

VERIFIED CUST CONCERN. CHECK GROUND AT C2145A PI N 10  
AT LCM DURING CONCERN, GROUND PRESENT. LCM  
INTERNAL FAILURE. REMOVED AND REPLACED, RETEST , ALL  
OK.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 4-Jan-05 63590

WEB FORM DATA - CONCERN: VEHICLE HEADLAMPS INT. GO  
OUT, FLASH TO PASS OPERATES STILL. LIGHTS WILL WORK  
AGAIN IS SWITCH IS ALLOWED TIME IN OFF AND THEN  
CYCLED AGAIN. DIAGNOSTICS: VISUAL INSPECTION OF  
SYSTEM, RETRIEVE CODES. CHECK DIAGRAM. FIND PINPOINT  
TEST E2 NOT HELPFUL BECAUSE CKT DOES NOT EXIST ON  
POLICE OPTION. VEHICLE. UNABLE TO CHANGE BY TAP AND  
WIGGLE TEST OF HEADLAMP AND MULTIFUNCTION SWITCH  
WHEN CONCERN IS REPRODUCED. TECH QUESTION: THE  
ONLY THING I SEE THAT CAN CAUSE THIS PROBLEM IS A  
LOSS OF POWER FROM LIGHTING CONTROL MODULE ON CKT  
502. WHAT COMPONENTS ARE INPUT TO THIS CKT  
OPERATION. THAT I CAN TEST ON POLICE OPTION VEHICLE.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 23-Dec-04 70205

Web Contact: Diagnostics: Checked for codes in lighting  
control module. No codes. Checked for loose fuses. |  
Parts Replaced: None | Concern: Headlights go out  
while driving. Flash to pass lights work. Headlights  
eventually come on by themselves.

Web Contact: Response: Diagnostics/Repair Suggested

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	19-Aug-05	34301		WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLAMPS GO OUT AT TIMES WHILE DRIVING,STAY OUT 5-10 SECONDS AND COME BACK ON DIAGNOSTICS ALREADY COMPLETED: CHECKED FOR LOOSE CONNECTIONS AND WIGGLE TEST HARNESS PARTS REPLACED: NONE TECHNICIAN QUESTION: ANYTHING TO CORRECT CONCERN FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: NO CALL DATA: *HEADLIGHTS GO OUT WHILE DRIVING AT TIMES. *DON'T KNOW IF IT IS THE LOW OR HIGH BEAMS. *NO LCM CODES FOUND. *CANNOT DUPLICATE THE CONCERN. *LOOKING FOR KNOWNS. *WIGGLE TESTED THE LCM CONNECTORS.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	14-Feb-05	32364	CUST STATES HEADLIGHTS INTERMITENTLY SHUT OFF	PERFORMED BCE TEST, AND PIN POINT TEST FOUND OPEN CIRCUIT AT LCM, APPROVAL # P96MS REPLACED MODULE AND PERFORMED RE TEST TO VERIFY REPAIR.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	8-Apr-05	23185	WHEN IDLING WITH HEADLIGHTS ON 10 MIN, CUT OFF AND TURN BACK ON THEY DO NOT COME BACK ON	PERFORMED EEC TEST, BCE DIAG, PIN POINT TEST, REPLACED LIGHTING CONTROL MODULE WEB FORM DATA - CONCERN: HEADLIGHTS SHUT OFF AT TIMES AFTER EXTENDED DRIVING-IDLING - NO TSB'S BUT HAVE SEEN SIMILAR CONCERNS WITH POLICE CROWN VICS CAUSED BY ERRATIC LIGHTING CONTROL MODULES DIAGNOSTICS: STILL ATTEMPTING TO DUPLICATE IN SHOP TECH QUESTION: ANY KNOWN CONCERNS WITH LIGHTING OR LIGHTING CONTROL MODULE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	22-Feb-05	78735		

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	31-Mar-05	188800	CUSTOMER SAID: CUST STATES THAT THERE IS A PROBLEM WITH THE HEAD LIGHT.THERE IS A CLICKING NOISE IN THE DASH AND THE LIGHT GOES OFF.CUST CLAIMS THAT THIS IS A COMMON ISSUE WITH THE VEH.THE VEH WAS PURCHASE USED AT NON FORD DLR.CUST SEEKING RECALL INFORMATION ON THE VEH.CRC ADVISED: I HAVE INVESTIGATED YOUR SITUATION AND THERE ARE NO WARRANTIES OR PROGRAMS THAT WOULD PROVIDE YOU WITH COVERAGE. SINCE THERE IS NO FORD COVERAGE, THIS EXPENSE WOULD BE YOUR RESPONSIBILITY.	TECH 120 CK FOR INTERMITTANT HEADLAMPS GOING OUT. SYSTEM TEST, B1247, B2498. PINPOINT & REPLACED MULTIFUNCTION SWITCH. CLEARED CODES & RETEST. CONCERN HAPPENED AGAIN. EXTENSIVE CK OUT TO TRY & DUPLICATE. REPLACED LCM & RETEST, OK AT THIS TIME
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	17-Mar-05	36133	CK FOR HEADLAMPS WILL GO OUT AT TIMES SEE DROP OFF NOTE FOR DETAILED INFO	
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	31-Mar-05	94539		WEB FORM DATA - CONCERN: WHILE DRIVING DOWN THE ROAD THE HEADLIGHTS GO OUT DIAGNOSTICS: COULD NOT GET IT TO HAPPEN CHECKED THE SWITCH, LIGHTING CONTROL MODULE, AND THE FLASHER FOR THE POLICE LIGHTS FOR LOOSE WIRING AND CORROSION NONE FOUND TECH QUESTION: I KNOW THAT WE HAD A PROBLEM WITH A LIGHTING CONTROL MODULE THAT HAD THIS SAME CONCERN, WITHOUT VERIFYING THIS PROBLEM HAVE YOU HAD VERY MANY OF THESE SAME CONCERNS
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	31-Aug-05	34597	HEADLIGHT CUT OUT INTERM	CHECK HEADLIGHTS CUT OUT LOW BEAM ONLY CHECK LCM NO CODES CHECK CIRCUITS NOTHING FOUND REPLACE LCM
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	30-May-05	33430	CHECK CAUSE OF HEADLIGHTS SHUTTING OFF AND THEN CLICKING NOISE IN DASH AREA	53801 DIAG HEADLIGHT CUTTING OUT REPLACE LIGHTING MODULE #13C788 RECHECK,OK (ERRATIC OPERATION; CUTS IN & OUT)

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	11-Oct-04	75201		WEB FORM DATA - CONCERN: HEAD LIGHTS WILL GO OFF AND ON WHILE DRIVING AT NIGHT. MICHIGAN STATE POLICE VEHICLE. I NOTICED ON THE MESSAGE BOARDS IT INDICATED TO REPLACE THE LCM (LIGHT CONTROL MODULE). COULD I PLEASE GET SOME VERIFICATION ON THIS. DIAGNOSTICS: NO CODES HAVE BEEN SET, BUT WE HAVE DUPLICATED THE CONCERN. TECH QUESTION: SHOULD WE REPLACE THE LCM
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	12-Jan-05	33421	CUST STATES HEADLIGHTS TURN OFF BY THEMSELVES	IDS TEST NO CODES PINPOINT TEST CHECK POWER CIRCUIT 5502GY FROM LCM TO MULTIFUNCTION SWITCH REMOVE STEERING COLUMN SHROUD FOR ACCESS REPLACED LIGHTING CONTROL MODULE RECHECK OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	18-Jan-05	46381	C S THE HEADLIGHT GO OUT BY THEMSELVES THE DASH BOARD STAYS LIT AND HIGHBEAMS WORK YOU HAVE TURN OFF VEH. THEN THEY WORK AGAIN SEE HISTORY	R R THE HEADLIGHT MODULE P05 PER COURTESY OF MUZIFORD
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	13-Dec-04	41164	CUST STATES THE HEADLIGHTS WILL TURN OFF AT TIMES APPEARS TO BE RANDOM ABLE TO SAY WHEN WILL TURN OFF WHILE DRIVING	TECH FOUND FAILURE IN LIGHTING CONTROL PROCESSOR REPLACED LIGHTING CONTROL PROCESSOR RETESTED OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	23-May-05	21561	HEADLIGHTS GO OFF WHILE DRIVING	BODY DIAG PIN POINT TEST REPLACE LIGHTING MODULE AND RETEST LCM BAD TEST SYSTEM, B1342, PERFORM LIGHTING CONTROL MODULE SELFTEST REFER TO SHOP MANUAL, CLEAR CODES, RETEST, B1342 AGAIN. SHOP MANUAL SAYS TO REPLACE LCM. R&R LCM, CLEAR CODES, RETEST, OK LIGHTS SEEM TO BE WORKING FINE.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	2-Aug-05	27301	HEADLIGHTS INTERMITTENTLY GO OUT	30082 TEST FOR HEADLAMPS GO OFF BY THEMSELVES, PERFORMED KOEO SELF TEST, DCL DISPLAY, MONITOR LCM PID INPUTS, PERFORMED BCE PINPOINT TEST, REMOVED HEADLAMP SWITCH, TEST FOR OUTPUT FROM SWITCH TO LIGHTING CONTROL MODULE, VERIFIED, TEST FOR INPUT TO LCM FROM HEADLAMP SWITCH, VERIFIED, FOUND LIGHTING CONTROL MODULE FAULTY, REPLACED LCM, RETEST, RESTORED NORMAL OPERATION
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	13-Jun-05	30082	CUSTOMER STATES HEAD LIGHTS WILL GO OUT BY THEMSELVES ( MOSTLY AT NIGHT NOTICING )	
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	27-Jul-05	46860	CUSTOMER STATES HEADLAMPS WILL CUT OUT	38860 HEADLIGHT WILL CUT OUT INTERMITTANTLY. VERIFIED CONCERN AND TESTED. FOUND LIGHTING CONTROL MODULE TO BE FAULTY. REPLACED LIGHTING CONTROL MODULE AND RETESTED.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 11-Oct-04 61550

WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN:  
HEADLIGHTS CUT OFF WHILE DRIVING DIAGNOSTICS  
ALREADY COMPLETED: LCM DIAG. WIGGLE TEST ON  
SEVERAL HARNESES. OVERNIGHT ROAD TEST. LET VECH  
RUN FOR A LONG PERIOD OF TIME. PARTS REPLACED: NONE  
TECHNICIAN QUESTION: ANY KNOWN REPAIRS FOUND FOR  
THIS CONCERN FORM QUESTION: IS THERE AN  
APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS  
CONCERN? ANSWER: NO FORM QUESTION: WAS THE  
PINPOINT TEST FOLLOWED? ANSWER: NO CALL DATA: -THE  
POLICE DEPT IS COMPLAINING THAT THE HEADLIGHTS CUT  
OUT AT NIGHT INTERMITTENTLY. -THEY DID NOT STATES  
WHETHER OR NOT THE PARKING LAMPS AND CLUSTER  
LIGHTS ARE CUTTING OUT AS WELL. -I HAVE NOT BEEN ABLE  
TO VERIFY THE CONCERN BUT DID GET A MEMORY DTC  
B2498 FROM THE LCM.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 7-Dec-04 41388

\*CONCERN: HEAD LAMPS TURN OFF ON THIER OWN  
INTERMITTENTLY. \*DIAGNOSTICS PERFORMED: SELF TEST  
LCM NO CODES. \*PARTS REPLACED: MULTIFUNCTION  
SWITCH IN PAST SAME CONCERN A WEEK AGO. \*UNABLE TO  
DUPLICATE THE CONCENR AT THIS TIME. \*TECH HAS  
VERIFIED THE CONCERN. \*LOW AND HIGH BEAMS GO INOP.  
\*ALL OTHER LAMPS STILL FUNCTION NORMALLY. \*FLASH TO  
PASS FUNCTIONS NORMALLY. \*LCM CLICKS WHEN LAMPS  
GO OUT AND GO BACK ON

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 15-Nov-04 31101

CUST STATES HEADLIGHTS WENT OUT A COUPLE  
OF TIMES THE OTHER NIGHT AFTER DRIVING FOR  
AN HR HEARD A CLICK NOISE WHEN THIS  
HAPPENED..UNABLE TO GET BACK ON..CAME  
BACK ON BY THEMSELF..HEARD A  
31101 CC42 CP13C785 ROADTEST EEC TEST LCM NO CODES  
PERFORM ON DEMAND PERFORM VISUAL INSPECTION OF  
CONNECTIONS CALL HOTLINE PRIOR REPORTS SHOW  
REPLACEMENT OF LCM REPAIRED VEHICLE REPLACE LCM  
REPORT NO 6AICR003

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 30-Nov-04 35468 HEADLIGHTS TURN OFF AFTER 10 MINUTES

REPLACE FAILED PROCESSOR MODULE

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 15-Feb-05 32364 HEAD LIGHTS DIMMING LOW/CUTTING OUT

12651D .2 D2 .3 D6A .5 INTERNAL PROBLEM LCM.SYSTEM  
NOISY.REPLACED LCM.RER TEST.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 7-Apr-05 81244

WEB FORM DATA - CONCERN: CUST STATES THAT THE LOW  
BEAM HEADLIGHTS GO OFF WHILE DRIVING. STARTED  
HAPPENING WHEN MAKING A TURN, THEN DID WHILE  
DRIVING IN A STRAIGHT LINE. DIAGNOSTICS: LET RUN &  
DROVE SEVERAL TIMES TO TRY TO RECREATE PROBLEM -  
NO LUCK. TECH QUESTION: ARE THERE ANY KNOWN  
CONCERNS OR ISSUES? WEB FORM DATA - CONCERN:  
CUSTOMER STATES WHILE ON PATROL, THE LOW BEAM  
HEADLIGHTS WILL RANDOMLY QUIT WORKING. THE HIGH  
BEAMS WILL COME ON WITH THE FLASH TO PASS FEATURE  
AT THIS TIME. AFTER SEVERAL MINUTES, THE LIGHTS WILL  
COME BACK ON. DIAGNOSTICS: NONE - HAVEN'T BEEN ABLE  
TO REPRODUCE CONCERN TECH QUESTION: ARE THERE ANY  
KNOWN CONCERNS/ISSUES? THE CUSTOMER NOW HAS  
ANOTHER 2005 CROWN VIC INTERCEPTOR EXHIBITING THE  
SAME ISSUES. ANY HELP WOULD BE GREATLY APPRECIATED.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 14-Mar-05 65670

WEB FORM DATA - CONCERN: HEADLAMPS QUIT WHILE  
DRIVING -CAN NOT DUPLICATE CONCERN- DIAGNOSTICS:  
SELF TEST LCM WIGGLE TEST HARNESS TECH QUESTION:  
KNOWN CONCERNS AND LOCATION OF WIREING DIAGRAM  
FOR NON AUTOLAMP HEADLAMPS FOR THIS VEHICLE

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 5-Apr-05 41520

TECH STS THAT VEHICLE WAS BROUGHT IN FOR LOOSING  
HEAD LAMPS AT TIMES. TECH CANNOT DUPLICATE  
CONCERN. SEEKING KNOWNS.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 2-May-05 35099

CUSTOMER STATES THAT HEADLMAPS ARE INOP AT IMES.  
TECH VERIFIED CONCERN AND NO CODES. TECH STATES  
THAT HE CAN TAP ON LCM AND LIGHTS COME BACK ON.  
TECH IS SEEKING TO REPLACE LCM.

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	5-May-05	69766	CHECK AND ADVISE ON HEADLIGHTS WILL GO OUT WHILE DRIVING OR SETTING AND RUNNING (INTERMIT CONDITION THIS CONDITION WILL HAPPEN WITH OR WITHOUT FLASHING LIGHTS ON)	LIGHTING CONTROL MODULE FAILURE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	7-Jun-05	98127	L25 OWNER STATES HEADLIGHTS ARE NOT WORKING PROPERLY LIGHTS WILL GO OFF AND COME BACK ON NO APPARENT REASON	L001 CUSTPD 82 13788 TEST HEAD LAMP CIRCUITS REPLACE LIGHTING CONTROL MODULE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	7-Nov-05	98612		WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: INTERMITTANT HEADLIGHTS GO OUT DIAGNOSTICS ALREADY COMPLETED: REMOVED HEADLIGHT SWITCH TO CHECK FOR BURNT WIRES AND POOR CONNECTION, NONE FOUND. TESTED LIGHTING CONTROL MODULE, PASSED. PARTS REPLACED: REPLACED HEADLIGHT SWITCH TECHNICIAN QUESTION: LIGHTS STILL GO OUT, HOW DO WE REPAIR? FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: NO CALL DATA: TECH STATES THAT INTERMITTENTLY THE HEADLIGHTS WILL CUT OUT. THE CUSTOMER STATES THAT THE FLASH TO PASS STILL WORK WHILE THE CONCERN IS PRESENT. TECH HAS NOT BEEN ABLE TO DUPLICATE THE CONCERN. THERE ARE NO CODES PRESENT IN THE LCM. THE TECH HAS REPLACED THE MAIN LIGHT SWITCH AND THE CONCERN IS STILL PRESENT.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	3-Oct-05	35552	C S HEAD LAMPS SHUT OFF AFTER APPROX. 10 15 MINUTES.	APPROVAL CODE:P03NZ. TESTED HEADLAMP SWITCH,MULTI FUNCTION SWITCH. TESTED LCM CONNECTOR,C2145C,PIN#16,CIRCUIT#502 GRAY. REPLACED LCM.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	6-Oct-05	26829	H LIGHTS WENT OFF AND WOULDNT COME BACK ON WITH SWITCH OR MULTI FUNCTION SWITCH	NOT WORKING PROPERLY 42 VERIFIED CONCERN, PERFORMED BCE TEST ON LIGHTING SYSTEM, PINPOINT TEST, REPLACED LIGHTING CONTROL MODULE

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	3-Dec-04	52893	HEADLIGHTS GO OFF FOR NO REASON AT TIMES. SOMETIMES WHEN TURNED ON, THEY DO NOT COME ON.	INSPECT AND LIGHTS WORK. CHECK LIGHTING CONTROL MODULE, LEFT LIGHTS ON AND AFTER A TIME THE LIGHTS WENT OUT. PIN POINT TEST AND FOUND FAULTY LIGHTING CONTROL MODULE. REPALCED MODULE AND PROGRAM FOR POLICE OPERATION, NO DOME LIGHT, RETEST, OK.
----------------	---------	---------------------------	----------	-------	--	--

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	21-Sep-04	50949		WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLIGHT TURN OFF AND ON INTERMITANTLY DIAGNOSTICS ALREADY COMPLETED: NO CODES REPLACED LCM PARTS REPLACED: LCM TECHNICIAN QUESTION: NEED TO KNOW CAR DOES NOT HAVE AUTO LAMPS NO SCHEMATIC IN BOOK FOR POLI CE OPTION FUSE HOLDER IN GLOVE BOX FORM QUESTION: WERE YOU ABLE TO VERIFY THE CONCERN? ANSWER: YES FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: CALL DATA: THE CONCERN IS THE HEAD LMAPS FLASHING ON & OFF INTERMITTENT. THE LCM WAS REPLACED WITH NO CHANGE TO THE CONCERN. THE VEHICLE IS A MODIFIED POLICE CRUISER. THERE ARE NO DTC CODES SETTING IN THE VEHICLE MODULES. SEEKING DIAG ASSISTANCE & KNOWN ISSUES. MARK STATED, THE VEHICLE HEADLIGHTS ARE INTERMITTENTLY INOP. LCM HAS BEEN REPLACED TO NO AVAIL. TESTED VEHICLE TO VARIFY CONCERN COULD NOT DUPLICATE CONTINUED TESTING RAN TEST ON LIGHTING CONTROL MODULE, PASSED TURNED ON ALL LIGHTS (LIGHT BAR, ETC.), PLAYED WITH LIGHT SWITCH, TURNED OFF ON, HEADLIGHT SWITCH IN ON POSITION WHILE IN PID, DATE SWITCH INPUT SHOWS ON, PARKLAMPS ON, HEAD LIGHTS NOT, TAPPED ON LCM, HEADLIGHTS CAME ON, DUPLICATED#1401000025974000017639000000000000034890
----------------	---------	---------------------------	-----------	-------	--	--

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	27-Sep-04	38923	HEAD LIGHTS WILL GO OFF AT TIMES LOW BEAM TRACTION CONTROL LIGHT FLASHES WITH FLASHERS ON	
----------------	---------	---------------------------	-----------	-------	---	--

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	20-Dec-04	10630	CUST STATES HEADLIGHTS INTERMITTANT INOP FLASHING	PERFORM PIN POINT TEST AND FOUND THATLCM MODULE IS DEFECTIVE,REPLACE AND RECHECK WORKING AS DESIGN.
----------------	---------	---------------------------	-----------	-------	---	---

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	26-Oct-04	61000	(Web Contact) Concern: CUST STATES HEADLIGHTS GO OUT WHILE DRIVING VEHICLE (Web Contact) Diagnostics: CK CONNECTORS PIN TESTED (Web Contact) Parts Replaced: None.   Was the pinpoint test followed? : yes	(Web Contact) Response: Advised to call
----------------	---------	---------------------------	-----------	-------	--	---

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	20-Dec-04	26896	H LIGHTS AND TAIL LIGHTS WENT OUT WOULDNT COME BACK ON	DOES NOT WORK PROPERLY TECH TESTED AND VERIFIED TESTED LCM CODE B2498 IN MEMORY TECH PINPOINT TEST F FROM SHOP MANUAL REPLACED LIGHTING CONTROL MODULE AND RECHECKED TESTED OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	28-Feb-05	32141	CUSTOMER STATES HEADLIGHTS TURN OFF, OR WONT TURN ON, PULL FILES	CODE 28 OPEN IN MODULE TESTED HEADLITE SYSTEM.FOUND LIGHTING CONTROL MODULE PROBLEM.CK CONNECTIONS WERE OK.REPLACED LIGHTING CONTROL MODULE.RETEST SYSTEM OK.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	8-Mar-05	63000	CUSTOMER STATES HEAD LIGHT WILL GO OFF WHILE DRIVING 3HS AND WILL COME BACK ON AFTER 2 3 MINN YOU HAVE TO HOLD ON HI BEAMS TO MAKE THEM WORK	EEC TESTED DCL DISPLAY PIN POINT TESTED REPLACED LCM AND RETESTED OK. VERIFY CONCERN DIAG HEADKIGHTS HOOK UP PDA SELF TEST LCM NO CODES PINPOINT TEST USE DVOM FOUND INTERMITTENT INTERNAL SHORTS AT LIGHTING CONTROL MODULE DIAG SREERING COLOUMB SYSTEMS FOUND INTERMITTENT SHORT AT MULTI SWITCH POSSIBLY CAUSED BY SHORTED LCM R&R LCM R&R MULTI SWITCH RETEST SYSTEM VERIFY REPAIR
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	4-Apr-05	72897	CUSTOMER REPORTS HEAD LIGHTS TURN OFF WHILE DRIVING, WILL INTERMITTENTLY TURN OFF AND COME BACK ON AFTER HITTING BUMP, CUSTOMER TAPS ON MODULE UNDER DASH AREA AND LIGHTS COME BACK ON, CHEC	25017 LCM VERIFY CONCERN ROADTEST LIGHTS GO OFF WHILE DRIVING REMOVE HEADLAMP SWITCH INSPECT OK CHECK CONNECTORS OK PINS OK WDS TEST CODE B1342 CLEAR CODE RETEST KOEO SAME CODE CALL REALTIME DIAG FOR APPROVAL PO3WU REPLACE LCM ROADTEST
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	11-Apr-05	25017	CUST STATES AFTER A SHORT PERIOD OF TIME HEADLIGHTS GO OFF WHILE DRIVING	CUST REPORTS HEADLAMPS INOP AT TIMES. TECH VERIFIED THIS CONCERN. TECH REPORTS HE IS NOT THE PERSON WORKING ON VEHICLE TECH HAS NO DIAGNOSTIC INFO. TECH VERIFIED ALL CONNECTORS AT LCM REPORTS NO CONCERNS WITH LIGHTING CIRCUIT. TECH REPORTS HEADLAMPS BECAME INOP AFTER 10 MINUTES. TECH INSTALLED A KNOW GOOD LCM REPORTS NORMAL HEADLAMP FUNCTION. HEADLAMPS ON FOR 45 MINUTES. REINSTALLED VEHICLE LCM AFTER 10 MINUTES HEADLAMPS BECOME INOP. REVIEWED. GAVE TECH APPROVAL CODE P03EV TO REPLACE THE LCM PER CONCERN.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	30-Jun-05	21640		
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	6-Jun-05	45376	CUST STATES HEADLAMPS WILL CUT OUT AFTER 3 HRS	TESTED LIGHTING CONTROL CIRCUITS REPLACED MODULE ESP COVERED REPAIR 0 DEDUCT WPI

CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	13-Mar-06	27040 CUST STATES HEAD LAMPS INTERMITTENT	27040 LIGHT CONTROL MODULE 110 PERFORM BODY DIAG PINPOINT TEST CIRCUIT, R R LIGHT CONTROL MODULE RECONFIGURATE AND RETEST PASS
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	26-May-05	56229 CUSTOMER STATES THE HEADLIGHTS QUIT INTERMITTANT, CUSTOMER HAS ESP WARRANTY	56229 DIAG HEAD LIGHT GO OUT ISOLATE PROBLEM AT LCM ,REPLACE LIGHTING CONTROL MODULE AND RECONFIGURAT MODULE RETEST VERIFY FIX VERIFIED COMPLAINT. USED IDS TO RETRIEVE CODES AND FOUND NONE. HAD TO ROADTEST SEVERAL TIMES TO DUPLICATE COMPLAINT. FINALLY VERIFIED LIGHTS CUTTING OUT. INSTALLED TEST LIGHT IN HARNESS TO PIN PO INSTALLED NEW LIGHTING CONTROL MODULE AND RETESTED, CHECKS GOOD. M TIME IS FOR EXCESS TIME TO DUPLICATE INTERMITTENT COM PLAINTE AND LOCATE CAUSE.PERFORM WIGGLE TESTS,CHECK CONNECTORS ANDCONNECTIONS
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	6-Jan-05	70046 CUSTOMER STATES HEADLAMPS GO OUT AT TIMES AND OR DO NOT GO ON AT TIMES. WHEN THIS IS HAPPENING, YOU TURN THE HEADLAMP SWITCH AND DO NOT HEAR THE RELAY INSIDE THE DASH CLICK. WHEN THEY ARE	
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	23-Nov-04	32231 HEADLIGHT TURN OFF AFTER ON FOR AN HOUR	CHECKED OUT HEADLIGHT SHUTTING OFF , PERFORMED PINPOINT TEST REPLACED LIGHTING CONTROL MODULE & HEADLIGHT SWITCH
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	22-Mar-05	48577 HEAD LIGHT GO OFF AFTER SHORT TIME	ELECTRONIC DIAGNOSIS. INSPECT WIRING TO SWITCHES. REPLACE LIGHTING CONTROL MODULE.
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	26-May-05	34298 HEADLAMPS GO OUT WHILE DRIVING AND OR WILL NOT COME ON AT TIMES. TEST ANDREPORT	VERIFIED CONCERN. R&R HEAD LIGHT SWITCH PERFORM COMPONENCT TEST OK. KOEO SELFTEST LCM PASSED PERFORM VREF VOLTAGE TEST TO LCM OK. REPLACED LCM AND RETESTED ALL OK PERFORMED SELF TEST WITH WDS ALL PASS
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	28-Mar-05	32125 CUSTOMER STATES THAT THE HEAD LAMPS WILL INTERMITTENTLY GO OUT WHILE DRIVING	CIRCUIT TEST, INTERMITTANT LOSS OF OUTPUT FROM LCM, REPLACE
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	27-Jul-05	35859 CUST STATES HEADLIGHTS GO ON OFF BY THEMSELVES TURN SIGNALS DO NOT CANCEL.	VERIFY CONCERN DIAG FOUND LCM AT FAULT AND MULTI SWITCH FAULTY FOR DIRECTIONAL SIGNAL CANCEL REPLACED LCM AND MULTI SWITCH RECHECK BOTH OK

CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	7-Jul-05	50102	C STATES:HEADLIGHTS GO OFF WHILE DRIVING TO GET THEM BACK ON YOU TURN OFF LIGHTS AND TURN BACK ON ALSO A PROBLEM GETTING HEADLIGHTS TO GO ON FROM PARKING LIGHT POSITION	INTERNAL FAILURE PERFORM ELECTRICAL PIN POINT TESTS R AND R THE LIGHT CONTROL MODULE WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLAMPS INTERMITTENTLY STOP WORKING WHEN STARTED SOMETIMES THEY BLINK DIAGNOSTICS ALREADY COMPLETED: NONE, TRIED TO VERIFY COULDNT PARTS REPLACED: NONE TECHNICIAN QUESTION: ANY IDEAS? FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: NO CALL DATA: -HEADLAMPS INTERMITTENTLY BECOME INOPERATIVE WHILE DRIVING. -THE DEALER HAS NOT YET BEEN ABLE TO VERIFY THIS CONDITION. -THERE HAVE BEEN NO PARTS REPLACED OR REPAIR ATTEMPTS MADE AS OF YET.
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	15-Sep-04	98970		
CROWN VICTORIA Unknown	ST. THOMAS PLANT BUILD	7-Dec-04	37714	CUSTOMER STATES HEAD LIGHTS GO OFF BY IT SELF WHILE DRIVING.	REPLACE LIGHTING CONTROL PROCESSOR.

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 9-Jun-05 59108

CROWN VICTORIA Unknown ST. THOMAS  
PLANT BUILD 31-May-05 40740

WEB FORM DATA - CONCERN: HEADLAMPS SHUT OFF AT TIMES. WILL STAY OFF FOR 10-15 MINUTES BEFORE THEY WILL COME BACK ON. AFTER INITIAL LOSS OF HEADLAMPS WILL GO ON AND OFF INTERMITTENTLY ABOUT EVERY 5-10 MINUTES. DIAGNOSTICS: UNABLE TO VERIFY. CUSTOMER STATES THAT IT TAKES 4 OR MORE HOURS OF DRIVE TIME WITH LIGHTS ON FOR CONCERN TO BECOME PRESENT. CK ALL CONNECTIONS, CK B+ AND GROUND CONNECTIONS. ALL FOUND OK. CUSTOMER REQUESTS TO REPLACE HEADLAMP SWITCH TO TRY. TECH QUESTION: ANY KNOWNS? FROM DESCRIPTION OF CONCERN SUSPECT OVERHEATING ISSUE. WOULD YOU SUSPECT JUNCTION BOX? ANY ROUTE FOR REPAIR?

CONCERN: AT TIMES LIGHT GO OUT DIAGNOSTICS PERFORMED: CHECK CONNECTORS GROUNDS LEFT LIGHT ON FOR SEVERALS LIGHT STAYED ON PARTS REPLACED: NONE PLEASE LIST ANY BODY MODULE DTCS RELATED TO THIS CONCERN: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? : NO WAS THE PINPOINT TEST FOLLOWED?: YES INITIAL QUESTION: ARE THERE CONCERN FOR THIS PROBLEM ON POLICE CARS BILL HAS HEAD LIGHTS CUTTING OFF WHILE CUSTOMER IS DRIVING , AFTER CHECKING HAS NOT VERIFIED COMPLAINT , CUSTOMER HAS INFORMED BILL THAT LIGHTS WILL ALSO GO OFF WHEN COMPUTER IS TURNED ON , IS LOOKING FOR KNOWN CONCERN

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	31-May-05	47450	CUST. STATES LIGHTS HAVE BEEN DIMMING ON VEHICLE AND VEHICLE HAS STALLED AFTER EXTENDED IDLE	47450 3.0 CHECK LIGHTING OPERATION LIGHT GO OFF AT TIMES CHECK FOR CODES FOR LCM NO CODES RUN PINPOINT TEST REPLACE BAD LIGHTING CONTROL MODULE RETEST OK
----------------	---------	---------------------------	-----------	-------	--	--

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	11-Jul-05	53444		
----------------	---------	---------------------------	-----------	-------	--	--

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	6-Jan-05	70358	CUSTOMER STATES HEADLAMP GO OUT WHILE DRIVING(HEADLAMPS ONLY)	
----------------	---------	---------------------------	----------	-------	--	--

WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN:  
CUSTOMER STATES HEADLIGHTS GO OUT AND COME ON  
INTERMITTENTLY WITHOUT WARNING DIAGNOSTICS  
ALREADY COMPLETED: CHECK FOR CODES PARTS  
REPLACED: NONE TECHNICIAN QUESTION: IS THERE ANY  
KNOWN CONCERNS? FORM QUESTION: IS THERE AN  
APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS  
CONCERN? ANSWER: NO FORM QUESTION: WAS THE  
PINPOINT TEST FOLLOWED? ANSWER: NO CALL DATA: -  
THE POLICE OFFICER THAT OPERATES THIS UNIT STATED  
THAT THE HEADLAMPS CUT OFF AT TIMES WHILE DRIVING,  
AND THE HIGH BEAMS ARE ALSO INOP AT THIS TIME, BUT  
THE FLASH TO PASS FEATURE WORKED OK. -I HAVE NOT  
BEEN ABLE TO VERIFY THIS CONCERN AND THERE ARE NO  
DTC'S PRESENT.  
PERFORMED EEC TEST AND PIN POINT TESTS, ALL CHECKS  
GOOD. WIGGLE TEST HARNESSES AND CHECKED ALL  
GROUNDS AND CONNECTORS FOUND INTERNAL FAULT  
FROM LIGHTING CONTROL MODULE. INSTALLED NEW  
LIGHTING CONTROL MODULE AND RETESTED, CHECKS  
GOOD.

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	27-Aug-04	56123	SEEKING ANY KNOWNS FOR HEADLAMPS CUTTING OUT, HAS NO FAULTS CODES IN THE LCM AND HAS NOT BEEN ABLE TO DUPLICATE.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	31-Dec-04	16572 C S THE HEADLIGHTS CUT OUT	DIAG HEADLIGHT PROBLEM TEST CIRCUIT TRACED WIRING FOUND DEFECTIVE LIGHTING CONTROL MODULE REPLACED MODULE RETEST OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	18-Nov-04	33434 CUSTOMER STATES HEADLAMPS GO OUT .TAP UNDERNEITH DASH CAME BACK ON	VERIFY CONCERN TEST MODULE FOUND HEADLAMP MODULE DEFECTIVE R AND R MODULE VERIFY REPAIR
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	25-Oct-04	35816 HEADLIGHTS GO OUT AFTER BEING ON FOR APPROX 2 3 HOURS	TEST & REPLACE LIGHTING CONTROL MODULE, RETEST

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	17-Nov-04	2555		TECH STATES THE LOW BEAM HEADLAMPS ARE INTERMITTENTLY INOP. STATES AT TIME OF CONCERN THE HIGH BEAMS ARE OK BUT THE LIGHTS ARE INOP ON LOW BEAM. SEEKING GUIDANCE. STATES THE MULTIFUNCTION SWITCH HAS BEEN REPLACED.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	21-Mar-05	34530	L29 CUST. STATES HEAD LIGHTS TURN OFF WHILE 20 30 .	FOUND LIGHTING CUTTING OFF AT TIMES. PERFORM PINPOINT TEST,REPLACE MODULE SHORTED
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	2-Jun-05	43627	CLIENT STATES HEADLIGHTS & DASH LIGHTS WENT OUT WHILE DRIVING HAPPENED TWICE PARKED VEHICLE & WENT BACK LATER & THEY WERE WORKING AGAIN	FOUND LIGHTING CONTROL MODULE & HEADLAMP SWITCH BAD REPALCED BOTH
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	16-Sep-05	22452	ADDON HEADLIGHTS BLINK WHILE DRIVING.	DIAGNOSE HEADLAMPS BLINKING. PINPOINT TO LIGHT PROCESSOR. REPLACE 13C788 ROAD TEST AND RECHECK. OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	3-Jun-05	49490	CUSTOMER STATES HEADLAMPS CUT OUT INT WHEN DRIVEING AT NIGHTS. HEADLAMPS ONLY, ALL OTHER LIGHTS STAY ON. CHECK HISTORY	INTERNAL FAILURE IN LIGHTING CONTROL MODULE BODY CHASSIS ELECTRICAL (BCE) TEST WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: CUSTOMER (MICH. STATE POLICE ) CLAIMS HEADLAMPS GO OFF ON BUMPS ALTHOUGH I HAVE BEEN UNABLE TO DUPLICATE THE CONCERN... SECOND VISIT DIAGNOSTICS ALREADY COMPLETED: CHECK ALL APPLICABLE CONN. ,RUN VEH FOR AN HOUR WITH LAMPS ON AND MOUNT A MIRROR ON PUSH BAR TO MONITOR LAMPS DURING ROAD TEST PARTS REPLACED: NONE TECHNICIAN QUESTION: ANY KNOWN CONCERNS FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: CALL DATA: -THE HEADLAMPS WILL CUT-OUT/SHUT-OFF WHILE DRIVING. -THE TECHNICIAN HAS NOT YET BEEN ABLE TO DUPLICATE THE CONDITION. -THERE HAVE BEEN NO PARTS REPLACED OR REPAIR ATTEMPTS MADE AS OF YET. -THERE ARE NO DTCS PRESENT IN ANY MODULE.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	6-Oct-04	71689		

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	29-Sep-04	32869	CHECK HEADLIGHTS CUT OFF WHILE DRIVING	REPLACED HEADLIGHT SWITCH AND LIGHT CONTROL MODULE
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	7-Dec-04	51582	VEHICLE HEADLIGHT SHUT OFF WHILE DRIVING. REPL. PROCESSOR.	FORD APPROVAL CODE Y648R W04 CLAIM FOR \$400.00
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	11-Nov-04	52390	CHECK AT TIMES HEADLAMPS WILL TURN OFF OR JUST ONE MIGHT LIGHT UP L29	13C788 42 PO5 PERFORM DIAG REPLACE LIGHTING CONTROL MODULE PO5 CUSTOMER GOODWILL
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	22-Nov-04	27255	CUSTOMER STATES HEADLAMPS GO OFF AT RANDOM	VERIFIED CHECKED LCM FOR CODES. NO CODES PRESENT CHECKED CIRCUIT 502 GY WIRE AT C2145 C FOR VOLTAGE LOSS 0 VOLTS PRESENT WHEN HEADLAMPS GO OFF. CONTACTED REAL TIME DIAGNOSTIC ASSISTANCE PROGRAM AND ENGINEER ADVISED REPLACE LCM. APPROVAL CODE P96CX.REPLACED LIGHTING CONTROL MODULE. RETEST OK VERIFY CONCERN PERFORM GEM SYSTEM TET PASSED CHECK ALL FUSES OK REMOVE HEADLAMP SWITCH TO TEST ALL PASSED REMOVE MULTIFUNCTION SWITCH TO TEST PASSED CHECK ALL PINS AND CONNECTORS ALL OK CALL TECH HOTLINE REPORT # 6KBAM001 INSTRUCTED TO CHECK ALL POWERS AND GROUNDS TO LCM ALL OK INTERNAL SHORT IN LCM REMOVE AND REPLACE LCM AND RETEST ALL OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	21-Dec-04	26194	WHILE DRIVING HEADLIGHT JUST WENT OUT AND IN A FEW SECONDS THEY CAME BACK ON	CAUSAL 13C788 CC 42.VERIFY CONCERN.HEADLIGHTS INOP.OPEN INTERMITTENT TO LCM.12651D .2 BCE TEST,NO CODES.MT12651 0.3 HRS TO ACCESS LCM VIA POLICE COMPUTER AND LIGHTING CUSTOM WIRING.12651D4 .1 REPROGRAM MODULE.12651D6 .3 REPLACE LCM.RETST AFTER REPAIR.OK.
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	15-Feb-05	26886	CHK HEADLITE SHUT DOWN FOR NO REASON REPORT (L29)	48600 CP 13C788 CC 42 12651D .2 12651DX1 .1 12651D2 .3 12651D6 .3 HOOKEP UP IDS.FOUND NO COMMUNICATION WITH LIGHTING CONTROL MODULE.PERFORMED PINPOINT TEST PER SYMPTOM CHART.FOUND MODULE DEFECTIVE.REPLAC MODULE.CLEARED CODES.RETEST OK
CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	21-Mar-05	48600	HEADLAMPS GO OUT WHILE DRIVING L25 2923	

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 4-Apr-05 70874

WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLAMPS GO ON OFF WHILE DRIVING VERY INTERMITTENT DIAGNOSTICS ALREADY COMPLETED: RAN LCM TEST PARTS REPLACED: NONE TECHNICIAN QUESTION: ANY KNOWNS FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: YES FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: YES CALL DATA: - HEADLAMPS GO OUT WHILE DRIVING, VERY INTERMITTENT. - UNABLE TO DUPLICATE CONCERN. TECH COMMENTS: LCM

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 27-Apr-05 26939

CUSTOMER COMPLAINT INTERMITTENTLY WHILE DRIVING THE HEAD LAMPS CUT OUT. TECH CAN NOT DUPLICATE CONCERN. SEEKING DIRECTION. TECH COMMENTS: R&R LIGHTING MILEAGE UNABLE TO VERIFY HEADLAMPS TURNING ON AND OFF WHILE DRIVING BUT DID VERIFY THAT HEADLAMPS DO NOT ALWAYS TURN ON. FOLLOW PINPOINT TEST AND CHECKED POWER AND GROUND TO MODULE. OKAY. LOAD TEST CIRC REPLACE LCM AND RETEST. ALL OKAY AT THIS TIME.

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 10-May-05 35803 CUSTOMER STATES HEADLIGHTS INTERMITTENTLY INOP. CHECK AND ADVISE.

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 3-May-05 32350 C S HEADLIGHTS GO OFF INTERMITTENTLY

TESTED AND REPLACED THE LIGHTING CONTROL MODULE

CROWN VICTORIA Unknown ST. THOMAS PLANT BUILD 25-Aug-05 20263 CUSTOMER STATES HEADLIGHTS SHUT OFF WHILE DRIVING AT NIGHT AND WOULD NOT COME BACK ON. HAVENT WORKED COUPLE DAYS. LIGHTS WORKING NOW ADVISE

VERIFIED CONCERN CK FOR CODES AND NONE PRESENT,FOLLOWED PINPOINT TEST A1 A9 CK HEADLAMP SWITCH AND WIRING OK CK LIGHTING CONTROL MODULE CONN.AND WIRING AND OK FOUND INTERNA FAULT IN MODULE INSTALLED NEW AND OK

CROWN VICTORIA Unknown ST. THOMAS  
 PLANT BUILD 30-Apr-05 65068

WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN:  
 C/S:HEADLAMPS GO OFF BY THEMSELVES INTERMITTENTLY,  
 FOR 15-30 SECONDS, THEN COME BACK ON. TURNING OFF  
 AUTO HEADLIGHTS TO MANUAL HEADLIGHTS MAKES NO  
 DIFFERENCE. THERE IS ALSO A BLOWER CONTROL  
 CONCERNWITH THE EATC; MAY BE SSM # 19282  
 DIAGNOSTICS ALREADY COMPLETED: EEC TEST PASS-NO  
 CODES CHECKED FUSES AND GROUNDS CHECKED  
 CONNECTIONS AT HEADLIGHT SWITCH AND LCM. HAVE NOT  
 VERIFIED CONCERN YET. PARTS REPLACED: NONE YET.  
 TECHNICIAN QUESTION: IM SUSPECTING A HEAT RELATED  
 FAILURE IN THE LCM. ARE THERE ANY KNOWN CONCERNS  
 OR PATTERN FAILURES? FORM QUESTION: IS THERE AN  
 APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS  
 CONCERN? ANSWER: FORM QUESTION: WAS THE PINPOINT  
 TEST FOLLOWED? ANSWER: CALL DATA: -CUSTOMER  
 STATES THAT INTERMITTENTLY THE HEADLAMPS WILL TURN  
 OFF AND COME BACK ON SHORTLY AFTER -HAS NOT  
 VERIFIED CONCERN -THE EATC SET IN AUTO, WILL RAMP UP  
 BLOWER MOTOR SPEED AFTER REACHING SET TEMP AND  
 SLOW BACK DOWN -VEHICLE HAD A MAP COVERING THE  
 SUN LOAD SENSOR TECH COMMENTS: REPLACED LCM.

CROWN VICTORIA Unknown ST. THOMAS  
 PLANT BUILD 30-Nov-05 23013 CUSTOMER STATES HEADLIGHTS SHUT OFF BY  
 THEMSELVES WHILE DRIVING AT TIMES.

VERIFY CUSTOMERS CONCER. LIGHTS WILL SHUT OFF OR  
 WILL NOT TURN ON AT TIMES. USING IDS PERFORM KOEO.  
 LIGHTING CONTROL MODULE SELF TEST PASS. PERFORM  
 VISUAL INSPECTION. PINPOINT TEST A1 NO, A2 YES, A3 YES,  
 A4 YES, A5 YES, A6 YES, A7 YES, A8 YES, A9 YES. CHECK LCM  
 CONNECTORS OK, CHECK GROUNDS OK, WHEN LIGHTS  
 DONT TURN ON IF ANY CONNECTOR TO LCM IS MOVED

CROWN VICTORIA Unknown ST. THOMAS  
 PLANT BUILD 11-Jul-05 20504 HEADLIGHTS BLINK OFF AND ON WHEN DRIVING

SCANNED SYSTEM AND REPLACED MULTIFUNCTION SWITCH  
 AND LIGHTING CONTROL MODULE

CROWN VICTORIA Unknown ST. THOMAS  
 PLANT BUILD 12-Nov-05 43864 CHECK WHEN USING RIGHT TURN SIGANL  
 HEADLIGHTS GO OUT

PERFORM BCE TESTING AND PINPOINT TEST REPLACED  
 LIGHTING CONTROL MODULE AND REPROGRAM RECHECK

CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	31-May-05	37108	HEAD LAMPS OFF AND ON IT SELF.	FOU LIGHTING CONTROL MODULE INTR OPEN CIRCUIT CAUSING INTR RELAYS INOP.REMOVE & REPLACE LIGHTING CONTROL MODULE.
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	22-Feb-05	4724	CUSTOMER STATES THE VEHICLE LOOSES ALL THE LIGHTS AT TIMES PLEASE CHECK AND ADVISE TAIL LIGHTS BRAKE LIGHTS HEAD LIGHTS TURN SIGNALS AND DASH LIGHTS WHEN CAR IS STARTED THE LIG	REPLACED LIGHTING MODULE AND REPAIR WIRING AT FUSE BOX R R DASH AND CHASE DOWN
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	27-Sep-05	35868	1) Head light getting off automatically some time.	Verified customer concern and inspected found head light not working some times. Visually inspected all connectors and wiring for any damage, found ok. Carried out pinpoint test as out lined in WSM when the light not working. Found LCM not giving out put when the switch on. Replaced LCM and rechecked all lights and found ok.

MESSAGE WAS LEFT BY CUSTOMERS FATHER IBC  
FROM CUSTOMER--- CUSTOMER LEFT MESSAGE  
STATING THAT HE WOULD BETAKING THE  
VEHICLE BACK TO SAMES CROW TODAY---  
CUSTOMER ADVISED THAT HE WILL BE ASKING  
DLRSHP FOR A RENTAL OR LOANER OASIS  
SHOWS AN EXPIRED ESP OR MAINTENANCE  
CONTRACT--- OBC TO CUSTOMER--- HE SAYS  
CONCERN OCCURS EVERY NIGHT--- CONCERN  
OCCURS RANDOMLY--- CONCERN HAS  
OCCURRED 4 TIMES--- CUSTOMER FEELS THAT  
THIS IS A SAFETY CONCERN--- VEHICLE WAS  
TAKEN BACK TO DLRSHY YESTERDAY --- I  
EXPLAINED THAT CONCERN WOULD HAVE TO BE  
DUPLICATED BEFORE REPAIR COULD BE MADE---  
CONTACT ENGINEERING REGARDING  
DIAGNOSTIC AND REPAIR PROCEDURE---  
CUSTOMER IS WORKING WITH HENRY IN SERVICE-  
-- CUSTOMER IS CURRENTLY IN A RENTAL  
VEHICLE THAT HE GOT FROM ONSITE RENTAL  
AGENCY--- I PROVIDED CUSTOMER THE CASE  
NUMBER--- RONALD IS PRIMARY DRIVER OF  
VEHICLE AS HIS FATHER CEZAR PASSED AWAY---  
CUSTOMER SEEKING REPAIR--- SET NEW FOLLOW  
UP FOR 12/26/2007 BY 5PM CST CUSTOMER SAID:  
=SAYS HEADLIGHTS ARE GOING OUT=FIRST  
NOTICED THE PROBLEM DEC 8TH=CUST HAS THE

GRAND MARQUIS Unknown ST. THOMAS  
PLANT BUILD 27-May-05

32400 VEH=CUST SAYS HE TOOK THE VEH TO A FORD DL

CUSTOMER SAID: -AUTOMATIC LAMP WILL ONLY STAY ON ABOUT 30 SECONDS EVEN WHEN TURN IT ON-GAS MILEAGE, IN TOWN IS NOT OVER 14 MPG, HWY 20-STICKER SAYS 18-25 MPG-IS SEEKING IF CAN GET AUTO LAMP REPLACED WITH ONE THAT WILL STAY ON LONGER  
 DEALER SAID: BILLY THRASH LINCOLN - MERCURY - MAZDA555 ALABAMA HWY 75 NORTHALBERTVILLE, AL 35951 TEL: (256) 878-7282-NONE  
 CRC ADVISED: WE RECOMMEND YOUR SERVICE/REPAIR BE PERFORMED BY A FORD/LINCOLN MERCURY DEALERSHIP. I HAVE DOCUMENTED YOUR COMMENTS AND I WILL FORWARD A COPY TO YOUR SERVICING DEALERSHIP OF YOUR CHOICE. PLEASE CONTACT THE DEALERSHIP TO SCHEDULE A SERVICE APPOINTMENT. PLEASE BE ADVISED A DIAGNOSTIC FEE MAY BE CHARGED. IF ADDITIONAL ASSISTANCE IS REQUIRED, WE SUGGEST YOU CONTACT THE SM/CRM. THEY WILL FURTHER ASSIST IN FACILITATING YOUR SERVICE/REPAIR NEEDS.- REFERED TO DLRSHIP TO SEE IF ABLE TO PURCHASE AND INSTALL OLDER AUTOLAMP SYSTEM THAT WILL STAY ON LONGER

GRAND MARQUIS Unknown ST. THOMAS PLANT BUILD 13-Jun-05 2000

49509 SELF TEST LIGHTING CONTROL MODULE, PASS, NO DTCS. NGS MONITOR RECORDER TEST, MONITORED HEADLAMP RELAY PIDS WHILE DRIVING. PINPOINT TEST BY SYMPTOM, PER WORKSHOP MANUAL. FOUND INTERNAL FAILURE IN LIGHTING CONTROL MODULE, CAUSING THE HEADLAMP RELAY TO SHUT OFF ON COMMANDED. REPLACED LIGHTING CONTROL MODULE. RE TEST SYSTEM OPERATION, O.K.

GRAND MARQUIS Unknown ST. THOMAS PLANT BUILD 15-Nov-04 49509

HEADLAMPS SHUT OFF WHILE DRIVING INTERMITTENT

GRAND MARQUIS Unknown ST. THOMAS PLANT BUILD 3-Jan-05 34699

QCP C.S WHEN DRIVING AT NIGHT HEAD LIGHTS WILL TURN OFF FOR A WHILE COME BACK ON ECT...

34699 WF VERFIED CONCERN AND PERFORMED BODY CHASSIS ELEC TRICAL TEST AND FOUND THE LIGHTING CONTROL MODU LE INTERNAL RELAY FOR THE HEADLAMPS IS FAILING CAUSING THE POWER TO THE LOW BEAMS TO TURN OFF AND NOT WORK AT TIMES. REMOVED AND REPLACED THE LCM AND RETESTED AND VERFIED REPAIRS.

GRAND MARQUIS Unknown ST. THOMAS PLANT BUILD 5-Mar-05 41639

DIAGNOSE HEADLIGHTS WILL TURN OFF WHILE DRIVING AT NIGHT PLEASE ADVISE

GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	31-Dec-05	23390	CUSTOMR STATES WHEN AUTO LIGHT ARE ON AFTER A FEW MINUTES GOES OUT AND TRY TO PUT TO HEADLIGHTS AND WONT GO ON	DEFECTIVE LCM TEST ELECTRICAL SYSTEM AND PERFORM SYSTEM TEST DISCONNECT LCM CZ145A HEADLAMP SWITCH ON AND MEASURE RESIATANCE OF CIRCUIT 1033 RD YE BETWEEN C2145A AND GROUND .3 OHM OK.A5 DISCONNECT LCM C2145C MEASURE VOLTAGE AT PIN 6 CIRCUIT 221 OG WH 12.35 VOLTS OK DISCONNECT AND RECONNECT LCM AND FOUND LCM DEFECTIVE INSPECT AND CONFIRMED CONCERN,DO VISUAL INSPECTION,NO RELATED DAMAGE ON VEHICLE,PERFORM TEST,INSPECT HARNESS,MULTIFUNCTION SWITCH,BULBS AND LCM.CONFIRMED LIGHTS FLUTUATES WHEN IN HOT CONDITION,CONFIRMED LCM FAILED,INTERNAL CKT FAILED,REPLACED LCM AND OBSERVED FOR 2 HOURS,REPAIR CONFIRM OK.
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	6-Aug-05	34763	HEAD LIGHTS FLUCTUATING AND SHUT OFF.	
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	2-May-05	45651	CUSTOMER STATES HEADLIGHTS WILL STAY ON FOR ABOUT 2 MIN. THEN GO OUT.THEN COME ON 2 MORE MIN.GO BACK OUT.	CK HEADLIGHT SWITCH OVERHEATED AND LIGHT CONTROL MODULE BAD REPLACE HEAD LIGHT SWITCH AND LIGHTING CONTROL MODULE OK CC42 LCM SHORTED VERIFIED CONCERN LOW BEAMS TURN OFF WHILE DRIVING SELF TESTED NO CODES PIN POINT TESTED FOUND SHORTED LIGHTING CONTROL MODULE REPLACED LCM RETESTED FIXED CONCERN THIS RO WAS ORGINALLY A P05 REPAIR WE HAVE CHANGED COMPUTER SYSTEM AND WRITERS ARE GETTING US TO NEW PAY TYPES
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	30-Dec-04	32758	CLIENT REPORTS INTERMITTENTLY WHILE DRIVING HEADLIGHTS GO OFF USUALLY WHEN THIS OCCURS ITS AFTER HIGHBEAMS FLASHED THEY WILL STAY OFF CLIENT HAS TO DRIVE HOLDING HIGHBEAMS ON TO HAVE LIG	
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	13-May-05	20191	CUSTOMER STATES VEHICLES HEAD LIGHTS GO IN OP AT TIMES WHEN ACTIVATED.	20191 BAD MODULE INSPECTED LIGHTING SYSTEM, PINPOINT TESTS INDICATE TO REPLACED CONTROL MODULE. REPLACED LCM, WORKS OK NOW.
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	22-Jun-05	55109		WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLIGHTS GO OFF DIAGNOSTICS ALREADY COMPLETED: CAN NOT GET LIGHTS TO GO OFF PARTS REPLACED: NONE TECHNICIAN QUESTION: CAN THE LCM DO THIS? FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: CALL DATA: - INTERMITTENTLY THE HEAD LAMPS GO OFF WHILE DRIVING. CUSTOMER CAN CYCLE KEY AND HEAD LAMPS WILL COME BACK ON. - CANNOT DUPLICATE CONCERN AT THIS TIME.

GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	28-Nov-05	62775	DRIVING DOWN THE ROAD THE HEADLIGHTS WILL JUST GO OUT. THE PARKING LIGHTS WILL STAY ON BUT NOT HEADLIGHTS. IF YOU CUT OF VEHICLE AND TURN IT BACK ON THE LIGHTS WILL NOT COME BACK ON..	GEM MODULE INTERNAL FAILURE BCE TEST PPT TEST REPLACED GEM MODULE
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	4-Jun-05	14336	CUSTOMER STATES THAT THE LIGHTS GO DIM ON THE HEADLIGHTS SOP HERE	FP LIGHTING CONTROL MODULE FP TRACTION CONTROL SWITCH RAN NGS PINPOINT AND RETEST REPLACING TRACTION CONTROL SWITC SHORTING OUT AND LIGHTING CONTROL MODULE NOT WORKING PROPERL
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	30-Nov-04	11999	CUSTOMER STATES THE FOLLOWING: IN AUTO, WHEN WIPERS SWEEP THE LIGHTS SHUT OFF, ADVISE	CHECK AND VERIFIED CONCERN,LCM FAILURE BCE DIAG CODE B1792,PPT TEST E2,DISCONNECT C2145B AND MEASURE VOLT.BETWEEN CKT 218 WH WT AND GROUND NO VOLT. PRESENT E10,CHECK ALL LCM CONNECTORS FOR CORROSION OR PUSHED OUT PINS ALL OK,CONCERN STILL PRESENT,REPLACED LCM,RETEST GOOD CLEAR CODE
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	20-Dec-04	42203	HEADLIGHTS WENT OFF 3 TIMES SUNDAY NITE AFTER 9:00 GOING DOWN FAIRWAY DR FROM JEFFERSON TO OLD HAMMOND HWY.	P05 PER RICHARD PER LOUIS PERFORM LCM SELF TEST PASS. PERFORM PID DATA AND RELATED DIAGNOSIS. REMOVED SUNLOAD SENSOR AND HEADLAMP SWITCH FOR TESTING. PERFORM FUTHER DIAGNOSIS AND REPLACED LIGHTNING CONTROL MODULE. RETEST AND VERIFY REPAIR.
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	29-Jul-05	28654	HEADLIGHTS TURN OFF BY THEMSELVES AT TIMES	TEST SYSTEM, REPLACE HEADLIGHT CONTROL MODULE WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLAMPS GO OUT AT TIMES IN THE MANUAL ON MODE DIAGNOSTICS ALREADY COMPLETED: IDS TEST LCM MOLDULE PARTS REPLACED: NONE TECHNICIAN QUESTION: ANY KNOWN CONCERNS FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: YES FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: NO CALL DATA: THE HEADLIGHTS GO OUT WHILE DRIVING. CONCERN IS VERY INTERMITTENT. DEALER HAS NOT DUPLICATED THE CONCERN.
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	27-Jun-05	12851		

GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	6-Jun-05	55000	CUSTOMER SAID: - HEAD LIGHTS GO OUT - HAPPENED BEFORE - HAPPENING NOW - CUST HAS TO HIT A BOX UNDER THE DASH THAT CAUSES THE HEAD LIGHTS TO GO OUT- CUST CALLED THE DEALERSHIP WAS TOLD WILL HAVE TO REPLACE THE LIGHTING CONTROL MODULES THAT IS FAILING - CUST HAS NOT TAKEN THE VEH TO THE DEALERSHIP - CUST IS LOOKING FOR AWAD DEALER SAID: NAPLETON LINCOLN MERCURY 2950 WEST 127TH STREET BLUE ISLAND, IL 60406 TEL: (708) 385-4500 CRC ADVISED: BEFORE WE CAN MAKE A DECISION REGARDING ANY FORD COVERAGE IT MUST BE REVIEWED BY A FORD/LINCOLN/MERCURY DEALERSHIP SO THAT HAVE THE OPPORTUNITY TO INSPECT THE VEHICLE AND DETERMINE WHAT IS WRONG WITH THE VEHICLE. ANY REPAIR OR SERVICES NOT COMPLETED AT A FORD/LINCOLN/MERCURY DEALERSHIP WOULD BE THE RESPONSIBILITY OF THE CUSTOMER.- ADVISED CUST OF ABOVE	
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	16-Feb-06	35658	CUST STATES HEADLIGHTS WILL GO OUT AT TIMES	VERIFY CONCERN, TEST LIGHTING SYSTEM, FOUND INTERNAL FAILURE IN LIGHTING MODULE, REPLACE LIGHTING MODULE
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	28-Feb-05	25077	CUSTOMER STATES THE HEADLIGHTS QUIT LOOSE LOW AND HIGH BEAM EXCEPT THE FLASH TO PASS BRIGHT WILL COME ON, 2 TO 5 MIN WILL WORK OK OR BE OFF	HEADLAMPS GO OFF , VERY INTERMITT, CHECKED WIRING HARNESS UNDER HOOD AND DAHS , CHECKED GROUNDS, LCM TEST NO CODES PULLED FUSE F29 POWER UP AND DOWN LEM . LCM CUTS OUT TAP LCM LAMPS COME ON , REPLACED LCM HEADLAMPS WONT GO OFF . LCM TEST C2498 FOUND TN WH WIRE FROM HEADLAMP SWITCH TO LCM OPEN REPAIR WIRE BY C2145A, ROADTESTED AND RETESTED LCM
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	3-Jan-05	53530	CUSTOMER STATES WHILE DRIVING AT NIGHT, HEADLIGHTS WILL TURN THEMSELVES OFF, CUSTOMER PULLS MULTIFUNCTION AND HEADLI COME BACK ON.	VERIFIED CONCERN, PINPOINT TO INTERNAL LIGHTING CONTROL MODULE FAILURE. REPLACED LCM, RECHECKED OPERATION. COMPLETE. E
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	12-May-05	35418	L26 HEADLIGHTS WILL GO OUT INTERMITTENTLY WILL COMING ON AFTER SETTING FOR A WHILE	DIAGNOSE AND REPLACE MODULE

GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	11-Apr-05	45594	C S THAT AT TIMES WHEN HEADLIGHT ARE ON AUTO THEY WILL CUT OFF CK AND ADV SEE HISTORY AND ADV	IMPROPER OPERATION ELECTRICAL (BCE) TEST	BODY CHASSIS
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	16-May-05	34363	DIAGNOSIS OF ELECTRICAL CONCERNS AND SYSTEM TESTING CUST STATES HEADLIGHTS WILL RANDOMLY SHUT OFF WHEN DRIVING	PERF BCE DIAG, B1792. PERF PINPOINT TEST. FOUND SJB NOT COMMANDING HEADLAMPS ON. CONTACT HOTLINE. WAS TOLD TO TRACE HEADLAMP CIRCUITS FOR SHORTS OR EXCESSIVE RESISTANCE. MTIME TO TRACE WIRING. ALL OK, REPLACED LCM DUE TO INTERNAL RELAY FAULT. RETESTED SYSTEM. ALL OK.	
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	12-Oct-05	51038	REPAIR HEADLIGHTS CUSTOMER SAYS LOW BEAMS GO OUT UNEXPECTEDLY	EECTEST PINPOINT TEST REPLACE FAULTY LIGHT CONTROL MODULE REPROGRAM AS NEEDED	
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	14-Sep-04	38368	Web Contact: head lamp go out after 10 mins then come back on		
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	23-Feb-05	56101	CUSTOMER STATES WHILE DRIVING DURING EVENING WHEN USING TURN SIGNAL TO TURN EITHER RIGHT OR LEFT HEADLAMPS WILL TURN OFF.	1 VERIFIED CONCERN, REPLACED MALFUNCTIONING LCM, CHECK OPERATION AND NORMAL	
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	12-Nov-04	33716	HEADLIGHTS GO OFF AT WILL SEE ATTACHED	LIGHTING CONTROL MODULE EXTERNAL FAULT TEST AND REPLACE LIGHTING CONTROL MODULE, RETEST	

CUSTOMER SAID: -CUST HAS VEH 1. HEADLIGHTS NOT WORKING PROPERLY -WHILE DRIVING AT NIGHT THE HEADLIGHTS CUT OUT -LAST FRIDAY 12/14/07 WHILE DRIVING TO TOWN THE LIGHTS WENT OUT TWO TIMES DURING THIS TRIP-THIS ALSO OCCURRED TWO OTHER TIMES-WANT TO KNOW IF THIS IS A KNOWN CONCERN-WANT TO KNOW IF THIS IS A BAD PART-THE PART WAS ON ORDER AND THE COST IS \$486-THIS SHOULD HAVE LASTED MORE THAN TWO AND HALF YEARSDEALER SAID: -THE LIGHTING MODULE NEEDS TO BE REPLACEDCRC ADVISED: WE RECOMMEND YOUR SERVICE/REPAIR BE PERFORMED BY A FORD/LINCOLN MERCURY DEALERSHIP.I HAVE DOCUMENTED YOUR COMMENTS AND I WILL FORWARD A COPY TO YOUR SERVICING DEALERSHIP OF YOUR CHOICE. PLEASE CONTACT THE DEALERSHIP TO SCHEDULE A SERVICE APPOINTMENT. PLEASE BE ADVISED A DIAGNOSTIC FEE MAY BE CHARGED. IF ADDITIONAL ASSISTANCE IS REQUIRED, WE SUGGEST YOU CONTACT THE SM/CRM. THEY WILL FURTHER ASSIST IN FACILITATING YOUR SERVICE/REPAIR NEEDS.I JUST WANT TO CONFIRM, YOUR NEXT STEPS ARE TO DISCUSS THIS REPAIR WITH YOUR S/M AT YOUR SERVICING DEALERSHIP.-ADVISED OF NEW

GRAND MARQUIS Unknown ST. THOMAS PLANT BUILD 11-Jun-05 37676

CHECK HEADLIGHTS GOES OFF ON WHILE DRIVING AND SOMETIMES STAY OFF 365148 02 08

GRAND MARQUIS Unknown ST. THOMAS PLANT BUILD 25-Aug-05 43992 2008 43295

CHECK HEADLAMPS INOP NO POWER AT HEAD LAMP SWITCH CHECK CIRCUIT 1033RD YE AT 2145C AT LCM FOUND NO SIGNAL OUT OF LCM TO HEAD LAMP SWITCH REPLACE LCM HEAD LAMPS WORKING OK

GRAND MARQUIS Unknown ST. THOMAS PLANT BUILD 5-Dec-05 9966

CUSTOMER STATES SOMETIMES WHEN DRIVING ON HIWAY HEADLIGHTS GO OUT

CHECKED LCM MODULE FOR CODES ..NONE CHECKED VOLTAGE AT PIN 16 C2145BAT LCM.NO VOLTAGE PRESENT REPLACED LCM MODULE

GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	5-Apr-05	35354	CUST STATES AT TIMES HEADLAMPS GO OUT AT NIGHT CLICKING HEARD IN DASH ONLY WAY TO GET LTS ON BY HOLDING STALK TOWARD S DRIVER SEEM TO HAPPEN MORE WHEN HEATER INFLOOR DEFROSRTER MODE CHECK	PERFORM DIAG AND REPLACE LCM AND PROGRAM
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	29-Apr-05	23403	C S AT NIGHT HEADLIGHTS TURN OFF WHEN DRIVING, INTERMITTENT CUST STATES WHEN THE HEAD LIGHT ARE ON MANUALLY THE LOW BEAM WENT OUT CUST COULD USE THE HIGH BEAM LAST WEEK. LOW BEAM WOULD BLINK OUT AND NOT WORK. YESTERDAY LOW BEAMS WENT OUT CUSTOMER	CHECKED HEADLAMPS INTERMITTEN INOP PERFORMED SELF TEST PASS PERF BCE DIAG PERF P P TEST ACCESS C2145B GRAY WIRE CIRC 502 FOUND INTERMITTANT NO POWER TO GRAY WIRE DUE TO ERRACTIC MODULE, REPLACED LIGHTING MODULE. OK AFTER REPAIR. 10 30 07 RAN OASIS FOR LIGHTING AND EXTERIOR LIGHTS AND ELECTRICAL. NO SSMS OR TSBS APPEAR TO MATCH. TESTED USING SHOP MANUAL SECTION 417 01 FOR LOW BEAM CIRCUIT LOSS. FOUND NO FAULT CODES REPLACED LIGHTING CONTROL MODULE. RETESTED OKAY FOR GOOD HEADLIGHT OPERATION AT THIS TIME.
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	31-Jul-05	31934	S	
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	10-Oct-05	32624	HEADLIGHTS GO OFF WHILE DRIVING MAKE CLICK NOISE/GO OUT	ROAD TEST VERIFY CONCERN PERFORM BODY SELF TEST PINPOINT TEST REMOVE TEST REPLACE WITH SOP LCM RETEST ROAD TEST
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	3-Jan-05	34706	CUSTOMER STATES WHEN DRIVING HEAD LIGHTS GO	OFF SCAN TESTED LCM CODES B1247 B2498 REMOVED AND REPLACED HEADLAMP SWITCH AND LIGHTING CONTROL MODULE RESET MODULE RETESTED NO PROBLEM ALL OK
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	13-May-05	74960	CUSTOMER STATE WHILE DRIVING HEAD LIGHT GO OUT THEN AFTER AWHILE THEY COME BACK ON	42 PERFORM LCM SELF TEST B1342 MODULE CALIBRATION FAILURE. PERFORM ELECTRICAL DIAGNOSIS AND REPLACED LIGHTING CONTROL MODULE. RETEST AND VERIFY REPAIR.
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	30-Dec-05	27025	HEADLAMPS WORK ERRATIC	PERFORM BODY SELF TEST B1342 PINPOINT TESTS REPLACE INOP LIGHTING CONTROL MODULE RETEST ROAD TEST
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	1-Dec-04	36362	CUST.STATES: *** HEADLIGHTS KEEP GOING OFF INSTALL SPECIAL ORDERED PART PO5 CUSTOMER TO PAY 50% L26 *** _INFORMATION L:	36362 FOPUND LIGHTS GO OUT WHEN LIGHTING CONTROL MODULE GETS HOT,REPLACED MODULE,LIGHTS WORKING CORRECTLY

GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	2-Apr-05	46000	CUSTOMER SAID: -CUST. HAS HAD THE HEADLIGHTS IN HIS VEH. GO OUT AT RANDOM TIMES WHILE DRIVING -STARTED NOTICING THIS AT 46,000 MILES-VEH. IS CURRENTLY AT DLRSH- FEELS FORD SHOULD RECALL THIS BECAUSE ITS A SAFETY ISSUE -CUST. SEEKING FROM FORD TO REPAIR LIGHTING CONTROL MODULEDEALER SAID: -DLR SAYS THE LIGHTING CONTROL MODULE NEEDS TO BE REPLACED -REPAIR WOULD COST ABOUT \$621 PLUS TAXCRC ADVISED: I WOULD LIKE TO RESEARCH THIS SITUATION FURTHER ON YOUR BEHALF TO ENSURE YOUR REQUEST RECEIVES PROPER CONSIDERATION. IS THERE A TIME THAT IS MOST CONVENIENT FOR ME TO CONTACT YOU?- ADVISED CUST THAT I WILL F/U WITH HIM NO LATER THAN 12:30PM EST ON 5/30/08****WAITING TO HEAR BACK FROM S/M***** CUSTOMER SAID: -CUST. HAS HAD THE HEADLIGHTS IN HIS VEH. GO OUT AT RANDOM TIMES WHILE DRIVING - STARTED NOTICING THIS AT 46,000 MILES-VEH. IS CURRENTLY AT DLRSH- FEELS FORD SHOULD RECALL THIS BECAUSE ITS A SAFETY ISSUE - CUST. SEEKING FROM FORD TO REPAIR LIGHTING CONTROL MODULEDEALER SAID: -DLR SAYS THE LIGHTING CONTROL MODULE NEEDS TO BE	
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	3-Dec-04	15710	CUSTOMER STATES THAT HEAD LAMPS INTERMITTENDLY TURN OFF AND IN WHEN DRIVING.	ALLOW VEHICLE TO RUN. VERIFIED HEADLAMPS SHUTTING OFF OCCASIONALLY. FOUND LIGHT CONTROL MODULE FAILING. DIAG FOUND LCM WORN
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	30-Jul-05	54606	CUSTOMER STATES HEADLIGHTS G OUT AND WILL NOT COME BACK ON DURING DRIVING. AUTO OR MANUAL SETTING	L26 13C788 28 CONFIRMED, BCE DIAG LCM SELF TEST CODE B1342 ECU FAULTY REPLACED LCM PER PIN POINT TEST OK

GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	19-Mar-05	41380	CUSTOMER STATES INTERMITTANTLY THE HEADLIGHTS WILL CUT OUT AT NIGHT IF YOU GO OVER A BUMP OR IF YOU ENGAGE THE TURN SIGNAL	41380 VERIFY PROBLEM ,CHECK OASIS ,CHECK SYSTEM FOR CODES PASS ,TRACE WIRING AND CLEAN GROUNDS ,REPLACE LIGHTING CONTROL MODULE ,VERIFY REPAIR .
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	1-Feb-05	45515	HEADLIGHTS GO OUT ON OWN	CHECKED HEADLIGHT OPERATION FOUND BAD LIGHTING PROCESSOR REMOVED AND REPLACED CHECKED OPERATION OK
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	8-Jan-05	14236	CUSTOMER STATES THE DASH LIGHTS GOES OFF,AND THE HEADLIGHTS QUIT WORKING	RAN BCE & PINPOINT TESTS,CALLED HOTLINE REPORT 6D1DE010 REMOVED AND REPLACED LIGHT CONTROL MODULE.RETESTED GOOD
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	9-Oct-04	22466	CUSTOMER STATES HEADLIGHTS GO OFF WHILE DRIVING HOLD BRIGHT LIGHT SWITCH AND LIGHTS WILL WORK	. BODY CHASSIS ELECTRICAL (BCE) TEST
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	21-Mar-05	43727	CHK AND ADV CUST STATES AFTER HEADLIGHTS GO OUT AFTER DRIVING A WHILE.CUST STATES A CLICKING NOISE STARTS THEN THEY GO OUT.CLICKS AGAIN THEN THEY COME BACK ON.	13C788 FAILED TEST SYSTEM CODE U1130 PINPOINT TEST REPLACE LIGHTING CONTROL MODULE REPROGRAM MODULE RETEST OK
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	25-Jan-05	60964	CUSTOMER STATES HEADLIGHTS GO OUT ESP WHEN IN AUTO AND WILL CUT OFF WHEN IN MANUAL	LCM#5W7T13C788 AB EEC TEST LCM NO CODES PINPOINT TEST E MEASURE RESISTANCE C21456 LPIN 6 CKT 220 VT 06 2.30 EXCESSIVE R I DASH TRIM PANEL FOR ACCESS TO C205A PIN 4 CKT 220 VT 06 .5 OHM OK GROUND 203 TO C205A PIN 7 EXCESSIVE R R G203 AND CLEAN CONTACT OHM NOW .5 GOOD HOWEVER SYMPTOMS STILL EXISTS R R LCM AS PER FINAL STEP OF PINPOINT TEST E FINAL TEST OK
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	11-Mar-05	34641	HEADLIGHTS DO NOT STAY ON AT ALL TIMES AND HAS TO USE FLASH TO PASS FEATURE TO HAVE LIGHTS	CHECKED VEH, VERIFIED CUSTOMER CONCERN, LIGHTING CONTROL MODULE IS SHORTING OUT INTERNALLY REPLACED LIGHTING MODULE AND RETESTED, LIGHTS WORKING OK

GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	31-Mar-05	36000	CUST STATES HEADLITES AND DASH LITES STILL GOING OFF WHEN HEADLITES ARE ON 2ND TIME	VERIFY CONCERN RAN CAR 1ST TIME FOR 4 HOURS OK SHUT OFF CAR THRU LUNCH THEN RESTARTED WITH LITES ON AFTER ABOUT 2 HOURS EXTERIOR LITES WENT OUT THEN CAME BACK ON RAN LCM TEST NO DTC CALLED HOTLINE WAS TOLD TO CK WIRING FROM LCM TO HEADLITES
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	4-Nov-04	64241	C S THAT HEADLIGHTS JUST TURN OFF WHILE DRIVING DOWN RD	VERIFY.BCE TEST.PINPOINT TEST.FOUND HEADLIGHT SWITCH INTERMITTENTLY SHORTING.REPLACE HEADLIGHT SWITCH.RETEST HEADLIGHTS STILL INOP.PINPOINT TEST.REPLACE FAULTY LCM.RETEST,ROAD TEST OK CHECK FOR FRONT HEADLAMPS INTERMTTENT. CHECK HEADLAMPS, CHECK CIRCUITS. CHECK MULTIFUNCTION SWITCH. CHECK LIGHTING CONTROL MODULE, FOUND LIGHTING CONTROL MODULE INOP. REPLACED LIGHTING CONTROL MODULE, MODULE INTERMITTENTLY OPEN. RTDA PREAPPROVAL CODE P03VZ
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	5-Nov-04	23983	CUST STATES HEAD LIGHT ARE INOP INTERMITTENT OCCURS AFTER HEAD LIGHT ARE ON FOR A WHILE CHECK FOR SHORT IN SYSTEM	53502 CHECK OUT HEADLAMP OPERATION VERIFY AT TIMES LIGHT WILL GO OFF OR WILLNOT COME ON ADVISOR SENT HOT LINE REQUEST TEST GROUND WIRIE REMOVE RIGHT SIDE SKID PLATE AND KICK PANNEL ACESS WIRING G203 G201 G202 INSPECT VERIFY GOOD GROUND REMOVED LIGHTING CONTROL MODUAL HAD TO REMOVE BRACKET HOOKUP DVOM TEST AT CONNECTOR C2145C AND C205B WIRE 57BK AND 676 PK OG WIRES
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	21-Nov-05	53502	L26 ADDED ON 4 30 08 JG CUST STATES WHILE DRIVING AT NIGHT HEADLIGHTS WILL SHUT OFF WORSE WHEN RAINING SEE JOE	
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	14-Feb-05	58782		WEB FORM DATA - CONCERN: HEADLIGHTS GO OFF AND ON AT TIMES WITH NO REGULARITY. DIAGNOSTICS: VEHICLE HAS BEEN ROAD TESTED TO TRY TO DUPLICATE THIS CONCERN. LIGHTS HAVE ALWAYS WORKED WHILE CAR IS AT THE DEALERSHIP. TECH QUESTION: LOOKING FOR KNOWN CORRECTIONS FOR THIS CONCERN.
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	5-Jan-05	37806		WEB FORM DATA - CONCERN: C/S HEADLAMPS GO OFF BY THEMSELVES. DIAGNOSTICS: SCAN LCM TECH QUESTION: REVIEW WITH CUST. AFTER DRIVING 30-60 MIN HEADLAMPS GO OUT TRIES HEADLIGHT SWITCH IN AUTO OR ON POSITION WITH NO CHANGE PARK LAMPS ARE ON. UNABLE TO VERIFY CONCERN. ANY KNOWN ISSUES? RELAY?
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	5-Jul-05	34867	ALL EXTERIOR LIGHTS FLICKER AND ARE INOP AT TIMES	IDS TEST, PINPOINT TEST, REPLACE LIGHTING CONTROL MODLULE AND RETEST

GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	9-Oct-04	31903	CUSTOMER STATES HEADLIGHTS GOING OUT AT TIMES. RANDOM TIMES.	31903 REPLACED LIGHTING CONTROL MODULE AND RETESTED OK. THIS CLAIM IS A P05. THE CUSTOMER PAID 75.00. WE HAVE JUST CHANGED FROM REYNOLDS & REYNOLDS TO ADP AND WHILE TRYING TO LEARN THE SYSTEM I MISSED THE PROGRAM CODE CHANGE. THNAKS FOR YOUR HELP!
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	9-Oct-04	65400	CUSTOMER STATES HEADLIGHTS AT TIMES CUT OFF WHILE DRIVING AND SET TO AUTOLAMPS AND WILL ALSO NOT WORK WHEN MANUALLY TURNED ON. CUSTOMER STATES ONLY PARK CORNER LIGHTS STAY ON ( \$100.00 DE	HEADLAMPS QUIT WHILE DRIVING RAN BCE & PIN POINT NO POWER REPLACE LCM NOT OPERATING PROPER
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	6-Jan-05	27655	HEAD LAMPS GOES OUT ON THEIR OWN CAN ONLY KEEP THEM ON BY HOLDING ONTO DIMMER SWITCH	CHECK CODES FOUND NONE PIN POINT TEST FOUND LCM BAD PER PIN POINT REPLACE AND REPROGRAM LCM WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEAD LAMPSCUT OFF SOME TIMES DIAGNOSTICS ALREADY COMPLETED: EEC TEST NO CODES PARTS REPLACED: NONE TECHNICIAN QUESTION: HELP FORM QUESTION: WERE YOU ABLE TO VERIFY THE CONCERN? ANSWER: NO FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: NO CALL DATA: -CUSTOMER STATES HEADLIGHTS TURN OFF BY THEMSELVES INTERMITTENTLY WHEN USING RIGHT TURN SIGNAL, IF FLASH TO PASS IS USED FOR 2 MINUTES AUTO HEADLIGHTS RETURN -NO CODES IN SYSTEM, FOUND CONNECTOR AT HEADLIGHT SWITCH NOT FULLY SEATED - VEHICLE IS GONE FROM SHOP AT THIS TIME CUSTOMER PICKED UP VEHICLE
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	11-Nov-04	30686		
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	30-Jun-05	10754	AUTO HEADLIGHTS TURNED OFF AND DASH LIGHTS WENT REAL DIM WHILE DRIVING AT NIGHT	DIAG AND REPLACE LIGHTING CONTROL MODULE

GRAND MARQUIS Unknown ST. THOMAS PLANT BUILD 18-Mar-05 72723  
DIAGNOSE ELECTRICAL CONCERN C/S HEADLIGHTS WILL CUT OFF MOST OF THE TIME THEY WILL NOT COME BACK ON BUT SOMETIMES THEY WILL. CANHOLD TURN SIGNAL STRAIGHT UP AND HEADL  
HEADLIGHT CUT OFF ON DEMAND SELF TEST PASSED PID MONITOR INPUT FROM HEADLIGHT SW PASSED PIN POINT TEST FOUND NO POWER COMING OUT OF LIGHTING CONTROL MODULE REPLACED LIGHTING CONTROL MODULE WITH ADJUSTABLE PEDALS RETEST PASSED 42 13C788

GRAND MARQUIS Unknown ST. THOMAS PLANT BUILD 13-Jun-05 32456  
CUSTOMER STATES VEHICLE HEADLIGHT GO OUT AFTER DRIVING FOR A WHILE  
DEFECTIVE LCM TEST VEHICLE FOR HEALAMP INOP AT TIMES AND PERFORM LCM RETRIVE CODE B1472,B1696,B1472 HEADLAMP INOP INPUT SHORT TO GROUND ,AUTOLAMP SHORT TO GROUND REPLACE LCM AND RETEST

GRAND MARQUIS Unknown ST. THOMAS PLANT BUILD 28-May-05 39773  
WEB FORM DATA - CONCERN: WHEN IN AUTOLAMP MODE AND THE WIPERS ON THE LIGHTS TURN OFF AND BACK ON WHEN THE WIPERS CYCLE. ONLY HAPPENS OUTSIDE WONT INSIDE THE SHOP AND THE WORK FINE IF YOU HOLD YOUR HAND OVER THE SUNLOAD SENSOR DIAGNOSTICS: CHECKED G201 AND G203 THE APPEAR OK AND REPLACED WITH A KNOWN GOOD SUNLOAD SENSOR TECH QUESTION: ANY OTHER VEHICLES EXIBIT SIMILAR CONCERN. LIGHTING CONTROL MODULE HAS V-REF TO WIPER MOTOR AT C125 PIN2 AT WIPER MOTOR AND PIN 15 C2145A AT LIGHTING CONTROL MODULE WHAT IS THAT FOR?

GRAND MARQUIS Unknown ST. THOMAS  
PLANT BUILD 8-Dec-04 96722

-CCS REP ERIC X7472-OBC TO CUST SAM -THE  
VEH IS REPAIR FOR THE 6TH TIME-CUST WAS  
ADVISED BY DLR THAT LAST REPAIR WAS THE  
LAST ONE-THE LAST TIME BARE WIRE WAS  
FOUND AND VEH IS REPAIR AT THIS TIME-CUST  
HAS NOT CONFIDENCE THAT DLR HAS FOUND  
THE PROBLEM-CUST IS SCARE TO DRIVE VEH AT  
NIGHT-CUST WANTS THE VEH REPLACED  
BECAUSE-REP ADVISED CUST THAT FORD WILL  
NOT REPLACED HIS VEH-CUST FEELS THIS IS A  
SAFETY ISSUE-CUST WILL PURSUE LEMON LAW -  
CUST WANTS TO BUY A VEH AT COST -CUST  
FEELS THIS IS A BAD SITUATION THAT FORD  
WONT HELP HIM-CUST ASKED FOR A QUOTE  
FROM DLR AND HAS NOT RESPONDED WITH A  
PRICE FOR NEW VEH-CUST DID GET ONE CALL  
AND WAS NOT HAPPY WITH PRICE OF NEW VEH-  
NO FURTHER ACTION NEEDED CASE CLOSED  
CUSTOMER SAID: - SINCE CUST GOT VEH HEAD  
LAMPS HAVE FAILED ON VEH- HEAD LAMPS WILL  
GO OUT WHILE DRIVING VEH- CUT GOES TO  
DAYTONA LINCOLN MERCURY- CUST HAS BEEN  
TO DLRSHIP 6 TIMES FOR THIS CONCERN-  
CURRENTLY HEAD LAMPS DID SAME THING LAST  
WEEK- LAST VISIT TO DLRSHIP WAS LAST WEEK-  
PICKED VEH UP MONDAY THIS WEEK- CUST HAS

GRAND MARQUIS Unknown ST. THOMAS  
PLANT BUILD 30-Mar-05 36000

GRAND MARQUIS Unknown ST. THOMAS  
PLANT BUILD 19-Feb-05 72628

C S HEADLIGHT IN EITHER AUTO OR MANUEL  
MODE WILL GO OUT WHILE DRIVING AFTER A  
WHILE WILL COME BACK ON

WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN:  
LIGHTS TURNED OFF WHILE DRIVING DIAGNOSTICS  
ALREADY COMPLETED: IDS LCM SELF TEST - NO CODES  
PASSED PARTS REPLACED: NONE TECHNICIAN QUESTION:  
ANY RELATED CONCERNS WITH OTHER VEHICLES FORM  
QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN  
THE WSM FOR THIS CONCERN? ANSWER: NO FORM  
QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER:  
NO CALL DATA: - PARK LAMPS WOULD WORK BUT  
HEADLAMP CUT OUT, SWITCH WAS IN AUTO POSITION AND  
PUT IN MANUAL ON POSITION WITH NO CHANGE - SHUT CAR  
OFF AND SLAMMED DOOR AND HEADLAMPS WORKING EVER  
SINCE - HEADLAMPS BULBS ARE FACTORY

72628 12651D 12651D2 12651DX1 12651D6 0.9 DIAG  
HEADLIGHT GO OFF PINPOINT TEST REPLACE LCM RERUN  
TEST OK CODE B1472

GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	5-Mar-05	32886	C S HEADLAMPS INTERMITTENTLY WILL GO WHILE DRIVING	ODULE FAILURE MODULE RETEST OK	REPLACED LIGHTING
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	10-Mar-05	48836	C S HEAD LIGHT COMES ON AND OFF WHEN IN USE AT NIGHT TECH 33	INOP TEST	BODY CHASSIS ELECTRICAL (BCE)
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	19-May-05	16873	CUSTOMER STATES HEADLIGHTS WILL TURN OFF ALL BY THEMSELF INTERMITTEN	BCE DIAG. PASS CODE. PP TEST FOUND HEAD LEAMP CIRCUIT IN LCM INTERMITTENT OPEN, REPLACED LCM AND RETESTED	
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	3-Mar-05	37102	CK. HEAD LTS SUDDENLY GO OUT WHILE DRIVING AT TIMES; A D V I S E	13C788 STEERING COLUMN SWITCH ASSEMBLIES DIAGNOSIS	
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	27-May-05	32369		TECH STS HAS ALLEGED AUTO HEAD LIGHT THAT TURN OFF WHILE DRIVING CUSTOMER HAS SUN LOAD SENSOR COVERED UP TO KEEP LIGHTS ON ALL TIME TECH STS THERE ARE NO DTC'S AND NOT ABLE TO VERIFY ALLEGED CONCERN SEEKING KNOWS	

GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	27-Jul-05	44764	<p>CUSTOMER STATES THE HEADLIGHT GO OUT, DASH LIGHTS ALSO</p> <p>CUSTOMER SAID: -CUSTOMER STATES THAT THIS IS THE 3RD TIME HIS HEADLIGHTS SHORTED OUT IN THE VEHICLE-CUSTOMER WAS JUST AT DLR IN JANUARY FOR THIS CONCERNDEALER SAID: NAPLETON PARK RIDGE LINCOLN MERCURY826 TOUHY AVE PARK RIDGE, IL 60068TEL:(847) 825-0770FAX:(847) 825-2827CRC ADVISED: WE WILL ESCALATE THIS TO OUR CUSTOMER CARE SOLUTIONS TEAM SO THEY CAN INVESTIGATE FURTHER AND WORK WITH YOUR DEALERSHIP TO UTILIZE ALL AVAILABLE RESOURCES TO RESOLVE YOUR CONCERN. A FORD CUSTOMER CARE SPECIALIST WILL CONTACT YOU WITHIN 2 BUSINESS DAYS. NOTE: TO CSR DOCUMENT CONVERSATION FROM DEALERSHIP-ADVISED OF ABOVE-ACCORDING TO OASIS 2 REPAIR ATTEMPTS ALREADY ON VEHICLE FOR THIS CONCERN/ - CCST MARGOT AUSTIN 7420.- OBC TO DLRSH, REVIEWED ISSUE WITH SM, SM ADVISED REP TO HAVE CUST BRING VEH BACK IN, THERE IS A REPAIR FOR THIS ISSUE.- OBC TO CUST FOR INITIAL CONTACT, LEFT MESSAGE, ADVISED CUST OF REPS CONTACT INFOMRAITON, ADVISED CUST REP WOULD ATTEMPT TO CONTACT CUST AGAIN 3-1-2007. - CCST MARGOT AUSTIN 7420.- OBC TO CUST TO REVIEW VEH CONCERNS, CUST HAVING</p>	<p>44764 12651D,DX1,D45,D6A 110 CHECK HEAD LIGHT ON RUN TEST NO CODES TRY TO DUPLICATE CONCERN CHECK ALL CONNECTIONS FOUND THAT IF MODULE BUMPED LIGHT WILL GO OUT AND ON REPLACE LCM RETEST OK</p>
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	23-Jun-05	9000	<p>CUSTOMER STATES HEADLAMPS GO OFF WHILE DRIVING</p>	<p>HEADLAMPS GO OFF AFTER ABOUT TEN TO FIFTEEN MINUTES RUN NGS NO CODE WHEN LITES GO OFF TAPPING ON LCM WOULD TURN HEADLAMPS BACK ON REMOVE AND REPLACED LCM</p> <p>CONFIRMED CONCERN, FOUND HEAD LAMPS SOMETIMES CUTTING OFF. CHECKED HEAD LAMP SWITCH, HARNESS AND POWER SUPPLY; OK. DIAGNOSED AND CHECKED LIGHTING CONTROL MODULE OPERATION AND CONDITION, FOUND LIGHTING CONTROL MODULE CLICKING NOISE, MALFUNCTIONED, INTERNAL CIRCUIT FAULTY, PART CONDITION CANNOT BE REPAIRED. REPLACED LIGHTING CONTROL MODULE. TESTED, FOUND OK.</p>
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	29-Jun-05	33952	<p>HEAD LIGHT SOMETIMES CUTTING OFF.</p>	<p>CONFIRMED CONCERN, FOUND HEAD LAMPS SOMETIMES CUTTING OFF. CHECKED HEAD LAMP SWITCH, HARNESS AND POWER SUPPLY; OK. DIAGNOSED AND CHECKED LIGHTING CONTROL MODULE OPERATION AND CONDITION, FOUND LIGHTING CONTROL MODULE CLICKING NOISE, MALFUNCTIONED, INTERNAL CIRCUIT FAULTY, PART CONDITION CANNOT BE REPAIRED. REPLACED LIGHTING CONTROL MODULE. TESTED, FOUND OK.</p>

CUSTOMER SAID: -VEH HEAD LIGHTS DONT WORK ALL THE TIME THE LIGHTS WILL GO OUT WILL DRIVING WHEN THE VEH STOPS THE LIGHTS WONT GO OUT-CONCERN FIRST NOTICED- CONCERN HAS HAPPENED MANY TIMES BEFORE- CUST HAS VEH-VEH HAS BEEN TO MUILTPLE TIME FOR REPAIR ATTEMPTS-CUST SEEKING A BUYBACK OF THE VEHDEALER SAID: WHITE BEAR LINCOLN MERCURY3425 HIGHWAY 61 NORTH ST PAUL, MN 55110TEL:(800) 328-3456CRC ADVISED: I HAVE DOCUMENTED YOUR CONCERNS AND AM SENDING YOUR INFORMATION TO OUR CUSTOMER CARE SOLUTIONS TEAM . YOU WILL BE CONTACTED BY A FORD CUSTOMER CARE SPECIALIST TO DISCUSS YOUR CONCERNS. THIS DOES NOT GUARANTEE THAT FORD WILL BUYBACK YOUR VEHICLE. FORD 'S COMMITMENT IS TO HONOR THE NEW VEHICLE LIMITED WARRANTY. \*\*\* NOTE TO CSR IF CUSTOMER IS REQUIRING A TIMEFRAME PROVIDE 2-5 BUSINESS DAYS. -CCS JEREMY X7115 -REVIEWED AWS WHICH SHOWS ONE PRIOR CONCERN REGARDING HEADLIGHTS 03/30/05 THE HEADLIGHTS WERE DIM AND DID NOT TURN OFF - OBC TO DLR SPOKE WITH JEANNE S/M-JEANNE STATES THAT VEH HAS BEEN REPAIRED AND RETURNED TO CUST 01/16-JEANNE STATES THAT

GRAND MARQUIS Unknown ST. THOMAS PLANT BUILD 11-Mar-05 22239

CUSTOMER SAID: =VEH HAS BEEN TO DLR 2  
TIMES FOR THE SAME ISSUE.=THE HEADLIGHTS  
GO OUT BY THEMSELVES AND THE DASHLIGHT  
GOES OFF.=VEH WAS LAST AT DLR 09/12/2005  
AND 03/29/2005=VEH IS WITH CUST AND NOT  
LOOKED AT BY DLR AS YET.=RECENT CONCERN  
OCCUR OVER THE WEEKEND.=WILL I GET A  
LOANER VEH WHILE VEH IS DOWN FOR  
SRV?=SEEKING TO HAVE VEH REPAIREDDEALER  
SAID: NONECRC ADVISED: BEFORE WE CAN MAKE  
A DECISION REGARDING ANY FORD WARRANTY  
OR ESP COVERAGE IT MUST BE REVIEWED BY A  
FORD/LINCOLN/MERCURY DEALERSHIP. THEY  
WILL NEED TO INSPECT THE VEHICLE AND  
DETERMINE WHAT IS WRONG WITH IT BEFORE A  
DECISION ON WARRANTY OR ESP COVERAGE IS  
MADE. ANY REPAIRS OR SERVICES NOT  
COMPLETED AT A FORD/LINCOLN/MERCURY  
DEALERSHIP WOULD BE THE RESPONSIBILITY OF  
THE CUSTOMER.=====CSR ADVISED CUST VEH  
HAS TO BE TAKEN BACK TO DLR.=NO  
RECALLS/CSP TO SUPPORT KNOWN ISSUE.=SOME  
DLRS MAY OFFER LOANERS AS A COURTESY IF  
THEY HAVE ONE AVAILABLE, IF DLR DOES NOT  
HAVE ANY LOANERS, CUST CAN CALL CRC BACK  
TO HAVE HIS ISSUE REVIEWED BY THE NEXT CSR.  
VEH NOT YET DIAGNOSED AND THEREFORE CSR

ST. THOMAS  
GRAND MARQUIS Unknown PLANT BUILD 30-Nov-04 17000 UNABLE TO PROCEED FURTHER

CUSTOMER SAID: -VEH BEEN TO DLR 3 TIMES FOR  
SAME CONCERN-CONCERN STILL PRESENT-ALL  
THE LIGHTS GO OUT WHILE DRIVING-DOESN'T  
HAPPEN ALL THE TIME-HAPPENS ALL OF SUDDEN  
RANDOMLY-HEAD LIGHTS AS WELL AS DASH AND  
EVERYTHING GO OUTDEALER SAID: BEAMAN  
LINCOLN - MERCURY2300 FRANKLIN ROAD  
NASHVILLE, TN 37204TEL: (615) 383-8080CRC  
ADVISED: I WILL REQUIRE TIME TO RESEARCH  
THIS MATTER FURTHER TO ENSURE YOUR  
REQUEST RECEIVES PROPER CONSIDERATION,  
ONCE I HAVE RECEIVED A RESPONSE I WILL CALL  
YOU BACK WITH A RESULT. IS THERE A TIME THAT  
IS MOST CONVENIENT FOR ME TO CONTACT YOU?  
-----OBC TO DLR:-CLINT IN SRV DEPT-HEAD  
LIGHTS GOING OUT AT TIMES-STEVE IS THE SRV  
ADV WORKING ON THIS VEH-IS CURRENTLY AT  
LUNCH-WILL BE BACK IN 20 MINUTES-----  
SCHEDULED FOLLOW UP WITH CUST BY 2/14/06  
2:00P ET CUSTOMER SAID: NONEDEALER SAID:  
NONECRC ADVISED: OBC TO DLR:-SRV ADV STEVE  
CUST HAS BEEN IN TWICE FOR DASH LIGHTS  
GOING OUT-ONLY ONCE FOR HEAD LIGHTS -HE  
SAID HEAD LIGHTS WENT OUT THE OTHER NIGHT  
SINCE HE WAS HERE -TOLD HIM TO BRING IT  
BACK HERE FIRST THING IN THE MORNING SO WE

ST. THOMAS  
GRAND MARQUIS Unknown PLANT BUILD 30-Nov-04 19000

CUSTOMER SAID: 1. HEADLIGHTS WOULD GO OUT WITH OUT WARNING--HAPPEN TWICE LAST WEEK AND THEN AGAIN LAST NIGHT--VEH HAS NOT BEEN TO A FORD DLR YET ABOUT THIS--CUST CALLED THE DLRSHIP AND THEY RECOMENDED TO BRING THE VEH INTO THE DLRSHIP--CUST IS SEEKING TO HAVE THIS DOCUMENTEDDEALER SAID: ALBUQUERQUE LINCOLN - MERCURY7300 LOMAS BLVD ALBUQUERQUE, NM 87110TEL:(505) 260-2200CRC ADVISED: WE RECOMMEND YOUR SERVICE/REPAIR BE PERFORMED BY A FORD/LINCOLN MERCURY DEALERSHIP.I HAVE DOCUMENTED YOUR COMMENTS AND I WILL FORWARD A COPY TO YOUR SERVICING DEALERSHIP OF YOUR CHOICE. PLEASE CONTACT THE DEALERSHIP TO SCHEDULE A SERVICE APPOINTMENT. PLEASE BE ADVISED A DIAGNOSTIC FEE MAY BE CHARGED. IF ADDITIONAL ASSISTANCE IS REQUIRED, WE SUGGEST YOU CONTACT THE SM/CRM. THEY WILL FURTHER ASSIST IN FACILITATING YOUR SERVICE/REPAIR NEEDS.I JUST WANT TO CONFIRM, YOUR NEXT STEPS ARE TO DISCUSS THIS REPAIR WITH YOUR S/M AT YOUR SERVICING DEALERSHIP.

GRAND MARQUIS Unknown ST. THOMAS PLANT BUILD 11-Jul-05 60000

GRAND MARQUIS Unknown ST. THOMAS PLANT BUILD 18-Apr-05 18249 CHECK HEADLAMPS GO OFF AT TIMES

GRAND MARQUIS Unknown ST. THOMAS PLANT BUILD 30-Nov-04 24882 HEADLIGHTS STILL CUT OFF AT 5 AM IN THE MORNING USING AUTO FEATURE OUTSIDE IS PITCH DARK SEE RO 152499 11 14 07

CHECK ALL CIRCUIT AND SWITCHES REPLACE LIGHTING CONTROL MODULE TO CORRECT  
 1 VERIFY CONCERN, USED IDS TO RETRIVE CODES FOUND NONE FOUND , ALSO AT TIMES WHEN HEADLAMPS WERE SWITCHED ON BUT LITES WERE OFF HIT TURN SIGNAL LIGHTS PERFORM PIN POINT TEST FOUND MULTIFUNCTION SWITCH SHORTED INTERNALY NEC TO REPLACE. REPLA CED, RETEST AUTO LAMPS STILL INOP AT TIMES, USDE IDS TO RETR IVE CODES GO T DTCS(B1342) FOUND LIGHTING CONTROL MODULE INTERNALLY SHORTED NEC TO REPLACE. RE

GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	23-Dec-04	19492	CUST STATES FRT HEADLAMPS GO OUT BYSELF AT TIMES AUTO POSITION. ALSO INOP AT TIMES WHEN MANUALLY TURNED ON PARK LAMPS LIGHT	PERFORMED IDS SELF TEST. NO CODES FOUND. PERFORMED BCE TEST. PINPOINT TEST C IN WORKSHOP MANUAL. REPLACED LIGHTING CONTROL MODUAL. APPROVAL CODE: P03WR. VERIFIED REPAIR.
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	5-Mar-05	24782	CHECK HEADLIGHTS GO OFF AND ON AT NIGHT	TEST SYSTEM, RUN PINPOINT TESTS, REPLACE LIGHTING CONTROL MODULE. REPROGRAM MODULE, RETEST OK.
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	30-Apr-05	26396	CUSTOMER STATES AT TIMES THE HEADLIGHS WILL SHUT OFF WHILE DRIVING.THE HEADLIGHTS ARE ON AUTO ALL THE TIME.	CK LIGHTS GO ON AUTO CODE TEST LCM NO CODES LET LIGHTS STAY ON FOR 1 HOUR LIGHTS CUT OFF CK POWER TO CIRCUT 16 NO POWER REPLACE LCM CK OPERATION
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	31-May-05	68298	CUST STATES THAT HEAD LIGHTS WORK INTER WHEN VEHICLE GOES OVER BUMPS LIGHTS GO OFF ADVISE CUST HAS ESP	ROAD TESTED VEHICLE VERIFY CUSTOMER CONCERN. RUN IDS TEST OF LIGHTING CONTROL MODULE NO CODE GO TO SYMPTOM CHART PERFORM PINPOINT TEST A1 TO A6 12 V AT PIN #7 C2145 CONFIRMED CONCERN,INSPECT AND FOUND BOTH HEAD LIGHTS AND INTERIR LIGHTS BLINKING,DIAGNOSED AND FOUND LCM INTERNAL DEFECT,CANNOT BE REPAIRED.REPLACED LCM AND VERIFY CONCERN CONFIRM OK.
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	25-Dec-04	33876	HEADLIGHTS BLINKING WHILE DRIVING.	
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	16-Feb-05	49100	CUSTOMER STATES HEADLIGHTS WILL NOW WORK INTERMITTENTLY JIGGLE TURN SIGNAL SWITCH THEY WILL COME ON AND LEFT TURN SIGNAL FLASHES TOO FAST	LCM PERFORM BCE TEST PASS PASS PPT BY SYSTEM AND FOUND FAULTY LCM MODULE. REPLACED LIGHTING CONTROL MODULE, CONCERN FIXED RETESTED PASS PASS.

GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	14-Oct-04	25125	CUSTOMER STATES HEADLIGHTS KEEP SHUTTING OFF(SOP)	25125 C S HEADLIGHTS KEEP SHUTTING OFF 1.0 RECIEVED SPECIAL ORDER LIGHTING CONTROL MODULE REMOVED UNDER DASH PANEL, USED WDS TO RETRIEVE INFORMATION FROM MODULE, UNPLUGGED 3 CONNECTORS FROM MODULE AND REMOVED MODULE FROM UNDER DAS INSTALLED NEW MODUEL AND UPLOADED INFORMATION INTO NEW MODULE, REISNTALLED UNDER DASH PANEL AND ACTIVATED HEADLAMPS, COULD NOT GET HEADLAMP TO
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	19-May-05	25147		TECH STS HAS VEHICLE IN AND HAS CUSTOMER COMPLAINT OF HEADLIGHTS SHUTTING OFF WHILE DRIVING AT NIGHT TECH STS HAS NO DTC'S AND IS SEEKING KNOW FOR UNVERIFIED CONCERN
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	15-Sep-05	30448	C/S THAT THE DASH LIGHTS WILL GO OUT AND GO DIM WHEN DRIVING AT NIG	REPLACED LIGHTS CONTROL MODULE
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	13-Dec-05	46160	CUST STATES HEADLIGHTS GO OFF WHILE DRIVEING DOESNT HAVE TO HIT BUMPS SOMETIMES JIGGLING SWITCH TURNS THEM BACK ON SOMETIMES THEY COME BACK ON THEMSELVES DOES IT WHEN TURNED ON MANUALLY OR	HEADLAMPS GO OFF WHILE DRIVING BODY CHASSIS ELECTRICAL (BCE) TEST
GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	6-Sep-05	26049	CUST STATES WHILE DRIVING HEADLIGHTS CUT OFF	NO OUTPUT AT LCM EEC (QUICK TEST) DIAGNOSIS

**Detailed Concern Mode**  
BB: keyless entry concerns  
CC: trunk concerns  
DD: door lock concerns  
EE: police equipment concerns (strobe, wig wag, spotlight, etc.)  
FF: seat belt chime concern  
GG: door/key chime concern

Exec  
A     utive   B

Signa  
A     ture   G

Signa  
A     ture   A

ADVISED TECH THIS  
MAY BE PRODUCT  
CHARACTERISTIC,  
FORWARDED REQUEST  
TO ENGINEERING FOR  
REVIEW AND  
EXPLANATION AS TO  
WHY THIS HAPPENS.  
REPORT #: 5JREG004  
NO ACTION  
PROCESSOR ASSY.....  
ADVISED TECH THIS IS  
NORMAL AND NO  
REPAIRS SHOULD BE  
PERFORMED COMPARE  
TO ANOTHER 05 MY  
VEHICLE AND SHOW  
THE CUSTOMER.

A      Signa  
         ture    A

A      Signa  
         ture    F

A      Signa  
         ture  
         Limite  
         d      A

Signature  
Limited  
A A

TERRY, VERIFY THE  
LCM IS CORRECTLY  
PROGRAMMED IF IT HAS  
EVER BEEN WORKED  
ON IN THE PAST. IF THE  
LCM IS CORRECTLY  
PROGRAMMED THAN  
REPLACE IT AND  
PERFORM A PMI.

Signature  
Limited  
A G

Signature  
Limit  
A d A

Signature  
Limit  
A d A

ARE NO KNOWS FIR HID  
FOR THIS VEHICLE AND  
ADVSIED TECH TO  
MEASURE VOLTAGE AT  
C 134 AND C133 PINS 1-2  
OF BOTH CONNECTORS  
PIN 1 IS HIGH BEAM AND  
PIN 2 IS LOW BEAM PIN  
4 IS GROUND TECH TO  
USE HID HEADLAMP AT  
LCM AND PROVIDE  
EXTERNAL GROUND IF  
HEADLAMPS IF THE  
LAMP DOES NOT  
FLICKER CHECK  
HARNES TO  
HEADLAMP IF CONCERN  
REMAINS CHECK  
POWERS AND  
GROUNDS TO LCM  
REPORT #: 5KKCP010  
REPLACE TECH  
COMMENTS. THIS  
REPORT SHOWS A  
TECH ASSIST IS IN  
PROGRESS AND THE  
CONCERN IS EXACTLY  
THE SAME. THEY STATE  
THE ISSUE OCCOURS  
MORE SO COLD AND  
GOES AWAY WHEN

A

Signature  
Limit  
d A

A

Signature  
Limit  
d B

\*ADVISED DLR OF SSM  
19452 INFORMATION.

\*REVIEWED EVTM AND  
TECH DIAGNOSIS.

\*ADVISED DLR IF LOAD  
TESTING OF C1353 AND  
1354, G105 AND G102  
PASS WITH A NORMAL  
HEADLAMP, THE LCM IS  
SUPPLYING THE  
NECESSARY VOLTAGE  
TO THE SOLID STATE  
COMPONENTS. \*IF

HID'S CUT OFF,  
REPLACE THE SOLID  
STATE COMPONENTS  
AND RETEST.

A

Signature  
Limit  
d B

INFORMED S.M. THAT  
THIS IS A AFTER THE  
FACT REPAIR AND NO  
APPROVAL CODE CAN  
BE GIVEN. GAVE S.M.  
REPORT NUMBER PER  
REQUEST.

A

Signature  
Limit  
d G

A

Signature  
Limit  
d B

A    Exec  
      utive  
      LWB F

A    Fleet -  
      LWB A

A    Fleet -  
      LWB E

A    Fleet -  
      LWB B

A Fleet -  
LWB A

A Fleet -  
LWB G

ADVISED TECH TO  
INSPECT CONNECTORS  
AT LCM, HEADLIGHTS  
FOR CONCERNS. IF  
GOOD, REPLACE LCM.  
REPORT #: 6G5C5006  
REPLACE ELECTRONIC  
MODULE (GEM) TECH  
COMMENTS: INSTALL  
NEW LIGHTING  
CONTROL MODULE

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

JEFF, \*WE NEED TO  
GET MORE  
INFORMATION FROM  
THE CUSTOMER ON  
WHEN THIS HAPPENS  
AND IF THE CONCERN IS  
JUST WITH THE LOW  
BEAMS. \*IF WE CAN  
DUPLICATE THE  
CONCERN SEE IF WE  
HAVE VOLTAGE  
OUTPUT FROM THE  
LCM. \*THEN VERIFY  
THE MAIN LIGHT  
SWITCH INPUT TO THE  
LCM. \*LOAD TEST  
POWER AND GROUND  
TO THE LCM.

A Police  
Interc  
eptor D

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

\*ADVISED DLR NO  
KNOWNS FOR THIS  
CONCERN AND MODEL  
YEAR. \*REVIEWED  
PAST REPORTS.  
\*RECOMMEND DLR  
DUPLICATE THE  
CONCERN PRIOR TO  
REPAIRS. \*POSSIBLE  
LCM OR M/F SWITCH.  
\*SWAP KNOWN GOOD  
COMPONENTS AND  
RETEST

A Police  
Interc  
eptor A

GAVE TECH APPROVAL  
CODE P03BT TO  
REPLACE THE LCM PER  
HEADLAMP CONCERN. A Police  
SIR, THE CONDITION Interc  
YOU ARE DESCRIBING eptor A  
IS A NORMAL VEHICLE  
CHARACTERISTIC  
WHEN THE WRONG  
HEADLAMP BULBS ARE  
INSTALLED OR THE  
AFTER MARKET WIG  
WAG MODULE IS  
FAULTY. SUGGEST YOU  
INSURE THERE ARE  
9007 BULBS INSTALLED  
AND IF OK THEN HAVE  
THE POLICE COMPANY  
SWAP THEIR WIG WAG  
MODULE WITH  
ANOTHER VEHICLE AND  
RETEST. A Police  
Interc  
eptor A

A Police  
Interc  
eptor D

A Police  
Interc  
eptor E

- NO NEW UPDATES,  
VERIFY NO ADDITIONAL  
LOAD BEING SPLICED IN  
THE THE LCM OUTPUT  
CIRCUIT - IF NO ADD'L  
LIGHTING INSTALLED  
REPLACE THE LCM

A Police  
Interc  
eptor B

A Police  
Interc  
eptor D

A Police  
Interc  
eptor A

A Police  
Interc  
eptor E

A Police  
Interc  
eptor A

NEED TO BE PRESENT  
IN ORDER TO BE ABLE  
TO PROPERLY  
DIAGNOSE THIS  
CONCERN. -WHEN THE  
CONCERN IS PRESENT  
CHECK THE HEADLAMP  
SWITCH PID IN THE  
LCM, IF IT READS  
CORRECTLY, VOLTAGE  
DROP TEST ALL LCM  
POWERS AND  
GROUNDS AT THE LCM  
CONNECTORS AND  
REPAIR AS NEEDED,  
ALSO CHECK ALL  
RELATED LCM POWER  
SUPPLY FUSES IN THE  
CJB FOR LOOSENESS  
OR CORROSION AND  
REPAIR/REPLACE AS  
NEEDED. -THE MOST  
COMMON CAUSE FOR  
THIS TYPE OF  
CONCERN IS USUALLY  
THE LCM, BUT UNLESS  
THE CONCERN IS  
PRESENT IT CANNOT BE  
THROUGLY AND  
CORRECTLY  
DIAGNOSED.

A Police  
Interc  
eptor A

A Police  
Interc  
eptor E

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

A Police  
Interc  
eptor G

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

A Police  
Interc  
eptor F

A Police  
Interc  
eptor F

A Police  
Interc  
eptor E

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor G

A Police  
Interc  
eptor E

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor G

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

A Police  
Interc  
eptor B

A Police  
Interc  
eptor E

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor E

- INSPECT FOR POLICE  
EQUIPMENT SPLICED  
INTO THE LOW BEAM  
CIRCUITS AND IF NOT  
PRESENT REPLACE THE  
LCM - PAST REPORTS  
INDICATE THIS AS  
RESOLVING THIS  
SYMPTOM

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor E

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor E

A Police  
Interc  
eptor A

SSM 19452 HIGH  
WATTAGE  
REPLACEMENT  
HEADLAMP BULBS MAY  
NOT BE DOT  
APPROVED, MAY CAUSE  
OTHER DAMAGE  
RECOMMEND DLR  
VERIFY CORRECT  
LAMPS ARE INSTALLED.  
IF OK, VERIFY LCM  
POWER AND GROUNDS.  
CHECK FOR VOLTAGE  
AT C202C PIN 9 WHILE  
CONCERN IS PRESENT.  
IF NONE, REPLACE THE  
LCM AND RETEST.

A Police  
Interc  
eptor F

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

\*ADVISED DLR NO  
KNOWN.  
\*RECOMMEND DLR  
DUPLICATE THE  
CONCERN. \*VERIFY  
LCM HEADLAMP  
SWITCH INPUT. \*CHECK  
FOR VOLTAGE AT C202C  
PIN 9 \*SUSPECT THE  
M/F SWITCH OR  
POSSIBLE WIGWAG  
CONCERN.

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

ADVISED TECH THE CONCERN WILL NEED TO BE DUPLICATED IN ORDER TO PROPERLY DIAG, THE CHECK THE HEADLAMP SWITCH PID IN THE LCM, IF READING ON, LOAD TEST FOR HEADLAMP POWER OUT OF THE LCM ON C2145C PIN 16, IF NOT PRESENT REPLACE THE LCM, IF PRESENT CHECK FOR POWER AT THE MULTI-FUNCTION SWITCH C202C PIN 9, IF NOT PRESENT REPAIR CKT 502, IF PRESENT CHECK FOR POWER OUT OF THE MULTI-FUNCTION SWITCH C202C PIN 12, IF NOT PRESENT REPLACE THE MULTI-FUNCTION SWITCH, IF PRESENT REPAIR CKT13 BETWEEN THE MULTI-FUNCTION SWITCH AND CJB. REPORT #:

5L1C1001 REPLACE ELECTONIC MODULE (GEM)

A

Police Interc eptor A

A

Police Interc eptor A

A

Police Interc eptor A

A Police  
Interc  
eptor E

A Police  
Interc  
eptor B

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

A Police  
Interc  
eptor B

A Police  
Interc  
eptor E

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor F

A Police  
Interc  
eptor F

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor F

A Police  
Interc  
eptor D

A Police  
Interc  
eptor A

-LOAD TEST POWERS  
AND GROUNDS WHILE  
THE CONCERN IS  
PRESENT -CHECK PIN  
FITS USING A FLEX  
PROBE INSERTED INTO  
THE CONNECTOR FACE  
-COMPARE PIN  
TENSIONS TO EACH  
OTHER, RESHAPE AS  
NECESSARY -IF ALL  
CIRCUITS AND PIN FITS  
PROVE GOOD, REPLACE  
THE LCM AND RETEST

A Police  
Interc  
eptor E

A Police  
Interc  
eptor A

MIKE, B2498 FOR MULTIPLE HEADLAMP SWITCH INPUT ACTIVE WOULD CAUSE HEADLAMPS TO DEFAULT ON NOT OFF. LOAD TEST THE GROUND CIRCUIT AT THE HEADLAMP SWITCH AND OVERLAY THE GROUND CIRCUIT TO THE HEADLAMP SWITCH FOR THIS FAULT. MOST REPORTS FOR HEADLAMPS CUTTING OUT ARE RESOLVED WITH LCM REPLACEMENT'S. VERIFY THAT THE POLICE DEPARTMENT HAVE NOT ADDING ANY ADDITIONAL LIGHTING EQUIPMENT AND IF NOT REPLACE THE LCM.

A Police Interc eptor A

A Police Interc eptor B

A Police Interc eptor A

A Police Interc eptor A

A Police  
Interc  
eptor F

A Police  
Interc  
eptor F

A Police  
Interc  
eptor F

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor G

A Police  
Interc  
eptor D

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor D

A Police  
Interc  
eptor F

ADVISED TECH TO  
CHECK FOR SPREAD  
PIN 16, MULTIFUNCTION  
SWITCH, SHORTS ON  
THE OUTPUT CIRCUIT.  
ADVISED TECH TO  
DUPLICATE SITUATION  
AND REPAIR AS  
NECESSARY.

A Police  
Interc  
eptor A

RUI, RECOMMEND LOAD TESTING POWERS AND GROUNDS TO THE LCM. CHECK FOR OUTPUT FROM THE LCM WHEN THE HEADLIGHTS ARE INOP. IF THERE IS NO VOLTAGE OUTPUT THAN REPLACE THE LCM AND RETEST FOR B1792.

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

ADVISED TECH TO CHECK FOR SHORTS IN THE HARNESS THAT LEADS AROUND THE RADIATOR CORE SUPPORT. THEN, GO TO LCM AND V/DROP THE CIRCUIT FROM PIN 10 THROUGH G203 TO BATTERY NEGATIVE. WITH WIGGLE TEST, MAKE SURE THAT THE CIRCUIT IS GOOD. THEN, LOAD TEST POWER AND GROUND TO THE MODULE. IF GOOD, REPLACE LCM.

A Police  
Interc  
eptor A

A Police  
Interc  
eptor E

A Police  
Interc  
eptor B

CONDITION HAS  
RECURRED SINCE  
HEADLIGHT  
CONNECTORS HAVE  
BEEN REPLACED. THEN,  
NOTE IF PARKING  
LIGHTS & DASH LIGHTS  
ALSO GO OUT WITH  
HEADLIGHT. CHECK  
FOR AFTERMARKET  
EQUIPMENT OR  
POSSIBLE CHARGING  
SYSTEM CONCERN  
INDUCING CONCERN.  
NOTE ALSO IF THIS  
ONLY OCCURS IN  
AUTOLAMP MODE.  
THERE IS A SOMEWHAT  
SIMILAR HOTLINE  
REPORT OF  
INTERMITTENT  
HEADLIGHTS(ONLY)  
INOPERATIVE DUE TO  
LIGHTING CONTROL  
MODULE CONCERN. IF  
DUPLICATED, REPLACE  
LCM & EVALUATE.  
FEEL FREE TO  
CONTACT HOTLINE IF  
ADDITIONAL  
ASSISTANCE IS

A

Police  
Interc  
eptor A

DANNY, NO KNOWN CONCERNS FOR THE HEADLIGHTS GOING OUT INTERMITTENTLY BUT I DO HAVE A FEW REPORTS OF A SIMILAR CONCERN, BASED ON THOSE PREVIOUS REPORTS I RECOMMEND YOU REPLACE THE LCM AND RETEST THE VEHICLE.

REPORT #: 7JLB5004  
REPLACE ELECTONIC MODULE (GEM) TECH  
COMMENTS: REPLACE LCM REPORT #:  
7HNBT020 REPLACE ELECTONIC MODULE (GEM) REPORT #:  
7GLBX011 REPLACE ELECTONIC MODULE (GEM) TECH  
COMMENTS: LCM

A Police Interc eptor B

A Police Interc eptor G

DENIS, VERIFY THERE IS NO AFTERMARKET WIRING TIED INTO THIS CIRCUIT FOR THEIR AFTERMARKET EQUIPMENT. IF NONE FOUND LOAD TEST POWER AND GROUNDS TO THE LCM , CHECK FOR LOOSE PINFITS AND IF ALL TEST GOOD REPLACE THE LCM.

A Police Interc eptor A

A Police Interc eptor A

A Police  
Interc  
eptor E

A Police  
Interc  
eptor A

A Police  
Interc  
eptor F

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

REPORT #: 7GLBX011  
REPLACE ELECTONIC  
MODULE (GEM) TECH  
COMMENTS: LCM  
REPORT #: 6G5C5006  
REPLACE ELECTONIC  
MODULE (GEM) TECH  
COMMENTS: INSTALL  
NEW LIGHTING  
CONTROL MODULE

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

HI NICHOLAS. CHECK  
FOR AFTERMARKET  
DEVICES. IF  
DUPLICATED REPLACE  
THE LIGHTING  
CONTROL MODULE AS  
PER SIMILAR HOTLINE  
REPORTS. CONTACTID  
410422803

A Police  
Interc  
eptor A

A Police  
Interc  
eptor G

A Police  
Interc  
eptor E

JERRY, PER PAST  
REPORTS THIS  
SYMPTOM HAS BEEN  
RESOLVED BY  
REPLACING THE LCM.  
VERIFY THE POLICE  
DEPARTMENT HAS NOT  
SPLICED INTO LOW  
BEAM HEADLAMP  
CIRCUIT, INSPECT FOR  
CHAFFING AT THE  
CORE  
SUPPORT/BUMPER  
BRACE. IF NO SPLICING  
OR CHAFFING FOUND  
REPLACE THE LCM

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor E

A Police  
Interc  
eptor A

SEEN THIS CONCERN  
FROM TIME TO TIME. TO  
ADDRESS YOU  
QUESTION OF THE  
EVTM, YOU STILL USE  
THE AUTOLAMP  
SECTION FOR  
HEADLAMPS BUT  
IGNORE ALL THE AUTO  
LAMP FEATURES. AS  
FAR AS HEADLAMPS  
GOING OUT AT TIMES,  
THE FIRST THING YOU  
WILL NEED VERIFY IS IF  
THE HEADLAMP BULBS  
ARE THE CORRECT OEM  
BULBS. IF NOT REPLACE  
AND RETEST. THE LCM  
HAS A STRATEGY IN IT  
THAT WILL REMOVE  
POWER FROM THE LOW  
BEAM CIRCUITS IF A  
HIGH LOAD IS VERIFIED  
FROM EITHER  
INCORRECT BULBS OR  
INTERMITTENT SHORT  
TO GROUND ON  
CIRCUITS. IF BULBS ARE  
CORRECT, ONLY THING  
I KNOW TO SUGGEST IS  
TO TRACE THE LOW

A

Police  
Interc  
eptor B

A

Police  
Interc  
eptor A

A

Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor F

A Police  
Interc  
eptor A

- DTC B1792 SHOULD NOT CAUSE HEADLAMPS TO TURN OFF.. - REMOVE PIN 6 FROM C2145B AND RETEST FOR DTC. - IF DTCS IS NO LONGER PRESENT, CHECK CIRCUIT 220 FOR SHORT TO VOLTAGE AND REPAIR AS NECESSARY.

A Police Interc eptor A

A Police Interc eptor F

A Police Interc eptor A

GAVE TECH APPROVAL CODE P96VV PER LIGHTING CONCERN.

A Police Interc eptor F

A Police Interc eptor A

A Police Interc eptor E

A Police  
Interc  
eptor A

(Web Contact) Good  
afternoon Lee. Scout cars  
are not equipped with  
Autolamp feature.  
Disregard dtc b1792.  
However, there is a similar  
report of intermittent  
headlight inoperative  
concern due to Lighting  
Control Module concern.  
LCM was replaced to  
correct condition. Please  
refer to Wiring Diagram,  
section 87-1 to assist  
diagnosing this condition.

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

FRED, BASED ON OUR  
CONVERSATION THE  
LCM IN THIS VEHICLE IS  
NOT PROGRAMMABLE.  
IT IS A PLUG AND PLAY  
MODULE.

A Police  
Interc  
eptor E

A Police  
Interc  
eptor E

A Police  
Interc  
eptor A

A Police  
Interc  
eptor F

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

JOE, MULTIPLE PAST  
REPORTS OF AN LCM  
CAUSING THIS  
CONCERN.  
RECOMMEND  
DUPLICATING THE  
CONCERN AND LOAD  
TESTING POWERS AND  
GROUNDS TO THE LCM,  
CHECK FOR HEADLAMP  
GROUND TO LCM  
CIRCUIT 1033. IF ALL  
CIRCUITS ARE GOOD  
REPLACE THE LCM.

A Police  
Interc  
eptor B

A Police  
Interc  
eptor F

REPORT #: 6G5C5006  
REPLACE ELECTONIC  
MODULE (GEM) TECH  
COMMENTS: INSTALL  
NEW LIGHTING  
CONTROL MODULE  
B1792 AUTOLAMP  
SENSOR INPUT CIRCUIT  
SHORT TO BATTERY  
B2498 HEADLAMP  
SWITCH MULTIPLE  
SIGNALS INPUT ACTIVE  
ADVISED TO VOLT DROP  
LCM POWERS &  
GROUNDS, INSURE  
POLICE ADD ONS ARE  
CORRECTLY TIED IN. IF  
ALL GOOD-PER PAST  
REPORTS REPLACE  
LCM & RE TEST.

A Police  
Interc  
eptor B

A Police  
Interc  
eptor F

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

REPORT #: 6EJED001  
REPLACE ELECTONIC  
MODULE (GEM)  
REPORT #: 6BADB003  
REPLACE ELECTONIC  
MODULE (GEM) TECH  
COMMENTS: LIGHTING  
CONTROL MODULE WAS  
CORRECT FIX REPORT  
#: 5L1C1001 REPLACE  
ELECTONIC MODULE  
(GEM) ADVISED TECH IT  
SOUNDS LIKE THE  
INTERNAL CIRCUIT  
BREAKER INTERNAL TO  
THE LCM MAY HAVE A  
CONCERN. ADVISED  
TECH OF PAST  
REPORTS WITH A  
SIMULAR CONCERN OF  
THE HEADLIGHTS  
GOING OUT AFTER  
EXTENDED TIME AND  
THE LCM WAS  
REPLACED TO FIX THE  
CONCERN. TRY TO  
VERIFY THE CONCERN

A Police  
Interc  
eptor E

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor E

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

ADVISED DLR NO  
KNOWN. RECOMMEND  
DLR DUPLICATE THE  
CONCERN. LOAD TEST  
AND VERIFY LCM  
POWER AND GROUNDS.  
SWAP KG LCM FOR  
TESTING. REPLACE LCM  
IF CONCERN IS  
VERIFIED AND  
ISOLATED.

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

GARNER, PLEASE  
CONTACT THE  
TECHNICAL HOTLINE TO  
REVIEW THIS  
CONCERN. USE  
CONTACTID 116270808  
\*BILL, THERE IS AN  
INTERNAL CIRCUIT  
BREAKER IN THE LCM  
THAT COULD BE  
GETTING OVERLOADED  
AND OPENING.  
\*ADVISED OF PAST  
REPORTS WITH THE  
SAM CONCERN WHERE  
THE LCM WAS  
REPLACED TO FIX THE  
CONCERN.

A Police E

A Police  
Interc  
eptor E

A Police  
Interc  
eptor A

GERRY, \*WE NEED TO  
DUPLICATE THE  
CONCERN BEFORE  
PERFORMING ANY  
REPAIR PROCEDURES.  
\*WHILE CONCERN IS  
PRESENT CHECK PIN 9  
OF C202C FOR  
VOLTAGE. \*IF VOLTAGE  
IS NOT PRESENT  
VERIFY WE ARE  
SUPPLING A GROUND  
AT PIN 13 OF C2145B.  
\*IF GROUND IS  
PRESENT LOAD TEST  
POWERS AND  
GROUNDS TO THE LCM  
USING A HEADLIGHT  
BULB. \*INSPECT PIN  
FITS FOR LOOSE OR  
DAMAGED PINS. \*IF  
POWERS AND  
GROUNDS AND PIN FITS  
CHECK GOOD SUSPECT  
THE LCM IS AT FAULT  
FOR THIS CONCERN.

A Police  
Interc  
eptor B

:::OUR PAST REPORTS  
INDICATE A HIGH  
NUMBER OF LIGHTING  
CONTROL MODULES  
REPLACED FOR THIS  
CONCERN.

:::HOWEVER, THERE IS  
THE POSSIBILITY THAT  
HIGH CURRENT WITHIN  
CIRCUITS 502, 13, 44,  
AND 45 WOULD CAUSE  
THE CIRCUIT BREAKER  
TO OPEN AT PIN 16  
C2145C.

A Police  
Interc  
eptor A

JIM, BASED ON THE INFORMATION PROVIDED AND REPORTS TO THE HOTLINE. BASED ON THE MILEAGE OF THE CAR AND THE WAY THE LIGHTS ARE FIRED OFF FROM THE WIG WAG MODULE IN A POLICE EVENT( BUSTING THE BAD GUYS) ITS NOT ABNORMAL FOR THE LCM TO FAIL. IN THE FUTURE I WOULD DIAGNOSIS AND REPIAR AS NEEDED.

A Police Interc eptor E

A Police Interc eptor B

A Police Interc eptor B

RHET, THE LCM IS KNOWN TO CAUSE CONDITIONS SUCH AS THIS. IF IT IS DIFFICULT TO DUPLICATE, I SUGGEST YOU SUBSTITUTE A KNOWN GOOD LCM THEN RE-EVALUATE THE CONCERN.

A Police Interc eptor B

A Police Interc eptor A

A Police  
Interc  
eptor A

GAVE TECH APPROVAL  
CODE P96TN PER  
CONCERN.

A Police  
Interc  
eptor A

A Police  
Interc  
eptor E

A Police  
Interc  
eptor A

A Police  
Interc  
eptor C

ADVISED TECHNICIAN  
THERE ARE ARE  
REPORTS OF THE  
HEADLAMP SWITCH &  
LCM BEING REPLACED  
FOR THIS CONCERN. A Police  
Interc  
eptor A  
ADVISED TECH TO  
INSPECT CKTS FROM  
LCM TO HEAD LIGHT  
SWITCH. LOOK FOR PIN  
FIT, WIRING CONCERNS.  
REPORT #: 6BUCI011 Police  
REPLACE PANEL- Interc  
CONSOLE A eptor A

INSPECT CONNECTORS  
AT LIGHTING CONTROL  
MODULE FOR POOR  
CRIMPS, SPREAD  
TERMINALS,  
CORROSION. VOLT  
DROP POWERS &  
GROUNDS. IF ALL ARE  
GOOD, REPLACE LCM  
AS SHOWN IN PAST  
REPORT LIBRARY. A Police  
Interc  
eptor A

REPORT #: 6G5C5006  
REPLACE ELECTRONIC  
MODULE (GEM) TECH  
COMMENTS: INSTALL  
NEW LIGHTING  
CONTROL MODULE  
\*LARRY, WE HAVE SOME  
PAST REPORTS THAT  
HAD THE LOW BEAMS  
GO OFF WHILE DRIVING  
FOR EXTENDED  
PERIODS. \*THE LCM  
WAS REPLACED TO FIX  
THESE VEHICLES. \*NO  
OTHER KNOWN  
CONCERNS. A Police  
Interc  
eptor B

APPROVAL CODE P041V  
WAS PROVIDED TO  
REPLACE THE LCM. A Police  
Interc  
eptor A

HAVE FEW REPORTS  
THAT ARE  
INCONCLUSIVE ,  
ADVISED JOEY TO  
ATTEMPT TO VERIFY  
INTERMITTENT  
CONCERN BEFORE  
MAKING ANY REPAIR  
ATTEMPTS TO LCM OR  
HEAD LIGHT SWITCH A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

\*ROCKY, TRY TO  
DUPLICATE THE  
CONCERN. \*ADVISED  
OF SEVERAL PAST  
REPORTS WITH THIS  
CONCERN WHERE THE  
LCM WAS REPLACED TO  
FIX THE CONCERN.

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor E

A Police  
Interc  
eptor B

FOR THE CONCERN  
MAKE SURE THE  
CORRECT 9007  
HEADLAMPS BULBS ARE  
INSTALLED. CHECK FOR  
CORROSION DAMAGE  
AT THE HEADLAMP  
CONNECTORS. MAKE  
SURE THERE IS NO  
AFTER MARKET TIED  
INTO THE LOW BEAMS  
CKTS. IF NO ISSUES  
ARE FOUND REPLACE  
THE LCM PER PAST  
REPORTS.

A Police  
Interc  
eptor A

HI WESLEY. YES. THERE  
ARE SIMILAR REPORTS  
OF LIGHTING CONTROL  
MODULE CONCERN.  
ENSURE CONDITION IS  
NOT INDUCED BY  
AFTERMARKET  
DEVICES. IF  
DUPLICATED OR AS  
NEEDED, REPLACE THE  
LCM AS PER SIMILAR  
REPORTS & EVALUATE.  
FEEL FREE TO  
CONTACT HOTLINE AS  
NEEDED. HAPPY NEW  
YEAR TO YOU ALSO.  
THANK YOU.

A Police  
Interc  
eptor B

CONTACTID 514352622 A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

GAVE TECH APPROVAL  
CODE P968U.

A Police  
Interc  
eptor A

A Police  
Interc  
eptor E

WE SEE THIS CONCERN,  
WE SUGGEST FIRST  
VERIFYING THAT THEY  
HAVE THE CORRECT  
OEM HEADLAMP BULBS  
INSTALLED. LCM HAS  
LOGIC IN IT TO WERE IF  
IT SENSES A HIGH LOAD  
ON HEADLAMP  
CIRCUITS IT WILL STOP  
SUPPLYING POWER TO  
THE HEADLAMPS. IF  
BULBS ARE CORRECT,  
CHECK THE WIRING  
FROM LCM TO THE  
HEADLAMP BULBS. IF  
ALL CHECKS ARE GOOD  
REPLACE LCM FOR  
CONCERN. ANOTHER  
THING YOU CAN HAVE  
THEM TRY IF CONCERN  
CANNOT BE  
DUPLICATED,IS WHEN  
CONCERN OCCURS SEE  
IF FLASH TO PASS  
WORKS. THIS PROVES  
THE GROUNDS ARE  
GOOD FOR THE  
HEADLAMPS AS WELL  
AS USES FUSED POWER  
VS. POWER SUPPLIED

A

Police  
Interc  
eptor A

ADVISED TECH TO  
DUPLICATE CONCERN.  
VERIFY IF JUST  
HEADLIGHTS OR PARK  
LAMPS/PANEL  
ILLUMINATION AS WELL.  
IF CONCERN VERIFIED,  
CHECK CKTS FROM LCM  
TO MULTIFUNCTION  
SWITCH TO CJB AND TO  
HEADLAMPS FOR  
SHORT. IF GOOD,  
REPLACE LCM AND  
RETEST.

A

Police  
Interc  
eptor B

INSTALL LIGHTING  
CONTROL MOD<BR>  
REPORT #: 611ET004  
REPLACED LIGHTING  
CONTROL MOD<BR> -----

-----  
---<BR> ADVISED TECH  
TO QUESTION  
CUSTOMER IF HIGH,  
LOW OR FLASH TO  
PASS INOPERATIVE AND  
WHAT COMBINATION IF  
MORE THAN ONE. IF  
JUST LOW BEAMS,  
DIAGNOSE CIRCUIT 13  
CONCERN. IF BOTH  
HIGH AND LOW BEAMS,  
DIAGNOSE CIRCUIT 502  
OR LCM CONCERN.

ADVISED TECH TO  
ENSURE POLICE  
EQUIPMENT  
INSTALLATION NOT  
CAUSING CONCERN.  
ADVISED THE TECH TO  
MAKE SURE THE  
CORRECT BULBS ARE  
INSTALLED BECAUSE  
THE WRONG BULBS  
WILL OVER HEAT THE  
LCM AND CAUSE IT TO

A Police  
Interc  
eptor A

REPORT #: 5HWBK002  
OTHER TECH  
COMMENTS... ADVISED  
TECH TO FIRST MAKE  
SURE THE CORRECT  
HEAD LAMP BULBS ARE  
INSTALLED. IF GOOD  
THEN CHECK THE  
HARNES FOR AFTER  
MARKET FLASHER  
MODULES. IF FOUND  
THEN REMOVE AND SEE  
IF THE CONCERN  
COMES BACK.

A Police  
Interc  
eptor A

A Police  
Interc  
eptor F

A Police  
Interc  
eptor F

A Police  
Interc  
eptor A

-CLEAR CM DTC'S AND  
RETEST. -PAST  
REPORTS INDICATE  
THIS SAME CONDITION  
RESOLVED BY  
REPLACEMENT OF THE  
LCM. -SINCE WITH NEW  
MODULES THE SHIFTER  
WAS UNABLE TO BE  
MOVED FROM PARK, IT  
IS LIKELY THAT THE  
WRONG MODULES  
WERE BEING  
INSTALLED. -YOU WILL  
REQUIRE AN LCM  
SPECIFICALLY FOR THIS  
VIN AND FOR A VEHICLE  
WITHOUT CENTER  
CONSOLE.

A Police  
Interc  
eptor A

A Police  
Interc  
eptor F

A Police  
Interc  
eptor B

ADVISED TECH IF  
THERE HAS NOT BEEN A  
FUSE BLOWING, MORE  
THAN LIKELY THERE IS  
A CONNECTION  
CONCERN IN THE HIGH  
BEAM CIRCUIT THAT  
DOES NOT RUN  
THROUGH THE LCM.  
TRY TO DUPLICATE THE  
CONCERN AND WHEN IT  
IS PRESENT CHECK FOR  
POWER AT PIN 11  
C202C, IF POWER IS  
PRESENT CHECK FOR  
POWER AT PIN 10  
CC202C IN THE HIGH  
BEAM POSITION.

A Police  
Interc  
eptor A

A Police  
Interc  
eptor F

A Police  
Interc  
eptor G

- VERIFY NO  
AFTERMARKET WIRING  
INSTALLED IN THE PUT  
CIRCUIT 502 FROM PIN  
16 C2145C ON THE LCM  
INSPECT FOR  
LOOSE/DAMAGED  
TERMINALS AT THE MFS  
- IF GOOD TO REPLACE  
THE LCM REPORT #:  
6I1ET004 REPLACE  
CONTROL TECH  
COMMENTS: REPLACED  
LIGHTING CONTROL  
MODULE REPORT #:  
6KTCK008 ADVISED SM  
TO CK POWER AND  
GROUND TO LCM AND  
REPLACE LCM FOR  
VEHICLE REPORT #:  
6G5C5006 REPLACE  
ELECTONIC MODULE  
(GEM) TECH  
COMMENTS: INSTALL  
NEW LIGHTING  
CONTROL MODULE

A

Police  
Interc  
eptor A

RICK, \*WHILE  
CONCERN IS PRESENT  
VERIFY THAT WE ARE  
GETTING THE CORRECT  
GROUND INPUT FROM  
THE MAIN LIGHT  
SWITCH. \*IF WE ARE  
GETTING THE CORRECT  
INPUT CHECK FOR  
VOLTAGE AT PIN 16 OF  
C2145C. \*IF VOLTAGE IS  
NOT PRESENT LOAD  
TEST POWER AND  
GROUND TO THE LCM  
REFER TO 58-1 OF THE  
WIRING DIAGRAM. \*IF  
POWER AND GROUND  
CHECK GOOD SUSPECT  
THE LCM IS AT FAULT  
FOR THIS CONCERN.  
\*RECOMMEND DLR  
LOAD TEST ALL LCM  
POWERS AND  
GROUNDS. \*VERIFY  
CONNECTIONS AND PIN  
FIT.

A

Police  
Interc  
eptor A

THE EVTM. \*DUE TO  
FLASH TO PASS  
WORKING THE  
CIRCUITS FOR THE  
HEADLAMP BULBS  
FROM SPLICE 138 AND  
BOTH HEADLAMP BULB  
GROUNDS PROVE  
GOOD. \*PERFORM ALL  
TESTS WHILE THE  
CONCERN IS PRESENT.  
\*CHECK FOR GROUND  
SIGNAL IN AT PIN 13  
CONNECTOR 2145A AT  
THE LCM. \*IF GOOD  
CHECK FOR POWER  
OUT AT PIN 16  
CONNECTOR 2145C AT  
THE LCM. \*IF GOOD  
CHECK FOR POWER  
INTO PIN 9 CONNECTOR  
202C AT THE MULTI-  
FUNCTION SWITCH. \*IF  
GOOD CHECK FOR  
POWER OUT AT PIN 12  
CONNECTOR 202C AT  
THE MULTI-FUNCTION  
SWITCH. \*IF GOOD  
CHECK FOR POWER  
INTO THE CJB. IF GOOD  
REPLACE THE CJB.

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor G

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor E

A Police  
Interc  
eptor A

A Police  
Interc  
eptor F

A Police  
Interc  
eptor A

ADVISE TECH OF  
POSSIBLE LIGHTING  
CONTROL MODULE  
CONCERN. TECH TO  
ADVISE. REPORT #:  
6G5C5006 REPLACE  
ELECTONIC MODULE  
(GEM) TECH  
COMMENTS: INSTALL  
NEW LIGHTING  
CONTROL MODULE  
ADVISED TECH OF INFO  
IN ISM FOR  
ENABLING/DISABLING  
DARK MODE. ALSO, IF  
LCM IS A 06-07 LEVEL,  
DARK MODE CAN BE  
ENABLED THROUGH  
PROGRAMMABLE  
PARAMETERS. ISM 04-  
08-013 DARK MODE  
ENABLE/DISABLE PROC.-  
CVPI.

A Police  
Interc  
eptor F

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

A Police  
Interc  
eptor B

A Police  
Interc  
eptor F

ADVISED TECH THAT  
THE LCM USES  
DIFFERENT POWER  
INPUTS FOR PARK  
LAMPS AND  
HEADLAMPS FROM THE  
FUSED POWER.

ADVISED TECH THAT  
THE INPUTS ARE  
REACHING LCM DUE TO  
THE FACT THAT LIGHTS  
ARE ON, NO CODES  
STORED. THE CLICK IS  
MORE THAN LIKELY AN  
INTERNAL CIRCUIT  
BREAKER THAT WILL  
DISCONNECT POWER  
TO THE HEADLIGHT  
CIRCUIT DUE TO  
SHORTED OUTPUT OR  
INTERNAL WEAR.

RECOMMENDED THAT  
THE DEALER REPLACE  
LCM.

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

ADVISED TECH THE B2498 IS CAUSED BY A BAD MAIN LIGHT SWITCH OR SHORT TO GROUND ON MORE THAN ONE VREF CIRCUIT FROM LCM TO LIGHT SWITCH. FOR THE HEAD LAMP CONCERN TECH TO CHECK TO MAKE SURE THE CORRECT HEADLAMP BULBS ARE INSTALLED. IF GOOD MAKE SURE G109 IS GOOD AND CIRCUIT 57. TECH TO MAKE SURE HE HAS GOOD RESISTANCE FROM LCM PIN 16 TO THE HEADLAMPS. THE LCM WILL TURN POWER OFF IF IT SENSES A HIGHER THAN NORMAL AMP DRAW TO PROTECT ITSELF FROM BURNING UP. IF CIRCUITS ARE GOOD REPLACE THE HEADLAMP BULBS AND RETEST.

A Police  
Interc  
eptor E

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

REPORT #: 6G5C5006  
REPLACE ELECTONIC  
MODULE (GEM) TECH  
COMMENTS: INSTALL  
NEW LIGHTING  
CONTROL MODULE  
\*WILLIAM, WE HAVE  
SOME PAST REPORTS  
OF THIS CONCERN  
WHERE THE LCM WAS  
REPLACED TO FIX THE  
CONCERN. \*IF THE  
VEHICLE IS NOT  
EQUIPPED WITH  
AUTOLAMPS, THAT  
CODE MAY BE  
PRESENT.

A Police  
Interc  
eptor E

A Police  
Interc  
eptor A

A Police  
Interc  
eptor G

JOHN, I AM NOT CONVINCED THAT THE MAIN LIGHT SWITCH WOULD CAUSE THIS CONDITION. TO EXPLAIN, IF THE LCM SEES MORE THAN ONE INPUT FROM THE MAIN LIGHT SWITCH OR NONE AT ALL (WANTS TO SEE ONLY ONE PATH TO GROUND AT ANY TIME WHETHER IN THE OFF, PARKLAMP, HEADLAMP POSITIONS) IT WILL DEFAULT THE HEADLAMPS ON FOR SAFETY. THERE ARE PAST REPORTS IN OUR DATABASE THAT INDICATE SIMILAR CONDITIONS RESOLVED BY REPLACEMENT OF THE LCM. PLEASE CONTACT THE TECHNICAL HOTLINE BY TELEPHONE IF YOU WISH TO REVIEW THIS IN MORE DETAIL. USE CONTACTID 118492708

A Police Interc eptor A

A Police Interc eptor A

JAMES, WE HAVE SEEN CONCERNS RELATED TO THE LCM CAUSING THE HEADLIGHTS TO TURN OFF, BUT THERE IS NO IMMEDIATE CORRELATION BETWEEN THE LCM AND ABS MODULE. PLEASE CALL THE HOTLINE FOR FURTHER DIAGNOSIS AND USE CONTACTID 113400573. THANKS!

A Police Interc eptor A

JIMMY, \*AT THE LCM PULL PIN 7 AT C2228 AND SEE IF THE CODE IS STILL PRESENT. \*IF CODE GOES AWAY WE NEED TO CHECK CIRCUIT 676 FOR A SHORT TO POWER. \*VERIFY THAT WE HAVE OE BULBS AT THE HEADLIGHTS. \*WHILE CONCERN IS PRESENT TRY THE FLASH TO PASS FUNCTION AND SEE IF THE LIGHTS COME ON. \*IF LIGHTS COME ON WE NEED TO CHECK CIRCUITS FOR HIGH RESISTANCE.

A Police Interc eptor A

A Police Interc eptor E

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor E

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

SCOTT, THERE HAVE BEEN SOME SIMILAR ISSUES LIKE THIS CONCERN THAT WE HAVE SEEN. THE FIRST THING I WOULD SUGGEST IS MAKING SURE THE CORRECT OEM HEADLAMP BULBS ARE INSTALLED IN VEHICLE. IF SO, TRACE THE LOW BEAM CIRCUITS FROM LCM TO THE HEADLAMP BULBS FOR ANY SIGNS WHERE CIRCUIT COULD SHORT TO GROUND. THERE IS LOGIC IN THE LCM WHERE IF THERE IS A HIGH LOAD OR SHORT TO GROUND ON HEADLAMP CIRCUIT LCM WILL TURN POWER OFF TO HEADLAMPS. IF ALL CHECKS ARE GOOD, YOU WILL NEED TO REPLACE THE LCM FOR CONCERN.

A Police Intceptor A

A Police Intceptor A

A Police Intceptor A

A Police Intceptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor F



A Police  
Interc  
eptor B

HELLO SCOTT, WE  
HAVE HAD A FEW  
REPORTS OF THIS  
CONCERN. THE  
LIGHTING CONTROL  
MODULE IS  
RESPONSIBLE FOR  
PROVIDING POWER TO  
THE HEADLAMPS BY  
USING AN INTERNAL  
SWITCH. IF IT DOES  
NOT SUPPLY POWER  
ON CIRCUIT 502 (GY),  
THEN REPLACE THE  
LCM AND RETEST THE  
SYSTEM. MOST OF OUR  
REPORTS HAVE BEEN  
RESOLVED BY  
REPLACEMENT OF THE  
LIGHTING CONTROL  
MODULE. IF YOU HAVE  
ANY QUESTIONS  
PLEASE GIVE US A CALL  
AT THE HOTLINE.

A Police  
Interc  
eptor F

HI ANDREW, PAST  
REPORTS INDICATE  
LCM MAY BE CAUSING  
THIS CONCERN. - IF  
CONDITION CAN BE  
DUPLICATED, CHECK  
POWERS GROUNDS TO  
LCM. - CHECK FOR  
HEADLAMP GROUND TO  
LCM CIRCUIT 1033. IF  
GROUND SIGNAL  
PRESENT, SUSPECT  
LCM.

A Police  
Interc  
eptor E

A Police  
Interceptor A

A Police  
Interceptor B

A Commercial  
A

JOSH, BASED ON OUR CONVERSATION IT IS RECOMMENDED TO VERIFY VOLTAGE AT PIN 16 OF C2145C AT THE LCM. THERE SHOULD BE BATTERY VOLTAGE. IF THERE IS NO VOLTAGE THEN SUSPECT THE LCM AS THE ROOT CAUSE OF THIS CONCERN.

A Commercial A

-REPLACE THE LCM AND BOTH HEADLAMP BULBS AND RETEST - CHECK ALL THE RIGHT HAND TURN SIGNAL BULBS, CLEAN BULB SOCKETS AND REPLACE AS NECESSARY

A Base A

A Base A

A Base C

A Base A

A Base A

A Base A

THIS IS USUALLY  
CAUSED BY POLICE  
EQUIPMENT INSTALLED  
INCORRECTLY OR  
WHEN THE POLICE  
EQUIPMENT FAILS. IF  
THIS VEHICLE IS NOT  
USED FOR POLICE  
WORK YOU NEED TO  
INSURE THE STOCK  
BULBS ARE INSTALLED  
AND NO AFTER MARKET  
BULBS.

A Base A

\*TECH TO CHECK  
POWERS AND GROUND  
PIN FITS WITH FLEX  
PROBES. \*LOAD TEST  
POWERS AND  
GROUNDS. \*SUSPECT  
LCM.

A Base B

A Base F

A LX A

A LX B

- JESUS, LOAD TEST  
POWER AND GROUND  
CKTS TO THE LCM . -  
VERIFY NO CONNECTOR  
OR PIN FIT ISSUES AT  
THE LCM OR  
HEADLIGHT SWITCH. -  
IF GOOD, REPLACE THE  
LCM AND RETEST. -  
HAVE SEEN LCMS  
CAUSE THIS CONCERN  
ON PREVIOUS  
VEHICLES. - IF  
NECESSARY CONTACT  
THE HOTLINE USING  
CONTACTID 318070176

A LX A

A LX A

A LX F

A LX A

A LX A

A LX A

A LX D

ADVISED TECH THAT IF  
INPUT WAS BAD, LIGHTS  
WOULD DEFAULT ON,  
SO OUTPUT CIRCUIT  
AND/OR LCM ARE MAIN  
SUSPECTS.

RECOMMENDED  
GETTING SOME MORE  
INFO FROM CUSTOMER  
ON WHEN IT OCCURS,  
SWAPPING LCM WITH  
ANOTHER VEHICLE AND  
SEEING IF THE  
PROBLEM FOLLOWS  
THE MODULE.

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

REPORT #: 6BUCI011  
REPLACE PANEL-  
CONSOLE REPORT #:  
6G5C5006 REPLACE  
ELECTONIC MODULE  
(GEM) TECH  
COMMENTS: INSTALL  
NEW LIGHTING  
CONTROL MODULE  
ADVISED TECH TO  
CHECK FOR STG ON  
CKTS 1400, 1032, AND  
1033. COMPONENT  
TEST MAIN LIGHT  
SWITCH. CODE IS NOT  
INDICITIVE OF  
SYMPTOM. POSSIBLE  
LCM IF ALL HEADLAMP  
SWITCH POSITIONS ARE  
ACCURATE. MAKE SURE  
CORRECT LEVEL LAMPS  
ARE INSTALLED.

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

A Police  
Interc  
eptor G

KURT, BASED ON THE  
INFORMATION  
PROVIDED AND  
REPORTS TO THE  
HOTLINE. I WOULD  
SUGGEST VERIFYING  
THE CONCERN AND  
CHECK POWERS AND  
GROUNDS TO THE LCM  
AND THE GROUND SIDE  
FOR THE HEADLAMPS  
OUT OF THE LCM. IF  
THEY CHECK GOOD, I  
WOULD SUSPECT THE  
LCM AS THE CAUSE OF  
THE CONCERN. I HAVE  
SEEN THEM CAUSE THIS  
CONCERN.

A Police  
Interc  
eptor B

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

I ADVISED BARRY I  
HAVE A FEW REPORTS  
OF THE LCM AS A ROOT  
CAUSE. I ASKED BARRY  
TO CONFIRM THE  
ISSUE, CHECK THE PIN  
FIT AT THE LCM. CHECK  
CORE SUPPORT  
HARNESS FOR  
POSSIBLE WATER  
ENTRY. NO SPECIFIC  
CAUSES FOR THIS  
ISSUE.

A Police  
Interc  
eptor B

TYPICALLY WITH THAT CODE THE HEADLAMPS WILL DEFAULT TO THE ON POSITION. TECH TO FIND OUT FROM POLICE DEPARTMENT WHAT REALLY HAPPENED. FOR EXAMPLE: WAS CONCERN WITH THE HIGH BEAM OR LOW BEAM, SIRENS ON OR OFF..... ALSO INSPECT THE VREF CKTS FROM THE LCM THE LIGHT SWITCH FOR ANY SIGNS OF SHORTING TO GROUND. TYPICALLY MORE THAN ONE CKT GROUNDED AT ONE TIME WILL SET THE CODE. ADVSIED TECH TO REMOVE WIRING TO AFTERMARKET SPLICVE AND RECHECK OPERATION AND CK M/F SWITCH ALSO LIGHTING CONTROL MADUAL

REPORT #: 611ET004

REPLACE CONTROL

TECH COMMENTS:

REPLACED LIGHTING A

(Web Contact) The Technical Hotline requires some additional information to assist you with this condition.

Question the customer if only the headlights are inoperative or if parking lights and instrument illumination are also inop.

Question customer if the flash to pass feature remains functional. Then,

please contact us using

CONTACTID 314332948 A

Police  
Interc  
eptor E

Police  
Interc  
eptor A

<p>- LOAD TEST THE LCM POWER &amp; GROUND CKTS. - CHECK THE CONNECTIONS &amp; PIN FITS AT THE LCM. -</p>	A	Police Interc eptor E
<p>REPLACE THE LCM PER PAST REPORTS &amp; CHECKS PERFORMED. PER PAST REPORTS LOAD TEST THE LCM POWER &amp; GROUND CKTS AND REPLACE THE LCM.</p>	A	Police Interc eptor B
<p></p>	A	Police Interc eptor A
<p></p>	A	Police Interc eptor A

FOR THE WIRING SCHEMATICS USE THE AUTO LAMP SCHEMATICS. THE WIRING IS STILL THE SAME JUST THE AUTO FUNCTION & SUN LOAD SENSOR ARE MISSING ON THE VEHICLE. FOR KNOWN ISSUES MAKE SURE THE VEHICLE HAS 9007 HEAD LAMP BULBS INSTALLED. CHECK FOR ANY CONNECTION ISSUES & USE DIELECTRIC GREASE IN THE CONNECTION. MAKE SURE THERE IS NO AFTER MARKET TIED IN TO THE HEADLAMP CKTS. IF NO ISSUES ARE FOUND SUSPECT THE LCM AGAIN.

A Police Interc eptor B

A Police Interc eptor A

A Police Interc eptor A

A Police Interc eptor A

A Police Interc eptor F

- TRAVIS, THE ONLY LCM INPUT THAT EFFECTS CKT 502 OUTPUT IS THE INPUT FROM THE MAIN LIGHT SWITCH. - VERIFY NO CONNECTOR OR PIN FIT ISSUES AT THE LCM. - IF CONCERN CAN BE DUPLICATED, LOAD TEST POWER AND GROUND CKTS AT THE LCM. - IF GOOD, REPLACE THE LCM AND RETEST. - IF NECESSARY CONTACT THE HOTLINE USING CONTACTID 102491992

A

Police  
Interc  
eptor B

Web Contact: Steven, Consulted past reports in our tech library and found reports for the same condition, replacing LCM after checking powers/grounds/pin fits per instructions below was the fix. Using a suitable filament style test light, check all related fused power circuits and hardwired ground circuits for proper operation. If necessary you may call the Technical Hotline using CONTACTID 410055291

A

Police  
Interc  
eptor E

REPORT #: 6G5C5006  
REPLACE ELECTONIC  
MODULE (GEM) TECH  
COMMENTS: INSTALL  
NEW LIGHTING  
CONTROL MODULE

REPORT #: 7ABG7002  
REPLACE ELECTONIC  
MODULE (GEM) TECH  
COMMENTS: REPLACED

LCM REPORT #:  
7AXDN009 REPLACE  
ELECTONIC MODULE  
(GEM) \*GREG, TRY TO  
DUPLICATE THE  
CONCERN. \*ADVISED  
OF PAST REPORTS  
WITH A CONCERN OF  
THE HEADLIGHTS INOP  
AT TIMES WHILE  
DRIVING AND NO

CODES WHERE THE  
LCM WAS REPLACED TO  
FIX THE CONCERN.

A Police  
Interc  
eptor E

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

DAVID, YES I WOULD  
REPLACE THE LCM FOR  
THIS CONCERN. THEY  
GET WARM AND THEN  
SHUT OFF. I HAVE SEEN  
THIS BEFORE.

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

CRAIG, THERE ARE  
PAST REPORTS  
INDICATING SIMILAR  
CONDITION RESOLVED  
BY REPLACEMENT OF  
THE LCM. PLEASE  
CONTACT THE  
TECHNICAL HOTLINE BY  
TELEPHONE IF YOU  
WISH TO REVIEW THIS  
CONDITION IN FURTHER  
DETAIL. USE  
CONTACTID 513564545

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

GOOD MORNING JIM.  
YES. REPLACE  
LIGHTING CONTROL  
MODULE. ENSURE  
GROUND G201 IS CLEAN  
& TIGHT. CONTACTID  
509411138

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor F

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

OF PAST REPORTS FOR  
SIMILAR CONCERNS  
THAT ENDED UP BEING  
RESOLVED BY LCM  
REPLACEMENT. -IF THE  
CONCERN CAN BE  
VERIFIED LOAD TEST  
THE LCM HEADLAMP  
OUTPUT CIRCUIT 502 AT  
THE MULTI-FUNCTION  
SWITCH FOR B+ WHEN  
THE HEADLAMPS ARE  
ON, IF NOT PRESENT  
CHECK THE SAME  
CIRCUIT AT THE LCM, IF  
STILL NO POWER ON IT,  
THEN LOAD TEST LCM  
POWERS/GROUNDS IF  
OK REPLACE THE LCM. -

IF THERE IS B+ ON  
CIRCUIT 502 AT THE  
MULTI-FUNCTION  
CHECK FOR B+ COMING  
OUT OF THE SWITCH  
ON CIRCUIT 13 FEEDING  
CJB FUSES F2.19 AND  
F2.21, IF NOT PRESENT  
EITHER REPAIR CIRCUIT  
13 OR REPLACE THE  
FAULTY MULTI-  
FUNCTION SWITCH. A

Police  
Interc  
eptor A

\*RECOMMEND DLR  
DUPLICATE THE  
CONCERN PRIOR TO  
FURTHER REPAIRS.  
\*POSSIBLE  
CONNECTION OR LCM  
CONCERN. \*REVIEWED  
EVTM \*RECOMMEND  
DLR REPLACE THE LCM  
AND RETEST. A

Police  
Interc  
eptor B

A  
Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

POWER AND GROUND  
CKTS TO THE LCM. -  
INSPECT THE LCM  
CONNECTOR AND PIN  
FITS FOR CONCERNS. -  
IF GOOD, REPLACE THE  
LCM AND RETEST. - IF  
NECESSARY CONTACT  
THE HOTLINE USING  
CONTACTID 102482856  
REPORT #: 7GLBX011  
REPLACE ELECTONIC  
MODULE (GEM) TECH  
COMMENTS: LCM  
REPORT #: 6KTCK008  
ADVISED SM TO CK  
POWER AND GROUND  
TO LCM AND REPLACE  
LCM FOR VEHICLE HI  
DAVE. CHECK POLICE  
EQUIPMENT FOR  
POSSIBLE  
INTERFRENCE WITH  
POWER/GROUND TO  
LIGHTING CONTROL  
MODULE. SCAN FOR  
DTC'S. IF DUPLICATED,  
EVALUATE WITH  
KNOWN GOOD LCM.  
POSSIBLE LCM  
CONCERN AS PER

A Police  
Interc  
eptor A

HI DAVE. CHECK POLICE  
& AFTERMARKET  
DEVICES FOR PROPER  
INSTALLATION. IF OK,  
REPLACE LIGHTING  
CONTROL MODULE AS  
PER SIMILAR HOTLINE  
REPORT. CONTACTID  
215191418 A Police  
Interc  
eptor A

ADVISED TECH HOTLINE  
HAS NO KNOWNS. TECH  
TO FIND OUT IF THEY  
ARE LOOSING JUST  
HEAD LAMPS OR HEAD  
LAMPS AND PARK  
LIGHTS. IF IT IS JUST  
HEAD LAMPS FIND OUT  
IF IT IS LOW BEAMS OR  
LOW, HIGH AND FLASH  
TO PASS. IF IT IS ALL  
THREE SUSPECT  
CONCERN WITH LCM OR  
CKT 502 IF THE HEAD  
LAMP ON INPUT IS  
GOOD FROM SWITCH  
TO LCM. IF CONCERN IS  
ONLY LOW BEAMS THEY  
LOOSE AND HIGH AND  
FLASH TO PASS ARE  
GOOD CHECK CKT  
FROM MULTIFUNCTION  
SWITCH TO CJB FOR  
CONCERN OR CJB  
ITSELF. IF HE CANNOT  
DUPLICATE CONCERN  
AT ALL RETURN  
VEHICLE TO  
CUSTOMER. A Police  
Interc  
eptor A

GAVE TECH APPROVAL  
CODE P96TV PER  
CONCERN. A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor E

SCOTT, \*WE NEED TO  
DUPLICATE THE  
CONCERN BEFORE  
PERFORMING ANY FIX  
PROCEDURES. \*WHILE  
CONCERN IS PRESENT  
VERIFY WE ARE  
GETTING THE CORRECT  
GROUND INPUT FROM  
THE MAIN LIGHT  
SWITCH. \*IF THE  
GROUND INPUT IS  
CORRECT CHECK FOR  
VOLTAGE ON PIN 16 OF  
C2145C. \*IF VOLTAGE IS  
NOT PRESENT LOAD  
TEST POWER AND  
GROUND TO THE LCM.  
REFER TO PAGE 58-3 OF  
THE WIRING DIAGRAM.  
\*IF POWER AND  
GROUND ARE GOOD  
SUSPECT THE LCM IS  
AT FAULT FOR THIS  
ISSUE.

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

- MAKE SURE THE VEHICLE HAS THE CORRECT BULBS INSTALLED. - PERFORM A LOAD VOLTAGE DROP ON THE BOTH HEAD LAMPS BULB AND REPAIR ANY DROP OVER .2 VOLTS. - CHECK THE AMPERAGE USE ON BOTH HEAD LAMPS CKTS AND SHOULD NOT EXCEED 9-10 AMPS. - PERFORM A LOADED VOLTAGE DROP TO THE LCM POWER & GROUND CKTS. \*LOAD TEST POWERS AND GROUNDS. \*IF GOOD SUSPECT LCM.

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

(Web Contact) The Technical Hotline would like some additional information on this condition. Use CONTACTID 511225471 A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor E

A Police  
Interc  
eptor C

A Police  
Interc  
eptor A

INFORMED TECH TO  
VERIFY ALL  
CONNECTORS AT LCM  
REPORTS ANY CODES.  
GAVE TECH REPORT  
NUMBER INFORMED  
TECH TO CALL RTDA  
BACK WITH DIAG INFO.

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor F

DAN, OUR PAST  
REPORT DATABASE  
INDICATES VERY  
SIMILAR CONDITIONS  
RESOLVED BY LCM  
REPLACEMENT. VERIFY  
THAT THERE IS NO  
SOURCE OF HIGH  
AMPERAGE TO PIN 16  
OF CONNECTOR C2145C  
(AT LCM - REFER TO 87-  
2).

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

THIS CONCERN  
BEFORE. I SUGGEST  
MAKING SURE THAT  
THE OEM HEADLAMP  
BULBS ARE INSTALLED  
IN VEHICLE FOR  
STARTERS. IF NOT  
ENSURE THE CORRECT  
ONES ARE INSTALLED  
BEFORE RELEASING  
VEHICLE. I WOULD ALSO  
CHECK LOW BEAM  
CIRCUITS FROM LCM TO  
THE HEADLAMP BULBS  
CLOSELY FOR SIGNS OF  
CHAFING OR  
INTERMITTENT SHORTS  
TO GROUND. THE LCM  
HAS LOGIC INSIDE IT TO  
REMOVE POWER FROM  
THE LOW BEAM CIRCUIT  
IN THE EVENT OF A  
HIGH LOAD ON CIRCUIT  
FOR TO HIGH OF BULB  
WATTAGE OR SHORT  
TO GROUND TO  
PREVENT MODULE  
DAMAGE. IF ALL WIRING  
IS GOOD. SUGGEST  
REPLACING THE LCM  
FOR THE CONCERN.

A

Police  
Interc  
eptor E

ADVISED BILL TO CK  
GROUND G203 FROM  
HEAD LIGHT SWITCH  
ALSO CK IF POLICE  
COMPUTER IS  
ATTACHED TO SAME  
GROUND , IF  
CONNECTED SUGGEST  
DEDICATED GROUND  
FOR COMPUTER ,  
CONTACT BUILDER

A

Police  
Interc  
eptor D

A Police  
Interc  
eptor G

MESSAGES THAT APPLY  
TO THIS CONCERN, BUT  
I DID RESEARCH A FEW  
PART REPORTS FOR  
THE SAME CONCERN  
AND THE MOST  
COMMON CAUSE OF  
THIS SEEMS TO BE DUE  
TO AN LCM INTERNAL  
FAULT. -IF THE  
CONCERN CAN BE  
DUPLICATED CHECK  
THE HEADLAMP INPUT  
PID, IF OK THEN CHECK  
FOR POWER ON  
CIRCUIT 502 COMING  
OUT OF THE LCM ON  
C2145C PIN 16, IF NOT  
PRESENT PLEASE LOAD  
TEST ALL LCM POWERS  
AND GROUNDS, IF OK  
THE HOTLINE WOULD  
RECOMMEND LCM  
REPLACEMENT.  
REPORT #: 611ET004  
REPLACE CONTROL  
TECH COMMENTS:  
REPLACED LIGHTING  
CONTROL MODULE  
TECH/C 10/09/2006  
03:26PM SURVEY ENTRY A

Police  
Interc  
eptor E

A Police  
Interc  
eptor A

ADVISED TO VERIFY THAT NO ADD'L LOAD HAVE BEEN SPLICED INTO THE OUT CKT 502 ON THE LCM. IF OK TO CHECK FOR POOR CONNECTIONS AND POWER AND GRD INPUTS TO THE LCM, IF GOOD REPLACE THE LCM PER PAST REPORTS.<BR> REPORT #: 5E5BJ011 REPLACE ELECTONIC MODULE (GEM) TECHNICIAN SURVEY COMMENTS: LCM MODULE<BR> REPORT #: 5L1C1001 REPLACE ELECTONIC MODULE (GEM) <BR> REPORT #: 6BADB003 REPLACE ELECTONIC MODULE (GEM) TECH COMMENTS: LIGHTING CONTROL MODULE WAS CORRECT FIX<BR>

REPORT #: 6EJED001  
REPLACE ELECTONIC MODULE (GEM)      A      Police Interc eptor A

A      Police Interc eptor A

A      Police Interc eptor F

A      Police Interc eptor A

A Police  
Interc  
eptor B

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor G

A Police  
Interc  
eptor B

ERIC, PER OUR  
DISCUSSION THERE  
ARE PAST REPORTS IN  
OUR DATABASE THAT  
INDICATE THE SAME  
CONDITIONS/SYMPTOM  
S RESOLVED BY  
REPLACEMENT OF THE  
LCM.

A Police  
Interc  
eptor C

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

A Police  
Interc  
eptor B

A Police  
Interc  
eptor E

A Police  
Interc  
eptor A

A Police  
Interc  
eptor A

- PAST REPORTS  
INDICATE LCM MAY BE  
CAUSING THIS  
CONCERN. - IF  
CONDITION CAN BE  
DUPLICATED, CHECK  
POWERS GROUNDS TO  
LCM. - CHECK FOR  
HEADLAMP GROUND TO  
LCM CIRCUIT 1033. IF

GROUND SIGNAL  
PRESENT, SUSPECT  
LCM. A Police  
Interc  
eptor B

ADVISED TECH TO  
INSPECT HEAD LIGHT  
SWITCH FOR  
CONCERNS. IF GOOD,  
LOAD TEST POWERS  
AND GROUNDS TO LCM,  
INSPECT LCM  
CONNECTORS. IF  
GOOD, REPLACE LCM.

REPORT #: 611ET004  
REPLACE CONTROL  
TECH COMMENTS:  
REPLACED LIGHTING  
CONTROL MODULE  
REPORT #: 6BUCI011  
REPLACE PANEL-  
CONSOLE A Police  
Interc  
eptor B

A Police  
Interc  
eptor B

A Police  
Interc  
eptor B

A LX A

-PAST REPORTS  
INDICATE THAT A  
CONCERN OF  
INTERMITTENT  
HEADLAMPS SHUTTING  
OFF WERE FIXED BY A  
LCM -ONCE CONCERN  
IS DUPLICATED, LOAD  
TEST POWERS AND  
GROUNDS TO THE LCM  
AND CHECK PIN FITS  
USING THE PROPER  
FLEX PROBE INSERTED  
INTO THE PIN FACE AND  
COMPARE TENSIONS -  
IF PIN FITS, POWERS  
AND GROUNDS PROVE  
GOOD, REPLACE THE  
LCM AND RETEST -  
MONITOR YOUR IN CAR  
TEMP SENSOR PID TO  
ENSURE PROPER  
SENSOR OPERATION -  
IF SENSOR IS READING  
INCORRECTLY,  
REPLACE SENSOR AND  
RETEST

A LX B

A LX A

A LX E

A LX D

A LX E

A GS A

A GS A

A GS A

A GS A

A GS B

A GS E

A GS A

A GS A

A GS A

A GS E

A GS F

A GS A

- WE HAVE SEEN SOME  
PAST REPORTS FOR  
THIS CONCERN CAUSED  
BY A FAILED LCM. -  
WHEN CONCERN IS  
PRESENT, RECOMMEND  
CHECK FOR POWER AT  
PIN 16 OF LCM. - IF  
POWER IS NOT  
REPRESENT, VERIFY  
PIN FITS. - IF ALL TEST  
GOOD, REPLACE LCM  
AND RETEST.

A GS A

A GS A

A GS G

A GS D

A GS A

A GS A

OUR PAST REPORTS  
SUGGEST THE LCM IS  
VERY LIKELY TO BE THE  
ROOT CAUSE. I  
SUGGEST YOU  
REPLACE THE LCM  
THEN RE-EVALUATE  
THE CONCERN.

A GS A

A LS A

A GS B

A GS F

A GS F

A GS E

A GS A

A GS B

A GS A

Web Contact: The  
Technical Hotline would  
like some additional  
information on this  
condition. Please contact  
us using ContactID  
210183446

A GS E

A GS D

A GS A

A GS A

A GS A

A GS A

A GS F

A GS B

A GS F

A GS A

A GS A

A GS E

A GS B

A GS A

A GS A

A GS B

A GS A

A GS C

A GS A

A LS A

A LS F

A LS E

A LS A

A LS F

A LS A

A LS A

A LS B

A LS A

- GUY, VERIFY NO CONNECTOR OR PIN FIT ISSUES AT THE LCM. - IF GOOD, REPLACE THE LCM AND RETEST. - IF NECESSARY CONTACT THE HOTLINE USING CONTACTID 317323428 SHAWN, LOAD TEST POWERS AND GROUNDS TO THE LCM AND THE WIRES TO THE HEADLIGHTS. BASED ON PAST REPORTS I WOULD SUSPECT THE LCM.

A LS E

A LS A

A LS A

A LS B

A LS A

A LS F

-PAST REPORTS  
INDICATE FAULTY LCM,  
IF CONCERN RETURNS,  
LOAD TEST POWER AND  
GROUNDS TO LCM IF  
ALL TEST PASS  
SUSPECT FAULTY LCM A LS A

A LS A

A LS E

A LS A

SEAN, CIRCUIT 28 IS USED FOR HEADLAMPS ON WHEN WIPERS ARE TURNED ON. THE LCM PROVIDES A V-REF AND THE WIPER MOTOR WILL PULL IT LOW WHEN SELECTED ON. MONITOR VOLTAGE PIN 15 C2145A WHEN CONCERN IS PRESENT AND COMPARE TO A LIKE EQUIPPED UNIT IF NOT THE SAME SWAP THE LCM AND RETEST. AUTO-LAMPS MAY ALREADY BE ACTIVATING WHILE IN THE SHOP, ALSO LOOK FOR ANY STICKER(PARK REGISTRATION/VEHICLE INSPECTION) THAT MAY BE BLOCKING SOME LIGHT GETTING TO THE SENSOR.

A LS D

- VERIFY NO CHAFFING  
AT/NEAR THE  
HEADLAMPS ON THE  
CORE  
SUPPORT/BUMPER  
BRACES - IF NONE  
FOUND VERIFY  
PINFITS/POWER/GROUN  
DS AT THE LCM AND  
REPLACE IF NOTHING  
WAS FOUND

A LS A

A LS A

A LS E

A LS B

A LS E

A LS B

A LS A

ADVISED TO VERIFY  
WHETHER LAMPS COME  
ON DURING DAY DUE TO  
WIPERS BEING TURNED  
ON. VERIFY HIGH/LOW  
BEAM OPERATION  
WHEN LAMPS ARE INOP  
AT NIGHT AND CHECK  
FLASH TO PASS  
OPERATION. VERIFY  
LCM PIN/CONNECTOR  
FITS AND  
POWER/GROUND. ADVIS  
ED TECH TO UNCOVER  
SUNLOAD SENSOR  
FOR PROPER  
OPERATION OF LIGHTS  
AND ETC SYSTEM

A LS A

A LS C

A LS G

A LS F

ADVISED TECH IF NOT  
ABLE TO VERIFY  
ALLEGED CONCERN DO  
NOT ATTEMPT ANY  
REPAIRS TO VEHICLE ,

A LS A

A LS A

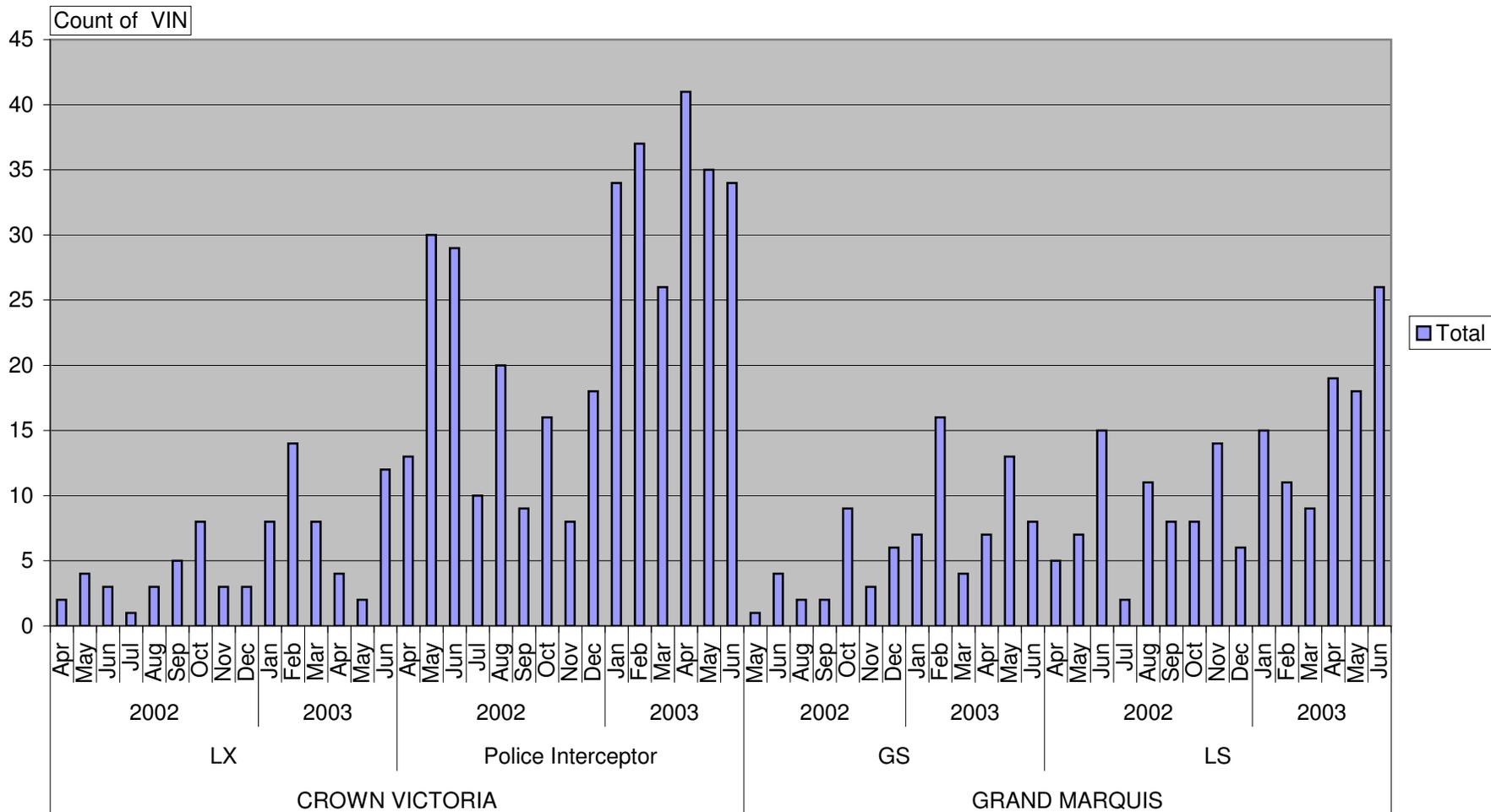
A LS A

A LS F

A LS A

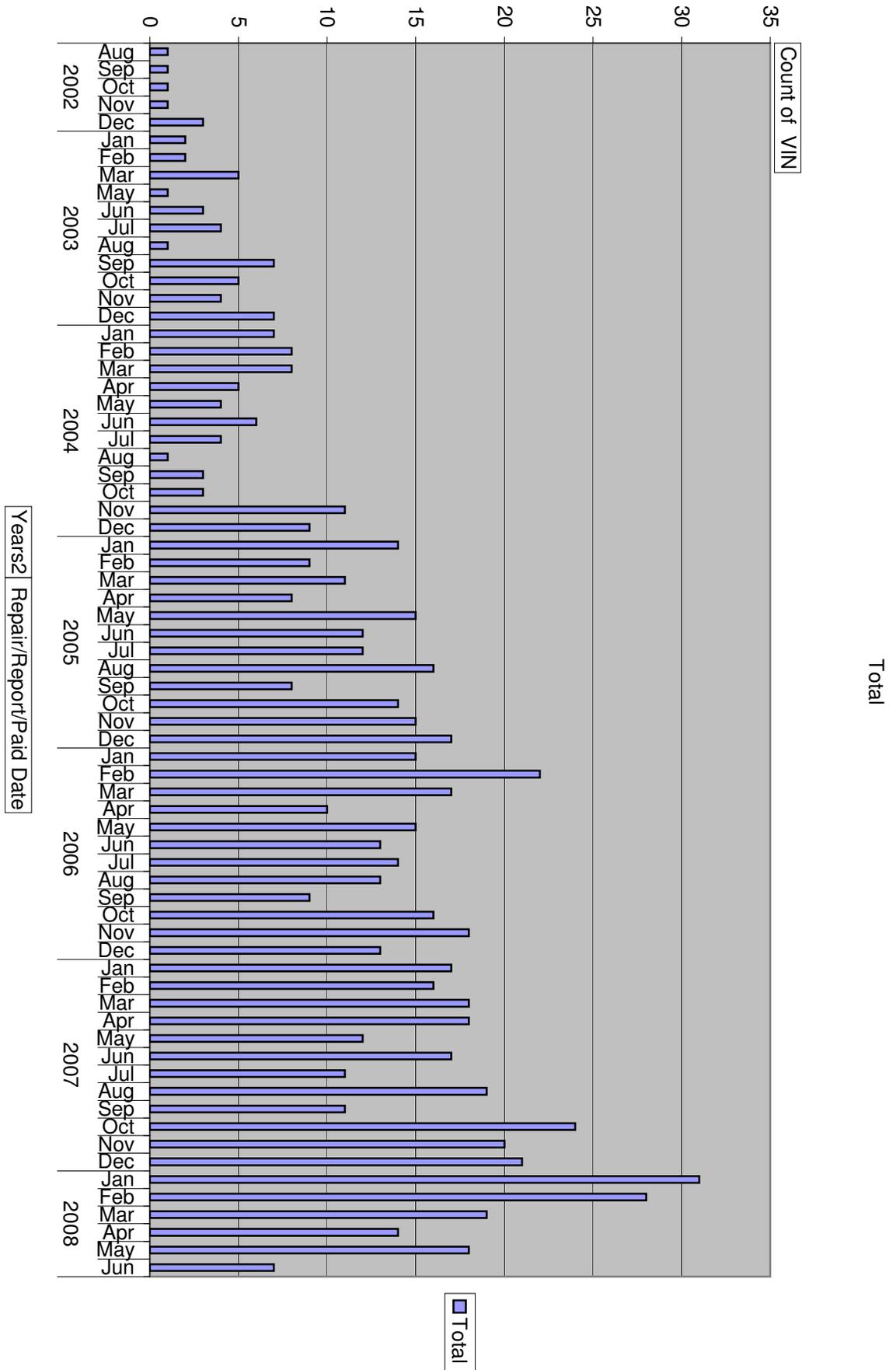
Selection Summary  
source system key AWS; CQIS; MORS/CUDL  
make Ford LM;  
model year 2003;  
vehicle line CROWN VICTORIA; GRAND MARQUIS; TOWN CAR;  
pnbb code 13C788;  
Selections electrical - -> Total  
Selections electrical - accessories/entertainment -> Total  
Selections electrical - climate control -> Total  
Selections electrical - driving controls/multifunction switches -> Total  
Selections electrical - instrument/display -> Total  
Selections electrical - lamps/bulbs -> Total  
Selections electrical - start-charge -> Total  
Selections electrical - wiper/washer -> Total  
Selections electrical - wiring -> Total

Total



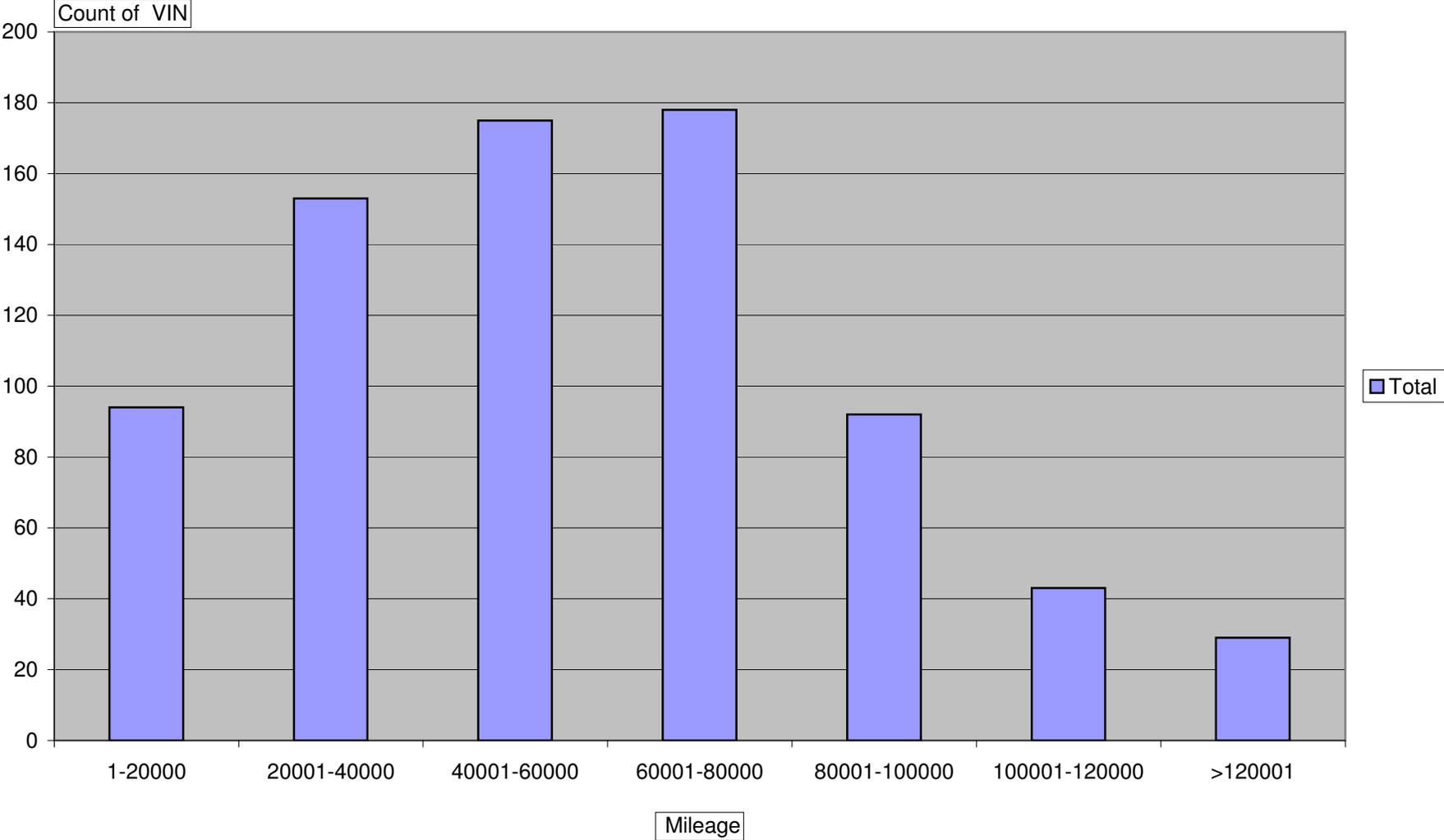
Vehicle Description | Vehicle Series | Years | Production Date

Count of VIN					
Vehicle Description	Vehicle Series	Years	Production Date	Total	
CROWN VICTORIA	LX	2002	Apr	2	
			May	4	
			Jun	3	
			Jul	1	
			Aug	3	
			Sep	5	
			Oct	8	
			Nov	3	
			Dec	3	
			2003	Jan	8
				Feb	14
				Mar	8
	Apr	4			
	May	2			
	Jun	12			
	LX Total				80
	Police Interceptor	2002	Apr	13	
			May	30	
			Jun	29	
			Jul	10	
Aug			20		
Sep			9		
Oct			16		
Nov			8		
Dec			18		
2003			Jan	34	
			Feb	37	
			Mar	26	
	Apr	41			
	May	35			
	Jun	34			
Police Interceptor Total				360	
CROWN VICTORIA Total				440	
GRAND MARQUIS	GS	2002	May	1	
			Jun	4	
			Aug	2	
			Sep	2	
			Oct	9	
			Nov	3	
			Dec	6	
			2003	Jan	7
				Feb	16
				Mar	4
				Apr	7
				May	13
	Jun	8			
	GS Total				82
	LS	2002	Apr	5	
			May	7	
			Jun	15	
			Jul	2	
			Aug	11	
			Sep	8	
Oct			8		
Nov			14		
Dec			6		
2003			Jan	15	
			Feb	11	
			Mar	9	
	Apr	19			
	May	18			
	Jun	26			
LS Total				174	
GRAND MARQUIS Total				256	
Grand Total				696	

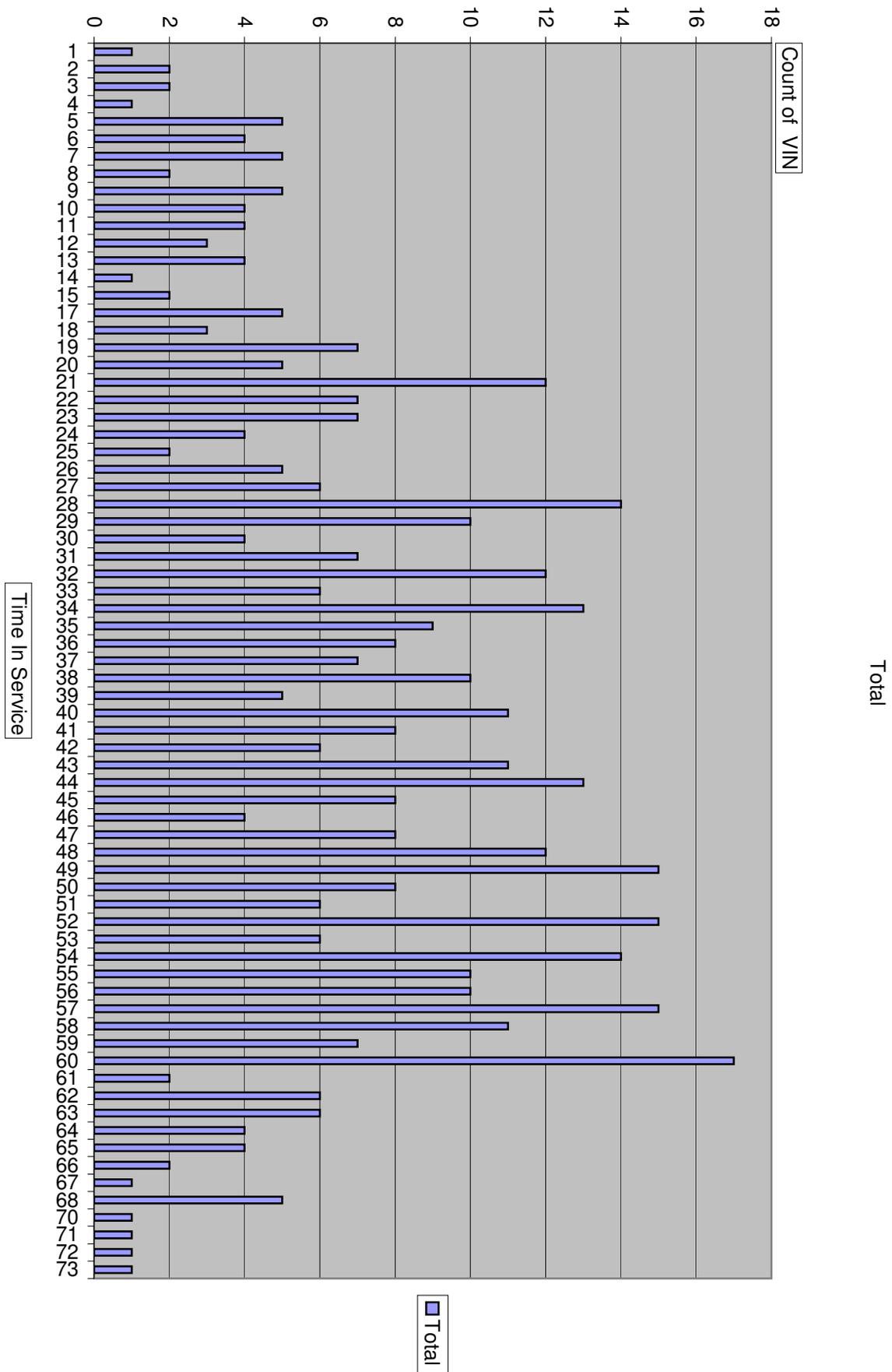


Count of VIN		
Years2	Repair/Report/Paid Date	Total
2002	Aug	1
	Sep	1
	Oct	1
	Nov	1
	Dec	3
2003	Jan	2
	Feb	2
	Mar	5
	May	1
	Jun	3
	Jul	4
	Aug	1
	Sep	7
	Oct	5
	Nov	4
	Dec	7
	2004	Jan
Feb		8
Mar		8
Apr		5
May		4
Jun		6
Jul		4
Aug		1
Sep		3
Oct		3
Nov		11
Dec		9
2005	Jan	14
	Feb	9
	Mar	11
	Apr	8
	May	15
	Jun	12
	Jul	12
	Aug	16
	Sep	8
	Oct	14
	Nov	15
	Dec	17
2006	Jan	15
	Feb	22
	Mar	17
	Apr	10
	May	15
	Jun	13
	Jul	14
	Aug	13
	Sep	9
	Oct	16
	Nov	18
	Dec	13
2007	Jan	17
	Feb	16
	Mar	18
	Apr	18
	May	12
	Jun	17
	Jul	11
	Aug	19
	Sep	11
	Oct	24
	Nov	20
	Dec	21
2008	Jan	31
	Feb	28
	Mar	19
	Apr	14
	May	18
Jun	7	
Grand Total		764

Total

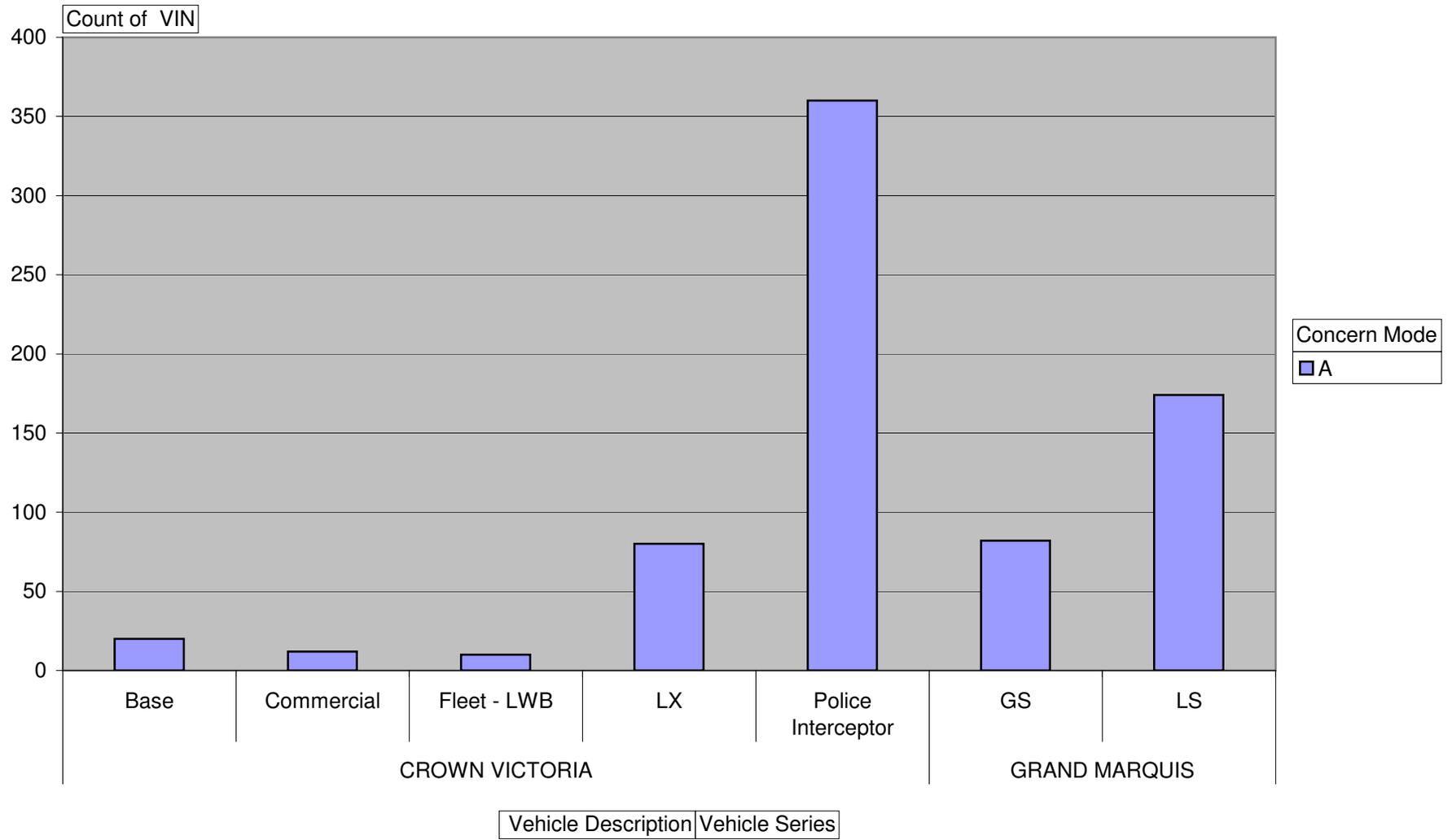


Count of VIN	
Mileage	Total
1-20000	94
20001-40000	153
40001-60000	175
60001-80000	178
80001-100000	92
100001-120000	43
>120001	29
Grand Total	764



Count of VIN	
Time In Service	Total
1	1
2	2
3	2
4	1
5	5
6	4
7	5
8	2
9	5
10	4
11	4
12	3
13	4
14	1
15	2
17	5
18	3
19	7
20	5
21	12
22	7
23	7
24	4
25	2
26	5
27	6
28	14
29	10
30	4
31	7
32	12
33	6
34	13
35	9
36	8
37	7
38	10
39	5
40	11
41	8
42	6
43	11
44	13
45	8
46	4
47	8
48	12
49	15
50	8
51	6
52	15
53	6
54	14
55	10
56	10
57	15
58	11
59	7
60	17
61	2
62	6
63	6
64	4
65	4
66	2
67	1
68	5
70	1
71	1
72	1
73	1
Grand Total	462

A



Count of VIN		Concern Mode	
Vehicle Description	Vehicle Series	A	Grand Total
CROWN VICTORIA	Base	20	20
	Commercial	12	12
	Fleet - LWB	10	10
	LX	80	80
	Police Interceptor	360	360
CROWN VICTORIA Total		482	482
GRAND MARQUIS	GS	82	82
	LS	174	174
GRAND MARQUIS Total		256	256
Grand Total		738	738

Vehicle Description	Vehicle Series	# of Reports	Production Volume	R/1000
CROWN VICTORIA	Base	20	10,546	1.90
	Commercial	12	7,856	1.53
	Fleet - LWB	10	5,314	1.88
	LX	80	29,563	2.71
	Police Interceptor	360	70,147	5.13
CROWN VICTORIA Total		482	123,426	3.91
GRAND MARQUIS	GS	82	42,783	1.92
	LS	174	70,845	2.46
GRAND MARQUIS Total		256	113,628	2.25
Combinations	Commercial/Fleet LWB	22	13,170	1.67
Combinations	Grand Marquis/LX/Base	356	153,737	2.32
Grand Total		738	237,054	3.11



Count of VIN				
Vehicle Description	Vehicle Series	Years2	Repair/Report/Paid Date	Total
CROWN VICTORIA	LX	2003	Jan	1
			Mar	3
			Jun	1
			Sep	1
			Nov	1
			Dec	1
		2004	Jan	1
			Feb	1
			Nov	2
		2005	Mar	1
			Aug	2
			Oct	1
			Dec	1
		2006	Mar	2
			Apr	2
			May	1
			Jul	1
			Aug	2
			Sep	2
			Oct	2
			Nov	2
Dec	1			
2007	Jan		2	
	Feb	2		
	Mar	3		
	Apr	7		
	May	2		
	Jun	1		
	Aug	1		
	Sep	3		
	Oct	5		
	Nov	1		
	Dec	4		
	2008	Jan	3	
Feb		6		
Mar		3		
Apr		3		
May		2		
LX Total				80
Police Interceptor		2002	Aug	1
			Sep	1
			Oct	1
			Dec	2
		2003	Feb	1
			Mar	1
			Jun	2
			Jul	3
			Sep	2
			Oct	1
			Nov	2
			Dec	1
		2004	Jan	1
			Feb	5
			Mar	5
			Apr	3
			May	1
			Jun	3
			Jul	1
			Sep	2
			Oct	2
Nov	3			
Dec	2			
2005	Jan		12	
	Feb	6		
	Mar	9		
	Apr	6		
	May	12		
	Jun	10		
	Jul	12		
	Aug	7		
	Sep	5		
	Oct	11		
	Nov	10		
	Dec	12		
2006	Jan	11		
	Feb	1		

CROWN VICTORIA	Police Interceptor	2006	Mar Apr May Jun Jul Aug Sep Oct Nov Dec	12 5 8 10 9 5 1 7 9 8		
		2007	Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec	7 8 8 7 4 10 5 7 4 5 6 7		
		2008	Jan Feb Mar Apr May Jun	4 7 4 3 2 1		
		Police Interceptor Total			360	
		CROWN VICTORIA Total			440	
		GRAND MARQUIS	GS	2003	May Nov Dec	1 1 1
				2004	Mar Jul Aug Nov Dec	1 1 1 1 3
				2005	Jan Mar Aug Nov Dec	2 1 1 1 2
				2006	Jan Feb Mar May Jul Aug Sep Oct Nov Dec	2 1 1 2 2 1 2 3 1 2
	2007			Jan Feb Mar Apr May Jun Aug Sep Oct Nov Dec	2 4 2 1 3 2 2 2 2 4 4	
2008	Jan Feb Mar Apr May Jun			5 4 4 1 4 2		
GS Total				82		
LS	2002			Dec	1	
	2003			Feb Mar Jul Aug Oct Dec	1 1 1 1 2 4	
				2004	Jan Feb	2 2

GRAND MARQUIS	LS	2004	Mar	2	
			Apr	1	
			May	1	
			Jun	1	
			Sep	1	
			Oct	1	
			Nov	1	
			Dec	2	
			2005	Feb	2
				May	1
		Aug		5	
		Sep		1	
		Oct		1	
		Nov		3	
		2006	Dec	1	
			Feb	1	
			Mar	2	
			Apr	2	
			May	4	
			Jun	1	
Jul	1				
Aug	4				
Sep	4				
Oct	2				
Nov	5				
Dec	1				
2007	Jan	6			
	Feb	2			
	Mar	5			
	Apr	3			
	May	2			
	Jun	2			
	Jul	5			
	Aug	7			
	Sep	2			
	Oct	8			
	Nov	7			
	Dec	5			
2008	Jan	17			
	Feb	11			
	Mar	7			
	Apr	6			
	May	10			
	Jun	4			
LS Total			174		
GRAND MARQUIS Total			256		
Grand Total			696		

CROWN VICTORIA	2002	Aug	1
		Sep	1
		Oct	1
		Nov	0
		Dec	2
	2003	Jan	1
		Feb	1
		Mar	4
		Apr	0
		May	0
		Jun	3
		Jul	3
		Aug	0
		Sep	4
		Oct	2
		Nov	3
		Dec	2
	2004	Jan	4
		Feb	6
		Mar	5
		Apr	4
		May	3
		Jun	4
		Jul	2
		Aug	0
		Sep	2
		Oct	2
		Nov	6
		Dec	3
	2005	Jan	12
		Feb	6
		Mar	10
		Apr	6
		May	13
		Jun	11
		Jul	12
		Aug	9
		Sep	6
		Oct	13
		Nov	11
		Dec	14
2006	Jan	13	
	Feb	20	
	Mar	14	
	Apr	8	
	May	9	
	Jun	12	
	Jul	11	
	Aug	8	
	Sep	3	
	Oct	10	
	Nov	12	
	Dec	10	
2007	Jan	9	
	Feb	10	
	Mar	11	
	Apr	14	
	May	7	

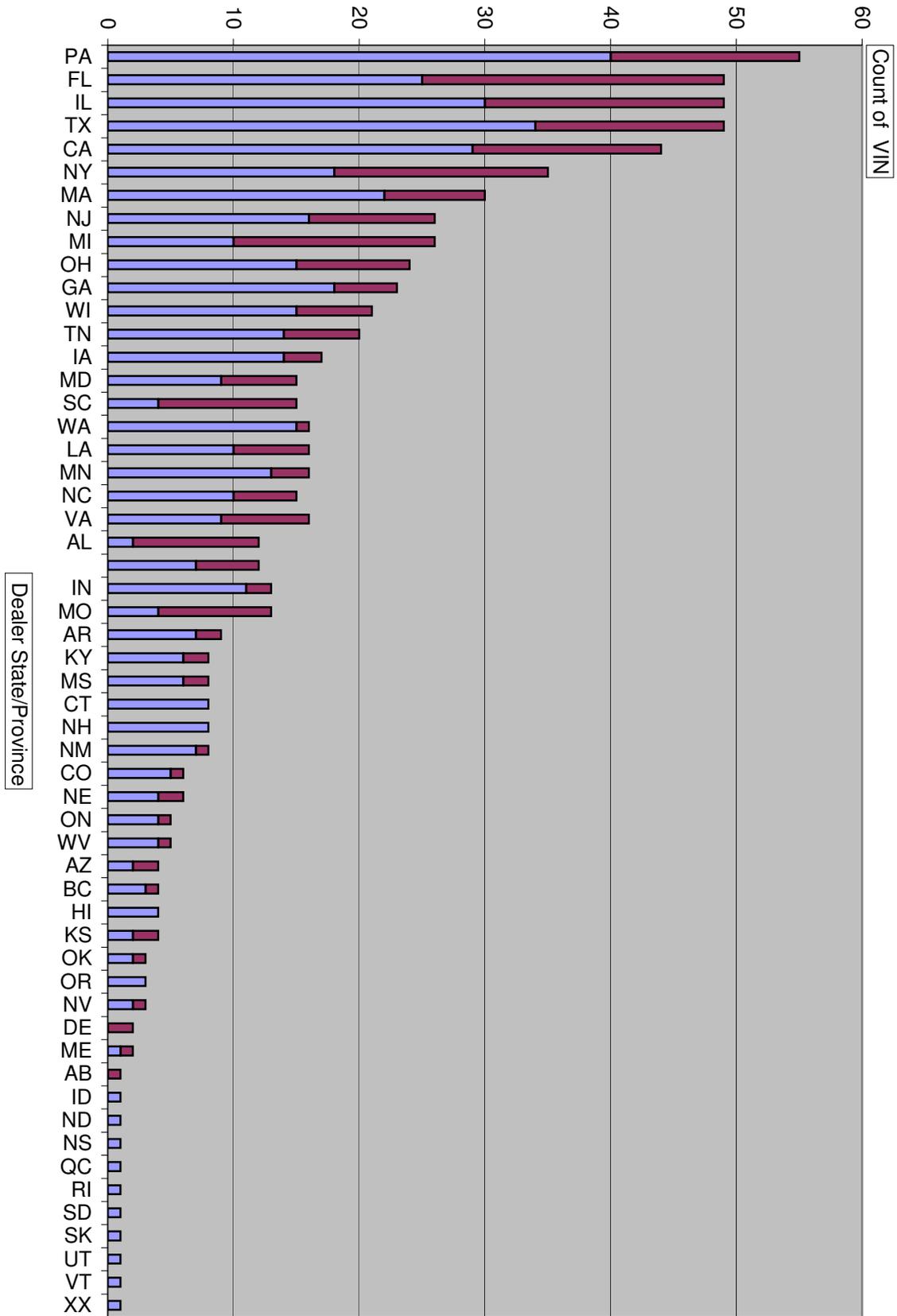
Note: All duplicates have been removed from these charts. When deciding which report to remove, the following level of importance was assigned:

1. AWS
2. CQIS
3. MORS/CUDL

This was determined by amount of information available within each report, as well as accuracy of information provided.

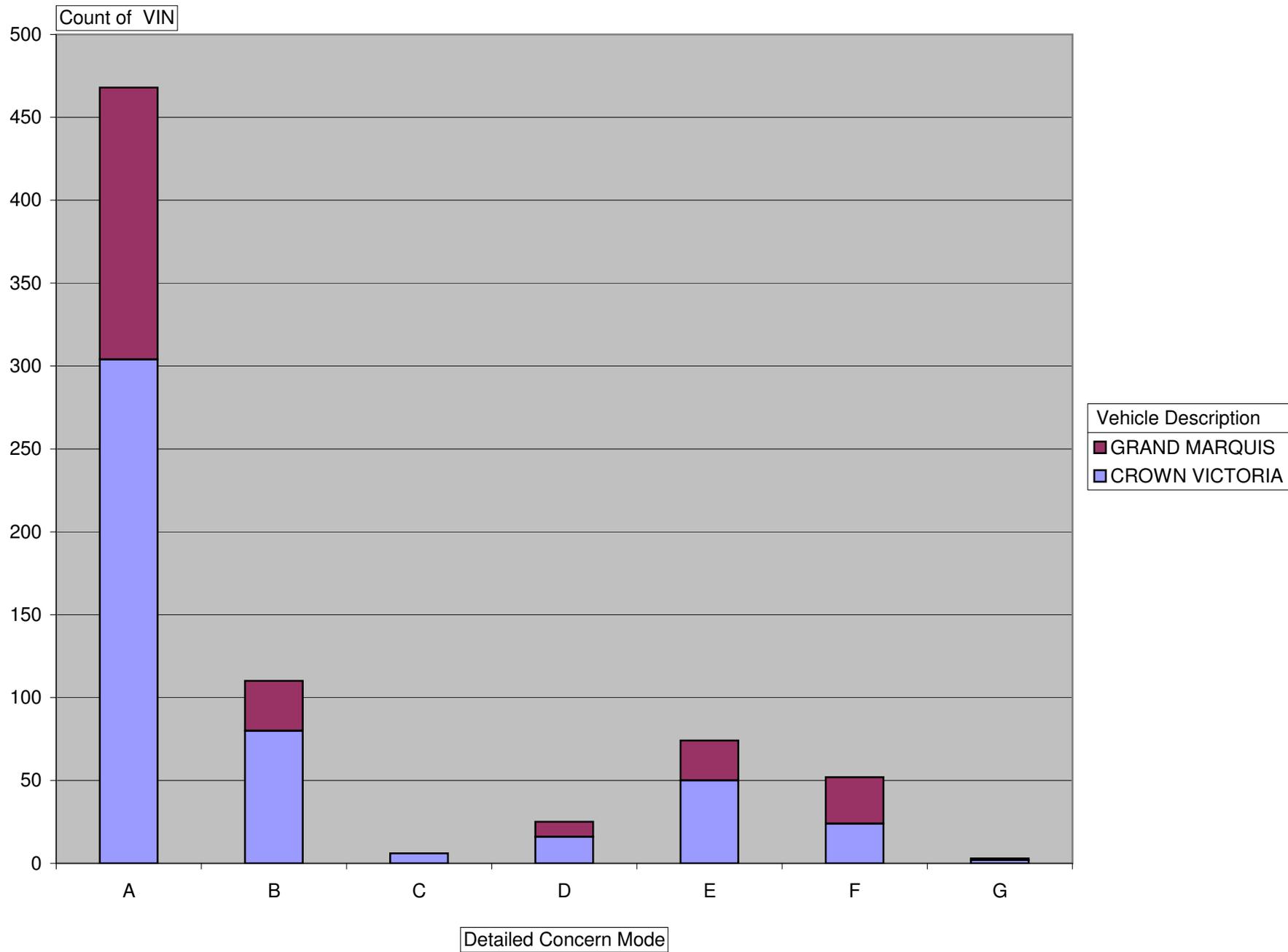
		Jun	12
		Jul	6
		Aug	8
		Sep	7
		Oct	14
		Nov	9
		Dec	11
	2008	Jan	9
		Feb	13
		Mar	8
		Apr	7
		May	4
		Jun	1
GRAND MARQUIS	2002	Dec	1
	2003	Jan	0
		Feb	1
		Mar	1
		Apr	0
		May	1
		Jun	0
		Jul	1
		Aug	1
		Sep	0
		Oct	2
		Nov	1
		Dec	5
	2004	Jan	2
		Feb	1
		Mar	3
		Apr	1
		May	1
		Jun	1
		Jul	1
		Aug	1
		Sep	1
		Oct	1
		Nov	2
		Dec	5
	2005	Jan	2
		Feb	2
		Mar	1
		Apr	0
		May	1
		Jun	0
		Jul	0
		Aug	6
		Sep	1
		Oct	1
		Nov	4
		Dec	3
	2006	Jan	2
		Feb	2
		Mar	3
		Apr	2
		May	6
		Jun	1
		Jul	3
		Aug	5
		Sep	6





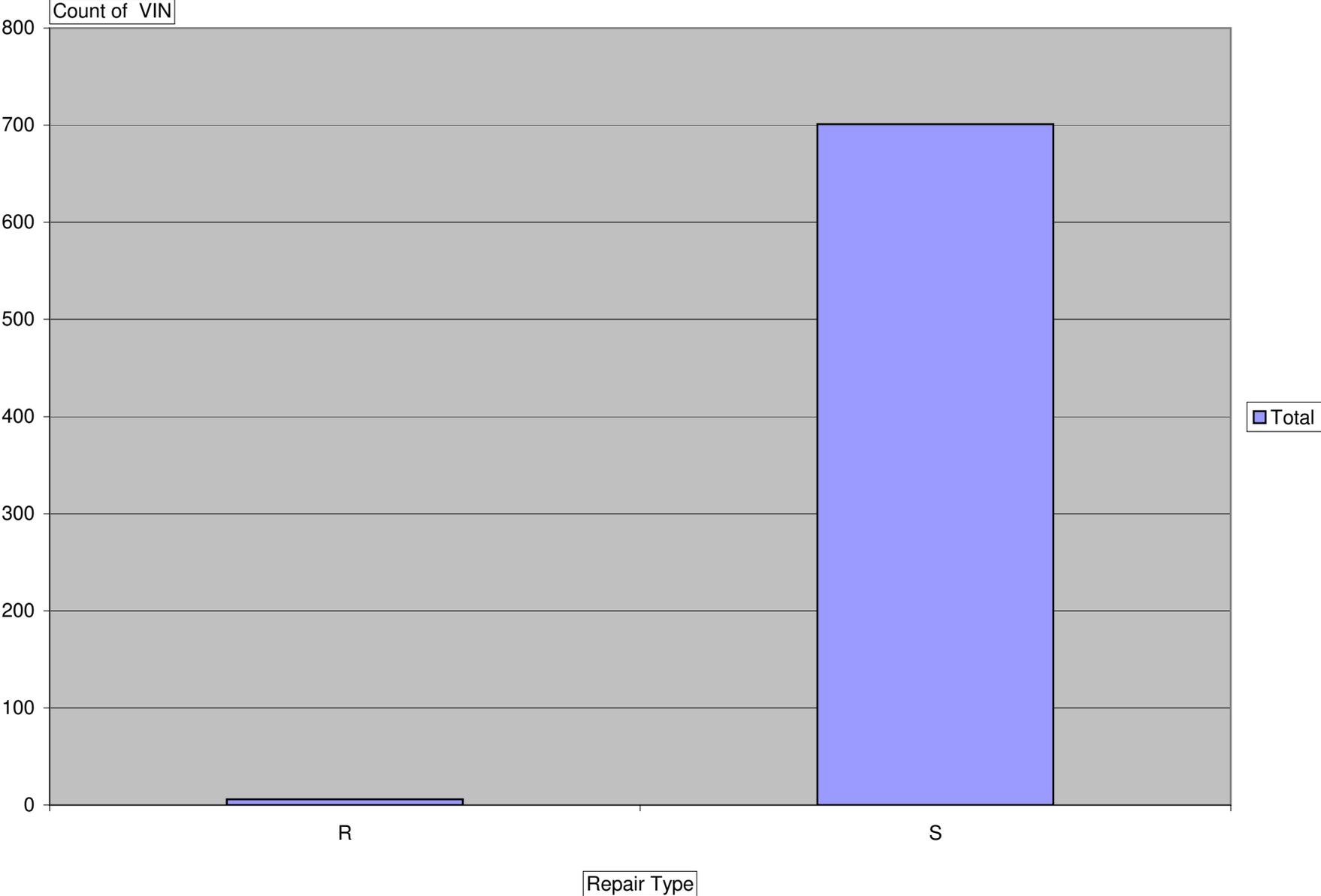
Vehicle Description  
 ■ GRAND MARQUIS  
 ■ CROWN VICTORIA

Count of VIN Dealer State/Province	Vehicle Description		Grand Total
	CROWN VICTORIA	GRAND MARQUIS	
PA	40	15	55
FL	25	24	49
IL	30	19	49
TX	34	15	49
CA	29	15	44
NY	18	17	35
MA	22	8	30
NJ	16	10	26
MI	10	16	26
OH	15	9	24
GA	18	5	23
WI	15	6	21
TN	14	6	20
IA	14	3	17
MD	9	6	15
SC	4	11	15
WA	15	1	16
LA	10	6	16
MN	13	3	16
NC	10	5	15
VA	9	7	16
AL	2	10	12
	7	5	12
IN	11	2	13
MO	4	9	13
AR	7	2	9
KY	6	2	8
MS	6	2	8
CT	8		8
NH	8		8
NM	7	1	8
CO	5	1	6
NE	4	2	6
ON	4	1	5
WV	4	1	5
AZ	2	2	4
BC	3	1	4
HI	4		4
KS	2	2	4
OK	2	1	3
OR	3		3
NV	2	1	3
DE		2	2
ME	1	1	2
AB		1	1
ID	1		1
ND	1		1
NS	1		1
QC	1		1
RI	1		1
SD	1		1
SK	1		1
UT	1		1
VT	1		1
XX	1		1
Grand Total	482	256	738

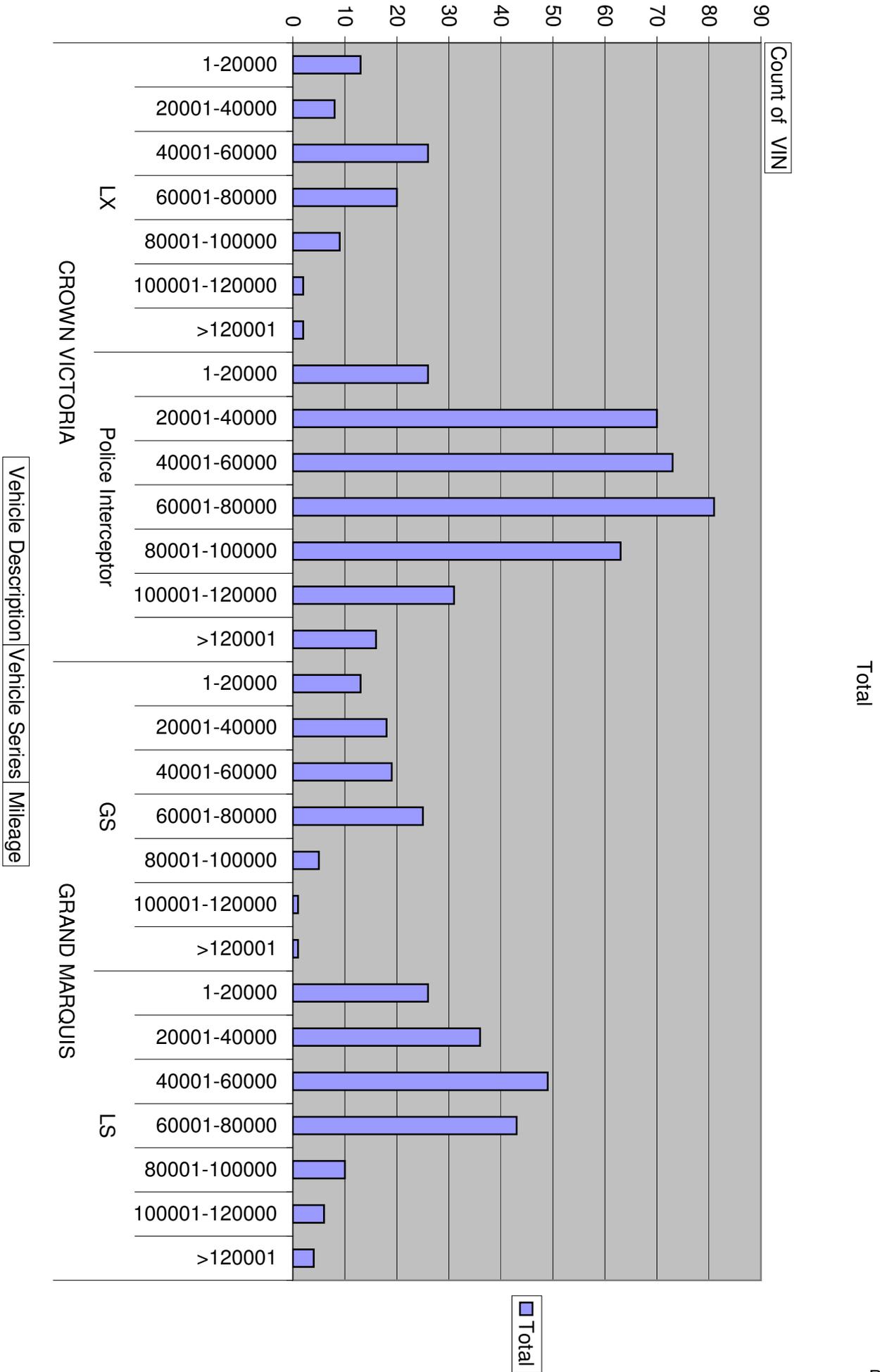


Count of VIN	Vehicle Description		
Detailed Concern Mode	CROWN VICTORIA	GRAND MARQUIS	Grand Total
A	304	164	468
B	80	30	110
C	6		6
D	16	9	25
E	50	24	74
F	24	28	52
G	2	1	3
Grand Total	482	256	738

Total



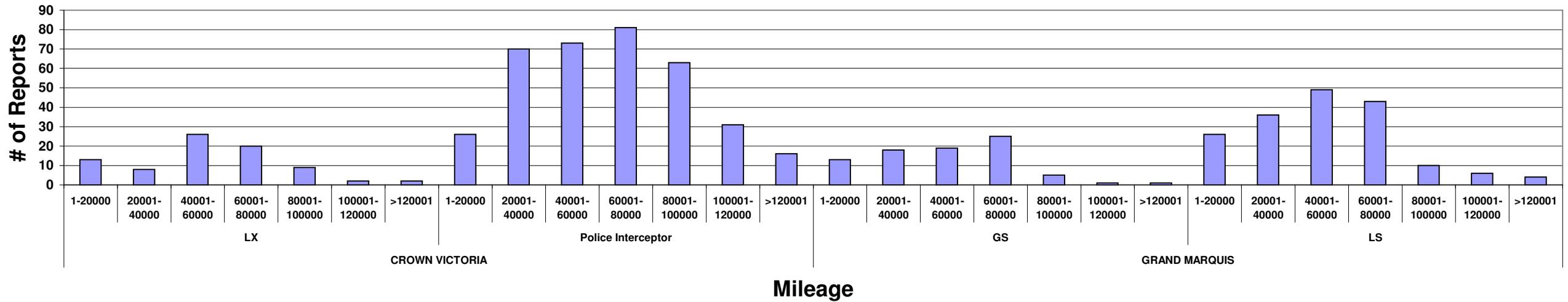
Count of VIN	
Repair Type	Total
R	6
S	701
Grand Total	707



Count of VIN			
Vehicle Description	Vehicle Series	Mileage	Total
CROWN VICTORIA	LX	1-20000	13
		20001-40000	8
		40001-60000	26
		60001-80000	20
		80001-100000	9
		100001-120000	2
		>120001	2
	LX Total		80
	Police Interceptor	1-20000	26
		20001-40000	70
		40001-60000	73
		60001-80000	81
		80001-100000	63
		100001-120000	31
>120001	16		
Police Interceptor Total		360	
CROWN VICTORIA Total			440
GRAND MARQUIS	GS	1-20000	13
		20001-40000	18
		40001-60000	19
		60001-80000	25
		80001-100000	5
		100001-120000	1
		>120001	1
	GS Total		82
	LS	1-20000	26
		20001-40000	36
		40001-60000	49
		60001-80000	43
		80001-100000	10
		100001-120000	6
>120001	4		
LS Total		174	
GRAND MARQUIS Total			256
Grand Total			696

CROWN VICTORIA	LX	1-20000	13
		20001-40000	8
		40001-60000	26
		60001-80000	20
		80001-100000	9
		100001-120000	2
		>120001	2
	Police Interceptor	1-20000	26
		20001-40000	70
		40001-60000	73
		60001-80000	81
		80001-100000	63
		100001-120000	31
		>120001	16
GRAND MARQUIS	GS	1-20000	13
		20001-40000	18
		40001-60000	19
		60001-80000	25
		80001-100000	5
		100001-120000	1
		>120001	1
	LS	1-20000	26
		20001-40000	36
		40001-60000	49
		60001-80000	43
		80001-100000	10
		100001-120000	6
		>120001	4

2003 Crown Victoria/Grand Marquis Headlamp Concern - LCM (13C788)



ECI Record ID	Sour ce Cod g e	Ti m e	Repair/ Report/ Paid Date	Ca us al Part	Caus a l Part	Caus a l Part	Deal er Nam e	Deal er City	D eal er Ph on e N um b e r	A s s e s s m e n t	u e li ai	Pro d u c t D e l i v e r y D a t e	M o d e l Y e a r	Ve h i c l e D e s c r i p t i o n	B o d y C a b	Plan t B u i l d	War r a n t y S t a r t	M i l e a g e	C u s t o m e r C o m m e n t s	T e c h n i c i a n C o m m e n t s	C Q I S R e c o m m e n d a t i o n s	o e e n h t c i a
7353304	GCQIS Ford		23-Jan-04 26-Jan-04	Unknown	Unknown	MERC	TEMPLE HILLS MD	4108991100 N	1LNHM81W13Y	1 S		20-Jun-03	2003	TOWN CAR	Unkno wn	WIXOM PLANT BUILD	19-Jul-03	5344		TECH STATES INTERMITTENT UNVERIFIED CONCERN OF HEADLAMPS SELF-SHUT OFF IN AUTOLAMP MODE. NO DTCS		Sign at ur e A e B
25942988	MORS\CUDL		1-Aug-07 2-Aug-07	NOT PROVIDED BY SOURCE	PORT ANGELES	WA	3604573333	1LNHM81W33Y	1 S			3-Jun-02	2003	TOWN CAR	Unkno wn	WIXOM PLANT BUILD	4-Aug-03	15500		Detailed Concern Mode A: lights go out while driving/by themselves - no other information provided B: lights go out randomly/intermittantly/occasionally C: lights go out when hitting a bump/rough road D: lights go out when another function is used (turn signal, brake, etc.) E: lights go out, then come back on by themselves within a few minutes F: lights go out, owner able to restore light using switch, other methods, etc. G: lights flicker/blink/dim H: lights are inoperative/won't turn on J: DRL lights inoperative		Sign at ur e A e A
7153496	GCQIS Ford		30-Oct-03 20-Nov-03	Unknown	Unknown	MERC	CONCORD CA	9256823150 N	1LNHM81W53Y	1 S		18-Apr-02	2003	TOWN CAR	Unkno wn	WIXOM PLANT BUILD	28-Jul-03	7195		DLR STATES WHILE DRIVING ALL THE LAMPS WENT OUT. DASH,PARK AND HEADLAM PS. DLR IS UNABLE TO VERIFY THE CONCERN. DLR TECH STS AN ALLEGED HEADLAMPS CUTTING OUT ONE TIME WHILE DRIVING AT NIGHT. TECH STS THAT THERE ARE NO CODES AND CUST. STATES THAT WHILE ON LONG DRIVES DURING THE DAY WITH THE LIGHTS WILL GO OUT. DLR. HAS NOT BEEN ABLE TO VERIFY. DLR. ALSO STATES THAT THE		Sign at ur e A e A
7047731	GCQIS Ford		19-Sep-03 20-Sep-03	Unknown	Unknown	MERC	PENSACOLA FL	8504788531 N	1LNHM81W63Y	1 S		15-Aug-02	2003	TOWN CAR	Unkno wn	WIXOM PLANT BUILD	17-Apr-03	15514		STATES B1696 AUTO LAMP ON SHORT TO GROUND. DIAG AND REPLACE LCM. REPLACE MODULE AND RAN SELF TEST 4 TIMES TO		Sign at ur e A e B
8229581	GCQIS Ford		22-Feb-05 23-Feb-05	Unknown	Unknown	INC.	MEDFORD OR	5417737591 N	1LNHM81W83Y	1 S		22-Jul-02	2003	TOWN CAR	Unkno wn	WIXOM PLANT BUILD	6-Aug-02	36541		STATES B1696 AUTO LAMP ON SHORT TO GROUND. DIAG AND REPLACE LCM. REPLACE MODULE AND RAN SELF TEST 4 TIMES TO		Sign at ur e A e A
384856900	AWS	33	5-Apr-05 6-Apr-05 Z	3W1	13C788 BA	(GEM) URY	COLUMBIA KY	2703843016	1LNHM81W93Y	1 S		16-Jul-02	2003	TOWN CAR	Unkno wn	WIXOM PLANT BUILD	1-Aug-02	33184		STATES B1696 AUTO LAMP ON SHORT TO GROUND. DIAG AND REPLACE LCM. REPLACE MODULE AND RAN SELF TEST 4 TIMES TO		Sign at ur e A e F



Case ID	Customer	Start Date	End Date	Code	Agency	Technician	City	State	Phone	Vehicle	Year	Make	Model	Color	Transmission	Engine	Problem	Work Done	Notes	Outcome
366715624	AWS	18 5-Jul-04	7-Jul-04	Z	13C788	BA	NAPLES	FL	2395976011	1LNHM82W43Y	1	S	18-Apr-02	2003	TOWN CAR	Unkwn	WIXOM PLANT BUILD	2-Jan-03	28813	gn at ur A e A
405544981	AWS	38 21-Sep-05	24-Sep-05	Z	13C788	AA	ROCKFORD	IL	8159628891	1LNHM82W43	1	S	1-Aug-02	2003	TOWN CAR	Unkwn	WIXOM PLANT BUILD	17-Aug-02	45022	gn at ur e Li mi A te A
25866137	MORS\ CUDL	11-Jun-07	12-Jun-07				TRAVELERS REST	SC	8648346060	1LNHM82W63Y	1	S	13-Nov-02	2003	TOWN CAR	Unkwn	WIXOM PLANT BUILD	25-Nov-02	31000	gn at ur e Li mi te A d E
7058246	Ford	23-Sep-03	20-Nov-03		Unknown		COLUMBIA	SC	8032568313	1LNHM82W63Y	1	S	3-Jun-03	2003	TOWN CAR	Unkwn	WIXOM PLANT BUILD	28-Nov-03	512	gn at ur e Li mi te A d F
364386584	AWS	10 1-Jun-04	5-Jun-04	Z	13C788	BA	STREAM	IL	6306829200	1LNHM82W63Y	1	S	18-Jun-03	2003	TOWN CAR	Unkwn	WIXOM PLANT BUILD	5-Jul-03	13958	gn at ur A e A
452296251	AWS	63 7-Aug-07	9-Aug-07	Z	13C788	BA	ALBERTVILLE	AL	2568787282	1LNHM82W83Y	1	S	13-May-02	2003	TOWN CAR	Unkwn	WIXOM PLANT BUILD	7-Jun-02	84751	gn at ur A te A
375384458	AWS	28 17-Nov-04	20-Nov-04	Z	13C788	BA	BREWTON	AL	2518676212	1LNHM82W93Y	1	S	22-Jul-02	2003	TOWN CAR	Unkwn	WIXOM PLANT BUILD	6-Aug-02	27120	gn at ur A e A
391667095	AWS	28 2-Jun-05	2-Jun-05	Z	13C788	BA	JACKSONVILLE	NC	9104551551	1LNHM82W93Y	1	S	10-Feb-03	2003	TOWN CAR	Unkwn	WIXOM PLANT BUILD	25-Feb-03	27343	gn at ur A e A



425185119	AWS	44	5-Jun-06	8-Jun-06	Z	13C788	BB	4W7	ELECTO NIC MODULE (GEM)	FORD OF ROCK VILLE	ROCKVILLE	MD	3014245000	2FAFP70W63X	[REDACTED]	1	S	2-Oct-02	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	18-Oct-02	39342	HEADLIGHTS WILL GO OUT BY THEMSELVES AFTER A MINUTES WHEN C S HEADLIGHT TURN OFF ON ITS	CHECK HEADLIGHTS GO OUT WDS TEST PIN POINT TEST FOUND SHORT IN CCM REPLACED CCM AND RETEST OK INOP	A	B	A	ee t - L W Fl ee			
346848391	AWS	6	9-Jan-04	17-Jan-04	Z	13C788	AH	3W7	ELECTO NIC MODULE	UNIVE RSAL FORD	LONG ISLAND CITY	NY	7187861660	2FAFP70W63X	[REDACTED]	1	S	27-May-03	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS	28-Jul-03	35983	OWN	MODULE LIGHTING CONTROL FEM REM JOE STATES ALL LIGHTING SHUTS DOWN AFTER EXTENDED USE. LCM HAS BEEN RE PLACED TO NO AVAIL. NO DTC'S. CONCERN NO COMMUNICATION WITH LCM BUT IF BATTERY CABLE IS DISCONNECTED AND THEN RECONNECTED LCM COMMUNICATION IS ESTABLISHED FOR A FEW HOURS A DAY AS PER HOT LINE INSTRUCTIONS CHECK ALL CIRCUITS AND GROUNDS IF ALL FOUND OK, REPLACE LCM AND MULTIFUNCTION	A	t -	A	Fl ee t - L W Fl ee			
7804460	GCQIS Ford		28-Jul-04	29-Jul-04		Unknowr	Unknown		LEASI NG	LONG ISLAND CITY	NY		N	2FAFP70W93X	[REDACTED]	1	S	27-Aug-02	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	3-Jan-03	72000		ADVISOR SW TO MONITOR FOR GROUND ON PIN 10, 2145C AT LCM FOR INPUT AND PIN 16, 2145B FOR POWER OUTPUT WHEN CONCERN IS	A	W	A	Fl ee t - L W Fl ee			
361012026	AWS	9	15-Apr-04	17-Apr-04	Z	13C788	AH	3W7	ELECTO NIC MODULE (GEM)	UNIVE RSAL FORD	LONG ISLAND CITY	NY	7187861660	2FAFP70W93X	[REDACTED]	2	D	17-Apr-03	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	16-Jun-03	34940	WORK	C S HEADLIGHTS GO OFF BY ITS SELF	INOP BODY CHASSIS ELECTRICAL (BCE) TEST	A	B	F	Fl ee t - L W Fl ee		
346967147	AWS	3	13-Jan-04	17-Jan-04	Z	13C788	AH	3W7	ELECTO NIC MODULE	UNIVE RSAL FORD	LONG ISLAND CITY	NY	7187861660	2FAFP70WX3X	[REDACTED]	1	S	24-Jun-03	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS	3-Oct-03	22565	SELF		ADVISOR SW TO MONITOR FOR GROUND ON PIN 10, 2145C AT LCM FOR INPUT AND PIN 16, 2145B FOR POWER OUTPUT WHEN CONCERN IS	A	t -	A	Fl ee t - L W Fl ee		
8836015	GCQIS Ford		23-Nov-05	28-Nov-05		Unknowr	Unknown		CYPRE SS COAS T FORD LINCO LN	SEASIDE	CA	8318993673	N	2FAFP71W03X	[REDACTED]	1	S	18-Apr-02	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	10-Jul-02	78983		CUSTOMER STATES HEAD LIGHTS GO OFF AND BRIGHTS WILL ONLY COME	RETEST SYSTEM OK TECH STATES CUSTOMER STATES INTERMITTENTLY THE HEADLIGHTS SHUT OFF FOR UP TO 10 MINUTES W/DRIVING. DTC B1792 IS PRESENT. UNKNOWN IF PARK & INSTRUMENT PANEL LIGHTS GO INOP. TECH UNABLE TO DUPLICATE	REC: TECH ATTEMPT TO DUPLICATE CONDITION. OBTAIN MORE DETAILED INFORMATION IF POSSIBLE. ADVISE TECH OF OTHER SIMILAR REPORTS OF LIGHTING CONTROL	A	or	A	Pol ic e Int er ce pt or	
439261784	AWS	57	19-Jan-07	23-Jan-07	Z	13C788	BB	4W7	ELECTO NIC MODULE (GEM)	ROAD S FORD,	NEW MARTINSVILL E	WV	3044551303	2FAFP71W03X	[REDACTED]	1	S	24-Apr-02	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	14-May-02	26437					A	er	A	Pol ic e Int er ce pt or	
9230301	GCQIS Ford		5-Jun-06	6-Jun-06		Unknowr	Unknown		CLIPPI NGER	FORD	WEST COVINA	CA	6263396291	N	2FAFP71W03X	[REDACTED]	1	S	3-May-02	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	23-May-02	77721					A	or	E	Pol ic e Int er ce pt or
305427602	AWS	4	9-Sep-02	11-Jan-03		13C788			ELECTO NIC MODULE (GEM)	HUDS ON AUTO	MADISONVILL E	KY	2708214100	2FAFP71W03X	[REDACTED]	1	S	27-May-02	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	4-Jun-02	4575	CHECK HEADLAMPS GO OUT WHILE DRIVING	REPAIRED LOOSE CONNECTION AT LMC RETESTED	A	or	A	Pol ic e Int er ce pt or			

8975700	GCQIS Ford	31-Jan-06	1-Feb-06	Unknowr	Unknown	JUETT NER MOTO RS, INC.	ALEXANDRIA MN	3207633126 N	2FAFP71W03X	1 S	11-Jun-02	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	27-Jun-02	84572	TECH STATES HEADLIGHTS CUT OUT WHILE DRIVING. UNABLE TO DUPLICATE, REPLACED HEADLIGHT SWITCH TO NO AVAIL. SEEKING KNOWNS. TECH STATES THAT THE HEADLIGHTS WILL GO OFF INT THEN COME BACK ON ~3MIN LATER. CONCERN WILL ONLY TAKE PLACE ABOUT 1 TIME EVERY 3 HOURS BUT CAN HEAR/FEEL CLICK IN LCM WHEN	ADVISED TECH TO CHECKFOR PIN FIT CONCERNS BETWEEN LCM & HEADLIGHTS. IF GOOD, REPLACE LCM AND RETEST. REPORT #: 5LLCR009 REPLACE ELECTONIC MODULE (GEM) TECH COMMENTS: R&AMP;R LCM REPORT #: 6AXCK015 REPLACE ELECTONIC MODULE (GEM) REPORT #: 5CJBR005	Po lic e Int er ce pt or A Po lic e Int er ce pt or E Po lic e Int er A		
7447090	GCQIS Ford	3-Mar-04	10-Mar-04	13C788		ELECTO YANKE NIC E MODULE FORD SOUTH (GEM) SALES PORTLAND CAPIT	ME	2077995591 N	2FAFP71W03X	1 S	17-Jun-02	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	12-Jul-02	83545			A or E Po lic e		
394978539	AWS	35	16-Jun-05	18-Jun-05	Z	ELECTO AL NIC LINCO MODULE LN-	4W7 BB	MERC MATTESON IL	7087209100	2FAFP71W03X	1 S	22-Jul-02	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	23-Aug-02	54134	CK HEADLIGHTS GO OFF SEE LOU	PERFORM PIN POINT TEST.REPLACED LIGHTING CONTROL MODULE CONCERN IS DURING A FORCED DOWNSHIFT THE HEADLAMPS CUT OUT MOMENTARILY AND THE ENGINE MISSES. SEEKING ANY KNOWNS, HAS NOT MONITORED FUEL PRESSURE. ALSO HEARS THE LCM CLICK WHEN THE HEADLAMPS COME BACK ON. VEHICLE IS NOW AT ANOTHER DEALER WITH SAME CONCERN. TECH STS THAT HE WAS ABLE TO DUPLICATE CONCERN BUT DID NOT HAVE TO DRIVE VEHICLE HARD. TECH STS THAT WHEN CONCERN OCCURES ALL THE ILLUMINATION WOULD GO OUT AND THEN COME BACK ON. WAS NOT ABLE TO VERIFY AND DRIVEABILITY CONCERNS OR SHIFT CONCERNS. TECH HAS NO CODES. THE LCM AND LIGHT SWITCH WAS REPLACED BY THE OTHER DEALER WITH THE LEFT LOW BEAM HEADLIGHT GOES OUT INT. HAS NOT VERIFIED, AND WIGGLE TEST SHOWS NO FAULT.	ADVISED OF NO KNOWNS, VERIFY FUEL PRESSURE, FAULTY GRDS FOR FDM, FUEL FILTER. CHECK FOR WATER INSTRUSION/ CHAFFING AT THE CORE SUPPORT/LEFT INNER FENDER LINER FOR HEADMLAMPS CONCERN. CHECK BJB FOR CORRISION AND MOTOR MOUNTS ALLOWING HARNEESS TO PULL APART DURING HIGHER MOMENTS OF TORQUE. ADVSIED TECH HOTLINE HAS NO KNOWNS. IF THE LCM WAS REPLACED ALONG WITH A LIGHT SWITCH SUSPECT THERE IS A LOSS OF POWER AND GROUND TO THE BJB, CJB, OR LCM. TECH TO LOAD ADVISED NO KNOWNS. THE LOW BEAMS DIVIDE INTO 2 CKTS, AT THE CJB POSS. LOOSE FUSE, OR	A er A Po lic e Int er A Po lic e Int er B
8918845	GCQIS Ford	5-Jan-06	8-Jan-06	Unknowr	Unknown	BERT WOLF E FORD, INC.	CHARLESTON WV	3043441601 N	2FAFP71W03X	1 S	7-Aug-02	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	16-Aug-02	91265			A or E Po lic e		
7455021	GCQIS Ford	5-Mar-04	7-Mar-04	Unknowr	Unknown	COUR TESY MOTO RS	BUENA VISTA VA	5402612112 N	2FAFP71W03X	1 S	23-Aug-02	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	23-Sep-02	13007			A er B		

Case ID	Agency	Date	Time	Officer	Vehicle	Location	State	Zip	Plate	Color	Year	Make	Model	Damage	Notes	Outcome						
402553688	AWS	35 25-Aug-05	27-Aug-05 Z	4W7 13C788 BB	ELECTO NIC AVIS MODULE FORD, (GEM) INC.	SOUTHFIELD	MI	2483557500	2FAFP71W03X [REDACTED]	1 S	27-Sep-02	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	10-Oct-02	54425	54425 CC42 WARR,ESP THE HEADLIGHTS CUT OFF WHEN THEY GET TOO HOT. THEY ALSO CUT OFF AFTER THEYRE TURNED ON MANUALLY, WHEN THEY GET TOO HOT.	PREMIUM,BCE DIAG,NO CODES IN LCM. PERFORM PINPOINT TEST,R&I CLUSTER FINISH PANEL ,R&I HEADLIGHT SWITCH AND CHECK FOR OUTPUT 12V C205A,OK IN PARK AND HEAD SETTING.R&I LEFTKICK PANEL ACCESS DASH AND CHECK C2145C TECH STATES INTERMITTENTLY HEADLIGHTS GO INOP WHILE DRIVING. TECH UNABLE TO DUPLICATE CONDITION. DTC'S B1322 B1566 B1792 B1352. HEADLIGHT SWITCH HAS BEEN REPLACED.	ADVISE TECH OF OTHER SIMILAR CASES OF LIGHTING CONTROL MODULE CONCERN. TECH TO ADVISE. REPORT #: 6HNA6002 REPLACE ELECTONIC MODULE (GEM) REPORT #: 6CPDV013 REPLACE	A	Police Inter cept or A
9552317	GCQIS Ford	24-Nov-06	25-Nov-06	Unknowr	MOSS MOTO R CO INC	SOUTH PITTSBURG	TN	4238377114 N	2FAFP71W03X [REDACTED]	1 S	7-Oct-02	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	10-Oct-02	130812		UNKNOWN IF PARK LIGHTS		A	Police Inter cept or B
8213382	GCQIS Ford	18-Feb-05	20-Feb-05	Unknowr	MARO ONE LINCO LN MERC	LAKE PARK	FL	5616220700 N	2FAFP71W03X [REDACTED]	1 S	14-Jan-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	20-Feb-03	44010		CUST. STATES THAT THE HEADLIGHTS GO OUT AT TIMES. TECH HAS NOT BEEN ABLE TO VERIFY ALLEGED HEADLAMPS GO OFF AT TIMES, FLAS TO PASS OPERATED. THIS ALLEGED HAPPED WHEN USING RH TURN SIGNAL AND LASTED ABOUT 5 MIN. M/F SWITCH REPLACED TO NO AVAIL. TECH COMMENTS: TECH STATES CUSTOMER ALLEGES HEADLAMPS TURN OFF FOR A FEW SECONDS AT T IMES, CLICK IS HEARD FROM DASH AT TIME OF CONCERNS. HIGH BEAMS ARE INOPERATIVE AT TIME OF CONCERN, FLASH TO PASS FEATURE D OES	REPORT #: 6E0DD009 REPLACE CNTRL ASY LT DIMMER TECH COMMENTS: REPLACED LIGHTING CONTROL MODULE. ISSUE NEEDS TO BE CONFIRMED, BUT	A	Police Inter cept or A
9468134	GCQIS Ford	9-Oct-06	10-Oct-06	10E846	GENE CNTRL MESS ASY LT ER DIMMER	LUBBOCK	TX	8067932727 N	2FAFP71W03X [REDACTED]	1 S	23-Jan-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	1-Oct-03	50405		TECH STATES CUSTOMER ALLEGES HEADLAMPS TURN OFF FOR A FEW SECONDS AT T IMES, CLICK IS HEARD FROM DASH AT TIME OF CONCERNS. HIGH BEAMS ARE INOPERATIVE AT TIME OF CONCERN, FLASH TO PASS FEATURE D OES TESTED SYSTEM, PINPOINT TO FAULTY GEM MODULE, REPLACED AS NEEDED, RECHECKED OK P.O. 600155 RO360599 TECH HAS NOT CONFIRMED, HEADLAMPS GO OFF WHILE DRIVING. SEEKS KNOWNS B EFORE DIAG. FOUND THAT THE HARNES COMING FROM BATTERY JUNCTION BOX DOWN TO R/FWHE EL WELL, THEN ACROSS FRONT OF RADIATOR SUPPORT, WAS FULL OF WATER.I DR AINED		A	Police Inter cept or D
8143387	GCQIS Ford	20-Jan-05	23-Feb-05	Unknowr	BRED EMAN N FORD IN GLENV IEW	GLENVIEW	IL	8479984000 N	2FAFP71W03X [REDACTED]	1 S	17-Feb-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	12-Mar-03	40567		TESTED SYSTEM, PINPOINT TO FAULTY GEM MODULE, REPLACED AS NEEDED, RECHECKED OK P.O. 600155 RO360599 TECH HAS NOT CONFIRMED, HEADLAMPS GO OFF WHILE DRIVING. SEEKS KNOWNS B EFORE DIAG. FOUND THAT THE HARNES COMING FROM BATTERY JUNCTION BOX DOWN TO R/FWHE EL WELL, THEN ACROSS FRONT OF RADIATOR SUPPORT, WAS FULL OF WATER.I DR AINED		A	Police Inter cept or E
417416890	AWS	34 28-Feb-06	1-Mar-06 Z	4W7 13C788 BB	ELECTO STATE NIC MOTO MODULE RS, (GEM) INC.	MANCHESTER	NH	6036237291	2FAFP71W03X [REDACTED]	1 S	27-Mar-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	2-Jun-03	88740	EXTERIOR LIGHTS KEEP SHUTTING OFF			A	Police Inter cept or A
7377617	GCQIS Ford	3-Feb-04	10-Feb-04	NTWHN	FRED BEANS FORD- LINCO LN- WIRE HARNES S MERC	DOYLESTOW	PA	2153482900 N	2FAFP71W03X [REDACTED]	1 S	11-Apr-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	1-May-03	11000		NO KNOWNS FOR ISSUE. CONFIRM BEFORE ATTEMPTING DIAG, WIGGLE TEST, ETC. ...		A	Police Inter cept or A
349105523	AWS	9 11-Feb-04	14-Feb-04 Z	3W7 13C788 AH	ELECTO MCCL NIC UNG MODULE FORD, MOUNTAIN (GEM) INC. VIEW		AR	8702693866	2FAFP71W03X [REDACTED]	1 S	22-Apr-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	2-Jun-03	879	HEAD LIGHT COME ON FOR FEW MINUTES THEN GO OUT	PLUG IN TO HEADLITE MODULE WAS NOT IN TIGHT WE SNAPPED PLUG INTO MODULE TIGHTLY AND 53066 INOP, OPEN CIRCUIT INTERNALLY WA ESP TEST AND DIAGNOSE LIGHTING SYSTEM, NGS TEST NO CODES, TEST CIRCUITS,		A	Police Inter cept or A
406484491	AWS	29 4-Oct-05	5-Oct-05 Z	4W7 13C788 BB	ELECTO LAMAR NIC QUE MODULE FORD, (GEM) INC. KENNER		LA	5044432500	2FAFP71W03X [REDACTED]	1 S	25-Apr-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	14-May-03	53066	INTERMITTENT		PE08-066 0462	A	Police Inter cept or B

451116112	AWS	51	17-Jul-07	19-Jul-07	Z	4W7	13C788	BB	ELECTORNIC MODULE OF (GEM)	MAROFORD DELRAY	FL	5612780303	2FAFP71W03X	1	S	25-Apr-03	2003	VICTORIA	CROWN	Unknown	ST. THOMAS PLANT BUILD	15-May-03	49965	OUT MINUTES THE HEADLIGHT SGO CUSTOMER STATES HEADLAMPS GO OFF AT TIMES WHILE DRIVING AT NIGHT,CUSTOMER STATES THE HEADLAMPS SHUT OFF GOING DOWN THE ROAD; CAN MESS WITH TURN SIGNAL SWITCH AND THEY MAY NOT START THAT THE HEADLITES WILL SHUT OFF ALL BY THEMSELVES WHEN DRIVING (CK AND ADVISE) CUSTOMER STATES HEADLIGHTS INT CUT OUT WHEN DRIVING, WORSE AFTER DRIVING FOR AWHILE, HEAD LIGHTS WILL SHUT OFF(RANDOM)	49965 VERIFY CONCERN. PERFORM IDS TEST. PERFORM PIN POINT TEST. REMOVE ADN REPLACE LIGHTING CONTROL LIGHTING CONTROL MODULE FAILS TESTED HEADLAMPS, CODE STORED B1352, NO COMMUNICATION FROM LIGHTING CONTROL MODULE, REPLACED LCM, HEADLIGHTS OPERATE	A	er A	
418754579	AWS	34	10-Mar-06	14-Mar-06	Z	4W7	13C788	BB	ELECTORNIC MODULE OF (GEM)	KINGS FORD, INC.	GA	9122646400	2FAFP71W03X	1	S	29-Apr-03	2003	VICTORIA	CROWN	Unknown	ST. THOMAS PLANT BUILD	22-May-03	12481	NIGHT,CUSTOMER STATES THE HEADLAMPS SHUT OFF GOING DOWN THE ROAD; CAN MESS WITH TURN SIGNAL SWITCH AND THEY MAY NOT START THAT THE HEADLITES WILL SHUT OFF ALL BY THEMSELVES WHEN DRIVING (CK AND ADVISE) CUSTOMER STATES HEADLIGHTS INT CUT OUT WHEN DRIVING, WORSE AFTER DRIVING FOR AWHILE, HEAD LIGHTS WILL SHUT OFF(RANDOM)	49965 VERIFY CONCERN. PERFORM IDS TEST. PERFORM PIN POINT TEST. REMOVE ADN REPLACE LIGHTING CONTROL LIGHTING CONTROL MODULE FAILS TESTED HEADLAMPS, CODE STORED B1352, NO COMMUNICATION FROM LIGHTING CONTROL MODULE, REPLACED LCM, HEADLIGHTS OPERATE	A	pt F	
448471292	AWS	41	6-Jun-07	11-Jun-07	Z	4W7	13C788	BB	ELECTORNIC MODULE OF (GEM)	MIKE RAISOR FORD LAFAYETTE	IN	7654479444	2FAFP71W03X	1	S	2-May-03	2003	VICTORIA	CROWN	Unknown	ST. THOMAS PLANT BUILD	30-Jan-04	89460	AND THEY MAY NOT START THAT THE HEADLITES WILL SHUT OFF ALL BY THEMSELVES WHEN DRIVING (CK AND ADVISE) CUSTOMER STATES HEADLIGHTS INT CUT OUT WHEN DRIVING, WORSE AFTER DRIVING FOR AWHILE, HEAD LIGHTS WILL SHUT OFF(RANDOM)	REPLACED LIGHTING CONTROL MODULE VERIFIED HEADLAMP SHUTTING OFF ALL BY THEM SEL VES WHEN DRIVING (FOUND AND REPLACED DEFECTRIVE LIGHTING CONTROL MODULE) CODE 3 PARTS REPLACEMENT	A	or F	
417586331	AWS	34	1-Mar-06	2-Mar-06	Z	4W7	13C788	BB	ELECTORNIC MODULE OF (GEM)	DAY MONROEVILLE FORD E	PA	4122429900	2FAFP71W03X	1	S	20-May-03	2003	VICTORIA	CROWN	Unknown	ST. THOMAS PLANT BUILD	29-May-03	31751	(CK AND ADVISE) CUSTOMER STATES HEADLIGHTS INT CUT OUT WHEN DRIVING, WORSE AFTER DRIVING FOR AWHILE, HEAD LIGHTS WILL SHUT OFF(RANDOM)	REPLACED LIGHTING CONTROL MODULE VERIFIED HEADLAMP SHUTTING OFF ALL BY THEM SEL VES WHEN DRIVING (FOUND AND REPLACED DEFECTRIVE LIGHTING CONTROL MODULE) CODE 3 PARTS REPLACEMENT	A	pt A	
453147095	AWS	49	22-Aug-07	25-Aug-07	Z	4W7	13C788	BB	ELECTORNIC MODULE OF (GEM)	DIEHL FORD BELLINGHAM	WA	3607342640	2FAFP71W03X	1	S	26-May-03	2003	VICTORIA	CROWN	Unknown	ST. THOMAS PLANT BUILD	12-Aug-03	74412	FOR AWHILE, HEAD LIGHTS WILL SHUT OFF(RANDOM)	DIAGNOSE AND REPLACE LIGHTING CONTROL MODULE NGS TEST TRACE WIRING REPLACED LIGHTING CONTROL MODULE	A	pt E	
382680085	AWS	19	4-Mar-05	8-Mar-05	Z	4W7	13C788	BB	ELECTORNIC MODULE OF (GEM)	RTOW FORD WATERTOWN	MA	6179243673	2FAFP71W03X	1	S	12-Jun-03	2003	VICTORIA	CROWN	Unknown	ST. THOMAS PLANT BUILD	3-Sep-03	27000	OFF(RANDOM)	REPLACED LIGHTING CONTROL MODULE	REPORT #: 4JODU012 REPORT #: 3IRFL016 REPLACE ELECTONIC MODULE (GEM) ENDED UP FINDING A SHORTED WIRE OVER THE FRONT BUMPER --- -----ADVISED TO CHECK FOR LAMP OUTPUT CIRCUIT SHORT. IF NONE FOUND, VERIFY LCM PIN/CONNECTOR FITS	A	e B
8380700	GCQIS Ford		26-Apr-05	27-Apr-05		Unknowr			Unknown	GERVAIS INC AYER	MA	9787726600	N 2FAFP71W13X	1	S	10-May-02	2003	VICTORIA	CROWN	Unknown	ST. THOMAS PLANT BUILD	11-Dec-02	97644	HEADLIGHTS GO OFF WHILE DRIVING	POLICE DEPT STATES HEADLAMPS CUT OUT INTERMITENTLY. CONCERN CANNOT BE DUPLICATED.	A	or B	
449298698	AWS	62	12-Jun-07	14-Jun-07	Z	4W7	13C788	BB	ELECTORNIC MODULE OF (GEM)	DAVE MOORE ELECTORNIC FORD LINCOLN FAIRVIEW	TX	3613588877	2FAFP71W13X	1	S	6-May-02	2003	VICTORIA	CROWN	Unknown	ST. THOMAS PLANT BUILD	31-May-02	101815	HEADLIGHTS GO OFF WHILE DRIVING	HEADLAMP CONTROL MODULE OPEN CIRCUIT VERIFIED CONCERN NO LOOSE CONNECTIONS FOUND ELEC TEST MODULE REKLACED MODULE	A	e A	
402558717	AWS	38	25-Aug-05	27-Aug-05	Z	4W7	13C788	BB	ELECTORNIC MODULE OF (GEM)	LN FORD CARTHAGE	MS	6012677373	2FAFP71W13X	1	S	21-May-02	2003	VICTORIA	CROWN	Unknown	ST. THOMAS PLANT BUILD	5-Jun-02	35873	NIGHT HEAD LIGHT AT TIMES SHUT OFF & THEN TURN BACK ON WHILE DRIVING	LOSES POWER AT TIMES REKLACED MODULE HEAD LITE SWITCH & MODULE LITE BODY CHASSIS ELECTRICAL (BCE) TEST PINPOINT TEST CIR REPLACE LITE SWITCH RE	A	er A	
358521885	AWS	21	15-Mar-04	17-Mar-04	Z	3W7	13C788	AH	ELECTORNIC MODULE OF (GEM)	EW FORD SALES SAN , INC. BERNARDINO	CA	9098849261	2FAFP71W13X	1	S	4-Jun-02	2003	VICTORIA	CROWN	Unknown	ST. THOMAS PLANT BUILD	29-Oct-03	12376	DRIVING	TEST PINPOINT TEST CIR REPLACE LITE SWITCH RE	A	er E	

9801455	GCQIS Ford	4-Apr-07	12-Apr-07	Unknownr	Unknown	UR	COLE/STORY FORD LINCOLN-MERCURY	MI	5172785661	N	2FAFP71W13X [REDACTED]	1	S	26-Jun-02	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	18-Jul-02	99803	(Web Contact) Concern: Headlights cut out while driving (Web Contact) Diagnostics: Performed self test on LCM and found code B1792 for autolamp sensor input circuit. This is a police car and (Web Contact) Response: Diagnostics/Repair Suggested	(Web Contact) Timothy, verify the lcm has not been replaced previously for another concern and replaced with the incorrect part number. Verify no wiring or connector issues at the lcm. If good, replace the lcm per SSM 16698 03. If necessary contact the hotline using	A	or	A
414086461	AWS	40 19-Dec-05	16-Jan-06	Z	4W7	BB	PERRY ELECTRONIC MODULE (GEM) MERCURY SANTA BARBARA	CA	8056822411	N	2FAFP71W13X [REDACTED]	1	S	17-Jul-02	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	25-Sep-02	67994	WILL SHUT OFF WHEN DRIVING, ALSO AT TIMES LIGHTS WONT TURN ON, IF YOU	HEAD LIGHT CONTROL MODULE FAILED REPLACED HEAD LIGHT CONTROL MODULE	A	ce	A
9602857	GCQIS Ford	11-Dec-06	3-Jan-07	Unknownr	Unknown	LN,	COLUMBIA FORD MERCURY LINCOLN, LONGVIEW	WA	3604234321	N	2FAFP71W13X [REDACTED]	1	S	15-Jul-02	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	24-Jun-03	73786	Web Contact: costumer claims the head lamps go out while driving, (seem to go off after a hard accel	Web Contact: Please contact the Technical Hotline to review this concern after 2:00pm EST today. We are closed for general staff training. We apologize for any inconvenience.	A	or	D
436266134	AWS	50 21-Nov-06	23-Nov-06	Z	4W7	BB	ELECTRONIC MODULE (GEM) BIONDI PARK WAY FORD PITTSBURGH	PA	4122436500	N	2FAFP71W13X [REDACTED]	1	S	24-Jul-02	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	25-Oct-02	86101	HEADLIGHTS CUSTOMER STATES HEADLIGHTS INTERMITTENTLY SHUT OFFBY SELVES.	VERIFY CONCERN AT TIMES HEADLAMPS SHUT OFF AND WILL NOT TURN ON.PERFORM PINPOINT TESTS.INDICATES DEFECTIVE LIGHT CONTROL MODUAL.CHECK FOR TSB'S & SSM'S NONE FOUND FOR TECH STATES	A	or	A
8797946	GCQIS Ford	7-Nov-05	8-Nov-05	Unknownr	Unknown	INC.	STATE WIDE FORD L-M, VAN WERT	OH	4192380125	N	2FAFP71W13X [REDACTED]	1	S	7-Aug-02	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	27-Aug-02	105484	INTERMITENTLY THE HEADLAMPS DROP OUT, IF THEY ARE THEN SWITCHED OFF FOR A FEW MINUTES AND SWITCHED BACK ON THEY WILL WORK FINE FOR A WHILE AND DROP OUT AGAIN. NO FUSES ARE BLOWN AND THERE ARE NO DTC'S IN THE LCM. WHEN ADVISED TECH TO MONITOR THE HEADLAMP PID IN THE LCM WHEN THE CONCERN IS PRESENT, IF IT IS STILL ON, LOAD TEST ALL LCM POWERS/GROUNDS, IF OK REPLACE THE LCM. A ADVISED TECH TO LOAD TEST POWERS AND GROUNDS TO LCM. MAKE SURE HEAD LIGHT SWITCH IS PROPERLY SEATED AND CORRECT BULBS ARE INSTALLED IN HEAD LIGHTS.	ADVISED TECH TO MONITOR THE HEADLAMP PID IN THE LCM WHEN THE CONCERN IS PRESENT, IF IT IS STILL ON, LOAD TEST ALL LCM POWERS/GROUNDS, IF OK REPLACE THE LCM. A ADVISED TECH TO LOAD TEST POWERS AND GROUNDS TO LCM. MAKE SURE HEAD LIGHT SWITCH IS PROPERLY SEATED AND CORRECT BULBS ARE INSTALLED IN HEAD LIGHTS.	A	or	F
9363332	GCQIS Ford	14-Aug-06	15-Aug-06	13C788			STONEHAM MOTO ELECTRONIC MODULE ANY, (GEM) INC. STONEHAM	MA	7814380490	N	2FAFP71W13X [REDACTED]	1	S	29-Aug-02	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	3-Jun-03	98000	CUSTOMER COMPLAINT INTERMITTENTLY HEAD LIGHTS CUT OUT WHILE DRIVING. TECH UNABLE TO DUPLICATE, SEEKING KNOWN CONCERNS. TECH COMMENTS: WAS ABLE TO VEFERY PROBLEM, BY HITTING LCM, LIGHTS WOULD CAME BACK ON. REPLACED LCM.	REPLACE LCM AND RETEST. REPORT #: 6CPDV013 REPLACE ELECTONIC MODULE (GEM) REPORT #: 6BCCS012 REPLACE ELECTONIC MODULE (GEM) TECH COMMENTS: INSTALLED A NEW LCM A	A	or	B

8197396	GQCIS Ford	11-Feb-05	12-Feb-05	Unknownr	Unknown	K & S LINCOLN MERCURY SMITH CAIRN	FAIRBURY IL	8156922016	N	2FAFP71W13X [REDACTED]	1	S	4-Oct-02	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	17-Oct-02	85000	CUST STATES THE HEADLIGHTS GO OFF WHILE DRIVING AT NIGHT WHEN LIGHT ARE ON	TECH STATES THE HEADLAMPS GO OUT AT TIMES WHILE DRIVING DOWN THE ROAD TECH HAS DUPLICATED A COUPLE OF TIMES, NO POWER AT THE VERIFY CONCERN CHECK LIGHTS ALL OK BULBS FINE TEST LIGHTING CONTROL MODULE INTERMITTENTLY STOPS WORORDER AND REPLACE RECHECK NOW 29747 R&R THE STEERING COLUM TRIM TO CHECK FOR A A CHAFFED WIRE ON THE HEADLAMP CIRCUIT. THERE IS NO CHAFFED WIRE. R&R THE GRILL AND INNER FENDERS TO CHECK FOR A CHAFFED WIRE ON THE HEADLMP CIRCUITS. THERE WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HIGH BEAM GO OUT AFTER EXTENDED USE DIAGNOSTICS ALREADY COMPLETED: CHECK FOR CODES LCM OK CHECK BLUBS OK PARTS REPLACED: HEAD LITE SWITCH LIGHTING PROCESSOR HEAD LITES TECHNICIAN QUESTION: WHAT WOULD MAKE HIGH BEAD ONLY GO OUT FORM QUESTION: WERE YOU ABLE TO VERIFY THE CONCERN? ANSWER: YES FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS	PERFORM LOADED VOLTAGE DROP TEST TO BOTH HEADLAMP HIGH BEAM CKTS & GROUNDS. ANY VOLTAGE DROP OVER .02 VOLTS REPAIR WIRING OR CONNECTIONS. ALSO CHECK THE AMPERAGE BEING USED ON CKT 16.	Po lic e Int er A ce A Po lic e Int er A ce A Po lic e Int er ce pt A or B Po lic e Int er ce pt A or A
412669791	AWS	35	29-Nov-05	22-Dec-05	Z	4W7 ELECTORNIC MODULE OF (GEM)	WHITE WHITE PLAINS NY	9147616655		2FAFP71W13X [REDACTED]	1	S	9-Jan-03	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	7-Feb-03	28978	CUSTOMER STATES HEADLIGHTS INTERMITTENTLY GO OUT	DESCRIPTION OF VEHICLE CONCERN: HIGH BEAM GO OUT AFTER EXTENDED USE DIAGNOSTICS ALREADY COMPLETED: CHECK FOR CODES LCM OK CHECK BLUBS OK PARTS REPLACED: HEAD LITE SWITCH LIGHTING PROCESSOR HEAD LITES TECHNICIAN QUESTION: WHAT WOULD MAKE HIGH BEAD ONLY GO OUT FORM QUESTION: WERE YOU ABLE TO VERIFY THE CONCERN? ANSWER: YES FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS	PERFORM LOADED VOLTAGE DROP TEST TO BOTH HEADLAMP HIGH BEAM CKTS & GROUNDS. ANY VOLTAGE DROP OVER .02 VOLTS REPAIR WIRING OR CONNECTIONS. ALSO CHECK THE AMPERAGE BEING USED ON CKT 16.	Po lic e Int er ce pt A or B
409920431	AWS	34	2-Nov-05	14-Nov-05	Z	4W7 ELECTORNIC MODULE OF (GEM)	OMAHA OMAHA	4028966000		2FAFP71W13X [REDACTED]	9	S	6-Jan-03	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	23-Jan-03	29747	CUSTOMER STATES HEADLIGHTS INTERMITTENTLY GO OUT	DESCRIPTION OF VEHICLE CONCERN: HIGH BEAM GO OUT AFTER EXTENDED USE DIAGNOSTICS ALREADY COMPLETED: CHECK FOR CODES LCM OK CHECK BLUBS OK PARTS REPLACED: HEAD LITE SWITCH LIGHTING PROCESSOR HEAD LITES TECHNICIAN QUESTION: WHAT WOULD MAKE HIGH BEAD ONLY GO OUT FORM QUESTION: WERE YOU ABLE TO VERIFY THE CONCERN? ANSWER: YES FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS	PERFORM LOADED VOLTAGE DROP TEST TO BOTH HEADLAMP HIGH BEAM CKTS & GROUNDS. ANY VOLTAGE DROP OVER .02 VOLTS REPAIR WIRING OR CONNECTIONS. ALSO CHECK THE AMPERAGE BEING USED ON CKT 16.	Po lic e Int er ce pt A or B
9777506	GQCIS Ford	28-Mar-07	29-Mar-07	Unknownr	Unknown	ED WITTM EIER FORD LINCOLN- MERCURY	CHICO CA	5308958181	N	2FAFP71W13X [REDACTED]	1	S	10-Feb-03	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	5-Mar-03	61057	CUSTOMER STATES HEADLIGHTS INTERMITTENTLY GO OUT	DESCRIPTION OF VEHICLE CONCERN: HIGH BEAM GO OUT AFTER EXTENDED USE DIAGNOSTICS ALREADY COMPLETED: CHECK FOR CODES LCM OK CHECK BLUBS OK PARTS REPLACED: HEAD LITE SWITCH LIGHTING PROCESSOR HEAD LITES TECHNICIAN QUESTION: WHAT WOULD MAKE HIGH BEAD ONLY GO OUT FORM QUESTION: WERE YOU ABLE TO VERIFY THE CONCERN? ANSWER: YES FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS	PERFORM LOADED VOLTAGE DROP TEST TO BOTH HEADLAMP HIGH BEAM CKTS & GROUNDS. ANY VOLTAGE DROP OVER .02 VOLTS REPAIR WIRING OR CONNECTIONS. ALSO CHECK THE AMPERAGE BEING USED ON CKT 16.	Po lic e Int er ce pt A or A





347008926	AWS	7	15-Jan-04	17-Jan-04	Z	13C788	AH	ELECTONIC MODULE SALES (GEM)	W & W FORD, INC.	SEARCHY	AR	5012682486	2FAFP71W13X [REDACTED]	2	D	22-Apr-03	2003	VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	2-Jun-03	1016	DOWN THE ROAD	HEAD LAMPS WILL SHUT OFF WHILE DRIVING	REPLACE MODULE LIGHTING CONTROL/FEM/REM AND SWITCH HEADLAMP CONTROL	Police Inter A
417589525	AWS	26	1-Mar-06	2-Mar-06	Z	13C788	BB	ELECTONIC MODULE SALES (GEM)	FEUSSNER FORD, INC.	FREELAND	PA	5706363920	2FAFP71W13X [REDACTED]	1	S	2-May-03	2003	VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	14-Jan-04	64669	CUSTOMER STATES THE HEADLIGHTS GO OFF FOR 30 SECONDS AFTER L26 CUSTOMER STATES AFTER 1 HOUR	CHECKED BOTH THE HEADLIGHT SWITCH AND THE MULTIFUNCTION SWITCH NO PROBLEMS NO DTCS FOUND FURTHER 60985 2.5 VERIFY CONCERN, HEADLAMPS SHUT OFF, CHECK POWER IN AND OUT OF LIGHTING CONTROL MOPDULE, NO POWER OUT	Police Inter E	
404609384	AWS	28	7-Sep-05	13-Sep-05	Z	13C788	BB	ELECTONIC MODULE SALES (GEM)	PRESTIGE FORD, INC.	MOUNT DORA	FL	3523575522	2FAFP71W13X [REDACTED]	1	S	2-May-03	2003	VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	27-May-03	60985	HEADLAMPS GO OUT ADVISE HEADLIGHTS TURN OFF AND ON BY THEMSELVES AT	60985 2.5 VERIFY CONCERN, HEADLAMPS SHUT OFF, CHECK POWER IN AND OUT OF LIGHTING CONTROL MOPDULE, NO POWER OUT	Police Inter A	
451829627	AWS	46	30-Jul-07	1-Aug-07	Z	13C788	BB	ELECTONIC MODULE SALES (GEM)	MOTOR VALLEY ISLE	KAHULUI	HI	8088773673	2FAFP71W13X [REDACTED]	1	S	27-May-03	2003	VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	10-Oct-03	96065	REPLACED LIGHT CONTROL MODULE	REPLACED LIGHT CONTROL MODULE	Police Inter A	
8350576	GCQIS Ford	11	Apr-05	21-Apr-05		Unknowr	Unknown	GULF COAST	FORD	ANGLETON	TX	7134227200	2FAFP71W13X [REDACTED]	1	S	20-May-03	2003	VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	2-Jun-03	161245	CUST STATES THE HEADLAMPS INTERMITT GO OUT WHILE DRIVING,SOMETIMES WHEN TURNING THE HEADLAMPS ON,THEY DONT COME ON UNTIL YOU HEAR A CS HEAD LIGHTS SHUT OFF WHEN USED FOR A SHORT TIME	105756 PER STEVE BURNS: DIAG AND REPLACE LIGHTING CONTROL MODULE..OP#S USED 12651D..0.2 FRH..12651D4..0.1 FRH..12651DX1..0.1 FRH..12651D6A..0.5 FRH..SYSTEM SEEMS TO BE WORKING NOW..IF CONCERN RETURNS, THEN	Police Inter ce pt or A	
473337774	AWS	61	19-Jun-08	21-Jun-08	Z	13C788	BC	ELECTONIC MODULE SALES (GEM)	PHIL LONG FORD OF CHAP EL HILLS	COLORADO SPRINGS	CO	7195722200	2FAFP71W13X [REDACTED]	1	S	21-May-03	2003	VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	24-Jun-03	105756	YOU HEAR A CS HEAD LIGHTS SHUT OFF WHEN USED FOR A SHORT TIME	105756 PER STEVE BURNS: DIAG AND REPLACE LIGHTING CONTROL MODULE..OP#S USED 12651D..0.2 FRH..12651D4..0.1 FRH..12651DX1..0.1 FRH..12651D6A..0.5 FRH..SYSTEM SEEMS TO BE WORKING NOW..IF CONCERN RETURNS, THEN	Police Inter ce pt or B	
348598536	AWS	21	4-Feb-04	7-Feb-04	Z	13C788	AH	ELECTONIC MODULE SALES (GEM)	LINCOLN	BRIDGEPORT	CT	2033663425	2FAFP71W23X1 [REDACTED]	1	S	6-May-02	2003	VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	28-May-02	71023	REPORT	DIAGNOSE & REPLACE LIGHTING CONTROL MODULE	Police Inter A	

8168812	Ford	GCQIS	1-Feb-05	2-Feb-05	Unknownr	Unknown	GOOD BROT HERS, INC.	RANDOLPH	MA	7819635000	N	2FAFP71W23X	1	S	10-May-02	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	26-Sep-02	69343
10057796	Ford	GCQIS	29-Aug-07	30-Aug-07	Unknownr	Unknown	NYE FORD, LINCO LN, MERC URY	ONEIDA	NY	3153630600	N	2FAFP71W23X	1	S	21-May-02	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	25-Jun-02	46670
8769022	Ford	GCQIS	21-Oct-05	23-Oct-05	Unknownr	Unknown	BREA MAN MERRI LL FORD MERC URY,	MERRILL	WI	7155364542	N	2FAFP71W23X	1	S	9-May-02	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	7-Jun-02	87736

TECH SEEKING KNOWNS FOR HEADLAMPS SHUTTING OFF. TECH STATES NO CODES. TECH STATES UNABLE TO DUPLICATE. CONCERN: HEADLIGHTS COME ON BY THEMSELF KEY IS OFF VEHICLE JUST PARKED DIAGNOSTICS: REPLACED LCM CKED WIREING HAPPENS VERY RANDOMLY HEADLIGHTS COME OFF THEN GO OFF STAY ON FOR 10 SECONDS THEN GOES BACK OFF MIGHT STAY OFF FOR 1 HOUR THEN COME BACK ON STAY ON FOR A MINUTE OR TWO GO OFF COME WRIGHT BACK ON ALSO THERE IS NO DTC FOR CONCERN PRESENT TECH QUESTION: HAVE YOU SEEN ANY THING OF THIS NATURE THIS VEHICLE IS A PATROL CAR ALSO ANY HELP OR SUGGESTION WOULD BE GREATLY APPREICATED. THANKS IN ADVANCE FOR YOUR HELP. -THE HEADLAMPS COME ON UNCOMMANDED AT TIMES. THE LCM HAS BEEN REPLACED TO NO AVAIL. - THERE ARE NO DTC'S PRESENT. -I UNPLUGGED

NO KNOWNS ON CONCERN. IF THE LCM WAS REPLACED AND CONCERN IS STILL THERE SUGGEST UNPLUGGING THE MAIN LIGHT SWITCH TO SEE IF CONCERN IS CORRECTED. SOUNDS LIKE THERE IS SHORT IN THE SWITCH OR WIRE FROM HEADLAMP SWITCH TO LCM IS SHORTING TO GROUND INTERMITTENTLY CAUSING CONCERN. - NO THE TEST IS NOT CORRECT, IF YOU UNPLUG THE HEADLAMP SWITCH THE HEADLAMPS ARE SUPPOSE TO DEFAULT TO ON AS A SAFETY FEATURE. -WHEN THE CONCERN IS PRESENT - MONITOR THE HEADLAMP OFF COMMAND CIRCUIT 165 AT THE LCM C2145A PIN 3 AND SEE IF THIS REPORT #: 5JFBG004 REPLACE REPLACED LCM REPORT #: 5ILBO006 REPLACE ELECTONIC MODULE (GEM) REPORT #: 5BUDI009 REPLACE LIGHTING CONTROL MODULE REPORT #: 4LGGK002 REPLACE ELECTONIC MODULE (GEM) REPORT #: 4GIDE001 REPLACE LCM MODUAL REPORT #: 4CRDY021 REPLACE LCM FIXED CONCERN --

-----

TECH HAS VEHICLE IN FOR AN INTERM CONCERN OF THE HEADLAMPS SHUTTING OFF. TECH HAS NOT DUPLICATE. CUSTOMER STATES CONCERN OCCURRED TWICE IN AN EIGHT HOUR SHIFT. TECH SEEKING A DIRECTION.

ADVISED TECH TO SEE IF THE FLASH TO PASS STILL WORKS WHEN CONCERN PRESENT. IF SO AND ONLY HEADLAMPS GO OUT, SUSPECT LCM. ADVISED TECH TO ENSURE NO AFTER

GCQIS	Vehicle ID	Make/Model	Year	Month	Day	Time	Code	Module	Location	State	Zip	Color	Year	Brand	Plant	ST.	Build	Year	Days	Hours	Minutes	Seconds	Problem	Resolution	Notes	Category
6161833	Ford	ROCK RIVER FORD	26-Aug-02	4-Jan-03	Unknownr	Unknown	INC.	ROCKFORD	IL	8152290510	N	2FAFP71W23X	1	S	4-Jun-02	2003	CROWN VICTORIA	Unkno	PLANT BUILD	10-Jul-02	1448	HEAD LAMPS TURN OFF BY THEMSELVES. IF THE HEADLIGHT SWITCH IS TURNED OFF THEN ON AGAIN THE LIGHTS WILL TURN BACK ON AND THEN			APPROX 15 MIN THE HEADLIGHTS WILL SHUT OFF BY THEMSELVES. IF THE HEADLIGHT SWITCH IS TURNED OFF THEN ON AGAIN THE LIGHTS WILL TURN BACK ON AND THEN	Accept
423721146	AWS	IONIA	43 12-May-06	16-May-06	Z	4W7	BB	MERC IONIA	MI	6165273310		2FAFP71W23X	1	S	10-Jun-02	2003	CROWN VICTORIA	Unkno	THOM AS	30-Aug-02	81202	HEAD LAMPS TURN OFF BY ITSELF			RUN DIAG REPLACE WIRE SWITCH AND PROCESSOR SYMPTOMS TEST STEP A1 THRU A9 FAULTY LCM	Accept
454915932	AWS	FORD FALLS CHURCH	60 18-Sep-07	20-Sep-07	Z	4W7	BB	(GEM) INC.	VA	7032417200		2FAFP71W23X	1	S	24-Jun-02	2003	CROWN VICTORIA	Unkno	PLANT THOM AS	15-Oct-02	66656	HEAD LIGHTS CUT OFF AND ON			RENEW LCM NORMAL LIGHT 06 ACCRUED 54 WDS TESTS REPLACE INOPERATIVE LIGHTING TEST CIR AND REPL SHORTING PROCESSOR ASSY	Accept
426995595	AWS	FORD TOWNSHIP	48 5-Jul-06	8-Jul-06	Z	4W7	BB	(GEM) FORD	FL	8138725555		2FAFP71W23X	2	D	26-Jun-02	2003	CROWN VICTORIA	Unkno	PLANT THOM AS	23-Jul-02	88340	HEADLIGHTS STILL CUTTING OUT AT TIMES. CUST STATEE			INOPERATIVE LIGHTING TEST CIR AND REPL SHORTING PROCESSOR ASSY	Accept
443022389	AWS	FORD LINCOLN	48 14-Mar-07	17-Mar-07	Z	4W7	BB	MODULE LN	WA	5096637177		2FAFP71W23X	1	S	22-Jul-02	2003	CROWN VICTORIA	Unkno	THOM AS	13-Apr-03	109211	HEADLIGHTS STILL CUTTING OUT			REPLACE HI DOUGLAS. REPLACE LIGHTING CONTROL MODULE AS PER OTHER SIMILAR HOTLINE REPORTS. PLEASE REFER TO WIRING DIAGRAM, SECTION 58-2 TO ASSIST DIAGNOSING	Accept
9990003	Ford	BETHLEHEM	20-Jul-07	22-Jul-07	Unknownr	Unknown	INC	BETHLEHEM	PA	6108678641	N	2FAFP71W23X	1	S	21-Aug-02	2003	CROWN VICTORIA	Unkno	PLANT BUILD	19-Nov-02	122154	HEADLIGHTS GO OFF WHILE DRIVING			DIAGNOSTICS: CK LCM CODES TECH QUESTION: MODULE GETS VERY HOT. WHEN LIGHTS DON'T WORK ANY COMMON CONCERNS	Accept
467642937	AWS	HOPEWELL	65 20-Mar-08	24-Mar-08	Z	4W7	BB	MODULE NS	TN	9014767111		2FAFP71W23X	1	S	15-Aug-02	2003	CROWN VICTORIA	Unkno	THOM AS	29-Oct-02	98098	CHECK IN LIGHTS GO OFF AND ON CUST STATES HEAD LIGHT KEEP CUTTING OFF WHILE			DIAG SYS, REPLACE LCM DIAG FOUND DEFECTIVE HEAD LAMP MODULE.REMOVED AND REPLACED MODULE RETEST TECH STATES THE HEADLIGHTS TURN OFF UNCOMMENTED WHEN DRIVING THE VEHICLE. TECH STATES HE IS UNABLE TO	Accept
452366371	AWS	FORD LINCOLN	60 8-Aug-07	12-Aug-07	Z	4W7	BB	(GEM) FORD	FL	5619924000		2FAFP71W23X	1	S	16-Aug-02	2003	CROWN VICTORIA	Unkno	PLANT THOM AS	3-Sep-02	108072	HEAD LIGHT KEEP CUTTING OFF WHILE			REPLACED MODULE RETEST TECH STATES THE HEADLIGHTS TURN OFF UNCOMMENTED WHEN DRIVING THE VEHICLE. TECH STATES HE IS UNABLE TO	Accept
7999885	Ford	FORD LINCOLN	2-Nov-04	3-Nov-04	Unknownr	Unknown	LN-	CELINA	OH	4193947691	N	2FAFP71W23X	1	S	24-Sep-02	2003	CROWN VICTORIA	Unkno	PLANT BUILD	9-Oct-02	78216	HEADLIGHTS TURN OFF UNCOMMENTED WHEN DRIVING THE VEHICLE. TECH STATES HE IS UNABLE TO			WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLAMPS WILL SHUT OFF AFTER 15 MINUTES THEN WONT COME BACK ON UNTIL COOLED OFF DIAGNOSTICS ALREADY COMPLETED: UNABLE TO VERIFY CONCERN SO FAR PARTS REPLACED: NONE TECHNICIAN QUESTION: POLICE CAR, WIRING DIAG DOES NOT SHOW A NORMAL HEADLAMP CIRCUIT- ONLY AUTOLAMPS AND DAYTIME RUNNING LAMPS FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS	Accept
9862413	Ford	BUCK EYE FORD MERCURY	14-May-07	15-May-07	Unknownr	Unknown	INC.	LONDON	OH	7408520324	N	2FAFP71W23X	1	S	25-Oct-02	2003	CROWN VICTORIA	Unkno	PLANT BUILD	6-Jan-03	132247	HEADLIGHT CUT OFF AND WHEN USING TURN SIGNALS AND PUT ON HEADLIGHTS			THE LIGHTING CONTROL MODULE IS BAD RAN A TEST WITH THE WDS. RAN A PIN POINT TEST REPLACED THE LIGHTING CONTROL MODULE M O 698486	Accept
417411298	AWS	FORD BEACH	37 28-Feb-06	1-Mar-06	Z	4W7	BB	(GEM) FORD	FL	3862536771		2FAFP71W23X	1	S	30-Oct-02	2003	CROWN VICTORIA	Unkno	PLANT BUILD	18-Feb-03	69486	HEADLIGHTS			PE08-066 0470	Accept

362018262	AWS	18	29-Apr-04	2-May-04	Z	4W7	13C788	BB	ELECTORNIC MODULE (GEM)	FORD OF OCALA INC	OCALA	FL	3527324800	2FAFP71W23X	[REDACTED]	1	S	31-Oct-02	2003	VICTORIA	CROWN	Unkwn	ST. THOMAS PLANT BUILD	11-Nov-02	23206	CUST STATES DASH AND HEADLITES GO OFF AT TIMES STATES THAT THE HEADLIGHTS ARE STILL GOING OUT IS HAPPENING MOSTLY WHEN	PERFORM B.C.E. DIAG LOSSING POWER TO FRT LAMPS FROM LITING CONTROL MODUEL. REPLACE MOD AND RETEST MODULE BAD RAN ENGINE WITH LIGHT SON AND FOUND THEY WENT OUT ATTACHED MULTI METER AND FOUND LIGHTING CONTROL MODULE BAD	A	Police Inter ce lic e Int er ce pt	
388388948	AWS	29	19-May-05	21-May-05	Z	4W7	13C788	BB	ELECTORNIC MODULE (GEM)	VELDE FORD SALES , INC.	PEKIN	IL	3093473111	2FAFP71W23X	[REDACTED]	1	S	21-Nov-02	2003	VICTORIA	CROWN	Unkwn	ST. THOMAS PLANT BUILD	9-Dec-02	39743			ABS CODES OR WSS READINGS. WATER INTRUSION. REPORT #: 5JFBG004 REPLACE ELECTONIC MODULE (GEM) TECH COMMENTS: REPLACED LCM REPORT #: 5ILBO006 REPORT #: 5BUDI009 REPLACE ELECTONIC MODULE (GEM) REPORT #: 4LGK002 REPORT #: 5BUDI009 REPLACE ELECTONIC MODULE (GEM) TECHNICIAN SURVEY COMMENTS: LIGHTING CONTROL MODULE REPORT #: 5ALEJ005 REPLACE ELECTONIC MODULE (GEM) REPORT #: 4LGK002 REPORT #: 4CRDY021 REPLACE ELECTONIC MODULE (GEM) -----	A	Police Inter ce pt
8902144	GCQIS Ford	27	Dec-05	3-Jan-06			Unknownr	Unknown	BESH ORE AND KOLLE R INC	MANCHESTER PA	PA	7172663651	N	2FAFP71W23X	[REDACTED]	1	S	4-Dec-02	2003	VICTORIA	CROWN	Unkwn	ST. THOMAS PLANT BUILD	15-Jan-03	107083	CUSTOMER STATES WHILE DRIVING AT TIMES THE HEADLIGHTS WILL GO OFF FOR SEVERAL MINUTES AND THEN COME BACK ON. SEEKING ANY KNOWN CONCERNS OR ISSUES.	ADVISED TECH OF THE ABOVE INFO, CHECK FRONT HARNESS FOR	A	Police Inter ce pt or E	
433580011	AWS	33	5-Oct-06	9-Oct-06	Z	4W7	13C788	BB	ELECTORNIC MODULE (GEM)	CITY OF SEATTLE	SEATTLE	WA		2FAFP71W23X	[REDACTED]	1	S	13-Feb-03	2003	VICTORIA	CROWN	Unkwn	ST. THOMAS PLANT BUILD	28-Jan-04	35159	HEADLIGHTS GO OFF AND ON ON THEIR OWN	PERFORMED ELECTRICALLY DIAG REPLACED LIGHTING MODULE RETEST OK DLR STATES THE HEADLAMPS WILL CUT OUT AT TIMES. HIGH OR LOW BEAMS. DLR HAS VERIFIED THE CONCERN. M/F SWITCH HAS BEEN REPLACED WITH NO CHANGE. DLR CALLED	ADVISED DLR NO KNOWNS. RECOMMEND DLR VERIFY SWITCH INOUT TO THE LCM. LOAD TEST AND VERIFY LCM POWER AND	A	Police Inter ce pt
9269326	GCQIS Ford	23	Jun-06	24-Jun-06			Unknownr	Unknown	SIGNATURE LINCO LN-MERC URY	LAS VEGAS	NV	7024570321	N	2FAFP71W23X	[REDACTED]	1	S	24-Feb-03	2003	VICTORIA	CROWN	Unkwn	ST. THOMAS PLANT BUILD	10-Mar-03	55852				A	Police Inter ce pt

REPLACE ELECTRONIC  
MODULE (GEM) TECH  
COMMENTS:  
REPLACED LCM  
REPORT #: 5ALEJ005  
REPLACE ELECTRONIC  
MODULE (GEM)  
REPORT #: 4LGGK002  
REPORT #: 4CRDY021  
REPLACE ELECTRONIC  
MODULE (GEM)  
REPORT #: 5ILBO006  
REPORT #: 5BUDI009  
REPLACE ELECTRONIC  
MODULE (GEM)  
REPORT #: 4LGGK002  
REPORT #: 5BUDI009  
REPLACE ELECTRONIC  
MODULE (GEM)  
TECHNICIAN SURVEY  
COMMENTS: LIGHTING  
CONTROL MODULE -----

8873062	GQCIS Ford	12-Dec-05	14-Dec-05	Unknownr	Unknownn	MARS HALL FORD CO, INC.	UNION	MS	6017749222 N	2FAFP71W23X	1 S	13-Feb-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	19-Mar-03	116167	TECH STATES THE HEADLIGHTS ON THE VEHICLE CUT OUT AT TIMES, HAS A B1792 STORED IN LCM, SEEKING DIRECTION. TECH COMMENTS: R&R LCM WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLIGHTS GO OFF BY THEMSELVES DIAGNOSTICS ALREADY COMPLETED: LCM SELF TEST CKT TEST PARTS REPLACED: NONE AT THIS TIME TECHNICIAN QUESTION: I HAVE 3 CARS DOING THIS WITH THE LIGHTS FORM QUESTION: IS THERE AN APPROPRIATE FOR THIS CONCERN? ANSWER: YES FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED?	ADVISED TECH OF PAST REPORTS, ADVISED TECH TO LOAD TEST POWERS AND GROUNDS TO THE LCM AND IF ALL OK PACKPROBE PIN 15 AT A *WHILE THE CONCERN IS PRESENT CHECK THE INPUTS AND OUTPUTS FOR THE LCM INCLUDING POWERS AND GROUNDS TO DETERMINE ROOT CAUSE OF THE CONCERN. SSM 19452 HIGH WATTAGE REPLACEMENT HEADLAMP BULBS MAY NOT BE DOT APPROVED, MAY CAUSE OTHER DAMAGE ISM 03-09-035 CALL 1-866-402-6838	Po lic e Int er ce pt or A
10245929	GQCIS Ford	18-Dec-07	20-Dec-07	Unknownr	Unknownn	MIKE BROW N	GRANBURY	TX	8172795900 N	2FAFP71W23X	1 S	27-Mar-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	21-Jul-03	131589	HEADLIGHTS SHUT OFF AND ON BY THEMSELVES THE HEADLIGHTS INTERMITTENTLY GO OUT OFF BY THEMSELVES. WILL COME BACK OUT AFTER 35 40 MINUTES OF DRIVING.	TESTED WITH WDS, PINPOINT TO FAULTY LCM, REPLACED MODULE AS NEEDED, RECHECKED OK CONTROL MODULE AS PER DIAG. VERIFY REPAIR LIGHTS WORKING AS REPLACED MODULE. HEADLIGHTS STAY ON NOW AT ALL TIMES LIGHT CONTROL MODULE BODY CHASSIS ELECTRICAL (BCE) TEST	Po lic e Int er ce pt or A
419901888	AWS	34	27-Mar-06	29-Mar-06 Z	4W7 13C788 BB	ELECTO NIC MODULE RS, CH	MANCHESTER	NH	6036237291	2FAFP71W23X	1 S	27-Mar-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	2-Jun-03	71395	THEMSELVES CONTROL MODULE AS PER DIAG. VERIFY REPAIR LIGHTS WORKING AS REPLACED MODULE. HEADLIGHTS STAY ON NOW AT ALL TIMES LIGHT CONTROL MODULE BODY CHASSIS ELECTRICAL (BCE) TEST	A er E lic e Int B lic e Int F lic e Int A	
436698682	AWS	43	29-Nov-06	2-Dec-06 Z	4W7 13C788 BB	MODULE LN OF	GREELEY	CO	9703520230	2FAFP71W23X	1 S	23-Apr-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	3-Jun-03	104041	THEMSELVES. WILL COME BACK OUT AFTER 35 40 MINUTES OF DRIVING.	CONTROL MODULE AS PER DIAG. VERIFY REPAIR LIGHTS WORKING AS REPLACED MODULE. HEADLIGHTS STAY ON NOW AT ALL TIMES LIGHT CONTROL MODULE BODY CHASSIS ELECTRICAL (BCE) TEST	A Int B lic e Int F lic e Int A
437019059	AWS	29	6-Dec-06	9-Dec-06 Z	4W7 13C788 BB	MODULE LN OF	SEATTLE	WA		2FAFP71W23X	1 S	26-May-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	22-Jul-04	34896	THEMSELVES. WILL COME BACK OUT AFTER 35 40 MINUTES OF DRIVING.	CONTROL MODULE AS PER DIAG. VERIFY REPAIR LIGHTS WORKING AS REPLACED MODULE. HEADLIGHTS STAY ON NOW AT ALL TIMES LIGHT CONTROL MODULE BODY CHASSIS ELECTRICAL (BCE) TEST	A Int F lic e Int A
420467601	AWS	34	3-Apr-06	5-Apr-06 Z	4W7 13C788 BB	MODULE LN OF	EASTON	MD	4108222900	2FAFP71W23X	2 D	4-Jun-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	19-Jun-03	82564	THEMSELVES. WILL COME BACK OUT AFTER 35 40 MINUTES OF DRIVING.	CONTROL MODULE AS PER DIAG. VERIFY REPAIR LIGHTS WORKING AS REPLACED MODULE. HEADLIGHTS STAY ON NOW AT ALL TIMES LIGHT CONTROL MODULE BODY CHASSIS ELECTRICAL (BCE) TEST	A Int A







394832403	AWS	24	14-Jun-05	16-Jun-05	Z	4W7	13C788	BB	ELECTORNIC MODULE (GEM)	CAPITAL FORD INC	RALEIGH	NC	9197904600	2FAFP71W33X	[REDACTED]	1	S	12-Jun-03	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	7-Jul-03	29627	HEADLIGHTS JUST GO OUT WHILE YOU ARE DRIVING	29638 BP#13C788 CC 42 ROAD TESTED AND LIGHTS DID GO OUT FOR ABOUT 2 MINUTES..COULD NOT GET THEM TO ACT UP AGAIN.. TESTED LIGHTING CONTROL MODULE PASS...PID MONITORED SWITCH TECH STS THAT VEHICLE WAS BROUGHT IN FOR THE HEAD LAMPS GOING OUT OR INTERMITTENT CUSTOMER STS THAT THEY CAN USE THE FLASH TO PASS AND MAKE THE HEAD LAMPS ILLUMINATE. SEEKING KNOWNS.	ADVISED TECH TO MAKE SURE THERE IS NOT A CONNECTION OR INTERMITTENT OPEN CKT FROM LCM TO MULTIFUNCTION SWITCH AND MULTIFUNCTION SWITCH TO CJB AND	A	or	A
9386764	Ford	25-Aug-06	26-Aug-06				Unknowr	Unknown	WILSON FORD INC	FAIRMONT	WV	3043630500	N	2FAFP71W43X	[REDACTED]	1	S	14-Jun-02	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	3-Jul-02	55566		TECH HAS VEHICLE IN FOR INTERM CONCERN OF THE HEADLIGHTS SHUTTING OFF WHILE DRIVING DOWN THE ROAD. TECH HAS BEEN UNABLE TO DUPLICATE BUT STATES THE LIGHT SWITCH		A	or	A
8130636	Ford	14-Jan-05	17-Jan-05				Unknowr	Unknown	SENTRY LINCOLN MERCURY OF	NEW BEDFORD	MA	5089954600	N	2FAFP71W43X	[REDACTED]	1	S	3-May-02	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	28-Jun-02	117379				A	pt	A
410632828	AWS	41	11-Oct-05	23-Nov-05	Z	4W7	13C788	BB	ELECTORNIC MODULE (GEM) ELECTORNIC	DRUN FORD CO STRURA	HOMEWOOD	IL	7087981668	2FAFP71W43X	[REDACTED]	2	D	5-Jun-02	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	18-Jun-02	29769	HEADLIGHTS WILL GO OFF ON THEIR OWN OVER FOR	PERFORM SELF TEST. NO CODES, PERFORM PINPOINT TESTS. REPLACE LIGHTING CONTROL MODULE. PH		A	ce	A
419639464	AWS	45	23-Mar-06	25-Mar-06	Z	4W7	13C788	BB	ELECTORNIC MODULE (GEM)	FAMILY	WEST	TX	2548265314	2FAFP71W43X	[REDACTED]	1	S	17-Jul-02	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT	30-Jul-02	51234	HEADLIGHTS CUTTING OUT GOING DOWN RD	LIGHTING MODULE FAILURE DEFECT WIRING REPAIR PIN POINT TEST TEST		A	Int	A
427368005	AWS	47	10-Jul-06	12-Jul-06	Z	4W7	13C788	BB	ELECTORNIC MODULE (GEM)	PEAC HTREE FORD	ATLANTA	GA	7704557673	2FAFP71W43X	[REDACTED]	1	S	14-Aug-02	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT	11-Sep-02	43170	HEADLIGHTS STILL CUTTING	OPERATION STEERING COLUMN SWITCH ASSEMBLIES DIAGNOSIS		A	Int	A
10447383	Ford	4-Apr-08	5-Apr-08				Unknowr	Unknown	HACKETTSTOWN FORD INC.	HACKETTSTOWN	NJ	9088521933	N	2FAFP71W43X	[REDACTED]	1	S	28-Oct-02	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	6-May-04	105984		HI MATT. INSPECT VEHICLE FOR AFTERMARKET DEVICES POSSIBLY INDUCING CONCERN. SCAN LCM FOR DTC'S. IF DUPLICATED, REPLACE THE LIGHTING CONTROL MODULE AS PER SIMILAR HOTLINE REPORT. FEEL FREE TO CONTACT HOTLINE IF ADDITIONAL ASSISTANCE IS NEEDED. CONTACTID 102559850 *ADVISED DLR NO KNOWNS FOR THIS CONCERN. *REVIEWED PAST CASES AND SYSTEM INFO. *ADVISED DLR OF MULTIPLE LCM UPDATES FOR DIFFERENT CONCERNS. *RECOMMEND DLR		A	or	A

ISM 04-04-213 CHK  
 HARNESS @  
 UNDERSIDE OF RAD.  
 SUPPORT----SS 02-07-  
 015 TSB 04-24-07  
 REWRAP HARNESS  
 AND INSTALL GROUND  
 WIRE REPORT #:  
 4LGGK002 REPLACED  
 LCM REPORT #:  
 4JODU012 REPLACED  
 LCM REPORT #:  
 4CRDY021 REPLACE  
 ELECTONIC MODULE  
 (GEM) REPORT #:  
 4CCES012 LCM FIXED  
 CONCERN REPORT #:  
 4BCI8001 REPAIR WIRE  
 HARNESS REPORT #:  
 3IRFL016 REPLACED  
 THE LCM FOR  
 FLICKERING LIGHTS -----

SM HAS VEHICLE IN FOR  
 INTERM CONCERN OF THE  
 HEADLIGHTS CUTTING OUT  
 WHILE DRIVING. SM HAS  
 BEEN UNABLE TO  
 DUPLICATE THE CONCERN  
 AND IS SEEKING ANY  
 KNOWN CONCERNS. NO  
 CODES PRESENT IN LCM.

ADVISED SM TO  
 INSPECT FOR WATER  
 INTRUSION INTO THE  
 HARNESS IN THE  
 FRON T BUMPER  
 BRACE/CORE  
 ADVISED TECH THAT  
 SWITCH CODE COULD  
 BE FROM THE POLICE  
 INSTALLING THE  
 SWITCH AND NOT  
 CLEARING CODES. OR,  
 IT COULD BE A SHORT  
 ON 1033, 1032, AND  
 165, BUT THERE  
 WOULD NEED TO BE  
 TWO AT THE SAME  
 TIME. ALSO  
 RECOMMENDED  
 CHECKING FOR  
 SHORTS IN THE  
 BUMPER COVER AREA

CUSTOMER STS. THAT THE  
 HEADLIGHTS WILL DROP  
 OUT INTERMITTANTLY. THE  
 POLICE INSTALLED A  
 SWITCH. THERE IS A CODE  
 OF B2498 IN MEMORY.  
 DUPLICATED COMPLAINT.  
 FOUND FAULT WITH IN  
 LIGHTING CONTROL  
 MODULE. REPLACE L C M.  
 FORD P05 GOODWILL ASST

ADVISED TECH OF  
 PAST REPORTS,  
 ADVISED TECH TO  
 LOAD TEST POWERS  
 AND GROUNDS TO THE  
 LCM AND IF ALL OK  
 PACKPROBE PIN 15 AT  
 C2145A AND SHOULD  
 SHOW 0V AT THE TIME  
 OF THE CONCERN IF IT  
 DOES REPLACE THE  
 LCM. SSM 16698 03  
 CVIC,GMARQ-ERRATIC  
 HEADLAMPS/AUTOLAM  
 PS-REPLACE LCM

GCQIS	Brand	Start	End	Model	Year	Color	Region	Address	City	State	Zip	Phone	Year	Model	Color	Region	Address	City	State	Zip	Phone	Year	Model	Color	Region	Address	City	State	Zip	Phone
8197040	Ford	11-Feb-05	30-Mar-05	Unknownr	Unknownn	INC.	BROOKFIELD	WI	2627819800	N	2FAFP71W43X	██████████	1	S	20-Nov-02	2003	VICTORIA	Unkno	ST. THOMAS PLANT BUILD	3-Jan-03	82811									
8820840	Ford	16-Nov-05	17-Nov-05	Unknownr	Unknownn	UR	WEST CHESTER	PA	6106964700	N	2FAFP71W43X	██████████	1	S	9-Dec-02	2003	VICTORIA	Unkno	ST. THOMAS PLANT BUILD	13-Jan-03	53878									
39732535	AWS	28	20-Jul-05	23-Jul-05	Z	4W7	13C788	BB	(GEM)	MERCURY	CLARION	PA	8142267440	2FAFP71W43X	██████████	1	S	20-Feb-03	2003	VICTORIA	Unkno	ST. THOMAS PLANT BUILD	15-Apr-03	50879						
8923926	Ford	6-Jan-06	9-Jan-06	Unknownr	Unknownn	IN	FOREST CITY	IA	6415855555	N	2FAFP71W43X	██████████	1	S	21-Feb-03	2003	VICTORIA	Unkno	ST. THOMAS PLANT BUILD	31-Mar-03	57283									

8582482	GCQIS Ford	28-Jul-05	30-Jul-05	Unknownr	Unknown	NORRIS FORD PICKENS	SC	8648786364	N	2FAFP71W43X [REDACTED]	1	S	31-Mar-03	2003	VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	23-Apr-03	41186	CUSTOMER CONCERN IS THE HEADLAMPS CUT OUT INTERM. FLASH TECH HAS NOT BEEN ABLE TO DUPLICATE AND HAS NO	ADVISED DLR NO KNOWNS. RECOMMEND DLR MONITOR SWITCH INPUT TO LCM. IF OK, ISM 03-09-035 CALL 1-866-402-6838 FOR CROWN INSTALLED POLICE EQUIP-  ADVISED TECH THAT THE 2003 CROWN VIC WAS ONLY OFFERED WITH AUTO LAMPS AND DUE TO THAT FACT I DO NOT HAVE WIRING DIAGRAMS OR MANUAL INFORMATION THAT CAN BE CONFIRMED AS CORRECT FOR THE MODIFIED SYSTEM. ADVISED TECH OF PHONE NUMBER FOR CROWN NORTH AMERICA LTD FOR DIAGNOSTICS OF THE	A	Police Inter ce pt or E
9475933	GCQIS Ford	12-Oct-06	14-Oct-06	13C788		ELECTONIC MODULE RT, (GEM) INC.	MCKEESPORT PA	4127512130	N	2FAFP71W43X [REDACTED]	1	S	3-Apr-03	2003	VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	16-Apr-03	70545	CUSTOMER STATES HEADLIGHTS HAVE BEEN INTERMITTENTLY GOING OUT. WILL	VERIFIED CONCERN PINPOINT TEST A REPLACED LIGHTING CONTROL MODULE	A	Police Inter ce pt or E
444341040	AWS	40	4-Apr-07	7-Apr-07	Z	1W7 ELECTONIC MODULE MERCURY	GREENFIELD IN	3174621470		2FAFP71W43X [REDACTED]	1	S	29-Apr-03	2003	VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	17-Dec-03	87547	TECH STS HAS VEHICLE IN AN DHAS HEAD LIGHT THAT ALEDELY GOES OUT AND TECH STS HAS TRIED TO VERIYY === TO NO AVAIL TECB STS HAS B1318 FROM CUSTOMER STATES THE HEADLIGHTS INTERMITTENTLY SHUT OFF WHILE DRIVING WITH DTC B1792 AS A HARD FAULT. TECH STATES THE MULTIFUNCTION AND HEAD LAMP SWITCHES AND THE	ADVSIED TECH THERE ARE NO KNOWS FOR HEADLIGHT SHUTTING OFF AND ADVSIED TECH TO CK LIGHTINGH CONTOL	A	Police Inter ce pt or A
8558322	GCQIS Ford	19-Jul-05	20-Jul-05	Unknownr	Unknown	CROWN FORD, MERCURY OF	HOOPESTON IL	2172837729	N	2FAFP71W43X [REDACTED]	1	S	4-Jun-03	2003	VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	24-Jun-03	95655			A	Police Inter ce pt or A
8231032	GCQIS Ford	22-Feb-05	23-Feb-05	Unknownr	Unknown	CROSSROADS FORD, INC.	KEARNEY NE	3082372171	N	2FAFP71W53X [REDACTED]	1	S	29-Apr-02	2003	VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	20-May-02	60752			A	Police Inter ce pt or A

GCQIS	20-Mar-08	22-Mar-08	Unknownr	Unknown	UR	UNION CITY	TN	7318858833	N	2FAFP71W53X	1 S	30-Apr-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	19-Sep-02	114298	DESCRIPTION OF VEHICLE CONCERN: UNDER HARD ACCERLATION THE LIGHT CLICK ON AND OFF IF THE LIGHTS IF THE LIGHTS ARE TURNED ON THE LIGHTS CLICK OFF AND THEN ON AGAIN DIAGNOSTICS ALREADY COMPLETED: CHECKED FOR CODES AND THERE WAS NOT ANY PARTS REPLACED: FIRST REPLECED THE LCM AND IT DID NOT FIX THE PROBLEM THEN REPLACED THE HEAD LIGHT SWITCH AND IT ALSO DIDNT FIX THE PROBLEM TECHNICIAN QUESTION: HAS THIS BEEN A PROBLEM WITH ANY OTHER CARS? WHAT WOULD I NEED TO CHECK NEXT? FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: NO CALL DATA: TECH STATES THAT DURING HARD ACCELERATION THE CONCERN: THE HEADLIGHTS AND DASH LIGHTS WILL SHUT OFF INTERMITTENTLY BY THEMSELVES, BUT THE PARKING LIGHTS WILL STAY ON DIAGNOSTICS PERFORMED: GOT CODE B1792 - AUTO LAMP SENSOR INPUT CIRCUIT FAILURE BUT THIS VEHICLE IS NOT EQUIPPED WITH AUTOLAMPS PARTS REPLACED: HEADLAMP SWITCH MULTIFUNCTION SWITCH PLEASE LIST ANY BODY MODULE DTCS RELATED TO THIS CONCERN: B1792 - AUTO LAMP SENSOR INPUT CIRCUIT FAILURE IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN?: NO WAS THE 82035 ELECTRICAL DIAG FOR HEAD LIGHTS 1.0 REPLACED LIGHTING CONTROL MODULE RETEST SYSTEM FOR HEADLIGHTS FLASHING OFF HEADLIGHTS NORMAL 71670 BAD LIGHTING CONTROL MODULE RUN TEST SYS PASS TURN LIGHTS ON RUN CAR FOR 1 2 HOUR HEADLIGHT CUT OFF RETEST SYS NEC TO REPLACE LIGHTING	G201 AT PIN 1 OF C205A USING A HEADLIGHT BULB. *IF THE GROUND DOES NOT PASS A LOAD TEST OVERLAY TO A KNOWN GOOD GROUND AND SEE IF THE CONCERN IS STILL PRESENT. *LOAD TEST CIRCUIT 165 FROM PIN 3 OF C2145A TO PIN 9 OF C205A USING A BRAKE LIGHT BULB. *ALSO LOAD TEST G102 ON PIN 2 OF C1041 AND PIN 2 OF C1021. *ALL TESTING SHOULD BE PERFORMED WHILE THE CONCERN IS PRESENT. *BACK PROBE PINS: 3 C2145A, 13 C2145C, AND 10 C2145C WITH A BULB ON EACH PIN AND THE OTHER END OF THE BULB SUPPLIED WITH POWER. *DUPLICATE THE CONCERN AND WHILE THE CONCERN A	Po lic e Int er ce pt or D				
10417967	Ford																								
9594669	Ford	21-Dec-06	23-Dec-06	13C788	(GEM)	NEW PRAGUE	MN	9527582700	N	2FAFP71W53X	1 S	3-May-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	4-Jun-02	82027	CONCERN: B1792 - AUTO LAMP SENSOR INPUT CIRCUIT FAILURE IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN?: NO WAS THE 82035 ELECTRICAL DIAG FOR HEAD LIGHTS 1.0 REPLACED LIGHTING CONTROL MODULE RETEST SYSTEM FOR HEADLIGHTS FLASHING OFF HEADLIGHTS NORMAL 71670 BAD LIGHTING CONTROL MODULE RUN TEST SYS PASS TURN LIGHTS ON RUN CAR FOR 1 2 HOUR HEADLIGHT CUT OFF RETEST SYS NEC TO REPLACE LIGHTING	*VEHICLE NOT EQUIPPED WITH AUTO LAMPS. *HEAD LIGHT SWITCH AND MULTI FUNCTION SWITCH WERE REPLACED PRIOR.	Po lic e Int er ce pt or B				
361995568	AWS	24	28-Apr-04	2-May-04	Z	4W7	13C788	BB	(GEM)	LINCO HARTFORD	WI	2626735180	2FAFP71W53X	1 S	6-May-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	30-May-02	62035	TIMES	HEADLIGHTS GO OFF BY THEMSELVES AT 62035 TIMES	LIGHTING CONTROL MODULE RETEST SYSTEM FOR HEADLIGHTS FLASHING OFF HEADLIGHTS NORMAL 71670 BAD LIGHTING CONTROL MODULE RUN TEST SYS PASS TURN LIGHTS ON RUN CAR FOR 1 2 HOUR HEADLIGHT CUT OFF RETEST SYS NEC TO REPLACE LIGHTING	Po lic e Int er ce pt or A
435624036	AWS	54	9-Nov-06	13-Nov-06	Z	4W7	13C788	BB	(GEM)	LINCO MORROW	GA	7709681245	2FAFP71W53X	1 S	27-May-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	6-Jun-02	71670	CUTTING OFF	CK FOR HEADLIGHTS CUTTING OFF	REPLACE LIGHTING	Po lic e Int er ce pt A



GCQIS	Make	Reg	Model	Year	Color	Plate	State	VIN	Year	Plant	Build	MPG	Notes	Comments	Category			
8822818	Ford	17-Nov-05	26-Nov-05	Unknownr	Unknown	LARSON FORD, INC.	LAKEWOOD NJ	7323638100 N 2FAFP71W53X1	1 S	30-Oct-02	2003	CROWN VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	3-Dec-02	76899	ADVISED TECH TO CHECK HARNESS FOR POSSIBLE SHORT TO POWER IN MAIN LIGHT HARNESS AT CORE SUPPORT AND FENDER LIP CHECK ALL POWERS AND GROUNDS TO LCM AND ATTEMPT TO DUPLICATE. IF TO NO AVAIL REPLACE LCM. REPORT #: 5CJBR005 ADVISED TECH TO INSURE THE CORRECT HEAD LAMP BULBS ARE INSTALLED, IF GOOD THEN CHECK THE FLASHER MODULE FOR DAMAGED CONNECTIONS, CORROSION OR BENT PINS. REPAIR AS NEEDED IF FOUND TO BE BAD. IF GOOD THEN REMOVE AND CLEAN THE GROUNDS AND SWAP A LCM FROM A -VERIFY CUSTOMER CONDITION AND DOUBLE CHECK IF HIGH BEAMS REMAINED WORKING - CIRCUIT 502 FROM THE LCM IS A SHARED POWER OUTPUT FOR BOTH HIGH AND LOW BEAMS -IF ONLY LOW BEAMS AFFECTED, SUSPECT MULTIFUNCTION SWITCH OR LOW BEAM CIRCUIT FAILURE - MOST REPORTS TO THE HOTLINE INDICATE BOTH HIGH AND LOW BEAMS AFFECTED AND THE ROOT CAUSE IS THE	Po lic e Int er ce pt or E
9036845	Ford	28-Feb-06	1-Mar-06	13C788	ELECTONIC MODULE (GEM)	GARNETT FORD CHADDS INC FORD	PA	6103585600 N 2FAFP71W53X1	1 S	12-Dec-02	2003	CROWN VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	24-Jan-03	31231	TECH STATES THE HEADLAMPS SHUT OFF INTERMITTENTLY FOR ABOUT 5 MINS AND THE INTERIOR ILLUMINATION WILL FLICKER REALLY BAD. TECH HAS VERIFIED AND IS SEEKING ADVICE. WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: INTERMITANTLY THE HEADLIGHTS GO OUT, FLASH TO PASS WORKS, AS DO OTHER EXTERIOR LIGHTS, HIGH BEAMS ARE UNAFFECTED, HEADLAMPS COME BACK ON AFTER A FEW MINUTES. DIAGNOSTICS ALREADY COMPLETED: NO WIRING DIAGRAM FOR REGULAR HEADLAMPS IN EVTM, ONLY FOR AUTOLAMPS. PARTS REPLACED: NONE QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE	Po lic e Int er ce pt or B
9875746	Ford	21-May-07	22-May-07	Unknownr	Unknown	VOGLER MOTOR COMPANY INC	CARBONDALE IL	6184578135 N 2FAFP71W53X1	1 S	3-Jan-03	2003	CROWN VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	24-Feb-03	79889	CUSTOMER STATES THAT WHEN DRIVING WITH HEADLIGHTS ON, THEY USE THE RIGHT TURN SIGNAL THE HEADLIGHTS CUT OUT. HEADLAMPS RIGHT TURN OFF AFTER TEN MINUTES WARNING INDICATORS DO	Po lic e Int er ce pt or B
388573723	AWS	19 23-May-05	25-May-05 Z	4W7 13C788 BB	ELECTONIC MODULE (GEM)	BIONDI PARK WAY FORD	PITTSBURGH PA	4122436500 2FAFP71W53X1	1 S	17-Mar-03	2003	CROWN VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	5-Nov-03	33697	HEADLAMPS TEST MODULE SYSTEM NO COMMUNICATION TO ABS LCM MODES WDS PINPOINT TEST FOUND POOR LCM MODULE CONNECTION R&I	Po lic e Int er ce pt or D
353972861	AWS	11 18-Feb-04	21-Feb-04	13C788	ELECTONIC MODULE (GEM)	ER FORD MERCURY	BELLVILLE TX	9798653161 2FAFP71W53X1	1 S	26-Mar-03	2003	CROWN VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	10-Apr-03	22058	INDICATORS DO	Po lic e Int er A

Case No	Customer	Start Date	End Date	Vehicle	Year	Make	Model	Color	Engine	Transmission	Drive	Location	Technician	Work Order	Notes	Customer	Technician	Notes	Notes					
9783116	GQCIS Ford	30-Mar-07	31-Mar-07	Unknownr	Unknown	APPEL FORD-MERCURY, INC.	BRENHAM	TX	9798363659	N	2FAFP71W53X	2 R	26-Mar-03	2003	CROWN VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	10-Apr-03	88697	WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLAMPS GO OFF INTERMITTANLY DIAGNOSTICS ALREADY COMPLETED: CHECKED FOR CURRENT DRAW TO HEADLAMPS, ABOUT 15 AMPS. LCM TEST PARTS REPLACED: HEADLAMP SWITCH TECHNICIAN QUESTION: CONCERN PRESENT INTERMITTANLY, VEHICLE IS A POLICE UNIT AND HAS CODE FOR AUTOLAMP SENSOR WHICH IS NOT PRESENT. FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT CHECKED OUT ERRATIC HEADLAMPS, TRACED OUT TO AN D REPLACED LIGHTING CONTROL MODULE, RECHECKED A ND ROADTESTED OK B1792	ADVISED TECH TO MAKE SURE THE HEADLAMP BULBS ARE CORRECT FOR THE VEHICLE AND THAT THE LOW BEAM POWER AND GROUND CIRCUITS ARE GOOD AND DO NOT HAVE HIGH RESISTANCE. LCM WILL TURN POWER OFF IF AMP DEMAND IS TOO HIGH.	A	or B	Po
406663242	AWS	28	5-Oct-05	6-Oct-05	Z	ELECTO NIC THAYE MODULE R BOWLING (GEM) FORD GREEN SPARTAN LINCO	OH	4193535271	2FAFP71W53X	1 S	22-May-03	2003	CROWN VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	26-Jun-03	48485	CUSTOMER STATES VEH HEADLAMPS GO OFF UNCOMMANDED ALL OTHER LIGHTS STAY ON	71237 DIAGNOSIS WDS TEST NO CODES PINPOINT TEST REPLA CE LIGHTING CONTROL MODULE AND HEAD LIGHT SW RETEST OK EXTRA TIME TO R&R POLICE TECH HAS VEHICLE IN FOR HEADLIGHTS SHUTTING OFF INTERM WHILE DRIVING DOWN THE ROAD. TECH HAS BEEN UNABLE TO DUPLICATE BUT STATES B1792, B1 247 AND B2498	A	pt A	Po		
415841135	AWS	29	6-Feb-06	8-Feb-06	Z	ELECTO LN-MERCURY, INC. MORROW	GA	7709681245	2FAFP71W53	1 S	5-Jun-03	2003	CROWN VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	30-Sep-03	71237	HEADLITES WONT ALWAYS STAY ON	EQUIPMENT RADIO COMPUT TECH HAS VEHICLE IN FOR HEADLIGHTS SHUTTING OFF INTERM WHILE DRIVING DOWN THE ROAD. TECH HAS BEEN UNABLE TO DUPLICATE BUT STATES B1792, B1 247 AND B2498	A	pt A	Po		
8126253	GQCIS Ford	12-Jan-05	22-Jan-05	13C788	BB	ELECTO NIC VILLE MODULE FORD CO HINESVILLE	GA	9123683505	N	2FAFP71W53X	1 S	30-May-03	2003	CROWN VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	9-Jun-03	43047	C S LIGHTS KEEP SHORTING OUT. AFTER WARM UP THE LIGHTS WILL NOT TURN BACK	CC 42 SHORT IN LIGHTING CONTROL MODULE R&R	A	pt B	Po	
449737083	AWS	44	20-Jun-07	23-Jun-07	Z	ELECTO RED MCCO MODULE MBS FORD SAN ANTONIO	TX	2103494949	2FAFP71W53X2	1 S	30-May-03	2003	CROWN VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	30-Oct-03	40833	NOT TURN BACK	CONTROL MODULE 13C788	A	er A	Po		

Case No	Vehicle ID	Start Date	End Date	Year	Make	Model	Color	VIN	Engine	Transmission	Registration	Inspection	Inspection Date	Inspection Mileage	Inspection Description	Notes									
26171704	MORS\ CUDL	13-Dec-07	15-Dec-07		PA	7178963421	2FAFP71W53X2	1 S	2-Jun-03	2003	CROWN VICTORIA	Unkno	ST. THOMAS PLANT BUILD	20-Oct-03	110000	CUSTOMER SAID: -CUST HAS VEH - PURCHASED THE VEH FROM AUCTION IN 12/20061. HEADLAMPS NOT FUNCTIONING- THIS BEGAN THREE WEEKS AFTER PURCHASE- WHEN DRIVING THE LIGHTS WOULD FLICK ON AND OFF-HIGH BEAMS ONLY ARE WORKING- ONLY DROVE THE VEH DURING THE DAY BECAUSE WAS PULLED OVER BY POLICE BECAUSE ONLY HIGH BEAMS WERE WORKING -THE INSPECTION									
435286471	AWS	38	2-Nov-06	7-Nov-06	Z	13C788	BB	(GEM)	ELECTO NIC MODULE (GEM)	MOTO MUZI RS INC	NEEDHAM HEIGHTS	MA	7814445300	2FAFP71W53X2	1 S	12-Jun-03	2003	CROWN VICTORIA	Unkno	ST. THOMAS PLANT BUILD	2-Oct-03	65707	C S THE HEADLIGHTS WILL SHUT OFF BY ITSELF	HOOK UP WDS AND TEST FOR HEADLAMPS SHUTTING OFF REPLACE HEADLAMP MODUAL FUSE BLOWN REPLACED FUSE CHECK HEADLIGHT	
365833717	AWS	7	22-Jun-04	25-Jun-04	Z	13C788	BB	(GEM)	ELECTO R NIC COMP MODULE ANY, INC.	HARR MOTO R COMP ANY, INC.	WORCESTER	MA		2FAFP71W53X2	1 S	13-Jun-03	2003	CROWN VICTORIA	Unkno	ST. THOMAS PLANT BUILD	2-Dec-03	23012	C S THE HEADLIGHTS ARE CUTTING OUT	OK TEST MULTIFUNCTION SWITCH OK TEST WIRING OK TEST LIGHTING CONTROL MODULE FOUND	
413195335	AWS	27	20-Dec-05	31-Dec-05	Z	13C788	BB	(GEM)	ELECTO R NIC MODULE ANY, INC.	HARR MOTO R COMP ANY, INC.	WORCESTER	MA		2FAFP71W53X2	1 S	19-Jun-03	2003	CROWN VICTORIA	Unkno	ST. THOMAS PLANT BUILD	30-Oct-03	32653	CUTTING OFF WHILE DRIVING,,SEE	3374 BCE.TEST,PIN POINT TEST,REPLACE LIGHTING CONTR OL MODULE. DIAG HEADLIGHTS CUTTING OUT TEST AND FOUND MULTIFUNCTION SWITCH HAS NO POWER AT TIMES,TRACED	
360084411	AWS	17	31-Mar-04	6-Apr-04	Z	13C788	AH	(GEM)	ELECTO R NIC COMP MODULE ANY, INC.	HARR MOTO R COMP ANY, INC.	WORCESTER	MA		2FAFP71W63X1	1 S	10-May-02	2003	CROWN VICTORIA	Unkno	ST. THOMAS PLANT BUILD	13-Nov-02	53514	C S THE HEADLIGHTS CUT OUT	CIRCUITFOUND PROCCESOR	
371072877	AWS	28	13-Sep-04	15-Sep-04	Z	13C788	BC	(GEM)	ELECTO R NIC MILL MODULE FORD, INC.	HARR MOTO R COMP FORD, INC.	NILES	IL	8474709800	2FAFP71W63X1	1 S	27-May-02	2003	CROWN VICTORIA	Unkno	ST. THOMAS PLANT BUILD	1-Jun-02	31025	HEADLAMPS GO OUT AT TIMES	REPLACE LIGHT CONTROL MODULE RETEST PASS	



GCQIS	10196400	Ford	19-Nov-07	21-Nov-07	Unknownr	Unknown	CLEVE NGER FORD	PORTERVILLE CA	5597846000 N	2FAFP71W63	1 S	21-Jun-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT	30-Sep-02	780534	WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLAMPS TURN OFF BY THEMSELVES DIAGNOSTICS ALREADY COMPLETED: LEFT HEADLAMPS ON FOR 30 MINUTES, COULD NOT VERIFY, INSPECTED CIRCUITS PARTS REPLACED: NONE TECHNICIAN QUESTION: EVTM ONLY SHOWS DIAGRAM FOR AUTOLAMPS, VEHICLE DOES NOT HAVE AUTOLAMPS, ANY KNOWN CONCERNS FORM	DUPLICATE THE CONCERN. *WE HAVE SEVERAL PAST REPORTS WITH THE SAME CONCERN WHERE THE LCM WAS REPLACED TO FIX THE CONCERN. REPORT #: 7F3BQ005 REPLACE ELECTONIC MODULE (GEM) TECH COMMENTS: LCM FAULTY.REPLACED.CO NCERN RESOLVED REPORT #: 6LUGC003 REPLACE ELECTONIC	Po lic e Int er ce pt or A	
GCQIS	8256443	Ford	3-Mar-05	6-Mar-05	Unknownr	Unknown	TROM FORD LINCO LN	BARRINGTON IL	8473818850 N	2FAFP71W63	1 S	22-Jul-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT	22-Aug-02	98102	INTERMITTENTLY THE HEAD LIGHTS TURN OFF. TECH STATES HAS DUPLICATED CONCERN. TECH SEEKING LIGHTING CONTROL MODULE IN OPERATREPLACE LIGHTING CONTROL MODULE PER PINPOINT TESTS	REPORT #: 4LGGK002 REPORT #: 4CRDY021 REPLACE ELECTONIC MODULE (GEM) REPORT #: 4CRDY021 REPLACE ELECTONIC MODULE (GEM) LCM FIXED CONCERN REPORT #: 3JHF2005 REPLACE ELECTONIC MODULE (GEM) PIN 502 WAS NOT SEATED GOOD IN PLUG AT LCM. REPAIRED CONCERN REPORT #: 3IRFL016 REPLACE ELECTONIC MODULE (GEM) REPLACED THE LCM FOR FLICKERING LIGHTS. ADVISED OF PAST REPORTS AND ADVISED DLR NO KNOWNS. RECOMMEND DLR DUPLICATE CONCERN. FOLLOW PPT FOR B1792. POSSIBLE LCM ISSUE. CHECK FOR REVISED LCM AND	A or A lic e Int er A Po lic e Int er A	
	438230878	AWS	44	3-Jan-07	6-Jan-07	Z	ELECTO NIC MODULE SCARF F (GEM)	AUBURN WA	2538331500	2FAFP71W63	1 S	16-Jul-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT	9-Jun-03	102188	QFC HEAD LTS BLINK OUT WHILE DRIVING CA	REPORT #: 4LGGK002 REPORT #: 4CRDY021 REPLACE ELECTONIC MODULE (GEM) REPORT #: 4CRDY021 REPLACE ELECTONIC MODULE (GEM) LCM FIXED CONCERN REPORT #: 3JHF2005 REPLACE ELECTONIC MODULE (GEM) PIN 502 WAS NOT SEATED GOOD IN PLUG AT LCM. REPAIRED CONCERN REPORT #: 3IRFL016 REPLACE ELECTONIC MODULE (GEM) REPLACED THE LCM FOR FLICKERING LIGHTS. ADVISED OF PAST REPORTS AND ADVISED DLR NO KNOWNS. RECOMMEND DLR DUPLICATE CONCERN. FOLLOW PPT FOR B1792. POSSIBLE LCM ISSUE. CHECK FOR REVISED LCM AND	A or A Po lic e Int er A	
GCQIS	9197999	Ford	17-May-06	18-May-06	Unknownr	Unknown	SWAN T GRAB ER FORD	BARRON WI	7155379500 N	2FAFP71W63	1 S	9-Aug-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT	26-Feb-03	88000	TECH STATES HEADLAMPS SHUT OFF WHILE DRIVING, SMACKED DASH BY THE HEADLAMP SWITCH AND LIGHTS CAME ON. TECH STATES AFTER HEADLAMP SWITCH INSTALLED IT STILL HAPPENED. CUST STATES THE HEADLAMPS ARE ERRATIC AT TIMES. WILL CUT OFF AT TIMES. B1792 IN LCM, CURRENT. VEHICLE IS NOT EQUIPPED WITH AUTOLAMPS. DLR CALLED FOR INFO.	LCM. REPAIRED CONCERN REPORT #: 3IRFL016 REPLACE ELECTONIC MODULE (GEM) REPLACED THE LCM FOR FLICKERING LIGHTS. ADVISED OF PAST REPORTS AND ADVISED DLR NO KNOWNS. RECOMMEND DLR DUPLICATE CONCERN. FOLLOW PPT FOR B1792. POSSIBLE LCM ISSUE. CHECK FOR REVISED LCM AND	Po lic e Int er ce pt or F Po lic e Int er ce pt or A	
GCQIS	8914821	Ford	3-Jan-06	4-Jan-06	Unknownr	Unknown	HIGHL AND PARK FORD SALES , INC.	HIGHLAND PARK IL	8474337200 N	2FAFP71W63	1 S	20-Aug-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT	4-Sep-02	106608	TECH STATES THE HEADLAMPS ARE ERRATIC AT TIMES. WILL CUT OFF AT TIMES. B1792 IN LCM, CURRENT. VEHICLE IS NOT EQUIPPED WITH AUTOLAMPS. DLR CALLED FOR INFO.	LCM. REPAIRED CONCERN REPORT #: 3IRFL016 REPLACE ELECTONIC MODULE (GEM) REPLACED THE LCM FOR FLICKERING LIGHTS. ADVISED OF PAST REPORTS AND ADVISED DLR NO KNOWNS. RECOMMEND DLR DUPLICATE CONCERN. FOLLOW PPT FOR B1792. POSSIBLE LCM ISSUE. CHECK FOR REVISED LCM AND	A or A Po lic e Int er ce pt or A	
	449972626	AWS	54	25-Jun-07	27-Jun-07	Z	ELECTO NIC MODULE ROBIN FORD	GLENOLDEN PA	6105863600	2FAFP71W63	1 S	29-Oct-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT	24-Jan-03	70068	CHECK HEAD LIGHTS GO OFF BY THEMSELVES	REPLACE LIGHT CONTROL MODULE TECH HAS VEHICLE IN FOR HEADLIGHTS SHUTTING OFF WHILE DRIVING DOWN THE ROAD. TECH HAS VERIFIED ONCE AND STATES IT HAPPENS ON BOTH HIGH AND LOW BEAMS. TECH HAS REPLACED THE	REPORT #: 4LGGK002 REPORT #: 4CRDY021 REPLACE ELECTONIC MODULE (GEM) REPORT #: 4CRDY021 REPLACE ELECTONIC MODULE (GEM) LCM FIXED CONCERN REPORT #: 3JHF2005 REPLACE ELECTONIC MODULE (GEM) PIN 502 WAS NOT SEATED GOOD IN PLUG AT LCM. REPAIRED CONCERN REPORT #: 3IRFL016 REPLACE ELECTONIC MODULE (GEM) REPLACED THE LCM FOR FLICKERING LIGHTS. ADVISED OF PAST REPORTS AND ADVISED DLR NO KNOWNS. RECOMMEND DLR DUPLICATE CONCERN. FOLLOW PPT FOR B1792. POSSIBLE LCM ISSUE. CHECK FOR REVISED LCM AND	A or A Po lic e Int er A Po lic e Int er ce pt or A
GCQIS	8114518	Ford	6-Jan-05	8-Jan-05	Unknownr	Unknown	WOOL WINE FORD LINC MERC INC	COLLINS MS	6017654461 N	2FAFP71W63	1 S	6-Dec-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT	18-Dec-02	47070	TECH STATES THE HEADLAMPS ARE ERRATIC AT TIMES. WILL CUT OFF AT TIMES. B1792 IN LCM, CURRENT. VEHICLE IS NOT EQUIPPED WITH AUTOLAMPS. DLR CALLED FOR INFO.	LCM. REPAIRED CONCERN REPORT #: 3IRFL016 REPLACE ELECTONIC MODULE (GEM) REPLACED THE LCM FOR FLICKERING LIGHTS. ADVISED OF PAST REPORTS AND ADVISED DLR NO KNOWNS. RECOMMEND DLR DUPLICATE CONCERN. FOLLOW PPT FOR B1792. POSSIBLE LCM ISSUE. CHECK FOR REVISED LCM AND	PE08-066 0485 A or A	







REPLACE ELECTONIC  
MODULE (GEM)  
TECHNICIAN SURVEY  
COMMENTS: LIGHTING  
CONTROL MODULE  
REPORT #: 5ALHC014  
ADVISED DLR NO  
KNOWN.  
RECOMMEND DLR  
MONITOR SWITCH  
INPUT TO LCM. IF OK,  
REPLACE LCM AND  
RETEST. REPORT #:  
4LGGK002 REPORT #:  
4CRDY021 REPLACE  
ELECTONIC MODULE  
(GEM) LCM FIXED  
REPORT #: 4CCES012  
REPORT #: 4BCI8001  
REPAIR WIRE  
HARNES ISM 02-07-  
015 MAIN HARNES  
SHORTING TO  
RADIATOR SUPPORT  
OR FENDER LIP

ADIVSED TECH TO  
CHECK HARNES PER  
ABOVE ISM, IF NPF  
REPLACE LCM AND RE-  
TEST. ISM 03-12-021  
REPLACE LCM WITH  
64696 DIAGNOIS CONCERN.  
PERFORM NGS NO DTCS  
DIAGNOIS BY SYMPTOM  
REPLACE LIGHTING  
CONTROL MODULE..M TIME  
USED TO PREVENT  
WEB FORM DATA -  
CONCERN: AFTER SEVERAL  
HOURS OF RUNNING LIGHTS  
WILL JUST SHUT OFF. WILL  
COME BACK ON IN A FEW  
MINUTES DIAGNOSTICS: WE  
RAN CAR IN SHOP FOR 8  
FULL HOURS, COULD NOT  
DUPLICATE CONCERN.  
REPLACE HEADLIGHT  
SWITCH AND HAD  
CUSTOMER TRY IT. HE RAN  
IT UNTIL MIDNIGHT AND THE  
LIGHTS WENT OUT ON HIM  
AGAIN. BROUGHT BACK IN  
AND RAN IN SHOP FOR  
SEVERAL HOURS  
ROBERT, ISOLATE  
AND LOADTEST  
CIRCUITS FROM THE  
HEADLAMP SWITCH TO  
THE LCM. FIX  
INFORMATION  
REPORTED FROM  
OTHER DEALERS  
INDICATE THAT  
REPLACING THE LCM  
HAS RESOLVES  
SIMILAR HEADLAMP  
CONCERNS.

SEEKING ANY KNOWNS FOR  
HEADLAMPD INTERM  
CUTTING OUT, FLASH TO  
PASS STILL OPERATE. MFS  
SWITCH HAS BEEN  
REPLACED.  
L26 HEAD LIGHTS  
CUT OFF ON  
OWN  
REPLACE LIGHTING  
CONTROL MODULE..M TIME  
USED TO PREVENT  
WEB FORM DATA -  
CONCERN: AFTER SEVERAL  
HOURS OF RUNNING LIGHTS  
WILL JUST SHUT OFF. WILL  
COME BACK ON IN A FEW  
MINUTES DIAGNOSTICS: WE  
RAN CAR IN SHOP FOR 8  
FULL HOURS, COULD NOT  
DUPLICATE CONCERN.  
REPLACE HEADLIGHT  
SWITCH AND HAD  
CUSTOMER TRY IT. HE RAN  
IT UNTIL MIDNIGHT AND THE  
LIGHTS WENT OUT ON HIM  
AGAIN. BROUGHT BACK IN  
AND RAN IN SHOP FOR  
SEVERAL HOURS

Po  
lic  
e  
Int  
er  
ce  
pt  
or B  
Po  
lic  
e  
Int  
er  
ce A  
Po  
lic  
e  
Int  
er  
ce  
pt  
or A

8700308	GCQIS Ford	21-Sep-05	22-Sep-05	Unknownr	Unknown	BROWN- DAUB FORD- LINCO LN- MERC UR	NAZARETH	PA	6107599300 N	2FAFP71W73X1	1 S	16-Aug-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	21-Jan-03	130059	SEEKING ANY KNOWNS FOR HEADLAMPD INTERM CUTTING OUT, FLASH TO PASS STILL OPERATE. MFS SWITCH HAS BEEN REPLACED.	ADIVSED TECH TO CHECK HARNES PER ABOVE ISM, IF NPF REPLACE LCM AND RE- TEST. ISM 03-12-021 REPLACE LCM WITH	A	
408301443	AWS	38	4-Oct-05	20-Oct-05	Z	4W7 ELECTO NIC MODULE (GEM)	LEWIS FORD	MEMPHIS	TN	13C788 BB	2FAFP71W73X1	1 S	23-Aug-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	5-Sep-02	64696	L26 HEAD LIGHTS CUT OFF ON OWN REPLACE LIGHTING CONTROL MODULE..M TIME USED TO PREVENT WEB FORM DATA - CONCERN: AFTER SEVERAL HOURS OF RUNNING LIGHTS WILL JUST SHUT OFF. WILL COME BACK ON IN A FEW MINUTES DIAGNOSTICS: WE RAN CAR IN SHOP FOR 8 FULL HOURS, COULD NOT DUPLICATE CONCERN. REPLACE HEADLIGHT SWITCH AND HAD CUSTOMER TRY IT. HE RAN IT UNTIL MIDNIGHT AND THE LIGHTS WENT OUT ON HIM AGAIN. BROUGHT BACK IN AND RAN IN SHOP FOR SEVERAL HOURS	ROBERT, ISOLATE AND LOADTEST CIRCUITS FROM THE HEADLAMP SWITCH TO THE LCM. FIX INFORMATION REPORTED FROM OTHER DEALERS INDICATE THAT REPLACING THE LCM HAS RESOLVES SIMILAR HEADLAMP CONCERNS.	A
9924330	GCQIS Ford	14-Jun-07	17-Jun-07	Unknownr	Unknown	MCCL UNG FORD, MOUNTAIN VIEW	VIEW	AR	8702693866 N	2FAFP71W73X1	1 S	4-Dec-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	19-Feb-04	76747	SEEKING ANY KNOWNS FOR HEADLAMPD INTERM CUTTING OUT, FLASH TO PASS STILL OPERATE. MFS SWITCH HAS BEEN REPLACED.	ADIVSED TECH TO CHECK HARNES PER ABOVE ISM, IF NPF REPLACE LCM AND RE- TEST. ISM 03-12-021 REPLACE LCM WITH	A	





9343064	Ford	2-Aug-06	3-Aug-06	Unknowr	Unknown	SPARTAN LINCOLN-MERCURY, INC.	MORROW	GA	7709681245	N	2FAFP71W83X [REDACTED]	1	S	24-May-02	2003	CROWN VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	5-Jun-02	81995	AWA CUSTOMER STATES WHILE DRIVING AT NIGHT HEADLIGHTS GO OFF THEN COME	TECH HAS VEHICLE IN FOR THE HEADLIGHTS SHUTTING OFF AFTER APPROX 20 MINUTES. TECH STATES THE FLEET SHOP STATES THEY CAN SWAP IN A KNOWN GOOD LCM AND LIGHT WILL WORK, BUT ONLY FOR THE 20 MINUTES. TECH HAS VERIFIED THE CONCERN BUT IS NOT SURE WHERE TO START. TECH STATES LCM, MULTIFUNCTION SWITCH AND MAIN LIGHT SWITCH HAVE ALL BEEN REPLACED.	ADVISED TECH TO NOTE IF JUST HEADLIGHTS OR IF HEADLIGHTS AND PARKING LIGHTS ARE INOPERATIVE. IF ONLY HEADLIGHTS, CHECK HIGH BEAM, LOW BEAM AND FLASH TO PASS. IF ONLY HIGH AND LOW BEAM INOPERATIVE, DIAGNOSE CIRCUIT 502 FAULT, POWER OR GROUND FAULT TO LCM OR AFTERMARKET POLICE EQUIPMENT TIED INTO CIRCUIT. IF JUST LOW	A	or	A
426602198	AWS	48 28-Jun-06	1-Jul-06	Z	4W7 13C788 BB	ELECTRONIC MODULE MILLS (GEM) FORD MCCAFFERTY FORD	ANAHEIM	CA	7147761330		2FAFP71W83X [REDACTED]	1	S	29-May-02	2003	CROWN VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	11-Jul-02	61151	TECH STATES THAT THE CUSTOMER ALLEGES THAT THE HEADLAMPS DIM DOWN TO OFF WHILE DRIVING, CAN SWITCH TO HIGH BEAMS TECH STS THE CUSTOMER CONCERN IS THE HEADLIGHTS GO OUT WHILE DRIVING. TECH STS HE CANNOT VERIFY THE CONCERN AND DOES NOT KNOW IF THE HIGH BEAMS OR LOW BEAMS ARE THE CONCERN. TECH STS THE LEFT HIGH BEAM IS INOP. TECH CAN BY PASS THE WIG WAG AND MAKE THE BULB WORK. TECH SUSPECTS THE WIG WAG MODULE TO BE BAD FOR THE HIGH BEAM INOP. TECH WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLAMPS INT ON AND OFF ALREADY COMPLETED: VISUAL INSPECT OK CONCERN IS INT 3 TO 8 HOURS PARTS REPLACED: FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: CALL DATA: TECH STATES THAT VEHICLE WAS BROUGHT IN FOR VEHICLE THE HEAD LAMPS STOP WORKING AFTER 3-8 HOURS OF VEHICLE RUNNING. TECH CANNOT DUPLICATE	DIAGNOSE PP TEST REPLACE LIGHTING CONTROL MODULE RETEST OK	REPORT #: 6EABA021 REPLACE ELECTONIC MODULE (GEM) REPORT #: 6CJBG002 REPLACE ELECTONIC MODULE (GEM) ADVISED TECH OF PAST REPORTS WITH THE SAME CONCERN OF THE HEADLIGHTS CUTTING OFF WHEN DRIVING AND WHERE THE LCM WAS REPLACED TO FIX THE CONCERN. ADVISED TO TRY A KG WIG WAG A SURE POWER AND GROUND CIRCUITS ARE GOOD FOR THE HEAD LAMPS. TECH TO ALSO MAKE SURE THE PHYSICAL BODY GROUNDS ARE GOOD AND TIGHT. IF HE CANNOT DUPLICATE CONCERN RETURN VEHICLE AND ADVISE IF CONCERN DOES OCCUR FOR CUSTOMER DETERMINE IF THE HEAD LAMPS WORK USING FLASH TO PASS. IF SO SUSPECT THE LCM IS DETECTING HIGH RESISTANCE/AMP	A	ce	E
7664765	Ford	28-May-04	30-May-04	Unknowr	Unknown	FORD MECHANICSBOY OF	URG	PA	7177664733	N	2FAFP71W83X [REDACTED]	1	S	30-May-02	2003	CROWN VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	6-Sep-02	110029	TECH STS THE CUSTOMER CONCERN IS THE HEADLIGHTS GO OUT WHILE DRIVING. TECH STS HE CANNOT VERIFY THE CONCERN AND DOES NOT KNOW IF THE HIGH BEAMS OR LOW BEAMS ARE THE CONCERN. TECH STS THE LEFT HIGH BEAM IS INOP. TECH CAN BY PASS THE WIG WAG AND MAKE THE BULB WORK. TECH SUSPECTS THE WIG WAG MODULE TO BE BAD FOR THE HIGH BEAM INOP. TECH WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLAMPS INT ON AND OFF ALREADY COMPLETED: VISUAL INSPECT OK CONCERN IS INT 3 TO 8 HOURS PARTS REPLACED: FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: CALL DATA: TECH STATES THAT VEHICLE WAS BROUGHT IN FOR VEHICLE THE HEAD LAMPS STOP WORKING AFTER 3-8 HOURS OF VEHICLE RUNNING. TECH CANNOT DUPLICATE	REPORT #: 6EABA021 REPLACE ELECTONIC MODULE (GEM) REPORT #: 6CJBG002 REPLACE ELECTONIC MODULE (GEM) ADVISED TECH OF PAST REPORTS WITH THE SAME CONCERN OF THE HEADLIGHTS CUTTING OFF WHEN DRIVING AND WHERE THE LCM WAS REPLACED TO FIX THE CONCERN. ADVISED TO TRY A KG WIG WAG A SURE POWER AND GROUND CIRCUITS ARE GOOD FOR THE HEAD LAMPS. TECH TO ALSO MAKE SURE THE PHYSICAL BODY GROUNDS ARE GOOD AND TIGHT. IF HE CANNOT DUPLICATE CONCERN RETURN VEHICLE AND ADVISE IF CONCERN DOES OCCUR FOR CUSTOMER DETERMINE IF THE HEAD LAMPS WORK USING FLASH TO PASS. IF SO SUSPECT THE LCM IS DETECTING HIGH RESISTANCE/AMP	A	er	A	
9247326	Ford	13-Jun-06	14-Jun-06	Unknowr	Unknown	COMMERCE AUTO GROUP	COMMERCE	TX	9038864014	N	2FAFP71W83X [REDACTED]	1	S	12-Jun-02	2003	CROWN VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	5-Oct-02	86658	TECH STATES THAT VEHICLE WAS BROUGHT IN FOR VEHICLE THE HEAD LAMPS STOP WORKING AFTER 3-8 HOURS OF VEHICLE RUNNING. TECH CANNOT DUPLICATE	REPORT #: 6EABA021 REPLACE ELECTONIC MODULE (GEM) REPORT #: 6CJBG002 REPLACE ELECTONIC MODULE (GEM) ADVISED TECH OF PAST REPORTS WITH THE SAME CONCERN OF THE HEADLIGHTS CUTTING OFF WHEN DRIVING AND WHERE THE LCM WAS REPLACED TO FIX THE CONCERN. ADVISED TO TRY A KG WIG WAG A SURE POWER AND GROUND CIRCUITS ARE GOOD FOR THE HEAD LAMPS. TECH TO ALSO MAKE SURE THE PHYSICAL BODY GROUNDS ARE GOOD AND TIGHT. IF HE CANNOT DUPLICATE CONCERN RETURN VEHICLE AND ADVISE IF CONCERN DOES OCCUR FOR CUSTOMER DETERMINE IF THE HEAD LAMPS WORK USING FLASH TO PASS. IF SO SUSPECT THE LCM IS DETECTING HIGH RESISTANCE/AMP	A	or	A	
9761831	Ford	20-Mar-07	21-Mar-07	Unknowr	Unknown	COLLIER FORD	SMITHVILLE	TN	6155972300	N	2FAFP71W83X [REDACTED]	1	S	13-Jun-02	2003	CROWN VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	12-Jul-02	67127	TECH STATES THAT VEHICLE WAS BROUGHT IN FOR VEHICLE THE HEAD LAMPS STOP WORKING AFTER 3-8 HOURS OF VEHICLE RUNNING. TECH CANNOT DUPLICATE	REPORT #: 6EABA021 REPLACE ELECTONIC MODULE (GEM) REPORT #: 6CJBG002 REPLACE ELECTONIC MODULE (GEM) ADVISED TECH OF PAST REPORTS WITH THE SAME CONCERN OF THE HEADLIGHTS CUTTING OFF WHEN DRIVING AND WHERE THE LCM WAS REPLACED TO FIX THE CONCERN. ADVISED TO TRY A KG WIG WAG A SURE POWER AND GROUND CIRCUITS ARE GOOD FOR THE HEAD LAMPS. TECH TO ALSO MAKE SURE THE PHYSICAL BODY GROUNDS ARE GOOD AND TIGHT. IF HE CANNOT DUPLICATE CONCERN RETURN VEHICLE AND ADVISE IF CONCERN DOES OCCUR FOR CUSTOMER DETERMINE IF THE HEAD LAMPS WORK USING FLASH TO PASS. IF SO SUSPECT THE LCM IS DETECTING HIGH RESISTANCE/AMP	A	or	A	

444103105	AWS	57	30-Mar-07	3-Apr-07	Z	13C788	BB	LUND ELECTO NIC MODULE (GEM)	GREN MOTO RS, INC.	EVELETH	MN	2187444821	2FAFP71W83	[REDACTED]	1	S	20-Jun-02	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	29-Jul-02	109738	CHECK FOR HEADLIGHT CONCERN, GO OUT AS DRIVING, REPLACED	CHECK POWER AND LIGHTS WOULD GO OUT EEC TEST NO CODES FOUND, RECORD AND MONITOR PID DATA AT THE LCM. OK. PERFORM PINPOINT TEST AT THE HEAD LIGHT CIRCUIT. CLEAN GROUND 102. PINPOINT TEST AT THE HEAD LIGHT SWITCH, AND LCM. FOUND	lic e Int er A	
386366725	AWS	32	20-Apr-05	23-Apr-05	Z	13C788	BB	ELECTO NIC MODULE (GEM)	KOON S FORD, FALLS CHURCH INC.	VA	7032417200	2FAFP71W83	[REDACTED]	1	S	26-Jun-02	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	15-Sep-02	53021	HEADLITES GO OFF AND COME ON	TEST AT THE HEAD LIGHT SWITCH, AND LCM. FOUND	lic e Int er ce pt A		
416092599	AWS	38	8-Feb-06	12-Feb-06	Z	13C788	BB	ELECTO NIC MODULE	BAIER, FORT MADISON INC.	IA	3193721012	2FAFP71W83	[REDACTED]	1	S	22-Nov-02	2003	VICTORIA	CROWN	Unkno wn	THOM AS	3-Jan-03	48877	WILL GO OUT DOWN THE ROAD	SHORTED CONTROL MODULE	lic e A		
8960817	GCQIS Ford		24-Jan-06	25-Jan-06		Unknowr		Unknowr	DIMEN SION FORD WEST, INC.	FORT WAYNE	IN	2604363673	N	2FAFP71W83	[REDACTED]	1	S	3-Jan-03	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	9-Jan-03	84628	TECH STATES THE VEHICLE HEADLIGHTS CUT OUT WHILE DRIVING, TECH HAS VERIFIED THE CONCERN AND VERIFIED THAT THE PARK LIGHTS STAY ON. SEEKING DIRECTION.	ADVISED TECH TO MAKE SURE ONLY PIN 10 AT THE MAIN LIGHT SWITCH IS GROUNDED AT THE TIME OF THE CONCERN AND THAT THERE IS NO LOSS OF POWER OR GROUND TO THE LCM AT THE TIME OF THE REPORT #: 4LGGK002 REPORT #: 4CRDY021 REPLACE ELECTONIC MODULE (GEM) LCM FIXED CONCERN REPORT #: 4CCES012 -- -----	lic e Int er ce pt A
8189477	GCQIS Ford		8-Feb-05	9-Feb-05		Unknowr		Unknowr	BANKS TON FORD OF FRISCO O, LTD,	FRISCO	TX	9723355000	N	2FAFP71W83	[REDACTED]	1	S	2-Jan-03	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	5-Feb-03	39291	TECH STATES THE HEADLIGHTS ON THIS VEHICLE WILL CUT OUT AT TIMES, HAS NOT BEEN ABLE TO DUPLICATE, SEEKING KNOWNS.	ADVISED TECH TO CHECK THE INPUT TO THE LCM AT THE TIME OF CONCERN IF OK LOAD TEST THE POWERS AND GROUNDS TO THE LCM AND IF OK SWAP A	lic e Int er ce pt A

Case ID	Vehicle	Date	Status	Agency	Officer	State	Plate	Year	Make	Model	Color	Body	Build	Year	Case No.	Description	Comments	Disposition
9828619	Ford	25-Apr-07	Unknown	Unknown	BOB MALONEY FORD-MERCURY	AR	4796364321 N	2003	CROWN	VICTORIA	Unknwn	PLANT BUILD	26-Jun-03	59881	DESCRIPTION OF VEHICLE CONCERN: HEADLIGHTS GO OUT DRIVING ALREADY COMPLETED: SHOWS SWITCH ON REPLACED: NONE QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: CALL DATA: INTERMITTENTLY THE HEADLAMPS WILL SHUT OFF AT TIMES WHILE DRIVING WITH THE HEADLAMP SWITCH IN THE ON POSITION. -WHEN THE CONCERN HAPPENS THE POLICE OFFICER SAYS THERE IS A CLICKING NOISE HEARD FROM UNDER THE DASH. -I HAVE NOT BEEN ABLE TO VERIFY THE HEADLAMPS CUTTING OUT, BUT AT TIMES I HAVE HAD THE HEADLAMPS ON AND THEN TURNED THEM OFF AND BACK ON AND THEY DO NOT COME BACK ON EVEN INTERMITTANT FUALT IN STATES TWICE THE HEADLIGHTS HAVE TURNED OFF AND ALL INTERIOR LIGHTS WEB FORM DATA - CONCERN: HEADLITES TURN OFF INTERM. WHEN DRIVING. DIAGNOSTICS: CHECK FUSES TECH QUESTION: COULD THIS BE A LIGHTING CONTROLL	REPLACE ELECTONIC MODULE (GEM) TECH COMMENTS: REPLACED LIGHTING CONTROL MODULE WHEN YOU CAN GET THE HEADLAMPS TO NOT COME ON WITH THE HEADLAMP SWITCH IN THE ON POSITION AND THE HEADLAMP PID IN THE LCM READING ON, LOAD TEST FOR POWER ON CIRCUIT 502 AT THE LCM C2145B PIN 16, IF NOT PRESENT REPLACE THE LCM. -IF THERE IS POWER ON CIRCUIT 502 AT THE LCM, CHECK FOR POWER ON THIS CIRCUIT AT THE MULTI-FUNCTION SWITCH, IF NOT PRESENT REPAIR CIRCUIT 502, IF POWER COMING OUT OF THE MULTI-FUNCTION SWITCH ON A	Po lic e Int er ce pt or A	
340211417	AWS	3-Nov-03	3W7	13C788	ELECTORNIC MODULE TAIN GROV	MO	4179264872	2003	CROWN	VICTORIA	Unknwn	PLANT BUILD	19-Aug-03	4902	CUSTOMER STATES TWICE THE HEADLIGHTS HAVE TURNED OFF AND ALL INTERIOR LIGHTS EXCESSIVE DIAG TIME DUE	HI ERIC, THE CAUSE COULD BE THE CONTROL MODULE OR THE GEM. PLEASE CALL WITH YOUR TESTS RESULTS AND IF IT WAS VERIFIED TO A	Po lic e Int er ce D A	
10197774	Ford	20-Nov-07	Unknown	Unknown	MATTHEWS PAOLI	PA	6106444700 N	2003	CROWN	VICTORIA	Unknwn	PLANT BUILD	6-Jan-04	69974	DESCRIPTION OF VEHICLE CONCERN: HEADLITES TURN OFF INTERM. WHEN DRIVING. DIAGNOSTICS: CHECK FUSES TECH QUESTION: COULD THIS BE A LIGHTING CONTROLL	REPLACE ELECTONIC MODULE (GEM) TECH COMMENTS: REPLACED LIGHTING CONTROL MODULE WHEN YOU CAN GET THE HEADLAMPS TO NOT COME ON WITH THE HEADLAMP SWITCH IN THE ON POSITION AND THE HEADLAMP PID IN THE LCM READING ON, LOAD TEST FOR POWER ON CIRCUIT 502 AT THE LCM C2145B PIN 16, IF NOT PRESENT REPLACE THE LCM. -IF THERE IS POWER ON CIRCUIT 502 AT THE LCM, CHECK FOR POWER ON THIS CIRCUIT AT THE MULTI-FUNCTION SWITCH, IF NOT PRESENT REPAIR CIRCUIT 502, IF POWER COMING OUT OF THE MULTI-FUNCTION SWITCH ON A	Po lic e Int er ce pt B	

9502331	GCQIS Ford	26-Oct-06	28-Oct-06	13C788		MAGUI RE'S FORD ELECTO NIC LN MODULE (GEM)	JACK KAIN FORD, INC.	PALMYRA PA	7178388300	N	2FAFP71W83X1	[REDACTED]	1	S	28-Feb-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	24-Mar-03	53423		TECH STS THE HEADLAMPS INTERMITTENTLY GO OUT. ALL OTHER LIGHTING STILL WORKS. VEHICLE HAS AN AFTER MARKET WIG WAG SYSTEM WIRED INTO SYSTEM. HAS REPLACED MAIN LIGHT SWITCH AND MULTIFUNCTION SWITCH TO NO AVAIL. SEEKING DIRECTION. TECH COMMENTS: REPLACED LIGHTING CONTROL MODULE. CHECKED OPERATION-OK	REPORT #: 2J2GM017 ADVISED TECH THAT I WOULD FAX COPY OF PINPOINT SECTION OF WORKSHOP   ADVISED TECH OF PAST REPORTS INDICATING A KNOWN CONCERN WITH THE LCM. THE MODIFICATIONS TO THE VEHICLE INDICATE THAT OUR WIRING DIAGRAMS MAY NO LONGER BE ACCURATE ENOUGH FOR DIAGNOSIS. WHILE CONCERN IS PRESENT TEST FOR GROUND INTO LCM AT PIN 10 AND POWER OUT OF LCM AT PIN 16. IF GROUND PRESENT AND POWER MISSING REPLACE LCM. IF BOTH PRESENT CONTINUE TESTING FURTHER DOWN THE CIRCUIT FOR LOSS OF	Po lic e Int er ce pt or B
402543328	AWS	22	24-Aug-05	27-Aug-05	Z	4W7 13C788	BB	VERSAILLES KY	8598736666		2FAFP71W83X2	[REDACTED]	1	S	27-Feb-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	14-Nov-03	27595	CUST STATES AT TIMES LOOSES DASH LIGHTS AND T LIGHTS,H LIGHT AND DOME	OPEN IN MODULE PERFORM SYSTEM TEST WITH PIN POINT TEST. REPLACE LIGHTING CO NTROL MODULE.		Po lic e Int er A
9490447	GCQIS Ford	19-Oct-06	21-Oct-06	Unknowr		LIBER TYVILL E L-M SALES INC	LIBERTYVILLE IL	8473671700	N	2FAFP71W83X3	[REDACTED]	1	S	9-Apr-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	13-May-03	55076		CUST STATES HEADLAMPS INTERMITTENTLY OUT. TECH UNABLE TO VERIFY. NO CODES IN LCM. SEEKING DIRECTION.	REPORT #: 6HNA6002 REPLACE ELECTONIC MODULE (GEM) REPORT #: 6CPDV013 REPLACE ELECTONIC MODULE (GEM) REPORT #: 6AXCK015 REPLACE ELECTONIC MODULE (GEM) REPORT #: 5BUDI009 REPLACE ELECTONIC MODULE (GEM) TECHNICIAN	Po lic e Int er ce pt or B	
378375914	AWS	21	7-Jan-05	11-Jan-05	Z	4W7 13C788	BB	LAMAR QUE FORD, INC.	KENNER LA	5044432500	2FAFP71W83X2	[REDACTED]	4	1	S	8-Apr-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	23-Apr-03	46573	A85 OTHER ELECTRICAL CONCERNS HEADLIGHTS WILL GO OFF CHECK WHILE DRIVING HEADLIGHTS WENT OUT AND CLICKING NOISE FROM SWITCH	46573 OPEN CIRCUIT INTERNALLY WA ESP TEST AND DIAGNOSE LIGHTING SYSTEM, NO HEAD LIGH S AT TIMES, TEST AND VFY HDLMPS DO NOT LT AT TMES RAN OASIS PERF SLF TST ON LCM PASS PERF PPT A1 A3 OF SHP MANUAL LCM HAS INTERNAL FLT CSING LTS TO BE INOP REPL LCM	Po lic e Int er A Po lic e
417238589	AWS	31	24-Feb-06	28-Feb-06	Z	4W7 13C788	BB	MURR AY'S FORD, INC.	DU BOIS PA	8143716600	2FAFP71W83X2	[REDACTED]	1	S	17-Apr-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	28-Jul-03	32608	LOST ELECTRICAL POWER TO ALL THE	THROUGH PIN POINT TEST FOUND LCM BAD REPLACED RECHECK OK PGM SPW RO 135984 8 22 05 1149 ELAP MILES 13C788 12651D6 0.3	Po lic e Int er A ce A	
405554262	AWS	26	22-Sep-05	24-Sep-05	Z	4W7 13C788	BB	FORD LINCO LN- MODULE (GEM)	MERC ROLLA MO	5733641211	2FAFP71W83X3	[REDACTED]	1	S	13-Jun-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	1-Aug-03	75686	LIGHTS,DASH		Po lic e Int er A	





STIVE  
 RS  
 LINCO  
 LN  
 MERC  
 GQCIS  
 9642331 Ford 19-Jan-07 20-Jan-07 Unknowr Unknown URY COLUMBIA SC 8032568313 N 2FAFP71W93 [REDACTED] 1 S 26-Aug-02 2003 CROWN VICTORIA Unkno PLANT BUILD 19-Sep-02 84216

TOMS  
 FORD,  
 INC.  
 GQCIS  
 10044892 Ford 21-Aug-07 22-Aug-07 Unknowr Unknown INC. KEYPORT NJ 7322641600 N 2FAFP71W93 [REDACTED] 1 S 30-Sep-02 2003 CROWN VICTORIA Unkno PLANT BUILD 21-Oct-02 97218

LANNI  
 NG  
 ELECTO MOTO  
 NIC R  
 MODULE SALES  
 (GEM) INC CAREY OH 4193966100 N 2FAFP71W93 [REDACTED] 1 S 3-Oct-02 2003 CROWN VICTORIA Unkno PLANT BUILD 21-Oct-02 67604  
 WATE  
 ELECTO RS  
 NIC FORD  
 MODULE COMP  
 (GEM) ANY, BLACKSHEAR GA 9124494446 2FAFP71W93 [REDACTED] 1 S 15-Oct-02 2003 CROWN VICTORIA Unkno PLANT BUILD 3-Jan-03 49468

OSMA  
 MODULE N MELBOURNE FL 3217251100 2FAFP71W93 [REDACTED] 1 S 6-Dec-02 2003 CROWN VICTORIA Unkno THOM AS 2-Oct-03 49085

WEB FORM DATA:  
 DESCRIPTION OF VEHICLE  
 CONCERN: LIGHTS CUTS OFF BY THEMSELVES AT NIGHT DIAGNOSTICS ALREADY COMPLETED: CODES LCM  
 B1322,B1472,B1688,B1792,B1352,B2498,B1247 PARTS REPLACED: TECHNICIAN QUESTION: ANY KNOWN CONCERNS FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS WEB FORM DATA - CONCERN: CUSTOMER STATED TO CHECK HEADLAMPSCUT OUT AFTER USING AWHILE. IM UNABLE TO DUPLICATE CUSTOMER COMPLAINT,VEHICLE IS A POLICE CRUISER UNMARKED.LOOKS TO HAVE NORMAL 9007 HEAD LAMP BULBS INSTALLED. DIAGNOSTICS: INSPECTION ONLY TRIED TO VERIFY NOT HAPPENING AS OF YET TECH QUESTION: ANY KNOWS OR IDEAS WHERE TO LOOK?!?!? CHECKED WIRING IN BOTH FENDERS IS SECURE \*TECH STATES FLASH TO PASS WORKS NORMALLY WHEN THIS CONCERN OCCURS. \*TECH STATES THE VEHICLE DID HAVE 2 DIFFERENT HEADLAMP BULBS INSTALLED. \*BOTH WERE 9007 BULBS. \*TECH REPLACED THE BULBS WITH FACTORY BULBS. \*TECH IS UNABLE TO DUPLICATE AT THIS TIME.  
 REPLACE LIGHTING CONTROL MODULE AS PER OTHER SIMILAR REPORTS REPORT #: 6JZCZ014 REPLACE ELECTONIC MODULE (GEM) REPORT #: 6LSAT002 REPLACE ELECTONIC MODULE (GEM) TECH COMMENTS: REPLACED LIGHTING CONTROL MODULE WHEN WE SEE THIS CONCERN IT IS CAUSED BY A HIGHER THAN DESIRABLE AMP DRAW ON HEADLAMP CIRCUIT. IF THE LCM PICKS UP ON A HIGH DRAW, IT WILL STOP SUPPLYING POWER TO THE HEADLAMPS. A WAY TO VERIFY THIS IS HAPPENING IS WHEN CONCERN OCCURS USE THE FLASH TO PASS OPTION AND SEE IF HEADLAMPS TURN ON THEN. FLASH TO PASS USES A HOT AT ALL TIME POWER SUPPLY AND NOT POWERED BY THE LCM. IF CONCERN IS STILL THERE THEN WILL NEED TO TRACE CIRCUITS FOR HEADLAMPS FOR INTERMITTENT OPEN CONCERN. MORE TIME THAN NOT CAUSED BY INCORRECT  
 TECH STATES THE HEAD LAMPS SHUT OFF. TECH STATES HAS CODES: B1247 PANEL DIM SWITCH CIRCUIT OPEN B2498 HEADLAMP SWITCH MULTIPLE SIGNALS INPUT ACTIVE B1792 AUTOLAMP SENSOR INPUT CIRCUIT SHORT TO BATTERY TECH STATES REPLACED THE P05 RUN STAR AND ELECTRICAL PINPOINT TEST FOUND FAULTY GEM MODULE REPLACE AND RECHECK  
 HEADLIGHTS GO OFF AT TIMES  
 HEADLIGHTS GO OFF BY THEMSELVES  
 REPLACED PROCESSOR ASSY

Case ID	Customer	Service Date	Technician	Vehicle	Location	Phone	Notes	Warranty	Plant	Build Date	Build No	Work Description	Resolution	License							
394955895	AWS	22 15-Jun-05	18-Jun-05	Z 4W7	13C788 BB	ELECTO BOB NIC TOWN MODULE SEND (GEM) FORD ELECTU PARK NIC WAY MODULE FORD	CINCINNATI OH 5133851414	2FAFP71W93X1 [REDACTED]	1 S	3-Jan-03	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	29-Aug-03	23617	STATES ALL LIGHTS QUIT GOING OVER A BUMP W BRIGHT LIGHT ON.IF STEERING HEADLAMPS GOES OUT WHILE DRIVING	PREFORMED WIGGLE TEST ON AL RELATED HARNESSES NO CONCERN PRESENT HOOKED TO NGS+ NO CODES IN LCM PREFORMED SYMPTON DIAG BUY SYSTEM DIAG ORDERED AND REPLACED	A	pt C Po lic e A	
374245640	AWS	21 1-Nov-04	3-Nov-04	Z 4W7	13C788 BB	ELECTO BOB NIC TOWN MODULE SEND (GEM) FORD ELECTU PARK NIC WAY MODULE FORD	ADAIRSVILLE GA 7707733703	2FAFP71W93 [REDACTED]	1 S	13-Jan-03	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	28-Feb-03	53167	STATES ALL LIGHTS QUIT GOING OVER A BUMP W BRIGHT LIGHT ON.IF STEERING HEADLAMPS GOES OUT WHILE DRIVING	PREFORMED WIGGLE TEST ON AL RELATED HARNESSES NO CONCERN PRESENT HOOKED TO NGS+ NO CODES IN LCM PREFORMED SYMPTON DIAG BUY SYSTEM DIAG ORDERED AND REPLACED	A	pt C Po lic e A	
8545617	GCQIS Ford	13-Jul-05	14-Jul-05	Unknowr	Unknown	BRED EMAN N FORD IN GLENN IEW GLENVIEW	IL 8479984000 N	2FAFP71W93X [REDACTED]	1 S	17-Feb-03	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	12-Mar-03	38277	CUSTOMER CONCERN IS THE HEADLAMPS CUT OUT INTERM. FLASH TO PASS WILL STILL OPERATE. TECH HAS NOT BEEN ABLE TO DUPLICATE AND HAS NO TECH STS. CUSTOMER IS SAYING THAT THE HEADLIGHTS WILL CUT OUT, BUT THE PARK LIGHTS STAY ON. THE TECH HAS VERIFIED CODE IN THE LCM FOR SWITCH INPUT. TECH STATES THAT HEADLAMPS, PARK, AND DASH LAMPS ALL GO OUT AT SAME TIME INTERMITTENTLY WHEN IN USE - TECH VERIFIED THAT WEB FORM DATA - CONCERN: COUNTY HAS TWO 03 CROWN VIC'S WHERE HEADLIGHTS SHUT DOWN INTERMITTENTLY. HAVE SPOKEN TO SHOP MANAGER AT GARAGE AND DETERMINED NEITHER VEHICLE HAS ANYTHING WIRED INTO LOW BEAM CIRCUIT OF HEADLIGHTS (WIG-WAG IS WIRED INTO HIGH BEAM CIRCUIT HOWEVER) AND STOCK FACTORY HEADLIGHT BULBS ARE BEING USED. NOTHING WIRED INTO TAILLIGHT CIRCUIT EITHER. LIGHTS WILL COME BACK ON BY THEMSELVES AFTER SHORT TIME AND NO PATTERN OF TIME, ETC. CAN BE ESTABLISHED. ANY THOUGHTS...?? THANK YOU.	SEEKING ANY KNOWN FOR HEADLAMPS INTERM CUTTING OUT. TECH HAS NOT BEEN ABLE TO DUPLICATE. HEADLAMPS HAVE BEEN ON FOR OVER AN HOUR. CUSTOMER CLAIMS THAT SHUTTING CAR OFF THEN RESTARTING RETORES OPERATION. ALL CHECK GOOD TO	ADVICED TECH TO VERIFY PINFITS AT THE HEADMLAMP SWITCH, MFS, LCM. IF GOOD TO MONITOR HEAMLAMP SWITCH POSTION PID IN THE LCM, IF GOOD TO THEN CHECK FOR AFTERMARKET EQUIPMENT SPLICED INTO CKTS FOR HEADLAMPS. ADVISED TECH OF UNDERHOOD CHAFF LOCATION. IF ALL CHECK GOOD TO	A	or B Po lic e Int er ce pt A Po lic e Int er ce pt A Po lic e Int er ce pt A
8272186	GCQIS Ford	10-Mar-05	24-Mar-05	Unknowr	Unknown	HELLE R FORD SALES INC EL PASO	IL 3095276050 N	2FAFP71W93X [REDACTED]	1 S	19-Feb-03	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	6-Mar-03	119788	CUSTOMER CONCERN IS THE HEADLAMPS CUT OUT INTERM. FLASH TO PASS WILL STILL OPERATE. TECH HAS NOT BEEN ABLE TO DUPLICATE AND HAS NO TECH STS. CUSTOMER IS SAYING THAT THE HEADLIGHTS WILL CUT OUT, BUT THE PARK LIGHTS STAY ON. THE TECH HAS VERIFIED CODE IN THE LCM FOR SWITCH INPUT. TECH STATES THAT HEADLAMPS, PARK, AND DASH LAMPS ALL GO OUT AT SAME TIME INTERMITTENTLY WHEN IN USE - TECH VERIFIED THAT WEB FORM DATA - CONCERN: COUNTY HAS TWO 03 CROWN VIC'S WHERE HEADLIGHTS SHUT DOWN INTERMITTENTLY. HAVE SPOKEN TO SHOP MANAGER AT GARAGE AND DETERMINED NEITHER VEHICLE HAS ANYTHING WIRED INTO LOW BEAM CIRCUIT OF HEADLIGHTS (WIG-WAG IS WIRED INTO HIGH BEAM CIRCUIT HOWEVER) AND STOCK FACTORY HEADLIGHT BULBS ARE BEING USED. NOTHING WIRED INTO TAILLIGHT CIRCUIT EITHER. LIGHTS WILL COME BACK ON BY THEMSELVES AFTER SHORT TIME AND NO PATTERN OF TIME, ETC. CAN BE ESTABLISHED. ANY THOUGHTS...?? THANK YOU.	ADVICED TECH TO WIGGLE TEST SWITCH AND WATCH PID FOR VARIATION. INFORMED TECH THAT THE TECH SHORTED TOGETHER COULD	ADVICED TECH TO WIGGLE TEST SWITCH AND WATCH PID FOR VARIATION. INFORMED TECH THAT THE TECH SHORTED TOGETHER COULD	A	ce B Po lic e Int er ce pt A Po lic e Int er ce pt A
8616512	GCQIS Ford	12-Aug-05	13-Aug-05	Unknowr	Unknown	UNION AUTO, INC. UNION OSSE O FORD SALES & SERVI OSSEO	IA 6414862358 N	2FAFP71W93 [REDACTED]	1 S	21-Feb-03	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	10-Mar-03	98300	CUSTOMER CONCERN IS THE HEADLAMPS CUT OUT INTERM. FLASH TO PASS WILL STILL OPERATE. TECH HAS NOT BEEN ABLE TO DUPLICATE AND HAS NO TECH STS. CUSTOMER IS SAYING THAT THE HEADLIGHTS WILL CUT OUT, BUT THE PARK LIGHTS STAY ON. THE TECH HAS VERIFIED CODE IN THE LCM FOR SWITCH INPUT. TECH STATES THAT HEADLAMPS, PARK, AND DASH LAMPS ALL GO OUT AT SAME TIME INTERMITTENTLY WHEN IN USE - TECH VERIFIED THAT WEB FORM DATA - CONCERN: COUNTY HAS TWO 03 CROWN VIC'S WHERE HEADLIGHTS SHUT DOWN INTERMITTENTLY. HAVE SPOKEN TO SHOP MANAGER AT GARAGE AND DETERMINED NEITHER VEHICLE HAS ANYTHING WIRED INTO LOW BEAM CIRCUIT OF HEADLIGHTS (WIG-WAG IS WIRED INTO HIGH BEAM CIRCUIT HOWEVER) AND STOCK FACTORY HEADLIGHT BULBS ARE BEING USED. NOTHING WIRED INTO TAILLIGHT CIRCUIT EITHER. LIGHTS WILL COME BACK ON BY THEMSELVES AFTER SHORT TIME AND NO PATTERN OF TIME, ETC. CAN BE ESTABLISHED. ANY THOUGHTS...?? THANK YOU.	ADVICED TECH TO WIGGLE TEST SWITCH AND WATCH PID FOR VARIATION. INFORMED TECH THAT THE TECH SHORTED TOGETHER COULD	ADVICED TECH TO WIGGLE TEST SWITCH AND WATCH PID FOR VARIATION. INFORMED TECH THAT THE TECH SHORTED TOGETHER COULD	A	pt A Po lic e Int er ce pt A
7993814	GCQIS Ford	29-Oct-04	30-Oct-04	Unknowr	Unknown	UNION AUTO, INC. UNION OSSE O FORD SALES & SERVI OSSEO	WI 7155973185 N	2FAFP71W93 [REDACTED]	1 S	2-Apr-03	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	18-Apr-03	31620	CUSTOMER CONCERN IS THE HEADLAMPS CUT OUT INTERM. FLASH TO PASS WILL STILL OPERATE. TECH HAS NOT BEEN ABLE TO DUPLICATE AND HAS NO TECH STS. CUSTOMER IS SAYING THAT THE HEADLIGHTS WILL CUT OUT, BUT THE PARK LIGHTS STAY ON. THE TECH HAS VERIFIED CODE IN THE LCM FOR SWITCH INPUT. TECH STATES THAT HEADLAMPS, PARK, AND DASH LAMPS ALL GO OUT AT SAME TIME INTERMITTENTLY WHEN IN USE - TECH VERIFIED THAT WEB FORM DATA - CONCERN: COUNTY HAS TWO 03 CROWN VIC'S WHERE HEADLIGHTS SHUT DOWN INTERMITTENTLY. HAVE SPOKEN TO SHOP MANAGER AT GARAGE AND DETERMINED NEITHER VEHICLE HAS ANYTHING WIRED INTO LOW BEAM CIRCUIT OF HEADLIGHTS (WIG-WAG IS WIRED INTO HIGH BEAM CIRCUIT HOWEVER) AND STOCK FACTORY HEADLIGHT BULBS ARE BEING USED. NOTHING WIRED INTO TAILLIGHT CIRCUIT EITHER. LIGHTS WILL COME BACK ON BY THEMSELVES AFTER SHORT TIME AND NO PATTERN OF TIME, ETC. CAN BE ESTABLISHED. ANY THOUGHTS...?? THANK YOU.	ADVICED TECH TO WIGGLE TEST SWITCH AND WATCH PID FOR VARIATION. INFORMED TECH THAT THE TECH SHORTED TOGETHER COULD	ADVICED TECH TO WIGGLE TEST SWITCH AND WATCH PID FOR VARIATION. INFORMED TECH THAT THE TECH SHORTED TOGETHER COULD	A	ce B Po lic e Int er ce pt A
10163040	GCQIS Ford	26-Oct-07	27-Oct-07	Unknowr	Unknown	PITTS BORO FORD PITTSBORO	NC 9195423131 N	2FAFP71W93X [REDACTED]	1 S	3-Apr-03	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	2-May-03	1	CUSTOMER CONCERN IS THE HEADLAMPS CUT OUT INTERM. FLASH TO PASS WILL STILL OPERATE. TECH HAS NOT BEEN ABLE TO DUPLICATE AND HAS NO TECH STS. CUSTOMER IS SAYING THAT THE HEADLIGHTS WILL CUT OUT, BUT THE PARK LIGHTS STAY ON. THE TECH HAS VERIFIED CODE IN THE LCM FOR SWITCH INPUT. TECH STATES THAT HEADLAMPS, PARK, AND DASH LAMPS ALL GO OUT AT SAME TIME INTERMITTENTLY WHEN IN USE - TECH VERIFIED THAT WEB FORM DATA - CONCERN: COUNTY HAS TWO 03 CROWN VIC'S WHERE HEADLIGHTS SHUT DOWN INTERMITTENTLY. HAVE SPOKEN TO SHOP MANAGER AT GARAGE AND DETERMINED NEITHER VEHICLE HAS ANYTHING WIRED INTO LOW BEAM CIRCUIT OF HEADLIGHTS (WIG-WAG IS WIRED INTO HIGH BEAM CIRCUIT HOWEVER) AND STOCK FACTORY HEADLIGHT BULBS ARE BEING USED. NOTHING WIRED INTO TAILLIGHT CIRCUIT EITHER. LIGHTS WILL COME BACK ON BY THEMSELVES AFTER SHORT TIME AND NO PATTERN OF TIME, ETC. CAN BE ESTABLISHED. ANY THOUGHTS...?? THANK YOU.	ADVICED TECH TO WIGGLE TEST SWITCH AND WATCH PID FOR VARIATION. INFORMED TECH THAT THE TECH SHORTED TOGETHER COULD	ADVICED TECH TO WIGGLE TEST SWITCH AND WATCH PID FOR VARIATION. INFORMED TECH THAT THE TECH SHORTED TOGETHER COULD	A	or B Po lic e Int er ce pt A

433689517	AWS	29	2-Oct-06	10-Oct-06	Z	4W7	13C788	BB	MARONE ELECTRONIC MODULE OF (GEM)	MIAMI MIAMI	FL	3055576500	2FAFP71W93X[REDACTED]	1	S	7-Apr-03	2003	VICTORIA	CROWN	Unkwn	PLANT BUILD	1-Jun-04	32526	ST. THOMAS PLANT BUILD	1-Jun-04	32526	STATES HEADLIGHTS STOP WORKING WHILE DRIVING, CLICKING NOISE FROM UNDER DASH	VERIFIED CONCERN, ELECT DIAG, PINPOINT TEST. R&R LIGHTING CONTROL MODULE (INTERNALLY INTERMITTENT OPEN CKT)	A	pt	A	
420718340	AWS	35	6-Apr-06	8-Apr-06	Z	4W7	13C788	BB	SUN STATE FORD, INC.	ORLANDO	FL	4072995900	2FAFP71W93X2[REDACTED]9	1	S	16-Apr-03	2003	VICTORIA	CROWN	Unkwn	PLANT BUILD	21-May-03	31987	ST. THOMAS PLANT BUILD	21-May-03	31987	HEADLIGHTS GO OUT WHEN EITHER HEADLAMPS THAT GO OUT WHILE DRIVING, ALSO TURNSIGNALS ARE	HEADLAMP SWITCH INOP BODY CHASSIS ELECTRICAL (BCE) TEST	A	pt	A	
454333568	AWS	46	14-Sep-07	19-Sep-07	Z	4W7	13C788	BB	A/C ELECTRONIC MODULE FORD, INC.	PASADENA	TX	2816043673	2FAFP71W9[REDACTED]	2	D	19-Jun-03	2003	VICTORIA	CROWN	Unkwn	PLANT BUILD	30-Oct-03	49904	ST. THOMAS PLANT BUILD	30-Oct-03	49904	HEADLAMPS THAT GO OUT WHILE DRIVING, ALSO TURNSIGNALS ARE	OPEN CIRCUIT BODY CHASSIS ELECTRICAL (BCE) TEST WEB FORM DATA - CONCERN: HEADLIGHTS ARE INTERMITTANTLY CUTTING OUT. DIAGNOSTICS: INSPECTED WIRING, DRIVER INDICATED THAT WHEN LIGHTS CUT OUT HE CAN FLIP THE DRL OVER RIDE (POLICE CAR) AND THE LIGHTS ARE OPERATIONAL. I DISCONNECTED THE DRL MODULE AND HAD THEM DRIVE IT. THE PROBLEM REOCCERED. I HAVE NO	COLIN, VERIFY THAT THERE IS NO AFTER PRODUCTION WIRING SPliced INTO THE LOW BEAM CIRCUITS AND REMOVE IS ANY ARE FOUND AND RETEST. IF NO ADD'L WIRING CHECK FOR LOOSE PINFITS AT THE CLUSTER/PINFITS REPLACE THE LCM PER PAST REPORTS FOR SAME SYMPTOM. ADVISED TECH TO MONITOR VOLTAGE AT PIN 10 OF HEADLIGHT SWITCH SHOULD HAVE 12V AND DROP TO 0V WHEN THE SWITCH IS TURNED ON. IF THERE IS VOLTAGE ON THE CKT WHEN THE HEADLIGHTS GO OUT REPAIR CKT 1033. IF NOT CHECK FOR VOLTAGE OUT OF LCM AT PIN 16 C2145B IF NO VOLTAGE OUT OF LCM TECH STATES ANOTHER TECH HAS REPLACED THE M/F SWITCH DRL MODULE AND THE HEADLAMP SWITCH. SEEKING DIRECTION.	A	pt	A
10258879	GCQIS Ford		28-Dec-07	29-Dec-07			Unknownr	Unknown	NELSON FORD SALES (2003) INC	NELSON	BC	2503527202	N 2FAFP71W93X[REDACTED]	1	S	26-Jun-03	2003	VICTORIA	CROWN	Unkwn	PLANT BUILD	1-Aug-03	75426	ST. THOMAS PLANT BUILD	1-Aug-03	75426	CONCERN: HEADLIGHTS ARE INTERMITTANTLY CUTTING OUT. DIAGNOSTICS: INSPECTED WIRING, DRIVER INDICATED THAT WHEN LIGHTS CUT OUT HE CAN FLIP THE DRL OVER RIDE (POLICE CAR) AND THE LIGHTS ARE OPERATIONAL. I DISCONNECTED THE DRL MODULE AND HAD THEM DRIVE IT. THE PROBLEM REOCCERED. I HAVE NO	COLIN, VERIFY THAT THERE IS NO AFTER PRODUCTION WIRING SPliced INTO THE LOW BEAM CIRCUITS AND REMOVE IS ANY ARE FOUND AND RETEST. IF NO ADD'L WIRING CHECK FOR LOOSE PINFITS AT THE CLUSTER/PINFITS REPLACE THE LCM PER PAST REPORTS FOR SAME SYMPTOM. ADVISED TECH TO MONITOR VOLTAGE AT PIN 10 OF HEADLIGHT SWITCH SHOULD HAVE 12V AND DROP TO 0V WHEN THE SWITCH IS TURNED ON. IF THERE IS VOLTAGE ON THE CKT WHEN THE HEADLIGHTS GO OUT REPAIR CKT 1033. IF NOT CHECK FOR VOLTAGE OUT OF LCM AT PIN 16 C2145B IF NO VOLTAGE OUT OF LCM TECH STATES ANOTHER TECH HAS REPLACED THE M/F SWITCH DRL MODULE AND THE HEADLAMP SWITCH. SEEKING DIRECTION.	A	or	B	
8428150	GCQIS Ford		19-May-05	20-May-05			Unknownr	Unknown	PINEWOOD FORD LIMITED THUNDER BAY		ON	8073449611	N 2FAFP71WX3[REDACTED]	1	S	6-May-02	2003	VICTORIA	CROWN	Unkwn	PLANT BUILD	30-Jul-02	108795	ST. THOMAS PLANT BUILD	30-Jul-02	108795	CONCERN: HEADLIGHTS ARE INTERMITTANTLY CUTTING OUT. DIAGNOSTICS: INSPECTED WIRING, DRIVER INDICATED THAT WHEN LIGHTS CUT OUT HE CAN FLIP THE DRL OVER RIDE (POLICE CAR) AND THE LIGHTS ARE OPERATIONAL. I DISCONNECTED THE DRL MODULE AND HAD THEM DRIVE IT. THE PROBLEM REOCCERED. I HAVE NO	COLIN, VERIFY THAT THERE IS NO AFTER PRODUCTION WIRING SPliced INTO THE LOW BEAM CIRCUITS AND REMOVE IS ANY ARE FOUND AND RETEST. IF NO ADD'L WIRING CHECK FOR LOOSE PINFITS AT THE CLUSTER/PINFITS REPLACE THE LCM PER PAST REPORTS FOR SAME SYMPTOM. ADVISED TECH TO MONITOR VOLTAGE AT PIN 10 OF HEADLIGHT SWITCH SHOULD HAVE 12V AND DROP TO 0V WHEN THE SWITCH IS TURNED ON. IF THERE IS VOLTAGE ON THE CKT WHEN THE HEADLIGHTS GO OUT REPAIR CKT 1033. IF NOT CHECK FOR VOLTAGE OUT OF LCM AT PIN 16 C2145B IF NO VOLTAGE OUT OF LCM TECH STATES ANOTHER TECH HAS REPLACED THE M/F SWITCH DRL MODULE AND THE HEADLAMP SWITCH. SEEKING DIRECTION.	A	or	A	

GCQIS	Vehicle	Start	End	Code	Shop	City	State	Zip	Phone	Model	Year	Plant	Build	Days	Notes	Comments	Other			
8679350	Ford	12-Sep-05	13-Sep-05	13C788	ELECTONIC MODULE (GEM)	LN-MERCURY MECHANICS	PA	7176972273	N 2FAFP71WX3 [REDACTED]	1 S	24-May-02	2003	CROWN VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	26-Aug-02	115802	REPLACE ELECTONIC MODULE (GEM) REPORT #: 4LGGK002 REPLACE ELECTONIC MODULE (GEM) REPORT #: 4CRDY021 REPLACE ELECTONIC MODULE (GEM) REPORT #: 4CCES012 REPLACE ELECTONIC MODULE (GEM) LCM FIXED CONCERN REPORT #: 3JHF2005 REPLACE ELECTONIC MODULE (GEM) REPORT #: 3IRFL016 REPLACE ELECTONIC MODULE (GEM) REPORT #: 3CEJL008 REPLACE ELECTONIC MODULE (GEM) ----- TECH HAS VEHICLE IN FOR AN INTERM CONCERN OF THE HEADLAMPS SHUTTING OF WHILE DRIVING. TECH HAS BEEN UNABLE TO DUPLICATE BUT HAS REPLACED THE MULTIFUNCTION SWITCH TO NO AVAIL. TECH STATES PARKING LIGHTS REMAIN WORKING AND FLASH TO PASS WORKS BUT NO LOW OR HIGH BEAM OUTPUT. TECH COMMENTS: REPLACEMENT OF LCM CORRECTED CONCERN OF HEADLAMPS INOP AT TIMES. TECH STS THE CUSTOMER CONCERN IS THE HEADLIGHTS WILL GO OUT AT TIMES WHILE DRIVING. TECH STS HE DUPLICATED THE CONCERN AND WHEN IT WAS PRESENT HE TAPPED ON THE LCM AND	ADVISED TECH OF THE INFORMATION IN THE ABOVE PAST REPORTS. ADVISED TECH TO LOAD TEST POWER AND GROUND TO THE LCM. ADVISED TECH TO ENSURE NO CHECK THE CONNECTIONS AT THE LCM FOR SPEAD, LOOSE OR BACKED OUT PINS OR POOR PIN TO WIRE CRIMPS. IF NOTHING ADV TECH NEEDS TO DUPLICATE CONCERN AND THEN WILL HAVE TO CK AND SEE HEAD LITE SWITCH FOR PWR IN AND WHAT IS COMING OUT TO LCM	Po lic e Int er ce pt or B Po lic e Int er ce pt or A Po lic e Int er ce pt A
9069832	Ford	15-Mar-06	16-Mar-06	Unknownr	Unknown	GRAND PRAIRIE FORD	TX	9723528000	N 2FAFP71WX3 [REDACTED]	1 S	11-Jun-02	2003	CROWN VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	27-Sep-02	59622	TECH STATES THAT HEAD LAMPS GO OUT AT TIMES, AND CAN NOT DUPLICATE CONCERN	TECH STATES THAT CUSTOMER COMPLAINS THAT THE HEADLIGHTS TURN OFF ITERMITENTLY. TECH HAS NOT BEEN ABLE TO DUPLICATE CONCERN. LOOKING AT WIRING DIAGRAM CANNOT FIGURE OUT HOW THE LCM CONTROL THE HEADLIGHTS WITH OUT AUTOLAMPS. CANNOT FIND SECTION THAT DESCRIBES HEALIGHT OPERATION W/O THE AUTOLAMP FEATURE. TECH STATES THAT INTERMITTENTLY THE HEADLAMPS ARE INOPERATIVE AND HE	Po lic e Int er ce pt A
8468374	Ford	11-Jun-05	14-Jun-05	Unknownr	Unknown	KELLY FORD EMMAUS	PA	6109672101	N 2FAFP71WX3 [REDACTED]	1 S	5-Jun-02	2003	CROWN VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	25-Jul-02	70588	TECH STATES THAT CUSTOMER COMPLAINS THAT THE HEADLIGHTS TURN OFF ITERMITENTLY. TECH HAS NOT BEEN ABLE TO DUPLICATE CONCERN. LOOKING AT WIRING DIAGRAM CANNOT FIGURE OUT HOW THE LCM CONTROL THE HEADLIGHTS WITH OUT AUTOLAMPS. CANNOT FIND SECTION THAT DESCRIBES HEALIGHT OPERATION W/O THE AUTOLAMP FEATURE. TECH STATES THAT INTERMITTENTLY THE HEADLAMPS ARE INOPERATIVE AND HE	Po lic e Int er ce pt A	
6165646	Ford	28-Oct-02	4-Jan-03	Unknownr	Unknown	CROWN FORD-MERCURY HOOPESTON	IL	2172837729	N 2FAFP71WX3 [REDACTED]	1 S	7-Jun-02	2003	CROWN VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	21-Jun-02	11669	TECH STATES THAT CUSTOMER COMPLAINS THAT THE HEADLIGHTS TURN OFF ITERMITENTLY. TECH HAS NOT BEEN ABLE TO DUPLICATE CONCERN. LOOKING AT WIRING DIAGRAM CANNOT FIGURE OUT HOW THE LCM CONTROL THE HEADLIGHTS WITH OUT AUTOLAMPS. CANNOT FIND SECTION THAT DESCRIBES HEALIGHT OPERATION W/O THE AUTOLAMP FEATURE. TECH STATES THAT INTERMITTENTLY THE HEADLAMPS ARE INOPERATIVE AND HE	Po lic e Int er ce pt A	

406479500	AWS	37	4-Oct-05	5-Oct-05	Z	4W7	13C788	BB	ELECTO NIC MODULE (GEM)	KOON FORD, FALLS CHURCH	VA	7032417200	2FAFP71WX	[REDACTED]	1	S	27-Jun-02	2003	VICTORIA	CROWN	Unkwn	ST. THOMAS PLANT BUILD	15-Oct-02	52747	HEADLITES CUT OFF WHILE DRIVING	QUICK TEST LCM NO CODES. NO POWER TO HEADLAMPS . PERFORM PINPOINT TEST INSTALL NEW LCM . ROAD TEST . OK. WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLAMPS GO OUT AFTER BEING TURNED ON FOR ABOUT ONE MINUTE . DIAGNOSTICS ALREADY COMPLETED: SCANNED AND FOUND B1792 PARTS REPLACED: NONE TECHNICIAN QUESTION: IN THE ELECTRICAL MANUAL , I DON'T SEE A HEADLAMP CIRCUIT FOR THE TYPE OF HEADLAMP SWITCH THAT IS IN THE CAR . THIS SWITCH DOESN'T HAVE AUTOLAMP OR DAYTIME RUNNING LAMPS , IT HAS OFF, PARKING , AND HEADLAMPS. INTHE HEADLAMP CONNECTOR , THERE IS A WIRE FOR AUTO LAMPS . FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT DLR STATES THE HEADLAMPS GO INOP OVER BUMPS. DLR HAS VERIFIED THE CONCERN. STATES IF YOU TAP ON THE LCM YOU CAN DUPLICATE THE CONCERN. DLR REPLACED THE LCM WITH 4W7Z-BB PART. NOW STATES HEADLAMPS STAY ON AT ALL TIMES. B1792, B2498 CURRENT AND B1247 IN	JIM, PER OUR DISCUSSION IGNORE THE B1792 BECAUSE THE VEHICLE IS NOT EQUIPPED WITH AUTOLAMPS. FOR THE SYMPTOM DESCRIBED THERE ARE PAST REPORTS IN OUR DATABASE THAT INDICATE THIS CONDITION RESOLVED BY REPLACEMENT OF THE LCM. VERIFY NO SHORT TO GROUND BETWEEN LCM C2145B-16 AND CJB FUSE F2.26 PRIOR TO SUSPECTING LCM.	Accept
10209026	GCQIS Ford		27-Nov-07	28-Nov-07		Unknowr	Unknown	Unknown	RUSTY WALLACE FORD MERCURY	NEWPORT	TN	4236236138	N	2FAFP71WX	[REDACTED]	1	S	15-Aug-02	2003	VICTORIA	CROWN	Unkwn	ST. THOMAS PLANT BUILD	27-Dec-02	134135	FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT DLR STATES THE HEADLAMPS GO INOP OVER BUMPS. DLR HAS VERIFIED THE CONCERN. STATES IF YOU TAP ON THE LCM YOU CAN DUPLICATE THE CONCERN. DLR REPLACED THE LCM WITH 4W7Z-BB PART. NOW STATES HEADLAMPS STAY ON AT ALL TIMES. B1792, B2498 CURRENT AND B1247 IN	ADVISED DLR NO KNOWNS. RECOMMEND DLR LOAD TEST AND VERIFY ALL LCM POWER AND GROUNDS. CHECK LCM CONFIGURATION WITH NGS. VERIFY NO STV ON CKT 502	Accept
9187853	GCQIS Ford		11-May-06	15-May-06		Unknowr	Unknown	Unknown	RICK FORD, INC.	CLOVER	SC	8032229458	N	2FAFP71WX	[REDACTED]	1	S	22-Aug-02	2003	VICTORIA	CROWN	Unkwn	ST. THOMAS PLANT BUILD	15-Nov-02	93154	HEADLAMPS GOING OFF INTERMITTINGLY REPLACE LIGHT CONTROL	SEND OLD PART TO FORD PER SCOTT CLARK TOLD TO REPLACE PART PER SCOTT CLARK FORD TECH LINE RETEST OK	Accept
436792043	AWS	49	30-Nov-06	4-Dec-06	Z	4W7	13C788	BB	ELECTO NIC MODULE (GEM)	JONES FORD SHALLOTTE	NC	9107544341	2FAFP71WX	[REDACTED]	1	S	16-Sep-02	2003	VICTORIA	CROWN	Unkwn	ST. THOMAS PLANT BUILD	4-Oct-02	60944	CONTROL	36191 LCM NO CONT.DTC CHECKED WIRES & CONNECTIONS AT HEAD LIGHT STWITCH AND LIGHTING CONTROL MODULE CALLED HOT LINE CONT.NO.4FNEC010 THEY DIDNOT HAVE ENEY NONE PROBLEMS OTHER THEN 1 REPORT OF REPLACING THE	Accept	
365626519	AWS	19	18-Jun-04	22-Jun-04	Z	4W7	13C788	BB	ELECTO NIC MODULE (GEM)	MERCURY RUTLAND	VT	8027739168	2FAFP71WX	[REDACTED]	2	D	15-Nov-02	2003	VICTORIA	CROWN	Unkwn	ST. THOMAS PLANT BUILD	3-Dec-02	35644	OPERATION	HEADLAMPS GO OFF WHEN DRIVING AND TURN ON AND	PINPOINT TEST REPLACE LIGHTING CONTROL MODULE AND MULTIFUBCTION HEADLIGHTS CUT OUT CHECK CONNECTIONS AND BULBS OK TEST CIRCUIT FOUND WHEN LIGHTING CONTROL MODULE GETS	Accept
383116219	AWS	28	11-Mar-05	16-Mar-05	Z	4W7	13C788	BB	ELECTO NIC MODULE (GEM)	FORD HARR KNOXVILLE	TN	8656872100	2FAFP71WX	[REDACTED]	1	S	12-Nov-02	2003	VICTORIA	CROWN	Unkwn	ST. THOMAS PLANT BUILD	21-Nov-02	34568	TURN ON AND	MULTIFUBCTION HEADLIGHTS CUT OUT CHECK CONNECTIONS AND BULBS OK TEST CIRCUIT FOUND WHEN LIGHTING CONTROL MODULE GETS	Accept	
422672191	AWS	36	3-May-06	6-May-06	Z	4W7	13C788	BB	ELECTO NIC MODULE (GEM)	MOTOR COMP ANY, WORCESTER	MA		2FAFP71WX	[REDACTED]	1	S	10-Dec-02	2003	VICTORIA	CROWN	Unkwn	ST. THOMAS PLANT BUILD	5-Jun-03	33653	C S THE HEADLIGHTS CUT OUT	BULBS OK TEST CIRCUIT FOUND WHEN LIGHTING CONTROL MODULE GETS	Accept	

Vehicle ID	Make	Model	Year	Color	Plate	Owner	Address	City	State	Zip	VIN	Year	Make	Model	Year	Color	Plate	Owner	Address	City	State	Zip	Notes	Notes	Notes	Notes	
9164849	Ford		1-May-06	2-May-06	13C788						3193346033 N	2FAFP71WX3X	1 S	13-Feb-03	2003	VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	13-Jun-03	45898					INTERMITTENTLY WHILE CRUISING THE HEAD LAMPS DROP OUT. TECH VERIFIED , FOUND PARK LAMPS WORK & FLASH TO PASS WORKS. TECH COMMENTS: CHECKED ALL POWERS AND GROUNDS TO LCM, ALL CHECKED OUT. NO GROUND CIRCUITS WERE TAMPERED WITH BY ADDITIONAL POLICE EQUIPMENT, REPLACED LCM, 3 WEEKS HAVE GONE BY WITH NO PROBLEMS.	PAST REPORTS BELOW SHOW LCM REPLACEMENT. VOLT DROP LCM 6 POWER PINS & 2 GROUND PINS. WHILE DUPLICATED, CHECK CIRCUIT 502 FROM LCM C2145B PIN 16; IF NO STG ON 502 & NO POWER ON 502 FROM LCM, REPLACE LCM & RETEST. REPORT #: 5ILBO006 REPLACE 5BUDI009 RECOMMENDED THAT THE TECH ISOLATE 165 AND 1033 CIRCUITS. THEN, RECOMMENDED CHECKING FOR SHORTS TO GROUND WHILE WIGGLE TESTING. ADVISED IF NO SHORTS TO GROUND ARE FOUND, SUSPECT MODULE. THEN, LOAD TEST POWERS AND	Po lic e Int er ce pt A or A
8743597	Ford		10-Oct-05	11-Oct-05	Unknowr						6103844242 N	2FAFP71WX3X	1 S	12-Feb-03	2003	VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	7-Mar-03	64767					TECH STS. THAT THE HEADLIGHTS WILL CUT OUT. CODE IS STORED IN THE LCM. CONFIRM DIAG SW OK TEST CKTS ELIMINATE AFTERMARKET EQUIP ISOLATE TO ICM REPL RECHECK OK	ASD ADVISED TECH IF THERE IS A CLICK BEFORE THE LIGHTS COME ON SUSPECT CONCERN WITH MISSING INPUT FROM MAIN LIGHT SWITCH OR INTERNAL CONCERN WITH THE LCM. ADVISED TECH TO LOAD TEST CKT 1033 AND 57 TO INSURE THE CKTS FOR THE HEAD LAMP ARE GOOD. ALSO FIND OUT IF CONCERN OCCURS IF THEY CAN USE FLASH TO PASS TO TURN ON HEAD LAMPS. FLASH TO PASS USES A DIFFERENT POWER SOURCE TO	Po lic e Int er ce pt A or A
34338804	AWS		7 19-Dec-03	23-Dec-03	Z 3W7	AH					2068386600	2FAFP71WX3X2	1 S	26-Mar-03	2003	VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	19-Jun-03	14410	OFF WHEN IN ON				CHECK FOR HEAD LITES TURNING THEMSELVES	ASD ADVISED TECH IF THERE IS A CLICK BEFORE THE LIGHTS COME ON SUSPECT CONCERN WITH MISSING INPUT FROM MAIN LIGHT SWITCH OR INTERNAL CONCERN WITH THE LCM. ADVISED TECH TO LOAD TEST CKT 1033 AND 57 TO INSURE THE CKTS FOR THE HEAD LAMP ARE GOOD. ALSO FIND OUT IF CONCERN OCCURS IF THEY CAN USE FLASH TO PASS TO TURN ON HEAD LAMPS. FLASH TO PASS USES A DIFFERENT POWER SOURCE TO	Po lic e Int er ce pt A or A
9019354	Ford		20-Feb-06	21-Feb-06	Unknowr						2703332251 N	2FAFP71WX3X2	1 S	8-Apr-03	2003	VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	23-Sep-03	46665					POLICE STATION STS THAT WHEN CONCERN OCCURS AND THE LIGHTS DO BEGIN TO WORK THERE IS A CLICK FROM BEHIND THE DASH. 28 INTERMITTANT OPEN CIRCUIT VERIFIED CONCERN, PERFORMED HARNES WIGGLE TESTS, FOUND INTERMITTANT OPEN CIRCUIT AT LIGHTING CONTROL MODULE, REPLACED MODULE AND	ASD ADVISED TECH IF THERE IS A CLICK BEFORE THE LIGHTS COME ON SUSPECT CONCERN WITH MISSING INPUT FROM MAIN LIGHT SWITCH OR INTERNAL CONCERN WITH THE LCM. ADVISED TECH TO LOAD TEST CKT 1033 AND 57 TO INSURE THE CKTS FOR THE HEAD LAMP ARE GOOD. ALSO FIND OUT IF CONCERN OCCURS IF THEY CAN USE FLASH TO PASS TO TURN ON HEAD LAMPS. FLASH TO PASS USES A DIFFERENT POWER SOURCE TO	Po lic e Int er ce pt A or B Po lic e Int er ce pt A or C
437709159	AWS		44 19-Dec-06	21-Dec-06	Z 4W7	BB					3523575522	2FAFP71WX3X2	1 S	2-May-03	2003	VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	27-May-03	57467	BUMP ADVISE				CUSTOMER STATES HEADLAMPS GO OUT DRIVING MOSTLY OVER	ASD ADVISED TECH IF THERE IS A CLICK BEFORE THE LIGHTS COME ON SUSPECT CONCERN WITH MISSING INPUT FROM MAIN LIGHT SWITCH OR INTERNAL CONCERN WITH THE LCM. ADVISED TECH TO LOAD TEST CKT 1033 AND 57 TO INSURE THE CKTS FOR THE HEAD LAMP ARE GOOD. ALSO FIND OUT IF CONCERN OCCURS IF THEY CAN USE FLASH TO PASS TO TURN ON HEAD LAMPS. FLASH TO PASS USES A DIFFERENT POWER SOURCE TO	Po lic e Int er ce pt A or C

428332627	AWS	34	26-Jul-06	29-Jul-06	Z	13C788	BB	4W7	ELECTO NIC	RED MCCO	MODULE	MBS	SAN ANTONIO	TX	2103494949	2FAFP71WX	██████████	1	S	30-May-03	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	30-Oct-03	28931	L26	HEADLAMPS WILL NOT RURN ON AT TIMES,HEADLAM PS SHUT OFF WHILE DRIVING	13C788 28. LIGHTING CONTROL MODULE HAS AN INTERMITTENT OPEN CIRCUIT. NO COMMUNION W MODULE BODY ELECTRICAL TEST. PIN POINT TEST. REPLACED	lic e Int er ce A pt
387252526	AWS	23	3-May-05	5-May-05	Z	13C788	BB	4W7	ELECTO NIC	ER HAIRE	MODULE	FORD, WALK	TAMPA	FL	8139336571	2FAFP72W23X	██████████	1	S	17-Jun-03	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT	2-Jul-03	53278	GOING	HEADLIGHT KEPP CUST STATES HEADLIGHTS GO OUT AFTER DRIVING AWHILE	VARIOUS LIGHTS BLINKING REPLACE LCM CODE 42 W TECH 405 MO 97355 PERFORM ELECTRICAL DIAG AND PINPOINT TEST CHECK	o m A m A C o m m
457395131	AWS	53	29-Oct-07	31-Oct-07	Z	13C788	BB	4W7	ELECTO NIC	ER FORD	MODULE	COMP	CLEARWATER	FL	7275353673	2FAFP72W23X	██████████	2	R	17-Jun-03	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	2-Jul-03	97352	CK HIST HAS ESP	WIREING OK REPLACE EEC TEST 12650D CODE	A er A C o	
415944406	AWS	32	7-Feb-06	9-Feb-06	Z	13C788	BB	4W7	ELECTO NIC	ERNIE HAIRE	MODULE	FORD, INC.	TAMPA	FL	8139336571	2FAFP72W63X	██████████	1	S	26-Jun-03	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	14-Jul-03	27037	MIN	CUST STATES HEADLIGHTS CUT OFF AFTER 15 20	1342 PERFORMED DCL 12650D80 ROADMONITOR 12650D81 PERFORMED PINPOINT TEST 12650D45 98135 TEST LIGHTING CONTROL MODULE NGS NO CODES AND TEST SYSTEM	o m m A er A
363914318	AWS	22	25-May-04	27-May-04	Z	13C788	BB	4W7	ELECTO NIC	BOB HOWA RD DOWN	MODULE	TOWN	OKLAHOMA CITY	OK	4052327171	2FAFP72W73X	██████████	1	S	23-Jul-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	7-Aug-02	98135	DRIVING CUSTOMER: MR. THAD COKER (512-587-8778) CONTACTED THIS OFFICE WITH CONCERN THAT THE VEHICLE HAS THE HEADLIGHTS GO OUT WHEN THE TURN SIGNALS ARE ON. THERE ARE 4 OTHER CABS THAT ARE HAVING THE SAME PROBLEM.	AND ADVISE THE CUST STATES THE HEAD LITES GO UOT WHILE OPERATION AND R&I INSTERMENT CLUSTER AND	A al A C o m m er ci A al	
23978787	MORS\ CUDL		17-Nov-04	18-Nov-04					NOT PROVID ED BY	HELFM AN FORD	SOURCE	INC	STAFFORD	TX	2812403673	2FAFP72W83X1	██████████	1	S	15-Apr-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	20-May-02	185000		TECH STS. THAT WHILE DRIVING, THE HEADLIGHTS DROPPED OUT AND THE BACKLIGHTING DROPPED OUT. THE CUSTOMER REPLACED THEIR OWN LCM. CONDITION KEPT HAPPENING. THE TECH CHECKED, FOUND NO COMMUNICATION DURING THE EVENT, CHECKED POWER AND GROUND	ADVISED TECH TO LOAD TEST CIRCUIT 676. ADVISED LCM'S WERE A COMMON REPAIR IN THE HISTORY FOR THIS ISSUE. ADVISED COMMUNICATION IS A FUNCTION OF POWER, GROUND OR NETWORK. SINCE LCM IS ON THE ISO	A al A C o m er ci A al
8864963	GCQIS Ford		8-Dec-05	10-Dec-05		Unknown	Unknown		ISLAN D FORD,	STATEN ISLAND	INC.		NY		7187613673	N 2FAFP72WX3X	██████████	1	S	25-Jun-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	1-Oct-02	97898				A al A

26141144	MORS\ CUDL	26-Nov-07	27-Nov-07		NOT ANDR PROVID EWS ED BY FORD SOURCE INC	CREEDMOOR NC	9195281596	2FAFP73W03X [REDACTED]	1 S	13-Nov-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	29-Aug-03	46000	CUSTOMER SAID: -CUST SAYS THAT THE HEADLIGHTS WERE GOING OUT-CONCERN STARTED ABOUT A MONTH AGO- CUST SAYS THAT THIS IS NOT THE FIRST CONCERN- CUST TOOK VEH TO ANDREWS FORD ON 11/21- CUST SPOKE WITH BILL OWNER-CUST WAS ADVISED THAT THE PROCESSOR WAS BAD AND NEEDED TO BE REPLACED-CUST SAYS THAT THEY REPLACED THE PROCESSOR - CUST PAID		Ba A se A
467805430	AWS	66 24-Mar-08	26-Mar-08 Z	4W7	MANH ATTAN FORD ELECTO LINCO NIC LN MODULE MERC (GEM) URY	NEW YORK NY	2125817800	2FAFP73W13X1 [REDACTED]	1 S	1-Oct-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	25-Oct-02	74398	CUST STATES THAT AFTER DRIVING 45MIN HEAD LIGHTS WILL FLICKER AND SHUT OFF CUSTOMER SAID: -NOTICED SYMPTOMS -1- THE WINDOWS ALL FOUR PROBLEM WITH ROLLING THEM UP OR DOWN MAINLY PASSENGER'S FRONT AND DRIVER'S SIDE- TOOK IT TO THE DLRSHP ONCE- HAD IT FIX ONCE FOR THE SAME CONCERN-2- HEAD LIGHT SWITCH LOW BEAM AND HIGH BEAMS HAS TO HOLD THE KNOBS TO KEEP THE LIGHTS ON-3- SPEED CONTROL NOT ENGAGING-4- DRIVER'S SEAT DOESN'T WANT	INTERMITTENT LCM OPERATION DED TO INTERNAL AS PER TN RA HOOK UP IDS BODY ELEC TEST PASS NO CODES PINPOINT TESTS A1 TO A9 REPLACED INTERMITTENT LCM CLEARED CODES RETEST ROADTESTED WITH	Ba A se A
26088825	MORS\ CUDL	22-Oct-07	23-Oct-07		NOT PARA PROVID DISE ED BY FORD SOURCE FORD	COCOA FL	3216322222	2FAFP73W23 [REDACTED]	1 S	14-Feb-03	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	19-Apr-03	37000			Ba A se F

26223786	MORS\ CUDL	22-Jan-08	23-Jan-08		NOT PROVID ED BY SOURCE	TRACE CITY FLM INC	XX	2FAFP73W33X2	1 S	9-Jun-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	27-Jan-04	104000	CUSTOMER SAID: -1) SEEKING FIN ASST FOR REPAIR-HEAD LIGHTS FLICKERING INTERMINTANTLY SEE HISTORYDEALER SAID: - NONENATCHEZ FORD LINCOLN MERCURY14 SGT S PRENTISS DRIVE NATCHEZ, MS	Ba se G		
26129985	MORS\ CUDL	31-Oct-07	25-Nov-07		NOT PROVID ED BY SOURCE			2FAFP73W43	1 S	2-Jan-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	11-Oct-03	72500	CUSTOMER SAID: -- I WANT TO LEAVE A COMPLAIN ABOUT THE REPAIR THAT WAS DONE ON MY VEH -- THE CAR HAS BEEN REPAIRED SUCCESSFULLY-- I BOUGHT THIS CAR NEW IN 2003- - I REPLACED THE TIRES A YEAR AGO -- I GOT THE BRAKES RESERVICED	Ba se A		
8960747	GCQIS Ford	24-Jan-06	25-Jan-06	13C788	ELECTO NIC MODULE (GEM)	KOEN ECKE FORD-MERC URY INC	REEDSBURG WI	6085244361 N	2FAFP73W43	1 S	17-Mar-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	27-Mar-03	167319	TECH STATES THE HEAD LAMPS SHUT OFF WHILE DRIVING. TECH HAS VERIFIED AND IS SEEKING ADVICE.	Ba se A	
421523929	AWS	36	13-Apr-06	25-Apr-06	Z 4W7	ELECTO NIC MODULE (GEM)	SCHMI D FORD, INC.	FERNDAL E MI	2483991000	2FAFP73W43	1 S	18-Feb-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	8-May-03	49841	CHECK HEADLIGHTS GO OFF AND ON AT TIMES	Ba se E
																		REPORT #: 4CCES012 REPORT #: 4BCI8001 REPAIR WIRE HARNES REPORT #: 4CRDY021 REPLACE ELECTONIC MODULE (GEM) LCM FIXED CONCERN REPORT #: 4LGGK002 REPORT #: 4CRDY021 REPLACE ELECTONIC MODULE (GEM) REPORT #: 5BUDI009 REPLACE ELECTONIC MODULE (GEM) TECHNICIAN SURVEY COMMENTS: LIGHTING CONTROL MODULE REPORT #: 5ILBO006 REPORT #: 5BUDI009 REPLACE ELECTONIC MODULE (GEM) REPORT #: 4LGGK002... ADVISED TECH OF THE NUMEROUS PAST REPORTS WHERE THE LCM WAS AT FAULT. ALSO ADVISED TECH		

GCQIS fir	25-Jan-06	27-Jan-06	Unknownr	Unknownn	PARIS	TX	9037842566 N	2FAFP73W63	1 S	10-Dec-02	2003	CROWN	Unkno	ST. THOMAS PLANT BUILD	17-Jan-03	57808	TECH STATES	ISM 03-12-021	Base		
8963304	Ford				PARIS							VICTORIA	wn				INTERMITTENTLY THE HEADLAMPS AND TURNS SIGNALS WILL OPERATE ERRATIC OR NOT AT ALL. THERE ARE NO DTC'S. TECH COMMENTS: CHECKED POWERS AND GROUNDS ALL O.K. REPLACED LIGHTING C ONTROL MODULE CAR GONE 4 DAYS AND CAME BACK NO HEADLIGHTS -- TRACED CONCERN TO BATTERY FUSE BOX MAIN 50 AMP FUSE ?F1.113 ? WIRE IN FUSE PIN MELTED OPEN CIRCUIT REPAIRED WIRE PIN AND	REPLACE LCM WITH 4W7Z-13C788-BB OR LATER ADVISED TECH TO LOAD TEST ALL LCM POWERS/GROUNDS AND CHECK CONNECTOR PIN FITS, IF OK REPLACE THE LCM. REPORT #: 5COGW014 DUE TO PAST REPORTS, ADVISED TECH TO SWAP IN A KG LCM AND RETEST. ALSO TECH/C 03/21/2005 02:59PM SURVEY	Base		
												VICTORIA	wn				CUSTOMER SAID: -VEH AT INDEPENDENT DLRSH1. THE HEADLIGHTS WILL FLICKER OUT -THIS HAPPENS EVERYTIME THE VEH IS DRIVEN - THIS HAS BEEN GOING ON FOR A MONTH-THE INDEPENDENT HAS ADVISED THE REPAIR WILL COST APPROXIMATELY \$500-WANT TO KNOW IF FORD CAN PROVIDE ASSISTANCE WITH REPAIRDEALER SAID: -A MODULAR NEEDS TO BE		Base		
MORS\ 25905427	CUDL	10-Jul-07	28-Aug-07		NOT PROVIDED BY SOURCE	D-PATRI CK, INC.	EVANSVILLE	IN	8124287800	2FAFP73W63	1 S	7-Jan-03	2003	CROWN	Unkno	ST. THOMAS PLANT BUILD	19-Feb-03	63000	CUSTOMER PERFORMED B C E STATES DIAGNOSIS AND PIN POINT INTERMITTENTLY TEST FOUND INTERMITTENT THE HEADLIGHTS SHORT IN MODULE CUT OUT WHILE REPLACED LIGHTING CONTROL MODULE REFER TO RO 115471 FOR ESP	Base	
468914336	AWS	70	9-Apr-08	12-Apr-08	Z	MCCAFFERTY ELECTOY NIC FORD MODULE SALES (GEM), INC.	LANGHORNE	PA	2159458000	2FAFP73W73X1	1 S	7-May-02	2003	CROWN	Unkno	ST. THOMAS PLANT BUILD	31-Jul-02	67091	SOMETIMES	WHEN DRIVING HEADLIGHTS & DASH LIGHTS GO OUT	Base
336883200	AWS	13	22-Sep-03	24-Sep-03	Z	ELECTO NIC RIZZA MODULE FORD, INC. (GEM)	N RIVERSIDE	IL	7084427000	2FAFP73W73	1 S	7-May-02	2003	CROWN	Unkno	ST. THOMAS PLANT BUILD	19-Aug-02	23886	C S CHCK VEH HEADLIGHT GO OUT INTERMITTINGLY WHILE DRIVING	PERF TEST AND R & R LIGHTING CIRCUIT WPI SERVICE PARTS WARR. LIGHTING CONTROL MODULE DIAG AND TEST ELECTRICAL SYSTEM PERFORMED LCM TEST	Base
410631202	AWS	38	16-Nov-05	23-Nov-05	Z	ELECTO SHEEHY NIC FORD MODULE (GEM) INC	SUITLAND	MD	3014234950	2FAFP73W73	1 S	23-Aug-02	2003	CROWN	Unkno	ST. THOMAS PLANT BUILD	28-Oct-02	70977			Base

339461541	AWS	5	23-Oct-03	25-Oct-03	Z	3W7	13C788	AH	(GEM)	KIP KILLM ON'S TYSON MODULE S	FORD	VIENNA	VA	7034480100	2FAFP73W7	[REDACTED]	2	D	8-Nov-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	31-May-03	4035	HEAD LAMPS WENT OUT (HIGHS WORKED TURN FLSHERS) HAPPED ON MISTEY NIGHT SIGNALS FLICKER WHEN	4035 LCM MODUEL PERFORMED SELF TEST FOR LCM NO CODES REMOVE COLUME COVER INSPECT MULTI FUNCTION SWITCH CHECK GROUNDS AND HARD SHELL CONNECTORS RAN SSM TSBS BROADCAST MESSAGES CALLED HOT LINE TOLD NO CONCERNS	A	se	A
464434436	AWS	56	28-Jan-08	30-Jan-08	Z	4W7	13C788	BB	(GEM)	FORD, INC. MARS HALL FORD LINC- DON GASG ARTH'	FORD, BERLIN	CT	8608283546	2FAFP73W73X1	[REDACTED]	1	S	8-Jan-03	2003	VICTORIA	Unkno wn	AS PLANT ST. THOM AS PLANT BUILD	30-Jun-03	135936	MODULE IS	OTC PART FAILURE TECH STATES THAT CUSTOMER SAYS HEAD LITE GO OFF AND THEN FLASHES TO PA ST THEY COME BACK ON HAS REPLACED MULTI- AUTO LAMP INOP. VERIFY. CHECK ALL FUSES. LOSS OF GROUND IN CKT. INSP CKT. NO GROUND AT PH OG AT LIGHT SENSOR. REPLACE SENSOR. REPLACE SWITCH. CHECK CKT 218 WIRE 22 WH 11654 CC 42 DOES NOT OPERATE PROPERLY CHECKED SYSTEM AND PERFORMED BODY ELECTRICIAL TEST AND CODE B1247,B2498,PINPOINT TEST,CLEARED	A	se	G	
8096824	GCQIS Ford		27-Dec-04	28-Dec-04				Unknowr	Unknown	MERC DON GASG ARTH'	MARSHALL	MN	5075370313	N	2FAFP73W73	[REDACTED]	1	S	23-Jan-03	2003	VICTORIA	Unkno wn	AS PLANT BUILD	30-Jan-03	61244		ROB HESSLER SAID THAT WHEN CHECK ALL FUSES. LOSS OF HAVE GROUND IN CKT. INSP CKT. HEADLIGHTS SET NO GROUND AT PH OG AT ON AUTO THEY LIGHT SENSOR. REPLACE SHUT OFF AFTER SENSOR. REPLACE SWITCH. 10 MIN. OF CHECK CKT 218 WIRE 22 WH EST CUST 11654 CC 42 DOES NOT OPERATE PROPERLY HEADLIGHTS CUT CHECKED SYSTEM AND OFF DRIVING PERFORMED BODY (AUTO OR ELECTRICAL TEST AND MANUAL) CODE B1247,B2498,PINPOINT INTERIOR LIGHTS TEST,CLEARED	A	se	F
365457458	AWS	17	17-Jun-04	21-Jun-04	Z	4W7	13C788	BB	(GEM)	ELECTO NIC MODULE S CHARL OTTE PORT COUN CHARLOTTE	FL	9416256141	2FAFP73W83X1	[REDACTED]	1	S	7-Oct-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	22-Jan-03	16624	10 MIN. OF EST CUST STATES HEADLIGHTS CUT OFF DRIVING (AUTO OR MANUAL)	CHECKED SYSTEM AND PERFORMED BODY ELECTRICIAL TEST AND CODE B1247,B2498,PINPOINT TEST,CLEARED	A	se	A		
438012581	AWS	41	26-Dec-06	28-Dec-06	Z	4W7	13C788	BB	(GEM)	ELECTO NIC MODULE S HUB CITY FORD, INC. DAVID	LAFAYETTE	LA	3372334500	2FAFP73W83	[REDACTED]	1	S	22-Nov-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	29-Aug-03	34026	INTERIOR LIGHTS CUSTOMER STATES THAT THE HEADLIGHTS ARE SHUTTING OFF WHILE	DIAGNOSED AND REPLACED PROCESSOR	A	se	A	
459053149	AWS	41	28-Nov-07	1-Dec-07	Z	4W7	13C788	BB	(GEM)	ELECTO NIC MODULE S LN MERC URY, IN	KEENE	NH	6033524330	2FAFP73W83	[REDACTED]	1	S	2-Dec-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	29-Jul-04	99780	OFF WHILE	DIAGNOSED AND REPLACED PROCESSOR	A	se	A	
10145425	GCQIS Ford		17-Oct-07	18-Oct-07				Unknowr	Unknown	PARIS FORD LINC LN MERC URY, IN	PARIS	TX	9037842566	N	2FAFP73W7X	[REDACTED]	1	S	2-Dec-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	25-Feb-03	176353		HOWARD, THERE ARE PAST REPORTS IN OUR DATABASE INDICATING SIMILAR CONDITIONS RESOLVED BY REPLACEMENT OF THE LCM. PLEASE CONTACT THE TECHNICAL HOTLINE BY TELEPHONE IF YOU WISH TO REVIEW THIS CONDITION IN	A	se	A
422262435	AWS	39	26-Apr-06	29-Apr-06	Z	4W7	13C788	BB	(GEM)	ELECTO NIC MODULE S LN MERC URY	SEBRING	FL	8633850144	2FAFP74W03X	[REDACTED]	1	S	24-Feb-03	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	11-Mar-03	57671	CUST STATES AT TIMES HEADLIGHTS GO OFF WHILE DRIVING SOP	WDS DIAG ALL TESTS PASS PINPOINT TESTED AND REPLACED LCM RETESTED	A	LX	A	

Vehicle ID	Customer	Start Date	End Date	Workshop	Technician	Vehicle Make	Vehicle Model	Year	VIN	Problem Description	Workshop	Build Date	Vehicle Mileage	Notes	Disposition					
26092442	MORS\ CUDL	24-Oct-07	25-Oct-07	3W7	13C788 AH	NEWPORT	WA	5094473102	2FAFP74W03X [REDACTED]	1 S	20-Mar-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	5-Apr-03	90000	CUSTOMER SAID: 1. HEAD LIGHTS GO OUT AT NIGHT -CUST STATED THIS HAS HAPPENED THREE TIMES - CUST STATED THAT THIS CONCERN HAS BEEN GOING ON FOR ABOUT A MONTH -CUST STATED THAT THEY USE THE AUTOMATIC LIGHTS ON THE VEH -CUST STATED THAT HE SPOKE WITH DLRSHIP -DLRSHIP ADVISED CUST TO COME IN AND HAVE THE VEH DIAGNOSED - DLRSHIP ADVISED THEY NEVER HEARD OF THIS	A LX A	
348472097	AWS	20	2-Feb-04	5-Feb-04	Z 13C788 AH	BATON ROUGE	LA	2259275555	2FAFP74W13 [REDACTED]	1 S	25-Jun-02	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	29-Jun-02	16909	HEAD LIGHTS BLINKED OFF WHILE DRIVING	DIAG SWITCHES REPLACED LCM REPROGRAM RETEST OK	A LX A
316413615	AWS	5	13-Mar-03	17-Mar-03	Z 13C788 AH	SHREVEPORT	LA	3187983673	2FAFP74W13X [REDACTED]	1 S	20-Aug-02	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	2-Oct-02	23400	C S THE HEADLIGHTS WILL GO OUT BY THEMSELVES WHILE DRIVING	TEST LCM B1472 REPLACE LCM FAILED CIRCUIT IN CONTROL MODULE AND LIGHTING	A LX A
441021385	AWS	35	5-Feb-07	7-Feb-07	Z 13C788 BB	COLLEGE PARK	MD	3014745100	2FAFP74W13X1 [REDACTED]	2 D	30-Oct-02	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	15-Apr-04	26015	AUTO HEADLIGHT GO OUT AND RADIO LIGHT GOES OUT	DIAG, NGS TEST FOUND FAILED CIRCUIT IN MODULE, REPLACED MODULE,	A LX A

CUSTOMER SAID:  
 ~THE HEAD  
 LIGHTS ARE  
 GOING OUT AT  
 NIGHT~THIS HAS  
 BEEN  
 HAPPENING  
 THROUGH OUT  
 THE CITY  
 ~BROUGHT TO  
 DLR YESTERDAY  
 ~DLR PUT A  
 LIGHT CONTROL  
 MODULE IN  
 ~REPAIR  
 \$570.18~CUST IS  
 NOT HAVING THE  
 CONCERN ANY  
 LONGER~CUST  
 STATES THAT  
 FORD NEEDS TO  
 HAVE A RECALL  
 ON THIS  
 BECAUSE ITS  
 DANGEROUS~CU  
 ST SEEKING TO  
 HAVE FORD  
 MAKE THIS A

63646 42CC 2003 CV XX RAN  
 OASIS ON CONCERN  
 VERIFIED VEHICLE HAS  
 STOCK BULBS IN IT XX ROAD  
 TEST HEADLIGHTS STAYED  
 ON XX LET SIT IN BAY AND  
 HAD LIGHTS GO OUT  
 PERIODICALLY NO LOW OR  
 HIGH BUT FLASH TO PASS  
 WORKED XX PERF BCE  
 LIGHTING CONTROL

CUSTOMER SAID:  
 1. AUTO SENSOR  
 AND MANUAL  
 HEADLIGHTS  
 WOULD TURN  
 OFF-CUST  
 NOTICED  
 CONCERN IN  
 FEBRUARY 2008-  
 INTERMITTENT  
 CONCERN-CUST  
 CALLED LOCAL  
 DLR AND FORD  
 CRC AND THERE  
 WAS NO  
 RECALLS FOR  
 THE VEH-CUST  
 TOOK VEH INTO  
 INDEPENDENT  
 MECHANIC FOR  
 REPAIR  
 (FEBRUARY 2008)-  
 MECHANIC  
 REPLACED A  
 LIGHT CONTROL  
 MODULE-CUST  
 PAID  
 APPROXIMATELY

A LX A

A LX A

A LX A

SYLVA  
 NIA  
 NOT FORD-  
 PROVID MERC  
 ED BY URY  
 SOURCE INC SYLVANIA

ST.  
 THOM  
 AS  
 PLANT  
 BUILD

MORS\  
 26277052 CUDL 21-Feb-08 23-Feb-08

GA 9125647414 2FAFP74W13 [REDACTED] 1 S 20-Feb-03 2003 CROWN VICTORIA

Unkno  
 wn

7-Mar-03 101283

HOLM  
 AN  
 FORD-  
 ELECTO MOUN  
 NIC T  
 MODULE LAURE MOUNT  
 (GEM) L LAUREL

ST.  
 THOM  
 AS  
 PLANT  
 BUILD

460932800 AWS 58 14-Dec-07 18-Dec-07 Z 4W7 13C788 BB

NJ 8568660111 2FAFP74W1 [REDACTED] 1 S 24-Feb-03 2003 CROWN VICTORIA

Unkno  
 wn

13-Mar-03 63583

BURDI  
 CK  
 NOT LINCO  
 PROVID LN  
 ED BY MERC  
 SOURCE URY CICERO

ST.  
 THOM  
 AS  
 PLANT  
 BUILD

MORS\  
 26438727 CUDL 14-May-08 15-May-08

NY 3156996300 2FAFP74W13 [REDACTED] 1 S 23-Apr-03 2003 CROWN VICTORIA

Unkno  
 wn

8-May-03 51000

337559220	AWS	11	25-Sep-03	27-Sep-03	Z	3W7	13C788	BA	ELECTO NIC MODULE (GEM)	UNIVE RSITY FORD, INC.	DURHAM	NC	9196829171	2FAFP74W23X	1	S	27-Sep-02	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	6-Nov-02	3953	HEADLIGHTS GO OFF RANDOMLY. INSTALL SOP	RAN OASIS CKED OUT DASH LIGHT GO OUT AND FLICKERS CHECK OASIS AND REPLACE LCM PER SSM 16983. RETEST. OK WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEAD-LITES GO OFF AFTER ABOUT 10 MINS CUSTOM HEADS A CLICK UNDER DASH WHEN IT HAPPENS HEAD LITE SWITCH MAIN WAS REPLACE LAST WEEK FOR SAME PROBLEM BUT DIDNT HELP- DIAGNOSTICS ALREADY COMPLETED: HEAD-LITE SWITCH WAS REPLACED PARTS REPLACED: HEAD LITE SWITCH TECHNICIAN QUESTION: NEED SOME HELP FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: YES FORM FAULTY LIGHTING CONTROL MODULE. VERIFIED CONCERN. HEADLIGHT SWITCH ON, HEADLIGHTS SHUT OFF ON THEIR OWN THIS IS AN INTERMITTENT CONCERN	EVTM 87-1 THERE ARE SIMILAR REPORTS OF LIGHTING CONTROL MODULE CONCERN. REPLACE LCM. EVALUATE. REPORT #: 7B1BI007 REPLACE ELECTONIC MODULE (GEM) REPORT #: 6LUGC003 REPLACE ELECTONIC MODULE (GEM) TECH COMMENTS: REPLACED LIGHTING CONTROL MODULE	A	LX B		
9791010	GCQIS Ford	4-Apr-07	5-Apr-07				13C788		ELECTO NIC MODULE (GEM)	ED CARN EY EAST FORD, HANOVER INC. TWP		NJ	9733861771	N	2FAFP74W23X	1	S	7-Oct-02	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	23-Oct-02	125247		CONCERN			A	LX A
460932848	AWS	60	14-Dec-07	18-Dec-07	Z	4W7	13C788	BB	ELECTO NIC MODULE (GEM)	GENTI LINI FORD, INC.	WOODBINE	NJ	6098610100	2FAFP74W23X	1	S	15-Nov-02	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	18-Jan-03	40432		CONCERN			A	LX B	
454321422	AWS	59	10-Sep-07	19-Sep-07	Z	4W7	13C788	BB	ELECTO NIC MODULE (GEM)	FUTUR E FORD OF CONC ORD LIN DLY	CONCORD	CA	9256865000	2FAFP74W23X	1	S	31-Oct-02	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	4-Nov-02	65412		CONCERN			A	LX A	
464168347	AWS	60	22-Jan-08	26-Jan-08	Z	4W7	13C788	BB	ELECTO NIC MODULE (GEM)	FORD DLY	LAS VEGAS	NV	7028707221	2FAFP74W23X	1	S	25-Feb-03	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	12-Mar-03	72686		CONCERN			A	LX A	
444830689	AWS	48	12-Apr-07	18-Apr-07	Z	4W7	13C788	BB	ELECTO NIC MODULE (GEM)	PRICE FORD, LLC SANT	MILLINGTON	TN	9018733673	2FAFP74W23X	1	S	24-Mar-03	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	9-Apr-03	64458		CONCERN			A	LX F	
466313866	AWS	57	29-Feb-08	4-Mar-08	Z	4W7	13C788	BB	ELECTO NIC MODULE (GEM)	OS FORD LINCO	LOS BANOS	CA	2098264921	2FAFP74W23X	1	S	24-Jun-03	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	9-Jul-03	72177		CONCERN			A	LX C	
414948110	AWS	44	23-Dec-05	27-Jan-06	Z	4W7	13C788	BB	ELECTO NIC MODULE (GEM)	FALLS FORD LINCO	SIOUX FALLS	SD	6053610361	2FAFP74W3	1	S	3-May-02	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	3-Jun-02	30549		CONCERN			A	LX A	

330865596	AWS	2	18-Jun-03	20-Jun-03	Z	13C788	AH	3W7 ELECTO RICH NIC FORD MODULE SALES ALBUQUERQU (GEM) , INC. E	NM	5052920000	2FAFP74W33	1	S	8-May-02	2003	VICTORIA	CROWN	Unkno wn	PLANT BUILD	4-May-03	1661	STATES HEADLIGHTS AND DASH LIGHTS SHUT OFF INT WHILE	MODULE E INSPECTED TO VERIFY, RAN WDS DIAG SELF TEST NO DTCS PRESENT CHECK OASIS FOUND SSM 16799, SSM	A	LX	A
343134956	AWS	9	17-Dec-03	20-Dec-03	Z	13C788	AH	3W7 MODULE AIR (GEM) FORD, ST LOUIS	MO	3148922600	2FAFP74W33	1	S	4-Nov-02	2003	VICTORIA	CROWN	Unkno wn	PLANT	5-Mar-03	12876	AND HEAD LIGHTS GO OUT WHILE DRIVING CUSTOMER STATES: WHILE DRIVING THE HEAD LIGHTS TURN OFF WHEN EITHER ON AUTO CUSTOMER SAID: =CUST SAYS THE HEADLIGHTS FLICKER ON AND OFF WHILE DRIVING AT NIGHT=STARTED THIS ISSUE LAST FRIDAY 10/19/2007=VEH IS WITH CUST=HASN'T BEEN TO A DLRSHIP FOR A DIAGNDEALER SAID: =TASCA FORD SALES, INC. - QUICK LANE 1300 PONTIAC AVENUE CRANSTON, RI 02910TEL:(401) 681-1300CRC	REPLACE LSM MODULE ROAD TESTED VEHICLE AND SYMPTOM HAPPENED 1 TIME BUT THERE WERE NO CODES PRESENT, CALLED TEHC HOTLINE AND WAS CONCERN WAS IN LIGHTING	A	LX	A
467090641	AWS	58	6-Feb-08	16-Mar-08	Z	13C788	BB	4W7 ELECTO C & C NIC FORD MODULE SALES (GEM) , INC. HORSHAM	PA	2156743600	2FAFP74W33	2	D	9-Jan-03	2003	VICTORIA	CROWN	Unkno wn	PLANT BUILD	3-May-03	66368	HEADLIGHTS GO OUT WHILE DRIVING CHECK HEADLIGHTS GO OFF WHILE DRIVING DOWN THE ROAD (AT NI GHT) WILL NOT COME ON AT TIMES, HEADLIGHTS WILL NOT COME ON MANUALLY AT TIMES, WILL GO	TEHC HOTLINE AND WAS CONCERN WAS IN LIGHTING	A	LX	A
26089636	MORS\ CUDL		23-Oct-07	24-Oct-07				NOT PROVID ED BY TASCA SOURCE FORD CRANSTON RI NIC BANN MODULE ER	RI	4016811300	2FAFP74W33	1	S	9-Jan-03	2003	VICTORIA	CROWN	Unkno wn	PLANT BUILD	19-Apr-03	88007	HEADLIGHTS GO OUT WHILE DRIVING	ELECTRICAL SYSYEM.REPLACE LIGHTING CONTROL MODULE.RETEST CHECK AND VERIY CONCERN CK ALL CIRCUITS AND PINPOINT A1 A9 TO A FAULTY RELAY INSIDE GEM MODULE REPALCED GEM MODULE AND RETEST CHECKED FOR DTCS NONE PRESENT CK HEADLAMP CIRCUIT GRND FOR OPEN OK CK HEADLMAP SW INPUT DIS LCM C2145C AND	A	LX	E
465196121	AWS	53	12-Feb-08	14-Feb-08	Z	13C788	BB	4W7 MODULE ER (GEM) FORD MANDEVILLE	LA	9852345678	2FAFP74W33	2	D	8-Jan-03	2003	VICTORIA	CROWN	Unkno wn	PLANT	7-Oct-03	62796	DRIVING	CONCERN CK ALL CIRCUITS AND PINPOINT A1 A9 TO A FAULTY RELAY INSIDE GEM MODULE REPALCED GEM MODULE AND RETEST CHECKED FOR DTCS NONE PRESENT CK HEADLAMP CIRCUIT GRND FOR OPEN OK CK HEADLMAP SW INPUT DIS LCM C2145C AND	A	LX	A
429114415	AWS	40	3-Aug-06	12-Aug-06	Z	13C788	BB	4W7 MODULE MERC (GEM) URY, ROSWELL	NM	5056233673	2FAFP74W33	1	S	8-Jan-03	2003	VICTORIA	CROWN	Unkno wn	PLANT BUILD	8-Apr-03	41467	WILL NOT COME ON AT TIMES, HEADLIGHTS WILL NOT COME ON MANUALLY AT TIMES, WILL GO	CONCERN CK ALL CIRCUITS AND PINPOINT A1 A9 TO A FAULTY RELAY INSIDE GEM MODULE REPALCED GEM MODULE AND RETEST CHECKED FOR DTCS NONE PRESENT CK HEADLAMP CIRCUIT GRND FOR OPEN OK CK HEADLMAP SW INPUT DIS LCM C2145C AND	A	LX	A
429110739	AWS	38	3-Aug-06	12-Aug-06	Z	13C788	BB	4W7 MODULE ER (GEM) FORD LUBBOCK	TX	8067932727	2FAFP74W33X1	2	D	24-Feb-03	2003	VICTORIA	CROWN	Unkno wn	PLANT BUILD	16-Jul-03	22868	ON MANUALLY AT TIMES, WILL GO	CHECKED HEADLIGHT OPERATION. CALLED HOTLINE. REPLACED LIGHTING CONTROL MODULE.	A	LX	A
442727160	AWS	48	8-Mar-07	12-Mar-07	Z	13C788	BB	4W7 MODULE AY (GEM) FORD MIAMI	FL	3052663000	2FAFP74W33X1	1	S	20-Mar-03	2003	VICTORIA	CROWN	Unkno wn	PLANT BUILD	4-Apr-03	66054	STATES HEADLIGHTS KEEPS TURNING OFF ( SEE	SYMPTOM CHART RAN PINPOINT TEST E1 E10 REPLACED MODULE. RETESTED O.K.	A	LX	A
467468185	AWS	59	18-Mar-08	20-Mar-08	Z	13C788	BB	4W7 MODULE FORD (GEM) LINCO OAK RIDGE	TN	8654834352	2FAFP74W33	1	S	14-Apr-03	2003	VICTORIA	CROWN	Unkno wn	PLANT BUILD	12-May-03	56441	STATES HEADLAMP WILL TURN OFF WHILE DRIVING	LIGHTING CONTROL MODULE PERFORM PINPOINT TEST P05 CUSTOMERGOODWILL	PE08-066 0512	X	A



26443867	MORS\CUDL	16-May-08	19-May-08	13C788	BB	ELECTO NIC MODULE (GEM)	NOT LINDS PROVIDAY FORD, SOURCE LLC	WHEATON	MD	3019494060	2FAFP74W43	[REDACTED]	1	S	2-Jun-03	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	17-Jun-03	69000	CCS BECKY EXT 7104-PER HISTORICS AGENT CONTACTED CUST AND PROVIDED RESOLUTION OF NO ASSIST -NO ACTION REQUIRED FROM CCS -CLOSE CASE CUSTOMER SAID: -HEAD LIGHTS QUIT WORKING WHILE DRIVING AT NIGHT-TOOK TO DLR-DLR SAID I NEED A MODULE REPLACED-COST OF REPAIR IS AROUND \$450.00- I WOULD LIKE TO HAVE FORD PAY FOR THIS CUST STATES WHEN SHE MAKES LEFT TURNS WITH HEADLIGHTS ON LIGHTS GO OUT CUST HAS TO USE HIGH BEAMS TO GET HOME	13C788 42 L29 PASS BCE TEST,PINPOINT TEST,M TIME NEEDED FOR ABNORMAL DIAG.DUE TO VERY ERRATIC CONDITION,WOULD NOT ACT UP ON DEMAND.	A	LX A	
457241652	AWS	53	25-Oct-07	29-Oct-07	Z	4W7 13C788 BB	ELECTO NIC MODULE (GEM)	KOETTING FORD, INC.	GRANITE CITY	IL	6184525400	2FAFP74W43	[REDACTED]	1	S	23-Jun-03	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	8-Jul-03	52083	CK WHILE DRIVING VEH MAKES CLICK NOISE THEN HEADLIGHTS GO OFF CLICKS LIGHTS COME BACK ON	EXTRA TIME TO TRACE INTERMITTENT OPEN CIRCUIT IN LIGHTING MODULE,PERFORMED CIRCUIT TESTS FOR MULTI FUNCTION SWITCH(INCLUDES REMOVAL OF SWITCH,HEADLAMP SWITCH AND LIGHTING CONTROL	A	LX D
427279275	AWS	40	7-Jul-06	11-Jul-06	Z	4W7 13C788 BB	ELECTO NIC MODULE (GEM)	WEBB FORD ON 95TH, EVERGREEN PARK	IL	7084233500	2FAFP74W5	[REDACTED]	6	1	S	20-Jun-02	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	18-Apr-03	59638	CHECK LIGHTS TURN OFF AND ON IN OFF POSITION	REPLACE LCM	A	LX E
402210040	AWS	22	19-Aug-05	23-Aug-05	Z	4W7 13C788 BB	ELECTO NIC MODULE (GEM)	RIVER FORD, INC.,	NASHVILLE	TN	6158899215	2FAFP74W53	[REDACTED]	1	S	14-Aug-02	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	29-Oct-03	32366	HEADLIGHTS ON,MAY NOT COME ON	54797 DIAG AND REPLACED LIGHT CONTROL MOD PERFORMED DIAGNOSIS TRACED TO INTERMITTENT SHORT IN GEMMODULE REPLACED GEM MODULE RETEST OK	A	LX E
424357843	AWS	29	23-May-06	25-May-06	Z	4W7 13C788 BB	ELECTO NIC MODULE (GEM)	MADDEN FORD SALES	NORWOOD	MA	7817624200	2FAFP74W53	[REDACTED]	1	S	3-Apr-03	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	10-Jan-04	54797	INTER,SOMETIME CUST STATES HEADLIGHTS ARE INOP INTERMITTENTLY AND	54797 DIAG AND REPLACED LIGHT CONTROL MOD PERFORMED DIAGNOSIS TRACED TO INTERMITTENT SHORT IN GEMMODULE REPLACED GEM MODULE RETEST OK	A	LX A
454315358	AWS	51	6-Sep-07	19-Sep-07	Z	4W7 13C788 BB	ELECTO NIC MODULE (GEM)	ROBIN FORD GLENOLDEN	PA	6105863600	2FAFP74W53	[REDACTED]	1	S	18-Jun-03	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	3-Jul-03	68860	CHECK AND ADVISE HEADLAMPS TURN OFF AFTER DRIVING	DIAG AND PERFORM ELECTRICAL TESTS AND ROUTINE PINPOINT TESTING FOUND THROUGH HOTLINE LIGHTING CONTROL MODULE FAILED AND SHORTED OUT	A	LX B	
445131826	AWS	57	18-Apr-07	24-Apr-07	Z	4W7 13C788 BB	ELECTO NIC MODULE (GEM)	RS FORD MERCURY, ALBION	MI	5176299111	2FAFP74W63	[REDACTED]	2	D	16-Jul-02	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	28-Aug-02	62015	CHECK AND ADVISE HEADLAMPS TURN OFF AFTER DRIVING	DIAG AND PERFORM ELECTRICAL TESTS AND ROUTINE PINPOINT TESTING FOUND THROUGH HOTLINE LIGHTING CONTROL MODULE FAILED AND SHORTED OUT	A	LX A	



7317058	Ford	9-Jan-04	7-May-05	Unknownr	Unknown	MEGGS FORD INC	BENNETTSVILLE	SC	8434794011	N	2FAFP74W73 [REDACTED]	1	S	16-Sep-02	2003	VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	23-Dec-02	11004	DRIVING WITH AUTOLAMPS ON THE HEADLAMPS, DASH LAMP S, AND ALL OTHER EXT LIGHTS START FLICKERING AND THEN GO OUT. ASKING IF CRKT BREAKER NEEDS UPGRADED AS ON OLDER MODELS CAR NOW HAS 21000 MILES ON IT. TECH HAS REPLACED THE CLUSTER & THE LCM LAST YEAR WHEN THE DEALER WAS ABLE TO DUPLICATE THE FLICKERING CLUSTER ONE TIME. THE ELDERLY CUSTOMER COMES INTO THE DEALER 2 TIME EVERY MONTH STATING SHE HAS THIS FLICKERING & DROPPING OUT OF ALL ILLUMINATION. TECH HAS CLEANED GROUNDS & INSPECTED CONNECTORS AT HEC & LCM. CUSTOMER ALWAYS HAS HEADLAMP SWITCH IN AUTOAMP MODE. SERVICE MANAGER RONNIE HAS DRIVEN THE CAR LIKE IT WAS HIS OWN CAR-THE GAS TANK WAS FILLED & 82789 CHECK HEAD LITE SWITCH EACK TEST 1174 CODE IN LCM POWER DRIVING AT NIGHT THE HEADLAMPS SHUT OFF THEN THEY COME BACK ON	C.B. SHOULD NOT NEED UPGRADED. MONITOR VOLTAGE ON PIN 6 OF C2145A AT LCM. IF IT GOES FROM 0 TO 4.5 DURING CONCENR THEN CRK T IS OPENING AND NEEDS REPAIRED - MAY BE SWITCH ITSELF. SSM 17295 REPLACE THE LCM WITH 3W7Z-13C788-BA. SS SSM 16983 ISM 03-12-021 REPLACE LCM WITH 4W7Z-13C788-BB OR LATER. SS 03-10-043 ISM 04-05-028 HEADLIGHTS ON WITH WIPER CLAIRIFICATION. ---SS 03-10-027 ISM 04-05-027 INSTRUMENT ILLUMINATION STRATEGY. ADVISED BOTH TECH & SM RONNIE OF THE MESSAGAES ABOVE. THEY HAVE THE LATEST LEVEL LCM INSTALLED. SUSPECT THE CUSTOMER IS	A	LX	A	
46899054	AWS	62 10-Apr-08	14-Apr-08	Z	13C788	ELECTONIC MODULE (GEM)	KENNY ROSS FORD	ADAMSBURG	PA	7248643601	2FAFP74W73 [REDACTED]	1	S	27-Feb-03	2003	VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	27-Mar-03	62789	CUSTOMER STATES WHILE DRIVING AT NIGHT THE HEADLAMPS SHUT OFF THEN THEY COME BACK ON	DESCRIPTION OF VEHICLE CONCERN: AFTER HEADLIGHTS ARE ON FOR A FEW MINUTES THEY WILL TURN OFF. AFTER ANOTHER FWE MINUTES THEY WILL COME BACK ON. ALL OTHER LIGHTS WORK FINE. DIAGNOSTICS ALREADY COMPLETED: REPLACED HEADLIGHT BULBS, TESTED HEADLIGHT SWITCH AND MULTIFUNCTION SWITCH WHICH TESTED OK. LOSING POWER FROM C2145B PIN16 AT THE LIGHTING CONTROL MODULE PARTS REPLACED: BOTH HEADLIGHT BULBS TECHNICIAN QUESTION: WHERE TO GO FROM HERE. POSSIBLE FAULTY LCM? FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT	-PAST REPORTS INDICATED THAT THIS CONCERN, HEADLAMPS GOING ON AND OFF BY THEMSELVES, WAS RESOLVED BY REPLACING THE LCM - LOAD TEST POWERS AND GROUNDS TO THE LCM -CHECK FOR PROPER PIN FITS USING FLEX PROBES INSERTED INTO THE PIN FACE, CHECKING PIN TENSION -IF ALL CIRCUITS AND PIN FITS PROVE GOOD, REPLACE THE LCM AND RETEST	A	LX	E
10158639	Ford	24-Oct-07	25-Oct-07	Unknownr	Unknown	FLADE BOE FORD-MERCURY, INC.	GLADWIN	MI	9894269218	N	2FAFP74W7 [REDACTED]	1	S	26-Jun-03	2003	VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	9-Sep-03	79896	DRIVING WITH AUTOLAMPS ON THE HEADLAMPS, DASH LAMP S, AND ALL OTHER EXT LIGHTS START FLICKERING AND THEN GO OUT. ASKING IF CRKT BREAKER NEEDS UPGRADED AS ON OLDER MODELS CAR NOW HAS 21000 MILES ON IT. TECH HAS REPLACED THE CLUSTER & THE LCM LAST YEAR WHEN THE DEALER WAS ABLE TO DUPLICATE THE FLICKERING CLUSTER ONE TIME. THE ELDERLY CUSTOMER COMES INTO THE DEALER 2 TIME EVERY MONTH STATING SHE HAS THIS FLICKERING & DROPPING OUT OF ALL ILLUMINATION. TECH HAS CLEANED GROUNDS & INSPECTED CONNECTORS AT HEC & LCM. CUSTOMER ALWAYS HAS HEADLAMP SWITCH IN AUTOAMP MODE. SERVICE MANAGER RONNIE HAS DRIVEN THE CAR LIKE IT WAS HIS OWN CAR-THE GAS TANK WAS FILLED & 82789 CHECK HEAD LITE SWITCH EACK TEST 1174 CODE IN LCM POWER DRIVING AT NIGHT THE HEADLAMPS SHUT OFF THEN THEY COME BACK ON	C.B. SHOULD NOT NEED UPGRADED. MONITOR VOLTAGE ON PIN 6 OF C2145A AT LCM. IF IT GOES FROM 0 TO 4.5 DURING CONCENR THEN CRK T IS OPENING AND NEEDS REPAIRED - MAY BE SWITCH ITSELF. SSM 17295 REPLACE THE LCM WITH 3W7Z-13C788-BA. SS SSM 16983 ISM 03-12-021 REPLACE LCM WITH 4W7Z-13C788-BB OR LATER. SS 03-10-043 ISM 04-05-028 HEADLIGHTS ON WITH WIPER CLAIRIFICATION. ---SS 03-10-027 ISM 04-05-027 INSTRUMENT ILLUMINATION STRATEGY. ADVISED BOTH TECH & SM RONNIE OF THE MESSAGAES ABOVE. THEY HAVE THE LATEST LEVEL LCM INSTALLED. SUSPECT THE CUSTOMER IS	A	LX	E	

432981375	AWS	37	25-Sep-06	27-Sep-06	Z	13C788	BB	4W7	ELECTO NIC MODULE	CELLA FORD.	NEW BERN	NC	2526384011	2FAFP74W7	[REDACTED]	1	S	10-Jun-03	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	24-Sep-03	46732	HEADLIGHTS KEEPS GOING OFF AT NIGHT ..	PERFORMED BCE DIAG AND PINPOINT TEST. FOUND LCM FAULTY. REPLACED LCM AND CHECKED HEADLIGHT OPERATION. TECH STATES THAT THE HEADLIGHTS CUTS OUT WHILE DRIVING INT. TECH CANNOT VERIFY THE CONCERN AND IS SEEKING KNOWNNS. SERVICE	A	LX	A				
6406745	GCQIS Ford		6-Mar-03	11-Mar-03		Unknowr	Unknown		AL SPITZ ER FORD	CUYAHOGA FALLS	OH	2169291904	N	2FAFP74W	[REDACTED]	1	S	17-Apr-02	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	28-May-02	9655	CUSTOMER SAID: =BOUGHT THE CAR AT 2003 AND EVER SINCE THE DASH LIGHTS GO OUT AND LATELY THE HEADLIGHTS WENT OUT=THE LIGHTS DIMMED OUT AND THE HEADLIGHTS WENT OUT AND THEN CAME BACK ON - HAPPENING THE DASH LIGHTS GO ON ANF OFF ANF IT WILL CLICK =HE DID TAKE IT TO ANOTHER FORD GARAGE AND THEY WORKED ON IT AND THEY SAID THERE =ALSO HAVING A				A	LX	B		
24319362	MORS\ CUDL		9-Mar-05	10-Mar-05					NOT PROVID & ED BY SOURCE	T & W FORD SALES & SERVI CE, IN SUGA	WILLIAMSTO WN	KY	8598243376	2FAFP74W83X	[REDACTED]	1	S	5-Sep-02	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	27-Aug-03	6588	RATTLE IN THE	CHECKED POWER AND GROUNDS,ORDERED LIGHTING CONTROL MODULE,CHECKED OASIS, INSTALLED LIGHTING CS WHILE CHECK AND REPLACED LCM BODY CHASSIS ELECTRICAL (BCE) TEST, PINPOINT TEST, REPLACED LIGHTING CONTROL MODULE.				A	LX	E	
312474824	AWS	2	2-Jan-03	1-Feb-03	Z	13C788	AH	3W7	ELECTO NIC MODULE	R LOAF FORD, LINCO WINONA PAVILI ON	MN	5074545170	2FAFP74W8	[REDACTED]	1	S	31-Oct-02	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	14-Nov-02	497	HEADLIGHTS AND DASHBOARD LIGHTS WENT OUT	INSTALLED LIGHTING CS WHILE CHECK AND REPLACED LCM BODY CHASSIS ELECTRICAL (BCE) TEST, PINPOINT TEST, REPLACED LIGHTING CONTROL MODULE.				A	LX	A		
448141120	AWS	52	31-May-07	4-Jun-07	Z	13C788	BB	4W7	ELECTO NIC MODULE	LINCO LN- MERC URY,	AUSTIN	TX	5122587711	2FAFP74W83X	[REDACTED]	1	S	11-Feb-03	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	26-Feb-03	93166	AND HAS TO	WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLIGHTS SHUT THEMSELVES OFF GOING DOWN THE ROAD. PARK LAMPS STAY ON. DIAGNOSTICS ALREADY COMPLETED: VISUAL INSNPECTION PARTS REPLACED: NONE TECHNICIAN QUESTION: KNOWNNS FORM QUESTION: CAN THIS CONCERN BE VERIFIED? ANSWER: NO FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS	- WHEN CONCERN IS PRESENT CHECK POWER OUTPUT FOR HEAD LAMPS AT LCM CONNECTOR. - IF POWER IS NOT PRESENT, LOAD TEST POWERS AND GROUNDS TO LCM AND CHECK CONNECTIONS AND PIN FITS AND REPAIR AS NECESSARY. - IF ALL TEST GOOD, REPLACE LCM AND RETEST.				A	LX	A
10276198	GCQIS Ford		9-Jan-08	10-Jan-08		Unknowr	Unknown		PERRY FORD LINCO LN MERC URY	SAN LUIS OBISPO	CA	8055445200	N	2FAFP74W83X	[REDACTED]	1	S	24-Feb-03	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	26-Apr-03	54866					A	LX	A		

GCQIS 9505283 Ford	27-Oct-06	28-Oct-06	Unknownr	Unknown	PASADENA INC. PASADENA CA	6269933673 N	2FAFP74W83 [REDACTED]	1 S	18-Mar-03	2003 VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	2-Apr-03	44709	HEADLAMPS CUT OUT INTERM. THERE ARE NO FAULTS IN THE LCM. CANNOT DUPLICATE.	ADVISED OF PAST REPORTS WHERE LCM WERE REPLACED TO CONCERN. ADVISED TO FIND OUT IF HTE HEADLAMPS WILL FUNCTION IN FLASH TO PASS MODE. IF SO FRANK, IT SOUNDS AS IF THE CUSTOMER HAS INSTALLED THE WRONG HEAD LAMP BULBS AND THE LCM IS OVER HEATING AND TIMING IT OUT. PLEASE INSURE THE CORRECT BULBS ARE INSTALLED. IF YOU SEE A HEADLAMP CONNECTOR THAT HAS MELTED THEN WE KNOW FOR SURE THAT THE WRONG BULB WAS INSTALLED AT SOME POINT. THIS IS COMMON ON	A LX B
GCQIS 10399348 Ford	11-Mar-08	12-Mar-08	Unknownr	Unknown	O'DANEL FORD, INC. NEW HAVEN IN	2607486200 N	2FAFP74W83X [REDACTED]	1 S	2-May-03	2003 VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	6-May-03	84317	WEB FORM DATA - CONCERN: 10 MINUTES AFTER THE HEAD LAMPS ARE ON THE GO OUT, HAPPENS WITH AUTO AND MANUAL. IF YOU USE THE MFS AND PLACE THEM ON BRIGHTS AND THEN BACK TO DIMS THE LOW BEAMS WILL COME BACK ON FOR 10 MINUTES OR SO DIAGNOSTICS: IDS, ALL CMDTCS TECH QUESTION: ANY KNOWN CONCERNS	KNOW FOR SURE THAT THE WRONG BULB WAS INSTALLED AT SOME POINT. THIS IS COMMON ON	A LX F
465123162 AWS	57 11-Feb-08	13-Feb-08 Z	4W7 13C788 BB	(GEM)	ELECTO BATTLE NIC EFIEL MODULE D FORD MANASSAS VA	8772341910	2FAFP74W83X [REDACTED]	1 S	4-Jun-03	2003 VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	24-Jun-03	83539	ON AUTO OR CUSTOMER SAID: =LOST MY KEYS AND THE VEH WAS TOWED TO THE NEAREST DLR.=IT TOOK A WHILE AND FOUND THAT THE TECHNICIAN PUT THE WRONG FIRST, AND HAD IT FIXED AGAIN WITH THE RIGHT CODE.=WHEN I WAS TURNING INTO A DARK ROAD, I HAD NO HEADLIGHTS AND NO HEADLIGHTS AND TAIL LIGHTS.=I PULLED UP THE WINDSHIELD WASHER LEVER, THE HEADLIGHTS		A LX A
MORS\ 23959946 CUDL	10-Nov-04	11-Nov-04		NOT PROVID ED BY SOURCE	NAPA LINCOLN MERCURY NAPA CA	7072552580	2FAFP74W93X [REDACTED]	1 S	11-Apr-02	2003 VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	9-Nov-02	10000			A LX E

Vehicle ID	Customer	Service Date	Technician	Vehicle	Year	Make	Model	Color	VIN	Problem	Resolution	Notes	Warranty											
26145647	MORS\ CUDL	28-Nov-07	29-Nov-07	13C788	BB	BEAU TOWN	VANDALIA	OH	9378985841	2FAFP74W93X	1 S	11-Feb-03	2003 VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	26-Feb-03	81760	CUSTOMER SAID: -HEADLIGHTS WOULD NOT STAY ON -MAY STAY ON FOR FEW MIN THEN JUST GO OFF- THEN MAY COME ON AGAIN- DLRSHPUT IN LIGHT SWITCH \$250 -CONTINUED TO HAPPEN- TOOK BACK TO DLRSHPUT AND SAID HEADLIGHT MODULE BAD DLRSHPUT CHARGED \$583- CUST FEELS TO	A LX E					
448382812	AWS	52	5-Jun-07	7-Jun-07	Z	4W7	13C788	BB	STEVE N'S FORD LINCOLN	MERCURY	PATCHOGUE	NY	6314751133	2FAFP74W93X	1 S	25-Feb-03	2003 VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	14-Mar-03	55166	C S HEAD LIGHTS CUT OUT WHEN DRIVING THE HEAD LAMPS ARE COMING ON AND OFF AT SPORADICALLY THE CUSTOMER LOST THE HEAD CUST STATES INTERMITT WHEN DRIVING BOTH LOW BEAMS GO OUT YOU HEAR A CLICK BY RIGHT	55166 ROADTEST FOR 25 MIN HEADLAMP CUT OUT INTERMIT HOOKUP IDS PERFORM TEST NO CODES IN SYSTEM WENT TO EVTM CHECKED ALL POWERS & GROUND GOING TO LCM ALLOK ROADTEST WITH IDS ACCESS PIDS TESTED ALL SWITCHES & RELAYS WHEN LIGHT CUT OUT WENT TO C VERIFIED HEADLAMP COMPLAINT RAN BCE TEST FOR LCM AND REPLACED INOP LIGHTING CONTROL MODULE,ALL LAMPSNOW OPERATE FINE. VERIFIED CONCERN PERFROM PIN POINT TEST FOUND L CONTROLL MODDULE CUTTING OUT REPLACED MODULE RE CHECKED ALL OK	A LX A
438875193	AWS	40	12-Jan-07	16-Jan-07	Z	4W7	13C788	BB	ELECTONIC MODULE	MOTOROLA	GLASTONBURY	CT	8606523000	2FAFP74W93X	1 S	4-Apr-03	2003 VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	10-Oct-03	55622	INTERMITT WHEN DRIVING BOTH LOW BEAMS GO OUT YOU HEAR A CLICK BY RIGHT	55622 CONFIRMED HEADLIGHT INTERMITTANTLY SHUT OFF. PERFORMED BODY ELECTRICAL TEST,PINPOINT DIAGNOSIS REVEALED LIGHTING CONTROL MODULE NOT OPERATING PROPERLY 42,REPLACED 47949 13C788 CC42 INSPECT AND CONCERN INTERMITTEN VERIFY COMPLAIN T HEAD LIGHTS SHUT OFF INTERMITTENLY	A LX A
469169419	AWS	58	14-Apr-08	16-Apr-08	Z	4W7	13C788	BB	ELECTONIC MODULE	FORD	EGG HARBOR TOWNSHIP	NJ	6096462000	2FAFP74WX3	1 S	26-Aug-02	2003 VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	7-Jul-03	54495	CUSTOMER STATES HEADLIGHTS WENT OUT ON VEHICLE	54495 CONFIRMED HEADLIGHT INTERMITTANTLY SHUT OFF. PERFORMED BODY ELECTRICAL TEST,PINPOINT DIAGNOSIS REVEALED LIGHTING CONTROL MODULE NOT OPERATING PROPERLY 42,REPLACED 47949 13C788 CC42 INSPECT AND CONCERN INTERMITTEN VERIFY COMPLAIN T HEAD LIGHTS SHUT OFF INTERMITTENLY	A LX F
432881519	AWS	43	22-Sep-06	26-Sep-06	Z	4W7	13C788	BB	ELECTONIC MODULE	SUPER DUTY	APACHE JUNCTION	AZ	4804742500	2FAFP74WX	1 S	17-Mar-03	2003 VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	1-Apr-03	55670	CUSTOMER STATES HEADLIGHTS WENT OUT ON VEHICLE	55670 CONFIRMED HEADLIGHT INTERMITTANTLY SHUT OFF. PERFORMED BODY ELECTRICAL TEST,PINPOINT DIAGNOSIS REVEALED LIGHTING CONTROL MODULE NOT OPERATING PROPERLY 42,REPLACED 47949 13C788 CC42 INSPECT AND CONCERN INTERMITTEN VERIFY COMPLAIN T HEAD LIGHTS SHUT OFF INTERMITTENLY	A LX A
394264240	AWS	28	7-Jun-05	9-Jun-05	Z	4W7	13C788	BB	ELECTONIC MODULE	CLARK & WHITE	NEWTON	MA	6179285400	2FAHP70W13	1 S	22-Jan-03	2003 VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	5-Mar-03	47949	CUSTOMER STATES HEADLIGHTS SHUT OFF ON THERE OWN AT RANDOM.PLEASE CK AND ADVISE.	47949 CONFIRMED HEADLIGHT INTERMITTANTLY SHUT OFF. PERFORMED BODY ELECTRICAL TEST,PINPOINT DIAGNOSIS REVEALED LIGHTING CONTROL MODULE NOT OPERATING PROPERLY 42,REPLACED 47949 13C788 CC42 INSPECT AND CONCERN INTERMITTEN VERIFY COMPLAIN T HEAD LIGHTS SHUT OFF INTERMITTENLY	A LX B

434857332	AWS	35	26-Oct-06	29-Oct-06	Z	4W7	13C788	BB	* NIC	AL- JAZIRA H VEHIC LES AGEN CIES C JEDDAH			2FAHP70W63X	2 D	2-Jan-03	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	21-Dec-03	36514	HEADLAMP SOMETIMES CUT OFF WHILE DRIVING. REPAIR REPORTS HEADLIGHT GO OFF WHILE	CHK & TESTED HEADLAMP OPERATION. CHK FUSE & BULB. OK. CHECK LIGHTING CONTROL MODULE. FOUND LIGHTING CONTROL MODULE DOES NOT OPERATES PROPERLY. PPT. DIAGNOSE AND REPLACE LIGHTING CON TROL MODULE, TEST 1	FI ee t - L W A B lic e A Int A Po lic e Int er A	
449376606	AWS	44	13-Jun-07	17-Jun-07	Z	4W7	13C788	BB	(GEM) MODULE	ER'S ALBUQUERQU E			2FAHP71W03	1 S	3-Dec-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	1-Nov-03	66945	HEADLAMP SOMETIMES CUT OFF WHILE DRIVING. REPAIR REPORTS HEADLIGHT GO OFF WHILE	TECH STS HAS VEHICLE IN AND HAS HEADLIGHTS THAT SHUT OFF WHILE AT IDLE AND TECH STS HAS VERIFIED CONCERN AND CHECKED FOR HEADLIGHTS GO OFF INTERMITTENTLY, PERFORMED DIAG, FOUND CODES C1792, B1334, PERFORMED PIN POINT TEST, MONITORED PIDS ON DATA LOGGER SWITCH INPUT, CHECKED POWER AND GROUND VOLTAGE,	ADVISED TECH TO TEST POWERS AND GROUNDS TO LCM AND ADVSIED TECH IF OK REPLACE LCM AND	A Int A Po lic e Int er A
9409438	GCQIS Ford		7-Sep-06	9-Sep-06				Unknowr	Unknown	SUPE RIOR FORD, INC. PLYMOUTH			2FAHP71W03	1 S	4-Feb-03	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	19-Feb-03	70183	HEADLAMP SOMETIMES CUT OFF WHILE DRIVING. REPAIR REPORTS HEADLIGHT GO OFF WHILE	TECH STS HAS VEHICLE IN AND HAS HEADLIGHTS THAT SHUT OFF WHILE AT IDLE AND TECH STS HAS VERIFIED CONCERN AND CHECKED FOR HEADLIGHTS GO OFF INTERMITTENTLY, PERFORMED DIAG, FOUND CODES C1792, B1334, PERFORMED PIN POINT TEST, MONITORED PIDS ON DATA LOGGER SWITCH INPUT, CHECKED POWER AND GROUND VOLTAGE,	ADVISED TECH TO TEST POWERS AND GROUNDS TO LCM AND ADVSIED TECH IF OK REPLACE LCM AND	A Int er A
456260442	AWS	55	10-Oct-07	13-Oct-07	Z	4W7	13C788	BB	(GEM) MODULE	RITTE NHOU ELECTO SE- NIC KERR MODULE FORD, INC.			2FAHP71W03	1 S	13-Feb-03	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	28-Feb-03	62358	C/S HEADLIGHTS GO OF INTERMITTENTLY	REPORT #: 5COGW014 DUE TO PAST REPORTS, ADVISED TECH TO SWAP IN A KG LCM AND RETEST. ALSO REPORT #: 5CJBR005 REPORT #: 5BUDI009 REPLACE ELECTONIC MODULE (GEM) ----- ----- ADVISED TECH TO ENSURE NO PINFIT OR CONNECTION CONCERNS EXIST AT THE LCM. IF NO ADVISED TECH OF FIX INFO IN PAST REPORTS. CHECK LCM POWERS AND GROUNDS LOAD TESTING CKTS. MAKE SURE CORRECT BULBS ARE INSTALLED. REPORT #: 6BCCS012 REPLACE ELECTONIC MODULE (GEM) TECH COMMENTS: INSTALLED A NEW LCM REPORT #: 6AXCK015 REPLACE ELECTONIC	A or B	
8474712	GCQIS Ford		15-Jun-05	16-Jun-05				Unknowr	Unknown	SHEE HY FORD INC SUITLAND			2FAHP71W03	1 S	25-Mar-03	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	8-Apr-03	52856	HEADLAMP SOMETIMES CUT OFF WHILE DRIVING. REPAIR REPORTS HEADLIGHT GO OFF WHILE	THE HEADLAMPS WILL TURN OFF INTERMITTENTLY. THE CONCERN IS CURRENTLY ACTING UP. THE HEADLAMP SWITCH WAS REPLACED TO NO AVAIL. TECH CAN TAP ON STEERING COLUMN OR LCM AND CONCERN WILL COME AND GO. TECH LOOKING FOR DIRECTION.	REPORT #: 5COGW014 DUE TO PAST REPORTS, ADVISED TECH TO SWAP IN A KG LCM AND RETEST. ALSO REPORT #: 5CJBR005 REPORT #: 5BUDI009 REPLACE ELECTONIC MODULE (GEM) ----- ----- ADVISED TECH TO ENSURE NO PINFIT OR CONNECTION CONCERNS EXIST AT THE LCM. IF NO ADVISED TECH OF FIX INFO IN PAST REPORTS. CHECK LCM POWERS AND GROUNDS LOAD TESTING CKTS. MAKE SURE CORRECT BULBS ARE INSTALLED. REPORT #: 6BCCS012 REPLACE ELECTONIC MODULE (GEM) TECH COMMENTS: INSTALLED A NEW LCM REPORT #: 6AXCK015 REPLACE ELECTONIC	A or B
9093782	GCQIS Ford		27-Mar-06	28-Mar-06				Unknowr	Unknown	HASTI NGS AUTO MOTIV E, INC. HASTINGS			2FAHP71W03	1 S	9-Apr-03	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	6-May-03	88960	HEADLAMP SOMETIMES CUT OFF WHILE DRIVING. REPAIR REPORTS HEADLIGHT GO OFF WHILE	CUSTOMER COMPLAINT OF INTERMITTENTLY H/L TURN OFF AND CLUSTER ILLUMINATION DIMS. TECH UNABLE TO DUPLICATE, NO CODES IN LCM. SEEKING KNOWNS.	REPORT #: 6BCCS012 REPLACE ELECTONIC MODULE (GEM) TECH COMMENTS: INSTALLED A NEW LCM REPORT #: 6AXCK015 REPLACE ELECTONIC	A or B

9289338	GCQIS Ford	5-Jul-06	6-Jul-06	Unknownr	Unknown	BOSH EARS FORD SALES, INC.	MARSHALL	MI	2697813981	N	2FAHP71W03X	[REDACTED]	1	S	14-Apr-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	25-Apr-03	54884	TECH STATES CUSTOMER HEADLIGHTS CUT OUT W/DRIVING. TECH UNABLE TO DUPLICATE. DTC'S UNKNOWN. UNKNOWN IF PARK LIGHTS ALSO CUT OUT.	ADVISE TECH OF OTHER SIMILAR REPORTS OF LCM CONCERN. TECH TO ADVISE. REPORT #: 6CPDV013 REPLACE ELECTRONIC MODULE (GEM) REPORT #: 6CJBG002 REPLACE ELECTRONIC MODULE (GEM) REPORT #: 6BCCS012 REPLACE ELECTRONIC MODULE REPORT #: 4CCES012.... REPORT #: 4BCI8001.... REPORT #: 4CRDY021.... REPORT #: 4LGGK002.... REPORT #: 5BUDI009.... ADVISED TECH OF ALL THE PAST REPORTS WHERE THE LCM WAS REPLACED AND FIXED THE CONCERN. ADVISED TECH NOT TO JUST REPLACE. ADVISED TECH VERIFY THE CONCERN AND THEN MONITOR THE SWITCH INPUTS TO THE LCM. IF THEY READ CORRECTLY THEN MAKE SURE THE LCM DID NOT OVERHEAT AND SHUT A	Po lic e Int er ce pt or B				
8510011	GCQIS Ford	24-Jun-05	26-Jun-05	Unknownr	Unknown	LARSON MOTO INC	NEBRASKA CITY	NE	4028733449	N	2FAHP71W03X	[REDACTED]	1	S	23-Apr-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	6-May-03	76000	CUSTOMER STATES THE HEADLAMPS CUT OFF WHILE DRIVING. TECH HAS BEEN UNABLE TO VERIFY THE CONCERN AND IS SEEKING ADVICE OR KNOWN CONCERNS. CONCERN: HEAD LIGHTS GOING OUT AFTER DRIVING 4 A WHILE THEN COMING BACK ON DIAGNOSTICS PERFORMED: HIGH AND LOW BEAM GOING OUT AFTER DRIVING 4 15 MIN THEY COME BACK ON INTERMITTENTLY WHILE	LOAD TEST POWER AND GROUND CKTS TO THE LCM. IF GOOD, REPLACE LCM PER SSM 16698. SSM 16698 03 CVIC,GMARQ-ERRATIC HEADLAMPS/AUTOLAMP-REPLACE LCM	Po lic e Int er ce pt or A				
9586576	GCQIS Ford	19-Dec-06	20-Dec-06	13C788		CANS ELECTO NIC MODULE (GEM)	FORD SALES LTD	PORT HAWKESBUR	NS	9026251338	N	2FAHP71W03X	[REDACTED]	1	S	24-Apr-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	24-Jun-03	97373	CUSTOMER STATES HEADLIGHTS GOES OFF WHILE DRIVING SHUT OFF WHILE DRIVING OTC CLAIM SEE PARTS TAG CUSTOMER STATES NOTICE WHEN DRIVING DASH LIGHTS AND HEADLIGHTS GO OFF WHILE DRIVING, BCE DIAGNOSIS & PPT E1 E2, E10 REPLACE LCM, CLEAR CODE RERUN TEST	CHK HEADLIGHTS GO OFF WHILE DRIVING, BCE DIAGNOSIS & PPT E1 E2, E10 REPLACE LCM, CLEAR CODE RERUN TEST	Po lic e Int er ce pt or E			
446798032	AWS	47	18-May-07	22-May-07	Z	4W7	13C788	BB	ELECTO NIC MODULE (GEM)	HONO LULU FORD, INC.	HONOLULU	HI	8085321700		2FAHP71W03X	[REDACTED]	1	S	29-May-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	25-Jul-03	58399	CUSTOMER STATES HEADLIGHTS GOES OFF WHILE DRIVING SHUT OFF WHILE DRIVING OTC CLAIM SEE PARTS TAG CUSTOMER STATES NOTICE WHEN DRIVING DASH LIGHTS AND HEADLIGHTS GO OFF WHILE DRIVING, BCE DIAGNOSIS & PPT E1 E2, E10 REPLACE LCM, CLEAR CODE RERUN TEST	OTC LIGHT PROCESSOR FAILED ROAD TEST 26 MILES HARD FAULT B1792 FOR LIGHTING CONTROL MODULE PERFORM BODY ELECTRICAL TESTS AND PRTESTS E1 E2 AND E10	Po lic e Int er ce pt or A
436948901	AWS	50	5-Dec-06	7-Dec-06	Z	4W7	13C788	BB	ELECTO NIC MODULE (GEM)	FORD OF CLOVI MIDWAY	CLOVIS	CA	5592912581		2FAHP71W13X	[REDACTED]	1	S	25-Sep-02	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	31-Oct-02	103403	CUSTOMER STATES NOTICE WHEN DRIVING DASH LIGHTS AND HEADLIGHTS GO OFF WHILE DRIVING, BCE DIAGNOSIS & PPT E1 E2, E10 REPLACE LCM, CLEAR CODE RERUN TEST	OTC LIGHT PROCESSOR FAILED ROAD TEST 26 MILES HARD FAULT B1792 FOR LIGHTING CONTROL MODULE PERFORM BODY ELECTRICAL TESTS AND PRTESTS E1 E2 AND E10	Po lic e Int er ce pt or A
377039813	AWS	22	15-Dec-04	16-Dec-04	Z	4W7	13C788	BB	ELECTO NIC MODULE (GEM)	FORD INCORPORATED	HURRICANE	WV	3045623315		2FAHP71W13X	[REDACTED]	1	S	7-Jan-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	21-Feb-03	39583	CUSTOMER STATES NOTICE WHEN DRIVING DASH LIGHTS AND HEADLIGHTS GO OFF WHILE DRIVING, BCE DIAGNOSIS & PPT E1 E2, E10 REPLACE LCM, CLEAR CODE RERUN TEST	OTC LIGHT PROCESSOR FAILED ROAD TEST 26 MILES HARD FAULT B1792 FOR LIGHTING CONTROL MODULE PERFORM BODY ELECTRICAL TESTS AND PRTESTS E1 E2 AND E10	Po lic e Int er ce pt or A

Case ID	Make/Model	Start Date	End Date	Status	Location	State	Year	Color	VIN	Problem	Notes	Resolution							
8153900	Ford	25-Jan-05	29-Jan-05	Unknown	WEST DES MOINES	IA	2003	N	2FAHP71W13X [REDACTED]	1 S	2-Jan-03	2003	VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	20-Jan-03	84239	TECH STATES THAT ALLEGEDLY THE THE HEADLAMPS DIM OUT, HAS NOT BEEN ABLE TO DUPLICATE BUT DOES HAVE A B1247 AND A B1792 WHEN DOING ON DEMAND SELF TEST. TECH SEEKING	Accept
26251612	CUDL	7-Feb-08	9-Feb-08	NOT PROVIDED BY SOURCE	SOUTH BAY FORD LINCOLN MERCURY	CA	2003		2FAHP71W13 [REDACTED]	1 S	18-Jun-03	2003	VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	16-Sep-04	100000	CUSTOMER SAID: -CUST HAS A PROBLEM WITH VEH-CUST STATES THE HEADLIGHTS SWITCH OFF BY THEMSELVES AND THEN A FEW MINUTES LATER THEY COME ON AGAIN-CUST HAS NOT TAKEN VEH TO A DLRSHP YET-CUST DID GO TO AN INDEPENDENT WHO TOLD CUST IT IS THE LIGHT CONTROL BOX THAT IS CAUSING A PROBLEM-INDEPENDENT TOLD CUST THIS IS A KNOWN PROBLEM WITH THIS MODEL-CUST FINDS IT HEAD LIGHTS WILL GO OFF BY THEMSELF DO PIN POINT TEST . TEST MULTI FUNCTION SWITCH SWITCH OK REQUEST EXTRA TIME TO DIAG. CALL HOT LINE FOR ADDITIONAL TEST DO PIN OUTPUT TEST AT LCM TEST PIN 16 HAVE ON	Accept
360073537	AWS	6 31-Mar-04	6-Apr-04	Z	ELECTRONIC MODULE MAITA FORD-MERCURY	CA	2003		2FAHP71W13 [REDACTED]	2 D	20-Jan-03	2003	VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	3-Oct-03	19375	CUSTOMER STATES THE HEADLIGHTS TURN OFF WITHOUT WARNING	Accept

ID	Make/Model	Date	Status	Company	Address	City	State	Zip	Vehicle ID	Year	Plant	Plant Name	Plant Address	Plant City	Plant State	Plant Zip	Description	Notes	Other	
9708034	Ford	22-Feb-07	Unknown	SHEPA RD BROS., CANANDAIGUA INC.	5853941000 N	NY			2FAHP71W1 [REDACTED]	1 S	5-Feb-03	2003	CROWN VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	5-Mar-03	85602	DESCRIPTION OF VEHICLE CONCERN: LIGHTS GO OUT INTERMITTANT, EXTERIOR LIGHTS, HEADLIGHTS, TURN SIGNALS, FOURWAYS, DOME LIGHTS, ECT ALREADY COMPLETED: REMOVED INSTERMENT CLUSTER, REMOVED INTERIOR FUSE PANEL, INSPECTED WIRING, INSPECTED FOR BLOWN FUSES, PARTS REPLACED: PARTS REPLACED BY SHERRIFF GARAGE, LCM, MULTI-FUNTION SWITCH, HEADLIGHT SWITCH. TECHNICIAN QUESTION: ANY IDEAS ON WERE TO GO NEXT FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: NO CALL DATA: *AT TIMES THE HEADLIGHTS, PARKING LIGHTS, TURN SIGNALS, HAZARD FLASHERS, INTERIOR	THAT ONE MAXI FUSE MAY POWER UP MORE THAN ONE LCM FUSE. *WHILE ON THE PHONE, SHAWN PULLED F1.113 AND WAS ABLE TO DUPLICATE ALL OF THE CONCERNS. *WIGGLE TEST THE CONNECTORS IN THE CIRCUITS THAT COME OFF F1.113 BEFORE UNPLUGGING THEM FOR INSPECTION. *LOAD TEST THE LCM POWER AND GROUND CIRCUITS. -AFTER HEADLIGHT SWITCH HAS BEEN DISCONNECTED, CHECK FOR DTCS - MONITOR THE HEADLAMP SWITCH INPUT PID TO AID IN DIAGNOSIS -IF PID DOES NOT CHANGE CHECK FOR ANY CONNECTION ISSUES AND LOAD TEST BASE POWER AND GROUND	A
26266883	CUDL	14-Feb-08	NOT PROVIDED BY SOURCE	LUCAS MOTOR COMP INC.	6093863100	NJ			2FAHP71W1 [REDACTED]	1 S	13-Feb-03	2003	CROWN VICTORIA	Unkwn	ST. THOMAS PLANT BUILD	12-Mar-03	101372	CUSTOMER SAID: 1.THE HEAD LIGHTS SHUT OFF INTERMITTENTLY-AFTER A FEW MINUTES OF DRIVING, THEY WILL TURN BACK ON-IF YOU TURN THE HIGH BEAMS ON, THEY WILL NOT WORK-IF YOU PULL THE STICK FOR THE HIGH BEAMS BACK TO FLASH THE LIGHTS, THEY WILL WORK- CUST NOTICED		Po lic e Int er ce pt A or E

SSM 19452 HIGH  
WATTAGE  
REPLACEMENT  
HEADLAMP BULBS MAY  
NOT BE DOT

WEB FORM DATA:  
DESCRIPTION OF VEHICLE CONCERN: HEADLIGHTS GO OFF DIAGNOSTICS  
ALREADY COMPLETED: PPTA REPLACED HEADLIGHT SWITCH LIGHTING CONTROL MODULE MULTI-FUNCTION SWITCH PARTS REPLACED: TECHNICIAN QUESTION: CANNOT FIND PROBLEM FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: YES FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: YES CALL DATA: WITH THE HEADLAMPS ON THE HEADLAMPS AND THE PARKLAMPS WILL SHUT OFF AFTER @ 10 MINUTES.

APPROVED, MAY CAUSE OTHER DAMAGE <BR> \*VERIFY PROPER HEADLAMPS INSTALLED PER SSM 19452. <BR> \*WHILE THE CONCERN IS PRESENT CHECK FOR GROUND SIGNAL FROM THE SWITCH AT PIN 10 OF CONNECTOR 2145C AT THE LCM. <BR> \*IF GOOD LOAD TEST 5 POWERS AND 2 GROUNDS TO THE LCM WITH A HEADLAMP BULB. <BR> \*IF GOOD REMOVE ALL LOADS FROM THE AFFECTED CIRCUITS AND CHECK FOR AMPERAGE FLOW ON THOSE CIRCUITS

REPORT #: 5JFBG004  
REPLACE ELECTONIC MODULE (GEM) TECH

COMMENTS:  
REPLACED LCM  
REPORT #: 5LLCR009  
REPLACE ELECTONIC MODULE (GEM) TECH  
COMMENTS: R&AMP;R LCM. MONITOR VOLTAGE ON CIR 502

CUSTOMER STATES THAT THE HEADLAMPS CUT OUT WHILE DRIVING.  
87576 VERIFIED CONCERN RAN BCE TEST RAN PID MONITOR TEST RAN PINPOINT TEST ON LIGHTING CONTROL

Po  
lic  
e  
Int  
er  
ce  
pt  
or  
A  
Po  
lic  
e  
Int  
er  
ce  
pt  
or  
A

GCQIS	9653847	Ford	25-Jan-07	27-Jan-07	Unknownr	Unknown	TIM MOONEY, INC.	TUSCOLA	IL	2172533353 N	2FAHP71W13	1 S	19-Feb-03	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	4-Apr-03	99178
GCQIS	8944650	Ford	17-Jan-06	19-Jan-06	Unknownr	Unknown	CHARLES GABUS FORD MATH EWS NEWARK (GEM)	DES MOINES	IA	5152700707 N	2FAHP71W13	1 S	20-Feb-03	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	14-Mar-03	133521
	431105425	AWS	25-Aug-06	29-Aug-06	Z	BB	ELECTONIC MODULE (GEM)	NEWARK	OH	7405222181	2FAHP71W13	1 S	20-Feb-03	2003	CROWN VICTORIA	Unkno wn	ST. THOMAS PLANT BUILD	28-Feb-03	87576



Case ID	Customer	Start Date	End Date	Status	Category	Address	City	State	Zip	Phone	Vehicle	Year	Make	Model	Plant	Build Date	Build No	Notes	Resolution	Priority		
8923238	Ford	6-Jan-06	9-Jan-06	Unknowr	Unknown	COMMUNITY FORD, MOORESVILLE	IN		3178312750	N	2FAHP71W23X	1	S		CROWN	Unkno	ST. THOMAS PLANT BUILD	9-Jan-03	45461		ADVISED TECH IF CONCERN IS NOT THERE IN FLASH TO PASS BUT IS THERE IN HIGH BEAM SETTING CONCERN IS NOT IN THE HIGH BEAM CKT AFTER MULTIFUNCTION SWITCH. ADVISED TECH TO JUMP FUSED POWER FROM PIN 16 AT LCM GOING TO MULTIFUNCTION SWITCH. IF CONCERN IS THERE OR INLINE FUSE BLOWS THEN CONCERN IS IN THE MULTIFUNCTION SWITCH AND TO REPLACE IT IF NEEDED. IF CONCERN IS NOT THERE IN THE FLASH MAY BE SEEING AN AMP DRAW IN THE DLR STATES AT TIMES HEADLAMPS WILL CUT OUT. DLR HAS VERIFIED THE CONCE RN 1 TIME. H/L SWITCH HAS BEEN HEADLIGHTS CUT OUT INTERMITTANTLY TEST AND FOUND LIGHTING CONTROL MODULE DEFECTIVE REPLACED WITH TECH STATES THAT HEAD LITE WILL TURN OFF CAN DISCONNECT BATTERY AND OR PULL FUSE AND THEN HOOK BACK UP WILL WORK FOR SOME TIME. AND LCM WAS REPLACED ABOUT A WEEK AGO. HAS NO COMMUNICATION WITH LCM TECH HAS REPAIRED COMMUNICATION, POLICE DEPARTMENT PULLED FUSES. TECH HAS VEHICLE IN FOR INTERM CONCERN OF THE PARKING LIGHTS OR HEADLIGHTS REMAINING ON WHEN SWITCHED OFF. TECH STATES ONE OR THE OTHER WILL REMAIN ON, NOT BOTH. TECH STATES WHEN CONCERN PRESENT, TURN SIGNALS, HAZARDS AND BRAKE LIGHTS (EXCEPT HIGH MOUNT) ARE INOP AS WELL. TECH STATES NO CODES IN LCM. TECH STATES LCM, HEADLIGHT SWITCH AND MULTI-FUNCTION SWITCH HAVE	Po lic e Int er ce pt A or E
7805182	Ford	28-Jul-04	29-Jul-04	Unknowr	Unknown	FORD JANESVILLE	WI		6087545511	N	2FAHP71W23X	1	S		CROWN	Unkno	ST. THOMAS PLANT BUILD	13-Jan-03	131173		Po lic e Int er A Po lic e Int er A	
452367117	AWS	8-Aug-07	12-Aug-07	4W7 Z	BB	ELECTORNIC MODULE (GEM) ANY, WORCESTER	MA				2FAHP71W23X	1	S		CROWN	Unkno	ST. THOMAS PLANT BUILD	31-Mar-03	10003	C S THE HEADLIGHTS CUT OUT	Po lic e Int er A	
8420835	Ford	16-May-05	14-Jun-05	Unknowr	Unknown	SHEEHY FORD	SUITLAND	MD	3014234950	N	2FAHP71W23X	1	S		CROWN	Unkno	ST. THOMAS PLANT BUILD	24-Mar-03	29010		Po lic e Int er ce pt A or A	



435773616	AWS	41	13-Nov-06	15-Nov-06	Z	13C788	BB	4W7	ELECTO NIC MODULE (GEM)	WEBB FORD ON 95TH, EVERGREEN PARK	IL	7084233500	2FAHP71W23[REDACTED]	1	S	5-Jun-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	30-Jun-03	81372	HEADLIGHTS TURN OFF ON THEIR OWN WHILE DRIVING AT NIGHT, A CLICK IS HEARD SHORTED MODULE REPLACED LIGHTING MODULE.	- LARRY, SUSPECT A LCM CONCERN. - PLEASE REFER TO SSM 16698 FOR ADDITIONAL INFORMATION. - VERIFY THE CORRECT HEADLAMP BULBS ARE BEING USED AND NO	A	Po lic e Int er ce pt
10306845	GCQIS Ford		24-Jan-08	26-Jan-08		Unknowr	Unknown		ELECTO NIC MODULE (GEM)	SIoux CITY FORD LINCO LN MERC UR	IA	7122778420	N 2FAHP71W33X[REDACTED]	1	S	3-Oct-02	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	21-Oct-02	143977	WEB FORM DATA - CONCERN: AFTER RUNNING 4 TO 5 HOURS HEAD LAMPS QUIT DIAGNOSTICS: CK SWITCH AND LAMP CONNECTIONS TECH QUESTION: ANY IDEAS TESTED AND VERIFIED	BEING USED AND NO OVERCHARGE CONCERN IS PRESENT. - IF NECESSARY CONTACT THE HOTLINE USING CONTACTID 416412997	A	Po lic e Int er ce pt or A
468738316	AWS	56	7-Apr-08	9-Apr-08	Z	13C788	BB	4W7	ELECTO NIC MODULE (GEM)	BOB TURN ER'S FORD COUN TRY ALBUQUERQU E	NM	5057666600	2FAHP71W33X[REDACTED]	1	S	3-Dec-02	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	17-Sep-03	74592	CUSTOMER REPORTS HEADLITES GO ON OFF HAVE TO REPLACED MODUAL AND JIGGLE SWITCH FOR LIGHTS TO WORKING AND STAYING ON COME BACK ON ARE CUTTING OUT WHILE DRIVING.	TESTED LIGHT CONTROL MODUAL AND FOUND FAILING MODUAL AT TIMES REPLACED MODUAL AND RETESTED LIGHT SYS CONTROL AND VERIFIED AS SHOULD CONTROL MODULE. VEHICLE NOT REGISTERED WITH QFC AT TIME OF REPAIR IS NOW LIGHTING CONTROL MODULE, LIGHTS WENT OFF REPLACED THE MODULE AND RETESTED, OK	A	Po lic e Int er ce pt or F lic e Int er ce pt or A
426413028	AWS	35	26-Jun-06	28-Jun-06	Z	13C788	BB	4W7	ELECTO NIC MODULE (GEM)	NEWA RK NEWARK	OH	7405222181	2FAHP71W33X[REDACTED]	1	S	20-Feb-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	10-Mar-03	106809	COMPLETE SHUT OFF C S HEADLIGHTS WILL JUST GO OFF WHILE DRIVING AND THEN COME BACK ON. A COUPLE OF TIMES WIGGLED	REPLACED THE MODULE AND RETESTED, OK	A	Int er ce pt or A
406667979	AWS	31	5-Oct-05	6-Oct-05	Z	13C788	BB	4W7	ELECTO NIC MODULE (GEM)	DENC HEL FORD COUN PROSSER	WA		2FAHP71W33[REDACTED]	1	S	17-Feb-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	27-Mar-03	24927	COMPLETE SHUT OFF C S HEADLIGHTS WILL JUST GO OFF WHILE DRIVING AND THEN COME BACK ON. A COUPLE OF TIMES WIGGLED	REPLACED THE MODULE AND RETESTED, OK	A	er A Po lic e Int er ce pt or F
463829535	AWS	58	17-Jan-08	21-Jan-08	Z	13C788	BB	4W7	ELECTO NIC MODULE (GEM)	GILLIS AUTO CENTE R SHELTON	WA	3604265585	2FAHP71W33X[REDACTED]	1	S	17-Mar-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	8-Apr-03	50432	COMPLETE SHUT OFF C S HEADLIGHTS WILL JUST GO OFF WHILE DRIVING AND THEN COME BACK ON. A COUPLE OF TIMES WIGGLED	REPLACED THE MODULE AND RETESTED, OK	A	er A Po lic e Int er ce pt or F
9088300	GCQIS Ford		23-Mar-06	25-Mar-06		Unknowr	Unknown		ELECTO NIC MODULE (GEM)	ANDE RSON & KOCH FORD, NORTH BRANCH INC.	MN	6516744465	N 2FAHP71W33[REDACTED]	1	S	26-Mar-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	14-May-03	96569	COMPLETE SHUT OFF C S HEADLIGHTS WILL JUST GO OFF WHILE DRIVING AND THEN COME BACK ON. A COUPLE OF TIMES WIGGLED	REPLACED THE MODULE AND RETESTED, OK	A	Po lic e Int er ce pt or A
440300407	AWS	35	23-Jan-07	25-Jan-07	Z	13C788	BB	4W7	ELECTO NIC MODULE (GEM)	RT H. IRWIN MOTO RS, LACONIA	NH	6035244922	2FAHP71W33[REDACTED]	1	S	1-Apr-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	30-Mar-04	94965	CHECK HEADLAMPS, KEEP SHUTTING OFF, THEY HAVE REPLACED MULTI MODULE	DIAGNOSIS,REPLACED LIGHTING CONTROL MODULE	A	er A

Vehicle ID	Make	Model	Year	Color	Body	Engine	Trans	Drive	State	City	Zip	Plant	Build Date	Build Number	Notes	Web Form Data							
9707806	Ford		22-Feb-07	24-Feb-07	Unknown	Unknown	INC	SALEM	NC	3367245921	N	2FAHP71W33	1 S	30-Apr-03	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	12-Aug-03	54778	DESCRIPTION OF VEHICLE CONCERN: CHECK HEADLIGHTS GO OUT WHILE DRIVING. HAVE TO PUT HEADLIGHTS ON BRIGHT OR TURN HEADLIGHT SWITCH ON OFF AND ON. DIAGNOSTICS ALREADY COMPLETED: LCM SELF TEST B1792 PRESENT. VISUAL INSPECTION. PIN POINT TEST. REPLACED SWITCH. CONCERN STILL PRESENT AS A HARD FAULT. PARTS REPLACED: HEADLIGHT SWITCH TECHNICIAN QUESTION: THIS IS A CAMPUS POLICE VEHICLE WITH LOTS OF AFTERMARKET WIRING. CUSTOMER SAYS IT WAS INSTALLED FACTORY BUT IT CLEARLY WASN'T. SOULD I CONTINUE WITH DIAGNOSIS, OR DIRECT THE CUSTOMER TO RETURN THE VECHILE	*BECAUSE THIS VEHICLE DOES NOT HAVE AUTO LAMPS I WOULD NOT WORRY ABOUT THE CODE. *CHECK THE HEAD LAMP BULBS TO INSURE THEY ARE 9007, IF GOOD THEN HAVE THE POLICE DEPARTMENT DISCONNECT THEIR WIG WAG MODULE FROM THE HEAD LAMPS AND SEE IF THE CONCERN GOES AWAY. *MOST TIMES THE MODULE WILL CAUSE EXCESSIVE AMPERAGE ON THE HEADLAMP CIRCUITS AND THE LCM WILL SHUT OFF.	A
414436785	AWS		32	12-Jan-06	20-Jan-06	Z	13C788	BB	OH	4193535271		2FAHP71W33	1 S	6-Jun-03	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	17-Jun-03	47316	CUSTOMER STATES VEH HEADLIGHTS STILL WENT OFF WHEN TURN OK	CUSTOMER CHECKED OUT TRACED OUT TO AND REPLACED LIGHTI NG CONTROL MODULE AND RECHECKED OK	A
26243979	CUDL		4-Feb-08	5-Feb-08					NC	3362759761		2FAHP71W33X2	1 S	10-Jun-03	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	24-Jun-03	86000	CUSTOMER SAID: 1-3W8P26-THE HEAD, INTERIOR AND DASH LIGHTS AND TURN SIGNALS WOULD NOT OPERATE-HAVE TO DRIVE HOME WITH THE HIGH BEAM LEVER PUSHED BY HIS LEFT HAND- INTERIOR LIGHTS WILL WORK, BUT WILL NOT TURN ON WHEN THE DOORS WERE OPENED-FUSES ON THE FUSE BOX WERE CHECKED AND APPEARED TO BE OK-CUST WHAT HAD CAUSED THIS TO HAPPEN-HOW MUCH WOULD IT COST		A
449300760	AWS		44	12-Jun-07	14-Jun-07	Z	13C788	BB	NM	5057666600		2FAHP71W43X	1 S	2-Dec-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	1-Nov-03	65309	CUSTOMER REPORTS HEADLIGHTS ON OFF WHEN DRIVING	1 VERIFIED, PERFORMED BCE AND PPT AND TRACED CAUSE TO LCM FAILURE, R AND R LCM. TEST	A

ID	Model	Report Date	Close Date	Status	Company	Region	City	Postal	Vehicle ID	Year	Make	Model	Plant	Build Date	Mileage	Notes	Additional Info			
8150815	Ford	24-Jan-05	26-Jan-05	Unknowr	AMERY INC.	WI	AMERY	7152687127 N	2FAHP71W43X [REDACTED]	1	S	8-Jan-03	2003 CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	23-Jan-03	52629	TECH HAS VEHICLE IN FOR AN INTERM CONCERN OF THE HEADLIGHTS SHUTTING OFF WHILE DRIVING. TECH HAS NOT BEEN ABLE TO VERIFY THE CONCERN BUT STATES THE LCM GETS VERY HOT. TECH SEEKING A DIRECTION. TECH STATES INTERMITTENTLY HEADLIGHTS CUT-OUT GO INOP W/DRIVING. UNKNOWN IF OTHER LIGHTS GO INOP. BUT, DRL CONTINUE TO WORK. DTC'S UNKNOWN.	ISM 04-03-015 ERRATIC ABS CODES OR WSS READINGS. WATER INTRUSION. TSB 04-24-07 REWRAP HARNESS AND INSTALL GROUND WIRE REPORT #: 4LGGK002 REPLACED LCM REPORT #: 4JODU012 REPLACED LCM REPORT #: 4CRDY021 REPLACE ELECTRONIC MODULE (GEM) REPORT #: 4CCES012 ENDED UP FINDING A SHORTED WIRE OVER THE FRONT BUMP REPORT #: 4BCI8001 REPAIR WIRE HARNESS -----	Po lic e Int er ce pt or A
8895151	Ford	21-Dec-05	28-Dec-05	Unknowr	CAM CLARK FORD LINCO LTD.	BC	NORTH VANCOUVER	6049802411 N	2FAHP71W4 [REDACTED]	1	S	11-Feb-03	2003 CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	2-May-03	68028	TECH STATES THE HEADLIGHTS CUT OUT AT TIMES WHEN THE VEHICLE IS DRIVEN, STATES HE REPLACED THE LCM AND HAS NOT HAD THE CONCERN BUT STILL GETS A B1792. SEEKING DIRECTION.	REPORT #: 5LLCR009 REPLACE ELECTRONIC MODULE (GEM) TECH COMMENTS: R&AMP;R LCM REPORT #: 5LIB8015 REPLACE ELECTONIC MODULE (GEM) TECH COMMENTS: CHECKED PER CALL NO TROUBLE FOUND REPLACED LCM REPORT #: 5JFBG004 REPLACE ELECTONIC MODULE (GEM) TECH COMMENTS: REPLACED LCM REPORT #: 5ALEJ005 REPLACE ELECTONIC MODULE (GEM) -----	Po lic e Int er ce pt A
9145806	Ford	20-Apr-06	22-Apr-06	Unknowr	DOMIN O FORD	MN	PARK RAPIDS	2187323373 N	2FAHP71W43X [REDACTED]	1	S	21-Feb-03	2003 CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	13-Mar-03	59588	TECH STATES THE HEADLIGHTS CUT OUT AT TIMES WHEN THE VEHICLE IS DRIVEN, STATES HE REPLACED THE LCM AND HAS NOT HAD THE CONCERN BUT STILL GETS A B1792. SEEKING DIRECTION.	ADVISED TECH LIKELY THE CODE IS DUE TO DIFFERENT WIRING FROM POLICE INTERCEPTER TO NORMAL VEHICLE ON THIS VEHICLE IS 12V INPUT AND CKT IS FOR A STP, ADVISED TECH	Po lic e Int er ce pt A

441475820	AWS	43	13-Feb-07	15-Feb-07	Z	4W7	13C788	BB	ELECTO NIC MODULE	HONO LULU FORD,	HI	8085321700	2FAHP71W43X	1	S	29-May-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	25-Jul-03	54345	CUSTOMER STATES HEADLIGHTS INOP. AT TIMES, GOES OFF WHILE DRIVING	WORKING, BCE DIAGNOSIS & PPT A1. CLEAR CODE RETESTED B1342 STILL PRESENT, REPLACE LIGHTING CONTROL HEADLAMPS SHUT OFF INTERMITTANTLY, COULD NOT TRACE OR DETECT SOURCE. CHECKED HISTORY, CALLED OASIS NO TSB S FOUND. REPLACED SUSPECTED LIGHTING	lic e nt er er ce A Po lic e Int er ce A pt A lic e nt er ce A		
317102367	AWS	5	25-Mar-03	28-Mar-03	Z	3W7	13C788	AH	ELECTO NIC MODULE	HARR MOTO COMP ANY, INC.	MA		2FAHP71W53X	1	S	18-Sep-02	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	21-Oct-02	19050	C S THE HEADLIGHTS KEEP CUTTING OUT	VERIFIED, PERFORMED BCE AND PPT, TRACED CAUSE TO INTERNAL LIGHTING CONTROL MODULE FAULT. R	lic e nt er ce A pt A lic e nt er ce A		
452874211	AWS	48	17-Aug-07	21-Aug-07	Z	4W7	13C788	BB	ELECTO NIC MODULE	ER'S FORD COUN ALBUQUERQU TRY E	NM	5057666600	2FAHP71W53X	1	S	3-Dec-02	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	9-Sep-03	72921	REPORTS HEADLIGHTS SHUT OFF WHILE DRIVING CLICKING SOUND	AND R MODULE, TEST 1	lic e nt er ce A		
8892726	GCQIS Ford		21-Dec-05	28-Dec-05				Unknowr	Unknown	SENC HUK FORD SALES LTD.	ESTEVAN	SK	3066343696	N	2FAHP71W53X	1	S	9-Dec-02	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	2-Jan-03	86708	TECH STATES THE HEADLAMPS SHUT OFF AFTER DRIVING FOR SOME TIME. TECH IS SEEKING ADVICE OR KNOWN CONCERNS.	REPORT #: 5ILBO006... REPORT #: 5BUDI009... REPORT #: 4LGGK002... ADVISED TECH OF ALL PAST REPORTS ABOVE WHERE THE LCM WAS AT FAULT. ADVISED TECH TO SWAP A LCM AND SEE IF THE CONCERN IS NO LONGER PRESENT.	Po lic e nt er ce A or A Po lic e nt er ce A
9544272	GCQIS Ford		20-Nov-06	21-Nov-06				Unknowr	Unknown	PREST IGE LINCO LN- MERC URY	MINNEAPOLIS	MN	9525446661	N	2FAHP71W53X	1	S	12-Feb-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	27-Feb-03	77961	TECH STS HAS VEHICLE IN AND HAS HEAD LIGHTS THAT SHUT OFF WHILE DRIVING AND TECH STS IS SEEKING KNOWS RAN SELF TEST ON LCM ALL	LIGHTS TO SHUT OFF AND ADVISED TECH TO ATTEMPT TO VERIFY CONCERN AND THEN CK OUT PUT AND	Po lic e nt er ce A or A Po lic e nt er ce A
396747901	AWS	28	12-Jul-05	14-Jul-05	Z	4W7	13C788	BB	ELECTO NIC MODULE	SKAGI RIVER FORD,	WA	3607572000	2FAHP71W53X	2	D	18-Feb-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	14-Mar-03	35674	THE HEADLIGHTS STILL WILL GO OUT WHILE DRIVING AT NIGHT.	PASS. REMOVED HEADLAMP SWITCH & LCM TO TEST HARNES ALL OK. REASSEMBLED. PERFOR MED WIGGLE TESTS. HOOK UP WDS AND PERFORM LCM SELFTEST. CHCK FUSES. GO TO SHOP MANUAL SYMPTOM CHART & PINPOINT TEST M TIME PINPOINT TEST A BYPASS INTERNAL FAILURE OF MODULE REPLACED	lic e nt er ce A or A Po lic e nt er ce A		
395953695	AWS	24	29-Jun-05	15-Jul-05	Z	4W7	13C788	BB	ELECTO NIC MODULE	BROA DWAY MOTO RS NEW	OAKLAND	CA	5108328800	2FAHP71W53X	1	S	18-Mar-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	25-Jul-03	32255	CUST STATES HEADLIGHTS WILL QUIT WORKING WHILE DRIVING CUSTOMER STATES THE HEAD LIGHT CUT	PERFORM LCM SELFTEST. CHCK FUSES. GO TO SHOP MANUAL SYMPTOM CHART & PINPOINT TEST M TIME PINPOINT TEST A BYPASS INTERNAL FAILURE OF MODULE REPLACED	lic e nt er ce A or A Po lic e nt er ce A	
415644965	AWS	32	2-Feb-06	4-Feb-06	Z	4W7	13C788	BB	ELECTO NIC MODULE	HOLLA NEW HOLLAND	PA	7173544901	2FAHP71W53X	1	S	2-May-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	9-Jul-03	46179	STATES THE HEAD LIGHT CUT	MODULE	lic e nt er ce A		

Customer	Service Date	Technician	Vehicle	Year	Make	Model	Location	Address	City	State	Zip	Phone	Vehicle ID	Color	Year	Make	Model	Location	City	State	Zip	Phone	Notes	Report #	Work Description	Customer		
8369119 Ford	20-Apr-05	9-Jun-05	Unknownr	Unknown	MCFA RLAND FORD SALES	EXETER	NH	6037725953	N	2FAHP71W53	1 S	2-May-03	2003	CROWN	Unkno	ST. THOMAS PLANT	28-May-03	79473							TECH HAS VEHICLE IN FOR THE HEADLIGHTS SHUTTING OFF WHILE DRIVING DOWN THE ROAD. CUSTOMER STATES FLASH TO PASS STILL WORKS AND WIG WAG MODULE WAS DISCONNECTED. TECH HAS BEEN UNABLE TO DUPLICATE AND NOT SURE IF ALL THE LIGHTS GO OUT OF JUST HEADLIGHTS.	REPORT #: 5BUDI009 REPLACE LIGHTING CONTROL MODULE REPORT #: 4CRDY021 REPLACE ELECTONIC MODULE (GEM) REPORT #: 4CCES012 REPORT #: 4BCI8001 REPAIR WIRE HARNESS REPORT #: 3JHF2005 REPLACE ELECTONIC MODULE (GEM) REPORT #: 3IRFL016 REPLACE ELECTONIC MODULE (GEM) REPORT #: 3CEJL008 REPORT #: 2J2GM017 ADVISED	Po lic e Int er ce pt A or A	
9291623 Ford	6-Jul-06	8-Jul-06	Unknownr	Unknown	THAYE R BOWLING FORD GREEN	OH	4193535271	N	2FAHP71W53	1 S	6-Jun-03	2003	CROWN	Unkno	ST. THOMAS PLANT	17-Jun-03	58917									HEAD LIGHTS GO OUT AFTER INTERMITENT BODY CONCERNS.	REPORT #: 6BCCS012 REPLACE ELECTONIC MODULE (GEM) TECH COMMENTS: INSTALLED A NEW LCM REPORT #: 6AXCK015 REPLACE ELECTONIC MODULE (GEM) REPORT #: 5ILBO006 REPORT #: 5BUDI009 REPLACE ELECTONIC MODULE (GEM) REPORT #: 4LGK002 REPORT #: 5BUDI009 REPLACE ELECTONIC MODULE (GEM)	Po lic e Int er ce pt A or A
337660400 AWS	3 26-Sep-03	30-Sep-03	Z	13C788	AH	THOMASVILLE	GA	2292265133		2FAHP71W53	1 S	13-Jun-03	2003	CROWN	Unkno	ST. THOMAS PLANT	3-Jul-03	2521							DRIVING A WHILE CUSTOMER STATES HEADLIGHTS INTERMITENTLY GOES OUT, ALL	CUSTOMER STATES H/E CUT OUT WHILE DRIVING. TECH UNABLE TO DUPLICATE, SEEKING KNOWN CONCERNS.	REPORT #: 5BUDI009 REPLACE ELECTONIC MODULE (GEM)	Po lic e Int er ce pt A or A
417127701 AWS	31 23-Feb-06	26-Feb-06	Z	13C788	BB	MARIN SAN RAFAEL	CA	4154534220		2FAHP71W53	1 S	20-Jun-03	2003	CROWN	Unkno	ST. THOMAS PLANT	28-Aug-03	32240							REPLACED LIGHTING CONTROL MODULE.NO KNOWN SYMPTOMS AT THIS TIME	REPLACED LIGHTING CONTROL MODULE.NO KNOWN SYMPTOMS AT THIS TIME	Po lic e Int er B	
383721664 AWS	28 18-Mar-05	22-Mar-05	Z	13C788	AH	AL-JAZIRA VEHICLES	JEDDAH			2FAHP71W63	1 S	28-Aug-02	2003	CROWN	Unkno	ST. THOMAS PLANT	26-Nov-02	28955							CHECK FOR FRONT HEADLAMP SOMETIME CUT OFF.	CHECKED AND TESTED LIGHTING SYSTEM FOUND HEADLAMPS BULBS LIGHT BLINKING AFTER 30 MINS DUE TO LCM MODULE LIGHTING OUTPUT WORK	Po lic e Int er A ce B	

															WEB FORM DATA:										
															DESCRIPTION OF VEHICLE CONCERN:	LOAD TEST ALL POWERS AND GROUNDS TO LCM AND REPAIR AS NECESSARY. - CHECK PINFITS AT HEADLAMP SWITCH AND LCM CONNECTORS. - TEST FOR GROUND SIGNAL TO LCM AT PIN 10. - IF GROUND NOT PRESENT, TEST CIRCUIT 1033 FOR OPEN. - IF TEST IT TESTS GOOD, REPLACE HEAD LAMP SWITCH. - IF GROUND SIGNAL PRESENT, REPLACE LCM.									
GCQIS	9953305	Ford	29-Jun-07	30-Jun-07	Unknownr	Unknownn	LITHIA FORD LINCOLN MERCURY OF SPARTAN ELECTONIC MODULE (GEM)	ROSEBURG	OR	5416734485	N	2FAHP71W6[REDACTED]	1	S	3-Oct-02	2003	CROWN VICTORIA	Unkno	ST. THOMAS PLANT BUILD	17-Oct-02	75453	CK HEADLIGHTS CUTTING OFF CK HEADLIGHTS WILL NOT TURN ON AT TIMES AFTER RUNNING HEADLIGHT SWITCH &	ADVISED TECH IF THE LCM MODULE SEES MULTIPLE INPUTS FROM THE MAIN LIGHT SWITCH IT WILL TURN THE HEAD LIGHTS ON. ALSO IF THEY HAVE TO USE FLASH TO PASS TO TURN ON HEAD LAMPS WHEN THE GO OUT ON THERE OWN THE LCM IS NOT LONGER SUPPLYING POWER ON CKT 502. TECH STS THAT VEHICLE WAS BROUGHT IN FOR THE HEAD LAMPS GOING OUT AT TIMES BUT PARK LIGHTS STAY ON AND OTHER TIMES THE HEAD LIGHTS WILL STAY ON WITH CAR OFF. SEEKING KNOWNS. TECH HAD A CODE B2498 IN LCM. POLICE DEPARTMENT STS THAT WHEN THE HEADLIGHTS FAIL THEY CAN USE THE FLASH TO PASS FOR HEAD LAMPS. TECH STS THAT THE DRL MODULE AS REMOVED FROM VEHICLE. CHECKED COMPLAINT AND FOUND DEFECTIVE LIGHTING CONTROL MODULE REPLACED LIGHTING		
				4W7	13C788	BB	MERCURY MORROW	GA	7709681245		2FAHP71W63X[REDACTED]	1	S	2-Oct-02	2003	CROWN VICTORIA	Unkno	ST. THOMAS PLANT BUILD	3-Dec-02	40717	TEST A5 TEST A6 TEST A6 TEST A7 TEST A8 TEST A9 NOT WORKING CORRECTLEY PERFORMED BCE TEST, PINPOINT TEST, REPLACED				
				4W7	13C788	BB	MERCURY SYRACUSE	NY	3154724534		2FAHP71W63[REDACTED]	1	S	7-Oct-02	2003	CROWN VICTORIA	Unkno	ST. THOMAS PLANT BUILD	30-Oct-02	31212	AWHILE TURN				
GCQIS	9302675	Ford	12-Jul-06	13-Jul-06	Unknownr	Unknownn	PROPER FORD LINCOLN LIMITE D CITY OF PHILADELPHIA	ALLISTON	ON	7054357609	N	2FAHP71W63[REDACTED]	1	S	13-Feb-03	2003	CROWN VICTORIA	Unkno	ST. THOMAS PLANT BUILD	15-May-03	85498	CONCERN WITH ONE			
				4W7	13C788	BB	MERCURY PHILADELPHIA	PA			2FAHP71W63X1[REDACTED]	1	S	19-Mar-03	2003	CROWN VICTORIA	Unkno	ST. THOMAS PLANT BUILD	8-Apr-03	25134	ON				

8393207	GCQIS Ford	2-May-05	4-May-05	Unknown	Unknown	GORDI E BOUC HER FORD OF MENO	MENOMONEE FALLS	WI	2622559010	N	2FAHP71W63	[REDACTED]	2	D	3-Apr-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	24-Apr-03	67400	CUST STATES HEADLAMPS GO OUT ON ACCELERATION. AFTER NUMEROUS TEST DRIVES FOUND VEHICLE WOULD MISS ON HARD ACCELERATION UPHILL, HAD WDS HOOKED UP	28, INTERNAL OPEN IN MODULE. TEST DROVE. HAD VEHICLE WITH LIGHTS ON INSIDE SHOP. LIGHTS DID SHUT OFF. TESTED CIRCUIT #1033 (RD TE) WIRE FROM HEAD LAMP SWITCH TO LIGHTING CONTROL MODULE. MODULE GETTING SIGNAL FROM SWITCH.	A	Po lic e Int er ce pt or D			
441392262	AWS	47	12-Feb-07	14-Feb-07	Z	4W7 13C788	BB	(GEM)	O'MEA RA FORD CENTE R INC	NORTHGLENN	CO	3034511331	2FAHP71W63	[REDACTED]	1	S	26-Mar-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	24-Apr-03	70074	CUST STS HEAD LIGHTS GO OFF BY THEMSELVES WHILE DRIVING INFO ATTACHED, ESP, CK AND ADVISE.	REPORT #: 5BUDI009... REPORT #: 4LGGK002... REPORT #: 4CRDY021... REPORT #: 4CRDY021... REPORT #: 4CCES012... REPORT #: 3HUBH014... ADVISED TECH OF AL THE PAST REPORTS CUSTOMER STATES THE LCM WILL MAKE A CLICKING NOISE AND THE HEADLIGHTS WILL FLICKER AND SHUT OFF INTERMITTENTLY. TECH HAS BEEN UNABLE TO VERIFY THE CONCERN AND IS SEEKING ADVICE.	THE PAST REPORTS LCM WAS REPLACED FOR THE CONCERN. ADVISED WHEN PRESENT CHECK THE HEADLAMP SWITCH INPUT TO INSURE THERE IS NO LOSS OF	A	Po lic e Int er ce pt or A
8669877	GCQIS Ford	7-Sep-05	8-Sep-05	Unknown	Unknown	EXPRES SSWA Y MOTO RS	NEW HAMBURG	ON	5196623900	N	2FAHP71W63	[REDACTED]	1	S	8-Apr-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	24-Apr-03	81142	CUSTOMER REPORTS CUT OFF AUTOMATICALLY WHEN DRIVING	SEARCHING REFERRED LIGHTING CONTROL MODULE FOR ERRATIC OPERATION AND RETEST OK	A	Po lic e Int er ce pt or B			
416085916	AWS	31	8-Feb-06	12-Feb-06	Z	4W7 13C788	BB	(GEM)	EXPRES SSWA Y MOTO RS LTD HY MODULE	FORD SUITLAND	MD	3014234950	2FAHP71W63	[REDACTED]	1	S	15-May-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT	30-May-03	27972	CUSTOMER REPORTS CUT OFF AUTOMATICALLY WHEN DRIVING	SEARCHING REFERRED LIGHTING CONTROL MODULE FOR ERRATIC OPERATION AND RETEST OK	A	Int A	

GCQIS	9238783	Ford	8-Jun-06	10-Jun-06	Unknownr	Unknown	COLO NIAL FORD	DANBURY	CT	2037483503	N	2FAHP71W63	[REDACTED]	1	S	28-May-03	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	29-May-03	102554	
GCQIS	8928638	Ford	10-Jan-06	11-Jan-06	Unknownr	Unknown	SEA TO SKY FORD SALES	SQUAMISH	BC	6048923673	N	2FAHP71W63	[REDACTED]	1	S	9-Jun-03	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	24-Jun-03	77386	
GCQIS	10197440	Ford	20-Nov-07	21-Nov-07	13C788	ELECTO NIC HUNT MODULE FORD (GEM)	INC	FRANKLIN	KY	2705863281	N	2FAHP71W63	[REDACTED]	7	1	S	10-Jun-03	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	29-Jul-03	75631

SEE EVTM 87-1.  
ADVISE TECH OF  
OTHER SIMILAR CASES  
OF LCM CONCERN  
REC: TECH GROUND  
CKT 1033 IF  
CONDITION RECURS &  
EVALUATE. IF LIGHTS  
TURN ON CHECK FOR  
CONCERN ON CKT  
1033 AND/OR 57. TECH  
TO ADVISE. REPORT #:  
4LGGK002 REPORT #:  
4CRDY021 REPLACE  
ELECTONIC MODULE  
(GEM) REPORT #:  
5BUDI009 REPLACE  
ELECTONIC MODULE  
(GEM) TECHNICIAN  
SURVEY COMMENTS:  
LIGHTING CONTROL  
MODULE ADVISED TO  
VOLT DROP/LOAD  
TEST THE POWERS &  
GROUND PINS AT THE  
LCM; ADVISED OF  
SAME INFORMATION  
FROM 1ST CALL. LOOK A  
ADVISED TECH OF  
SWITCH CKT  
OPERATION, ADVISED  
TECH TO CHECK FOR  
MORE THAN ONE  
INPUT GROUNDED AT  
THE SAME TIME TO  
THE LCM FOR THE  
SWITCH, ADVISED  
TECH IF 2 INPUTS  
GROUNDED LIKELY  
THE LCM WILL  
DEFAULT TO LIGHTS  
ON FOR SAFTEY. A  
or A

TECH STATES  
INTERMITTENTLY  
HEADLIGHTS & PARKING  
LIGHTS TURN OFF FOR UP  
TO 15 MINUTES WHILE  
DRIVING. DTC'S UNKNOWN.  
TECH REPLACED LIGHTING  
CONTROL MODULE.  
CONDITION IS STILL  
OCCURRING. ANOTHER  
SHOP HAS REPLACED MAIN  
LIGHT SWITCH. NEW TECH  
CEASER STATES NO  
CHANGE AFTER LCM  
REPLACED & CIRCUITS  
CHECKED. WITH KOEO THE  
HEADLAMPS & PARK LAMPS  
CUT OFF AFTER ABOUT 1/2  
HR. SWITCHING IGNITION  
OFF & ON WILL ENABLE  
THEM AGAIN. TECH  
COMMENTS: LIGHTING  
MODULE WAS THE  
PROBLEM  
TECH STATES THE  
HEADLIGHTS ON THE  
VEHICLE SHUT OFF WHILE  
DRIVING, TECH REPLACED  
THE LCM AND NOW HAS A  
CONCERN WHERE THE  
LIGHTS WILL HNOT SHUT  
OFF AND A B2498. ANOTHER  
DEALER HAS ALSO  
REPLACED THE MAIN  
SWITCH. TECH COMMENTS:  
DISCONNECTED SCAN TOOL  
AND BATTERY AND RETRIED  
SWITCH E VERYTHING  
ON FOR SAFTEY. A  
or A

DESCRIPTION OF VEHICLE  
CONCERN: HEAD LAMPS GO  
OFF INT WHILE DRIVING  
DIAGNOSTICS ALREADY  
COMPLETED: PERFORMED  
SYSTEMS TEST NO CODES  
(LCM) NO CLEAR HEADLAMP  
DIAGRAM IN EVTM POLICE  
CAR WITHOUT AUTOLAMP  
PARTS REPLACED: NONE  
TECHNICIAN QUESTION:  
WHERE TO START FORM  
QUESTION: IS THERE AN  
APPROPRIATE PINPOINT  
TEST IN THE WSM FOR THIS  
CONCERN? ANSWER: NO  
FORM QUESTION: WAS THE  
SUSPECT THE LCM. A  
or A



Report #	Vehicle	Date	Status	Location	City	State	Zip	Model	Year	Plant	Build	Notes	Comments	Category			
8497341	Ford	20-Jun-05	Unknowr	Unknown	FORT DODGE	IA	5155767505 N	2FAHP71W83 [REDACTED]	19-Nov-02	2003	CROWN VICTORIA	Unkno wn	PLANT BUILD	5-Dec-02	83028	<p>TECH STATES THE HEADLIGHTS CUT OUT AT TIMES WHILE DRIVING. CAN HOLD ON FLASH TO PASS AND GET LIGHTS ON. WILL HEAR A CLICK AND THEN LIGHTS COME BACK ON. SEEKING DIRECTION.</p> <p>ADVISED TECH OF PAST REPORT INFO, ADVISED TECH TO MONITOR LIGHT SWITCH INPUT ON PIN 10 AT THE SWITCH AND IF OK AND NO OUTPUT FROM PIN 16 AT THE TIME OF THE CONCERN REPLACE ADVISED TECH TO VERIFY THAT NO AFTERMARKET EQUIPMENT IS SLICED INTO CKTS 502 AND 13. CHECK FOR LCM LOSING GRD INPUT FROM HEADLAMP SWITCH ON PIN 10 C2145C. CHECK FOR LOOSE OR PUSHED CHECK SWITCH INPUTS AT THE TIME OF THE CONCERN</p> <p>TECH SEEKING ANY KNOWN FOR ALLEDGED HEADLAMPS CUT OUT WHILE DRIVING, UNABLE TO DUPLICATE. NO RELATED FAULTS.</p> <p>TECH STATES APROX 5MIN TO 1/2 HOUR AFTER YOU DRIVE THE VEHICLE THE HEADLIGHTS SHUT OFF AND LOSES POWER OUT OF LCM ON CKT 502 TECH HAS SWAPPED A KG SWITCH AND REPLACED THE GEM TO NO AVAIL. HEADLIGHTS FLICKER OFF INTERMITTENTLY, STATES THAT HE CANNOT DUPLICATE THE CONCERN.</p> <p>REPORT #: 4CRDY021 REPLACE ELECTONIC MODULE (GEM) LCM FIXED CONCERN REPORT #: 4LGGK002 REPORT #: 4CRDY021 REPLACE ELECTONIC MODULE (GEM) REPORT #: 5BUDI009 REPLACE ELECTONIC MODULE (GEM) TECHNICIAN SURVEY COMMENTS: LIGHTING CONTROL MODULE ----- ----- ADVISED TECH OF PAST REPORT INFO, ADVISED TECH TO MONITOR LIGHT SWITCH INPUT ON PIN 10 AT THE SWITCH AND IF OK AND NO OUTPUT FROM PIN 16 AT THE TIME OF THE CONCERN REPLACE ADVISED TECH TO VERIFY THAT NO AFTERMARKET EQUIPMENT IS SLICED INTO CKTS 502 AND 13. CHECK FOR LCM LOSING GRD INPUT FROM HEADLAMP SWITCH ON PIN 10 C2145C. CHECK FOR LOOSE OR PUSHED CHECK SWITCH INPUTS AT THE TIME OF THE CONCERN</p>	Pol lic e Int er ce pt or A
8533938	Ford	7-Jul-05	Unknowr	Unknown	WOODLAND	CA	5306622817 N	2FAHP71W83 [REDACTED]	4-Apr-03	2003	CROWN VICTORIA	Unkno wn	PLANT BUILD	23-Sep-03	81999	<p>TECH STATES APROX 5MIN TO 1/2 HOUR AFTER YOU DRIVE THE VEHICLE THE HEADLIGHTS SHUT OFF AND LOSES POWER OUT OF LCM ON CKT 502 TECH HAS SWAPPED A KG SWITCH AND REPLACED THE GEM TO NO AVAIL. HEADLIGHTS FLICKER OFF INTERMITTENTLY, STATES THAT HE CANNOT DUPLICATE THE CONCERN.</p> <p>TECH STATES APROX 5MIN TO 1/2 HOUR AFTER YOU DRIVE THE VEHICLE THE HEADLIGHTS SHUT OFF AND LOSES POWER OUT OF LCM ON CKT 502 TECH HAS SWAPPED A KG SWITCH AND REPLACED THE GEM TO NO AVAIL. HEADLIGHTS FLICKER OFF INTERMITTENTLY, STATES THAT HE CANNOT DUPLICATE THE CONCERN.</p> <p>TECH STATES APROX 5MIN TO 1/2 HOUR AFTER YOU DRIVE THE VEHICLE THE HEADLIGHTS SHUT OFF AND LOSES POWER OUT OF LCM ON CKT 502 TECH HAS SWAPPED A KG SWITCH AND REPLACED THE GEM TO NO AVAIL. HEADLIGHTS FLICKER OFF INTERMITTENTLY, STATES THAT HE CANNOT DUPLICATE THE CONCERN.</p>	Pol lic e Int er ce pt or A
9152009	Ford	24-Apr-06	Unknowr	Unknown	NEW ULM	MN	5077943621 N	2FAHP71W83 [REDACTED]	10-Jan-03	2003	CROWN VICTORIA	Unkno wn	PLANT BUILD	1-Feb-03	91522	<p>TECH STATES APROX 5MIN TO 1/2 HOUR AFTER YOU DRIVE THE VEHICLE THE HEADLIGHTS SHUT OFF AND LOSES POWER OUT OF LCM ON CKT 502 TECH HAS SWAPPED A KG SWITCH AND REPLACED THE GEM TO NO AVAIL. HEADLIGHTS FLICKER OFF INTERMITTENTLY, STATES THAT HE CANNOT DUPLICATE THE CONCERN.</p> <p>TECH STATES APROX 5MIN TO 1/2 HOUR AFTER YOU DRIVE THE VEHICLE THE HEADLIGHTS SHUT OFF AND LOSES POWER OUT OF LCM ON CKT 502 TECH HAS SWAPPED A KG SWITCH AND REPLACED THE GEM TO NO AVAIL. HEADLIGHTS FLICKER OFF INTERMITTENTLY, STATES THAT HE CANNOT DUPLICATE THE CONCERN.</p> <p>TECH STATES APROX 5MIN TO 1/2 HOUR AFTER YOU DRIVE THE VEHICLE THE HEADLIGHTS SHUT OFF AND LOSES POWER OUT OF LCM ON CKT 502 TECH HAS SWAPPED A KG SWITCH AND REPLACED THE GEM TO NO AVAIL. HEADLIGHTS FLICKER OFF INTERMITTENTLY, STATES THAT HE CANNOT DUPLICATE THE CONCERN.</p>	Pol lic e Int er ce pt or A
7707286	Ford	22-Jun-04	Unknowr	Unknown	BAKERSFIELD	CA	6618376400 N	2FAHP71W [REDACTED]	16-Jan-03	2003	CROWN VICTORIA	Unkno wn	PLANT BUILD	14-Mar-03	26682	<p>TECH STATES APROX 5MIN TO 1/2 HOUR AFTER YOU DRIVE THE VEHICLE THE HEADLIGHTS SHUT OFF AND LOSES POWER OUT OF LCM ON CKT 502 TECH HAS SWAPPED A KG SWITCH AND REPLACED THE GEM TO NO AVAIL. HEADLIGHTS FLICKER OFF INTERMITTENTLY, STATES THAT HE CANNOT DUPLICATE THE CONCERN.</p> <p>TECH STATES APROX 5MIN TO 1/2 HOUR AFTER YOU DRIVE THE VEHICLE THE HEADLIGHTS SHUT OFF AND LOSES POWER OUT OF LCM ON CKT 502 TECH HAS SWAPPED A KG SWITCH AND REPLACED THE GEM TO NO AVAIL. HEADLIGHTS FLICKER OFF INTERMITTENTLY, STATES THAT HE CANNOT DUPLICATE THE CONCERN.</p> <p>TECH STATES APROX 5MIN TO 1/2 HOUR AFTER YOU DRIVE THE VEHICLE THE HEADLIGHTS SHUT OFF AND LOSES POWER OUT OF LCM ON CKT 502 TECH HAS SWAPPED A KG SWITCH AND REPLACED THE GEM TO NO AVAIL. HEADLIGHTS FLICKER OFF INTERMITTENTLY, STATES THAT HE CANNOT DUPLICATE THE CONCERN.</p>	Pol lic e Int er ce pt or B

10503458	GCQIS	Ford	1-May-08	3-May-08	Unknowr	Unknown	MADE IA FORD	MADELIA	MN	5076423268	N	2FAHP71W83	[REDACTED]	1	S	24-Apr-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	9-May-03	155178	WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEAD LAMPS SHUT OFF AFTER THREE MIN OR THREE HOURS INTERMITENT.. DIAGNOSTICS ALREADY COMPLETED: CK OASIS UNABLE TO DUPLICATE AT THIS TIME OF TESTING PARTS REPLACED: NONE AT THIS TIME SUSPECT LCM. TECHNICIAN QUESTION: ANY HELP TO TRY AND FIX THIS FOR OUR POLICE DEPARTMENT FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? 31357 FAULY LIGHTING CONTROL MODULE C.C 42 CHECKED OPERATION OF HEADLAMPS ROAD TESTED VEHICLE UNDER SEVERAL DIFFERENT DRIVING CONDITIONS TRYING TO DUPLICATE CONCERN RAN VEHICLE FOR OVER 1 HOUR WITH NO LIGHT FAILURE CHECKED OASIS AND	-SEVERAL REPORTS INDICATE FAULTY LCM AS ROOT CONCERN - CONFIRM THROUGH PACO PART NUMBER COMPATIBILITY -IF CORRECT PART NUMBER LOAD TEST POWER AND GROUNDS TO THE LCM -IF ALL TEST PASS SUSPECT FAULTY LCM	A	or	B	
379037930	AWS		19	18-Jan-05	20-Jan-05	Z	4W7 13C788	BB	ELECTO NIC COLO MODULE NIAL (GEM) FORD	DANBURY	CT	2037483503	2FAHP71W83	[REDACTED]	2	D	20-May-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	24-Jun-03	31357	STATES THE HEADLIGHTS CUT OUT WHILE DRIVING	SEEN THIS CONCERN BEFORE IN THE PAST. IF THE LCM HAS BEEN REPLACED AND VEHICLE HAS OEM HEADLAMP BULBS, AND LIGHT SWITCH INSTALLED, BUT CONCERN IS STILL THERE POSSIBLE THERE IS AN INTERMITTENT SHORT TO GROUND ON THE LOW BEAM CIRCUIT CAUSING CONCERN. THE LCM HAS LOGIC IN IT THAT REMOVES POWER IN THE EVENT OF HIGH LOAD OR SHORT TO GROUND TO PROTECT THE MODULE. BY GOING TO FLASH TO PASS IT NO LONGER USES POWER SUPPLIED BY LCM AND USES FUSED POWER TO ILLUMINATE BULBS. ONLY SUGGESTION I CAN MAKE AT THIS POINT GIVEN WHAT HAS BEEN REPLACED	A	or	A
10225619	GCQIS	Ford	6-Dec-07	8-Dec-07	Unknowr	Unknown	ANDR ETTI NEWTON FALLS		OH	3308720931	N	2FAHP71W	[REDACTED]	1	S	19-Jun-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	2-Dec-03	129002	WEB FORM DATA - CONCERN: HEAD LAMPS AND PARK LAMPS GO OUT AFTER 3 OR 4 MINUTES ,HIGH BEAMS WILL STILL WORK. IF WE TURN OFF THE HEAD LAMP SWITCH AND TURN IT BACK ON THE LIGHTS WILL COME ON AGAIN. DIAGNOSTICS: CHECKED BULBS ,CONNECTORS, INSTALLED KNOWN GOOD HEADLAMP SWITCH AND LIGHTING CONTROL MODULE. TECH QUESTION: LOKING FOR ANY KNOWN CONCERN FOR THIS PROBLEM					

419123816	AWS	33	16-Mar-06	18-Mar-06	Z	4W7	13C788	BB	(GEM)	DON ELECTO NIC MODULE	LAFRE NZ FORD	MASON CITY	IA	6414248550	2FAHP71W83	[REDACTED]	1	S	17-Jun-03	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	1-Jul-03	100609	CUSTOMER STATES HEADLAMPS SHUT OFF WHEN GOING DOWN ROAD	BCE TEST, BCE PINPOINT TEST, REPLACED LIGHTING CONTROL MODULE. RETEST AND ROAD TEST OK	Pol ice Int er A er A Po lic e Int er A ce	
446726687	AWS	56	17-May-07	21-May-07	Z	4W7	13C788	BB	(GEM)	ELECTO NIC MODULE	FORD LINCO MOUNT	PLEASANT	TX	9035723486	2FAHP71W9	[REDACTED]	1	S	19-Sep-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	17-Oct-02	85680	CUSTOMER STATES HEADLIGHTS AND TAIL LIGHTS GO OUT WHILE DRIVING	DAIGED PINPOINT TEST HEAD LAMPS INOP AT TIMES REPLACED LIGHTING CONTROL MODULE RETEST ALL OK WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLIGHTS CUT OFF WHILE DRIVING DIAGNOSTICS ALREADY COMPLETED: SHOP MANUAL PARTS REPLACED: LCM	- PAST REPORTS TECHNICIAN QUESTION: ANY INDICATED THAT THE KNOW CONCERNS FORM QUESTION: IS THERE AN CAUSE OF THIS CONCERN HAS BEEN TEST IN THE WSM FOR THIS THE LCM. TECH STATES INTERMITENTLY THE HEADLAMP CUT OUT WHILE DRIVING. WHEN THE CONCERN IS PRESENT THE HIGH BEAMS ARE ALSO INOP, BUT THE PARKING, AND CLUSTER ILLUMINATION LIGHTING IS OK. WHEN THE CONCERN HAPPENS A CLICK CAN BE HEARD THEN CUST STATES AT TIMES WHILE DRIVING THE HEADLAMPS WILL CUT OFF. WILL NOT COME BACK ON UNLESS VEHICLE IS SHUT OFF FOR APPROX 1 HOUR. DLR HAS BEEN UNABLE TO VERIFY THE CONCERN. DLR CALLED FOR INFO.	Pol ice Int er A ce A or A Po lic e Int er ce pt A or A Po lic e Int er ce pt A or A Pol ice Int er ce pt A or A
10059947	Ford		30-Aug-07	1-Sep-07			Unknowr		Unknown	HOME R SKEL TON FORD, OLIVE INC.	BRANCH	MS		6628956700	N	2FAHP71W93X	[REDACTED]	1	S	20-Nov-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	28-Oct-03	156631	TECHNICAL QUESTION: ANY INDICATED THAT THE KNOW CONCERNS FORM QUESTION: IS THERE AN CAUSE OF THIS CONCERN HAS BEEN TEST IN THE WSM FOR THIS THE LCM. TECH STATES INTERMITENTLY THE HEADLAMP CUT OUT WHILE DRIVING. WHEN THE CONCERN IS PRESENT THE HIGH BEAMS ARE ALSO INOP, BUT THE PARKING, AND CLUSTER ILLUMINATION LIGHTING IS OK. WHEN THE CONCERN HAPPENS A CLICK CAN BE HEARD THEN CUST STATES AT TIMES WHILE DRIVING THE HEADLAMPS WILL CUT OFF. WILL NOT COME BACK ON UNLESS VEHICLE IS SHUT OFF FOR APPROX 1 HOUR. DLR HAS BEEN UNABLE TO VERIFY THE CONCERN. DLR CALLED FOR INFO.	- PAST REPORTS TECHNICIAN QUESTION: ANY INDICATED THAT THE KNOW CONCERNS FORM QUESTION: IS THERE AN CAUSE OF THIS CONCERN HAS BEEN TEST IN THE WSM FOR THIS THE LCM. TECH STATES INTERMITENTLY THE HEADLAMP CUT OUT WHILE DRIVING. WHEN THE CONCERN IS PRESENT THE HIGH BEAMS ARE ALSO INOP, BUT THE PARKING, AND CLUSTER ILLUMINATION LIGHTING IS OK. WHEN THE CONCERN HAPPENS A CLICK CAN BE HEARD THEN CUST STATES AT TIMES WHILE DRIVING THE HEADLAMPS WILL CUT OFF. WILL NOT COME BACK ON UNLESS VEHICLE IS SHUT OFF FOR APPROX 1 HOUR. DLR HAS BEEN UNABLE TO VERIFY THE CONCERN. DLR CALLED FOR INFO.	Pol ice Int er ce pt A or A Pol ice Int er ce pt A or A Pol ice Int er ce pt A or A
9317697	Ford		19-Jul-06	20-Jul-06			Unknowr		Unknown	JOE HALL FORD LINCO LN MERC URY	LEWISTON	ID		2087462391	N	2FAHP71W93X	[REDACTED]	1	S	13-Dec-02	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	16-Jan-03	63425	TECHNICAL QUESTION: ANY INDICATED THAT THE KNOW CONCERNS FORM QUESTION: IS THERE AN CAUSE OF THIS CONCERN HAS BEEN TEST IN THE WSM FOR THIS THE LCM. TECH STATES INTERMITENTLY THE HEADLAMP CUT OUT WHILE DRIVING. WHEN THE CONCERN IS PRESENT THE HIGH BEAMS ARE ALSO INOP, BUT THE PARKING, AND CLUSTER ILLUMINATION LIGHTING IS OK. WHEN THE CONCERN HAPPENS A CLICK CAN BE HEARD THEN CUST STATES AT TIMES WHILE DRIVING THE HEADLAMPS WILL CUT OFF. WILL NOT COME BACK ON UNLESS VEHICLE IS SHUT OFF FOR APPROX 1 HOUR. DLR HAS BEEN UNABLE TO VERIFY THE CONCERN. DLR CALLED FOR INFO.	- PAST REPORTS TECHNICIAN QUESTION: ANY INDICATED THAT THE KNOW CONCERNS FORM QUESTION: IS THERE AN CAUSE OF THIS CONCERN HAS BEEN TEST IN THE WSM FOR THIS THE LCM. TECH STATES INTERMITENTLY THE HEADLAMP CUT OUT WHILE DRIVING. WHEN THE CONCERN IS PRESENT THE HIGH BEAMS ARE ALSO INOP, BUT THE PARKING, AND CLUSTER ILLUMINATION LIGHTING IS OK. WHEN THE CONCERN HAPPENS A CLICK CAN BE HEARD THEN CUST STATES AT TIMES WHILE DRIVING THE HEADLAMPS WILL CUT OFF. WILL NOT COME BACK ON UNLESS VEHICLE IS SHUT OFF FOR APPROX 1 HOUR. DLR HAS BEEN UNABLE TO VERIFY THE CONCERN. DLR CALLED FOR INFO.	Pol ice Int er ce pt A or A Pol ice Int er ce pt A or A
8845390	Ford		29-Nov-05	30-Nov-05			Unknowr		Unknown	DICK WITHA M FORD	WATERLOO	IA		3192344200	N	2FAHP71W93	[REDACTED]	5	S	22-Jan-03	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	13-Feb-03	109166	TECHNICAL QUESTION: ANY INDICATED THAT THE KNOW CONCERNS FORM QUESTION: IS THERE AN CAUSE OF THIS CONCERN HAS BEEN TEST IN THE WSM FOR THIS THE LCM. TECH STATES INTERMITENTLY THE HEADLAMP CUT OUT WHILE DRIVING. WHEN THE CONCERN IS PRESENT THE HIGH BEAMS ARE ALSO INOP, BUT THE PARKING, AND CLUSTER ILLUMINATION LIGHTING IS OK. WHEN THE CONCERN HAPPENS A CLICK CAN BE HEARD THEN CUST STATES AT TIMES WHILE DRIVING THE HEADLAMPS WILL CUT OFF. WILL NOT COME BACK ON UNLESS VEHICLE IS SHUT OFF FOR APPROX 1 HOUR. DLR HAS BEEN UNABLE TO VERIFY THE CONCERN. DLR CALLED FOR INFO.	- PAST REPORTS TECHNICIAN QUESTION: ANY INDICATED THAT THE KNOW CONCERNS FORM QUESTION: IS THERE AN CAUSE OF THIS CONCERN HAS BEEN TEST IN THE WSM FOR THIS THE LCM. TECH STATES INTERMITENTLY THE HEADLAMP CUT OUT WHILE DRIVING. WHEN THE CONCERN IS PRESENT THE HIGH BEAMS ARE ALSO INOP, BUT THE PARKING, AND CLUSTER ILLUMINATION LIGHTING IS OK. WHEN THE CONCERN HAPPENS A CLICK CAN BE HEARD THEN CUST STATES AT TIMES WHILE DRIVING THE HEADLAMPS WILL CUT OFF. WILL NOT COME BACK ON UNLESS VEHICLE IS SHUT OFF FOR APPROX 1 HOUR. DLR HAS BEEN UNABLE TO VERIFY THE CONCERN. DLR CALLED FOR INFO.	Pol ice Int er ce pt A or A Pol ice Int er ce pt A or A
8786345	Ford		1-Nov-05	2-Nov-05			Unknowr		Unknown	NORT H COUN TRY FORD LINCO LN	COON RAPIDS	MN		7634271120	N	2FAHP71W	[REDACTED]	1	S	23-Jan-03	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	21-Feb-03	62167	TECHNICAL QUESTION: ANY INDICATED THAT THE KNOW CONCERNS FORM QUESTION: IS THERE AN CAUSE OF THIS CONCERN HAS BEEN TEST IN THE WSM FOR THIS THE LCM. TECH STATES INTERMITENTLY THE HEADLAMP CUT OUT WHILE DRIVING. WHEN THE CONCERN IS PRESENT THE HIGH BEAMS ARE ALSO INOP, BUT THE PARKING, AND CLUSTER ILLUMINATION LIGHTING IS OK. WHEN THE CONCERN HAPPENS A CLICK CAN BE HEARD THEN CUST STATES AT TIMES WHILE DRIVING THE HEADLAMPS WILL CUT OFF. WILL NOT COME BACK ON UNLESS VEHICLE IS SHUT OFF FOR APPROX 1 HOUR. DLR HAS BEEN UNABLE TO VERIFY THE CONCERN. DLR CALLED FOR INFO.	- PAST REPORTS TECHNICIAN QUESTION: ANY INDICATED THAT THE KNOW CONCERNS FORM QUESTION: IS THERE AN CAUSE OF THIS CONCERN HAS BEEN TEST IN THE WSM FOR THIS THE LCM. TECH STATES INTERMITENTLY THE HEADLAMP CUT OUT WHILE DRIVING. WHEN THE CONCERN IS PRESENT THE HIGH BEAMS ARE ALSO INOP, BUT THE PARKING, AND CLUSTER ILLUMINATION LIGHTING IS OK. WHEN THE CONCERN HAPPENS A CLICK CAN BE HEARD THEN CUST STATES AT TIMES WHILE DRIVING THE HEADLAMPS WILL CUT OFF. WILL NOT COME BACK ON UNLESS VEHICLE IS SHUT OFF FOR APPROX 1 HOUR. DLR HAS BEEN UNABLE TO VERIFY THE CONCERN. DLR CALLED FOR INFO.	Pol ice Int er ce pt A or D Pol ice Int er ce pt A or D
411802440	AWS	33	1-Dec-05	10-Dec-05	Z	4W7	13C788	BB	(GEM)	ELECTO NIC MODULE	PHILA A	PHILADELPHI	PA		2FAHP71W93X	[REDACTED]	1	S	19-Mar-03	2003	VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	8-Apr-03	31706	HEADLIGHTS BLINK OFF & ON SOMETIMES	SEEKING ANY KNOWNS FOR LEFT HEAD LAMP DROPPING OUT WHEN TURNING THE LEFT TURN SIGNAL ON. NO FAULTS IN THE LCM. TECH CLARIFIED BOTH HEADLAMPS GO OUT WITH LEFT TURN SIGNAL OPERATED. HEADLIGHTS REPLACED HEADLIGHT LIGHT CONTROL PROCESSOR	Pol ice Int er ce pt A or D Pol ice Int er ce pt A or D	







468832229	AWS	57	8-Apr-08	10-Apr-08	Z	13C788	BB	4W7	ELECTO NIC MODULE	PORT MOTO RS LN	MERC URY, I RIVER	ROSLYN	NY	5164846633	2FAHP74W4	[REDACTED]	1	S	10-Jan-03	2003	VICTORIA	CROWN	Unkno wn	PLANT BUILD ST.	12-Aug-03	52841	CUSTOMER STATES THE HEADLIGHTS GO OFF INTERMITTANTLY WHILE DRIVING ONLY IN AUTO CK HEADLAMP	CHECKED AND VERIFIED CONCERN THAT THE HEADLAMPS ARE GOING OFF INTERMITTANTLY.PERFORM ED PINPOINT TESTS AND FOUND THE LIGHTING	A	LX	A
443731849	AWS	49	27-Mar-07	29-Mar-07	Z	13C788	BB	4W7	ELECTO NIC MODULE	TOWN FORD,	COLUMBUS	GA	7066537420	2FAHP74W43	[REDACTED]	1	S	15-Jan-03	2003	VICTORIA	CROWN	Unkno wn	THOM AS	27-Mar-03	79245	CUSTOMER STATES THE HEADLIGHTS GO OFF INTERMITTANTLY WHILE DRIVING ONLY IN AUTO CK HEADLAMP	CHECKED AND VERIFIED CONCERN THAT THE HEADLAMPS ARE GOING OFF INTERMITTANTLY.PERFORM ED PINPOINT TESTS AND FOUND THE LIGHTING	A	LX	A	
408605313	AWS	32	13-Oct-05	25-Oct-05	Z	13C788	BB	4W7	ELECTO NIC MODULE	OL FORD SALES	MADISON	WI	6082463600	2FAHP74W43X1	[REDACTED]	2	D	19-Feb-03	2003	VICTORIA	CROWN	Unkno wn	THOM AS PLANT BUILD	1-Mar-03	41555	CUSTOMER STATES THE HEADLIGHTS GO OFF INTERMITTANTLY WHILE DRIVING ONLY IN AUTO CK HEADLAMP	CHECKED AND VERIFIED CONCERN THAT THE HEADLAMPS ARE GOING OFF INTERMITTANTLY.PERFORM ED PINPOINT TESTS AND FOUND THE LIGHTING	A	LX	A	
456334051	AWS	54	11-Oct-07	15-Oct-07	Z	13C788	BB	4W7	ELECTO NIC MODULE	ALBAN Y FORD	ALBANY	CA	5105281244	2FAHP74W43	[REDACTED]	1	S	19-Mar-03	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	1-Apr-03	32685	CUSTOMER STATES THE HEADLIGHTS GO OFF INTERMITTANTLY WHILE DRIVING ONLY IN AUTO CK HEADLAMP	CHECKED AND VERIFIED CONCERN THAT THE HEADLAMPS ARE GOING OFF INTERMITTANTLY.PERFORM ED PINPOINT TESTS AND FOUND THE LIGHTING	A	LX	B	
374617670	AWS	21	5-Nov-04	9-Nov-04	Z	13C788	BB	4W7	ELECTO NIC MODULE	N DELAN D	ORANGE CITY	FL	3867751000	2FAHP74W5	[REDACTED]	1	S	28-Oct-02	2003	VICTORIA	CROWN	Unkno wn	THOM AS PLANT BUILD	23-Feb-03	31871	CUSTOMER STATES THE HEADLIGHTS GO OFF INTERMITTANTLY WHILE DRIVING ONLY IN AUTO CK HEADLAMP	CHECKED AND VERIFIED CONCERN THAT THE HEADLAMPS ARE GOING OFF INTERMITTANTLY.PERFORM ED PINPOINT TESTS AND FOUND THE LIGHTING	A	LX	E	
10289987	GCQIS Ford		16-Jan-08	17-Jan-08		Unknown			ED MURD OCK	FORD	LAVONIA	GA	7063561933	N 2FAHP74W53	[REDACTED]	1	S	10-Jan-03	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	25-Jan-03	205125	CUSTOMER STATES THE HEADLIGHTS GO OFF INTERMITTANTLY WHILE DRIVING ONLY IN AUTO CK HEADLAMP	CHECKED AND VERIFIED CONCERN THAT THE HEADLAMPS ARE GOING OFF INTERMITTANTLY.PERFORM ED PINPOINT TESTS AND FOUND THE LIGHTING	A	LX	A	
9074967	GCQIS Ford		16-Mar-06	18-Mar-06		13C788			ELECTO NIC MODULE	DEALM AKER FORD,	WATERTOWN	NY	3157827200	N 2FAHP74W53	[REDACTED]	1	S	5-Feb-03	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	1-Sep-03	8816	CUSTOMER STATES THE HEADLIGHTS GO OFF INTERMITTANTLY WHILE DRIVING ONLY IN AUTO CK HEADLAMP	CHECKED AND VERIFIED CONCERN THAT THE HEADLAMPS ARE GOING OFF INTERMITTANTLY.PERFORM ED PINPOINT TESTS AND FOUND THE LIGHTING	A	LX	A	

453641105	AWS	60	29-Aug-07	1-Sep-07	Z	4W7	13C788	BB	MYER S ELECTO FORD NIC COMP MODULE ANY, (GEM) INC.	ELKTON	VA	5402981271	2FAHP74W63X	1	S	23-Sep-02	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	10-Oct-02	93746	CUSTOMER STATES HEADLIGHTS WILL SOMETIMES GO OFF SWITCH WAS REPLACED	VERIFIED CONCERN, TESTED HEADLIGHT SWITCH IN ALL POSITION FOUND THAT HEADLIGHT SWITCH ERRATIC, NO LOW BEAM WITH SWITCH ON, CHECK POWER AND GROUND OK TAILLITES AND BRAKE STILL WK.WONT STAY ON HIGH BEAMS.RANDOMLY HAPPENING PERFORMED ELECTRONIC DIAG ON ELECTRONIC LIGHT ER. ON DEMAND LITES PASSED. CONTINUOUS CODED B1352 STORED. PERFORMED 54196 INTERNAL MODULE FAULT HEADLAMPS INOP. SELF TEST LIGHTING CONTROL MODULE, PASS. PERFORMED PIN POINT TEST. NO PWR TO FUSES F2.24, F2.26. MONITOR PID DATA FOR LCM INPUT SWITCHES, OK. NO PWR FROM MODULE PIN 16 C2145B CIR 502. OPEN SOLID STATE RELAY IN LCM. VERIFIED CONCERN TESTED LCM WITH IDS PASSED PERFORMED DATA LOGGER TEST AND CHECK ALL WIRING AND FOUND WHEN LIGHTS FAILED LCM STILL SHOWED HEADLIGHTS ON	A	LX	A
436342529	AWS	36	22-Nov-06	25-Nov-06	Z	4W7	13C788	BB	ELECTO HINES NIC VILLE MODULE FORD (GEM) CO	HINESVILLE	GA	9123683505	2FAHP74W63X	1	S	2-Dec-02	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	2-Jan-04	52997	C/S HEADLITES WILL SHUT OFF W/BLINKER ON	WHILE DRIVING CUSTOMER STATES THAT WHEN DRIVING AT NIGHT WITH HEADLAMPS ON HEADLAMPS WILL TURN OFF CUSTOMER SAID: --SAYS VEH HAS A MAJOR PROBLEM--2000 CROWN VIC--DLR DOES NOT WANT TO HELP HIM-- HAS BEEN TO DLR FOR THIS CONCERN AND THEY COULD NOT DUPLICATE-- HEADLIGHTS GO OUT BY THEMSELVES-- WANTS VEH REPAIREDDEALER SAID: LARRY H. MILLER SUPER FORD1340 SOUTH 500 WEST SALT LAKE CITY, UT 84115TEL:(801) 578-1000CRC ADVISED: THE CUSTOMER STATES THE HEADLAMPS WILL CEASE TO WORK FOR 10 TO 15 SEC AFTER	A	LX	D
443405095	AWS	47	21-Mar-07	24-Mar-07	Z	4W7	13C788	BB	ELECTO WEST- NIC HERR MODULE FORD, (GEM) INC.	HAMBURG	NY	7166495640	2FAHP74W63X	1	S	25-Mar-03	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	19-May-03	54196	WHILE DRIVING CUSTOMER STATES THAT WHEN DRIVING AT NIGHT WITH HEADLAMPS ON HEADLAMPS WILL TURN OFF CUSTOMER SAID: --SAYS VEH HAS A MAJOR PROBLEM--2000 CROWN VIC--DLR DOES NOT WANT TO HELP HIM-- HAS BEEN TO DLR FOR THIS CONCERN AND THEY COULD NOT DUPLICATE-- HEADLIGHTS GO OUT BY THEMSELVES-- WANTS VEH REPAIREDDEALER SAID: LARRY H. MILLER SUPER FORD1340 SOUTH 500 WEST SALT LAKE CITY, UT 84115TEL:(801) 578-1000CRC ADVISED: THE CUSTOMER STATES THE HEADLAMPS WILL CEASE TO WORK FOR 10 TO 15 SEC AFTER	A	LX	A	
439193221	AWS	48	18-Jan-07	22-Jan-07	Z	4W7	13C788	BB	VENICE ELECTO LINCO NIC LN MODULE MERC (GEM) URY	VENICE	FL	9414971986	2FAHP74W83X	1	S	5-Dec-02	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	3-Mar-03	55908	WILL TURN OFF CUSTOMER SAID: --SAYS VEH HAS A MAJOR PROBLEM--2000 CROWN VIC--DLR DOES NOT WANT TO HELP HIM-- HAS BEEN TO DLR FOR THIS CONCERN AND THEY COULD NOT DUPLICATE-- HEADLIGHTS GO OUT BY THEMSELVES-- WANTS VEH REPAIREDDEALER SAID: LARRY H. MILLER SUPER FORD1340 SOUTH 500 WEST SALT LAKE CITY, UT 84115TEL:(801) 578-1000CRC ADVISED: THE CUSTOMER STATES THE HEADLAMPS WILL CEASE TO WORK FOR 10 TO 15 SEC AFTER	A	LX	A	
25780168	MORS\ CUDL		10-Apr-07	11-Apr-07					NOT LARRY PROVID H. ED BY R MILLE SOURCE FORD	SALT LAKE CITY	UT	8015781000	2FAHP74W93X	1	S	10-Jun-02	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	14-Aug-02	111000	ADVISED: THE CUSTOMER STATES THE HEADLAMPS WILL CEASE TO WORK FOR 10 TO 15 SEC AFTER	HEADLIGHTS INOP PERFORM BODY ELECTRICAL TEST PINPOINT TEST REPLACE LIGHTING CONTROL MODULE RETEST FOUND MULTI FUNCTION	A	LX	A
419638234	AWS	37	23-Mar-06	25-Mar-06	Z	4W7	13C788	BB	ELECTO JIM NIC KEIM MODULE FORD, (GEM) INC.	COLUMBUS	OH	6148883333	2FAHP74W93X	1	S	5-Nov-02	2003	CROWN VICTORIA	Unkno wn	ST. THOM AS PLANT BUILD	22-Mar-03	55095	15 SEC AFTER	FOUND MULTI FUNCTION	A	LX	E

442296357	AWS	54	28-Feb-07	3-Mar-07	Z	13C788	BB	4W7	ELECTO NIC MODULE	ZIMME RMAN FORD,	ST CHARLES	IL	6305841800	2FAHP74WX3	[REDACTED]	1	S	7-Oct-02	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	17-Oct-02	97304	CUSTOMER SATATES HEADLIGHTS GO OFF WHILE DRIVING	ORMED PPTS A1 A9.INSPECTED BOTH HEADLAMPS FOR PROPER BULB,OK.R&R HEADLAMP SWITCH TO TEST CIRCUITS AND SWITCH,OK.REPLACED	A	LX	A	
402073682	AWS	31	18-Aug-05	20-Aug-05	Z	13C788	BB	4W7	ELECTO NIC MODULE	FORD OF CONC	CONCORD	CA	9256865000	2FAHP74WX3	[REDACTED]	1	S	4-Dec-02	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	15-Jan-03	47213	CUSTOMER DASH LIGHTS GO BLANK AND ALL EXTERNAL	STATES WHEN YOU HIT A BUMP INSTRUMENT PANELS TO GAIN ACCESS TO REPLACE LIGHT CONTROL MODULE INSTALL NEW MODULE	A	LX	C	
8708982	GCQIS Ford		23-Sep-05	24-Sep-05		Unknownr	Unknownr		S & C SAN FORD	SAN FRANCISCO	CA	4158616000	N	2FDFP72923	[REDACTED]	1	S	24-Mar-03	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	17-Apr-03	228000	INTERM THE HEADLAMPS CCUT OUT, TECH HAS SWAPPED A KG LCM WITH NO CHANGE. SEEKING DIRECTION.	ADVISED TECH TO LOAD TEST POWER AND GRDS TO THE LCM USING A LOADED TEST LIGHT. ADVISED MOST ISSUE ACCORDING TO PAST REPORTS WERE CORECTLY WITH NEW A LCM. CHECK FOR PINFITS CONCERNS AT THE LCM, HEADLAMP SWITCH AND MFS. AND A ADVISED TO INSPECT CKT 502 HEADLAMP OUTPUT FROM THE LCM FOR AFTERMARKET ACC SPliced IN. LOAD TEST POWER INOUT ON PIN 6 2145B IF GOOD AND NO	A		al	A
9378703	GCQIS Ford		22-Aug-06	24-Aug-06		Unknownr	Unknownr		CREN SHAW MOTO	LOS ANGELES	CA	3232947131	N	2FDFP72973	[REDACTED]	1	S	22-May-03	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	30-Mar-04	137419	CUSTOMER STATES HEALIGHTS GO OUT AFTER DRIVING FOR A CUST STATES HEADLIGHTS WILL GO OFF ON THIER OWN AT TEST REPLACED LIGHTING CONTROL MODULE RETEST	CHECKED AND FOUND NO OUTPUT FROM HEADLIGHT MODULE. REPLACED HEADLIGHT MODULE. SPW RO # 548246, MILEAGE	A		al	A
446729009	AWS	47	17-May-07	21-May-07	Z	13C788	BB	4W7	ELECTO NIC MODULE	SUNN YVALE	SUNNYVALE	CA	4087381800	2FDFP73993X	[REDACTED]	1	S	12-Jun-03	2003	VICTORIA	CROWN	Unkno wn	ST. THOM AS PLANT BUILD	9-Jul-03	112323	CUSTOMER STATES HEADLIGHTS GO OUT AFTER DRIVING FOR A CUST STATES HEADLIGHTS WILL GO OFF ON THIER OWN AT TEST REPLACED LIGHTING CONTROL MODULE RETEST	CHECKED AND FOUND NO OUTPUT FROM HEADLIGHT MODULE. REPLACED HEADLIGHT MODULE. SPW RO # 548246, MILEAGE	A		se	A
470889552	AWS	72	12-May-08	14-May-08	Z	13C788	BB	4W7	ELECTO NIC MODULE	ROUN TREE FORD,	SHREVEPORT	LA	3187983673	2MEFM74W0	[REDACTED]	1	S	9-May-02	2003	MARQUIS	GRAND	Unkno wn	ST. THOM AS PLANT BUILD	5-Jul-02	84845	CUSTOMER STATES HEADLIGHTS WILL GO OFF ON THIER OWN AT TEST REPLACED LIGHTING CONTROL MODULE RETEST	1 BCE TEST PINPOINT TEST REPLACED LIGHTING CONTROL MODULE RETEST	A		S	A
466213303	AWS	60	28-Feb-08	3-Mar-08	Z	13C788	BB	4W7	ELECTO NIC MODULE	RS STATEN ISLAND	STATEN ISLAND	NY	7189838700	2MEFM74W0	[REDACTED]	1	S	15-Oct-02	2003	MARQUIS	GRAND	Unkno wn	ST. THOM AS PLANT	26-Dec-02	45599	CUSTOMER STATES HEADLIGHTS WILL NOT STAY ON LONGER	PERFORMED DIAG. REPLACED LCM	A		S	A



8090213	GCQIS	21-Dec-04	17-Jan-05	Unknown	Unknown	PAUL CERA ME LINC- MERC	ST LOUIS	MO	3148310200	N	2MEFM74W03X	[REDACTED]	1	S	11-Jun-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	17-Sep-03	3510	VERY INTERMITTENTLY IN AUTOLAMP MODE THE HEADLAMPS TURN OFF. NO CODES, DEALER UNABLE TO VERIFY. TECH STATES THE	A	S	B
374351939	AWS	19 2-Nov-04	4-Nov-04	Z	4W7	ELECTO NIC AIR MODULE	LINCO	ST LOUIS	MO	3147292700	2MEFM74W13X	[REDACTED]	2	D	3-Jan-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	29-Apr-03	32013	CUSTOMER SAYS HEADLAMPS, AND DASH LIGHTS, GO OUT REPLACE LIGHT CONTROL MODULE CRC ADVISED: - CRC OBC CUST - UNABLE TO REACH LEFT VM WILL CALL CUST BACK ON WED BEFORE COB 4:30PM - RESOLUTION ON FILE NOT COVERED UNDER ESP PLAN THE PART CUSTOMER SAID: CUST STATES HEADLIGHTS LOW BEAM WOULDN'T STAY ON AT NITE - HAD TO HOLD HIGH BEAMS ON TO HAVE LIGHTS- CUST STATES TOOK VEH TO THE DLRSH - PART IS NOT COVERED	A	S	A
26236327	MORS\ CUDL	29-Jan-08	30-Jan-08			NOT PROVID ED BY SOURCE	PACIFI CO FORD, PHILADELPHI A	PA	2154921700		2MEFM74W	[REDACTED]	2	D	10-Jan-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	22-Mar-03	74000	HEADLAMPS GOING OUT CUSTOMER STATES THAT HEAD LAMPS SHUT OFF BY THEMSELVES HEARS A CLICKING NOISE FROM DASH	A	S	F
457657149	AWS	52 1-Nov-07	5-Nov-07	Z	4W7	ELECTO NIC CROM MODULE LEYS	(GEM) INC	SALUDA	SC	8644452107	2MEFM74W13X	[REDACTED]	1	S	17-Mar-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	31-Jul-03	44546	HEADLAMPS GOING OUT CUSTOMER STATES THAT HEAD LAMPS SHUT OFF BY THEMSELVES HEARS A CLICKING NOISE FROM DASH	A	S	A
460795143	AWS	57 12-Dec-07	15-Dec-07	Z	4W7	ELECTO NIC LINC MODULE	MERC	JENKINTOWN	PA	2152244550	2MEFM74W13X	[REDACTED]	2	D	27-Mar-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	11-Apr-03	45257	OPEN CIRCUIT IN LIGHT CONTROL MODULE HEADLITES CUT OUT,PDS TEST,NO CODES,PP TEST A1 A9,FOUND LCM HAS OPEN CIRCUIT. REPLACE LIGHT CONTROL MODULE.	A	S	A
459370241	AWS	49 4-Dec-07	6-Dec-07	Z	4W7	ELECTO NIC ON'S MODULE GLEN BURNI	E LINC	PASADENA	MD	4107664000	2MEFM74W13	[REDACTED]	1	S	1-May-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	9-Dec-03	30200	CK HEADLAMPS CUT OUT WHILE DRIVING AND ADVISE CK FILE	A	S	A
448603470	AWS	49 8-Jun-07	12-Jun-07	Z	4W7	ELECTO NIC NBAU MODULE GH	FORD- NORT	ST CLOUD	FL	4078922141	2MEFM74W13	[REDACTED]	1	S	26-May-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	13-Jun-03	37048	OUT AFTER 10 MIN OF DRIVING CONTROL FEM REM AND WONT COME REPLACE	A	S	A
424358913	AWS	36 23-May-06	25-May-06	Z	4W7	ELECTO NIC H MODULE PARK LINCO	(GEM) LN-	SAN ANTONIO	TX	2103418841	2MEFM74W13	[REDACTED]	1	S	5-Jun-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	21-Jun-03	30355	CUST STATES HEADLAMPS SHUT OFF WHILE DRIVING, ONLY PARK LAMPS ON,	A	S	A





440882150	AWS	50	1-Feb-07	5-Feb-07	Z	13C788	BB	SAFFO RD ELECTO NIC MODULE	LINCO LN- MERC	SILVER URY	SPRING	MD	3018903900	2MEFM74W43	[REDACTED]	1	S	11-Dec-02	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT	27-Dec-02	69280	CUST STATES HEAD LIGHTS GO OUT WHEN DRIVING WILL COME BACK ON AT SOME POINT HEADLIGHTS CUT OUT A COUPLE OF TIMES,TURNED HEADLIGHT	69280 42 LCM, HEADLAMP SWITCH ESP PREM. ROAD TEST, CONFIRM HEADLAMP SWITCH OFF INTERMITTANT. RETRIVE DTC,S FROM THE LCM. DTC 1392 STORED. CHECK FOR DEFECTIVE LCM. REPLACE LCM. PERFORM LCM SELF TEST, DTC,S B1247, B2498, AND B1352 STORED. UNABLE TO	A	S	E	G
368730857	AWS	18	4-Aug-04	7-Aug-04	Z	13C788	BB	ELECTO NIC MODULE	OWEN RS INC	DEDHAM	MA	7813267000	2MEFM74W4	[REDACTED]	1	S	10-Jan-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT	18-Feb-03	30487	TEST OUT REPLACE MODULE REMOVED STEERING ASSEMBLY TO CHECK WIRES AT MULTIFUNCTION SWITCH. CHECKED WIRING TO HEADLAMPS. CHECKED 4/401 CHECK FOR	A	S	F	G		
448047182	AWS	51	30-May-07	3-Jun-07	Z	13C788	BB	ELECTO NIC MODULE	ER LINCO LN	MERC	MEMPHIS	TN	9013735700	2MEFM74W43	[REDACTED]	1	S	10-Feb-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT	7-Apr-03	49173	ADVISE CHECK FOR HEADLIGHTS GO OUT AT TIMES	A	S	A	G	
440758727	AWS	48	31-Jan-07	3-Feb-07	Z	13C788	BB	ELECTO NIC MODULE	OM LINCO	CHESAPEAKE	VA	7574241100	2MEFM74W	[REDACTED]	1	S	24-Feb-03	2003	GRAND MARQUIS	Unkno wn	THOM AS	19-Mar-03	47401	HEADLIGHT GO OUT REPLACE LIGHTING CUSTOMER SAID: - NOTICED THAT THE VEH DID NOT HAVE LIGHT DURING THE NIGHT- LAST OCT TO REPLACE A LIGHTING CONTROL- PAID 432.89 + 89.95- CUST DOES NOT UNDERSTAND WHY DID SHE HAVE TO PAYDEALER SAID: NORTH SHORE LINCOLN - MERCURYONE CROSS STREET PEABODY, MA 01960TEL: (978) 531-4280LUCY GACHIGNARDKAT RINACRC ADVISED: BEFORE WE CAN CK HEADLIGHTS WENT OUT WHILE DRIVING...SOP	A	S	A	G		
MORS\ 25570905	CUDL		6-Nov-06	7-Nov-06				NOT PROVID ED BY	NORT H SHOR E L-M	PEABODY	MA	9785314280	2MEFM74W43	[REDACTED]	1	S	5-Jun-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT	12-Sep-03	37600	BEFORE WE CAN CK HEADLIGHTS WENT OUT WHILE DRIVING...SOP	A	S	A	G		
343959753	AWS	15	30-Dec-03	1-Jan-04	Z	13C788	AH	ELECTO NIC MODULE	LINCO LN	MERC	SHEFFIELD	AL	2563830621	2MEFM74W	[REDACTED]	1	S	14-Aug-02	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT	30-Sep-02	15210	7862 HEADLITES TURN OFF WHILE DRIVING GO OUT WHILE DRIVEING	A	S	A	G	
378847588	AWS	17	14-Jan-05	19-Jan-05	Z	13C788	BB	ELECTO NIC MODULE	H COAS T	WILLOUGHBY	OH	4409510800	2MEFM74W53	[REDACTED]	1	S	18-Oct-02	2003	GRAND MARQUIS	Unkno wn	THOM AS PLANT	2-Aug-03	17848	MODULE RETEST OK	A	S	A	G		
455994497	AWS	56	5-Oct-07	9-Oct-07	Z	13C788	BB	ELECTO NIC MODULE	N FORD-	MARION	IL	6189932161	2MEFM74W53	[REDACTED]	1	S	21-Feb-03	2003	GRAND MARQUIS	Unkno wn	THOM AS	15-Mar-03	38655	38655 BCE TEST CHECK PIDS NEEDS LCM	A	S	A	G		



454917311	AWS	49	18-Sep-07	20-Sep-07	Z	13C788	BB	4W7	ELECTO NIC MODULE	MORRI STOW N FORD, INC.	MORRISTOWN	TN	4235865520	2MEFM74W63X6	1	S	14-Feb-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	12-Sep-03	80651	HEADLIGHT/S INOP CUSTOMER STATES THE HEADLIGHTS JUST WENT OUT ALL THE SUDDEN ALSO WHEN SHE HELD CUSTOMER WROTE	FOUND BAD LIGHTING MODULE AND HEADLAMP SWITCH DIGNOSED SYSTEM HOOKED UP NGS READ DTC B1472 LIGHT B+,CHECK ELECTRICAL SYSTEM FOUND BAD LIGHTING CONTROL MODULE AND HEADLAMP	A	S	F
413206513	AWS	32	26-Dec-05	31-Dec-05	Z	13C788	BB	4W7	ELECTO NIC MODULE	DICK MASH ETER FORD INC	COLUMBUS	OH	6148617150	2MEFM74W63X	1	S	17-Apr-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	27-May-03	11832	DRIVING AT NIGHT. HEADLIGHTS, WIPERS AND DEFROST ON CS THE	VERIFY CONCERN PINPOINT TEST REPLACE LIGHTING CONTROL PROCESSOR RETEST PASS	A	S	E
446120869	AWS	46	7-May-07	9-May-07	Z	13C788	BB	4W7	ELECTO NIC MODULE	SOUT H LINCO LN-	DORCHESTER	MA	6178258900	2MEFM74W63X	1	S	1-May-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	22-Jul-03	73341	INTERMITTANTLY GO ON AND OFF WHILE DRIVING.C CUSTOMER STATES HEADLIGHTS TURN OFF BY THEMSELVES	110707 CHECK FOR CODES AND REPLACE LIGHTING CONTROL MODULE RETEST SYSTEM PASS VERIFY CONCERN PERFORM IDS EEC TEST DTC B2498 PERFORM PINPOINT TEST A1 TO A9 INSTALL NEW LIGHTING CONTROL	A	S	A
465760234	AWS	54	21-Feb-08	26-Feb-08	Z	13C788	BB	4W7	ELECTO NIC MODULE	AUTO MAX FORD KILLEEN	TX	2545260511	2MEFM74W63	1	S	12-May-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	22-Sep-03	44805	HEADLIGHTS GO OUT WHILE DRIVING LAST NIGHT, OWNER HEARD CLICK IN DASH WHEN THIS	LIGHTING CONTROL MODULE L26 42 NGS TEST NO CODES MONITOR PIDS IN BAY OK MONITOR ROAD TEST TEST HEADLAMP SWITCH OK TEST MONITOR CK OUT HEADLAMPS, VERIFIED HEADLAMPS GO OUT WHEN IN AUTOLAMP MODE. PERFORMED CONT MEMORY TEST ON LCM MODULE NO CODES ON DEMAND PASS MONITORED LCM PIDS ON ROAD TEST OK, PERFORMED PINPOINT TEST FOUND LCM ISSUES, 13C788(42)L26 LIGHTING CONTROL MODULE	A	S	A	
417588215	AWS	32	1-Mar-06	2-Mar-06	Z	13C788	BB	4W7	ELECTO NIC MODULE	NORT HEAST LINCO LN MERC URY	PHILADELPHI A	PA	2153316600	2MEFM74W63X	2	D	12-Jun-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	30-Jul-03	19336	HEADLIGHTS GO OUT WHILE DRIVING LAST NIGHT, OWNER HEARD CLICK IN DASH WHEN THIS	INTERNAL OPEN REPLACE LIGHTING MODULE LAMP RUN NGS TEST,NO CODES ACT CMD. PASS PINPOINT TEST REPLACED FUNCTION SWITCH AND LIGHTING CONTROL MODULE L26 28	A	S	A
468172545	AWS	58	28-Mar-08	1-Apr-08	Z	13C788	BB	4W7	ELECTO NIC MODULE	CLINT ON FAMIL Y FORD LINCO LN ME CHAP	ROCK HILL	SC	8033663181	2MEFM74W6	1	S	12-Jun-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	7-Jul-03	49620	HEADLIGHTS GO OFF AT UNEXPECTED TIMES CUSTOMER STATES HEADLAMPS TURN OFF AND	INTERNAL OPEN REPLACE LIGHTING MODULE LAMP RUN NGS TEST,NO CODES ACT CMD. PASS PINPOINT TEST REPLACED FUNCTION SWITCH AND LIGHTING CONTROL MODULE L26 28	A	S	A
376814749	AWS	27	13-Dec-04	14-Dec-04	Z	13C788	BB	4W7	ELECTO NIC MODULE	MAN SALES A FORD PHILADELPHI	PA	2156987000	2MEFM74W7	1	S	20-Jun-02	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT	18-Oct-02	18967	FOR GOING OUT GOING DOWN ROAD BY	INTERNAL OPEN REPLACE LIGHTING MODULE LAMP RUN NGS TEST,NO CODES ACT CMD. PASS PINPOINT TEST REPLACED FUNCTION SWITCH AND LIGHTING CONTROL MODULE L26 28	A	S	E	
341640898	AWS	9	25-Nov-03	26-Nov-03	Z	13C788	AH	3W7	ELECTO NIC MODULE	BEANS FORD LINCO VALLEY	OK	4052386466	2MEFM74W73	1	S	23-Sep-02	2003	GRAND MARQUIS	Unkno wn	THOM AS PLANT	15-Mar-03	10459	OUT WHILE DRIVING HAVE TO HOLD HIGH	CONCERN, COMPLETED DIAG AND FOUND FAULTY LCM. REMOVED ADN REPLACED ALL LCM AND	A	S	A	
467556019	AWS	64	19-Mar-08	22-Mar-08	Z	13C788	BB	4W7	ELECTO NIC MODULE	FORD WEST LINCO CHESTER	PA	6106964700	2MEFM74W73X	1	S	11-Oct-02	2003	GRAND MARQUIS	Unkno wn	THOM AS PLANT	18-Dec-02	72580	CUST STS HEADLIGHTS WILL SHUT OFF WHILE DRIVING.	CONCERN, COMPLETED DIAG AND FOUND FAULTY LCM. REMOVED ADN REPLACED ALL LCM AND	A	S	A	
447972281	AWS	54	29-May-07	31-May-07	Z	13C788	BB	4W7	ELECTO NIC MODULE	O LINCO LN- MERC	FRESNO	CA	5592265175	2MEFM74W73	1	S	4-Dec-02	2003	GRAND MARQUIS	Unkno wn	THOM AS PLANT BUILD	31-Dec-02	36234	CUST STS HEADLIGHTS WILL SHUT OFF WHILE DRIVING.	CONCERN, COMPLETED DIAG AND FOUND FAULTY LCM. REMOVED ADN REPLACED ALL LCM AND	A	S	A







463477613	AWS	56	11-Jan-08	15-Jan-08	Z	4W7	13C788	BB	ELECTO SUTTO NIC N MODULE FORD, (GEM) INC. MATTESON	IL	7087208000	2MEFM74W93X	2 D	2-May-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	22-May-03	62806	HEADLAMPS STILL CUTTING OUT WHILE DRIVING WITH SWITCH IN AUTO LAMP POSITION	TEST SYSTEM;CONTACT HOTLINE;TRACE CONNECTORS PINS IN LOOM; ALL PASS. RECHECK MULTIFUNCTION SWITCH;PASS. RE CALL HOT LINE;PERFORM MODULE TEST ON LIGHTING CONTROL MODULE;UNIT FOUND NO OUT PUT FROM LIGHTING CONTROL MODULE.REPLACED LIGHTING CONTROL	A	S	A	G
442123838	AWS	48	26-Feb-07	28-Feb-07	Z	4W7	13C788	BB	ELECTO E NIC VAUG MODULE HN (GEM) MOTO HOUSTON	TX	7138694661	2MEFM74W	4	1 S	15-Oct-02	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	17-Mar-03	58447	CK.HEADLIGHTS CUT OFF WHILE DRIVING CUSTOMER SAID: LTR DATED 10/12/071 AM VERY FRUSTRATED GRAND MARQUIS OWNER.-I HAVE ENCLOSED 4 REPAIR ORDERS FOR 2 SEPARATE REPAIRS THAT I BELIEVE I SHOULD NOT HAVE BEEN CHARGED FOR.- THE RADIO REPAIR WAS BAD ENOUGH BUT WHEN MY HEADLITES WENT OUT AT NIGHT THAT WAS THE LAST STRAW.-I AM TRYING TO BE A LOYAL OWNER AND STAY COMMITTED TO	A	S	A	G
26085999	MORS\ CUDL		19-Oct-07	20-Oct-07					NOT PROVID ED BY SOURCE			2MEFM74WX3	1 S	17-Feb-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	25-Mar-03	42160		HI LANDON. THERE ARE SIMILAR HOTLINE REPORTS OF LIGHTING CONCERN: CUSTOMER STATES THAT AT NIGHT THE HEADLIGHTS WILL TURN OFF AND THEN COME BACK ON, EVEN WHEN MANUALLY TURNED ON DIAGNOSTICS: UNABLE TO DUPLICATE CUSTOMERS CONCERN TECH QUESTION: ARE THERE ANY KNOWN CONCERNS THAT WOULD CAUSE THIS? I HAVENT BEEN ABLE TO DUPLICATE THE PROBLEM	A	S	A	G
10203002	GCQIS Ford		23-Nov-07	24-Nov-07					BAYW AY LINCO LN MERC URY, INC.	TX	2819296500	N 2MEFM74W	1 S	25-Feb-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	30-Mar-03	77762		WEB FORM DATA - CONCERN: CUSTOMER STATES THAT AT NIGHT THE HEADLIGHTS WILL TURN OFF AND THEN COME BACK ON, EVEN WHEN MANUALLY TURNED ON DIAGNOSTICS: UNABLE TO DUPLICATE CUSTOMERS CONCERN TECH QUESTION: ARE THERE ANY KNOWN CONCERNS THAT WOULD CAUSE THIS? I HAVENT BEEN ABLE TO DUPLICATE THE PROBLEM	A	S	E	G

Case ID	Customer	Start Date	End Date	Status	Module	LN	Address	City	State	Zip	Phone	Vehicle	Year	Make	Model	Plant	Build Date	Build No	Notes	Comments	Resolution								
8823013	GQCIS Ford	17-Nov-05	26-Nov-05	Unknowr	Unknown	INC.	RED BANK NJ	7327416000	N	2MEFM74W	[REDACTED]	4	1	S		GRAND	11-Apr-03	2003	MARQUIS	Unkno	ST. THOMAS PLANT BUILD	30-Apr-03	194985	TECH STS THAT THE VEHICLE WAS BROUGHT IN FOR INT. LOSS OF HEADLAMPS GOING DOWN THE ROAD IN AUTO OR MANUAL SETTING. SEEKING KNOWNS. THEY CANNOT DUPLICATE CONCERN. WHEN CONCERN OCCURS ONLY THE HEAD LAMPS FAIL	ADVISED TECH HOTLINE HAS NO KNOWNS ON CONCERN. ADVISED TECH WHEN CONCERN OCCURS THEY NEED TO ESTABLISH IF LCM LOOSES THE MAIN LIGHT SWITCH INPUTOR IF GROUND IS BAD FOR SWITCH. IF THAT IS GOOD TECH NEEDS TO TRACE THE POWER CKT FROM LCM TO HEADLAMP SWITCH. ADVISED CONCERN SEEMS TO BE A LOOSE OF POWER OR GROUND	A	S	A	
464980438	AWS	58	7-Feb-08	11-Feb-08	Z	4W7	13C788 BB	(GEM)	MERC	CASTLE ROCK CO	3036883137	2MEFM74W	X	[REDACTED]	6	1	S	14-Apr-03	2003	MARQUIS	Unkno	ST. THOMAS PLANT BUILD	15-May-03	68481	HEADLIGHTS WILL QUIT AT TIMES CHECK HISTORY CUSTOMER CUSTOMER SAID: -CUST IS CALLING IN WITH A PAST CONCERN WITH HIS HEAD LIGHTS GOING OUT-THE CUST STATES WHILE DRIVING DOWN THE ROAD THE LIGHTS WOULD JUST CUT OFF-THE CUST STATES THIS WAS A VERY DANGEROUS AND YOU WOULD HAVE TO PLAY WITH THE SWITCH TO COME ON -THE CUST HAD CALLED INTO THE CENTER CUST STATES WHILE DRIVING HEADLIGHTS WILL GO OUT FOR NO REASON HAS PAID FOR	DIAG.NO CODES PIN POINT TESTS LCM DROPPING OUT REPLACED LCM & VERIFY OPERATION. AJUSTABLE PEDALS TEST DROVE OK	A	S	A
26160601	MORS\ CUDL	6-Dec-07	8-Dec-07		NOT PROVID ED BY SOURCE	ED	TUSCALOOSA AL	2055621800		2MEFM74WX3	X	[REDACTED]	2	D		GRAND	22-Apr-03	2003	MARQUIS	Unkno	ST. THOMAS PLANT BUILD	12-May-03	72785	AWA PROVIDED FOR LCM INTERMITTEN FAILURE CUST PD FOR MULTIFUNCTION AND HEADLAMP SWITCHES AND STILL HAS CONCERN. NO PROBLEMS AFTER LCM	A	S	F		
433165394	AWS	39	27-Sep-06	30-Sep-06	Z	4W7	13C788 BB	(GEM)	MERC	SARASOTA FL	9419214403	2MEFM74WX3	[REDACTED]	9	1	S	3-Jun-03	2003	MARQUIS	Unkno	ST. THOMAS PLANT BUILD	22-Jul-03	47818			A	S	A	







Customer ID	Product	Order Date	Delivery Date	Order Type	Order Code	Order Status	Order Description	Order Location	Order City	Order State	Order ZIP	Order Part	Order Qty	Order Date	Order Model	Order Status	Order Plant	Order Date	Order Qty	Order Description	Order Notes	Order Status					
26292112	MORS\ CUDL	29-Feb-08	1-Mar-08																								
444416210	AWS	55	5-Apr-07	9-Apr-07 Z	4W7	13C788	BB	(GEM)	NORT HPOINT FORD LINCOLN MERCURY	YORKVILLE	NY	3157363381	2MEFM75W23	1	S	24-Sep-02	2003	GRAND MARQUIS	Unkno	ST. THOMAS PLANT BUILD	21-Nov-02	45000	MANAGER THAT CUST STATES HEADLIGHTS GO OFF WHEN TURNING THEY WILL ALSO GO OFF WHEN SITTING AND	REINSPECT, FURTHER DIAG AND REPLACE LIGHTING CONTROL MODULE. RETESTED OK	A	LS D	
460797151	AWS	60	12-Dec-07	15-Dec-07 Z	4W7	13C788	BB	(GEM)	FORD LINCOLN MERCURY	POMPANO BEACH	FL		2MEFM75W23	1	S	15-Nov-02	2003	GRAND MARQUIS	Unkno	ST. THOMAS PLANT BUILD	4-Jan-03	79009	L26 HEADLIGHTS WILL GO OUT COMPLETELY AT TIMES CUSTOMER STATES WAS DRIVING LAST NIGHT AND AUTO LAMPS WENT OUT, CUSTOMER DID GET TO COME BACK ON, THEN THEY WOULD NOT NEED TO RECHECK CUST STATES HEADLAMPS STILL GO OFF ON THEIR OWN,CUST STATES HEADLIGHTS WENT OUT DRIVING DOWN HIGHWAY LOW BEAMS, HAD TO HOLD ON BRIGHTS TO GET	TEST,REPLACE GEM LIGHTING CONTROL MODULE,PROGRAM GEM,RETEST BCE AFTER INSPECT VEHICLE PER CUSTOEMR CONCERN UNABLE TO DUPLICATE CUSTOMER CONCERN RAN OASIS AND TSB NO CONCERNS NOTED DIAG BY SYMPTOM IDS LCM SELFT T EST 1352 UNABLE TO FUND B1352 PER LCM SHOP MAN ULA PINPOINT TEST E F 90868 TESTED AND VEIRIFIED FOUND LCM GETTING SIGNAL FROM SWITCHES AND NOT TURNING ON THE HEADLIGHTS REPLACED PCM AND RETESTED SEEMS VERIFIED CONCERN, PERFORMED BODY CHASSIS ELECTRICAL DIAG, KOER, KOEO AND KOEC TESTS PASSED, FOLLOWED PINPOINT TESTS FOR SYMPTOM, REMOVED MULTI FUNCTION SWITCH FOR ACCESS TO CIRCUIT 502 GR	A	LS A	
457394406	AWS	57	29-Oct-07	31-Oct-07 Z	4W7	13C788	BB	(GEM)	BOB GILLIN GHAM FORD INC	PARMA	OH	2163981300	2MEFM75W23	1	S	8-Jan-03	2003	GRAND MARQUIS	Unkno	ST. THOMAS PLANT BUILD	13-Mar-03	73109	WOULD NOT NEED TO RECHECK CUST STATES HEADLAMPS STILL GO OFF ON THEIR OWN,CUST STATES HEADLIGHTS WENT OUT DRIVING DOWN HIGHWAY LOW BEAMS, HAD TO HOLD ON BRIGHTS TO GET	SYMPTOM IDS LCM SELFT T EST 1352 UNABLE TO FUND B1352 PER LCM SHOP MAN ULA PINPOINT TEST E F 90868 TESTED AND VEIRIFIED FOUND LCM GETTING SIGNAL FROM SWITCHES AND NOT TURNING ON THE HEADLIGHTS REPLACED PCM AND RETESTED SEEMS VERIFIED CONCERN, PERFORMED BODY CHASSIS ELECTRICAL DIAG, KOER, KOEO AND KOEC TESTS PASSED, FOLLOWED PINPOINT TESTS FOR SYMPTOM, REMOVED MULTI FUNCTION SWITCH FOR ACCESS TO CIRCUIT 502 GR	A	LS F	
470343432	AWS	56	1-May-08	5-May-08 Z	4W7	13C788	BB	(GEM)	FORD LINCOLN MERCURY	COVINGTON	WA		2MEFM75W23	1	S	26-May-03	2003	GRAND MARQUIS	Unkno	ST. THOMAS PLANT BUILD	29-Sep-03	90865	OWN,CUST STATES HEADLIGHTS WENT OUT DRIVING DOWN HIGHWAY LOW BEAMS, HAD TO HOLD ON BRIGHTS TO GET	SYMPTOM, REMOVED MULTI FUNCTION SWITCH FOR ACCESS TO CIRCUIT 502 GR	A	LS F	
465676151	AWS	57	20-Feb-08	23-Feb-08 Z	4W7	13C788	BB	(GEM)	ELECTO NIC MODULE	DALE JARRE TT FORD	INDIAN TRAIL	NC	7042838521	2MEFM75W23	1	S	19-Jun-03	2003	GRAND MARQUIS	Unkno	ST. THOMAS PLANT BUILD	4-Jul-03	42620	BRIGHTS TO GET	ACCESS TO CIRCUIT 502 GR	A	LS A

432287276	AWS	39	13-Sep-06	16-Sep-06	Z	4W7	13C788	BB	ELECTO NIC MODULE	CENT RAL FLORI DA LINCO LN MERC UR	ORLANDO	FL	4078414550	2MEFM75W23X7	2 D	18-Jun-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	3-Jul-03	39447	AUTO HEADLIGHTS INOP; MANUAL HEADLIGHTS INOP.WORK FOR A FEW MIN, THEN CUT OUT.	VERIF CONCERN,A STATED. BCE,PPT.REMOVE HEADLAMP SWITCH,FRONT SIDE MARKER LIGHTS, AND FRON HEADLIGHT ASSEMBLIS TO ACCESS FOR PPT.CANNOT FIND CAUSE FROM PPT.CALL HOTLINE,ADVISED TO REPLACE LCM.HOTLINE CODE 6IFC8011 JIM.REMOVE SM STATES THE CUSTOMER'S CONCERN IS AFTER GETTING OUT OF THE VEHICLE THE HEADLIGHTS DON'T STAY ON LONG ENOUGH AND DROG 100700 007E THAT BCE DIAGNOSIS, PINPOINT TEST, R R LIGHTING CONTROL MODULE, RETESTED OK	ADVISED SM OF PRICIPLES OF OPERATION IN THE WSM LIGHTS WILL STAY ON FO R APROX 20 SECONDS AFTER	A	LS	A	
8180749	Ford		7-Feb-05	8-Feb-05					Unknowr	Unknown	PUNTA GORDA	FL	9416399595	N 2MEFM75W33X	1 S	16-Apr-02	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	6-Aug-02	18478	HEAD LIGHTS CUT OFF WHEN DRIVING AND DASH LIGHTS FLICKER PARTS	ON LONG ENOUGH AND BCE DIAGNOSIS, PINPOINT TEST, R R LIGHTING CONTROL MODULE, RETESTED OK	SM STATES THE CUSTOMER'S CONCERN IS AFTER GETTING OUT OF THE VEHICLE THE HEADLIGHTS DON'T STAY ON LONG ENOUGH AND DROG 100700 007E THAT BCE DIAGNOSIS, PINPOINT TEST, R R LIGHTING CONTROL MODULE, RETESTED OK	ADVISED TO VERIFY POWER AT F2.24/26 AT TIME OF CONCERN, VERIFY AT C145, C1046, G102. BACK PROBE GROUND TO BULB GROUNDS. VERIFY FLASH TO PASS OPERATION. SEE EVTM SECTION 58 FOR LCM POWER/GROUND CIRCUITS, VOLTAGE DROP TEST ALL	A	LS	A
358919566	AWS	15	19-Mar-04	23-Mar-04	Z	4W7	13C788	BB	ELECTO NIC MODULE	ROOK LINCO LN-	PASCAGOULA	MS	2287623533	2MEFM75W	1 S	29-May-02	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	17-Jan-03	16000	HEAD LIGHTS CUT OFF WHEN DRIVING AND DASH LIGHTS FLICKER PARTS	ON LONG ENOUGH AND BCE DIAGNOSIS, PINPOINT TEST, R R LIGHTING CONTROL MODULE, RETESTED OK	ADVISED TO VERIFY POWER AT F2.24/26 AT TIME OF CONCERN, VERIFY AT C145, C1046, G102. BACK PROBE GROUND TO BULB GROUNDS. VERIFY FLASH TO PASS OPERATION. SEE EVTM SECTION 58 FOR LCM POWER/GROUND CIRCUITS, VOLTAGE DROP TEST ALL	A	LS	A	
8612135	Ford		10-Aug-05	11-Aug-05					Unknowr	Unknown	DOMIN O FORD OF WADE NA	WADENA	MN	2186311470	N 2MEFM75W33X	1 S	23-Sep-02	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	26-Nov-02	32974	HEAD LIGHTS CUT OFF WHEN DRIVING AND DASH LIGHTS FLICKER PARTS	ON LONG ENOUGH AND BCE DIAGNOSIS, PINPOINT TEST, R R LIGHTING CONTROL MODULE, RETESTED OK	ADVISED TO VERIFY POWER AT F2.24/26 AT TIME OF CONCERN, VERIFY AT C145, C1046, G102. BACK PROBE GROUND TO BULB GROUNDS. VERIFY FLASH TO PASS OPERATION. SEE EVTM SECTION 58 FOR LCM POWER/GROUND CIRCUITS, VOLTAGE DROP TEST ALL	A	LS	B
9783019	Ford		30-Mar-07	31-Mar-07					Unknowr	Unknown	TALLA POOS A ALEXANDER CITY	AL	2562343432	N 2MEFM75W33X	1 S	25-Oct-02	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	9-Nov-02	121297	HEAD LIGHTS CUT OFF WHEN DRIVING AND DASH LIGHTS FLICKER PARTS	ON LONG ENOUGH AND BCE DIAGNOSIS, PINPOINT TEST, R R LIGHTING CONTROL MODULE, RETESTED OK	ADVISED TO VERIFY POWER AT F2.24/26 AT TIME OF CONCERN, VERIFY AT C145, C1046, G102. BACK PROBE GROUND TO BULB GROUNDS. VERIFY FLASH TO PASS OPERATION. SEE EVTM SECTION 58 FOR LCM POWER/GROUND CIRCUITS, VOLTAGE DROP TEST ALL	A	LS	A	
372225096	AWS	19	30-Sep-04	2-Oct-04	Z	4W7	13C788	BB	ELECTO NIC MODULE	CAM CLARK FORD LINCO LN	NORTH VANCOUVER	BC	6049802411	2MEFM75W33X6	1 S	13-Feb-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	10-Mar-03	9336	AUTO HEADLAMPS TURN OFF AND ON MORE ON OVERCAST DAYS	ON LONG ENOUGH AND BCE DIAGNOSIS, PINPOINT TEST, R R LIGHTING CONTROL MODULE, RETESTED OK	ADVISED TO VERIFY POWER AT F2.24/26 AT TIME OF CONCERN, VERIFY AT C145, C1046, G102. BACK PROBE GROUND TO BULB GROUNDS. VERIFY FLASH TO PASS OPERATION. SEE EVTM SECTION 58 FOR LCM POWER/GROUND CIRCUITS, VOLTAGE DROP TEST ALL	A	LS	B	

Vehicle ID	Make	Model	Year	Color	Body	Engine	Trans	Drive	State	City	Zip	VIN	Year	Plant	Build Date	Mileage	Problem	Resolution	Notes				
10224833	Ford		5-Dec-07	6-Dec-07	Unknown	Unknown	ST	BELFAST	ME	2073381300	N	2MEFM75W33X[REDACTED]	1 S	3-Apr-03	2003 MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	17-Nov-03	65390	WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLAMPS GO OUT AT TIMES DIAGNOSTICS ALREADY COMPLETED: VERIFIED CONCERN BOTH HEADLAMPS GO OUT AT TIMES. AT TIME OF CONCERN NEITHER HIGH OR LOW BEAMS WORK, FLASH TO PASS OK. HAS CORRECT BULBS. RAN LCM SELF TEST DURING CONCERN HAS CODE B1472 CAN'T FIND PINPOINT TEST FOR THAT CODE. PARTS REPLACED: NONE TECHNICIAN QUESTION: DIAG ASSISTANCE FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: NO CALL DATA:	PER PAST REPORTS REPLACE THE LCM IF THE CORRECT HEAD LAMP BULBS ARE INSTALLED. THE DTC CODE WAS IN THE WORKSHOP MANUAL UNDER SECTION 417- 01: EXTERIOR LIGHTING, DIAG & TESTING HEADLAMPS AND PIN POINT TEST C.	A LS A	
424003232	AWS		38 17-May-06	21-May-06	Z	4W7 13C788	BB	ELECTO NIC MODULE	FORD OF LILLIN GTON	LILLINGTON	NC	9108142243	2MEFM75W33X[REDACTED]	1 S	27-Mar-03	2003 MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	11-Apr-03	28433	CHECK HEADLIGHTS GO OFF WHILE DRIVING CUSTOMER SAID: -FIRST NOTICED ABOUT TWO MONTHS AGO- CANT DRIVE VEH AT NIGHT BECAUSE THE LIGHTS GO OFF- CANT GET THEM BACK ON- ALTERNATOR AND BATTERY HAVE BEEN REPLACED- LIGHTS ARE STILL GOING OFF- VEH IS WITH CUST-CUST SEEKING TO KNOW WHAT IS GOING ON WITH HIS VEH****AFTER RESOLUTION****- CUST STATED THAT THIS IS HIS HEADLIGHTS GOING OUT AT TIMES CLOCK GOES OUT AND RESETS TO 12:00 HEADLIGHTS,DAS HLIGHTS, AND TURN SIGNALS GOING OUT AT	REPLACE LCM	A LS A
26466549	MORS\	CUDL	29-May-08	31-May-08				NOT PROVID ED BY	FRESN O LINCO LN- MERC	FRESNO	CA	5592265175	2MEFM75W43X[REDACTED]	1 S	14-Jun-02	2003 MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	5-Jul-02	111000	THAT THIS IS HIS HEADLIGHTS GOING OUT AT TIMES CLOCK GOES OUT AND RESETS TO 12:00 HEADLIGHTS,DAS HLIGHTS, AND TURN SIGNALS GOING OUT AT	RAN SYSTEM TEST.REPLACED LIGHTING CONTROL MODULE.TEST & RETEST. RAN SYSTEM TEST.PINPOINT TEST.REPLACED LIGHTING CONTROL	A LS A
431331592	AWS		43 29-Aug-06	31-Aug-06	Z	4W7 13C788	BB	ELECTO NIC MODULE	FORD OF LILLIN GTON	GREENWOOD	SC	8642234351	2MEFM75W43X[REDACTED]	1 S	24-Sep-02	2003 MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	13-Mar-03	31942	RESETS TO 12:00 HEADLIGHTS,DAS HLIGHTS, AND TURN SIGNALS GOING OUT AT	RAN SYSTEM TEST.REPLACED LIGHTING CONTROL MODULE.TEST & RETEST. RAN SYSTEM TEST.PINPOINT TEST.REPLACED LIGHTING CONTROL	A LS A
453236758	AWS		55 23-Aug-07	27-Aug-07	Z	4W7 13C788	BB	ELECTO NIC MODULE	FORD OF LILLIN GTON	GREENWOOD	SC	8642234351	2MEFM75W43X[REDACTED]	2 R	24-Sep-02	2003 MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	13-Mar-03	40690	RESETS TO 12:00 HEADLIGHTS,DAS HLIGHTS, AND TURN SIGNALS GOING OUT AT	RAN SYSTEM TEST.REPLACED LIGHTING CONTROL	A LS A

464356872	AWS	63	25-Jan-08	29-Jan-08	Z	13C788	BB	4W7	N ELECTO NIC MODULE	DELAN D LINCO	ORANGE CITY	FL	3867751000	2MEFM75W43X	1	S	14-Nov-02	2003	GRAND	Unkno wn	ST. THOM AS PLANT	29-Nov-02	62013	S THE HEADLITES GO OFF BY THEMSELVES	BCE DIAG PWR OUT OF HL SWITCH INTO LCM NO VOLTAGE REPL RELAY RETEST	A	LS	A	
445546857	AWS	52	26-Apr-07	1-May-07	Z	13C788	BB	4W7	(GEM) ELECTO NIC MODULE	LN VAN DRISS E	GREEN BAY	WI	9204972525	2MEFM75W43	1	S	16-Jan-03	2003	GRAND	Unkno wn	THOM AS	31-Jan-03	49528	ALREADY HEADLIGHTS GO OUT WHILE DRIVING	RR LIGHTNING CONTORL MODULE WPI WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLIGHTS WENT OUT WHILE DRIVING,DASH LIGHTS STAYED ON. DIAGNOSTICS ALREADY COMPLETED: CHECKED LCM FOR CODES,NONE SELFTEST OK,CHECHED SWITHCOK PARTS REPLACED: NONE TECHNICIAN QUESTION: ANY KNOWN CONCERNS? FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS	- LOAD TEST POWERS AND GROUNDS TO LCM. - IF CONDITION CAN BE DUPLICATED, CHECK OUTPUT OF LCM AT PIN 16 AND TEST INPUTS TO LCM FROM HEADLAMP SWITCH.	A	LS	A
9943317	GCQIS Ford		25-Jun-07	26-Jun-07		Unknowr	Unknown		CROS S CREE K LINCO LN MERC URY	FAYETTEVILL E		NC	9108645240	N 2MEFM75W43X	1	S	13-Feb-03	2003	GRAND	Unkno wn	ST. THOM AS PLANT BUILD	26-Mar-03	58187		HI MARK. SCAN LIGHTING CONTROL MODULE FOR DTC'S. INSPECT FOR AFTERMARKET DEVICES POSSIBLY INDUCING CONCERN. IF DUPLICATED, REPLACE LCM AS PER OTHER SIMILAR REPORTS. FEEL FREE TO CONTACT HOTLINE IF	A	LS	A	
10396251	GCQIS Ford		10-Mar-08	11-Mar-08		Unknowr	Unknown		LES PINKH AM LINCO LN- MERC URY	ELIZABETHTO WN		KY	2707372460	N 2MEFM75W43	1	S	9-Apr-03	2003	GRAND	Unkno wn	ST. THOM AS PLANT BUILD	21-Apr-03	49703		FUNCTION SWITCH INOP REPLACE SWITCH HEADLAMPS STILL INOP TEST MODULE INOP CAME IN.CUSTOMER STATES THAT LIGHTS WERE OUT FOR SEVERAL MIN UTES,DASH LIGHTS REMAIN ON.BRIGHT LIGHTS COULD BE USED WITH THE HEADLIGHT,SIGN ALS DASH LIGHTS WORKING PROPERLY	REPLACE LCM AS PER OTHER SIMILAR REPORTS. FEEL FREE TO CONTACT HOTLINE IF	A	LS	A
436870687	AWS	44	1-Dec-06	5-Dec-06	Z	13C788	BB	4W7	(GEM) MODULE NIC LINCO	MERC HALL LINCO	MAYFIELD HEIGHTS	OH	4404491000	2MEFM75W	1	S	30-Apr-03	2003	GRAND	Unkno wn	PLANT BUILD	15-May-03	73236	CUST STATES HEAD LAMPS SHUT OFF	REPLACE SWITCH HEADLAMPS STILL INOP TEST MODULE INOP CAME IN.CUSTOMER STATES THAT LIGHTS WERE OUT FOR SEVERAL MIN UTES,DASH LIGHTS REMAIN ON.BRIGHT LIGHTS COULD BE USED WITH THE HEADLIGHT,SIGN ALS DASH LIGHTS WORKING PROPERLY	REPLACE LCM AS PER OTHER SIMILAR REPORTS. FEEL FREE TO CONTACT HOTLINE IF	A	LS	A
409123685	AWS	30	25-Oct-05	1-Nov-05	Z	13C788	BB	4W7	(GEM) MODULE NIC LINCO	INC, URY, SALIN AS	TEXARKANA	TX	9037935531	2MEFM75W43X	1	S	2-May-03	2003	GRAND	Unkno wn	ST. THOM AS PLANT BUILD	17-May-03	344630	WHEN VEHICLE CUST STATES HEADLIGHT INTERMITTENT WHILE DRIVING TURN OFF ALSO	DASH STEERING COLUM TEST HEADLIGHT CIRCUITS & FOUND SHORTED OUT MODULE & HEADLIGHT SWITCH REPLACED LIGHTING MODULE & SWITCH & RECHECK O.K	A	LS	A	
457537992	AWS	65	31-Oct-07	3-Nov-07	Z	13C788	BB	4W7	(GEM) MODULE NIC LINCO	FORD SALINAS		CA	8314444444	2MEFM75W53X61	1	S	12-Jun-02	2003	GRAND	Unkno wn	ST. THOM AS PLANT BUILD	28-Jun-02	67100	WHEN TUNRING HEADLIGHTS GO OUT AFTER DRIVING.	REPLACED THE LIGHTING CONTROL MODULE AND RE TESTED.	A	LS	A	
472829616	AWS	71	12-Jun-08	14-Jun-08	Z	13C788	BB	4W7	(GEM) MODULE NIC LINCO	DGE ETHRI LINCO	MERIDIAN	MS	6014832276	2MEFM75W53	1	S	18-Jun-02	2003	GRAND	Unkno wn	THOM AS PLANT	3-Jul-02	59160			A	LS	A	

Case No.	Customer	Start Date	End Date	Code	Category	Address	City	State	Zip	Phone	Model	Year	Brand	Plant	Build Date	Year	Problem Description	Resolution	Status	
23219767	MORS\CUDL	8-Apr-04	12-Apr-04			WHITE PLAINS S NOT PROVIDED BY SOURCE	WHITE PLAINS NY		9149462100	2MEFM75W53X	1 S	15-Aug-02	GRAND MARQUIS	Unkwn	30-Aug-02	20000	CUSTOMER SAID: --HAD A BREAK DOWN ON MARCH/5/2004 -- THE EXTERIOR LIGHTS WENT OUT .... THE HEADLIGHTS WENT OUT ... -- BECAUSE IT WAS AT NIGHT CUST DID NOT CONTINUE DRIVING --HAD THE VEH TOWED TO A MOTEL AND STAYED THE NIGHT --NEXT DAY , CUST TOOK THE VEH TO A SMITH CAIRNS LINCOLN MERCURY YONKERS, NY	ITCH,FOUND ONE CIRCUIT BURNED FROM SWITCH TO LIGHTING CONTROL MODULE,FOUND PINS IN LIGHTING CONTROL MODULE IN WRONG LOCATION,CAUSED FAILED LIGHTING CONTROL MODULE AND SWITCH,REPAIRED	A	LS A
305670805	AWS	11-Dec-02	19-Sep-03	3W7	13C788 AH	ELECTORNIC MODULE (GEM)	SOUTHGATE MI		7342858800	2MEFM75W53X	1 S	21-Oct-02	GRAND MARQUIS	Unkwn	7-Nov-02	427	CUST STATES THAT WHEN DRIVING THE HEAD LIGHTS WILL TURN OFF PLEASE CK AND ADVISE	79258 RUN SELF TEST ON LCM: NO STORED CODES FOLLOWED PINPOINT TEST: FIND HEADLIGHT SWITCH SUSPECT, REMOVED AND TEST FOR SRS CODE TEST AND REPLACE LIGHT ONTROL MODULE	A	LS A
440378931	AWS	24-Jan-07	27-Jan-07	4W7	13C788 BB	ELECTORNIC MODULE (GEM)	METHUEN MA		9786873100	2MEFM75W53X	1 S	6-Dec-02	GRAND MARQUIS	Unkwn	2-Jan-03	79258	CHECK HEADLIGHTS CUTTING OUT WHILE DRIVING(IN	79258 RUN SELF TEST ON LCM: NO STORED CODES FOLLOWED PINPOINT TEST: FIND HEADLIGHT SWITCH SUSPECT, REMOVED AND TEST FOR SRS CODE TEST AND REPLACE LIGHT ONTROL MODULE	A	LS A
343024702	AWS	15-Dec-03	18-Dec-03	3W7	13C788 AH	ELECTORNIC MODULE (GEM)	NORTHAMPTON MA		4135868922	2MEFM75W53X	1 S	9-Dec-02	GRAND MARQUIS	Unkwn	31-Dec-02	10408	BAG LIGHT IS ON HEADLIGHTS WILL GO OUT	79258 RUN SELF TEST ON LCM: NO STORED CODES FOLLOWED PINPOINT TEST: FIND HEADLIGHT SWITCH SUSPECT, REMOVED AND TEST FOR SRS CODE TEST AND REPLACE LIGHT ONTROL MODULE	A	LS A



471964748	AWS	73	29-May-08	2-Jun-08	Z	4W7	13C788	BB	ELECTO NIC MODULE	LINCO LN MERC	JACK DEMM ER	DEARBORN	MI	3132748800	2MEFM75W63X[REDACTED]	1	S	7-Jun-02	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	13-Jun-02	67167	\$86.00 CK HEADLIGHTS GO OUT BY THEMSELVES WHEN DRIVING AT NITE INTER MUST OULL BACK ON BRITE LIGHT SWITCH TO KEEP CUSTOMER STATES HEADLIGHTS GO OUT WHILE	67167 42 W VERIFIED CONCERN, BCE DIAG, PERFORMED PINPION TEST, FOUND INTERNAL FAILURE TO LIGHTING CONTRO L MODULE, REPLACED LCM, RETEST, CKS OK. 3744 VERIFY CONCERN,GEM TEST ,LCM TEST,PASSED,RUN OASIS, REPLACE LCM PER SSM#16698,UPDATED	A	LS A	
364410862	AWS	21	2-Jun-04	5-Jun-04	Z	4W7	13C788	BB	ELECTO NIC MODULE	LINCO LN MERC	JACK DEMM ER	PRINCETON	WI	9202956111	2MEFM75W63X6[REDACTED]	1	S	28-Aug-02	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	1-Oct-02	20965		ADVISD TECH TO CHECK ON 87-1 FOR MULTIPLE GROUND INPUTS FROM MAIN LIGHT SWITCH. ADVISD TECH THAT THERE SHOULD ONLY BE GROUND ON ONE WIRE AT A TIME. IF SO, LCM IS SEEING THE INPUTS WRONG. ADVISD TECH THAT THE OTHER CODE IS SEEING THAT THE PANEL DIM IS OPEN, WE CAN OHM CHECK FROM PIN 16 AT THE	A	LS A	
9527241	GCQIS Ford		9-Nov-06	11-Nov-06			Unknownr		Unknownr	PAVILI ON LINCO LN- MERC URY, INC.		AUSTIN	TX	5122587711	N 2MEFM75W63X[REDACTED]	1	S	18-Sep-02	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	16-Oct-02	6207		AFTER DRIVING FOR SEVERAL MINUTES OF DRIVING, THE HEADLIGHTS GO INOP. TECH HAS CODES ABOVE IN LCM. THE USED CAR DEPT INSTALLED A MAIN LIGHT SWITCH TO NO AVAIL. ISSUE FIXES ITSELF AND COMES BACK WITH KEY CYCLES.	WE CAN OHM CHECK FROM PIN 16 AT THE	A	LS A
399278825	AWS	29	2-Aug-05	4-Aug-05	Z	4W7	13C788	BB	ELECTO NIC MODULE	LINCO LN MERC	JACK DEMM ER	DEXTER	MO	5736247476	2MEFM75W6[REDACTED]	1	S	26-Sep-02	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	10-Mar-03	27660	HEADLAMP COME AND GO C S HEADLIGHT ARE NOT DEPENDABLE, THEY WILL COME ON AT TIMES AND CUSTOMER SAID: 1-HEADLIGHTS GO OFF - CONCERN STARTED HAPPENING ABOUT 5 MONTHS FROM 8/06/07-TOOK VEH IN TO THE DLR AN D THEY REPLACED THE DIMMER SWITCH- CONCERN IS STILL PRESENT- HAS TAKEN THE VEH IN THE DLR 3 TIMES FOR THE CONCERN-TOOK VEH TO AN INDEPENDENT MECHANIC WHO SUGGEST HE CALLS THE CRC- CUST SEEKING TECHNICAL	REPLACE LCM	A	LS A	
462781330	AWS	64	1-Jan-08	3-Jan-08	Z	4W7	13C788	BB	ELECTO NIC MODULE	LINCO LN- MERC	JACK DEMM ER	COLUMBUS	GA	7063225575	2MEFM75W63[REDACTED]	1	S	26-Sep-02	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	11-Oct-02	65281	65281 REPLACE LCM HAD TO BUMP LCM FOR LIGHTS TO COME ON		A	LS A	
25949602	MORS\ CUDL		6-Aug-07	28-Aug-07					NOT PROVID ED BY SOURCE						2MEFM75W63[REDACTED]	1	S	1-Apr-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	21-Apr-03	53967	ADVISEDEALER		A	LS A	

SSM 16698 03  
 CVIC,GMARQ-ERRATIC  
 HEADLAMPS/AUTOLAM  
 PS-REPLACE LCM.  
 RECOMMENDED  
 VERIFYING THE  
 CONCERN. THEN,  
 FOLLOW NORMAL  
 DIAGNOSIS. ADVISED  
 OF PAST REPORTS  
 WITH LCM FIXING  
 ISSUE, SHORTS IN

8818637	GCQIS	Ford	15-Nov-05	16-Nov-05	Unknown	Unknown	MARMI E FORD- LINCO LN- MERC URY GREAT BEND	KS	6207935427	N	2MEFM75W63X6	1	S	23-May-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	10-Jun-03	36526	CUSTOMER STATES HEADLIGHTS SHUT OFF WHILE DRIVING INTER WILL COME BACK ON AFTER CUSTOMER REPORTS HEADLAMPS GO OFF (EVEN ON MANUAL) HE HITS A BOX ON RIGHT CUSTOMER STATES HEADLIGHT SHUT OFF WHILE DRIVING USING AUTO HEADLAMP CONTROL MODULE	CUSTOMER ALLEGES THAT THE HEADLIGHTS WILL DROP OUT WHILE DRIVING. NO CODES PRESENT. DEALER HAS YET TO VERIFY THE CONCERN. PERFORMED VISUAL INSPECTION AND ALL FUSES AND WIRING ARE ALL OK. PERFORMED PP TEST C1 THROUGH C3 AND FOUND VEHICLE HAS BAD LIGHTING CONTROL MODULE. CHECKED FOR CODES WITH NGS (NONE FOUND)DASH CONTROL DIAG AND FOUND FAULTY MODULE REPLACED MODULE AND REPROGRAMMED TEST	A	LS A	
455342959	AWS		51	25-Sep-07	27-Sep-07	Z	ELECTO NIC MODULE (GEM)	BB	MERC URY MOTO OWEGO	NY	6076870424	2MEFM75W63X7	1	S	22-May-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	30-Jun-03	14557	ON AFTER CUSTOMER REPORTS HEADLAMPS GO OFF (EVEN ON MANUAL) HE HITS A BOX ON RIGHT CUSTOMER STATES HEADLIGHT SHUT OFF WHILE DRIVING USING AUTO HEADLAMP CONTROL MODULE	CONTROLLED LIGHTING REPLACED LIGHTING CONTROL MODULE	A	LS F
435938793	AWS		41	15-Nov-06	18-Nov-06	Z	ELECTO NIC MODULE (GEM)	BB	SENAT OR FORD SACRAMENTO	CA	9163913000	2MEFM75W63X	1	S	23-May-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	7-Jun-03	74559	REPLACED LIGHTING CONTROL MODULE	CONTROLLED LIGHTING REPLACED LIGHTING CONTROL MODULE	A	LS F
467901837	AWS		58	25-Mar-08	27-Mar-08	Z	ELECTO NIC MODULE (GEM)	BB	STAR FORD GLENDALE	CA	8189560977	2MEFM75W63X7	1	S	26-May-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	10-Jun-03	35679	REPLACED LIGHTING CONTROL MODULE	CONTROLLED LIGHTING REPLACED LIGHTING CONTROL MODULE	A	LS E
438436157	AWS		43	4-Jan-07	8-Jan-07	Z	ELECTO NIC MODULE (GEM)	BB	TTO FORD, INC. CHARLESTON	SC	8435713673	2MEFM75W63	2	D	5-Jun-03	2003	GRAND MARQUIS	Unkno wn	THOM AS PLANT	24-Jun-03	61889	AT NIGHT WHILE CUSTOMER SAID: 11:58 AM 5/19/2008= CUST WAS DRIVING DOWN THE ROAD AND THE HEAD LIGHTS WENT OUT= CUST SAYS THIS HAS BEEN HAPPENING FOR ABOUT TWO WEEKS= CUST SAYS IF HE TURNS THE VEH OFF THEY WILL COME BACK ON SOMETIMES= CUST SAYS IF HE PUSHES THE HIGH BEAM BUTTOM IT WILL WORK SOMETINES AS WELL= CUST USUALLY WORKS WITH S/M JIM= CUST HAS NOT CUSTOMER STATES WHEN DRIVING WITH HEADLAMPS ON CAN HEAR	CONTROLLED LIGHTING REPLACED LIGHTING CONTROL MODULE	A	LS A
26446066	MORS\ CUDL		19	May-08	20-May-08		NOT PROVID ED BY SOURCE	BB	JACK DEMM ER LINCO LN MERC URY, I SIMMO	MI	3132748800	2MEFM75W63	1	S	10-Jun-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	22-Jul-03	105000	WITH S/M JIM= CUST HAS NOT CUSTOMER STATES WHEN DRIVING WITH HEADLAMPS ON CAN HEAR	CONTROLLED LIGHTING REPLACED LIGHTING CONTROL MODULE	A	LS F
388473767	AWS		23	20-May-05	24-May-05	Z	ELECTO NIC MODULE (GEM)	BB	NS ROCK WELL FORD, HORNELL	NY	6073244444	2MEFM75W63X7	1	S	23-Jun-03	2003	GRAND MARQUIS	Unkno wn	THOM AS PLANT BUILD	8-Jul-03	31315	VERIFY CONCERN REPLACED LCM MODULE AND HEADLAMP SWITCH		A	LS E

314992742	AWS	7	19-Feb-03	22-Feb-03	Z	13C788	BC	1W7	ELECTO NIC MODULE	BRENT RIDGE FORD SALES	LTD.	WETASKIWIN	AB	7803526048	2MEFM75W73X	1	S	8-Apr-02	2003	MARQUIS	GRAND	Unkno wn	ST. THOM AS PLANT BUILD	31-Jul-02	4686	REPAIR HEADLIGHTS,TAIL LIGHTS AND DASH LITES QUIT WORKING SINCE CHECK CUSTOMER STATES THAT THE HEADLAMPS	CHECKED FOR NO HEADLAMPS AND PARK LITES, PINPOINTED TO FAULTY MODULE, REPLACED MODULE AND	A	LS	A
464605854	AWS	63	30-Jan-08	2-Feb-08	Z	13C788	BB	4W7	ELECTO NIC MODULE	AND PARK FORD	HIGHLAND PARK	IL	8478315880	2MEFM75W7	1	S	11-Nov-02	2003	MARQUIS	GRAND	Unkno wn	ST. THOM AS PLANT BUILD	20-Nov-02	56718	SHUT OFF WHILE MODULE FAILURE BCE TEST PERFORMED SYSTEMS TEST CODE B1342 PERFORMED PINPOINT TEST FOR CODE REPLACED LCM HAS INTERNAL FAILURE	PERFORMED SYSTEMS TEST CODE B1342 PERFORMED PINPOINT TEST FOR CODE REPLACED LCM HAS INTERNAL FAILURE	A	LS	A	
470756219	AWS	59	9-May-08	13-May-08	Z	13C788	BB	4W7	ELECTO NIC MODULE	LINCO LN MERC	PEORIA	IL	3096929880	2MEFM75W7	1	S	21-Nov-02	2003	MARQUIS	GRAND	Unkno wn	ST. THOM AS PLANT BUILD	9-Jul-03	48291	AT NIGHT TIME INTERNAL FAILURE OUT AND HEADLIGHTS ARE REPLACED LCM SPLICED NEW CONNECTOR INTO HAR TURN THE WIPE NESS FOR WIPER MOTOR AND RECHECKED OK VERIFIED CUSTOMER CONCERN. PERFORMED SELF TEST ON LIGHTING CONTRL MODULE PASS. PERFORMED PINPOIN TE3ST AND MONITERED INPUT PID DATA. CAME TO	INTERNAL FAILURE REPLACED LCM HAS INTERNAL FAILURE DIAGNOSE CONCERN REPLACED LCM SPLICED NEW CONNECTOR INTO HAR NESS FOR WIPER MOTOR AND RECHECKED OK VERIFIED CUSTOMER CONCERN. PERFORMED SELF TEST ON LIGHTING CONTRL MODULE PASS. PERFORMED PINPOIN TE3ST AND MONITERED INPUT PID DATA. CAME TO	A	LS	A	
424119809	AWS	40	18-May-06	23-May-06	Z	13C788	BB	4W7	ELECTO NIC MODULE	PARK RIDGE LINCO	PARK RIDGE	IL	8478250770	2MEFM75W73X	2	D	21-Jan-03	2003	MARQUIS	GRAND	Unkno wn	ST. THOM AS PLANT BUILD	5-Feb-03	39914	INOPERATIVE EXTERIOR CUSTOMER STATES: HEADLIGHTS WILL GO OUT CUSTOMER SAID: -HEAD LIGHTS GOING OUT- WHEN YOU DRIVE AWHILE THE HEAD LIGHTS GO OUT- HAD AT DLRSH 2 TIMES AND IT WOULD NOT DO IT THERE- FINALLY IT WAS DOING IT FOR ABOUT 6 TO 8 MONTHS AND I TOOK IT BACK AND IT DID IT- THEY SAID IT WAS A LIGHTING MODULE-ALSO THE DRIVER'S CUSTOMER STATES THAT HEADLAMPS DID NOT COME ON, EEC TEST LIGHTING CONTROL MODULE, B1342, PERFORM PINPOINT TEST A,	INOPERATIVE EXTERIOR CUSTOMER STATES: HEADLIGHTS WILL GO OUT CUSTOMER SAID: -HEAD LIGHTS GOING OUT- WHEN YOU DRIVE AWHILE THE HEAD LIGHTS GO OUT- HAD AT DLRSH 2 TIMES AND IT WOULD NOT DO IT THERE- FINALLY IT WAS DOING IT FOR ABOUT 6 TO 8 MONTHS AND I TOOK IT BACK AND IT DID IT- THEY SAID IT WAS A LIGHTING MODULE-ALSO THE DRIVER'S CUSTOMER STATES THAT HEADLAMPS DID NOT COME ON, EEC TEST LIGHTING CONTROL MODULE, B1342, PERFORM PINPOINT TEST A,	A	LS	D	
435123367	AWS	40	31-Oct-06	2-Nov-06	Z	13C788	BB	4W7	ELECTO NIC MODULE	LINCO LN MERC	SCOTTSDALE	AZ	8882641851	2MEFM75W73X	1	S	11-Jun-03	2003	MARQUIS	GRAND	Unkno wn	ST. THOM AS PLANT BUILD	31-Jul-03	33438	WILL GO OUT CUSTOMER SAID: -HEAD LIGHTS GOING OUT- WHEN YOU DRIVE AWHILE THE HEAD LIGHTS GO OUT- HAD AT DLRSH 2 TIMES AND IT WOULD NOT DO IT THERE- FINALLY IT WAS DOING IT FOR ABOUT 6 TO 8 MONTHS AND I TOOK IT BACK AND IT DID IT- THEY SAID IT WAS A LIGHTING MODULE-ALSO THE DRIVER'S CUSTOMER STATES THAT HEADLAMPS DID NOT COME ON, EEC TEST LIGHTING CONTROL MODULE, B1342, PERFORM PINPOINT TEST A,	WILL GO OUT CUSTOMER SAID: -HEAD LIGHTS GOING OUT- WHEN YOU DRIVE AWHILE THE HEAD LIGHTS GO OUT- HAD AT DLRSH 2 TIMES AND IT WOULD NOT DO IT THERE- FINALLY IT WAS DOING IT FOR ABOUT 6 TO 8 MONTHS AND I TOOK IT BACK AND IT DID IT- THEY SAID IT WAS A LIGHTING MODULE-ALSO THE DRIVER'S CUSTOMER STATES THAT HEADLAMPS DID NOT COME ON, EEC TEST LIGHTING CONTROL MODULE, B1342, PERFORM PINPOINT TEST A,	A	LS	A	
26362393	MORS\ CUDL	8	Apr-08	9-Apr-08					NOT PROVID ED BY SOURCE	LTD FORD LINCO LN MERC URY	CENTRALIA	IL	6185324733	2MEFM75W73X	2	D	12-Jun-03	2003	MARQUIS	GRAND	Unkno wn	ST. THOM AS PLANT BUILD	27-Jun-03	80000	THE DRIVER'S CUSTOMER STATES THAT HEADLAMPS CUT OFF WHILE DRIVING FLASH	43552 VERIFY THAT HEADLAMPS DID NOT COME ON, EEC TEST LIGHTING CONTROL MODULE, B1342, PERFORM PINPOINT TEST A,	A	LS	A	
467012186	AWS	66	12-Mar-08	15-Mar-08	Z	13C788	BB	4W7	ELECTO NIC MODULE	CAVAL IER FORD	CHESAPEAKE	VA	7574241111	2MEFM75W83	1	S	5-Jun-02	2003	MARQUIS	GRAND	Unkno wn	ST. THOM AS PLANT BUILD	25-Oct-02	43552	DRIVING FLASH	43552 VERIFY THAT HEADLAMPS DID NOT COME ON, EEC TEST LIGHTING CONTROL MODULE, B1342, PERFORM PINPOINT TEST A,	A	LS	A	





446886715	AWS	52	21-May-07	23-May-07	Z	4W7	13C788	BB	ELECTO LN NIC MERC MODULE URY	L & B LINCO LN MERC WEST BABYLON	NY	6316692600	2MEFM75W93	[REDACTED]	1	S	3-Jan-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	7-Mar-03	45798	LIGHTING CONCERN CUST STATES THAT HEADLAMPS AT INTERMITTENT TIMES WILL TURN OFF & GO ON	CHECK HEADLITES GO ON & OFF AT TIMES,CK SWITCH & RMOVE TRIM TO CHECK CONNECTORS OK. TEST FOR POWER TO RD/YELLOW WIRE CIRCUIT LOSS OK CK OUT POT TO HEADLITES CIRCUIT 502 GY WIRE NO WEB FORM DATA - CONCERN: HEADLIGHTS TURN OFF WHILE DRIVING, DOESNT MATTER IF THE SWITCH IS ON AUTO OR MANUEL. CUST STATES HE HEARS A CLICKING NOISE AND THE LIGHTS WILL FLICKER AND GO OUT. DIAGNOSTICS: CAN NOT DUPLICATE LONG ENOUGH TO DIAG, THEY GO OUT AND COME RIGHT BACK ON FOR	SSM 16698 03 CVIC,GMARQ-ERRATIC HEADLAMPS/AUTOLAM PS-REPLACE LCM MATTHEW THIS VEHICLE DOES HAVE STOCK HEADLAMP BULBS AND NOT AFTERMARKET? PLEASE LOOK AT SSM 16698 AND REPLACE THE LCM.	A	LS	B				
10453888	GCQIS Ford	8-Apr-08	9-Apr-08				Unknowr	Unknown	A GULLO	GREEN LINCO LN MERC URY MAZD	SPRINGFIELD	IL	2173912400	N	2MEFM75W93	[REDACTED]	1	S	21-Feb-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	20-Mar-03	72875		C S HEADLIGHTS WILL TURN OFF WHILE DRIVING ESP WARRANTY	77673 12651D2.3 D2.2 DX1.1 12651D6A.5 IDS BODY AND ELECRIAL DIAG FOUND A BAD LCM INSTALL NEW ONE AND RETET TO FIND THE			A	LS	A
462288895	AWS	55	19-Dec-07	22-Dec-07	Z	4W7	13C788	BB	ELECTO FORD- NIC MERC MODULE URY	GREEN LINCO LN MERC URY MAZD	CONROE	TX	9367565500	2MEFM75W93	[REDACTED]	1	S	28-Feb-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	3-Jul-03	77673		* ADVISE BOTH HEADLIGHTS DIED LAST NIGHT, HIGH BEAMS WILL CUSTOMER STATES THAT WAS DRIVING AT NIGHT AND LIGHTS SHUT OFF BY THEMSELVES.	PERFORM DIAG TEST REPLACE FAULTYLCM PULLED CODES NO CODES. FOLLOWED DIAG BY SYMPTOM. ALL PASSES. TEST DROVE AT NIGHT AND WAS ABLE TO GET LIGHTS TO GO OFF. PINPOINT TESTED TO A BAD LIGHTING CONTROL MODULE. WHEN 1 CHECK HEADLAMP OPERATION,CHECL ALL CONNECTIONS,PERFORM SELF TEST ON LIGHTING CONTROL MODULE,NO CODES IN SYSTEM,PERFORM PIN POINT TESTS FOR SYMPTOM,CHECK OASIS,CONTACT HOTLINE,			A	LS	A	
434300496	AWS	41	17-Oct-06	19-Oct-06	Z	4W7	13C788	BB	ELECTO AN NIC FORD MODULE SALES	GREEN LINCO LN MERC URY MAZD	FOXBORO	MA	5085433333	2MEFM75W93	[REDACTED]	1	S	15-Apr-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	9-Jun-03	61534		NIGHT, HIGH BEAMS WILL CUSTOMER STATES THAT WAS DRIVING AT NIGHT AND LIGHTS SHUT OFF BY THEMSELVES.	PERFORM DIAG TEST REPLACE FAULTYLCM PULLED CODES NO CODES. FOLLOWED DIAG BY SYMPTOM. ALL PASSES. TEST DROVE AT NIGHT AND WAS ABLE TO GET LIGHTS TO GO OFF. PINPOINT TESTED TO A BAD LIGHTING CONTROL MODULE. WHEN 1 CHECK HEADLAMP OPERATION,CHECL ALL CONNECTIONS,PERFORM SELF TEST ON LIGHTING CONTROL MODULE,NO CODES IN SYSTEM,PERFORM PIN POINT TESTS FOR SYMPTOM,CHECK OASIS,CONTACT HOTLINE,			A	LS	F	
469514635	AWS	60	18-Apr-08	22-Apr-08	Z	4W7	13C788	BB	ELECTO NIS NIC FORD MODULE COMP	MEGIN NIS FORD COMP	LINCOLN	NE	4024640661	2MEFM75W93	[REDACTED]	1	S	29-Apr-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	14-May-03	70604		PULLED OVER TO CUSTOMER STATES HEADLAMPS AND DASH LAMPS GO OFF WHEN DRIVING HEADLAMPS IN OP NOW	TEST DROVE AT NIGHT AND WAS ABLE TO GET LIGHTS TO GO OFF. PINPOINT TESTED TO A BAD LIGHTING CONTROL MODULE. WHEN 1 CHECK HEADLAMP OPERATION,CHECL ALL CONNECTIONS,PERFORM SELF TEST ON LIGHTING CONTROL MODULE,NO CODES IN SYSTEM,PERFORM PIN POINT TESTS FOR SYMPTOM,CHECK OASIS,CONTACT HOTLINE,			A	LS	E	
453537446	AWS	50	28-Aug-07	30-Aug-07	Z	4W7	13C788	BB	ELECTO LN- NIC MERC MODULE URY	TERRY S LINCO LN- MERC URY	ORLAND PARK	IL	7083493400	2MEFM75W93	[REDACTED]	2	D	10-Jun-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	29-Jul-03	27664		OP NOW	EEC TEST PINPOINT TEST BCE TEST B2498 REPL LCM MODULE LEFT LIGHTS ON FOR SHRS OK CHECK OPER TEST SYSTEM IDS ON LCM WOULD NOT TEST OUT REPLACE MULTI FUNCTION SWITCH REPLACED CONTROL			A	LS	A	
465428687	AWS	57	15-Feb-08	19-Feb-08	Z	4W7	13C788	BB	ELECTO BLEAK NIC LEY MODULE FORD	BLEAK LEY FORD LITHIA SPRINGS	GA	7709419000	2MEFM75W93	[REDACTED]	1	S	17-Jun-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	2-Jul-03	64404		CUST STATES HEADLIGHTS WENT OUT CUSTOMER STATES THE HEADLAMPS WILL SHUT OFF WHILE DRIVING.	EEC TEST PINPOINT TEST BCE TEST B2498 REPL LCM MODULE LEFT LIGHTS ON FOR SHRS OK CHECK OPER TEST SYSTEM IDS ON LCM WOULD NOT TEST OUT REPLACE MULTI FUNCTION SWITCH REPLACED CONTROL			A	LS	A		
464527092	AWS	68	29-Jan-08	31-Jan-08	Z	4W7	13C788	BB	ELECTO ODY NIC FORD- MODULE MERC	CARM ODY FORD- MERC GREENWICH	NY	5186922246	2MEFM75WX3	[REDACTED]	7	S	24-Apr-02	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	17-Jul-02	53702		WHILE DRIVING.	EEC TEST PINPOINT TEST BCE TEST B2498 REPL LCM MODULE LEFT LIGHTS ON FOR SHRS OK CHECK OPER TEST SYSTEM IDS ON LCM WOULD NOT TEST OUT REPLACE MULTI FUNCTION SWITCH REPLACED CONTROL			A	LS	F		



464171988	AWS	57	23-Jan-08	26-Jan-08	Z	4W7	13C788	BB	ELECTO NIC MODULE	DELRA Y LINCO LN- MERC DELRAY URY, BEACH	FL	5614541800	2MEFM75W	X	6	2 D	8-Jan-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	30-Apr-03	55427	ESP 100.00 DED HEADLIGHTS GO OFF WHEN DRIVING ADVISE HEADLIGHTS GO OFF WHEN TURN SIGNAL ARE TURNED ON MARKER LIGHTS STAYED ON	AT TIMES HEADLIGHTS GO OFF.B,C,E TEST.PINPOINT TEST.FOUND LIGHTING CONTROL MODULE INOP AT TIMES FOR HEADLIGHTS.REPLACE 1 CK OUT, NO DTCS.CK LIGHT SWITCH AND WIRING.BYPASS LIGHTING CONTROL MODULE, LIGHTS STAY ON.REPLACED LIGHTING CONTROL VERIFIED CONCERN. TESTED SYS. NEEDS PROCESSOR. REPLACED PROCESSOR. OK. NO CODES. WAS INFORMED BY	A	LS	A	
466449499	AWS	62	3-Mar-08	6-Mar-08	Z	4W7	13C788	BB	ELECTO NIC MODULE	FORD OF DECAT UR DECATUR NORT	IN	2607248526	2MEFM75W	X	8	1 S	15-Jan-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	5-Feb-03	53484	STAYED ON	REPORTS FOR THE LCM RESOLVING THIS SYMPTOM. INSPECT FOR POOR PINFITS AT THE MFS AND LCM AND IF ALL GOOD REPLACE THE LCM. REPORT #: 7KTAJ072 REPLACE ELECTONIC MODULE (GEM) TECH COMMENTS: REPLACED LCM VEHICLE HAS NOT RETURNED REPORT #: 7F3BQ005 REPLACE ELECTONIC MODULE (GEM) TECH COMMENTS: LCM FAULTY.REPLACED.CO NCERN RESOLVED REPORT #: 7EWA9006 REPLACE ELECTONIC MODULE (GEM) TECH COMMENTS: R&AMP;R LCM CHECK HEADLAMP OP. O.K. REPORT #: 7DMCI002 REPAIR ELECTONIC MODULE (GEM) TECH COMMENTS: LIGHTING CONTROL MODULE	A	LS	D	
469350600	AWS	62	16-Apr-08	19-Apr-08	Z	4W7	13C788	BB	ELECTO NIC MODULE	HPOIN T FORD LINCO BASTROP	LA	3182815672	2MEFM75W	X	3	2 D	10-Feb-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	22-Mar-03	74916	CUST STATE HEAD CUT OFF AT NIGHT	REPLACED LCM RETURNED REPORT #: 7F3BQ005 REPLACE ELECTONIC MODULE (GEM) TECH COMMENTS: LCM FAULTY.REPLACED.CO NCERN RESOLVED REPORT #: 7EWA9006 REPLACE ELECTONIC MODULE (GEM) TECH COMMENTS: R&AMP;R LCM CHECK HEADLAMP OP. O.K. REPORT #: 7DMCI002 REPAIR ELECTONIC MODULE (GEM) TECH COMMENTS: LIGHTING CONTROL MODULE	A	LS	A	
10509732	GCQIS Ford		6-May-08	7-May-08			Unknownr	Unknownr	LIBER TYVILL E L-M SALES	INC	LIBERTYVILLE	IL	8473671700	N	2MEFM75W	X3	1 S	27-Mar-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	11-Apr-03	82968	L26 HEAD LIGHTS WILL GO OUT WHILE DRIVING, AUTO OR MANUAL,	WEB FORM DATA - CONCERN: LIGHTS GO OFF WHILE DRIVING HAPPEND TWICE IN A WEEK DIAGNOSTICS: IDS NO CODES UNABLE TO VERIFY TECH QUESTION: IS THERE ANY KNOWN CONCERNS FOR THIS PROBLEM 57535 1.5 CHECKED WIRES, SWITCH, MULTIFUNCTION SWITCH AND LIGHTING CONTROL MODULE, LCM BAD. RR LCM RETEST	A	LS	A
465838751	AWS	60	22-Feb-08	26-Feb-08	Z	4W7	13C788	BB	ELECTO NIC MODULE	RODE O FORD PLANO	TX	9729853600	2MEFM75W	X	3	1 S	27-Mar-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	12-Apr-03	57535	OR MANUAL,		A	LS	A	



463146845	AWS	68	8-Jan-08	10-Jan-08	Z	4W7	13C788	BB	MADD EN ELECTO LINCO NIC LN MODULE MERC (GEM) URY	TUSCALOOSA	AL	2055621800	2MEHM75V23X [REDACTED]	1	S	31-May-02	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	14-Jun-02	28163	CUST STATES HEADLIGHTS WENT OUT WHILE DRIVING DOWN THE ROAD HE HAD TO TURN HEADLIGHTS TURN OFF WHILE DRIVIVG AT NIGHT (AUTO OR REGULAR)CUSTO MER CAN HEAR A CUST STATES THAT WHITH HEADLIGHTS OFF, WILL COME ON, AND WIL L SHUT OFF WHILE DRIVING, THEN WILL TURN ON,	SCAN NO CODES PERFORMED DIAG FOUND FAULTY LIGHTING CONTROL MODULE REPLACED MODULE RETESTED OK 41524 VERIFIED CONCERN FOUND HEADLIGHTS TURN OFF WHILE DRIVING SELFTEST LCM WITH IDS CODE B1342 PRESENT PERFORMED PINPOINT TEST 213 565 632 CHECK HEADLIGHT OPERATION, CONNECT WDS, SELF TEST LIGHTING CONTROL MODULE, NO CODES, CHECK LIGHTS OPERATION, ROAD TEST AND CHECK, LIGHTS NOT SHUTTING OFF WHEN TECH STATES CUSTOMERS CONCERN OF ALL LIGHTING GOES OUT WHILE DRIVING. TECH HAS NOT CONFIRMED, CUSTOMER STATES THE FLASH TO PASS DID NOT WORK EITHER. DEALER HAS REPLACED THE LCM PREVIOUSLY TO NO AVAIL. THE DEALER TECH WHO INSTALLED THE LCM VERIFIED THE CONCERN ONE TIME ONLY. UNABLE TO VERIFY CONCERN AT THIS TIME. SEVERAL OTHER COMPONENTS INOPERATIVE AT THE TIME OF THE CONCERN NOT LIMITED TO THE CLOCK AND DASH ILLUMINATION. CONSULTED WITH CUSTOMER. CONCERN NO CODES, NO BELTMINDER, NO REAR DEFROSTER, NO OR MISSING ILLUMINATION FROM THE CLUSTER. REPLACED 2 BULBS AND IDS DIAG, PINPOINT TEST, PID MONITOR, CIRCUIT TEST, REPLACED LCM, RETEST.	A	LS	F
429952032	AWS	49	21-Aug-06	23-Aug-06	Z	4W7	13C788	BB	ELECTO E NIC LINCO MODULE LN (GEM) MERC	BAKERSFIELD	CA	6618376400	2MEHM75V23X6 [REDACTED]	1	S	11-Jun-02	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	6-Aug-02	41524	HE HAD TO TURN HEADLIGHTS TURN OFF WHILE DRIVIVG AT NIGHT (AUTO OR REGULAR)CUSTO MER CAN HEAR A CUST STATES THAT WHITH HEADLIGHTS OFF, WILL COME ON, AND WIL L SHUT OFF WHILE DRIVING, THEN WILL TURN ON,	SCAN NO CODES PERFORMED DIAG FOUND FAULTY LIGHTING CONTROL MODULE REPLACED MODULE RETESTED OK 41524 VERIFIED CONCERN FOUND HEADLIGHTS TURN OFF WHILE DRIVING SELFTEST LCM WITH IDS CODE B1342 PRESENT PERFORMED PINPOINT TEST 213 565 632 CHECK HEADLIGHT OPERATION, CONNECT WDS, SELF TEST LIGHTING CONTROL MODULE, NO CODES, CHECK LIGHTS OPERATION, ROAD TEST AND CHECK, LIGHTS NOT SHUTTING OFF WHEN TECH STATES CUSTOMERS CONCERN OF ALL LIGHTING GOES OUT WHILE DRIVING. TECH HAS NOT CONFIRMED, CUSTOMER STATES THE FLASH TO PASS DID NOT WORK EITHER. DEALER HAS REPLACED THE LCM PREVIOUSLY TO NO AVAIL. THE DEALER TECH WHO INSTALLED THE LCM VERIFIED THE CONCERN ONE TIME ONLY. UNABLE TO VERIFY CONCERN AT THIS TIME. SEVERAL OTHER COMPONENTS INOPERATIVE AT THE TIME OF THE CONCERN NOT LIMITED TO THE CLOCK AND DASH ILLUMINATION. CONSULTED WITH CUSTOMER. CONCERN NO CODES, NO BELTMINDER, NO REAR DEFROSTER, NO OR MISSING ILLUMINATION FROM THE CLUSTER. REPLACED 2 BULBS AND IDS DIAG, PINPOINT TEST, PID MONITOR, CIRCUIT TEST, REPLACED LCM, RETEST.	A	LS	A
433073275	AWS	52	26-Sep-06	28-Sep-06	Z	4W7	13C788	BB	SUBU RBN FORD ELECTO OF NIC WATE MODULE RFOR (GEM) D, LL	WATERFORD	MI	2486744781	2MEHM75V23 [REDACTED]	1	S	18-Jun-02	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	12-Jul-02	63649	HE HAD TO TURN HEADLIGHTS TURN OFF WHILE DRIVIVG AT NIGHT (AUTO OR REGULAR)CUSTO MER CAN HEAR A CUST STATES THAT WHITH HEADLIGHTS OFF, WILL COME ON, AND WIL L SHUT OFF WHILE DRIVING, THEN WILL TURN ON,	SCAN NO CODES PERFORMED DIAG FOUND FAULTY LIGHTING CONTROL MODULE REPLACED MODULE RETESTED OK 41524 VERIFIED CONCERN FOUND HEADLIGHTS TURN OFF WHILE DRIVING SELFTEST LCM WITH IDS CODE B1342 PRESENT PERFORMED PINPOINT TEST 213 565 632 CHECK HEADLIGHT OPERATION, CONNECT WDS, SELF TEST LIGHTING CONTROL MODULE, NO CODES, CHECK LIGHTS OPERATION, ROAD TEST AND CHECK, LIGHTS NOT SHUTTING OFF WHEN TECH STATES CUSTOMERS CONCERN OF ALL LIGHTING GOES OUT WHILE DRIVING. TECH HAS NOT CONFIRMED, CUSTOMER STATES THE FLASH TO PASS DID NOT WORK EITHER. DEALER HAS REPLACED THE LCM PREVIOUSLY TO NO AVAIL. THE DEALER TECH WHO INSTALLED THE LCM VERIFIED THE CONCERN ONE TIME ONLY. UNABLE TO VERIFY CONCERN AT THIS TIME. SEVERAL OTHER COMPONENTS INOPERATIVE AT THE TIME OF THE CONCERN NOT LIMITED TO THE CLOCK AND DASH ILLUMINATION. CONSULTED WITH CUSTOMER. CONCERN NO CODES, NO BELTMINDER, NO REAR DEFROSTER, NO OR MISSING ILLUMINATION FROM THE CLUSTER. REPLACED 2 BULBS AND IDS DIAG, PINPOINT TEST, PID MONITOR, CIRCUIT TEST, REPLACED LCM, RETEST.	A	LS	E
8058019	GCQIS Ford		3-Dec-04	9-Dec-04			Unknowr		LADIN LINCO LN- MERC URY	THOUSAND OAKS	CA	8054952193	N 2MEHM75V23 [REDACTED]	1	S	17-Jul-02	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	6-Aug-02	29825	CUSTOMER STATES THE AUTO LAMPS ARE INOP, AND MISSING ILLUMINATION FROM THE CLUSTER. REPLACED 2 BULBS AND IDS DIAG, PINPOINT TEST, PID MONITOR, CIRCUIT TEST, REPLACED LCM, RETEST.	A	LS	A	
358627869	AWS	21	16-Mar-04	18-Mar-04	Z	3W7	13C788	AH	ELECTO NIC ABLE MODULE FORD, (GEM) INC. ROCKVILLE CENTRE	NY		5167660700	2MEHM75V33 [REDACTED]	1	S	4-Jun-02	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	27-Jun-02	15290	CUSTOMER STATES THE AUTO LAMPS ARE INOP, AND MISSING ILLUMINATION FROM THE CLUSTER. REPLACED 2 BULBS AND IDS DIAG, PINPOINT TEST, PID MONITOR, CIRCUIT TEST, REPLACED LCM, RETEST.	A	LS	A	
452367449	AWS	60	8-Aug-07	12-Aug-07	Z	4W7	13C788	BB	ELECTO OLM NIC CUNNI MODULE NGHA (GEM) M	DECATUR	GA	7709879000	2MEHM75V33X [REDACTED]	1	S	31-May-02	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	7-Sep-02	81953	CUSTOMER STATES THE AUTO LAMPS ARE INOP, AND MISSING ILLUMINATION FROM THE CLUSTER. REPLACED 2 BULBS AND IDS DIAG, PINPOINT TEST, PID MONITOR, CIRCUIT TEST, REPLACED LCM, RETEST.	A	LS	A	



466016029	AWS	55	26-Feb-08	28-Feb-08	Z	4W7	13C788	BB	FREED OM ELECTO NIC MODULE	LINCO LN MERC	CHESAPEAKE	VA	7574241100	2MEHM75V6	[REDACTED]	1	S	2-Oct-02	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	27-Aug-03	64225	INTERMIT BOTH HEADLIGHTS CUT OFF. RIGHT HEADLIGHT INOP CHECK HEAD LAMPS GO OUT AT NIGHT WHILE DRIVING DOWN THE HIGHWAY,FOG LIGHTS STAY ON WHEN LIGHTS GO OFF.YOU CUSTOMER SAID: -FOR ABOUT 2 WEEKS WHILE DRIVING ALONG AT NIGHT THE HEADLIGHTS WILL JUST GO OUT-IF CUST PULLS ON SWITCH THE HEADLIGHTS WILL GO BACK ON BUT ARE ON HIGH BEAM- INTERMITTENT CONCERN-HAS NOT BEEN TO DLRSH-STATES CANT AFFORD TO GO TO DLRSH-HAS ALREADY PURCHASED A SWITCH-SEEKING TECHNICAL RE INSPECT HEADLIGHT REPAIR CUSTOMER STATES THE HEADLIGHTS STILL SHUT OFF AFTER BEING ON ABOUT 1 MINUTE,	64225 VERIFIED PROBLEM MONITERED PIDS PINPOINT TESTED TESTED LIGHTING CONTROL MODULE REMOVED HEADLAMP ON RIGHT SIDE AND FOUND BULB BURNT OUT R R PERFORD DIAG, TURNED LIGHTS ON AND OFF SEVERAL TIMES ENDING WITH HEADLIGHTS NOT COMING ON. USED IDS TO SCAN LIGHTING SYSTEM PIDS AND DTCS. NO DTCS AND PIDS SHOWED HEADLAMPS SHOULD BE	A	LS	A
464286275	AWS	68	24-Jan-08	28-Jan-08	Z	4W7	13C788	BB	DENN Y FORD ELECTO NIC MODULE	LINCO LN- MERC	ROLLA	MO	5733641211	2MEHM75V73	[REDACTED]	1	S	11-Jun-02	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	6-Jul-02	59134	GO OFF.YOU CUSTOMER SAID: -FOR ABOUT 2 WEEKS WHILE DRIVING ALONG AT NIGHT THE HEADLIGHTS WILL JUST GO OUT-IF CUST PULLS ON SWITCH THE HEADLIGHTS WILL GO BACK ON BUT ARE ON HIGH BEAM- INTERMITTENT CONCERN-HAS NOT BEEN TO DLRSH-STATES CANT AFFORD TO GO TO DLRSH-HAS ALREADY PURCHASED A SWITCH-SEEKING TECHNICAL RE INSPECT HEADLIGHT REPAIR CUSTOMER STATES THE HEADLIGHTS STILL SHUT OFF AFTER BEING ON ABOUT 1 MINUTE,	64225 VERIFIED PROBLEM MONITERED PIDS PINPOINT TESTED TESTED LIGHTING CONTROL MODULE REMOVED HEADLAMP ON RIGHT SIDE AND FOUND BULB BURNT OUT R R PERFORD DIAG, TURNED LIGHTS ON AND OFF SEVERAL TIMES ENDING WITH HEADLIGHTS NOT COMING ON. USED IDS TO SCAN LIGHTING SYSTEM PIDS AND DTCS. NO DTCS AND PIDS SHOWED HEADLAMPS SHOULD BE	A	LS	F
26259626	MORS\ CUDL		12-Feb-08	13-Feb-08					NOT PROVID ED BY SOURCE					2MEHM75V73X6	[REDACTED]	1	S	26-Jun-02	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	8-Mar-03	68711	RE INSPECT HEADLIGHT REPAIR CUSTOMER STATES THE HEADLIGHTS STILL SHUT OFF AFTER BEING ON ABOUT 1 MINUTE,	64225 VERIFIED PROBLEM MONITERED PIDS PINPOINT TESTED TESTED LIGHTING CONTROL MODULE REMOVED HEADLAMP ON RIGHT SIDE AND FOUND BULB BURNT OUT R R PERFORD DIAG, TURNED LIGHTS ON AND OFF SEVERAL TIMES ENDING WITH HEADLIGHTS NOT COMING ON. USED IDS TO SCAN LIGHTING SYSTEM PIDS AND DTCS. NO DTCS AND PIDS SHOWED HEADLAMPS SHOULD BE	A	LS	F
443130636	AWS	38	15-Mar-07	20-Mar-07	Z	4W7	13C788	BB	TUTTLE- CLICK ELECTO NIC MODULE	FORD LINCO LN	IRVINE	CA	9494725200	2MEHM75V7	[REDACTED]	2	D	10-Apr-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	7-Feb-04	46806	ABOUT 1 MINUTE, FAILD HAVE OPEN CIRCUIT	64225 VERIFIED PROBLEM MONITERED PIDS PINPOINT TESTED TESTED LIGHTING CONTROL MODULE REMOVED HEADLAMP ON RIGHT SIDE AND FOUND BULB BURNT OUT R R PERFORD DIAG, TURNED LIGHTS ON AND OFF SEVERAL TIMES ENDING WITH HEADLIGHTS NOT COMING ON. USED IDS TO SCAN LIGHTING SYSTEM PIDS AND DTCS. NO DTCS AND PIDS SHOWED HEADLAMPS SHOULD BE	A	LS	A



GCQIS	26-Jul-07	29-Jul-07	Unknownr	Unknown	MOME NTUM LINCO LN MERC URY, INC.	MONROE	MI	7342412060 N	2MEHM75VX3	1 S	24-Jun-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	15-Jul-03	74950	WEB FORM DATA - CONCERN: HEADLIGHTS GO OUT ON THEIR OWN INTERMITTENTLY AND COME BACK ON DIAGNOSTICS: IDS, SELF-TEST, NO CODES, MONITORED PIDS NOTHING TECH QUESTION: READ THE ARTICLE ABOUT HEADLAMP BULBS AM I JUST LOOKING AT BAD HEADLAMP BULBS? LCM WAS REPLACED 3 WEEKS AGO CUZ NONE OF THE LIGHTS(INTERIOR OR EXTERIOR) WORKED I LOOKED AT THE SYMPTON CHART AND IT SAID TO REPLACE BOTH HEADLAMP BULBS...JUST WANNA BE SURE ON THIS... INTERMITTENTLY ALL THE	FREDERICK, NO KNOWN CONCERNS OF THE HEADLAMPS GOING OUT INTERMITTENTLY AFTER THE LCM WAS REPLACED. I WOULD RECOMMEND CHECKING THE POWERS AND GROUNDS TO THE LCM BEFORE CONDEMING THE LIGHT BULBS. IF YOUR TESTING LEADS YOU TO REPLACE THE HEADLIGHT BULBS, REPLACE THEM. - VERIFY THE BULBS ARE OEM. -CHECK CONNECTOR AND PIN FITS ON CONNECTOR	A	LS B				
9999062 Ford																		CUSTOMER SAID: -1. HEADLIGHTS WENT OUT 5/14/08-VEH REPAIRED ON 5/19/08 AT FLM- COST OF \$626.35- CUST SEEKING PARTIAL OR FULL REIMBURSEMENT FROM FMC FOR REPAIRSDEALER SAID: -TOWN SQUARE OF LINCOLNTON1129 E MAIN STREET LINCOLNTON, NC 28092TEL:(704) 735-8091CRC ADVISED: I HAVE REVIEWED THIS SITUATION WITH YOUR DEALERSHIP AND THEY HAVE AGREED TO REVIEW YOUR							
MORS\ 26451259 CUDL	21-May-08	22-May-08			NOT PROVID ED BY SOURCE	LINCO LN- MERC	LINCOLNTON	NC	7047358091	2MEHM75W03	1 S	13-Jan-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD ST.	31-Mar-03	33000	HEAD LIGHTS WILL GO OUT AFTER BEING ON A SHORT WHILE DIAGNOSE HEADLIGHTS TURN OFF AND ON BY THEMSELVES	CEHCK OVER,RUN PIN POINT TESTS,REPLACED MODULE ASSY,RECHECK,OK QUICK TEST P01248 PINPOINT TESTS NECESSARY TO REPLACE LIGHTING CONTROL MODULE RECHECKED OK	A	LS A			
455782762 AWS	51	2-Oct-07	4-Oct-07 Z	4W7 13C788 BB	ELECTO NIC MODULE (GEM)	FORD LINCO ELMH	FREMONT	OH	4193349751	2MEHM75W03	1 S	26-May-03	2003	GRAND MARQUIS	Unkno wn	THOM AS PLANT BUILD ST.	15-Aug-03	45837							
467469487 AWS	52	18-Mar-08	20-Mar-08 Z	4W7 13C788 BB	ELECTO NIC MODULE (GEM)	URST LINCO LN-	ELMHURST	IL	6308333300	2MEHM75W03	1 S	30-May-03	2003	GRAND MARQUIS	Unkno wn	THOM AS PLANT BUILD	27-Oct-03	55783							

GCQIS	Vehicle	Year	Month	Day	Time	Code	Color	State	City	Zip	VIN	Year	Month	Day	Time	Code	Color	State	City	Zip	Notes	DALE	Comments		
10059951	Ford	30-Aug-07	1-Sep-07	Unknown	Unknown	MERC	HOWELL	MI		5175462250	N	2MEHM75W0	1	S	11-Jun-03	2003	GRAND	ST. THOMAS	PLANT BUILD	22-Sep-03	50359		WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLIGHTS WORK INT DIAGNOSTICS ALREADY COMPLETED: VERIFIED CONCERN NO CODES PARTS REPLACED: NONE TECHNICIAN QUESTION: ANY KNOWN CONCERNS FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: YES FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: YES CALL DATA: TECH STATES THAT THE HEADLIGHTS WILL WORK INTERMITTENTLY. HE HAS	A	LS B
450399230	AWS	50	2-Jul-07	4-Jul-07	Z	13C788	BB	MD		3018903900		2MEHM75W13	8	S	28-Mar-03	2003	GRAND	ST. THOMAS	PLANT BUILD	23-May-03	60530		HEAD LIGHTS CUT OFF WHEN ON EITHER POSITION AND WILL ONLY COME ON IF HOLD. STATES WHILE DRIVING ALONG HEADLIGHTS SHUT OFF IN AUTO POSITION, WHEN THIS CUSTOMER STATES THE HEADLIGHTS GO OUT WHILE RUNNING ADVISE WILL SHUT OFF, WONT STAY ON UNLESS HOLDING TURN	A	LS F
432543684	AWS	52	18-Sep-06	20-Sep-06	Z	13C788	BB	NJ		8562344900		2MEHM75W	7	S	8-May-02	2003	GRAND	ST. THOMAS	PLANT BUILD	13-Jun-02	70987		70987 PERFORM PINPOINT TEST CK OASIS R R NEW LCM RETEST FOR PROPER OPERATION 53429 DIAG USING PDS FOUND NO CODES PERFORM PINPOINT TESTS FOUND NO POWER ON CIRCUIT 502 TRACE CIRCUIT CONTROL MODULE HAD AN OPEN CIRCUIT. REPLACE AND PROGRAM LCM MODULE. RETEST. OK.	A	LS A
431232467	AWS	42	28-Aug-06	30-Aug-06	Z	13C788	BB	OH		5137322124		2MEHM75W2	2	S	6-Dec-02	2003	GRAND	ST. THOMAS	PLANT BUILD	1-Apr-03	53425		PERFORM PINPOINT TESTS FOUND NO POWER ON CIRCUIT 502 TRACE CIRCUIT CONTROL MODULE HAD AN OPEN CIRCUIT. REPLACE AND PROGRAM LCM MODULE. RETEST. OK.	A	LS A
405337852	AWS	26	20-Sep-05	22-Sep-05	Z	13C788	BB	TN		7317849311		2MEHM75W2	5	S	18-Mar-03	2003	GRAND	ST. THOMAS	PLANT BUILD	26-Jul-03	38767		HI JERRY. IF DUPLICATED, NOTE IF PARKING LIGHTS ALSO TURN OFF. ENSURE CONCERN IS NOT INDUCED BY AFTERMARKET DEVICES. NOTE ALSO IF IT IS ONLY OCCURRING IN AUTOLAMP MODE. THERE IS A SOMEWHAT SIMILAR HOTLINE REPORT OF LIGHTING CONTROL MODULE CONCERN. POSSIBLE LCM. FEEL FREE TO CONTACT HOTLINE IF	A	LS F
10372763	Ford	27-Feb-08	28-Feb-08	Unknown	Unknown	U	LUGOFF	SC		8034386124	N	2MEHM75W23X6	1	S	7-Apr-03	2003	GRAND	ST. THOMAS	PLANT BUILD	6-May-03	112966		WEB FORM DATA - CONCERN: HEADLIGHTS GO OUT WHILE DRIVING INTERMITTENT PROBLEM DIAGNOSTICS: LCM PASS TECH QUESTION: COULD YOU PLEASE CHECK FOR ANY KNOWN.	A	LS B
456570561	AWS	54	16-Oct-07	18-Oct-07	Z	13C788	BB	OH		3302253700		2MEHM75W23	1	D	1-May-03	2003	GRAND	ST. THOMAS	PLANT BUILD	21-May-03	60018		CUSTOMER STATES LIGHTS KEEP GOING OFF AT TIMES HEADLIGHTS PERFORMED BCE TEST RAN PINPOINTS REPLACED SWITCH AND LIGHTING CONTROL MODULE AND RETEST	A	LS B

10329328	GQCIS Ford	5-Feb-08	6-Feb-08	Unknowr	Unknown	CLINTONVILLE WI	7158233154 N	2MEHM75W23X	1 S	2-Jun-03	2003	GRAND MARQUIS	Unkno wn	ST. THOMAS PLANT BUILD	9-Aug-03	119259	WEB FORM DATA - CONCERN: CUSTOMER STATES THAT THE HEADLIGHTS, PARK LAMPS, AND INSTRUMENT PANEL ILLUMINATION WILL INTERMITTENTLY GO OFF BY THEMSELVES. DIAGNOSTICS: LCM SELF TEST, NO DTCS. VISUAL CUSTOMER STATES WHEN THE WIPERS ARE TURNED ON, THE HEADLIGHTS WILL SHUT OFF WHEN THE WIPERS ARE IN INTERVAL MODE, RESTING. STATES THE HEADLIGHTS SHUT OFF WHEN THE WIPERS ARE IN LOW OR HIGH SPEED WHEN THE WIPERS ARE DOWN. STATES THIS IS ONLY PRESENT WHEN THE HEADLAMP SWITCH IS IN AUTO OR OFF POSITION. WHEN THE HEADLAMP SWITCH IS IN THE ON POSITION, STATES THE DASH ILLUMINATION IS CYCLING, HEADLAMPS STAY ON. SERVICE MANAGER STS SAME CONCERN. SM STS THAT IN THE AUTOLAMP SETTING , WIPERS ON, THE HEADLAMPS WILL FLICKER ON AND OFF EVERY 2-SECONDS. S M STS THAT THE LCM WAS REPLACED WITH A "AH" SUFFIX TO NO LIGHTING CONTROL MODULE INOP AT TIMES VERIFY CONCERN TEST SYSTEM NO CODESPERFORM PINPOINT	- ROYCE, VERIFY NO WIRING, CONNECTOR/PIN FIT ISSUES AT THE LCM. - LOAD TEST POWER AND GROUND CKTS TO THE LCM. - IF GOOD, REPLACE THE LCM AND RETEST. - IF NECESSARY CONTACT A	LS B	
7232768	GQCIS Ford	5-Dec-03	18-Dec-03	Unknowr	Unknown	HUNTFORD, LA PLATA MD	3018703025 N	2MEHM75W33X	1 S	23-Aug-02	2003	GRAND MARQUIS	Unkno wn	ST. THOMAS PLANT BUILD	26-Sep-02	18000	HEADLITE AFTER THEY ARE ON FOR ABOUT 30 MINUTES ON AUTOMATIC OR	LIGHTING CONTROL MODULE INOP AT TIMES VERIFY CONCERN TEST SYSTEM NO CODESPERFORM PINPOINT	A	LS D
436521888	AWS	44 27-Nov-06	29-Nov-06 Z	13C788 BB	4W7	ELECTONIC MODULE (GEM) LINCOLN MERC ROCKFORD IL	8159628891	2MEHM75W3	1 S	15-Nov-02	2003	GRAND MARQUIS	Unkno wn	ST. THOMAS PLANT BUILD	14-Apr-03	63112	AUTOMATIC OR		A	LS A



GCQIS	10245402	Ford	18-Dec-07	20-Dec-07	Unknowr	Unknown	DAN NIGRI LINCOLN MERC DEAN BROTHERS ELECTONIC MODULE (GEM)	ST CHARLES IL	6305846200	N	2MEHM75W4	[REDACTED]	1	S	3-Jun-03	2003	GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	14-Jun-03	107125	DESCRIPTION OF VEHICLE CONCERN: GOING DOWN THE ROAD HEADLIGHTS GOE OFF. WAIT A COUPLE MINUTES AND THEY GO BACK ON. USUALLY HAPPENS WHEN COLD DIAGNOSTICS ALREADY COMPLETED: IDS TESTING NO CODES CANT DUPLICATE CONCERN PARTS REPLACED: NONE	ROB, THERE ARE PAST REPORTS IN OUR DATABASE THAT INDICATE THE SAME CONDITION RESOLVED BY REPLACEMENT OF THE LCM. VERIFY CIRCUITS 502 AND 13 ARE NOT SHORTED TO GROUND INTERMITTENTLY.	A	LS	E			
GCQIS	337994717	AWS	10	1-Oct-03	4-Oct-03	Z	3W7 13C788 BA (GEM)	ELECTONIC MODULE (GEM)	URY, LINCOLN	NE	4024775202	1	2MEHM75W5	[REDACTED]	3	R	21-Oct-02	2003	GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	25-Nov-02	12796	CUSTOMER STATES THAT THE HEADLIGHTS GO OFF BY THEMSELVES WHILE DRIVING AT NIGHT WITH THE LIGHTING CONTROL	AND COULD NOT VERIFY CAME EARLY AND TEST DROVE IN LOT AND VERIFIED DASH LIGHTS FLICKERING BUT NOT HEADLIGHTS REPLACED THE LIGHTING CONTROL	A	LS	A	
GCQIS	10298916	Ford	21-Jan-08	22-Jan-08	Unknowr	Unknown	JACK SAFRO OCONOMOW ROBINSON ELECTONIC MODULE (GEM)	FORD OC	WI	2625675574	N	2MEHM75W53X6	[REDACTED]	1	S	21-Nov-02	2003	GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	31-Jan-03	119943	DESCRIPTION OF VEHICLE CONCERN: HEADLAMPS GO OUT INTERMITTENTLY HAS TO HOLD COMBO SO HIGH BEAMS WORK DIAGNOSTICS ALREADY COMPLETED: SELF TEST WITH IDS DATA LOGGER ALL OK PARTS REPLACED: NONE TECHNICIAN QUESTION: HELP FORM QUESTION: WERE YOU ABLE TO VERIFY THE CONCERN? ANSWER: NO FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: NO CALL DATA: THE CUSTOMER IS COMPLAINING THAT THE HEADLAMPS CUT OUT AT TIMES AND THAT THEY HAD TO HOLD THE FLASH TO PASS LIGHTS ON TO GET HOME. -I HAVE NOT BEEN ABLE TO VERIFY THE CONCERN AND THERE ARE NO DTC'S PRESENT IN ANY NGS TEST, NO DTCS, R&I HEADLAMP SWITCH AND MULTIFUNCTION SWITCH TO TEST, FAULT IN LCM. REPLACE LIGHT CONTROL MODULE	IF WHEN THE CONCERN WAS PRESENT IF THEY TRIED TO TURN ON THE HIGH BEAMS, AND IF THEY TRIED PUTTING THE HEADLAMP SWITCH INTO THE MANUAL HEADLAMP ON POSITION. -IF THE CUSTOMER DID PUT THE HEADLAMP SWITCH INTO THE MANUAL ON MODE, AND DID TRY TO SWITCH THEM INTO THE HIGH BEAM MODE BUT THE LIGHTS WOULD STILL NOT -COME ON, THEN THERE WAS LIKELY NO POWER PRESENT ON CIRCUIT 502 AT THE SWITCH C202C PIN 9, POSSIBLY DUE TO A CIRCUIT FAULT WITH POWER/GROUND FAULT, OR EV EN AN	A	LS	B		
GCQIS	418758569	AWS	36	10-Mar-06	14-Mar-06	Z	4W7 13C788 BB (GEM)	ELECTONIC MODULE (GEM)	BROTHERS LINCOLN MOBILE	AL	2514768174	2	2MEHM75W	[REDACTED]	1	S	7-Apr-03	2003	GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	22-Apr-03	42972	AUTOMATIC HEADLIGHTS TURN OFF ON THEIR OWN CUSTOMER STATES OWNER REPORTS THE HEADLIGHTS AND PARK LIGHTS SOMETIMES	REPROGRAM	A	LS	F	
GCQIS	454323097	AWS	45	10-Sep-07	19-Sep-07	Z	4W7 13C788 BB (GEM)	ELECTONIC MODULE (GEM)	LADIN MERC THOUSAND URY	OAKS	CA	8054952193	5	2MEHM75W53X	[REDACTED]	3	D	14-Apr-03	2003	GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	8-Jan-04	59847	CK OUT INTERMITTANT OPEN REPLACE LCM AND REPROGRAM		A	LS	A

Case ID	Agency	Report Date	Close Date	Priority	Category	Sub-Category	Location	City	State	Zip	Vehicle ID	Year	Make	Model	Color	Damage Type	Damage Description	Repair Description	Disposition	Notes						
472163180	AWS	68 2-Jun-08	4-Jun-08 Z	13C788	BB	4W7	NIC MODULE FORD (GEM)	HON FORD COMP	ST LOUIS	MO	3146644100	2MEHM75W63X	9	1 S	10-Oct-02	2003	GRAND MARQUIS	Unkwn PLANT	30-Oct-02	65211	HEADLIGHTS AND DASH LIGHTS FLICKER	PINPOIN TEST REPLACE LIGHTING CONTROL MODULE	RECOMMENDED THAT THE TECH MAKE SURE THE HEADLIGHT SWITCH CIRCUITS ONLY HAVE GROUND ON ONE CIRCUIT AT A TIME. IF SO, REPLACE	A LS G		
9379291	GCQIS Ford	22-Aug-06	24-Aug-06	Unknowr	Unknown		JOHN KENNEDY FEASTERVILL	FORD E	PA	2153576600	N 2MEHM75W63X	1	1 S	10-Jan-03	2003	GRAND MARQUIS	Unkwn PLANT	3-Mar-03	43339	ST. THOMAS BUILD	HEADLIGHTS AND DIGITAL DASH LIGHTS SHUTTING OFF.	AND BODY ELECTRIC PINPOINT TEST. CHECKED OASIS. COULD NOT DUPLICATE CONCERN AT VERIFY CONCERN PERFORM DIAGNOSIS REPLACE LIGHTING CONTROL NODULE AND HEADLIGHT SWITCH MOD ULE OVERHEATING.	TEST, REPLACED LCM, MOVED ADJUSTABLE PEDALS FOR ACCESS	TECH STS. THAT THE LOW BEAMS WILL DROP OUT. THE TECH HAD A HARD FAULT B2498, BUT CODE IS GONE AFTER WIGGLE TEST. THE HEADLIGHTS ARE STILL DROPPING OUT BUT NO	THE TECH MAKE SURE THE HEADLIGHT SWITCH CIRCUITS ONLY HAVE GROUND ON ONE CIRCUIT AT A TIME. IF SO, REPLACE	A LS A
411091921	AWS	32 28-Nov-05	30-Nov-05	13C788			ELECTO LAND FORD MODULE LINCO (GEM)	LN OAKVILLE	ON	9058443273	2MEHM75W6	5	1 S	24-Jan-03	2003	GRAND MARQUIS	Unkwn PLANT	28-Apr-03	24310	THOMAS BUILD	HEADLAMPS AND DIGITAL DASH LIGHTS SHUTTING OFF.	DUPLICATE CONCERN AT VERIFY CONCERN PERFORM DIAGNOSIS REPLACE LIGHTING CONTROL NODULE AND HEADLIGHT SWITCH MOD ULE OVERHEATING.			A LS A	
428734285	AWS	40 31-Jul-06	5-Aug-06 Z	13C788	BB	4W7	ELECTO MAN & NIC LARKI MODULE N	FORD, PITTSBURGH	PA	4128922300	2MEHM75W	1	2 D	10-Feb-03	2003	GRAND MARQUIS	Unkwn PLANT	31-Mar-03	73180	THOMAS BUILD	HEADLAMPS TURN OFF AT TIMES	AND HEADLIGHT SWITCH MOD ULE OVERHEATING.			A LS A	
457885967	AWS	56 8-Nov-07	13-Nov-07 Z	13C788	BB	4W7	NIC MAN - MODULE TOLL (GEM)	LINCO LANGHORNE	PA	2157574961	2MEHM75W63	1	1 S	17-Mar-03	2003	GRAND MARQUIS	Unkwn PLANT	18-Apr-03	42978	THOMAS AS PLANT	HEADLIGHT INOP. FLICKERED THEN CUT OFF. WONT	TEST, REPLACED LCM, MOVED ADJUSTABLE PEDALS FOR ACCESS			A LS A	
465125109	AWS	57 11-Feb-08	13-Feb-08 Z	13C788	BB	4W7	ELECTO CREST NIC LINCO MODULE LN-	MERC VAUXHALL	NJ	9082732828	2MEHM75W	9	1 S	23-May-03	2003	GRAND MARQUIS	Unkwn PLANT	16-Jun-03	73985	THOMAS AS PLANT BUILD	HEADLAMPS THEY BOTH WENT OUT LAST NIGHT	DIAGNOISE ELECTRICAL SYSTEM VERIFIED CONCERN RAN BCE TEST & LCM AT FAULT REPLACED WEB FORM DATA - CONCERN: HEADLIGHTS INTERMITTENTLY TURN OFF WHILE DRIVING. HAPPENS IN AUTO MODE, WILL NOT COME ON MANUELLY EITHER WHEN IN FAULT MODE. FLASH TO PASS ALWAYS WORKS. CUSTOMER DRIVES HOME HOLDING FLASH TO PASS. SHUT IGNITION SWITCH OFF HEADLIGHTS WORKS PROPERLY SOMETIMES THEN. SOMETIMES WILL COME BACK ON BY THEMSELVES. DIAGNOSTICS: LCM TEST. WORKSHOP MANUEL KEEPS BOUNCING ME BACK BETWEEN SEC417 AND 413 TECH QUESTION: SEEKING ASSISTANCE IN DIAG. I UNDERSTAND IT IS INTERMITTEN WHILE DIAG. TEST AND REPLACE LIGHTING CONTROL MODULE	KEITH, *I SEARCHED AND FOUND SOME PAST REPORTS WITH SIMILAR CONCERN. DUPLICATE THE CONCERN AND WHILE THE CONCERN IS DUPLICATED INSPECT OUTPUT CIRCUITS OF LCM FOR INTERMITTENT SHORTS AND OPENS. LOOK FOR THE LCM OUTPUT ON PIN 16. IF ALL LIGHT CIRCUITS GOOD CHECK FOR FALSE INPUT FROM LIGHT SWITCH. IF CIRCUITS TO LCM ARE GOOD THEN SWAP LCM WITH A KNOWN GOOD AND RETEST. REPORT #: 5LIB8015 REPLACE ELECTONIC MODULE (GEM) TECH		A LS A	
10492761	GCQIS Ford	25-Apr-08	26-Apr-08	Unknowr	Unknown		JACKS ON FORD, INC. KINUL	DECATUR CAPE MAY COURT	IL	2178775441	N 2MEHM75W63X	1	1 S	11-Jun-03	2003	GRAND MARQUIS	Unkwn PLANT	23-Jul-03	78479	ST. THOMAS AS BUILD	HEADLIGHTS WILL SHUT OFF WHILE DRIVING	INTERMITTEN WHILE DIAG. TEST AND REPLACE LIGHTING CONTROL MODULE			A LS B	
458057381	AWS	62 12-Nov-07	14-Nov-07 Z	13C788	BB	4W7	NIC MAN - MODULE TOLL (GEM)	LINCO LANGHORNE	PA	2157574961	2MEHM75W73X	7	1 S	11-Oct-02	2003	GRAND MARQUIS	Unkwn PLANT	31-Oct-02	66857	THOMAS AS PLANT	HEADLAMPS THEY BOTH WENT OUT LAST NIGHT	DIAGNOISE ELECTRICAL SYSTEM VERIFIED CONCERN RAN BCE TEST & LCM AT FAULT REPLACED WEB FORM DATA - CONCERN: HEADLIGHTS INTERMITTENTLY TURN OFF WHILE DRIVING. HAPPENS IN AUTO MODE, WILL NOT COME ON MANUELLY EITHER WHEN IN FAULT MODE. FLASH TO PASS ALWAYS WORKS. CUSTOMER DRIVES HOME HOLDING FLASH TO PASS. SHUT IGNITION SWITCH OFF HEADLIGHTS WORKS PROPERLY SOMETIMES THEN. SOMETIMES WILL COME BACK ON BY THEMSELVES. DIAGNOSTICS: LCM TEST. WORKSHOP MANUEL KEEPS BOUNCING ME BACK BETWEEN SEC417 AND 413 TECH QUESTION: SEEKING ASSISTANCE IN DIAG. I UNDERSTAND IT IS INTERMITTEN WHILE DIAG. TEST AND REPLACE LIGHTING CONTROL MODULE	KEITH, *I SEARCHED AND FOUND SOME PAST REPORTS WITH SIMILAR CONCERN. DUPLICATE THE CONCERN AND WHILE THE CONCERN IS DUPLICATED INSPECT OUTPUT CIRCUITS OF LCM FOR INTERMITTENT SHORTS AND OPENS. LOOK FOR THE LCM OUTPUT ON PIN 16. IF ALL LIGHT CIRCUITS GOOD CHECK FOR FALSE INPUT FROM LIGHT SWITCH. IF CIRCUITS TO LCM ARE GOOD THEN SWAP LCM WITH A KNOWN GOOD AND RETEST. REPORT #: 5LIB8015 REPLACE ELECTONIC MODULE (GEM) TECH		A LS A	
347530586	AWS	12 22-Jan-04	24-Jan-04 Z	13C788	BB	4W7	ELECTO TY LINCO MODULE LN-	MERC NOVI	MI	2483055300	2MEHM75W73	7	1 S	19-Nov-02	2003	GRAND MARQUIS	Unkwn PLANT	28-Jan-03	6379	THOMAS AS BUILD	HEADLAMPS GOING OUT.	CONCERN RAN NGS TESTS AND NO CODES RAN THRU PIN POINT TESTS AND FOUND SSM 17295			A LS A	

469873448	AWS	60	24-Apr-08	28-Apr-08	Z	4W7	13C788	BB	THE ELECTORNIC MODULE (GEM)	MOTOR COMP ANY	MARINETTE	WI	7157357474	8	2MEHM75W73	1	S	23-May-03	2003	GRAND MARQUIS	Unkwn	ST. THOMAS PLANT BUILD	4-Jun-03	83593	CUSTOMER SAYS THE HEADLIGHTS WILL GO OFF BY THEMSELVES YOU HAVE TO HOLD THE LEVER ON BRIGHT TO HAVE LIGHTS	CONTROL MODULE MALFUNCTIONING. VERIFIED HEAD LIGHT ISSUE, TESTING FOUND LIGHTING CONTROL MODULE MALFUNCTIONING.120 TESTED CIRCUITS 57,BK.,160,DB/WH,161,DG/OG,13,RD/BK,12LG/BK,502,GY,22 1,OG/WH,20,BK,1033,RD/YE,F OR SHORTS AND OPENS	CONCERN AND WHILE THE CONCERN IS PRESENT, PERFORM A FLASH TO PASS WITH THE MULTIFUNCTION SWITCH. IF THE HEADLAMPS FUNCTION WITH THE FLASH TO PASS, THIS CONCERN IS MOST LIKELY RELATED TO THE LCM. THE MOST COMMON CAUSE OF THIS CONCERN IS THE LCM. SUGGEST SWAPPING A KNOWN GOOD LCM BEFORE REPLACEMENT. REPORT #: 7KTAJ072 REPLACE ELECTONIC MODULE (GEM) TECH COMMENTS: REPLACED LCM VEHICLE HAS NOT RETURNED REPORT #: 7IMBZ012 REPLACE ELECTONIC MODULE (GEM) REPORT #: 7F3BQ005 REPLACE ELECTONIC MODULE (GEM) TECH	A	LS	A
10574484	GCQIS Ford		10-Jun-08	11-Jun-08			Unknowr		BUTLER COUNTY FORD COLLIER	BUTLER	PA	7242872766	N	8	2MEHM75W73	1	S	3-Jun-03	2003	GRAND MARQUIS	Unkwn	ST. THOMAS PLANT BUILD	17-Jun-03	31414	WEB FORM DATA - CONCERN: HEADLAMPS GO OFF AT TIMES. DIAGNOSTICS: VERIFIED CONCERN TECH QUESTION: ANY KNOWN CONCERNS	7IMBZ012 REPLACE ELECTONIC MODULE (GEM) REPORT #: 7F3BQ005 REPLACE ELECTONIC MODULE (GEM) TECH	A	LS	A	
457879719	AWS	54	5-Nov-07	13-Nov-07	Z	4W7	13C788	BB	ELECTORNIC MODULE (GEM)	FORD LINCOLN	LOUISVILLE	KY	5024599550	8	2MEHM75W83	1	S	10-Apr-03	2003	GRAND MARQUIS	Unkwn	ST. THOMAS PLANT BUILD	15-Jun-03	52200	ELECTRICAL DIAGNOSIS CUST STATES HEADLIGHTS INTERMINNENTLY WHILE DRIVING HEADLIGHTS WILL TURN OFF BY THEMSELVES & SOMETIMES WHEN STARTING VEH HEADLIGHTS WILL NOT COME ON WHEN ON AUTO SETTING IF JIGGLE	PDS TEST, B1472 PINPOINT TEST, REPLACE HEADLAMP SWITCH AND LCM AND RECONFIGURE 53463 VERIFY AND TEST AUTOLAMP OPERATION CHECK FOR CODES NO CODES FOUND CHECK SWITCH OPERATION AND CHECK FOR LOOSE CONNECTIONS CHECK LCM AND PINP OINT TEST HEADLAMP SWITCH TO LCM CIRCUIT OK CHECK LCM AND LOCATE INTERMITTANT AUTOLAMP RELAY	A	LS	B	
457042405	AWS	58	24-Oct-07	27-Oct-07	Z	4W7	13C788	BB	ELECTORNIC MODULE (GEM)	MERCURY	CHESAPEAKE	VA	7574241100	1	2MEHM75W93	1	S	8-Jan-03	2003	GRAND MARQUIS	Unkwn	ST. THOMAS PLANT BUILD	24-Jan-03	53463			A	LS	F	

GCQIS	26-Aug-05	29-Aug-05	Unknownr	Unknownn	BOB SIGHT FORD INC	LEES SUMMIT MO	8165246550 N	2MEHM75W93X	1 S	25-Feb-03	2003 MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	17-Mar-03	25000	THE SHOP FOREMAN HAS VERIFIED THAT THE HEADLIGHTS WILL CUT OUT DURING AUTOLAMP IN THE RAIN, THE HEADLIGHTS WILL FLICKER AND THEN CUT OUT. SEEKING KNOWN REPAIRS. TECH STS HAS VEHICLE ALEDGED CONCERN OF HEADLIGHTS GOING OUT ALEDGED LIGHTS WILL FLICKER AND GO OUT SEEKING KNOWS	ADVISED THE FOREMAN TO CHECK BATTERY AND SMART CHARGE. ALSO INFORMED THE FOREMAN OF SSM 16698. RECOMMENDED BASIC DIAGNOSIS WHEN VEHICLE COMES INTO THE DEALER. ISM 04-05-028 HEADLIGHTS ON WITH WIPER CLAIRIFICATION. ---SS 03-10-027 ADVISED TECH THAT WHEN MODULE WAS CHANGED THIS DOES INFACCT CHANGE OPERATION OF RAIN /LIGHTS OPERATION THEY ONLY OPERATE	A LS A	
8648556 Ford																CUSTOMER SAID: -VEH HAS LOTS OF TROUBLE WITH THE LIGHTS TOOK VEH TO SELLING DLRSHIP AND WORKED ON 2 OR 3 TIMES-BOUGHT VEH AT G R MILNER FORD-BOB SITE FORD HAS WORKED ON VEH AS WELL-HAS HAD TROUBLE WITH THE VEH FOR A LONG TIME-TURNED ON THE WIPERS AND THE DASH LIGHTS WENT OUT-THE VEH WORKS FOR A LITTLE BIT AND THEN IT STOPS			
MORS\ 25301598 CUDL	8-May-06	9-May-06			ROB SIGHT FORD NOT PROVID ED BY SOURCE	LINCO LN MERC URY	KANSAS CITY MO	8169411200	2MEHM75W93X	2 R	25-Feb-03	2003 MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	17-Mar-03	26000	WORKING-CCC L26 CUSTOMER STATES WHILE DRIVING THE HEADLIGHTS WILL GO OUT, CUSTOMER STATES THAT THE HEADLIGHTS GO OFF & ON WHILE DRIVING INTERMITTANTLY HEADLAMPS INOP AT TIMES H LAMPS WILL TURN OFF WHEN DRIVING HIGH	21481 TESTED LCM NO CODES LEFT LIGHT ON AFTER A WHILE LIGHT WENT OFF LCM CHECKED AND LCM NOT FEEDING POWER TO LIGHT	A LS D
373870393 AWS	29	26-Oct-04	28-Oct-04 Z	4W7 13C788 BB	ELECTO NIC MODULE (GEM)	COGS WELL MTRS INC E	RUSSELLVILL AR	4799682665	2MEHM75W	2 D	18-Apr-02	2003 MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	25-Jun-02	21481	WILL GO OUT, CUSTOMER STATES THAT THE HEADLIGHTS GO OFF & ON WHILE DRIVING INTERMITTANTLY HEADLAMPS INOP AT TIMES H LAMPS WILL TURN OFF WHEN DRIVING HIGH	21481 TESTED LCM NO CODES LEFT LIGHT ON AFTER A WHILE LIGHT WENT OFF LCM CHECKED AND LCM NOT FEEDING POWER TO LIGHT	A LS A
451534440 AWS	55	25-Jul-07	30-Jul-07 Z	4W7 13C788 BB	ELECTO NIC MODULE (GEM)	LN- MERC URY, INC. NORT	ELMHURST IL	6308333300	2MEHM75W	1 S	2-Jan-03	2003 MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	17-Jan-03	68878	OTHER TIMES HEADLAMPS INOP AT TIMES H LAMPS WILL TURN OFF WHEN DRIVING HIGH	BCE MODULE REPROGRAM CONFIGURE TEST	A LS E
457885985 AWS	50	8-Nov-07	13-Nov-07 Z	4W7 13C788 BB	ELECTO NIC MODULE (GEM)	H BROT HERS LINCO	TROY MI	2486436600	2MEHM75W3	1 S	17-Apr-03	2003 MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	29-Sep-03	19753	DRIVING HIGH	19753 REPLACED LIGHTING CONTROL MODULE	A LS A

464605836	AWS	55	30-Jan-08	2-Feb-08	Z	4W7	13C788	BB	ELECTO NIC MODULE	LINCO LN MERC	(GEM)	URY	SPRINGFIELD	PA	6105440100	2MEHM75WX	9	1	S	14-May-03	2003	GRAND MARQUIS	Unkno wn	THOM AS PLANT BUILD	31-Jul-03	50353	STATES THAT THEIR HEAD LIGHTS SHUT OFF WHILE	HEADLAMP OPERATION BCE DIAG ON LIGHTING CONTROL MODULE, TAP ON MODULE LIGHTS GO OUT WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLAMPS INTERMITTENTLY NOT WORKING. DIAGNOSTICS ALREADY COMPLETED: Q/T LCM NO CODES PARTS REPLACED: NONE TECHNICIAN QUESTION: LOOKING FOR CIRCUIT TO CKECK AT LCM WHEN LAMPS GO OUT. FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: YES	CHECK LCM PIN 2145B PIN 16 OUTPUT AT TIME OF CONCERN. IF POWER IS NOT PRESENT, CHECK FOR POWER ON CKT 1033. IF INPUTS ARE GOOD, REPLACE THE LCM.	A	LS A				
9871031	GCQIS Ford		17-May-07	20-May-07					LARSO N FORD, INC.				LAKEWOOD	NJ	7323638100	N	2MEHM75WX	3	1	S	11-Jun-03	2003	GRAND MARQUIS	Unkno wn	ST. THOM AS PLANT BUILD	4-Jul-03	78900							A	LS B

Selection Summary

source system key

AWS; CQIS; MORS/CUDL

make

Ford LM;

model year

2004;

vehicle line

CROWN VICTORIA; GRAND MARQUIS; TOWN CAR;

pnbb code

13C788;

Selections

electrical - -> Total

Selections

electrical - accessories/entertainment -> Total

Selections

electrical - climate control -> Total

Selections

electrical - driving controls/multifunction switches -> Total

Selections

electrical - instrument/display -> Total

Selections

electrical - lamps/bulbs -> Total

Selections

electrical - start-charge -> Total

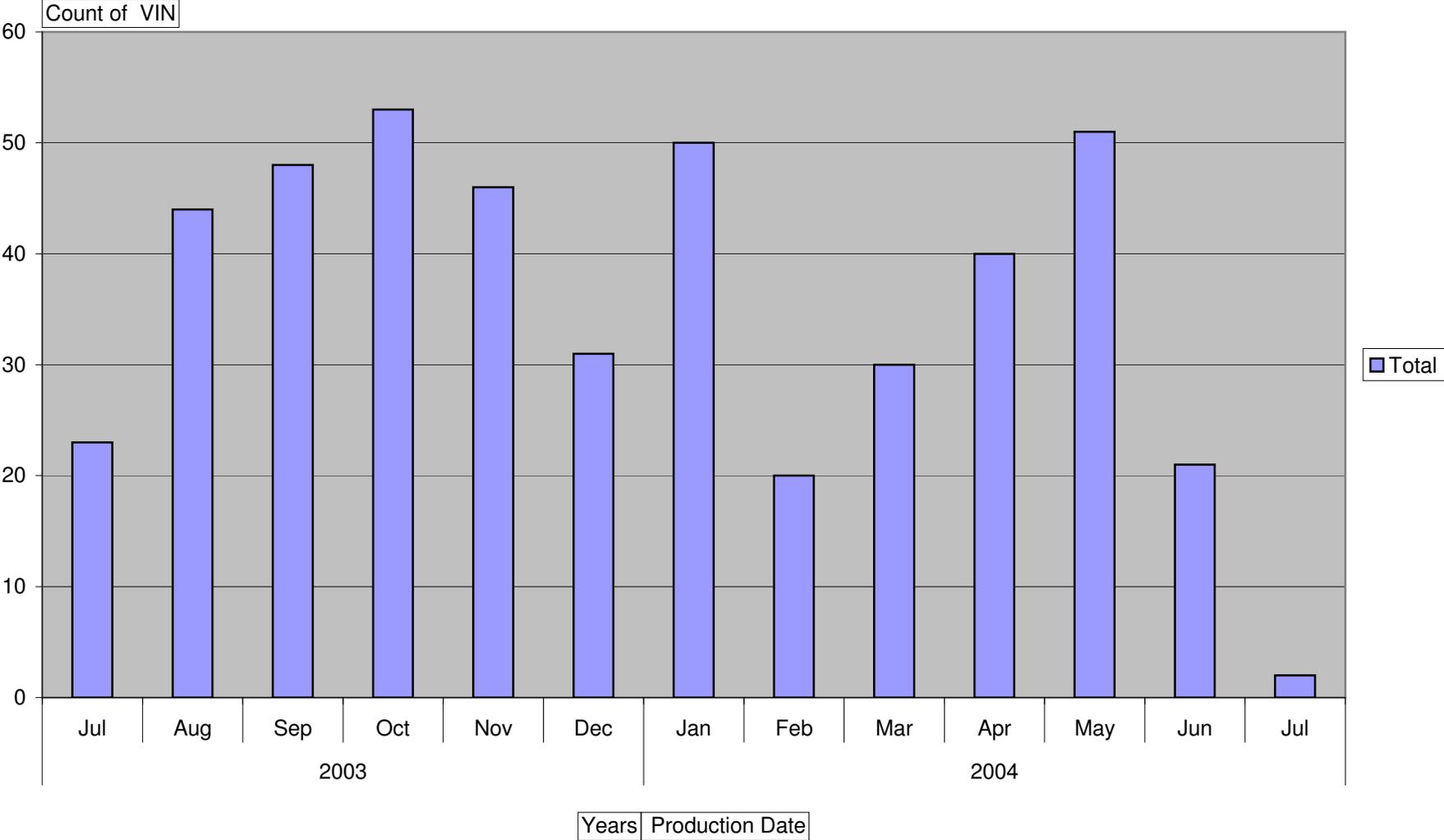
Selections

electrical - wiper/washer -> Total

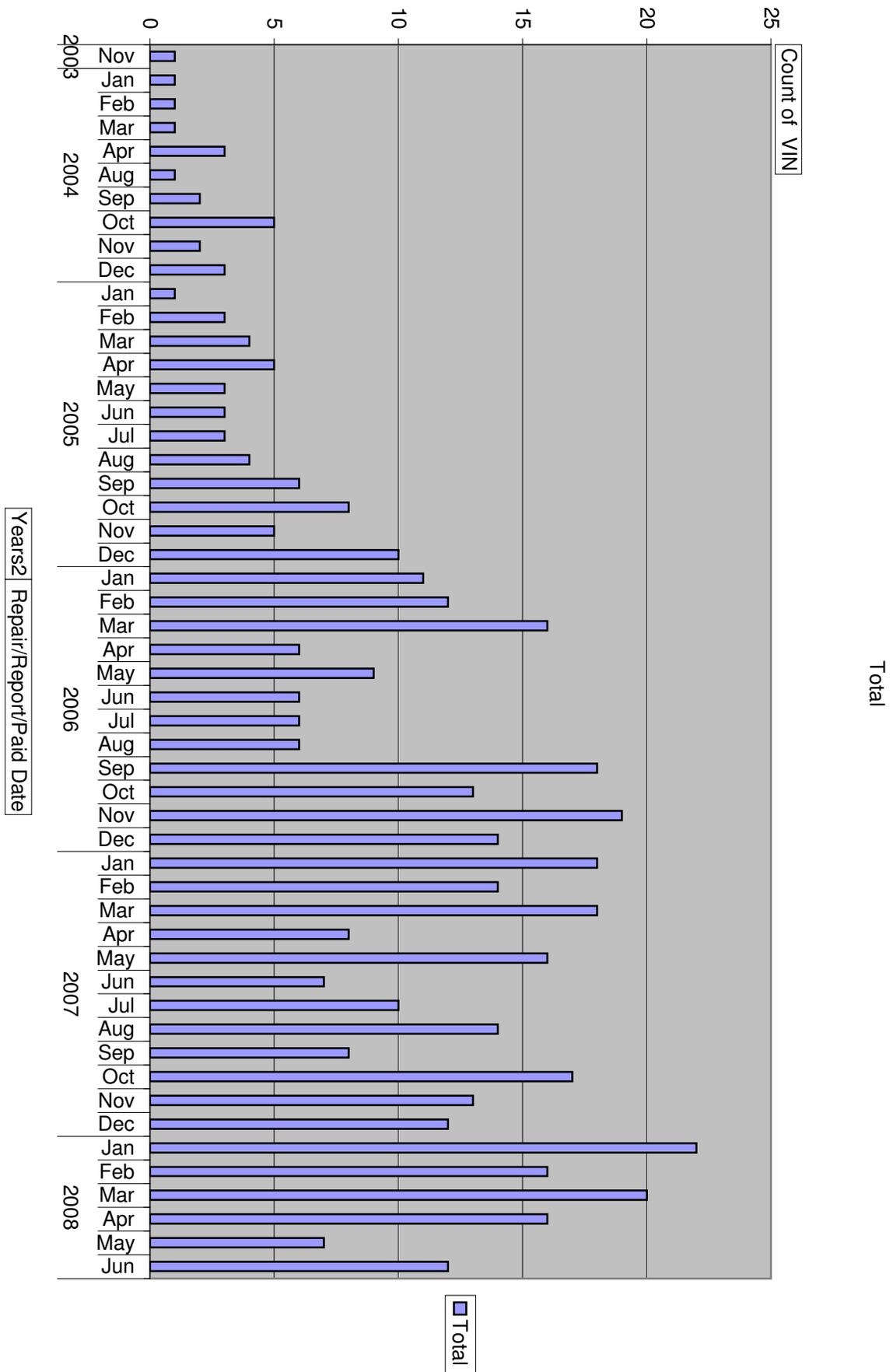
Selections

electrical - wiring -> Total

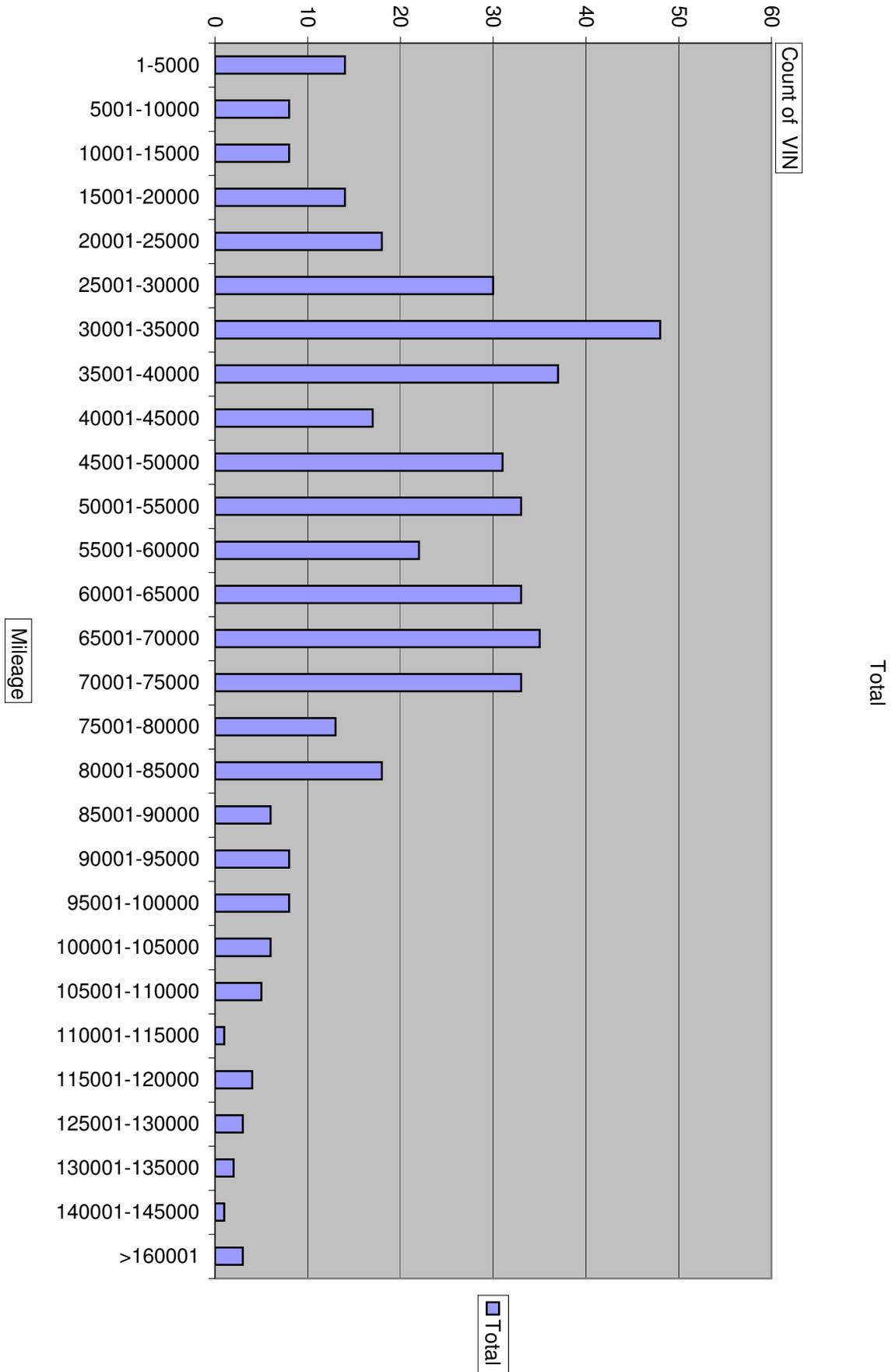
Total



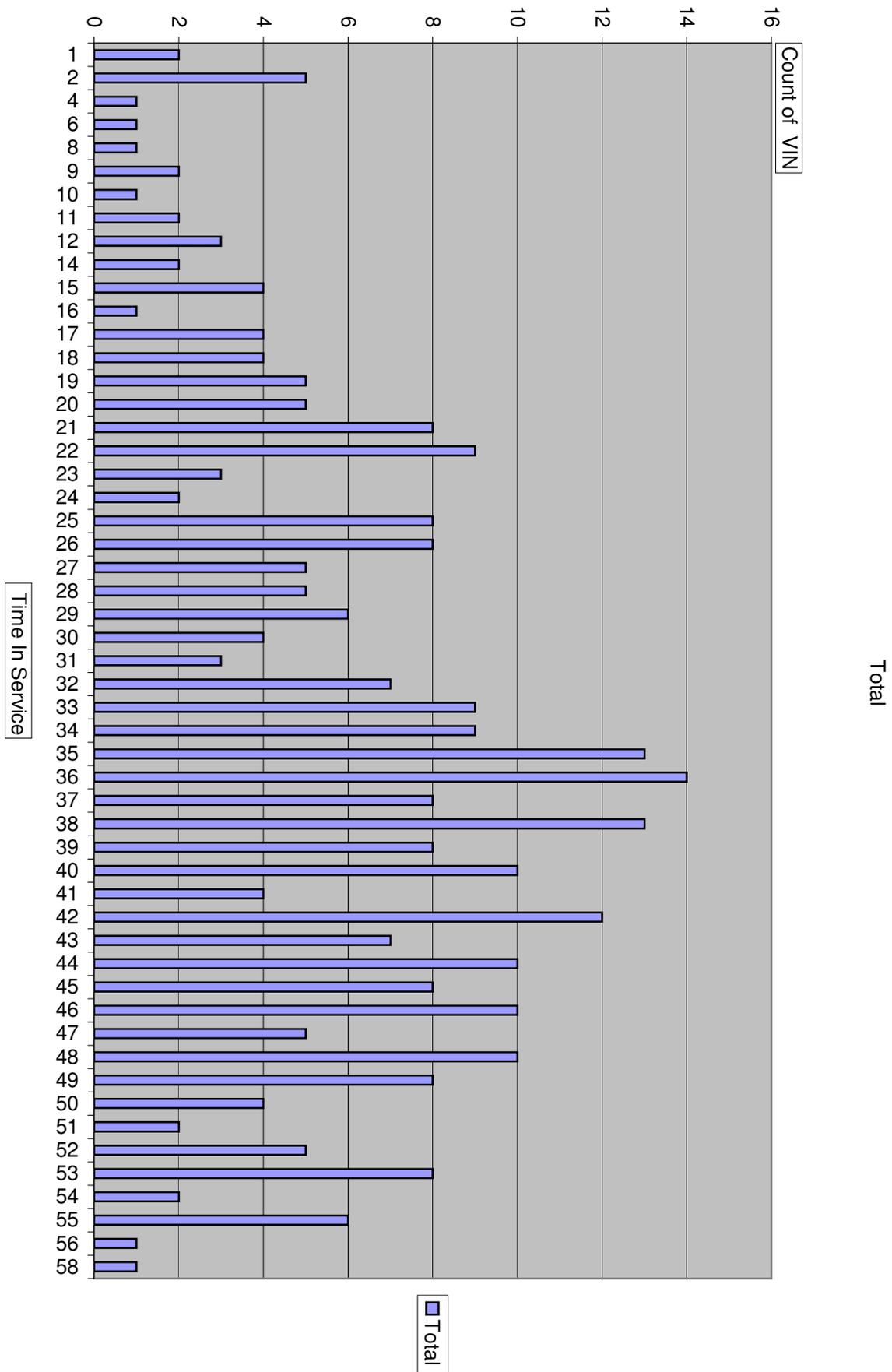
Count of VIN		
Years	Production Date	Total
2003	Jul	23
	Aug	44
	Sep	48
	Oct	53
	Nov	46
	Dec	31
2004	Jan	50
	Feb	20
	Mar	30
	Apr	40
	May	51
	Jun	21
	Jul	2
Grand Total		459



Count of VIN		
Years2	Repair/Report/Paid Date	Total
2003	Nov	1
2004	Jan	1
	Feb	1
	Mar	1
	Apr	3
	Aug	1
	Sep	2
	Oct	5
	Nov	2
	Dec	3
2005	Jan	1
	Feb	3
	Mar	4
	Apr	5
	May	3
	Jun	3
	Jul	3
	Aug	4
	Sep	6
	Oct	8
	Nov	5
	Dec	10
	2006	Jan
Feb		12
Mar		16
Apr		6
May		9
Jun		6
Jul		6
Aug		6
Sep		18
Oct		13
Nov		19
Dec		14
2007		Jan
	Feb	14
	Mar	18
	Apr	8
	May	16
	Jun	7
	Jul	10
	Aug	14
	Sep	8
	Oct	17
	Nov	13
	Dec	12
	2008	Jan
Feb		16
Mar		20
Apr		16
May		7
Jun		12
Grand Total		459

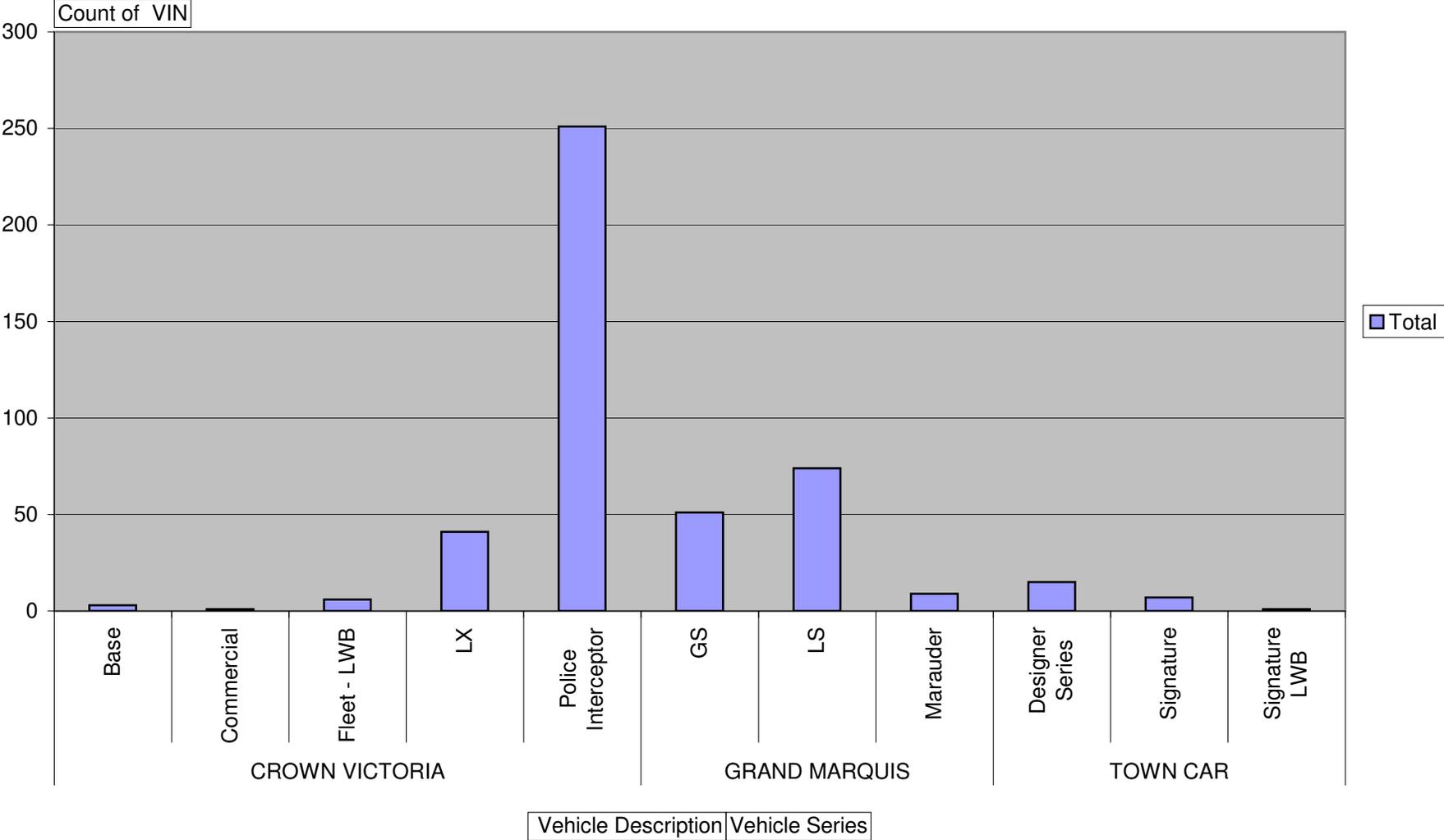


Count of VIN	
Mileage	Total
1-5000	14
5001-10000	8
10001-15000	8
15001-20000	14
20001-25000	18
25001-30000	30
30001-35000	48
35001-40000	37
40001-45000	17
45001-50000	31
50001-55000	33
55001-60000	22
60001-65000	33
65001-70000	35
70001-75000	33
75001-80000	13
80001-85000	18
85001-90000	6
90001-95000	8
95001-100000	8
100001-105000	6
105001-110000	5
110001-115000	1
115001-120000	4
125001-130000	3
130001-135000	2
140001-145000	1
>160001	3
Grand Total	459



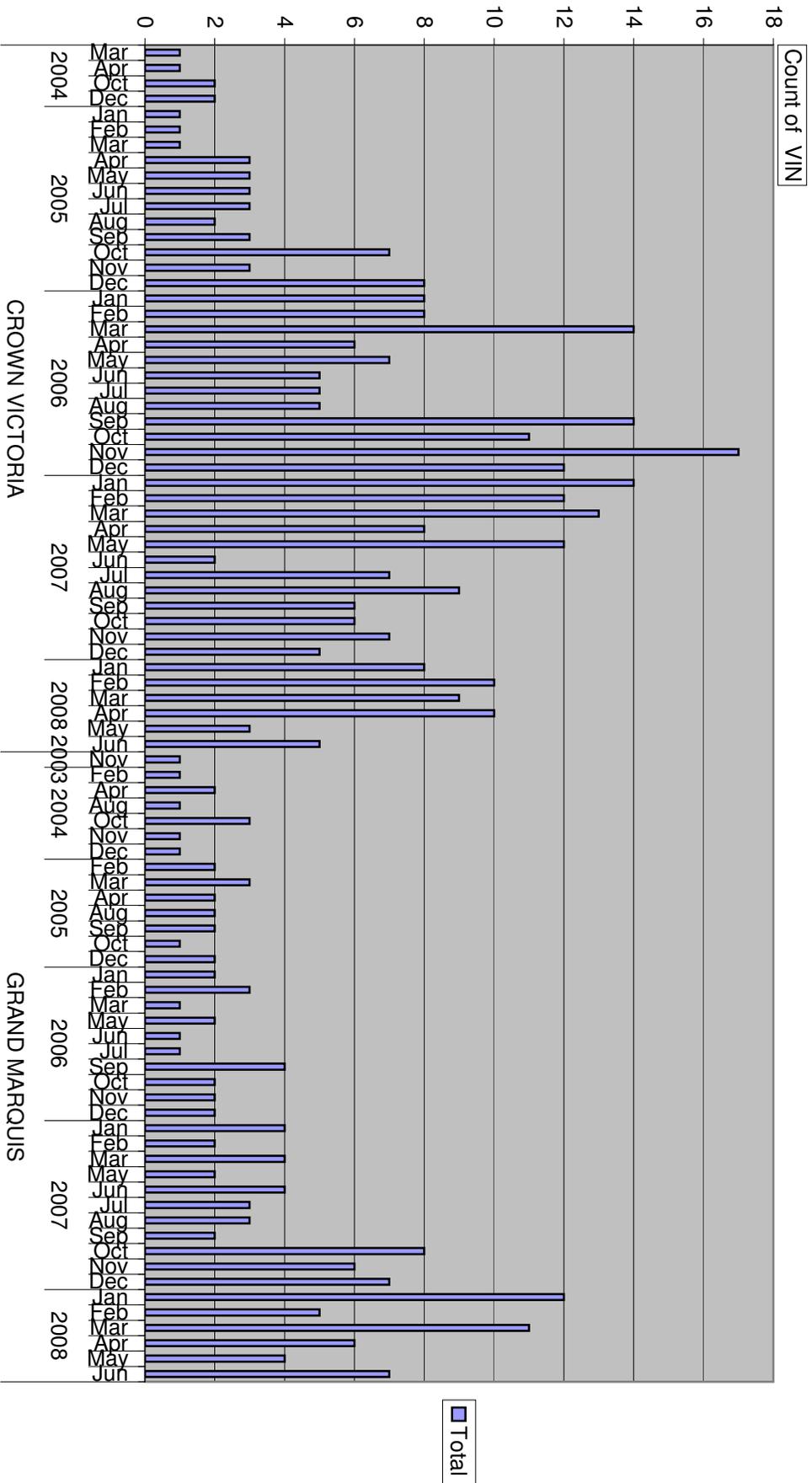
Count of VIN	
Time In Service	Total
1	2
2	5
4	1
6	1
8	1
9	2
10	1
11	2
12	3
14	2
15	4
16	1
17	4
18	4
19	5
20	5
21	8
22	9
23	3
24	2
25	8
26	8
27	5
28	5
29	6
30	4
31	3
32	7
33	9
34	9
35	13
36	14
37	8
38	13
39	8
40	10
41	4
42	12
43	7
44	10
45	8
46	10
47	5
48	10
49	8
50	4
51	2
52	5
53	8
54	2
55	6
56	1
58	1
Grand Total	298

Total



Count of VIN		
Vehicle Description	Vehicle Series	Total
CROWN VICTORIA	Base	3
	Commercial	1
	Fleet - LWB	6
	LX	41
	Police Interceptor	251
CROWN VICTORIA Total		302
GRAND MARQUIS	GS	51
	LS	74
	Marauder	9
GRAND MARQUIS Total		134
TOWN CAR	Designer Series	15
	Signature	7
	Signature LWB	1
TOWN CAR Total		23
Grand Total		459

Total

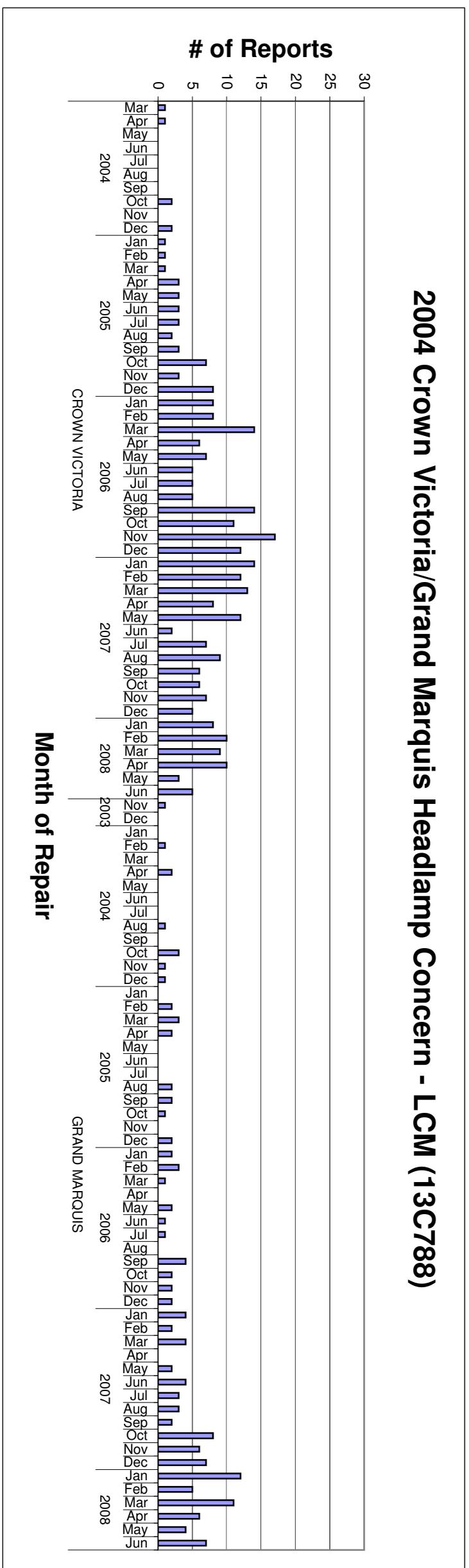


CROWN VICTORIA	2004	Mar	1	
		Apr	1	
		May	0	
		Jun	0	
		Jul	0	
		Aug	0	
		Sep	0	
		Oct	2	
		Nov	0	
		Dec	2	
		2005	Jan	1
			Feb	1
	Mar		1	
Apr	3			
May	3			
Jun	3			
Jul	3			
Aug	2			
Sep	3			
Oct	7			
Nov	3			
Dec	8			
2006	Jan	8		
	Feb	8		
	Mar	14		
	Apr	6		
	May	7		
	Jun	5		
	Jul	5		
	Aug	5		
	Sep	14		
	Oct	11		
	Nov	17		
	Dec	12		
2007	Jan	14		
	Feb	12		
	Mar	13		
	Apr	8		
	May	12		
	Jun	2		
	Jul	7		
	Aug	9		
	Sep	6		
	Oct	6		
	Nov	7		
	Dec	5		
2008	Jan	8		

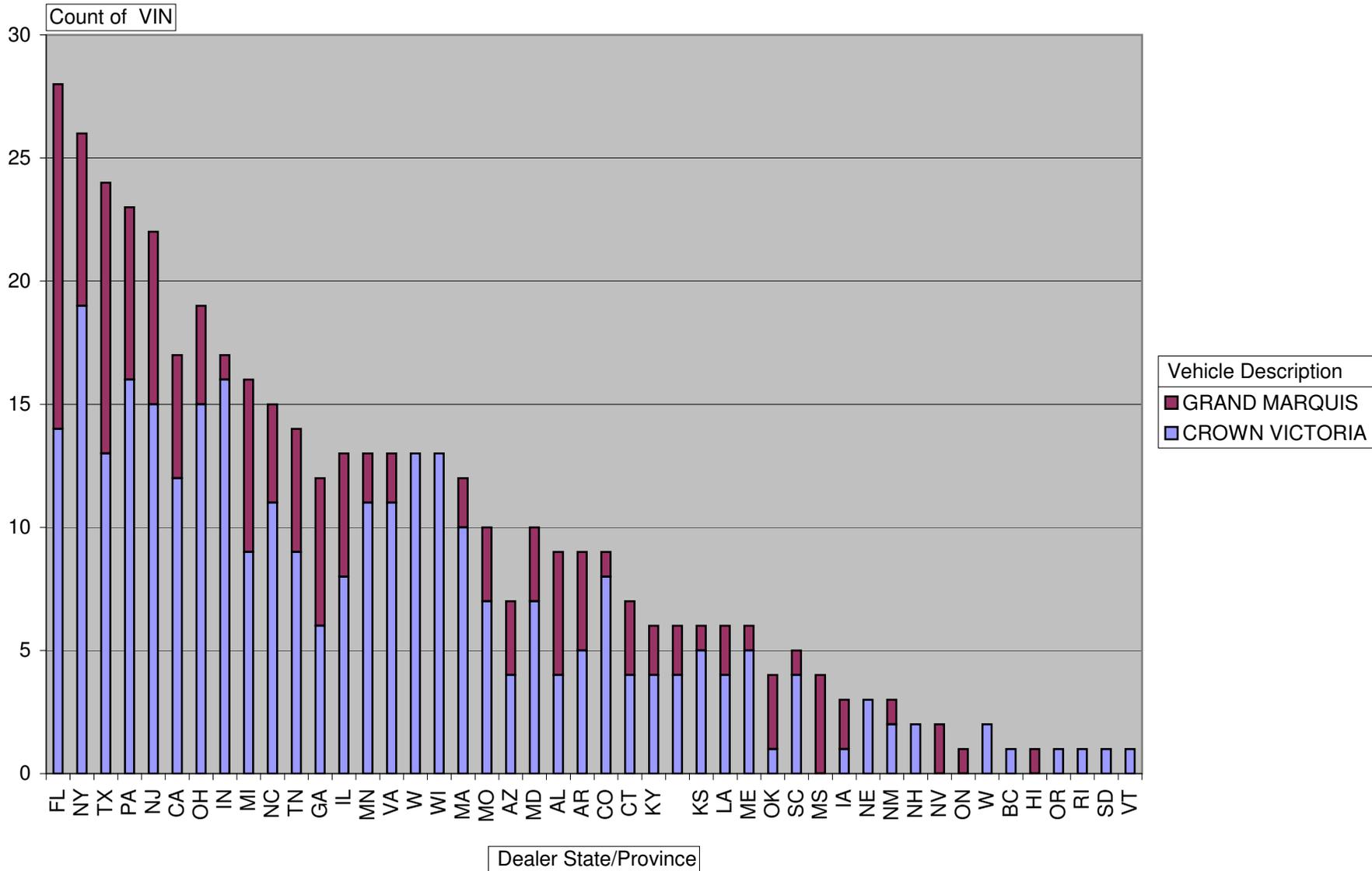
		Feb	10
		Mar	9
		Apr	10
		May	3
		Jun	5
GRAND MARQUIS	2003	Nov	1
		Dec	0
	2004	Jan	0
		Feb	1
		Mar	0
		Apr	2
		May	0
		Jun	0
		Jul	0
		Aug	1
		Sep	0
		Oct	3
		Nov	1
		Dec	1
	2005	Jan	0
		Feb	2
		Mar	3
		Apr	2
		May	0
		Jun	0
Jul		0	
Aug		2	
Sep		2	
Oct		1	
Nov		0	
Dec		2	
2006	Jan	2	
	Feb	3	
	Mar	1	
	Apr	0	
	May	2	
	Jun	1	
	Jul	1	
	Aug	0	
	Sep	4	
	Oct	2	
	Nov	2	
	Dec	2	
2007	Jan	4	
	Feb	2	
	Mar	4	
	Apr	0	
	May	2	

	Jun	4
	Jul	3
	Aug	3
	Sep	2
	Oct	8
	Nov	6
	Dec	7
2008	Jan	12
	Feb	5
	Mar	11
	Apr	6
	May	4
	Jun	7

## 2004 Crown Victoria/Grand Marquis Headlamp Concern - LCM (13C788)

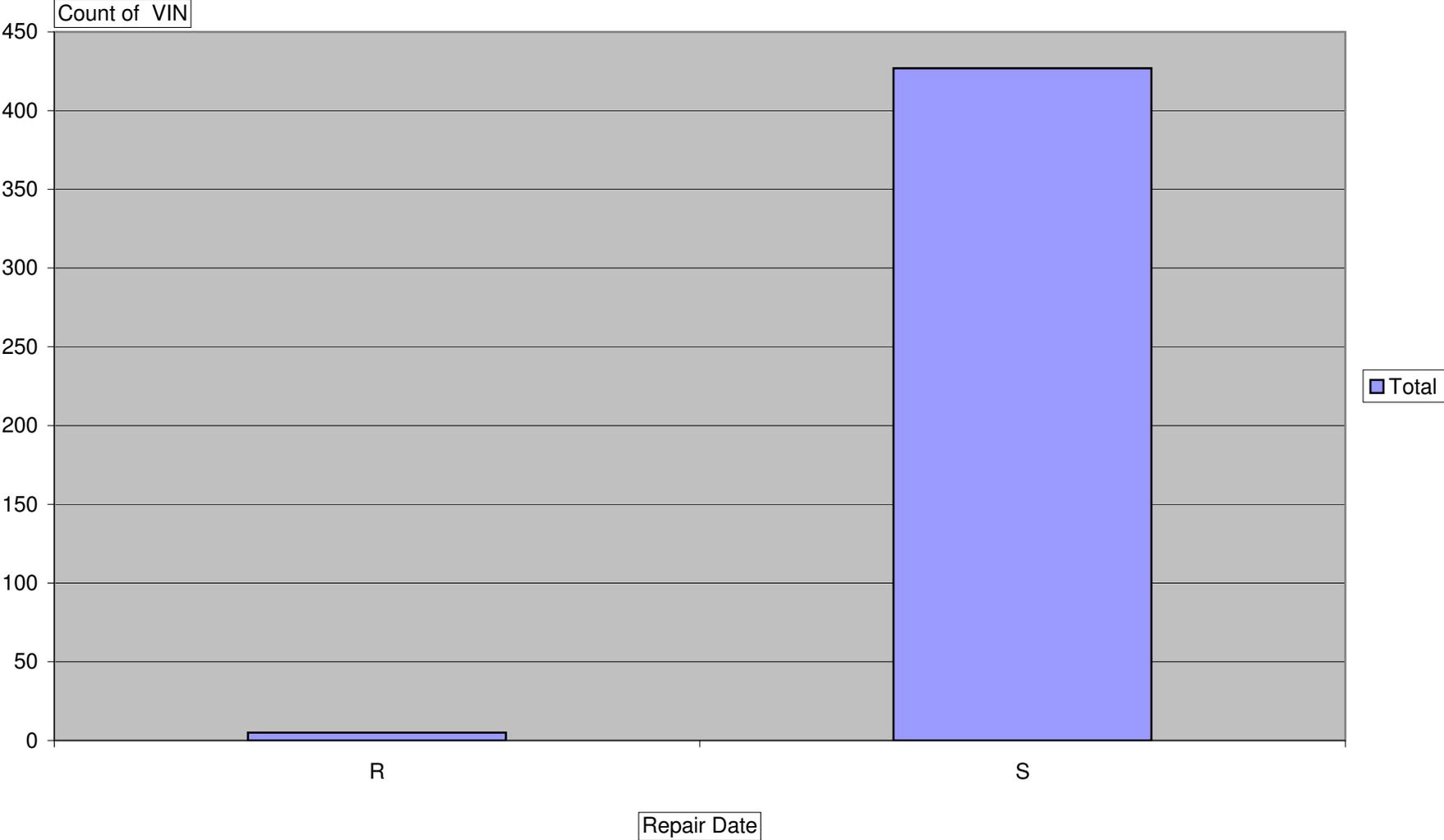


Count of VIN			
Vehicle Description	Years2	Repair/Report/Paid Date	Total
CROWN VICTORIA	2004	Mar	1
		Apr	1
		Oct	2
		Dec	2
	2005	Jan	1
		Feb	1
		Mar	1
		Apr	3
		May	3
		Jun	3
		Jul	3
		Aug	2
		Sep	3
		Oct	7
		Nov	3
		Dec	8
	2006	Jan	8
		Feb	8
		Mar	14
		Apr	6
May		7	
Jun		5	
Jul		5	
Aug		5	
Sep		14	
Oct		11	
Nov		17	
Dec		12	
2007	Jan	14	
	Feb	12	
	Mar	13	
	Apr	8	
	May	12	
	Jun	2	
	Jul	7	
	Aug	9	
	Sep	6	
	Oct	6	
	Nov	7	
	Dec	5	
2008	Jan	8	
	Feb	10	
	Mar	9	
	Apr	10	
	May	3	
	Jun	5	
CROWN VICTORIA Total			302
GRAND MARQUIS	2003	Nov	1
	2004	Feb	1
		Apr	2
		Aug	1
		Oct	3
		Nov	1
		Dec	1
	2005	Feb	2
		Mar	3
		Apr	2
		Aug	2
		Sep	2
		Oct	1
		Dec	2
	2006	Jan	2
		Feb	3
		Mar	1
		May	2
		Jun	1
		Jul	1
Sep		4	
Oct		2	
Nov		2	
Dec		2	
2007	Jan	4	
	Feb	2	
	Mar	4	
	May	2	
	Jun	4	
	Jul	3	
	Aug	3	
	Sep	2	
	Oct	8	
	Nov	6	
	Dec	7	
2008	Jan	12	
	Feb	5	
	Mar	11	
	Apr	6	
	May	4	
	Jun	7	
GRAND MARQUIS Total			134
Grand Total			436



Count of VIN Dealer State/Province	Vehicle Description		Grand Total
	CROWN VICTORIA	GRAND MARQUIS	
FL	14	14	28
NY	19	7	26
TX	13	11	24
PA	16	7	23
NJ	15	7	22
CA	12	5	17
OH	15	4	19
IN	16	1	17
MI	9	7	16
NC	11	4	15
TN	9	5	14
GA	6	6	12
IL	8	5	13
MN	11	2	13
VA	11	2	13
WA	13		13
WI	13		13
MA	10	2	12
MO	7	3	10
AZ	4	3	7
MD	7	3	10
AL	4	5	9
AR	5	4	9
CO	8	1	9
CT	4	3	7
KY	4	2	6
	4	2	6
KS	5	1	6
LA	4	2	6
ME	5	1	6
OK	1	3	4
SC	4	1	5
MS		4	4
IA	1	2	3
NE	3		3
NM	2	1	3
NH	2		2
NV		2	2
ON		1	1
WV	2		2
BC	1		1
HI		1	1
OR	1		1
RI	1		1
SD	1		1
VT	1		1
Grand Total	302	134	436

Total



Count of VIN	
Repair Date	Total
R	5
S	427
Grand Total	432

Vehicle Description	Vehicle Series	# of Reports	Production Volume	R/1000
CROWN VICTORIA	Base	3	6,447	0.47
	Commercial	1	5,273	0.19
	Fleet - LWB	6	3,084	1.95
	LX	41	25,435	1.61
	Police Interceptor	251	44,983	5.58
CROWN VICTORIA Total		302	85,222	3.54
GRAND MARQUIS	GS	51	42,932	1.19
	LS	74	52,029	1.42
	Marauder	9	3,213	2.80
GRAND MARQUIS Total		134	98,174	1.36
Combinations	Commercial/Fleet LWB	7	8,357	0.84
Combinations	Grand Marquis/LX/Base	178	130,056	1.37
Grand Total		436	183,396	2.38

ECI	Record ID	Source	Service Item	Repair Report/Date	Load Date	Causal	Causal	Component	Causal Part	Dealer Name	Dealer City	Dealer State	Phone Number	VIN	Product	Model	Vehicle	Body Style	Plant	Warrenty	Mileage	Customer Comments	Technician Comments	Customer Name		
	446881124	S	AW	21-May-07	#####	4W1Z	13C788	BA	E (GEM)	MERCURY	AW	GA	7704279950	1LNHM81W04Y	2 D	2004	CAR	Unknown	BUILD	10-Nov-03	28864	GOING OUT SEE HIST WHEN DRIVING 65 MPH, HEAD LIGHTS GO OFF. DLR REPLACED THE MULTI-FUNCTION AND GROUND CIRCUITS ALREADY. CONCERN HASN'T BEEN RESOLVED SO VEH IS BACK AT DLR AGAIN.WANT FORD TO KNOW THAT THERE'S A PROBLEM WITH THIS VEH'S HEADLIGHTS.DEALER SAID: HERITAGE LM92782714-544-3111CRC ADVISED: THANK YOU FOR PROVIDING FORD MOTOR COMPANY WITH YOUR THOUGHTS; YOUR OPINIONS ARE VALUABLE TO US. I HAVE DOCUMENTED YOUR FEEDBACK AND THE INFORMATION YOU PROVIDED REGARDING YOUR EXPERIENCE WITH OUR PRODUCT. THIS INFORMATION IS	AS PER FIELD ENGINEER REPLACE LCM AND CAR OK	1	A	re A
	23777256	MORS\CUDL		9-Sep-04	11-Sep-04					HERITAGE	LINCOLN			1LNHM81W64Y	1 S	2004	CAR	Unknown	BUILD	26-Dec-03	10500					

**Detailed Concern Mode**  
BB: keyless entry concerns  
CC: trunk concerns  
DD: door lock concerns  
EE: police equipment concerns (strobe, wig)

**Detailed Concern Mode**  
N: headlamps flicker/dim while driving  
O: dash lights flicker or go out while driving  
P: can't shift vehicle out of park/gear shifter inoperative  
Q: dome light concerns  
R: turn signal/blinker concerns  
S: interior light

**Detailed Concern Mode**  
A: lights go out while driving/by themselves - no other information provided  
B: lights go out randomly/intermittantly/occasionally  
C: lights go out when hitting a bump/rough road  
D: lights go out when another function is used (turn signal, brake, etc.)  
E: lights go out, then come back on by themselves within a few minutes  
F: lights go out, owner able to restore light using switch, other methods, etc.  
G: lights flicker/blink/dim  
H: lights are inoperative/won't turn on  
J: DRL lights inoperative  
K: lights flash/go on/off while driving  
L: lights (one or both) won't shut off  
M: lights turn on uncommanded



DESCRIPTION OF VEHICLE CONCERN: OWNER STATES HAS HAPPENED ONE TIME WHILE DRIVING AT NIGHT, LOST HEADLIGHTS AND INTERIOR DASH LIGHTS. CONCERN HAS HAPPENED ONE TIME. DIAGNOSTICS ALREADY COMPLETED: INSPECTED PDC FOR MOISTURE INTRUSION, SSM 17828, CHECKED HEADLIGHT SWITCH AND WIRING, ALL CONNECTIONS ARE TIGHT, NO HOT SPOT SIGN, NO WATER INTRUSION PARTS REPLACED:

Signature  
Description  
Serials

9865221 GCQIS Ford 15-May-07 ##### Unknownr n , INC. AMES IA 5152331913 N 1LNHM8 1WX4Y 1 S 5-Aug-03 2004 CAR Unknownn BUILD 20-Nov-03 43511

AW 456424774 S 39 12-Oct-07 17-Oct-07 4W1Z 13C788 BA ELECTO NIC MODUL GALPIN VAN E (GEM) FORD NUYS CA 1LNHM8 3W34Y 1 S 10-Oct-03 2004 CAR Unknownn BUILD 27-Jul-04 33518 SOP 403304 LCM ILLUMINATION CUT OUT WHILE DRIVING

CCJ82 DIAGNOSED AND REPLACE LCM. RETEST OK.

As A

CONCERNS:-HEAD  
 LIGHT WAS OUT AND  
 NEEDED TO BE  
 REPLACED-CUST TOOK  
 VEH INTO CLOSEST  
 FORD DLR-CUST HAS  
 SPOKEN TO EDDIE S/M  
 SEVERAL TIMES BUT  
 KEEPS GETTING THE  
 RUN AROUND WHEN  
 CUST WILL RECEIVE  
 REIMBURSEMENT  
 CHECK-DLR KEEPS  
 TELLING CUST CHECK  
 WILL BE READY NEXT  
 WEEK AND NEXT WEEK  
 COMES AND CUST  
 HASN'T RECEIVED  
 ANYTHING-CUST  
 SEEKING  
 REIMBURSEMENT FOR  
 REPAIR THAT SHOULD  
 HAVE BEEN DONE  
 UNDER  
 WARRANTYDEALER  
 SAID: -DLR ADVISED  
 CUST WILL BE  
 REIMBURSED NEXT  
 WEEK-SANTA  
 MARGARITA FORD30031

De  
 sig  
 ne  
 r  
 Se  
 rie  
 A s A

26223087 MORS\CUDL 21-Jan-08 22-Jan-08 NOT RANCH  
 PROVID SANTA O  
 ED BY MARGA SANTA 1LNHM8 TOW WIXOM  
 SOURC RITA MARGA 3W34Y N PLANT  
 E FORD RITA CA 9494596800 1 S 18-Dec-03 2004 CAR Unknown BUILD 27-Feb-04 38000 SANTA MARGARITA A s A

CHECKED FOUND  
 LCM NOT  
 WORKING  
 INTERM.REPLACE  
 D LCM AND  
 PROGRAMMED.TE  
 STED WORKING  
 PROPERLY AT  
 THIS TIME.  
 CUST STATES AT  
 RANDOMN THE  
 HEADLIGHTS WILL GO  
 OFF, ONE AT A TIME,  
 THEN COME ON NEXT  
 TIME YOU START THE  
 VEHICLE.

De  
 sig  
 ne  
 r  
 Se  
 rie  
 A s A

AW  
 463681116 S 47 15-Jan-08 17-Jan-08 4W1Z 13C788 BA E (GEM) N ME YUMA AZ 9283442200 1LNHM8 TOW WIXOM  
 3W34Y N PLANT  
 19-Mar-04 18744

INTERMIT  
 OPERATION OF  
 MODULE  
 MODULE  
 LIGHTING  
 CONTROL FEM  
 REM REPLACE  
 C.S. HEAD LIGHTS GO  
 OFF WHILE DRIVING AT  
 NIGHT

De  
 sig  
 ne  
 r  
 Se  
 rie  
 A s A

AW  
 375374255 S 15 18-Nov-04 20-Nov-04 4W1Z 13C788 AA E (GEM) N, M TON TN 9014767111 1LNHM8 TOW WIXOM  
 3W44Y N PLANT  
 12-Aug-03 18729

346933609 S	AW	2	14-Jan-04	17-Jan-04	4W1Z	13C788	AA	E (GEM)	NORTH PARK ELECTO NIC N- MODUL MERCU RY INC O	SAN ANTONI	TX	2103418841	1LNHM8 3W44Y	S	21-Aug-03	2004	CAR	Unknown	TOW N	WIXOM PLANT	BUILD	1-Dec-03	897	CUSTOMER STATES,HEADLIGHTS TURN OFF WHILE DRIVING HAS S O PARTS HERE A85	1 VERIFIED CONCERN. PERFORMED BCE DIAG. CODE B1676 LCM PERFORMED BATTERY TEST. REMOVED AND REPLACED LIGHTING DESCRIPTION OF VEHICLE CONCERN: CUSTOMER STATES HEAD LIGTHS WILL TURN OFF, FIRST ONE THEN THE OTHER DIAGNOSTICS ALREADY COMPLETED: RETRIEVE CODES TO LCM, NO CODES PARTS REPLACED: NONE TECHNICIAN QUESTION: DO YOU HAVE ANY SUGGESTIONS FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? VERIFIED CONCERN.LIGHT CONTROL MODULE DIM SWITCH WAS OUT OF RANGE.REPLACED LIGHT CONTROL MODULE AND SET DELAY AT 3 MINUTES.	De sig ne r Se rie s A
10043242	GCQIS Ford		20-Aug-07	21-Aug-07		Unknowr	n	Unknow	BILL ALEXA NDER FORD LINCOL N ME	YUMA	AZ	9283442200	1LNHM8 3W44Y	S	15-Dec-03	2004	CAR	Unknown	TOW N	WIXOM PLANT	BUILD	8-Mar-04	20408		De sig ne r Se rie s A	
372182361 S	AW	1	29-Sep-04	2-Oct-04	4W1Z	13C788	AA	E (GEM)	ELECTO COOPE NIC R MODUL MOTOR S INC ER	HANOV	PA	7176324225	1LNHM8 3W44Y	S	18-Mar-04	2004	CAR	Unknown	TOW N	WIXOM PLANT	BUILD	16-Aug-04	638	AUTO HEADLIGHTS WON T STAY ON LONGER THAN 45 SECONDS	De sig ne r Se rie s A	

HEADLAMPS WENT OUT  
 3 TIMES-HEADLAMP  
 MODULE WAS  
 REPLACED EACH TIME-  
 CUST IS CONCERNED  
 THAT THIS PROBLEM  
 WILL OCCUR ONCE BTB  
 WARRANTY EXPIRES-  
 FEELS FORD SHOULD  
 INVESTIGATE AS THE  
 CURRENT REPAIR  
 PROCEDURE IS NOT  
 FIXING THIS PROBLEM-  
 NO CONCERNS WITH  
 THE VEH AT THE  
 MOMENTDEALER SAID:  
 HORNE LINCOLN -  
 MERCURY611 NORTH  
 COIT  
 STREETFLORENCE, SC  
 29501TEL: (843) 664-  
 4151CRC ADVISED:  
 THANK YOU FOR  
 PROVIDING FORD  
 MOTOR COMPANY  
 WITH YOUR  
 THOUGHTS; YOUR  
 OPINIONS ARE  
 VALUABLE TO US. I  
 HAVE DOCUMENTED  
 YOUR FEEDBACK AND

De  
 sig  
 ne  
 r  
 Se  
 rie  
 A s A

24852986 MORS\CUDL 19-Sep-05 20-Sep-05

HUB  
 NOT FORD  
 PROVID LINCOL  
 ED BY N  
 SOURC MERCU FLOREN  
 E RY CE SC 8436692121 1LNHM8  
 3W44Y 1 S ##### 2004 CAR Unknown BUILD 27-Oct-04 17000

PERFORM  
 DIAG,BCE  
 TEST,PINPOINT.R  
 EPLACE AND  
 RECON FIGURE  
 LCM TO  
 CORRECT.RETEST  
 ,PASS

De  
 sig  
 ne  
 r  
 Se  
 rie  
 A s A

AW  
 410178398 S 14 1-Nov-05 17-Nov-05 4W1Z 13C788 AA

BILLIN  
 GSLEY  
 ELECTO FORD  
 NIC LINCOL  
 MODUL N DUNCA  
 E (GEM) MERCU N OK 5802555500 1LNHM8  
 3W54Y 1 S 2-Jun-04 2004 CAR Unknown BUILD 16-Sep-04 31031

HEADLIGHTS JUST QUIT  
 WORKING WHILE  
 DRIVING

CUSTOMER  
 STATES THE LF  
 HEADLIGHT IS  
 INOP AT TIMES,  
 SEEKING ANY  
 KNOWN  
 CONCERNS OR  
 INFO, HAVE NOT  
 BEEN ABLE TO  
 DUPLICATE THE  
 CONCERN.

De  
 sig  
 ne  
 r  
 Se  
 rie  
 A s A

9057602 GCQIS Ford 9-Mar-06 11-Mar-06 Unknowr

LEGAC  
 Y  
 LINCOL  
 N  
 MERCU  
 Unknow RY, DEARB  
 n INC. ORN MI 6183443500 N 1LNHM8  
 3W64Y 1 S 25-Jun-04 2004 CAR Unknown BUILD 11-Oct-04 7703

465336490	S	AW	44	14-Feb-08	18-Feb-08	4W1Z	13C788	BA	E (GEM)	S LTD	RG	ON	5196623900	1LNHM8 3W84Y	2 D	#####	2004	CAR	Unknown	TOW N	WIXOM PLANT	BUILD	24-Jun-04	31315	CHECK INTERMITTENT LOSS OF HEADLIGHTS/DASHLIGHTS BEING INOPERATIVE	LIGHTING OPERATION ALL LIGHTS WORKING OK SELFTEST FOR DTC NO CODES RELATE CHECK OASIS CHECK POWER DISTRIBUTION BOX FOR CORROSION AS PER SSM 17828 OK CONTACT HOTLINE CHECK HEADLIGHT CONNECTIONS OK LET RUN IN SHOP WITH HEADLIGHTS ON OK HOTLINE SUGGESTS POSSIBLE INTERNAL LCM CONCERN (INTERMITTENT)A CESS LCM AND TRANSFER DATA REPLACED LCM AND RETEST OPERATION OK MT	De sig ne r Se rie A s B
410058640	S	AW	18	9-Nov-05	15-Nov-05	4W1Z	13C788	AA	E (GEM)	MERCURY,	MAYFIELD	KY	2702479300	1LNHM8 3W94Y	1 S	6-Aug-03	2004	CAR	Unknown	TOW N	WIXOM PLANT	BUILD	11-Jun-04	17206	CUSTOMER STATES ALL DASH LIGHTS AND OVERHEAD CONSOLE LIGHTSKEEP GOING OUT,AT TIMES HEADLIGHT HAVE BLINKED OFF AND ON	BETWEEN C2145 PIN13 AND GROUND CKED LCM CONNECTORS OK. REPLACED LCM RECK OK	De sig ne r Se rie A s B





444266276	S	AW	43	3-Apr-07	5-Apr-07	4W7Z	13C788	BB	E (GEM) INC.	A	WA	2534754151	2FAFP7 0W64X	1	S	19-Aug-03	2004	ORIA	Unknown	BUILD	29-Sep-03	71151	WARRANTY	CUST REPORTS HEALAMPOS WILL GO ON OFF WHILE DRIVING. ADVISE VEHICLE HAS ESP	CHECKED OPERATION, UNABLE TO VERIFY CONCERN. CONNECT IDS & SELFTTEST LCM. B1247, B2498. PPT & PID DATA, ALL RESULTS INCONCLUSIVE, OR LEADS TO LCM.R&R & REPLACED LCM, CLEARED CODES & RETEST, PASS CONTACT OASIS, VERIFIED LCM COVERED BY ESP. ATTACHED COPY TO REPAIR ORDER. CAUSAL # 13C788, CC 42	A	B	A	Fle et - L W
-----------	---	----	----	----------	----------	------	--------	----	--------------	---	----	------------	-----------------	---	---	-----------	------	------	---------	-------	-----------	-------	----------	---	--	---	---	---	-----------------------

434212480	S	AW	36	16-Oct-06	18-Oct-06	4W7Z	13C788	BB	E (GEM) INC.	A	WA	2534754151	2FAFP7 0WX4X	1	S	31-Oct-03	2004	ORIA	Unknown	BUILD	18-Nov-03	60081	ESP WARRANTY	CUST REPORTS HEADLAMPS ARE GOING OFF WHILE DRIVING, WAS IN THE OTHER DAY FOR SAME CONCERN.HAS BEEN HAPPENING MORE OFTEN VEHICLE HAS	AFTER SEVERAL HOURS WAS ABLE TO GET TO ACT UP. LCM PRIOR TO CONCERN WASS PASS. WHILE WATCHING PID DATA LOST COMMUNICATION WITH LCM, AND UNABLE TO COMMUNICATE. PERFOMED DIAG BY SYM	A	B	A	Fle et - L W
-----------	---	----	----	-----------	-----------	------	--------	----	--------------	---	----	------------	-----------------	---	---	-----------	------	------	---------	-------	-----------	-------	--------------	--	--	---	---	---	-----------------------

9430995	GCQIS Ford	19-Sep-06	20-Sep-06	Unknown	n	KENNY ROSS FORD	ADAMS BURG	PA	7248643601	N	2FAFP7 1W04X	1	S	21-Jul-03	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	BUILD	14-Jan-04	49371	CUST STATES AT TIMES THE HEADLAMPS WILL CUT OFF. DASH ILLUMINATION IS OK. DLR HAS VERIFIED THE CONCERN. M/F AND HEADLAMP SWITCHES HAVE BEEN REPLACED WITH NO CHANGE. DLR CALLED FOR INFO. TECH CALLING WITH SAME CONCERN. TECH DID NOT REPLACE THE LCM YET.	A	Pol lic e Int erc ept or
9842662	GCQIS Ford	2-May-07	5-May-07	Unknown	n	GUTWE IN MOTOR COMPA NY, INC.	MONON	IN	2192536613	N	2FAFP7 1W04X	1	S	7-Aug-03	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	BUILD	18-Aug-03	60596	DESCRIPTION OF VEHICLE CONCERN: HEAD LAMPS GO OFF FOR AN UNDETERMIND AMMOUNT OF TIME -- COME BACK ON BY THEMSELVES-- HAVE NOT HAD IF ACT UP IN THE SHOP -- LOCAL POLICE DEPT HAS HAD AT MY HOUSE AFTER HOURS WHEN IT DID NOT WORK DIAGNOSTICS ALREADY COMPLETED: NONE AS OF YET PARTS REPLACED: TECHNICIAN QUESTION: WAS ON MESSAGE BOARD AND 2 PEOPLE THOUGHT THERE HAD BEEN A POSTING OF	A	Pol lic e Int erc ept or

TECH STATES  
AFTER ABOUT 15  
MIN OF DRIVING  
THE HEADLIGHTS  
SHUT OFF.  
SEEKING ANY  
KNWONC  
CONCERNS. TECH  
HAS CHECKED  
FOR ANY ISSUES  
WITH HEADLIGHT  
CKTS OR  
AFTERMARKET  
BULBS AND ALL  
OK. TECH  
COMMENTS:  
LIGHTING  
CONTROL  
MODULE WAS  
WEB FORM DATA -

Po  
lic  
e  
Int  
erc  
ept  
or A

8979915 GCQIS Ford 1-Feb-06 2-Feb-06 13C788  
ELECTO NIC COURT 2FAFP7 CRO ST.  
MODUL ESY OKEMO 1W04X WN THOMA  
E (GEM) FORD S MI 5173471830 N 1 S 12-Sep-03 2004 ORIA Unknown BUILD 24-Sep-03 55169

CONCERN: CS  
STATES THAT  
HEADLIGHTS WILL  
GO OUT WHILE  
DRIVING DOWN  
THE ROAD  
DIAGNOSTICS: IDS  
TEST ON LCM NO  
CODES HAVE NOT  
DUPLACATED  
CONCERN LIGHTS  
HAVE BEEN ON  
MOST OF DAY  
SITTING AND ON  
THE ROAD  
TURNED ON AND  
OFF SEVERAL  
TIMES AND  
WORKING OK

Po  
lic  
e  
Int  
erc  
ept  
or A

10106617 GCQIS Ford 26-Sep-07 27-Sep-07 Unknown  
MARLO 2FAFP7 CRO ST.  
Unknow W 1W04X WN THOMA  
n FORD LURAY VA 5407435128 N 1 S 12-Sep-03 2004 ORIA Unknown BUILD 16-Oct-03 74447

TECH QUESTION:  
ANY KNOWN  
CONCERNS OR  
SUGGESTIONS  
HEADLAMPS INOP  
TEST AND REPL  
SWITCH

CUST REQUESTS TO  
CK.AT TIMES AFTER  
DRIVING WITH H  
LIGHTS ON,TURN OFF &  
COME OUT LATER &  
TURN ON H LIGHTS  
WONT COME ON  
REPORT(DIAGNOSIS OF  
MODULE AND  
RETEST

Po  
lic  
e  
Int  
erc  
ept  
or A

AW  
435545728 S 38 8-Nov-06 11-Nov-06 4W7Z 13C788 BB  
SUNTR 2FAFP7 CRO ST.  
ELECTO UP 1W04X WN THOMA  
NIC FORD MODUL WESTP SAINT  
E (GEM) ORT LOUIS MO 3147431508 1 S 10-Sep-03 2004 ORIA Unknown BUILD 16-Oct-03 60841 \$54.00 ON LINE B)

ASSEMBLY  
CONCERN STILL  
PRESENT BUT  
LESS FREQUENT  
ADDITIONAL DIAG  
REPL LIGHTING  
CONTROL  
MODULE AND  
RETEST

TECH STATES THE POLICE OFFICER THAT DRIVES THIS UNIT CLAIMS THAT THE HEADLAMPS FLICKERS OFF AND ON AT TIMES WHILE DRIVING AFTER THE UNIT HAS BEEN DRIVEN FOR A WHILE WITH THEM ON. TECH STATES HE HAS NOT BEEN ABLE TO VERIFY THE CONCERN, BUT DID RETREIVE A B1792 FROM THE LCM. THIS UNIT IS NOT EQUIPPED WITH AUTOLAMPS OR EATC. TECH SEEKING

Po  
lic  
e  
Int  
erc  
ept  
A or A

TEST BCE SYSTEM.PASSED. PERFORMED PINPOINT TEST A PER SHOP MANUAL. ALL TESTS PASS. OHM TEST ALL WIRING TO HEADLIGHTS FROM LCM. ALL PASS. INSTALLED NEWLIGHT CONTROL MODULE. RECHECK SYSTEM. OK NOW

Po  
lic  
e  
Int  
erc  
ept  
A or A

9100913 GCQIS Ford 28-Mar-06 1-Apr-06 Unknowr n Unknow n THE ROBKE FORD COMPA COVING NY TON KY 8594313673 N 2FAFP7 1W04X S 19-Sep-03 2004 ORIA Unknownn BUILD 30-Sep-03 30476

438184768 S AW 36 29-Dec-06 6-Jan-07 4W7Z 13C788 BB E (GEM) S INC EXTON PA 6103632870 2FAFP7 1W04X S 17-Oct-03 2004 ORIA Unknownn BUILD 22-Jan-04 72311 HEADLITES INOP,WILL NOT STAY ON, SEE HISTORY,TECH JERE

VEHICLE IN FOR THE HEADLIGHTS INOP AT TIMES. TECH HAS NOT BEEN ABLE TO DUPLICATE THE CONCERN. TECH STATES NO CODES IN ANY MODULES. TECH HAS REPLACED THE MULTIFUNCTION AND MAIN LIGHT SWITCH TO NO AVAIL. TECH SEEKING A DIRECTION. TECH IS CALLING BACK AFTER ASKING CUSTOMER FURTHER QUESTIONS. STS THAT WHEN CONCERN OCCURS THEY CAN WIGGLE THE MAIN LIGHT SWITCH AND THAN THE LIGHTS WORK.

Public Interpretation

HEADLIGHTS CUT OUT TEST AND REPLACED DEFECTIVE LIGHTING CONTROL MODULE GETS HOT AND SHUTS OFF VERIFIED CONCERN, MODULE HAS INTERNAL WIRING CONCERN. REPLACED LIGHTING MODULE ASSY AND RECONFIGURE. RETEST, NORMAL OPERATION.

Public Interpretation

SPW MODULE LIGHTING HEADLIGHTS TURN OFF WHEN DRIVING.

Public Interpretation

9091196	GCQIS Ford	24-Mar-06	25-Mar-06	Unknown	n	BROOKER FORD LINCOLN MERCURY	DALTON GA	7062781151	N	2FAFP7 1W04X	S	27-Oct-03	2004	ORIA	Unknown	BUILD	3-Dec-03	49995		
446793201	S	38	18-May-07	#####	4W7Z	13C788	BB	E (GEM)	HARRINGTON COMPANIES INC.	WORCESTER MA	2FAFP7 1W04X	S	3-Nov-03	2004	ORIA	Unknown	BUILD	24-Mar-04	33850	HEADLIGHTS CUT OUT INTERMITTANTLY
457868760	S	45	6-Nov-07	13-Nov-07	4W7Z	13C788	BB	E (GEM)	FORD OF KIRKLAND	KIRKLAND WA	2FAFP7 1W04X	S	19-Jan-04	2004	ORIA	Unknown	BUILD	24-Feb-04	71393	SPW MODULE LIGHTING HEADLIGHTS TURN OFF WHEN DRIVING.

AW	463469425 S	48	10-Jan-08	15-Jan-08	4W7Z	13C788	BB	E (GEM)	RY	IELD	IN	3174621470	2FAFP7 1W04X	1 S	19-Jan-04	2004	ORIA	Unknown	ST. THOMAS PLANT	BUILD	6-Feb-04	#####	CUSTOMER STATES HEADLIGHTS ARE GOING OFF BY THEMSELVES SEE HISTORY	VERIFIED CONCERN FOUND LIGHTING CONTROL MODULE NOT WORKING PROPER REPLACED LCM AND RETESTED 70857 12651D 0.2,D2 0.3,D6 0.3 TEST HEADLAMP SYSTEM,ALL LIGHTS GO OUT AFTER TIME,PINPOINT TEST AND REPLACE LIGHTING CONTROL MODULE,RETEST SYSTEM ALL CK OK HARNESS FOR SHORTS CHECKED HEADLAMP OPERATION NO PROBLEM TODAY SYSTEM CHECKED INSPECTED WIRE HARNESS FROM LIGHTING MODULE TO HEADLAMPS REMOVED REMOVED AND REPLACED LIGHTING MODULE CUSTOMER WILL REPORT ON COMPLETE REPAIR AS FOR LIGHTING ISSUES.414 01 18 05 SPOKE WITH CUSTOMER,ALL WORKING FINE,LCM REPAIRED LIGHTS GOING OFF AND ON	Po lic e Int erc ept or A	
AW	436084293 S	35	17-Nov-06	21-Nov-06	4W7Z	13C788	BB	E (GEM)	E	E	TX	9367565500	2FAFP7 1W04X	1 S	13-Jan-04	2004	ORIA	Unknown	CRO WN VICT	ST. THOMAS PLANT	BUILD	27-Jan-04	70857	RE CHECK HEADLAMPS ARE TURNING OFF WHILE DRIVING, CAN TAP ON STEERING COLUMN TO GET BACK ON	REPLACE LIGHTING CONTROL MODULE,RETEST SYSTEM ALL CK OK HARNESS FOR SHORTS CHECKED HEADLAMP OPERATION NO PROBLEM TODAY SYSTEM CHECKED INSPECTED WIRE HARNESS FROM LIGHTING MODULE TO HEADLAMPS REMOVED REMOVED AND REPLACED LIGHTING MODULE CUSTOMER WILL REPORT ON COMPLETE REPAIR AS FOR LIGHTING ISSUES.414 01 18 05 SPOKE WITH CUSTOMER,ALL WORKING FINE,LCM REPAIRED LIGHTS GOING OFF AND ON	Po lic e Int erc ept or F
AW	414529715 S	22	22-Dec-05	21-Jan-06	4W7Z	13C788	BB	E (GEM)	FORD	IELD	MN	5076454478	2FAFP7 1W04X	1 S	16-Mar-04	2004	ORIA	Unknown	CRO WN VICT	ST. THOMAS PLANT	BUILD	31-Mar-04	37840	CUSTOMER REPORTS WHEN HEADLAMPS ARE ON AND HEATER IS GOING HEADLAMPS WILL SNAP OFF HEARS SNAP UNDER DASH CCC L29 MT TO PART NO LOP HARD DIAG	REPAIR AS FOR LIGHTING ISSUES.414 01 18 05 SPOKE WITH CUSTOMER,ALL WORKING FINE,LCM REPAIRED LIGHTS GOING OFF AND ON	Po lic e Int erc ept or A



CUST STATES AT TIMES THE HEADLAMPS WILL CUT OFF. PARK, TAIL AND DASH ILLUMINATION CUT OUT ALSO. DLR IS UNABLE TO DUPLICATE THE CONCERN. NO CODES. DLR REPLACED THE MAIN LIGHT SWITCH WITH NO CHANGE. DLR CALLED FOR INFO. TECH COMMENTS: REPLACED LCM TEST AND RETEST A

Police Intercept or A

9423612 GCQIS Ford 14-Sep-06 16-Sep-06 13C788 GEORGE BALLE ELECTO NTINE NIC FORD 2FAFP7 1W04X MODUL LINCOL GREEN E (GEM) N WOOD SC 8642234351 N 19-Apr-04 2004 ORIA Unknown BUILD 28-Apr-04 39795

INOP CHECK HEADLAMP AND MULTIFUCNTION SWITCHES, CHECK WIRING AND CONNECTORS,

Police

444810485 S AW 36 12-Apr-07 18-Apr-07 4W7Z 13C788 BB ELECTO GARY NIC YEOMA DAYTON 2FAFP7 1W04X MODUL NS A E (GEM) FORD BEACH FL 3862536771 22-Apr-04 2004 ORIA Unknown BUILD 54574 WARRANTY

CUST STS HEADLIGHTS SHUT OFF BY THEMSELF WHILE DRIVING ESP

CHECK AND REPLACE LIGHTING CONTROL MODULE

Police Intercept or A

433068263 S AW 26 26-Sep-06 28-Sep-06 4W7Z 13C788 BB ROCKL AND FORD ELECTO LINCOL NIC N- 2FAFP7 1W04X MODUL MERCU THOMA E (GEM) RY STON ME 2075944466 6-May-04 2004 ORIA Unknown BUILD 31055

CUSTOMER STATES LIGHTS GO OUT

CHECK FOR LIGHTS GOING OUT,DIO AND REPLACE LCM

Police Intercept or A

433247442 S AW 28 28-Sep-06 2-Oct-06 4W7Z 13C788 BB ELECTO KEN NIC SMITH 2FAFP7 1W04X MODUL MOTOR RIDGEW E (GEM) S INC OOD NJ 2014442200 1 S 15-Jun-04 29587

CUSTOMER STATES:HEADLIGHTS GO OUT WHEN DRIVING HEARS CLICK NOISE UNDER DASH

1 REMOVE AND REPLACE LIGHTED CONTROL MODULE AND RETEST

Police Intercept or A





TECH STATES  
 LAMPS WILL SHUT  
 OFF AFTER 5-8  
 HOURS. CURRENT  
 MILEAGE 82905,  
 RO 29150 LCM  
 WAS REPLACED  
 FOR CONCERN IN  
 JUNE, NOW WITH  
 ALL LIGHTS ON  
 EVERY 5-15  
 MINUTES ALL  
 LIGHTS GO OUT.  
 TECH TURNS  
 MAIN LIGHT  
 SWITCH OFF  
 THEN BACK ON  
 AND ALL LIGHTS  
 ARE ON FOR  
 ANOTHER 5-15  
 MINUTES. NO  
 CODES IN LCM,  
 TECH SWAPPED A  
 NEW LCM FROM  
 PARTS TO NO  
 CHANGE.  
 SEEKING KNOWN  
 CONCERNS. A  
 82915 LCM  
 PERFORMED DIAG  
 FOUND LCM NOT  
 OPERATING  
 PROPERLY  
 REPLACED LCM  
 AND VERIFIED  
 REPAIR A

Po  
 lic  
 e  
 Int  
 erc  
 ept  
 or A  
 Po  
 lic  
 e  
 Int  
 erc  
 ept  
 or A

9227217	GCQIS Ford	2-Jun-06	3-Jun-06	Unknowr	n	Unknow	GULF BREEZ GULF E FORD BREEZE FL	8509348366	N	2FAFP7 1W14X	S	14-Oct-03	2004	ORIA	Unknown	BUILD	31-Oct-03	75770	
435282101	AW S	35	3-Nov-06	7-Nov-06	4W7Z	13C788	BB	ELECTO NIC GULF MODUL BREEZ GULF E (GEM) E FORD BREEZE FL	8509348366	2FAFP7 1W14X	R	14-Oct-03	2004	ORIA	Unknown	BUILD	31-Oct-03	82905	CUST STATES THAT WHILE DRIVING HEAD LIGHTS SHUTS OFF

DESCRIPTION OF  
 VEHICLE  
 CONCERN:  
 HEADLIGHTS GO  
 OUT  
 DIAGNOSTICS  
 ALREADY  
 COMPLETED: NEW  
 GEN NO CODES  
 PARTS  
 REPLACED: NONE  
 TECHNICIAN  
 QUESTION:  
 BELIEVE TO BE  
 LCM WANT TO BE  
 SURE FORM  
 QUESTION: IS  
 THERE AN  
 APPROPRIATE  
 PINPOINT TEST IN  
 THE WSM FOR  
 THIS CONCERN?  
 ANSWER: NO  
 FORM QUESTION:  
 WAS THE  
 PINPOINT TEST  
 FOLLOWED?  
 ANSWER: CALL  
 DATA: THE  
 CONCERN IS THE  
 HEADLAMPS INOP A

Po  
 lic  
 e  
 Int  
 erc  
 ept  
 or A

10239336 GCQIS Ford 13-Dec-07 15-Dec-07  
 Unknown n BOB  
 MALON  
 EY  
 FORD-  
 MERCURY INC S AR 4796364321 N 2FAFP7  
 1W14X  
 1 S 20-Oct-03 2004 ORIA Unknown BUILD 31-Dec-03 58643  
 CRO ST.  
 WN THOMA  
 VICT S  
 PLANT

THAT THE HEADLAMPS GO OUT AT TIMES PARK LAMPS AND FLASH TO PASS STILL WORK HAS CODES. B1792 AUTOLAMP SENSOR INPUT CIRCUIT SHORT TO BATTERY B1472 LAMP HEADLAMP INPUT CIRCUIT SHORT TO GROUND TECH CALLING BACK WITH SAME CONCERN STATING TEH HIGH AND LOW BEAMS WILL GO OUT AND COME ON WITHOUT TOUCHING VEHICLE, BUT

Police  
Interc  
A or A

FALSH TO PASS WILL STILL WORK. TECH HAS REPLACED THE MULTIFUNCTION SWITCH TO NO 50978 PERFORM LCM SELF TEST, CODES B1247, B2498 & B1352 IN MEMORY. CLEAR CODES & RETEST, PASS. RUN CAR STALL FOR SEVERAL HOURS, HEADLIGHTS CUT OUT. TAP L.C.M., LIGHTS CAME BACK ON

Police  
Interc  
A or A

REPEATS THIS SEVERL TIMES. DIAG & REPLACE LCM. ROAD TEST, RUN IN STALL & RETEST, OK.

8960224 GCQIS Ford 24-Jan-06 25-Jan-06 Unknown n MOORE STEWA RT FORD SELMA AL 3348752330 N 2FAFP7 1W14X S 9-Dec-03 2004 ORIA Unknown BUILD 27-Jan-04 76833

443886028 S AW 34 4-Dec-06 2-Apr-07 4W7Z 13C788 BB GREAT ELECTO LAKES NIC CITY MODUL FORD, CLEVEL AND OH 2163416655 2FAFP7 1W14X S 8-Jan-04 2004 ORIA Unknown BUILD 12-Feb-04 50978 HEADLIGHTS GO OFF WHILE VEHICLE IS RUNNING

Case No	Customer	Start Date	End Date	Plant	Mod	Mod Desc	Loc	State	Zip	Phone	Technician	Vehicle	Year	Make	Model	Color	Engine	Transmission	Drive	Work Order	Comments	Disposition
9457773	GCQIS Ford	3-Oct-06	4-Oct-06	13C788	E (GEM)	LES WENNI NIC NG FORT MODUL MOTOR RECOV E (GEM) S INC ERY	OH	4193754135	N	2FAFP7 1W14X	1	S	13-Jan-04	2004	ORIA	Unknown	BUILD	27-Jan-04	77895		SM STS HAS REPLACED SWITCH AND MF SWITCH AND LIGHTS STILL GO OFF SEEKING COMMENTS: REPLACED LIGHTING CONTROL MODULE	Police Intercept report
447709682	AW S	40	23-May-07	##### 4W7Z	13C788	BB	E (GEM)	AUTOWAY NIC N MODUL MERCU CLEAR E (GEM) RY WATER FL	FL	7274662000	2FAFP7 1W14X	1	S	22-Jan-04	2004	ORIA	Unknown	BUILD	12-Feb-04	48403	CUSTOMER STATES THAT THE HEADLIGHTS WILL GO OFF BY THEMSELVES, SEE HISTORY	Police Intercept report
455891198	AW S	43	3-Oct-07	6-Oct-07 1W7Z	13C788	BC	E (GEM)	ELECTO SKAGIT NIC RIVER MODUL FORD, BURLIN E (GEM) INC. GTON WA	WA	3607572000	2FAFP7 1W14X	1	S	12-Mar-04	2004	ORIA	Unknown	BUILD	5-Apr-04	53201	THE HEADLIGHTS GO OFF AND FOUND COME BACK ON DUE TO LIGHTING CONTROL MODULE FAILURE.	Police Intercept report
450134763	AW S	39	27-Jun-07	30-Jun-07 4W7Z	13C788	BB	E (GEM)	ELECTO SHULT NIC S MODUL FORD, WEXFO E (GEM) INC. RD PA	PA	7249342388	2FAFP7 1W14X	1	S	16-Mar-04	2004	ORIA	Unknown	BUILD	13-Apr-04	64594	CUSTOMER STATES THAT HEADLIGHTS WILL GO OFF AT NIGHT DRIVING WILL COME BACK ON	Police Intercept report
391504189	AW S	9	1-Jun-05	2-Jun-05 4W7Z	13C788	BB	E (GEM)	ELECTO AUTOM NIC AX MODUL FORD KILLEEN TX	TX	2545260511	2FAFP7 1W14X	1	S	26-Mar-04	2004	ORIA	Unknown	BUILD	3-Sep-04	22772	CUSTOMER STATES HEADLAMPS GO OFF BY THEMSELVES AFTER BEING ON 20 MINS	Police Intercept report



427867506	S	AW	36	18-Jul-06	20-Jul-06	4W7Z	13C788	BB	E (GEM)	KERRY LINCOLN MERCURY FLORENCE	KY	8595253000	2FAFP7 1W24X	1	S	6-Aug-03	2004	ORIA	Unknown	VICT	CROWN VICT	ST. THOMAS PLANT	13-Aug-03	35711	ON OWN	HEADLAMPS GO OFF	VERIFIED CONCERN PERFORMED DIAG ON ALL ASSOCIATED HEADLIGHT CIRCUITS FOUND NO OUTPUT VOLTAGE ON CIRCUIT 16 FROM LIGHTING CONTROL MODULE TO MULTIFUNCTION SWITCH REPLACED LIGHTING CONTROL MODULE VERIFIED PROPER OPERATION	A	Police Intercept report
428025431	S	AW	32	20-Jul-06	24-Jul-06	4W7Z	13C788	BB	E (GEM)	MC CRACKIN PITTSBURGH	PA	4129316960	2FAFP7 1W24X	2	D	14-Nov-03	2004	ORIA	Unknown	VICT	CROWN VICT	ST. THOMAS PLANT	12-Dec-03	34175	DRIVING	CUST STATES HEADLIGHTS GO OUT AT TIMES WHEN	STAR TEST LIGHTING CONTROL MODULE. MONITOR PIDS ALL OK. CALLED HOTLINE. CALL CUST TO VERIFY ONLY HEADLIGHTS GO OUT. REPLACE LCM PER HOTLINE. RETEST.	A	Police Intercept report
432794257	S	AW	32	21-Sep-06	25-Sep-06	4W7Z	13C788	BB	E (GEM)	COUGH JOHNSTON	OH	7409672085	2FAFP7 1W24X	1	S	6-Jan-04	2004	ORIA	Unknown	VICT	CROWN VICT	ST. THOMAS PLANT	9-Feb-04	73101	WILL COME BACKON	CUST STATES AT IMRES HEADLAMPS WILL GO OFF THEN COME BACK ON TAP ON LITE MODLE UNDER DASH THEY WILL COME BACKON	REPLACED HEADLAMP MODULE	A	Police Intercept report

VEHICLE IN FOR  
INTERM  
HEADLIGHTS AND  
TURN SIGNALS  
INOP. TECH  
STATES FLASH TO  
PASS DOES  
WORK. TECH  
STATES WHEN  
LIGHTS WERE  
OUT HE  
JUMPERED  
POWER TO

Po  
lic  
e  
Int  
erc  
ept  
or A

8661387 GCQIS Ford 1-Sep-05 3-Sep-05 Unknownr Unknow n CHRIS AUFFE NBERG FORD WASHIN GTON MO 6362394500 N 2FAFP7 1W24X 1 S 15-Jan-04 2004 ORIA Unknown BUILD 10-Nov-04 19399

NGS TEST LIGHT  
CONTROL  
MODULE NO  
CODES  
PERFORMED  
PINPOINT TESTS A  
TEST WERE  
INCONCLUSIVE  
ACCESSED HOT  
LINE TEST PER  
INSTRUCTIONS  
REPLACED  
LIGHTING  
CONTROL  
MODULE RETEST  
LIGHTS STAY ON

Po  
lic  
e  
Int  
erc  
ept  
or A

AW 413457882 S 23 27-Dec-05 4-Jan-06 4W7Z 13C788 BB E (GEM) WOOD Y SANDE R FORD, CINCINN ATI OH 5135415586 2FAFP7 1W24X 1 S 17-Feb-04 2004 ORIA Unknown BUILD 5-Mar-04 30996 (3 4 OF DRIVING)

CHECK AND REPORT  
ON HEADLIGHTS WILL  
SHUT OFF AFTER  
ENGINE IS WARMED UP

WEB FORM DATA -  
CONCERN:  
HEADLAMPS GO  
OFF AT TIMES,  
HAS TO WIGGLE  
SIGNAL OR  
HAEDLAMP SW.  
TO GET TO COME  
BACK ON,  
HAPPEND 1 TIME  
THEY DIDNT  
COME BACK ON  
TILL NEXT DAY  
DIAGNOSTICS:  
NOTHING ON  
OAISES FOR THIS  
CONCERN, NO  
CODES, TECH  
QUESTION: HAVE  
YOU RUN IN TO  
THIS AT ALL IT IS  
ALSO A POLICE  
PACKAGE  
VEHICLE

Po  
lic  
e  
Int  
erc  
ept  
or F

PO5 ASST PER CN  
AND RT  
CUSTOMER PAY  
50.00  
1NTERM1TTANT  
CONCERN. DR1VE  
AND SHOP  
MON1TOR.  
OCCURRED 1  
T1ME. CYCLE  
SW1TCH  
HEADLAMPS  
FUNCT1ON1NG.  
NGS LCM KOEC  
PASS KOEO PASS.  
MON1TOR  
FURTHER. LAMPS  
GO OFF. TOUCH  
LCM. LAMPS  
COME ON. CHECK  
CONNECT1ONS.  
OK. REPLACED  
LAMP CONTROL  
MODULE  
RECHECK.

Po  
lic  
e  
Int  
erc  
ept  
or F

CUSTOMER STATES  
HEADLIGHTS CUTT OFF  
WHILE DRIVING AND  
CAN SLAM HOOD TO  
MAKE THEM COME  
BACK ON OR FLASH  
UNABLE TO  
DUPL1CATE  
FURTHER.  
RETEST NGS LCM  
KOEC PASS KOEO  
PASS.

10399094 GCQIS Ford 11-Mar-08 12-Mar-08 Unknownr n Unknow n MOUW MOTOR COMPA NY, SIOUX CENTER IA 7127220085 N 2FAFP7 1W24X 1 S 19-Feb-04 2004 ORIA Unknown BUILD 22-Apr-04 #####

AW 441470397 S 35 13-Feb-07 15-Feb-07 4W7Z 13C788 BB E (GEM) FORD NASHVI LLE TN 6152443615 2FAFP7 1W24X 1 S 25-Mar-04 2004 ORIA Unknown BUILD 7-Apr-04 43494

CUSTOMER STATES  
HEADLIGHTS CUTT OFF  
WHILE DRIVING AND  
CAN SLAM HOOD TO  
MAKE THEM COME  
BACK ON OR FLASH

CUSTOMER ALLEGES THE HEAD LAMPS GO OUT INTERMITTENTLY WHILE DRIVING. TECH HAS BEEN UNABLE TO VERIFY THE CONCERN AND IS SEEKING ADVICE OR KNOWN CONCERNS.

Po  
lic  
e  
Int  
erc  
ept  
or B

9092149 GCQIS Ford 24-Mar-06 25-Mar-06 Unknownr n Unknow n COUNT RYSIDE FORD-MERCU RY, INC. COLUM BUS WI 9206235250 N 2FAFP7 1W24X 1 S 31-Mar-04 2004 ORIA Unknown BUILD ST. THOMAS PLANT 9-Jun-04 80334

HEADLIGHTS GOING OUT INTERMITTENT WHEN THEY GO OUT THEY ARE OUT ABOUT 15 SECONDS<BR><BR>DIAGNOSTICS PERFORMED: CHECKED FOR WIRING CONCERNS<BR><BR>PARTS REPLACED: HAEDLIGHT SWITCH AND MULTIFUNCTION SWITCH,BOTH HEADLIGHT BULBS<BR> <BR>INTERMITTENTLY THE HEAD LAMPS WILL GO OUT BY THEMSELVES AND STAY OUT FOR CLOSE TO 15SEC'S AND THEN COME BACK ON THEIR OWN. TECH HAS

Po  
lic  
e  
Int  
erc  
ept  
or B

9587018 GCQIS Ford 19-Dec-06 20-Dec-06 Unknownr n Unknow n COUNTY MOTOR COMPA NY, INC. GRAHA M NC 3362266301 N 2FAFP7 1W24X 1 S 1-Apr-04 2004 ORIA Unknown BUILD ST. THOMAS PLANT 19-Apr-04 57860

CK HEADLIGHT R AND R 3 CONNECTORS CK WIRING AND CONNECTORS R AND R LCM REPLACE LIGHT MODULE CK LIGHTS OK

Po  
lic  
e  
Int  
erc  
ept  
or F

AW 408869316 S 19 25-Oct-05 29-Oct-05 4W7Z 13C788 BB E (GEM) ELMHU RST IL 6308333300 N 2FAFP7 1W24X 1 S 5-Apr-04 2004 ORIA Unknown BUILD ST. THOMAS PLANT CK HEADLIGHTS WILL GO OUT AT TIMES HAVE TO TAP ON LCM TO GET TO GO BACK ON

VEHICLE IN FOR HEADLAMPS INOPERATIVE INTERM. TECH HAS NOT DUPLICATE. CUSTOMER STATES ONLY THE LOW BEAMS ARE INOP AND THEY CAN GET THEM WORKING BY PLAYING WITH MULTIFUNCTION SWITCH. TECH SEEKING A DIRECTION. TECH IS PERFORMING DIAG AS ADVISED AND FOUND NO GROUND ON PIN 7 OF C2145C AND IS WONDERING IF THAT WOULD CAUSE THE CONCERN.

Police  
Interc  
eptor  
B

9156826 GCQIS Ford 26-Apr-06 29-Apr-06 Unknownr n JOHN WIESE FORD, SAUK INC. CENTRE MN 3203526561 N 2FAFP7 1W24X S ##### 2004 ORIA Unknownr BUILD ST. THOMAS PLANT 3-Jun-04 81016

HAVE RUNNING LIGHTS PULL BACK AND HIGH BEAMS STILLWORK RUN DIAGNOSTIC TEST AND PINPOINTS FOUND LCM BAD REPLACE LCM/ RECONFIGURE AND RETEST VERIFIED MILEAGE BY SERVICE MANAGER BELIEVE THE LAST DEALER'S MILEAGE WAS INCORRECT

Police  
Interc  
eptor  
A

AW 466665907 S 50 6-Mar-08 10-Mar-08 4W7Z 13C788 BB ELECTO REIMS NIC CHISEL MODUL FORD, BLUFFT ON IN 2608242300 2FAFP7 1W34X S 1 S 12-Sep-03 2004 ORIA Unknownr BUILD ST. THOMAS PLANT DRIVING DOWN ROAD/ LIGHTS GO OUT/ JUST



454010548	S	AW	42	4-Sep-07	6-Sep-07	4W7Z	13C788	BB	E (GEM) INC	ALBANY CA	5105281244	2FAFP7 1W34X	2 D	23-Dec-03	2004	ORIA	Unknown	BUILD	24-Mar-04	59984	CUSTOMER REPORTS WHEN USING THE HEADLIGHTS AT NIGHT THEY WILL BLINK OFF AND ON WHILE DRIVING	CHECK AND ADVISE	REPAIR	INSPECTED FOR CONCERN. PERFORMED EEC SYSTEM TESTS, PASS. PERFORMED PINPOINT TESTS AND INSPECTED WIRING AND CIRCUITS. CONTACTED HOTLINE ENGINEER. RECOMMEND TO REPLACE LIGHTING CONTROL MODULE (LCM) REPLACED LCM AND RETESTED, OK AT THIS TIME. ADDITIONAL TIME POLICE UNIT ACCESS ADD ON WIRE ETC TO	Pol lic e Int erc ept or
446561393	S	AW	40	15-May-07	#####	4W7Z	13C788	BB	E (GEM) RY O	AR	8708634146	2FAFP7 1W34X	1 S	12-Jan-04	2004	ORIA	Unknown	BUILD	26-Jan-04	49114	L26	HEADLIGHTS GO OUT WHILE DRIVING AT TIMES MAKES CLICKING NOIS BEFORE GO OUT AWA P05 APPROVED BY MARK TROSCLAIR, SERVICE MANAGER	VERIFY CONCERN, RUN BCE TEST, NO CODES, COMPLETE PINPOIINT TEST AND REPLACE LCM, RETEST, OK	Pol lic e Int erc ept or	

AW	434848999	S	33	26-Oct-06	29-Oct-06	4W7Z	13C788	BB	E (GEM)	NY	K	TX	8067973441	2FAFP7 1W34X	2 D	4-Feb-04	2004	ORIA	Unknown	BUILD	23-Feb-04	31004	HEADLAMPS INTERMITTEN	CK FOR HEADLAMPS INOP INTERMITTENT AFTER EXTENDED TIME.HOOK UP WDS, RETRIEVE CODE FROM LCM PASS NO CODES.RUN PPT,CK ALL CIRCUITS FOR POWER AND GROUND OK.PERFORM WIGGLE TEST FOR LOOSE CONN,REM AND BENCH TEST MULTIFUNCTION SWITCH,FAILED.R EPL MULTIFUNCTION SWITCH.RUN FOR 5 HOURS,QUIT AGAIN.CALL HOTLINE,INSTRUC TED TO REPL LCM.REPL LCM AND LET RUN FOR 7 HRS,VERIFY REPAIR OK.	A	or	B	
AW	415932912	S	24	7-Feb-06	9-Feb-06	4W7Z	13C788	BB	E (GEM)	INC.	LOUISB	URG	KS	9138374311	2FAFP7 1W34X	1 S	3-Feb-04	2004	ORIA	Unknown	BUILD	20-Feb-04	51402	CUST STATES THAT HEADLAMPS ARE GOING OFF , JUST REPLACED HEAD LAMP SWITCH	PROCESSOR SHORTEN OUT REPLACED PROCESSOR AND RECHECK OKAY CCC L26 CC28	A	or	A

9869791	GCQIS Ford	10-May-07	#####	Unknown	n	STEVE N F-M OF AUGUS AUGUST TA INC A	A	KS	3167752248	N	2FAFP7 1W34X	1	S	27-Feb-04	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	BUILD	12-Mar-04	62631	(Web Contact) Concern: Headlamps go out while driving or just sitting will come back on about a minute later. Park and inst. lamp stay on. (Web Contact) Diagnostics: other place changed headlamp switch still does it self tested LCM pass codes now it stopped malfunctioning. (Web Contact) Parts Replaced: headlamp switch   Is there an appropriate pinpoint test in the WSM for this concern? : no   Was the pinpoint test followed? : no (Web Contact) Question: any known concerns for intermittent concerns like this any, other tests to try to duplicate.	(Web Contact) Response: Diagnostics/Repair Suggested	A	or	E		
9758513	GCQIS Ford	19-Mar-07	20-Mar-07	Unknown	n	TUBBS BROTH ERS, SANDUS INC. KY MI	A	MI	8106482848	N	2FAFP7 1W34X	1	S	31-Mar-04	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	BUILD	16-Apr-04	93216	PE08-066	0642	QUESTION: ANY KNOWN CONCERNS? INITIAL HOTLINE RECOMMENDATIO N: THE TECHNICAL HOTLINE	PE08-066	A	or	B

DESCRIPTION OF  
VEHICLE  
CONCERN:  
HEADLAMPS TURN  
OFF BY  
THEMSELVES  
WITH SW IN ON  
POSITION WHEN  
KEY IS OFF  
DIAGNOSTICS  
ALREADY  
COMPLETED:  
POLICE DEPT  
MECHANICS  
REPLACED  
HEADLAMP SW,  
MULTI SW AND  
LCM RAN SELF  
TESDT NO CODES  
PARTS  
REPLACED: NONE  
TECHNICIAN  
QUESTION: IS  
THIS NORMAL  
FORM QUESTION:  
IS THERE AN  
APPROPRIATE  
PINPOINT TEST IN  
THE WSM FOR  
THIS CONCERN?  
ANSWER: NO

Po  
lic  
e  
Int  
erc  
ept  
or A

VERIFIED  
CONCERN  
TESTED FOUND  
OPEN IN THE LCM  
REPLACED THE  
LCM TESTED  
PROBLEM SOLVED A  
TECH STATES  
INTERMITTENTLY  
H/L CUT OUT  
WHILE DRIVING.  
TECH REPLACED  
MAIN LIGHT  
SWITCH TO NO  
AVAIL, SEEKING  
KNOWNS.

Po  
lic  
e  
Int  
erc  
ept  
or A  
  
Po  
lic  
e  
Int  
erc  
ept  
or B

10048563	GCQIS Ford	23-Aug-07	25-Aug-07	Unknown	n	BILL PIERRE FORD, SEATTL INC. E WA	2063642200	N	2FAFP7 1W34X1	1	S	3-May-04	2004	ORIA	Unknown	BUILD	#####	44805				
409894237	AW S	26	2-Nov-05	14-Nov-05	4W7Z	13C788	BB	E (GEM)	ELK FORD ELECTO LINCOL NIC N MODUL MERCU SAINT RY MARYS PA	8148347234	N	2FAFP7 1W44X	1	S	1-Aug-03	2004	ORIA	Unknown	BUILD	9-Oct-03	71352	CHECK HEADLIGHTS GO OUT WHILE DRIVING
8966471	GCQIS Ford	26-Jan-06	28-Jan-06	Unknown	n	JAY MALLA RD FORD LINCOL N JONESB MERCU ORO LA	3182599881	N	2FAFP7 1W44X	1	S	29-Sep-03	2004	ORIA	Unknown	BUILD	24-Oct-03	#####				

ID	System	Start	End	Status	Customer	Address	City	State	Zip	Phone	Model	Year	Make	Model	Plant	Build	Date	Time	Notes	Category
9519066	GCQIS Ford	6-Nov-06	7-Nov-06	Unknown	Earl FLOYD CARROL FORD	LTON	KY	5027326674	N	2FAFP7 1W44X	1 S	1-Oct-03	2004	CROWN VICTORIA	ST. THOMAS PLANT	BUILD	13-Oct-03	68946	TECH STATES THAT THE AUTOLAMPS GO OUT AFTER A COUPLE HOURS. NO CODES IN LCM. NO PARTS REPLACED. SEEKING DIRECTION. INVESTIGATE FOR HEAD LAMPS FLICKER AFTER DRIVING FOR A WHILE. FOUND LIGHT CONTROL MODULE GETTING HOT AND TURNING THE LIGHTS OFF. REPLACED LIGHT CONTROL MODULE.	Police Intercept
447848328	AW S	43	25-May-07	#####	ELECTORNIC MODUL Y (GEM)	MESA SAN DIEGO	CA	8585605544	N	2FAFP7 1W44X	1 S	21-Oct-03	2004	CROWN VICTORIA	ST. THOMAS PLANT	BUILD	20-Nov-03	62805	ADVISE HEADLIGHT GO OFF AND ON WHILE DRIVING FORD FLEET TO PAY 50% OF REPAIRS USE W04 REFERENCE 31 A5CXA4	Police Intercept
9519457	GCQIS Ford	6-Nov-06	7-Nov-06	Unknown	Superior FORD, INC.	PLYMOUTH	MN	7635599111	N	2FAFP7 1W44X	1 S	19-Nov-03	2004	CROWN VICTORIA	ST. THOMAS PLANT	BUILD	4-Dec-03	82480	TECH STATES INTERMITTENTLY HEADLIGHTS GO OUT AFTER 3-4 HOURS OF DRIVING. TECH UNABLE TO DUPLICATE CONDITION. NO DTC'S. PARK LIGHTS STAY ON WHEN CONDITION OCCURS. MULTIFUNCTION SWITCH HAS BEEN REPLACED.	Police Intercept



452948266	S	AW	36	20-Aug-07	22-Aug-07	4W7Z	13C788	BB	E (GEM)	DELIGN E ELECTO SALES NIC & MODUL SERVIC	ANSTED WV	3046585126	2FAFP7 1W44X	1	S	29-Jan-04	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	19-Aug-04	35847	HEADLAMPS GO OFF WILL COME ON AFTER AWHILE	TEST BODY CONTROL AND MULTIFUNCTION SWITCH. CHECK FOR AFTERMARKET WIRING AT HEADLAMP MODULE. NONE FOUND REPLACE MODULE	A	Police Intercept or	
457715788	S	AW	44	2-Nov-07	6-Nov-07	4W7Z	13C788	BB	E (GEM)	NE MODUL LINC ELECTO MARCO	LAKE PARK	FL	5616220700	2FAFP7 1W44X	1	S	4-Feb-04	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	19-Mar-04	70362	CUSTOMER STATES AFTER A WHILE HEADLAMPS SHUT OFF	VERIFY RR LCM MODULE TECH STS. THAT THE HEADLIGHTS WILL SHUT OFF BY THEMSELVES. THE OFFICER CAN CYCLE THE KEY AND FIX ISSUE. TECH HAS NOT BEEN ABLE TO VERIFY. PERFORMED DIAGNOSIS NO CODES IN SYSTEM REPLACED LIGHTING CONTROL MODULE OK	A	Police Intercept or
9020078		GQCIS Ford		20-Feb-06	21-Feb-06		Unknown	n	Unknow	BERGS TROM NEENA H- MENAS HA FORD	NEENAH WI	9207279000	2FAFP7 1W44X	1	S	4-Mar-04	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	31-Mar-04	97044			A	Police Intercept or	
454912627	S	AW	42	18-Sep-07	20-Sep-07	4W7Z	13C788	BB	E (GEM)	LES ELECTO WENNI NIC NG FORT MODUL MOTOR RECOV	ERY OH	4193754135	2FAFP7 1W44X	1	S	31-Mar-04	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	21-Apr-04	26670	HEADLAMPS GO OUT AT TIMES WHEN USING THEM HEADLIGHTS GO OFF WHILE DRIVING TURNED BLINKERS ON LAST NIGHT AND THEY WENT OFF TURN VEHICLE OFF FOR AWHILE AND RESTART AND THEY COME BACK ON ADVISE	PERFORMED EEC TEST, PIN POINT TEST, REPLACED LIGHTING CONTROL MODULE, RETESTED CUSTOMER, ALLEGES HIGH BEAMS SHUT OFF AFTER BEING ON FOR A TIME. TECH HAS NOT BEEN ABLE TO VERIFY. TECH SEEKING DIAG. ASSISTANCE SINCE POLICE EDITION.	A	Police Intercept or	
473332891	S	AW	50	19-Jun-08	21-Jun-08	4W7Z	13C788	BC	E (GEM)	TEAGU E FORD ELECTO LINC NIC N EL MODUL MERCU DORAD	RY O AR	8708634146	2FAFP7 1W44X	1	S	5-Apr-04	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	23-Apr-04	74812			A	Police Intercept or	
8550187		GQCIS Ford		14-Jul-05	18-Jul-05		Unknown	n	Unknow	SIOUX FALLS FORD LINC N SIOUX MERCU FALLS	SD	6053610361	2FAFP7 1W44X	1	S	13-Apr-04	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	14-Jun-04	17858			A	Police Intercept or	

AW	26	11-Aug-06	15-Aug-06	4W7Z	13C788	BB	E (GEM)	RY	EN	WA	3605333673	2FAFP7 1W44X	1	S	#####	2004	ORIA	Unknown	BUILD	28-Jun-04	52011	INTERMITTENT.REPORT	CUST STATES WHEN DRIVING HEADLIGHTS WILL SHUT OFF,WHEN PARKING LIGHTS ON THE HEADLIGHTS WILL COME AND AND SOMETIMES FLASH ON OFF.	JON. 70% FORD,20% CUST,10% FIVE STAR VERIFIED CONCERN:LCM FAULT REMOVE AND REPLACED LCM (LIGHTING CONTROL MODULE) RETEST PASS	A	or	A	
429372619 S																								VERIFY CONCERN,NGS BODY TEST & PINPOINTS,R & I STTERING COLUMN COVERS & INSPECT MULTI FUNCTION SWITCH OK,TRACE TO & REMOVE & REPLACE DRIVERS SIDE PARK LAMP BULB DUE TO SHORTED LIGHTING CONTROL MODULE,REMOVE & REPLACE LCM MODULE & REASSEMBLE ACCESS ITEMS, TEST OPERATION				
385170057 S	20	8-Apr-05	12-Apr-05	4W7Z	13C788	BB	E (GEM)	R	MUNCIE	IN	7652890431	2FAFP7 1W54X	1	S	30-Jul-03	2004	ORIA	Unknown	BUILD	6-Sep-03	32010	ON.	CUSTOMER STATES THE HEADLIGHTS SHORT OUT INTERMITTANTLY BUT THE PARKING LIGHTS AND TAIL LIGHTS STAY	OK, MT TO R & I STEERING COLUMN PANELS TO TEST CIRCUIT & MUKLTI FUNCTION SWITCH	A	or	B	
451406455 S	47	23-Jul-07	25-Jul-07	4W7Z	13C788	BB	E (GEM)	Y	BEACH	FL	5612780303	2FAFP7 1W54X	1	S	5-Aug-03	2004	ORIA	Unknown	BUILD	25-Sep-03	48497	GO OUT	CUST STATES HEADLIGHTS WILL JUST	48497 TEST AND VERIFY CONCERN ADN IDS TEST AND REPORT NO COADS PERFORM PINPOINT TEST AND REPLAE LIGHTING CONTROLE MODUAL AND RETEST WTY 42 587	A	or	A	

419073828	S	AW	30	15-Mar-06	18-Mar-06	4W7Z	13C788	BB	ELECTO NIC SOUTH MODUL ERN E (GEM) FORD	MANVEL TX	7139609800	2FAFP7 1W54X	1	S	18-Aug-03	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	29-Sep-03	56460	C S HEADLIGHTS WILL GO OUT WHILE DRIVING	OK VERIFY CONCERN CHECK HEADLAMP OPERATION CHECK ON WDS NO CODES CHECK LIGHTING CONTROL MODULE PROBLEM IN MODULE REPLACE AND PERFORM BCE PERFORM PINPOINT TEST NECESSARY TO REPLACE DEFECTIVE LIGHTING CONTROL MODULE AND RETEST NORMAL OPERATION	A	Police Intercept or
412655946	S	AW	27	15-Dec-05	22-Dec-05	4W7Z	13C788	BB	ELECTO LINCOLN NIC N MODUL MERCURY	STEUBENVILLE OH	6142834131	2FAFP7 1W54X	1	S	28-Aug-03	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	24-Oct-03	52319	CUSTOMER STATES DRIVING DOWN THE ROAD THE HEADLIGHTS WILL CUT OUT AND WONT COME BACK ON FOR 40 SECONDS THEN THEY WILL POP BACK ON	REPLACE AND PERFORM BCE PERFORM PINPOINT TEST NECESSARY TO REPLACE DEFECTIVE LIGHTING CONTROL MODULE AND RETEST NORMAL OPERATION	A	Police Intercept or
421503176	S	AW	25	17-Apr-06	25-Apr-06	4W7Z	13C788	BB	ELECTO MILLS NIC ANAHEI MODUL FORD	M CA	7147761330	2FAFP7 1W54X	1	S	2-Oct-03	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	26-Mar-04	33139	CUSTOMER STATES WHILE DRIVING WITH HEADLIGHTS ON HEADLIGHTS GO OFF AND THEN COME BACK ON AT TIMES CHECK AND ADVISE	RETEST NORMAL OPERATION	A	Police Intercept or
406655035	S	AW	20	5-Oct-05	6-Oct-05	4W7Z	13C788	BB	ELECTO LAMAR NIC BUNKIE MODUL FORD	LA	3183467261	2FAFP7 1W54X	1	S	22-Oct-03	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	11-Feb-04	61666	CHECK HEADLIGHTS WILL GO OFF AT TIMES	REPLACED GEM MODULE INSPECTED VEHICLE FOR CONCERN. RAN DIAGNOSTIC TEST. CODE B1472 STORED IN SYSTEM. RAN PINPOINT TEST. FOUND LIGHTING CONTROL MODULE INOPERATIVE. REPLACED MODULE AND RECHECKED OPERATION.	A	Police Intercept or
466831123	S	AW	47	10-Mar-08	12-Mar-08	4W7Z	13C788	BB	ELECTO COBUR NIC FORD MODUL MERCURY	BOONVILLE IN	8128975838	2FAFP7 1W54X	1	S	10-Nov-03	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	#####	#####	CUSTOMER STATES HEADLIGHTS INTERMITTENTLY GO OUT AND WILL NOT COME BACK ON.	OPERATION.	A	Police Intercept or

439116459 S	AW	39	17-Jan-07	20-Jan-07	4W7Z	13C788	BB	E (GEM)	RY	SET	ME	2078829431	2FAFP7 1W54X	1	S	14-Nov-03	2004	ORIA	Unknown	BUILD	26-Nov-03	69428	THEMSELVES	CHK FOR LIGHTS GO OUT BY THEMSELVES WILL LIGHT UP WITH FLASH TO PASS AND THEN WILL CLICK AND WILL WORK RIGHT BY THEMSELVES	LIGHTS INTERMITTANTLY GO OUT RAN OASIS AFTER NOT BEING ABLE TO REPLICATE CUSTOMERS CONCERN. NO TSB WERE AVAILABLE PERTAINING TO THE FAILURE OF THE HEADLIGHTS. BEGAN THE FLOW OF DIAGNOSIS BY INSPECTING THE HEAD LIGHT SWITCH CONNECTION, REMOVING THE LOWER DASH PANEL TO INSPECT THE MULTI FUNCTION SWITCH CONNECTION, AND CHECKED THE CONNECTIONS AT THE LIGHTING SYSTEM	Po lic e Int erc ept A or F
-------------	----	----	-----------	-----------	------	--------	----	---------	----	-----	----	------------	-----------------	---	---	-----------	------	------	---------	-------	-----------	-------	------------	--	--	---

465192693 S	AW	46	12-Feb-08	14-Feb-08	4W7Z	13C788	BB	ELECTO DON NIC HINDS MODUL FORD	FISHER	S	IN	3178499000	2FAFP7 1W54X	1	S	26-Jan-04	2004	CRO WN VICT	ST. THOMA S PLANT	Unknown	BUILD	5-May-04	97992	CUST STATES HEADLAMP WILL SHUT OFF BYTHEMSELFS	97992 TEST HEADLAMP OPERATION, COULD NOT DUPLICATE CONCERN. RUN OASIS, TSBS OR SSMS FOR THIS CONCERN. PERFORM SELF TEST, NO CODES PRESENT. PERFORM PINPOINT TEST, FOUND INTERMITTANT FAULT IN LIGHTING CONTROL MODULE. ADVISE CUSTOMER OF FINDINGS. REMOVE AND REPLACE LIGHTING CONTROL MODULE. RETEST AFTER REPAIRS, LIGHTS WORKING AS DESIGNED AT THIS TIME.	A	Public Intercept or A
-------------	----	----	-----------	-----------	------	--------	----	---------------------------------------	--------	---	----	------------	-----------------	---	---	-----------	------	-------------------	----------------------------	---------	-------	----------	-------	--	--	---	-----------------------------

9880125	GCQIS Ford	16-May-07	#####	Unknown	n	GLEN SAIN FORD, INC.	PARAG OULD	AR	8702368546	N	2FAFP7 1W54X	1	S	2-Feb-04	2004	ORIA	Unknown	BUILD	16-Apr-04	84802	Headlights go off by themselves while driving (Web Contact) Diagnostics: Checked for DTC,s in LCM and for any DTC,s There were none.Headlight switch was recently replaced for this same concern. (Web Contact) Parts Replaced: Headlight switch   Is there an appropriate pinpoint test in the WSM for this concern? : no   Was the pinpoint test followed? : no (Web Contact) Question: Have only gotten the headlights to go out 1 time and they were back on within 40 seconds. so was unable to perform any tests at that time. I suspect LCM. Have you heard of this type of concern on a police car and has the LCM cured them. This has the original headlamp bulbs. (Web Contact) Response: Diagnostics/Repair Suggested	Police Intercept
---------	------------	-----------	-------	---------	---	----------------------	------------	----	------------	---	-----------------	---	---	----------	------	------	---------	-------	-----------	-------	--	---------------------

436339146	AW S	33	22-Nov-06	25-Nov-06	4W7Z	13C788	BB	ELECTO NIC MODUL (GEM)	HOUST ON FORD, INC.	PINE RIVER	MN	2185874419	N	2FAFP7 1W54X	1	S	9-Mar-04	2004	ORIA	Unknown	BUILD	26-Mar-04	61073	CHECK FOR HEADLIGHTS SHUTTING OFF BY THEMSELVES	CK HEADLIGHT OP CK CONNECTIONS CK MESSAGES RR THE HEADLIGHT SWITCH CK CONNECTIONS THE CONCERN IS VERY INTERMITIANT LET RUN & HOT SOAK RUN PINPOINT TESTS E1 THROUGH E10 ALL OP OK AT THIS TIME & THE H	Police Intercept
-----------	------	----	-----------	-----------	------	--------	----	------------------------	---------------------	------------	----	------------	---	-----------------	---	---	----------	------	------	---------	-------	-----------	-------	---	--	---------------------

ID	System	Start	End	Status	Company	Address	City	State	Zip	VIN	Year	Model	Plant	Build	Notes	Category								
9170084	GCQIS Ford	3-May-06	6-May-06	Unknown	WAREH AM FORD, WAREH AM INC.	MA			5082953643	N [REDACTED] 2FAFP7 1W54X [REDACTED]	1	S	4-May-04	2004	ORIA	Unknown	BUILD	15-Jun-04	70602	CUSTOMER STATES INTERMITTENTLY HEAD LIGHTS WILL TURN OFF WHILE DRIVING. TECH UNABLE TO DUPLICATE. SEEKING DIRECTION.	A	Police		
9576894	GCQIS Ford	12-Dec-06	13-Dec-06	Unknown	SUPERIOR FORD, ZACHAR INC.	LA			2256542611	N [REDACTED] 2FAFP7 1W54X [REDACTED]	1	S	#####	2004	ORIA	Unknown	BUILD	15-Jun-04	32882	TECHNICIAN STATES THE HEADLAMPS ARE INOP INTERMITTENT. HE HAS VERIFIED THIS CONCERN BUT INTERMITTENT. THERE ARE NO DTC CODES SETTING IN THE VEHICLES MODULES. NO PARTS HAVE BEEN REPLACED OR SWAPPED OUT. THE VEHICLE IS A MODIFIED POLICE INTERCEPTOR. THE CUSTOMER CONCERN IS HEADLAMPS INOPERATIVE INTERMITTENT. DEALER HAS NOT VERIFIED THIS CONCERN AT THIS TIME. NO PARTS HAVE BEEN REPLACED OR SWAPPED OUT. THERE ARE NO DTC CODES SETTING IN THE VEHICLE MODULES. THE VEHICLE IS A MODIFIED POLICE CRUISER.	A	Police		
9607749	GCQIS Ford	2-Jan-07	3-Jan-07	Unknown	STOTT'S FORD INC	NC	TRYON		8288596627	N [REDACTED] 2FAFP7 1W64X [REDACTED]	1	S	22-Jul-03	2004	ORIA	Unknown	BUILD	29-Sep-03	81514					





9049103	GCQIS Ford	6-Mar-06	7-Mar-06	Unknown	Unknown	KIP KILLMO N'S TYSON	VA	7034480100	N	2FAFP7 1W64X	1	S	30-Sep-03	2004	ORIA	Unknown	ST. THOMA S PLANT	15-Oct-03	54882	TECH STATES THE HEAD LAMPS WILL CUT OFF & ON INTERMITTENTLY. TECH CAN DUPLICATE BY WIGGLING OR SHAKING THE LCM.	A	Public Intercept or BU
450770116	S	41	10-Jul-07	14-Jul-07	4W7Z	13C788	BB	ELECTO BOB NIC SCHWA MODUL RTZ	IN	2FAFP7 1W64X	1	S	24-Oct-03	2004	ORIA	Unknown	ST. THOMA S PLANT	22-Mar-04	#####	CUSTOMER STATES THAT THE HEADLIGHTS INTERMITTENTLY ARE INOP WHILE DRIVING.	A	Public Intercept or A
440747432	S	36	31-Jan-07	3-Feb-07	4W7Z	13C788	BB	ELECTO NIC YORK MODUL FORD SAUGU	MA	2FAFP7 1W64X	1	S	3-Nov-03	2004	ORIA	Unknown	ST. THOMA S PLANT	27-Feb-04	23341	LIGHTS GO OUT ON THEIR OWN CLICKING UNDER DASH WHEN THIS OCCURS	A	Public Intercept or A
445414677	S	38	24-Apr-07	29-Apr-07	4W7Z	13C788	BB	ELECTO HARR NIC MOTOR MODUL COMPA	MA	2FAFP7 1W64X	1	S	7-Nov-03	2004	ORIA	Unknown	ST. THOMA S PLANT	24-Mar-04	42374	AT TIMES HEADLIGHTS CUT OUT	A	Public Intercept or A
463825479	S	44	17-Jan-08	21-Jan-08	4W7Z	13C788	BB	ELECTO BURN NIC FORD- MODUL MERCU LIGONIE	IN	2FAFP7 1W64X	1	S	10-Nov-03	2004	ORIA	Unknown	ST. THOMA S PLANT	2-Jun-04	97228	CUSTOMER STATES HEADLAMPS GO OUT AT TIMES. DIAG AND EST COST	A	Public Intercept or A

AW	53	3-Jun-08	5-Jun-08 4W7Z	13C788	BB	E (GEM)	RY	ALBUQU	NM	5057666600	2FAFP7 1W64X	1	S	17-Dec-03	2004	ORIA	Unknown	BUILD	10-Feb-04	74524	CUSTOMER REPORTS HEADLIGHTS QUIT WHILE DRIVING ADVISE	TESTED AND VERIFIED HOOKED UP IDS AND SELF TEST LIGHTING CONTROLL MODUAL AND HAD NO CUMNICATION FOLLOW PPT TEST BAD MODUAL. REPLACED LIGHT CONTROLL MODUAL AND TESTED SYS ALL LIGHTS PASS AND WORKING AS SHOULD	A	or A
472251587 S																						TECH HAS VEHICLE IN FOR AN INTERM CONCERN OF THE HEADLIGHTS AND CLUSTER LIGHTS SHUTTING OFF WHILE DRIVING. TECH STATES NO CODES IN THE LCM AND HE HAS BEEN UNABLE TO DUPLICATE. CUSTOMER STATES THEY CAN PULL OVER, TURN LIGHTS OFF, COUNT TO 10 AND TURN THEM BACK ON. TECH SEEKING A DIRECTION.		
8350359 GCQIS Ford		11-Apr-05	1-May-05		Unknow	n	HA	NEENAH WI		9207279000 N	2FAFP7 1W64X	1	S	15-Dec-03	2004	ORIA	Unknown	BUILD	8-Jan-04	16975		0		
																						BCE TEST.PIN TEST.REPLACE LIGHTING CONTROL MODULE,INTERMI T OPER.	A	or A
441852791 S		21-Feb-07	24-Feb-07 4W7Z	13C788	BB	E (GEM)	INC.	PARSIP	NJ	2014021700	2FAFP7 1W64X	1	S	19-Dec-03	2004	ORIA	Unknown	BUILD	#####	35025	CUSTOMER STATES HEAD LIGHTS JUST GO OFF BY THEM SELVES			



WEB FORM DATA -  
 CONCERN:  
 CUSTOMER SAYS  
 AT TIMES WHEN  
 DRIVING  
 HEADLAMPS CUT  
 OUT  
 DIAGNOSTICS:  
 CHECKED FOR  
 ANY LOOSE  
 CONNECTIONS  
 ALL OK UNABLE  
 TO CONFIRM  
 PROBLEM BUT  
 THIS IS A POLICE  
 CAR AND  
 SEVERAL  
 DIFFERENT  
 OFFICERS HAVE

Police  
 Interc  
 A or A

COMPAINED  
 ABOUT CONCERN  
 TECH QUESTION:  
 COULD THIS  
 POSSIBLY BE A  
 BAD LCM  
 TECH SATES THAT  
 PER OFFICER,  
 WHEN DRIVING  
 CAR ALL LIGHTS  
 WENT OUT.  
 CURRENTLY  
 THERE ARE NO  
 INTERIOR, PARK  
 OR HEADLIGHTS.  
 SELF TEST THE  
 LIGHTS WILL  
 FLASH AND THE  
 HORN WILL  
 CHIRP. HARD  
 FAULTS B1342,  
 1472, AND 1792.  
 ALL CODES LEAD  
 TO LCM  
 REPLACEMENT.  
 LOOKING FOR  
 KNOWNS PRIOR  
 TO LCM  
 REPLACEMENT.

Police  
 Interc  
 A or A

10251120 GCQIS Ford 20-Dec-07 22-Dec-07

Unknown

Unknown

FUCCIL  
 LO  
 FORD  
 OF  
 SENECA  
 A SENECA  
 FALLS FALLS NY

3155689881 N

2FAFP7  
 1W64X

1 S

26-Jan-04 2004

CRO  
 WN  
 VICT

Unknown

ST.  
 THOMA  
 S  
 PLANT

BUILD ##### 92506

7506872 GCQIS Ford 24-Mar-04 25-Mar-04

Unknown

Unknown

SHAKE  
 R'S  
 LINCOLN-  
 MERCURY WATER  
 RY TOWN CT

2039454900 N

2FAFP7  
 1W64X

1 S

12-Feb-04 2004

CRO  
 WN  
 VICT

Unknown

ST.  
 THOMA  
 S  
 PLANT

BUILD 27-Feb-04 835

452800992	S	AW	36	16-Aug-07	19-Aug-07	4W7Z	13C788	BB	E (GEM)	RY	X	AZ	8882641851	2FAFP7 1W64X	1	S	16-Feb-04	2004	ORIA	Unknown	BUILD	13-Sep-04	34685	ERRATIC	LIGHTS INOPERATIVE EXTERIOR CHECK FOR HEADLIGHTS SHUTTING OFF PERIODICALLY WHILE DRIVING	VERIFY CUST CONCERN, FOUND HEADLAMPS SHUT OFF BY WITH SWITCH ON, TEST SYSTEM REPLACE LIGHTING CONTROL MODULE FOR INTERMITENT OPEN CIRCUIT FOR HEADLAMPS, RETE ST NORMAL AFTER REPAIR QUIT WORKING TESTED AND COULD NOT DUPLICATE CUSTOMERS CONCERN. CHECKED WIRING TO WIGWAG CIRCUIT CHECKED O.K. CHECKED HEADLAMP SWITCH AND MULTI FUNCTION SWITCH O.K. FOUND THE LIGHTING CONTROL MODULE DEFECTIVE. REPLACED LIGHTING CONTROL MODULE. RETESTED O.K.	Po lic e Int erc ept or B	
441964911	S	AW	35	22-Feb-07	26-Feb-07	4W7Z	13C788	BB	E (GEM)	E INC	STON	IN	7655633126	2FAFP7 1W64X	1	S	26-Mar-04	2004	ORIA	Unknown	BUILD	9-Apr-04	65029	CUSTOMER STATES HEADLIGHTS INTERMITTENTLY THE CUSTOMER STATES THAT THE HEADLIGHTS WILL GO OUT AFTER 10 TO 15 MINUTES OF BEING ON. ALSO STATES THAT THE HEADLIGHTS WILL COME ON WHEN THE SWITCH IS IN THE PARKING LIGHT POSITION.	RUN IDS TEST FOUND LCM NOT WORKING WRIGHT CKED FUSE OK CKED WIRING OK PULLED LCM AND REPLACED RETESTED OK AT THIS TIME	Po lic e Int erc ept or B		
457391491	S	AW	44	29-Oct-07	31-Oct-07	4W7Z	13C788	BB	E (GEM)	LINCOLN	OTHE	OH	7407025000	2FAFP7 1W64X	1	S	12-Mar-04	2004	ORIA	Unknown	BUILD	6-Apr-04	98706	POSITION.	ST. THOMAS PLANT	ST. THOMAS PLANT	RETESTED OK AT THIS TIME	Po lic e Int erc ept or F

AW	468397235	S	49	1-Apr-08	3-Apr-08	4W7Z	13C788	BB	ELECTO NIC J.C. MODUL LEWIS E (GEM) FORD	SAVANN AH	GA	9129250234	2FAFP7 1W64X	1	S	6-Apr-04	2004	CRO WN VICT	ORIA	Unknown	ST. THOMA S PLANT	BUILD	14-Apr-04	98931	ELECTRICAL SYSTEMS CUSTOMER STATES THAT AT TIMES WHILE DRIVING, BOTH THE HEADLIGHTS AND DASH ILLUMINATION LIGHTS WILL GO OUT. HAS HAD MULTI FUNCTION	CONFIRMED CONCERN LIGHTING CONTROL MODULE SHORTED REPLACED MODULE AND REPROGRAMMED	A	or	A	
																										HEADLITES ON FOR 1 HR BEFORE CLOCKING ONTO JOB.CONTACT HOT LINE.NEED TO KNOW IF HI BEAMS STILL WORK WHEN HEADLITES GO OFF,IF FLASH TO PASS FUNCTION STILL OPERATES AND IF THEY COME BACK ON BY THEM CUST TO REPAIR UNABLE TO DUPLICATE				
AW	419604134	S	20	22-Mar-06	25-Mar-06	4W7Z	13C788	BB	ELECTO NIC KENDA MODUL LL E (GEM) FORD	EUGEN E	OR	5413422151	2FAFP7 1W64X	2	D	#####	2004	CRO WN VICT	ORIA	Unknown	ST. THOMA S PLANT	BUILD	7-Jul-04	30246	C R HEADLIGHT PERIODADICALLY HEADLIGHTS GO OFF.	DEFECTIVE LIGHT CONTROL MODULE 40409 VERIFY CONCERN. PERFORM WDS TEST. PERFORM PIN POINT TEST. REMOVE AND REPALCE	A	or	B	
AW	438957389	S	39	15-Jan-07	17-Jan-07	4W7Z	13C788	BB	ELECTO NIC STANT MODUL ON E (GEM) FORD	STANTO N	MI	9898318388	2FAFP7 1W74X	2	D	21-Jul-03	2004	CRO WN VICT	ORIA	Unknown	ST. THOMA S PLANT	PLANT	6-Nov-03	59991	HEADLIGHTS GO OUT WHEN DRIVING	DEFECTIVE LIGHT CONTROL MODULE 40409 VERIFY CONCERN. PERFORM WDS TEST. PERFORM PIN POINT TEST. REMOVE AND REPALCE	A	Int	A	
AW	435112065	S	38	31-Oct-06	2-Nov-06	4W7Z	13C788	BB	ELECTO NIC OF MODUL DELRA E (GEM) Y	MAROO NE DELRA BEACH	FL	5612780303	2FAFP7 1W74X	1	S	6-Aug-03	2004	CRO WN VICT	ORIA	Unknown	ST. THOMA S PLANT	BUILD	25-Sep-03	40409	CUST STATES HEADLIGHTS WILL TURN OFF IF YOU HIT A BUMP, CUST STATES GEM MODULE UNDER DASH	CONFIRMED CONCERN LIGHTING CONTROL MODUAL AND RETST QC OK TECH 5968 ESP	A	or	C	

AW	408826789	S	26	20-Oct-05	29-Oct-05	4W7Z	13C788	BB	E (GEM) S, INC.	HAVEN	CT	2039312800	2FAFP7 1W74X	1	S	27-Aug-03	2004	ORIA	Unknown	BUILD	ST. THOMA S PLANT	16-Sep-03	#####	ON	CUST. STATES:HEADLIGHTS ARE INOP..WHILE DRIVING LIGHTS WILL GO OUT DRIVER WILL THEN MOVE SWICH..ON OFF ETC..THEN SHUT OFF AFTER 1 2 MIN. LIGHTS WILL THEN COME BACK	PERFORM INSP AND RETRIVED DTC FROM CTM B2498 LEAD TO PINPOINT TEST E1 TO E2 DUE TO SELFTEST DTC B1792 TEASTED SWITCH OK PERFORM LCM MODULE AND FOUND HIGH VOLTAGE AND REPLACED LCM FOR PINPOINT TEST CLEARED CODE AND RELEASED VEHICLE	A	Po lic e Int erc ept or F
AW	451733152	S	48	27-Jul-07	31-Jul-07	4W7Z	13C788	BB	E (GEM) INC	WAUCO NDA	IL	8475265541	2FAFP7 1W74X	1	S	25-Aug-03	2004	ORIA	Unknown	BUILD	ST. THOMA S PLANT	12-Sep-03	63749	ALL BY THEMSELVES	HEADLAMPS TURN OFF	VERIFY CONCERN PP TEST NESS TO REPL LCM UNIT INT FAILURE RETEST OK	A	Po lic e Int erc ept or A

8129555	GCQIS Ford	13-Jan-05	1-Mar-05	Unknown	n	SERRA MONTE FORD, INC.	COLMA	CA	6507557007	N	2FAFP7 1W74X	1	S	28-Aug-03	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	BUILD	26-Sep-03	11878
---------	------------	-----------	----------	---------	---	---------------------------------	-------	----	------------	---	-----------------	---	---	-----------	------	------	---------	-------------------	----------------------------	-------	-----------	-------

HEADLAMP AND  
 RUNNING LAMPS  
 BECOME INOP.  
 DISCONNECT AND  
 RECONNECT THE  
 LCM AND  
 HEADLAMPS WILL  
 OPERATE  
 NORMALLY FOR A  
 COUPLE OF DAYS.  
 LCM AND M/F  
 SWITCH WERE  
 REPLACED AT THE  
 POLICE GARAGE  
 TO NO AVAIL  
 TECH SEEKING  
 KNOWNS. TECHS  
 STS HAS VEHICLE  
 IN AND HAS  
 HEADLIGHTS INOP  
 AND BRAKE  
 LIGHTS INOP; AND  
 IF LCM IS  
 DISCONNECTED  
 LIGHTS START  
 WORKING AND  
 TECH STS HAS  
 INSPECTED AND  
 REPLACED LCM  
 AND REPAIRED  
 CONNECTOR ,

Pol  
 lic  
 e  
 Int  
 erc  
 ept  
 or A

9607783	GCQIS Ford	2-Jan-07	3-Jan-07	Unknowr	n	Unknow	ALBAN Y FORD INC	ALBANY CA	5105281244	N	2FAFP7 1W74X	1	S	8-Sep-03	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	BUILD	30-Mar-04	73500	HEADLIGHT WENT OUT INTERMITTENTLY DIAGNOSTICS PERFORMED: UNABLE TO VERIFY AT THIS TIME.IT IS A POLICE CAR PARTS REPLACED: PLEASE LIST ANY BODY MODULE DTCS RELATED TO THIS CONCERN: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? : WAS THE PINPOINT TEST FOLLOWED?: INITIAL QUESTION: ANY KNOWN CONCERN INITIAL HOTLINE RECOMMENDATION: PLEASE CONTACT THE	Police or	
441385009	AW S	40	12-Feb-07	14-Feb-07	4W7Z	13C788	BB	ELECTO NIC MODUL (GEM) SOUTH ERN FORD	MANVEL TX	7139609800	2FAFP7 1W74X	1	S	16-Oct-03	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	BUILD	11-Nov-03	52186	HEADLIGHTS WILL GO OUT WHILE DRIVING	DIAG AND PINPOINT. NECESSARY TO REPLACE LCM. RETEST. PASSED. HEADLIGHTS CUTTING OUT TEST SWITCH OK TEST CIRCUITRACED WIRING FOUND LCM DEFECTIVE REPLACED LIGHTING CONTROL MODULE HEADLIGHTS NOW WORKING CORRECTLY	Police or
438645049	AW S	33	9-Jan-07	11-Jan-07	4W7Z	13C788	BB	ELECTO NIC MODUL (GEM) HARR MOTOR COMPA NY, INC.	WORCESTER MA		2FAFP7 1W74X	1	S	3-Nov-03	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	BUILD	24-Mar-04	37823	C S THE HEADLIGHTS CUT OUT	Police or	

AW  
432096457 S

32 11-Sep-06 13-Sep-06 4W7Z

13C788 BB

ELECTO ALL  
NIC AMERI  
MODUL CAN TALLAH  
E (GEM) FORD ASSEE FL

8508771171

2FAFP7  
1W74X

1 S

19-Nov-03

2004 ORIA

Unknown

ST.  
THOMA  
S  
PLANT  
BUILD

5-Feb-04

26468

CUSTOMER STATES  
HEADLAMPS ARE  
GOING OFF AND ON  
WHEN DRIVING

13C788:CC 28  
PREFORM BCE  
DIAG, PINPOINT  
TESTS, REMOVE  
HEADLAMP  
SWITCH AND TEST  
CIRCUIT 1033(RD  
YE) CHECK FOR  
CONTINUITY TO  
GROUND THRU  
SWITCH, OK. TEST  
LCM AND FOUND  
INT FAILURE.  
REMOVE LCM AND  
REPLACE.  
RETEST.

Po  
lic  
e  
Int  
erc  
ept  
or E

WHILE DRIVING  
THE HEADLAMPS  
TURN OFF AND  
THE HORN  
BLOWS, THE  
AIRBAG LIGHT  
COMES ON AND IF  
YOU USE THE  
HORN IT STICKS  
ON. TECH STATES  
HIS 3 HOT AT ALL  
TIMES HAVE NO  
VOLTAGE ON  
THEN UNLESS  
THE MODULE IS  
UNPLUGGED.  
TECH INSPECTED  
THE FRONT  
HARNES AND  
THERE WAS LOTS  
OF WATER IN THE  
FRONT HARNES.  
TECH STATES  
THERE IS POWER  
OUT OF THE BJB  
BUT NOT  
THROUGH THE  
HARNES.  
SEEKING ADVICE  
OR KNOWN  
CONCERNS.

Po  
lic  
e  
Int  
erc  
ept  
or A

8419954 GCQIS Ford 16-May-05 8-Jun-05

Unknown

BURT  
PAQUI  
N  
FORD  
LINCOL  
Unknow N SAINT  
n MERCU ALBANS VT

8025247343 N

2FAFP7  
1W74X1

1 S

6-Feb-04

2004 ORIA

Unknown

ST.  
THOMA  
S  
PLANT  
BUILD

19-Feb-04

19280

AW	23	6-Apr-06	8-Apr-06	4W7Z	13C788	BB	ELECTO NIC L FORD MODUL SALES E (GEM) INC	MADISO N	WI	6082463600	2FAFP7 1W74X	1	S	28-Apr-04	2004	CRO WN VICT	ORIA	Unknown	ST. THOMA S PLANT BUILD	#####	46162	DRIVING	HEADLIGHTS WILL SHUT OFF WHEN	WPI DIAGNOSE AND REPLACE HEADLIGHT MODULE	A	or	A	Police Intercept							
420711502	S																																		
8963372	GCQIS Ford	25-Jan-06	27-Jan-06			Unknown	Unknow n	CASCO BAY YARMO FORD UTH	ME	2078465577	2FAFP7 1W74X	1	S	6-May-04	2004	CRO WN VICT	ORIA	Unknown	ST. THOMA S PLANT BUILD	8-Jun-04	74000													Police Intercept or B	
442396127	S						ELECTO NIC J.C. MODUL LEWIS E (GEM) FORD	SAVANN AH	GA	9129250234	2FAFP7 1W74X	1	S	#####	2004	CRO WN VICT	ORIA	Unknown	ST. THOMA S PLANT BUILD	4-Jun-04	27439	AND A	ELECTRICAL SYSTEMS CUSTOMER STATES THAT AT TIMES, THE HEADLIGHTS WILLGO OFF BY THEMSELVES WHILE DRIVING. ALSO, THEY WILL NOT TURN ON AT TIMES. CHECK												Police Intercept or A
411767601	S						ELECTO NIC KOONS MODUL FORD, E (GEM) INC.	FALLS CHURC H	VA	7032417200	2FAFP7 1W74X	1	S	#####	2004	CRO WN VICT	ORIA	Unknown	ST. THOMA S PLANT BUILD	4-Jun-04	25725	BLANK OUT	HEADLIGHTS WILL BLANK OUT DIAG TEST AND REPLACE LCM NOT SENDING POWER TO HEAD LIGHTS AT TIMES	A	or	A							Police Intercept or A		

438199461	S	AW	38	2-Jan-07	6-Jan-07	4W7Z	13C788	BB	ELECTO GILLIS NIC AUTO MODUL CENTE E (GEM) R	SHELTO N	WA	3604265585	2FAFP7 1W84X	1	S	24-Jul-03	2004	ORIA	Unknown	BUILD	ST. THOMA S PLANT	6-Nov-03	44128	PUSHING	C S THAT HEADLIGHTS WILL GO OUT 3 PLUS TIMES WHILE DRIVING. YOU CAN STILL HEAR THE CLICK IN THE DASH WHEN THIS IS HAPPENING. YOU COULD ACTIVATE HIGHS BY PULLING SWITCH IN AND THEN	CHECKED EXTERNNAL LIGHT CONNECTIONS, F GROUNDS, REALYS, FUSE ALL APPEARED OK. CHECKED MULTIFUNCTION SWITCH AND WIRING. REMOVED HEADLAMP SWITCH AND DIMMER SWITCH FOUND THAT MULTI FUN REPLACED MUTLI FUNCITON SWITCH CHECK WIRING.REPLACE D DIMMER SWITCH AND LIGHTING CONTROL MODULE.RECHEC KED WIRING,ALL OK	Police Interc eptor
8650168	GCQIS	Ford		29-Aug-05	30-Aug-05		Unknown	n	ELK FORD LINCOLN MERCURY	SAIN MARYS	PA	8148347234	2FAFP7 1W84X	1	S	1-Aug-03	2004	ORIA	Unknown	BUILD	ST. THOMA S PLANT	5-Sep-03	66708		TECH STS HAS VEHICLE IN AND HAS HEADLIGHTS THAT CUT OUT AND TECH STS HAS REPLACED HEAD LIGHT SWITCH AND STILL HAS PROBLEM SEEKING KNOWS	Police Interc eptor	

9057601	GCQIS Ford	9-Mar-06	11-Mar-06	Unknown	Unknown	N	COLUM	MO	5734454411	N	2FAFP7 1W84X1	1	S	26-Aug-03	2004	ORIA	Unknown	BUILD	23-Sep-03	47267	SF STATES THE HEADLIGHTS TURN OFF WHILE DRIVING AT TIMES, AT THE TIME OF THE CONCERN IF YOU TURN THE SWITCH OFF AND ON AT THE TIME OF THE CONCERN THE LIGHTS COME BACK ON. SF STATES THE M/F SWITCH AND THE MAIN LIGHT SWITCH HAVE BEEN REPLACED BY ANOTHER DEALER.	Po lic e Int erc ept or F			
395184330	S	19	20-Jun-05	22-Jun-05	4W7Z	13C788	BB	E (GEM)	FORD	CHERR Y HILL	NJ	8564284000	N	2FAFP7 1W84X1	2	D	30-Sep-03	2004	ORIA	Unknown	BUILD	21-Nov-03	35049	C STATES HEADLAMPS WILL GO OUT SOMETIMES SF STATES THE HEADLIGHTS TURN OFF WHILE DRIVING AT TIMES, AT THE TIME OF THE CONCERN IF YOU TURN THE SWITCH OFF AND ON AT THE TIME OF THE CONCERN THE LIGHTS COME BACK ON. SF STATES THE M/F SWITCH AND THE MAIN LIGHT SWITCH HAVE BEEN REPLACED BY ANOTHER DEALER.	Po lic e Int erc ept or A

TECH STS. THAT THE HEADLIGHTS DO NOT COME ON INTERMITTANTLY, DROP OUT. TECH HAS NO CODES. HAS WORKED ALL DAY IN THE SHOP WITH WIGGLE TEST.

Po  
lic  
e  
Int  
erc  
ept  
or B

9170148 GCQIS Ford 3-May-06 6-May-06 Unknown n WARRE NSBUR WARRE NSBUR 2FAFP7 1W84X 1 S 11-Nov-03 2004 ORIA Unknown BUILD ST. THOMAS PLANT 3-Dec-03 60544

(Web Contact) Concern: After headlamps being on for awhile they go out but the park lamps stay on and if you wai awhile longer they will come back on. (Web Contact) Diagnostics: Another tech here has taken a look at this. he was testing the headlight circuit and found that he had power going into the headlamp module but not coming back out of it. checked all the bulbs they are all oem approved. (Web Contact) Parts Replaced: headlamp module | Is there an appropriate pinpoint test in the WSM for this concern? : no | Was the pinpoint test followed? : no (Web Contact) Question: why is the headlamp module getting hot and shutting off the headlamps if everything still test up to spec? and what should i do next????

Po  
lic  
e  
Int  
erc  
ept  
or E

9864203 GCQIS Ford 8-May-07 ##### Unknown n JANSS EN & SONS HOLDRE FORD GE NE 3089954418 N 2FAFP7 1W84X 1 S 17-Dec-03 2004 ORIA Unknown BUILD ST. THOMAS PLANT 20-Jan-04 77242

(Web Contact) Response: Diagnostics/Repair Suggested PERFORMED BODY,CHASSIS,ELECTRICAL TEST,DTC B2489, REPLACED LIGHTING MODULE HEADLAMPS GO OFF AT CONTROL

Po  
lic  
e  
Int  
erc  
ept  
or A

AW 408839713 S 22 24-Oct-05 29-Oct-05 4W7Z 13C788 BB CITY MOTOR ELECTO S OF NIC CARTE MODUL RSVILL CARTER (GEM) E, SVILLE GA 7703825780 2FAFP7 1W84X 1 S 9-Jan-04 2004 ORIA Unknown BUILD ST. THOMAS PLANT 26-Jan-04 ##### TIMES

8855777	GCQIS Ford	3-Dec-05	7-Dec-05	Unknowr	n	LL INC	STOWN OH	3307268181 N	2FAFP7 1W84X	1 S	21-Jan-04	2004 ORIA	Unknown	BUILD	11-Feb-04	67074	ST. THOMA S PLANT	THE HEAD LIGHTS OFF/ON WHILE THE VEHICLE IS DRIVING DOWN THE ROAD. WHEN ON THE HIGH BEAMS WORK FINE. AN LCM AND MULTIFUNCTION SWITCH HAVE BEEN REPLACED. TECH FOUND WERE THE CARPETING WAS DIRECTING HEAT STRAIGHT AT THE LCM. TECH FIXED THE CARPETING AND NOW THE LCM DOES NOT GET AS HOT. TECH HAS BEEN ABLE TO DUPLICATE THE CONCERN, BUT IS INTERMITTENT.	A	or	A			
433339270	S	32	29-Sep-06	3-Oct-06	4W7Z	13C788	BB	E (GEM) N-ME	N	AZ	5202923600	2FAFP7 1W84X	1 S	19-Jan-04	2004 ORIA	Unknown	BUILD	12-Mar-04	29760	BASE C S HEADLIGHTS ITT TURN OFF	AND TEST DRIVE VEHICLE CLEAR CODE AND RETEST SYSTEM CHECK OK	A	or	A

AW	432713953 S	14	20-Sep-06	23-Sep-06	4W7Z	13C788	BB	E (GEM)	E	E	WA	2FAFP7 1W84X1	1 S	15-Mar-04	2004	ORIA	Unknown	BUILD	5-Aug-05	29035	HEADLIGHTS GO OFF AND ON ON THEIR OWN	OK	A	DESCRIPTION OF VEHICLE CONCERN: HEADLIGHTS TURN OFF BY THEMSELVES SOME TIMES WILL GO DAYS BEFORE WILL HAPPEN DIAGNOSTICS ALREADY COMPLETED: AS SOON AS LITES GO OUT MOVE SWITCH AND THEY COME BACK ON NO CODES TO FOLLOW PARTS REPLACED: HEADLIGHT AND MULTIFUNCTION SWITCH TECHNICIAN QUESTION: HEADLIGHTS GO OUT AND THEN COME BACK ON WHEN TRYING TO TEST ANY KNOW CONCERNS FORM QUESTION:	lic e Int erc ept or A	
	9644154	GCQIS Ford	22-Jan-07	23-Jan-07		Unknown		MIKE MURPHY	FORD, INC.	HORTO NVILLE	WI	4147794077 N	2FAFP7 1W84X1	1 S	30-Jan-04	2004	ORIA	Unknown	BUILD	15-Mar-04	41600				SEEKING ANY KNOWN CONCERNS FOR THE HEADLAMPS INTERM CUTTING OUT, THE HEADLAMP SWITCH AND THE MFS HAVE BEEN REPLACED WITH NO CHANGE. TECH COMMENTS: REPLACED THE LCM	Po lic e Int erc ept or A
	9479460	GCQIS Ford	13-Oct-06	14-Oct-06		13C788		ELECTO HAWK NIC FORD MODUL OF OAK OAK E (GEM) LAWN LAWN		IL		7085996000 N	2FAFP7 1W84X1	1 S	5-Apr-04	2004	ORIA	Unknown	BUILD	15-Apr-04	82783					



9637476	GCQIS Ford	17-Jan-07	18-Jan-07	Unknown	n	ANDY SHAW FORD OF MARS HILL, I	MARS HILL	NC	8286809988	N	2FAFP7 1W94X	1	S	22-Sep-03	2004	ORIA	Unknown	CRO WN VICT	ST. THOMAS PLANT	BUILD	13-Nov-03	#####	LIGHTS GO OFF DIAGNOSTICS PERFORMED: CUSTOMER STATES HEAD LIGHT GO OFF A RANDOM TIMES MOST OF THE TIME WHEN THE CAR SETS 4 A LONG TIME WITH THE HEAD LIGHTS ON MOTER RUNNING (SHERIFFS CAR) WAS ABLE TO GET THE HEAD LIGHTS TO GO BY TURNING THE MAIN LIGHT SWITH ON AND OFF QUICKLY THE HEAD LIGHTS WENT OFF WITH THE SWITCH ON..... REPLACED THE MAIN LIGHT SWITCH, RETESTED- WORKED FINE. CUSTOMER	A	Police Interc ept or F
---------	------------	-----------	-----------	---------	---	--------------------------------	-----------	----	------------	---	-----------------	---	---	-----------	------	------	---------	-------------	------------------	-------	-----------	-------	---	---	------------------------------

419612377	AW	28	23-Mar-06	25-Mar-06	4W7Z	13C788	BB	E (GEM) FORD	OKLAHO MA CITY	OK	4052327171	N	2FAFP7 1W94X	2	D	28-Oct-03	2004	ORIA	Unknown	CRO WN VICT	ST. THOMAS PLANT	BUILD	12-Dec-03	36723	BACK ON SEE HISTORY	36723 HOOKED UP WDS SCANNED LCM FOR CODES FOUND NONE. CONTACTED TECH LINE, WAS ADVISED TO CHECK ALL PINS AT LCM MODULE. CHECKED ALL PINS THEN WAS ADVISED TO REPLACED LCM MODULE REPLACED MODULE AND RETESTED OK AT THIS TIME ...CAS#6CVC1006 MGH	A	Police Interc ept or F
-----------	----	----	-----------	-----------	------	--------	----	--------------	-------------------	----	------------	---	-----------------	---	---	-----------	------	------	---------	-------------	------------------	-------	-----------	-------	---------------------	--	---	------------------------------

AW	25	6-Apr-06	8-Apr-06	4W7Z	13C788	BB	HARR ELECTO NIC COMPA MODUL NY, E (GEM) INC.	WORCE STER MA	2FAFP7 1W94X	1 S	3-Nov-03	2004	CRO WN VICT	ORIA	Unknown	ST. THOMA S PLANT	24-Mar-04	22888	C S THE LIGHTS CUT OUT	HEAD LIGHTS CUT OUT TEST MULTIFUNCTION SWITCH OK TEST CIRCUIT TRACED WIRING FOUND LIGHTING CONTROL MODULE DEFECTIVE REPLACED WITH NEW MODULE LIGHTS NOW WORKING CORRECTLY	A	or	A		
420712709	S																								
9366237	GCQIS Ford	15-Aug-06	16-Aug-06		Unknown		JORDA N SAN FORD, ANTONI LTD. O TX FINCAN	2106533673	2FAFP7 1W94X	1 S	6-Nov-03	2004	CRO WN VICT	ORIA	Unknown	ST. THOMA S PLANT	15-Apr-04	86140		TECH STATES CONCERN OF HEAD LAMPS CUT OUT WHILE DRIVING. LCM WAS REPLACED LAST WEEK TO NO AVAIL. TECH HAS NOT DUPLICATED CONCERN, SEEKING DIRECTION.	A	or	A		
435767474	S	13-Nov-06	15-Nov-06	4W7Z	13C788	BB	ELECTO NON NIC FORD- MODUL MERCU HARTFO E (GEM) RY INC RD CITY IN	3173485100	2FAFP7 1W94X	1 S	10-Nov-03	2004	CRO WN VICT	ORIA	Unknown	ST. THOMA S PLANT	12-Jul-04	#####	C/S HEADLIGHTS CUT OUT INTERMITTENTLY	REPLACED BAD LIGHTING MODULE.	A	erc	B		
9624899	GCQIS Ford	4-Jan-07	13-Jan-07		Unknown		COAST AL FORD MOBILE AL	2513444000	2FAFP7 1W94X	1 S	10-Nov-03	2004	CRO WN VICT	ORIA	Unknown	ST. THOMA S PLANT	1-Dec-03	60000	or flash intermittently	Web Contact: Diagnostics: problem narrowed down to the lighting control module by customer.   Parts Replaced: none   Concern: Headlights will shut down Diagnostics/Repair Suggested	A	or	B		
10134905	GCQIS Ford	11-Oct-07	13-Oct-07		Unknown		REINEC KE MOTOR COMPA SCHUYL NY ER NE	4023522427	2FAFP7 1W94X	1 S	17-Nov-03	2004	CRO WN VICT	ORIA	Unknown	ST. THOMA S PLANT	2-Dec-03	62000		CONCERN: HEADLIGHTS GO OUT WHILE DRIVING DIAGNOSTICS: THEY WORK WHEN WE HAVE LOOKED AT THE CAR TECH QUESTION: ANY IDEAS	A	or	A		

428448499	S	AW	30	27-Jul-06	31-Jul-06	4W7Z	13C788	BB	E (GEM) LLC	NICK ELECTO CRIVEL NIC LI MODUL FORD, FORD, LLC	BEAVER PA	7247751330	2FAFP7 1W94X	1	S	14-Jan-04	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	BUILD	13-Feb-04	64082	ON	HEADLIGHTS WOULD GO OUT WHEN HITTING A BUMP. WOULD HAVE TO HIT ANOTHER BUMP TO GET LIGHTS BACK	LIGHTING MODULE INOPERATIVE ROTORS WARPED P05 AWA CUSTOMER GOODWILL DIAGNOSIS HEADLAMP CONCERN REPLACE LIGHTING CONTROL MODULE AND HEADLAMP SWITCH.CHECK ROTOR RUNOUT AND REPLACE TURN ON HEADLIGHTS WAIT UNTIL LIGHTS GO OUT. CHECK SWITCH INPUTS OK. NO VOLTAGE TO LIGHT. DURING DIAGNOSIS THE LIGHTS CAME BACK ON. WAIT UNTIL THE WENT OUT AGAIN. CHECK FUSES OK. NO POWER TO LIGHTS WHEN HEADLIGHTS WENT OUT., NO POWER FROM LIGHTING CONTROL MODULE. CHECK POWER AND GROUND TO LCM OK. REPLACED LCM.	Police Intercept A or C
441387962	S	AW	37	12-Feb-07	14-Feb-07	4W7Z	13C788	BB	E (GEM) INC.	ELECTO SCHMI NIC T BROS MODUL AUTO, SAUKVI SAUKVI INC.	LLE WI	2623774080	2FAFP7 1W94X	1	S	22-Jan-04	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	BUILD	6-Feb-04	69907	STAY ON. CUST STATES HEAD LIGHT WILL GO OFF AFTER TURNING THEM ON & STARTING TO DRIVE DOWN THE ROAD CUST STATES THERE IS A CONTROL MODULE UNDER WERE	NO CODES, OPEN IN LCM BODY CHASSIS ELECTRICAL (BCE) TEST	Police Intercept A or F	
428449685	S	AW	31	27-Jul-06	31-Jul-06	4W7Z	13C788	BB	E (GEM) RY	ELECTO INSKEE NIC P FORD MODUL MERCU GREENF MERCURY GREENFIELD	IELD IN	3174621470	2FAFP7 1W94X	1	S	19-Jan-04	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	BUILD	6-Feb-04	60811	THE		Police Intercept A or A	

9723035 GCQIS Ford 1-Mar-07 3-Mar-07 Unknownr n GILL FORD LINCOLN N MERCURY COALIN RY GA CA 5599350768 N 2FAFP7 1W94X 1 S 15-Jan-04 2004 ORIA Unknown BUILD 4-Feb-04 46511

DESCRIPTION OF VEHICLE CONCERN: CUSTOMER STATES WHEN DRIVING VEHICLE AT NIGHT, HEADLIGHTS FLASH ON AND OFF THEN THEY FINALLY WENT OUT. ALL PANEL LIGHTS WENT OUT TOO. DIAGNOSTICS ALREADY COMPLETED: RAN IDS TEST AND NO CODES PRESENT REPLACED: FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: YES FORM QUESTION: WAS THE PINPOINT TEST 35982 VERIFIED, RAN LCM SELF TEST PASSED, FUSES GOOD, CHECKED GROUNDS GOOD, JUMPERED OUT LCM HEADLIGHTS NOW WORK, CHECKED RESISTANCE ON WIRES BETWEEN MULTI FUNCTION SW. GOOD, COMPONENT TEST MULTI FUNCT. SW. (HAD TO REMOVE SW. FROM VEHICLE) THIS ALSO GOOD, PINPOINT TEST LEAD TO FAULTY L.C.M. REPLACED L.C.M., RETESTED HEADLIGHTS

Police Intercpt or A

AW 422797100 S 25 4-May-06 8-May-06 4W7Z 13C788 BB E (GEM) RY, MALOU F FORD - ELECTORNIC MODUL MERCURY BRUNS WICK NJ 7329510300 2FAFP7 1W94X 1 S 6-Apr-04 2004 ORIA Unknown BUILD 30-Apr-04 35982 BY THEMSEL

DESCRIPTION OF VEHICLE CONCERN: CUSTOMER STATES WHEN DRIVING VEHICLE AT NIGHT, HEADLIGHTS FLASH ON AND OFF THEN THEY FINALLY WENT OUT. ALL PANEL LIGHTS WENT OUT TOO. DIAGNOSTICS ALREADY COMPLETED: RAN IDS TEST AND NO CODES PRESENT REPLACED: FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: YES FORM QUESTION: WAS THE PINPOINT TEST 35982 VERIFIED, RAN LCM SELF TEST PASSED, FUSES GOOD, CHECKED GROUNDS GOOD, JUMPERED OUT LCM HEADLIGHTS NOW WORK, CHECKED RESISTANCE ON WIRES BETWEEN MULTI FUNCTION SW. GOOD, COMPONENT TEST MULTI FUNCT. SW. (HAD TO REMOVE SW. FROM VEHICLE) THIS ALSO GOOD, PINPOINT TEST LEAD TO FAULTY L.C.M. REPLACED L.C.M., RETESTED HEADLIGHTS

Police Intercpt or A



417362135 S	AW	21	27-Feb-06	1-Mar-06	4W7Z	13C788	BB	E (GEM)	RY	OWN	NY	7164840121	2FAFP7 1W94X1	2 R	#####	2004	ORIA	Unknown	BUILD	1-Jun-04	62384	CUST STATES: HEAD LIGHT INTERMITTANT CONCERN.	CK AND DIAG PARTIAL GROUNDED CIRCUIT 5500 OHMS NOT ALLOWING SPEEDO TO WORK CORRECTION: R R AND REPLACE LCM CONCERN: HEADLIGHTS TURN OFF BY THEMSELVES INTERMITTINGLY. (CANNOT DUPLICATE CONCERN HERE @ SHOP & CAN'T GET DETAILS FROM OFFICER(S) THAT DRIVES VEHICLE) DIAGNOSTICS: SELF TEST ALL CMDTC'S, LCM ON DEMAND SELF TEST. B1792 IS THE ONLY ODDTC. TEST PIN 7 @ C2145A CIRCUIT 296 WH/VT (12V IN RUN OR ACCY.). TECH QUESTION: IS ODDTC B1792 NORMAL FOR POLICE PACKAGE? ANY KNOWN CONCERNS/FIXES ? *HEADLIGHTS	A	Pol lic e Int erc ept or B	
10081485	GCQIS Ford	12-Sep-07	19-Sep-07				Unknow n	FORD, INC.	DURHA M		NC	9196829171	2FAFP7 1WX4X	1 S	26-Aug-03	2004	ORIA	Unknown	BUILD	7-Oct-03	69914				A	Pol lic e Int erc ept or B

DESCRIPTION OF  
 VEHICLE  
 CONCERN: AFTER  
 THE HEADLIGHTS  
 ARE ON FOR  
 EXTENDED  
 AMOUNT OF TIME  
 THE HEADLIGHTS  
 WILL GO OUT.  
 THEN YOU CAN  
 PLAY WITH THE  
 SWITCH AND  
 MAKE IT COME  
 BACK ON.  
 DIAGNOSTICS  
 ALREADY  
 COMPLETED:  
 CHECK WIRING  
 AND  
 CONNECTORS AT  
 THE HEADLIGHT,  
 AND HEADLIGHT  
 SWITCH AND  
 THEY ARE ALL  
 GOOD. PARTS  
 REPLACED:  
 REPLACED THE  
 HEADLIGHT  
 SWITCH  
 TECHNICIAN  
 QUESTION: WHAT A

Pol  
 lic  
 e  
 Int  
 erc  
 ept  
 or F

10194597	GCQIS Ford	19-Nov-07	21-Nov-07	Unknowr	n	TINDOL FORD LINCOLN MERCURY	GASTO	NC	7048678341	N	2FAFP7 1WX4X	1	S	27-Aug-03	2004	ORIA	Unknown	ST. THOMAS PLANT	BUILD	19-Sep-03	40000
----------	------------	-----------	-----------	---------	---	--------------------------------------	-------	----	------------	---	-----------------	---	---	-----------	------	------	---------	------------------------	-------	-----------	-------



9836338	GCQIS Ford	30-Apr-07	1-May-07	Unknown	n	TEAGU E FORD LINCOLN EL MERCURY	DORAD	AR	8708634146	N	2FAFP7 1WX4X	1	S	5-Jan-04	2004	ORIA	Unknown	CRO WN VICT	ST. THOMAS PLANT	BUILD	20-Jan-04	78354
---------	------------	-----------	----------	---------	---	---	-------	----	------------	---	-----------------	---	---	----------	------	------	---------	-------------------	------------------------	-------	-----------	-------

DESCRIPTION OF VEHICLE CONCERN: HEADLAMPS BLINK OFF AND ON AT TIMES DIAGNOSTICS ALREADY COMPLETED: NONE PARTS REPLACED: HEADLAMP SWITCH FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: NO CALL DATA: TECH STATES THAT VEHICLE WAS BROUGHT IN FOR THE HEAD LAMPS GOING

Public Interest Report

MODULE  
INSPECTED  
CONCERN IDS  
HOOKUP AND  
TEST NO CODES  
RETRIEVED IDS  
PID MONITOR  
MODULE  
OPERATION AND  
INFO RAN OASIS  
NO INFO ON C  
UST CONCERN  
PERFORMED  
PINPOINT TESTS  
TRACED AND  
TESTED ALL W  
IRING,LOOMS,CKT  
S,SWITCHES,RELA  
YS,POWER AND  
GROUNDS

CUST STATES THAT  
INTERMITTLY ESP  
WHEN VEH IS WARM  
THE HEAD LIGHTS DO  
NOT COME ON, AND  
SOMETIMES WHEN  
THEY ARE ON THEY  
SHUT OFF, IF YOU LET  
THE VEH COOL DOWN  
EVENTULLY THE  
HEADLIGHTS WILL W

CONTACTED  
HOTLINE AND  
SUGG  
REPLACEMENT OF  
LCM MODULE  
ACCESS AND  
RERPLA CED LCM  
MODULE  
LIGHTING  
CONTROL  
MODULE RETEST

Po  
lic  
e  
Int  
erc  
ept  
or A

AW  
451257823 S 42 19-Jul-07 23-Jul-07 4W7Z 13C788 BB ELECTO RICH  
NIC FORD 2FAFP7 CRO ST.  
MODUL SALES, ALBUQU 1WX4X WN THOMA  
E (GEM) INC. ERQUE NM 5052920000 [REDACTED] VICT S PLANT  
20-Jan-04 2004 ORIA Unknown BUILD 23-Feb-04 48397

INTERMITTENTLY  
THE HEAD LAMPS  
CUT OUT WHILE  
CRUISING-  
DEALER UNABLE  
TO DUPLICATE

Po  
lic  
e  
Int  
erc  
ept  
or A

9186790 GCQIS Ford 11-May-06 ##### Unknowr n BUCKE  
YE FORD 2FAFP7 CRO ST.  
LINCOLN N 1WX4X WN THOMA  
MERCURY O SIDNEY OH 9374984014 N [REDACTED] VICT S PLANT  
19-Feb-04 2004 ORIA Unknown BUILD 12-Mar-04 38649

9411551	GCQIS Ford	8-Sep-06	9-Sep-06	Unknown	n	TRI STAR FORD MCKEE SPORT, MCKEE INC. SPORT PA	4127512130	N	2FAFP7 1WX4X	1	S	16-Mar-04	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT BUILD	#####	82598	CUSTOMER COMPLAINT INTERMITTENTLY HEAD LIGHTS CUT OUT WHILE DRIVING. TECH REPLACED HEAD LIGHT SWITCH TO NO CHANGE.	Po lic e Int erc ept or B
8890051	GCQIS Ford	20-Dec-05	22-Dec-05	Unknown	n	HARVA RD FORD, HARVAR LLC D IL	8159434455	N	2FAFP7 1WX4X	1	S	#####	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT BUILD	14-Jun-04	57726	TECH STATES HEADLIGHT SWITCH HAS BEEN REPLACED. TECH SEEKING A DIRECTION.	Po lic e Int erc ept or A
9165448	GCQIS Ford	1-May-06	2-May-06	Unknown	n	CLAIR FORD LINCOLN- MERCURY INC SACO ME	2072820300	N	2FAFP7 1WX4X	1	S	6-May-04	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT BUILD	8-Jun-04	63970	CUSTOMER STATES THE HEAD LAMPS SHUT OFF INTERMITTENTLY WHILE DRIVING. TECH HAS VERIFIED THE CONCERN AND IS SEEKING ADVICE.	Po lic e Int erc ept or B

CUST STATES AT TIMES AFTER LONG USE THE HEADLAMPS WILL CUT OFF. DLR HAS NOT BEEN ABLE TO VERIFY THE CONCERN. NO CODES. CUST STATES IF VEHICLE IS SHUT OFF FOR A FEW MINUTES, LAMPS WILL COME BACK ON. DLR CALLED FOR INFO. TECH COMMENTS: REPLACED LIGHTING CONTROL MODULE

Public  
Intercept  
Area

PERFORM LCM SELF TEST ON DEMAND 13C788 PASS CONT PASS REPLACED ADN REINSTALLED LCM AND ENABLE. DARK MODE.

Public  
Intercept  
Area

15-20 MIN WITH LIGHTS ON THEY STOPPED WORKING. B2498 HEADLAMP SWITCH MULTIPLE SIGNALS INPUT ACTIVE WAS A MEMORY CODE.

Public  
Intercept  
Area

INTERMITTENTLY THE HEAD LIGHTS WILL GO OUT. SEEKIGN KNOWNS. CANNOT CURRENTLY VERIFY

Public  
Intercept  
Area

9400493	GCQIS Ford	1-Sep-06	2-Sep-06	2C353	CONTR	BEDFO RD FORD LINCOLN- MERCURY	BEDFOR	PA	8146238154	N	2FAFP7 1WX4X	1	S	4-May-04	2004	ORIA	Unknown	BUILD	9-Aug-04	#####					
412302975	AW S	18	5-Dec-05	17-Dec-05	4W7Z	13C788	BB	ELECTO NIC MODUL	ELMW OOD FORD, OD	ELMWO OD	PARK	NJ	2017913700	N	2FAFP7 1WX4X	1	S	#####	2004	ORIA	Unknown	BUILD	15-Jun-04	23772	CUST STATES THE HEADLIGHTS CAN GO OUT FOR QA MINUTE THEN THE Y COME BACK.
8963659	GCQIS Ford	25-Jan-06	27-Jan-06	Unknowr	Unknow	VALEN TI FORD,	MYSTIC	CT	8605364931	N	2FAFP7 1WX4X	1	S	#####	2004	ORIA	Unknown	BUILD	28-Jul-04	76189					
9406299	GCQIS Ford	6-Sep-06	7-Sep-06	Unknowr	Unknow	MEDFO RD FORD,	EUFAUL	AL	3346877621	N	2FAFP7 1WX4X	1	S	#####	2004	ORIA	Unknown	BUILD	24-Sep-04	44352					

435620467	AW	23	9-Nov-06	13-Nov-06	4W7Z	13C788	BA *	ARABIA N MOTOR S KUWAIT GROUP CITY	2FAFP7 2W34X1 [REDACTED]	1 S	1-Jun-04	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	HEADLIGHT GETTING OFF WHILE DRIVING.	PERFORMED PDS TEST, FOUND SYSTEM PASS. CHECKED HEAD LAMP OPERATION AND CONDITION, CONFIRMED HEAD LAMP GETTING OFF. INSPECTED, FOUND LIGHTING CONTROL MODULE MALFUNCTIONED, INTERNAL CIRCUIT FAULTY, CANNOT BE REPAIRED. REPLACED LIGHTING CONTROL MODULE. TESTED HEAD LAMP OPERATION, FOUND OK. 30000 TESTED HEADLIGHTS OPERATION, VERIFIED HEADLIGHT (BOTH HI AND LOW BEAMS) SHUTTING OFF AND GOING BACK ON INTERMITTENTLY. TESTED LCM (LIGHTING CONTROL MODULE) FOR DTCS, NONE PRESENT. TESTED LCM DCL DATA, HAS PROPER INPUTS FROM SWITCH. TESTED LCM OUTPUTS, R&I MULTI FUNCTION SWITCH TO TEST CIRCUITS (EASIEST TEST POINT). FAILED LCM. REPLACED LCM. RETEST	Co m me rci al A
471781180	AW	52	27-May-08	#####	4W7Z	13C788	BB	ELECTO KENT NIC CITY MODUL FORD, KENT E (GEM) INC. CITY	2FAFP7 3W24X1 [REDACTED]	1 S	28-Oct-03	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	HEADLIGHTS NOT STAYING ON. P05 AWA, CUST TO PAY 20 PERCENT	LCM. RETEST	Ba se A







428898466	S	AW	32	2-Aug-06	9-Aug-06	4W7Z	13C788	BB	ELECTO NIC MODUL	BOWM AN	NORTH VERNO	IN	8123466800	2FAFP7 4W24X	1	S	17-Dec-03	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	BUILD	2-Jan-04	70929	HEADLAMPS QUIT AT TIMES,OTHER LIGHTS STAY ON	REPLACED LIGHTING CONTROL MODULE CUSTOMER STATES THE HEADLAMPS AND ALL INTERIOR LAMPS INTERMITTENTLY BLANK OUT WHEN DRIVING IN THE RAIN. TECH IS UNABLE TO DUPLICATE CONCERN. LOOKING FOR KNOWNS.	A	LX	A
8366637	S	GCQIS Ford		18-Apr-05	20-Apr-05		Unknown	n	Unknow n	ACE MOTOR SALES, INC.	WOODB URY	NJ	8568456600	2FAFP7 4W24X	1	S	5-Apr-04	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	BUILD	20-Apr-04	23489		69432 13C788 42 TEST HEADLAMP OPERATION, CONDUCTED ELECTRICAL PINPOINT TESTS. LIGHTING CONTROL MODULE HAS INTERNAL RELAY FAILURE. REPLACED LCM AND RETEST OK. HEADLAMPS WORK AL TIMES NOW VERIFY CONCERN, SCOPE TESTED AND PINPOINT TESTED, REPL DLIGHTING CONTROL MODULE, RETESTED AFTER REPAIR. VERIFIED CUSTOMERS CONCERN. PERFORMED DIAGNOSTICS REPLACED MODULE.WAS OVERHEATING AND SHUTTING OFF	A	LX	A
469347301	S	AW	53	16-Apr-08	19-Apr-08	4W7Z	13C788	BB	ELECTO NIC MODUL	FRIEND LY FORD, INC.	SPRING FIELD	MO	4178834330	2FAFP7 4W34X	1	S	21-Nov-03	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	BUILD	6-Dec-03	69432	CS HEADLAMPS WILL GO OUT WHILE DRIVING,SEE CHAZ+	REPLACED LCM AND RETEST OK. HEADLAMPS WORK AL TIMES NOW VERIFY CONCERN, SCOPE TESTED AND PINPOINT TESTED, REPL DLIGHTING CONTROL MODULE, RETESTED AFTER REPAIR. VERIFIED CUSTOMERS CONCERN. PERFORMED DIAGNOSTICS REPLACED MODULE.WAS OVERHEATING AND SHUTTING OFF	A	LX	A
468911752	S	AW	53	9-Apr-08	12-Apr-08	4W7Z	13C788	BB	ELECTO NIC MODUL	ANDER SON BROS. FORD, INC.	BERWY N	IL	7087957900	2FAFP7 4W34X	1	S	9-Dec-03	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	BUILD	24-Dec-03	89224	CUSTOMER STATES: HEADLAMPS WILL TURN OFF BY THEMSELF, THENWILL TURN BACK ON	REPLACED LCM AND RETEST OK. HEADLAMPS WORK AL TIMES NOW VERIFY CONCERN, SCOPE TESTED AND PINPOINT TESTED, REPL DLIGHTING CONTROL MODULE, RETESTED AFTER REPAIR. VERIFIED CUSTOMERS CONCERN. PERFORMED DIAGNOSTICS REPLACED MODULE.WAS OVERHEATING AND SHUTTING OFF	A	LX	E
467366552	S	AW	46	17-Mar-08	19-Mar-08	4W7Z	13C788	BB	ELECTO NIC MODUL	DITSCH MAN/FL EMING TON	FLEMIN GTON	NJ	9087823673	2FAFP7 4W34X1	1	S	3-Jun-04	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	BUILD	18-Jun-04	51406	CUST STATES LIGHTS SHUT OFF AFTER USING TURN SIGNALS	REPLACED LCM AND RETEST OK. HEADLAMPS WORK AL TIMES NOW VERIFY CONCERN, SCOPE TESTED AND PINPOINT TESTED, REPL DLIGHTING CONTROL MODULE, RETESTED AFTER REPAIR. VERIFIED CUSTOMERS CONCERN. PERFORMED DIAGNOSTICS REPLACED MODULE.WAS OVERHEATING AND SHUTTING OFF	A	LX	D

464160639	S	AW	34	22-Jan-08	26-Jan-08	4W7Z	13C788	BB	ELECTO NIC LSON MODUL FORD, E (GEM) INC.	CHARLO TTE	NC	7045522760	2FAFP7 4W44X	1	S	18-Aug-03	2004	ORIA	Unknown	ST. THOMA S PLANT	BUILD	25-Apr-05	26504	C S ALL LIGHTS WENT OUT LAST NIGHT, CUSTOMER CHECKED FUSES ONLY TAIL LIGHTS WORK. CHECK AND ADVISE	LIGHT CONTROL MODULE MALFUNCTIONSB ODY CHASSIS ELECTRICAL (BCE) TEST DESCRIPTION OF VEHICLE CONCERN: DRIVERS CONCERN HEADLAMPS WILL GO OUT AND THEN COME BACK ON INTERMITANT DIAGNOSTICS ALREADY COMPLETED: THERE ARE NO CODES PARTS REPLACED: REPLACED LIGHT SWITCH TECHNICIAN QUESTION: VEHICLE WAS DRIVEN HOME BY SERVICE MANAGER WAS NOT ABLE TO VERIFY CONCERN HAVE YOU HAD THIS CONCERN BEFORE ??????? FORM QUESTION: IS THERE AN APPROPRIATE	A	LX	A
10309260	S	GCQIS Ford	25-Jan-08	26-Jan-08		Unknowr		n	NORTH TOWNE LINCOLN- MERCURY INC	KANSAS CITY	MO	8164532710	2FAFP7 4W54X	1	S	22-Sep-03	2004	ORIA	Unknown	ST. THOMA S PLANT	BUILD	21-Oct-03	#####	60536 W ESP CK FOR HEADLAMPS GO OUT,BCE DIAG,SYMPTON CHART,PPT A,REPLACE HEADLAMP SWITCH,RETEST,L EAVE HEADLMAPS ON,HEADLIGHTS TURN OFF AFTER 5 MIN.,INSPECT AND FOUND LCM OVERHEATING,RE PLACE LCM MODULE,RETEST, OK CODE 42	A	LX	A	
464830550	S	AW	44	4-Feb-08	6-Feb-08	4W7Z	13C788	BB	ELECTO NIC MULLIN MODUL AX E (GEM) FORD	APOPKA	FL	4078897600	2FAFP7 4W54X	1	S	23-Jun-04	2004	ORIA	Unknown	ST. THOMA S PLANT	BUILD	8-Jul-04	60536	L29 ESP PREMIUM WARR CUSTOMER STATES CHECK HEADLIGHTS HEAD LIGHTS WILL SHUT OFF WITHOUT CONTROL	5 MIN.,INSPECT AND FOUND LCM OVERHEATING,RE PLACE LCM MODULE,RETEST, OK CODE 42	A	LX	A

DESCRIPTION OF  
VEHICLE  
CONCERN: HEAD  
LAMPS WILL GO  
OFF AT ANY  
GIVING TIME  
WHILE DRIVING  
AT NIGHT. CUST  
STATES THAT HE  
WILL HAVE TO  
PULL ON THE  
FLASH TO PASS  
TO BE ABLE TO  
HAVE HEAD  
LIGHTS WHEN  
HEADLAMPS GO  
OFF.  
DIAGNOSTICS  
ALREADY  
COMPLETED: NO  
CODES PARTS  
REPLACED:  
HEADLAMPS  
THREE MONTHS  
AGO TECHNICIAN  
QUESTION:  
COULD NOT FIND  
EXACT CONCERN  
ON OASIS AND IN  
SHOP MANUAL.  
FUSES ARE A LX F

10196160 GCQIS Ford 19-Nov-07 21-Nov-07  
Unknowr n HARRO LD SACRA 2FAFP7 4W64X  
FORD MENTO CA 9169221535 N 1 S 15-Dec-03 2004 ORIA Unknown BUILD 30-Dec-03 #####

CRO ST.  
WN THOMA  
VICT S  
PLANT

CONCERN:  
CUSTOMER  
STATES WHILE  
DRIVING IN  
EVENING  
INTERMITTINLEY  
HEADLIGHTS WILL  
GO OUT. IF  
CUSTOMER  
HOLDS HIGH  
BEAMS (FLASH TO  
PASS)THEN CAN  
GET THE HIGH  
BEAMS TO STAY  
ON ONLY  
DIAGNOSTICS:  
DROVE VEHICLE  
AND COULD NOT  
DUPLICATE  
CONCERN  
PERFORMED SELF  
TEST OF LCM AND  
ALSO VISUALLY  
INSPECTED THE  
LCM TECH  
QUESTION:  
LOOKING FOR  
ANYKNOWN  
CONCERN  
RELATED TO THIS  
CIRCUMSTANCE A LX B

10595472	GCQIS Ford	19-Jun-08	21-Jun-08	Unknowr	n	FLOOD FORD OF EAST EAST GREEN GREEN WICH WICH	RI	4018844000	N	2FAFP7 4W64X	1	S	#####	2004	ORIA	Unknown	ST. THOMA S PLANT	BUILD	21-Aug-04	70702
----------	------------	-----------	-----------	---------	---	--	----	------------	---	-----------------	---	---	-------	------	------	---------	----------------------------	-------	-----------	-------

DESCRIPTION OF  
VEHICLE  
CONCERN:  
HEADLAMPS GO  
OUT  
DIAGNOSTICS  
ALREADY  
COMPLETED:  
SCAN FOR CODES  
OBSERVE PID  
DATA PARTS  
REPLACED: LIGHT  
SWITCH, MULTI-  
FUNCTION  
SWITCH  
TECHNICIAN  
QUESTION:  
LOOKING FOR  
KNOWN  
CONCERNS  
FORM QUESTION:  
IS THERE AN  
APPROPRIATE  
PINPOINT TEST IN  
THE WSM FOR  
THIS CONCERN?  
ANSWER: YES  
FORM QUESTION:  
WAS THE  
PINPOINT TEST  
FOLLOWED? A LX A

10257093 GCQIS Ford 27-Dec-07 29-Dec-07  
Unknowr n S L'ANSE MI 9065246112 N 2FAFP7 4W64X S ##### 2004 ORIA Unknown BUILD 15-Jun-04 79747  
THOMA  
S FORD  
MOTOR  
CRO  
WN  
VICT  
ST.  
THOMA  
S  
PLANT

DATED 03/30/08-IN JAN  
WHILE DRIVING AT  
NIGHT IN SAVANNAH GA  
THE HEADLIGHTS  
INEXPLICITLY WENT  
OUT AND WOULD NOT  
COME BACK ON-I  
BROUGHT THE VEH TO  
LEWSIS FORD FOR  
REPAIR. THIS  
NECESSITATED  
RENTING A CAR-  
DLRSHP CALLED ME ON  
01/29/08 AND INFORMED  
ME THAT THEY WERE  
UNABLE TO DUPLICATE  
THE CONCERN I PAID  
THE LABOR CHARGES  
WITH THE PROBLEM  
UNRESOLVED-TOO VEH  
TO NICKERSON  
SERVICE CENTER AND  
THEY DIGANOISED THE  
PROBLEM HAS A  
FAULTY CONTROL  
MODULE WHICH THEY  
REPLACED-WHY  
SHOULD I PAY FOR  
LABOR AT LEWIS FORD  
WHEN THEY DID NOT

A LX A

48448 CHECKED  
CODES HAS  
CODES B1247 AND  
B2498 PERFOR  
MED PINPOINT  
TEST PERFORMED  
CIRCUIT TEST  
FOUND LIGHTING  
CONTROL  
MODULE  
INTERMITTING  
OPEN REPLACED  
MODULE TEST  
DROVE VERIFIED  
REPAIR

A LX A

26365176 MORS\CUDL 9-Apr-08 10-Apr-08

NOT  
PROVID  
ED BY  
SOURC  
E

2FAFP7  
4W74X

1 S

2-Oct-03

2004 ORIA

Unknown

ST.  
THOMA  
S  
PLANT

BUILD

12-Jan-05

70810

FIND OR FIX THE

AW  
437459718 S

38 14-Dec-06 18-Dec-06 4W7Z 13C788

NEILL-  
ELECTO SANDL  
NIC ER  
MODUL FLM,  
E (GEM) INC.

ALCOA TN 8659702500

2FAFP7  
4W74X

1 S

22-Oct-03

2004 ORIA

Unknown

ST.  
THOMA  
S  
PLANT

BUILD

7-Nov-03

48448

C STATES HEADLITES  
GO COMPLETLY  
OFF,WHILE DRIVING AT  
NITE ADVISE

CUSTOMER COMPLAINT:  
 HEAD LIGHTS WOULD GO OFF 15 TO 20 MINUTES AFTER TURNED THEM ON- REPLACED LIGHTING MODULE-DONE AT INDEPENDENT DEALER SAID: SHULTS FORD AT RTE. 28, INC. 2871 FREEPORT ROAD PITTSBURGH, PA 15238 TEL: (412) 828-2300 CRC ADVISED: I HAVE REVIEWED YOUR SITUATION AND UNFORTUNATELY, THERE ARE NO WARRANTIES, FSA/CSP ON YOUR VEHICLE THAT WOULD PROVIDE ASSISTANCE FOR THIS REPAIR. PLEASE STAY IN CONTACT WITH YOUR S/M FOR FURTHER INFORMATION ON YOUR REPAIR.-

25960479 MORS\CUDL 9-Aug-07 28-Aug-07  
 NOT SHULT PROVID S FORD ED BY AT 2FAFP7 4W74X S 12-Nov-03 2004 CRO WN VICT ST. THOMA S PLANT BUILD 27-Nov-03 72000

RAN ELECTRICAL DIAG REPLACED LIGHTING CONTROL MODULE DUE TO HEADLAMPS NOT COMMING ON ALL THE TIME RETESTED WORKS PROPERL A LX B

AW 437232638 S 31 11-Dec-06 13-Dec-06 4W7Z 13C788 BB ELECTO NIC VETER MODUL ANS METAIRI E (GEM) FORD E LA 5048878410 2FAFP7 4W74X S 1 26-Apr-04 2004 CRO WN VICT ST. THOMA S PLANT BUILD ##### 28411

HEADLIGHTS GO OFF INTERMITTENTLY, LEAVING PARK AND MARKER LIGHTS AND TAILLIGHTS ON

AW 443125527 S 34 16-Mar-07 20-Mar-07 4W7Z 13C788 BB ELECTO JORDA NIC N SAN MODUL FORD, ANTONI E (GEM) LTD. O TX 2106533673 2FAFP7 4W74X S 1 ##### 2004 CRO WN VICT ST. THOMA S PLANT BUILD 3-Jun-04 40523

C S AFTER DRIVING AT LEAST 20 MINUTES HEAD LIGHTS WILL GO OUT AND WHEN THAT HAPPENS THERE IS A CLICKING NOISE AND IF HOLD MULIFUNCTION SWITCH IN WILL COME ON

INOP STEERING COLUMN SWITCH ASSEMBLIES DIAGNOSIS A LX F

AW 465426051 S 44 15-Feb-08 19-Feb-08 4W7Z 13C788 BB CHAPM ELECTO AN NIC FORD MODUL SALES, PHILAD E (GEM) INC. ELPHIA PA 2156987000 2FAFP7 4W74X S 1 17-Jun-04 2004 CRO WN VICT ST. THOMA S PLANT BUILD 24-Jul-04 74421

CUSTOMER STATES HEADLIGHTS GO OUT WHILE DRIVING

INTERNAL SHORT IDS TEST NO CODES R&R LCM MODULE CK CONN AT LCM A LX A



LIGHTS IN VEHICLE  
 CURRENTLY ARE  
 GOING ON AND OFF-  
 THIS IS HAPPENING  
 WITH THE HEADLIGHTS  
 AND THE LIGHTS INSIDE  
 THE VEHICLES AS WELL.  
 EVERYTHING ELSE  
 WITH VEHICLE IS  
 NORMAL EXCEPT FOR  
 THE LIGHTS GOING ON  
 AND OFF-THEY COME  
 ON AND STAY ON FOR A  
 FEW MINUTES THEN IT  
 TURNS OFF-CUST  
 TURNS ON  
 EMERGENCY BLINKERS  
 AND THE LIGHTS  
 COMES BACK ON THEN  
 THEY SHUT OFF AGAIN-  
 78000 MILES-CUST  
 SEEKING  
 REPAIRDEALER SAID: -  
 NONECOMMERCIAL  
 MOTOR CO.160 S.  
 COMMERCIAL ARANSAS  
 PASS, TX  
 78336TEL:(361) 758-  
 5361CRC ADVISED: WE  
 RECOMMEND YOUR  
 SERVICE/REPAIR BE

PERFORMED  
 ELECTRICAL TEST  
 ,PIN POINT TEST  
 CODE B1352  
 REPLACED  
 FAULTY  
 LCM,RETEST  
 LIGHT WORKING  
 NORMAL

HEADLIGHTS CUT OFF  
 WHEN DRIVING,  
 HAPPEND MORE  
 FREQUENTLY

NOT COMM  
 PROVID ERCIAL  
 ED BY MOTOR  
 SOURC COMPA ARANSA  
 E NY S PASS TX 3617585361

2FAFP7  
 4WX4X

CRO  
 WN  
 VICT

ST.  
 THOMA  
 S  
 PLANT

26171009 MORS\CUDL 14-Dec-07 15-Dec-07

1 S 11-Nov-03 2004 ORIA Unknown BUILD 28-Nov-03 77532

A LX F

ELECTO  
 NIC TOM  
 MODUL WOOD INDIANA  
 E (GEM) FORD POLIS IN 3178464241

2FAFP7  
 4WX4X

CRO  
 WN  
 VICT

ST.  
 THOMA  
 S  
 PLANT

AW  
 451111280 S 43 17-Jul-07 19-Jul-07 4W7Z 13C788 BB

1 S 7-Jan-04 2004 ORIA Unknown BUILD 22-Jan-04 67941

A LX A

CONCERN: CUST STATES HEADLAMPS WITH COME ON AND GO OUT AFTER 2-3 MINS. SOME TIMES HEAR CLICK FROM DASH. HOLD MUTILY SWITCH FOR THEM TO COME BACK ON AND THEN WOULD COME BACK ON 5-10 MINS LATER. DIAGNOSTICS: CHECK WIRING TO MUIITY FUCNTION SWITCH. CHECK FUSES. RAN CODES ON LCM. NO CODES TECH QUESTION: I WENT THREW PINPOINT TEST. I

JUMPED 221 (OG/WH), HARNESS SIDE AND THE LCM C2145B PIN 16, 13C788 42 PO5 DIAG AND REPLACE LIGHTING CONTROL MODULE PO5 CUSTOMER GOODWILL

A LX E  
Po  
lic  
e  
Int  
erc  
ept  
or A

10307740	GQCIS Ford	24-Jan-08	26-Jan-08	Unknown	n	GREEN WAY FORD, INC.	ORLAND O	FL	4072753200	N	2FAFP7 4WX4X	1	S	1-Jul-04	2004	ORIA	Unknown	BUILD	4-Aug-04	68077						
464831216	AW S	51	4-Feb-08	6-Feb-08	4W7Z	13C788	BB	E (GEM)	DEAN STALLI ELECTO NG NIC MODUL	NGS FORD LINCOLN	OAK ME	RIDGE	TN	8654834352	N	2FAHP7 1W04X	1	S	7-Aug-03	2004	ORIA	Unknown	BUILD	12-Dec-03	52899	CHECK HEADLIGHTS GO OFF WHEN DRIVING ALSO AT TIMES ONLY ONE HEADLAMP WILL COME ON L26

9841096	GCQIS Ford	25-Apr-07	5-May-07	Unknown	Unknown	ATCHINSON FORD SALES INC	BELLEVIEW MI	7346979161	N	2FAHP7 1W04X	1	S	29-Oct-03	2004	ORIA	Unknown	BUILD	10-Nov-03	68022	(Web Contact) concern: headlamps quit working intermittent (Web Contact) Diagnostics: replaced headlamp switch, dealer has not verified concern.load tested pwr pins c2145a pins #7-c2145b pins 1,6,12-c2145c pins 1,9.ground c2145b pins 10, 15. c2145c pins 7. all load ok. is there any other checksi should do. (Web Contact) Parts Replaced: headlamp switch   Is there an appropriate pinpoint test in the WSM for this concern? Response: : yes   Was the pinpoint Diagnostics/Repair test followed? : no	Suggested HEADLIGHTS WILL CUT OUT/SHUT OFF ON OWN . CHECKED FOR CONCERN CODE TESTED LIGHT SYST DI D PIN TEST FOUND LIGHTING MODULE CAUSING CONCERN ORDERED AND REPLACED LIGHTING MOD.RETESTE D WORKING INTERMITTENTLY WHEN USING SWITCH TO TURN ON WILL NOT COME ON VERIFIED HEADLAMPS NOT SHUTTING OFF OR NOT CO MING ON PERFORMED TESTING ON LCM NO CODES CHE CKED WIRING OKAY SWITCH OKAY REPLACED LCM HAD TO REMOVE POLICE BRACKET TO GAIN ACCESSAND RETESTED	A	Police Intercpt or B	
441015504	AW S	36	5-Feb-07	7-Feb-07	4W7Z	13C788	BB	E (GEM) RY	ITHACA NY	6072728000	2FAHP7 1W04X	1	S	22-Jan-04	2004	ORIA	Unknown	BUILD	18-Feb-04	59560	C/S WHEN DRIVING AT NIGHT WITH HEADLIGHTS ON	WORKING ON SWITCH ON INTERMITTENTLY WHEN USING SWITCH TO TURN ON WILL NOT COME ON VERIFIED HEADLAMPS NOT SHUTTING OFF OR NOT CO MING ON PERFORMED TESTING ON LCM NO CODES CHE CKED WIRING OKAY SWITCH OKAY REPLACED LCM HAD TO REMOVE POLICE BRACKET TO GAIN ACCESSAND RETESTED	A	Police Intercpt or A
438870281	AW S	21	12-Jan-07	16-Jan-07	4W7Z	13C788	BB	E (GEM) S FORD	HOOSICK NY	5186867354	2FAHP7 1W04X	1	S	2-Feb-04	2004	ORIA	Unknown	BUILD	18-Mar-05	29304	CUSTOMER STATES WHILE DRIVING HEADLAMPS WILL	RETESTED	A	Police Intercpt or B

425897827	S	AW	26	16-Jun-06	20-Jun-06	4W7Z	13C788	BB	ELECTO NIC MODUL MILLS ANAHEI E (GEM) FORD M CA	7147761330	2FAHP7 1W04X	1	S	23-Apr-04	2004	ORIA	Unknown	BUILD	ST. THOMA S PLANT	#####	31831	CUSTOMER STATES WHILE DRIVING WITH HEADLIGHTS ON AT TIMES HEADLIGHTS GO OFF CHECK AND REPAIR	PERFORMED ELECTRONIC BCE TESTS RECEIVED CODES B1247, B2498 FROM LCM NECESSARY TO REPALCE LIGHTING CONTROL MODULE (LCM) AND RETEST NORMAL OPERATION LEO TESTED B1792 B1472 FOLLOWED PINPOINT TESTS A1 A9 REPLACED LC MODULE RETESTED DESCRIPTION OF VEHICLE CONCERN: WHEN USING LEFT TURN SIGNAL HEADLAMPS GO OFF DIAGNOSTICS ALREADY COMPLETED: DIAG CHECK ALL POWER AND GRAY FEED WIRE FROM MODULE TO MFS LOSES POWER PARTS REPLACED: SWITCH HEADLAMP TECHNICIAN QUESTION: IS LIGHTING CONTROL MODULE BE PROBLEM FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN?	A	or	A	Public Interc ept
406304072	S	AW	26	30-Sep-05	4-Oct-05	4W7Z	13C788	BB	ELECTO TOUSL NIC EY WHITE MODUL FORD, BEAR E (GEM) INC. LAKE MN	6514847231	2FAHP7 1W14X	1	S	19-Aug-03	2004	ORIA	Unknown	BUILD	ST. THOMA S PLANT	29-Aug-03	35202	REPAIR HEADLIGHTS SHUT OFF AT RANDOM	DESCRIPTION OF VEHICLE CONCERN: WHEN USING LEFT TURN SIGNAL HEADLAMPS GO OFF DIAGNOSTICS ALREADY COMPLETED: DIAG CHECK ALL POWER AND GRAY FEED WIRE FROM MODULE TO MFS LOSES POWER PARTS REPLACED: SWITCH HEADLAMP TECHNICIAN QUESTION: IS LIGHTING CONTROL MODULE BE PROBLEM FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN?	A	or	B	Public Interc ept
9674306	GCQIS Ford			6-Feb-07	7-Feb-07			Unknow	BOSTIC FORD SALES, LEBANO INC. N VA	2768892222	2FAHP7 1W14X	1	S	8-Sep-03	2004	ORIA	Unknown	BUILD	ST. THOMA S PLANT	7-Nov-03	43765		A	or	D	Public Interc ept	

9493505	GCQIS Ford	23-Oct-06	24-Oct-06	Unknown	n	WOLF MOTOR CO., INC. MARMI	GAYLOR D	MN	N	2FAHP7 1W14X	1 S	22-Oct-03	2004	ORIA	Unknown	BUILD	17-Nov-03	92077	ST. THOMAS PLANT	HEAD LIGHTS GO OFF WHILE DRIVING , CKED OPERATION OF OTHER LIGHTS AND OPERATE OK	Police Intercept or A or A		
403196138	AW S	21	2-Sep-05	6-Sep-05	4W7Z	13C788	BB	ELECTORNIC MODUL E (GEM)	FORD N- GREAT MERCUR BEND	KS	6207935427	2FAHP7 1W14X	1 S	11-Nov-03	2004	ORIA	Unknown	BUILD	5-Dec-03	69006	CUSTOMER STATES HEADLIGHTS SHUT OFF AT TIMES	Module and control module check headlamps out test drive and run on hoist did not fail quick test no codes contact hotline was told to replace lighting control module	Police Intercept or A
455697150	AW S	46	1-Oct-07	3-Oct-07	4W7Z	13C788	BB	ELECTORNIC MODUL E (GEM)	SPRAD LEY/BARR FT FORD, COLLINS INC.	CO	9702263673	2FAHP7 1W14X	2 D	14-Nov-03	2004	ORIA	Unknown	BUILD	18-Dec-03	91139	GENERAL SERVICES AND REPAIRS CUST STATES HEADLIGHTS ARE INTERMITTENTLY GOING OFF	Module and control module concern, headlamps go out while driving. perform pinpoint tests A1 A2 A3 A5 A6 A9, remove LCM connectors and check pin for corrosion, no problem found. concern still present. install new LCM. retest system for normal operation.	Police Intercept or B or A
436338092	AW S	34	22-Nov-06	25-Nov-06	4W7Z	13C788	BB	ELECTORNIC MODUL E (GEM)	AL PACKER'S WHITE MARSH MIDDLE FORD L RIVER	MD	4437775000	2FAHP7 1W14X	1 S	7-Jan-04	2004	ORIA	Unknown	BUILD	2-Feb-04	31080	CUSTOMER STATES THAT THE HEADLIGHTS GO OUT WHILE DRIVING.	Operate	Police Intercept or A or A

383048375	AW S	12	14-Mar-05	16-Mar-05	4W7Z	13C788	BB	ELECTO NIC SVILLE MODUL FORD, THOMA E (GEM) INC. SVILLE	NC	3364727731	2FAHP7 1W14X	1 S	1-Mar-04	2004	CRO WN VICT	THOMA S PLANT	18-Mar-04	16399	THE HEADLIGHTS AFTER 10 MIN CUT OFF AND THE DOME LIGHTS TURN OFF	REPLACE HEADLIGHT MODULE LIGHTING SYSTEM. PERFORM PIN POINT TEST REPLACE LCM	A	erc A lic e Int erc ept or A
420126404	AW S	32	30-Mar-06	1-Apr-06	4W7Z	13C788	BB	ELECTO NIC HILLER MODUL FORD FRANKL E (GEM) INC IN	WI	4144251000	2FAHP7 1W24X	1 S	24-Jul-03	2004	CRO WN VICT	ST. THOMA S PLANT	12-Aug-03	88816	C S HEAD LIGHTS TURN OFF WHILE DRIVING	REPLACE LCM C.C.42..13C788	A	or A Po lic e Int erc ept or A
407760684	AW fir S e;	25	6-Oct-05	15-Oct-05	4W7Z	13C788	BB	ELECTO NIC PARK MODUL AVENU TENAFL E (GEM) E FORD Y ELECTO THOMA	NJ	2015689205	2FAHP7 1W24X	1 S	20-Aug-03	2004	CRO WN VICT	ST. THOMA S PLANT	25-Sep-03	51168	C S HEADLIGHTS GO OFF BY THEMSELVES WHILE DRIVING	MODULE AND BULBS AND RETESTED	A	or A ro lic e Int D
447846323	AW S	44	25-May-07	#####	4W7Z	13C788	BB	ELECTO NIC SVILLE MODUL FORD, THOMA E (GEM) INC. SVILLE	NC	3364727731	2FAHP7 1W24X	1 S	23-Sep-03	2004	CRO WN VICT	THOMA S PLANT	22-Oct-03	43674	HEADLIGHTS GO OUT WHEN USING TURN SIGNALS	IDS TEST PINPOINT TEST REPLACE LCM	A	Int D DATA:  DESCRIPTION OF VEHICLE CONCERN: AT TIMES WHEN USING THE DIRECTIONAL THE HEAD LITES WILL GO OUT, THE DIRERCTIONALS WILL QUIT WORKING ALSO, THE LITES WILL COME ON AFTER 10 MIN.  DIAGNOSTICS ALREADY COMPLETED: PINPOINT TEST A  PARTS REPLACED:   TECHNICIAN QUESTION: COULD THE LCM CAUSE THIS  FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN?
9708850	GQCIS Ford		22-Feb-07	24-Feb-07			Unknown	KAYSE R FORD MADISO INC N	WI	6082760200	2FAHP7 1W24X	1 S	30-Oct-03	2004	CRO WN VICT	ST. THOMA S PLANT	12-Dec-03	32009			A	or D Po lic e Int erc ept or D

444986098 S	AW	38	17-Apr-07	19-Apr-07	4W7Z	13C788	BB	E (GEM)	MAGUI RE FORD- LINCOL N- MERCURY	ITHACA NY	6072728000	2FAHP7 1W24X	1 S	22-Jan-04	2004	ORIA	Unknown	ST. THOMA S PLANT	18-Feb-04	69578	SHUT OF	C/S THE HEADLIGHTS WILL INTERMITTENLY	F AND NOT COME BACK ON WITH THE SWITCH CODE TESTED1342,PERF ORMED PIN POINT TESTS CH ECKED ALL WIRIN G,REMOVED INSTRUMENT CLUSTER T O CHECK WIRING,REMOVED HEADLIGHT SWITCH,PROBE LM IS INTERMETTEN,FO UNDINTERNAL FAULT IN LIGHTING CONTROL MODULE AND BAD CONTACTS I N SWITCH,REPLACE D BOTH AND RETESTED	A	Police Interc eptor
-------------	----	----	-----------	-----------	------	--------	----	---------	---	-----------	------------	-----------------	-----	-----------	------	------	---------	----------------------------	-----------	-------	---------	--	--	---	---------------------------

CONCERN:  
HEADLIGHTS GO  
OUT AFTER USING  
LEFT TURNSIGNAL  
FOR SEVERAL  
MINUTES  
DIAGNOSTICS:  
SELF TEST LCM  
SYSTEM PASS  
TECH QUESTION:  
HEADLIGHTS GO  
OUT THEN WILL  
COME BACK  
ON,ANY KNOWNS  
THE LCM IS NOT  
SENDING POWER  
OUT FOR THE  
HEADLAMPS  
WHILE THE  
CONCERN IS  
PRESENT. TECH  
COMMENTS:  
HEADLIGHTS  
WOULD GO OUT  
WHEN LEFT TURN  
SIGNAL HAD BEEN  
ON FOR SEVERAL  
MINUTES.  
REPLACED LCM  
HEADLIGHTS  
WORKED FINE

Po  
lic  
e  
Int  
erc  
ept  
or D

DICK  
ELECTO EDWAR  
NIC DS  
MODUL FORD- MANHA  
E (GEM) L/M INC TTAN  
2FAHP7  
1W24X  
CRO  
WN  
VICT  
ST.  
THOMA  
S  
PLANT  
BUILD

10191424 GCQIS Ford 6-Nov-07 17-Nov-07 13C788 E (GEM) L/M INC TTAN KS 7857764004 N 1 S 12-Mar-04 2004 ORIA Unknown BUILD 2-Sep-04 93270

AW	442721037	S	35	8-Mar-07	12-Mar-07	4W7Z	13C788	BB	E (GEM)	FORD	AM	NJ	9735432531	2FAHP7 1W24X	2 D	7-Apr-04	2004	ORIA	Unknown	BUILD	5-May-04	61731	DOES	CHECK HEADLIGHTS AT TIMES LOW BEAMS GO OUT AND SOMETIMES HIGH BEAMS WONT WORK OR ONLY ONE	LIGHTING CONTROL MODULE, P05 AWA ASSISTANCE CUST PAY DEDUCTABLE 30% OF REPAIR PERFORM BCE CHASSIS TEST AND WIRING PNPT TESTS TRACE WIRING CHECK POWERS AND GROUNDS REMOVED STEERING TRIM AND LOWER DAS TRIM TO GAIN ACCESS TO INSPECT AND TEST WIRING, CALLED FORD TECH ASSISTANCE AND RETEST ASPER INSTRUCTIONS REPLACED LCM RETEST REASSEMBLE AND RECHECK ALL PASS	A	or	A
AW	467898559	S	45	25-Mar-08	27-Mar-08	4W7Z	13C788	BB	E (GEM)	FORD	OAK RIDGE	TN	8654834352	2FAHP7 1W24X	1 S	6-Apr-04	2004	ORIA	Unknown	BUILD	21-Jul-04	62456	13C788	CHECK HEADLAMPS GO OFF WHEN DRIVING DOWN THE ROAD L26	CONTROL MODULE CUSTOMER GOODWILL VERIFIED CONCERN, TESTED CIRCUIT DIAGNOSED AND REPLACED LIGHTING	A	or	A
AW	418354690	S	22	3-Mar-06	13-Mar-06	4W7Z	13C788	BB	E (GEM)	FORD SALES, INC.	EXETER	NH	6037725953	2FAHP7 1W24X	1 S	#####	2004	ORIA	Unknown	BUILD	#####	37392	DG	HEADLIGHTS GO OFF INTERMITTENTLY,PARKI NG LIGHTS STAY ON. AND ADVISE	CONTROL MODULE, RETEST OK	A	or	B

442583686	AW S	39	6-Mar-07	8-Mar-07 4W7Z	13C788	BB	ELECTO NIC OM MODUL FORD, E (GEM) INC.	BEACO N	NY	8458311400	2FAHP7 1W34X	1	S	25-Jul-03	2004	ORIA	Unknown	ST. THOMA S PLANT	19-Sep-03	67001	CUST STATES HDLMPS GO OUT	GOODWILL REPAIR PERFORM ELEC DIAG ON HDLMP SYSTEM REPLACE MODULE AND ROAD TEST TRY FOR .5 HR OK AT PRESENT PERFORM IN DEPTH DIAG FOR HDLMPS GO OUT STOP WORKING TRACE HARNES CIR 57,12,13,502, DETERMINE HDLMP CTL MODULE NG REPLACE	A	or A
469870417	AW S	53	24-Apr-08	28-Apr-08 4W7Z	13C788	BB	ELECTO NIC FORD MODUL LINCOL E (GEM) N ME	OAK RIDGE	TN	8654834352	2FAHP7 1W34X	1	S	7-Aug-03	2004	ORIA	Unknown	ST. THOMA S PLANT	12-Dec-03	53450	CUSTOMER STATES HEADLAMPS STOP WORKING WHEN DRIVING DOWN THE ROAD L26	DIAG AND REPLACE LIGHTING CONTROL MODULE PO5 CUSTOMER GOODWILL BCE	A	or A
435117767	AW S	36	31-Oct-06	2-Nov-06 4W7Z	13C788	BB	ELECTO NIC N MODUL MERCU E (GEM) RY	SANSO NE FORD LINCOL N MERCU	OCEAN NJ	7329221050	2FAHP7 1W34X	1	S	5-Aug-03	2004	ORIA	Unknown	ST. THOMA S PLANT	10-Dec-03	35834	CUSTOMER STATES;HEADLIGHTS WILL GO OUT AFTER A FEW HOURS. COOLS DOWN,THEN THEY WILL COME BACK ON.	DIAG.PINPOINT TEST.CODE B1792.REPLACE SHORTED OUT LIGHTING CONTROL MODULE.BASIC;13 C788.L26.42. BCE	A	or A
396634756	AW S	19	11-Jul-05	13-Jul-05 4W7Z	13C788	BB	ELECTO NIC N MODUL MERCU E (GEM) RY	SANSO NE FORD LINCOL N MERCU	OCEAN NJ	7329221050	2FAHP7 1W34X	1	S	5-Aug-03	2004	ORIA	Unknown	ST. THOMA S PLANT	10-Dec-03	32523	CUSTOMER STATES;HEADLIGHTS WILL GO OUT WHILE DRIVING.	DIAG.PINPOINT TEST.REPLACE SHORTED OUT LIGHTING CONTROL MODULE.REPROG RAM.BASIC;13788. L26.42.	A	or A
415928325	AW S	28	7-Feb-06	9-Feb-06 4W7Z	13C788	BB	ELECTO NIC AY MODUL FORD, E (GEM) INC.	FAIRW GREEN VILLE	SC	8642425060	2FAHP7 1W34X	1	S	28-Oct-03	2004	ORIA	Unknown	ST. THOMA S PLANT	13-Nov-03	24239	CUSTOMER STATES HEAD LIGHTS COME OFF AND ON AT TIMES, CUSTOMER CAN HIT AREA ABOVE GAS PEDAL AND LIGHTS COME BACK ON	24239 FOLLOWED PINPOINT TEST, CK CODES. CK OASIS. REPLACED LIGHTING CONTROL MODULE. RECHECK OK	A	or F



435933119	S	AW	25	15-Nov-06	18-Nov-06	4W7Z	13C788	BB	ELECTO CORTE NIC SE MODUL FORD, ROCHE E (GEM) LLC	STER	NY	5854751211	2FAHP7 1W34X	2	D	7-Apr-04	2004	ORIA	Unknown	BUILD	ST. THOMA S PLANT	9-Nov-04	67322	CUST STATES HEADLIGHTS SHUT OFF INTERMITTENTLY	CONTROL MODULE FAULTY TEST DROVE, CONFIRMED COMPLAINT AFTER EXTEDNDED PERIOD OF DRIVING, CHECKED GROUNDS, CHECKED POWERS TO AND FROM THE LCM AND THE AUTO LAMP MODULE, CHECKED CIRCUIT 502,CHECKED WIREHARNES,CH ECKED BULBS FOR BEING OEM,CHECKED SOKETS, CHECKED LCM CLOSLY WHILE DRIVINGTO TRY AND CONFIRM WHEN IT WAS LETTING POWER OUT DURING 36664	A	or	B
426495863	S	AW	27	27-Jun-06	29-Jun-06	4W7Z	13C788	BB	ELECTO LIBERT NIC Y MODUL FORD, MAPLE E (GEM) INC.	S	OH	2166623673	2FAHP7 1W34X	1	S	16-Apr-04	2004	ORIA	Unknown	BUILD	ST. THOMA S PLANT	30-Apr-04	36664	CUSTOMER STATES WHILE DRIVING HEAD LIGHT GO OUT BY THEM SELF WITH SWITCH ON NEEDS BACK BY 3:00 DIAG VEH AND THEN FIX IF HAVE TIME IF NOT WILL BRING BACK	PERFORMED INITIAL TEST, RETRIEVED CODE B1342, PERFORMED ON DEMAND TEST AND PERFORMED PINPOINT TEST FOUND FAULTY LCM. REPROGRAMMED LCM AND REPERFORMED TESTS, SYMPTOM STILL PRESENT. REPLACED LCM AND ROADTESTED, FOUND OK CLEARED DTCS	A	or	A

424696786 S	AW	21	29-May-06	#####	4W7Z	13C788	BB	E (GEM)	UVER	UVER	BC		2FAHP7 1W34X	1 S	#####	2004	ORIA	Unknown	BUILD	25-Aug-04	33214	THEMSELVES	DIAG FOR HEADLIGHTS WILL SOMETIME JUST TURN OFF BY	ST. THOMA S PLANT	CONTROL MODUEL DEFECTIVE RETEST OK 35810 CHECKOUT BODY DIAG NO CODES PINPOINT TEST ELECTRICAL DIAG REPLACED MULTIFUNCTION SWITCH FOR FLASH TO PASS INOP HEADLAMPS LOW BEAM STILL INOP AT TIMES CHECKED CIRCUITS 502 GY 13 RD BL 12 LG BK FOR OPENS RR DASH TRIM AND KICK PANELS FOR ACCESS RR ENGINE COMPARTMENT RADIATOR COVER AND BATTERY TRAY FOR ACCESS CIRCUITS OK REPLACED LIGHTING CONTROL	lic e Int erc ept A
420123416 S	AW	19	30-Mar-06	1-Apr-06	4W7Z	13C788	BB	E (GEM)	FORD	ATI	OH	5139224500	2FAHP7 1W34X	1 S	28-Jun-04	2004	ORIA	Unknown	BUILD	19-Jul-04	35810	BYTHEMSELVES	CUST STATES WHEN HEADLIGHTS ARE ON THEY KEEP GOING OFF	ST. THOMA S PLANT	CONTROL MODULE RETEST 66924 T250 PERFORMED ELECTRICAL SYSTEM DIAGNOSIS AND PINPOINT TESTS. REMOVED AND REPLACED LIGHTING CONTROL	lic e Int erc ept A
416558054 S	AW	30	15-Feb-06	18-Feb-06	4W7Z	13C788	BB	E (GEM)	FORD	TROY	MI	2485854000	2FAHP7 1W44X	1 S	25-Jul-03	2004	ORIA	Unknown	BUILD	13-Aug-03	66924	BACK ON	INT WHILE DRIVING LIGHTS WILL SHUT THEMSELVES OFF, IF YOU SHUT VEH OFF AND FUMBLE WITH SWITCH, WILL TURN	ST. THOMA S PLANT	CONTROL MODULE. RETEST OPERATION. OK.	lic e Int erc ept A

473334378	S	AW	56	19-Jun-08	21-Jun-08	4W7Z	13C788	BB	E (GEM)	RY	BREME	WA	3603731448	2FAHP7 1W44X	1	S	12-Nov-03	2004	ORIA	Unknown	BUILD	1-Dec-03	71250	HEADLIGHTS HAVE A SHORT IN THEM & THEY TURN OFF WHILE DRIVING & THEN WONT TURN BACK ON.	ST. THOMAS PLANT	VERIFY CONCERN. CHECKED OASIS. CHECKED SYSTEM WITH EVTM. ONLY THING THAT IS LOAD & ABLE TO RESET IS LCM. FOUND NOTHING ON WIGGLE TEST. REPLACED LIGHTING CONTROL CHECK HEADLIGHT OPERATION TEST CIRCUITS AND COMPONANTS FOUND LCM DEFECTIVE REPLACED WITH NEW LIGHTING CONTROL MODULE HEADLAMPS NOW WORKING	Police Interc eptor A
426686068	S	AW	27	29-Jun-06	3-Jul-06	4W7Z	13C788	BB	E (GEM)	INC.	WORCE	MA		2FAHP7 1W44X	1	S	20-Feb-04	2004	ORIA	Unknown	BUILD	19-Mar-04	27385	C S THE HEADLIGHTS CUT OUT AFTER A FEW HOURS	ST. THOMAS PLANT	VERIFY CONCERN REMOVE HEADLIGHT SWITCH AND VERIFY GROUNDS ARE OK AND SWITCH IS OK FOR AUTOLAMPS AND FOR REGULAR LIGHTS TEST CIRCUITS AND FOUND POWER FROM LIGHT CONTROLL MODULE OPENS CLOSES REPLACE LIGHT CONTROLL MODULE AND RETEST OK	Police Interc eptor A
465589437	S	AW	49	19-Feb-08	21-Feb-08	4W7Z	13C788	BB	E (GEM)	LLC	ROCHE	NY	5854751211	2FAHP7 1W44X	1	S	14-Jan-04	2004	ORIA	Unknown	BUILD	13-Feb-04	72948	WHILE SITTING RUNNING HEADLIGHTS WILL GO OFF	ST. THOMAS PLANT		Police Interc eptor A

WEB FORM DATA -  
CONCERN: WHILE  
DRIVING AT NIGHT  
W/ LIGHTS ON ALL  
LIGHTS SHUT OFF  
ON THEIR OWN,  
CYCLE AND THEY  
WILL COME ON  
FOR A SHORT  
PERIOD THEN GO  
OFF AGAIN

DIAGNOSTICS:  
EEC TEST, NO  
CODES IN ANY  
MODULES TECH  
QUESTION:  
KNOWN  
CONCERNS

Public  
Intercept  
Report  
or Error

TECHNICIAN  
STATES THE  
HEADLAMP TURN  
OFF WITH OUT  
COMMAND  
INTERMITTENT.  
HE HAS NO DTC  
CODES SETTING  
IN THE VEHICLES  
MODULE. THE

Public  
Intercept  
Report  
or Error

VEHICLE IS A  
MODIFIED POLICE  
CRUISER.  
TECHNICIAN  
SEEKING KNOWN  
ISSUES.

10121127	GCQIS Ford	4-Oct-07	6-Oct-07	Unknown	n	BRIGHT ON FORD, BRIGHT INC. ON	CO	3036593434	N	2FAHP7 1W44X	1 S	11-Mar-04	2004	ORIA	Unknown	BUILD	31-Mar-04	76296
----------	------------	----------	----------	---------	---	---	----	------------	---	-----------------	-----	-----------	------	------	---------	-------	-----------	-------

9509569	GCQIS Ford	31-Oct-06	1-Nov-06	Unknown	n	BROND ES FORD MAUME MAUME E, LTD. E	OH	4198871511	N	2FAHP7 1W44X	1 S	1-Jul-04	2004	ORIA	Unknown	BUILD	21-Jul-04	64690
---------	------------	-----------	----------	---------	---	---	----	------------	---	-----------------	-----	----------	------	------	---------	-------	-----------	-------

DESCRIPTION OF  
VEHICLE  
CONCERN:  
HEADLIGHTS CUT  
OUT  
INTERMITANTLY  
WHEN DRIVING  
DIAGNOSTICS  
ALREADY  
COMPLETED:  
SELF TEST LCM-  
CHECK GROUND  
AND POWER SIDE  
S OF CIRCUIT  
PARTS  
REPLACED: NONE  
TECHNICIAN  
QUESTION: ANT  
RECORD OF THIS  
TYPE OF  
CONCERN FORM  
QUESTION: IS  
THERE AN  
APPROPRIATE  
PINPOINT TEST IN

Pol  
lic  
e  
Int  
erc  
ept  
or B

THE WSM FOR  
THIS CONCERN?  
ANSWER: NO  
FORM QUESTION:  
WAS THE  
PINPOINT TEST  
TEST DROVE AND  
VERIFIED THE  
LOW BEAM HEAD  
LITES TURN OFF  
.PERFORM SELF  
TEST AND CODE  
B1474 PRESENT  
PERFORM  
PINPOINT TEST  
AND FOUND THE  
LIGHTING  
CONTROL  
MODULE IS AT  
FAULT. REMOVED  
AND REPLACED  
THE LCM AND  
CLEARED CODE  
RETEST DROVE  
HEAD LITE WORK  
NORMALLY

Pol  
lic  
e  
Int  
erc  
ept  
or A

9977117 GCQIS Ford 13-Jul-07 14-Jul-07 Unknowr n KIP  
KILLMO N'S TYSON S FORD VIENNA VA 7034480100 N 2FAHP7 1W54X 1 S 8-Sep-03 2004 ORIA Unknown BUILD 30-Oct-03 45930

AW 441847116 S 37 20-Feb-07 24-Feb-07 4W7Z 13C788 BB E (GEM) ER CHAMP  
ION OF BOULDE R CO 3039398600 2FAHP7 1W54X 2 D 23-Jan-04 2004 ORIA Unknown BUILD 19-Feb-04 53291 AFTER DRIVING  
AROUND 10 15 MIN HEADLIGHTS GO OUT.

AW	21	2-Jan-06	8-Jan-06	4W7Z	13C788	BB	ELECTO NIC JACK MODUL SAFRO OCONO	E (GEM) FORD MOWOC WI	2625675574	2FAHP7 1W54X	1 S	21-Apr-04	2004 ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	BUILD	5-May-04	83764	CUSTOMER STATES HEADLITES WILL GO OFF WHILE DRIVING HEARS CLICK TYPE NOISE FROM UNDER DASH WHEN LITES GO	17C588 42 CALLED HOTLINE TEST UPWR TOLCM REPLACE LCM	A	Police Intercept or A
413670671	S																				TECH STATES THE POLICE OFFICER THAT DRIVES THIS UNIT ALLEGED THAT THE HEADLAMPS CUT OUT AFTER DRIVING THE UNIT FOR SEVERAL HOURS, BUT THE INSTRUMENT CLUSTER ILLUMINATION LAMPS WERE STILL ON. THE FLASH TO PASS FEATURE WORKED FINE WHEN THE CONCERN WAS PRESENT. TECH IS NOT SURE IF THE PARKING LAMPS WERE STILL WORKING, BUT WILL TRY TO FIND OUT. TECH HAS NOT BEEN ABLE TO VERIFY THE CONCERN.		
9120715	GCQIS Ford	7-Apr-06	8-Apr-06		Unknown	n	REIMS CHISEL FORD, BLUFFT INC. ON IN		2608242300	2FAHP7 1W54X	1 S	#####	2004 ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	BUILD	2-Jun-04	65552				Police Intercept or A

WEB FORM DATA -

CONCERN:

HEADLAIGHTS

TURN OFF WHILE

DRIVING CANNOT

GET THEM TO

TURN BACK ON

HAVE TO USE

FLASH TO PASS

TO GET WHERE

HE'S GOING

DIAGNOSTICS:

CANNOT VERIFY

CONCERN HAVE

EEC TESTED LCM

NO CODES

WIGGLE TESTED

TECH QUESTION:

LOOKING FOR

ANY HELP. THIS IS

A POLICE CAR

AND GROUNDS TO

LCM AND

HEADLIGHT

SWITCH OK

PINPOINTED TO

LCM CK AND

TESTED WDS

TESTED PINPOINT

TO LIGHTING

CONTROL

MODUEL

REPLACED

Pol

ice

Int

erc

ept

or A

Pol

ice

Int

erc

ept

or E

10356588 GCQIS Ford 19-Feb-08 20-Feb-08 Unknowr n ROD BAKER FORD SLS PLAINFI INC ELD IL 8154365681 N 2FAHP7 1W54X 1 S ##### 2004 ORIA Unknown BUILD 18-Jun-04 59515

436013505 S AW 29 16-Nov-06 20-Nov-06 4W7Z 13C788 BB E (GEM) L.L.C. SUMMIT NJ 9082776700 2FAHP7 1W54X 1 S ##### 2004 ORIA Unknown BUILD 7-Jul-04 61295 CUSTOMER STATES WHILE DRIVING CAR HEADLIGHT WILL GO OUT SUDDENLY THAN TURN BACK ON OTHER LIGHT OK

VEHICLE IN FOR THE LOW BEAMS DROPPING OUT WHILE DRIVING. CUSTOMER STATES HIGH BEAMS STILL WORK. TECH HAS NOT VERIFIED AND STATES NO CODES IN LCM. TECH HAS REPLACED THE HEADLIGHT BULBS AND HEADLIGHT SWITCH TO NO AVAIL. TECH SEEKING A DIRECTION. TECH STATES THE HEADLAMPS CUT OFF AT TIMES INTERMITTENTLY, BUT THE PARKING LAMPS MAY OR MAY NOT STAY ON. THE HEADLAMP SWITCH HAS BEEN REPLACED

Po  
lic  
e  
Int  
erc  
ept  
or A

9083966 GCQIS Ford 21-Mar-06 22-Mar-06 Unknownr n FUCCIL LO AUTOP LEX OF NELLIS NELLIST TON ON NY 5185697823 N 2FAHP7 1W64X 1 S 12-Dec-03 2004 ORIA Unknown BUILD 3-Feb-04 65240

HUN CAR WHILE WORKING ON AIR BAG CONCERN VERIFY HEADLIGHTS F REPLACE LIGHT CONTROLL MODULE AND RETEST OK ADDITIONAL TIME FOR INTERMITTEN CONCERN AND TO PERFORM WIGGLE TEST ON IRES

Po  
lic  
e  
Int  
erc  
ept  
or E

467639826 S AW 50 20-Mar-08 24-Mar-08 4W7Z 13C788 BB ELECTO CORTE NIC SE MODUL FORD, ROCHE E (GEM) LLC STER NY 5854751211 2FAHP7 1W64X 1 S 14-Jan-04 2004 ORIA Unknown BUILD 13-Feb-04 45439

HEADLIGHTS TURN OFF INTERMIT.COME BACK ON AFTER 5 MINUTES

464164581	AW S	48	23-Jan-08	26-Jan-08	4W7Z	13C788	BB	E (GEM) INC.	SPRAD LEY/BA NIC RR FT MODUL FORD, COLLIN	S	CO	9702263673	2FAHP7 1W64X	1	S	28-Jan-04	2004	ORIA	Unknown	CRO WN VICT	ST. THOMAS PLANT	BUILD	12-Feb-04	74391	\$ ??????? GENERAL SERVICES AND REPAIRS C/S THAT THE HEADLIGHTS ARE OPERATING INTERMITTENTLY THEY WILL NO TURN ON AT ALL SOMETIMES AND OTHERS THEY TURN ON BUT THEN SHUT OFF PLEAS	CK OUT HEADLANPS WORKS OK AT THIS TIME RUN TILL WARM TRY SEVERAL TIME WORKS OK SET OUT TILL COLD RETEST, POSS LCM REMOVE LCM INSPET HAS ORDER POSS BURNED INSIDE, REPLACE LCM RETEST TEST DRIVE FLAG 1.7	Police Intercept or B
443325068	AW S	42	20-Mar-07	22-Mar-07	4W7Z	13C788	BB	E (GEM) RY, INC	CAIN FORD ELECTO LINCOLN NIC N LA MODUL MERCU FOLLET	TE	TN	4235623301	2FAHP7 1W74X	1	S	5-Aug-03	2004	ORIA	Unknown	CRO WN VICT	ST. THOMAS PLANT	BUILD	14-Oct-03	51306	HEADLIGHT GOING OUT AFTER SEVERAL HOUR OF USE	CK FOR CODE AND PERFORMED PINPOINT TEST AND E PALCED LIGHT MOD AND RETESTED CLEAR A HOOKED UP IDS & TESTED HEADLAMP OPERATION. RAN LAMPS FOR A LONG TIME. RECEIVED NORMAL CODE. RAN OASIS & FOUND NO SSMS OR TSBS. ORDERED LIGHTING CONTROL MODULE. REPLACED LIGHTING CONTROL MODULE. VERIFY CONCERN,PERFORM ELECTRICAL DIAGNOSIS TESTS,REMOVE AND REPLACE LIGHTING CONTROL MODULE ASSEMBLY,RETEST,ALL WORKING O.K. NOW	Police Intercept or A
470251287	AW S	49	30-Apr-08	3-May-08	4W7Z	13C788	BB	E (GEM) RY	THOMAS S ELECTO LINCOLN NIC N- MODUL MERCU BREME	RTON	WA	3603731448	2FAHP7 1W74X	1	S	12-Nov-03	2004	ORIA	Unknown	CRO WN VICT	ST. THOMAS PLANT	BUILD	29-Apr-04	#####	HEADLIGHTS TURNED OFF ALL BY THEMSELVES. PARKING LIGHTS WORK.	Police Intercept or A	
395309175	AW S	17	21-Jun-05	23-Jun-05	4W7Z	13C788	BB	E (GEM) S, INC.	ELECTO BONNE NIC LL MODUL MOTOR WINCHE	STER	MA	7817299700	2FAHP7 1W74X	1	S	19-Nov-03	2004	ORIA	Unknown	CRO WN VICT	ST. THOMAS PLANT	BUILD	18-Feb-04	29613	HEADLIGHTS ARE SHUTTING OFF BYTHEMSELVES	PE08-066 0714A	Police Intercept or A

AW	443725625 S	38	27-Mar-07	29-Mar-07	4W7Z	13C788	BB	E (GEM)	ER	BOULDE	BOULDE	CO	3039398600	2FAHP7 1W74X	1 S	23-Jan-04	2004	ORIA	Unknown	BUILD	ST. THOMA S PLANT	19-Feb-04	65024	ADVISE HEADLIGHTS SHUT OFF WHILE DRIVING VEH.	CK OASIS, VERIFY PROPER BULBS, WIRING SECURE, WIGGLE CHECK WIRING AT BATTERY JUNCTION BOX, HEADLIGHT SWITCH, LIGHTING CONTROL MODULE, UNABLE TO VERIFY CONCERN, PER CUST LET RUN (IT RAN OUT OF FUEL) REPLACE LIGHTING CONTROL	A	Public Intercept or A
AW	436692533 S	34	29-Nov-06	2-Dec-06	4W7Z	13C788	BB	E (GEM)	INC	AUSTIN	MN	5074373291	2FAHP7 1W74X	1 S	28-Jan-04	2004	ORIA	Unknown	BUILD	ST. THOMA S PLANT	25-Feb-04	34903	HEADLAMPS WILL QUIT WORKING AFTER ABOUT 6 HOURS IN USE	65115 TEST DRIVE AND VERIFIED CONCERN,PIN POINT TEST WHEN LIGHTS OFF,FOUND VOLTAGE AT MODULE NO	A	Public Intercept or A	
AW	416067156 S	25	8-Feb-06	12-Feb-06	4W7Z	13C788	BB	E (GEM)	FORD	EAST	MESQUI	TX	9722706441	2FAHP7 1W74X	1 S	21-Jan-04	2004	ORIA	Unknown	BUILD	ST. THOMA S PLANT	2-Feb-04	65112	CUSTOMER STATES HEADLAMPS GO OFF BY THEMSELVES..CAN UNPLUG LCM AND GET THEM TO COME BACK ON...REPORT	VOLT AGE FROM MODULE,REPLACE D LCM,RETESTED AND VERIF IED REPAIRS, CC 42.	A	Public Intercept or F
AW	387328141 S	20	4-May-05	7-May-05	4W7Z	13C788	BB	E (GEM)	A	TEXOM	DENISO	TX	9034655671	2FAHP7 1W84X1	1 S	24-Jul-03	2004	ORIA	Unknown	BUILD	ST. THOMA S PLANT	29-Sep-03	67979	HAD CAR RUNNING AND HEARD CLICK NOISE IN DASH, THEN WENT OFF	BODY CHASSIS ELECTRICAL (BCE) TEST	A	Public Intercept A



446263166 S	AW	39	9-May-07	#####	4W7Z	13C788	BB	E (GEM)	ER	R	CO	3039398600	2FAHP7 1W84X	1	S	23-Jan-04	2004	ORIA	Unknown	BUILD	24-Feb-04	47500	DRIVING	HEADLIGHTS SHUT OFF BY THEMSELVES WHILE NO LOOSE PINS OR DAMAGED LEADINGS WOULD turn off with a clicking sound after driving vehicle several hours. Headlight relay inside the lighting control module was found to be bad. Signs of heat on the lighting control module circuit board at the headlight relay shows that the circuit can not support the current flow required for the head light operation. This problem has occurred on several of our fleet vehicles and was repaired by replacing the headlight relay on the lighting control module circuit	RETRIVED DTC B2498, HEAD LAMP SWITCH FAILURE, TESTED SWITCH AND PASSED. PERFROMED CONTINUTY CHECKS FROM SWITCH TO LCM ON CIRCUITS 220, 165, 1032, AND 1033 ALL PASSED. AFTER LEAVING VEHICLE RUNNNING AND ALLOWING VEHICLE TO WARM UP, WIGGLED LCM AND LIGHTS SHUT OFF. REMOVED CONECTORS 2145A. 2145B, AND 2145C AND FOUND NO LOOSE PINS	Police intercept A or A
9512915	GCQIS Ford	1-Nov-06	2-Nov-06				Unknown	n	O FLT	DEARB	MI		2FAHP7 1W84X	1	S	1-Apr-04	2004	ORIA	Unknown	BUILD	23-Apr-04	62486	turned back on.	Headlights would turn off with a clicking sound while driving the vehicle after several hours. Turning headlight switch off and on several times would sometimes get them to	Headlights would turn off with a clicking sound while driving the vehicle after several hours. Turning headlight switch off and on several times would sometimes get them to	Police intercept A or F

AW	Vehicle ID	Make/Model	Year	Start Date	End Date	Weeks	Color	Body	Engine	Trans	Driv	State	Zip	VIN	Year	Plant	Build	Notes	Customer	Technician	Issue	Resolution				
	9419917	GCQIS Ford	13-Sep-06	14-Sep-06		4W7Z	13C788	BB	Unknow	n		NY	5857871700	N	2FAHP7 1W84X		1 S	21-Apr-04	2004	ORIA	Unknown	ST. THOMAS PLANT BUILD	##### 90697	CUSTOMER STATES AFTER THE VEHICLE HAS BEEN DRIVEN FOR SOME TIME THE HEADLAMPS WILL CUT OUT, TECH STATES THE ONLY WAY HE CAN GET THE LIGHTS TO COME BACK ON IS BY CYCLING THE IGN SWITCH. TECH SEEKING DIRECTION.	Police	
AW	454279580	S	40	5-Sep-07	19-Sep-07	4W7Z	13C788	BB	E (GEM)	N-		FL	5619924000		2FAHP7 1W84X		1 S	#####	2004	ORIA	Unknown	ST. THOMAS PLANT BUILD	2-Jun-04 73124	HEADLIGHTS TURN OFF WHILE DRIVING	REPLACE MODULE RETEST OK	Police
AW	427366667	S	22	10-Jul-06	12-Jul-06	4W7Z	13C788	BB	E (GEM)	D		VA			2FAHP7 1W84X		1 S	#####	2004	ORIA	Unknown	ST. THOMAS PLANT BUILD	14-Oct-04 31710	CUST STATES HEADLIGHTS GO OUT AT TIMES	REPLACED LIGHTNING CONTROL MODULE VERIFIED	Police
AW	435014457	S	40	30-Oct-06	1-Nov-06	4W7Z	13C788	BB	E (GEM)	Y		NY	9146646900		2FAHP7 1W94X		2 D	21-Jul-03	2004	ORIA	Unknown	ST. THOMAS PLANT BUILD	7-Aug-03 30111	CUSTOMER STATES: AFTER 4 OR 5 MINUTES THE HEADLIGHT SHUT OFF BY THEMSELVES	DIAGNOSIS HAD TO REPLACE LIGHTING CONTROL MODULE	Police
AW	435930689	S	40	15-Nov-06	18-Nov-06	4W7Z	13C788	BB	E (GEM)	Y		NY	9146646900		2FAHP7 1W94X		3 R	21-Jul-03	2004	ORIA	Unknown	ST. THOMAS PLANT BUILD	7-Aug-03 30111	HEADLIGHTS SHUT OFF BY THEMSELVES	PERF DIAG REPLACED LIGHTING CONTROL MODULE	Police
AW	438168331	S	26	27-Dec-06	6-Jan-07	4W7Z	13C788	BB	E (GEM)	DE		NY	7166681200		2FAHP7 1W94X		1 S	3-Oct-03	2004	ORIA	Unknown	ST. THOMAS PLANT BUILD	6-Dec-04 63909	INTERMITTENT HEADLAMPS INOP P05	HEADLAMP INTERMITTENTLY GO OUT INOPERATIVE WIGGLE TEST HEADLAMP HARNESS OK NECCESARY TO R R FAULTY HEADLAMP LIGHTING CONTROL MODULE	Police

DESCRIPTION OF VEHICLE CONCERN: CUST STATES THAT THE HEADLIGHTS WILL SHUT OFF BY THEMSELVES WHILE DRIVING AT NIGHT, DIAGNOSTICS ALREADY COMPLETED: ROAD TESTED COULD NOT VERIFY. PARTS REPLACED: NONE TECHNICIAN QUESTION: ARE THERE ANY COMMON PROBLEMS WITH THIS CONCERN? FORM QUESTION: IS THERE AN

Police Interviewer Report

APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: YES FORM QUESTION: WAS THE VERIFIED COMPLAINT REMOVED CODES HEADLIGHT SWITCH FAILURE REMOVED HEADLIGHT SWITCH AND TESTED, PASS ON DEMAND SELF TEST LCM PASS LEFT RUNNING ONCE HOT LCM FAILED WIGGLE KNOCK TEST INSPECTED PINS ON LCM AND CONECTORS, PASS

Police Interviewer Report

10527841 GCQIS Ford 13-May-08 ##### Unknowr n EVERG REEN ISSAQU 2FAHP7 1W94X CRO WN VICT ST. THOMA S PLANT BUILD 2-Apr-04 #####

444093237 S AW 37 30-Mar-07 3-Apr-07 4W7Z 13C788 BB E (GEM) ER R CO 3039398600 2FAHP7 1W94X CRO WN VICT ST. THOMA S PLANT BUILD 11-Mar-04 45107 HEADLIGHTS GO OUT WHILE DRIVING.

9766373 GCQIS Ford 22-Mar-07 24-Mar-07 Unknown n Unknow n KNAPP FORD, NAPOLE LLC ON OH 4195992870 N 2FAHP7 1W94X 1 S 30-Mar-04 2004 ORIA Unknown BUILD 13-Oct-04 91899

CRO  
WN  
VICT

ST.  
THOMA  
S  
PLANT

DESCRIPTION OF VEHICLE CONCERN: HEADLIGHTS GO OUT DIAGNOSTICS ALREADY COMPLETED: REPLACED MULTIFUNTION SWITCH,TEST DROVE ON VERY BUMPY ROADS, USED THE TILT AND BANGED ON DASH. PARTS REPLACED: REPLACED MULTIFUNTION SWITCH TECHNICIAN QUESTION: IS THERE ANY KNOWN COCERNS DEALING WITH THIS PROBLEM. INITIAL HOTLINE RECOMMENDATIO N: SIR, THIS IS USUALLY CAUSED BY THE POLICE A or A

9512449 GCQIS Ford 1-Nov-06 2-Nov-06 Unknown n Unknow n SCHUL TZ FORD LINCOL N MERCURY, NANUET NY 8456243600 N 2FAHP7 1W94X 1 S 5-May-04 2004 ORIA Unknown BUILD 1-Jun-04 63109

CRO  
WN  
VICT

ST.  
THOMA  
S  
PLANT

STATES THE HEADLAMPS WILL INTERMITTENTLY SHUT OFF ON THEIR OWN. TECH HAS BEEN UNABLE TO VERIFY. VEHICLE HAS BEEN MODIFIED. SEEKING DIRECTION. A or B



9807234	GCQIS Ford	6-Apr-07	14-Apr-07	Unknown	Unknown	BILL DUBE	DOVER NH	6037495500	N	2FAHP7 1WX4X	1 S	2-Feb-04	2004	CRO WN VICT	ORIA	Unknown	BUILD	20-Feb-04	#####	(Web Contact) Concern: HEADLIGHTS SHUT OFF AND NEED TO SHUT VEHICLE OFF AND RESTART TO GET BACK ON. (Web Contact) Diagnostics: CHECK OPERATION OF HEADLIGHTS AND HAVE NOT YET DUPLICATED CONCERN. (Web Contact) Parts Replaced: NONE (Web Contact) Question: IS THERE ANY KNOWN CONCERNS OF THIS HAPPENING? IS THERE A FIX?	(Web Contact) Response: Diagnostics/Repair Suggested	AND REPLACE LIGHTING CONTROL MODULE P05 CUSTOMER GOODWILL	Police Interc eptor A			
464831215	AW S	48	4-Feb-08	6-Feb-08	4W7Z	13C788	BB	E (GEM)	NIC FORD MODUL LINC OL OAK	RIDGE TN	8654834352	N	2FAHP7 1WX4X	1 S	30-Jan-04	2004	CRO WN VICT	ORIA	Unknown	BUILD	17-Feb-04	64887	L26	CHECK HEADLAMPS GO OFF WHEN DRIVING AT TIMES ONLY ONE HEADLIGHT WILL WORK	AND REPLACE LIGHTING CONTROL MODULE P05 CUSTOMER GOODWILL	Police Interc eptor A
8918004	GCQIS Ford	4-Jan-06	5-Jan-06	Unknown	Unknown	O'MEARA CENTE R INC	NORTH GLENN CO	3034511331	N	2FAHP7 1WX4X	1 S	16-Mar-04	2004	CRO WN VICT	ORIA	Unknown	BUILD	6-Apr-04	23680	ALLEGED HEADLAMPS CUTTING OUT. ALLEGED SWITCH BEING CHANGED FROM HIGH TO LOW AND THEN THE LOW BEAMS COME BACK ON FOR A SHORT TIME THEN TURN OFF AGAIN. THIS OCCURS DURING NORMAL HEADLAMP OPERATION, NO POLICE BELLS AND WHISTLES.	Police Interc eptor A					



WEB FORM DATA -  
 CONCERN: HEAD  
 LIGHTS GO OFF  
 DRIVING CUST  
 HAS TO JIGGLE  
 SWITCHES OR HIT  
 BUMPS TO START  
 WORKING AGAGIN  
 DIAGNOSTICS:  
 UNABLE TO  
 DUPLICAET AT  
 THIS

TIME,PERFORMED  
 BCE DIAG, CODE  
 B2498 IN LCM FOR  
 HEADLAMP  
 SWITCH MULTIPLE  
 INPUTS TECH  
 QUESTION: ANY  
 KNOWN FOR  
 THIS CONCERN  
 TECH COMMENTS:  
 REPLACED  
 LIGHTING  
 CONTROL  
 MODULE AND  
 LIGHTS  
 OPERATING P  
 ROPERLY A LX F  
 HEADLIGHTS CUT  
 OFF

BODY CHASSIS  
 ELECTRICAL (BCE)  
 TEST  
 THAT CUSTOMER  
 SAYS THAT HEAD  
 LITES WILL GO  
 OFF WHILE DRIVI  
 NG CANNOT  
 DUPLICATE LAST  
 TIME IN SWAPPED  
 LCM LOOKING  
 FOR ANY  
 KNOWN A LX A

REPLACED  
 PROCESSOR IDS  
 TEST LIGHT OPER  
 DIAG INTERM  
 LIGHT OPER AND  
 REPL RETEST  
 AFTER REPAIRS  
 OK NOW A LX D

10309411	GCQIS Ford	25-Jan-08	26-Jan-08	10E846		CNTRL FIVE ASY LT STAR DIMMER FORD	NORTH RICHLA ND HILLS TX	8174988838	N	2FAHP7 4W04X	1	S	28-Jan-04	2004	ORIA	Unknown	ST. THOMA S PLANT BUILD	4-Mar-04	79952					
445125440	AW S	29	20-Apr-07	24-Apr-07	4W7Z	13C788	BB	ELECTO VIC NIC BAILEY MODUL FORD E (GEM) INC	SPARTA NBURG SC	8645853600	N	2FAHP7 4W24X	1	S	22-Sep-03	2004	ORIA	Unknown	ST. THOMA S PLANT BUILD	27-Nov-04	35991	CSUT. STATES THAT HEADLIGHTS CUT OFF		
8073165	GCQIS Ford	13-Dec-04	5-Jan-05	Unknown		Unknow n	HILLER FORD FRANKL IN WI	4144251000	N	2FAHP7 4W24X	1	S	3-Mar-04	2004	ORIA	Unknown	ST. THOMA S PLANT BUILD	31-Mar-04	6272					
467801246	AW S	52	24-Mar-08	26-Mar-08	4W7Z	13C788	BB	DAVID WILSO N'S ELECTO FORD NIC OF MODUL ORANG E (GEM) E	ORANG ORANG E CA	7149781850	N	2FAHP7 4W34X	1	S	3-Nov-03	2004	ORIA	Unknown	ST. THOMA S PLANT BUILD	30-Dec-03	69196	CUST STATES BOTH HIGH BEAMS GO OFF AFTER USE LEFT TURN SIGNAL		

469166061	S	AW	52	14-Apr-08	16-Apr-08	4W7Z	13C788	BB	E (GEM)	KOONS ELECTO COLLE NIC GE MODUL PARK COLLEG FORD E PARK MD	3014745100	2FAHP7 4W44X	1	S	29-Oct-03	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	24-Jan-04	41649	DRIVING	CHECK HEADLIGHTS TURN OFF BY THEMSELVES WHEN	CONTROL MODULE BODY CHASSIS ELECTRICAL (BCE) TEST	A	LX	A
431794193	S	AW	34	5-Sep-06	9-Sep-06	4W7Z	13C788	BB *	E (GEM)	AL- JAZIRA H VEHICL ES AGENC MADINA IES C H		2FAHP7 4W54X	1	S	20-Aug-03	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	22-Nov-03	34764	FRONT HEAD LIGHTS CUT OFF	RECHECKED SYSTEM OK.	REMOVED AND REPLACED LCM. RECHECKED SYSTEM OK.	A	LX	A
10022106	S	GCQIS	Ford	9-Aug-07	12-Aug-07		Unknowr	n	Unknow	HUSTO N FORD LINCOL N MERCURY HUNTING RY GDON PA	8146433430	2FAHP7 4W64X	1	S	19-Aug-03	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	2-Sep-03	32506		WEB FORM DATA - CONCERN: HEADLITES GO OFF INTERMITTENTLY DIAGNOSTICS: CK CONNECTIONS, CK MF SW, CK HEADLITE SW, SELF TEST-NO CODES, DATALOGGER TECH QUESTION: SUSPECT THERMAL SW, IS IT IN LIGHTING CONTROL MODULE? OR POSSIBLY MODULE BAD	A	LX	B	
444092814	S	AW	33	30-Mar-07	3-Apr-07	4W7Z	13C788	BB	E (GEM)	RAY SKILLM ELECTO AN NIC PERFO MODUL RMANC GREEN E (GEM) E FORD WOOD	3178812541	2FAHP7 4W74X	1	S	2-Oct-03	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	22-Jul-04	68342	HAPPENS	CK HEADLAMPS WILL SHUT OFF BY THEMSELVES WHILE DRIVING HAPPENS IN AUTO OR MANUAL SETTING HEARS A CLICK JUST BEFORE IT	FAULTY L.C.M. MODULE BODY CHASSIS ELECTRICAL (BCE) TEST PERFORMED BCE TEST AND PINPOINT TESTS. REPLACED LIGHT CONTROL MODULE. RECHECKED OPERATION, OK.	A	LX	A
465267032	S	AW	49	13-Feb-08	16-Feb-08	4W7Z	13C788	BB	E (GEM)	ELECTO MATTH NIC EWS MODUL PAOLI E (GEM) FORD PAOLI	6106444700	2FAHP7 4W84X	1	S	23-Oct-03	2004	ORIA	Unknown	CRO WN VICT	ST. THOMA S PLANT	27-Feb-04	44604	AGAIN	CUSTOMER REPORTS THAT THE HEADLIGHTS WENT OUT WHILE DRIVING AT NIGHT	RECHECKED OPERATION, OK.	A	LX	A

430914202	S	AW	33	23-Aug-06	26-Aug-06	4W7Z	13C788	BB	E (GEM)	FORD	APOPKA FL	4078897600	2FAHP7 4W84X	1	S	28-Oct-03	2004	ORIA	Unknown	BUILD	2-Jan-04	28477	L26 CUST STS AT START OF VEHICLE AUTO HEAD LAMPS ARE INOP INTERMITTANTLY AND WILL NOT WORK MANUALLY AT TIMES	28477 W CK FOR HEADLAMPS INOP,WDS NO CODES, ITS INTERMITENTLY WORKING,INSPEC T AND TEST HEADLAMP SWITCH,FAILS ON HEADLAMP SETTING, REPLACE SWITCH,RETEST,C OMES ON BUT GOES OFF, INSPECT WIRING OK,REPAIR GROUND 201 C57. INSPECT LCM MODULE,FOUND OPEN ON MODULE, REPLACE LCM MODULE AND REPROGRAM,RET EST,OK CODE 42	A	LX	B
9970863		GCQIS Ford		11-Jul-07	14-Jul-07		Unknown	n	FORD- LINC	FLEMIN GTON	NJ	9087823673	2FDHP7 4W44X	1	S	3-Jun-04	2004	ORIA	Unknown	BUILD	8-Sep-04	#####	WEB FORM DATA - CONCERN: HEADLIGHTS GO OFF BYTHEMSELVES ON HIGHWAY. SWITCH ON AUTO DIAGNOSTICS: NO CODES. HEADLAMP SWITCH REPLACED. ALL HARNES OK TECH QUESTION: WHAT SHOULD I CHECK. LCM ???	A	LX	A	
446335805	S	AW	46	10-May-07	#####	4W7Z	13C788	BB	E (GEM)	FORD	APOPKA FL	4078897600	2MEFM 74W04X	1	S	30-Jul-03	2004	QUIS	Unknown	BUILD	13-Aug-03	35541	CUSTOMER STATES INTERMITTENTLY HEADLITES GO OUT WHILE DRIVING CHECK AN ADVISE	35541 VERIFY CONCERN, PINPOINT LOOSE CONECTION IN LCM CONNECTOR, REPLACE LCM, VERIFY CONCERN REPAIRED WAR , CON CODE X2, BASIC 13C788	A	S	A

HEADLAMPS WILL GO OUT VERY INTERMITTENTLY, PARKING LAMPS & INST CLUSTER LAMPS REMAIN ON. CAN SWITCH FROM AUTOLAMP POSITION TO REGULAR HEADLAMP POSITION BUT WILL NO WORK ON EITHER ONE THEN MAY COME BACK ON AT RANDOM. DTC1: NONE  
 DIAGNOSTICS PERFORMED: CHECKED OASIS, TESTED FOR DTCS BUT FOUND NONE, TRIED WIGGLE & TAP TESTING LCM & HEADLAMP SWITCH PARTS REPLACED: NONE  
 IS THERE AN APPROPRIATE CONCERN: HEADLIGHTS INTERMITTANTLY GO OUT WHEN ON AUTO  
 DIAGNOSTICS: RAN FOR DTCS NONE TECH QUESTION: ANY KNOWN CONCERNS

G  
A S B  
G  
A S B

10276174 GCQIS Ford 9-Jan-08 10-Jan-08 Unknowr n PAUL CERAM E FORD LINCOLN MERCU SANT MO 3148382400 N 2MEFM 74W04X 1 S 8-Aug-03 2004 QUIS Unknown BUILD 20-Oct-03 #####

10378800 GCQIS Ford 29-Feb-08 1-Mar-08 Unknowr n ED MULLIN AX FORD ST OH 4409842431 N 2MEFM 74W04X 1 S 2-Sep-03 2004 QUIS Unknown BUILD 30-Apr-04 60704

464046079	S	AW	49	21-Jan-08	23-Jan-08	4W7Z	13C788	BB	ELECTO NIC AM MODUL E (GEM)	WAREH FORD, WAREH INC.	AM	MA	5082953643	2MEFM 74W04X	1	S	22-Oct-03	2004	GRAND MARCH QUIS	Unknown	BUILD	ST. THOMAS PLANT	29-Jan-04	95395	C S HEADLAMP OPERATION ERRATIC ON AUTO OR MANUAL,HEADLAMPS GO OUT AT TIMES CUSTOMER HITS DASH LITES ILLUMINATE CHK & ADVISE (Web Contact) Concern Cust concern is intermittently while driving with headlamps on auto they go out then come back on by themselves. (Web Contact) Diagnostics: checked for codes in LCM none (Web Contact) Parts Replaced: none   Is there an appropriate pinpoint test in the WSM for this concern? : no   Was the pinpoint test followed? : no (Web Contact) Question: hoping there are some knowns for this concern	VERIFIED CONCERN, FOLLOWED EXTENSIVE DIAGNOSTICS FOUND INTERNAL SHORT IN THE LIGHTING CONTROL MODULE. REPLACED THE LIGHTING CONTROL MODULE AND PROGRAM SYSTEM FOR PROPER OPERATION. CHECK AND RECHECK OK NFP	A	S	F
9919508	G	QCIS Ford	6-Jun-07	14-Jun-07			Unknown	n	DAVIS- MOORE LINCOLN MERCURY, I	WICHITA	A	KS	3166182013	2MEFM 74W04X	1	S	3-Nov-03	2004	GRAND MARCH QUIS	Unknown	BUILD	ST. THOMAS PLANT	10-Feb-04	50925	Question: hoping there are some knowns for this concern	(Web Contact) Response: Diagnostics/Repair Suggested 60094 TEST LIGHT OPERATION ACCESS LIGHTING CONTROL MODULE CODE B1342 REPLACE LIGHTING CONTROL MODULE RETEST	A	S	B
449851821	S	AW	35	22-Jun-07	26-Jun-07	4W7Z	13C788	BB	ELECTO N- NIC MERCURY MODUL RY E (GEM)	MERCURY SALES, RD		MA	7813915700	2MEFM 74W04X	1	S	16-Apr-04	2004	GRAND MARCH QUIS	Unknown	BUILD	ST. THOMAS PLANT	#####	60094	C S CHK HEADLIGHT S THEY ARE GOING OUT WHILE AT NIGHT ON HIGHWAY	DIAG. AND REPLACE LIGHTING CONTROL MODULE. INTERNA L FAILURE	A	S	A
426064263	S	AW	21	20-Jun-06	22-Jun-06	4W7Z	13C788	BB	* HAJI HUSEIN ALIREZ A & CO. LTD.	RIYADH				2MEFM 74W04X	1	S	#####	2004	GRAND MARCH QUIS	Unknown	BUILD	ST. THOMAS PLANT	4-Oct-04	23211	HEADLAMP GOES OFF WHILE DRIVING	INTERNAL FAILURE	A	S	A

CUSTOMER'S  
THE HEADLIGHTS  
CUT OUT AT  
TIMES WHEN  
DRIVING. TECH  
HAD BEEN ABLE  
TO DUPLICATE  
THE CONCERN  
AND WHEN IT  
HAPPENS HE CAN  
HEAR THE LCM  
CLICK. NO LCM  
CODES. TECH  
LOOKING FOR  
KNOWNS.

G  
A S A

BCE,PNPNT  
TESTS,REPLACE  
LIGHT CONTROL  
MODULE.REASON  
FOR  
P05;CUSTOMER IS  
A GOOD SEVICE &  
PURCHASE  
CLIENT.

G  
A S F

CHECKED  
HEADLIGHT  
OPERATION  
VWERIFIED  
CONCERN  
INTERMITTANT  
TESTED LCM NO  
DTC. MONITERED  
PID DATA WHEN  
LIGHTS ARE NOT  
WORKING TESTED  
LAMP SWITCH  
STILL READS ON,  
FOLLOWED  
PINPOINT TEST IN  
SHOP MANUAL  
REMOVED ANS  
REPLACED  
LIGHTING  
CONTROL  
MODULE, ALL  
LIGHTS NOW  
WORKING AS  
DESIGNED.

G  
A S A

9546695 GCQIS Ford 21-Nov-06 22-Nov-06 Unknowr n SMITH CAIRNS FORD LINCOLN YONKER MERC RS NY 9143778100 N 2MEFM 74W14X 1 S 31-Oct-03 2004 QUIS Unknown BUILD ST. THOMAS PLANT 4-Mar-04 34613

AW 465755071 S 50 21-Feb-08 26-Feb-08 4W7Z 13C788 BB ELECTO BILL NIC SMITH SOUTHE MODUL FORD RN PINES NC 9106928765 2MEFM 74W14X 1 S 14-Jan-04 2004 QUIS Unknown BUILD ST. THOMAS PLANT 29-Jan-04 31467 HEADLIGHTS CUT OFF GOING DOWN ROAD. HAVE TO HOLD HIGH BEAMS BACK FOR HEADLIGHTS TO WORK (PO5 PER BRUCE, CUSTOMER PAYS \$25%)

AW 455985944 S 40 4-Oct-07 9-Oct-07 4W7Z 13C788 BB COUNT RY LINCOLN ELECTO N NIC MERCU MODUL RY VALLEY WEST, STREAM NY 5162850505 2MEFM 74W14X 1 S 19-Feb-04 2004 QUIS Unknown BUILD ST. THOMAS PLANT 30-Jun-04 37577 C S HEADLIGHTS INOP , TURN ON THEN STOP WHEN TURNING LIGHTS BACK ON LIGHTS DO NOT WORK

DRIVING DOWN THE  
HIGHWAY AND THE  
LIGHTS WILL JUST GO  
GO OUT-STARTED LAST  
WEEK-TOOK IT TO THE  
DLRSH AND DID NOT  
LET THEM CHECK IT  
OUT-THINKS FORD  
SHOULD PAY FOR IT  
BECAUSE HE THINKS IT  
IS A SAFETY  
ISSUEDEALER SAID: -  
MERRIAM MOTORS  
INC895 N. COLONY  
ROAD WALLINGFORD,  
CT 06492TEL:(203) 265-  
2001--NONE-CRC  
ADVISED: BEFORE WE  
CAN MAKE A DECISION  
REGARDING ANY FORD  
COVERAGE IT MUST BE  
REVIEWED BY A  
FORD/LINCOLN/MERCU  
RY DEALERSHIP SO  
THAT HAVE THE  
OPPORTUNITY TO  
INSPECT THE VEHICLE  
AND DETERMINE WHAT  
IS WRONG WITH THE  
VEHICLE. ANY REPAIR  
OR SERVICES NOT

NOT  
PROVID MERRI  
ED BY AM  
SOURC MOTOR WALLIN  
E S, INC. GFORD CT 2032652001

2MEFM  
74W14X

1 S

7-Apr-04

2004 QUIS

Unknown

ST.  
THOMA  
S  
PLANT  
BUILD

29-Jul-04

52539

G  
A S A

26222693 MORS\CUDL 21-Jan-08 22-Jan-08

411786787	S	29	7-Dec-05	10-Dec-05	4W7Z	13C788	BB	E (GEM)	N, M	N	TN	7316640873	2MEFM 74W24X	1	S	1-Aug-03	2004	QUIS	Unknown	BUILD	20-Aug-03	21645	21645 RAN ON DEMAND TEST TO CHECK THE PIDS ON THE HEAD LAMP SWITCH,THEY WERE FINE, THEN CHECKED THE LCM FOR CODES NON PRESENT, THEN PREFORME PIN PIONT TEST A WHILE TESTING FOUND TWO BURNED WIRES PINS 5 AND 6 IN CONNECTOR 2145 B CIRCUITS 385 AND 221, NESS.	TO REMOVE THE LOWER DASH PANELS TO TRACE THE DAMAGED WIRES, AFTER REPAIRING THE WIRING , HEAD LAMPS WERE STILL INOP, THEN NESS.	A	S	A	
									GOLDE N ELECTO CIRCLE NIC FORD, MODUL LINCOL JACKSO NORTH COAST ELECTO LINCOL NIC N MODUL MERCU WILLOU														L26 WHEN YOU TURN THE HEADLIGHTS ON IN THE ON POSITION THEY WILL COME ON THEN AFTER A FEW MINS YOU HERE A BUZZING NOISE INSIDE THE CAR AND HEADLIGHTS WILL GO OUT	TO REMOVE THE LOWER DASH PANELS TO TRACE THE DAMAGED WIRES, AFTER REPAIRING THE WIRING , HEAD LAMPS WERE STILL INOP, THEN NESS.				
462777280	S	42	1-Jan-08	3-Jan-08	4W7Z	13C788	BB	E (GEM)	RY, I	GHBY	OH	4409510800	2MEFM 74W24X	1	S	28-Oct-03	2004	QUIS	Unknown	BUILD	17-Jul-04	33923	33923 MANUAL	CUST STATES HEADLITES SHUT OFF WHEN DRIVING DOESNT MATTER IF SWITCH IS IN AUTO OR	DIAG AND REPLACE LIGHTING CONTROL MODULE RETEST OK	A	S	A
									ST. THOMA S PLANT															ST. THOMA S PLANT	DIAG AND REPLACE LIGHTING CONTROL MODULE RETEST OK			

X7140-MADE OBC TO  
 CUST -CALLED 352-429-  
 2045 -LEFT A VM -  
 ADVISED THAT CCS  
 REP WILL BE CALLING  
 ANOTHER NUMBER BUT  
 IF THEY CANNOT BE  
 REACHED CCS REP  
 WILL BE CALLING THE  
 CUST BACK BY 6-4-08  
 BY COB 4:30 EST -  
 CALLED 352-229-2651 -  
 THE VM HAD NOT BEEN  
 SET UP -CCS REP WAS  
 NOT ABLE TO LEAVE A  
 VM -CCS REP SET  
 SILENT FOLLOW UP BY  
 6-4-08 -TARGET TIME  
 FRAME FOR CALL BACK  
 12-4:30 EST CUSTOMER  
 HAS ALREADY PICKED  
 UP CAR AND HAS NOT  
 HAD A PROBLEM YET.  
 CCS REP LORRAINE  
 X7140-MADE OBC TO  
 CUST -CALLED 352-429-  
 2045-CUST ADVISED  
 THAT THE VEH IS OK  
 BUT SHE IS AFRAID TO  
 DRIVE IT AT NIGHT -

CCS REP ADVISED  
 (Web Contact) Concern:  
 headlamps flash off and  
 on in auto or manual  
 setting. (Web Contact)  
 Diagnostics: scan all  
 modules no dtcs, wiggle  
 check harness (Web  
 Contact) Parts Replaced:  
 headlamp switch | Is there  
 an appropriate pinpoint  
 test in the WSM for this  
 concern? : no (Web  
 Contact) Question: are  
 there any reports on  
 concern.  
 (Web Contact)  
 Response:  
 Diagnostics/Repair  
 Suggested

G  
 S B  
 A S B  
 G  
 S A

26469575	MOR e;	2-Jun-08	3-Jun-08	NOT PROVID ED BY SOURC E	KEY SCALE S FORD INC	LEESBU RG	FL	3527873511	2MEFM 74W24X ██████	1 S	19-Jan-04	2004	QUIS	Unknown	BUILD	#####	25663
9739658	GCQIS Ford	2-Mar-07	10-Mar-07	Unknow n	ROBIN SON BROTH ERS LINCOL N	MERC	MOBILE AL	2514768174	2MEFM 74W34X ██████	1 S	31-Jul-03	2004	QUIS	Unknown	BUILD	28-Oct-03	65124

ISSUE HAPPENED ABOUT A MONTH AGO- WENT OFF AND WENT RIGHT BACK ON- ANOTHER TIME IT TOOK LONGER TO GO ON- HEADLIGHTS ARE TURNING OFF WHILE CUST DRIVING DOWN THE ROAD-NOTHING ELSE IS TURNING OFF- IF CUST HOLDS THE BRIGHT SWITCH, THEY WILL STAY ON -CUST MADE AN APPOINTMENT TOMORROW-IT IS A SAFETY ISSUE-CUST WANTS FORD TO FIX HEADLIGHTSDEALER SAID: -COLUMBIA FORD LINCOLN - MERCURY234 ROUTE 6 COLUMBIA, CT 06237TEL:(877) 268-1049CRC ADVISED: I HAVE REVIEWED IF ANY AVAILABLE COVERAGES MAY ASSIST IN YOUR REPAIR REQUEST.

G  
A S F

WEB FORM DATA - CONCERN: C/S HEADLIGHTS WILL GO OUT AT TIMES... AND WILL NOT COME ON AT TIMES. DIAGNOSTICS: SELF TEST LCM NO CMDTC'S ,ON DEMAND , SYS. PASS NOT ABLE TO VERIFY CONCERN TECH QUESTION: ANY KNOWN CONCERNS?

G  
A S A

26156984 MORS\CUDL 5-Dec-07 6-Dec-07

NOT PROVID ED BY SOURC E  
 FORD LINCOL N- MERCURY BIA CT  
 2MEFM 74W34X  
 GRA ND MAR  
 ST. THOMAS PLANT

1 S 8-Aug-03 2004 QUIS Unknown BUILD 22-Nov-03 64000

9966107 GCQIS Ford 9-Jul-07 10-Jul-07

Unknow n  
 BILL ETHRID GE LINCOL N- MERCURY, MERIDIA N MS  
 2MEFM 74W34X  
 GRA ND MAR  
 ST. THOMAS PLANT

1 S 3-Nov-03 2004 QUIS Unknown BUILD 3-Dec-03 81649

467640636	S	AW	43	20-Mar-08	24-Mar-08	4W7Z	13C788	BB	E (GEM)	RY	NUYS	CA	8188923800	2MEFM 74W34X	1	S	4-May-04	2004	QUIS	Unknown	BUILD	16-Sep-04	34063	C/S HEADLIGHTS GO OUT AFTER 15MIN	PERFORMED I.D.S DIAG CODES B2498 PINPOINT TEST R R HEADLAMPS SWITCH TO TEST IT PER SHOP MANUAL REPLACED LCM PROCESSOR AND RETESTED TO CONFIRM	A	S	A
470032374	S	AW	53	28-Apr-08	1-May-08	4W7Z	13C788	BB	E (GEM)	TE	MARGA MARGA	FL	9549727200	2MEFM 74W44X	1	S	18-Aug-03	2004	QUIS	Unknown	BUILD	26-Dec-03	70134	L22 CUST. STATES THE VEH. HEAD LIGHT INOP SOMETIMES, LIGHT TURN OFF AND ON AFTER A MIN.(PREMIUNCARE WARRANTY)	B1342 PER PINPOINT TEST A1 RETEST REPLACE HEADLAMP SW NOT LIGHTING UP RETEST OK AT THIS TIME	A	S	E

CONCERN:  
 HEADLIGHTS  
 INTER. GO OUT  
 WHILE DRIVING  
 PARKING LIGHTS  
 STAY ON EITHER  
 IN MANUAL OR  
 AUTO SETTING  
 CLICKING FROM  
 LIGHTING  
 CONTROL  
 MODULE WHEN  
 LIGHTS GO OUT  
 AND COME BACK  
 ON HIGH BEAMS  
 ALSO WILL NOT  
 WORK WHEN  
 LIGHTS GO OUT  
 FLASH TO PASS  
 WILL OPERATE  
 WHEN LIGHTS GO  
 OUT  
 DIAGNOSTICS:  
 CHECKED POWER  
 AND GOUNDS TO  
 LIGHTING  
 CONTROL  
 MODULE LOAD  
 TESTED CIRCUIT  
 BETWEEN LCM  
 AND  
 42  
 TESTED  
 HEADLIGHT RAN  
 IDS TEST ON LCM  
 NO CODES RAN  
 PIN POINT TEST  
 FOUND BAD LCM  
 REPLACED &  
 PROGRAMED  
 RETEST OK  
 B2498 PIN POINT  
 TEST AND TEST  
 WIRINGCIRCUITS  
 FOUND LIGHTING  
 CONTORL  
 MODULE  
 DEFECTIVE  
 REPLACE  
 LIGHTING  
 CONTROL  
 MODULE RETEST

10387798	GCQIS Ford	5-Mar-08	6-Mar-08	Unknowr	Unknow	LIBERT Y FORD LINCOL N MERCU VERMILI RY, ON OH	4409676191	N6	2MEFM 74W44X	1 S	19-Aug-03	2004	GRAND MARIQUIS	Unknown	ST. THOMAS PLANT	14-Feb-04	83962	AND	A	S	B		
473047090	AW S	52	16-Jun-08	17-Jun-08	4W7Z	13C788	BC	ELECTO LINCOL NIC N MODUL MERCU MONTG E (GEM) R OMERY AL	3346135000	2MEFM 74W44X	1 S	17-Dec-03	2004	GRAND MARIQUIS	Unknown	ST. THOMAS PLANT	24-Mar-04	51208	ELECTRICAL C/S CHECK HEADLAMPS WILL NOT STAY ON,CUTS OFF ON AUTO OR MANUAL	FOUND BAD LCM REPLACED & PROGRAMED RETEST OK B2498 PIN POINT TEST AND TEST WIRINGCIRCUITS FOUND LIGHTING CONTORL MODULE DEFECTIVE REPLACE LIGHTING CONTROL MODULE RETEST	A	S	A
386532866	AW S	10	22-Apr-05	26-Apr-05	4W7Z	13C788	BB	ELECTO LINCOL NIC N- MODUL MERCU HOPELA E (GEM) RY INC WN	7326970400	2MEFM 74W44X	1 S	2-Apr-04	2004	GRAND MARIQUIS	Unknown	ST. THOMAS PLANT	6-Jul-04	9381	VEHICLE LOST ALL LIGHTS AT NIGHT WHILE DRIVING NO DASH NO HEADLIGHTS	REPLACE LIGHTING CONTROL MODULE RETEST	A	S	A

AW	2	14-Oct-04	17-Oct-04	4W7Z	13C788	BB	E (GEM)	RY, INC.	HOUSTON TX	2819296500	2MEFM 74W44X	1 S	4-Jun-04	2004	QUIS	Unknown	ST. THOMAS PLANT BUILD	5-Sep-04	1190	WILL DRIVING	CUST STATES HEADLITES GO OUT	CONCERN, TESTED BCE FOUND CODE B1472, PERFORMED PINPOINT TEST FOUND LIGHTING MODULE SHORTED REPLACED MODULE CLEAR CODE RETEST FOR CODES	A S A	
373000123	S																					CONCERN. B C E DIAG. B C E PINPOINT TEST. SELF TEST. CHECKED CIRCUITS. FOUND CIRCUITS TO LIGHTING CONTROL MODULE SHORTED REPLACE LIGHTING CONTROL		
459211198	S	37	30-Nov-07	4-Dec-07	4W7Z	13C788	BB	E (GEM)	RY, INC.	BAY SHORE NY	5166666720	2MEFM 74W44X	1 S	30-Jun-04	2004	QUIS	Unknown	ST. THOMAS PLANT BUILD	13-Nov-04	13661	HOME	CUSTOMER STATES THAT BOTH HEADLIGHTS GOING OUT SAYS PUTS ON MANUAL. JUST WENT BACK ON ITSELF WENT OFF HAD TO KEEP HANDS ON HIGHBEAMS SO WOULD HAVE LIGHTS TO GET	VERIFY CHECK DTCS PERF BCE PNPNT REPLACE LCM VERIFY REPAIR	A S A
472822738	S	58	13-Jun-08	14-Jun-08	4W7Z	13C788	BC	E (GEM)	RY, INC.	HUNTLEY IL	8476696060	2MEFM 74W54X	2 D	21-Jul-03	2004	QUIS	Unknown	ST. THOMAS PLANT BUILD	2-Sep-03	70577	DOWN	HEADLIGHTS AT TIMES WILL GO OFF BY THEMSELVES WHEN DRIVING. WONT COME BACK ON TILL COOL	LIGHT CONTROL MODULE B2498 CIR INSIDE SHORTED PART ONLY	A S A
433574623	S	35	5-Oct-06	9-Oct-06	4W7Z	13C788	BB	E (GEM)	RY, INC.	NORTH LITTLE ROCK AR	5019451200	2MEFM 74W54X	1 S	24-Sep-03	2004	QUIS	Unknown	ST. THOMAS PLANT BUILD	29-Nov-03	28256	NIGHT	HEADLIGHTS WILL GO OUT WHILE DRIVING AT		A S A

CONCERN:  
 CUSTOMER  
 STATES THAT  
 THEIR  
 HEADLIGHTS  
 SHUT OFF WHILE  
 MAKING A TURN.  
 THEY TURNED  
 THEIR HIGH  
 BEAMS ON, BUT  
 THEY ALSO WENT  
 OFF AS WELL.  
 WHILE THE CAR  
 WAS IDLING THE  
 HEAD LIGHTS  
 CAME BACK ON.  
 CANNOT  
 DUPLICATE  
 CONCERN.  
 DIAGNOSTICS:  
 ROAD TESTED  
 VEHICLE WITH  
 LIGHTS ON AND  
 TURN SIGNALS  
 MAKING AS MANY  
 TURNS AS  
 POSSIBLE,  
 CANNOT  
 RECREATE  
 CONCERN, SELF  
 TESTED LCM NO

SEE PRIOR RO  
 189884 DATE 01 23  
 07 MILES 34034  
 PERFORMED DIAG  
 LCM TEST  
 DEFECTIVE  
 REPLACED LCM  
 AND RETESTED  
 LIGHTING  
 CONTROL  
 MODULE  
 CUSTOMER STATES  
 THAT HEADLIGHTS GO  
 OUT AT TIMES AND  
 WILL COME BACK ON  
 CUSOTMER STATES  
 HEADLIGHTS GOING  
 OUT AT NIGHT  
 CUSTOMER STATED  
 HEADLAMPS KEEPS  
 GOING OUT CUSTOMER  
 STATED IF YOU LET  
 CAR SET AND RUNING  
 LIGHT WILL GO OUT  
 SYSTEM PINPOINT  
 TO LCM CHECK  
 AND REPLACE  
 LIGHTING  
 CONTROL  
 MODULE

G  
 S  
 D  
 A  
 S  
 E  
 G  
 A  
 S  
 A  
 G  
 S  
 A

10404329	GCQIS Ford	13-Mar-08	15-Mar-08	Unknowr	n	Unknow	RY	WN	PA	6106833553	N	2MEFM 74W54X	1	S	29-Oct-03	2004	QUIS	Unknown	BUILD	25-Sep-04	51420	ST. THOMA S PLANT	GRA ND MAR	HALDE MAN FORD LINCOL N MERCU KUTZTO	
442790280	AW S	38	9-Mar-07	13-Mar-07	4W7Z	13C788	BB	E (GEM)	RY	ND	FL	9416826151	2MEFM 74W54X	1	S	15-Dec-03	2004	QUIS	Unknown	BUILD	5-Feb-04	35000	ST. THOMA S PLANT	GRA ND MAR	JENKIN S ELECTO NIC MODUL MERCU LAKELA
437700099	AW S	36	19-Dec-06	21-Dec-06	4W7Z	13C788	BB	E (GEM)	WELCH FORD BEAUFO	RT	SC	8435243171	2MEFM 74W54X	1	S	22-Dec-03	2004	QUIS	Unknown	PLANT	13-Jan-04	51927	ST. THOMA S PLANT	GRA ND MAR	NORTH EAST ELECTO NIC MODUL MERCU PHILAD
441669787	AW S	42	16-Feb-07	20-Feb-07	4W7Z	13C788	BB	E (GEM)	RY	ELPHIA	PA	2153316600	2MEFM 74W64X	1	S	27-Aug-03	2004	QUIS	Unknown	BUILD	18-Sep-03	84270	ST. THOMA S PLANT	GRA ND MAR	NORTH EAST ELECTO NIC MODUL MERCU PHILAD

=WENT TO DLR 1ST  
 TIME FOR LIGHTS  
 GOING OUT WHILE  
 DRIVING AT NIGHT AND  
 THEY COULD NOT FIND  
 ANYTHIN =LIGHTS  
 WENT OUT AGAIN AND  
 CUST WENT BACK TO  
 DLR AND A LIGHT  
 SWITCH WAS  
 REPLACED =LIGHTS  
 WENT OUT AGAIN AND  
 CUST WENT BACK TO  
 DLR AND A CONTROL  
 SWITCH WAS  
 REPLACED =CUST WAS  
 CHARGED BOTH TIMES  
 FOR ESP DEDUCTIBLE  
 =SEEKING REFUND FOR  
 1 OF THE DEDUCTIBLES  
 BECAUSE THE DLR  
 SHOULD OF PUT THE  
 RIGHT PART IN THE  
 FIRST TIME =WHEN THE  
 SON WENT TO DLR TO  
 TALK ABOUT THEY  
 OFFERED A OIL  
 CHANGE FOR NO  
 CHARGE=DEALER SAID:  
 ROY BROWN LINCOLN

G  
 A S A

INSTALL PDS  
 ROAD TEST  
 FOUND SWITCH  
 STILLON WHEN  
 LIGHTS GO OUT  
 CONTACT  
 HOTLINE TOLD IF  
 FLASH TO PASS IS  
 OK CHECK  
 WIRING TO LCM IF  
 OK REPLACE LCM  
 REPLACE LCM RE  
 TEST OK AT THIS  
 TIME

G  
 A S E

CUST STATES  
 HEADLIGHTS  
 HEADLIGHTS GO OFF  
 WHEN DRIVING HEARD  
 CLICKING NOISE  
 HEADLIGHTS CAME  
 BACK ON

ROY  
 BROW  
 NOT N  
 PROVID LINCOL  
 ED BY N  
 SOURC MERCU CRYSTA  
 E RY, INC L RIVER FL

2MEFM  
 74W64X

GRA  
 ND  
 MAR

ST.  
 THOMA  
 S  
 PLANT

26184829 MORS\CUDL 26-Dec-07 27-Dec-07

1 S 30-Oct-03 2004 QUIS Unknown BUILD 30-Dec-03 56000

MERCURY2121 NW

GREEN'  
 S  
 ELECTO LINCOL  
 NIC N-  
 MODUL MERCU LEXING  
 E (GEM) RY TON KY

2MEFM  
 74W64X

GRA  
 ND  
 MAR

ST.  
 THOMA  
 S  
 PLANT

AW  
 459292919 S 36 3-Dec-07 5-Dec-07 4W7Z 13C788 BB

2 D 2-Apr-04 2004 QUIS Unknown BUILD 10-Jan-05 35008

BACK ON

HEAD LIGHTS GO OFF  
AND ON WITH  
WARNING-PROBLEM  
HAS BEEN OCCURRING  
FOR TWO DAYS-  
THOMPSON LIN MER-  
CUST SPOKE TO TONY  
HILDEBRANT SERVICE  
CONSULTANT-CUST IS  
SEEKING FROM FMC  
FOR FMC TO ASSIST  
WITH THE REPAIRING  
OF LIGHT CONTROL  
MODULE(FINANCIAL  
ASSISTANCE)-  
DIAGNOSE CUST COST  
740.00 TOTAL COST-  
CUST STATED THAT  
THIS COULD HAVE  
BEEN AN SAFETY ISSUE  
FOR CUSTDEALER  
SAID: THOMPSON  
LINCOLN - MERCURY  
INC1000 MERRITT BLVD.  
BALTIMORE, MD  
21222TEL:(410) 282-  
6300CRC ADVISED: I  
HAVE REVIEWED THIS  
SITUATION WITH YOUR  
DEALERSHIP AND WE

G  
A S A

VERIFIED  
CUSTOMER  
CONCERN  
FOUND INTERNAL  
RELAY IN LCM  
FAULTY STICKING  
AT TIMES  
CAUSING LIGHTS  
TO CUT ON AND  
OFF  
INTERMITTENTLY  
RAN BCE TEST  
RAN PINPOINT  
TEST REMOVE  
FRONT  
HEADLAMPS  
REMOVE  
MULTIFUNCTION  
SWITCH TO RUN  
TESTS  
REPLACED AND  
REPROGRAMMED  
LCM RETESTED  
REINSTALLED OK

G  
A S D  
PE08-066 0739

CUSTOMER STATES  
THE HEDALIGHTS WILL  
GO OFF WHEN TURING  
TO THE RIGHT ADVISE

THOMPSON  
NOT SON  
PROVID LINCOLN  
ED BY N-  
SOURC MERCU BALTIM  
E RY INC ORE MD 4102826300  
2MEFM  
74W74X  
1 S 16-Sep-03 2004 QUIS Unknown BUILD 29-Nov-03 29219  
GRA ND S  
MAR PLANT  
ST. THOMA

26145679 MORS\CUDL 28-Nov-07 29-Nov-07

PUGMI  
RE  
LINCOLN  
ELECTO N  
NIC MERCU  
MODUL RY AT KENNES  
E (GEM) TOW AW GA 7704279950  
2MEFM  
74W74X  
1 S 30-Oct-03 2004 QUIS Unknown BUILD 28-Jan-04 49258  
GRA ND S  
MAR PLANT  
ST. THOMA

AW  
472491274 S 53 6-Jun-08 10-Jun-08 4W7Z 13C788 BB

CUST STATES  
 AUTOLAMPS GO  
 OUT AFTER  
 APPROX 20 SECS.  
 COMPARED TO  
 LIKE VE HICLE,  
 SAME CONCERN.  
 DLR CALELD FOR  
 INFO. A S A

7938712 GCQIS Ford 1-Oct-04 20-Feb-05 Unknowr n ALBAN Y LINCOL N MERCURY CO., IN ALBANY GA 2294327465 N 2MEFM 74W74X 1 S 18-Feb-04 2004 QUIS Unknown BUILD ST. THOMAS PLANT 12-Jul-04 2000

CUST SAYS 3 DAYS  
 AGO TUESDAY 10/30/07  
 HIS HEADLIGHTS WENT  
 OUT-TOOK VEH TO  
 DLRSHIP FOR  
 DIAGNOSIS/RESULT  
 NEEDS TO REPLACE  
 LIGHTING CONTROL  
 MODUAL, TOTAL COST  
 \$500-\$600-CUST  
 SEEKING FINANCIAL  
 ASSISTANCEDEALER  
 SAID: HERITAGE  
 LINCOLN - MERCURY  
 INC 900 W GENESEE ST  
 SYRACUSE, NY  
 13204(315) 472-4534-  
 OBC TO DLRSHIP, SM  
 KENNY SAID THAT THEY  
 WOULD TAKE CARE OF  
 THE REPAIR FOR THE  
 CUST-CUST IS AT THE  
 DLRSHIP AND WILL BE  
 RESPONSIBLE FOR 20%-  
 NO NEED TO FOLLOW  
 UP WITH CUSTCRC  
 ADVISED: YOUR  
 DEALER HAS MADE AN  
 ASSESSMENT BASED  
 UPON FORD  
 WARRANTY & POLICY.

26134377 MORS\CUDL 2-Nov-07 25-Nov-07 NOT PROVID ED BY SOURC E HERITAGE LINCOLN MERCURY, INC. SYRACU SE NY 3154724534 6 2MEFM 74W74X 1 S 27-Feb-04 2004 QUIS Unknown BUILD ST. THOMAS PLANT 13-Jul-04 27122

INTERNAL FAULT  
 BODY CHASSIS  
 ELECTRICAL (BCE)  
 TEST REMOVED  
 HEADLAMP  
 SWITCH TO TEST  
 CIRCUITY  
 DISCONNECT LCM  
 TO TEST  
 CIRCUITY  
 REPLACED LCM A S A

AW 450467791 S 45 3-Jul-07 9-Jul-07 4W7Z 13C788 BB SESI ELECTO NIC MODUL E (GEM) LINCOLN MERCURY ANN ARBOR MI 73468600 2MEFM 74W84X 1 S 16-Sep-03 2004 QUIS Unknown BUILD ST. THOMAS PLANT 7-Nov-03 45057

CUST STATES LOW  
 BEAMS SHUT OFF  
 WHILE DRIVING USING  
 AUTOLAMP SETTING.  
 SEE HISOTRY.

TECH STATES WHEN WIPERS ARE IN INTERMITTENT MODE & HEADLIGHTS IN AUTO POSITION. THE HEADLIGHTS WILL TURN OFF ON EACH WIPER SWEEP. LIGHTS TURN BACK ON WHEN WIPER PARK. LCM HAS INTERNAL SHORT. VERIFIED CONCERN. USED IDS TO PERFORM SELF TEST FOR LIGHTING CONTROL MODULE. FOUND SHORT TO GROUND. WHILE INSPECTING HARNESS AT LCM LIGHTS WOULD FLICKER ON AND OFF. LIGHTLY TAPPED LCM AND LIGHTS WOULD STAY ON, REPEAT AND LIGHTS WOULD TURN OFF. UNPLUGGED CONNECTORS C2145A, C2145B, C2145C AND INSPECTED FOR DAMAGED PINS, NONE FOUND. REMOVED AND

9428910 GCQIS Ford 18-Sep-06 19-Sep-06 Unknown IRWIN LM SALES & SERVICE FREEHO E CO., LD NJ 7324621818 N 2MEFM 74W84X 1 S 12-Sep-03 2004 QUIS Unknown BUILD 31-Mar-04 21241

AW 457654542 S 44 1-Nov-07 5-Nov-07 4W7Z 13C788 BB ELECTO NIC UNITED MODUL FORD - E (GEM) SOUTH TULSA OK 9182806345 2MEFM 74W84X 1 S 15-Oct-03 2004 QUIS Unknown BUILD 26-Mar-04 65260

C S HEAD LAMPS SHUT OF BY THEMSELVES AND CAN HOLD HIGH BEEM TO WORK AT THAT TIME.

WEB FORM DATA -  
 CONCERN: HEAD  
 LIGHTS, DASH  
 LIGHTS WENT  
 OUT, TURN SIGNAL  
 QUIT.  
 DIAGNOSTICS:  
 SELF TEST LCM.  
 NO  
 COMUNICATION.  
 DISCONNECTED  
 AND  
 RECONNECTED, ALL  
 WORKING. TECH  
 QUESTION: IS  
 THERE SOME  
 THING LOCKING  
 UP LCM ?

CONCERN,  
 FOLLOW  
 PINPOINT TEST  
 AND REPLACE  
 THE LCM,  
 RECHECK OK  
 REPLACED LCM  
 ESP  
 PREMIUMCARE  
 COVERED REPAIR  
 CUSTOMER PAYS  
 \$50.00  
 DEDUCTIBLE  
 VERIFIED  
 CONDITION IN  
 SHOP  
 HEADLIGHTS  
 SHUT OFF WHILE  
 IN USE TESTED  
 LIGHTING  
 CONTROL  
 MODULE NO  
 CODES PINPOINT  
 TEST A IN SHOP  
 MANUAL  
 INDICATED  
 FAULTY LIGHTING  
 CONTROL

CUSTOMER STATES  
 VEHICLE LOST  
 HEADLAMPS, STARTED  
 BUCKING AFTER 1 1.5  
 HOURS OF DRIVING

CUSTOMER STATES:  
 HEADLIGHTS  
 SOMETIMES FAIL TO  
 COME ON OR THEY  
 MIGHT QUIT WORKING  
 WHILE IN USE ADVISE

G  
 S  
 A

G  
 S  
 A

G  
 S  
 A

10390641	GCQIS Ford	6-Mar-08	8-Mar-08	Unknown	Unknown	WESTERN SLOPE AUTO GRAND COMPACT	NY ON CO	9702430843	N	2MEFM 74W84X	1 S	22-Mar-04	2004	QUIS	Unknown	ST. THOMAS PLANT BUILD	14-Jun-04	49828	
471391192	AW S	55	20-May-08	#####	13C788	ELECTRONIC MODULE (GEM)	LINCOLN MERCURY PLAINVILLE	CT	8607938885	N	2MEFM 74W94X	1 S	29-Sep-03	2004	QUIS	Unknown	ST. THOMAS PLANT BUILD	28-Nov-03	46482
466667337	AW S	54	6-Mar-08	10-Mar-08	4W7Z	ELECTRONIC MODULE (GEM)	LINCOLN MERCURY WESTFIELD	IN	3178965561	N	2MEFM 74W94X	2 D	3-Oct-03	2004	QUIS	Unknown	ST. THOMAS PLANT BUILD	21-Oct-03	52183

WEB FORM DATA -  
 CONCERN:  
 HEADLIGHTS GO  
 OUT WHEN  
 DRIVING  
 DIAGNOSTICS:  
 EEC TESTED LCM  
 PASSED TECH  
 QUESTION: HAVE  
 YOU SEEN A  
 PROBLEM LIKE  
 THIS TALK TO  
 CUSTOMER HIGH  
 BEAM WILL WORK  
 AND IT IS NOT IN  
 AUTO LIGHTS  
 SAFETY TAB  
 ADDED TECH  
 COMMENTS: HAD  
 A BAD LCM

G  
 S  
 A

10397685 GCQIS Ford 10-Mar-08 11-Mar-08 Unknowr n RITTEN HOUSE-KERR FORD, INC. RED BANK NJ 7327416000 N 2MEFM 74W94X 1 S 22-Oct-03 2004 QUIS Unknownn BUILD ST. THOMAS PLANT 21-Apr-04 82234

CUST STATES THAT  
 HEAD LIGHTS ARE  
 FLICKERING AND  
 TURNING OFF WHEN  
 ON AUTO HAVE TO  
 TURN HEAD LIGHTS ON  
 AND THEN BACK TO  
 AUTO, NOTICE IT MORE  
 WHEN TURN SIGNAL ON  
 EITHER LEFT OR RIGHT

NO DTCS NO  
 OUPUT FROM LCM  
 TO HEADLAMPS  
 BODY CHASSIS  
 ELECTRICAL (BCE)  
 TEST

G  
 S  
 F

AW 459125151 S 48 29-Nov-07 3-Dec-07 4W7Z 13C788 BB ELECTONIC MODULE (GEM) TEAM FORD LAS VEGAS NV 7023955100 N 2MEFM 74W94X 1 S 30-Oct-03 2004 QUIS Unknownn BUILD ST. THOMAS PLANT 17-Jan-04 40456

CUSTOMER HAS  
 AFTERMARKET  
 RKE & ALARM  
 INSTALLED.  
 INTERMITTENTLY  
 WITH  
 HEADLIGHTS IN  
 AUTO MODE THE  
 HEADLIGHTS GO  
 INOP, ALSO  
 HEADLIGHTS  
 COME ON WHEN  
 DOOR IS OPENED.

G  
 S  
 B

8981948 GCQIS Ford 2-Feb-06 4-Feb-06 Unknowr n VICKSBURG FORD LINCOLN MERCURY VICKSBURG MS 6016365323 N 2MEFM 74W94X 1 S 3-May-04 2004 QUIS Unknownn BUILD ST. THOMAS PLANT 27-Sep-04 11089

DESCRIPTION OF VEHICLE  
 CONCERN: C/S HEADLANPS AND INSTRUMENT LIGHTS TURN OFF WHILE DRIVING AT NIGHT  
 DIAGNOSTICS ALREADY COMPLETED: UNABLE TO DUPLICATE, RAN LCM SELF TESTS, NO CODES. MONITOR PIDS FOR HEADLAMP SWITCH AUTOLAMP SWITCH, AUTOLAMP SENSOR. ALL CHECKS OK. PARTS REPLACED: NONE  
 TECHNICIAN QUESTION: ANY KNOWN CONCERNS FOR THIS ISSUE? ANY FURTHER TESTS 81142 WARR TEST SYS ROAD TEST OVER NIGHT LIGHTS WHENT OUT 1 TIME TAPED ON LIGHTING CONTROL MODUALAND RELAY CLIKED IN SIDE AND LIGHT CAME BACK ON NO CODES IN SYS REPLACED LIGHTING CONTROL MODUAL AND DID PROGRAMIBLE MODUAL

INSTALLATION ON NEW MODUAL RETEST SEAMS OK NOW CAN NOT GET LIGHTS TO GO OUT NOW

G  
 A S A  
 A S A  
 G  
 A S A

10272146	GCQIS Ford	8-Jan-08	9-Jan-08	Unknown	n	Unknow	NORTH POINT FORD	NORTH LITTLE ROCK	AR	5019451200	N	2MEFM 74WX4X	1	S	30-Sep-03	2004	QUIS	Unknown	GRA ND MAR	ST. THOMAS PLANT	BUILD	8-Dec-03	62142		
458565214	S	45	21-Nov-07	24-Nov-07	4W7Z	13C788	BB	E (GEM) LINC	NA	MD	4107664000		2MEFM 74WX4X	1	S	3-Oct-03	2004	QUIS	Unknown	GRA ND MAR	ST. THOMAS PLANT	BUILD	29-Mar-04	81142	NIGHT

HEADLIGHTS STOPPED WORKING LAST NIGHT ONLY HAD FLASH TOO PASS MODE ON HIGHBEAMS LAST

PF08-066 0744

432793109 S

33 21-Sep-06 25-Sep-06 4W7Z 13C788 BB

NILLES  
ELECTO FORD-  
NIC MERCU  
MODUL RY, HAMILT  
E (GEM) INC. ON NY 3158242440

2MEFM  
74WX4X

1 S

20-Oct-03 2004

GRA  
ND  
MAR

Unknown

ST.  
THOMA  
S  
PLANT

BUILD

31-Dec-03

28495

CUSTOMER STATES  
LAMPS GO OUT JUST  
DRIVING DOWN ROAD

CHECK SYSTEM  
AND REPLACE  
SWITCH AND LCM  
ASSY. M T FOR  
OVERLAPING AND  
DUPLICATE TESTS  
AND LABORS  
DESCRIPTION OF  
VEHICLE  
CONCERN:  
HEADLIGHTS  
SHUT OFF ON  
THERE OWN THEN  
CAME BACK ON  
WITHIN A MIN  
ONLY HAPPEN  
TWICE  
DIAGNOSTICS  
ALREADY  
COMPLETED:  
COULD'NT VEIFY  
CHECKED LCM  
FOR CODES NO  
CODES PARTS  
REPLACED:  
TECHNICIAN  
QUESTION: IF ANY  
PROBLEM IS  
KNOWN FORM  
QUESTION: IS  
THERE AN  
APPROPRIATE  
PINPOINT TEST IN  
THE WSM FOR  
THIS CONCERN?  
ANSWER: NO  
FORM QUESTION:  
WAS THE

G  
A S A

G  
A S E

9692183 GCQIS Ford 15-Feb-07 17-Feb-07

Unknown

Unknow  
n  
PHIL  
FITTS  
FORD  
LINCOL  
N-  
MERCU NEW  
R CASTLE PA

7246583521 N

2MEFM  
74WX4X

1 S

19-Dec-03 2004

GRA  
ND  
MAR

Unknown

ST.  
THOMA  
S  
PLANT

BUILD

8-Apr-04

58549



AW	469168597	S	51	14-Apr-08	16-Apr-08	4W7Z	13C788	BB	E (GEM)	RY	VEGAS	NV	7028761922	2MEFM 75W14X	1	S	21-Jan-04	2004	QUIS	Unknown	BUILD	6-Feb-04	42322	CUSTOMER STATES HEADLIGHTS AND DRIVING LIGHTS INTERMITTANTLY GO OUT OVER BUMPS	42322 ERRATIC OPEN IN MODULE TO HEADLAMP CIRCUIT 12651D .2 12651D45 .3 12651D6 .3 NGS BCE LCM TEST NO CODES, PINPOINT TEST BY SYMPTOM, REPLACE LIGHTING CONTROL MODULE, RETEST PASS VERIFIED CONCERN, TESTED FOR OUT PUT FROM LCM, REPLACED LCM DUE TO INTERNAL OPEN CIRCUIT IN HEADLAMP OUT PUT, RETESTED PASSED	A	LS	C
AW	465675186	S	42	20-Feb-08	23-Feb-08	4W7Z	13C788	BB	E (GEM)	RY INC	SAN ANTONI	TX	2103418841	2MEFM 75W14X	1	S	30-Mar-04	2004	QUIS	Unknown	BUILD	18-Sep-04	67921	CUSTOMER STATES THE HEAD LAMPS CUT OUT WHILE DRIVING AT NIGHT. REPORT..... .....REPORT.	DIAGNOSE AND REPLACED LCM MODULE REPLACE LIGHTING CONTROL MODULE	A	LS	A
AW	440740000	S	32	30-Jan-07	3-Feb-07	4W7Z	13C788	BB	E (GEM)	N-	ISLAND	IL	7083854500	2MEFM 75W14X	1	S	#####	2004	QUIS	Unknown	PLANT	6-Jul-04	34980	HEADLIGHTS AND DASH LIGHTS GO OUT WHEN DRIVING	DIAGNOSE AND REPLACED LCM MODULE REPLACE LIGHTING CONTROL MODULE	A	LS	A
AW	466210030	S	42	28-Feb-08	3-Mar-08	4W7Z	13C788	BB	E (GEM)	TI-OAKES	GREEN	MS	6623788101	2MEFM 75W24X	1	S	14-Oct-03	2004	QUIS	Unknown	BUILD	22-Sep-04	53994	LIGHTS GO OUT GOING DOWN ROAD	REPLACE LIGHTING CONTROL MODULE	A	LS	A
AW	348569393	S	2	4-Feb-04	7-Feb-04		13C788		E (GEM)	MARST ALLER MOTOR	WACO	TX	2547565511	2MEFM 75W24X	1	S	4-Nov-03	2004	QUIS	Unknown	BUILD	19-Dec-03	550	VEHICLES HEAD LIGHTS CLICKED AND WENT OFF WHEN AUTO LAMPS WERE	NO FAULT CODES FOUND PERFORM LCM DIAG. PASS, PERFORM DDM DIAG, PASS, LAMPS ARE WORKING CORRECTLY	A	LS	A
AW	438010108	S	34	26-Dec-06	28-Dec-06	4W7Z	13C788	BB	E (GEM)	SHAMA LEY EL	PASO	TX	9155918600	2MEFM 75W24X	2	D	13-Nov-03	2004	QUIS	Unknown	BUILD	15-Mar-04	25900	C S AUTOLAMPS WILL QUIT WORKING INTERMITTENTLY	REPLACE LIGHTING CONTROL MODULE AS PER HOTLINE RETESTED OK	A	LS	B

AW	46	19-Dec-07	22-Dec-07	4W7Z	13C788	BB	E (GEM)	MULLIN RY	NEW SMYRN BEACH	FL	3864289094	2MEFM 75W24X	1	S	18-Nov-03	2004	QUIS	Unknown	ST. THOMAS PLANT	30-Mar-04	51220	OFF INT	CUST STATES HEADLIGHT WILL GO OFF INT	RETRIVED BUT HEARD CLICKING FROM LCM AND LIGHTS FLASH, REPL THE LCM AND RETEST PASS. OK AT THIS TIME.	A	LS	B	
462287395	S																											
464687025	S	31-Jan-08	4-Feb-08	4W7Z	13C788	BB	E (GEM)	BLUEB ONNET MOTOR S, INC.	NEW BRAUNF ELS	TX	8306068011	2MEFM 75W24X	1	S	19-Dec-03	2004	QUIS	Unknown	ST. THOMAS PLANT	6-Mar-04	26161	AUTO FUNCTION	C S HEADLIGHTS WILL TURN OFF WHILE DRIVING AT NIGHT ON THEIR OWN. CAN HOLD THE HIGH BEAMS ON WHEN IT OCCURS CUSTOMER DOES NOT NORMALLY USE THE AUTO FUNCTION	HEADLAMP DIAG, REPLAC LIGHTING CONTROL MODUEL AS CAUSE OF CONCERN. RETEST FOR PROPER OPERATION	A	LS	F	
462892984	S	3-Jan-08	7-Jan-08	4W7Z	13C788	BB	E (GEM)	RANCH O FORD L-TEMEC M ULA	NEW BRAUNF ELS	CA	9516991302	2MEFM 75W34X	1	S	12-Dec-03	2004	QUIS	Unknown	ST. THOMAS PLANT	27-Dec-03	80414	APPROX 2 3 MIN AF	CUSTOMER STATES HEADLIGHTS ARE SHUTTING OFF DAILY	INSPECT FOUND NO OUTPUT FROM LIGHTING CONTROL MODULE REPLACE MODULE RETEST NO OK	A	LS	A	
10155353	GCQIS Ford	23-Oct-07	24-Oct-07		Unknown	n	Unknow	BILL ALEXA NDER FORD LINCOLN	NEW YUMA	AZ	9283442200	2MEFM 75W34X	1	S	11-Dec-03	2004	QUIS	Unknown	ST. THOMAS PLANT	26-Dec-03	53232		CONCERN: HEADLAMPS TURN OFF AND ON WHILE DRIVING DIAGNOSTICS: CK FUSES WIRING FROM HEADLAMP SWITCH TO HEADLAMPS GROUND CIRCUITS TECH QUESTION: WHAT DO YOU RECCOMEND I DO NEXT. ARE THERE ANY PUBS OR REVISIONS FOR THIS CONCERN?	A	LS	A		

8063885	GCQIS Ford	7-Dec-04	8-Dec-04	13C788		HINES PARK ELECTO LINC NIC N- MODUL MERCU PLYMO E (GEM) RY INC UTH MI	7344532424 N	2MEFM 75W34X	1	S	15-Apr-04	2004	QUIS	Unknown	BUILD	#####	7126	Auto lamps intermittently inop.	Verified issue, also noted rear defroster cycles when lights are inop. Pinpoint test determined suspect lighting control module. PERFORM BCE DIAG, PERFORM PIN POINT TEST. L26WESP PREMIUMCARE 100 DED CUST SAYS AFRAID TO DRIVE AT NIGHT, FT HEADLIGHTS BECOME INOP WHILE DRIVING, AFTER FIDDLES WITH SWITCH AT TIMES THEN THEY COME BACK ON ADVISE	A	LS	B		
470033664	AW S	54	28-Apr-08	1-May-08	4W7Z	13C788	BB	PINES ELECTO LINC NIC N PEMBR MODUL MERCU OKE E (GEM) RY PINES FL	9546202000	2MEFM 75W44X	1	S	11-Nov-03	2004	QUIS	Unknown	BUILD	12-Dec-03	47194	COME BACK ON ADVISE	KED OK DESCRIPTION OF VEHICLE CONCERN: LIGHTS COME ON FOR A WHILE THEN GO OFF BUT PARKING LAMPS STAY ON DIAGNOSTICS ALREADY COMPLETED: POWERS AND GROUNDS PARTS REPLACED: HEAD LAMP SWITCH TECHNICIAN QUESTION: ANY KNOWN CONCERNS FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: NO	A	LS	F
10090100	GCQIS Ford	17-Sep-07	19-Sep-07	Unknown		POMPA NO LINC N MERCU POMPA RY, NO INC. BEACH FL	9547828110 N	2MEFM 75W44X	1	S	15-Dec-03	2004	QUIS	Unknown	BUILD			31-Jul-04	51619		ANSWER: NO	A	LS	A



7190633	GCQIS Ford	17-Nov-03	21-Nov-03	Unknown	n	ESTAB ROOK LINCOLN- MERCURY	PASCAGOULA	MS	2287623533	N	2MEFM 75W54X	1	S	7-Aug-03	2004	QUIS	Unknown	BUILD	8-Nov-03	126
---------	------------	-----------	-----------	---------	---	--------------------------------------	------------	----	------------	---	-----------------	---	---	----------	------	------	---------	-------	----------	-----

CUSTOMER CLAIMS THE HEAD LAMPS WENT OUT WHILE DRIVING IN THE AUTO LAMP MODE AND WHEN SWITCHED TO MANUAL ON, THE LIGHTS COME ON, BUT THE CLUSTER WENT BLANK. TECH STATES HE CANNOT DUPLICATE THE CONCERN. TECH STATES THE LCM WAS REPLACED FOR THE CLUSTER FLICKER CONCERN. TECH STATES THE WIPER MOTOR WAS REPLACED FOR WIPERS BEING INOPERATIVE. TECH STATES HE MADE SURE G201 WAS TIGHT. TECH STATES THE LCM HAD CODES B1247 AND B2498, A LS F

455699938	S	AW	44	1-Oct-07	3-Oct-07	4W7Z	13C788	BB	E (GEM) R	WRIGH T BROTH ERS ELECTO LINCOL NIC N MODUL MERCU	YORK	PA	7177413876	2MEFM 75W54X	1	S	22-Sep-03	2004	QUIS	Unknown	ST. THOMA S PLANT	BUILD	25-Feb-04	64429	HEADLIGHTS & DASHLIGHTS GO OUT AFTER 5 MINUTES OF DRIVING THEN THEY COME BACK ON FOR AWHILE AND THEN GO BACK OUT	L29 42 13C788 ESP WARRANTY. \$50.00 DEDUCT VERIFIED CONSERN FOUND SSM FOR AFTERMARKET HEADLIGHTS REMOVED BOTH LIGHT TO VERIFE PART NUMBERS WHERE CORRECT REINSTALLED HEADLAMP BUCKETS DID SELF TEST AND PIN POINT TEST FOUND LIGHTING CONTROL MODULE TO BE OVER HEATING TURNIN THE HEADLAMPS OFF INSTALLED NEW MODULE REDID SELFTEST OPER AS DESINGED	A	LS	E
10253717		GCQIS Ford		21-Dec-07	22-Dec-07		Unknown	n	PARK CITIES FORD LINCOL N	MERCU	DALLAS	TX	2143588800	2MEFM 75W54X	1	S	29-Sep-03	2004	QUIS	Unknown	ST. THOMA S PLANT	BUILD	12-Dec-03	95012	CONCERN: HEADLAMPS GO OFF WHEN DRIVEN DIAGNOSTICS: BCE DIAG NO CODES TECH QUESTION: SEEKING ANY KNOWN CONCERNS SUSPECT LIGHTIN CONTROL MODULE HEADLIGHT WILL GO OFF AFTER 5 TO 10 MIN AFTER	A	LS	A	







452657303	S	AW	46	14-Aug-07	16-Aug-07	4W7Z	13C788	BB	E (GEM)	GATEWAY LINCOLUMN ELECTRONIC MODULRY, INC.	COLUMBUS	GA	7063225575	2MEFM 75W74X	1	S	15-Oct-03	2004	QUIS	Unknown	ST. THOMAS PLANT	BUILD	31-Oct-03	54454	REGULAR HEADLIGHTS WILL GO OFF WHILE DRIVING CUSTOMER MUST THEN HOLD HANDLE TO GET BRIGHT LIGHTS ON BUT THOSE GO OFF IF HANDLE IS RELEASED	54454 TESTED HEADLIGHTS FOR SEVERAL HOURS,TESTED HEADLIGHT SWITCH OK CONNECTIONS AT LCM & LIGHT SWITCH,OK,REPL ACE LCM & RECK,OK	A	LS	F
471057287	S	AW	55	14-May-08	#####	4W7Z	13C788	BB	E (GEM)	RANDALL REED'S PRESTIGE LINCOLUMESQUI TE	TX	2145601611	2MEFM 75W74X	1	S	14-Oct-03	2004	QUIS	Unknown	ST. THOMAS PLANT	BUILD	7-Nov-03	73821	L26 CUSTOMER STATES THAT THE AUTOLAMPS WILL NOT TURN THE HEADLIGHTS ON AFTER DARK, INTERMITTENTLY, AND MAY IN FACT TURN THEM OFF WHILE DRIVING IN THE DARK IF THEY HAVE COME ON. TAIL LIGHTS	COMING OUT OF LIGHTING CONTROL MODULE ON CIRCUIT 502, REPLACED LIGHTING CONTROL MODULE, VERIFIED REPAIR, QUALITY CHECK	A	LS	A	
449661863	S	AW	38	19-Jun-07	21-Jun-07	4W7Z	13C788	BB	E (GEM)	SUNSTATE FORD, ORLANDO INC.	FL	4072995900	2MEFM 75W74X	1	S	8-Dec-03	2004	QUIS	Unknown	ST. THOMAS PLANT	BUILD	29-Jan-04	39732	CUSTOMER STATES HEADLIGHTS GO OUT DRIVING PARKING LIGHTS STAY ON HIGH BEAM WORKS	RETESTED REPROGRAMMED. RETEST PASS.	A	LS	A	

440296335	S	AW	36	23-Jan-07	25-Jan-07	4W7Z	13C788	BB	E (GEM) RY	VENICE FL	9414971986	██████	2MEFM 75W84X	1	S	25-Jul-03	2004	QUIS	Unknown	BUILD	13-Feb-04	23493	MANUAL	INVESTIGATE HEADLAMPS KEEP TURNING OFF WHETHER ON AUTO OR	VENICE PERFORMED IDS TEST ON LCM PASS CHECK WIRING TO AND FROM LCM OK CHECK HEADLIGHT OPERATION WHEN LIGHTS FAILED HAD INPUT TO LCM FROM HEADLIGHT SWITCH AND NO OUTPUT TO DIMMER REPLACED LCMRE A TECH HAS VEHICLE IN FOR A CONCERN OF THE HEADLIGHTS SHUTTING OFF WHILE DRIVING DOWN THE ROAD WHEN MANUALLY TURNED ON (NOT IN AUTOLAMP). TECH HAS NOT BEEN ABLE TO DUPLICATE AND STATES NO CODES IN THE LCM. TECH NOT SURE IF JUST HEADLIGHTS OR ALL LIGHTS GO OUT. TECH SEEKING A DIRECTION.	LS A	
8934731	GCQIS Ford			12-Jan-06	14-Jan-06		Unknown	n	Unknow	ACE MOTOR SALES, WOODB INC. URY NJ	8568456600	██████	2MEFM 75W84X	1	S	8-Sep-03	2004	QUIS	Unknown	BUILD	1-Dec-03	69645				A	LS A



8238246	GCQIS Ford	24-Feb-05	27-Feb-05	Unknowr	n	MEDFORD LINCOLN- MERCURY	DOTHA	N	AL	3347930095	N6 [REDACTED]	2MEFM 75W84X	1	S	12-Mar-04	2004	QUIS	Unknown	BUILD	#####	6504	DETAIL.	A	LS	A
---------	------------	-----------	-----------	---------	---	--------------------------------	-------	---	----	------------	---------------	-----------------	---	---	-----------	------	------	---------	-------	-------	------	---------	---	----	---

I INSPECTED AND DROVE THIS VEHICLE ON 02/23/2005. THE CUSTOMER BELIEVED THE HEADLAMPS WOULD GO OUT ON THEIR OWN INTERMITTENTLY. THE HEADLAMPS AND AUTOLAMP SYSTEM ARE OPERATING CORRECTLY. I ADVISED EXPLAINING THE FUNCTIONS TO THE CUSTOMER IN MORE

25535354	MORS\CUDL	11-Oct-06	14-Oct-06	NOT PROVID ED BY SOURC E		MEDFORD LINCOLN- MERCURY	DOTHA	N	AL	3347930095	[REDACTED]	2MEFM 75W84X	2	R	12-Mar-04	2004	QUIS	Unknown	BUILD	#####	18000	CLARKE CIRCLE	A	LS	B
----------	-----------	-----------	-----------	-----------------------------------	--	--------------------------------	-------	---	----	------------	------------	-----------------	---	---	-----------	------	------	---------	-------	-------	-------	---------------	---	----	---

EDWARD EDMOND-2MEFM75W84X664962- CALLED LAST WEEK: ADVISED TO GO TO DEALER--HEADLIGHT GO OUT, AND SOMETIMES ALL OF THEM GO OUT-FSE CAME OUT BEFORE; PERFORMED REPAIRS MULTIPLE TIMES,AND THEY ADVISED VEH IS OPERATING NORMALLY NOW--STILL DOING THE SAME THING (INTERMITTENTLY)-- CUST CALLED DEALER: AND WAS ADVISED A FSE WAS COMING DOWN-DEALER ADVISED FSE IS COMING OUT AGAIN, AND WILL GET BACK TO ME-NO ONOE CALLED YET--CUST SAYS HIS LAWYER ADVISED TO CALL FORD ONE MORE TIMEDEALER SAID: MEDFORD LINCOLN - MERCURY3820 ROSS

AW	Case No	Date	Time	Code	Plant	Customer	Address	City	State	Zip	Phone	Vehicle	Year	Make	Model	Color	Problem	Notes	Work	Result		
AW	404569216	7-Sep-05	13-Sep-05	4W7Z	13C788	BB	ERIC CAMPBELL ELECTO NIC MODUL FORD LINCOLN LTD EXETER ON	5192351380	VT	██████████	2MEFM 75W84X	1	S	#####	2004	QUIS	Unknown	ST. THOMAS PLANT BUILD	11-Jun-04 20728	DIAG HEADLAMPS SHUT OFF AND DASH LIGHTS DIM DOWN WHILE DRIVING ?	FOR AUTO CHECK OASIS FILE #312420771 PERFORM ELECTRICAL DIAG. REQUIRED TO REPLACE LIGHT CONTROL MODULE REPROGRAM ON COMPLETION .	A LS A
AW	456123364	8-Oct-07	11-Oct-07	4W7Z	13C788	BB	COGGIN DELAND ELECTO LINCOLN NIC MERCURY MODUL ORANGE CITY FL	3867751000	FL	██████████	2MEFM 75W84X	1	S	24-Jun-04	2004	QUIS	Unknown	ST. THOMAS PLANT BUILD	17-Sep-04 30911	DONT ALWAYS COME ON WHEN TURNING THEM ON, VERY INTERMITTENTLY THEY STAY OFF OR HESITATE FOR SEVERAL MINUTES BEFORE COMING ON	BNCE DIAG PINPOINT TEST REPL LCM RELAY RETEST HEADLAMP GOING OUT IS LCM INT HEAD LAMPS OFF WHENNOT SUPPOSED TO CALL TECK LIN CHECK ALL CONECTER AND PINS FOR PUSHED OUT REPLACED MODULE AND RETESTOK HEADLIGHTS COME ON AND OFF OVER BUMPS CK VREF AT 1033 RD YE POWER PRESENT CK POWER COMING OUT OF 502 GY FLICKERING LOOSE INTERMITTENTLY REPL LCM MODULE HEADLIGHTS WORKING PROPERLY	A LS E
AW	423625845	11-May-06	#####	4W7Z	13C788	BB	RED BUD ELECTO NIC MODUL FORD- MERCURY, LLC RED BUD	6182822375	IL	██████████	2MEFM 75W84X	1	S	29-Jun-04	2004	QUIS	Unknown	ST. THOMAS PLANT BUILD	14-Jul-04 28633	CUSTOMER STATES THAT THE HEADLIGHTS SOMETIMES GO OUT ON THERE OWN WHILE DRIVING	RETESTOK HEADLIGHTS COME ON AND OFF OVER BUMPS CK VREF AT 1033 RD YE POWER PRESENT CK POWER COMING OUT OF 502 GY FLICKERING LOOSE INTERMITTENTLY REPL LCM MODULE HEADLIGHTS WORKING PROPERLY	A LS A
AW	455987302	5-Oct-07	9-Oct-07	4W7Z	13C788	BB	ELECTO HILBIS NIC H MODUL MOTOR KANNAPOLIS	7049383121	NC	██████████	2MEFM 75W94X	1	S	#####	2004	QUIS	Unknown	ST. THOMAS PLANT BUILD	11-Jun-04 59415	C/S WHILE DRIVING, THE HEADLIGHTS WENT OUT, HIT A BUMP IN THE ROAD AND LIGHTS CAME BACK ON	REPL LCM MODULE HEADLIGHTS WORKING PROPERLY	A LS E

CUSTOMER ALLEGES THE HEADLAMPS WILL SHUT OFF RANDOMLY. TECH STATES IT OCCURS ON A LONG ROAD TRIP, THERE WAS ALSO NO DOME LAMP, RADIO, TURN SINGALS WHEN THE CONCERN WAS PRESENT. THE NEXT MORNING THE BATTERY WAS DEAD AFTER GETTING HOME USING THE FLASHERS (ONLY THING THAT WORKED). THERE ARE NO DTC'S AND THE DEALERSHIP HAS BEEN UNABLE TO DUPLICATE CONCERN. THE VEHICLE HAS BEEN IN 2 TIMES

VERIFY THE CONCERN RETRIEVE CODE B1688 AND B1352 CK ALL POWE AND GROUNDS OHM WIRES FROM HEADLIGHTS TO MODULE.OK. SHORT IN MODULE REPLACE MODULE AND RETEST PASS CODES

INTERMITTENT WF DIAG INTERMITTENT HEADLAMPS , FOLLOW PINPOINT TEST , REPL LIGHTING CONTROL MODULE

8309532	GQCIS Ford	23-Mar-05	3-Apr-05	Unknowr	n	GURLE Y MOTOR COMPA NY	GALLUP NM	5057226621	N	2MEFM 75W94X	1	S	16-Jun-04	2004	QUIS	Unknown	ST. THOMAS PLANT BUILD	4-Aug-04	10241	A	LS B
453754150	S	46	30-Aug-07	3-Sep-07	4W7Z	13C788	BB	ED ELECTO CARNE NIC Y EAST FORD, HANOV ER TWP NJ	9733861771	2MEFM 75WX4X	1	S	13-Nov-03	2004	QUIS	Unknown	ST. THOMAS PLANT BUILD	28-Nov-03	90548	A	LS A
454277934	S	46	5-Sep-07	19-Sep-07	4W7Z	13C788	BB	BOB ELECTO DAVIDS NIC ON FORD, BALTIM ORE MD	4106616400	2MEFM 75WX4X	1	S	14-Nov-03	2004	QUIS	Unknown	ST. THOMAS PLANT BUILD	29-Nov-03	50764	A	LS A

CUST STATES AT TIMES HEADLIGHTS DIRECTS INOP. HEADLIGHTS GO OFF ON WHILE DRIVING A CLICK CAN BE HEARD AT THIS TIME HEADLAMPS GO COMPLETELY OUT WHILE DRIVING





AW	404868445	S	24	13-Sep-05	15-Sep-05	4W7Z	13C788	BB	E (GEM)	COON RAPIDS MN	7634220646	2MEHM 75W24X	1	S	2-Sep-03	2004	QUIS	Unknown	BUILD	24-Sep-03	14294	SOMETIMES HEADLIGHTS SHUT OFF WHEN DRIVING CC	VERIFY FOUND HEADLIGHTS NOT COMING ON WITH WIPERS SELF TESTED BCE PIN POINT TESTED G1 G5 REPLACED LCM	A	LS	A
AW	384489716	S	11	30-Mar-05	3-Apr-05	4W7Z	13C788	BB	E (GEM)	GOSCH FORD LINCOLN- MERCURY HEMET CA	9096583181	2MEHM 75W24X	1	S	9-Mar-04	2004	QUIS	Unknown	BUILD	#####	18231	WHEN AUTO LIGHTS ARE IN USE, THEY WILL ONLY WORK A SHORT TIME THEN SHUT OFF. CLICKING NOISE IN DASH	MONITOR INPUTS TO LIGHTING CONTROL MODULE REPLACE LCM	A	LS	A
AW	443128120	S	33	16-Mar-07	20-Mar-07	4W7Z	13C788	BB	E (GEM)	LINCOLN MERCURY, DES MOINES IA	8882316169	2MEHM 75W24X	1	S	30-Mar-04	2004	QUIS	Unknown	BUILD	30-Jun-04	13565	HEADLIGHTS INTERMITTENTLY GO OUT ON THERE OWN WHEN ON AUTO SETTING	LIGHTS INTERMITTENTLY INOP BODY CHASSIS ELECTRICAL (BCE) TEST	A	LS	A
AW	470887484	S	45	12-May-08	#####	4W7Z	13C788	BB	E (GEM)	SOUTH WEST LINCOLN- MERCURY HOUSTON TX	7139813500	2MEHM 75W24X	1	S	7-May-04	2004	QUIS	Unknown	BUILD	27-Sep-04	28455	CK HEADLIGHTS WONT COME ON AT TIMES C S HEADLIGHTS WENT OFF ONCE WHEN TURN SINGAL WAS USED	OF MODULE BUT POWER TO MODULE REPLACE LCM RETEST LIGHTS OK LIGHTING CONTROL MODULE TEST WITH NGS. NO CODES IN SYSTEM. FOUND HEADLAMPS TURNING OFF AT TIMES. CHECKED CONNECTION AT LCM FOUND LOOSING POWER AT TIMES TO CIRCUIT 220 VT OG PIN 6 AT C2145A REPLACED LCM RETEST SYSTEM	A	LS	D
AW	381699875	S	9	22-Feb-05	24-Feb-05	4W7Z	13C788	BB	E (GEM)	BUD DAVIS LINCOLN MERCURY MEMPHIS TN	9013735700	2MEHM 75W24X	1	S	#####	2004	QUIS	Unknown	BUILD	#####	7842	CUST STATES THAT HEADLIGHTS GO OFF AT NIGHT WHILE DRIVING, WHEN SET ON AUTO LAMP		A	LS	A

452363609	S	AW	38	8-Aug-07	12-Aug-07	4W7Z	13C788	BB	E (GEM) INC	NELSON FORD- LINC- MERC FALLS	FERGUS MN	2187394401	2MEHM 75W24X	1	S	#####	2004	QUIS	Unknown	BUILD	ST. THOMA S PLANT	30-Jun-04	63106	CUSTOMER STATES NO HEAD LIGHTS, HAS ALWAYS USED AUTO WITH SENSOR COVERED, THEY QUIT WORKING EVEN ON HEAD LIGHT ON SETTING. THEY WORKED TODAY ON THE WAY HERE, BUT AFTER THEY GOT.	VERIFY CONCERN DIAG HEADLAMP AUTOLAMP CIRCUIT REPLACE CONTROL MODULE	A	LS	A
469260969	S	AW	46	15-Apr-08	17-Apr-08	4W7Z	13C788	BB	E (GEM) INC.	KOONS FORD, CHURC H	FALLS VA	7032417200	2MEHM 75W34X	1	S	25-Jun-04	2004	QUIS	Unknown	BUILD	ST. THOMA S PLANT	19-Jul-04	23861	LIGHTS GO OUT AT NIGHT WHEN DRIVING	CUSTOMER TAG LIGHTOUT. 35422 CK HEAD LAMPS INOPP AT TIMES RAN IDS TESTS NO CODES PINPION TEST A1 THRU A9 REPLACED LIGHTING CONTROL MODULE	A	LS	A
467010455	S	AW	43	12-Mar-08	15-Mar-08	4W7Z	13C788	BB	E (GEM) RY,	MALOU F FORD - LINCOL NORTH MERCU BRUNS WICK	BRUNS NJ	7329510300	2MEHM 75W54X	1	S	28-Jun-04	2004	QUIS	Unknown	BUILD	ST. THOMA S PLANT	27-Sep-04	35422	CUSTOMER STATES HEADLIGHTS CUT OUT DRIVING AND HAS TO PUT HIGHBEAMS ON	REPLACED LIGHTING CONTROL MODULE	A	LS	F

CONCERN:  
HEADLAMPS  
INTERMITTANTLY  
FLASH OFF AND  
ON WHILE  
DRIVING  
DIAGNOSTICS:  
PERFORMED  
BODY SELF TEST,  
NO CODES  
RECIEVED,  
REMOVED AND  
INSPECTED  
HEADLAMP  
SWITCH LIGHTING  
CONTROL  
MODULE AND  
MULTI FUNCTION  
SWITCH ALONG  
WITH ALL WIRING  
CONNECTORS  
TECH QUESTION:  
THE CUSTOMER  
HAS BROUGHT  
THE CAT BACK  
TWICE, WE ONLY  
VERIFIED  
CONCERN ONCE  
ON THE FIRST  
VISIT AND AFTER  
CHECKING ALL A LS B  
LUM DIAG.  
TESTS REPLACE  
LIGHTING  
CONTROL  
MODULE # 6176 A LS A

10220879	GCQIS Ford	4-Dec-07	5-Dec-07	13C788			SCHAU MBURG ELECTO LINCOL NIC N- MODUL MERCU SCHAU E (GEM) RY MBURG IL	8478824100	N	2MEHM 75W64X	1	S	30-Jul-03	2004	QUIS	Unknown	ST. THOMA S PLANT BUILD	9-Oct-03	#####				
360979542	AW S	1	15-Apr-04	17-Apr-04	4W7Z	13C788	BB E (GEM) MERCU ELECTO S NIC LINCOL MODUL N WESTFI	9082326500		2MEHM 75W64X	1	S	25-Aug-03	2004	QUIS	Unknown	ST. THOMA S PLANT BUILD	26-Feb-04	1159	CUSTOMER STATES HEADLIGHTS GO OUT WHILE DRIVING			

WHEN I AM  
ACCELERATING 75MPH  
DOWN THE ROAD ALL  
THE LIGHTS IN THE  
EXTERERIOR AND  
INTERIOR OF THE VEH  
TURN OFF.- I HAVE  
TAKEN MY VEH TO THE  
DLRSHIP 4 TIMES WITH  
4 REPAIRS FOR THIS  
CONCERN, BUT IT IS  
STILL PRESENT.-  
CURRENTLY ALL THE  
LIGHTS IN MY VEH DO  
NOT WORK.- THE VEH  
IS WITH ME NOW.- I  
WOULD LIKE TO HAVE  
THE VEH REPAIRED,  
AND IF THAT CAN NOT  
HAPPEN, I WANT THE  
VEH  
REPLACED.DEALER  
SAID: - CALL FORD IF  
YOU ARE SEEKING THE  
LEMON  
LAW.FRIENDSHIP  
FORD1855 VOLUNTEER  
PARKWAY BRISTOL, TN  
37620TEL: (888) 374-  
3633CRC ADVISED: I  
HAVE DOCUMENTED

NOT  
PROVID  
ED BY FRIEND  
SOURC SHIP BRISTO  
E FORD L TN 4236526200 2MEHM 75W64X 1 S 18-Sep-03 2004 QUIS Unknown BUILD 21-Oct-03 40000

GRA  
ND  
MAR  
ST.  
THOMA  
S  
PLANT

A LS A

25181199 MORS\CUDL 27-Feb-06 28-Feb-06



TECH HAS VEHICLE IN FOR AN INTERM CONCERN OF THE HEADLIGHTS SHUTTING OF AND ANOTHER ONE OF THE DASH LIGHTS DIMMING WHILE DRIVING. TECH STATES VEHICLE IS EQUIPPED WITH DIGITAL DASH AND CUSTOMER DRIVES IN AUTO LAMPS. TECH HAS BEEN UNABLE TO DUPLICATE AND SUSPECTS IT IS NORMAL FUNCTION OF THE A LS A

8254534 GCQIS Ford 3-Mar-05 6-Mar-05 Unknown n SPRIN GFIELD LINCOL N- 2MEHM 75W64X 1 S 23-Jun-04 2004 QUIS Unknown BUILD ST. THOMA S PLANT 4-Sep-04 3553

CUSTOMER SAID: =510.55 FOR REPAIR=BRIGHT AND DIM WOULD NOT WORK=HEADLIGHTS WON'T STAY ON UNLESS THE SWITCH IS BEING HELD=MODULAR HAS TO BE REPLACED=SEEKING FIN ASSTDEALER SAID: =VENICE LINCOLN - MERCURY2372 S. TAMIAAMI TRAIL VENICE, FL 34293TEL:(941) 497-1986CRC ADVISED: I HAVE REVIEWED YOUR SITUATION AND UNFORTUNATELY, THERE ARE NO WARRANTIES, FSA/CSP ON YOUR VEHICLE THAT WOULD PROVIDE ASSISTANCE FOR THIS REPAIR.PLEASE STAY IN CONTACT WITH YOUR S/M FOR FURTHER INFORMATION ON

26304565 MORS\CUDL 6-Mar-08 8-Mar-08 NOT PROVID ED BY SOURC E VENICE FL 9414971986 2MEHM 75W74X 1 S 8-Aug-03 2004 QUIS Unknown BUILD ST. THOMA S PLANT 22-Dec-03 88000

CUSTOMER SAYS THE HEAD LIGHTS WILL GO OFF BY THEM SELVES AT NIGHT TIME

420305721 S 27 31-Mar-06 3-Apr-06 4W7Z 13C788 BB E (GEM) N- LOUIS MO 3147292700 2MEHM 75W74X 1 S 19-Nov-03 2004 QUIS Unknown BUILD ST. THOMA S PLANT 13-Jan-04 43412

REPLACED LIGHTING CONTROL

AW	26389820	MORS\CUDL	22-Apr-08	23-Apr-08	13C788	BB	NOT HARVE ST FORD LINCOLN	LA	2256870801	2MEHM 75W84X	1 S	9-Dec-03	2004	GRAND MARIETTA	Unknown	BUILD	30-Dec-03	#####	CUSTOMER SAID: - HAVING A PROBLEM WITH HEAD LIGHTS GOING OUT ON THEM FOR ABOUT A MONTH- EVENTUALLY COME BACK ON-DOESN'T MATTER WHETHER IT IS ON AUTO OR FULL ON- HAS BEEN CONSISTENT SINCE 4/18/08-DLR COULDN'T WORK ON IT TODAY, GOING BACK THURSDAY 4/24/08- CUST WANTS THEM TO WORKDEALER SAID: - HARVEST FORD LINCOLN MERCURY25305 HIGHWAY 1 SOUTH PLAQUEMINE, LA 70764TEL:(225) 687- 0801CRC ADVISED: I HAVE REVIEWED IF ANY AVAILABLE COVERAGES MAY ASSIST IN YOUR REPAIR REQUEST. THERE IS NO ACTIVE CUST STATES AT NIGHT HEADLIGHT FLICKER AT	REPLACED LCM MODULE LCM NO CODES IN SYSTEM RAN PINPOINT TEST SHORT IN LCM REPLACED LCM QUALITY CHECK DC	A	LS	E		
							HARVE ST FORD LINCOLN	LA	2256870801	2MEHM 75W84X	1 S	9-Dec-03	2004	GRAND MARIETTA	Unknown	BUILD	30-Dec-03	#####	CUSTOMER SAID: - HAVING A PROBLEM WITH HEAD LIGHTS GOING OUT ON THEM FOR ABOUT A MONTH- EVENTUALLY COME BACK ON-DOESN'T MATTER WHETHER IT IS ON AUTO OR FULL ON- HAS BEEN CONSISTENT SINCE 4/18/08-DLR COULDN'T WORK ON IT TODAY, GOING BACK THURSDAY 4/24/08- CUST WANTS THEM TO WORKDEALER SAID: - HARVEST FORD LINCOLN MERCURY25305 HIGHWAY 1 SOUTH PLAQUEMINE, LA 70764TEL:(225) 687- 0801CRC ADVISED: I HAVE REVIEWED IF ANY AVAILABLE COVERAGES MAY ASSIST IN YOUR REPAIR REQUEST. THERE IS NO ACTIVE CUST STATES AT NIGHT HEADLIGHT FLICKER AT	REPLACED LCM MODULE LCM NO CODES IN SYSTEM RAN PINPOINT TEST SHORT IN LCM REPLACED LCM QUALITY CHECK DC	A	LS	E		
AW	464353699	S	41	25-Jan-08	29-Jan-08	4W7Z	13C788	BB	NIC MOTOR MODUL CO., WEST E (GEM) INC. POINT	VA	8048432500	2MEHM 75W94X	1 S	26-Aug-03	2004	GRAND MARIETTA	Unknown	BUILD	3-Sep-04	30644	TIMES	REPLACED LCM MODULE LCM NO CODES IN SYSTEM RAN PINPOINT TEST SHORT IN LCM REPLACED LCM QUALITY CHECK DC	A	LS	G
AW	470249580	S	55	30-Apr-08	3-May-08	4W7Z	13C788	BB	ELECTO NIC UNITED MODUL FORD - E (GEM) NORTH TULSA	OK	9182806086	2MEHM 75W94X	2 D	22-Sep-03	2004	GRAND MARIETTA	Unknown	BUILD	21-Oct-03	68745	WHILE DRIVING	REPLACED LCM MODULE LCM NO CODES IN SYSTEM RAN PINPOINT TEST SHORT IN LCM REPLACED LCM QUALITY CHECK DC	A	LS	A





TECH STATES  
 THIS VEHICLE  
 CAME IN FOR  
 FUSE 2.16  
 OPENED UP. TECH  
 WAS UNABLE TO  
 DUPLICATE THE  
 CONCERN SO HE  
 GAVE THE  
 CUSTOMER SOME  
 EXTRA FUSES  
 AND TOLD HIM TO  
 PAY ATTENTION  
 TO THE VEHICLE  
 SO WHEN THE  
 FUSES OPENS  
 AGAIN WE CAN  
 SEE WHAT IS  
 ACTING UP. THE  
 OWNER BROUGHT  
 THE VEHICLE  
 RIGHT BACK AND  
 STATED THE  
 HEADLAMPS SHUT  
 OFF AND THEN A  
 FEW MINS LATER  
 THE FUSE  
 OPENED UP.  
 SEEKING ADVICE.  
 NEW TECH AT A

Ma  
 ra  
 ud  
 er A

VERIFY THE  
 CONCERN  
 PERFORM  
 PINPOINT TEST  
 FOUND FAULTY  
 LIGHTING  
 CONTROL  
 MODULE REMOVE  
 AND REPLACE  
 RETEST OK  
 VRIFY. IDS TEST.  
 PINPOINT TEST.  
 REPLACE  
 LIGHTING  
 CONTROL  
 MODULE. RETEST  
 GOOD.

Ma  
 ra  
 ud  
 er A

9007108	GCQIS Ford	14-Feb-06	16-Feb-06	Unknown	Unknown	PARKE R FORD- LINCOLN- MURRA	RY, I	Y	KY	2707535273	N6	2MEHM 79V54X	1	S	2-Apr-04	2004	QUIS	Unknown	ST. THOMA S PLANT	BUILD	24-Jun-04	38719		
451113716	AW S	45	17-Jul-07	19-Jul-07	4W7Z	13C788	BB	E (GEM)	RY	LONG BEACH	CA	5624263301	2MEHM 79V64X	1	S	8-Sep-03	2004	QUIS	Unknown	ST. THOMA S PLANT	BUILD	27-Nov-03	66797	CUSTOMER STATES THAT WHEN DRIVING WITH AUTO LIGHTS THEY SHUT OF BYTHEMSELVES
464354759	AW S	44	25-Jan-08	29-Jan-08	4W7Z	13C788	BB	E (GEM)	RY	HINES PARK LINCOLN- PLYMO	MI	7344532424	2MEHM 79V64X	1	S	21-Apr-04	2004	QUIS	Unknown	ST. THOMA S PLANT	BUILD	18-Jun-04	47842	HEADLIGHTS CUT OUT AFTER DRIVING, THEN LETTING CAR SIT AND RESTARTING

Case ID	Customer	Start Date	End Date	Work Order	Technician	Vehicle	Year	Make	Model	Color	VIN	Year	Month	Day	Year	Month	Day	Year	Month	Day	Description	Notes	Resolution
10235796	GCQIS Ford	12-Dec-07	13-Dec-07	Unknowr	n	METRO LINCOLN-MERCURY, KINGSPORT TN	2004	QUIS	Unknown	ST. THOMAS PLANT BUILD	21-Nov-03	39637									DESCRIPTION OF VEHICLE CONCERN: HEAD LIGHTS GOES OUT DIAGNOSTICS ALREADY COMPLETED: RAN WDS PARTS REPLACED: NONE TECHNICIAN QUESTION: HELP FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: YES FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: YES CALL DATA: HAS HEAD LIGHTS THAT CUT OUT WHILE DRIVING AFTER ABOUT 15 MIN HAS FUSES 9	Ma ra ud er A	
467802615	AW S	24-Mar-08	26-Mar-08	4W7Z	13C788 BB	ELECTONIC MODUL FORD, BOSSIE (GEM) INC. R CITY LA	2004	QUIS	Unknown	ST. THOMAS PLANT BUILD	19-Nov-03	56880									GOING OUT WHILE DRIVING ,, SET ON AUTO OR MANULE ? NOTE: CUST HAS ESP PREM FORD WARRANTY C S HEADLIGHTS SHUT OFF AFTER LONG DRIVE	CODE 42. LCM FAILED. LIGHTING DIAG. REPLACED LCM.	Ma ra ud er A
465588727	AW S	19-Feb-08	21-Feb-08	4W7Z	13C788 BB	ELECTONIC MODUL FORD VERNON OF MT. N NY	2004	MAR	Unknown	ST. THOMAS PLANT BUILD	28-Feb-04	74000										DIAG REPLACE MODULE ASSY	Ma ra ud A
446881028	AW S	21-May-07	#####	4W7Z	13C788 BB	ELECTONIC MODUL MERCURY PHILADELPHIA PA	2004	QUIS	Unknown	ST. THOMAS PLANT BUILD	19-Jul-04	46833									HEADLAMPS GO OUT WHILE DRIVING, MUST HOLD HIGH BEAMS ON TO KEEP LAMPS ON	1 REPLACE LIGHTING CONTROLL MODULE P05 AS PER BOBB	Ma ra ud er F

**From:** Gurney, Chris (C.A.)  
**Sent:** Wednesday, March 12, 2008 5:12 PM  
**To:** Johnston, Dennis (D.T.)  
**Cc:** Kern, John (J.T.)  
**Subject:** 2003-2005 Crown Victoria/Grand Marquis Vehicles - Large Fleets

**Attachments:** 2003-2005 Big Fleets 123.xls

Dennis, per your request, I checked all reports for any potential larger fleets.

I combined all 2003-2005 non-duplicate reports of lights going out while driving into 1 report, then sorted the data by dealer code, and kept only the dealers that serviced more than 5 vehicles for the specific concern of lights going out while driving. I did not focus solely on CVPI vehicles, since I did find some fleet dealers that provided services to vehicles other than CVPIs.

I found a total of 8 dealers through this search criteria. I've included the list in the Excel spreadsheet below. The spreadsheet is sorted first by dealer, then by repair date.

Here's a quick breakdown of the vehicles serviced at each dealership:

Harr Motor Company, Inc., Worcester, MA: 34 CVPIs

Spartan Lincoln-Mercury, Inc., Morrow, GA: 8 CVPIs, 1 Grand Marquis LS

Sheehy Ford, Inc., Suitland, MD: 6 CVPIs, 1 Crown Victoria Base Vehicle

Universal Ford, Long Island City, NY: 6 Crown Victoria Fleet LWB Vehicles, 1 Crown Victoria Base Vehicle, 1 CVPI

Koon's Ford Inc., Falls Church, VA: 6 CVPIs, 1 Crown Victoria LX

Park City Ford Lincoln-Mercury, Bridgeport, CT: 5 CVPIs

Lamarque Ford Inc., Kenner, LA: 5 CVPIs

City of Seattle, Seattle, WA: 5 CVPIs

I sorted the attached spreadsheet by dealer first, then by repair date.

The spreadsheet is formatted for printing.



2003-2005 Big  
Fleets 123.xls (...)

If you have any questions, please do not hesitate to call. Thanks.

**Chris Gurney**

**Ford Motor Company**

**Fairlane Plaza South**

**330 Town Center Drive, Suite 500**

Selection Summary

source system key	AWS; CQIS; MORS/CUDL
make	Ford LM;
model year	2003;
vehicle line	CROWN VICTORIA; GRAND MARQUIS; TOWN CAR;
pnbb code	13C788;
Selections	electrical - -> Total
Selections	electrical - accessories/entertainment -> Total
Selections	electrical - climate control -> Total
Selections	electrical - driving controls/multifunction switches -> Total
Selections	electrical - instrument/display -> Total
Selections	electrical - lamps/bulbs -> Total
Selections	electrical - start-charge -> Total
Selections	electrical - wiper/washer -> Total
Selections	electrical - wiring -> Total

Count of VIN		
Dealer Code	Dealer Name	Total
"07993 "	HARR MOTOR COMPANY, INC.	34
"07993 " Total		34
"10175 "	SPARTAN LINCOLN-MERCURY, INC.	8
"10175 " Total		8
"00049 "	SHEEHY FORD INC	7
"00049 " Total		7
"03711 "	UNIVERSAL FORD	7
"03711 " Total		7
"00038 "	KOONS FORD, INC.	6
"00038 " Total		6
"03678 "	PARK CITY FORD LINCOLN MERCURY	5
"03678 " Total		5
"06531 "	LAMARQUE FORD, INC.	5
"06531 " Total		5
"47644 "	CITY OF SEATTLE	5
"47644 " Total		5
Grand Total		77

2003-2005 Crown Victoria/Grand Marquis LCM Concern - Fleet Vehicles

ECI Record ID	Source Code	Significant Events	Time In Service	Repair/ Report/ Paid Date	Load Date	Causal Part Prefix	Causal Part Base	Causal Part Suffix	Causal Part Name	Dealer Name	Dealer City	Dealer State/ Province	Dealer Phone Number	Attachment	VIN	Duplicate	Single, Duplicate or Repeat Repair	Production Date	Model Year	Vehicle Description	Body Cab Style	Plant Description	Warranty Start Date	Mileage	Customer Comments	Technician Comments	COIS Recommendations	Concern Mode	Vehicle Series	Detailed Concern Mode	Fleet Code	
317102367	AWS		5	25-Mar-03	28-Mar-03	3W7Z	13C788	AH	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAHP71W53X	1	S	18-Sep-02	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	21-Oct-02	19050	C S THE HEADLIGHTS KEEP CUTTING OUT	HEADLAMPS SHUT OFF INTERMITTANTLY.COULD NOT TRACE OR DETECT SOURCE.CHECKED HISTORY,CALLED OASIS NO TSB S FOUND.REPLACED SUSPECTED LIGHTING CONTROL MODULE.USED WDS TRANSFER PROGRAMING TO NEW MODULE		A	Police Interceptor	A	A	
360084411	AWS		17	31-Mar-04	6-Apr-04	3W7Z	13C788	AH	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W63X	1	S	10-May-02	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	13-Nov-02	53514	C S THE HEADLIGHTS CUT OUT	DIAG HEADLIGHTS CUTTING OUT TEST AND FOUND MULTIFUNCTION SWITCH HAS NO POWER AT TIMES,TRACED CIRCUIT FOUND PROCESSOR DEFECTIVE.REPLACED DEFECTIVE PRO CESSOR AND DAMAGED SWITCH ROAD TEST WITH LIGHTS ON HEADLAMPS NOW WORKING CORRECTLY		A	Police Interceptor	A	A	
365833717	AWS		7	22-Jun-04	25-Jun-04	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W53X	1	S	13-Jun-03	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	2-Dec-03	23012	C S THE HEADLIGHTS ARE CUTTING OUT KEEPS BLOWING FUSES	FUSE BLOWN REPLACED FUSE CHECK HEADLIGHT BULBS AND CONNECTIONS OK TEST MULTIFUNCTION SWITCH OK TEST WIRING OK TEST LIGHTING CONTROL MODULE FOUND MODULE DEFECTIVE REPLACED WITH NEW MODULE.HEADLIGHTS NOW WORKING CORRECTLY.		A	Police Interceptor	A	A	
384050732	AWS		28	23-Mar-05	28-Mar-05	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W33X	1	S	29-Aug-02	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	16-Dec-02	32695	C S THE HEADLIGHTS KEEP CUTTING OUT	TEST MULTIFUNCTION SWITCH OK TEST LCM FOUND MODULE DEFECTIVE REPLACED WITH NEW MODULE HEADLIGHTS NOW WORKING CORRECTLY.		A	Police Interceptor	A	A	
384543391	AWS		23	30-Mar-05	3-Apr-05	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W33X	1	S	9-Dec-02	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	2-Jun-03	28942	C S THE HEADLIGHTS ARE CUTTING OUT	HEADLIGHTS CUT OUT TEST AND FOUND MODULE DEFECTIVE REPLACED WITH NEW MODULE LIGHTS NOW WORKING CORRE CTLY		A	Police Interceptor	A	A	
387159266	AWS		27	2-May-05	4-May-05	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W33X	1	S	8-Aug-02	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	19-Feb-03	68656	C S THE HEADLIGHTS CUT OUT	HEADLIGHTS CUT OUT CHECK BULBS AND CONNECTIONS OK TEST MULTIFUNCTION SWITCH OK PIN POINT TEST TEST LCM FOUND DEFECTIVE MODULE REPLACED RETEST HEADLIGHTS NOW WORKING CORRECTLY.		A	Police Interceptor	A	A	
412639705	AWS		12	13-Dec-05	22-Dec-05	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAHP71W95X	1	S	22-Oct-04	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	31-Dec-04	16572	C S THE HEADLIGHTS CUT OUT	DIAG HEADLIGHT PROBLEM TEST CIRCUIT TRACED WIRING FOUND DEFECTIVE LIGHTING CONTROL MODULE REPLACED MODULE RETEST OK		A	Police Interceptor	A	A	
420712709	AWS		25	6-Apr-06	8-Apr-06	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W94X	1	S	3-Nov-03	2004	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	24-Mar-04	22888	C S THE LIGHTS CUT OUT	HEAD LIGHTS CUT OUT TEST MULTIFUNCTION SWITCH OK TEST CIRCUIT TRACED WIRING FOUND LIGHTING CONTROL MODULE DEFECTIVE REPLACED WITH NEW MODULE LIGHTS NOW WORKING CORRECTLY		A	Police Interceptor	A	A	
421753054	AWS		15	19-Apr-06	26-Apr-06	5W7Z	13C788	AA	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W25X	1	S	14-Jan-05	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	25-Jan-05	20365	C S THE HEADLIGHTS CUT OUT	CHECK HEADLIGHT OPERATION LIGHTS FLICKER AT TIMES CHECK POWER SUPPLY FOUND LCM DEFECTIVE REPLACED WITH NEW LIGHTING CONTROL MODULE		A	Police Interceptor	A	A	
422672191	AWS		36	3-May-06	6-May-06	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W33X	1	S	10-Dec-02	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	5-Jun-03	33653	C S THE HEADLIGHTS CUT OUT	HEADLIGHTS CUT OUT CHECK CONNECTIONS AND BULBS OK TEST CIRCUIT FOUND WHEN LIGHTING CONTROL MODULE GETS HOT LIGHTS CUT OUT REPLACED DEFECTIVE LCM		A	Police Interceptor	A	A	
426138211	AWS		10	21-Jun-06	24-Jun-06	5W7Z	13C788	AA	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W55X	1	S	11-Mar-05	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	23-Aug-05	31412	C S THE HEADLIGHTS CUT OUT	HEADLIGHTS CUT OUT AT TIMES TEST SWITCH OK TEST LIGHTING CIRCUIT FOUND MODULE DEFECTIVE REPLACED LIGHTING CONTROL MODULE LIGHTS NOW WORKING CORRECTLY		A	Police Interceptor	A	A	
426686068	AWS		27	29-Jun-06	3-Jul-06	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAHP71W44X	1	S	20-Feb-04	2004	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	19-Mar-04	27385	HOURS	C S THE HEADLIGHTS CUT OUT AFTER A FEW HOURS	CHECK HEADLIGHT OPERATION TEST CIRCUITS AND COMPONENTS FOUND LCM DEFECTIVE REPLACED WITH NEW LIGHTING CONTROL MODULE HEADLAMPS NOW WORKING CORRECTLY		A	Police Interceptor	A	A
428279875	AWS		18	25-Jul-06	29-Jul-06	5W7Z	13C788	AA	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W25X	2	R	14-Jan-05	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	25-Jan-05	26240	LIGHTS GO OUT AT TIMES	DIAG LIGHT CONCERN TEST SYSTEM TEST MULTIFUNCTION SWITCH OK TEST CIRCUIT FOUND LIGHTING CONTROL MODULE DEFECTIVE REPLACED WITH NEW MODULE RETEST SYSTEM OK		A	Police Interceptor	A	A	
435466289	AWS		17	7-Nov-06	9-Nov-06	5W7Z	13C788	AA	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W75X	1	S	9-Mar-05	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	29-Jun-05	54922	HEADLIGHTS CUT OUT INTERMITTANTLY	HEADLAMPS CUT OUT CHECK BULBS AND CONNECTIONS OK TEST HEADLIGHT SWITCH OK TEST MULTIFUNCTION SWITCH OK TEST CIRCUITS TRACED WIRING REPLACED DEFECTIVE LIGHTING CONTROL MODULE ROAD TEST LIGHTS NOW WORKING CORRECTLY		A	Police Interceptor	B	A	
437451346	AWS		18	14-Dec-06	18-Dec-06	5W7Z	13C788	AA	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W15X	1	S	11-Mar-05	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	6-Jul-05	54682	C S THE HEADLIGHTS CUT OUT	HEADLIGHTS CUTTING OUT CHECK GROUNDS AND CONNECTIONS TEST HEADLIGHT SWITCH OK TEST LCM REPLACED DEFECTIVE LIGHTING CONTROL MODULE HEADLIGHTS NOW WORKING CORRECTLY		A	Police Interceptor	A	A	
438180592	AWS		36	28-Dec-06	6-Jan-07	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W14X	1	S	17-Sep-03	2004	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	12-Jan-04	46411	C S THE HIGH BEAMS DONT WORK AND THE HEADLIGHTS, CUT OUT	NO HIGHBEAMS TEST SWITCH OK TEST CIRCUIT FOUND DRAW AT LCM REPLACED DEFECTIVE LCM RECHARGE AND TEST WEAK BATTERY REPLACED DEFECTIVE BATTERY RETEST CIRCUITS FOR SYSTEMS FAILURE OK RETEST FOR DRAWS NO DRAWS FOUND AT THIS TIME		A	Police Interceptor	A	A	
438123918	AWS		23	28-Dec-06	6-Jan-07	5W7Z	13C788	AA	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W85X	1	S	22-Oct-04	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	9-Feb-05	61050	C S THE HEADLIGHTS CUT OUT	TEST HEADLIGHT SWITCH OK TEST CIRCUIT TRACED WIRING FOUND LCM DEFECTIVE REPLACED WITH NEW LIGHTING CONTROL MODULE		A	Police Interceptor	A	A	
438645049	AWS		33	9-Jan-07	11-Jan-07	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W74X	1	S	3-Nov-03	2004	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	24-Mar-04	37823	C S THE HEADLIGHTS CUT OUT	HEADLIGHTS CUTTING OUT TEST SWITCH OK TEST CIRCUIT TRACED WIRING FOUND LCM DEFECTIVE REPLACED LIGHTING CONTROL MODULE HEADLIGHTS NOW WORKING CORRECTLY		A	Police Interceptor	A	A	
438636183	AWS		24	9-Jan-07	11-Jan-07	5W7Z	13C788	AA	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W35X	1	S	14-Jan-05	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	25-Jan-05	52350	LIGHTS SHUT OFF INTERMITTANTLY	REPLACED DEFECTIVE LIGHTING CONTROL MODULE		A	Police Interceptor	B	A	
439180333	AWS		20	18-Jan-07	22-Jan-07	5W7Z	13C788	AA	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W35X	1	S	11-Mar-05	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	13-Jun-05	27108	C S THE LIGHTS CUT OUT	HEADLIGHTS CUT OUT TEST MULTIFUNCTION SWITCH OK TEST FUSES OK TEST LCM REPLACED DEFECTIVE LIGHTING CONTROL MODULE		A	Police Interceptor	A	A	
441254994	AWS		19	9-Feb-07	13-Feb-07	5W7Z	13C788	AA	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W25X	1	S	26-Apr-05	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	21-Jul-05	21870	C S THE HEADLIGHTS CUT OUT	HEADLIGHTS CUT OUT CHECK SWITCH TEST CIRCUITS TRACED WIRING TEST AND REPLACED DEFECTIVE LIGHTING CONTROL MODULE		A	Police Interceptor	A	A	
444085818	AWS		22	30-Mar-07	3-Apr-07	5W7Z	13C788	AA	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71WX	1	S	8-Mar-05	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	24-Jun-05	49775	HEADLIGHTS SHUT OFF THEMSELVES	REPLACED DEFECTIVE LIGHTING CONTROL MODULE		A	Police Interceptor	A	A	
445414677	AWS		38	24-Apr-07	29-Apr-07	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W6	1	S	7-Nov-03	2004	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	24-Mar-04	42374	AT TIMES HEADLIGHTS CUT OUT	HEADLIGHTS SHUT OFF THEMSELVES CHECK AND REPLACED DEFECTIVE LIGHTING CONTROL MODULE		A	Police Interceptor	A	A	

2003-2005 Crown Victoria/Grand Marquis LCM Concern - Fleet Vehicles

ECI Record ID	Source Code	Significant Events	Time In Service	Repair/Report/ Paid Date	Load Date	Causal Part Prefix	Causal Part Base	Causal Part Suffix	Causal Part Name	Dealer Name	Dealer City	Dealer State/ Province	Dealer Phone Number	Attach ment	VIN	Duplicate	Single, Duplicate or Repeat Repair	Production Date	Model Year	Vehicle Description	Body Cab Style	Plant Description	Warranty Start Date	Mileage	Customer Comments	Technician Comments	COIS Recommendations	Concern Mode	Vehicle Series	Detailed Concern Mode	Fleet Code	
445814480	AWS		19	1-May-07	5-May-07	5W7Z	13C788	AA	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W95	1	S	25-Jul-05	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	22-Sep-05	46030	HEADLIGHTS INTERMITTANTLY SHUT OFF	HEADLIGHTS CUT OUT REPLACED DEFECTIVE LIGHTING CONTROL MODULE		A	Police Interceptor	B	A	
446793201	AWS		38	18-May-07	22-May-07	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W04X	1	S	3-Nov-03	2004	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	24-Mar-04	33850	HEADLIGHTS CUT OUT INTERMITTANTLY	HEADLIGHTS CUT OUT TEST AND REPLACED DEFECTIVE LIGHTING CONTROL MODULE MODULE GETS HOT AND SHUTS OFF		A	Police Interceptor	B	A	
447823530	AWS		27	22-May-07	25-May-07	5W7Z	13C788	AA	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W25X	1	S	26-Oct-04	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	28-Feb-05	33160	C S THE LIGHTS CUT	HEADLIGHTS CUT OUT INTERMITTANTLY CHECK DTC B1342 TEST LIGHTING CONTROL MODULE REPLACED DEFECTIVE MODULE LIGHTS NOW WORKING CORRECTLY		A	Police Interceptor	B	A	
449657798	AWS		32	19-Jun-07	21-Jun-07	5W7Z	13C788	AA	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W45	1	S	3-Aug-04	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	22-Nov-04	11252	HEADLIGHTS CUT OUT AT TIMES	HEADLIGHTS CUT OUT CHECK ALL CONNECTIONS PIN POINT TEST FOUND LIGHTING CONTROL MODULE DEFECTIVE REPLACED WITH NEW MODULE LIGHTS NOW STAYING ON		A	Police Interceptor	A	A	
451815207	AWS		25	30-Jul-07	1-Aug-07	5W7Z	13C788	AA	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W65	1	S	26-Apr-05	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	21-Jul-05	30239	HEADLIGHTS CUT OUT	HEADLIGHTS CUT OUT INTERMITTANTLY FOUND LIGHTING CONTROL MODULE DEFECTIVE REPLACED WITH NEW MODULE LIGHTS NOW WORKING CORRECTLY		A	Police Interceptor	A	A	
451906244	AWS		26	31-Jul-07	2-Aug-07	5W7Z	13C788	AA	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W45	1	S	26-Apr-05	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	25-May-05	32648	C S THE HEADLIGHTS CUT OUT	HEADLIGHTS CUT OUT AT TIMES FOUND LIGHTING CONTROL MODULE DEFECTIVE REPLACED MODULE HEADLIGHTS NOW WORKING CORRECTLY		A	Police Interceptor	A	A	
452285320	AWS		24	7-Aug-07	9-Aug-07	5W7Z	13C788	AA	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W25	1	S	27-Apr-05	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	21-Jul-05	40596	HEADLIGHTS CUT OUT INTERMITTANTLY	HEADLIGHTS CUT OUT TEST AND FOUND LIGHTING CONTROL MODULE DEFECTIVE REPLACED WITH NEW MODULE LIGHTS NOW WORKING CORRECTLY		A	Police Interceptor	B	A	
452367117	AWS		53	8-Aug-07	12-Aug-07	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAHP71W2	1	S	18-Feb-03	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	31-Mar-03	10003	C S THE HEADLIGHTS CUT OUT	HEADLIGHTS CUT OUT INTERMITTANTLY TEST AND FOUND LIGHTING CONTROL MODULE DEFECTIVE REPLACED WITH NEW MODULE		A	Police Interceptor	A	A	
453526054	AWS		26	28-Aug-07	30-Aug-07	5W7Z	13C788	AA	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W85	1	S	25-Apr-05	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	21-Jul-05	28702	C S THE HEADLIGHTS CUT OUT	CHECK HEADLIGHT SYSTEM FOUND LIGHTING CONTROL MODULE DEFECTIVE REPLACED WITH NEW MODULE HEADLIGHTS NOW WORKING CORRECTLY		A	Police Interceptor	A	A	
458375775	AWS		57	16-Nov-07	39407.76	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W33	1	S	4-Dec-02	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	20-Feb-03	67869	C S THE HEADLIGHTS CUT OUT	HEADLIGHTS CUT OUT INTERMITTANTLY TEST AND REPLACED DEFECTIVE LIGHTING CONTROL MODULE		A	Police Interceptor	A	A	
458362481	AWS		30	19-Nov-07	39407.76	5W7Z	13C788	AA	ELECTRONIC MODULE (GEM)	HARR MOTOR COMPANY, INC.	WORCESTER	MA			2FAFP71W75	1	S	8-Mar-05	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	24-Jun-05	29724	C S THE HEADLIGHTS CUT OUT	HEADLIGHTS CUT OUT TEST AND REPLACED DEFECTIVE LIGHTING CONTROL MODULE		A	Police Interceptor	A	A	
415841135	AWS		29	6-Feb-06	8-Feb-06	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	SPARTAN LINCOLN-MERCURY, INC.	MORROW	GA	7709681245		2FAFP71W53	1	S	5-Jun-03	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	30-Sep-03	71237	HEADLITES WONT ALWAYS STAY ON	71237 DIAGNOSIS WDS TEST NO CODES PINPOINT TEST REPLACE LIGHTING CONTROL MODULE AND HEAD LIGHT SW RETEST OK EXTRA TIME TO R&R POLICE EQUIPMENT RADIO COMPUT ER ECT. LCM HAS INTERMITTENT SHORT CAUSING LIGHTS TO FAIL AND CAUSED HEAD LIGHT SW TO FAIL		A	Police Interceptor	A	B	
423359561	AWS		48	8-May-06	11-May-06	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	SPARTAN LINCOLN-MERCURY, INC.	MORROW	GA	7709681245		2FAFP71W73	1	S	24-May-02	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	6-Jun-02	62675	CK FOR HEADLIGHT CUTTING OFF	62675 CK FOR HEADLIGHT CUTTING OFF		A	Police Interceptor	A	B	
9343064	GCOIS Ford			2-Aug-06	38932.768		Unknown		Unknown	SPARTAN LINCOLN-MERCURY, INC.	MORROW	GA	7709681245		2FAFP71W	1	S	24-May-02	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	5-Jun-02	81995		TECH HAS VEHICLE IN FOR THE HEADLIGHTS SHUTTING OFF AFTER APPROX 20 MINUTES. TECH STATES THE FLEET SHOP STATES THEY CAN SWAP IN A KNOWN GOOD LCM AND LIGHT WILL WORK, BUT ONLY FOR THE 20 MINUTES. TECH HAS VERIFIED THE CONCERN BUT IS NOT SURE WHERE TO START. TECH STATES LCM, MULTIFUNCTION SWITCH AND MAIN LIGHT SWITCH HAVE ALL BEEN REPLACED.	ADVISED TECH TO NOTE IF JUST HEADLIGHTS OR IF HEADLIGHTS AND PARKING LIGHTS ARE INOPERATIVE. IF ONLY HEADLIGHTS, CHECK HIGH BEAM, LOW BEAM AND FLASH TO PASS. IF ONLY HIGH AND LOW BEAM INOPERATIVE, DIAGNOSE CIRCUIT 502 FAULT, POWER OR GROUND FAULT TO LCM OR AFTERMARKET POLICE EQUIPMENT TIED INTO CIRCUIT. IF JUST LOW BEAM INOP, DIAGNOSE SHORT TO GROUND FROM MULTIFUNCTION SWITCH TO LOW BEAMS.		A	Police Interceptor	B	
435549228	AWS		35	8-Nov-06	11-Nov-06	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	SPARTAN LINCOLN-MERCURY, INC.	MORROW	GA			2FAFP71W	1	S	20-Nov-03	2004	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	23-Dec-03	35492	CK FOR HEAD LIGHTS CUTTING OFF	35492 BAD LIGHT CONTROL MODULE CK FOR HEAD LIGHT CUTTING OFF NEC TO REPLACE LIGHT CONTROL MODULE RUN CAR WITH LIGHTS ON FOR 3HR CK CK		A	Police Interceptor	A	B	
435624036	AWS		54	9-Nov-06	13-Nov-06	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	SPARTAN LINCOLN-MERCURY, INC.	MORROW	GA	7709681245		2FAFP71W53	1	S	27-May-02	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	6-Jun-02	71670	CK FOR HEADLIGHTS CUTTING OFF	71670 BAD LIGHTING CONTROL MODULE RUN TEST SYS PASS TURN LIGHTS ON RUN CAR FOR 1 2 HOUR HEADLIGHT CUT OFF RETEST SYS NEC TO REPLACE LIGHTING CONTROL MODULE RUN CAR WITH HEAD LIGHT ON FOR 3HRS CK CK AT THIS TIME BAD LIGHTING CONTROL MODULE 57357 DIAG HEADLAMPS GO OFF WHILE DRIVING. WDS SELF TEST LCM NO DTCs PRESENT PID MONITOR HEADLAMPS THE LCM WAS TURNING HEADLAMPS OFF AUTOMATICALLY WITH THE SWITCH ON NECESSARY TO PERFORM BODY TRACES TO FAULTY LCM INSTALLED A NEW LCM TEST NORMAL OPERATION.		A	Police Interceptor	A	B	
435925444	AWS		21	15-Nov-06	18-Nov-06	5W7Z	13C788	AA	ELECTRONIC MODULE (GEM)	SPARTAN LINCOLN-MERCURY, INC.	MORROW	GA	7709681245		2FAHP71W35	1	S	28-Oct-04	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	7-Mar-05	37357	HEADLITES CUT OFF WHEN SWITCH IS ON			A	Police Interceptor	A	B	
442870878	AWS		52	12-Mar-07	14-Mar-07	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	SPARTAN LINCOLN-MERCURY, INC.	MORROW	GA	7709681245		2FAHP71W63	1	S	2-Oct-02	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	3-Dec-02	40717	CK HEADLIGHTS CUTTING OFF	40717 BAD LCM RUN NGS TEST SYS PASS RUN NEC TO RUN PINPOINT TEST A1 TEST A2 TEST A3 TEST A4 TEST A5 TEST A6 TEST A7 TEST A8 TEST A9 NEC TO INSTALL A NEW LCM REST SYS CK CK AT THIS TIME		A	Police Interceptor	A	B	
445546506	AWS		54	26-Apr-07	1-May-07	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	SPARTAN LINCOLN-MERCURY, INC.	MORROW	GA	7709681245		2FAHP71W83X	1	S	3-Oct-02	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	3-Dec-02	46102	CK HEAD LIGHT FOR CUTTING OFF	46102 BAD LIGHTING CONTROL MODULE RUN NGS TEST SYS PASS RUN PINPOINT TEST A1 A2 A3 A4 A5 A6 A7 A8 A9 REPLACE LIGHT CONTROL MODULE RETEST LIGHT CK CK AT THIS TIME A2		A	Police Interceptor	A	B	
456425073	AWS		48	12-Oct-07	39372.922	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	SPARTAN LINCOLN-MERCURY, INC.	MCDONOUGH	GA	7709681245		2MEFM75W84	1	S	24-Oct-03	2004	GRAND MARQUIS	Unknown	ST. THOMAS PLANT BUILD	15-Nov-03	66440	CUSTOMER STATES THE HEADLIGHTS GO OFF BY THEMSELVES AT TIMES WHEN LIGHTS ARE MANUALLY TURNED ON CK & ADVISE	66440 13C788 CC 42 VERIFY CONCERN, RAN IDS, NO CODES, DIAG BY SYMPTOM, PINPOINT TEST A, FOUND NECESSARY TO REPLACE LIGHTING CONTROL MODULE. RETEST OK		A	LS	B		

2003-2005 Crown Victoria/Grand Marquis LCM Concern - Fleet Vehicles

ECI Record ID	Source Code	Significant Events	Time In Service	Repair/ Report/ Paid Date	Load Date	Causal Part Prefix	Causal Part Base	Causal Part Suffix	Causal Part Name	Dealer Name	Dealer City	Dealer State/ Province	Dealer Phone Number	Attach ment	VIN	Duplicate	Single, Duplicate or Repeat Repair	Production Date	Model Year	Vehicle Description	Body Cab Style	Plant Description	Warranty Start Date	Mileage	Customer Comments	Technician Comments	COIS Recommendations	Concern Mode	Vehicle Series	Detailed Concern Mode	Fleet Code
8420835	GCQIS Ford			16-May-05	38517.762		Unknown		Unknown	SHEEHY FORD INC	SUITLAND	MD	3014234950	N	2FAHP71W2		1	S	21-Jan-03	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	24-Mar-03	29010		TECH STATES THAT HEAD LITE WILL TURN OFF CAN DISCONNECT BATTERY AND OR PULL FUSE AND THEN HOOK BACK UP WILL WORK FOR SOME TIME. AND LCM WAS REPLACED ABOUT A WEEK AGO. HAS NO COMMUNICATION WITH LCM TECH HAS REPAIRED COMMUNICATION. POLICE DEPARTMENT PULLED FUSES. TECH HAS VEHICLE IN FOR INTERIM CONCERN OF THE PARKING LIGHTS OR HEADLIGHTS REMAINING ON WHEN SWITCHED OFF. TECH STATES ONE OR THE OTHER WILL REMAIN ON, NOT BOTH. TECH STATES WHEN CONCERN PRESENT, TURN SIGNALS, HAZARDS AND BRAKE LIGHTS (EXCEPT HIGH MOUNT) ARE INOP AS WELL. TECH STATES NO CODES IN LCM. TECH STATES LCM, HEADLIGHT SWITCH AND MULTI-FUNCTION SWITCH HAVE ALL BEEN REPLACED TO NO AVAIL. TECH SEEKING A DIRECTION. TECH ASSIST REFERRAL HAS BEEN OPENED SPOKE TO SERVICE MANAGER, HE STATED THAT HE AND THE TECHNICIAN HAVE BEEN UNABLE TO DUPLICATE OR VERIFY THE CONCERN OVER A PERIOD OF SEVERAL DAYS. CAR HAS BEEN RETURNED TO THE MUNICIPALITY UNTIL THE CONCERN CAN DUPLICATE FOR THE DEALER TO DIAGNOSIS. PLEASE CLOSE TAR BECAUSE TECHNICIAN HAS NOT DUPLICATED CONCERN.	ADV TECH TO VERIFY PWRS AND GRNDS TO LCM AND THEN CK CIRCUIT 70 FOR OPEN AND POSSIBLY PIN OR CONNECTOR ISSUE ADVISED TECH TO DUPLICATE THE CONCERN AND DIAGNOSE THE NO BRAKE LIGHT OPERATION. ADVISED TECH LCM HAS NO INPUT INTO THIS CONCERN AND MAY LEAD TO A COMMON FAULT. WHEN INOP, VERIFY POWER AND GROUND AT ASSEMBLIES. LOCATE AND REPAIR CIRCUIT FAULT.	A	Police Interceptor	C
8474712	GCQIS Ford			15-Jun-05	38519.758		Unknown		Unknown	SHEEHY FORD INC	SUITLAND	MD	3014234950	N	2FAHP71W03		1	S	25-Mar-03	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	8-Apr-03	52856		THE HEADLAMPS WILL TURN OFF INTERMITTENTLY. THE CONCERN IS CURRENTLY ACTING UP. THE HEADLAMP SWITCH WAS REPLACED TO NO AVAIL. TECH CAN TAP ON STEERING COLUMN OR LCM AND CONCERN WILL COME AND GO. TECH LOOKING FOR DIRECTION.	REPORT # 500G014 DUE TO PAST REPORTS, ADVISED TECH TO SWAP IN A KG LCM AND RETEST. ALSO REPORT # 50JBR005 REPORT # 50JDI009 REPLACE ELECTRONIC MODULE (GEM) ADVISED TECH TO ENSURE NO PINOUT OR CONNECTION CONCERNS EXIST AT THE LCM. IF NO PROBLEMS ARE FOUND, ADVISED TECH REPLACE THE LCM.	A	Police Interceptor	C
410631202	AWS		38	16-Nov-05	23-Nov-05	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	SHEEHY FORD INC	SUITLAND	MD	3014234950		2FAFP73W73		1	S	23-Aug-02	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	28-Oct-02	70977	C S CHCK VEH HEADLIGHT GO OUT INTERMITTINGLY WHILE DRIVING CHCK AND REPORT	SERVICE PARTS WARR. LIGHTING CONTROL MODULE DIAG AND TEST ELECTRICAL SYSTEM PERFORMED LCM TEST SERV PARTS WARR ERRATIC LIGHTING CONTROL MODULE RETEST OK	A	Base	B	C
416085916	AWS		31	8-Feb-06	12-Feb-06	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	SHEEHY FORD INC	SUITLAND	MD	3014234950		2FAHP71W63		1	S	15-May-03	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	30-May-03	27972	C S CHCK LIGHTS CUT OFF AUTOMATICALLY WHEN DRIVING CHCK AND REPORT	DIAG AND REPLACED LIGHTING CONTROL MODULE FOR ERRATIC OPERATION AND RETEST OK	A	Police Interceptor	A	C
416061021	AWS		19	8-Feb-06	12-Feb-06	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	SHEEHY FORD INC	SUITLAND	MD	3014234950		2FAFP71W14		1	S	18-May-04	2004	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	3-Jun-04	34360	C S CHCK VEH LIGHTS CUT OFF WHILE DRIVING CHCK AND REPORT	DIAG AND PERFORMED ELECTRICAL SYSTEM TEST AND REPLACED LIGHTING CONTROL MODULE INTERNAL SHORT	A	Police Interceptor	A	C
436495283	AWS		18	27-Nov-06	29-Nov-06	5W7Z	13C788	AA	ELECTRONIC MODULE (GEM)	SHEEHY FORD INC	SUITLAND	MD	3014234950		2FAFP71W95		1	S	12-May-05	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	12-May-05	25463	C S CHCK HEADLIGHTS CUT OUT AND COME BACK ON	DIAG AND REPLACED LIGHTING CONTROL MODULE AND RETEST OK	A	Police Interceptor	E	C
448362801	AWS		24	5-Jun-07	7-Jun-07	5W7Z	13C788	AA	ELECTRONIC MODULE (GEM)	SHEEHY FORD INC	SUITLAND	MD	3014234950		2FAFP71W05		1	S	11-May-05	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	11-May-05	31593	C S CHCK INTERMITTANT HEAD LIGHTS CUTTING OFF	DIAG AND TEST ELECTRICAL SYSTEM REPLACED SHORTED LIGHTING CONTROL MODULE	A	Police Interceptor	B	C
346848391	AWS		6	9-Jan-04	17-Jan-04	3W7Z	13C788	AH	ELECTRONIC MODULE (GEM)	UNIVERSAL FORD	LONG ISLAND CITY	NY	7187861660		2FAFP70W63		1	S	27-May-03	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	28-Jul-03	35983	C S HEADLIGHT TURN OFF ON ITS OWN	INOP REPLACE MODULE LIGHTING CONTROL FEM REM	A	Fleet - LWB	A	D
346967147	AWS		3	13-Jan-04	17-Jan-04	3W7Z	13C788	AH	ELECTRONIC MODULE (GEM)	UNIVERSAL FORD	LONG ISLAND CITY	NY	7187861660		2FAFP70W33		1	S	24-Jun-03	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	3-Oct-03	22565	C S HEADLIGHTS GO OFF BY ITS SELF	INOP TEST BODY CHASSIS ELECTRICAL (BCE)	A	Fleet - LWB	A	D
7414331	GCQIS Ford			19-Feb-04	38062.717		Unknown		Unknown	UNIVERSAL FORD	LONG ISLAND CITY	NY	7187861660	N	2FAFP70W93		1	S	17-Apr-03	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	16-Jun-03	34940		DLR STATES AFTER 5 HOURS OF DRIVING THE LCM WILL GO TO SLEEP. NO LAMP OUTPUT. NO COMMUNICATION. MUST DISCO LCM OR BATTERY TO POWER UP AGAIN. DLR HAS DONE NO DIAGNOSIS AT THIS TIME. DLR CALLED FOR INFO. CONCERN STILL PRESENT AFTER THE LCM WAS REPLACED. FSE STATED HE WAS GOING TO TAR THE VEHICLE AND ALSO CALL BACK WITH THE OTHER VIN'S FOR THE OTHER VEHICLES WITH THE SAME CONCERN. APPROVED FOR TECH ASSIST REFERRAL PROCESSING BY EKUNZE INSPECTED VEH TODAY. LCM REPL AND CONCERN PERSISTS. DLR ALSO VERIFIED ALL STOCK BULBS EXCEPT FOR HEADLIGHTS, WHICH WERE REPLACED WITH OE AND CONCERN STILL PRESENT. INSPECTED FUSE PANEL AND FOUND AFTERMARKET WIRING IMPROPERLY ATTACHED TO F27, F11, F18, AND F20. ADVISED TECH TO RE-ROUTE WIRING AS NECESSARY. ADV IF CONCERN PERSISTS TO INSTALL RELAYS IN CKTS 14, 484, AND 502 AT LCM TO TAKE THE CURRENT LOAD OFF THE LCM AND SEE IF IT STILL SHUTS DOWN AFTER EXTENDED USE. CKT 14 - HEADLIGHTS - 8.7A LOW, 10.8A HIGH BEAM. CKT 484 - INSTRUMENT ILLUMINATION - 2.2A. CKT 502 - RUNNING LAMPS - 4.3A. VIN		A	Fleet - LWB	D
373213770	AWS		4	15-Oct-04	19-Oct-04	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	UNIVERSAL FORD	LONG ISLAND CITY	NY	7187861660		2FAFP70W54		1	S	23-Apr-04	2004	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	22-Jun-04	4134	C S AFTER CAR IS RUNNING FOR 10 MINUTES ALL LIGHTS GO OUT (HEADLIGHTS, RUNNING LIGHTS)	INOP TEST BODY CHASSIS ELECTRICAL (BCE)	A	Fleet - LWB	A	D
373494324	AWS		6	21-Oct-04	24-Oct-04	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	UNIVERSAL FORD	LONG ISLAND CITY	NY	7187861660		2FAFP70W04		1	S	20-Jan-04	2004	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	29-Mar-04	34484	C S HEADLIGHTS DROP OUT AFTER A WHILE	INOP TEST BODY CHASSIS ELECTRICAL (BCE)	A	Fleet - LWB	A	D
377461406	AWS		3	22-Dec-04	25-Dec-04	5W7Z	13C788	AA	ELECTRONIC MODULE (GEM)	UNIVERSAL FORD	LONG ISLAND CITY	NY	7187861660		2FAFP70W55		1	S	7-Sep-04	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	8-Oct-04	8780	C S ALL LIGHTS GO OFF AFTER A FEW HOURS	INOP REPLACE MODULE LIGHTING CONTROL FEM REM	A	Base	A	D

2003-2005 Crown Victoria/Grand Marquis LCM Concern - Fleet Vehicles

ECI Record ID	Source Code	Significant Events	Time In Service	Repair/Report/ Paid Date	Load Date	Causal Part Prefix	Causal Part Base	Causal Part Suffix	Causal Part Name	Dealer Name	Dealer City	Dealer State/ Province	Dealer Phone Number	Attach ment	VIN	Duplicate	Single, Duplicate or Repeat Repair	Production Date	Model Year	Vehicle Description	Body Cab Style	Plant Description	Warranty Start Date	Mileage	Customer Comments	Technician Comments	COIS Recommendations	Concern Mode	Vehicle Series	Detailed Concern Mode	Fleet Code
8202298	GCQIS	Ford		14-Feb-05	27-Feb-05		13C788		ELECTRONIC MODULE (GEM)	UNIVERSAL FORD	LONG ISLAND CITY	NY	7187861660	N	2FAFP70W25	1	S	25-Aug-04	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	20-Oct-04	22291		TECH VERIFIED CUST CONCERN, HEADLAMPS GO OUT AT TIMES. TECH USED WDS AND FINDS DTC B1342 IN LCM. TECH STATES HE CHECKED HARNESSES AND CONNECTORS/PNS AND ALL ARE OK, POWERS, GROUNDS AND SWITCH/BULBS/CONNECTORS ARE ALL OK. TECH STATES NO AFTER MARKET EQUIPMENT IS IN VEHICLE. SEEKING APPROVAL TO REPLACE LCM AS PER DTC PPT. TRIED TO CONTACT TECH AGAIN, BUT LISTED PHONE NUMBER (718) 729-8680 DOES NOT WORK. EMAILED DISTRICT FOR CORRECT PHONE NUMBER. THE CORRECT NUMBER IS 718-786-1660. THE SERVICE DIRECTOR'S NAME IS A. LUGASSI, AND HIS EXTENSION IS 236. CALLED BACK FOR MORE INFORMATION ON THIS VEHICLE. WHY MILEAGE IS SO HIGH SERVICE STATES THAT THIS VEHICLE IS A TAXI CAB. LCM IS AT 6-SIGMA CENTER FOR PICK UP, ENGINEERS HAVE BEEN NOTIFIED. PLEASE NOTE: THIS PART WAS RECEIVED WITH A GREEN STICKER AFFIXED THAT STATES THE PART IS AN 'MOTOROLA ENGINEERING SAMPLE' WITH FULL PART NUMBER AS '5W7T-13C788-AB MOTOROLA P/N (6MXM809A18)'. CALLED TECH TO ASK IF HE REMEMBERS IF THE ORIGINAL PART REMOVED FROM THE 2005 CV HAD THIS		A	Fleet - LWB	D	
8387091	GCQIS	Ford		28-Apr-05	38472.777		Unknown		Unknown	UNIVERSAL FORD	GLEN ALLEN	VA	8042739700	N	2FAHP71W84	1	S	7-Jan-04	2004	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	23-Feb-04	22185		TECH HAS VEHICLE IN FOR AN INTERM CONCERN OF THE HEADLIGHT AND INTERIOR ILLUMINATION GOING INOPERATIVE WHILE DRIVING DOWN THE ROAD. TECH HAS BEEN UNABLE TO DUPLICATE THE CONCERN AND STATES NO CODES IN THE LCM. TECH SEEKING ANY KNOWN CONCERNS.	ADVISED TECH HE WILL NEED TO DUPLICATE THE CONCERN IN ORDER TO PROPERLY DIAGNOSE. ADVISED TECH TO CHECK LCM FOR ANY PIN FIT OR CONNECTOR ISSUES. IF OK, ADVISED TECH TO MONITOR HEADLIGHT SWITCH PID IN THE LCM AND SEE IF FALSE INPUT IS PRESENT. DIAGNOSE AND REPAIR AS NECESSARY.	A	Police Interceptor	D	
386386725	AWS		32	20-Apr-05	23-Apr-05	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	KOONS FORD, INC.	FALLS CHURCH	VA	7032417200		2FAFP71W83X	1	S	26-Jun-02	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	15-Sep-02	53021	HEADLITES GO OFF AND COME ON	EEC TEST NO CODES FOUNDS, RECORD AND MONITOR PID DATA AT THE LCM. OK. PERFORM PINPOINT TEST AT THE HEAD LIGHT CIRCUIT. CLEAN GROUND 102. PINPOINT TEST AT THE HEAD LIGHT SWITCH, AND LCM. FOUND DELAY TO TURN HEAD LIGHT ON. R&R HEAD LIGHT SWITCH, R&R LCM. RE TEST WORK FINE. ROAD TEST OK. FINAL QUICK TEST. OK.	A	Police Interceptor	E	E	
406479500	AWS		37	4-Oct-05	5-Oct-05	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	KOONS FORD, INC.	FALLS CHURCH	VA	7032417200		2FAFP71W3X	1	S	27-Jun-02	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	15-Oct-02	52747	HEADLITES CUT OFF WHILE DRIVING	QUICK TEST LCM NO CODES. NO POWER TO HEADLAMPS. PERFORM PINPOINT TEST INSTALL NEW LCM. ROAD TEST . OK.	A	Police Interceptor	A	E	
411767801	AWS		17	30-Nov-05	10-Dec-05	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	KOONS FORD, INC.	FALLS CHURCH	VA	7032417200		2FAFP71W74X	1	S	18-May-04	2004	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	4-Jun-04	25725	HEADLIGHTS WILL BLANK OUT	HEADLIGHTS WILL BLANK OUT DIAG TEST AND REPLACE LCM NOT SENDING POWER TO HEAD LIGHTS AT TIMES	A	Police Interceptor	A	E	
446719788	AWS		42	17-May-07	21-May-07	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	KOONS FORD, INC.	FALLS CHURCH	VA	7032417200		2FAFP71W64X	1	S	16-Sep-03	2004	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	15-Dec-03	66991	THE HEAD LIGHTS ARE CUTTING OFF WHEN AFTER A LITTLE TIME AND COME RIGHT BACK ON OFFICER WAS TOLD IT WAS THE FLSH MOD	EEC NO DTCS PER SYMPTOM CHART RUN PIN TEST TO LCM OHM TEST TO PIN 10 RD YE WIRE AND GROUND. 50HM AND PIN 6 OR WH AND PIN 16 BOTH LIGHT ON AT THIS TIME RENEW LCM RENEW EEC CLEAR ALL DTCS NORMAL OP	A	Police Interceptor	E	E	
454915932	AWS		60	18-Sep-07	20-Sep-07	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	KOONS FORD, INC.	FALLS CHURCH	VA	7032417200		2FAFP71W23X	1	S	24-Jun-02	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	15-Oct-02	66656	HEAD LIGHTS CUT OFF AND ON	EEC NO DTCS PER SYMPTOMS TEST STEP A1 THRU A9 FAULTY LCM RENEW LCM NORMAL LIGHT OP	A	Police Interceptor	E	E	
458265729	AWS		48	15-Nov-07	39405.758	4W7Z	13C788	BB	ELECTRONIC MODULE (GEM)	KOONS FORD, INC.	FALLS CHURCH	VA	7032417200		2FAFP71W64X	2	R	16-Sep-03	2004	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	15-Dec-03	73582	HEADLIGHTS GO OUT AT NIGHT FOR NO REASON WHILE DRIVING	EEC DTCS NO DTCS PER SYMPTOMS CHART RUN PIN TEST TO PW R&RND V REF ALL NORMAL AT THIS TIME RENEW LCM LIGHTS NORMAL OP	A	Police Interceptor	E	E	
26218369	MORS/CUDL			17-Jan-08	39466.591				NOT PROVIDED BY SOURCE	KOONS FORD, INC.	FALLS CHURCH	VA	7032417200		2FAFP74W95	1	S	14-Dec-04	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	3-Jan-05	150000		CUSTOMER SAID: 1. NO AIR COMING OUT IN A/C2. WHEN DRIVING AT NIGHT HEAD LIGHTS GO OFF- THIS CONCERN HAS BEEN HAPPENING FOR 2 OR 3 DAYS-VEH IS WITH THE CUST-VEH HAS NOT BEEN TO DLR FOR DIAGNOSIS-CUST HAS SEEN THIS PROBLEM IN MORE THAN 20 VEH-CUST WANTS TO KNOW HOW MANY PEOPLE IT TAKES TO GET A RECALL-DEALER SAID: KOONS FORD INC.1051 EAST BROAD STREET FALLS CHURCH, VA 22044-3312TEL:(703) 241-7200R&R ADVISED: BEFORE WE CAN MAKE A DECISION REGARDING ANY FORD WARRANTY OR ESP COVERAGE IT MUST BE REVIEWED BY A FORD/LINCOLN MERCURY DEALERSHIP. THEY WILL NEED TO INSPECT THE VEHICLE AND DETERMINE WHAT IS WRONG WITH IT BEFORE A DECISION ON WARRANTY OR ESP COVERAGE IS MADE. ANY REPAIRS OR SERVICES NOT COMPLETED AT A FORD/LINCOLN MERCURY DEALERSHIP WOULD BE THE RESPONSIBILITY OF THE CUSTOMER. I JUST WANT TO CONFIRM, YOUR NEXT STEP IS TO MAKE AN APPOINTMENT WITH YOUR SERVICING DEALERSHIP TO HAVE YOUR VEHICLE DIAGNOSED. THERE IS NO FURTHER ACTION REQUIRED FROM THE CUSTOMER RELATIONSHIP CENTER AT THIS TIME. -CRG ADVISED CUST THAT I DID NOT HAVE		A	LX	E	
348598536	AWS		21	4-Feb-04	7-Feb-04	3W7Z	13C788	AH	ELECTRONIC MODULE (GEM)	PARK CITY FORD LINCOLN MERCURY	BRIDGEPORT	CT	2033663425		2FAFP71W23	1	S	6-May-02	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	28-May-02	71023	CS HEAD LIGHTS SHUT OFF WHEN USED FOR A SHORT TIME REPORT	DIAGNOSE & REPLACE LIGHTING CONTROL MODULE	A	Police Interceptor	A	F	
9527318	GCQIS	Ford		9-Nov-06	11-Nov-06		Unknown		Unknown	PARK CITY FORD LINCOLN MERCURY	BRIDGEPORT	CT	2033663425	N	2FAFP71W05	1	S	27-Sep-04	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	29-Nov-04	68193		TECH STATES HEADLAMPS ARE INTERMITTENTLY INOPERATIVE, WHILE DRIVING OR JUST SITTING. CODE B1472 RETRIEVED FROM LCM. SEEKING DIRECTION.	REPORT #: 68UCI011 REPLACE PANEL-CONSOLE REPORT #: 68SC8006 REPLACE ELECTRONIC MODULE (GEM) TECH COMMENTS: INSTALL NEW LIGHTING CONTROL MODULE ADVISED TECH TO CHECK FOR STG ON CKTS 1400, 1032, AND 1033. COMPONENT TEST MAIN LIGHT SWITCH. CODE IS NOT INDICATIVE OF SYMPTOM, POSSIBLE LCM IF ALL HEADLAMP SWITCH POSITIONS ARE ACCURATE. MAKE SURE CORRECT LEVEL LAMPS ARE INSTALLED.	A	Police Interceptor	F	

2003-2005 Crown Victoria/Grand Marquis LCM Concern - Fleet Vehicles

ECI Record ID	Source Code	Significant Events	Time In Service	Repair/ Report/ Paid Date	Load Date	Causal Part Prefix	Causal Part Base	Causal Part Suffix	Causal Part Name	Dealer Name	Dealer City	Dealer State/ Province	Dealer Phone Number	Attach ment	VIN	Duplicate	Single, Duplicate or Repeat Repair	Production Date	Model Year	Vehicle Description	Body Cab Style	Plant Description	Warranty Start Date	Mileage	Customer Comments	Technician Comments	COIS Recommendations	Concern Mode	Vehicle Series	Detailed Concern Mode	Fleet Code	
9862411	GCQIS	Ford		14-May-07	15-May-07				Unknown	PARK CITY FORD LINCOLN MERCURY	BRIDGEPORT	CT	2033663425	N	2FAFP71W X5		1	S	18-Feb-05	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	9-Mar-05	70236		WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: HEADLIGHTS CUT OFF WHILE DRIVING. DIAGNOSTICS ALREADY COMPLETED: WIGGLE TEST WIRES INSPECT CONNECTORS PARTS REPLACED: NONE. TECHNICIAN QUESTION: CIRCUIT BREAKER IN HEADLAMP SWITCH? INITIAL HOTLINE RECOMMENDATION: PAUL->BRS- THE DTC THAT IS PRESENT WILL NOT CAUSE THE HEADLAMPS TO CUT OUT. IT WILL ACTUALLY CAUSE THE OPPOSITE AND DEFAULT THE HEADLAMPS ON FOR SAFETY. THE CONDITION YOU ARE DESCRIBING IS SHOWN IN MULTIPLE PAST REPORTS AS BEING RESOLVED BY REPLACEMENT OF THE LCM. IF NECESSARY, YOU MAY CONTACT THE TECHNICAL HOTLINE BY TELEPHONE TO REVIEW THIS CONDITION. USE CONTACT ID 109488899 FORM QUESTION: IS THERE AN APPROPRIATE PINPOINT TEST IN THE WSM FOR THIS CONCERN? ANSWER: NO FORM QUESTION: WAS THE PINPOINT TEST FOLLOWED? ANSWER: NO CALL DATA: THE CONCERN IS THE HEADLAMPS INOPERATIVE INTERMITTENT. THE DEALER HAS VERIFIED THIS CONCERN. THERE WAS A MEMORY DTC CODE B2498 SETTING. NO PARTS HAVE BEEN REPLACED OR SWAPPED OUT. THE VEHICLE IS A MODIFIED POLICE CRUISER. THE VEHICLE WAS RECENTLY IN A FRONT	START BY CHECK THE HEADLAMP BULBS. PERFORM A LOAD VOLTAGE DROP ON THE HEADLAMPS CKTS & LOAD TEST THE LCM POWER & GROUND CKTS. IF PREVIOUS CHECK ARE GOOD SUSPECT THE LCM PER PAST REPORTS.	A	Police Interceptor	F	F
10160932	GCQIS	Ford		25-Oct-07	39380.758				Unknown	PARK CITY FORD LINCOLN MERCURY	BRIDGEPORT	CT	2033663425	N	2FAFP71W X3		1	S	21-Jan-03	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	13-Feb-03	65769		SETH, YOU WILL WANT TO USE THE AUTO HEADLAMP SECTION OF EVTM AND IGNORE ALL AUTO LAMP ITEMS. IF CONCERN IS WITH THE LOW BEAMS STOP WORKING AT TIMES, I WOULD SUGGEST MAKING SURE THE CORRECT HEADLAMP BULBS ARE INSTALLED. IF AFTERMARKET OR INCORRECT BULBS ARE INSTALLED THAT PULL MORE AMPERAGE THAN OEM BULBS, THE LOW WILL STOP SUPPLYING POWER TO THE LOW BEAMS. IF CONCERN CAN BE DUPLICATED, YOU SHOULD HEAR A RELAY CLICK NOISE WHEN HEADLAMPS GO OUT. THEN YOU SHOULD BE ABLE TO USE THE FLASH TO PASS FUNCTION OF MULTIFUNCTION SWITCH TO SEE IF HIGH BEAMS COME ON. IF SO YOU KNOW THE GROUND FOR THE BULBS ARE GOOD, LCM WILL NOT RETURN POWER TO THE LOW BEAMS UNTIL LOAD ON CIRCUIT IS REMOVED. ONLY OTHER SUGGESTION IS TO MAKE SURE CONNECTIONS AND PIN FITS ARE GOOD FOR HEADLAMPS.	A	Police Interceptor	F	F	
459118271	AWS		37	29-Nov-07	39419.758	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	PARK CITY FORD LINCOLN MERCURY	BRIDGEPORT	CT	2033663425		2FAFP71W 95		1	S	10-Nov-04	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	29-Nov-04	74974	CS HEADLIGHT SHUT OFF AFTER 10 MINUTES	VERIFY CONCERN,DIAGNOSE SCAN SYSTEM FOR CODES,NO CODES M TIME USED TO TRACE AND INSPECT RELATED CIRCUITS AND WIRING ALL O.K.,REPLACE LIGHTING CONTROL MODULE,VERIFY REPAIR	A	Police Interceptor	F	F	
330972432	AWS		13	19-Jun-03	21-Jun-03	3W7Z	13C788	AH	ELECTONIC MODULE (GEM)	LAMARQUE FORD, INC.	KENNER	LA	5044432500		2FAFP71W 33		1	S	24-May-02	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	11-Jun-02	37479	L26 L ( ) HEADLIGHTS GO OFF AFTER DRIVING	37479 42 EXT. WARR. VERIFIED CONCERN HEADLIGHTS GO OFF,NGS TEST NO CODES FOUND,TRACED WIRING,DIAGNOSED AND REPLACED LIGHTING CONTROL MODULE,TEST HEADLIGHT OPERATION,ALL OK.	A	Police Interceptor	A	G	
378375914	AWS		21	7-Jan-05	11-Jan-05	4W7Z	13C788	BB	ELECTONIC MODULE (GEM)	LAMARQUE FORD, INC.	KENNER	LA	5044432500		2FAFP71W 83		1	S	8-Apr-03	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	23-Apr-03	46573	A85 OTHER ELECTRICAL CONCERNS HEADLIGHTS WILL GO OFF AND ON WHILE DRIVING	46573 OPEN CIRCUIT INTERNALLY WA ESP TEST AND DIAGNOSE LIGHTING SYSTEM, NO HEAD LIGHTS AT TIMES, TEST AND REPLACE LCM MODULE ASSY,RETEST, SYSTEM WORKING PROPERLY.	A	Police Interceptor	E	G	
385387188	AWS		24	12-Apr-05	14-Apr-05	4W7Z	13C788	BB	ELECTONIC MODULE (GEM)	LAMARQUE FORD, INC.	KENNER	LA	5044432500		2FAFP71W 63		1	S	25-Apr-03	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	14-May-03	64953	L26 L ( ) HEADLIGHTS GO OFF WHILE DRIVING	64953 42 EXT. WARR. VERIFIED CONCERN HEADLIGHTS GO OFF AT TIMES, NGS TEST NO CODES FOUND,TRACED WIRING,NO POWER COMING OUT OF LCM,DIAGNOSED AND REPLACED LIGHTING CONTROL MODULE,TEST HEADLIGHT OPERATION,ALL OK.	A	Police Interceptor	A	G	
406484491	AWS		29	4-Oct-05	5-Oct-05	4W7Z	13C788	BB	ELECTONIC MODULE (GEM)	LAMARQUE FORD, INC.	KENNER	LA	5044432500		2FAFP71W 0		1	S	25-Apr-03	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	14-May-03	53069	A85 OTHER ELECTRICAL CONCERNS HEADLIGHTS INTERMITTENT	53066 INOP. OPEN CIRCUIT INTERNALLY WA ESP TEST AND DIAGNOSE LIGHTING SYSTEM, NGS TEST NO CODES, TEST CIRCUITS, REPLACE LIGHTING CONTROL MODULE ASSY, RETEST OK.	A	Police Interceptor	B	G	
438136693	AWS		28	29-Dec-07	6-Jan-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	LAMARQUE FORD, INC.	KENNER	LA	5044432500		2FAFP71W 15		1	S	18-Aug-04	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	17-Sep-04	70177	HEADLIGHTS TURN OFF WHILE DRIVING, VEH. MUST BE TURNED OFF AND RESTARTED FOR HEADLIGHTS TO WORK AGAIN	70177 42 EXT. WARR.VERIFIED CONCERN HEADLIGHT TURNED OFF WITHOUT COMMAND,DIAGNOSED AND REPLACED LIGHTING CONTROL MODULE,TEST OPERATION,ALL OK.	A	Police Interceptor	F	G	
428462894	AWS		27	27-Jul-06	31-Jul-06	4W7Z	13C788	BB	ELECTONIC MODULE (GEM)	CITY OF SEATTLE	SEATTLE	WA			2FAFP71W 33		1	S	26-May-03	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	21-May-04	54385	HEADLIGHTS HUT OFF INTERMITTENTLY	PERFORMED ELECTRICAL TEST FOUND SWITCH AND MODULE INOP REPLACED LIGHTING MODULE AND HEADLIGHT SWITCH	A	Police Interceptor	B	H	
432713953	AWS		14	20-Sep-06	23-Sep-06	4W7Z	13C788	BB	ELECTONIC MODULE (GEM)	CITY OF SEATTLE	SEATTLE	WA			2FAFP71W 84		1	S	15-Mar-04	2004	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	5-Aug-05	29035	HEADLIGHTS GO OFF AND ON ON THEIR OWN	PERFORMED DIAG CONTROL MODULE INOP REPLACED CONTROL MODULE RETEST OK	A	Police Interceptor	A	H	
433580011	AWS		33	5-Oct-06	9-Oct-06	4W7Z	13C788	BB	ELECTONIC MODULE (GEM)	CITY OF SEATTLE	SEATTLE	WA			2FAFP71W 23		1	S	13-Feb-03	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	28-Jan-04	35159	HEADLIGHTS GO OFF AND ON ON THEIR OWN	PERFORMED ELECTRICALLY DIAG REPLACED LIGHTING MODULE RETEST OK	A	Police Interceptor	E	H	
437019059	AWS		29	6-Dec-06	9-Dec-06	4W7Z	13C788	BB	ELECTONIC MODULE (GEM)	CITY OF SEATTLE	SEATTLE	WA			2FAFP71W 23		1	S	26-May-03	2003	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	22-Jul-04	34896	HEADLIGHTS GO OFF BY THEMSELVES. WILL COME BACK ON IF HEADLIGHT SW	TOGGLED OFF/ON ONCE, REPLACED MODULE, HEADLIGHTS STAY ON NOW AT ALL TIMES	A	Police Interceptor	F	H	
455160950	AWS		22	21-Sep-07	25-Sep-07	5W7Z	13C788	AA	ELECTONIC MODULE (GEM)	CITY OF SEATTLE	SEATTLE	WA			2FAFP71W 05		1	S	29-Mar-05	2005	CROWN VICTORIA	Unknown	ST. THOMAS PLANT BUILD	2-Dec-05	25337	HEADLIGHTS TURN OFF/ON INTERMITTENTLY WHILE DRIVING. CLICKING NOISE	HEARD UNDER DASH. TRACED LIGHTING CIRCUIT. FOUND LCM HAD BAD HEADLIGHT RELAY INSIDE. REPLACE LCM. LIGHTS WORK OK NOW.	A	Police Interceptor	B	H	

---

**From:** Gurney, Chris (C.A.)  
**Sent:** Monday, March 10, 2008 10:42 AM  
**To:** Holt, Jon (J.)  
**Cc:** Kern, John (J.T.); McClenaghan, Dave (D.); Johnston, Dennis (D.T.)  
**Subject:** 2003-2005 Grand Marquis Lighting Control Modules

Jon, a couple of months ago I made a request of the WPAC to accumulate any 2003-2005 Grand Marquis LCMs that may exhibit the alleged headlamp loss concern.

I now have a box at my desk at Fairlane Plaza South that contains 10 Grand Marquis LCMs, 7 of which clearly state that the LCM was replaced due to headlamps going out while driving.

All 10 LCMs are in a brown box in my cubicle. Please contact me and tell me when you would like to pick up these components.

If you have any questions, please do not hesitate to call. Thanks.

***Chris Gurney***  
**Ford Motor Company**  
**Fairlane Plaza South**  
**330 Town Center Drive, Suite 500**  
**Dearborn, Michigan 48126**  
**(313) 248-7439**

---

**From:** Gurney, Chris (C.A.)  
**Sent:** Monday, April 30, 2007 4:36 PM  
**To:** Blackmer, Michael (M.P.)  
**Cc:** Christensen, Kris (K.S.); Christianson, Kevin (K.C.); Kern, John (J.T.); Johnston, Dennis (D.T.)  
**Subject:** 2003-2007 Crown Victoria Headlamp Concern

Michael, I work for John Kern in ASO in the early concern detection group. Our job is to identify concerns in the field that could have potential safety implications through searches of all the available databases.

Recently, we have found a number of reports of headlamps going out while driving on 2003-2007 Crown Victoria police interceptor units. We currently have an open FQE assignment for this issue. The causal part appears to be the LCM (lighting control module - service base part number 13C788).

As a police vehicle specialist, we were wondering if you had any reports of this occurring in any specific police fleets. More specifically, we would like to know if you have (or can) contact any larger police fleets that may be able to provide additional details on this concern. We are looking for background information on the police activity during these alleged occurrences (i.e., normal driving, high-speed activities, going over hard bumps, etc.).

If you have any questions, please do not hesitate to call. Thanks.

***Chris Gurney***  
**Ford Motor Company**  
**Fairlane Plaza South**  
**330 Town Center Drive, Suite 500**  
**Dearborn, Michigan 48126**  
**(313) 248-7439**

---

**From:** Gurney, Chris (C.A.)  
**Sent:** Thursday, April 10, 2008 5:33 PM  
**To:** Lilly, Ken (K.A.)  
**Cc:** Kern, John (J.T.)  
**Subject:** 2003 Panther Data

Ken, back in November 2007 you helped me put together a spreadsheet for 2003 Panther vehicles for LCM/headlamp concerns using the TEDDS system.

Is that data still in the system? If so, I need you to create a new Excel spreadsheet for me that includes the dealer names, locations (city, state) and phone number on all the data compiled. The people working on the LCM project would like to isolate some of the bigger fleet dealers and call them to get better detailed data.

Please stop by and see me for more details.

If you have any questions, please do not hesitate to call. Thanks.

***Chris Gurney***  
**Ford Motor Company**  
**Fairlane Plaza South**  
**330 Town Center Drive, Suite 500**  
**Dearborn, Michigan 48126**  
**(313) 248-7439**

# Ad Hoc Assignment

## AWS

Search criteria: 2004 Crown Victoria, electrical, lamps/bulbs, headlamps/daytime running lamps; symptoms: mod-driving condition-while driving; function-shuts off. A total of 14 reports were found for headlamps cutting out while driving; all 14 were police vehicles. Eleven of the 14 list the GEM module/13C788 as the causal part).

## CQIS

Search criteria: 2004 Crown Victoria, electrical, lamps/bulbs, headlamps/daytime running lamps; symptoms: mod-driving condition-while driving; function-shuts off. A total of 15 reports were found for headlamps cutting out while driving; 13 of the 15 were police vehicles; 3 of the 15 mention a GEM module (1 of the 3 have the GEM module/13C788 listed as the causal part).

## MORS/CUDL

Search criteria: 2004 Crown Victoria, electrical, lamps/bulbs, headlamps/daytime running lamps; symptoms: mod-driving condition-while driving; function-shuts off. No similar reports found.

## VOQ

Search criteria: 2004 Crown Victoria, all reports. One similar report was found; however, it carries a GM VIN. It is possible that the vehicle description is wrong or the VIN is wrong. We cannot tell from the database.

7	<a href="#">10148971</a>	FORD MOTOR COMPANY	2004	FORD	CROWN VICTORIA	2G1WX12K	TALLAHASSEE	FL	EXTERIOR LIGHTING:HEADLIGHTS:HIGH/LOW BEAM DIMMER SWITCH
<b>Fail Date :</b> 28-JAN-06		<b>Letter Date :</b> 30-JAN-06				<b>Date Added to NHTSA File :</b> 30-JAN-06			
<b>Crash:</b> N	<b>Injured:</b>	<b>Fire:</b> N		<b>Deaths:</b>	<b>Occurences:</b> 1	<b>Miles:</b> 28711			
<b>Summary</b>	DT*: THE CONTACT STATED WHILE DRIVING AT NIGHT IN NORMAL CONDITIONS AT NO PARTICULAR SPEED, THE HEADLIGHTS INTERMITTENTLY FLASHED ON AND OFF. AS A RESULT OF THIS HAPPENING, THE DIMMER SWITCH WAS ADJUSTED FROM DIM TO BRIGHT, ALLOWING THE LIGHTS TO OPERATE MOMENTARILY. THE LOCAL DEALERSHIP PERFORMED DIAGNOSTIC TESTING ON THE VEHICLE. THE PROBLEM COULD NOT BE DUPLICATED, ALTHOUGH DEALERSHIP PERSONNEL TEST DROVE THE VEHICLE.								

## Unique VINs

A total of 29 reports were found (14 AWS and 15 CQIS reports were found). Of these 29 reports, there are 28 unique VINs.

The 1 duplicate VIN is a police unit; therefore, we have 26 police a 2 non-police units in the unique VIN count.

---

**From:** Gurney, Chris (C.A.)  
**Sent:** Monday, February 26, 2007 3:31 PM  
**To:** Christensen, Kris (K.S.)  
**Cc:** Jones, Rick (W.P.)  
**Subject:** 2005 Crown Victoria/Grand Marquis/Town Car Headlamp Issue - Updated Information

**Attachments:** 2005\_6\_7 CV\_GM\_TC Headlamps 1.xls

Kris, back on 1-24-07 I introduced an issue to the ECI/CCM teleconference detailing headlamps allegedly going out on 2005 Crown Victoria vehicles, primarily on police interceptor vehicles.

In that meeting, you requested to following information:

1. Verification that both headlamps were going out while driving, not just one. Most all reports involved vehicles with both headlamps going out. In the attached revision to the Net Meeting Sheet, I have included charts showing the breakdown of alleged headlamp failures by vehicle series.

2. Verification that the non-police interceptor reports came from a variety of sources, not multiple reports from a few fleets. I checked all reports, and there are no clear fleet customers with multiple write-ups (one dealership wrote up 7 police interceptor reports, but the other vehicle series have no dealership writing up more than 2 vehicles). The complete details are included in the Photos section of the attached file.

I apologize for the delay in getting you your requested information.

If you have any questions, please do not hesitate to call. Thanks.



2005\_6\_7  
M\_TC Headlamp

***Chris Gurney***  
**Ford Motor Company**  
**555 Republic Drive, Cube 425-005**  
**(313) 248-7439**

---

**From:** Holt, Jon (J.)  
**Sent:** Thursday, January 24, 2008 11:41 AM  
**To:** Steve.Knapp@us.contiautomotive.com  
**Cc:** Nicastri, Paul (P.R.); Hodgson, Keith (K.M.); Liu, Ron (D.R.)  
**Subject:** Additional information requested on the LCM sections

**Importance:** High

Steve, can you reply to all with the word and zip files from the 500hr section report? Not sure if they contain anymore information than what is in there, but I think that it would help for all to see which pins we are looking at on the board...

Also, has your solder expert had the chance to review the sections as well? If so, what was his position on them? Recommendations, etc.....

I have a meeting tentatively scheduled for Monday the 28th from 1-2pm est. The people on this note are invited on this side and I'd like to make sure that your team (you, solder expert, etc) can support that time as well.

If so, then I'll get a meeting notice out to you asap...

Thanks

Jon

---

**From:** Girolamo, Robert (R.F.)  
**Sent:** Tuesday, January 23, 2007 2:20 PM  
**To:** Christensen, Kris (K.S.)  
**Cc:** Gurney, Chris (C.A.); Kirschke, Kevin (K.E.)  
**Subject:** Advance Notice of Agenda Item for 1/24/07 ECI-CCM Teleconference

**Attachments:** 2005\_6\_7 CV\_GM\_TC Headlamps 1.xls

Kris, a while ago we began a new policy of documentation and dissemination of new agenda items for the weekly ECI-CCM Teleconference.

All new agenda items are now summarized on a standard Excel-based form for use in NetMeeting. This form will be sent to the appropriate Critical Concern Manager the afternoon before the meeting.

We have one agenda item scheduled for SUV & Body-on-Frame vehicles:

-- 2005 Crown Vic/Grand Marquis/Town Car - Alleged Headlamp/Interior Lighting Concerns C.Gurney

Enclosed is the NetMeeting summary for the above issue:



2005\_6\_7  
M\_TC Headlamp

If you have any question, please do not hesitate to call.

*Robert Girolamo*

Core Quality - Enhanced Concern Identification Dept.  
555 Republic Dr. cube: ISPB 425-023  
Phone/Fax: (313)84-58513 e-mail: rgirolam@ford.com

---

**From:** Gurney, Chris (C.A.)  
**Sent:** Thursday, November 20, 2008 4:22 PM  
**To:** Lilly, Ken (K.A.)  
**Subject:** Crown Victoria Headlamp Concern

Ken, I had a brief discussion late this afternoon with Dennis Johnston on the 2003-2005 Crown Victoria et al headlamp concern. Dennis (and I believe Joe) will be discussing this with Ray again soon. Dennis noted that more VOQs have surfaced (I've seen them). Dennis indicated that Ray may want the data updated. If so, I told him we will do so if needed. I may need to delay other projects (including the 1st levels for the seat belts). Let's discuss tomorrow morning. Thanks.

***Chris Gurney***

**Ford Motor Company  
Fairlane Plaza South  
330 Town Center Drive, Suite 500  
Dearborn, Michigan 48126  
(313) 248-7439**

---

**From:** Holt, Jon (J.)  
**Sent:** Monday, October 29, 2007 2:59 PM  
**To:** 'William.Virgin@us.contiautomotive.com'; 'Steve.Knapp@us.contiautomotive.com'  
**Cc:** Zielinski, Mark (M.A.); Hodgson, Keith (K.M.)  
**Subject:** EN LCM daily status

**Importance:** High

Attendees: Bill Virgin, Steve Knapp, Marty ??, and Jon Holt

Steve indicated that the plant is indicating that it can get 100% fill on the relay solder joint. Steve to also send Ford IPC 3 requirement to ensure that we are all looking at the same spec.

Steve to provide Ford with a response to what level of support it can meet relative to the validation plan sent out last week.

Steve to provide Ford with a rough workplan to be presented Thursday morning with hopes to have something to EESE prior to the meeting.

Jon Holt to provide a DCR concerning the direction of the design in addition to the email sent out Friday on what is needed in the design as a minimum..

Jon Holt to also contact April Moore and have her provide Conti mix volumes for the 04 and 05MY service parts.

Team to meet again tomorrow. Same time and call in number.

2008/03/06

**Christensen, Kris (K.S.)**

---

**Subject:** Engineering Discussion  
**Location:** PDC Conf rm 2B-F28

**Start:** Thu 3/6/2008 9:30 AM  
**End:** Thu 3/6/2008 10:00 AM

**Recurrence:** (none)

**Meeting Status:** Accepted

**Required Attendees:** McClenaghan, Dave (D.); Christensen, Kris (K.S.); Holt, Jon (J.); Blackburn, Thomas (T.J.); Blackmer, Michael (M.P.); Wickenheiser, Francis (F.J.); Johnston, Dennis (D.T.); Logel, Jay (J.D.); Prescott, Alan (A.D.)

Discussion on usage profile (LCM) data acquisition

CVPI  
Retail

**Dave McClenaghan**

SUV/Commercial Vehicle Critical Concern Analyst  
MD 327 GC-D26C PDC  
Bus.: (313) 805-7724 Fax: (313) 317-9257  
CDSID: dmcclen1 E-mail: [dmcclen1@ford.com](mailto:dmcclen1@ford.com)

*Contacts to customers w/ LCM concerns*

- Accidents?*
- Road conditions?*
- Door slams?*
- Headlamp on/off*
- Headlamp direction*

*Meet with Dennis Johnston & Chris Gurney*

*(25) most recent incident VLN's*

*Target mtg for Fri Mar 7*

---

**From:** Christensen, Kris (K.S.)  
**Sent:** Wednesday, May 14, 2008 9:30 AM  
**To:** Harrington, Bill  
**Subject:** Fleets - LCM Replacements

Bill -

Per our phone conversations, are you close to compiling the summary of fleets that have experienced multiple vehicle lighting control module replacements?

As previously mentioned, we want to seek information on their customer usage profile.

Thanks for your help!

***Kris S. Christensen***

SUV/Commercial Vehicle Critical Concern Manager  
MD 327 GCD26 PDC  
Bus.: (313) 323-8497 Fax: (313) 317-9257  
CDSID: kchrist1 E-mail: kchrist1@ford.com

Franklin "John"

5 CRUISERS

Dealer Contact:

- Are there particular fleet customers that have been encountered multiple vehicle headlamp operation concerns, leading to lighting control module (LCM) replacements? Do you have contact info for the fleet customer? *Just beyond warranty*
- What is your understanding of the symptoms that are being experienced by the customer? *~ 4 units  
Lobbing high beams w/ wigwags (not sure) ✓  
36000-50000 mile*

- What were you able to determine from your diagnosis? Under what driving conditions are symptoms experienced?

*Starts intermittent  
Then full outage*

Fleet Contact:

- To what extent have you experienced headlamp low beam operational concerns? *Usually*
- What is your usage pattern for your vehicles? *8 hrs shifts*
  - Multiple shift/multiple drivers? 24 hr operation" *2 of 3*
  - Single shift/dedicated to one driver? Always on the same shift? *shifts/day*

- Road operating conditions?
  - Urban? *Major highway*
  - Suburban? *but most rural roads*
  - Highway? *Ave*
  - Smooth Roads? *27-28 miles<sup>2</sup>*
  - Rough Road?

- How often are headlamps turned on and off? *Fairly continuous except occasional breaks*

- What is the typical time duration that headlamps are left on?

- How frequently does the driver enter/exit from the vehicle? Door slams?

*Occasional*

- Is there usually another occupant or partner riding in the vehicle?

*Singles*

- When using headlamps and you have low beam operational concerns, what are the symptoms?
  - Is any loss of lighting constant or intermittent? If intermittent, how long of duration is the lighting out?
  - What are the driving circumstances when lighting lost?

*When driving -*

---

**From:** Eenigenburg I, Timothy (T.J.)  
**Sent:** Wednesday, October 17, 2007 2:16 PM  
**To:** Christensen, Kris (K.S.); Frommann, Mike (M.W.)  
**Subject:** FW: FSA 07X37

Kris and Mike,

Here is an update from April on the LCM.

Thanks,

*Tim Eenigenburg*

**Ford Customer Service Division**  
**Product Concern Analyst**  
**Recall and Service Programs**  
**313-248-1414**

---

**From:** Moore, April (M.)  
**Sent:** Wednesday, October 17, 2007 1:32 PM  
**To:** Holt, Jon (J.)  
**Cc:** Eenigenburg I, Timothy (T.J.)  
**Subject:** FSA 07X37

Jon,  
Parts update:

I talked to Pedro out of Continental. They are looking to finalize the componentry lead times today - they have a few that appear to have some long lead-times, which Continental is validating. Continental has provided their current manufacturing schedule. In order to have 40% of the potential program inventory on hand by the first week of December, Continental would need to begin producing/shipping the part next week, 10/22, at capacity and with all components on hand (3 shifts 7 days a week). Our hands are tied without an established part to move ahead and provide Continental the authorization to procure raw material.

Regards,  
**April Moore**  
Recall Parts Specialist  
Ford Customer Service Division  
Phone: 734-266-9707  
amoore20@ford.com

---

**From:** Holt, Jon (J.)  
**Sent:** Wednesday, January 30, 2008 9:44 AM  
**To:** Christensen, Kris (K.S.)  
**Subject:** FW: Police LCM 500hrs Thermal Shock

Kris, here is the latest on the testing and where we are on kicking Conti off to start building the modules..

Talk with you tomorrow.

---

**From:** Zielinski, Mark (M.A.)  
**Sent:** Monday, January 28, 2008 5:02 PM  
**To:** Haggerty, Terry (T.J.)  
**Cc:** Hodgson, Keith (K.M.); Holt, Jon (J.); Nicastrì, Paul (P.R.)  
**Subject:** RE: Police LCM 500hrs Thermal Shock

Team will proceed with some parallel efforts:

- Kick off design changes so that next build will include these changes. Design changes do show improvement over the old design.
- Obtain a vehicle and measure tri-axis acceleration of module while slamming doors
- Use accelerometer data to perform shock testing and determine if solder cracks will propagate to failure under normal usage and police usage profiles.
- Potentially implement shock absorption feature in bracket if shock levels are excessive.
- Perform 750hr analysis of solder joints (nearing the 750hr point now)
- Continue testing to 1000hrs

-----Original Message-----

**From:** Haggerty, Terry (T.J.)  
**Sent:** Monday, January 28, 2008 4:40 PM  
**To:** Holt, Jon (J.); Zielinski, Mark (M.A.); Nicastrì, Paul (P.R.)  
**Cc:** Hodgson, Keith (K.M.)  
**Subject:** RE: Police LCM 500hrs Thermal Shock

What have you guys decided with this one ...

Thanks,  
Terry Haggerty  
Manager, EESE Body & Security Subsystems  
Office: (313) 33-75771, Cell: (313) 805-6816, Fax: (313) 32-32923  
E-mail: thaggert@ford.com, Mail: Building #5, Room 1A017

---

**From:** Gurney, Chris (C.A.)  
**Sent:** Wednesday, May 09, 2007 5:30 PM  
**To:** Christensen, Kris (K.S.)  
**Cc:** Kern, John (J.T.)  
**Subject:** FW: Summary of Results of New Crown Victoria Headlamp Data Requests

Kris, you asked that I provide an update to the 2003-2005 Crown Victoria headlamp module concern. Enclosed are answers to the questions asked during the last teleconference discussion.

\* \* \* \* \*

1. Request #1: Check to see if there are other causal part numbers beside 13C788 (LCM). I ran the AWS report for headlamps using the symptoms mod - while driving, mod - intermittent/random, mod - sudden (no indication). I then deleted all of the reports citing 13C788 (LCM - lighting control module) as the causal part. There results were as follows:

2003 Model Year: 30 reports found; 12 noted both headlamps going out while driving, 3 for both headlamps flickering while driving. Another 14 referenced one headlamp or the other going out while driving. Of the 15 referencing concerns with both headlamps, 8 show NPF (no problem found) for the causal part; the other 7 are scattered among 4 other parts (headlamp assembly, bulb, etc.). Compare this to 104 LCM causal parts found in the earlier study.

2004 Model Year: 5 reports found for both headlamps going out or flickering while driving; causal parts cited are scattered. Compare this to 167 LCM module causal parts found in the earlier study.

2005 Model Year: 2 reports found for both headlamps going out or flickering while driving; both had different causal parts. Compare this to 190 LCM module causal parts found in the earlier study.

Conclusion: for all 3 model years, the LCM (13C788) is the most frequency cited causal part - by a wide margin.

2. Request #2: Determine if there have been any repeat repairs. To find this information, I went to the CQIS runs. Why? Because the CQIS runs reflect data at the higher mileages/times-in-service. These repairs would more likely be a repeat repair due to their longer length in service. I used an arbitrary cut-off repair date of 7-1-06 for all 3 model years. I then inputted the VIN for all repairs made after that date into the AWS online reports to see if any previous headlamp repairs had been completed. The results are as follows:

2003 Model Year: Out of 33 reports, 4 appeared to be repeat repairs, 4 previous repairs for

other lighting components

2004 Model Year: Out of 40 reports, there were 0 repeat repairs, and 2 previous repairs for other lighting concerns

2005 Model Year: Out of 38 reports, there was 1 repeat repair, and 8 previous repairs for other lighting concerns

Conclusion: repeat repairs do exist, but are few in number.

3. Request #3: Normalize the build date and state/province of sale data for the police interceptors only to see if there are any trends in terms of R/1000. A normalized chart of the build dates (per month) do not show any dramatic changes from the non-normalized data. R/1000 are low for 2003 (below 2 R/1000), and higher for 2004 and 2005 (averaging around 5 R/1000). The normalized chart for the state/province data does seem to show a skewing of the data toward states in the northeast U.S. Included in the higher incident states are: Massachusetts, Pennsylvania, New York, Connecticut, and New Hampshire. These states seem to have more incidents over multiple model years.

Conclusion: Some weak trend does exist for more vehicles with headlamp incidents in the Northeast U.S.

If you have any questions, please do not hesitate to call. Thanks.

***Chris Gurney***

**Ford Motor Company**

**Fairlane Plaza South**

**330 Town Center Drive, Suite 500**

**Dearborn, Michigan 48126**

**(313) 248-7439**

2005 CV/GM/TC

HEADLAMP/INTERIOR/GEM ISSUES

HEADLAMPS GO OUT WHILE DRIVING

FOLDER 6855

9-13-06

AWS<sup>HL</sup>: 2005 all vehicles, base PIN 13C788; symptom: white dinging; won't shut off; totals are as follows:

A: H/Ls go out/din white dinging: 12

B: ~~H/Ls~~ H/Ls flicker/flash white dinging: 3

C: dash lights go out white dinging: 18

D: H/Ls won't shut off: 43

E: interior lights won't shut off: 37

---

Total: 113

issues aren't growing; H/Ls going out white dinging seems to be growing at later mileages

9-15-06

- per Kim, close

REVIEWED

9-15-06

---

**Christensen, Kris (K.S.)**

**From:** Bill Harrington [bharrington@mhqvehicles.com]  
**Sent:** Thursday, May 15, 2008 11:06 AM  
**To:** Christensen, Kris (K.S.); Grozier, Brian (B.D.)  
**Subject:** lcn

Good morning

The following is a list of department that have had issues with lcn's I'm calling each of the department contacts and advising them that you or someone from ford motor company may be in contact with them looking for specific information as to the issue with the lights.

✓ North Attleborough	<sup>6/11</sup> Skip	508-695-1212	<i>call until Mon. 6/2 / call wk of 6/16</i>
Blackstone		508-883-1212	
✓ Pawtucket	Joe	<del>401-727-9118</del>	<i>done</i>
✓ Shrewsbury	Art	508-845-4581	<i>not in service (phone)</i>
✓ Dartmouth	Joe V.	508-910-1754	<i>voicemail</i>
✓ Stow	Chief Trefrey	508-897-4545	<i>busy</i>
✓ Jamestown	Lt Donovan	401-423-1212	<i>busy</i>
✓ Boylston	Chief Shahagian	508-869-2453	<i>out</i>
✓ Hopkinton	<del>Chief Ervin</del>	<del>508-497-3401</del>	<del>voicemail done</del>
<del>Franklin</del>	<del>John</del>	<del>508-520-4934</del>	<del>done</del>
<del>Grafton</del>	<del>Wayne Tripp</del>	<del>508-839-2858</del>	<del>done</del>
Clinton	Earle Cadorette	508-365-4111	
<sup>6/11</sup> Mass Pike	Chuck Labee	617-529-3308	<i>voicemail</i>
Douglas	Ron	508-341-8558	<i>voicemail</i>
Fitchburg	Mike	978-345-9649	<i>voicemail</i>
Revere	Joey	781-284-4300	
Newton	Bill Troy	617-796-2100	

Paw Truck

"Joe"

401-727-9118

Dealer Contact:

- Are there particular fleet customers that have been encountered multiple vehicle headlamp operation concerns, leading to lighting control module (LCM) replacements? Do you have contact info for the fleet customer?
- What is your understanding of the symptoms that are being experienced by the customer?
- What were you able to determine from your diagnosis? Under what driving conditions are symptoms experienced?

Mostly 28-32K range when it started

Fleet Contact:

- To what extent have you experienced headlamp low beam operational concerns?

2004 CVPI's  
Mid - 800am

3rd shift 8 hrs  
7 day/week

- What is your usage pattern for your vehicles?
  - Multiple shift/multiple drivers? 24 hr operation"
  - Single shift/dedicated to one driver? Always on the same shift?

- Road operating conditions?

- Urban?
- Suburban?
- Highway?
- Smooth Roads?
- Rough Road?

Some Predominate in winter potholes ruts, etc

- How often are headlamps turned on and off?

Frequent on/off

- What is the typical time duration that headlamps are left on?

- How frequently does the driver enter/exit from the vehicle? Door slams?

Frequent 15-20 per night or more

- Is there usually another occupant or partner riding in the vehicle?

8 ~~cars~~ cars on night shift 2 are "doubles"

- When using headlamps and you have low beam operational concerns, what are the symptoms?

- Is any loss of lighting constant or intermittent? If intermittent, how long of duration is the lighting out?
- What are the driving circumstances when lighting lost?

Lights on and off intermittent  
Couple minutes off and then on  
Finally out completely

**Kern, John (J.T.)**

---

**From:** Gurney, Chris (C.A.)  
**Sent:** Tuesday, October 02, 2007 5:31 PM  
**To:** Kern, John (J.T.)  
**Subject:** LCM Concerns - Symptoms for Retail Units

John, per the request of the team at the CCRG 2 weeks ago, I have investigated the symptoms of the retail units affected by an alleged faulty LCM.

This is a huge project. I have only investigated 2004 and 2005 model years. For 2003, I would have to look through over 6000 AWS records. For now, I will stick with 200~~3~~<sup>4</sup> and 200~~4~~<sup>5</sup> and we can decide if reviewing the 2003 data would be worth it. If we decide it is, I would recommend the CQIS data only (around 500 reports instead of the 6000 AWS reports).

I believe the CCRG team was looking for 2 things here:

- Early warning signs of headlamps going out
- Other potential safety issues and quantities thereof

*Summary of Findings*

For 2005, the numbers were not as dramatic as 2004 (see below), but I did find a lot (63) of drained batteries (mostly on Town Car) due to the LCM. They did occur in larger numbers earlier than the loss of headlamps, but it would be difficult to presume a correlation.

For 2004, I found a LOT of reports (769) describing dash lights:

- going out while driving
- flickering while driving
- exhibiting fluctuations in brightness (bright to dim to bright again)
- going out when hitting bumps

Nearly ALL were on Grand Marquis vehicles.

I also found 214 reports of turn signal lamps cycling at high speed, as if the bulb was burnt out. This alleged failure was also attributed to the LCM. Most all were on Grand Marquis vehicles as well.

I can't say for sure that either of these issues were "early warning signs" of anything. Let's discuss.

*Next Steps*

I can dive further into the MANY (769) 2004 Grand Marquis dash light reports - I can split them up by series if necessary. Also, if we agree it's worth the effort, I can go through the 2003 CQIS reports in a similar manner.

If you have any questions, please do not hesitate to call. Thanks.

***Chris Gurney***

Ford Motor Company  
Fairlane Plaza South  
330 Town Center Drive, Suite 500  
Dearborn, Michigan 48126  
(313) 248-7439

---

**From:** Holt, Jon (J.)  
**Sent:** Friday, October 26, 2007 3:14 PM  
**To:** 'Steve.Knapp@us.contiautomotive.com'  
**Cc:** Hodgson, Keith (K.M.)  
**Subject:** LCM design discussion

Steve, from today's meeting and discussion with the Ford team, pursuing a design that incorporates smaller Via holes (.3 mm smaller) and raised relays has shown to be the most viable option... With the Thermal shock testing completing today, and results to be had Monday, we should have a better understanding of how robust the design is..

As Keith stated in the meeting, we'd like to understand the timing to make a larger run (50 or more parts) so that we can begin the DV testing that will be needed to conclusively show that this design is more robust than the current one..

Jon

---

**From:** Holt, Jon (J.)  
**Sent:** Wednesday, January 30, 2008 10:00 AM  
**To:** Steve.Knapp@us.contiautomotive.com  
**Subject:** Monday's meeting

Steve, after reviewing the results with my management they have agreed to kick off this design and build parts for service. I will be pulling a no cost notice to release these parts.

They would also like your team and solder expert (Mark F.) to look into other proposals on what can be done to eliminate the cracking all together. We'd like to have something to discuss for Monday or Tuesday.

I have been tasked to get an EN for testing and put accelerometers on the LCM to determine what forces are being seen at the module from repeated door closing..

That should allow us to focus the mechanical shock test to a specific axis.

Look for a notice number soon.. We'll need CAD completed quickly as well..

Jon

2/2/80

N5 10/2

N 5100 FORD 3000 Williams 3.1 R/1000 - 0504 1 FORD LAMP

THOMAS BUIG 305555 2.8 2/1000 - 0504 3/10/80  
FORD 305555

FORD 305555 13/1.4 R/1000 - FLICKERS WITH  
FOU LAMP 2500 - WORKS IF FOU LAMP SHUT OFF -  
FLICKER IS WORKING

SM 1002 S/1000 L 1.4 R/1000 - FLICKERS ONLY  
NO INDICATION OF NO FLICKER OPERATION

REPLACE 93-005

92-93 T BIRD COWARD W FOU LAMPS

3.1 R/1000 FORD 12000  
2.6 R/1000 'A1' AWS CLAMS  
- SHORT DURATION, CYCLIC  
HEAD LAMPS WITH IR FOU LAMPS TOWARD 0/2

93-94 TOWNS SABC8 SA96-019

CIRCUIT BASED ON A HEAD LAMP SWITCH - INTERMITTENT  
OUTAGES FROM BMEP FLICKERS TO 20 SECONDS

4 - 1.6 R/1000 FORD 12000

14 R/1000 AWS - REPAIRED  
07 R/1000 NOT REPAIRED

94-97

CHRYSLER RAM TRUCKS

98 RAM

HARD CAMP SWITCH CIRCUIT - LOSS OF SUPPLY

HEADLAMPS + STEERING LIGHTS

5.4 211000

COMPLAINING

2 4 M. 500

9/6

VW PASSAT 1.8 JETTA

100 SWITCH - 211000

13 REPAIRS → REPAIR

W. 2000

2 M. 000 2000 RAM

2 M. 000 2000 RAM

$$\frac{T_{cd}}{S_{cd}} = \frac{294R + 502}{2103 + 0.82}$$

$$\begin{aligned} T_{cd} &= 280R + 89 = 369 \\ S_{cd} &= 94R + 25 = 119 \end{aligned}$$

$$804 = R_{g3} + R_{g4}$$

$$\frac{3450}{2585} = 1.335 = \frac{T_{cd}}{S_{cd}}$$

$$T_{cd} = 1.335 S_{cd}$$

$$T_{cd} + S_{cd} = 804$$

$$V_{0.93} = 280 + 94 = 374$$

$$V_{0.94} = 89 + 25 = 114$$

$$1.335 S_{cd} = 804 - S_{cd}$$

$$2.335 S_{cd} = 804$$

$$\begin{aligned} 342 &= S_{cd} \\ 460 &= T_{cd} \end{aligned}$$

$$\begin{aligned} W_{g3} &= \frac{294R + 502}{502 + 0.82} = 5051 \\ W_{g4} &= \frac{280R + 89}{94 + 25} = 984 \end{aligned}$$

$$\frac{W_{g3}}{W_{g4}} = \frac{5051}{984} = 5.133 = \frac{R_{g3}}{R_{g4}}$$

$$R_{g3} + R_{g4} = 804$$

$$R_{g3} = 5.133 R_{g4}$$

$$\frac{121,000(93)}{374} = 1.80 = 1.8$$

$$5.133 R_{g4} + R_{g4} = 804$$

$$\frac{R_{1000}(93)}{374} = 1.80 = 1.8$$

$$6.133 R_{g4} = 804$$

$$R_{g4} = 131$$

$$\frac{R_{1000}(94)}{114} = 1.15 = 1.1$$

$$R_{g3} = 673$$

4/4/03

# LCM ENGINEERING REVIEW

## POSSIBLE SEGREGATIONS

- MECHANICAL VIBRATION - ROAD VIBRATION ; DOOR SLAMS
- o CONTI LOOKING AT WHETHER DV TESTING IS REPRESENTATIVE OF FIELD USE - WAITING OF RESULTS
- o VAQUE KNOWLEDGE OF HEADLAMP OR TIRE AND/OR HEADLAMP SWITCHING INCIDENCE
- o LOOKING TO SET UP PHONE INTERVIEWS/SURVEYS WITH FLEETS THAT HAVE HIGH INCIDENCE RATE OF REPLACED MODULES
- o JOHN DOE & KEITH HODGSON TO FOLLOW DOOR SLAM BRACKET PULSE
- o INCIDENTS TO BE RECORDED LCM'S TO BE ANALYZED
- o LOOKING FOR ANY RATIONALE OF ULTIMATE FAILURE (LOW LIGHTS LIKELY TO HAPPEN WHEN COOL LIGHTS FIRST, POWERED (IE NOT ACTUALLY DRIVING YET)
- o GM. HAVE 6 PARTING LCM'S CV 4 - SUPPLIERS 2004

LCM MEETING

4/10/08

- SHIRT USAGE 24/7? SINGLE ASSIGNED FEEDBACK
  - ROAD & DRIVING CONDITIONS
  - ON/OFF HEADLAMP CYCLING DURATION TIMES
  - INGRESS/EGRESS (DOOR SLAMS) SINGLE OFFER ON PAPER
  - PRIOR INDICATION (PULSER)
  - CIRCUMSTANCES OF LOST LIGHTING
  - ACCIDENTS
- \* LADIES AMOUNT OF "INDO" REPORTS - HOW DOES THIS STACK UP BY WAY OF HIGH VOL DEFENSES?

ELECTION LCM

- BENCH MARK PDF
- 4 FILBS OLD BAS/PQs
- 3 EXCEL FILBS COMPANIS. CUMM DATA P OTHER RESULTS
- 2 EXCEL FILBS - MF PRODUCTIONS

DATA FILBS - 2007 ECI ANALYSIS

JUNE 08 UPDATE - ECI ANALYSIS

LCM LOAD TIME

REGRESSIONS - MISC MF DATA REGRESSIONS

SALES VOL - PART SALES

COPIES OF ECI PAPER  
DRAFT CLOSORS NOV / PT

Next Steps

I can dive further into the MANY (769) 2004 Grand Marquis dash light reports - I can split them up by series if necessary. Also, if we agree it's worth the effort, I can go through the 2003 CQIS reports in a similar manner.

If you have any questions, please do not hesitate to call. Thanks.

**Chris Gurney**

Ford Motor Company  
Fairlane Plaza South  
330 Town Center Drive, Suite 500  
Dearborn, Michigan 48126  
(313) 248-7439

ASSIGNMENTS

- <sup>10-4-07</sup> split between labor and <sup>materials/</sup> part cost?
- new data for Jon Holt - duplicate VINs
  - CVPI data only for the 14D
- pick best of the <sup>2003-2005</sup> ~~last 3 years~~ <sup>to this last!!!</sup>
- normalize CQIS data distributed today
- additional CPSC data for Jon Holt
- Pareto out "A" reports
  - go "out"
  - intermittent
  - random
  - add "flukes"
  - won't turn on
- 2002? NO!

2008/02/28

## POLICE LCM

### LCM

#### Police Differences

- Autolamp feed pulled to 12V. Connector B pin 7
- Fire suppression added to module communication network. Pin 8 connector A pin 8
- Police have more potential for EMI issues due to radios etc
- Police tap in to connector C pin 3. 2A fuse at LH footwell
- Police tap in to connector C pin 7. Access point at center console, spot lamp, luggage releas relay coil, 2A fuse

#### System Differences

- Analog/digital cluster
- Luggage switched ground --> cluster trunk ajar. Connector A pin 5
- Safety belt lamp --> cluster safety belt display. Connector C pin 14
- Door ajar to cluster/DDM --> tone request. Connector A pin 14
- PAAT, Run, Start fusing changes from 2004-2005. Connector A pin 1, 9, connector C pin 1, 6

#### Usage profile

##### Mechanical

- Police have rough driving habits that will increase level and amount of vibration

##### Electrical

- Police lighting usage keeps the lamps on longer/day and more days/week

---

**From:** Holt, Jon (J.)  
**Sent:** Friday, November 09, 2007 1:51 PM  
**To:** Jamssens, Madueno (M.B.)  
**Subject:** RE: 03-05MY LCM reroute of low beam output

We will need to totally eliminate the LCM from the function of the low beams. I do not believe that it needs to go through the headlamp switch and they have even suggested a separate switch.

I'll gather the goods and get back with when I have them to look at..

Thanks for offering your help... I'll need it..

---

**From:** Jamssens, Madueno (M.B.)  
**Sent:** Friday, November 09, 2007 1:47 PM  
**To:** Holt, Jon (J.)  
**Subject:** RE: 03-05MY LCM reroute of low beam output

Jon,

I am not familiar with the Motorola LCM but I would be happy to brainstorm on this issue.

When you say re-route are you referring to the routing path in the vehicle or removing the Low beam function from the LCM and hardwire it somehow.

Let me know and that will determine what supporting documents we need.

We could start with LCM Functional, Software, & Hardware Specifications, LCM DT, 03-05 Schematics, 03-05 System Specification,.....

***M. Deno Jamssens***  
**EN114 Electrical Systems Engineer**  
PDC, Cube 2H-C52  
(313) 805-4097 Cell  
(313) 845-5447 Fax

---

**From:** Holt, Jon (J.)  
**Sent:** Thursday, November 08, 2007 9:27 AM  
**To:** Jamssens, Madueno (M.B.); Smith, Boris (B.)  
**Subject:** 03-05MY LCM reroute of low beam output

Deno, I need to look into an alternative of driving the low beam headlamps for the 03-05MY design.

I do not have the expertise and need some support if you can spare it.

What would I need information wise to proceed with an investigation of this sort..

---

**From:** Brown, Allen (A.D.)  
**Sent:** Thursday, September 02, 2004 5:19 PM  
**To:** Holt, Jon (J.)  
**Cc:** Lanoue, Rich (R.H.)  
**Subject:** RE: 8D for JKK

Jon,

I think you should consider making the following changes:

D0: Change to your D2 statement. **EMC deviation for MY05 was not identified before change cutoff date.**

D1: OK

D2: Identify the problem that prevented this from being identified before <CC>. i.e. LCM EMC testing not tracked to requirement in FDVS. Basically what needs to be answered here is why did the program not know that this was an issue at <CC>? What process has a hole in it or broke down.

D3: OK

D4: i.e. Was this a communication issue between LCM D&R and the person who entered meets in FDVS? Did your test request not get scheduled in FDVS?

D5/6: What are you doing to the process to make sure that root cause does not happen again?

D7: What are you doing to make sure the revised process stays in place and is not lost in personnel changes?

I think that we need to take this back to Julie on Tuesday before we go to Randy.

Let me know if you have any questions.

Thanks,

*Allen Brown*

VI Supervisor, Panther

PDC, 1C-C60: Phone: 313-322-4592

Text Pager: 313-795-0216 or [mailto:3137950216@alphapage.myairmail.com]

***"Lose magnificently or not at all"***

-----Original Message-----

**From:** Holt, Jon (J.)  
**Sent:** Thursday, September 02, 2004 2:38 PM  
**To:** Brown, Allen (A.D.); Lanoue, Rich (R.H.)  
**Subject:** 8D for JKK  
**Importance:** High

Guys, here is the 8D that I'd like to include if Julie still requires one. I'd like to attach it to the Deviation so please let me know if it will meet her expectations.

Thanks

<< File: G8D\_5w3s0963.doc >>

---

**From:** Bonnema, Grant (G.B.)  
**Sent:** Tuesday, April 04, 2006 7:30 PM  
**To:** Holt, Jon (J.)  
**Subject:** RE: 2003 Crown Vic lighting concern.

**Attachments:** DSC00009.JPG; DSC00002.JPG; DSC00003.JPG; DSC00004.JPG; DSC00005.JPG; DSC00006.JPG; DSC00007.JPG; DSC00008.JPG; DSC00001.JPG

Jon,

I spoke with Brett Ludwig about this matter last spring. At the time, the concern was described to me as the sound of relays clicking under the dash in the location of the LCM followed by either the headlamps proving out or complete failure of all LCM functions. Brett suggested a ground fault as the most likely cause at that time.

We overlaid both ground circuits directly to the negative battery terminal last summer to no avail.

Yes, the LCM has been replaced at least once to no avail.

I do not know for certain if the police department has other CNG Crown Vics.

Here are the pictures of the police lights and radios.



DSC00009.JPG  
(154 KB)



DSC00002.JPG  
(150 KB)



DSC00003.JPG  
(151 KB)



DSC00004.JPG  
(138 KB)



DSC00005.JPG  
(155 KB)



DSC00006.JPG  
(151 KB)



DSC00007.JPG  
(155 KB)



DSC00008.JPG  
(153 KB)



DSC00001.JPG  
(150 KB)

I was told early on that the concern was verified once with all of the police radios and lights disconnected. At that time the concern happened on tip in accel within a couple minutes after a cold start (50-60) degrees. Once the engine warmed up, it could not be verified again. That is why I have been focusing on a possible electrical concern which would be heavily influenced by engine bay temperature.

I've never been able to capture any significant voltage spike or even a bad diode pattern from the alternator. I've spent roughly 20 hours with this vehicle over the past year. Unfortunately, I'm never there when it acts up so my measurements don't necessarily mean anything.

I have asked the dealership to get as complete a description as possible of what lighting concerns the vehicle has had most recently.

Regards,

*Grant Bonnema*

Field Service Engineer  
District C  
FCSD Mountain West Market  
e-mail: gbonnema@ford.com  
voice mail: 503-975-6302

-----Original Message-----

**From:** Holt, Jon (J.)  
**Sent:** Tuesday, April 04, 2006 8:53 AM  
**To:** Sachs, Jim (J.L.); Clark, Scott (S.R.)  
**Cc:** Bonnema, Grant (G.B.); Blackmer, Michael (M.P.)

**Subject:** RE: 2003 Crown Vic lighting concern.

Guys, I have not heard of anything like this affecting the LCM. I'm curious about who you asked at Motorola? Brent Ludwig is my apps eng there and I've asked him where we should start.

Has the LCM been replaced? If so, does the new LCM exhibit the same issue? Is this the only CNG they have in there fleet? Can you please forward me the original pictures from the email below? Can you provide me with the production date on the LCM?

My apologies for the additional questions, I'm just trying to ground myself.

Thanks

---

**From:** Sachs, Jim (J.L.)  
**Sent:** Tuesday, April 04, 2006 10:26 AM  
**To:** Clark, Scott (S.R.); Holt, Jon (J.)  
**Cc:** Bonnema, Grant (G.B.); Blackmer, Michael (M.P.)  
**Subject:** RE: 2003 Crown Vic lighting concern.

Scott, Jon Holt is the DNR.

Jon: Any ideas on what it the culprit here?

Scott / Grant : Can you provide how the aftermarket equipment is tied to any of the LCM output or inputs?

***Jim Sachs***

EN/FN Electrical PMT Leader  
Ford Motor Company • SUV - Body on Frame  
Ph. 313-390-8611 • Text Pager 313-795-8333 • JSACHS  
PDC 2H-C12

---

**From:** Clark, Scott (S.R.)  
**Sent:** Tuesday, April 04, 2006 7:50 AM  
**To:** Sachs, Jim (J.L.)  
**Cc:** Bonnema, Grant (G.B.); Blackmer, Michael (M.P.)  
**Subject:** FW: 2003 Crown Vic lighting concern.

Jim, do you know who the DNR is for the LCM? I haven't heard of this before and would appreciate any insight into what may be causing the lighting control module to lock up and the vehicle's lights to quit working properly. The LCM will remain in a locked up state and will not function until it is unplugged and reconnected, or specifically both ground circuits to the LCM are momentarily opened. Then the LCM will work properly???

***Scott R. Clark***

Modified Vehicle Specialist  
Police-Limo-Taxi-Livery  
Commercial Vehicle Operations  
Ford Customer Service Division  
Phone/Fax: 313-845-0448  
[sclark10@ford.com](mailto:sclark10@ford.com) <<mailto:sclark10@ford.com>

-----Original Message-----

**From:** Bonnema, Grant (G.B.)  
**Sent:** Monday, April 03, 2006 4:56 PM  
**To:** Clark, Scott (S.R.); Blackmer, Michael (M.P.); 'Gary Vanderploeg (gary.vanderploeg@legplatt.com)'  
**Subject:** RE: 2003 Crown Vic lighting concern.

Scott and Gary,

Thank you for your responses. Yes, the LCM has been replaced once if not twice to no avail.

The VIN is 2FDFP71913X [REDACTED] The CQIS report is 5AZI9003

I know very little about the flashing lights. I did not notice any tampering to the wiring at the LCM. Greg, can you explain more about that possible backfeed on the dimmer circuit?

Here are pictures of the equipment on the car.

<< File: DSC00009.JPG >> << File: DSC00002.JPG >> << File: DSC00003.JPG >> << File: DSC00004.JPG >> << File: DSC00005.JPG >> << File: DSC00006.JPG >> << File: DSC00007.JPG >> << File: DSC00008.JPG >> << File: DSC00001.JPG >>

I have been striving to find out what could possibly cause the LCM to lock up by experimenting with it. Greg Stewart at St. Thomas referred me to Motorola, but the contact there couldn't think of anything beyond poor grounds. We overlaid the grounds directly to the battery negative to no avail.

I suspect some type of backfeed or RFI is the root issue. I replaced the coils and spark plugs after verifying a misfire on tip-in accel shortly after start-up last summer. The misfire was fixed, but not the LCM troubles.

I'm left with suspecting the alternator or possibly a CNG injector, but I can't prove there is anything wrong.

Regards,

*Grant Bonnema*

Field Service Engineer  
District C  
FCSD Mountain West Market  
e-mail: gbonnema@ford.com  
voice mail: 503-975-6302

-----Original Message-----

**From:** Clark, Scott (S.R.)  
**Sent:** Monday, April 03, 2006 10:10 AM  
**To:** Bonnema, Grant (G.B.); Blackmer, Michael (M.P.); 'Gary Vanderploeg (gary.vanderploeg@legplatt.com)'  
**Subject:** RE: 2003 Crown Vic lighting concern.

Grant, I have not heard of this complaint before. Do you have a VIN and has the LCM been replaced? Michael, Gary, have you heard of this complaint and do you have any suggestions?

*Scott R. Clark*

Modified Vehicle Specialist  
Police-Limo-Taxi-Livery  
Commercial Vehicle Operations  
Ford Customer Service Division  
Phone/Fax: 313-845-0448  
[sclark10@ford.com](mailto:sclark10@ford.com) <<mailto:sclark10@ford.com>>

-----Original Message-----

**From:** Bonnema, Grant (G.B.)  
**Sent:** Monday, April 03, 2006 11:47 AM  
**To:** Clark, Scott (S.R.)  
**Subject:** 2003 Crown Vic lighting concern.

Scott,

I am facing difficulty with a 2003 Crown Vic used by the Hillsboro police department. The concern is that

the lighting control module will lock up and the vehicle's lights quit working properly. The LCM remains in a locked up state and will not function until it is unplugged and reconnected, or specifically both ground circuits to the LCM are momentarily opened. The LCM then works properly.

I have done all I can think of to duplicate the concern, but with no success. The police experience this event approx. once every two weeks, however the vehicle only has about 10,000 miles on it so they don't drive it a great deal.

The vehicle is not heavily modified. It has interior red/blue flashing lights, a siren, and two radios. It has the dedicated CNG fuel system.

I can give you a complete description of everything I've done. Have you heard of this concern before?

Thanks,

*Grant Bonnema*

Field Service Engineer

District C

FCSD Mountain West Market

e-mail: [gbonnema@ford.com](mailto:gbonnema@ford.com)

voice mail: 503-975-6302





MODEL 394216

THULE CODE 3

CODE 3



MODEL 3942L6

AMERICAN MADE

AIR HORN

RADIO

STANDBY

WAIL

YELP

HI-LO

VOLUME

3

H/L

2



Power

Scan

Call

Mute

ETC

3

4

5

WAIL

YELP

6

7

8

AIR HORN

RADIO

STANDBY

HI-LO

VOLUME

MODEL 3942L6

EMERGENCY CODE 3



MOTOROLA MCS 2000

LO HI

HI LO

VENT OFF FLOOR MIX







MICROCODE 3  
PUBLIC SAFETY



---

**From:** Holt, Jon (J.)  
**Sent:** Wednesday, May 23, 2007 3:16 PM  
**To:** Alles, Sheran (S.A.); Liu, Ron (D.R.)  
**Cc:** Nicastri, Paul (P.R.)  
**Subject:** RE: Contact/shipping info for SCIL module for NEC analysis.

SA, are we talking about the SCIL module for the MARK VIII or the LCM for 2003-2005 EN's... Please let me know which one.

Orientation for the the LCM is connectors facing forward, composite case facing downward and the metal slotted case facing upward. The module is located right above the accelerator pedal in the IP.

The SCIL for the Mark VIII, is again connectors facing forward, composite case facing car outboard and metal slotted case facing car inboard (Basically on it's side). The SCIL is fastened to the kick panel on the passenger side.

-----Original Message-----

From: Alles, Sheran (S.A.)  
Sent: Wednesday, May 23, 2007 1:12 PM  
To: Liu, Ron (D.R.); Holt, Jon (J.)  
Cc: Nicastri, Paul (P.R.)  
Subject: FW: Contact/shipping info for SCIL module for NEC analysis.

Hello Jon,

Could you please let us know the orientation of the LCM in-vehicle and the mounting location...thanks.

Ron, please see attached notes below and response from NEC regarding the relays. If you would like, we could have a discussion with NEC.

Thanks  
Regards  
-Sheran

-----Original Message-----

From: Joseph.Kosirowski@us.contiautomotive.com [mailto:Joseph.Kosirowski@us.contiautomotive.com]  
Sent: Wednesday, May 23, 2007 9:22 AM  
To: Alles, Sheran (S.A.)  
Cc: Steve.Knapp@us.contiautomotive.com; Brent.Ludwig@us.contiautomotive.com  
Subject: Fw: Contact/shipping info for SCIL module for NEC analysis.

Sheran,

Below is the feedback we received from NEC. They are confirming the same as both you and I see, in that the solder joint was cracked due to thermal stresses and vibration. Please let me know if you have any further questions or need to set up a call with Dan Chambers of NEC. Please copy Steve as I am in training all day. Thanks.

Joe Kosirowski  
Technical Project Lead  
Continental Automotive Systems Division  
21440 West Lake Cook Rd., Deer Park IL 60010  
Office:847-862-2742  
Fax:847-862-8241

Cell:847-553-8575  
email: Joseph.Kosirowski@us.contiautomotive.com  
www.contiautomotive.com

----- Forwarded by Joseph Kosirowski/dp/na/au/cag on 05/23/2007 08:23 AM

-----

"Dan Chambers"  
<dchambers@worldproducts.com>  
To  
<Joseph.Kosirowski@us.contiautomotive.com>, <Brent.Ludwig@us.contiautomotive.com>  
05/22/2007 09:58 AM  
cc  
<Steve.Knapp@us.contiautomotive.com>, <jschildt@worldproducts.com>, "Doug Fitts-WPI" <dougfitts@worldproducts.com>  
Subject  
RE: Contact/shipping info for SCIL module for NEC analysis.

Hi Joe,

Please find NEC's comments below regarding this issue:

-----  
Hello Chambers-san,

We received the SCIL module.

We confirmed the solder crack on coil terminal of K220 relay (Headlamps) and there was no conduction between pads near by coil terminal on the PCB.

Following is our comment,

> 1) Has NT seen this elsewhere, and do you have some idea of cause?

This is first case, we have not seen the conduction failure by solder crack..

The solder crack occurred by the thermal stress, vibration and so on. It seems that the amount of solder at cracked coil terminal is less than another terminals. Therefore we think the stress was concentrated on failed terminal and the solder crack occurred.

> 2) Some of the relay date codes are 4F3, 4E6, 4F2, which I believe is just before the switch to Pb-free.

Exactly, we switched solder to Pb-free from "4K1"

> 3) Is there any other information that NT needs regarding this?

\*Soldering condition (already you requested)

\* Mileage on the vehicle

\*The area that this car used,(Especially, we concern about ambient temperature)

\*Maximum temperature of this module

\*Production date of failed modules

\*Load condition

-----  
Any of this information would be useful.

Thank you,

Dan

-----Original Message-----

From: Dan Chambers [mailto:dchambers@worldproducts.com]

Sent: Thursday, May 17, 2007 5:05 PM

To: 'Joseph.Kosirowski@us.contiautomotive.com';

'Brent.Ludwig@us.contiautomotive.com'

Cc: 'Steve.Knapp@us.contiautomotive.com'; 'jschildt@worldproducts.com'

Subject: RE: Contact/shipping info for SCIL module for NEC analysis.

Joe, We received the board, and sent it to NEC. The solder joints around the coil leads were obviously cracked.

\* In addition to the questions below, please also provide the diameters and tolerance are for the PCB holes. I cannot find this in your layout information. Perhaps the holes are too big for the terminal diameter and that is leading to cracking.

Thanks,

Dan

-----Original Message-----

From: Dan Chambers [mailto:dchambers@worldproducts.com]

Sent: Wednesday, May 16, 2007 4:36 PM

To: 'Joseph.Kosirowski@us.contiautomotive.com';

'Brent.Ludwig@us.contiautomotive.com'

Cc: 'Steve.Knapp@us.contiautomotive.com'; 'jschildt@worldproducts.com'

Subject: RE: Contact/shipping info for SCIL module for NEC analysis.

Joe,

Thanks for the pix and info. When we get the board, we will forward it to NEC for analysis. Obviously we will not have a report form them by Tues 5/22, but I have asked them to advise if they have any ideas or comments about this in time for our call.

We will need to know:

- 1) Details of the soldering system is used, and what is the solder composition and temperature.
- 2) If there a preheat, what is the temp./time profile?
- 3) Have there only been problem with the Headlamp relay, (not the flasher)?
- 4) Where is the module mounted in the vehicle, and what axis is the relay in.

Thank you,

Dan Chambers  
VP- Automotive Business  
World Products Inc.  
ph. 317/585-8971  
cell 317/362-9125 (PLEASE NOTE NEW CELL NO.)

-----Original Message-----

From: Joseph.Kosirowski@us.contiautomotive.com  
[mailto:Joseph.Kosirowski@us.contiautomotive.com]  
Sent: Wednesday, May 16, 2007 2:54 PM  
To: Brent.Ludwig@us.contiautomotive.com  
Cc: Steve.Knapp@us.contiautomotive.com; dchambers@worldproducts.com; jschildt@worldproducts.com;  
Joseph.Kosirowski@us.contiautomotive.com  
Subject: Contact/shipping info for SCIL module for NEC analysis.  
Importance: High

Brent,

Please send the SCIL module by Fedex overnight to the attention of:

Jeremie Schildt  
c/o World Products  
19676 8th St. East  
Sonoma, CA 95476

Jeremie and Dan,

As I mentioned on the phone with Dan, Ford is looking to have an updated report on this issue next Thursday, so their Technical Specialist has requested a call to discuss your findings on Tuesday (5/22). I will send an email with a meeting notice and call in number tomorrow or Friday.

The module being shipped to you is a lighting module, where a number of field returns have come in with complaints that the headlamps either don't turn on or flicker. I am attaching pictures of the contacts from another module to show the graining on the headlamp relay. I'm also sending the PCB layout for that area/circuit. Please give me a call or email if you need any other information.

Joe Kosirowski  
Technical Project Lead  
Continental Automotive Systems Division  
21440 West Lake Cook Rd., Deer Park IL 60010 Office:847-862-2742  
Fax:847-862-8241 Cell:847-553-8575  
email: Joseph.Kosirowski@us.contiautomotive.com  
www.contiautomotive.com  
(See attached file: Headlamp issue.zip)(See attached file: M1109 Headlamp Relay layout.doc)(See attached file: SCIL module part layout.pdf)

---

This email has been scanned by the MessageLabs Email Security System. For more information please visit  
<http://www.messagelabs.com/email>

---

This email has been scanned by the MessageLabs Email Security System.  
For more information please visit <http://www.messagelabs.com/email>

---

---

**From:** Haggerty, Terry (T.J.)  
**Sent:** Thursday, December 20, 2007 10:42 AM  
**To:** 'KIMBERLY HOLT'; Steve.Knapp@us.contiautomotive.com; Holt, Jon (J.)  
**Cc:** Christensen, Kris (K.S.); Hodgson, Keith (K.M.); Swis, Matt (M.J.)  
**Subject:** RE: Sectioning of the relay pins

I talked w/ Keith and based on his and Jon's recommendation I will approve this request. Please proceed.

Thanks,

*Terry Haggerty*

Manager, EESE Body & Security Subsystems

Office: (313) 33-75771, Cell: (313) 805-6816, Fax: (313) 32-32923

E-mail: [thaggert@ford.com](mailto:thaggert@ford.com), Mail: Building #5, Room 1A017

---

**From:** KIMBERLY HOLT [mailto:theholtfamily4@sbcglobal.net]  
**Sent:** Thursday, December 20, 2007 10:34 AM  
**To:** Steve.Knapp@us.contiautomotive.com; Holt, Jon (J.)  
**Cc:** Christensen, Kris (K.S.); Hodgson, Keith (K.M.); Swis, Matt (M.J.); Haggerty, Terry (T.J.)  
**Subject:** Re: Sectioning of the relay pins

Steve, I have a note into my manager Terry Haggerty to ensure that I can give Conti the direction to proceed with the order now using the zero hour sections rather than waiting for sections from the 250 or 500 hour modules as previously agreed to by Ford and Conti.

Hope to hear back from Terry soon..

Jon

*Steve.Knapp@us.contiautomotive.com* wrote:  
John,

During the team meeting I discussed the perpendicular cross section results with Keith and Matt.

I explained how we are meeting the 100% fill, Keith agreed that the barrel fill is sufficient,

Keith says we're good to go and order boards.

I need an email instructing Conti to release POs for the pcbs at this time

regards,

Steve Knapp

---

**From:** Moore, April (M.)  
**Sent:** Friday, March 14, 2008 9:10 AM  
**To:** Holt, Jon (J.)  
**Subject:** RE: Alert to ship LCM's  
**Signed By:** amoore20@ford.com

Yep, Conti is going to have to produce more than 160k in total, due to the fact that the parts are a "normal" serviceable item. We were targeting to have ~50% of the population on-hand to launch. Due to some delays with purchasing - Conti didn't begin hiring/training until the costs were resolved. Then Conti quoted that it would be up to 7 weeks before they could be at full capacity, scaled down to 5 weeks, we are pushing for the 3 weeks that was originally quoted to Ford - oh and by the way let's throw a holiday week in there!

As long as Conti doesn't come back and question the info that you have provided below, should be good to go!

Thanks for the heads up - enjoy your vacation!

April

-----Original Message-----

**From:** Holt, Jon (J.)  
**Sent:** Friday, March 14, 2008 8:49 AM  
**To:** Moore, April (M.)  
**Subject:** RE: Alert to ship LCM's

I had not heard that. Are we expecting to produce more than 160k parts??

Thanks for the info..

I'll be going on vacation starting the 18th and returning the 31st. Steve Knapp would be the main contact for this, and my supervisor will be the Ford contact just incase something is needed on our end..

Just wanted to let you know before you get my out of office message.

Is there anything you need handled on my end before I leave??

Let me know.

Jon

-----Original Message-----

**From:** Moore, April (M.)  
**Sent:** Friday, March 14, 2008 8:15 AM  
**To:** Holt, Jon (J.)

Subject: RE: Alert to ship LCM's

Jon I gotta tell ya, if it's not one thing it's another..... Don't know if you heard or not, but have moved out the timing to have substantial parts availability to the end of June!

-----Original Message-----

From: Holt, Jon (J.)  
Sent: Friday, March 14, 2008 8:07 AM  
To: 'Adrian.Corrales@us.contiautomotive.com'  
Cc: Steve.Knapp@us.contiautomotive.com; Moore, April (M.)  
Subject: RE: Alert to ship LCM's  
Importance: High

Take a look at the responses in parentheses. I think that should do it..

-----Original Message-----

From: Adrian.Corrales@us.contiautomotive.com  
[mailto:Adrian.Corrales@us.contiautomotive.com]  
Sent: Thursday, March 13, 2008 10:42 AM  
To: Holt, Jon (J.)  
Cc: Steve.Knapp@us.contiautomotive.com; Moore, April (M.)  
Subject: Alert to ship LCM's

Jon,  
Can you please help me with the missing information (????), so that we submit Alert to ship parts this week.

Type: U USE  
Model>> Yr: 04, 05 (add 03)  
Lead: ??? (CVFB)  
Plants Aff: ???? (NA22)  
Prod Aff: ???? Lighting Control Module  
Emission: 000  
Duration: 015  
Build Event: ???? PJ1

DESCRIPTION:

SHIP LIGHT CONTROL MODULE (LCM) LESS PSW, P/N: 4W7Z-13C788-BC and 5W7Z-13C788-AC  
DELETE THIS (FOR SAFETY CAMPAIGN.) VALIDATION COMPLETED and PSW TO BE SUBMITTED  
BY 3/19/08.

1. ASSEMBLY PLANT LOCATION AFFECTED: ???? (NA22)

2. COMPLETE PART NUMBER AFFECTED: 4W7Z-13C788-BC and 5W7Z-13C788-AC
3. PART DESCRIPTION - LIGHT CONTROL MODULE
4. REASON FOR ALERT - SHIP LCM MODULES LESS PSW
5. Three-digit Support Plan code, or codes from below in the D-screen:  
???? (LES)
6. ENGINEERING RISK ASSESSMENT: LOW SINCE PARTS WHERE FULLY VALIDATED
7. DESCRIPTION OF DIMENSIONAL PART QUALITY: NO PHYSICAL MODIFICATION TO  
PART
8. TYPE OF TOOLING PART IS PRODUCED ON: HARD
9. STATUS OF TESTING (DV/PV): DV/PV COMPLETED
10. BUILD PHASE(S): ???? (For Service)
11. VEHICLE MODELS AND OPTIONS AFFECTED: ???? (Crown Vic Police  
Inteceptor)
12. USAGE OF SUBSTITUTE PART: ???? (N/A)
13. HOW THE NON-PWS PART WILL BE IDENTIFIED TO THE PLANT: PARTS WILL  
HAVE  
ALERT NUMBER #Axxxxxxx
14. SALABILITY: YES
15. CONTAINMENT PLANS: SUPPLIER NEEDS ALERT TO BE ABLE TO SHIP PARTS
16. PSW PROMISE DATE- 3/19/08
17. REVERT DATE: N/A

APPROVERS: ???? (Greg Stewart, Mike Mazloom, Jack Moulder)

Thank you and Best Regards,

Adrian Corrales  
Continental Automotive Systems Division  
1791 Harmon Rd, Auburn Hills, MI, 48326  
Office: 248-393-5394 e-mail:  
Adrian.Corrales@us.contiautomotive.com  
Cell: 248-346-3300 www.contiautomotive.com

---

Proprietary and confidential. Distribution only by express authority  
of  
Continental AG or its subsidiaries.

---

**From:** Joseph.Kosirowski@us.contiautomotive.com  
**Sent:** Friday, May 25, 2007 2:39 PM  
**To:** Dan Chambers  
**Cc:** Steve.Knapp@us.contiautomotive.com; Alles, Sheran (S.A.); Brent.Ludwig@us.contiautomotive.com; Holt, Jon (J.); Liu, Ron (D.R.)  
**Subject:** RE: Contact/shipping info for SCIL module for NEC analysis.

Dan,

We had a meeting on Thursday regarding the EN114 lighting control module and the NEC relay and had a couple of questions we would like to have answered by NEC. They are:

- Can they describe the whole process of the EQ1-11111S relay manufacturing?
- Can they define the elapsed time between the Nickel plating process of the coil leads with the Tin plating process of all the leads (assuming this is the process)?

Please reply to all as I will be out on vacation next week. Thanks.

Joe Kosirowski  
Technical Project Lead  
Continental Automotive Systems Division  
21440 West Lake Cook Rd., Deer Park IL 60010  
Office:847-862-2742  
Fax:847-862-8241  
Cell:847-553-8575  
email: Joseph.Kosirowski@us.contiautomotive.com  
www.contiautomotive.com

---

This email has been scanned by the MessageLabs Email Security System.  
For more information please visit <http://www.messagelabs.com/email>

---

---

**From:** Holt, Jon (J.)  
**Sent:** Friday, January 18, 2008 10:18 AM  
**To:** Van Nortwick, Kelvin (K.L.)  
**Cc:** Swis, Matt (M.J.)  
**Subject:** RE: Continental response for DCR "EN114\_03\_05Robustness" (LCM)

Kevin,

The STA engineer working with us on this is Matt Swis. He has been down to the plant already once last year for the DV build of the modules.

We have weekly or bi-weekly meeting to discuss the status. Dave McClenaghan is the meeting organizer. Please email him (DMCCLEN1@ford.com) to be added to the meeting notice list.

As far as the approval of the DCR, we are waiting for the DV tests to progress to the point where we feel comfortable with the results to kick off the design.. From there it is getting the costs approved from the DCR that will be the issue.

I'll keep you in the loop on the test results and when Conti will be planning to start the PV build and PPAP process.

Jon

---

**From:** Joseph.Kosirowski@us.contiautomotive.com  
**Sent:** Wednesday, August 08, 2007 3:17 PM  
**To:** Alles, Sheran (S.A.)  
**Cc:** Brent.Ludwig@us.contiautomotive.com; Liu, Ron (D.R.); Frank.Ticknor@us.contiautomotive.com; Holt, Jon (J.); John.Griffith@us.contiautomotive.com; Steve.Knapp@us.contiautomotive.com  
**Subject:** RE: Cross section results for EN114 LCM relays.

Sheran,

I have a module with the P&B relays in for cross sectioning now. As soon as I have the results I will forward them. As of yet, we haven't seen a module with the NEC relays with a full solder fillet on the topside that I'm aware of.

Joe

"Alles, Sheran  
\(S.A.)"  
<salles@ford.com> To  
08/08/2007 11:26 AM <Joseph.Kosirowski@us.contiautomotive.com>, "Liu, Ron \ (D.R.)"  
<dliu1@ford.com>, "Holt, Jon  
\(J.)" <jholt@ford.com>  
CC  
<Steve.Knapp@us.contiautomotive.com  
>,  
<Frank.Ticknor@us.contiautomotive.com>,  
<Brent.Ludwig@us.contiautomotive.com>,  
<John.Griffith@us.contiautomotive.com>  
Subject  
RE: Cross section results for EN114  
LCM relays.

Hello Joe,

Thanks for the reports. Could you also send a picture of the fillet/solder/relay post showing the proper solder pattern, so we could use for comparison in our discussions. You could do this with any other module or with the PB-relay module.

Many thanks  
Regards  
-Sheran

-----Original Message-----

From: Joseph.Kosirowski@us.contiautomotive.com  
[mailto:Joseph.Kosirowski@us.contiautomotive.com]  
Sent: Wednesday, August 08, 2007 10:58 AM  
To: Alles, Sheran (S.A.); Liu, Ron (D.R.); Holt, Jon (J.)  
Cc: Steve.Knapp@us.contiautomotive.com;  
Frank.Ticknor@us.contiautomotive.com;  
Brent.Ludwig@us.contiautomotive.com;  
John.Griffith@us.contiautomotive.com  
Subject: Cross section results for EN114 LCM relays.  
Importance: High

Sheran,

Attached are the cross sectioning reports for the production unit (report 39781, never in the field) we sectioned and the field return (report 39765) we sectioned at the headlamp and parklamp relays. As I mentioned in our call, the epoxy meniscus around the leads on the relay does extend down into the barrel which may have an effect on the top side solder fillet. I will investigate further with NEC.

Please give me a call today to go over the discussion for tomorrow.  
Thanks.

Joe Kosirowski  
Technical Project Lead  
Continental Automotive Systems Division  
21440 West Lake Cook Rd., Deer Park IL 60010  
Office:847-862-2742  
Fax:847-862-8241  
Cell:847-553-8575  
email: Joseph.Kosirowski@us.contiautomotive.com  
www.contiautomotive.com  
(See attached file: Analysis\_Request\_IL0839781.pdf)(See attached file:  
Analysis\_Request\_IL0839765.pdf)

---

**From:** Joseph.Kosirowski@us.contiautomotive.com  
**Sent:** Wednesday, September 19, 2007 4:10 PM  
**To:** Holt, Jon (J.)  
**Cc:** Zielinski, Mark (M.A.); Alles, Sheran (S.A.); Steve.Knapp@us.contiautomotive.com; Christensen, Kris (K.S.); Joseph.Kosirowski@us.contiautomotive.com  
**Subject:** Re: CV LCM update  
**Importance:** High

All,

The modules were built on 9/8 as planned. There was an unknown change to the original plan in that the current PCB stock had been depleted in a recent service build, so all the experimental parts built were built using the updated PCB with the smaller diameter relay holes. We should still be able to see that the fillet improves on the top side, but I had wanted to control only one change per module group.

5 experimental units (new PCB, production relay) and 2 control units (current service part) were started in thermal shock last week. As of yesterday, they have 120 hrs. of testing complete.

3 experimental units (new PCB, production relay) were started in PTC testing today. We will be adding 2 control units and 1 unit with the new PCB and hand epoxied relay, but the loadcell needs updating to continue these last 3 units.

The 6 units were submitted for cross sectioning last week. The latest status is the 6 sectioned pieces are encapsulated and rough ground, but need fine polishing to complete and then get photographs. I have requested the report be available by COB Friday, at which time I can share results.

Please let me know if there are any questions regarding these tests, Thanks.

Joe Kosirowski  
Technical Project Lead  
Continental Automotive Systems Division  
21440 West Lake Cook Rd., Deer Park IL 60010  
Office:847-862-2742  
Fax:847-862-8241  
Cell:847-553-8575  
email: Joseph.Kosirowski@us.contiautomotive.com  
www.contiautomotive.com

"Holt, Jon  
\(J.)"  
<jholt@ford.com> To  
<Steve.Knapp@us.contiautomotive.com

09/18/2007 10:59 AM >  
<Joseph.Kosirowski@us.contiautomotive.com>, "Zielinski, Mark \ (M.A. \)"  
<mzielin1@ford.com>, "Alles, Sheran \ (S.A. \)" <salles@ford.com>  
CC

Subject  
CV LCM update

Joe, Steve,

Can you guys provide me with an update on the issue? The CCRG is looking for an update this week and I want to make sure they have one..

Thanks

---

**From:** Alles, Sheran (S.A.)  
**Sent:** Wednesday, January 31, 2007 12:01 PM  
**To:** Mazloom, Mike (M.); 'Salgado, Lourdes (L.)'; Holt, Jon (J.); 'Lara, Raul (R.)'; 'Delcastillo, Norberto (N.)'; 'Brittin, John (J.)'; 'Medina, Cutberto (J.C.)'; Stroud, Nathan (JNS.); McAlpine, Scott (J.); 'gkovach1@visteon.com'; 'gchambe1@visteon.com'; 'bklippel@visteon.com'; 'ichavez1@visteon.com'  
**Subject:** RE: Daily warranty - LCM claim

Hello Mike,

I called the dealership and spoke with Randy and the tech. The Right high beam light stayed on, and this was noticed at the prep shop. He started the vehicle and drove it in and turned engine off (he did not notice the headlamps on at this time). The crank was not unusually long and he did not hear or see anything unusual (he generally gets in and starts vehicle and drives in to prep quite quickly). He said the vehicle may have been sitting not more than 2 days after delivery. In the prep procedure the headlamps are checked (engine off). Turned on headlamps and when turned switch off, the lamp stayed on.

The note to the parts manager was to scrap the part, I requested him to hold it if not already scrapped. He would like an email sent to [service@statewiford.com](mailto:service@statewiford.com) with the info to ship.

No new information or clues.

Regards  
-Sheran

---

**From:** Mazloom, Mike (M.)  
**Sent:** Wednesday, January 31, 2007 9:46 AM  
**To:** Alles, Sheran (S.A.); 'Salgado, Lourdes (L.)'; Holt, Jon (J.); 'Lara, Raul (R.)'; 'Delcastillo, Norberto (N.)'; 'Brittin, John (J.)'; 'Medina, Cutberto (J.C.)'; Stroud, Nathan (JNS.); McAlpine, Scott (J.); 'gkovach1@visteon.com'; 'gchambe1@visteon.com'; 'bklippel@visteon.com'; 'ichavez1@visteon.com'  
**Subject:** Daily warranty - LCM claim

Please see the LCM warranty from today's claims. FYI.  
There is a phone # for the dealer, if someone would like to call and get more info.

2FAFP71W67X 135437	39084 STATEWIDE FORD L-M, INC.	OH 6W1Z-13C788- BA- ELECTONIC MODULE (GEM)	L29--CHECK HEADLAMPS. HEADLAMPS STAY ON AT ALL TIMES	PERFORMED BCE QUICK TEST NO CODES RETRIEVED PERFORMED PINPOINT TEST CHECKED OVER AND REPLACED HEADLAMP CONTROL MODULE AND RECONFIGURED ALL OK AT THIS TIME 1479	2007	6	(419)2380125	\$262.76	42- NO OP PR
-----------------------	-----------------------------------	--	--	---	------	---	--------------	----------	-----------------------

*Mike Mazloom*

Electrical System  
STAP PVT, 519 637- 5427

---

**From:** Holt, Jon (J.)  
**Sent:** Friday, October 26, 2007 7:05 AM  
**To:** 'Steve.Knapp@us.contiautomotive.com'  
**Subject:** RE: EN114 LCM meeting

Thanks for the details Steve.

As for an agenda, I'd say we could start with:

- What design(s) will give 100% fill and meet our performance requirements (1000 cycles) with out any cracking or voids
- Come to an agreement on a design and develop a work plan to
  - Build enough sample parts to perform validation testing
  - Start building on a full production schedule once we reach 500 cycles and have data that shows a robust design

Any other items you can think that need to be address would be appreciated..

I'll be setting up a meeting cadance and get a notice out to the team soon.

-----Original Message-----

From: Steve.Knapp@us.contiautomotive.com [mailto:Steve.Knapp@us.contiautomotive.com]  
Sent: Thursday, October 25, 2007 3:20 PM  
To: Holt, Jon (J.)  
Subject: RE: EN114 LCM meeting

We'd suggest 1:30 EST for a team meeting, What's the agenda??

Also here the Validation details your asked for.

(See attached file: LCM\_MY05\_Validation.xls)

regards,

Steve Knapp

"Holt, Jon  
\\(J.\\)"  
<jholt@ford.com> To  
<Steve.Knapp@us.contiautomotive.com

10/25/2007 11:26 AM

>

cc

Subject  
RE: EN114 LCM meeting

Yes.

I've been asked to setup daily meeting with the team..

Is there a better time for you guys to meet at??? Please let me know...

-----Original Message-----

From: Steve.Knapp@us.contiautomotive.com  
[mailto:Steve.Knapp@us.contiautomotive.com]  
Sent: Thursday, October 25, 2007 12:24 PM  
To: Holt, Jon (J.)  
Subject: RE: EN114 LCM meeting

Can I get the most current version of the 14D ?

thanks \

Steve

---

**From:** Moore, April (M.)  
**Sent:** Tuesday, August 19, 2008 9:29 AM  
**To:** Holt, Jon (J.)  
**Subject:** RE: EN114 LCM's  
**Signed By:** amoore20@ford.com

Morning!

Interesting.... Wish I knew which way we were going with this! I've been holding FCSD inventory with a launch quantity suitable for 160,000 vehicles. The program, if there is one, could double or we won't have a program at all. So, it's been difficult passing this info over to Conti. As well as appeasing my managers with so much inventory on-hand and why it isn't moving..... Hopefully will know more tomorrow.

~April

---

**From:** Holt, Jon (J.)  
**Sent:** Tuesday, August 19, 2008 8:52 AM  
**To:** Moore, April (M.)  
**Subject:** EN114 LCM's

Good morning April. Things must be getting interesting as Conti just called me about the volumes for the LCM. Can you let me know if the direction is changing for covering the volume for all police vehicles??

Thanks

Jon

---

**From:** Hodgson, Keith (K.M.)  
**Sent:** Thursday, November 29, 2007 3:12 PM  
**To:** Holt, Jon (J.)  
**Subject:** RE: EN114 Motorola LCM

I concur with the plan and would like to suggest an addition to the inspection criteria: no cracks greater than class III and no voids greater than what we've seen in previous builds.

Thank you.

Keith M. Hodgson      Sr. Reliability/Test Engineer  
Ford Motor Company  
EESE Subsystems/Modules  
Bldg 5 1E037 MD 5014  
313-805- 6828 FAX 313 323 2923

---

**From:** Holt, Jon (J.)  
**Sent:** Thursday, November 29, 2007 10:28 AM  
**To:** Hodgson, Keith (K.M.)  
**Subject:** EN114 Motorola LCM  
**Importance:** High

Keith, from this mornings meeting with the team we are seeing that the PCB is now the long lead item at 8 weeks. We can cut 2 weeks out if Conti were to order there first lot for production..

The team asked if engineering would be comfortable kicking off the design and allowing Conti to order their first lot of boards for production if:

The sections from the 100 piece run that occurred Tuesday at zero hours looked good for 100% fill and no voids or cracks. Matt Swis was present for the build and said he was pleased with how the top side solder/via looked...

I did not feel I was in the position to answer that so they asked that I consult with you..

Please let me know your thoughts..

Thanks

Jon

---

**From:** Steve.Knapp@us.contiautomotive.com  
**Sent:** Wednesday, October 17, 2007 8:08 AM  
**To:** Holt, Jon (J.)  
**Cc:** Joseph.Kosirowski@us.contiautomotive.com  
**Subject:** Re: EN LCM

Jon,

We already use an epoxy to secure chip components to the pcb and we are reviewing the spec sheet to see if it would hold to the relay case.

As of today the Thermal shock is at 809 hrs; the PTC is at 734 hrs

regards

Steve

"Holt, Jon  
\(J.)"  
<jholt@ford.com> To  
<Steve.Knapp@us.contiautomotive.com  
10/16/2007 02:28 >,  
PM <Joseph.Kosirowski@us.contiautomoti  
ve.com>  
cc  
Subject  
EN LCM

Steve, Joe,

I talked to Keith about this and we are planning to sit down tomorrow to discuss the points that Steve and I talked about yesterday.

Those were:

Mounting Relay to board, what type of testing will be used to show that new design is any better than the current one, any additional actions that can be taken to make the design more robust, and what type of testing will be needed to validate the design for PSW (thermal shock, power cycling, etc....)..

Lastly, can you please send me a status/update on the your testing of the smaller fillet and raised relay.

Thanks

---

**From:** Holt, Jon (J.)  
**Sent:** Tuesday, December 04, 2007 2:21 PM  
**To:** Steve.Knapp@us.contiautomotive.com; McClenaghan, Dave (D.); Blackburn, Thomas (T.J.); Christensen, Kris (K.S.); Cosenza, Pat (P.D.); Eenigenburg I, Timothy (T.J.); Frommann, Mike (M.W.); Graham, Robert (S.); Haggerty, Terry (T.J.); Hartstang, Joe (.); Johnston, Dennis (D.T.); Logel, Jay (J.D.); McIntyre, Kathryn (K.L.); Moore, April (M.); Villegas, Eduardo (E.); Gurney, Chris (C.A.); Wickenheiser, Francis (F.J.); Kern, John (J.T.); Wilyard, Dan (D.J.); Zielinski, Mark (M.A.); Swis, Matt (M.J.); Doroba, Richard (.); William.Virgin@us.contiautomotive.com; 'Adrian.Corrales@us.contiautomotive.com'; Hodgson, Keith (K.M.); Zielinski, Mark (M.A.)  
**Subject:** RE: Engineering Review: 2003-2005 Crown Victoria Police Interceptor- Lighting Control Module  
**Importance:** High

All, it was proposed last week that if the sections from the boards built on November 27th, with the raised relays and smaller via's looked acceptable at ZERO hours would Engineering agree to have Conti go ahead and start ordering boards for production.

I deferred this decision to Keith Hodgson (EESA Reliability/Solder TS). Keith responded with the following:

I concur with the plan and would like to suggest an addition to the inspection criteria: no cracks greater than class III and no voids greater than what we've seen in previous builds.

By kicking off the PCB order after getting acceptable sections, another 2 weeks can be taken out of the timing since the PCB is now the long lead item at 8 weeks..

Steve, please provide an updated workplan using this information to be reviewed at our Thursday meeting..

Please let me know if you have any questions.

Jon

---

**From:** Holt, Jon (J.)  
**Sent:** Thursday, January 31, 2008 11:52 AM  
**To:** Gurney, Chris (C.A.)  
**Cc:** Kern, John (J.T.)  
**Subject:** RE: GM LCM

Chris, that sounds like it will work..

Thanks for the help..

---

**From:** Gurney, Chris (C.A.)  
**Sent:** Thursday, January 31, 2008 11:06 AM  
**To:** Holt, Jon (J.)  
**Cc:** Kern, John (J.T.)  
**Subject:** RE: GM LCM

**Hi Jon, what I can do is put in another request for 2003-2005 LCMs on Grand Marquis vehicles only. I will then get all allegedly faulty LCMs that come through the system, and we can sort through them for returns due to:**

- **Headlamps going out**
- **Cluster lights going out**
- **Any other alleged concern**

**I'm guessing most will be for cluster lights going out.**

**I will put in an order for another 30 LCMs from Grand Marquis vehicles only. It will take some time to get these parts in (maybe 4 weeks). I will keep in contact with the WPAC and ask for updates on the number of parts accumulated.**

**Please verify this approach is OK with you.**

**If you have any questions, please do not hesitate to call. Thanks.**

***Chris Gurney***  
**Ford Motor Company**  
**Fairland Plaza South**  
**330 Town Center Drive, Suite 500**  
**Dearborn, Michigan 48126**  
**(313) 248-7439**

---

**From:** Holt, Jon (J.)  
**Sent:** Thursday, January 31, 2008 9:48 AM  
**To:** Gurney, Chris (C.A.)  
**Subject:** GM LCM

Chris, I've been tasked to determine why CV and GM units have different failure rates and I was hoping that we could still get some returns. Namely for GM units that had claims for instrument cluster back lighting.

Would you be able to help with identifying unit that fit that and request modules from those units???

Thanks

**Gurney, Chris (C.A.)**

---

**From:** Gurney, Chris (C.A.)  
**Sent:** Tuesday, October 02, 2007 5:38 PM  
**To:** Holt, Jon (J.)  
**Cc:** Kern, John (J.T.)  
**Subject:** RE: Info

**Hi Jon, to reply:**

Namely, as of July 7, 2007 there have been 1253 AWS/MORS/CQIS claims for headlamps going out while driving. I'd like to know if you could give me an up to date number for those claims.

**I can, but it will take a few days. Can you provide a rough deadline for this information?**

Also, I have the CPSC code for what the part was released under in WERS, but I'm supposing that it will be different in the claim. Would you be able to provide me with those CPSC affected..

**Our CDR system, upon generating the claims, also provides the CPSC code noted for each claim. However, a lot of them appear to be blank. I can give whatever is available. Is that OK?**

**John Kern - FYI.**

**If you have any questions, please do not hesitate to call. Thanks.**

***Chris Gurney***

**Ford Motor Company  
Fairlane Plaza South  
330 Town Center Drive, Suite 500  
Dearborn, Michigan 48126  
(313) 248-7439**

---

**From:** Holt, Jon (J.)  
**Sent:** Tuesday, October 02, 2007 3:59 PM  
**To:** Gurney, Chris (C.A.)  
**Subject:** Info

Hi Chris.

In preparing the 14D a few sections that I think you could help me out in providing some data.

Namely, as of July 7, 2007 there have been 1253 AWS/MORS/CQIS claims for headlamps going out while driving.

I'd like to know if you could give me an up to date number for those claims.

Also, I have the CPSC code for what the part was released under in WERS, but I'm supposing that it will be different in the claim. Would you be able to provide me with those CPSC affected..

Thanks for the help..

Jon

---

**From:** Holt, Jon (J.)  
**Sent:** Friday, January 11, 2008 9:39 AM  
**To:** Blackmer, Michael (M.P.)  
**Subject:** RE: Issue with Ford CPV

Michael, yes this sounds exactly like the issue we are working to eliminate.

Please let them know to replace the LCM and they should no longer have an issue..

---

**From:** Blackmer, Michael (M.P.)  
**Sent:** Thursday, January 10, 2008 7:25 PM  
**To:** Holt, Jon (J.)  
**Subject:** FW: Issue with Ford CPV

Does this sound like the LCM issue we've got?

**Michael Blackmer**  
Special Vehicle Engineering Supervisor  
Phone: (313) 845-8594; Cell: (313) 805-3083; mblackme@ford.com

---

**From:** Tim Miller [mailto:tmiller@cityofkimberly.org]  
**Sent:** Thursday, January 10, 2008 6:27 PM  
**To:** Blackmer, Michael (M.P.)  
**Subject:** Issue with Ford CPV

Mike, greetings from Idaho....

We are having problems with 2004 Interceptor VIN 2FAHP71W34X140714 in that the headlights keep going out while driving down the road. We have replaced the switch and wondering if you have heard of such a problem elsewhere?

Tim Miller  
ALERT  
Kimberly-Hansen Police Dept

---

**From:** Holt, Jon (J.)  
**Sent:** Monday, March 08, 2004 11:55 AM  
**To:** 'Ludwig Brent-G19602'; Aaron, Mark (M.C.)  
**Cc:** Holt, Jon (J.)  
**Subject:** RE: LCM Customer complaints for GM/CV 2002-2004MY

**Importance:** High

I've got a room for tomorrow. Conf Rm 2A011

-----Original Message-----

From: Ludwig Brent-G19602 [mailto:b.ludwig@motorola.com]  
Sent: Monday, March 08, 2004 11:20 AM  
To: 'Aaron, Mark \ (M.C. \)'  
Cc: 'Holt, Jon (J.)'  
Subject: RE: LCM Customer complaints for GM/CV 2002-2004MY

Mark,

Tomorrow I am going to have my Motorola En114 PAT meeting from 2:30 - 3:30.  
We can discuss during that time if it is convenient for you.  
Jon is getting a conference room in building 5 for tomorrow's meeting.  
Regards,  
Brent Ludwig

Applications Engineer

b.ludwig@motorola.com

Phone: (248)-994-7717

Pager: (888)-691-0956

-----Original Message-----

From: Aaron, Mark \ (M.C. \) [mailto:maaron@ford.com]  
Sent: Monday, March 08, 2004 9:15 AM  
To: Ludwig Brent-G19602 \ (E-mail \); William Virgin \ (E-mail \)  
Cc: Holt, Jon \ (J. \); Coopriider, Anthony \ (A.D. \); Hammond, Ronald \ (R.G. \)  
Subject: RE: LCM Customer complaints for GM/CV 2002-2004MY

I have added the stack charts to the Motorola Eroom

[https://f1.ford.com/eRoom/EESESupplierCentral/Motorola/0\\_1eefc](https://f1.ford.com/eRoom/EESESupplierCentral/Motorola/0_1eefc)

When can we meet this week to discuss?

> -----Original Message-----  
> From: Aaron, Mark (M.C.)  
> Sent: Friday, March 05, 2004 1:55 PM  
> To: Ludwig Brent-G19602 (E-mail); William Virgin (E-mail)  
> Subject: LCM Customer complaints for GM/CV 2002-2004MY  
>  
> Attached is a file with the claims list and with my assessment on the  
> complaints  
>  
> Not surprisingly is the flicker issue and the fast flash issue are the  
> biggest  
>  
> What I need done is:  
>  
> 1) further analysis on the other lighting issues There seems to be a  
> lot interrelated issues around lights coming on or going off, battery  
> drains, etc. I want to see the warranty part analysis tied into the  
> customer complaint (ie we had 42 parts returned for the cust complaint  
> of my headlamps are not working, the analysis has 7 bad solder joints,  
> 5 relay issues 7 inops etc)  
>  
> 2) Want to use the bulb service fix for the latest Fast flash issue  
> for all Fast flash issue (2002 MY) We need to determine what bulbs to  
> replace with  
>  
> 3) any further analysis of these additional issues on LCMs << File:  
> LCM MY 2002 and 2003 Claims List-motorola .xls >>  
>  
> I have also placed it into the Motorola eRoom  
> [https://f1.ford.com/eRoom/EESESupplierCentral/Motorola/0\\_1eefc](https://f1.ford.com/eRoom/EESESupplierCentral/Motorola/0_1eefc)

---

**From:** Holt, Jon (J.)  
**Sent:** Wednesday, February 27, 2008 11:49 AM  
**To:** 'Steve.Knapp@us.contiautomotive.com'  
**Subject:** RE: LCM Group V Test summary

Steve, in looking at the pictures is there any reason why the LCM was mounted on it's side rather than in car position??

Also, did the control units that made it through the 1000hr of thermal shock also pass the Group V testing??

Lastly, what were the forces that were placed on the module in the 3 axis.

Keith is out until tomorrow morning, at which time I will be able to meet with him and review the group V test results.

Jon

-----Original Message-----

From: Steve.Knapp@us.contiautomotive.com [mailto:Steve.Knapp@us.contiautomotive.com]  
Sent: Friday, February 22, 2008 3:47 PM  
To: Hodgson, Keith (K.M.)  
Cc: Holt, Jon (J.); Swis, Matt (M.J.)  
Subject: LCM Group V Test summary

Please review attachment

(See attached file: Group V v1.2 LCM Test Results.xls)

regards,

Steve Knapp  
Continental Automotive Systems  
21440 Lake Cook Rd, Deer Park, IL 60010  
Office (847)862-2792 Mobile (312)342-8153  
Email: Steve.Knapp@us.contiautomotive.com

---

**From:** Hodgson, Keith (K.M.)  
**Sent:** Friday, January 04, 2008 11:35 AM  
**To:** Swis, Matt (M.J.)  
**Cc:** Holt, Jon (J.)  
**Subject:** RE: LCM images

It's my understanding the pin was sectioned from the wrong side and a new sections was made with a 90 degree shift and the hole had good fill. Please let me know if you find out this is incorrect.

Thanks.

-----Original Message-----

From: Swis, Matt (M.J.)  
Sent: Thursday, December 20, 2007 8:56 AM  
To: Hodgson, Keith (K.M.)  
Subject: FW: LCM images

In case you haven't seen.

Matt Swis  
Ford Motor Company  
Certified 6-Sigma Black Belt  
Supplier Technical Assistance  
VPO Electrical Engineering  
Phone: (313) 390-5372  
e-mail: mswis@ford.com

"You'll miss 100% of the shots you never take." --Wayne Gretzky

"The information contained herein is FORD PROPRIETARY information and may include FORD CONFIDENTIAL information as defined in Ford's Global Information Standard II. Reproduction of this document, disclosure of the information, and use for any purpose other than the conduct of business with Ford is expressly prohibited."

-----Original Message-----

From: Steve.Knapp@us.contiautomotive.com [mailto:Steve.Knapp@us.contiautomotive.com]  
Sent: Thursday, December 20, 2007 8:49 AM  
To: Swis, Matt (M.J.)  
Subject: LCM images

I added the latest cross section as page 3

(See attached file: LCM\_off\_center\_pin .pdf)

regards,

---

**From:** Holt, Jon (J.)  
**Sent:** Monday, April 30, 2007 11:06 AM  
**To:** Alles, Sheran (S.A.)  
**Subject:** RE: LCM relays for the EN

You Rock!!!!!!!!!!!!!! I'll join you tomorrow morning for testing.

---

**From:** Alles, Sheran (S.A.)  
**Sent:** Monday, April 30, 2007 11:05 AM  
**To:** Holt, Jon (J.)  
**Subject:** RE: LCM relays for the EN

Hello Jon,

I had a talk with Conti, and Brett would be lending us a breakout box. The plan:

- 1) Send 2 to back to Conti.
- 2) Check DTCs.
- 3) Exercise the LCM w/breakout box, and scope all relevant ckts related to headlamps starting from output working back.
- 4) Develop fishbone - I have done.
- 5) Open relay and note contacts.
- 6) Get more AWS on repeat repairs.

I will have Brett come over tomorrow 9am for some testing.

Your thoughts?

Regards  
-Sheran

---

**From:** Holt, Jon (J.)  
**Sent:** Monday, April 30, 2007 10:38 AM  
**To:** Alles, Sheran (S.A.)  
**Subject:** LCM relays for the EN

Sheran, have you taken a look at the relays from the modules that were returned for the EN??

Let me know if you go to RIC to analyze them...

Thanks

---

**From:** Joseph.Kosirowski@us.contiautomotive.com  
**Sent:** Tuesday, November 13, 2007 2:03 PM  
**To:** Holt, Jon (J.)  
**Subject:** Re: LCM relays

Jon, you're correct. We have them labeled as Headlamp, Parklamp, Demand Lighting and Flasher Output.

Joe

"Holt, Jon  
\(J.)"  
<jholt@ford.com> To  
<Joseph.Kosirowski@us.contiautomoti  
11/13/2007 07:54 ve.com>  
AM cc  
Subject  
LCM relays

Joe, can you tell me what the 4 different relays control in the 03-05MY LCM.  
As I recall, they are the low beams, parklamps, turn signals and courtesy/backlighting..

I'm writing a DCR for the changes and would just like to have it correctly called out.

Thanks

---

**From:** Holt, Jon (J.)  
**Sent:** Thursday, October 25, 2007 8:12 AM  
**To:** Haggerty, Terry (T.J.); Hodgson, Keith (K.M.); Zielinski, Mark (M.A.); Alles, Sheran (S.A.)  
**Subject:** RE: LCM Validation plan proposal

We have not kicked off a design yet and I'd say that we'll need to have a production representative part (timing TBD) and then start validation testing (500 hrs min ~ 21 days) and then 6-7 weeks onto that before there would be 40,000 parts that they feel is needed to support the initial rush of orders..

I will request that Conti give us a ball park on when they feel they can have a production representative parts with the raised pad and smaller via by COB Friday.

Jon

---

**From:** Haggerty, Terry (T.J.)  
**Sent:** Thursday, October 25, 2007 7:39 AM  
**To:** Holt, Jon (J.); Hodgson, Keith (K.M.); Zielinski, Mark (M.A.); Alles, Sheran (S.A.)  
**Subject:** RE: LCM Validation plan proposal

So, in your expert opinion, we will have enough service parts by mid-December? If the question comes up at today's meeting is this how we want to answer it? I just want to make sure you're comfortable w/ that answer.

Thanks,

*Terry Haggerty*

Manager, EESE Body & Security Subsystems  
Office: (313) 33-75771, Cell: (313) 805-6816, Fax: (313) 32-32923  
E-mail: [thaggert@ford.com](mailto:thaggert@ford.com), Mail: Building #5, Room 1A017

---

**From:** Holt, Jon (J.)  
**Sent:** Thursday, October 25, 2007 7:25 AM  
**To:** Haggerty, Terry (T.J.); Hodgson, Keith (K.M.); Zielinski, Mark (M.A.); Alles, Sheran (S.A.)  
**Subject:** RE: LCM Validation plan proposal

Terry, I made the request to Conti yesterday to provide us with at least 2 design options that achieve the 100% fill in the via and timing on when they can have parts run at rate on process that show the 100% so that we can start the validation testing. I gave them to COB Friday to have this to me...

I know that from the information that they gave FCSD the week before last, if a design was kicked off this week they could have the 40,000 parts needed by early mid December. That the line working 7days a week 24 hours.. That works out to be 6-7 weeks to have service parts from design kick-off.

I spoke to Kris Christensen yesterday and he asked me the same question.

---

**From:** Haggerty, Terry (T.J.)  
**Sent:** Thursday, October 25, 2007 7:04 AM  
**To:** Holt, Jon (J.); Hodgson, Keith (K.M.); Zielinski, Mark (M.A.); Alles, Sheran (S.A.)  
**Subject:** RE: LCM Validation plan proposal

Jon,

Have you put a plan together yet that shows when we think we'll have service parts available? This is likely to come up to day and we need to be prepared to answer that question. Can you send me a draft high-level plan for that this morning as well.

Thanks,

*Terry Haggerty*

Manager, EESE Body & Security Subsystems

Office: (313) 33-75771, Cell: (313) 805-6816, Fax: (313) 32-32923  
E-mail: [thaggert@ford.com](mailto:thaggert@ford.com), Mail: Building #5, Room 1A017

---

**From:** Holt, Jon (J.)

**Sent:** Thursday, October 25, 2007 6:56 AM

**To:** Haggerty, Terry (T.J.); Hodgson, Keith (K.M.); Zielinski, Mark (M.A.); Alles, Sheran (S.A.)

**Subject:** LCM Validation plan proposal

**Importance:** High

Good morning guys.

Here is the first cut at the validation plan for the new LCM design that Keith and I discussed yesterday.

Keith, let me if I missed anything.

Jon

<< File: Validation testing plan.doc >>

---

**From:** Holt, Jon (J.)  
**Sent:** Friday, July 27, 2007 11:54 AM  
**To:** Blackmer, Michael (M.P.)  
**Subject:** RE: problems with 2005 Ford Crown Vics

Michael, I got your message and will look into this further. At first blush I'd say that he is incorrect, but will get with Motorola and see what they have to say.

-----Original Message-----

From: Blackmer, Michael (M.P.)  
Sent: Wednesday, July 25, 2007 1:57 PM  
To: Holt, Jon (J.)  
Subject: FW: problems with 2005 Ford Crown Vics

Please call when you have a chance to discuss.

Thanks.

Michael Blackmer  
Special Vehicle Engineering Supervisor  
Phone/Fax: (313) 845-8594; Cell: (313) 805-3083; mblackme@ford.com

-----Original Message-----

From: McKay, Michael (J.M.)  
Sent: Wednesday, July 25, 2007 12:41 PM  
To: Keady, Christopher (C.M.); Ashmore, Kent (K.); Pendorf, Ken (K.); Frederick, Robert (R.)  
Cc: Gratson, Tony (T.J.); Blackmer, Michael (M.P.); Stewart, Greg (J.)  
Subject: RE: problems with 2005 Ford Crown Vics

Good afternoon everyone,

On vehicles with this concern, we have found the headlamp bulbs used are not stock oem bulbs. If departments are using higher wattage bulbs than recommended, the lcm will stop supplying power to the head lamp bulbs for low/high beam operation. Often times we ask if they use flash to pass function of multifunction switch to see if headlamps come back on then, because it then uses a hot at all time power and not power supplied by lcm. From what I understand, the lcm has a logic strategy to turn power off if it picks up on high amp draw to protect itself from internal damage.

Am I correct in thinking this Greg?

-----Original Message-----

From: Keady, Christopher (C.M.)  
Sent: Wednesday, July 25, 2007 10:27 AM  
To: Ashmore, Kent (K.); Pendorf, Ken (K.); Frederick, Robert (R.); McKay, Michael (J.M.)  
Cc: Keady, Christopher (C.M.); Gratson, Tony (T.J.); Blackmer, Michael (M.P.); Stewart, Greg

(J.)  
Subject: FW: problems with 2005 Ford Crown Vics

TECH Hotline

Please see the attached note on issue with CVPI headlights. Any known issues or concerns?  
Please advise.

-----Original Message-----

From: EHanlon@ksturnpike.com [mailto:EHanlon@ksturnpike.com]  
Sent: Tuesday, July 24, 2007 10:44 AM  
To: Blackmer, Michael (M.P.); Fitzpatrick, Kevin (K.W.); Gratson, Tony (T.J.)  
Subject: problems with 2005 Ford Crown Vics

This came to KHP today by NLETS.  
I've never heard of this problem before.  
The only FORREST GENERAL HOSPITAL I found is in Mississippi.  
I say we put Craig Fetty on it.  
Good luck.

\*\*\*\*\*  
WCHTP001D 20070723 2157

--ADMINISTRATIVE MESSAGE--

FROM: TPKKB001D - KANSAS BUREAU OF INVESTIGATION  
TO: ALL - ALL LAW ENFORCEMENT BROADCAST GROUP  
TIME: 07/23/07 21:57:47

REQUEST FOR REGIONAL BROADCAST

REQUEST ALL NLETS BROADCAST

THE FORREST GENERAL POLICE DEPT. HAS RECENTLY HAD PROBLEMS ON A FLEET OF  
2005  
FORD CROWN VICS WITH ITS HEADLIGHTS. THE VEHICLES WILL RUN WITH THE LOW BEAM S ON  
FOR APPROX. 20 - 30 MINUTES AND THEN SHUT OFF ON ITS OWN WITH THE SWITCH STILL IN THE  
ON POSITION. SEVERAL UNSUCCESSFUL ATTEMPTS TO SWITCH THE HEADLIGHTS ON AND OFF  
HAVE RESULTED IN DEAD-LINING THE VEHICLE FOR NIGHT USE.

THE SWITCH HAS BEEN REPLACED BY FORD BUT CONTINUES TO CUT ITSELF OFF. ANY  
DEPARTMENTS THAT HAVE HAD SIMILAR PROBLEMS WITH THEIR HEADLIGHTS OR MAY HAVE  
ANY SOLUTIONS TO THIS PROBLEM ARE UGENTLY REQUESTED TO CONTACT:

REX A. GARRICK, JR. FG-25  
FORREST GENERAL HOSPITAL  
DEPARTMENT OF PUBLIC SAFETY  
POLICE  
RGARRICK@FORRESTGENERAL.COM  
OR  
FAX AT 601-288-4370

OPER/AUTH GARRICK

MRI 7663462 21107 1120 AT 21:55:34 07/23/07 KANSAS BUREAU OF INVESTIGATION 07-23-2007  
2156 CST OPR/DAL  
--END--

□-----

---

**From:** Alles, Sheran (S.A.)  
**Sent:** Tuesday, June 26, 2007 2:12 PM  
**To:** Gurney, Chris (C.A.)  
**Cc:** Kern, John (J.T.); Holt, Jon (J.)  
**Subject:** RE: Question on the LCM Paper

Hello Chris,

Yes, you are correct, from the modules you gave us we see some of these claims as well. There were some previous issues with fast flash, excessive sleep current/battery drain and dash light flicker which were corrected. John was going to tell us the dates these corrective actions were implemented (as some seem to be related). For now we concentrated only on the headlamps, however, since there are three other relays (park lamps, dome lamp, flasher) showing similar solder degradation we were looking at such claims too.

Maybe we should start weeding each one of these symptoms, especially, the loss of brake lights, which may be related to the brake light switch. John could you please see if there were corrective actions done to address any of these symptoms in other parts (thanks).

Since we are presently addressing the headlamps only (we would include any concerns related to the other relays), I would think this paper focuses on the headlamp/relay only. However, we will look at the other claims separately.

We know that MY06 onwards is the Visteon LCM, I am not sure of the differences in MY05 - John could you comment please..thanks.

John, do you agree?

Thanks  
Regards  
-Sheran

---

**From:** Gurney, Chris (C.A.)  
**Sent:** Tuesday, June 26, 2007 1:03 PM  
**To:** Alles, Sheran (S.A.)  
**Cc:** Kern, John (J.T.)  
**Subject:** Question on the LCM Paper

Hi Sheran, I've started work on the 2nd level paper for the 2003-2005 Crown Victoria/Grand Marquis/Town Car LCM.

I've started sorting through the AWS data for the paper. Please note that I'm finding other concerns attributed to the LCM, including the following:

- autolamps don't come on
- dash lights flicker, dim or go out while driving
- battery drained
- headlamps go on and off
- vehicle won't come out of park
- horn blows uncommanded
- turn signals malfunction (go out, blink fast, etc.)
- loss of brake lights or tail lights
- headlamps inoperative
- door locks cycle or unlock while driving

I know the headlamps going out while driving is the key concern.

My question: what about these other concerns? Do we want to include any of these in the paper? Also, I know that the 2003-2004 design is different from the 2005. Should these model years be separated?

If you have any questions, please do not hesitate to call. Thanks.

***Chris Gurney***

**Ford Motor Company**

**Fairlane Plaza South**

**330 Town Center Drive, Suite 500**

**Dearborn, Michigan 48126**

**(313) 248-7439**

---

**From:** Steve.Knapp@us.contiautomotive.com  
**Sent:** Wednesday, August 15, 2007 2:00 PM  
**To:** Holt, Jon (J.)  
**Cc:** Joseph.Kosirowski@us.contiautomotive.com  
**Subject:** Re: SCIL module and EN114 LCM status

Jon,

We have a meeting with Ernie and Greg Middlem this Friday at 11:00 EST to review our ship readiness for the Halogen SCIL.

Can you provided the extended alert # (for our current pcb) in advance of this meeting.

regards,

Steve Knapp  
Program Manager  
Continental Automotive Systems Division  
Body and Security  
Steve.Knapp@us.contiautomotive.com  
Office: (847) 862-2792

Joseph  
Kosirowski/dp/na/  
au/cag  
08/15/2007 08:38 AM  
To  
"Holt, Jon \ (J.\)" <jholt@ford.com>  
cc  
Steve.Knapp@us.contiautomotive.com  
Subject  
Re: SCIL module and EN114 LCM  
status(Document link: Steve Knapp)

Jon,

Per our conversation last week, we are re-testing ESD today, so I should have an update for you tomorrow, but we saw no issues in the cross sectioning of the FET solder joints. We need to have the current Alert extended for this reason to be able to ship units this week using the "old" PCB.

Yes, you are right, we need to pull another Alert for proving out the updated PCB. We are trying to build up units during this weeks build to run a mini-PV (per Keith Hodgson) to validate the new PCBs. I will submit the PVP&R to you by the end of this week.

Joe

"Holt, Jon  
\\(J.\\)"  
<jholt@ford.com> To  
<Joseph.Kosirowski@us.contiautomotive.com>  
08/15/2007 08:06 AM ve.com>,  
<Steve.Knapp@us.contiautomotive.com>  
>  
cc  
Subject  
SCIL module and EN114 LCM status

Joe, can you let me know the status on both the SCIL and LCM.

Also, I cannot remember if another alert is needed for the SCIL modules out there or for the ones that we are needing to ship.. Please let me know and I will get one raised...

Thanks

---

**From:** Hodgson, Keith (K.M.)  
**Sent:** Friday, December 07, 2007 9:26 AM  
**To:** Holt, Jon (J.)  
**Cc:** 'Steve.Knapp@us.contiautomotive.com'  
**Subject:** RE: Sections to review for the EN LCM

I should be here every day but the 17th.

Thanks.

---

**From:** Holt, Jon (J.)  
**Sent:** Thursday, December 06, 2007 2:47 PM  
**To:** Hodgson, Keith (K.M.)  
**Cc:** 'Steve.Knapp@us.contiautomotive.com'  
**Subject:** Sections to review for the EN LCM

Keith, Conti is getting close to having Zero hours sections from the modules that were built with the smaller via and raised relay.

We are under a tight schedule and I want to make sure that you will be available the next few work days to review them when they become available.

Please let me know if you be in the office the next few days.

Steve, can you let us know when you expect to have all the sections ready for review???

Thanks

Jon

---

**From:** Holt, Jon (J.)  
**Sent:** Wednesday, April 04, 2007 1:52 PM  
**To:** Hodgson, Keith (K.M.)  
**Subject:** RE: UPDATE - LCM

Yes Keith it is... Thanks

---

**From:** Hodgson, Keith (K.M.)  
**Sent:** Wednesday, April 04, 2007 1:50 PM  
**To:** McCarthy, Chris (C.A.); Holt, Jon (J.)  
**Cc:** Aaron, Mark (M.C.)  
**Subject:** RE: UPDATE - LCM

Jon, I think this one is yours.

Thanks.

---

**From:** McCarthy, Chris (C.A.)  
**Sent:** Wednesday, April 04, 2007 1:44 PM  
**To:** 'Knapp Steve-CSK004'; 'Kosirowski Joseph-G10852'; Holt, Jon (J.)  
**Cc:** Vance, Ernest (E.); Martinez, Enrique H (E.H.); Schoener, Donald (D.R.); Van Wiemeersch, John (J.R.); Hodgson, Keith (K.M.); McCarthy, Chris (C.A.)  
**Subject:** UPDATE - LCM  
**Importance:** High

Steve, Joe,

Wanted to provide you guys w/ an update....

- 1) Today's LCM prototype preformed perfectly....obviously GREAT NEWS!
- 2) The prototype and 5 "old" LCM will be shipped to the address provided (Deer \_\_\_\_\_)...

Jon, Keith,

Will this new part number be up-suffixed or will a brand new engineering part number be created for the new LCM?

1) Once the LCM part number information is available.....Steve and Joe (Continental) will modify/adjust the drawing accordingly...so obviously timing is of the essence, assuring that this part number is available to our consumers by May 1 (at the very latest....) so obviously this info is required very very soon.....

Please advise if anyone should have any questions....

**Chris McCarthy**  
cmccart2@ford.com

**Ford Motor Company**  
**North American Purchasing**  
phone.... (734) 266 9895

*"The information contained herein is FORD PROPRIETY information and may include FORD CONFIDENTIAL information as defined in Ford's Global Information Standard II. Reproduction of this document, disclosure of the information, and use for any purpose other than the conduct of business with Ford is expressly prohibited."*

PE08-066 0871

---

**From:** Gurney, Chris (C.A.)  
**Sent:** Thursday, August 07, 2008 10:06 AM  
**To:** Johnston, Dennis (D.T.)  
**Cc:** Lilly, Ken (K.A.)  
**Subject:** RE: Updated Report - 2003-2005 CV/GM LCM

Yes, correct. The numbers in the summary represent ALL reports of lights going out while driving, including loss of lights when hitting bumps, using turn signals, etc. (i.e., codes A-G). I did NOT include any reports stating headlamps inoperative, headlamps flashing or headlamps not shutting off.

**Chris Gurney**  
Ford Motor Company  
Fairlane Plaza South  
330 Town Center Drive, Suite 500  
Dearborn, Michigan 48126  
(313) 248-7439

---

**From:** Johnston, Dennis (D.T.)  
**Sent:** Thursday, August 07, 2008 9:50 AM  
**To:** Gurney, Chris (C.A.)  
**Cc:** Lilly, Ken (K.A.)  
**Subject:** RE: Updated Report - 2003-2005 CV/GM LCM

Thanks, Chris.

Just to confirm, the AWS data represents those claims that you gave a detailed concern mode identifier of A-G, is that correct?

Dennis Johnston  
Car CCRG  
313-845-8445

---

**From:** Gurney, Chris (C.A.)  
**Sent:** Wednesday, August 06, 2008 4:17 PM  
**To:** Johnston, Dennis (D.T.)  
**Cc:** Lilly, Ken (K.A.)  
**Subject:** Updated Report - 2003-2005 CV/GM LCM

Dennis, per your request, enclosed is an updated report on the 2003-2005 Crown Victoria/Grand Marquis LCM. I have split out all of the AWS reports and added those numbers in red next to the original numbers (the original numbers are a combination of all 3 databases - AWS, CQIS and MORS/CUDL).

If you have any questions, please do not hesitate to call. Thanks.

<< File: Summary 6-30-08.doc >>

**Chris Gurney**

**Ford Motor Company  
Fairlane Plaza South  
330 Town Center Drive, Suite 500  
Dearborn, Michigan 48126  
(313) 248-7439**

## Summary/Analysis of Data 2003-2005 Crown Victoria/Grand Marquis/Town Car Lighting Control Module Concerns

### Assignment

Rerun all data on headlamps going out while driving for all Crown Victoria and Grand Marquis vehicles.

### Explanation of Data and Report

All data was rerun with all duplicates removed. When deciding which report to remove, the following level of importance was assigned:

1. AWS
2. CQIS
3. MORS/CUDL

This was determined by amount of information available within each report, as well as accuracy of information provided.

### Data Results

The previous report was submitted in October 2007. Since that time, the number of reports of headlamps going out while driving has increased as follows (all unique VINs). **AWS data only is shown in red.**

#### All Units

<u>Number of Reports</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>
October 2007	565 (309)	311 (184)	339 (223)
June 2008	738 (449)	436 (283)	559 (422)
% Increase	31% (45%)	40% (54%)	65% (89%)

The percent increase of reports for Police Interceptors is less for the October 2007 to June 2008 period. The percent increase of reports for Grand Marquis vehicles is greater for the same period.

#### Crown Victoria

<u>Number of Reports</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>
October 2007	412 (216)	240 (139)	310 (206)
June 2008	482 (267)	302 (192)	464 (349)
% Increase	17% (24%)	26% (38%)	50% (69%)

#### Grand Marquis

<u>Number of Reports</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>
October 2007	153 (93)	71 (45)	29 (17)
June 2008	256 (182)	134 (91)	95 (73)
% Increase	67% (96%)	89% (102%)	228% (329%)

### **Crown Victoria – Police Interceptors**

<b>Number of Reports</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>
October 2007	325 (158)	213 (118)	292 (191)
June 2008	360 (182)	251 (157)	426 (319)
% Increase	11% (15%)	18% (33%)	46% (67%)

### **Crown Victoria – LX, Base**

<b>Number of Reports</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>
October 2007	66 (46)	20 (14)	9 (7)
June 2008	100 (70)	44 (28)	24 (17)
% Increase	52% (52%)	120% (100%)	167% (143%)

### **Crown Victoria – Commercial and Fleet LWB**

<b>Number of Reports</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>
October 2007	21 (12)	7 (7)	9 (8)
June 2008	22 (15)	7 (7)	14 (13)
% Increase	5% (3%)	0% (0%)	56% (63%)

Town Car was included in the study but was not found to be a significant concern (Town Car uses a different LCM).

### **R/1000**

#### **R/1000 - All Units – June 2008**

<b>Number of Reports</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>
Police Interceptors	5.13	5.58	7.89
Commercial/Fleet LWB	1.67	0.84	1.51
Grand Marquis/LX/Base	2.32	1.37	1.30
Grand Total	3.11	2.38	3.62

### **Repeat Repairs**

Repeat repairs accounted for 2% or less of all repairs.

### **Customer Symptoms**

There were primarily 3 separate symptoms seen by the customer that ultimately resulted in loss of headlamps:

- Lights go out while driving (randomly, intermittently or permanently) without warning
- Lights go out when hitting a bump
- Lights go out using another function (turn signal, etc.)

The majority of reports mention a loss of light without warning (first symptom above).

Most reports do not mention the lights coming back on. Some mention a time period that the light comes back, but no pattern could be found concerning the light recovery time. Some reports mention the customer doing something to restore the light (i.e., working with the light switch, etc.) to restore the light.

**Other Concerns Attributed to the LCM**

Other concerns attributed to the LCM (not included in this report): headlamps inoperative, daytime running lights inoperative, headlamps lights flash/go on/off while driving, headlamps (one or both) won't shut off, headlamps turn on uncommanded, dash lights flicker or go out while driving, customer can't shift vehicle out of park/gear shifter inoperative, dome light concerns, turn signal/blinker concerns, interior light concerns, tail lamp/park lighting/brake lighting/ concerns, drained battery during parked periods, vehicle won't crank and/or start, horn/alarm concerns, police equipment concerns (strobe, wig wag, spotlight, etc.), seat belt chime concern, door/key chime concern, and 75 MPH warning chime concern.

***% of Overall Total – Lights Going Out***

These numbers were calculated using AWS data only. AWS data is the only database that lists base part numbers for the repair – in this case, 13C788. Each percentage is taken from the total number of 13C788/LCMs replaced for that vehicle description.

***% of Overall Total – Lights Going Out - All Units – June 2008***

<b>Number of Reports</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>
<b>Crown Victoria</b>	11.4%	18.1%	30.2%
<b>Grand Marquis</b>	4.5%	5.3%	15.7%
<b>Grand Total</b>	6.9%	10.2%	26.1%

**VOQ Reports**

A total of 7 VOQs were found. The details follow.

3	<a href="#">10217413</a>	FORD MOTOR COMPANY	2003	FORD	CROWN VICTORIA	2FAFP74W03X	SWANNANOVA NC	EXTERIOR LIGHTING:HEADLIGHTS:SWITCH
<b>Fail Date :</b> 14-DEC-07		<b>Letter Date :</b> 07-FEB-08			<b>Date Added to NHTSA File :</b> 07-FEB-08			
<b>Crash:</b> N	<b>Injured:</b> 0	<b>Fire:</b> N	<b>Deaths:</b> 0		<b>Occurrences:</b> 3	<b>Miles:</b> 36427		
<b>Summary</b>	WHILE DRIVING CAR HOME AT NIGHT THE HEADLIGHTS QUIT. LIGHTS CAME BACK ON AFTER CAR WAS STOPPED FOR 10 MINUTES. CAR WAS DRIVEN AGAIN A COUPLE OF TIMES AND HEADLIGHTS FAILED AGAIN. LIGHTS COME BACK ON AFTER 5-10 MINUTES. NO LONGER DRIVE CAR AT NIGHT DUE TO CONCERN FOR SAFETY. *T							

4	<a href="#">10232108</a>	FORD MOTOR COMPANY	2003	FORD	CROWN VICTORIA	2FAHP74W93X	VALPARAISO	IN	EXTERIOR LIGHTING
<b>Fail Date :</b> 13-JUN-08		<b>Letter Date :</b> 23-JUN-08				<b>Date Added to NHTSA File :</b> 23-JUN-08			
<b>Crash:</b> N	<b>Injured:</b> 0	<b>Fire:</b> N		<b>Deaths:</b> 0		<b>Occurences:</b>	<b>Miles:</b> 124455		
<b>Summary</b>	<p>THE HEADLIGHT RELAY ON THE LIGHTING CONTROL MODULE (LCM) PART NUMBER NEC-EQ1-11111S OVERHEATS AND FAILS SUDDENLY, SHUTTING OFF HEADLIGHTS WHICH COULD LEAD TO A CRASH. THIS IS AN APPARENT PROBLEM ON 2003 FORD CROWN VICTORIA PASSENGER AND POLICE INTERCEPTOR MODELS. THIS HAPPENED TO ME. RESEARCHING ON INTERNET, APPARENTLY IT IS A COMMON FAILURE THAT GEARHEADS ARE ADVISED TO "MODIFY" THEIR 2003 AS SOON AS THEY GET IT BY REPLACING THIS RELAY ON THE LCM (IF THEY KNOW HOW TO SOLDER.) APPARENTLY, IT IS A 10A RELAY, WITH 8+AMPS GOING THROUGH IT AND IT OVERHEATS AND FRIES THE RELAY. DON'T KNOW IF THIS OVERHEATING CONDITION ENOUGH TO CAUSE FURTHER DAMAGE OR FIRE. IT IS APPARENTLY AN \$600-\$800 FIX AT THE DEALER IF YOU AREN'T A GEARHEAD TO REPLACE THE WHOLE LCM (ALTHOUGH IF APPARENLTLY REPLACED WITH THE SAME RELAY - SAME PROBLEM WILL DEVELOP). THE FACT THAT THE HEADLIGHTS BOTH GO OUT SUDDENLY IS DANGEROUS. TO DRIVE I HAD TO PULL BACK ON THE BRIGHT LIGHTS HANDLE ON THE STEERING COLUMN TO SEE, AND THIS RESULTED IN A TICKET FROM POLICE, BUT IT WAS THIS OR NOTHING TO GET HOME. CAR NOW IN DRIVEWAY. REPLACED THE SWITCH IN STEERING COLUMN FIRST, BUT THIS DIDN'T SOLVE PROBLEM. FOUND OUT I HAVE TO LEARN TO FIGURE OUT HOW TO SOLDER OR SHELL OUT BIGH \$\$\$ TO FIX.</p>								

1	<a href="#">10231229</a>	FORD MOTOR COMPANY	2003	MERCURY	GRAND MARQUIS	2MEFM75W23X	CENTERVILLE	GA	EXTERIOR LIGHTING
<b>Fail Date :</b> 11-MAY-08		<b>Letter Date :</b> 16-JUN-08				<b>Date Added to NHTSA File :</b> 16-JUN-08			
<b>Crash:</b> N	<b>Injured:</b> 0	<b>Fire:</b> N		<b>Deaths:</b> 0		<b>Occurences:</b> 1	<b>Miles:</b> 92668		
<b>Summary</b>	<p>HEADLIGHTS STOP WORKING WHEN CAR WARMS UP. CANNOT DRIVE CAR AFTER DARK DUE TO THIS. I CAN PULL OVER, TURN IGNITION OFF, LET CAR COOL A BIT AND THEN RESTART AND LIGHTS WILL WORK FOR A SHORT TIME. I HAVE CHECKED ALL FUSES AND RELAYS ASSOCIATED WITH HEADLIGHTS AND ALL ARE GOOD. *T</p>								

1	<a href="#">10148971</a>	FORD MOTOR COMPANY	2004	FORD	CROWN VICTORIA	2G1WX12K249	TALLAHASSEE	FL	EXTERIOR LIGHTING:HEADLIGHTS:HIGH/LOW BEAM DIMMER SWITCH
<b>Fail Date :</b> 28-JAN-06		<b>Letter Date :</b> 30-JAN-06				<b>Date Added to NHTSA File :</b> 30-JAN-06			
<b>Crash:</b> N	<b>Injured:</b>	<b>Fire:</b> N		<b>Deaths:</b>		<b>Occurences:</b> 1	<b>Miles:</b> 28711		
<b>Summary</b>	<p>DT*: THE CONTACT STATED WHILE DRIVING AT NIGHT IN NORMAL CONDITIONS AT NO PARTICULAR SPEED, THE HEADLIGHTS INTERMITTENTLY FLASHED ON AND OFF. AS A RESULT OF THIS HAPPENING, THE DIMMER SWITCH WAS ADJUSTED FROM DIM TO BRIGHT, ALLOWING THE LIGHTS TO OPERATE MOMENTARILY. THE LOCAL DEALERSHIP PERFORMED DIAGNOSTIC TESTING ON THE VEHICLE. THE PROBLEM COULD NOT BE DUPLICATED, ALTHOUGH DEALERSHIP PERSONNEL TEST DROVE THE VEHICLE</p>								

4	<a href="#">10150231</a>	FORD MOTOR COMPANY	2004	MERCURY	GRAND MARQUIS	2MEFM74W44X	MANASSAS	VA	EXTERIOR LIGHTING:HEADLIGHTS
<b>Fail Date :</b> 14-FEB-06		<b>Letter Date :</b> 14-FEB-06				<b>Date Added to NHTSA File :</b> 14-FEB-06			
<b>Crash:</b> N	<b>Injured:</b>	<b>Fire:</b> N	<b>Deaths:</b>		<b>Occurences:</b> 1	<b>Miles:</b> 210000			
<b>Summary</b>	DT*: THE CONTACT STATED THE HEADLIGHTS FLICKER ON AND OFF WHILE IN USE. AN INDEPENDENT REPAIR SHOP DETERMINED THE LIGHT CONTROL BOX NEEDS TO BE REPLACED								

6	<a href="#">10206376</a>	FORD MOTOR COMPANY	2004	MERCURY	GRAND MARQUIS	2MEFM75W74X	SUNBERRY	OH	EXTERIOR LIGHTING:HEADLIGHTS
<b>Fail Date :</b> 15-SEP-07		<b>Letter Date :</b> 19-OCT-07				<b>Date Added to NHTSA File :</b> 19-OCT-07			
<b>Crash:</b> N	<b>Injured:</b> 0	<b>Fire:</b> N	<b>Deaths:</b> 0		<b>Occurences:</b> 5	<b>Miles:</b> 64000			
<b>Summary</b>	TL*THE CONTACT OWNS A 2004 MERCURY GRAND MARQUIS. WHILE DRIVING APPROXIMATELY 55 MPH AT NIGHT, THE HEADLIGHTS DIMMED. THE CONTACT STATED THAT THE VEHICLE EXPERIENCED THE FAILURE APPROXIMATELY FIVE TIMES BEFORE IT WAS TAKEN TO THE DEALER. THE DEALER STATED THAT THE LIGHT MODULE WAS THE CAUSE OF THE FAILURE AND NEEDED TO BE REPLACED. THE CURRENT MILEAGE WAS 64,814 AND FAILURE MILEAGE WAS 64,000								

1	<a href="#">10220773</a>	FORD MOTOR COMPANY	2005	MERCURY	GRAND MARQUIS	2MEFM74W45X	WORTH	IL	EXTERIOR LIGHTING:HEADLIGHTS
<b>Fail Date :</b> 24-FEB-08		<b>Letter Date :</b> 11-MAR-08				<b>Date Added to NHTSA File :</b> 11-MAR-08			
<b>Crash:</b> N	<b>Injured:</b> 0	<b>Fire:</b> N	<b>Deaths:</b> 0		<b>Occurences:</b> 20	<b>Miles:</b> 54500			
<b>Summary</b>	TL*THE CONTACT OWNS A 2005 MERCURY GRAND MARQUIS. WHILE DRIVING AT AN UNKNOWN SPEED, THE HEADLIGHTS FAILED INTERMITTENTLY. THE CONTACT HAS TO TAP THE LIGHT CONTROL MODULE TO ACTIVATE THE HEADLIGHTS. THE FAILURE MILEAGE WAS 54,500 AND CURRENT MILEAGE WAS 55,300								

---

**From:** Gurney, Chris (C.A.)  
**Sent:** Tuesday, July 29, 2008 1:51 PM  
**To:** Johnston, Dennis (D.T.)  
**Subject:** RE: VOQ Reports

No problem - I will add them. Thanks.

**Chris Gurney**  
Ford Motor Company  
Fairlane Plaza South  
330 Town Center Drive, Suite 500  
Dearborn, Michigan 48126  
(313) 248-7439

---

**From:** Johnston, Dennis (D.T.)  
**Sent:** Tuesday, July 29, 2008 1:51 PM  
**To:** Gurney, Chris (C.A.)  
**Subject:** RE: VOQ Reports

Chris:

I think we should add ODI # 8023301 and 10177646 to the list as well.

Dennis

---

**From:** Gurney, Chris (C.A.)  
**Sent:** Tuesday, July 29, 2008 1:07 PM  
**To:** Johnston, Dennis (D.T.)  
**Subject:** VOQ Reports

Dennis, I've gone through all of the VOQs I could find for 2003-2005 Crown Victoria and Grand Marquis vehicles. Enclosed is a spreadsheet that includes all of these reports (10 in total). Four of them do not directly describe headlamps going out while driving, but do describe some type of headlamp concern. Please see the column at the far right called "Concern Mode" for the labeling of these reports. I originally had 7 reports; for some reason, one report is missing (or I'm experiencing "spreadsheet blindness" and can't see it - a more likely explanation).

The spreadsheet is formatted for printing.

If you have any questions, please do not hesitate to call. Thanks.

<< File: 2003\_5 ALL1.xls >>

**Chris Gurney**  
Ford Motor Company  
Fairlane Plaza South

**330 Town Center Drive, Suite 500  
Dearborn, Michigan 48126  
(313) 248-7439**

## 2003-2005 Crown Victoria/Grand Marquis Headlamp Concerns

<b>Concern Mode Legend</b> A: headlamps go out while driving B: other headlamp concerns
---

Item No	ODI No	Model Yr	Model	Vin	Failure Date	Letter Date	File Date	City	State	Miles	Accident	Injured	Fire	Deaths	Occurrences	Part Name	Summary	Concern Mode
93	10217413	2003	CROWN VICTORIA	2FAFP74W03X	39430	39485	39485	SWANNANOVA	NC	36427	N	0	N	0	0	3 EXTERIOR LIGHTING:HEADLIGHTS: SWITCH	WHILE DRIVING CAR HOME AT NIGHT THE HEADLIGHTS QUIT. LIGHTS CAME BACK ON AFTER CAR WAS STOPPED FOR 10 MINUTES. CAR WAS DRIVEN AGAIN A COUPLE OF TIMES AND HEADLIGHTS FAILED AGAIN. LIGHTS COME BACK ON AFTER 5-10 MINUTES. NO LONGER DRIVE CAR AT NIGHT DUE TO CONCERN FOR SAFETY. *T	A
95	10232108	2003	CROWN VICTORIA	2FAHP74W93X	39612	39622	39622	VALPARAISO	IN	124455	N	0	N	0	0	1 EXTERIOR LIGHTING	THE HEADLIGHT RELAY ON THE LIGHTING CONTROL MODULE (LCM) PART NUMBER NEC-EQ1-11111S OVERHEATS AND FAILS SUDDENLY. SHUTTING OFF HEADLIGHTS WHICH COULD LEAD TO A CRASH. THIS IS AN APPARENT PROBLEM ON 2003 FORD CROWN VICTORIA PASSENGER AND POLICE INTERCEPTOR MODELS. THIS HAPPENED TO ME. RESEARCHING ON INTERNET. APPARENTLY IT IS A COMMON FAILURE THAT GEARHEADS ARE ADVISED TO 'MODIFY' THEIR 2003 AS SOON AS THEY GET IT BY REPLACING THIS RELAY ON THE LCM (IF THEY KNOW HOW TO SOLDER.) APPARENTLY IT IS A 10A RELAY WITH 8+AMPS GOING THROUGH IT AND IT OVERHEATS AND FRIES THE RELAY. DON'T KNOW IF THIS OVERHEATING CONDITION ENOUGH TO CAUSE FURTHER DAMAGE OR FIRE. IT IS APPARENTLY AN \$600-\$800 FIX AT THE DEALER IF YOU AREN'T A GEARHEAD TO REPLACE THE WHOLE LCM (ALTHOUGH IF APPARENTLY REPLACED WITH THE SAME RELAY - SAME PROBLEM WILL DEVELOP). THE FACT THAT THE HEADLIGHTS BOTH GO OUT SUDDENLY IS DANGEROUS. TO DRIVE I HAD TO PULL BACK ON THE BRIGHT LIGHTS HANDLE ON THE STEERING COLUMN TO SEE AND THIS RESULTED IN A TICKET FROM POLICE. BUT IT WAS THIS OR NOTHING TO GET HOME. CAR NOW IN DRIVEWAY. REPLACED THE SWITCH	A
65	10185829	2003	GRAND MARQUIS	2MEHM75V83X	38973	39161	39164	MILWAUKEE	WI		N		N			3 POWER TRAIN:AUTOMATIC TRANSMISSION:CONTROL MODULE (TCM) PCM	2003 MERCURY GRAND MARQUIS CUSTOMER HAS HAD THE HEAD AND INTERIOR LIGHTS REPAIRED THREE TIMES AND WANTS TO BE REIMBURSED FOR REPAIRS CUSTOMER HAS EXTENDED SERVICE PLAN **CC THE PROBLEM WAS DIAGNOSED AS THE POWER CONTROL MODULE. THE CONSUMER STATED THE PROBLEM WAS MIS-DIAGNOSED THREE TIMES AS THE PROBLEM BEING THE LIGHTING CONTROL MODULE. *J	B
73	10230417	2003	GRAND MARQUIS		39609	39609	39609	HOMER GLEN	IL		N		N			1 ELECTRICAL SYSTEM	ELECTRICAL ISSUE WITH HEADLIGHTS. INSTRUMENT LIGHTS. FLASHERS/ REPAIRED WITH GOODYEAR VENDOR/ RAN SEPARATE GROUND FOR HEADLIGHTS/HEADLIGHTS DON'T FUNCTION WITH WET WEATHER... *T	B
75	10231229	2003	GRAND MARQUIS	2MEFM75W23X	39579	39615	39615	CENTERVILLE	GA	92668	N		N		0	1 EXTERIOR LIGHTING	HEADLIGHTS STOP WORKING WHEN CAR WARMS UP. CANNOT DRIVE CAR AFTER DARK DUE TO THIS. I CAN PULL OVER. TURN IGNITION OFF. LET CAR COOL A BIT AND THEN RESTART AND LIGHTS WILL WORK FOR A SHORT TIME. I HAVE CHECKED ALL FUSES AND RELAYS ASSOCIATED WITH HEADLIGHTS AND ALL ARE GOOD. *T	A
5	10148971	2004	CROWN VICTORIA	2G1WX12K249	28-Jan-06	30-Jan-06	30-Jan-06	TALLAHASSEE	FL	28711	N		N			1 EXTERIOR LIGHTING:HEADLIGHTS: HIGH/LOW BEAM DIMMER SWITCH	DT: THE CONTACT STATED WHILE DRIVING AT NIGHT IN NORMAL CONDITIONS AT NO PARTICULAR SPEED THE HEADLIGHTS INTERMITTENTLY FLASHED ON AND OFF. AS A RESULT OF THIS HAPPENING THE DIMMER SWITCH WAS ADJUSTED FROM DIM TO BRIGHT. ALLOWING THE LIGHTS TO OPERATE MOMENTARILY. THE LOCAL DEALERSHIP PERFORMED DIAGNOSTIC TESTING ON THE VEHICLE. THE PROBLEM COULD NOT BE DUPLICATED. ALTHOUGH DEALERSHIP PERSONNEL TEST DROVE THE VEHICLE	A
34	10150231	2004	GRAND MARQUIS	2MEFM74W44X	14-Feb-06	14-Feb-06	14-Feb-06	MANASSAS	VA	210000	N		N			1 EXTERIOR LIGHTING:HEADLIGHTS	DT: THE CONTACT STATED THE HEADLIGHTS FLICKER ON AND OFF WHILE IN USE. AN INDEPENDENT REPAIR SHOP DETERMINED THE LIGHT CONTROL BOX NEEDS TO BE REPLACED	B
36	10153218	2004	GRAND MARQUIS	2MEFM75WX4X	20-Mar-06	20-Mar-06	20-Mar-06	DELTONA	FL	6000	N		N			3 EXTERIOR LIGHTING:HEADLIGHTS: SWITCH	DT: THE CONTACT STATED WHILE SHIFTING FROM DRIVE TO PARK THE GEAR LOCKED IN REVERSE AND WHILE DRIVING AT LOW SPEEDS AT NIGHT THE HEADLIGHTS WOULD NOT GO FROM LOW BEAM TO HIGH BEAM. ADDITIONALLY THE TIRES SLOWLY DEFLATE. THE DEALERSHIP WAS ALERTED. THEY REPAIRED THE GEAR COLUMN. HEADLIGHT SWITCH AND SUGGESTED TO CHECK THE TIRES WEEKLY AND ADD AIR	B
42	10206376	2004	GRAND MARQUIS	2MEFM75W74X	15-Sep-07	19-Oct-07	19-Oct-07	SUNBERRY	OH	64000	N		N		0	5 EXTERIOR LIGHTING:HEADLIGHTS	TL*THE CONTACT OWNS A 2004 MERCURY GRAND MARQUIS. WHILE DRIVING APPROXIMATELY 55 MPH AT NIGHT THE HEADLIGHTS DIMMED. THE CONTACT STATED THAT THE VEHICLE EXPERIENCED THE FAILURE APPROXIMATELY FIVE TIMES BEFORE IT WAS TAKEN TO THE DEALER. THE DEALER STATED THAT THE LIGHT MODULE WAS THE CAUSE OF THE FAILURE AND NEEDED TO BE REPLACED. THE CURRENT MILEAGE WAS 64,814 AND FAILURE MILEAGE WAS 64,000	A
40	10220773	2005	GRAND MARQUIS	2MEFM74W45X	24-Feb-08	11-Mar-08	11-Mar-08	WORTH	IL	54500	N		N		0	20 EXTERIOR LIGHTING:HEADLIGHTS	TL*THE CONTACT OWNS A 2005 MERCURY GRAND MARQUIS. WHILE DRIVING AT AN UNKNOWN SPEED THE HEADLIGHTS FAILED INTERMITTENTLY. THE CONTACT HAS TO TAP THE LIGHT CONTROL MODULE TO ACTIVATE THE HEADLIGHTS. THE FAILURE MILEAGE WAS 54,500 AND CURRENT MILEAGE WAS 55,300	A

---

**From:** Zielinski, Mark (M.A.)  
**Sent:** Friday, December 21, 2007 1:42 PM  
**To:** 'Steve.Knapp@us.contiautomotive.com'; 'William.Virgin@us.contiautomotive.com'  
**Cc:** McClenaghan, Dave (D.); Christensen, Kris (K.S.); Haggerty, Terry (T.J.); Holt, Jon (J.); Hodgson, Keith (K.M.)  
**Subject:** Sectioning of the relay pins- lcm

Steve,

Per telephone conversation with Dave McClenaghan, sectioning of the LCM relay pins did not indicate solder voids but was determined to be voids caused by the sectioning process itself. That being the case, please continue with building the LCM with the fixes as planned. I am not in the office this week or next but if you have any questions please don't hesitate to call me at my home at 248-540-9566

---

**From:** Day, Caroline (C.A.)  
**Sent:** Wednesday, April 18, 2007 8:22 AM  
**To:** Patel, Bharat (B.J.); Christensen, Kris (K.S.)  
**Cc:** Oswalt, Greg (G.G.)  
**Subject:** Today's ECI/CCM Meeting

**Attachments:** 2003\_4\_5 CV Headlamps 1.xls; Picture (Metafile)

Since we will be in Joe's office today, I am not sure if we will be able to have Net Meeting available to use. So here are the documents pertaining to the two issues we have on the agenda today. Thanks.



2003\_4\_5 CV  
adlamps 1.xls (1)

<< File: EL7383 - 2007 Focus Dash Harness rubbing Steering Shaft 4 18 07.xls >>

***Best regards,  
Caroline A. Day***



Ford Motor Company  
330 Town Center Drive  
Suite 500-033  
Dearborn, MI 48126  
Voice & Fax: (313) 248-5613

Hopkinton, MA

Police Chief Thomas Ervin

508-497-3401

Dealer Contact:

Tom Griffin - patrolman handling - fleet

- Are there particular fleet customers that have been encountered multiple vehicle headlamp operation concerns, leading to lighting control module (LCM) replacements? Do you have contact info for the fleet customer?
- What is your understanding of the symptoms that are being experienced by the customer?
- What were you able to determine from your diagnosis? Under what driving conditions are symptoms experienced?

Fleet Contact:

- To what extent have you experienced headlamp low beam operational concerns?

Fleet (10) vehicles (8) CVPI's  
(2) Incident

- What is your usage pattern for your vehicles?

- o Multiple shift/multiple drivers? 24 hr operation"
- o Single shift/dedicated to one driver? Always on the same shift?

Primary daytime  
but some night use

Occurs at ~ 80,000-85,000 miles

was previously run  
3 shifts 2003-2004

- Road operating conditions?

- o Urban?
- o Suburban?
- o Highway?
- o Smooth Roads?
- o Rough Road?

keep vehicles 100-120k miles  
Suburban/rural  
Mostly smooth roads. Some  
potholes. Not real severe

- How often are headlamps turned on and off?

Cycling LCM - couple times each shift  
sometimes more frequent - rear patrol

- What is the typical time duration that headlamps are left on?

lot of service calls  
may be 10 times  
per shift

- How frequently does the driver enter/exit from the vehicle? Door slams?

Depends on shift Infrequent or frequent

- Is there usually another occupant or partner riding in the vehicle?

Single

- When using headlamps and you have low beam operational concerns, what are the symptoms?

- o Is any loss of lighting constant or intermittent? If intermittent, how long of duration is the lighting out?
- o What are the driving circumstances when lighting lost?

Fad low outage and then then come back  
on, then on again.

CUPI LCM

3/6/08

## DATA ACQUISITION POSSIBILITIES

- How often & how long HAD LAMPS on

- How often <sup>FRONT</sup> DOORS ARE OPENED/CLOSED  
AND # OF DOOR SLAMS

\* LCM LOCATED ON DRIVERS SIDE AHEAD  
GAS PEDAL ATTACHED TO CROSS CAR BEAMS  
INTERIOR OF PASS. COMPARTMENT

ROAD LOAD DISCREPANCY?

## LOCAL FLEET SERVICE PROS/CONS

LOOK AT RECENT CLAIMS (AUX/CONS)  
TO TRY AND IDENTIFY HIGH INCIDENT FLEETS  
AND ESTABLISH A SURVEY

2/28/08

03-05 CUPI LCM UPDATE

ALL TESTING THAT HAS BEEN REVIEWED HAS PASSED  
\* ENGINEERING HAS NOW APPROVED THE DESIGN FOR  
PRODUCTION

PURCHASE ORDERS ISSUED

CONTINGENTIAL READY TO ROLL - SHORT TERM  
TIMING PLAN

---

## 14 D REVIEW

SEND DETAILED CG DATA COST TO FRIS

LOOKING FOR REVISED CUPI WIRING THAT COULD LEAD  
TO LOW BEAM HEAD LAMP RELAY FAILURES

-LOOK INTO INSTRUMENTING CUPI VEHICLES FOR  
TEMP & VIBRATION PROFILES

## POLICE LCM

### LCM

#### Police Differences

Autolamp feed pulled to 12V. Connector B pin 7

Fire suppression added to module communication network. Pin 8 connector A pin 8

Police have more potential for EMI issues due to radios etc

Police tap in to connector C pin 3. 2A fuse at LH footwell

Police tap in to connector C pin 7. Access point at center console, spot lamp, luggage releas relay coil, 2A fuse

Heat generated by railings of spot lamp relay - may affect head lamp relay function?

#### System Differences

Analog/digital cluster

Luggage switched ground --> cluster trunk ajar. Connector A pin 5

Safety belt lamp --> cluster safety belt display. Connector C pin 14

Door ajar to cluster/DDM --> tone request. Connector A pin 14

PAAT, Run, Start fusing changes from 2004-2005. Connector A pin 1, 9, connector C pin 1, 6

#### Usage profile

##### Mechanical

Police have rough driving habits that will increase level and amount of vibration

##### Electrical

Police lighting usage keeps the lamps on longer/day and more days/week

CV/GM LCM ENGINEERING REVIEW

21/14/08

COMPLETED 1000 Hz Thermal Cycling Test  
Some cracking - BUT NO 'THROUGH' CRACKING - TEST PASSED

VIBRATION } MECHANICAL SHOCK TESTING IN PROCESS  
- RESULTS EARLY NEXT WEEK

SUPPLIES  
PARTS RELEASE - EARLY NEXT WK (2/13)  
THAT REQ - WHICH CAN GET CONTINENTAL TO  
ACTUALLY RAMP UP - STAFF WILL THEN BE HIRED

MRSG <sup>POND</sup> MIDDLESMAN } JOHN <sup>COOK</sup> GRIFITH NEED TO RESOLVE PART  
SUPPLY KICK-OFF - EXTRA LABOUR FORCE

WILL SCHEDULE <sup>FURTHER</sup> ICD REVIEW

ENG, HOOPER, REVISION  
CUPF LCM

1/31/02

SOME CRACKING SEEN ON TEST SAMPLES POST  
500 HRS

WILL ENLARGE SIGNIFICANCE OF CRACKS AFTER 1000 HRS  
THERMAL SHOCK / EXTENSIVENESS

LATEST FAILURES THEORY INVOLVES APPRI OF  
'DOOR SLAM' VIBRATIONAL ELEMENT - WILL ADD  
SOME TEST ASPECT POST 1000 HRS

(LAMS 4)

NO! DID WE SEE ANY EVIDENCE OF 'DOOR SLAM'  
BEING ASSOCIATED WITH LCM FAILURES

1000 HR THERMAL TESTS COMPLETE 2/2 ON ORAL

VIBRATION & SHOCK DONE BY 2/3 WS.

ENGINEERING REVIEW 03-05 CUPI LCM

1/17/08

NO ADDRESS TEST RESULTS SO FAR ON CYCLE TESTING  
- 500 HR RESULTS TO BE REVIEWED  
10 WAS A PRODUCTION REQ'D TO HAVE SUFFICIENT  
INVENTORY TO LAUNCH

CURRENT STOCK AMOUNT SHOULD LAST 'TIL NEW  
PARTS ARE AVAILABLE

ANOTHER BR. IN 2-3 WEEKS OF #  
STOCK BUILD UP

ABOUT 1-2 WKS REVIEW A DIFFERENCES  
BETWEEN GM } CV (NXP) } CUPI

12/20/09

LIGHT CONT. MODULE. SQ PIN

- BLADE PIN They are getting FULL with solder.

- Anti recommends Go with PARTS order. SQ PIN

FOR SERVICE PARTS

—

03 05 CUPJ LCM  
ENGINEERING REVIEW

12/13/07

PU TESTING OF NEW DESIGN LOOKING GOOD

TIMING OF LCM BUILD COMPACT PARTS STILL ON TRACK FOR  
NOW DATED LCM BUILD MID FEB 08

ENGINEERING REVIEW  
CUPJ LCM

12/6/00

CONTI TAKING FEB 15 TO START PRODUCTION  
OF NEWLY DESIGNED LCMS & WILL THEN PRODUCE  
APPROX 6300/WK

11/29/03

ENGINEERING 281/30  
CUPI LCM

TESTING SO PAIR SHOWS FIVE (SMALL SIZE)  
LIFT OFF SPACER) LOOKS GOOD - SEEMS YET TO  
BE TAKEN - THERMAL SHOCK NOT YET  
STARTED

WASTY TIMING SHOW MATERIAL AT CONT.  
MIDDLE OF FEBRUARY FOR START OF BUILD (26 FEB 03  
WITH temp. ~~low~~)

CONT. WILL ADD BDL STATION TO DOUBLE THROUGH PUT  
96/hr

CONT. WILL ALSO ADD A SHIFT (~~2~~ → 3)

6300/wk expected  $\frac{96}{4}$   
~ 10 wks to get 40% full  $\frac{6300}{600}$

TARGET IS 40% 7.6 wks of production

ENGINEERING TO CHECK THE DIFFERENTIALS IN GM & CU  
INSTRUMENT CLUST OR COMMON DIBAO

TEMPERATURE PRODUCTION CU VS GM

CC29

11/15/07

03-05 CVFI LCM

PUT MAIN ASSEMBLY ITEM ON HOLD PENDING  
COMPLETION OF ENGINEERING REVIEWS

---

ENGINEERING REVIEW

11/15/07

MANUFACTURING LINES AT CORP. IN MORGANS RUNS  
4 PARTS - LCM FOR SERVICES IS ONE

NEC CANNOT ADD SPACE TO TRUCK - CORP. NEEDS  
TO ADD THE SPACE DURING ASSEMBLY

---

A NEW MODULE TO MOUNT HEADLAMPS OUT OF LCM  
IS 5 ~~MIN~~ MORE LEAD TIME FOR DESIGN

- SWITCH & WIRES / ADAPTER BOX HAS PROBLEMS  
IN ENSURING BOTH FILMSTRIP AREN'T ON AT  
THE SAME TIME AND WHEN PROPERLY WITH  
WIK-WAGS - NEED SOME SMART

TEST REVIEW 03-05-07 CUPI  
LPSX  
17.03.06

10/25/07

- ★ ROOT CAUSE - DO WE NEED TO FLESH OUT UNIQUENESS OF CUPI OF EXTENDED HAND LAMP USE TO TEMPERATURE PROFILES / VIBRATION (AS APPLICABLE) - NEED TO RELATE TO TESTING? IS EXPECTED TO BE WORSE ON CUPI
- HOW IS ACCELERATION FACTOR FOR CRACKING OF SOLID BR (NEED TO BE IN 14D?) - DO NEED TO INCORPORATE IN CLOSURE NOTES FOR GRAND MARQUIS

3D - ARE THE DATA ONLY ON CUPI?  
ARE THERE DUPLICATING EXTENS (AWG & CRIS)

VOLUME OF 03-05 CUPI  
169,052

CONTI ESTIMATES 12 WK FROM PO TO GET COMPONENTS NECESSARY TO BUILD BUILDING REDESIGNED MODULES TO VOLUME OF 170K

NEED TO TEST AGAINST PRODUCTION PROCESS ~ SD PLS

• NEED A <sup>CONCRETE</sup> PLAN

10/17/07

# 14D MEETING CUPI HEADLAMPS

- NEED TO REESTABLISH THE EARL CAUSE THAT  
THE UNIQUE ENVIRONMENT/USAGE OF CUPI - TEMPERATURES,  
HOURS OF OPERATION etc. OF EARL CAUSE TERM -  
IS SIGNIFICANTLY DIFFERENT

- IN THE EARL CAUSE TO INCLUDE PROPER SURFACE  
WITH PROPER POLYMERIZATION - LAYER OF POLYMER  
DEGRADES THE SOLID STATE QUALITY BY WAY OF  
CONTAMINATION OF SURFACE POLYMERIZATION  
AND GENERATION OF MICRO CRACKS

\* EARL CAUSE 2 BCS PAPER NEED TO BE REVISED TO REFLECT  
14D (CUPI ONLY HIGHLIGHTED)

10/11/07

CV/GM HEADLAMPS

CONTI  
SIBIO HIRPP CONFIRMED THAT THERMAL SHOCK IS  
THE DETERMINATIVE TEST <sup>DURABILITY</sup> → PROVE OUT IMPROVEMENTS

PROCESSING REVIEW (HOW TO TEST IT AGAIN IF WE GO  
IN THAT DIRECTION) STILL NEEDS TO TAKE PLACE

TIER 2/3 SUPPLY CHAIN (CIRCUIT BOARDS, etc)  
TIMING UNDER REVIEW

CONTINUE WITH PARTS

CUPI 03-05 HEADLAMPS / LCM ENGINEERING REVIEW 10/4/07

SCOPE OF PAPER TO BE THE CUPI FOR HOW

LCM ONLY USED 03-05 CU/GM - CONT. TO VERIFY DESIGN NOT USED ELSEWHERE

170306 CPSC

IN THE CU (PI) TESTING PASSED

MINOR DESIGN CHANGES TO '05 MODULE TIME ~~ARE~~ <sup>ARE</sup> NO. BACKWARDS TO '03-'04

CURRENT DISCUSSION FOR IMPROVED SERVICE PART IS SMALL HOLES IN CIRCUIT BOARD AND RAISING RELAY (OPPOSITE) FROM BOARD WITH SOLDERING

\* NEED TO CHECK VIBRATION TESTING OFF RAISED RELAY - ~~BOTH~~ <sup>CONT. TO</sup> DETERMINE IF BOTH FRONT & THERMAL CYCLED

\* <sup>CONT.</sup> WILL START DESIGN OF THE OPPOSITE PAD THE RAISED RELAY PLAN IS TO REUSE RELAY INSERTION FOR ALL 4 RELAYS

\* CG TO ① NORMALIZE LQIS DATA; ② ADD IN <sup>4 PART</sup> HEADLAMPS NOT TURNING ON AT START UP & FLICKERING ③ SPANATIONAL OUT CUPI AND OTHER VEHICLE LINES (SERIES) ④ ALSO WITH PAROT THE OTHER LCM ISSUES - DASH LIGHT FLICKERING, TURN SIGNALS, etc

9/20/07

DRL NOT CONTROLLED THROUGH THIS RELAY IN LCUA

2003 - 2005 TOWN CAR DOES NOT USE THIS LIGHTING CONTROL MODULE !!

HIGH BEAMS USE A DIFFERENT RELAY SO IN THEORY YOU SHOULD BE ABLE TO TURN OFF HIGH BEAMS IF LOW BEAMS GO OUT

INRO OH SOLUTION PARTS DJS 21 SEPT

TESTING

SMALLER HOLES

LARGER HOLES W/ SPACER / DEPOSIT

SMALLER HOLES W/ EPOXY

LARGER HOLES W/ EPOXY

THERMAL CYCLING IS DUE FOR COMPLETION END OF OCT  
MODULE SERVICE COST IS ABOUT \$250 (PART ONLY)

NEED TO UNDERSTAND DUTY CYCLE DIFFERENCES OF CU VS GM

- IS THERE ANY <sup>NOISE</sup> SERIOUS FLICKERING OF GM ESPECIALLY AS PRECURSOR - SOS MODES

DRL BEAMS (IN REVERSE) AS CANADA CUPI IS LOWER RATE THAN US

2420

CUPI HEADLAMP LCM

CLRC 9/6/07

TESTING FOR 3 TRIALS (SAS 8/30/07) TO BE  
CONDUCTED AFTER THE TRIALS ARE BUILT INTO  
LCM'S (BUILT INTO LCM HEADLAMP OF  
9/8/07)

SEPARATING ON VIRGIN PARTS WILL TAKE  
PLACE IN FOLLOWING WEEK PLUS - BRING  
BACK RESULTS TO CLRC on 9/20/07

RELIABILITY PLOTS LOOK LIKE CUPI  
FAILURES OVER 10 YEAR LIFE COULD BE  
AROUND 14 R/1000 CLAIM RATE

POT ON MAIN AGENDA 07-0906-03

ISSUE BROUGHT UP AT POLICE EXPO ASKING  
WHAT REPAIR IS

NO VOQS AS OF LEVEL 2 PAPER 17,01,01

MARK ZIBLINSKI  
805 4767

CL24 8/30/02

CVPI HEAD LAMP LCM

- 2 TRIALS
- 1) HAND <sup>HEX</sup> MODIFIED EPOXY AROUND LEADS - MAKE GOING INTO SOLDER HOLES
- 2) CROSSL SPACES TO LIFT OFF RELAYS FROM BOARD F.L IMPROVED SOLDERING
- 3) <sup>SOLDER</sup> HOLES SIZE IS LARGER THAN <sup>PREVIOUS</sup> - TRIALING BAYS WITH SMALLER HOLES

INITIALLY WILL XSECTION TO SEE IF EPOXY IS STILL IN ~~THE~~ SOLDER BAY

THERMAL SHOCK ON BOARD WITH SIMPLY ~~TEST~~ -42 DRY TEST

PARTS BOOK FROM THE F100 (4) DID NOT SHOW A SOLDER PILEUP OF TOP <sup>OF BOARD</sup> BUS TO EPOXY FILL - SIZING WILL IMPROVE IF THE TOP SIDE W/ PILEUP, HENCE THE 3 TRIAL SCENARIOS

COMB BACK NEXT WEEK WITH TEST PLAN }  
RELIABILITY DATA

ON ESD

2003-2005

CLRG

8/9/07

CROWN VICTORIA PI HEADLAMP LAMPS

HEADLAMPS GO OUT WHEN DRIVE,  
GETS WORSE WITH TIME

WHEN NOT IN USE CUPI & FLEET VEHICLES  
AND MOST APPROX 00

\* CHECK 2/1000 IN FOOTPRINT FOR LIGHTS  
(HEADLAMP, TAIL, TURN, BRAKE, etc)

SERVICE PARTS FOR 03-05 USS SAME  
RELAY AND COULD CAUSE <sup>FOR THE</sup> SERVICE ISSUES

PROBLEM IS DUTY CYCLE DEPENDENT

HEADLAMP RELAY IN LCM (GOMLS) HAS EXHIBITED  
CRACKING CAUSING EFFECTUAL OPEN CIRCUIT

- NEC (SUPPLIER TO CONT1) IS LOOKING AT  
REVISING EPOXY <sup>APPLICATION</sup> (WHICH COULD AFFECT CRACK  
ORIGINATING THEORY) WHICH WILL BE TESTED  
TO SEE IF THAT IMPROVES LIFE
- 4 NEC RELAYS IN MODULE, ONE FOR HEADLAMPS, ONE FOR TAIL LAMPS
- TEST RESULTS AND TIMING FOR INTRODUCTION  
OF ANY CHANGES IN T1 & T2 SUPPLIERS  
WILL BE SUBSTITUTED BY CONT1
  - NEED TO GET FAILURE ANALYSIS OF  
POLICE

6/21/07

CCRG - CUPI HEADLAMPS

2003-2005 MY

COIL WORN TO HEAD LAMP RELAY

IS CRACKING DUE TO AT

CAPAC BOARD HAS 3 OTHER RELAYS DOME LIGHTS  
DRL SIGNAL & PARKING LAMPS

HEADLAMP CIRCUIT  
DRL IS ON SEPARATE CIRCUIT

TRYING TO MEASURE AMBIENT TEMPERATURES

DRL IS ON SEPARATE CIRCUIT ?

NEED TO PRODUCE FAILURE LISTS FOR ALL  
VEHICLE MODELS

LOW 2 PAPER FROM ELI REQUESTED

ON BI

5/24/07

03-05 (~~02~~) CUPI HEADLAMPS

3 PARTS CHECKED 4 EXHIBITED 'ROOT CAUSE'  
L WITH CRACKS AT PINS LAMPS GO OUT  
NOT LINKED TO ALTERNATOR COIL COILS

REPORT REPAIRS NOT AT ISSUE APPARENTLY

• FLOTS - MAYBE MASS OR POINT STARS POLICE

RETURNED PARTS ARE NOT ONLY FROM CUPI  
HEAD LAMP

RELAY IS NOT RESPONDING WHEN COMMANDED  
SOLDER CONNECTIONS ON

CRACKING AROUND COIL TERMINALS ON BOARD THAT  
HELDS RELAY

TEMPERATURE AT BOARD <sup>CONTACTS</sup> WITH LOAD IS  $\sim 15^{\circ}\text{C}$   
HIGHER FOR HEADLAMP SOLDER JOINT

MOTOROLA TO EVALUATE DURABILITY SAMPLES  
THEY MIGHT HAVE FOR SIGNS OF THIS

APPEARS TO BE RELATED TO USES (MORE HEADLAMP  
'ON' OPERATION THE FASTER THE CRACKS PROPAGATE)

DIFFERENT LCM ON CUPI FOR '06 AND LATER

• NEED TO LOOK AT CUTI & TAXI ~~BROKEN~~ BROKEN OUT  
OF THE DATA SEPARATELY

• WILL ADD ISSUE TO ETI ON CCRG

• COST A REPAIR

• T/K ALL 05 CUPI FOR CIRCUIT TEMPS ~~AND~~ AND PUT  
ON ~~AT~~ A VEHICLE

05-07 CVD PI  
HEAD LAMPS INOPERATIVE

4/26/07

CONF CALL

IS THERE A DIFFERENCE BETWEEN US & CANADIAN  
UNITS (CDRL)

ARE THERE DIFFERENT SETS FOR FN THAN EN?

NEED TO GET SOME IDEA OF WHAT ELECTRICAL  
MODIFICATIONS ARE MADE FOR POLICE VEHICLES  
LIGHTING (TO MAKE THEM FLASH, etc)

\* CONTACTING FRIENDLY POLICE DEPARTMENT TO  
INSPECT VEHICLE(S) THAT HAVE EXPERIENCED THIS  
PROBLEM PRIOR TO REPAIR  
(MICHAEL BLACKMER?)

HOW DO THE USPI VEHICLES GET REPAIRED - DEALERS?

POLICE CARS DON'T TAKE AUTO LIGHT FUNCTION??!!

CAN WE GET REPAIR HISTORIES FOR <sup>SOME</sup> VEHICLES  
THAT HAVE EXPERIENCED THIS ISSUE FROM A  
FRIENDLY SOURCE THAT HAS SERVICE RECORDS OR  
RECORD THEY WERE WITH

Griffon Wayne Tripp 508-839-2858

N 6 or 7 CVPI in Fleet

**Dealer Contact:**

- Are there particular fleet customers that have been encountered multiple vehicle headlamp operation concerns, leading to lighting control module (LCM) replacements? Do you have contact info for the fleet customer?

(2) CMO - (1) once (1) twice

- What is your understanding of the symptoms that are being experienced by the customer?

LOSE LOW BEAMS Intermittent Did dead line car once Last some dash lights

- What were you able to determine from your diagnosis? Under what driving conditions are symptoms experienced?

Night time driving

**Fleet Contact:**

- To what extend have you experienced headlamp low beam operational concerns?

- What is your usage pattern for your vehicles?
  - o Multiple shift/multiple drivers? 24 hr operation"
  - o Single shift/dedicated to one driver? Always on the same shift?

Round the clock use

3:00-11:00 p

11:00-7:00 am

- Road operating conditions?
  - o Urban?
  - o Suburban?
  - o Highway?
  - o Smooth Roads?
  - o Rough Road?

Predominately rural driving

Varied smooth/rough

- How often are headlamps turned on and off?

off periodically for radar patrol and breaks Periods on 2-3 hrs

- What is the typical time duration that headlamps are left on?

- How frequently does the driver enter/exit from the vehicle? Door slams?

5-15 times

- Is there usually another occupant or partner riding in the vehicle?

Single officers

- When using headlamps and you have low beam operational concerns, what are the symptoms?

- o Is any loss of lighting constant or intermittent? If intermittent, how long of duration is the lighting out?
- o What are the driving circumstances when lighting lost?

---

**From:** Steve.Knapp@us.contiautomotive.com  
**Sent:** Monday, October 29, 2007 4:32 PM  
**To:** Holt, Jon (J.); William.Virgin@us.contiautomotive.com  
**Subject:** IPC Thru Hole Solder Inspection guide

**Attachments:** IPC-A-610D hole fill.pdf



IPC-A-610D hole  
fill.pdf (144 ...)

see attached

(See attached file: IPC-A-610D hole fill.pdf)

Steve Knapp

## 7 Through-Hole Technology

### 7.5.5 Supported Holes – Solder (cont.)

**Table 7-6 Plated-Through Holes with Component Leads – Minimum Acceptable Solder Conditions<sup>1</sup>**

Criteria	Class 1	Class 2	Class 3
A. Vertical fill of solder <sup>2,3</sup> (see 7.5.5.1)	Not Specified	75%	75%
B. Wetting on primary side (solder destination side) of lead and barrel (see 7.5.5.2)	Not Specified	180°	270°
C. Percentage of land area covered with wetted solder on primary side (solder destination side) (see 7.5.5.3)	0	0	0
D. Fillet and wetting on secondary side (solder source side) of lead and barrel (see 7.5.5.4)	270°	270°	330°
E. Percentage of land area covered with wetted solder on secondary side (solder source side) (see 7.5.5.5)	75%	75%	75%

**Note 1.** Wetted solder refers to solder applied by the solder process.

**Note 2.** The 25% unfilled height includes both source and destination side depressions.

**Note 3.** Class 2 may have less than 75% vertical hole fill as noted in 7.5.5.1.

**Table 7-7 Plated-Through Holes with Component Leads - Intrusive Soldering Process - Minimum Acceptable Solder Conditions<sup>1</sup>**

Criteria	Class 1	Class 2	Class 3
A. Vertical fill of solder <sup>2,3</sup>	Not Specified	75%	75%
B. Wetting on solder destination side of lead and barrel	Not Specified	180°	270°
C. Percentage of land area covered with wetted solder on solder destination side.	0	0	0
D. Wetting on solder source side of lead and barrel <sup>4</sup>	270°	270°	330°
E. Percentage of land area covered with wetted solder on solder source side <sup>4</sup>	75%	75%	75%

**Note 1.** Wetted solder refers to solder applied by the solder process.

**Note 2.** The 25% unfilled height includes both source and destination side depressions.

**Note 3.** Class 2 may have less than 75% vertical hole fill as noted in 7.5.5.1.

**Note 4.** Applies to any side to which solder paste was applied.

#### Defect - Class 1,2,3

- Solder connections are not in compliance with Tables 7-6 or 7-7.

7.5.5.1 Supported Holes – Solder – Vertical Fill (A)

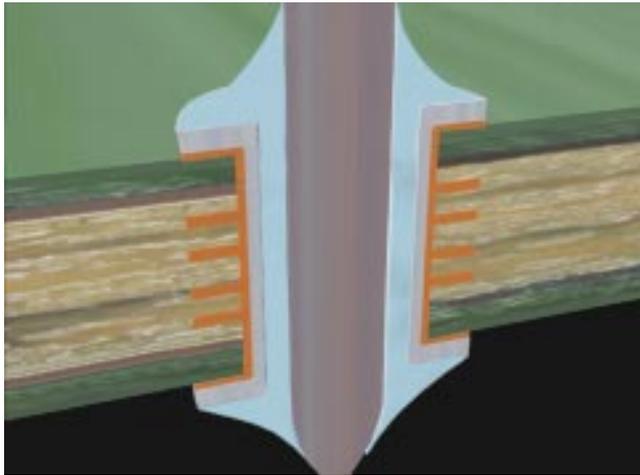


Figure 7-108

**Target - Class 1,2,3**

- There is 100% fill.

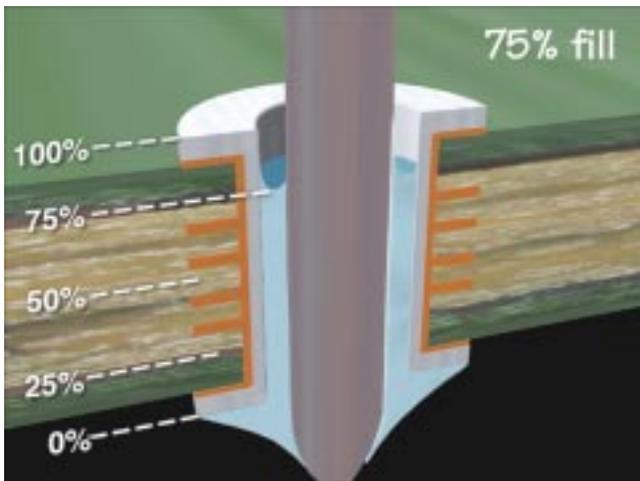


Figure 7-109

**Acceptable - Class 1,2,3**

- Minimum 75% fill. A maximum of 25% total depression, including both secondary and primary sides is permitted.

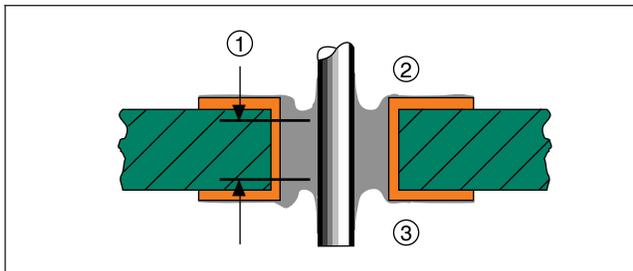


Figure 7-110

1. Vertical fill meets requirements of Table 7-6
2. Solder destination side
3. Solder source side

**Defect - Class 2,3**

- Vertical fill of hole is less than 75%.

## 7.5.5.1 Supported Holes – Solder – Vertical fill (A) (cont.)

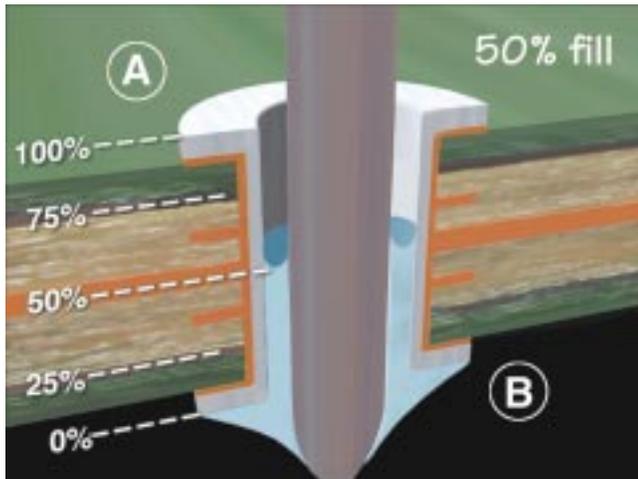


Figure 7-111

Not Specified - Class 1

Acceptable - Class 2

Defect - Class 3

- As an exception to the fill requirements of Tables 7-6 or 7-7, a 50% vertical fill of a PTH is permitted for Class 2 products provided the following conditions are met:
  - The PTH is connected to thermal or conductor planes that act as thermal heat sinks.
  - The component lead is discernible in the Side B solder connection of Figure 7-111.
  - The solder fillet on Side B of Figure 7-111 has wetted 360° of the PTH barrel wall and 360° of the lead.
  - Surrounding PTHs meet requirements of Tables 7-6 or 7-7.

**Note:** Less than 100% solder fill may not be acceptable in some applications, e.g., thermal shock. The user is responsible for identifying these situations to the manufacturer.

### 7.5.5.2 Supported Holes – Solder – Primary Side – Lead to Barrel (B)



Figure 7-112

Target - Class 1,2,3

- 360° wetting present on lead and barrel.

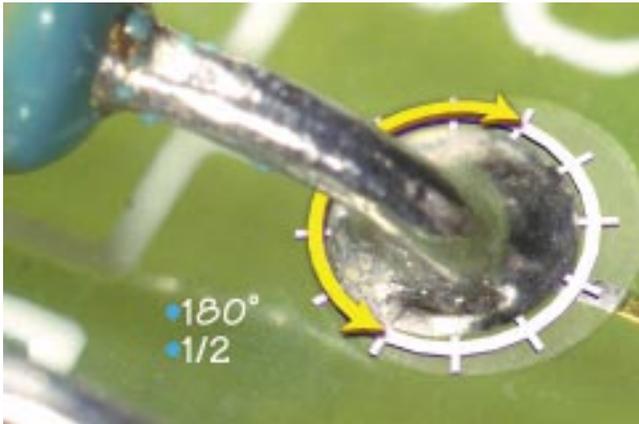


Figure 7-113

Not Specified - Class 1

Acceptable - Class 2

- Minimum 180° wetting present on lead and barrel, Figure 7-113.

Acceptable - Class 3

- Minimum 270° wetting present on lead and barrel, Figure 7-114.

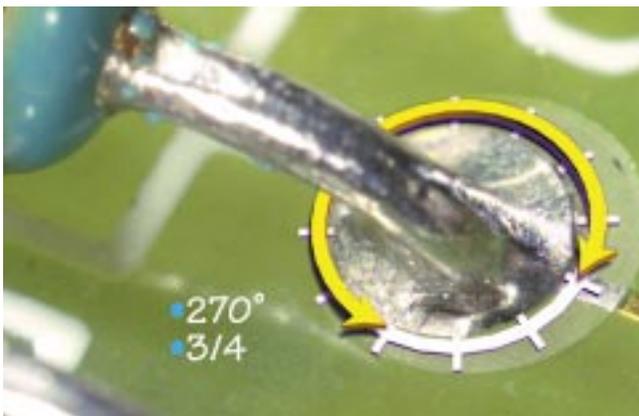


Figure 7-114

7.5.5.2 Supported Holes – Solder –  
Primary Side – Lead to Barrel (B) (cont.)

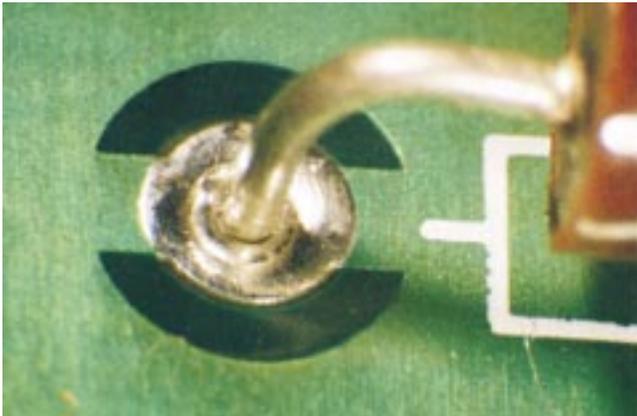


Figure 7-115

Defect - Class 2

- Less than 180° wetting on lead or barrel.

Defect - Class 3

- Less than 270° wetting on lead or barrel.

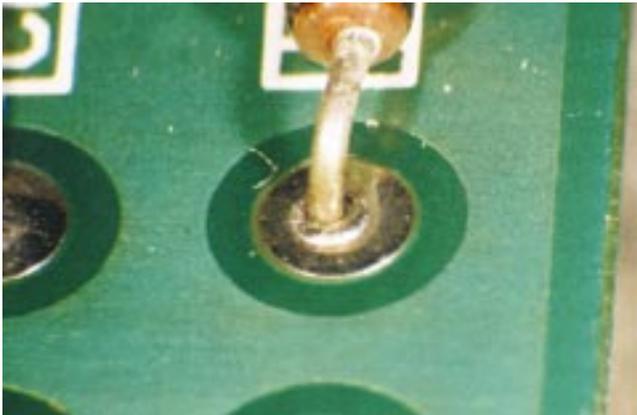


Figure 7-116

7.5.5.3 Supported Holes – Solder –  
Primary Side – Land Area Coverage (C)



Figure 7-117

Acceptable - Class 1,2,3

- The land area does not need to be wetted with solder on the primary side.

### 7.5.5.4 Supported Holes – Solder – Secondary Side – Lead to Barrel (D)

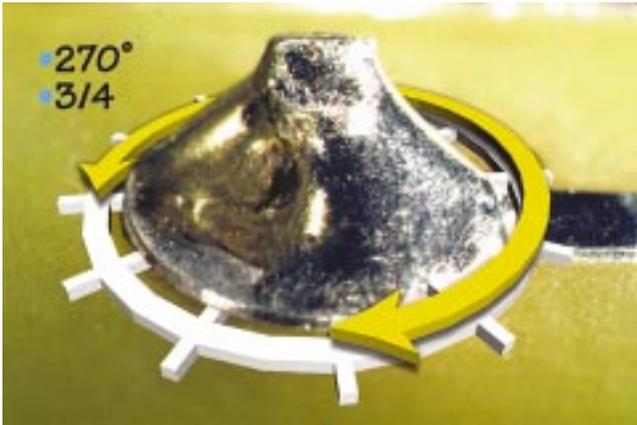


Figure 7-118

Acceptable - Class 1,2

- Minimum 270° fillet and wetting (lead, barrel and termination area).



Figure 7-119

Acceptable - Class 3

- Minimum 330° fillet and wetting (lead, barrel and termination area). (Not Shown.)

Defect - Class 1,2,3

- Does not meet requirements of Tables 7-6 or 7-7.

---

**From:** Knapp Steve-CSK004 [CSK004@motorola.com]  
**Sent:** Thursday, May 06, 2004 11:18 AM  
**To:** Holt, Jon (J.)  
**Cc:** Ludwig, Brent (B.C.)  
**Subject:** En114LCM MY05/MY03 RE Data  
**Attachments:** MY05\_LCM\_RE.pdf

John,

Here's the data we discussed.

Steve

I'll sent the MY03 data next due to the file size

EMC03301B w/Preamp 4/27/04jk  
EN114 LCM MY05 PU2 TP#10788  
SER # 054  
CABLE#MY03-011 LB#MF519-044  
MODE DAYTIME  
ENG:Koklys/Knapp Job# 04-0371  
**FORD ES-XW7T-1A278-AB QP**

85  
75  
65  
55  
45  
35  
25  
15  
5  
-5  
.15

dB[uVolts/meter]

10 20 25

Frequency [MHz]

EMC03142B w/preamp 4/27/04  
EN114 LCM MY05 PU2 TP#10788  
SER# 054  
CABLE#MY03-011 LB#MF519-044  
MODE DAYTIME  
ENG:Koklys/Knapp Job# 04-0371  
**FORD ES-XW7T-1A278-AB QP**

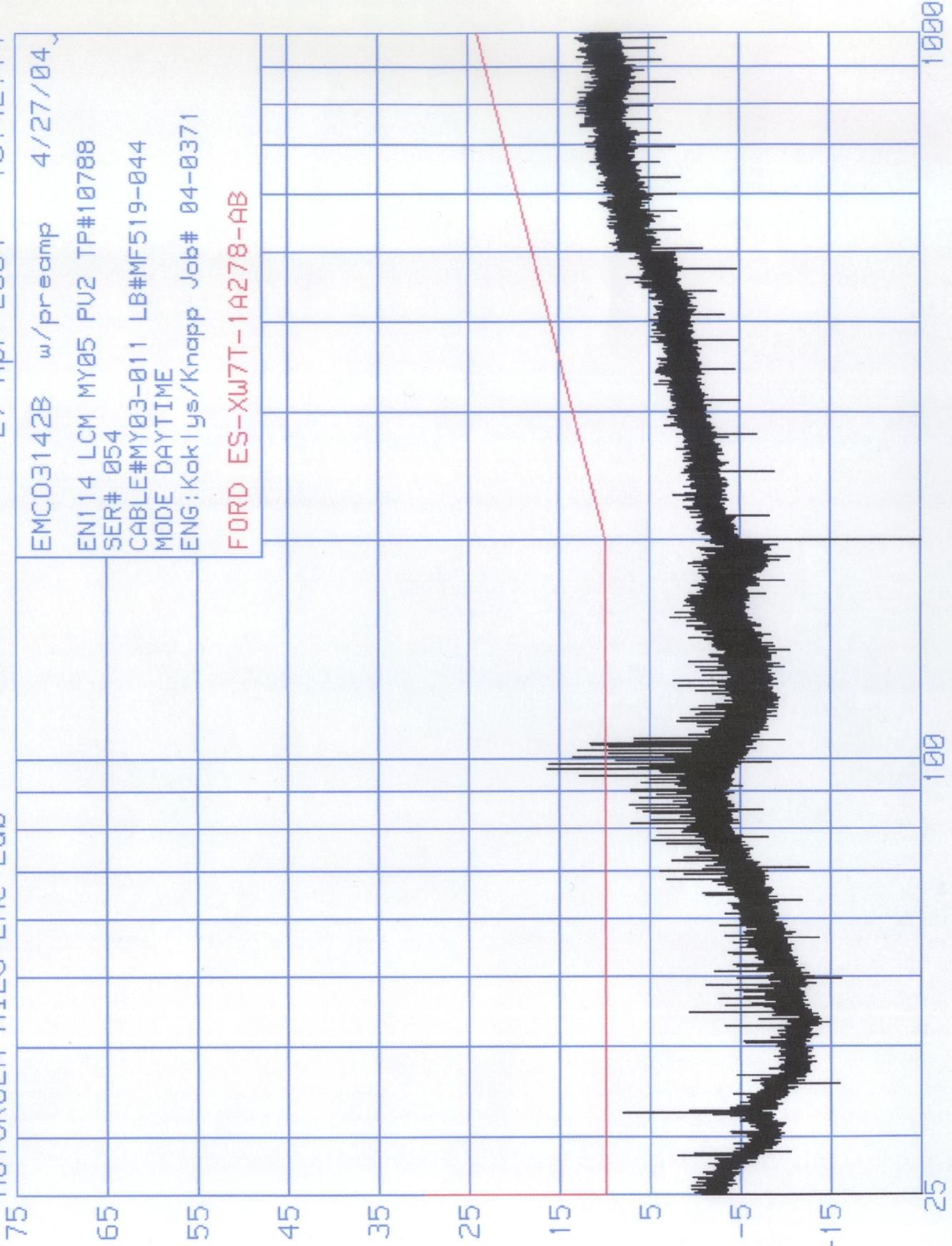
dB[uV/meter]

75  
65  
55  
45  
35  
25  
15  
5  
-5  
-15  
70 100

Frequency [MHz]

EMC03142B w/preamp 4/27/04  
EN114 LCM MY05 PU2 TP#10788  
SER# 054  
CABLE#MY03-011 LB#MF519-044  
MODE DAYTIME  
ENG:Koklys/Knapp Job# 04-0371  
**FORD ES-XW7T-1A278-0B**

dB[Volts/meter]



Frequency [MHz]

---

**From:** Knapp Steve-CSK004 [CSK004@motorola.com]  
**Sent:** Thursday, May 20, 2004 2:18 PM  
**To:** Holt, Jon (J.); Coopriider, Anthony (A.D.)  
**Cc:** Virgin William-G14559; Ludwig, Brent (B.C.)  
**Subject:** EN114LCM MY05 and MY03 EMC Data  
**Attachments:** Radiated\_Immunity\_MY05.pdf; Radiated\_Immunity\_MY03.pdf; Radiated\_Emission\_MY03.pdf;  
Radiated\_Emission\_MY05.pdf; LCM\_Summary.ZIP

Here's the data requested

Steve Knapp



Level 2  
Ford Tri-Plate Immunity  
Thresholds

C:\tile\Datatemp\04-0190 EN114LCM PV\L2 NIGHT 10A MY05  
03:06:53 PM, Thursday, March 18, 2004

Contact: STEVE KNAPP  
Group: ENTER GROUP/DEPT. # MF520

Frequency MHz	(SPEC Limit 100 V/m) FieldStrength V/m	Code_Lower	Comments
4.000 MHz	43.563	None	FLASH FASTER
30.000 MHz	41.146	None	PASS
31.000 MHz	40.392	None	HEATED BACK LIGHT ON
32.000 MHz	38.013	None	HEATED BACK LIGHT ON
33.000 MHz	62.636	None	HEATED BACK LIGHT FLASHING
34.000 MHz	37.679	None	HEATED BACK LIGHT FLASHING
35.000 MHz	39.531	None	HEATED BACK LIGHT ON
43.000 MHz	41.428	None	HEATED BACK LIGHT ON
44.000 MHz	38.747	None	HEATED BACK LIGHT ON
45.000 MHz	40.555	None	HEATED BACK LIGHT ON
90.000 MHz	40.477	None	HEATED BACK LIGHT ON
91.000 MHz	38.108	None	HEATED BACK LIGHT ON
92.000 MHz	36.103	None	HEATED BACK LIGHT FLASING
93.000 MHz	41.561	None	PASS
94.000 MHz	35.582	None	HEATED BACK LIGHT ON
99.000 MHz	39.160	None	HEATED BACK LIGHT ON
118.000 MHz	41.239	None	HEATER BACK LIGHT
126.000 MHz	35.643	None	HEATER BACK LIGHT
130.000 MHz	35.880	None	HEATER BACK LIGHT
132.000 MHz	35.768	None	HEATER BACK LIGHT
134.000 MHz	35.709	None	HEATER BACK LIGHT
136.000 MHz	35.838	None	HEATER BACK LIGHT
138.000 MHz	36.075	None	HEATER BACK LIGHT
140.000 MHz	36.903	None	HEATER BACK LIGHT FLASHING
142.000 MHz	37.433	None	HEATER BACK LIGHT
144.000 MHz	36.828	None	HEATER BACK LIGHT
146.000 MHz	38.153	None	HEATER BACK LIGHT
148.000 MHz	41.877	None	PASS
190.000 MHz	41.879	None	PASS
196.000 MHz	41.402	None	HEATER BACK LIGHT
198.000 MHz	40.968	None	HEATER BACK LIGHT
200.000 MHz	41.149	None	HEATER BACK LIGHT
230.000 MHz	41.112	None	PASS
235.000 MHz	40.853	None	PASS

Job # and Type: 04-0190 PV  
Load Box #:MF519 044  
Subsystem Name - EN114 LCM  
Serial Number - SERIAL # 10A MY05  
Mode Name - NIGHT TIME  
Test Stand - ENTER TEST STAND MF519 044



Level 2  
Ford Tri-Plate Immunity  
Thresholds

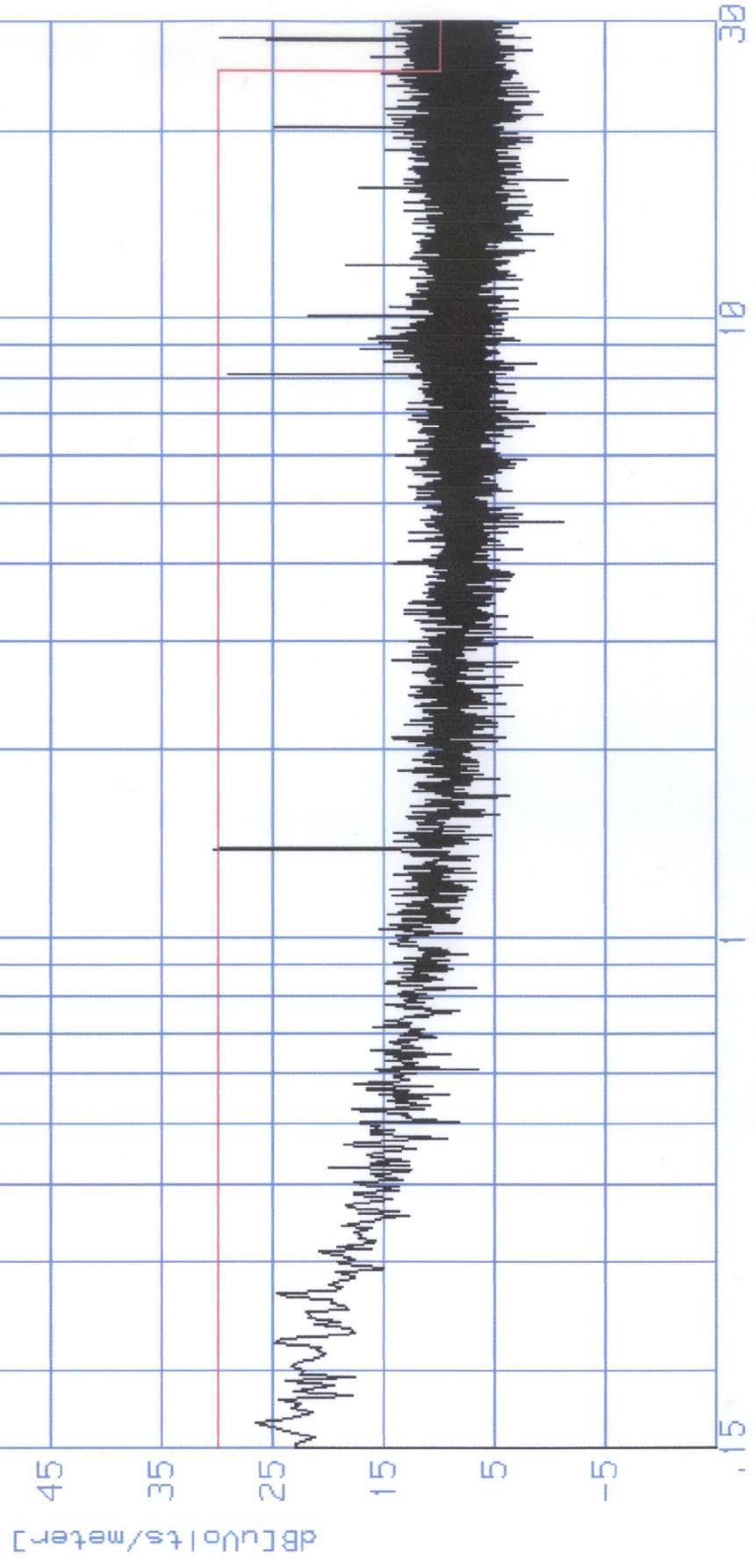
C:\tile\Datatemp\04-0190 EN114LCM PV\L2 NIGHT 295 MY03/04  
08:13:58 AM, Friday, March 19, 2004

Contact: STEVE KNAPP  
Group: ENTER GROUP/DEPT. # MF520

Frequency MHz	(SPEC Limit 100 V/m) FieldStrength V/m	Code_Lower	Comments
4.000 MHz	43.637	None	PASS
31.000 MHz	41.003	None	PASS
32.000 MHz	40.165	None	HEATED BACK LIGHT
33.000 MHz	40.031	None	HEATED BACK LIGHT
34.000 MHz	37.465	None	HEATED BLACK LIGHT FLASHING
35.000 MHz	39.783	None	HEATED BACK LIGHT FLASHING
43.000 MHz	40.971	None	HEATED BACK LIGHT
44.000 MHz	38.618	None	HEATED BACK LIGHT
45.000 MHz	40.192	None	HEATED BACK LIGHT
91.000 MHz	38.528	None	HEATED BACK LIGHT
92.000 MHz	36.445	None	HEATED BACK LIGHT
93.000 MHz	51.798	None	HEATED BLACK LIGHT
94.000 MHz	35.275	None	HEATED BACK LIGHT
95.000 MHz	41.108	None	PASS
96.000 MHz	35.001	None	HEATED BACK LIGHT FLASHING
97.000 MHz	34.980	None	HEATED BACK LIGHT
98.000 MHz	40.985	None	PASS
99.000 MHz	35.041	None	HEATED BACK LIGHT
118.000 MHz	41.156	None	PASS
120.000 MHz	39.606	None	HEATED BACK LIGHT
122.000 MHz	36.731	None	HEATED BACK LIGHT
124.000 MHz	36.292	None	HEATED BACK LIGHT
126.000 MHz	55.668	None	HEATED BACK LIGHT
128.000 MHz	35.896	None	HEATED BACK LIGHT
130.000 MHz	51.530	None	HEATED BACK LIGHT
132.000 MHz	55.907	None	HEATED BACK LIGHT
134.000 MHz	55.707	None	BTSI
136.000 MHz	35.962	None	HEATED BACK LIGHT
138.000 MHz	51.478	None	HEATER BLACK LIGHT
140.000 MHz	37.410	None	HEATED BACK LIGHT FLASHING
142.000 MHz	37.072	None	HEATED BACK LIGHT
144.000 MHz	52.141	None	HEATED BACK LIGHT
146.000 MHz	37.556	None	HEATED BACK LIGHT FLASHING
164.000 MHz	41.642	None	PASS
192.000 MHz	41.695	None	HEATED BACK LIGHT FLASHING
194.000 MHz	41.557	None	PASS
196.000 MHz	40.268	None	HEATED BACK LIGHT FLASHING
198.000 MHz	39.683	None	HEATED BACK LIGHT
200.000 MHz	40.112	None	HEATED BACK LIGHT
235.000 MHz	40.907	None	PASS

Job # and Type: 04-0190 PV  
Load Box #:MF519 044  
Subsystem Name - EN114 LCM  
Serial Number - SERIAL # 295 MY03/04  
Mode Name - NIGHT  
Test Stand - ENTER TEST STAND MF519 044

FORD ES-XW77-1A278-AB  
LCM MY03 PRODUCTION  
SER # 00295  
CABLE#MY03-011 LB#MF519-044  
MODE DAYTIME  
ENG. Geijer/Knapp Job# 04-0190



MOTOROLA AIEG EMC Lab

30 Mar 2004

12:04:28

FORD ES-XW7T-1A278-AB

EMC03142B w/preamp 7/21/03

LCM MY03 PRODUCTION

SER # 00295

CABLE#MY03-011 LB#MF519-044

MODE DAYTIME

ENG. Geijer/Knapp Job# 04-0190

dB[uVolts/meter]

75

65

55

45

35

25

15

5

-5

-15

30

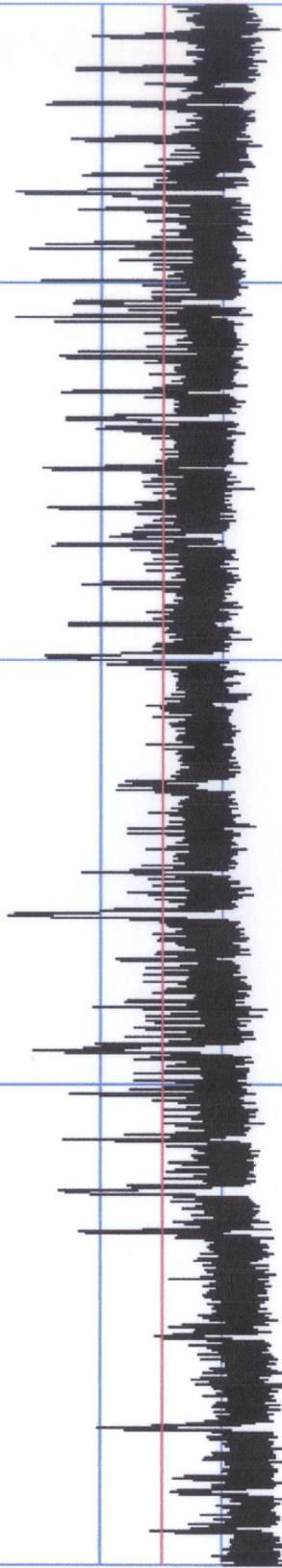
70

Frequency [MHz]

EMC03142B 3/29/04  
LCM MY03 PRODUCTION  
SER # 00295  
CABLE#MY03-011 LB#MF519-044  
MODE DAYTIME  
ENG. Geijer/Knapp Job# 04-0190  
**FORD ES-XW7T-1A278-AB**

dB[Volts/meter]

75  
65  
55  
45  
35  
25  
15  
5  
-5  
-15  
70



100

Frequency [MHz]

FORD ES-XW7T-1A278-AB

EMC03142B w/preamp 3/29/04

LCM MY03 PRODUCTION

SER # 00295

CABLE#MY03-011 LB#MF519-044

MODE DAYTIME

ENG. Geijer/Knapp Job# 04-0190

dB[Volts/meter]

75

65

55

45

35

25

15

5

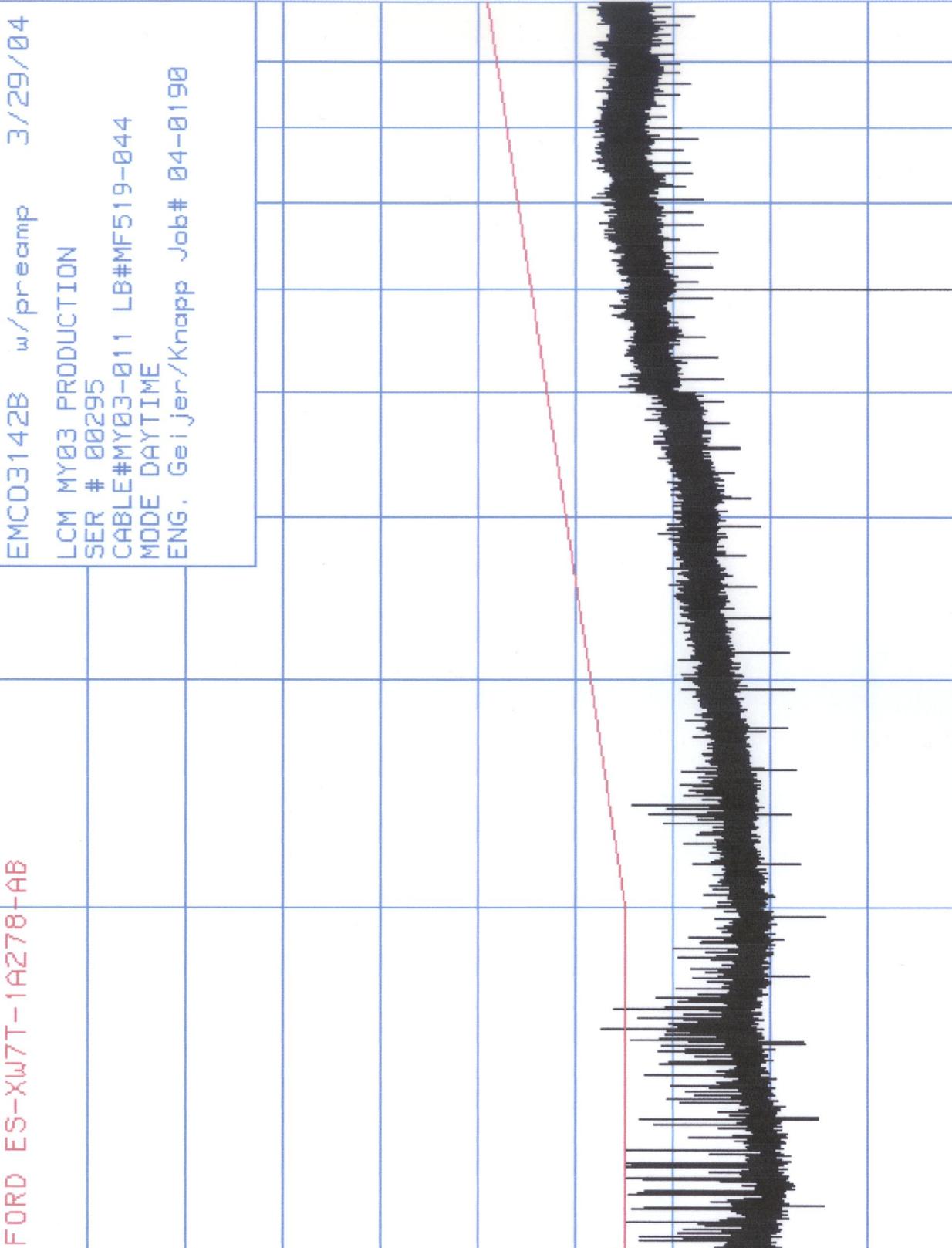
-5

-15

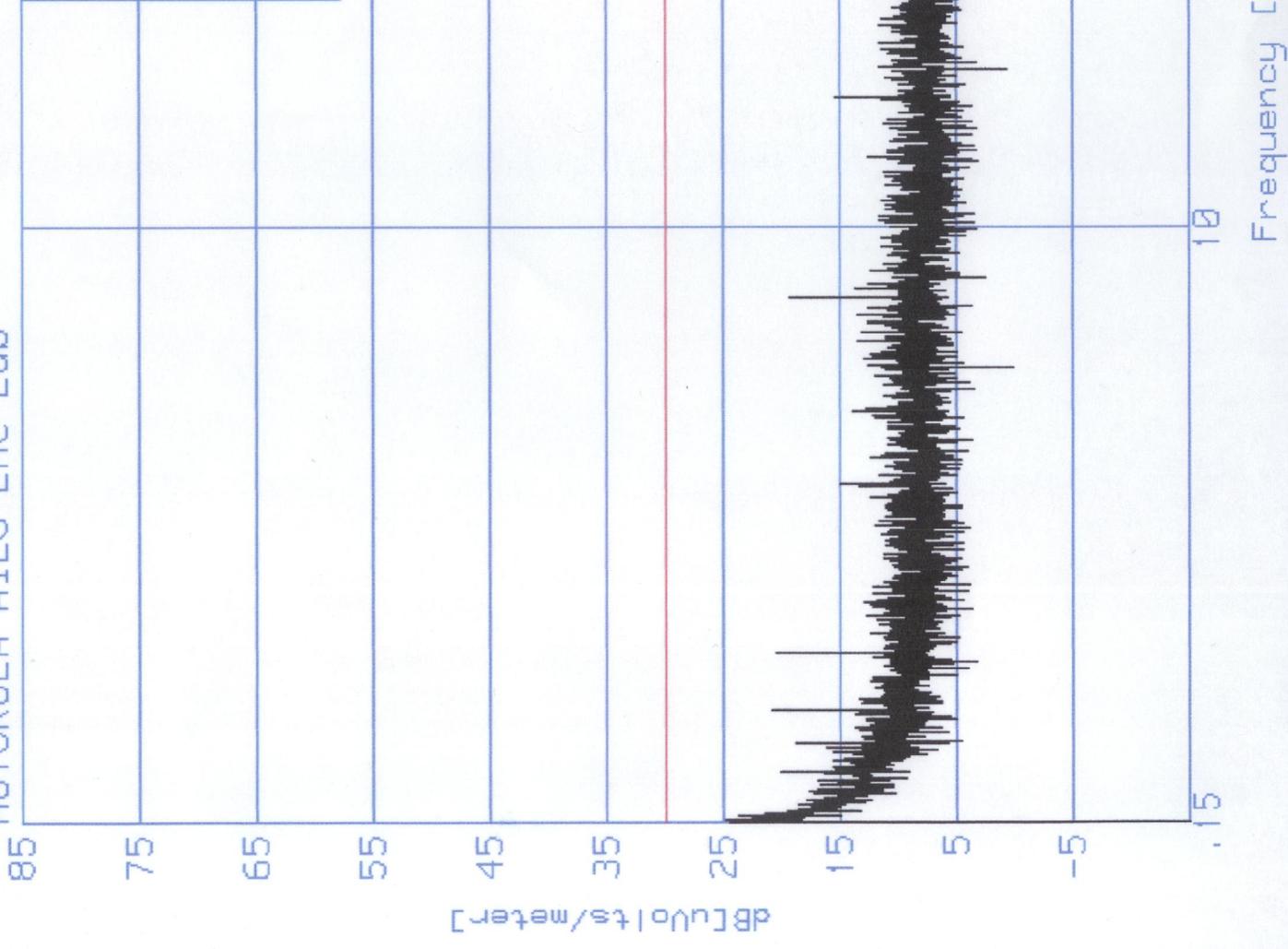
100

1000

Frequency [MHz]



EMC03301B w/Preamp 4/27/04jk  
EN114 LCM MY05 PU2 TP#10788  
SER # 054  
CABLE#MY03-011 LB#MF519-044  
MODE DAYTIME  
ENG:Koklys/Knapp Job# 04-0371  
**FORD ES-XW7T-1A278-AB QP**



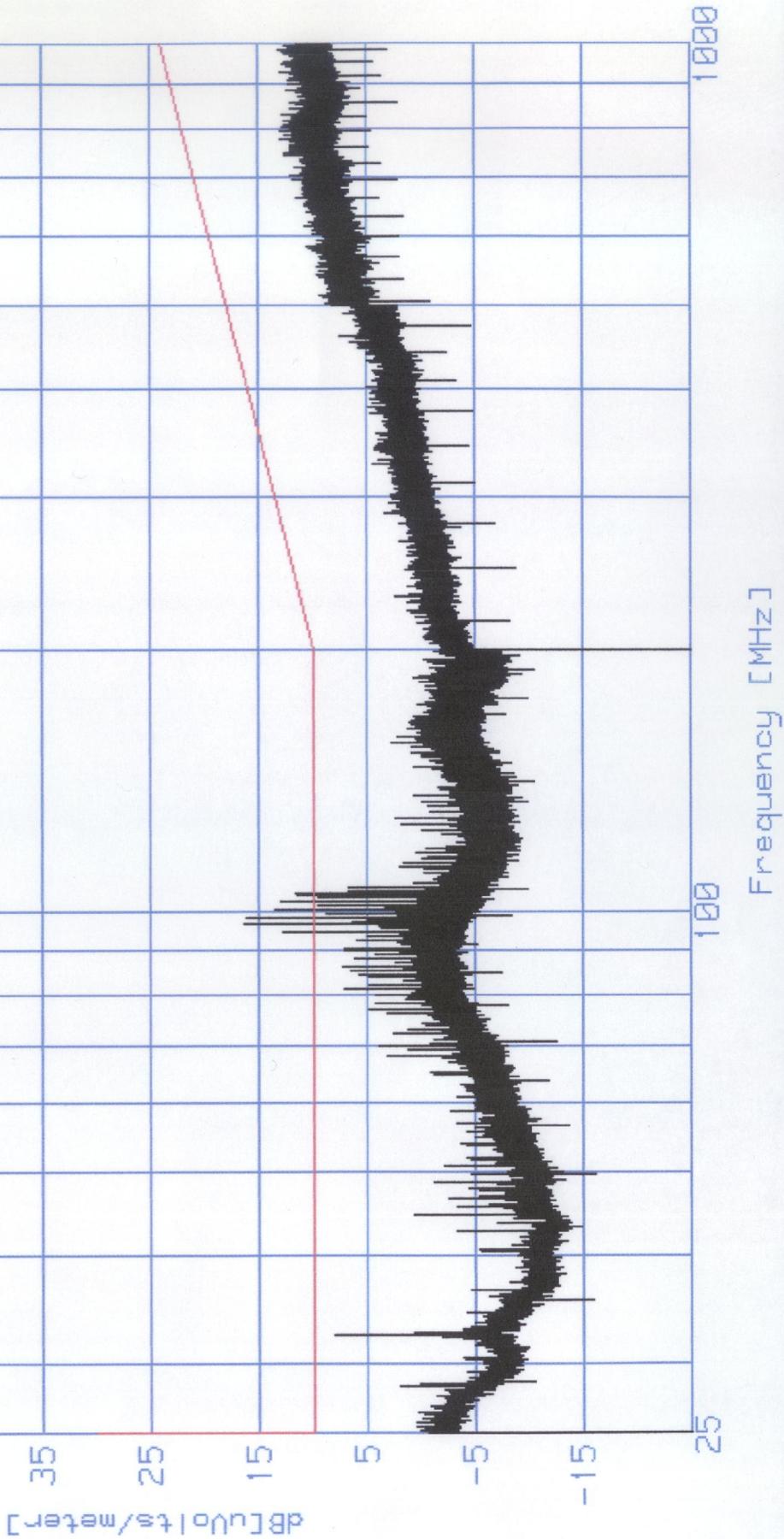
EMC03142B w/preamp 4/27/04  
EN114 LCM MY05 PU2 TP#10788  
SER# 054  
CABLE#MY03-011 LB#MF519-044  
MODE DAYTIME  
ENG:Koklys/Knapp Job# 04-0371  
**FORD ES-XW7T-1A278-AB QP**

dB[uV/meter]

75  
65  
55  
45  
35  
25  
15  
5  
-5  
-15  
70 100

Frequency [MHz]

EMC03142B w/preamp 4/27/04  
EN114 LCM MY05 PU2 TP#10788  
SER# 054  
CABLE#MY03-011 LB#MF519-044  
MODE DAYTIME  
ENG:Koklys/Knapp Job# 04-0371  
**FORD ES-XW7T-1A278-0B**

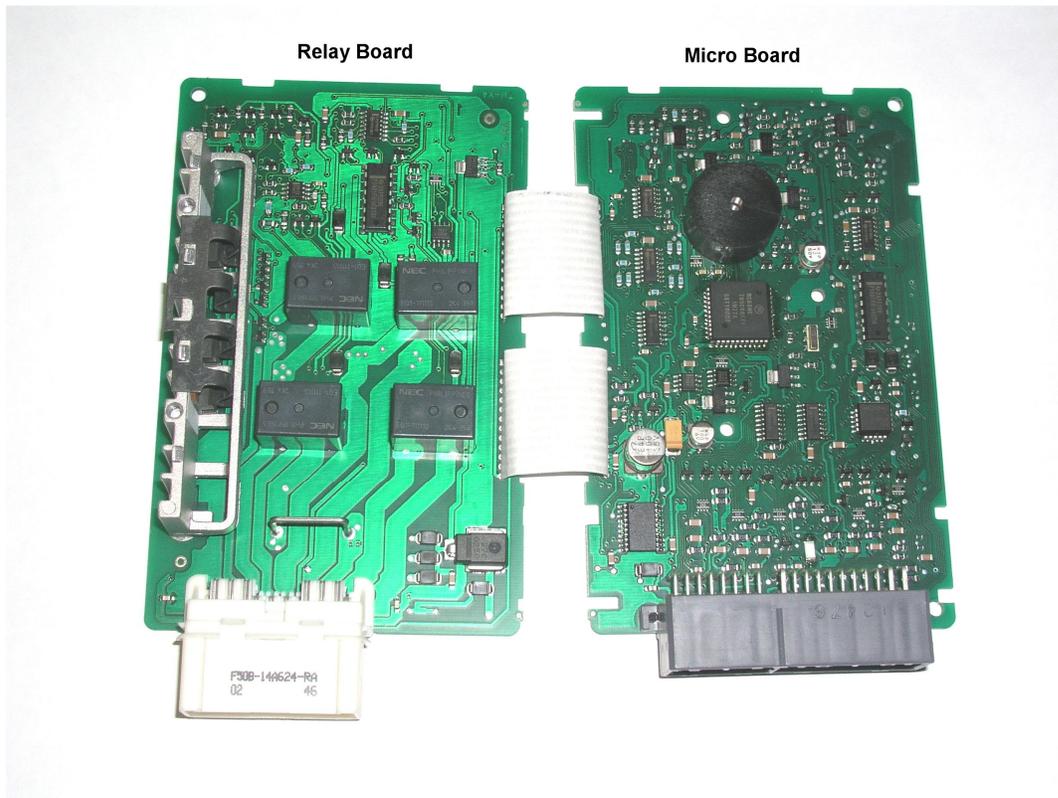


To better understand the EMC performance of the MY05 EN114LCM relative to the MY03/04 EN114LCM it's necessary to understand the changes that were made for MY05.

- Keyin Ignition changed to a pulldown resistor.
- A BTSI solenoid output driver was added.
- A Traction\_Control LED output driver was added
- An Overspeed Input was added
- A Brake\_Switch Input was added
- A Traction Control Indicator Input was added

These changes were added incrementally rather than redesigning from scratch.

All the above circuitry was added to the Micro board (see below).  
The failures observed during Radiated Immunity were related to the circuitry on the Relay board (that's why the performance of the MY05 follows the MY03/04)



The full range of the Radiated Emission (RE 310) was sent in the email.  
When testing Radiated Immunity (RI 110) only the anomalies and their threshold levels are recorded, this data is also included in the email of 5/20/04.

---

**From:** Joseph.Kosirowski@us.contiautomotive.com  
**Sent:** Thursday, October 18, 2007 12:40 PM  
**To:** Holt, Jon (J.); Hodgson, Keith (K.M.)  
**Cc:** Steve.Knapp@us.contiautomotive.com; William.Virgin@us.contiautomotive.com  
**Subject:** Analysis report on EN114 LCM service part cross section.

**Attachments:** Analysis\_Request\_IL0839781.pdf



Analysis\_Request\_I  
L0839781.pdf...

Jon and Keith,

Per our conversation, attached is the lab report on the cross sectioning performed on an EN114 LCM service part from Nogales stock. The coil leads for K220 and K221 were sectioned. Please let me know if you have any questions.

Joe Kosirowski  
Technical Project Lead  
Continental Automotive Systems Division  
21440 West Lake Cook Rd., Deer Park IL 60010  
Office:847-862-2742  
Fax:847-862-8241  
Cell:847-553-8575  
email: Joseph.Kosirowski@us.contiautomotive.com  
www.contiautomotive.com  
(See attached file: Analysis\_Request\_IL0839781.pdf)



## ANALYSIS REPORT

---

**Continental Part Number:****Supplier:****Description:**

Need to have cross sectioning performed on 2 relays to determine if solderability is good. Evaluation of production modules for a field issue at Ford.

**Product :** Panther LCM**Requester:** Kosirowski Joseph G10852**Analyst:** Scallan John G10810**Quantity:****Date Code:****Supplier P/N:****Point of Failure:** Not Defective**Distribution:** Knapp Steve CSK004; Smith Patrick BPGJ48

---

**Fail Mode:**

Not Defective

**Fail Mechanism:**

Cross Section only

**Conclusion/ Summary:**

Plastic flash from the relay encapsulant is partially blocking the wetting of the solder to the pins on the inside of the relay.

**Recommendations:****Containment:****Action Items:** The relay supplier should deflash the pins to get a greater area for soldering.**Corrective Action:** Deflash pins on these relays.

The solder joints examined were acceptable.

There is room for improvement. Plastic flash material from the encapsulant is covering some of each pin. This reduces the area that solder can wet to.

**Observation/Analysis Sequence:**

Two relays were cross sectioned through the middle of pins 2 and 3. These were K220 and K221 from one Panther LCM unit.

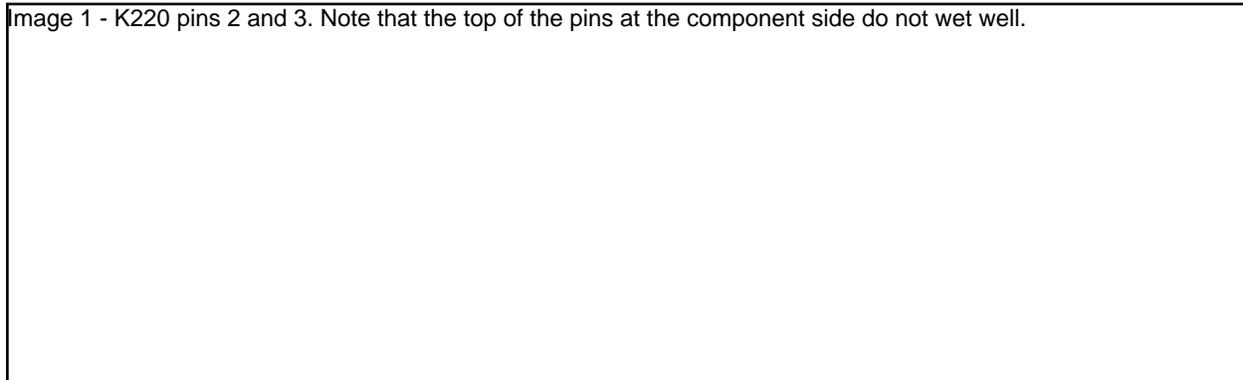
The solder joints examined were acceptable.

There is room for improvement. Plastic flash material from the encapsulant is covering some of each pin. This reduces the area that solder can wet to.

---

**Images:**

Image 1 - K220 pins 2 and 3. Note that the top of the pins at the component side do not wet well.



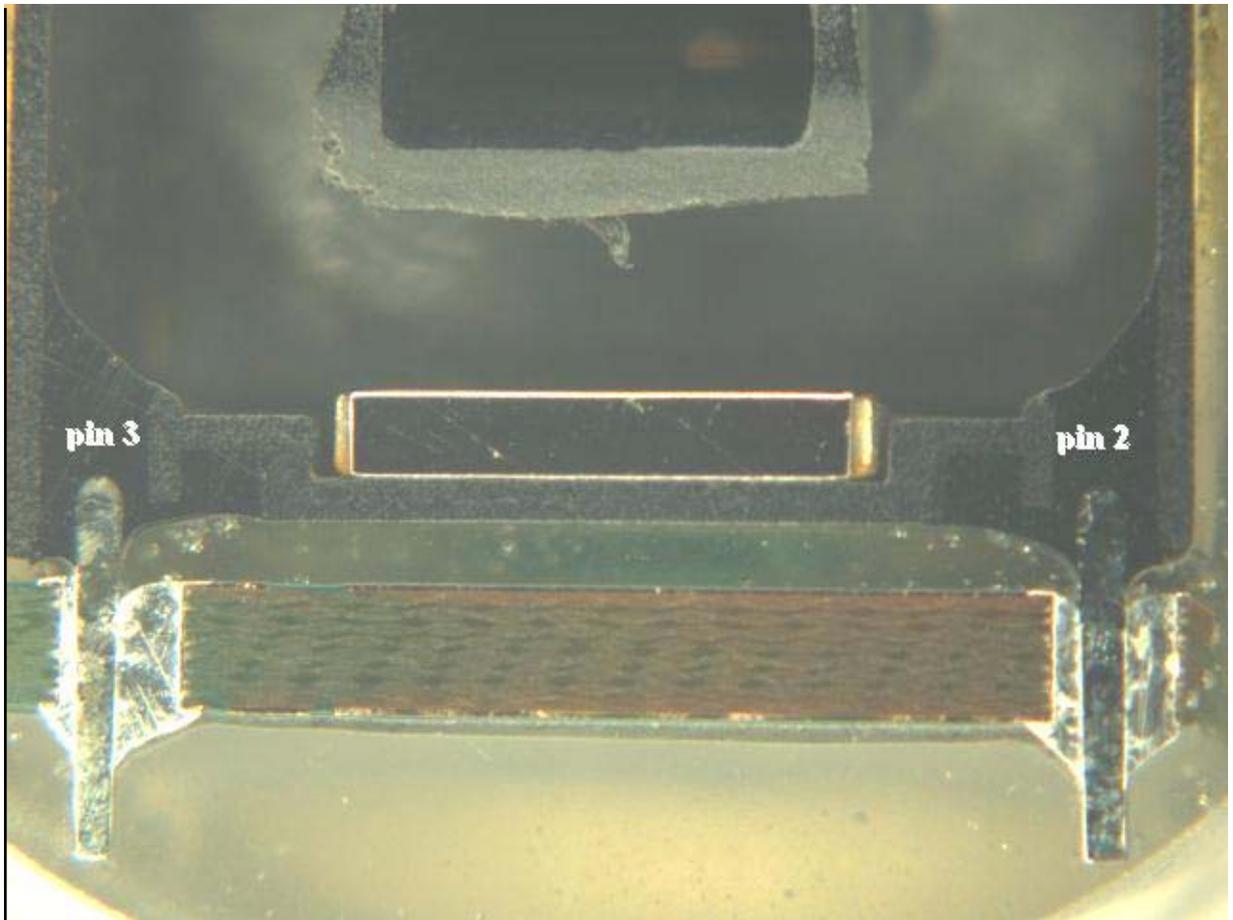


Image 2 - K221 pins 2 and 3. Note that the top of the pins at the component side do not wet well.

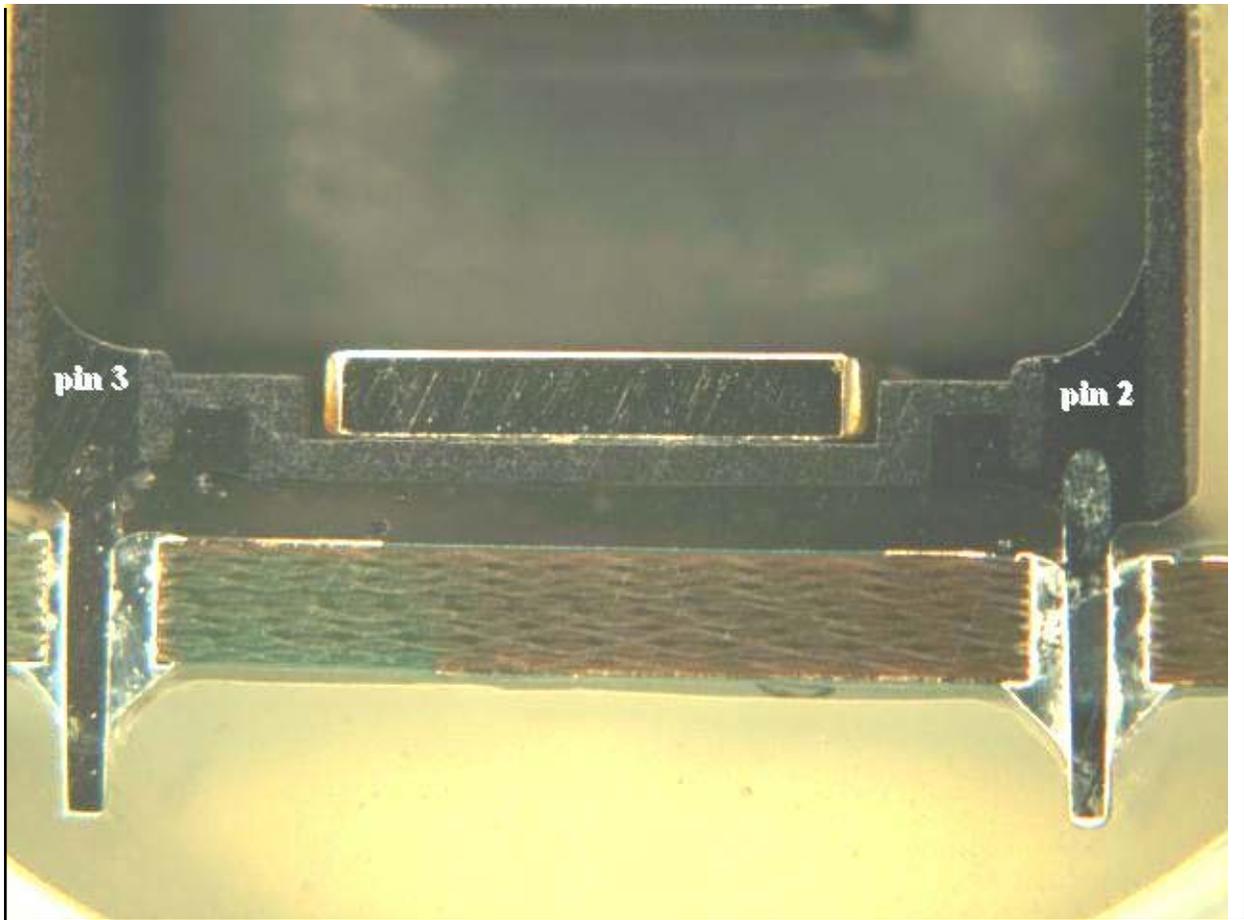


Image 3 - K220 pin 2

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.



Image 4 - K220 pin 3.

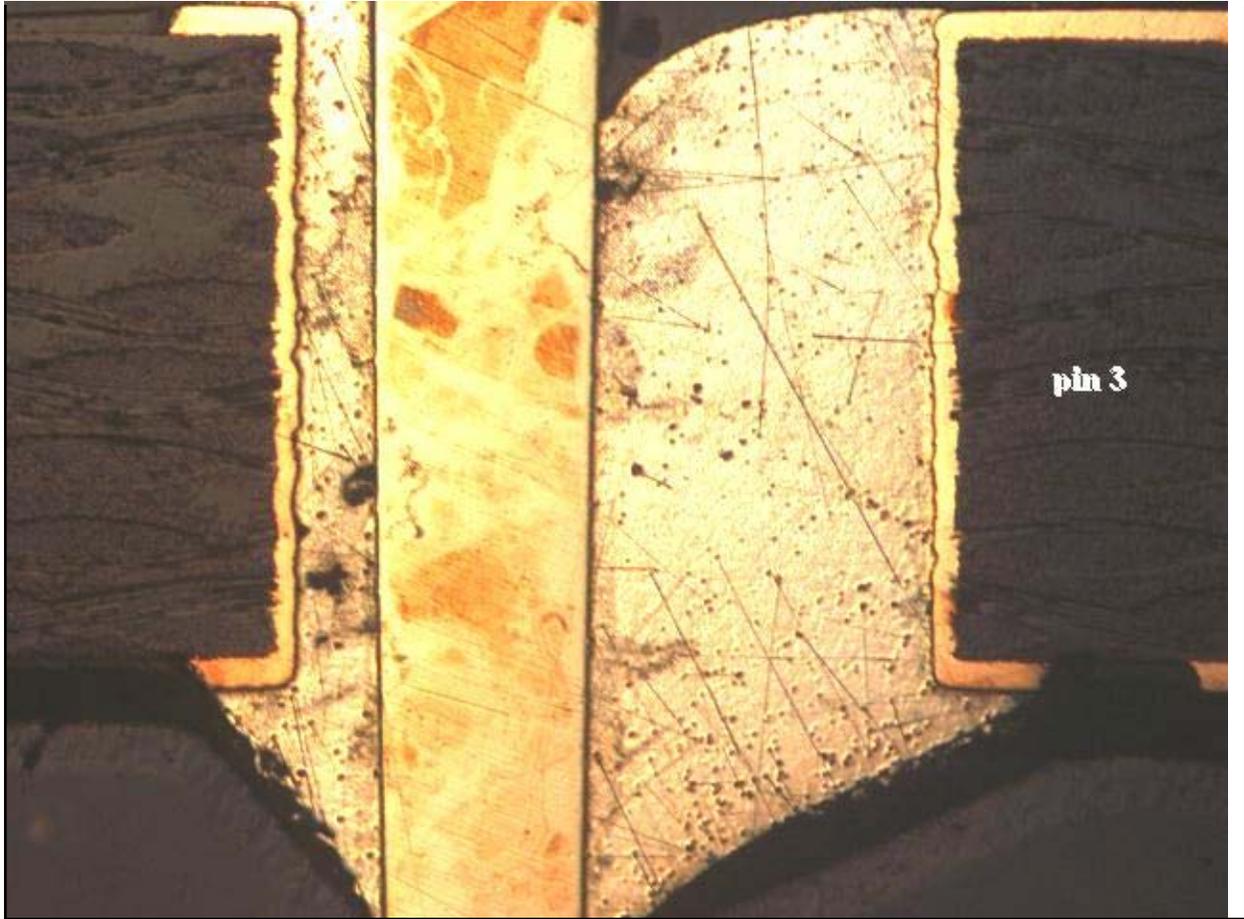


Image 5 - K221 pin 2

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.

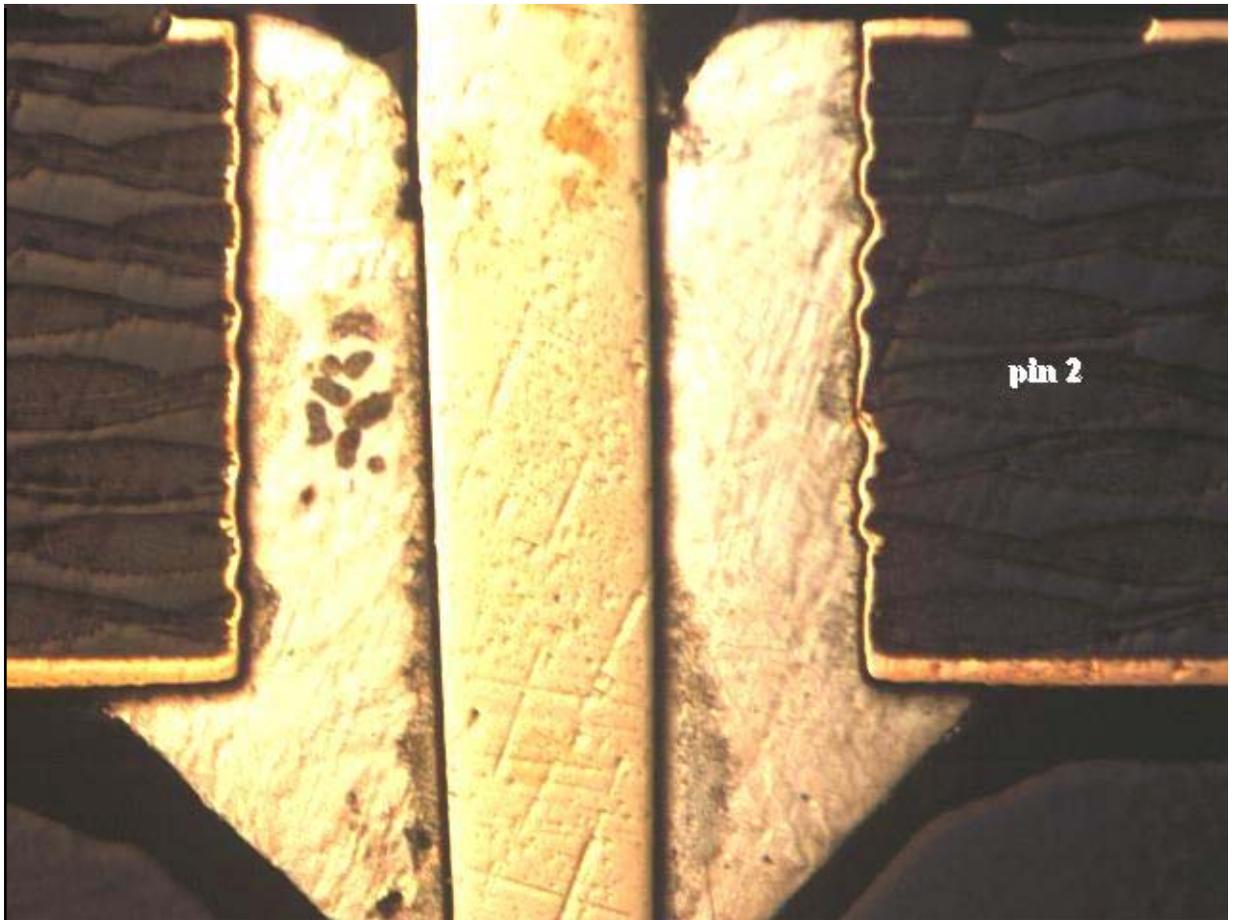
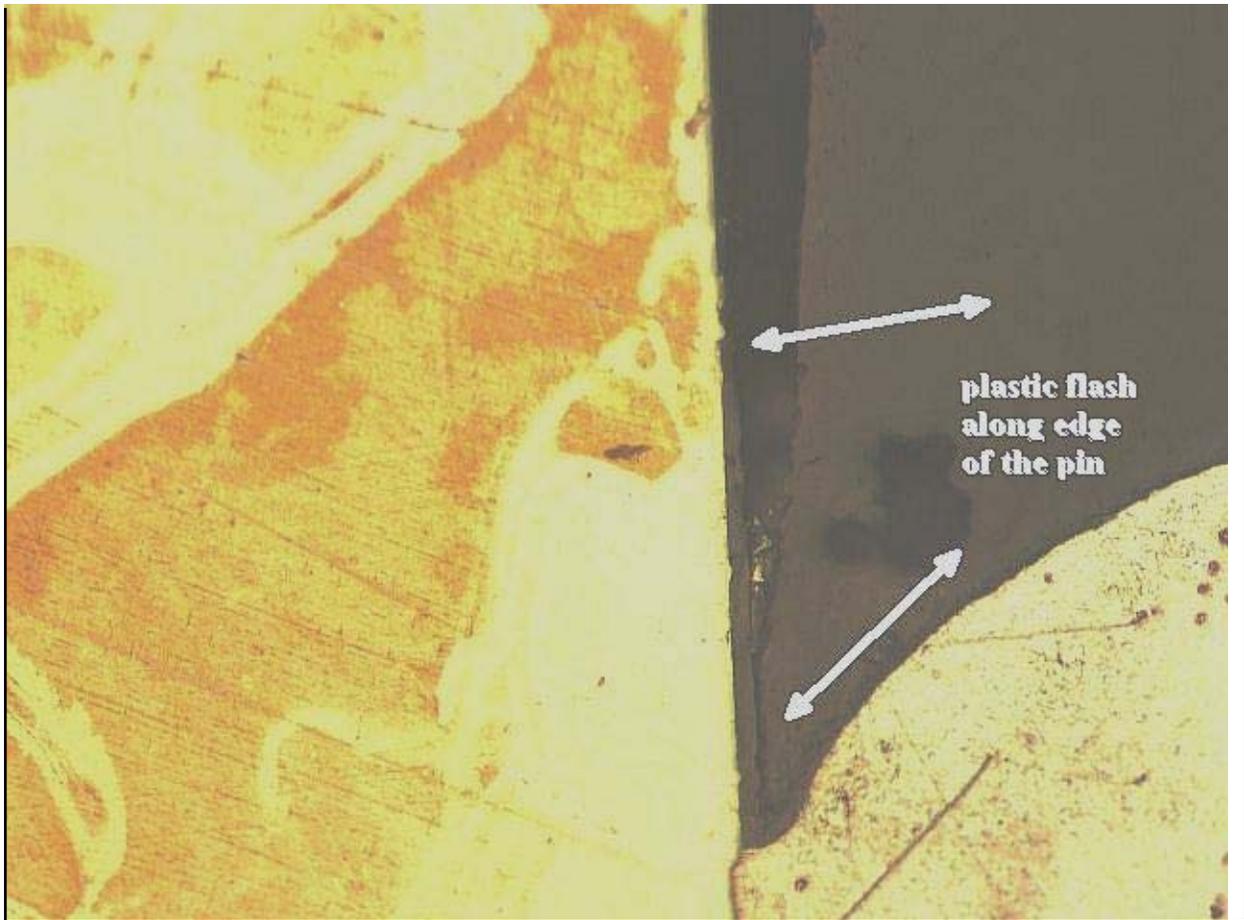


Image 6 - K221 pin 3.



Image 7 - The plastic flash is covering an area of the pin. This prevents the solder from wetting to this area of the pin.



This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.

---

**From:** Steve.Knapp@us.contiautomotive.com  
**Sent:** Friday, January 04, 2008 2:19 PM  
**To:** Holt, Jon (J.)  
**Cc:** Swis, Matt (M.J.)  
**Subject:** Status 114LCM

**Attachments:** Thermal Shock at 250hrs .pdf



Thermal Shock at  
250hrs .pdf (...)

Here's are the cross sections at 250hrs thermal shock (note the first two images are the control units e.g. K221, K230 relays not raised)

(See attached file: Thermal Shock at 250hrs .pdf)

No cracks are present in any of these units.

Next Tuesday we will begin cross sections on the units at 500hrs of thermal shock.

The Nogales materials team have started to expedite pcbs and I've asked for an update but don't have the details at this time.

I will pass on the info once I get it

Steve Knapp  
Technical Project Leader

"Holt, Jon  
\(J.)"  
<jholt@ford.com> To  
<Steve.Knapp@us.contiautomotive.com  
01/04/2008 09:00 >  
AM cc  
Subject  
Latest Status

Steve, welcome back from the holiday break.

Can you let me know what the latest status is on testing and part availability??

Thanks



### ANALYSIS REPORT

---

**Continental Part Number:**

**Supplier:**

**Description:**

Units have completed 250 of thermal shock, need 4 cross sections (total)

**Product :** BCM MOL

**Requester:** Knapp Steve CSK004

**Analyst:** Pace Robert G19510

**Quantity:**

**Date Code:**

**Supplier P/N:** 4

**Point of Failure:** Not Defective

**Distribution:**

---

**Fail Mode:**

Not Defective

**Fail Mechanism:**

Cross Section only

**Conclusion/ Summary:**

Cross sections completed as requested.

Units C1 and C2 show some negative wetting of the top pin surface. Units 28 & 76 normal solder joints were observed.

**Recommendations:**

Containment:

Action Items:

Corrective Action:

UnitC1 K221 pin 1

UnitC2 K230 pin 2

Unit28 K220 pin 4

Unit76 K222 pin 5

The samples were cross sectioned through the designated pins. The solder is properly wetting to PCB barrel on all samples. Specific pin wetting results are as noted:

UnitC1 K221 pin 1 - Slightly negative wetting angle on one side of pin on top surface. Bottom surface of pin has proper wetting angle.

UnitC2 K230 pin 2 - Negative wetting angle around pin on top surface. Bottom surface of pin has proper wetting angle.

Unit28 K220 pin 4 - Proper wetting angle on both top and bottom surfaces of pins.

Unit76 K222 pin 5 - Proper wetting angle on both top and bottom surfaces of pins.

**Observation/Analysis Sequence:**

Relays as noted were cut from the following units:

UnitC1 K221 pin 1

UnitC2 K230 pin 2

Unit28 K220 pin 4

Unit76 K222 pin 5

The samples were cross sectioned through the designated pins. The solder is properly wetting to PCB barrel on all

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.

samples. Specific pin wetting results are as noted:

UnitC1 K221 pin 1 - Slightly negative wetting angle on one side of pin on top surface. Bottom surface of pin has proper wetting angle.

UnitC2 K230 pin 2 - Negative wetting angle around pin on top surface. Bottom surface of pin has proper wetting angle.

Unit28 K220 pin 4 - Proper wetting angle on both top and bottom surfaces of pins.

Unit76 K222 pin 5 - Proper wetting angle on both top and bottom surfaces of pins.

---

**Images:**

Image #1 - UnitC1 K221 pin 1

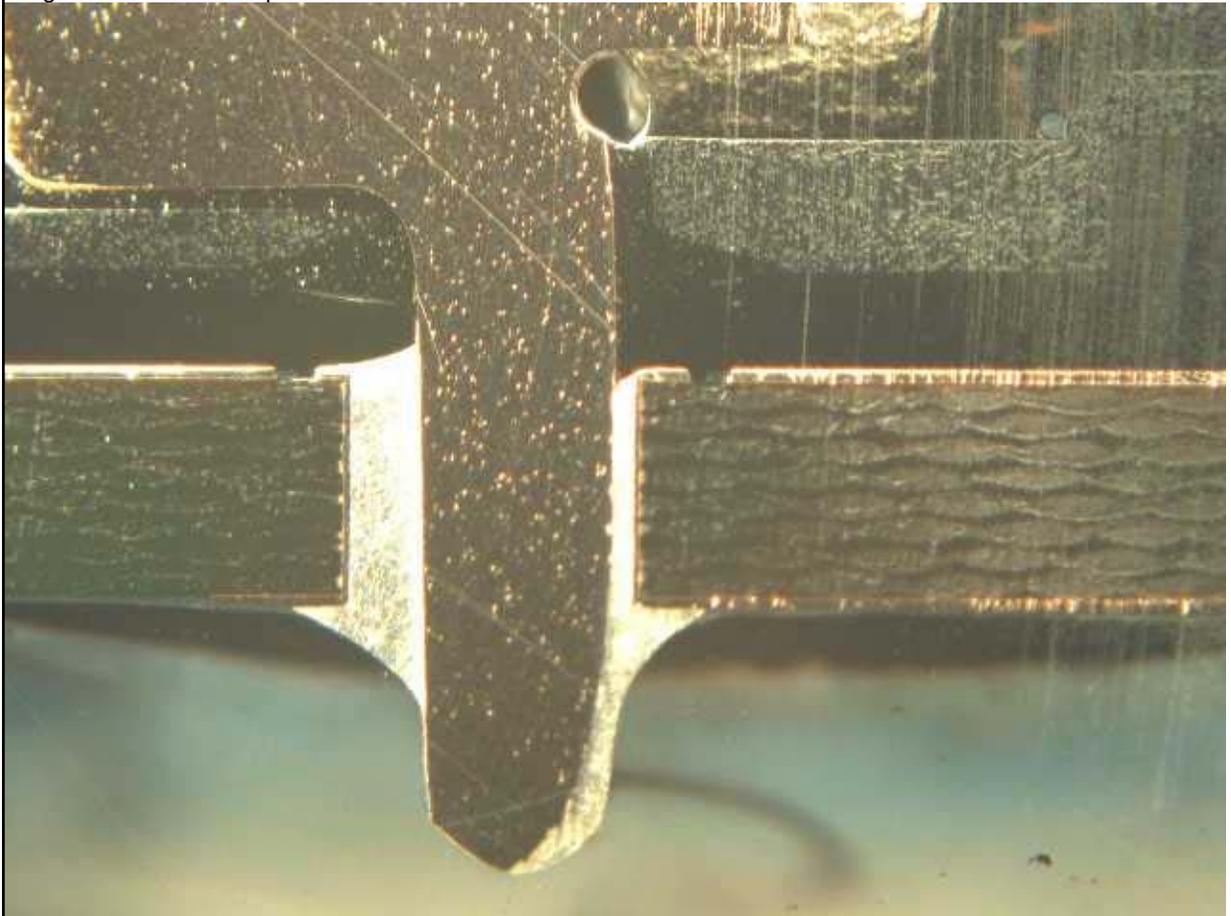


Image #2 - UnitC2 K230 pin 2

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.

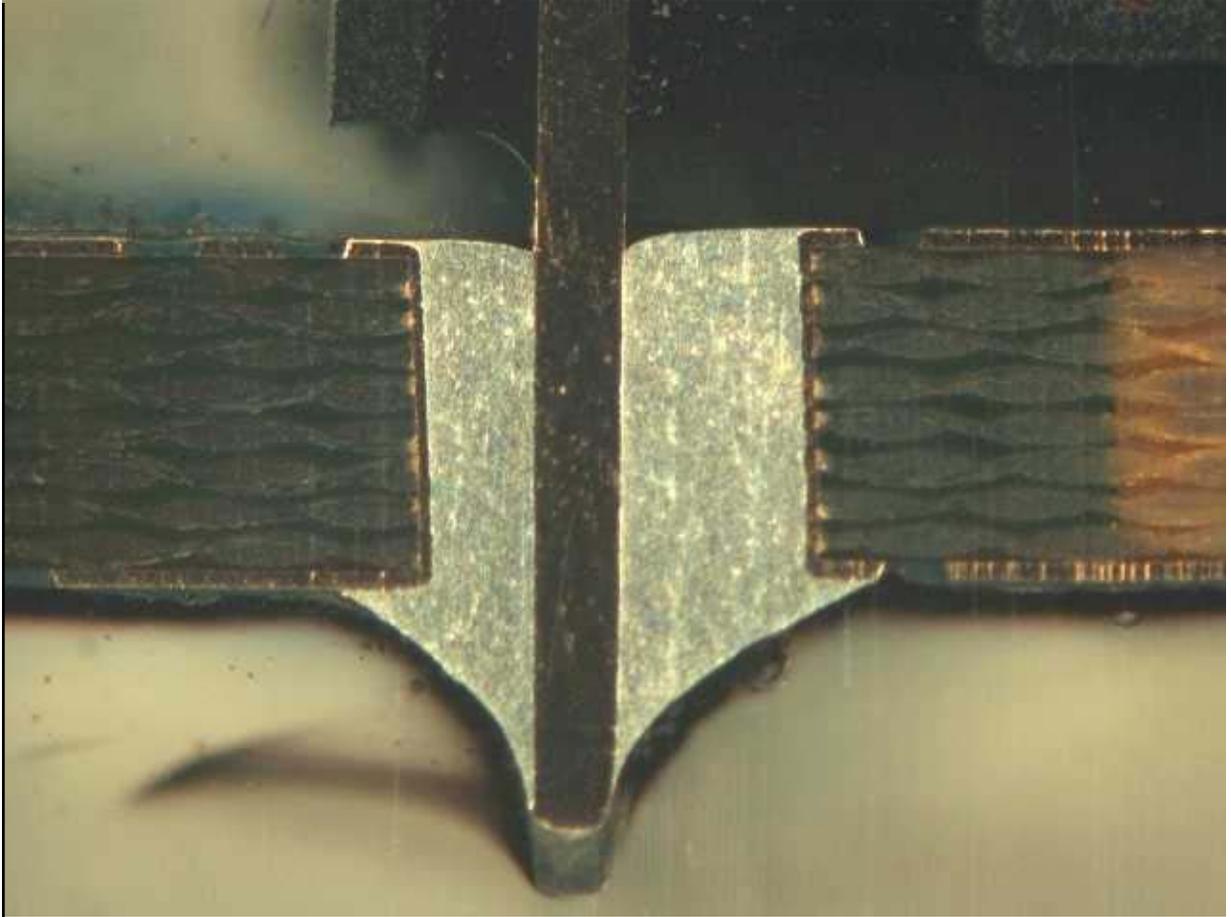


Image #3 - Unit28 K220 pin 4

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.

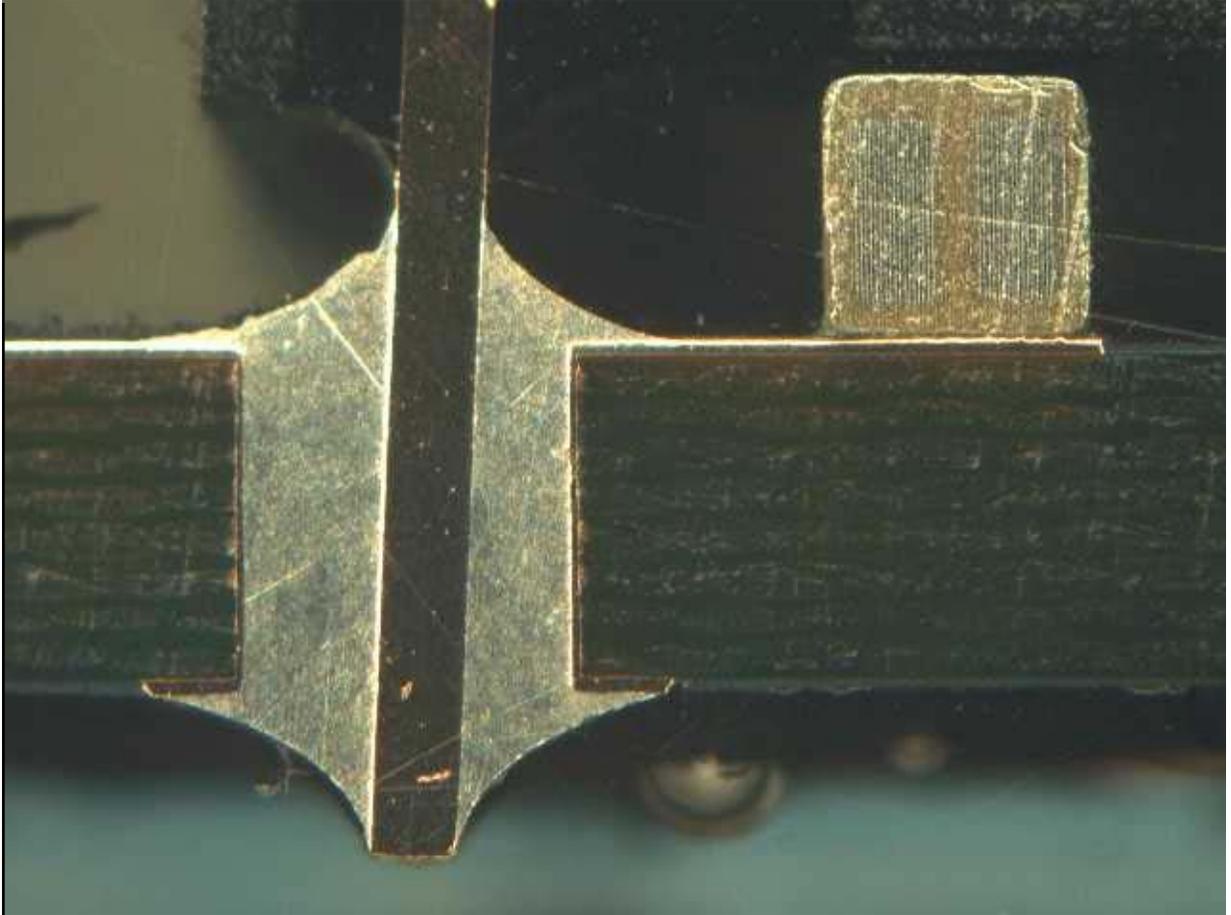
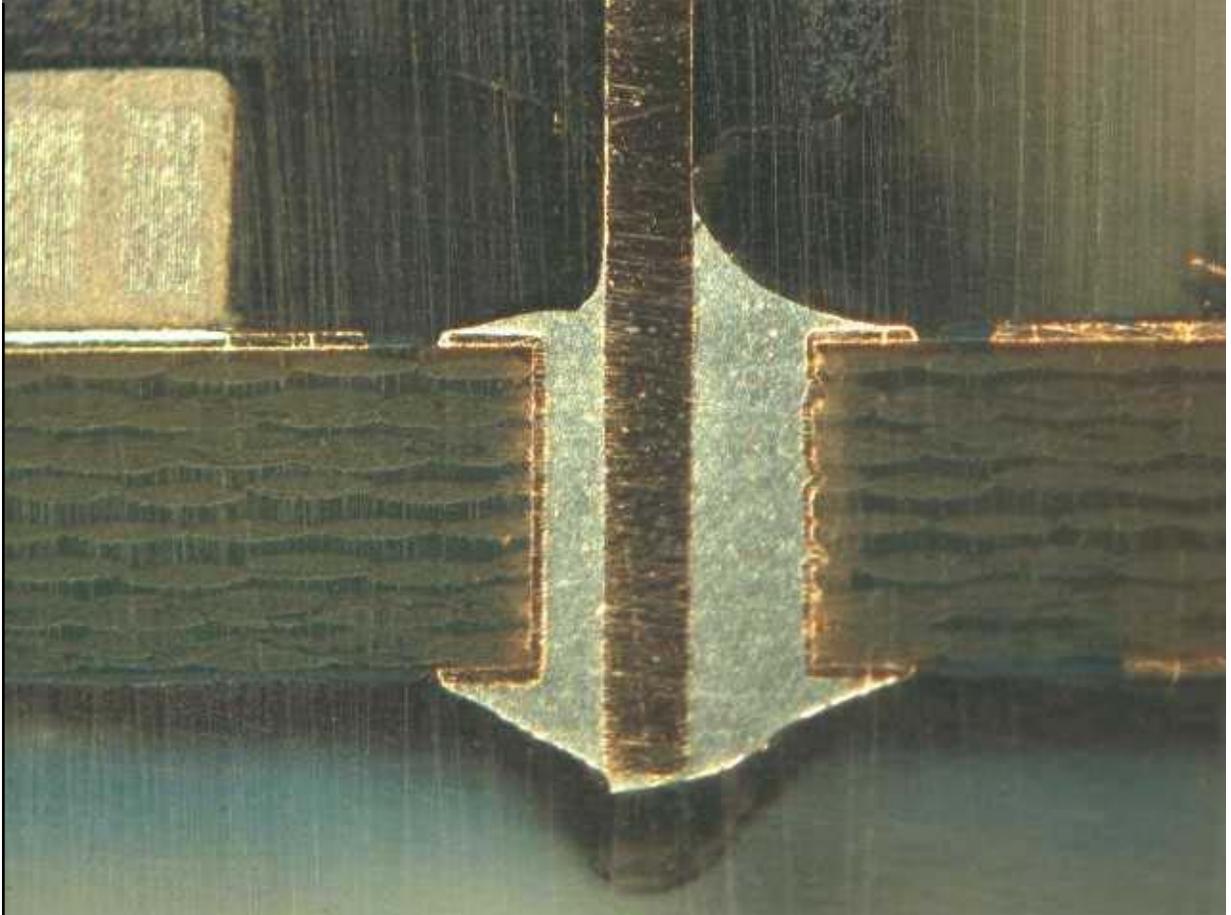


Image #4 - Unit76 K222 pin5

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.



---

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.

---

**From:** Steve.Knapp@us.contiautomotive.com  
**Sent:** Thursday, December 06, 2007 4:29 PM  
**To:** Holt, Jon (J.)  
**Cc:** Hodgson, Keith (K.M.)  
**Subject:** Section for the EN114LCM

**Attachments:** Analysis Req\_M1109\_F with standoff.pdf



Analysis  
1\_M1109\_F with sta

Here's the first results of the raised relay (as built) on the MY05 model.

Images of the other pins (on both the MY05 and MY04) are underway

(See attached file: Analysis Req\_M1109\_F with standoff.pdf)

regards,

Steve Knapp

# ANALYSIS REQUEST

**REPORT NO.**  
IL0840122

**X** Indicates that the field is required before saving the document.  
 Indicates that the field is required before submitting the request.

**Date last revised:** 6 Dec 2007

**Revision:**0

**Implementation Date:**

**Acknowledged**

## Author's Section

### Requester Information

<b>X</b> <b>Requester:</b> Knapp Steve CSK004	<input checked="" type="checkbox"/> <b>Product Name:</b> BCM MOL
<b>? X</b> <b>Phone No:</b> 8478622792	<b>? Project/Line:</b> DD200016
<b>X</b> <b>Requester's Facility:</b> Deer Park	<b>? <input checked="" type="checkbox"/> Source/Point of Detection:</b> Not Defective
<b>Date Submitted:</b> 30 Nov 2007	<b>Facility where module was manufactured:</b> Nogales
<input checked="" type="checkbox"/> <b>Date Required:</b> 4 Dec 2007	<b>Customer/Product Part Number:</b>
<b>? Urgent Req. Explanation:</b> Customer (Ford) asking for data	<b>? Lot Code/Serial Number:</b>
<input checked="" type="checkbox"/> <b>Type of Analysis:</b> Non Component Analysis	<b>? Reference or Customer Return C.A.R. Number:</b>
<input checked="" type="checkbox"/> <b>Analysis Facility (Lab):</b> Deer Park Component Engineering	<b>? Package Style/Type:</b>
<b>? <input checked="" type="checkbox"/> Function Requested:</b> Cross Section, Photo	<input checked="" type="checkbox"/> <b>Description:</b> Cross section relay pin to demonstrate good solder fillet
<b>? Copy Report To:</b>	

### Supplier Information

<b>? Name :</b>	<b>Assembly Facility:</b>
<b>Part Number:</b>	<b>Fab Location:</b>
<b>? Qty. Submitted:</b> 4	<b>? Date Code:</b>

### Background Information

#### ? Symptoms/Requested Analysis:

**Text:** Please cross section unit30 K220pin1; unit34 K221pin2; unit36 K222pin3; unit56 K230pin4; (unit label on white connector)



Attachments: board overlay.pdf      Lead numbering.DOC

**? Comments:**Please cross section unit30 K220pin1; unit34 K221pin2; unit36 K222pin3; unit56 K230pin4; (unit label on white connector)

### Analysis Section

<b>Analyst:</b> Scallan John G10810	<b>Reassigned Analyst:</b>
<b>Date Assigned:</b> 6 Dec 2007	<b>Date Reassigned :</b>

<b>Date Samples Received:</b> 4 Dec 2007	<b>Reason for Resubmittal:</b>
<b>Commitment Date:</b> 4 Dec 2007	<b>Date Resubmitted to Requestor:</b>
<b>Date Preliminary Analysis Complete:</b>	<b>Date Returned by Requester:</b>

#### Activity Log:

<b>Mode Code:</b> 12	<b>Mechanism Code:</b>
----------------------	------------------------

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.

**Mode:** Not Defective

**Mechanism:**

**Techniques/Procedures Used:** Cross Section, Visual Examination

**Observation/Analysis Sequence:**

K222 was removed from module sample 36. The relay was cross sectioned on an axis that contains pin 3.

The cross section of pin 3 shows a good solder joint. The plastic flash of the relay housing does not interfere with the formation of a good solder joint.

**Conclusion (Exec Summary) - Not required for preliminary reports**

**Action Items Recommended:**

**Recommended Containment:**

**Recommended Corrective Action:**

**? Images:**

Image - Sample 36, K222, pin 3.

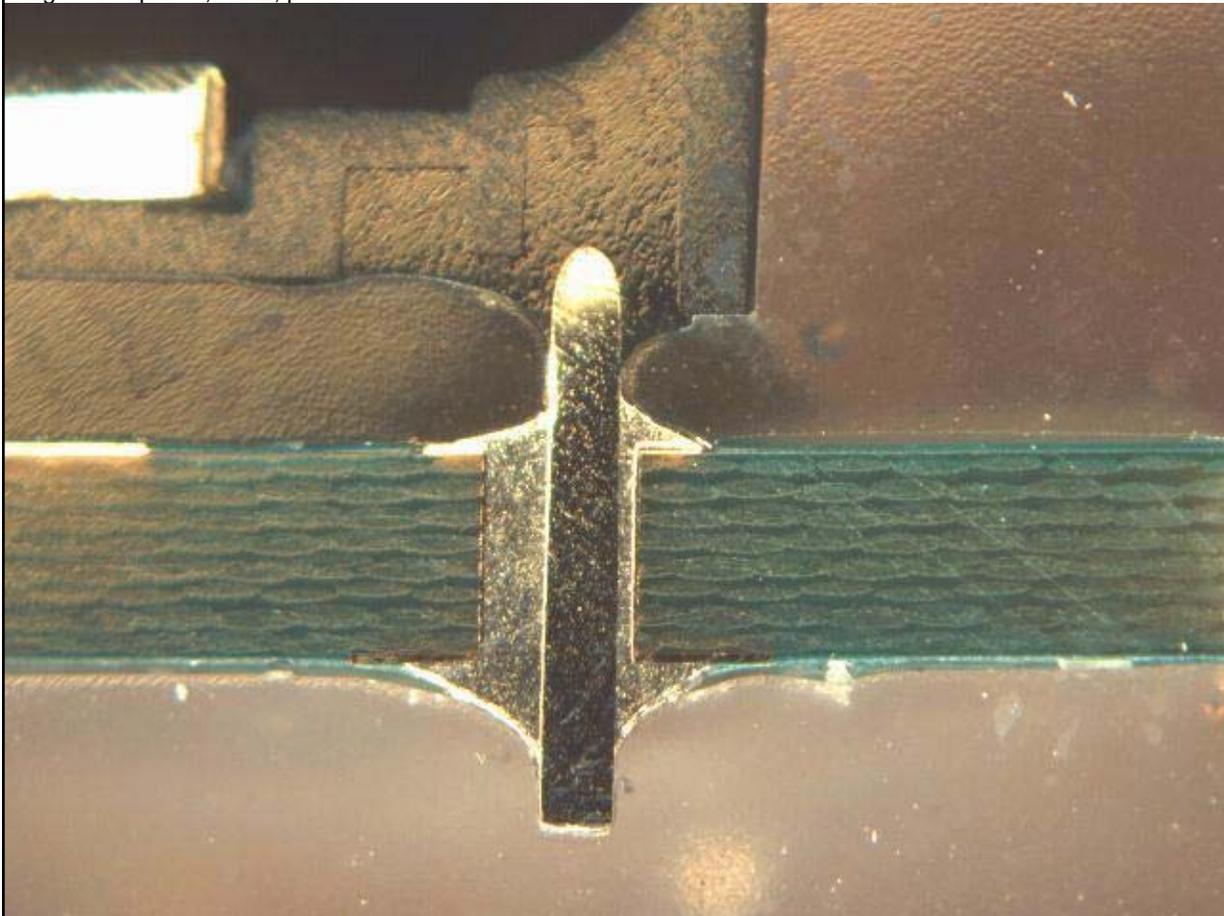


Image - Sample 36, K222, pin 3. The solder joint is good. Solder has wetted to the PCB barrel and the device pin. The plastic flash does not cover the portion of the pin to be soldered.

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager. All numerical data is for reference only.

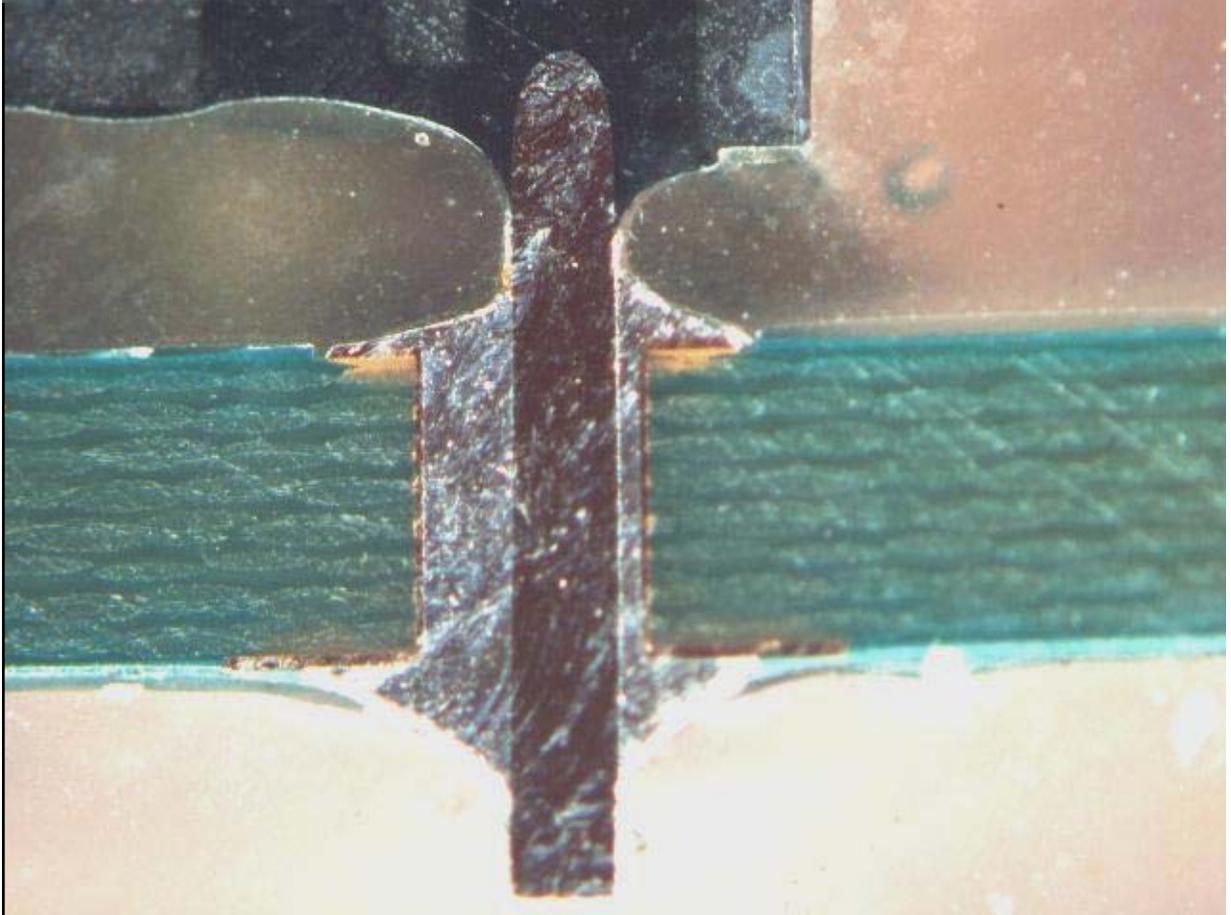
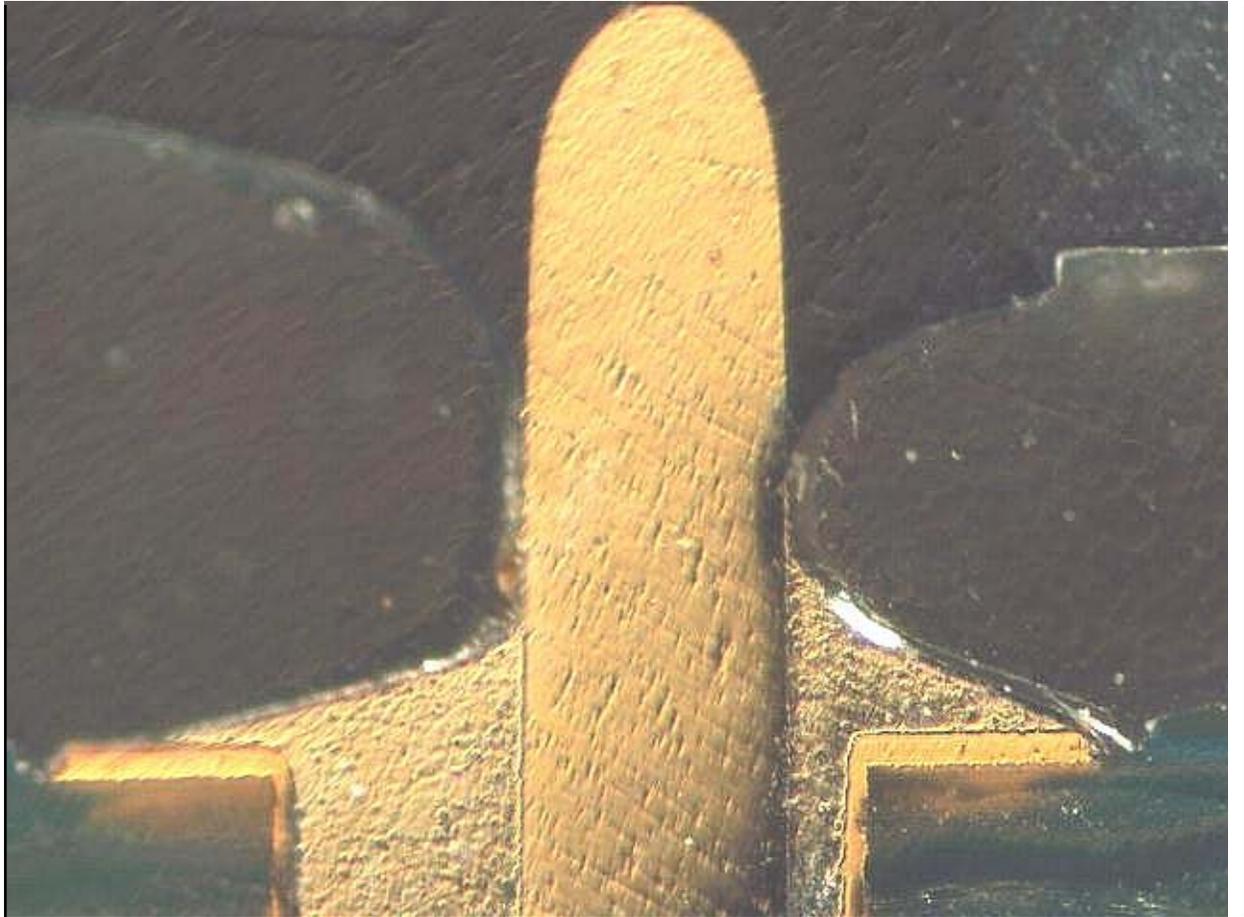


Image - Sample 36, K222, pin 3. The top of the solder joint shows good wetting to the pin. The plastic flash does not interfere with the formation of a good solder joint.



**Supplier Cycle**

<b>Date Sent to Supplier:</b>	<b>Splr Contact:</b>
<b>Need Date:</b>	<b>Email:</b>
<b>Escalation ON/OFF:</b> <input type="radio"/> ON <input type="radio"/> OFF	<b>Address:</b>
	<b>Phone Number:</b>

**Supplier Analysis/Corrective Action (Text/Attachments):**

**Supplier CAR Date:**

**Supplier Containment:**

**Supplier Root Cause Definition:**

**Supplier Corrective Action:**

**Supplier Report Disposition:**  Accepted  Rejected

**Date Closed:**

--	--

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.

<b>Approver Name:</b>	<b>Date Analysis Complete:</b>
	<b>Date Final Analysis Complete:</b>

**CAR Section**

1. Select appropriate CAR database:

2. Select Applicable CAR: |

**Approver's Signature**

Name:

**Document History Section:**

---

**From:** Hodgson, Keith (K.M.)  
**Sent:** Monday, January 28, 2008 1:31 PM  
**To:** Holt, Jon (J.)  
**Subject:** RE: Police LCM 500hrs Thermal Shock

**Attachments:** Minidv.group v.kmh.doc



Minidv.group  
v.kmh.doc (42 KB)...

After they successfully complete this test group we should entertain continuing the Mech Shock test in 100 cycle increments in the +/- X or +/- Y axis, or possibly rotating back and forth, to 1000 cycles or fail. You may want to see if we have a vehicle to look at to do some slams and watch how the module/bracket assembly reacts would be good, better would be to mount a triax accelerometer and record the response as we slam the both doors, one at a time and together.

Please let me know if you have any questions or if I may be of further service.

Thanks.

-----Original Message-----

**From:** Holt, Jon (J.)  
**Sent:** Wednesday, January 23, 2008 9:50 AM  
**To:** Haggerty, Terry (T.J.); Zielinski, Mark (M.A.)  
**Cc:** Hodgson, Keith (K.M.)  
**Subject:** FW: Police LCM 500hrs Thermal Shock

Mark, Terry,

Included in this email are the 500 hr thermal shock results from the new and improved modules as well as the control modules.

The new and improved modules are showing cracks as well as the control modules.

Up until this point Conti has been accelerating as much of the material acquisition as possible to compress the timing. Seeing cracks at 500hrs is not what we expected and I will let Keith chime in on what our position is for this design..

I just wanted to let you all that there is a potential that we might be looking at another redesign..

Jon

-----Original Message-----

From: Steve.Knapp@us.contiautomotive.com [mailto:Steve.Knapp@us.contiautomotive.com]  
Sent: Wednesday, January 23, 2008 9:36 AM  
To: Holt, Jon (J.); Hodgson, Keith (K.M.); Swis, Matt (M.J.)  
Cc: Adrian.Corrales@us.contiautomotive.com  
Subject: Police LCM 500hrs Thermal Shock

Jon,

Here's the images of the relay joint at 500 hrs of thermal shock that we discussed.

(See attached file: Thermal Shock at 500hrs .pdf)

Let me know when we can talk  
regards,

Steve Knapp  
Continental Automotive Systems  
21440 Lake Cook Rd, Deer Park, IL 60010  
Office (847)862-2792 Mobile (312)342-8153  
Email: Steve.Knapp@us.contiautomotive.com

**ASSUMPTIONS:** Solder has voids from which cracks have propagated into the joint or cracks greater than level 3 after the 1000 cycle Thermal Shock Endurance test.

**Test sequence**

Sample size: 3

Run the following tests serially on all six parts.

**DURATION (DAYS)**

**EESYS/EY0128/WDS/TEST**

1-4

4.5.6/Thermal Shock Resistance

1-3

4.6.1/Powered Vibration Endurance

1

4.6.3/Mechanical Shock-Drop

Performance Evaluation is to be run before the Thermal Shock Resistance and after the Mechanical Shock/Drop test. Functional checks are to be run between tests.

---

**From:** Joseph.Kosirowski@us.contiautomotive.com  
**Sent:** Friday, May 04, 2007 2:48 PM  
**To:** Alles, Sheran (S.A.)  
**Cc:** Brent.Ludwig@us.contiautomotive.com; Holt, Jon (J.); Steve.Knapp@us.contiautomotive.com  
**Subject:** RE: MY05 EN114 (update)

**Attachments:** Headlamp issue DV unit.zip



Headlamp issue DV  
unit.zip (10...

Sheran, as we spoke, I agree that there appears to be a crack around the pin and fillet junction. I've attached photos of the same pins of a DV unit for comparison.

Joe Kosirowski  
Technical Project Lead  
Continental Automotive Systems Division  
21440 West Lake Cook Rd., Deer Park IL 60010  
Office:847-862-2742  
Fax:847-862-8241  
Cell:847-553-8575  
email: Joseph.Kosirowski@us.contiautomotive.com  
www.contiautomotive.com  
(See attached file: Headlamp issue DV unit.zip)

"Alles, Sheran  
\(S.A.)"  
<salles@ford.com> To  
<Joseph.Kosirowski@us.contiautomoti  
05/04/2007 12:31 ve.com>  
PM cc  
<Brent.Ludwig@us.contiautomotive.co  
m>, "Holt, Jon \ (J.)"  
<jholt@ford.com>,  
<Steve.Knapp@us.contiautomotive.com  
>  
Subject  
RE: MY05 EN114 (update)

Thanks Joe,

Looking at the \_1 files, in both modules I notice a circular crack around the pin, very similar to the module we have that repeated. Could you please confirm, since the actual optical view would be better.

Many thanks  
Regards  
-Sheran

-----Original Message-----

From: Joseph.Kosirowski@us.contiautomotive.com  
[mailto:Joseph.Kosirowski@us.contiautomotive.com]  
Sent: Friday, May 04, 2007 12:45 PM  
To: Alles, Sheran (S.A.)  
Cc: Brent.Ludwig@us.contiautomotive.com; Holt, Jon (J.);  
Steve.Knapp@us.contiautomotive.com  
Subject: RE: MY05 EN114 (update)

Sheran, attached are the photos of the K220 coil terminals and a coil terminal from the relay above it. The files with 1 & 2 at the end are the K220 coil terminals. They appeared somewhat grainy on the AB000060 unit, but appeared shiny on the AB300057 unit. However, both units appeared to show a questionable ridge around the pin and the fillet. The file with 3 at the end are the terminal of the relay above K220 for comparison. I also included the land around the K220 coil pin to show the discoloration of the mask. Please let me know if you have any questions.

Joe Kosirowski  
Technical Project Lead  
Continental Automotive Systems Division  
21440 West Lake Cook Rd., Deer Park IL 60010  
Office:847-862-2742  
Fax:847-862-8241  
Cell:847-553-8575  
email: Joseph.Kosirowski@us.contiautomotive.com  
www.contiautomotive.com  
(See attached file: Headlamp issue.zip)

"Alles, Sheran

\"(S.A.)\"

<salles@ford.com>

To

<Joseph.Kosirowski@us.contiautomoti

05/03/2007 01:47 ve.com>

PM

cc

<Brent.Ludwig@us.contiautomotive.com>,

<Steve.Knapp@us.contiautomotive.com>, "Holt, Jon \ (J.)"

<jholt@ford.com>

Subject

RE: MY05 EN114 (update)

Hello Joe

Under the microscope you could see the solder crack around the relay pin/PCB interface. The other module shows the same pin uneven solder, meaning that it has loss its gloss and shows unevenness, however, I have still not got this one to repeat.

Could you please check the solder appearance of these two pins (K220) on the 2 LCMs you have and let me know if you see anything unusual about the solder joint.

Thanks  
Regards  
-Sheran

-----Original Message-----

From: Alles, Sheran (S.A.)

Sent: Wednesday, May 02, 2007 6:07 PM

To: 'Joseph.Kosirowski@us.contiautomotive.com'  
Cc: 'Brent.Ludwig@us.contiautomotive.com';  
'Steve.Knapp@us.contiautomotive.com'; Holt, Jon (J.)  
Subject: RE: MY05 EN114

With a 150-ohm external pullup to B+, the driver does work fine (as this would emulate the 145-ohm coil - Joe), even when the problem is present.  
I am still not sure whether it is the relay/solder to PCB or coil that is the problem, since when I try to confirm any little pressure (my hands are too shaky!) on the pin triggers the relay. I will now look at the solder/pin/PCB under the microscope. This would all make sense, since when I had my probes/wires attached to this pin, the problem never repeated after even 6 hrs.

Will also try other module for confirmation.

thanks  
Regards  
-Sheran

-----Original Message-----  
From: Alles, Sheran (S.A.)  
Sent: Wednesday, May 02, 2007 5:27 PM  
To: 'Joseph.Kosirowski@us.contiautomotive.com'  
Cc: 'Brent.Ludwig@us.contiautomotive.com';  
'Steve.Knapp@us.contiautomotive.com'; Holt, Jon (J.)  
Subject: RE: MY05 EN114

It seems to be the connection from the pin to the relay coil. I put some pressure at the pin and I see 13.8v but I do not see any voltage on the low side of the relay when driver is off.

Now I think we should X-ray the relay to see the coil contacts to the post or other intermittents within the coil.

Regards  
-Sheran

-----Original Message-----  
From: Alles, Sheran (S.A.)  
Sent: Wednesday, May 02, 2007 5:19 PM  
To: 'Joseph.Kosirowski@us.contiautomotive.com'  
Cc: 'Brent.Ludwig@us.contiautomotive.com';  
'Steve.Knapp@us.contiautomotive.com'; Holt, Jon (J.)  
Subject: RE: MY05 EN114

Hello Joe,

It seems pretty much the relay, either the contact to the PCB or the coil to the post. The reason I say this is because once I removed my scope probe from the feed pin of the coil (pin 2/K220), I was able to reproduce the problem (maybe the probe and wire was producing some load). To confirm that driver is working, while the problem was there I

connected a 10K from Vcc to the driver output (U220/pin 1) and when you turn on the headlamp switch, the input goes high, and the output goes from high->Low. I managed to touch the pin to the post and the voltage is incorrect. I will try to recreate on the other module as well to reconfirm.

Thanks  
Regards  
-Sheran

-----Original Message-----

From: Alles, Sheran (S.A.)  
Sent: Wednesday, May 02, 2007 10:28 AM  
To: 'Joseph.Kosirowski@us.contiautomotive.com'  
Cc: 'Brent.Ludwig@us.contiautomotive.com';  
'Steve.Knapp@us.contiautomotive.com'  
Subject: RE: MY05 EN114

BTW, I should mention, that yesterday we monitored the voltage across D220 and when the relay turns on the voltage is about 0.8v (stable) as expected, however, when the problem occurs, the voltage is only 0.3v (not stable) and drifting lower. This would indicate that the current thru the relay coil is much lower resulting in the relay not pulling in.

This is why we are concentrating on the ckt from Vbat2-relay-Drv.

When we monitored the voltage across CE(Drv) pin 1, we noticed that the voltage does drop to zero on turn on, however on off the voltage floats about 6v (erratic) open collector. This is another reason I am also looking for any solder issues (as well as Driver IC issues) in the ckt, especially pin 2 of K220.

We also saw yesterday that when the problem occurs, toggling the input does not correct the issue. Even activating some other inputs to the same driver does not influence it.

I have still not been able to reproduce the issue this morning. Will keep you updated.

Regards  
-Sheran

-----Original Message-----

From: Alles, Sheran (S.A.)  
Sent: Wednesday, May 02, 2007 9:48 AM  
To: 'Joseph.Kosirowski@us.contiautomotive.com'  
Cc: Brent.Ludwig@us.contiautomotive.com;  
Steve.Knapp@us.contiautomotive.com  
Subject: RE: MY05 EN114

Thanks Joe,

Today, I have been focused on the Vbat2 connection to the coil side of the relay (K220), the low side of the relay coil, the U220 pin 1, and input to U220 pin16. I have scope probes attached and should get a indication of the voltage across coil when issue occurs. Also, need to look at solder joints at the K220 coil pins.

Yesterday's testing showed us that the input to U220 (pin 16) was toggling correctly with switch input (so I am using this as the trigger), although the output was weak.

Once it repeats, I will attach a diode directly across the K220 coil and re-try. I will even use a hot air gun on the IC and relay to see if heat is the culprit.

Any thoughts are most welcome.

Thanks  
Regards  
-Sheran

-----Original Message-----

From: Joseph.Kosirowski@us.contiautomotive.com  
[mailto:Joseph.Kosirowski@us.contiautomotive.com]  
Sent: Wednesday, May 02, 2007 9:12 AM  
To: Alles, Sheran (S.A.)  
Cc: Brent.Ludwig@us.contiautomotive.com;  
Steve.Knapp@us.contiautomotive.com  
Subject: RE: MY05 EN114

Sheran,

The part number of the relay is an EQ1-1111S from NEC. The datasheet is attached.

Joe Kosirowski  
Technical Project Lead  
Continental Automotive Systems Division  
21440 West Lake Cook Rd., Deer Park IL 60010  
Office:847-862-2742  
Fax:847-862-8241  
Cell:847-553-8575  
email: Joseph.Kosirowski@us.contiautomotive.com  
www.contiautomotive.com  
(See attached file: eq1-1111s relay.pdf)

"Alles, Sheran

\(S.A.\)"

<salles@ford.com>

To

<Joseph.Kosirowski@us.contiautomoti  
05/01/2007 03:59 ve.com>

PM

cc

<Brent.Ludwig@us.contiautomotive.co

m>,

<Steve.Knapp@us.contiautomotive.com  
>

Subject

RE: MY05 EN114

Hello Joe,

Could you please send me that datasheet w/part number for the PCB mount relay.

Many thanks

Regards

-Sheran

---

This email has been scanned by the MessageLabs Email Security System.  
For more information please visit <http://www.messagelabs.com/email>

---

---

This email has been scanned by the MessageLabs Email Security System.  
For more information please visit <http://www.messagelabs.com/email>

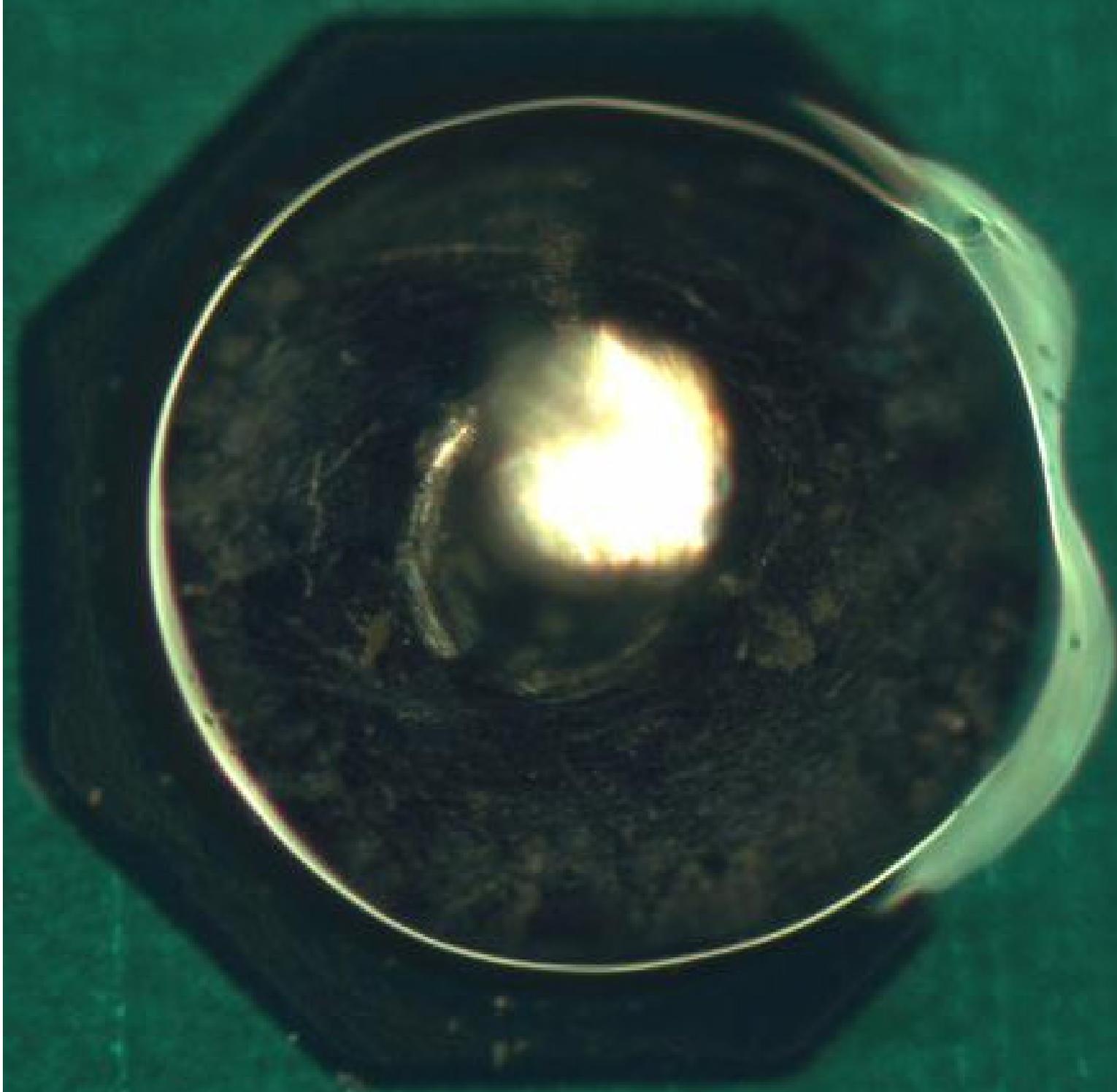
---

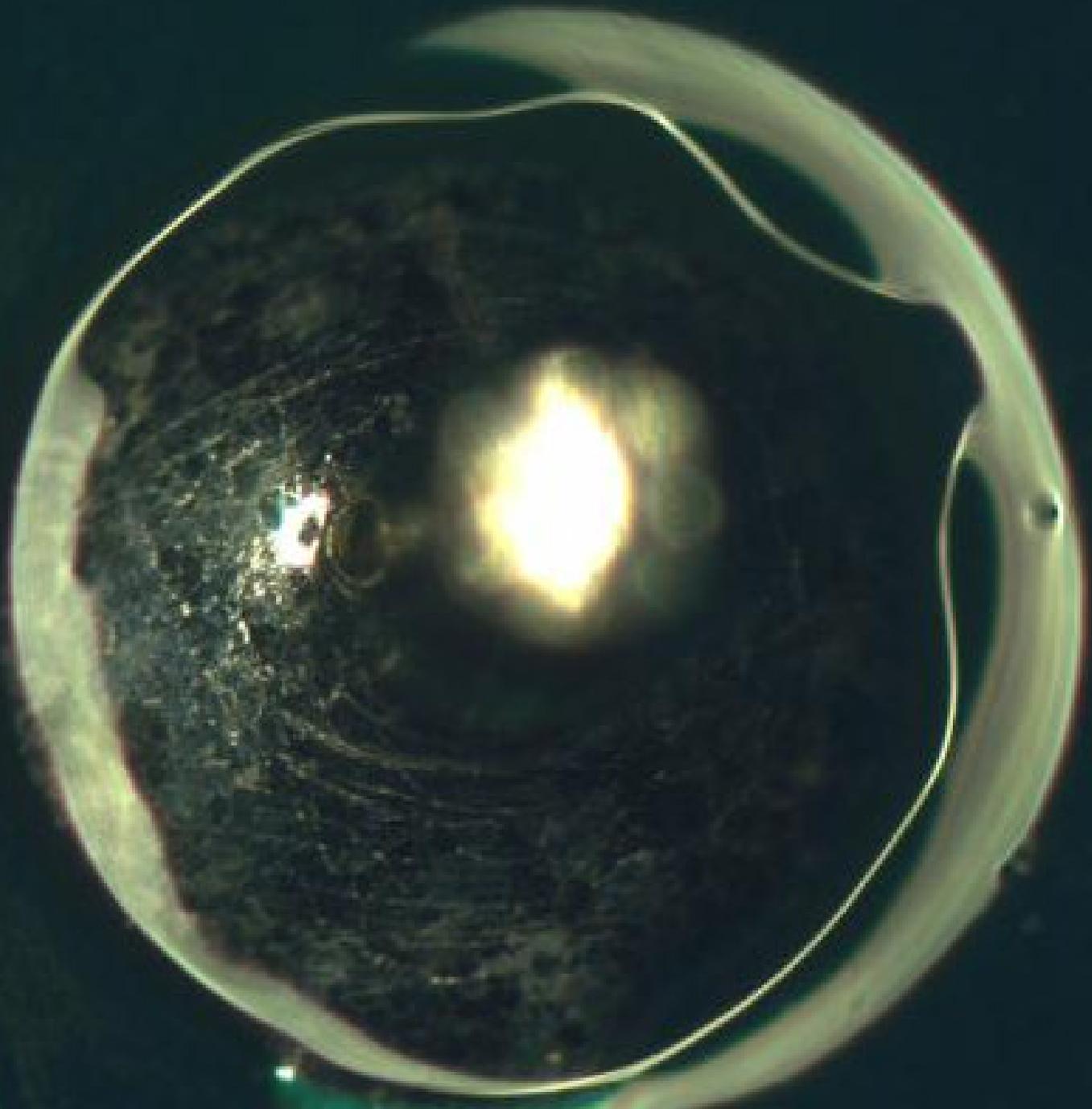
---

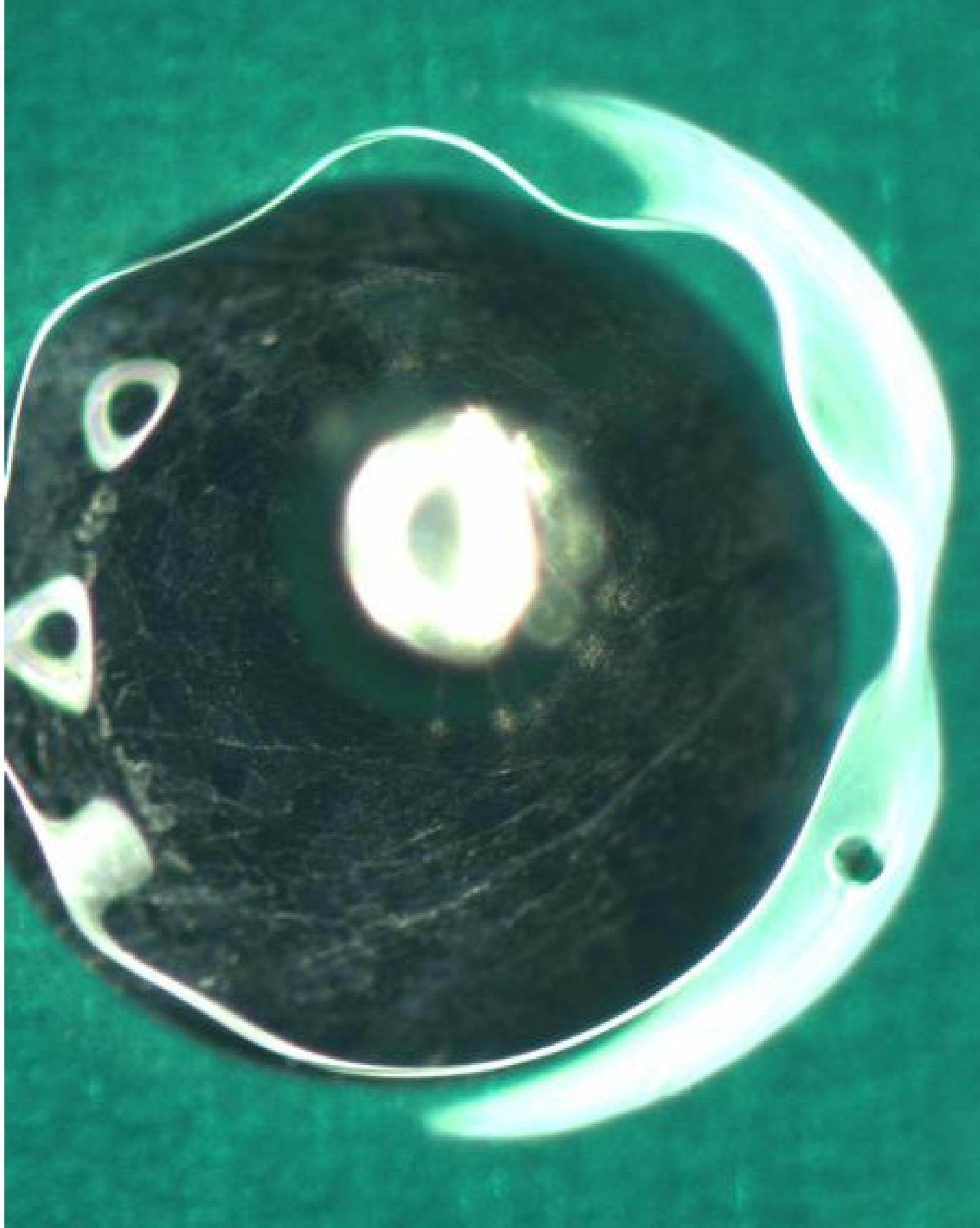
This email has been scanned by the MessageLabs Email Security System.  
For more information please visit <http://www.messagelabs.com/email>

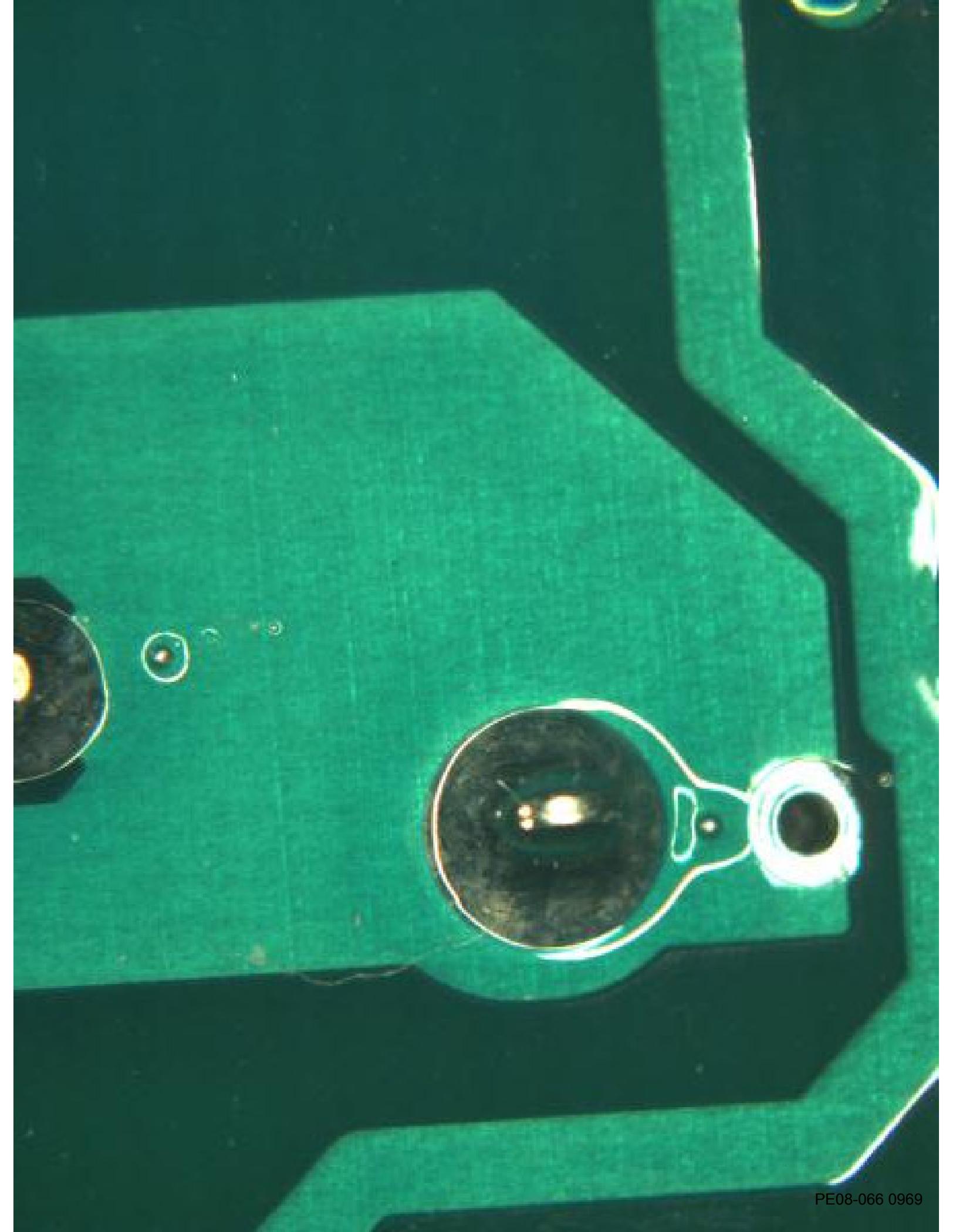
---

---









---

**From:** Joseph.Kosirowski@us.contiautomotive.com  
**Sent:** Thursday, May 10, 2007 5:40 PM  
**To:** Alles, Sheran (S.A.)  
**Cc:** Brent.Ludwig@us.contiautomotive.com; Holt, Jon (J.); Steve.Knapp@us.contiautomotive.com  
**Subject:** RE: MY05 EN114 (update2)

**Attachments:** Conti\_LCM.doc



Conti\_LCM.doc  
(105 KB)

Sheran,

Just a quick update. I contacted NEC regarding the lead plating. They confirmed that there plating process has not changed since the part was used in the LCM designs. It is a 97% tin, 3% silver, 1% Copper plating. I'm not sure where the nickel seen in the analysis you mentioned is coming from. I will be contacting our factory to see if there has been any change to our solder process since launch.

I also performed a thermal scan (but am not able to save a print). The headlamp relay (K220) with just the coil activated showed approximately the same thermal footprint. As expected, when the loads are turned on, the headlamp has the highest current and I saw aprox. a 6~7 C rise ( to 62C) of the K220 thermal image, compared to maybe 1 C (to 56C) rise on Parklamp.

Joe Kosirowski  
Technical Project Lead  
Continental Automotive Systems Division  
21440 West Lake Cook Rd., Deer Park IL 60010  
Office:847-862-2742  
Fax:847-862-8241  
Cell:847-553-8575  
email: Joseph.Kosirowski@us.contiautomotive.com  
www.contiautomotive.com

"Alles, Sheran  
\(S.A.)"  
<salles@ford.com> To  
<Joseph.Kosirowski@us.contiautomoti  
05/08/2007 01:10 ve.com>  
PM cc  
<Brent.Ludwig@us.contiautomotive.co  
m>, "Holt, Jon \ (J.)"  
<jholt@ford.com>,  
<Steve.Knapp@us.contiautomotive.com  
>

Subject  
RE: MY05 EN114 (update2)

Hello Joe,

Please see attached file with scope traces. It is now clear that both legs of the relay coil have issues. Regarding the pulses we discussed this morning, it seems to be repeatable when headlamp SW is turned from ON to OFF through park, and does not happen from Park to ON. So this is not related to the issues per customer, however, I would like to see the S/W explanation, since this could be a concern to the long term relay switching contacts.

Please have your experts examine and cross-section each of the solder joints on both legs of the coil and even the other terminal legs to understand if it is a solder issues/with time or a relay terminal issue.

Also, please do a thermal scan of the relay location to see the usual temp profiles with all loads, as we discussed. We would like to know the results for our discussion with the management team on Friday.

Many Thanks  
Regards  
-Sheran

-----Original Message-----

From: Alles, Sheran (S.A.)

Sent: Monday, May 07, 2007 10:43 AM

To: 'Joseph.Kosirowski@us.contiautomotive.com'

Cc: 'Brent.Ludwig@us.contiautomotive.com'; Holt, Jon (J.);

'Steve.Knapp@us.contiautomotive.com'

Subject: RE: MY05 EN114 (update2)

Hello Joe,

The other module now has started to repeat this morning. Once again, the driver is switching correctly. So looks like we have a pattern of solder cracking which appears to be due to overheating. I will be taking them for SEM analysis.

Thanks  
Regards  
-Sheran

-----Original Message-----

From: Alles, Sheran (S.A.)

Sent: Friday, May 04, 2007 1:31 PM

To: 'Joseph.Kosirowski@us.contiautomotive.com'

Cc: 'Brent.Ludwig@us.contiautomotive.com'; Holt, Jon (J.);

'Steve.Knapp@us.contiautomotive.com'

Subject: RE: MY05 EN114 (update)

Thanks Joe,

Looking at the \_1 files, in both modules I notice a circular crack around the pin, very similar to the module we have that repeated. Could you please confirm, since the actual optical view would be better.

Many thanks

Regards

-Sheran

-----Original Message-----

From: Joseph.Kosirowski@us.contiautomotive.com

[mailto:Joseph.Kosirowski@us.contiautomotive.com]

Sent: Friday, May 04, 2007 12:45 PM

To: Alles, Sheran (S.A.)

Cc: Brent.Ludwig@us.contiautomotive.com; Holt, Jon (J.);

Steve.Knapp@us.contiautomotive.com

Subject: RE: MY05 EN114 (update)

Sheran, attached are the photos of the K220 coil terminals and a coil terminal from the relay above it. The files with 1 & 2 at the end are the K220 coil terminals. They appeared somewhat grainy on the AB000060 unit, but appeared shiny on the AB300057 unit. However, both units appeared to show a questionable ridge around the pin and the fillet. The file with 3 at the end are the terminal of the relay above K220 for comparison. I also included the land around the K220 coil pin to show the discoloration of the mask. Please let me know if you have any questions.

Joe Kosirowski

Technical Project Lead

Continental Automotive Systems Division

21440 West Lake Cook Rd., Deer Park IL 60010

Office:847-862-2742

Fax:847-862-8241

Cell:847-553-8575

email: Joseph.Kosirowski@us.contiautomotive.com

www.contiautomotive.com

(See attached file: Headlamp issue.zip)

"Alles, Sheran

\"S.A.\")

<salles@ford.com>

To

<Joseph.Kosirowski@us.contiautomoti  
05/03/2007 01:47 ve.com>

PM

cc

<Brent.Ludwig@us.contiautomotive.co  
m>,

<Steve.Knapp@us.contiautomotive.com  
>, "Holt, Jon \"J.\""

<jholt@ford.com>

Subject

RE: MY05 EN114 (update)

Hello Joe

Under the microscope you could see the solder crack around the relay pin/PCB interface. The other module shows the same pin uneven solder, meaning that it has loss its gloss and shows unevenness, however, I have still not got this one to repeat.

Could you please check the solder appearance of these two pins (K220) on the 2 LCMs you have and let me know if you see anything unusual about the solder joint.

Thanks  
Regards  
-Sheran

-----Original Message-----

From: Alles, Sheran (S.A.)  
Sent: Wednesday, May 02, 2007 6:07 PM  
To: 'Joseph.Kosirowski@us.contiautomotive.com'  
Cc: 'Brent.Ludwig@us.contiautomotive.com';  
'Steve.Knapp@us.contiautomotive.com'; Holt, Jon (J.)  
Subject: RE: MY05 EN114

With a 150-ohm external pullup to B+, the driver does work fine (as this would emulate the 145-ohm coil - Joe), even when the problem is present. I am still not sure whether it is the relay/solder to PCB or coil that is the problem, since when I try to confirm any little pressure (my hands are too shaky!) on the pin triggers the relay. I will now look at the solder/pin/PCB under the microscope. This would all make sense, since when I had my probes/wires attached to this pin, the problem never repeated after even 6 hrs.

Will also try other module for confirmation.

thanks  
Regards  
-Sheran

-----Original Message-----

From: Alles, Sheran (S.A.)  
Sent: Wednesday, May 02, 2007 5:27 PM  
To: 'Joseph.Kosirowski@us.contiautomotive.com'  
Cc: 'Brent.Ludwig@us.contiautomotive.com';  
'Steve.Knapp@us.contiautomotive.com'; Holt, Jon (J.)  
Subject: RE: MY05 EN114

It seems to be the connection from the pin to the relay coil. I put some pressure at the pin and I see 13.8v but I do not see any voltage on the low side of the relay when driver is off.

Now I think we should X-ray the relay to see the coil contacts to the post or other intermittents within the coil.

Regards  
-Sheran

-----Original Message-----

From: Alles, Sheran (S.A.)  
Sent: Wednesday, May 02, 2007 5:19 PM  
To: 'Joseph.Kosirowski@us.contiautomotive.com'  
Cc: 'Brent.Ludwig@us.contiautomotive.com';  
'Steve.Knapp@us.contiautomotive.com'; Holt, Jon (J.)

Subject: RE: MY05 EN114

Hello Joe,

It seems pretty much the relay, either the contact to the PCB or the coil to the post. The reason I say this is because once I removed my scope probe from the feed pin of the coil (pin 2/K220), I was able to reproduce the problem (maybe the probe and wire was producing some load). To confirm that driver is working, while the problem was there I connected a 10K from Vcc to the driver output (U220/pin 1) and when you turn on the headlamp switch, the input goes high, and the output goes from high->Low. I managed to touch the pin to the post and the voltage is incorrect. I will try to recreate on the other module as well to reconfirm.

Thanks  
Regards  
-Sheran

-----Original Message-----

From: Alles, Sheran (S.A.)  
Sent: Wednesday, May 02, 2007 10:28 AM  
To: 'Joseph.Kosirowski@us.contiautomotive.com'  
Cc: 'Brent.Ludwig@us.contiautomotive.com';  
'Steve.Knapp@us.contiautomotive.com'  
Subject: RE: MY05 EN114

BTW, I should mention, that yesterday we monitored the voltage across D220 and when the relay turns on the voltage is about 0.8v (stable) as expected, however, when the problem occurs, the voltage is only 0.3v (not stable) and drifting lower. This would indicate that the current thru the relay coil is much lower resulting in the relay not pulling in.

This is why we are concentrating on the ckt from Vbat2-relay-Drv.

When we monitored the voltage across CE(Drv) pin 1, we noticed that the voltage does drop to zero on turn on, however on off the voltage floats about 6v (erratic) open collector. This is another reason I am also looking for any solder issues (as well as Driver IC issues) in the ckt, especially pin 2 of K220.

We also saw yesterday that when the problem occurs, toggling the input does not correct the issue. Even activating some other inputs to the same driver does not influence it.

I have still not been able to reproduce the issue this morning. Will keep you updated.

Regards  
-Sheran

-----Original Message-----

From: Alles, Sheran (S.A.)  
Sent: Wednesday, May 02, 2007 9:48 AM  
To: 'Joseph.Kosirowski@us.contiautomotive.com'  
Cc: Brent.Ludwig@us.contiautomotive.com;  
Steve.Knapp@us.contiautomotive.com  
Subject: RE: MY05 EN114

Thanks Joe,

Today, I have been focused on the Vbat2 connection to the coil side of the relay (K220), the low side of the relay coil, the U220 pin 1, and input to U220 pin16. I have scope probes attached and should get a indication of the voltage across coil when issue occurs. Also, need to look at solder joints at the K220 coil pins.

Yesterday's testing showed us that the input to U220 (pin 16) was toggling correctly with switch input (so I am using this as the trigger), although the output was weak.

Once it repeats, I will attache a diode directly across the K220 coil and re-try.

I will even use a hot air gun on the IC and relay to see if heat is the culprit.

Any thoughts are most welcome.

Thanks  
Regards  
-Sheran

-----Original Message-----

From: Joseph.Kosirowski@us.contiautomotive.com  
[mailto:Joseph.Kosirowski@us.contiautomotive.com]  
Sent: Wednesday, May 02, 2007 9:12 AM  
To: Alles, Sheran (S.A.)  
Cc: Brent.Ludwig@us.contiautomotive.com;  
Steve.Knapp@us.contiautomotive.com  
Subject: RE: MY05 EN114

Sheran,

The part number of the relay is an EQ1-1111S from NEC. The datasheet is attached.

Joe Kosirowski  
Technical Project Lead  
Continental Automotive Systems Division  
21440 West Lake Cook Rd., Deer Park IL 60010  
Office:847-862-2742  
Fax:847-862-8241  
Cell:847-553-8575  
email: Joseph.Kosirowski@us.contiautomotive.com  
www.contiautomotive.com  
(See attached file: eq1-1111s relay.pdf)

"Alles, Sheran

\(S.A.\)"

<salles@ford.com>

To

<Joseph.Kosirowski@us.contiautomoti  
05/01/2007 03:59 ve.com>

PM

cc

<Brent.Ludwig@us.contiautomotive.co  
m>,

<Steve.Knapp@us.contiautomotive.com  
>

Subject

RE: MY05 EN114

Hello Joe,

Could you please send me that datasheet w/part number for the PCB mount relay.

Many thanks  
Regards  
-Sheran

---

This email has been scanned by the MessageLabs Email Security System.  
For more information please visit <http://www.messagelabs.com/email>

---

This email has been scanned by the MessageLabs Email Security System.  
For more information please visit <http://www.messagelabs.com/email>

---

(See attached file: Conti\_LCM.doc)

---

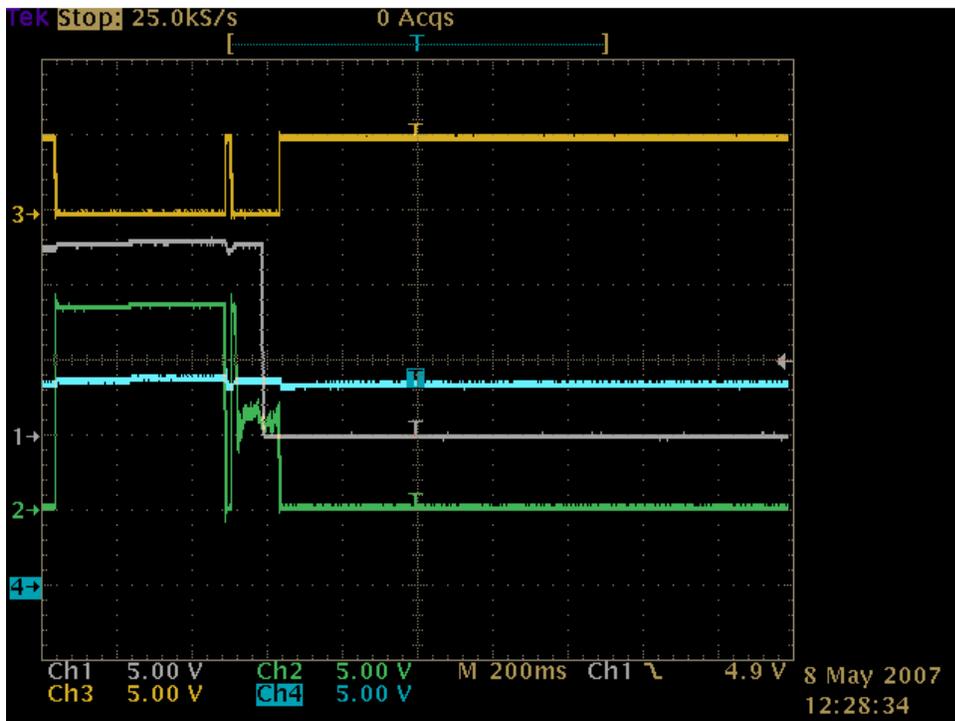
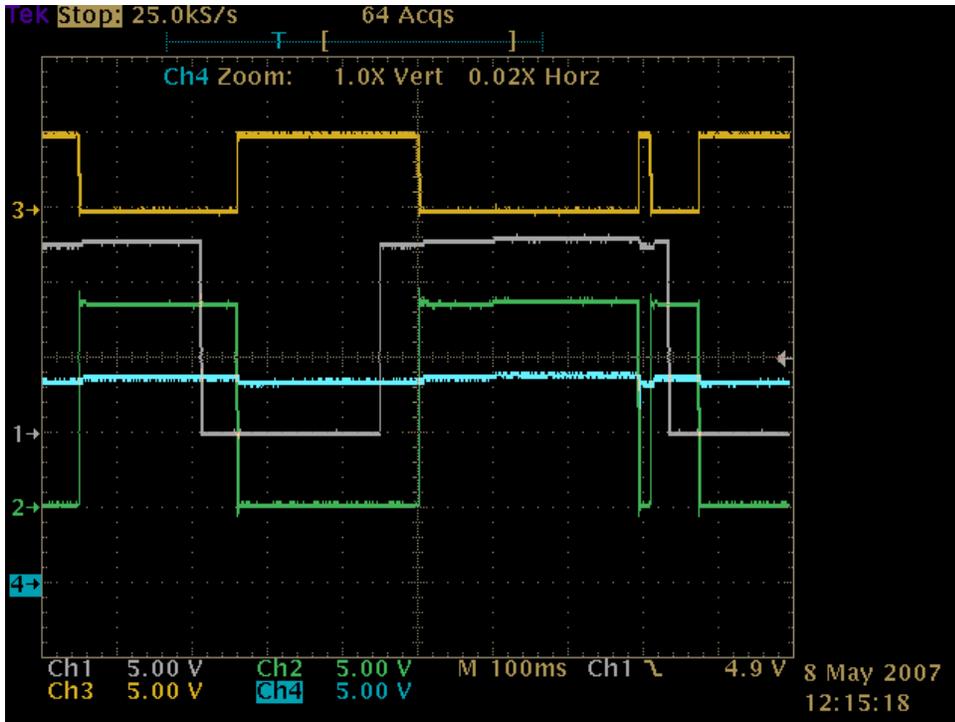
This email has been scanned by the MessageLabs Email Security System.  
For more information please visit <http://www.messagelabs.com/email>

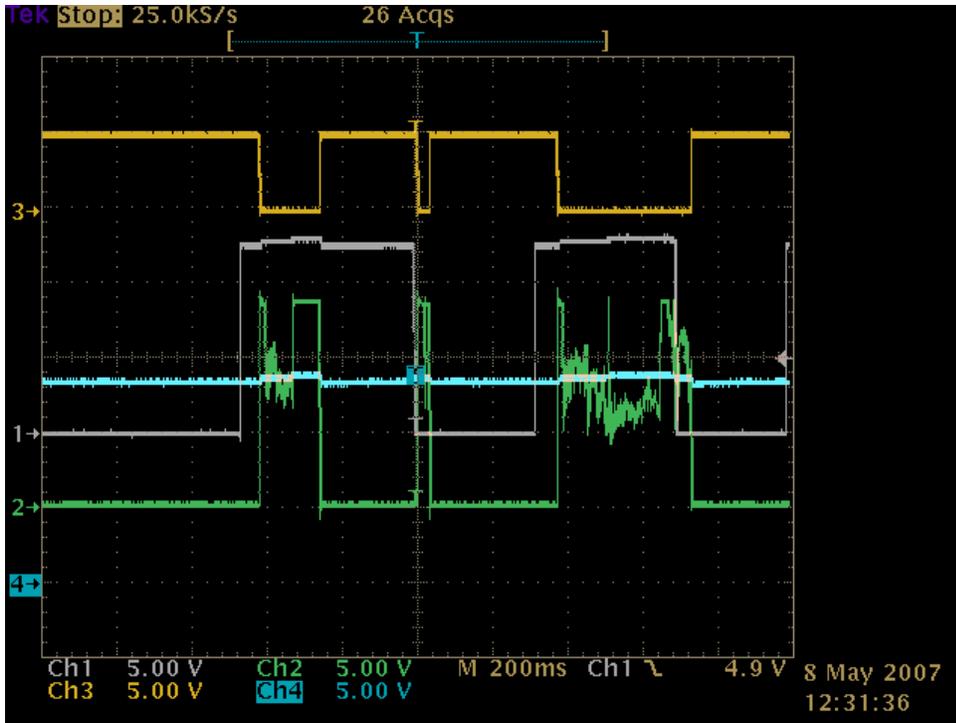
---

LCM MY03=>3W7T-13C788-AG

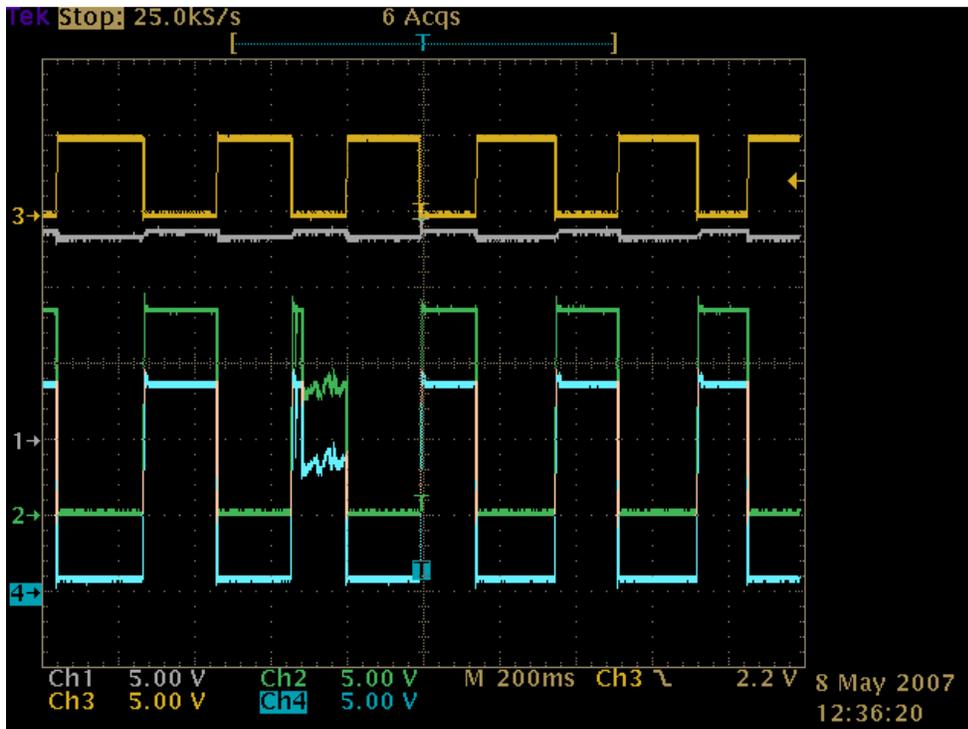
Used Internal power supply in breakout box, with only internal bulb

Ch1=>Headlamp SW input at connector pin J101-A10, Ch2=>output of DRV (U220/1), Ch3=>Input to DRV (U220/16), Ch4=>VBAT\_2 at connector (J301/16). Input debounce 45ms – Input goes low when output turns on.

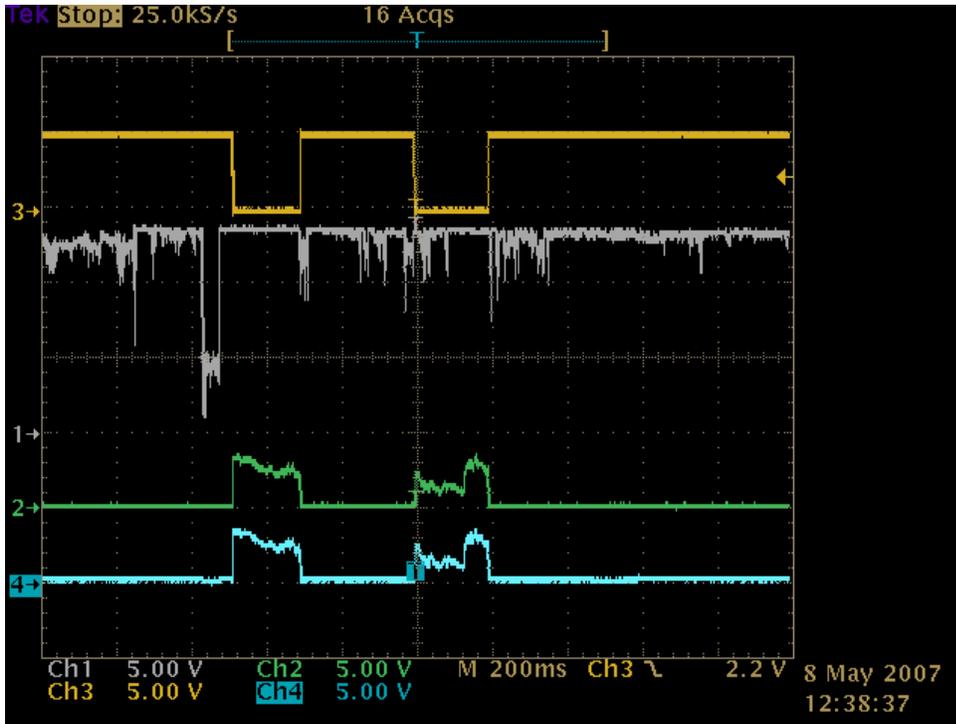




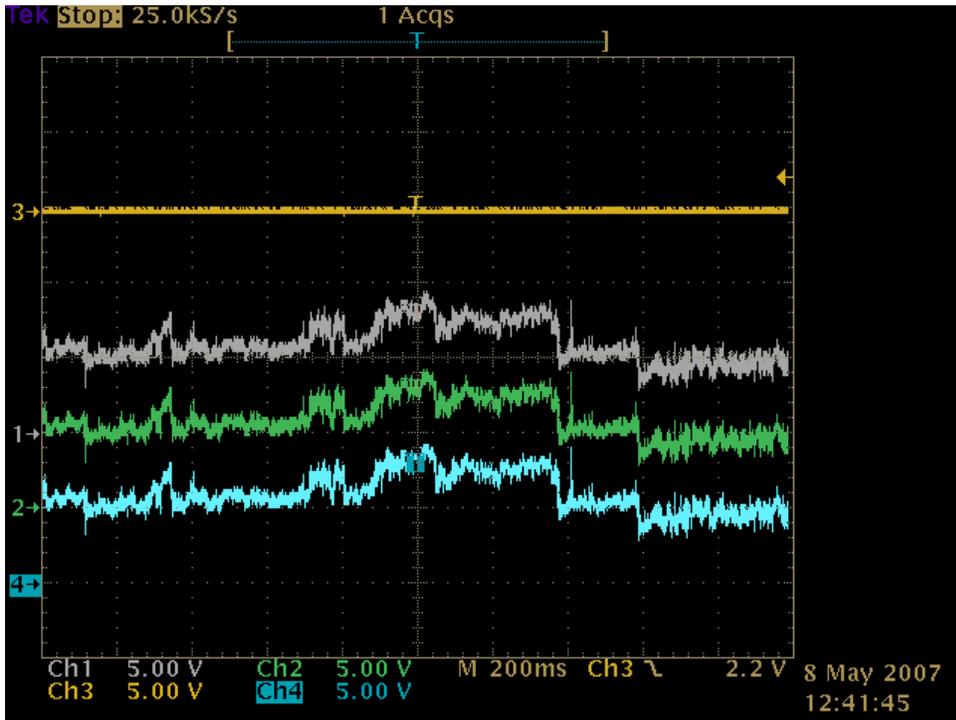
The above traces show the DRV input toggle. This happens when the headlamp sw is turned from OFF->ON quickly through park. This does not happen when toggling sw from park to headlamp. The concern here is not really the headlamps turning off or flickering, but more to do with the relay contacts being turned on/off- arcing. This seems S/W related.



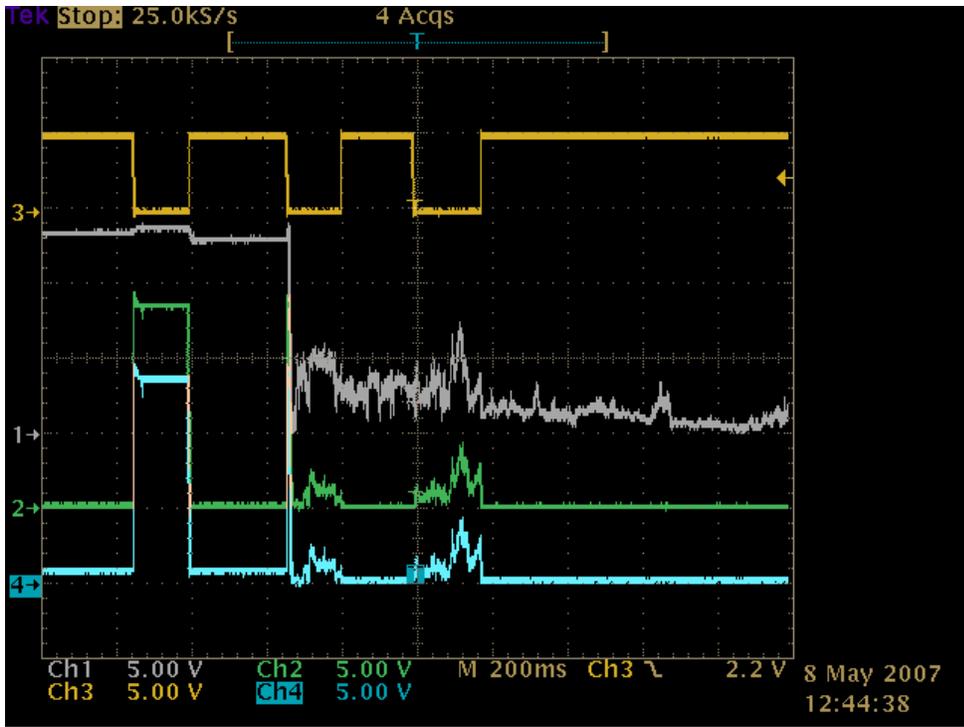
Ch1=>probe hooked to pin on HS coil, Ch3=>DRV input, Ch2=>DRV output, Ch4=>Diode D220 anode. Note the contact going bad on coil LS.



Note: Both coil leg connections potentially going bad.



During problem event. Problem on coil HS.



Another event showing problem. In this case solder issue likely on coil HS.

---

**From:** Joseph.Kosirowski@us.contiautomotive.com  
**Sent:** Friday, May 25, 2007 3:35 PM  
**To:** Alles, Sheran (S.A.)  
**Cc:** Brent.Ludwig@us.contiautomotive.com; Liu, Ron (D.R.); Holt, Jon (J.); Steve.Knapp@us.contiautomotive.com  
**Subject:** Re: Meeting update

**Attachments:** Relay coil thermal test.xls; M1109 Headlamp Relay layout.doc



Relay coil thermal  
test.xls (1...



M1109 Headlamp  
Relay layout.do...

All,

Attached is the updated data and proposed layout changes for the change we discussed yesterday. The pin 1 pads on the top & bottom of the PCB was soldered to the main copper land connected to pin 2 (see M1109 Headlamp Relay layout). The spreadsheet shows that the coil lead temperature did not change from the original layout configuration showing that connecting the pin on the top and bottom to the existing copper lands will not improve the thermal performance of the K220 relay.

Joe

(See attached file: Relay coil thermal test.xls) (See attached file: M1109 Headlamp Relay layout.doc)

"Alles, Sheran  
\(S.A.)"  
<salles@ford.com> To  
<Joseph.Kosirowski@us.contiautomoti  
05/24/2007 05:47 ve.com>,  
PM <Steve.Knapp@us.contiautomotive.com  
>,  
<Brent.Ludwig@us.contiautomotive.co  
m>, "Liu, Ron \(\D.R.)"  
<dliu1@ford.com>, "Holt, Jon  
\(J.)" <jholt@ford.com>  
cc

Subject  
Meeting update

At today's meeting the following questions and assignments were given to us:

- 1) We will be getting a MY05 EN vehicle for testing – this will include thermal testing and vibration. We will need to instrument vehicle, so we need to discuss the type of testing and instrumentation needed (team - any thoughts?).
- 2) Conti – The relay coil terminal thermocouple data provided by Joe were at ambient with the headlamp loads on (Is that correct?). How would this factor in with higher ambient temps? The higher warranty is in the north-eastern states, and Texas, Florida.
- 3) The 2 returned modules sent to Conti that could not be reproduced, was thermal cycling with headlamp load and vibration done? (assignment Joe)
- 4) Was the other relay coil posts cross-sectioned to understand whether this solder cracking is present on other relays or just localized to the headlamp relay (assignment –Ron). We mentioned that Ron would be cross-sectioning the Park and demand relays (returned module) to see the progression of the solder.
- 5) Any headlamp bulb/vehicle changes from MY03-05 (assignment – Jon).
- 6) It was mentioned that the warranty is on the rise with time in service, MY05 being worst nearly double that of MY03 (next MY04, last MY03). They wanted to know any changes between MY03-MY05. We stated that NEC will be contacted by Conti and requested to provide detailed manufacture process and plating process, etc, as discussed (assignment Joe)

We did mention that Conti would be looking into PV/DV samples that have gone through the life/temp testing to see any signs of solder issues. Also, Conti will be attempting to do a HALT/thermal cycle to recreate failure mode from new parts.

Thanks for all your support, any comments or suggestions are most welcome.  
Regards  
-Sheran

---

This email has been scanned by the MessageLabs Email Security System.  
For more information please visit <http://www.messagelabs.com/email>

---

MY05 EN114 LCM Relay coil thermal testing

Performed 5/18/07 and 5/21/07 by Joe Kosirowski

The temperature of the K220 relay coil leads (headlamps) and the K221 relay coil leads (Parklamps) was measured both without the lamp loads on and with. The test was performed at room temperature (23C). The temperature was stabilized for 30 mins.

Note: the thermocouples were on the leads in the solder fillet.

Vbat = 16.0V

	w/o loads (deg C)	with loads (deg C)	K220 rewired seperately to coil and contact with loads (deg C)	K220 pin 1 connected in common with pin 2 on top & bottom copper of VBAT 2 trace
K220-2	57.4	95.7	78.8	98
K220-3	55.5	85.7	79.1	87.4
K221-2	59	81.2	79.9	81.4
K221-3	59.3	75.5	74.4	75.3

Description of relay trace routing for the MY05 EN114 LCM headlamp and parklamp relays.

The figures below show the following connections:

Figure 1 shows the VBAT 2 trace routing from the connector to the coil terminal of K220. The contact on K220 that also connects to VBAT2 is isolated on the top side of the PCB.

Figure 2 shows the bottom side at coil terminal 2 and contact terminal 1. It shows that the only connection from VBAT 2 to terminal 1 is through the coil terminal through a 1/6 diameter section of copper.

Figures 3 & 4 show close ups of Figure 1 & 2.

Figures 5 & 6 show the same perspective of Figures 1 & 2 on the Parklamp relay (K222). In them, it can be seen that although the current to the relay contact from VBAT3 is also through the coil terminal, it is 100 percent of the pad diameter.

Figures 7 & 8 show the proposed changes discussed in the 5/24/07 meeting to improve thermal performance. (Note: This modification was tried on 5/25/07 to pre-validate and there was no thermal improvement from the original layout configuration).

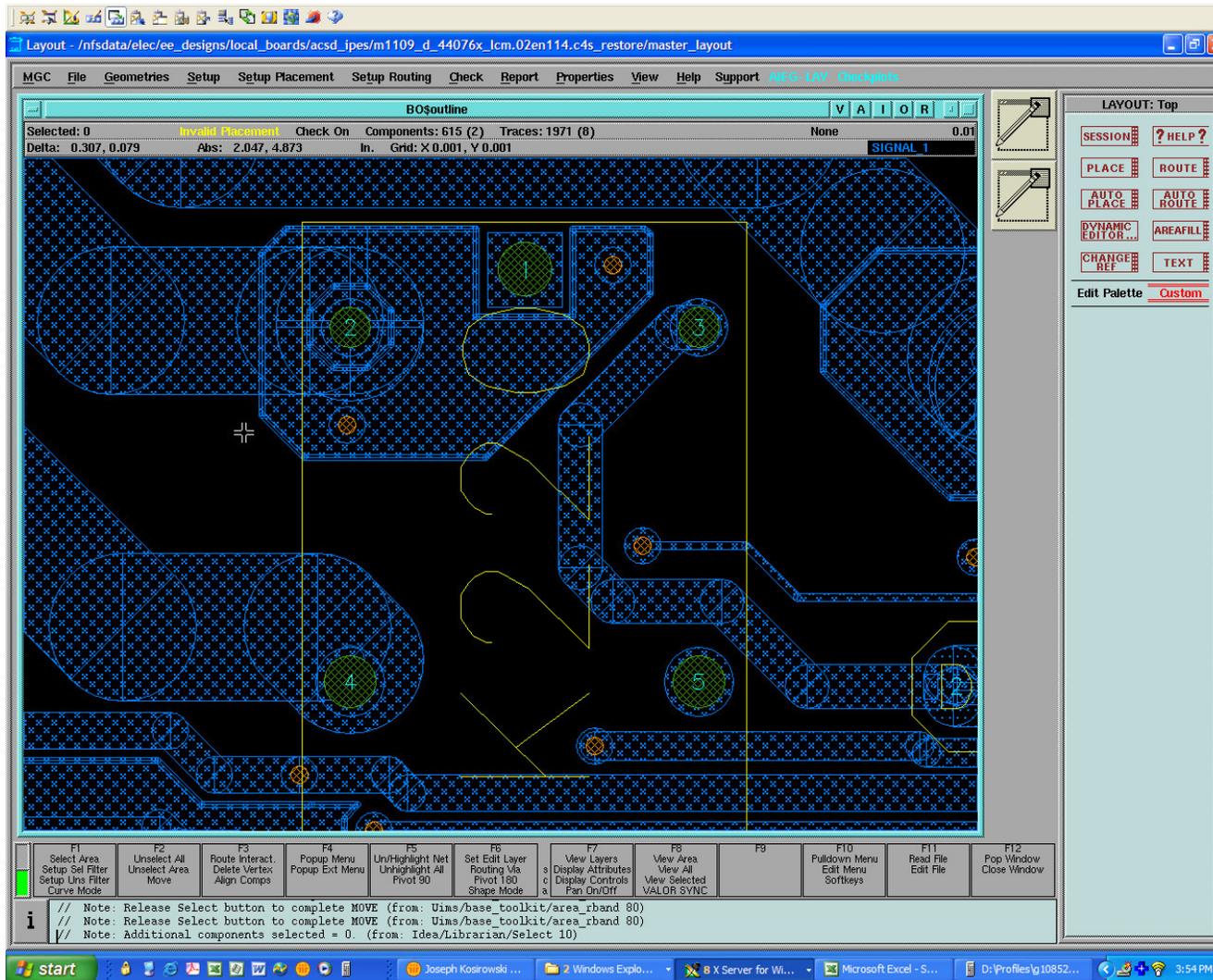


Figure 1 – EN114 LCM module: Top side layout, K220 (headlamps) pin 2 (coil) & pin 1 (contact) to VBAT2.

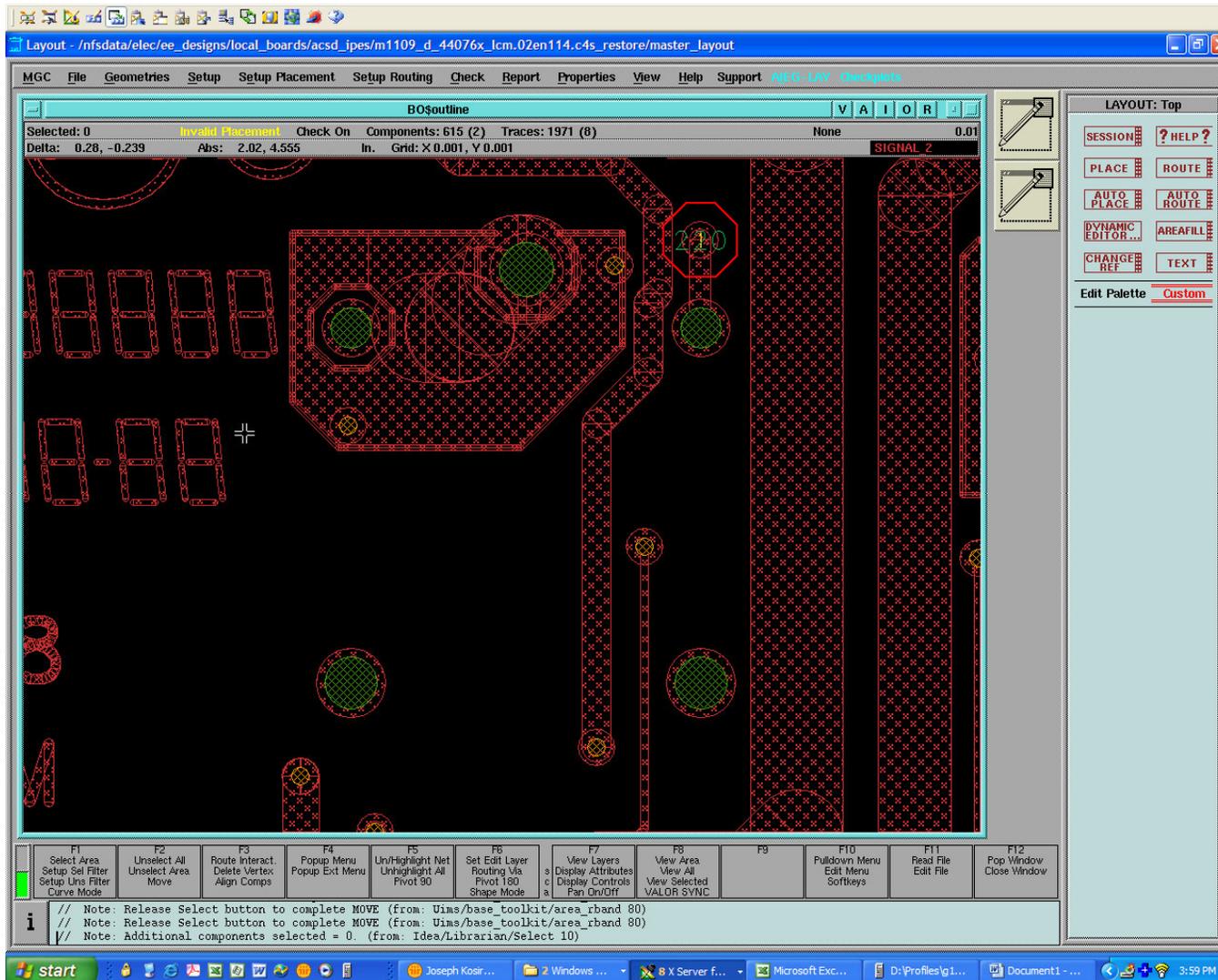


Figure 2 – EN114 LCM module: Bottom side layout, K220 (headlamps) pin 2 (coil) & pin 1 (contact) to VBAT2.

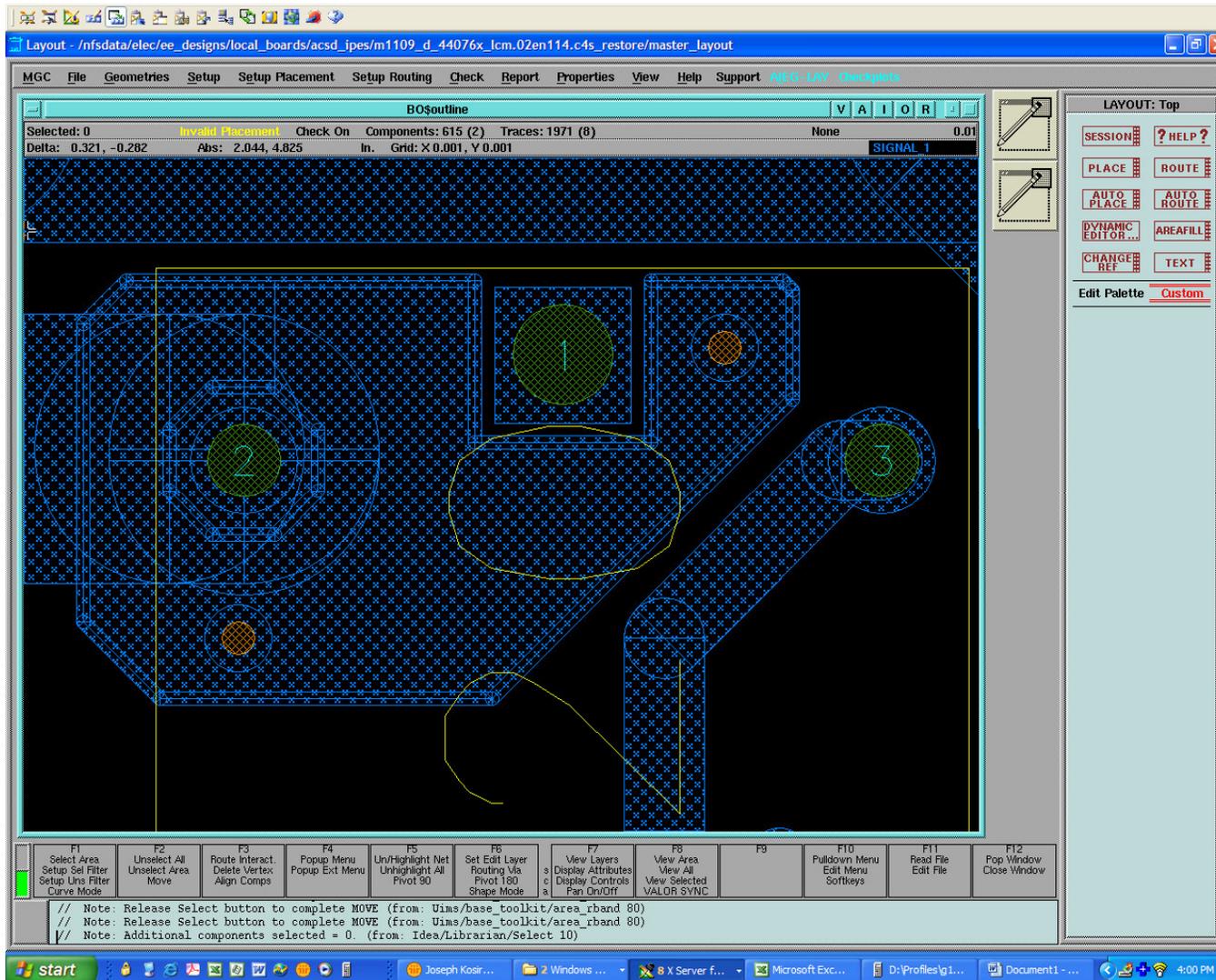


Figure 3 – EN114 LCM module: Top side layout, close-up showing VBAT feeding coil lead first with no connection top-side to the relay contact.

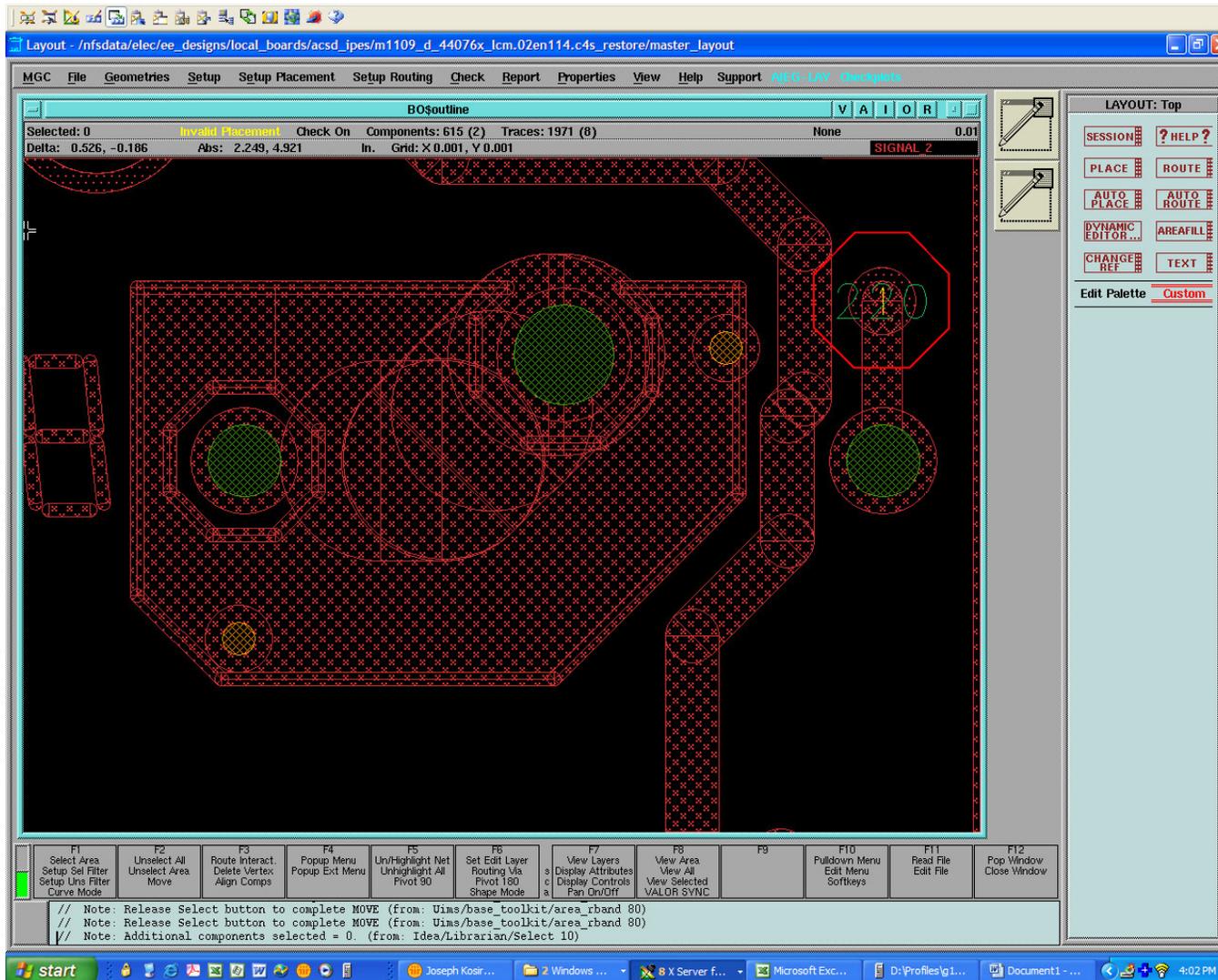


Figure 4 – EN114 LCM module: Bottom side layout, close-up showing VBAT feed to the relay contact is only through ~1/6 diameter of the coil lead pad.

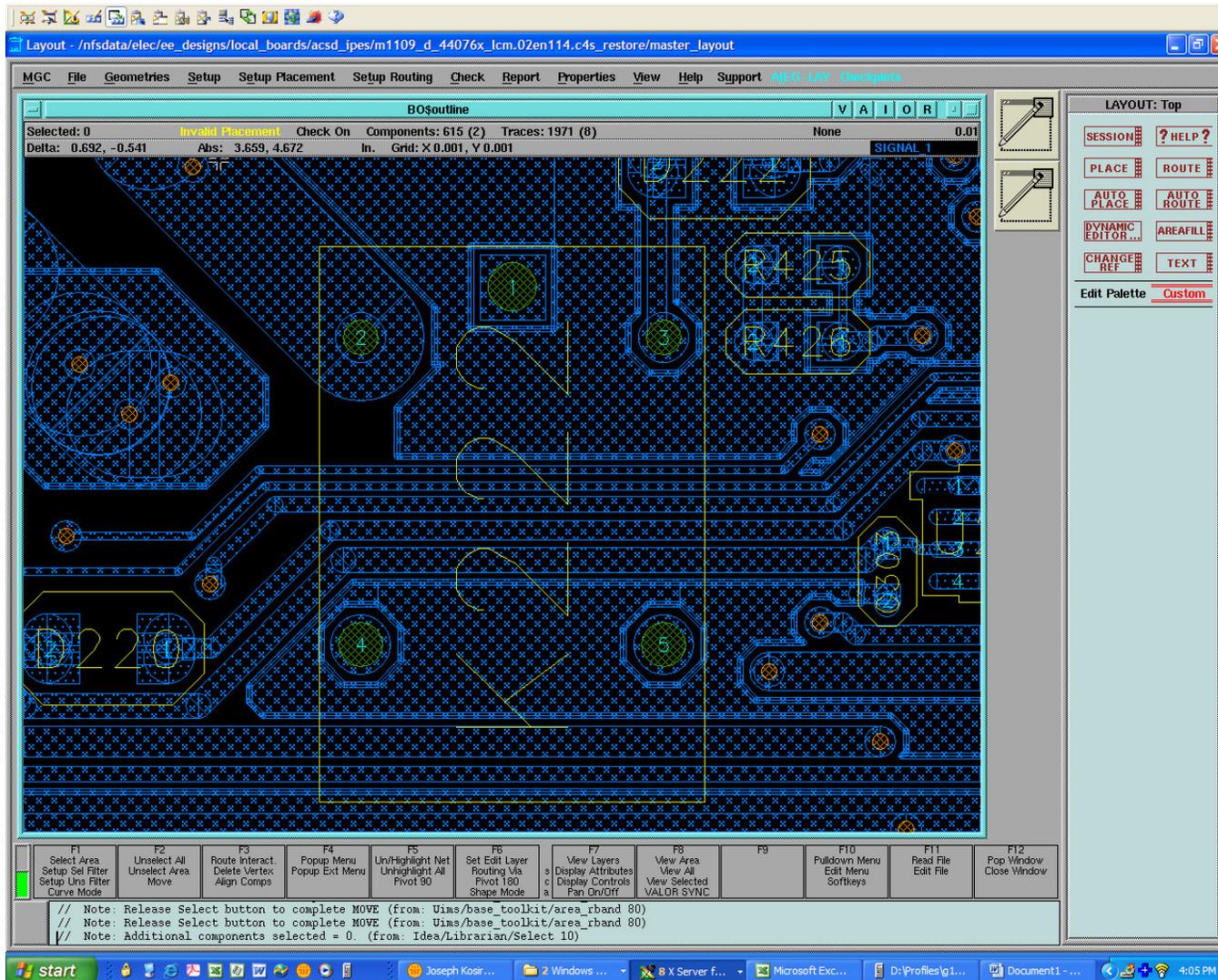


Figure 5 – EN114 LCM module: Top side layout, K222 (parklamps) pin 2 (coil) & pin 1 (contact) to VBAT3.

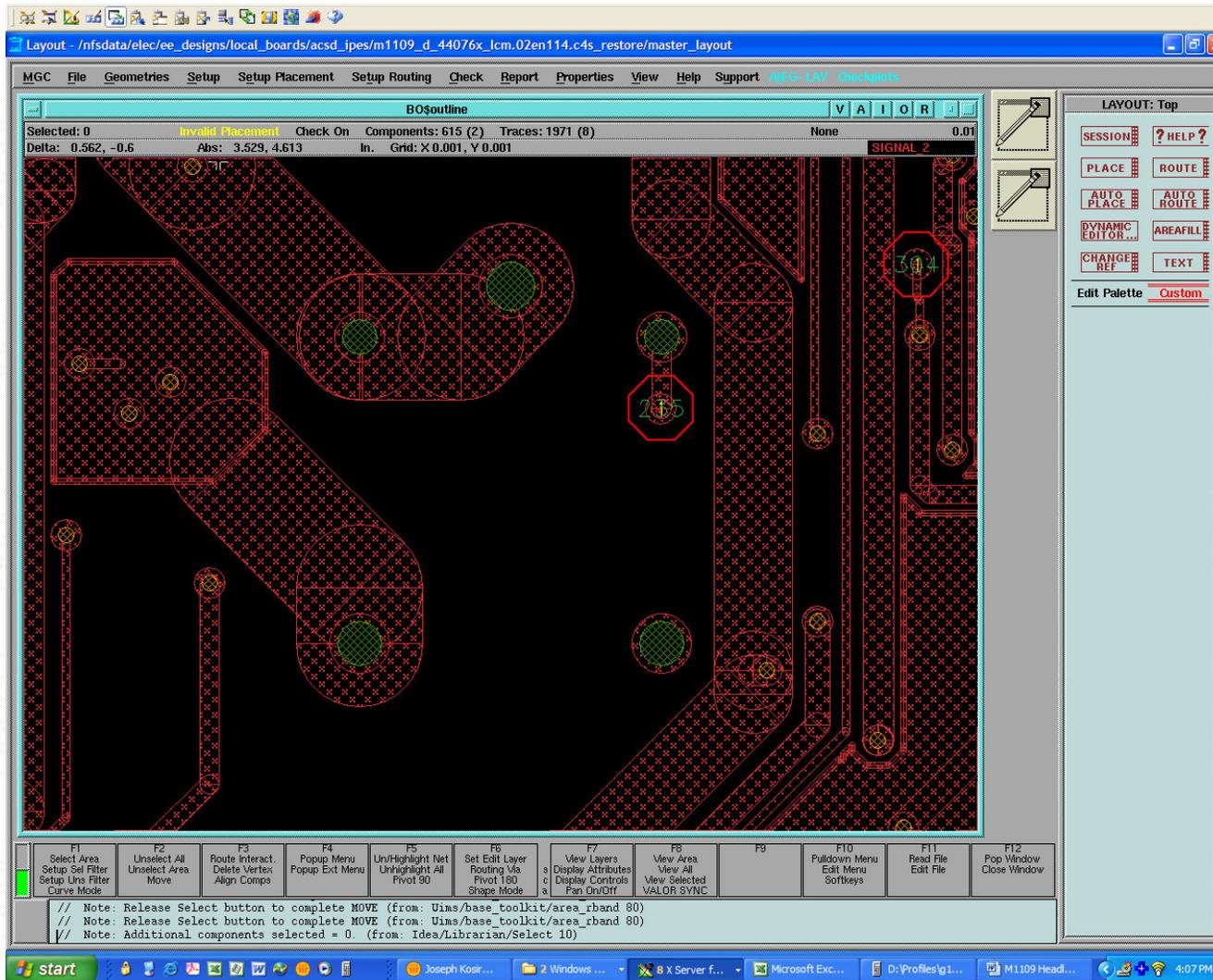


Figure 6 – EN114 LCM module: Bottom side layout, K222 (parklamps) pin 2 (coil) & pin 1 (contact) to VBAT3.

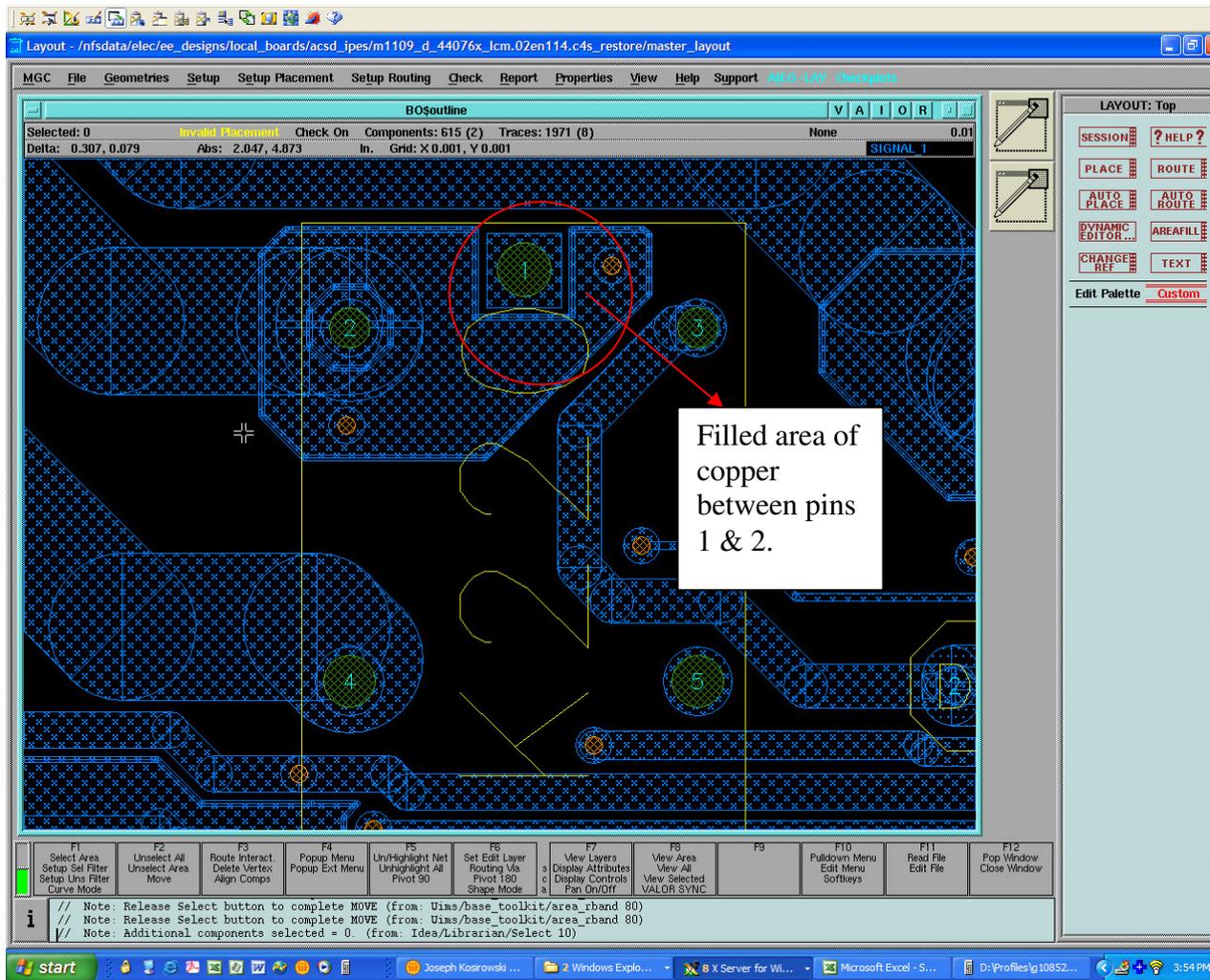


Figure 7 – Proposed layout change to improve thermal performance of K220 relay on topside.

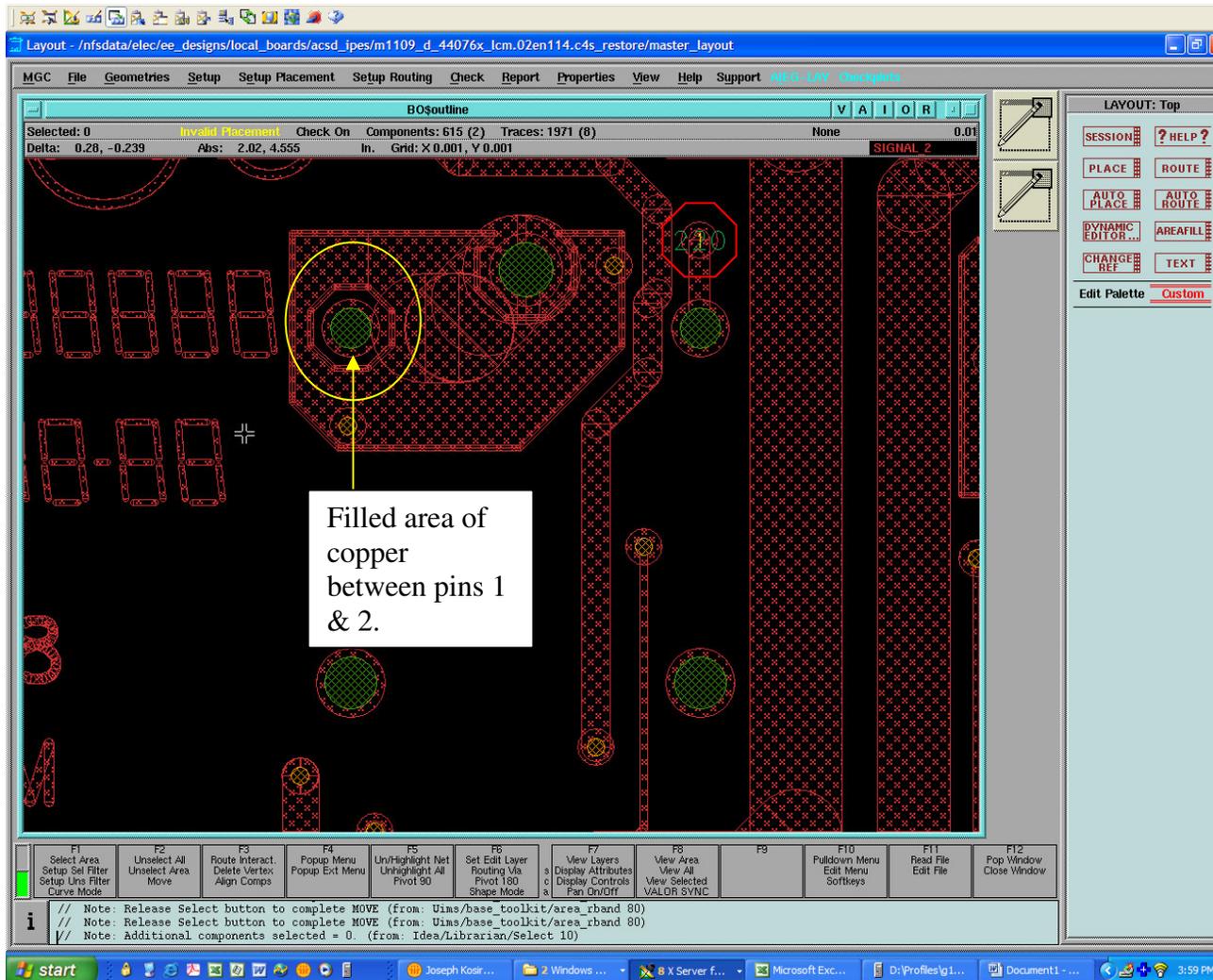


Figure 8 – Proposed layout change to improve thermal performance of K220 relay on bottomside.

---

**From:** Steve.Knapp@us.contiautomotive.com  
**Sent:** Thursday, February 28, 2008 2:21 PM  
**To:** Holt, Jon (J.)  
**Cc:** Hodgson, Keith (K.M.); Swis, Matt (M.J.)  
**Subject:** RE: LCM Group V Test summary

**Attachments:** EN114LCM 1000hr TShock Analysis.pdf; Control vs Updated Design Comparision.doc



EN114LCM 1000hr Control vs Updated  
TShock Analys... Design Comp...

Here's the report on the 4 units sectioned at 1000hrs

(See attached file: EN114LCM 1000hr TShock Analysis.pdf)

Also, here's a Comparison of the 250/500/750/1000 Control vs Raised Relay (sent previously)  
(See attached file: Control vs Updated Design Comparision.doc)

regards,

Steve Knapp

"Holt, Jon  
\\(J.)"  
<jholt@ford.com> To  
<Steve.Knapp@us.contiautomotive.com  
02/28/2008 12:59 PM >, "Hodgson, Keith \\(K.M.)"  
<khodgson@ford.com>  
CC  
"Swis, Matt \\(M.J.)"  
<mswis@ford.com>  
Subject  
RE: LCM Group V Test summary

Steve, can you provide us with the sections from the 1000hr parts. I do not believe that we have seen those yet.

Thanks

-----Original Message-----

From: Steve.Knapp@us.contiautomotive.com  
[mailto:Steve.Knapp@us.contiautomotive.com]  
Sent: Friday, February 22, 2008 3:47 PM  
To: Hodgson, Keith (K.M.)  
Cc: Holt, Jon (J.); Swis, Matt (M.J.)  
Subject: LCM Group V Test summary

Please review attachment

(See attached file: Group V v1.2 LCM Test Results.xls)

regards,

Steve Knapp  
Continental Automotive Systems  
21440 Lake Cook Rd, Deer Park, IL 60010  
Office (847)862-2792 Mobile (312)342-8153  
Email: Steve.Knapp@us.contiautomotive.com

# ANALYSIS REQUEST

**REPORT NO.**  
IL0840239

**X** Indicates that the field is required before saving the document.

Indicates that the field is required before submitting the request.

**Date last revised:** 11 Feb 2008

**Revision:**1

**Implementation Date:**  
02/11/2008 11 Feb 2008

**Analysis Complete & Sent for  
Approval**

## Author's Section

### Requester Information

<p><b>X</b> <b>Requester:</b> Knapp Steve CSK004</p> <p><b>? X</b> <b>Phone No:</b> 8478622792</p> <p><b>X</b> <b>Requester's Facility:</b> Deer Park</p> <p><b>Date Submitted:</b> 1 Feb 2008</p> <p><input checked="" type="checkbox"/> <b>Date Required:</b> 9 Feb 2008</p> <p><b>? Urgent Req. Explanation:</b></p> <p><input checked="" type="checkbox"/> <b>Type of Analysis:</b> Component Analysis</p> <p><input checked="" type="checkbox"/> <b>Analysis Facility (Lab):</b>Deer Park Component Engineering</p> <p><b>? <input checked="" type="checkbox"/> Function Requested:</b> Cross Section, Photo</p> <p><b>? Copy Report To:</b></p>	<p><input checked="" type="checkbox"/> <b>Product Name:</b> BCM MOL</p> <p><b>? Project/Line:</b> DD200016</p> <p><b>? <input checked="" type="checkbox"/> Source/Point of Detection:</b>Not Defective <b>Facility where module was manufactured:</b> Nogales</p> <p><b>Customer/Product Part Number:</b></p> <p><b>? Lot Code/Serial Number:</b></p> <p><b>? Reference or Customer Return C.A.R. Number:</b></p> <p><b>? <input checked="" type="checkbox"/> Continental P/N:</b> 6mxn809S1x</p> <p><b>? Package Style/Type:</b></p> <p><input checked="" type="checkbox"/> <b>Description:</b>Units have completed 1000hrs of thermal shock . Take representative photos of the bottom side fillets. Cross section Unit046 K221 pin1; Unit024 K222 pin5; Unit315 K230 pin2; Unit068 K220 pin4;</p>
---	--

### Supplier Information

<p><b>? Name :</b></p> <p><b>Part Number:</b></p> <p><b>? Qty. Submitted:</b></p>	<p><b>Assembly Facility:</b></p> <p><b>Fab Location:</b></p> <p><b>? Date Code:</b></p>
---	---

### Background Information

#### **? Symptoms/Requested Analysis:**

**Text:** Units have completed 1000hrs of thermal shock . Take representative photos of the bottom side fillets. Cross section Unit046 K221 pin1; Unit024 K222 pin5; Unit315 K230 pin2; Unit068 K220 pin4



Attachments: board overlay.pdf      Lead numbering.DOC

**? Comments:**Units have completed 1000hrs of thermal shock . Take representative photos of the bottom side fillets. Cross section Unit046 K221 pin1; Unit024 K222 pin5; Unit315 K230 pin2; Unit068 K220 pin4

### Analysis Section

<p><b>Analyst:</b> Pace Robert G19510</p> <p><b>Date Assigned:</b> 7 Feb 2008</p>	<p><b>Reassigned Analyst:</b></p> <p><b>Date Reassigned :</b></p>
<p><b>Date Samples Received:</b> 1 Feb 2008</p> <p><b>Commitment Date:</b>8 Feb 2008</p> <p><b>Date Preliminary Analysis Complete:</b></p>	<p><b>Reason for Resubmittal:</b></p> <p><b>Date Resubmitted to Requestor:</b></p> <p><b>Date Returned by Requester:</b></p>

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager. All numerical data is for reference only.

**Activity Log:**

2/1/2008 - Units were sectioned at the requested locations and potted for cross-sectioning

2/4/2008 - Initial sectioning up to 600 grit

2/5/2008 - final polish to 1um, SEM photos

2/6/2008 - Snow day (9.5" in my driveway)

2/7/2008 - Comparison SEM Photos and report

2/8/2008 - measured crack lengths on 16 pins.

2/11/2008 - Clarified annotation in report

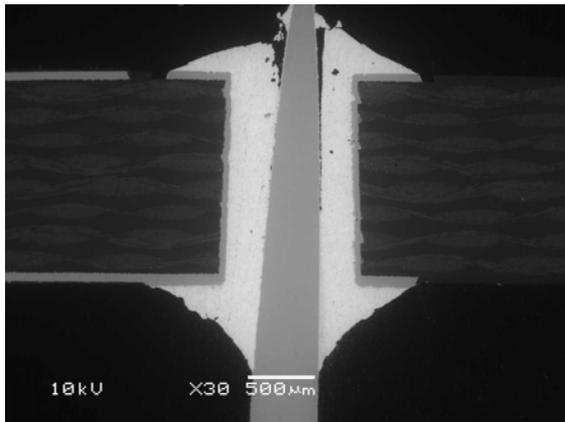
<b>Mode Code:</b> 0	<b>Mechanism Code:</b> NF
<b>Mode:</b> No Trouble Found	<b>Mechanism:</b> Cross Section only

**Techniques/Procedures Used:** Cross Section, SEM, Visual Examination

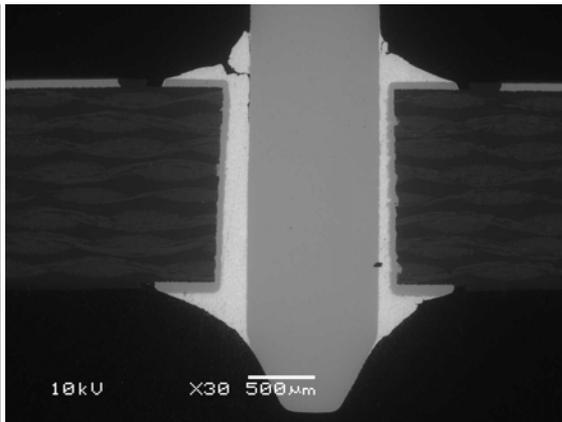
**Observation/Analysis Sequence:**

SEM Photos of the the requested sections, Unit046 K221 pin1; Unit024 K222 pin5; Unit315 K230 pin2; Unit068 K220 pin4. Additional pins were photographed when exposed in the cross-section.

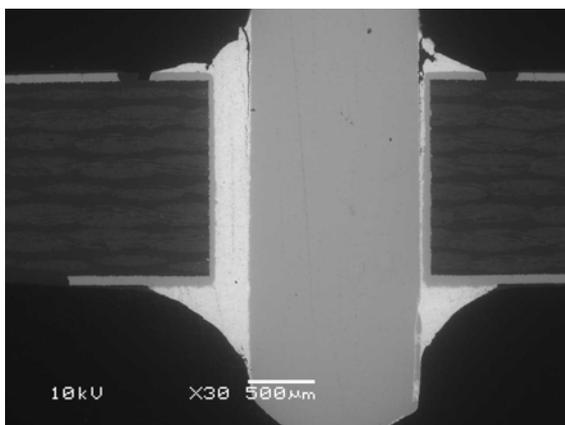
**Updated Design**



Unit 024 K222 Pin 3 - Updated



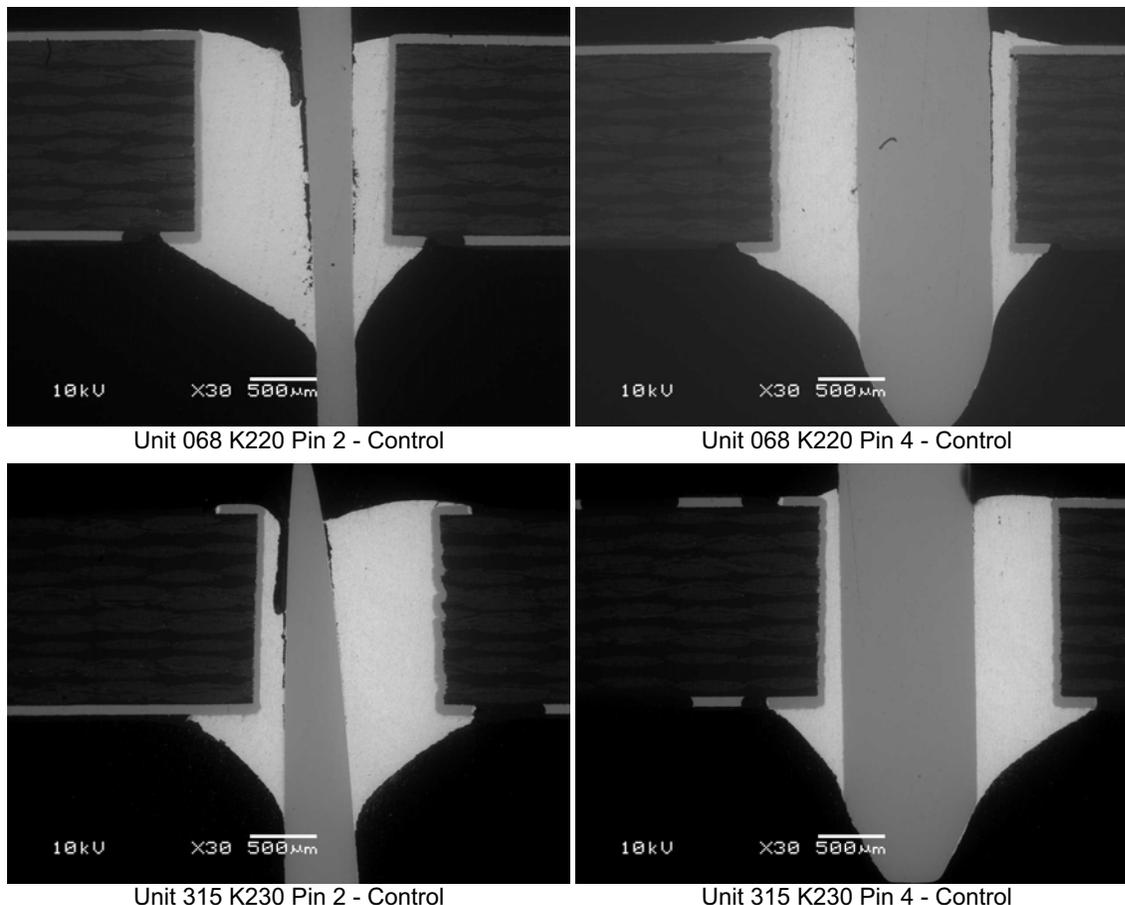
Unit 024 K222 Pin 5 - Updated



Unit 046 K221 Pin 1 -Updated

**Control Design**

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.



This analysis is the final report for the 1000 thermal shock cycle comparisons including comparison to the intermediate data reports of (IL0840167) 250 Thermal Shock Cycles, (IL0840181) 500 Thermal Shock Cycles, and (IL0840198) 750 Thermal Shock Cycles. A comparison was made between the average crack lengths of the Control and Updated designs at each intermediate data point. Since the relay coil pins have been observed with the most significant solder interface cracks, these pins were used for comparison purposes. Several of the original cross-sections were re-processed to sectioned through pin #2 and Pin #3 for additional data points. A total of 16 pins were measured and since each pin has 2 interface exposures, a total of 32 data points were available for analysis.

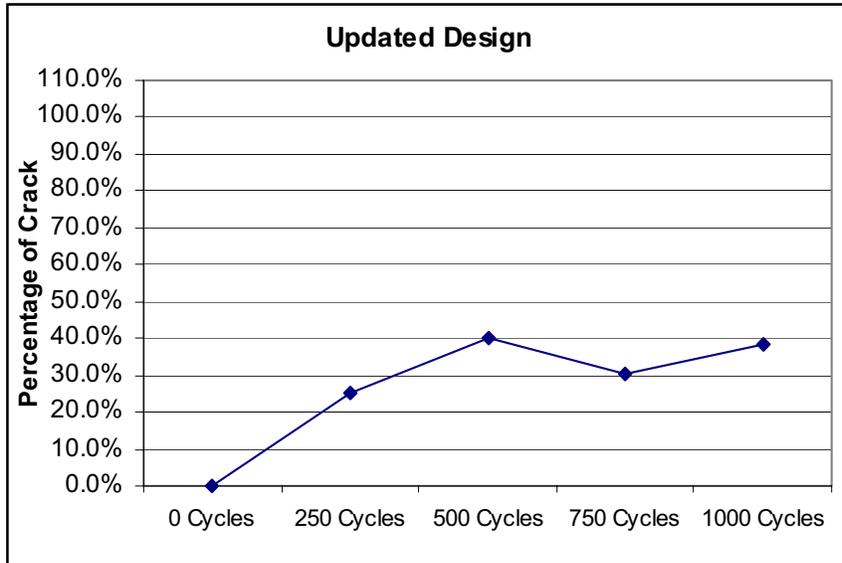
The comparison SEM photos and data is contained in the attached report. A summary is below.



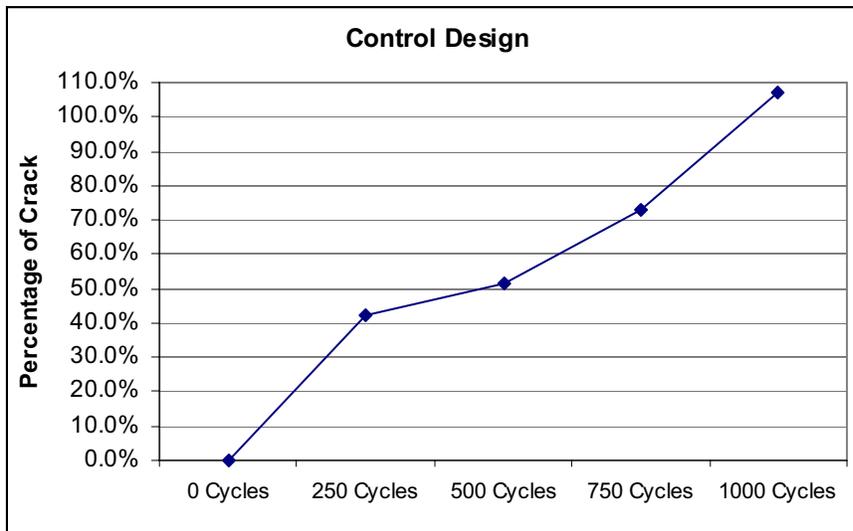
#### Control vs Updated Design Comparisior

Using the PCB thickness as a reference (100%), the Updated Design has an average crack length percentage of 38.5% after 1000 cycles. The Control Design has an average crack length percentage of 106.8%. Many of the control unit solder to pin interface cracks had progressed beyond the bottom of the PCB, hence the greater than 100% values, but did not cracked through the bottom side solder fillet (see Unit 068 K220 Pin 2 as example).

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.



The relay pin to solder interfacial cracks on the Updated Design appear to stop progressing after 500 cycles.



The relay pin to solder interfacial cracks on the Control Design appear to continue in a near linear fashion.

**Conclusion (Exec Summary) - Not required for preliminary reports**

All units passed functional testing by the program team at the conclusion of thermal shock validation testing.

Control Units:

Most of the control unit relay pins have a negative top side fillets.

Control units have significant solder-to-pin interface cracking.

The average crack length has progressed significantly from the 250, 500 and 750 thermal shock cycle units.

Relay seal epoxy was observed in many of the top side solder fillets of the control units and was observed below the top surface of the PCB on many pins.

Many of the control unit solder to pin interface cracks progressed beyond the bottom of the PCB (>100%) but had not

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.

All numerical data is for reference only.

cracked through the bottom side solder fillet.

Updated Design:

The updated design units all had positive top side solder fillet wetting.

No relay seal epoxy was observed in the top side fillets of the updated design.

Updated Design units were observed to have solder to pin interface cracks that averaged less than 40%.

The average crack lengths had not progressed beyond the length observed with the 500 cycle units.

**Action Items Recommended:**

**Recommended Containment:**

**Recommended Corrective Action:**

? Images:

**Supplier Cycle**

<b>Approver Name:</b> Bloomer Carl G10909	<b>Date Analysis Complete:</b> 8 Feb 2008
	<b>Date Final Analysis Complete:</b> 8 Feb 2008

**CAR Section**

1. Select appropriate CAR database:

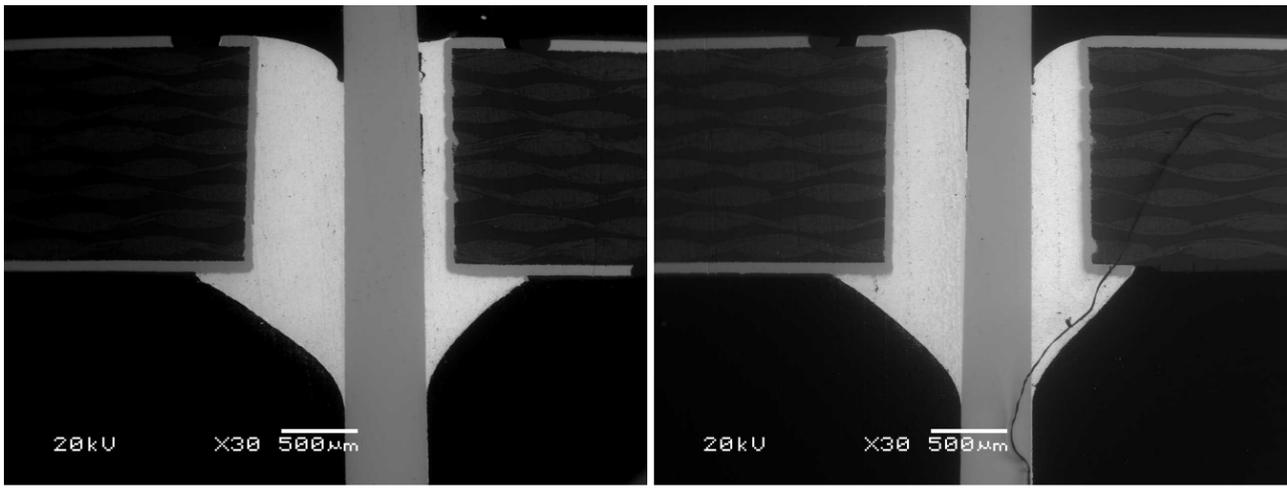
2. Select Applicable CAR: |

**Approver's Signature**

Name: Bloomer Carl G10909

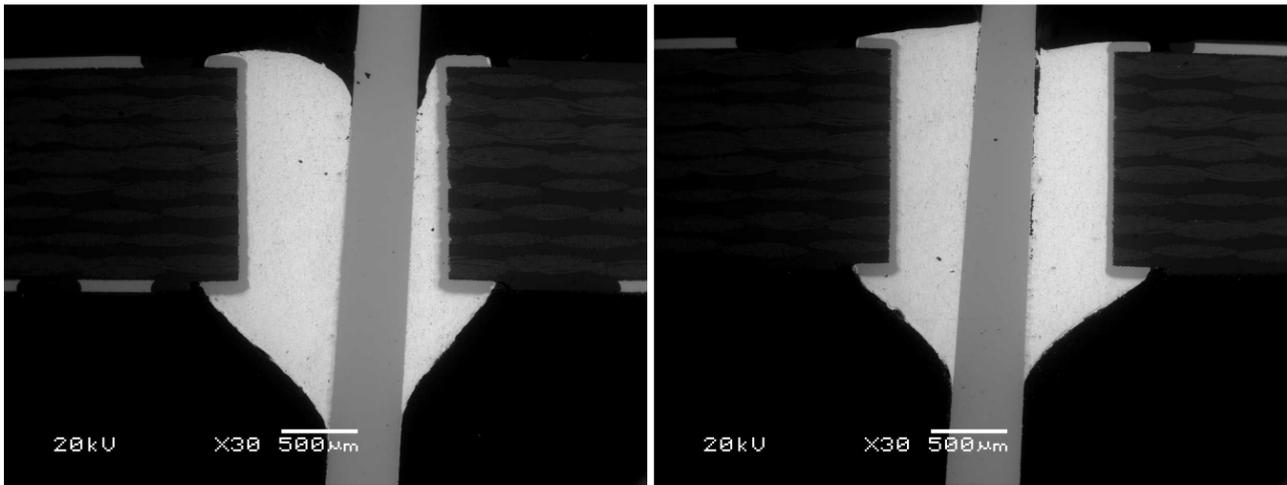
**Document History Section:**

Control Design



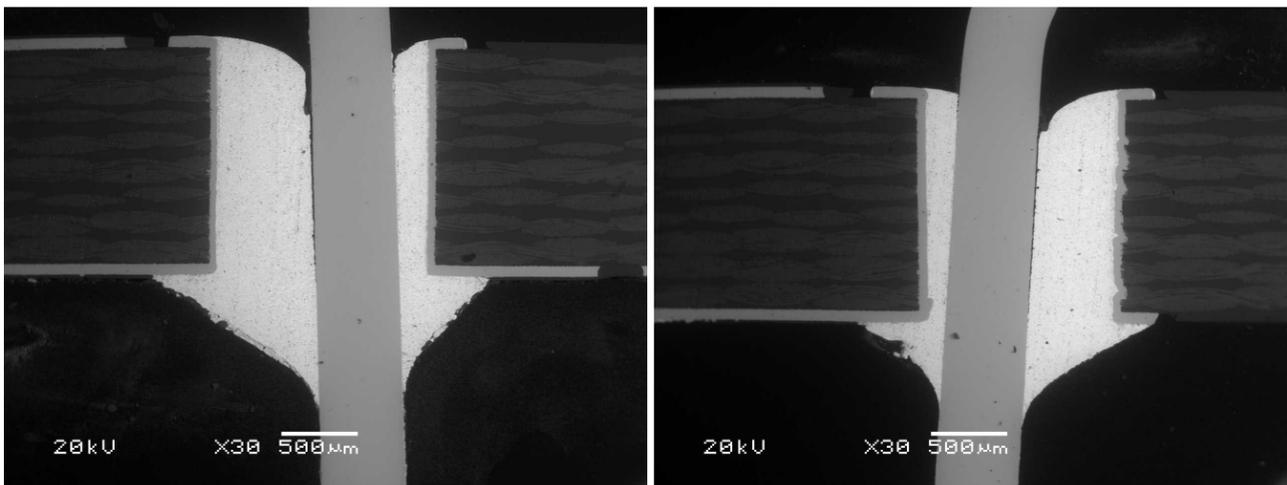
40167\_C1\_K221\_Pin 2

40167\_C1\_K222\_Pin 3



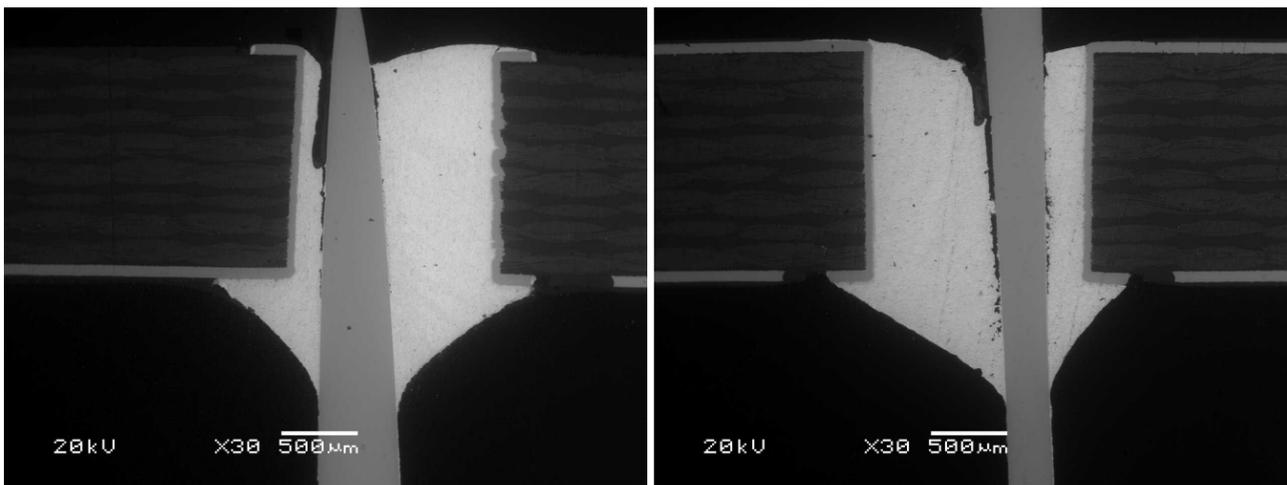
40181\_331\_K230\_Pin 3

40181\_093\_K221\_Pin 3



40198\_095\_K221\_Pin 2

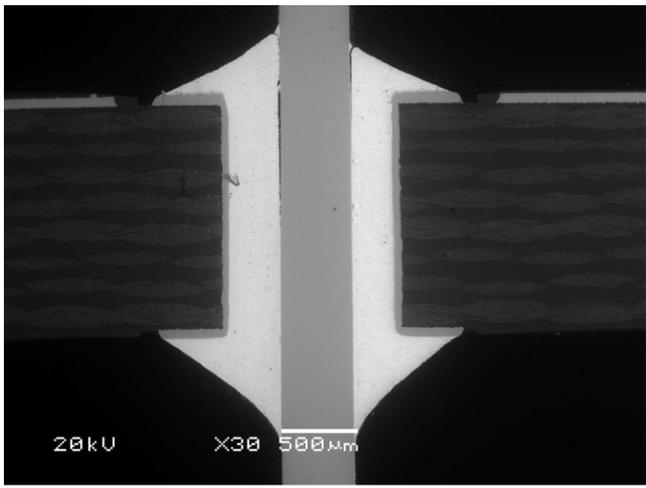
40198\_096\_K222\_Pin 3



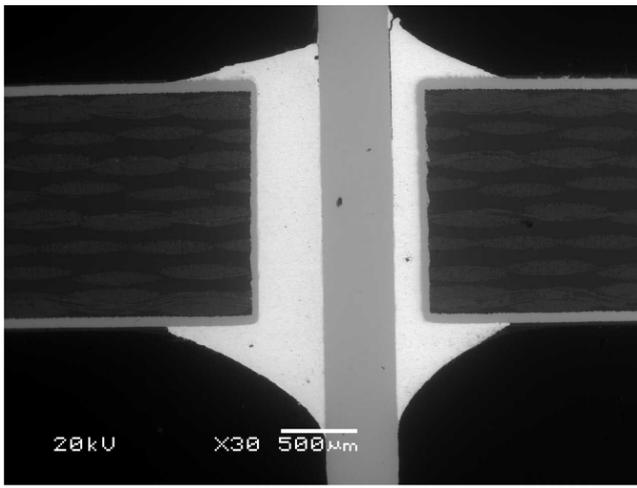
40239\_315\_K230\_Pin 2

40239\_068\_K220\_Pin 2

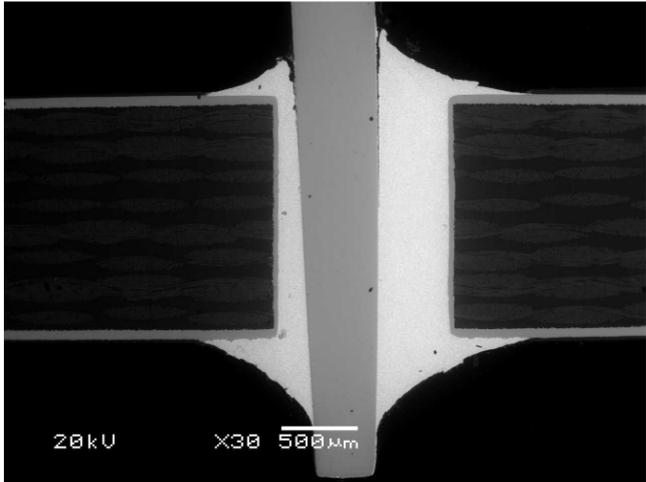
Updated Design



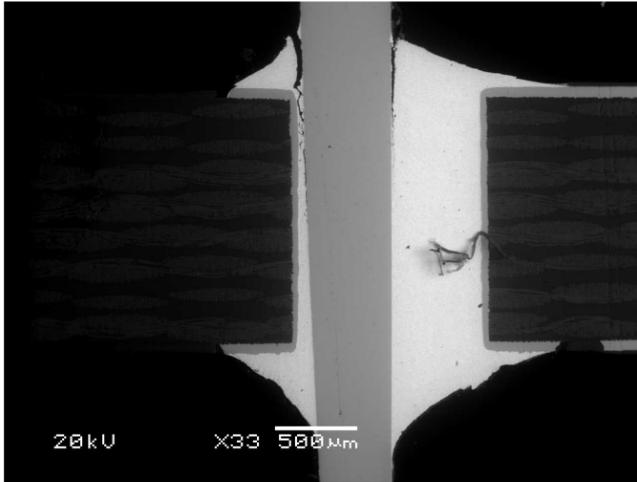
40167\_076\_K222\_Pin 2



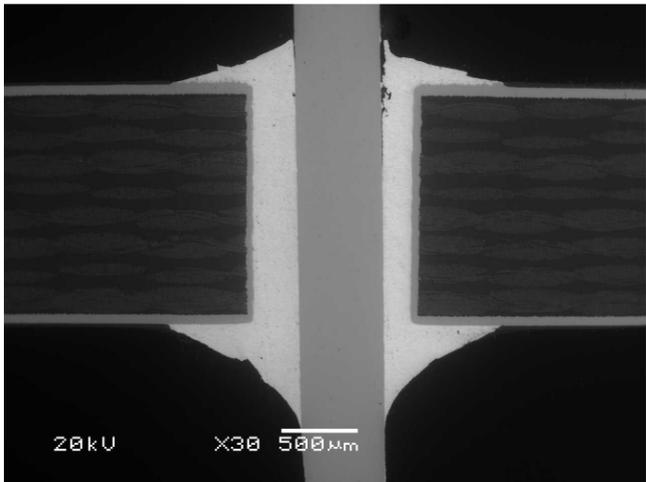
40167\_076\_K222\_Pin 3



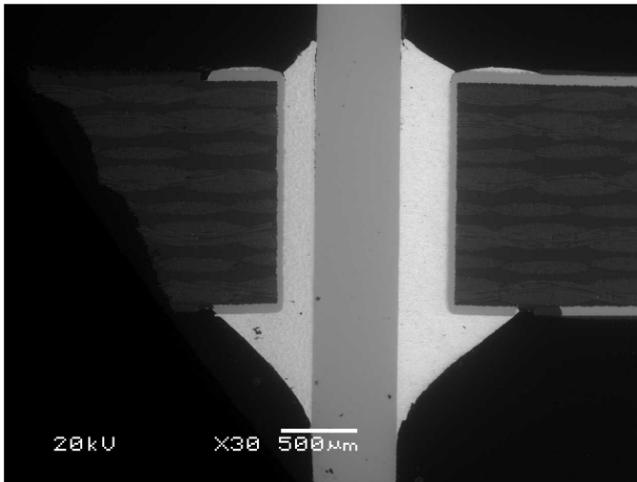
40181\_037\_K220\_Pin 2



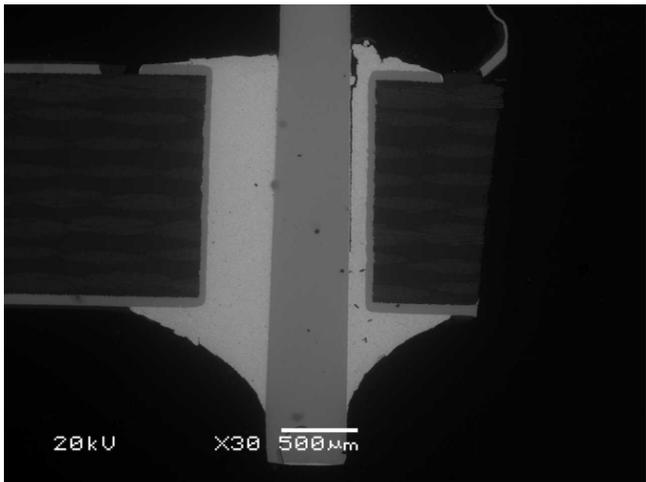
40181\_037\_K220\_Pin 3



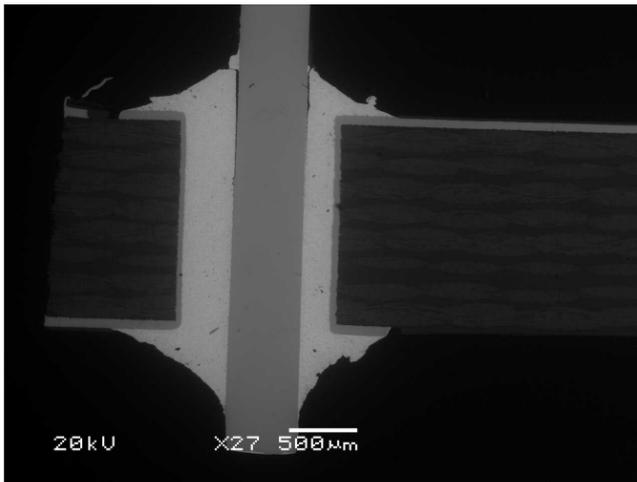
40198\_006\_K220\_Pin 2



40198\_006\_K220\_Pin 3



40239\_046\_K221\_Pin 2



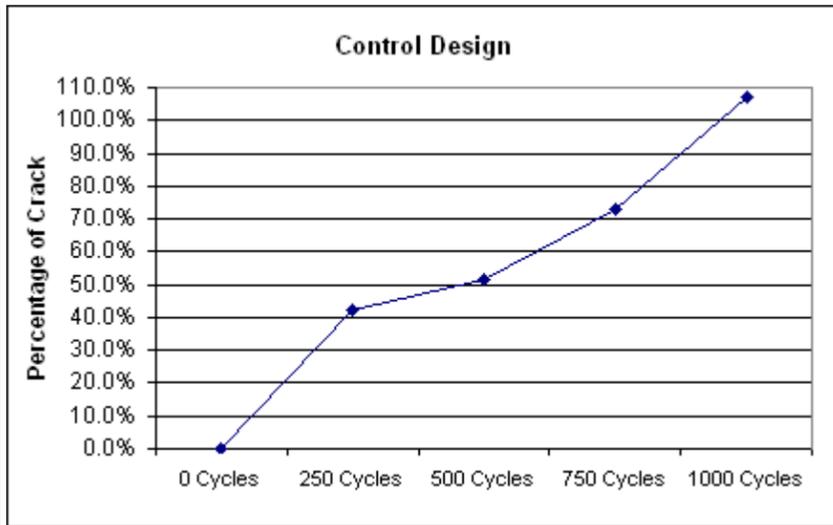
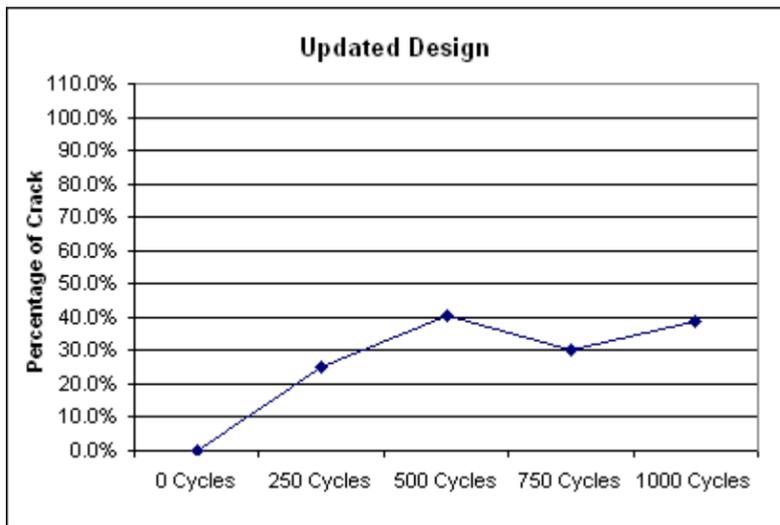
40239\_046\_K221\_Pin 3

This analysis is the final report for the 1000 thermal shock cycle comparison including comparisons to the intermediate data reports of (IL0840167) 250 Thermal Shock Cycles, (IL0840181) 500 Thermal Shock Cycles, and (IL0840198) 750 Thermal Shock Cycles. A comparison was made between the average crack lengths of the Control and Updated designs at each intermediate data point. Since the relay coil pins have been observed with the most significant solder interface cracks, these pins were used for comparison purposes. Several of the original cross-sections were re-processed to sectioned through pin #2 and Pin #3 for additional data points. A total of 16 pins were measured and since each pin has 2 interface exposures, a total of 32 data points were available for analysis.

Using the PCB thickness as a reference (100%), the Updated Design has an average crack length percentage of 38.5% after 1000 cycles. The Control Design has an average crack length percentage of 106.8%. Many of the control unit solder to pin interface cracks had progressed beyond the bottom of the PCB, hence the greater than 100% values, but did not cracked through the bottom side solder fillet (see Unit 068 K220 Pin 2 as example).

Percentage of Crack is referenced to the PCB thickness. All cracks measured from the top PCB surface. Cracks >100% have progressed beyond the bottom of the PCB.

	Updated Design						Control Design						
	Serial #	2a	2b	Serial #	3a	3b	Serial #	2a	2b	Serial #	3a	3b	
250 Cycle	76	18	4.5	76	1.5	10	C1	7	19.5	C1	16.5	12.5	
500 Cycle	37	10	16	37	19	11.5	331	17	11	93	10	30	
750 Cycle	6	5	13	6	17	6	95	33.5	19	96	12.5	31	
1000 Cycle	46	6	25.5	46	14	5	315	35	29.5	68	41	35.5	
Average		9.75	14.75		12.875	8.125		23.125	19.75		20	27.25	
0 Cycles		0	0		0	0		0	0		0	0	0.0%
250 Cycles		52.9%	13.2%		4.4%	29.4%		21.2%	59.1%		50.0%	37.9%	42.0%
500 Cycles		29.4%	47.1%		52.8%	31.9%		51.5%	33.3%		30.3%	90.9%	51.5%
750 Cycles		14.7%	38.2%		50.0%	17.6%		101.5%	57.6%		37.9%	93.9%	72.7%
1000 Cycles		17.6%	75.0%		45.2%	16.1%		106.1%	89.4%		124.2%	107.6%	106.8%



---

**From:** Joseph.Kosirowski@us.contiautomotive.com  
**Sent:** Monday, August 20, 2007 12:02 PM  
**To:** Liu, Ron (D.R.); Holt, Jon (J.); Alles, Sheran (S.A.)  
**Cc:** Steve.Knapp@us.contiautomotive.com; Maria.Villegas@mx.contiautomotive.com  
**Subject:** Re: Fw: Question on EQ1 relay.

**Attachments:** Analysis\_Request\_IL0839853.pdf; Epoxy\_hight.pdf; IPC-SM-785 Use Enviroments.pdf



Analysis\_Request\_IL0839853.pdf...



Epoxy\_hight.pdf  
(13 KB)



IPC-SM-785 Use  
Enviroments.pdf...

Ron, Jon and Sheran,

Sorry I didn't get back to you on Friday. I have confirmed with our factory that we will be building EN114 LCMs the week of 8/27, can't confirm a date though yet. As for the experimental plans below, the status is:

- 1 - I have a call into our NEC rep to verify that the relay samples will be here this week to send to our Nogales plant for the 27th.
- 2 - I have 0.040" FR4 spacers being made this week to insert under the relays. Should be ready by the 23rd.
- 3 - Working on getting a PCB with smaller hole diameters (0.052" ~ 0.063"). The PCB design was done on an older level of CAD tool, so we are trying to update geometries to generate an artwork package that can be sent to a quick turn PCB house. We are trying to have PCBs ready for the 27th, but can't confirm yet.

Please let me know if you have any questions.

Joe

Joseph  
Kosirowski/dp/na/  
au/cag  
08/15/2007 09:52 AM  
To  
dliu1@ford.com, jholt@ford.com,  
salles@ford.com  
CC  
Steve Knapp/dp/na/au/cag@CONTI02  
Subject  
Fw: Question on EQ1 relay.

All,

Per our conversation, I'm forwarding the information we received from NEC on the relay epoxy and pcb holes sizes. Also, I've attached the report from our component engineering group showing the P&B relays from a MY98 LCM. You can clearly see that the topside filet does not sink into the plated hole as on the MY03 ~ MY05 LCMs.

I will let you know by Friday where we are with setting up the experiments to run:

- 1 - MY05 LCMs with hand epoxied relays from NEC.
- 2 - MY05 LCMs with relays lifted off the PCB using 0.04" FR4.
- 3 - MY05 LCM with the relay holes changed to meet NEC's specification.

Please let me know if you have any questions.

Joe Kosiowski  
Technical Project Lead  
Continental Automotive Systems Division  
21440 West Lake Cook Rd., Deer Park IL 60010  
Office:847-862-2742  
Fax:847-862-8241  
Cell:847-553-8575  
email: Joseph.Kosiowski@us.contiautomotive.com  
www.contiautomotive.com  
(See attached file: Analysis\_Request\_IL0839853.pdf)

----- Forwarded by Joseph Kosiowski/dp/na/au/cag on 08/15/2007 09:46 AM  
-----

"Dan Chambers"  
<dchambers@worldproducts.com>  
To  
<Joseph.Kosiowski@us.contiautomotive.com>  
08/10/2007 08:44 AM  
cc  
<Brent.Ludwig@us.contiautomotive.com>,  
<Frank.Ticknor@us.contiautomotive.com>, "Jeremie Schildt"  
<jschildt@worldproducts.com>,  
<Maria.Villegas@mx.contiautomotive.com>,  
<Scott.Lee@us.contiautomotive.com>,  
<Steve.Knapp@us.contiautomotive.com>,  
>, "Doug Fitts-WPI"  
<dougfitts@worldproducts.com>, "Pat Serb-GSI"  
<pats@gsi-sales.com>  
Subject  
RE: Question on EQ1 relay.

Joe and all,

NEC provided the following comments:

-----  
Hello chambers-san,

Sorry to delay of comment.

Following is our comment.

1. Epoxy height

NTEPH is measuring the epoxy height of EQ1 relay. We will report the epoxy height data at August 20. And, we measured epoxy height of 4 relays returned in May.

Please find attached pdf file "Epoxy\_height.pdf".

2. Excessive epoxy

We think excessive epoxy on the terminal is a factor that cause bad solder joint.

3. Hole diameter

Continental's hole diameters are +0.3mm bigger than our recommendations.

This solder crack phenomenon is caused by the shearing stress because of the difference of the thermal expansion between the PCB and terminal.

Therefore,

we think the hole diameter is a factor of this phenomenon, but details is unknown.

4. 60pcs with no epoxy extending up sample NTEPH is preparing the samples. The 60pcs samples will be shipped to WPI from NTEPH at August 20.

-----  
Per the attached measurements, any negative value means the epoxy extended below the standoff, so it could interfere with the solder on the top side of the solder joint. But, I do not know why they did not measure the epoxy on terminal #1.

The larger diameter of the PCB hole is a big factor in the cracked solder joints too, as NEC mentions. The stress relaxation of the solder joints due to CTE mismatch occurs over a long period of time, and I believe your failures have been in the field a while.

\* Note that this will make it difficult to do an accelerated or short-term test on any changes. I have attached an excerpt from a specification

IPC-SM-785 which deals with solder joint failure and accelerated testing. This is for SMD joints, where this phenomenon is even more serious, but it gives you some idea about the behavior of solder during thermal excursions over time. I do not have the entire spec, but it may deal with through-hole joints as well.

The EQ1-11111S relay has been used under 2 PNs on Motorola programs: 8042096M20 and 8042096M23. In your M20 spec it shows .052 for all 5 holes in the PCB layout. The M23 does not have PCB hole diameters shown.

Our recommended layout in our specification is:

Coil- .043"

NO and NC Stationary- .059"

Moving- .063"

I believe your actual PCB layout is:

Coil- .055"

NO and NC Stationary- .07"

Moving- .075"

The EQ1 relay (motor type) was used on the MALL program as part no. 8042096M22. The terminals and epoxy are the same as the M20 and M23. Your M22 spec shows .052" for all 5 PCB holes. I do not know what the actual size of the PCB holes were, or the solder process details, but I am not aware of any solder problems on that program. Perhaps this can help evaluate the situation on the LCM.

I will send more information as I get it from NEC, and the samples when available. If they ship from the plant 8/20, I can get them to you 8/24 or 8/27.

\* Where do you want them sent?

Please advise if you have questions.

Thank you,

Dan

-----Original Message-----

From: Dan Chambers [mailto:dchambers@worldproducts.com]

Sent: Thursday, August 09, 2007 10:44 AM

To: 'Joseph.Kosiowski@us.contiautomotive.com'

Cc: 'Brent.Ludwig@us.contiautomotive.com';

'Frank.Ticknor@us.contiautomotive.com'; 'Jeremie Schildt';

'Maria.Villegas@mx.contiautomotive.com';

'Scott.Lee@us.contiautomotive.com';

'Steve.Knapp@us.contiautomotive.com'

Subject: RE: Question on EQ1 relay.

Thanks for clarifying the importance of this, Joe. I will push NEC hard, and increase the sample request to 60 pcs.

For your experiment, a 0.9-1.0mm total lift off the PCB would be adequate.

Thanks,

Dan

-----Original Message-----

From: Joseph.Kosirowski@us.contiautomotive.com  
[mailto:Joseph.Kosirowski@us.contiautomotive.com]

Sent: Thursday, August 09, 2007 10:27 AM

To: Dan Chambers

Cc: Brent.Ludwig@us.contiautomotive.com;

Frank.Ticknor@us.contiautomotive.com; 'Jeremie Schildt';

Maria.Villegas@mx.contiautomotive.com; Scott.Lee@us.contiautomotive.com;

Steve.Knapp@us.contiautomotive.com

Subject: RE: Question on EQ1 relay.

Dan,

I just wanted to follow up with you. We had a meeting with the Ford team today who elaborated on the issue at hand. They've received returns from police vehicles that have had the headlamps go out while on duty at night.

The same has happened on fleet vehicles. I just wanted to make sure NEC understands the severity and can provide the quick response that they have in the past on helping us resolve this issue.

I also wanted to modify my request for 30 relays with the modified epoxy to 60 pieces. I am going to talk with our plant contacts with regard to adding a spacer under the relays to lift them from the 0.5mm to 1.0mm or 1.5 mm during soldering also.

Thanks again for your help.

Joe

"Dan Chambers"

<dchambers@worldproducts.com>

To

<Joseph.Kosirowski@us.contiautomotive.com>

08/08/2007 01:33

PM

CC

<Brent.Ludwig@us.contiautomotive.com>, "Jeremie Schildt"  
<jschildt@worldproducts.com>,

<Scott.Lee@us.contiautomotive.com>,  
<Steve.Knapp@us.contiautomotive.com  
>,  
<Maria.Villegas@mx.contiautomotive.  
com>,  
<Frank.Ticknor@us.contiautomotive.c  
om>

Subject

RE: Question on EQ1 relay.

Joe, I think if they manually apply, there will be more epoxy on the leads, but I will see if NEC can provide any that have no epoxy on the terminal above the meniscus.

Perhaps you could build up the standoffs with some glue or something so it sits higher off the PCB, and run that through to check. I think that would be effective. We can then discuss whether the standoffs can be increased if the epoxy issue cannot be solved.

NEC still has not answered regarding their inspection standard for epoxy on the leads, and comments about this issue, but I will push them.

Thanks,

Dan

-----Original Message-----

From: Joseph.Kosirowski@us.contiautomotive.com

[mailto:Joseph.Kosirowski@us.contiautomotive.com]

Sent: Wednesday, August 08, 2007 11:50 AM

To: Dan Chambers

Cc: Brent.Ludwig@us.contiautomotive.com; 'Jeremie Schildt';

Scott.Lee@us.contiautomotive.com; Steve.Knapp@us.contiautomotive.com;

Maria.Villegas@mx.contiautomotive.com; Frank.Ticknor@us.contiautomotive.com

Subject: RE: Question on EQ1 relay.

Dan,

I wanted to see if the epoxy at the leads may have an effect on the top side solder fillet on these modules. Can you request 30 relays that are sealed by hand that don't have epoxy on the leads for evaluation. I realize that's not the normal process, but I'd like to see the effect on our production line.

This would help us determine if the solder profile is a possible solution.

Please let me know what can be done. Thanks.

BTW, I will be able to confirm the solder process this morning. The hole diameters on the PCB are 0.055" for the coil leads, 0.07" for the N/O & N/C contacts and 0.075" for the wiper contact lead.

Joe Kosiowski  
Technical Project Lead  
Continental Automotive Systems Division  
21440 West Lake Cook Rd., Deer Park IL 60010 Office:847-862-2742  
Fax:847-862-8241 Cell:847-553-8575  
email: Joseph.Kosiowski@us.contiautomotive.com  
www.contiautomotive.com

"Dan Chambers"  
<dchambers@worldproducts.com>  
08/04/2007 10:03 AM  
Subject  
RE: Question on EQ1 relay.

To  
<Joseph.Kosiowski@us.contiautomotive.com>, "Jeremie Schildt"  
<jschildt@worldproducts.com>  
CC  
<Brent.Ludwig@us.contiautomotive.com>,  
<Steve.Knapp@us.contiautomotive.com>,  
<Scott.Lee@us.contiautomotive.com>

Joe,

Sorry for my delay in responding.

I have forwarded your reports and pix to NEC to comment. It appears that the relay terminal has solder for most of the length in the PCB hole, so I would think the joint is OK. The liquid epoxy is applied by an automated nozzle that traces a pattern around the base to cover the

entire area, which flows up against the terminals. There will be a small meniscus of epoxy at the base, but I do not know what NEC's specification is regarding how much epoxy can be on the terminal; they will advise. The EQ1 has a 0.5 mm standoff, which does allow the PCB surface to come closer to the epoxy, but we have never had an issue with that at any other customers.

\* Did you ever provide the PCB hole diameter info for your PCB, or details of your soldering process? That would be useful for NEC to evaluate this issue.

Also, I do not know why we don't yet have an answer on the returned module with the blistered cover EQ1, but we are following up with NEC and will advise ASAP.

Thanks,

Dan

-----Original Message-----

From: Joseph.Kosirowski@us.contiautomotive.com  
[mailto:Joseph.Kosirowski@us.contiautomotive.com]  
Sent: Tuesday, July 31, 2007 5:58 PM  
To: Dan Chambers; Jeremie Schildt  
Cc: Brent.Ludwig@us.contiautomotive.com;  
Steve.Knapp@us.contiautomotive.com;  
Scott.Lee@us.contiautomotive.com  
Subject: RE: Question on EQ1 relay.

Dan and Jeremie,

I've attached 2 reports showing the cross sections of the EQ1-11111S relay on an LCM module performed by our component engineering lab. One item I noticed was that the top side of the solder joint had no fillet to it. Upon further magnification, it appears to be the molding compound (epoxy?) around each lead that wicks down the lead, past the distance of the "bump" on the cover to keep the relay from sitting flat on the PCB.

I wanted to find out more information on the process with regard to the lead potting. How is the amount controlled to prevent wicking on the leads? Is there any verification performed that the compound does not drop a certain distance from the base of the relay?

My concern is that the compound may be creating a weak joint at the time of manufacture which then can crack over age and temperature. Please let me know if you have any information regarding this. Thanks.

BTW, any news on the returned module a few weeks ago?

Joe Kosirowski

Technical Project Lead  
Continental Automotive Systems Division  
21440 West Lake Cook Rd., Deer Park IL 60010 Office:847-862-2742  
Fax:847-862-8241 Cell:847-553-8575  
email: Joseph.Kosirowski@us.contiautomotive.com  
www.contiautomotive.com  
(See attached file: Analysis\_Request\_IL0839781.pdf)(See attached file:  
Analysis\_Request\_IL0839765.pdf)

(See attached file: Epoxy\_hight.pdf)(See attached file: IPC-SM-785 Use  
Enviroments.pdf)

# ANALYSIS REQUEST

**REPORT NO.**  
IL0839853

**Date last revised:** 9 Aug 2007  
**Implementation Date:**  
08/09/2007 9 Aug 2007

**Approved and Released**

**Revision:**1

## Author's Section

### Requester Information

<b>Requester:</b> Kosiowski Joseph G10852	<b>Product Name:</b> BCM MOL
<b>Phone No:</b> 847-862-2742	<b>Project/Line:</b> DD-200111
<b>Requester's Facility:</b> Deer Park	<b>Source/Point of Detection:</b> Not Defective
<b>Department Number:</b> 57-6400	<b>Facility where module was manufactured:</b> Elma
<b>Date Submitted:</b> 8 Aug 2007	<b>Customer/Product Part Number:</b> F8AB-13C788-A1
<b>Date Required:</b> 10 Aug 2007	<b>Lot Code:</b> A0F325
<b>Urgent Req. Explanation:</b> Customer returns issue.	<b>Reference or Customer Return C.A.R. Number:</b>
<b>Type of Analysis:</b> Non Component Analysis	<b>Package Style/Type:</b>
<b>Analysis Facility:</b> Deer Park Component Engineering	<b>Description:</b> Need cross section analysis performed for a comparison to the current production model relay soldering.
<b>Function Requested:</b> Cross Section	
<b>Copy Report To:</b> Knapp Steve CSK004	

### Supplier Information

<b>Name :</b>	<b>Assembly Facility:</b>
<b>Part Number:</b>	<b>Fab Location:</b>
<b>Qty. Submitted:</b>	<b>Date Code:</b>

### Background Information

#### Failure Symptoms:

Text: Need to have cross section performed on K220 to verify solderability (proper top & bottom filets) to compare against MY03 ~ MY05 design with different relays. Customer is seeing large amounts of fiels returns on MY03 and above.

Attachments:

#### Comments:

## Analysis Section

<b>Analyst:</b> Wood Patrick C18789	<b>Reassigned Analyst:</b>
<b>Date Assigned:</b> 8 Aug 2007	<b>Date Reassigned :</b>

<b>Date Samples Received:</b> 8 Aug 2007	<b>Reason for Resubmittal:</b>
<b>Type of Analysis Requested:</b>	<b>Date Resubmitted to Requestor:</b>
<b>Commitment Date:</b> 10 Aug 2007	<b>Date Returned by Requester:</b>
<b>Date Prelimnary Analysis Complete:</b>	

<b>Mode Code:</b> 12	<b>Mechanism Code:</b> NF
<b>Mode:</b> Not Defective	<b>Mechanism:</b> Cross Section only

**Techniques/Procedures Used:** Cross Section, Image

#### Observation/Analysis Sequence:

One BCM MOL MY98 module was submitted for analysis. The request was to cross section two pins from the K220 relay to verify solderability and to compare against MY03-MY05 design with different relays which had seen large

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.

amounts of field returns.

The module was received covered in conformal coat. This was removed by soaking the board in Dynasolve 210. The relay to be cross sectioned was removed from the rest of the board with a Dremel tool. This relay was then potted in Epoxicure to allow for cross sectioning of the specified pins. The pins were cross sectioned and images were captured.

**Conclusion (Exec Summary)**

The flash from the relay appears to have prevented proper fillet formation on the top of the board. This is similar to the issues seen in the MY03-MY05 modules but not quite as extreme. See images below for details.

**Action Items Recommended:**

**Recommended Containment:**

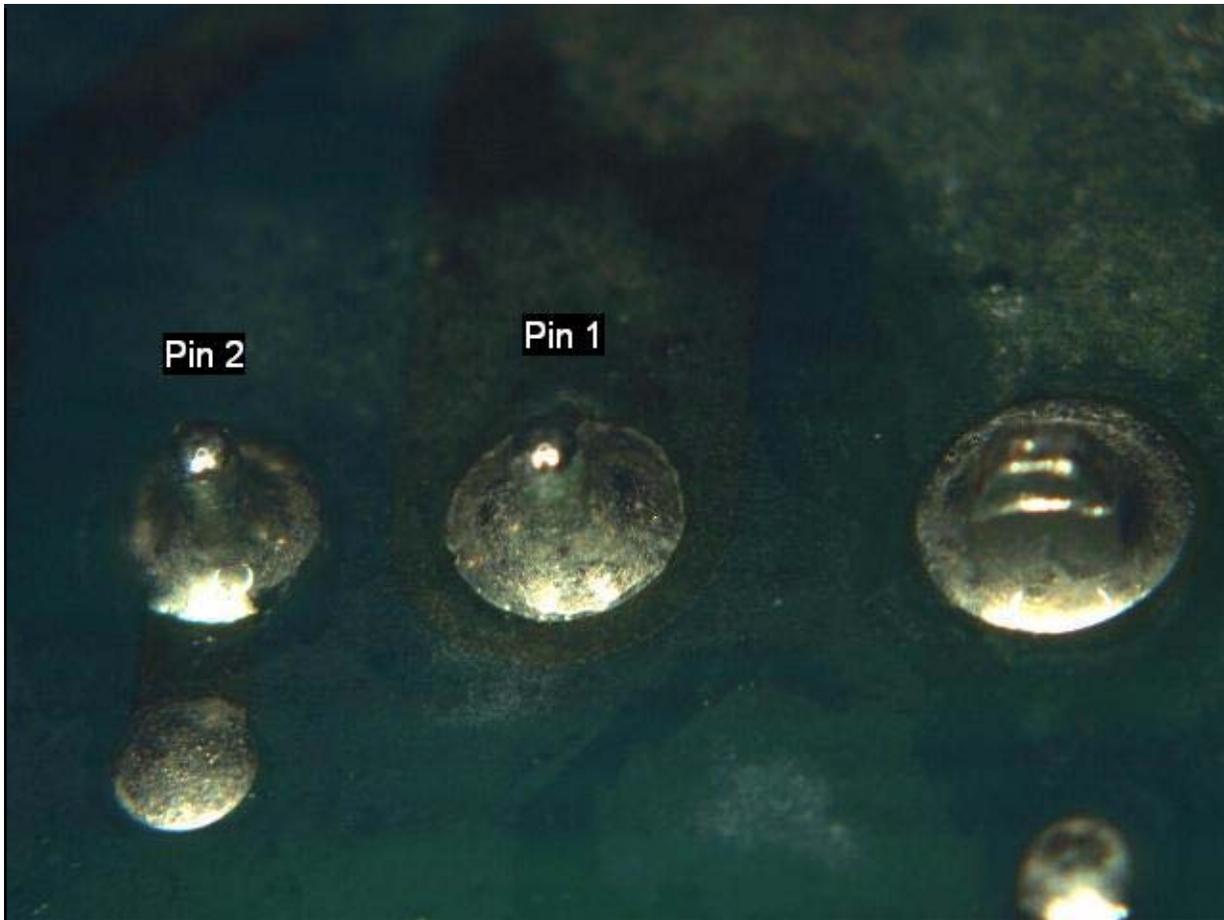
**Recommended Corrective Action:**

**Images:**

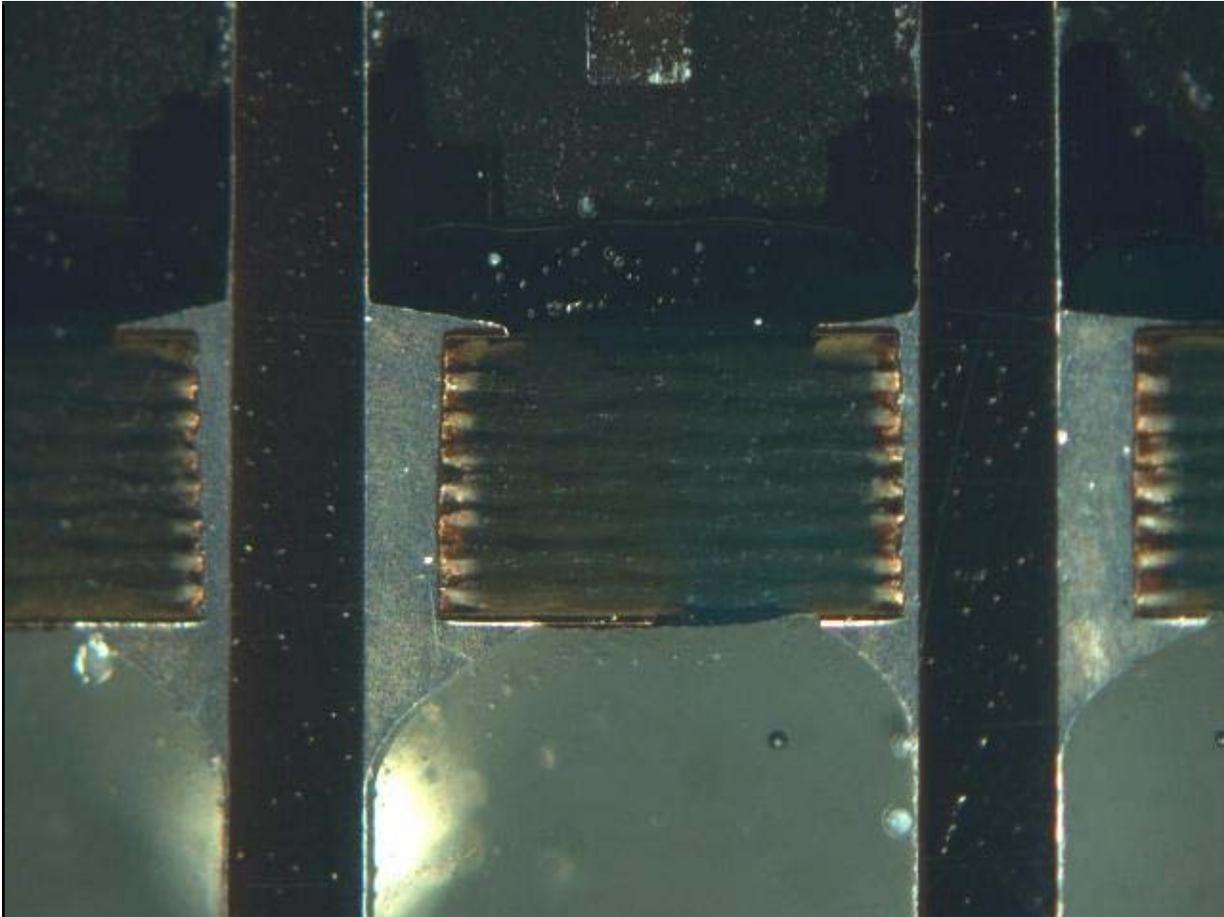
1 - Top view of the relay selected for cross sectioning.



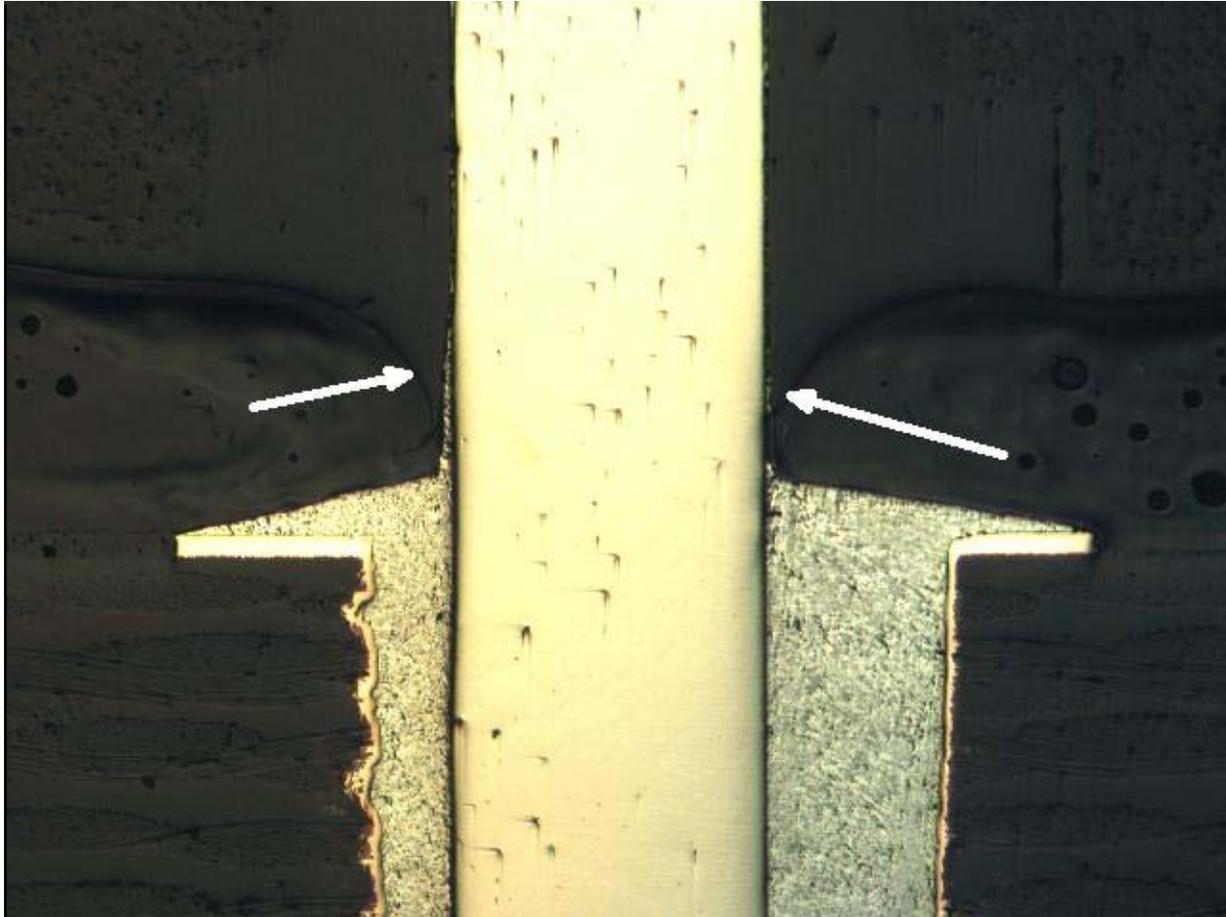
2 - Image showing pin 1 and pin 2 that were cross sectioned.



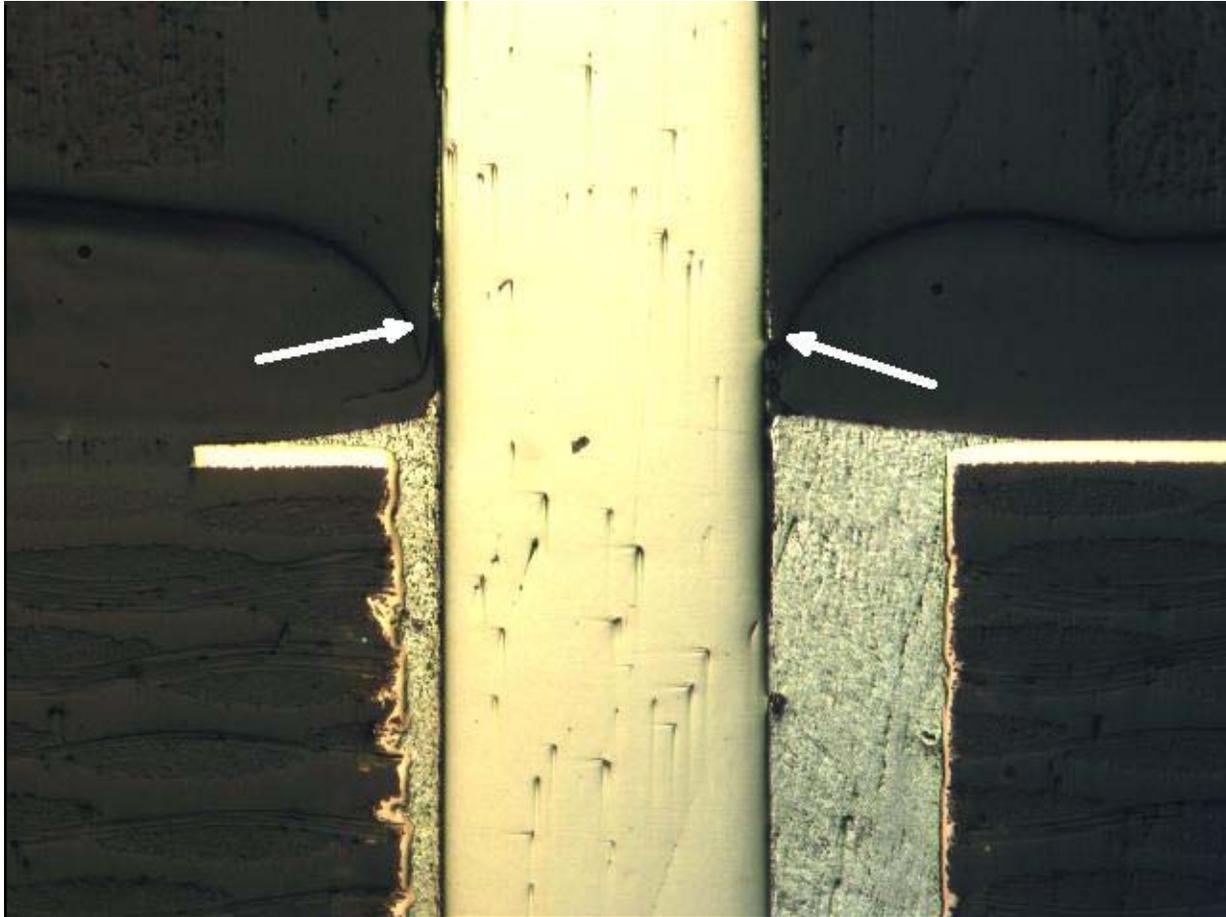
3 - Cross section image of pins 1 and 2. Pin 1 is on the left and pin 2 is on the right. Note that there is a good fillet formed at the bottom of the board of both pins and a poor fillet on top of the board.



4 - Higher magnification cross section image of pin 1. The arrows indicate where the flash from the relay flowed down onto the pin, preventing proper fillet formation.



5 - Higher magnification image of pin 2. The arrows indicate where the flash from the relay flowed down onto the pin, preventing proper fillet formation.



### Supplier Cycle

<b>Date Sent to Supplier:</b> <b>Date Sent to Supplier:</b> <b>Need Date:</b> <b>Escalation ON/OFF:</b> <input type="radio"/> ON <input type="radio"/> OFF	<b>Splr Contact:</b> <b>Email:</b> <b>Address:</b> <b>Phone Number:</b>
---	--

<b><u>Supplier CAR/Corrective Action (Text/Attachment)</u></b> <b>Supplier CAR(Text/Attachments):</b>  <b>Supplier CAR Date:</b> <b>CAR Format:</b>
---

<b>Supplier Containment:</b> <b>Supplier Root Cause Definition:</b> <b>Supplier Corrective Action:</b>  <b>Supplier Report Disposition:</b>
---

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.

**Date Closed:**

<b>Approver Name:</b> Scallan John G10810	<b>Date Analysis Complete:</b> 9 Aug 2007 <b>Date Final Analysis Complete:</b> 9 Aug 2007
---	--

### CAR Section

1. Select appropriate CAR database:
2. Select Applicable CAR:

### Approver's Signature

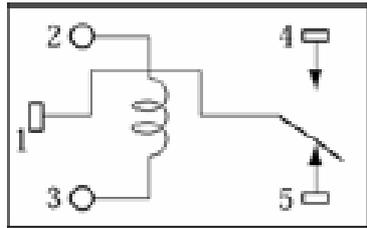
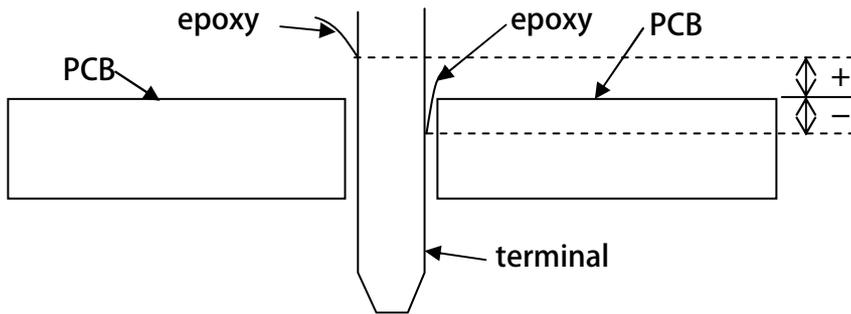
**Name:** Scallan John G10810  
**Title:**

Approved - 9 Aug 2007 by Scallan John G10810

**Document History Section:**

Measurement result of epoxy height (mm)

Pin No.	K220		K221		K222		K230	
2	0.27	0.33	0.48	0.40	0.25	0.43	0.37	0.39
3	0.08	-0.01	0.39	0.43	0.37	0.43	-0.03	-0.05
5	0.23	0.19	0.32	0.21	0.30	0.26	0.22	-0.12
4	0.38	0.19	0.31	-0.01	0.20	0.16	0.33	-0.02



Bottom view

November 1992

IPC-SM-785

**Table 1 Worst-Case Use Environments for Surface Mounted Electronics and Recommended Accelerated Testing for Surface Mount Solder Attachments by Most Common Use Categories**

(The actual thermal environments in use need to be established by thermal analysis or measurement.)

USE CATEGORY	WORST-CASE USE ENVIRONMENT					ACCELERATED TESTING					
	T <sub>min</sub> °C	T <sub>max</sub> °C	ΔT <sup>(1)</sup> °C	t <sub>0</sub> hrs	Cycles/ year	Typical Years of Service	Approx. Accept. Failure Risk, %	T <sub>min</sub> °C	T <sub>max</sub> °C	ΔT <sup>(2)</sup> °C	t <sub>0</sub> min
1) CONSUMER	0	+60	35	12	365	1-3	1	+25	+100	75	15
2) COMPUTERS	+15	+60	20	2	1460	5	0.1	+25	+100	75	15
3) TELECOM	-40	+85	35	12	365	7-20	0.01	0	+100	100	15
4) COMMERCIAL AIRCRAFT	-55	+95	20	12	365	20	0.001	0	+100	100	15
5) INDUSTRIAL & AUTOMOTIVE PASSENGER COMPARTMENT	-55	+95	20 &40 &60 &80	12 12 12 12	185 100 60 20	10	0.1	0	+100	100	15
6) MILITARY GROUND & SHIP	-55	+95	40 &60	12 12	100 265	10	0.1	0	+100	100	15
7) SPACE leo geo	-55	+95	3 to 100	1 12	8760 365	5-30	0.001	0	+100	100	15
8) MILITARY AVIONICS a b c	-55	+95	40 60 80 &20	2 2 2 1	365 365 365 365	10	0.01	0	+100	100	15
9) AUTOMOTIVE UNDER HOOD	-55	+125	60 &100 &140	1 1 2	1000 300 40	5	0.1	0	+100	100	15

&amp; = in addition

- 1) ΔT represents the maximum temperature swing, but does not include power dissipation effects; for power dissipation calculate ΔT; power dissipation can make pure temperature cycling accelerated testing significantly inaccurate. It should be noted that the cyclic temperature range, ΔT, is not the difference between the possible minimum, T<sub>MIN</sub>, and maximum, T<sub>MAX</sub>, operational temperature extremes; ΔT is typically significantly less.
- 2) All accelerated test cycles shall have temperature ramps <20°C/minute and dwell times at temperature extremes shall be 15 minutes measured on the test boards. This will give ~24 test cycles/day.
- 3) The failure/damage mechanism for solder changes at lower temperatures; for assemblies seeing significant cold environment operations, additional "COLD" cycling, from perhaps -40 to 0°C, with dwell times long enough for temperature equilibration and for a number of cycles equal to the "COLD" °C operational cycles in actual use is recommended.
- 4) The failure/damage mechanism for solder is different for large cyclic temperature swings traversing the stress-to-strain -20 to +20°C transition region; for assemblies seeing such cycles in operation, additional appropriate "LARGE ΔT" testing with cycles similar in nature and number to actual use is recommended.

consideration of the number of expected service years. It should be noted that the cyclic temperature range, ΔT, is not the difference between the possible minimum, T<sub>MIN</sub>, and maximum, T<sub>MAX</sub>, operational temperature extremes; ΔT is typically significantly less. It has to be recognized that these temperature extremes are possible only during different times of the year and then only at significantly different geographic locations. The ΔT values represent the worst-case temperature swings that can be expected during a given operating cycle.

Also given are the expected dwell times, t<sub>0</sub>, at operating temperatures; they are significant because they determine the degree of completeness of the stress relaxation in the solder joints and thus determine the amount of cyclic fatigue damage relative to the maximum fatigue damage at complete stress relaxation. Table 1 also gives estimates of the number of operating cycles occurring during a service year. There is an inverse relationship between the cyclic dwell times and the number of service cycles per year. For some of the use categories, the use environments are described in terms of the

sum of multiple use environments resulting from either significant seasonal dependence or broadly foreseeable use conditions; the military avionics category is subdivided into three subcategories reflecting differing use conditions due to type of aircraft, location on aircraft, mission profile, geographic effects, etc. The space category contains two different environments for satellites in low-earth orbit (LEO) or geo-synchronous (stationary relative to Earth) orbit (GEO).

Variation of the external (outside of the equipment enclosure) ambient temperature is one of the multitude of factors that will determine the actual temperature cycle a specific surface mounted device will see in a real application. Only very simple equipment which is powered continuously at constant power will see the same variation of temperature as the external ambient. In some cases, assuming the ambient temperature is the cause of temperature variation inside the cabinet, the system designer will introduce built-in means of reducing the temperature swing inside the cabinet by activating fans when the inlet air temperature exceeds certain limits or activating inlet air heaters when the inlet air temperature drops below certain limits. In some applications, the variation of the temperature inside the electronics enclosure is generated by variations of the power dissipated by the electronics. An example of this type of behavior is the telecommunication equipment in which the total power dissipation is a function of the traffic or the number of simultaneous calls passing through the system. Relatively large temperature variations could be generated inside the system between the high traffic periods, mainly during the working hours, and the low traffic periods, usually evening or night hours, even though the system is maintained inside an air conditioned room with practically no ambient temperature variations. A device mounted downstream of a high power dissipator sees a temperature variation related to the variation of the temperature of the thermal wake produced by the power dissipator even though the temperature inside the enclosure is maintained constant.

These examples show that in most cases, the variation in temperature of the equipment external environment is not a good indicator of the real temperature cycle at the device level. Different devices inside the same system are likely subjected to different temperature cycles. It is therefore necessary that thermal analyses or temperature measurements be performed to establish the actual temperature swings of the different components. This is best done when the respective component is not powered and the rest of the system is normally activated. When variations of power are involved, the temperature swing related to the power cycling must be added to the variations of the local temperature environment. In most cases, the difference in temperature between the device case and the board underneath the device is not larger than 5°C. In these cases, the simple superposition of the two cycles (local environment and power cycling) is quite adequate for estimating the real temperature cycle the solder joint of a specific device will see in different environments and under different operational conditions.

**3.5.2 Service Life** The design service life,  $N$ , varies significantly

for the use categories in Table 1. The design service lives can range from less than one year, barely exceeding the warranty period for consumer products, to 20 years or more for telecommunications equipment and commercial aircraft. For some military applications the service life is measured in thousands of hours.

**3.5.3 Acceptable Cumulative Failure Probability** The acceptable cumulative failure probability,  $F(N)$ , at the end of the design service life,  $N$ , can vary significantly depending on the specific purpose of the product, the complexity (number and mix of components) of the product and perhaps the design service life.  $F(N)$  values could range from 1 ppm for products whose failure has critical consequences, e.g., cardiac pacemakers, to perhaps 10,000 ppm (1%) for consumer products or products which provide redundancy or "limp-home capability" in case of electrical systems failure.

#### 4.0 SURFACE MOUNT SOLDER ATTACHMENT FATIGUE BEHAVIOR AND RELIABILITY PREDICTION

The fatigue behavior of surface mount solder joints has been investigated experimentally in numerous studies. The results of the studies that were carried out in a manner to assure the same damage mechanism as the mechanism operative in typical electronic products have yielded a mathematical solder fatigue model. This model has been expanded and augmented to its current form, presented in this section, as additional test results became available.

The model is for uncoated solder attachments. The complexity and vast differences in conformal coatings make it impossible to develop a generic model that considers all the variables. Products with conformal coatings should be evaluated using test vehicles having the same coating and test vehicles without the coating in order to assess the impact of the coating on reliability.

**4.1 General Fatigue Life Models** A generalized fatigue damage law for metals has been developed on the basis of cumulative stored visco-plastic strain energy density. The cyclic shear fatigue life,  $N_f$ , is related to  $\Delta W$ , the visco-plastic strain energy density per cycle in a stabilized fatigue cycle, by the equation developed by Morrow [6]:

$$\bar{N}_f = C [\Delta W]^{1/c}, \quad (1)$$

where  $C$  is a material constant and the exponent  $c$  is in the range of  $-0.5$  to  $-0.7$  for most metals. The well-known Coffin-Manson plastic strain-fatigue life relationship [5] can be directly derived from, and is a special stress-limited case of, this generalized fatigue damage function and is:

$$\bar{N}_f = C [\Delta \gamma_p]^{1/c}, \quad (2)$$

where  $\Delta \gamma_p$  is the cyclically applied plastic strain range.

**4.2 Solder Joint Fatigue** The long-term reliability of a surface mount (SM) solder attachment is governed by the difference between the required design life and the cyclic fatigue life

November 1992

IPC-SM-785

of the solder joint as determined by the combination of component design, assembly design, and use environment. The cyclic fatigue life of a solder joint is determined by the amount of cyclically accumulating fatigue damage. Solder joint fracture occurs when the total accumulated damage exceeds the capability of solder to sustain such damage.

The solder joint response to cyclic displacements is characterized by a hysteresis loop in the shear stress/strain plane (see Figure 4). The area of this hysteresis loop is the visco-plastic strain energy density per cycle,  $\Delta W$ .

For leadless SM solder attachments, the hysteresis loop is limited by a constant stress envelope (independent of the thermal expansion mismatch) determined by the solder yield strength during the initial elastic loading and plastic yielding, and the stress reduction lines during creep and stress relaxation. For leadless SM solder attachments, analysis is relatively simple since, unlike the response of leaded attachments, it is not complicated by interacting effects between the solder and the compliant lead structures.

For typical leaded SM solder attachments, the maximum solder joint stresses are significantly below the solder yield strength, and depend on the thermal expansion mismatch. Thus the stress reduction lines, except for some initial elastic loading, determine the hysteresis loop in the stress direction. In both leadless and leaded SM solder attachments, the maximum strains are determined by the displacements resulting from thermal expansion mismatch.

For metals used in temperature ranges where time and temperature dependent creep and stress relaxation become significant relative to the initial plastic strains due to yielding (typically in excess of 50% of the absolute melting temperature), the determination of either  $\Delta W$  or  $\Delta \gamma_p$  is not straight-forward. The total plastic strains will increase with time as strain energy elastically stored in the component lead/solder joint/substrate structure will be converted to cumulative unrecoverable visco-plastic strain energy in the structure member (solder) that creep/stress-relaxes. With sufficient time, which for solder at operating temperatures can be quite short, virtually all the elastically stored strain energy accumulates as visco-plastic strain energy in the solder joints. This maximizes the cyclically traversed hysteresis loop in the shear stress/strain plane and thus maximizes the cyclic fatigue damage to the solder joint.

For accelerated fatigue testing, the dwell times during the cycle half-periods are insufficient for full stress relaxation/creep to take place; it is the shortened dwell times which provide the test acceleration but which also require that the reduced cyclic fatigue damage during accelerated testing be accounted for.

**4.3 Fatigue Behavior of Solder Joints** It has been shown [2,3,4] that the fatigue life of surface mount solder joints can be described by a power law similar to the Coffin-Manson low-cycle fatigue equation [5] developed for more typical engineering metals. For practical reasons and as the direct consequence of the time-dependent stress-relaxation/creep behavior of the solder at typical use environments (see Table

1), the specialized case of the Coffin-Manson equation requires reversion to the more general relationship of Morrow [6]; it also requires that the cyclic strain energy be based on the total possible thermal expansion mismatch and that the exponent is a function of temperature and time to provide a measure of the completeness of the stress-relaxation process.

The fatigue life,  $N_f(x\%)$  of surface mount solder attachments at a given acceptable failure probability,  $x$ , and thus the reliability of surface mount (SM) solder attachments can be predicted for both isothermal-mechanical and thermal cycling [7]. These predictions are for typical realistic use conditions and representative accelerated tests, and are subject to the caveats listed later in this section.

For stiff leadless SM solder attachments, for which the stresses in the solder joints exceed the solder yield strength, the predictive equation for thermal cyclic loading is

$$N_f(x\%) = \frac{1}{2} \left[ \frac{2\epsilon_f'}{F} \frac{h}{L_D \Delta \alpha \Delta T_a} \right]^{-\frac{1}{c}} \left[ \frac{\ln(1-0.01x)}{\ln(0.5)} \right]^{\frac{1}{\beta}} \quad (3)$$

It should be noted that in equation 3, as well as equation 4, the parameters to the left of the second bracket represent the physical causes of failure and give the mean cyclic life; the terms in the second bracket reflect the statistical distribution of failures which is represented by a Weibull distribution.

For compliant leaded solder attachments, where the solder joint stresses are below the yield strength and thus are not bounded by it, the predictive equation is

$$N_f(x\%) = \frac{1}{2} \left[ \frac{2\epsilon_f'}{F} \frac{(200 \text{ psi}) Ah}{K_D (L_D \Delta \alpha \Delta T_a)^2} \right]^{-\frac{1}{c}} \left[ \frac{\ln(1-0.01x)}{\ln(0.5)} \right]^{\frac{1}{\beta}} \quad (4)$$

where for metric units the scaling coefficient is 1.38 MPa instead of 200 psi, where for near-eutectic tin/lead (63/37 and 60/40) solders (for other solders the coefficients are expected to have different values)

$$c = -0.442 - 6 \times 10^{-4} T_{Sj} + 1.74 \times 10^{-2} \ln \left( 1 + \frac{360}{t_D} \right) \quad (5)$$

and where

- A = effective minimum load bearing solder joint area ( $\approx 2/3$  solder-wetted lead area projected to the solder pad),
- c = fatigue ductility exponent defined in Eq. 5,
- F = empirical "non-ideal" factor indicative of deviations of real solder joints from idealizing assumptions and accounting for secondary and frequently intractable effects such as cyclic warpage, cyclic transients, non-ideal solder joint geometry, brittle intermetallic compounds, Pb-rich boundary layers, and solder/bonded-material expansion differences, as well as inaccuracies and uncertainties in

the parameters in Eqs. 3 and 4;  $1.5 > F > 1.0$  for column-like leadless solder attachments,  $1.2 > F > 0.7$  for leadless solder attachments with fillets (castellated chip carriers and chip components),  $F \approx 1$  for solder attachments utilizing compliant leads;

- $h$  = solder joint height, for loaded attachments  $h \approx 1/2$  of solder paste stencil depth as a representative dimension for the average solder thickness,
- $K_D$  = "diagonal" flexural stiffness of unconstrained, not soldered, component lead, determined by strain energy methods [8,9,10,11] or finite element analysis,
- $2L_D$  = maximum distance between component solder joints measured from component solder joint pad centers,
- $N$  = (design life times cyclic frequency), number of operating cycles during product life,
- $N_f(x\%)$  = number of operating cycles to  $x\%$  failure probability,
- $T_C, T_S$  = steady-state operating temperature for component, substrate, ( $T_C > T_S$  for power dissipation in component) during high temperature dwell,
- $T_{C,0}, T_{S,0}$  = steady-state operating temperature for component substrate during low temperature dwell, for non-operational (power off) half-cycles  $T_{C,0} = T_{S,0}$ ,
- $T_{SD}$  =  $(1/4)(T_C + T_S + T_{C,0} + T_{S,0})$ , mean cyclic solder joint temperature,
- $t_D$  = half-cycle dwell time in minutes, average time available for stress relaxation at  $T_C$  &  $T_S$  and  $T_{C,0}$  &  $T_{S,0}$ ,
- $x$  = acceptable cumulative failure probability for the component under consideration after  $N$  cycles, %,
- $\alpha_C, \alpha_S$  = coefficient of thermal expansion (CTE) for component, substrate,
- $\beta$  = Weibull shape parameter, slope of Weibull probability plot, if unknown, use 4 for leadless attachments and 2 for compliant leaded attachments,
- $\Delta D$  = potential cyclic fatigue damage at complete stress relaxation,
- $\Delta T_C$  =  $T_C - T_{C,0}$ , cyclic temperature swing for component,
- $\Delta T_e$  =  $[(\alpha_S \Delta T_S - \alpha_C \Delta T_C) / \Delta \alpha]$ , equivalent cycling temperature swing, accounting for component power dissipation effects as well as component external temperature variations ( $\Delta \alpha \neq 0$ ),
- $\Delta T_S$  =  $T_S - T_{S,0}$ , cycling temperature swing for substrate (at component),
- $\Delta \alpha$  =  $|\alpha_C - \alpha_S|$ , absolute difference in coefficients of thermal expansion of component and substrate, CTE-mismatch,

$\epsilon_f'$  = fatigue ductility coefficient,  $2\epsilon_f' = 0.65$  for near-eutectic tin/lead (63/37 and 60/40) solder (for other solders the value of  $\epsilon_f'$  is expected to be different).

Equations 3 and 4 contain all the first-order parameters influencing the shear fatigue life of solder joints and come from a fundamental understanding of the response of surface mount solder joints to cyclically accumulating fatigue damage resulting from shear displacements due to thermal expansion mismatches between component and substrate. These shear displacements, the global thermal expansion mismatch, cause time-independent yielding strains and time-, temperature-, and stress-dependent creep/stress-relaxation strains [7,12]. These strains, on a cyclic basis, form a visco-plastic strain energy hysteresis loop which characterizes the solder joint response to thermal cycling and whose area is indicative of the cyclically accumulating fatigue damage. Hysteresis loops in the shear stress-strain plane have been experimentally obtained [4,13,14,15]. In Eqs. 3 and 4  $h$ ,  $K_D$ , and  $L_D$  are physical design parameters;  $\Delta \alpha$  depends on the material properties of component and substrate;  $\Delta T_e$  reflects the component-external environmental and thermal conditions as well as the component-internal power dissipation;  $c$  in Eq. 5 accounts for the degree of completeness of the cyclically recurring stress relaxation process in the solder joints (the coefficients in  $c$  are dependent on the solder composition—the values given are for 60 Sn/40 Pb and eutectic Sn/Pb solder), and  $\beta$  is the slope of the Weibull statistical failure distribution.

The "non-ideal" factor,  $F$ , needs to be determined empirically from the difference in the prediction of fatigue life from Eqs. 3 or 4 for idealized solder attachments ( $F=1$ ), and the fatigue life obtained empirically from accelerated testing. It should be noted that it is not altogether clear whether the  $F$ -values obtained from accelerated tests are necessarily the same for cyclic use environments, which typically allow more complete cyclic stress relaxation.

**4.3.1 Failure Definition** Solder joints subject to cyclic thermal expansion mismatches fail as the result of the accumulating shear fatigue damage, a wearout phenomenon. Depending on the loading conditions, this fatigue damage can be enhanced by tensile stresses (vibration and/or mechanical shock), creep and stress relaxation, corrosion and/or oxidation, and other contributing mechanisms.

Solder joint failure is defined as the complete fracture through the cross-section of the solder joint with the solder joint parts having no adhesion to each other.

A solder joint that fails by fully fracturing typically does not exhibit an electrical open or even a very noticeable increase in electrical resistance. A failed solder joint is normally surrounded by solder joints that have not yet failed and therefore the solder joint fracture surfaces make compressively loaded contact. Electrically, the solder joint failure manifests itself only during thermal or mechanical transients or disturbances in the form of short duration ( $\sim 1 \mu\text{sec}$ ) high resistance spikes ( $\geq 300\Omega$ ). During thermal changes the solder joints are subject

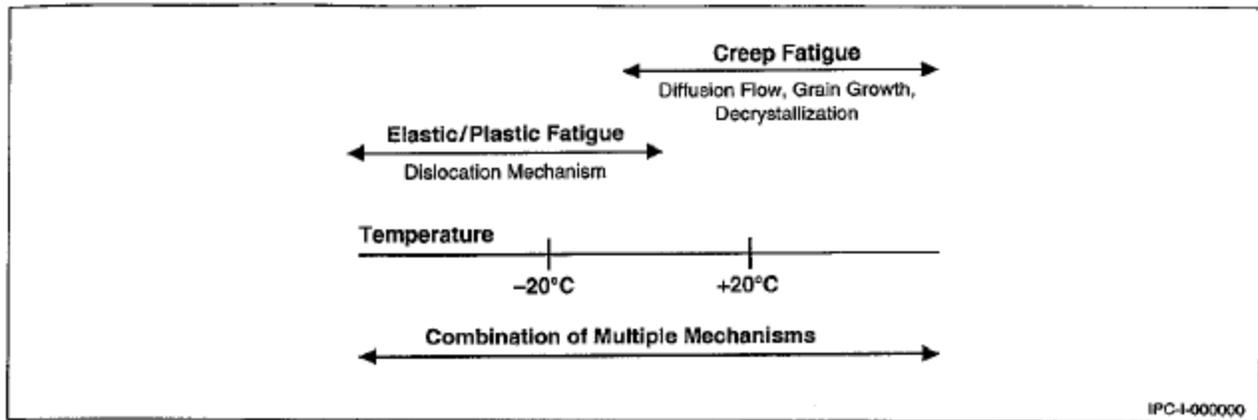


Figure 7 Thermal cycle/fatigue mechanisms for solder

to shear, not tensile, loading; therefore, fracture surfaces of fractured solder joints slide relative to each other producing the characteristic short duration intermittents. Therefore, in this context, the practical definition of failure is the interruption of electrical continuity ( $\geq 300\Omega$ ) for periods greater than 1  $\mu\text{sec}$  [16].

However, the interval between solder joint failure and the detection of this failure can be in the hundreds of cycles. This can become important for accelerated reliability testing with high test accelerations and expected early ( $< 1000$  cycles) failures, where this detection interval can become a large portion of the total life.

**4.3.2 Multiple Cyclic Load Histories** The different histories of multiple cyclic loading, e.g., "cold" temperature fatigue cycles (storage and transport) combined with higher temperature creep/fatigue cycles (normal, as well as air conditioning failure, operating conditions, see Table 1) combined with vibration, all make their contributions to the cumulative fatigue damage in solder joints. Under the assumption that these damage contributions are linearly cumulative (this assumption underlies Eqs. 3 and 4, as well), and that the simultaneous occurrence or the sequencing order of these load histories makes no significant difference, the Palmgren-Miner's rule [17] can be applied,

$$\sum \frac{N_i}{N_{Li}} \leq 1 \quad (6)$$

where

$N_i$  = actually applied number of cycles at a specific cyclic load level  $i$ ,

$N_{Li}$  = fatigue life at the acceptable failure probability from the same specific cyclic load level  $i$  alone.

Equation 6 can be used with the allowable sum of the fatigue damage fractions significantly less than unity to provide greater margins of safety. However, if the number of cycles and the fatigue lives in Eq. 6 already are for low failure probabilities, the margins of safety are more directly provided for and Eq. 4 should be used as shown.

**4.3.3 CAVEAT 1—Solder Joint Quality** The solder joint fatigue behavior and the resulting reliability prediction relationships, Equations 3 and 4, were determined from thermal cycling results of solder joints that failed as a result of fracture of the solder, albeit sometimes close to the intermetallic compound (IMC) layers. These equations could be optimistic upper bounds if the interfaces become the "weakest link" in the surface mount attachments. This would be the case for solder joints for which the solder is not properly wetted or for which layered structures are interposed between the base material and the solder joints. Such layered structures could be: metallization layers that have weak bonds to the underlying material, or are weak themselves, or dissolve essentially completely in the solder; oxide or contamination layers preventing proper metallurgical bond of the solder to the underlying metal; brittle intermetallic compound layers too thick due to elevated temperature processing steps, perhaps because of too long durations, too high temperatures, and/or too many such steps.

**4.3.4 CAVEAT 2—Large Temperature Excursions** Solder joints seeing large temperature swings that include the temperature region from  $-20$  to  $+20^\circ\text{C}$  where the change from stress-to-strain driven solder response takes place, do not follow the damage mechanism described in Eqs. 3 and 4 [1] (see Figure 7). The damage mechanisms are different and are likely dependent on overstress and strong variations of the properties of the solder.

#### 4.3.5 CAVEAT 3—High Frequency/Low Temperatures

For high-frequency applications,  $f > 0.5$  Hz or  $t_D < 1$  sec, e.g., vibration and/or low temperature applications,  $T_D < 0^\circ\text{C}$ , solder behaves like an elastic material and the stress relaxation and creep in the solder joint is not the dominant mechanism (see Figure 7). The direct application of the Coffin-Manson fatigue relationship [5] describing non-creep fatigue is advised in this case. This relationship, modified to include the statistical failure distribution, is

$$N_f(x\%) = \frac{1}{2} \left[ \frac{\Delta\gamma_D}{2\epsilon_f} \right]_c^2 \left[ \frac{\ln(1 - 0.01x)}{\ln(0.5)} \right]^\beta \quad (7)$$

---

**From:** Steve.Knapp@us.contiautomotive.com  
**Sent:** Thursday, May 01, 2008 10:32 AM  
**To:** Holt, Jon (J.)  
**Cc:** Hodgson, Keith (K.M.)  
**Subject:** EN114LCM Raised Relay testing

**Attachments:** single axis shock.pdf



single axis  
shock.pdf (158 KB)..

Jon,

We have completed 1000 shocks, 50 G, single axis (see picture, but we disconnect the cable during shock) (See attached file: single axis shock.pdf)

We test 2 units at the sametime (1 control and 1 updated modules)

4 units in total

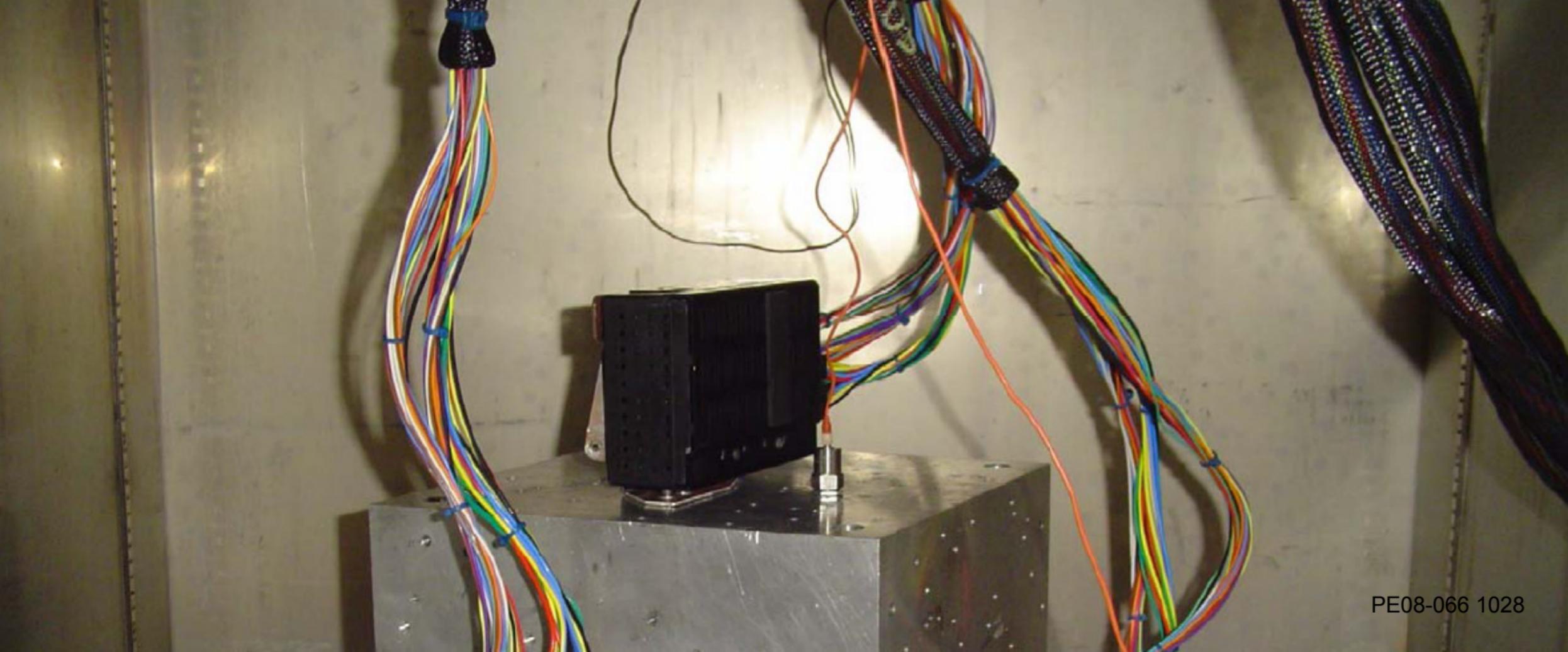
All units are still functional.

We can't significantly increase the G force of the table in Elma, (we have higher power tables in Northbrook but new fixturing/interface plates would have to be cut to test)

Should we continue with another 1000 shocks on the same units? (and we do have fresh units control and updated that have seen the 1000hrs of thermal shock or other options)

regards,

Steve Knapp



PE08-066 1028

---

**From:** Steve.Knapp@us.contiautomotive.com  
**Sent:** Thursday, October 25, 2007 3:20 PM  
**To:** Holt, Jon (J.)  
**Subject:** RE: EN114 LCM meeting

**Attachments:** LCM\_MY05\_Validation.xls



LCM\_MY05\_Validation.xls (27 KB...)

We'd suggest 1:30 EST for a team meeting, What's the agenda??

Also here the Validation details your asked for.

(See attached file: LCM\_MY05\_Validation.xls)

regards,

Steve Knapp

"Holt, Jon  
\\(J.\\)"  
<jholt@ford.com> To  
<Steve.Knapp@us.contiautomotive.com  
10/25/2007 11:26 >  
AM cc  
Subject  
RE: EN114 LCM meeting

Yes.

I've been asked to setup daily meeting with the team..

Is there a better time for you guys to meet at??? Please let me know...

-----Original Message-----

From: Steve.Knapp@us.contiautomotive.com  
[mailto:Steve.Knapp@us.contiautomotive.com]  
Sent: Thursday, October 25, 2007 12:24 PM  
To: Holt, Jon (J.)  
Subject: RE: EN114 LCM meeting

Can I get the most current version of the 14D ?

thanks \

Steve

# EN114 LCM MY05 MINI-LAUNCH PV (MY05 Design proveout) MPV04002 TEST STATUS

Date last updated: 9-Apr-04  
Updated by: Hamid Kakavand

TEST LEG	TEST TYPE (Description)	TEST LOCATION	PROJECTED START (Date)	PROJECTED FINISH (Date)	ACTUAL START (Date)	ACTUAL FINISH (Date)	STATUS	RESULTS
PRE-PV	<b>FUNCTIONAL TEST @ 3-TEMPERATURES</b>	Elma	2/23/2004	2/24/2004	2/19/2004	2/23/2004	Completed	No-Issues
	Deliver Test Units & Initial Data to Elma Reliability	Elma	2/25/2004	2/25/2004	2/23/2004	2/23/2004	Completed	No-Issues
	Sort, analyze, file and label all test units & data	Elma	2/25/2004	2/27/2004	2/24/2004	2/24/2004	Completed	No-Issues
A MPV04002-001A thru MPV04002-006A	<b>Low Temperature Operation(24 hrs)</b>	Elma	2/27/2004	3/1/2004	2/24/2004	2/25/2004	Completed	No-Issues
	Functional Test @ +25°C	Elma	3/2/2004	3/3/2004	2/25/2004	2/26/2004	Completed	No-Issues
	<b>High Temperature Operation(24 hrs)</b>	Elma	3/4/2004	3/5/2004	2/26/2004	3/1/2004	Completed	No-Issues
	Functional Test @ +25°C	Elma	3/8/2004	3/9/2004	3/1/2004	3/2/2004	Completed	No-Issues
	<b>Power Thermal Cycle (120 hrs)</b>	Elma	3/10/2004	3/17/2004	3/2/2004	3/9/2004	Completed	No-Issues
	Functional Test @ +25°C	Elma	3/18/2004	3/19/2004	3/9/2004	3/10/2004	Completed	No-Issues
	<b>Thermal Shock Resistance (24 hrs)</b>	Elma	3/22/2004	3/23/2004	3/10/2004	3/11/2004	Completed	No-Issues
	Functional Test @ +25°C	Elma	3/24/2004	3/25/2004	3/11/2004	3/12/2004	Completed	No-Issues
	<b>Vibration / Operation Method A Class 1</b>	Elma	4/5/2004	4/14/2004	3/22/2004	3/29/2004	Completed	No-Issues
	Functional Test @ +25°C	Elma	4/15/2004	4/16/2004	3/29/2004	3/30/2004	Completed	No-Issues
<b>Humidity / Temperature Cycle (120 hrs.)</b>	Elma	4/19/2004	4/28/2004	3/30/2004	4/8/2004	Completed	No-Issues	
Functional Test @ 3-Temp.	Elma	4/28/2004	4/30/2004	4/8/2004	4/9/2004	Completed	No-Issues	
B MPV04002-007A thru MPV04002-009A	<b>Thermal Shock Endurance (0-500 hrs.)</b>	Elma	2/27/2004	3/26/2004	2/24/2004	3/24/2004	Completed	No-Issues
	0-250 Hours	Elma	2/27/2004	3/10/2004	2/24/2004	3/9/2004	Completed	No-Issues
	Functional Test @ +25°C	Elma	3/10/2004	3/11/2004	3/9/2004	3/10/2004	Completed	No-Issues
	251-500 Hours	Elma	3/11/2004	3/23/2004	3/10/2004	3/23/2004	Completed	No-Issues
	Functional Test @ 3-Temperatures	Elma	3/24/2004	3/26/2004	3/23/2004	3/24/2004	Completed	No-Issues
C MPV04002-010A thru MPV04002-012A	Ship Units to Northbrook	Elma	2/27/2004	3/2/2004	2/24/2004	2/25/2004	Completed	Sent to Steve Knapp at DP
	<b>EMC</b>	Northbrook	3/2/2004	4/16/2004	2/24/2004		In-Progress	
	Stripline RI01-1 (RI-111)	Northbrook	3/2/2004	4/16/2004				
	<b>RADIATED EMISSIONS RE01(RE-310)</b>	Northbrook	3/2/2004	4/16/2004				
	<b>SINEWAVE NOISE (NORMAL) CI01-A(CI 210-A1,A2)</b>	Northbrook	3/2/2004	4/16/2004				
	<b>INDUCTIVE SWITCHING CI01-B (CI 210-B1,B2)</b>	Northbrook	3/2/2004	4/16/2004				
	<b>Parallel Wire (Misc.) RI03 (RI-130)</b>	Northbrook	3/2/2004	4/16/2004				
	Ship Units to Elma	Northbrook	4/16/2004	4/20/2004				
	Functional Test @ 3-Temp	Elma	4/21/2004	4/23/2004				
D MPV04002-013A Thru MPV04002-018A	<b>Control Sample</b>	Elma	2/27/2004	4/30/2004	N/A	N/A	N/A	N/A

---

**From:** Alles, Sheran (S.A.)  
**Sent:** Thursday, June 28, 2007 9:04 AM  
**To:** 'Joseph.Kosirowski@us.contiautomotive.com'  
**Cc:** Brent.Ludwig@us.contiautomotive.com; Liu, Ron (D.R.); Holt, Jon (J.); Wojcik, Karl (K.W.); Scott.Lee@us.contiautomotive.com; Steve.Knapp@us.contiautomotive.com  
**Subject:** RE: Assignment per discussion this morning (Call in 877-283-2663; PC0311345) today at 10am-10:30am

**Attachments:** Re: Assignment per discussion this morning



Re: Assignment per  
discussion ...

Hello Joe/Jon,

Let's discuss Joe's test results at the 10am mtg and have this as a first item prior to the FEPS/WCA.

Call in 877-283-2663; PC0311345

Thanks  
Regards  
-Sheran

-----Original Message-----

From: Joseph.Kosirowski@us.contiautomotive.com  
[mailto:Joseph.Kosirowski@us.contiautomotive.com]  
Sent: Wednesday, June 27, 2007 5:40 PM  
To: Alles, Sheran (S.A.)  
Cc: Brent.Ludwig@us.contiautomotive.com; Liu, Ron (D.R.); Holt, Jon (J.); Wojcik, Karl (K.W.); Scott.Lee@us.contiautomotive.com; Steve.Knapp@us.contiautomotive.com  
Subject: Re: Assignment per discussion this morning

Sheran,

Attached is the data I took yesterday per the email below. I only performed the arcing for 1 hr as I ran out of time, and the temperature stabilized within 2 more hours. The tabs labeled "Temp\_voltage\_test\_PL\_HL\_data" & "Temp\_voltage\_test\_PL\_HL\_summary" give the results.

I need to format the data into a graphical plot to show the temp and contact resistance over time, but it will take me a bit more time. I wanted to get at least the raw data out. Please let me know if you have any questions or want to go over the results together. Thanks.

Joe Kosirowski  
Technical Project Lead  
Continental Automotive Systems Division  
21440 West Lake Cook Rd., Deer Park IL 60010  
Office:847-862-2742  
Fax:847-862-8241

Cell:847-553-8575

email: Joseph.Kosirowski@us.contiautomotive.com

www.contiautomotive.com

(See attached file: Relay coil thermal test.xls)

"Alles, Sheran

\(S.A.\)"

<salles@ford.com>

To

<Joseph.Kosirowski@us.contiautomoti

06/21/2007 12:13 ve.com>

PM

cc

<Brent.Ludwig@us.contiautomotive.co

m>, "Liu, Ron \ (D.R.\)"

<dliu1@ford.com>, "Holt, Jon

\ (J.\)" <jholt@ford.com>,

<Steve.Knapp@us.contiautomotive.com

>,

<Scott.Lee@us.contiautomotive.com>,

"Wojcik, Karl \ (K.W.\)"

<kwojcik@ford.com>

Subject

Assignment per discussion this

morning

Hello Joe,

From your testing we see that there is a 40C rise on the coil lead when the headlamps are ON (we also see a 30C rise on the parklamp coil lead).

Goal: To understand the cause of this temp rise in coil lead with load.

Test: Use representative lamp loads for Headlamps and Parklamps. ON (5 mins)/OFF (1 min) cycling - 2 hr duration. This will introduce the arcing. Then leave the headlamps and park lamps on for 8 hrs continuously or until the contact resistance remains stable.

Measurements: Contact resistance changes by monitoring voltage drop and current, taken every 1 sec (say). Please include measurement of the headlamp and park lamp relay coil lead temp as well. This should provide the correlation between the temp rise and contact resistance and/or arcing.

We clearly see browning on the headlamp relay common terminal trace and output trace, which needs to be understood.

Any suggestions are most welcome.

Thanks

Regards

-Sheran

Jon - Let's instrument a vehicle and thermocouple the coil lead (and ambient in vicinity of relay) with headlamps ON and heated/blower ON.

Should provide information on the additional in-vehicle ambient temp rise.

-----Original Message-----

From: Joseph.Kosirowski@us.contiautomotive.com

[mailto:Joseph.Kosirowski@us.contiautomotive.com]

Sent: Friday, May 25, 2007 12:24 PM

To: Alles, Sheran (S.A.)

Cc: Brent.Ludwig@us.contiautomotive.com; Liu, Ron (D.R.); Holt, Jon (J.);

Steve.Knapp@us.contiautomotive.com

Subject: Re: Meeting update

All,

Attached is the temp data we discussed in the call yesterday FYI.

Joe

(See attached file: Relay coil thermal test.xls)

"Alles, Sheran

\"(S.A.)\"

<salles@ford.com>

To

<Joseph.Kosirowski@us.contiautomotive.com>  
05/24/2007 05:47 PM

PM

<Steve.Knapp@us.contiautomotive.com>

<Brent.Ludwig@us.contiautomotive.com>, "Liu, Ron \"(D.R.)\"

<dliu1@ford.com>, "Holt, Jon

\(J.\)" <jholt@ford.com>

cc

Subject

Meeting update

At today's meeting the following questions and assignments were given to us:

- 1) We will be getting a MY05 EN vehicle for testing - this will include thermal testing and vibration. We will need to instrument vehicle, so we need to discuss the type of testing and instrumentation needed (team - any thoughts?).
- 2) Conti - The relay coil terminal thermocouple data provided by Joe were at ambient with the headlamp loads on (Is that correct?). How would this factor in with higher ambient temps? The higher warranty is in the north-eastern states, and Texas, Florida.
- 3) The 2 returned modules sent to Conti that could not be reproduced, was thermal cycling with headlamp load and vibration done? (assignment Joe)
- 4) Was the other relay coil posts cross-sectioned to understand whether this solder cracking is present on other relays or just localized to the headlamp relay (assignment -Ron). We mentioned that Ron would be cross-sectioning the Park and demand relays (returned module) to see the progression of the solder.

5) Any headlamp bulb/vehicle changes from MY03-05 (assignment

-  
Jon).

6) It was mentioned that the warranty is on the rise with

time

in service, MY05 being worst nearly double that of MY03 (next MY04, last MY03). They wanted to know any changes between MY03-MY05. We stated that NEC will be contacted by Conti and requested to provide detailed manufacture process and plating process, etc, as discussed (assignment Joe)

We did mention that Conti would be looking into PV/DV samples that have gone through the life/temp testing to see any signs of solder issues.

Also, Conti will be attempting to do a HALT/thermal cycle to recreate failure mode from new parts.

Thanks for all your support, any comments or suggestions are most welcome.

Regards

-Sheran

---

This email has been scanned by the MessageLabs Email Security System.  
For more information please visit <http://www.messagelabs.com/email>

---

[attachment "Relay coil thermal test.xls" deleted by Joseph Kosirowski/dp/na/au/cag]

---

**From:** Joseph.Kosirowski@us.contiautomotive.com  
**Sent:** Wednesday, June 27, 2007 5:40 PM  
**To:** Alles, Sheran (S.A.)  
**Cc:** Brent.Ludwig@us.contiautomotive.com; Liu, Ron (D.R.); Holt, Jon (J.); Wojcik, Karl (K.W.); Scott.Lee@us.contiautomotive.com; Steve.Knapp@us.contiautomotive.com  
**Subject:** Re: Assignment per discussion this morning  
**Attachments:** Relay coil thermal test.xls



Relay coil thermal  
test.xls (1...

Sheran,

Attached is the data I took yesterday per the email below. I only performed the arcing for 1 hr as I ran out of time, and the temperature stabilized within 2 more hours. The tabs labeled "Temp\_voltage\_test\_PL\_HL\_data" & "Temp\_voltage\_test\_PL\_HL\_summary" give the results.

I need to format the data into a graphical plot to show the temp and contact resistance over time, but it will take me a bit more time. I wanted to get at least the raw data out. Please let me know if you have any questions or want to go over the results together. Thanks.

Joe Kosirowski  
Technical Project Lead  
Continental Automotive Systems Division  
21440 West Lake Cook Rd., Deer Park IL 60010  
Office:847-862-2742  
Fax:847-862-8241  
Cell:847-553-8575  
email: Joseph.Kosirowski@us.contiautomotive.com  
www.contiautomotive.com  
(See attached file: Relay coil thermal test.xls)

"Alles, Sheran  
\(S.A.)"  
<salles@ford.com> To  
<Joseph.Kosirowski@us.contiautomoti  
06/21/2007 12:13 ve.com>  
PM cc  
<Brent.Ludwig@us.contiautomotive.co  
m>, "Liu, Ron \ (D.R.)"  
<dliu1@ford.com>, "Holt, Jon  
\(J.)" <jholt@ford.com>,  
<Steve.Knapp@us.contiautomotive.com  
>,  
<Scott.Lee@us.contiautomotive.com>,  
"Wojcik, Karl \ (K.W.)"

<kwojcik@ford.com>  
Subject  
Assignment per discussion this  
morning

Hello Joe,

From your testing we see that there is a 40C rise on the coil lead when the headlamps are ON (we also see a 30C rise on the parklamp coil lead).

Goal: To understand the cause of this temp rise in coil lead with load.

Test: Use representative lamp loads for Headlamps and Parklamps. ON (5 mins)/OFF (1 min) cycling - 2 hr duration. This will introduce the arcing. Then leave the headlamps and park lamps on for 8 hrs continuously or until the contact resistance remains stable.

Measurements: Contact resistance changes by monitoring voltage drop and current, taken every 1 sec (say). Please include measurement of the headlamp and park lamp relay coil lead temp as well. This should provide the correlation between the temp rise and contact resistance and/or arcing.

We clearly see browning on the headlamp relay common terminal trace and output trace, which needs to be understood.

Any suggestions are most welcome.

Thanks

Regards

-Sheran

Jon - Let's instrument a vehicle and thermocouple the coil lead (and ambient in vicinity of relay) with headlamps ON and heated/blower ON.

Should provide information on the additional in-vehicle ambient temp rise.

-----Original Message-----

From: Joseph.Kosirowski@us.contiautomotive.com

[mailto:Joseph.Kosirowski@us.contiautomotive.com]

Sent: Friday, May 25, 2007 12:24 PM

To: Alles, Sheran (S.A.)

Cc: Brent.Ludwig@us.contiautomotive.com; Liu, Ron (D.R.); Holt, Jon (J.);

Steve.Knapp@us.contiautomotive.com

Subject: Re: Meeting update

All,

Attached is the temp data we discussed in the call yesterday FYI.

Joe

(See attached file: Relay coil thermal test.xls)

"Alles, Sheran

\"(S.A.)\"

<salles@ford.com>

To

<Joseph.Kosirowski@us.contiautomoti  
05/24/2007 05:47 ve.com>,

PM

<Steve.Knapp@us.contiautomotive.com  
>,

<Brent.Ludwig@us.contiautomotive.co  
m>, "Liu, Ron \"(D.R.)\"

<dliu1@ford.com>, "Holt, Jon

\"(J.)\" <jholt@ford.com>

cc

Subject

Meeting update

At today's meeting the following questions and assignments were given to us:

- 1) We will be getting a MY05 EN vehicle for testing - this will include thermal testing and vibration. We will need to instrument vehicle, so we need to discuss the type of testing and instrumentation needed (team - any thoughts?).
- 2) Conti - The relay coil terminal thermocouple data provided by Joe were at ambient with the headlamp loads on (Is that correct?). How would this factor in with higher ambient temps? The higher warranty is in the north-eastern states, and Texas, Florida.
- 3) The 2 returned modules sent to Conti that could not be reproduced, was thermal cycling with headlamp load and vibration done? (assignment Joe)
- 4) Was the other relay coil posts cross-sectioned to understand whether this solder cracking is present on other relays or just localized to the headlamp relay (assignment -Ron). We mentioned that Ron would be cross-sectioning the Park and demand relays (returned module) to see the progression of the solder.
- 5) Any headlamp bulb/vehicle changes from MY03-05 (assignment - Jon).
- 6) It was mentioned that the warranty is on the rise with time in service, MY05 being worst nearly double that of MY03 (next MY04, last MY03). They wanted to know any changes between MY03-MY05. We stated that NEC will be contacted by Conti and requested to provide detailed manufacture process and plating process, etc, as discussed (assignment Joe)

We did mention that Conti would be looking into PV/DV samples that have gone through the life/temp testing to see any signs of solder issues.

Also, Conti will be attempting to do a HALT/thermal cycle to recreate failure mode from new parts.

Thanks for all your support, any comments or suggestions are most welcome.

Regards

-Sheran

This email has been scanned by the MessageLabs Email Security System.  
For more information please visit <http://www.messagelabs.com/email>

---

[attachment "Relay coil thermal test.xls" deleted by Joseph Kosirowski/dp/na/au/cag]

MY05 EN114 LCM Relay coil thermal testing

Performed 5/18/07 and 5/21/07 by Joe Kosirowski

The temperature of the K220 relay coil leads (headlamps) and the K221 relay coil leads (Parklamps) was measured both without the lamp loads on and with. The test was performed at room temperature (23C). The temperature was stabilized for 30 mins.

Note: the thermocouples were on the leads in the solder fillet.

Vbat = 16.0V

	w/o loads (deg C)	with loads (deg C)	K220 rewired seperately to coil and contact with loads (deg C)	K220 pin 1 connected in common with pin 2 on top & bottom copper of VBAT 2 trace
K220-2	57.4	95.7	78.8	98
K220-3	55.5	85.7	79.1	87.4
K221-2	59	81.2	79.9	81.4
K221-3	59.3	75.5	74.4	75.3

Test performed 6/26/07 by Joe Kosirowski  
 The channel functions are listed below.

- CH1-K220-2 (°C)
- CH2-K220-3 (°C)
- CH3-K221-2 (°C)
- CH4-K221-3 (°C)
- CH5-K220 Vdrop
- CH6-K220 Contact I (across 0.1 ohm resistor)
- CH7-K221 Vdrop
- CH8-K221 Contact I (across 0.15 ohm resistor)

The test was performed by cycling headlamps and parklamps on for the first hour approximately 5 mins on, 1 min off.  
 After the first hour, the module sat with the headlamps and parklamps on for another 1 hr, 45 min when it was stable.

	15	59	29	6/26/2007					
		1	26.9	C	2	26.5	C	3	26.6
		4	26.2	C	5	15.832	VDC	6	0
		7	15.825	VDC	8	0	mVDC		
ALM		15	DIO	255	TOTAL	0			
	15	59	34	6/26/2007					
		1	26.9	C	2	26.6	C	3	26.7
		4	26.4	C	5	15.833	VDC	6	0
		7	15.825	VDC	8	0	mVDC		
ALM		15	DIO	255	TOTAL	0			
	15	59	39	6/26/2007					
		1	27	C	2	26.7	C	3	26.7
		4	26.6	C	5	15.833	VDC	6	0
		7	15.825	VDC	8	0	mVDC		
ALM		15	DIO	255	TOTAL	0			
	15	59	45	6/26/2007					
		1	28.3	C	2	26.7	C	3	26.9
		4	26.8	C	5	63	mVDC	6	0.9117
		7	121.23	mVDC	8	1.0342	VDC		
ALM		15	DIO	255	TOTAL	0			
	15	59	49	6/26/2007					
		1	29.1	C	2	26.9	C	3	27.5
		4	27.1	C	5	61.72	mVDC	6	0.9059
		7	118.5	mVDC	8	1.0283	VDC		
ALM		15	DIO	255	TOTAL	0			
	15	59	54	6/26/2007					
		1	30	C	2	27.3	C	3	28.2
		4	27.6	C	5	67.19	mVDC	6	0.903
		7	113.36	mVDC	8	1.0262	VDC		
ALM		15	DIO	255	TOTAL	0			
	15	59	59	6/26/2007					
		1	30.7	C	2	27.8	C	3	28.9
		4	28	C	5	74.14	mVDC	6	0.9016
		7	106.85	mVDC	8	1.0241	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	0	4	6/26/2007					
		1	31.6	C	2	28.3	C	3	29.6
		4	28.5	C	5	81.19	mVDC	6	0.9008
		7	103.88	mVDC	8	1.0234	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	0	9	6/26/2007					
		1	32.4	C	2	28.9	C	3	30.3
		4	29	C	5	85.01	mVDC	6	0.8994
		7	103.51	mVDC	8	1.0227	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	0	14	6/26/2007					
		1	33.3	C	2	29.5	C	3	31.1
		4	29.6	C	5	91.07	mVDC	6	0.8978
		7	103.66	mVDC	8	1.0218	VDC		

ALM		15 DIO	255 TOTAL	0		
	16	0	19 6/26/2007			
		1	34.2 C	2	30.2 C	3 31.8 C
		4	30.1 C	5	92.02 mVDC	6 0.898 VDC
		7	103.71 mVDC	8	1.0226 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	0	24 6/26/2007			
		1	35.2 C	2	30.8 C	3 32.5 C
		4	30.6 C	5	93.37 mVDC	6 0.8972 VDC
		7	104.17 mVDC	8	1.0212 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	0	29 6/26/2007			
		1	36.1 C	2	31.5 C	3 33.1 C
		4	31.2 C	5	96.19 mVDC	6 0.8972 VDC
		7	107.42 mVDC	8	1.0205 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	0	34 6/26/2007			
		1	37.1 C	2	32.3 C	3 33.8 C
		4	31.7 C	5	98.28 mVDC	6 0.8968 VDC
		7	111.26 mVDC	8	1.0201 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	0	39 6/26/2007			
		1	38.1 C	2	33 C	3 34.5 C
		4	32.3 C	5	100.8 mVDC	6 0.8971 VDC
		7	114.81 mVDC	8	1.0201 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	0	44 6/26/2007			
		1	39 C	2	33.8 C	3 35.2 C
		4	32.9 C	5	102.72 mVDC	6 0.8966 VDC
		7	114.68 mVDC	8	1.0199 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	0	49 6/26/2007			
		1	40 C	2	34.5 C	3 35.9 C
		4	33.4 C	5	105.75 mVDC	6 0.8959 VDC
		7	114.79 mVDC	8	1.0199 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	0	54 6/26/2007			
		1	40.9 C	2	35.3 C	3 36.5 C
		4	34 C	5	111.82 mVDC	6 0.8952 VDC
		7	115.53 mVDC	8	1.02 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	0	59 6/26/2007			
		1	41.8 C	2	36 C	3 37.2 C
		4	34.5 C	5	118.12 mVDC	6 0.8952 VDC
		7	117.57 mVDC	8	1.0188 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	1	4 6/26/2007			
		1	42.8 C	2	36.8 C	3 37.9 C
		4	35.1 C	5	118.49 mVDC	6 0.8948 VDC
		7	120.89 mVDC	8	1.0195 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	1	9 6/26/2007			
		1	43.7 C	2	37.5 C	3 38.5 C
		4	35.6 C	5	114.06 mVDC	6 0.8949 VDC
		7	121.44 mVDC	8	1.0201 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	1	14 6/26/2007			
		1	44.6 C	2	38.2 C	3 39.2 C
		4	36.1 C	5	108.66 mVDC	6 0.8951 VDC
		7	119.02 mVDC	8	1.0202 VDC	
ALM		15 DIO	255 TOTAL	0		

	16	1	19	6/26/2007					
		1	45.5	C	2	39	C	3	39.8
		4	36.7	C	5	105.1	mVDC	6	0.8947
		7	115.06	mVDC	8	1.0204	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	1	24	6/26/2007					
		1	46.4	C	2	39.7	C	3	40.4
		4	37.2	C	5	103.23	mVDC	6	0.895
		7	109.23	mVDC	8	1.0204	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	1	29	6/26/2007					
		1	47.2	C	2	40.4	C	3	41
		4	37.7	C	5	107.25	mVDC	6	0.8949
		7	102.15	mVDC	8	1.0206	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	1	34	6/26/2007					
		1	48	C	2	41.1	C	3	41.6
		4	38.2	C	5	110.84	mVDC	6	0.8946
		7	99.57	mVDC	8	1.0205	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	1	39	6/26/2007					
		1	48.7	C	2	41.8	C	3	42.2
		4	38.7	C	5	109.51	mVDC	6	0.8943
		7	95.53	mVDC	8	1.0207	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	1	44	6/26/2007					
		1	49.6	C	2	42.5	C	3	42.7
		4	39.2	C	5	107.45	mVDC	6	0.8951
		7	94.35	mVDC	8	1.0208	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	1	49	6/26/2007					
		1	50.3	C	2	43.1	C	3	43.2
		4	39.7	C	5	105.82	mVDC	6	0.8952
		7	92.28	mVDC	8	1.021	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	1	54	6/26/2007					
		1	51	C	2	43.8	C	3	43.7
		4	40.1	C	5	104.01	mVDC	6	0.8944
		7	89.97	mVDC	8	1.0211	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	1	59	6/26/2007					
		1	51.7	C	2	44.4	C	3	44.2
		4	40.6	C	5	102.85	mVDC	6	0.8949
		7	87.99	mVDC	8	1.0214	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	2	4	6/26/2007					
		1	52.4	C	2	45	C	3	44.7
		4	41	C	5	102.23	mVDC	6	0.8949
		7	85.77	mVDC	8	1.0212	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	2	9	6/26/2007					
		1	53.1	C	2	45.6	C	3	45.2
		4	41.4	C	5	101.77	mVDC	6	0.8947
		7	83.26	mVDC	8	1.0213	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	2	14	6/26/2007					
		1	53.7	C	2	46.2	C	3	45.6
		4	41.8	C	5	101.65	mVDC	6	0.8946
		7	81.38	mVDC	8	1.0213	VDC		
ALM		15	DIO	255	TOTAL	0			

	16	2	19	6/26/2007						
		1	54.3	C	2	46.7	C	3	46.1	C
		4	42.2	C	5	101.47	mVDC	6	0.8947	VDC
		7	80.23	mVDC	8	1.0211	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	2	24	6/26/2007						
		1	54.9	C	2	47.3	C	3	46.5	C
		4	42.6	C	5	102.34	mVDC	6	0.8946	VDC
		7	80.72	mVDC	8	1.0212	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	2	29	6/26/2007						
		1	55.5	C	2	47.8	C	3	46.9	C
		4	43	C	5	102.97	mVDC	6	0.8939	VDC
		7	80.67	mVDC	8	1.0212	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	2	34	6/26/2007						
		1	56.2	C	2	48.3	C	3	47.3	C
		4	43.4	C	5	103.66	mVDC	6	0.8943	VDC
		7	81.8	mVDC	8	1.0214	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	2	39	6/26/2007						
		1	56.7	C	2	48.9	C	3	47.7	C
		4	43.7	C	5	104	mVDC	6	0.8943	VDC
		7	82.61	mVDC	8	1.0214	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	2	44	6/26/2007						
		1	57.3	C	2	49.4	C	3	48.1	C
		4	44.1	C	5	101.84	mVDC	6	0.8935	VDC
		7	83.16	mVDC	8	1.0214	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	2	49	6/26/2007						
		1	57.9	C	2	49.9	C	3	48.5	C
		4	44.5	C	5	101.39	mVDC	6	0.8935	VDC
		7	83.8	mVDC	8	1.0215	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	2	54	6/26/2007						
		1	58.4	C	2	50.4	C	3	48.9	C
		4	44.8	C	5	100.67	mVDC	6	0.8935	VDC
		7	83.7	mVDC	8	1.021	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	2	59	6/26/2007						
		1	58.9	C	2	50.8	C	3	49.3	C
		4	45.1	C	5	99.98	mVDC	6	0.8934	VDC
		7	83.96	mVDC	8	1.0206	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	3	4	6/26/2007						
		1	59.4	C	2	51.3	C	3	49.7	C
		4	45.5	C	5	100.52	mVDC	6	0.8935	VDC
		7	84.61	mVDC	8	1.0213	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	3	9	6/26/2007						
		1	59.9	C	2	51.7	C	3	50.1	C
		4	45.8	C	5	100.97	mVDC	6	0.8938	VDC
		7	86.42	mVDC	8	1.0209	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	3	14	6/26/2007						
		1	60.4	C	2	52.2	C	3	50.4	C
		4	46.1	C	5	102.2	mVDC	6	0.8933	VDC
		7	87.13	mVDC	8	1.0205	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	3	19	6/26/2007						

		1	60.9 C		2	52.7 C		3	OTC C
		4	46.5 C		5	103.34 mVDC		6	0.8927 VDC
		7	88.33 mVDC		8	1.0214 VDC			
ALM		15	DIO	255	TOTAL	0			
	16	3	24	6/26/2007					
		1	61.4 C		2	OTC C		3	51.2 C
		4	46.8 C		5	104.94 mVDC		6	0.8921 VDC
		7	89.45 mVDC		8	1.0209 VDC			
ALM		15	DIO	255	TOTAL	0			
	16	3	29	6/26/2007					
		1	61.8 C		2	53.5 C		3	51.6 C
		4	47.1 C		5	105.82 mVDC		6	0.8916 VDC
		7	89.33 mVDC		8	1.0211 VDC			
ALM		15	DIO	255	TOTAL	0			
	16	3	34	6/26/2007					
		1	62.2 C		2	53.9 C		3	51.9 C
		4	47.4 C		5	105.92 mVDC		6	0.8913 VDC
		7	87.99 mVDC		8	1.0208 VDC			
ALM		15	DIO	255	TOTAL	0			
	16	3	39	6/26/2007					
		1	62.7 C		2	54.3 C		3	52.3 C
		4	47.7 C		5	106.64 mVDC		6	0.8901 VDC
		7	87.27 mVDC		8	1.0203 VDC			
ALM		15	DIO	255	TOTAL	0			
	16	3	44	6/26/2007					
		1	63.2 C		2	54.7 C		3	52.6 C
		4	48.1 C		5	108.26 mVDC		6	0.889 VDC
		7	86.51 mVDC		8	1.0214 VDC			
ALM		15	DIO	255	TOTAL	0			
	16	3	49	6/26/2007					
		1	63.6 C		2	55.2 C		3	53 C
		4	48.4 C		5	108.36 mVDC		6	0.8892 VDC
		7	87.76 mVDC		8	1.021 VDC			
ALM		15	DIO	255	TOTAL	0			
	16	3	54	6/26/2007					
		1	64.1 C		2	OTC C		3	53.3 C
		4	48.7 C		5	108.71 mVDC		6	0.8891 VDC
		7	88.49 mVDC		8	1.0205 VDC			
ALM		15	DIO	255	TOTAL	0			
	16	3	59	6/26/2007					
		1	64.5 C		2	55.9 C		3	53.7 C
		4	48.9 C		5	110.05 mVDC		6	0.8896 VDC
		7	90.04 mVDC		8	1.0212 VDC			
ALM		15	DIO	255	TOTAL	0			
	16	4	4	6/26/2007					
		1	64.9 C		2	56.3 C		3	54 C
		4	49.2 C		5	111.71 mVDC		6	0.8889 VDC
		7	90.29 mVDC		8	1.0206 VDC			
ALM		15	DIO	255	TOTAL	0			
	16	4	9	6/26/2007					
		1	65.3 C		2	56.7 C		3	54.3 C
		4	49.5 C		5	113.07 mVDC		6	0.8895 VDC
		7	90.05 mVDC		8	1.0207 VDC			
ALM		15	DIO	255	TOTAL	0			
	16	4	14	6/26/2007					
		1	65.8 C		2	57.1 C		3	54.6 C
		4	49.8 C		5	113.61 mVDC		6	0.8878 VDC
		7	90.47 mVDC		8	1.0206 VDC			
ALM		15	DIO	255	TOTAL	0			
	16	4	19	6/26/2007					
		1	66.2 C		2	57.5 C		3	55 C

		4	50.1 C	5	112.47 mVDC	6	0.888 VDC
		7	92.08 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	4	24 6/26/2007				
		1	66.6 C	2	57.9 C	3	55.3 C
		4	50.4 C	5	112.76 mVDC	6	0.8872 VDC
		7	90.69 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	4	29 6/26/2007				
		1	67 C	2	58.2 C	3	55.6 C
		4 OTC	C	5	113.08 mVDC	6	0.8875 VDC
		7	90.2 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	4	34 6/26/2007				
		1	67.4 C	2	58.5 C	3	55.9 C
		4	50.9 C	5	114.06 mVDC	6	0.8886 VDC
		7	89.12 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	4	39 6/26/2007				
		1	67.8 C	2	59 C	3	56.2 C
		4	51.2 C	5	115.01 mVDC	6	0.8887 VDC
		7	88.61 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	4	44 6/26/2007				
		1	68.2 C	2	59.3 C	3	56.4 C
		4	51.4 C	5	115.12 mVDC	6	0.889 VDC
		7	88.41 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	4	49 6/26/2007				
		1	68.6 C	2	59.7 C	3	56.8 C
		4	51.7 C	5	114.86 mVDC	6	0.8881 VDC
		7	88.17 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	4	54 6/26/2007				
		1	69 C	2	60 C	3	57 C
		4	52 C	5	115.93 mVDC	6	0.8877 VDC
		7	87.82 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	4	59 6/26/2007				
		1	69.3 C	2	60.4 C	3	57.3 C
		4	52.2 C	5	115.8 mVDC	6	0.8881 VDC
		7	88.24 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	5	4 6/26/2007				
		1	69.7 C	2	60.7 C	3	57.6 C
		4	52.5 C	5	114.68 mVDC	6	0.8887 VDC
		7	88.74 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	5	9 6/26/2007				
		1	70 C	2	61 C	3	57.9 C
		4	52.7 C	5	114.35 mVDC	6	0.8883 VDC
		7	89.3 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	5	14 6/26/2007				
		1	70.4 C	2	61.3 C	3	58.1 C
		4	52.9 C	5	113.56 mVDC	6	0.888 VDC
		7	90.26 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	5	19 6/26/2007				
		1	70.7 C	2	61.6 C	3	58.4 C
		4	53.2 C	5	112.67 mVDC	6	0.8882 VDC

		7	90.56 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	5	24 6/26/2007				
		1 OTC	C	2	62 C	3	58.7 C
		4	53.4 C	5	112.1 mVDC	6	0.8878 VDC
		7	90.78 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	5	29 6/26/2007				
		1	71.4 C	2	62.3 C	3	58.9 C
		4	53.6 C	5	112.32 mVDC	6	0.8883 VDC
		7	91.14 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	5	34 6/26/2007				
		1	71.7 C	2	62.6 C	3	59.1 C
		4	53.8 C	5	112.12 mVDC	6	0.8879 VDC
		7	91.68 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	5	39 6/26/2007				
		1	72 C	2	62.9 C	3	59.4 C
		4	54.1 C	5	112.42 mVDC	6	0.8884 VDC
		7	92.29 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	5	44 6/26/2007				
		1	72.3 C	2	63.2 C	3	59.6 C
		4	54.3 C	5	112.06 mVDC	6	0.8884 VDC
		7	92.33 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	5	49 6/26/2007				
		1	72.6 C	2	63.4 C	3	59.9 C
		4	54.5 C	5	111.93 mVDC	6	0.8847 VDC
		7	92.7 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	5	54 6/26/2007				
		1	73 C	2	63.7 C	3	60.1 C
		4	54.7 C	5	114.71 mVDC	6	0.8795 VDC
		7	100.52 mVDC	8	1.0186 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	5	59 6/26/2007				
		1	73.2 C	2	64 C	3	60.4 C
		4	54.9 C	5	114.44 mVDC	6	0.8838 VDC
		7	98.81 mVDC	8	1.0181 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	6	4 6/26/2007				
		1	73.5 C	2	64.2 C	3	60.6 C
		4	55.1 C	5	114.89 mVDC	6	0.8869 VDC
		7	97.81 mVDC	8	1.0184 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	6	9 6/26/2007				
		1	73.8 C	2	64.5 C	3	60.8 C
		4	55.3 C	5	114.52 mVDC	6	0.8816 VDC
		7	96.6 mVDC	8	1.0168 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	6	14 6/26/2007				
		1	74.1 C	2	64.7 C	3	61.1 C
		4	55.5 C	5	114.78 mVDC	6	0.8818 VDC
		7	95.63 mVDC	8	1.0149 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	6	19 6/26/2007				
		1	74.4 C	2	65 C	3	61.3 C
		4	55.7 C	5	115.15 mVDC	6	0.8841 VDC
		7	95.46 mVDC	8	1.016 VDC		

ALM		15 DIO	255 TOTAL	0		
	16	6	24 6/26/2007			
		1	74.6 C	2	65.2 C	3 61.5 C
		4	55.9 C	5	115.2 mVDC	6 0.8822 VDC
		7	95.38 mVDC	8	1.0159 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	6	29 6/26/2007			
		1	74.8 C	2	65.5 C	3 61.7 C
		4	56.1 C	5	114.67 mVDC	6 0.8846 VDC
		7	95.17 mVDC	8	1.0163 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	6	34 6/26/2007			
		1	75.1 C	2	65.8 C	3 61.9 C
		4	56.4 C	5	114.59 mVDC	6 0.8847 VDC
		7	95.37 mVDC	8	1.0164 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	6	39 6/26/2007			
		1	75.3 C	2	66 C	3 62.2 C
		4	56.5 C	5	114.75 mVDC	6 0.8853 VDC
		7	95.99 mVDC	8	1.0174 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	6	44 6/26/2007			
		1	75.6 C	2	66.3 C	3 62.4 C
		4	56.7 C	5	115.04 mVDC	6 0.8853 VDC
		7	96.4 mVDC	8	1.0178 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	6	49 6/26/2007			
		1	75.8 C	2	66.5 C	3 62.6 C
		4	56.9 C	5	115.62 mVDC	6 0.8853 VDC
		7	95.81 mVDC	8	1.0161 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	6	54 6/26/2007			
		1	75.1 C	2	66.7 C	3 62.8 C
		4	57.1 C	5	15.807 VDC	6 0.04 mVDC
		7	15.799 VDC	8	0.04 mVDC	
ALM		15 DIO	255 TOTAL	0		
	16	6	59 6/26/2007			
		1	74.3 C	2	66.9 C	3 62.4 C
		4	57.1 C	5	15.809 VDC	6 0.01 mVDC
		7	15.802 VDC	8	0.03 mVDC	
ALM		15 DIO	255 TOTAL	0		
	16	7	4 6/26/2007			
		1	73.6 C	2	66.8 C	3 62 C
		4	57 C	5	15.809 VDC	6 0 mVDC
		7	15.802 VDC	8	0.03 mVDC	
ALM		15 DIO	255 TOTAL	0		
	16	7	9 6/26/2007			
		1	73 C	2	66.6 C	3 61.6 C
		4	56.9 C	5	15.809 VDC	6 0 mVDC
		7	15.802 VDC	8	0.03 mVDC	
ALM		15 DIO	255 TOTAL	0		
	16	7	14 6/26/2007			
		1	72.3 C	2	66.3 C	3 61.2 C
		4	56.8 C	5	15.81 VDC	6 0 mVDC
		7	15.802 VDC	8	0.03 mVDC	
ALM		15 DIO	255 TOTAL	0		
	16	7	19 6/26/2007			
		1	71.6 C	2	65.9 C	3 60.8 C
		4	56.7 C	5	15.81 VDC	6 0 mVDC
		7	15.803 VDC	8	0.03 mVDC	
ALM		15 DIO	255 TOTAL	0		

	16	7	24	6/26/2007						
		1	70.9	C	2	65.6	C	3	60.4	C
		4	56.6	C	5	15.81	VDC	6	-0.01	mVDC
		7	15.803	VDC	8	0.03	mVDC			
ALM		15	DIO		255	TOTAL	0			
	16	7	29	6/26/2007						
		1	70.2	C	2	65.2	C	3	60	C
		4	56.4	C	5	15.81	VDC	6	0	mVDC
		7	15.803	VDC	8	0.03	mVDC			
ALM		15	DIO		255	TOTAL	0			
	16	7	34	6/26/2007						
		1	69.5	C	2	64.7	C	3	59.7	C
		4	56.2	C	5	15.81	VDC	6	-0.01	mVDC
		7	15.803	VDC	8	0.03	mVDC			
ALM		15	DIO		255	TOTAL	0			
	16	7	39	6/26/2007						
		1	68.8	C	2	64.3	C	3	59.3	C
		4	56.1	C	5	15.81	VDC	6	-0.01	mVDC
		7	15.803	VDC	8	0.03	mVDC			
ALM		15	DIO		255	TOTAL	0			
	16	7	44	6/26/2007						
		1	68.1	C	2	63.8	C	3	59	C
		4	55.9	C	5	15.811	VDC	6	0	mVDC
		7	15.804	VDC	8	0.02	mVDC			
ALM		15	DIO		255	TOTAL	0			
	16	7	49	6/26/2007						
		1	67.4	C	2	63.4	C	3	58.7	C
		4	55.7	C	5	15.811	VDC	6	0	mVDC
		7	15.804	VDC	8	0.02	mVDC			
ALM		15	DIO		255	TOTAL	0			
	16	7	54	6/26/2007						
		1	66.8	C	2	62.9	C	3	58.4	C
		4	55.6	C	5	15.811	VDC	6	0	mVDC
		7	15.804	VDC	8	0.02	mVDC			
ALM		15	DIO		255	TOTAL	0			
	16	7	59	6/26/2007						
		1	66.2	C	2	62.5	C	3	58.1	C
		4	55.4	C	5	93.17	mVDC	6	0.917	VDC
		7	110.43	mVDC	8	1.0368	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	8	4	6/26/2007						
		1	67.4	C	2	62	C	3	58.2	C
		4	55.3	C	5	91.9	mVDC	6	0.9016	VDC
		7	106.62	mVDC	8	1.0288	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	8	9	6/26/2007						
		1	67.7	C	2	61.8	C	3	58.5	C
		4	55.4	C	5	88.49	mVDC	6	0.9004	VDC
		7	102.16	mVDC	8	1.0255	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	8	14	6/26/2007						
		1	68	C	2	61.8	C	3	58.9	C
		4	55.4	C	5	87.03	mVDC	6	0.9001	VDC
		7	98.39	mVDC	8	1.0256	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	8	19	6/26/2007						
		1	68.2	C	2	61.8	C	3	59.2	C
		4	55.5	C	5	88.68	mVDC	6	0.899	VDC
		7	95.88	mVDC	8	1.0246	VDC			
ALM		15	DIO		255	TOTAL	0			

	16	8	24	6/26/2007						
		1	68.5	C	2	61.9	C	3	59.5	C
		4	55.7	C	5	89.38	mVDC	6	0.8993	VDC
		7	94.97	mVDC	8	1.0242	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	8	29	6/26/2007						
		1	68.8	C	2	62	C	3	59.8	C
		4	55.8	C	5	89.05	mVDC	6	0.8977	VDC
		7	94.48	mVDC	8	1.0237	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	8	34	6/26/2007						
		1	69.2	C	2	62.2	C	3	60.1	C
		4	56	C	5	89.4	mVDC	6	0.8979	VDC
		7	93.9	mVDC	8	1.0234	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	8	39	6/26/2007						
		1	69.6	C	2	62.4	C	3	60.4	C
		4	56.1	C	5	89.68	mVDC	6	0.8966	VDC
		7	94.12	mVDC	8	1.0234	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	8	44	6/26/2007						
		1	69.9	C	2	62.6	C	3	60.7	C
		4	56.3	C	5	90.19	mVDC	6	0.8971	VDC
		7	93.69	mVDC	8	1.0233	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	8	49	6/26/2007						
		1	70.3	C	2	62.8	C	3	60.9	C
		4	56.5	C	5	90.77	mVDC	6	0.8961	VDC
		7	93.55	mVDC	8	1.0232	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	8	54	6/26/2007						
		1	70.6	C	2	63.1	C	3	61.2	C
		4	56.7	C	5	91.25	mVDC	6	0.8969	VDC
		7	93.7	mVDC	8	1.0229	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	8	59	6/26/2007						
		1	71	C	2	63.3	C	3	61.5	C
		4	56.9	C	5	91.96	mVDC	6	0.8967	VDC
		7	93.56	mVDC	8	1.0226	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	9	4	6/26/2007						
		1	71.4	C	2	63.5	C	3	61.7	C
		4	57.1	C	5	93.52	mVDC	6	0.8964	VDC
		7	94.62	mVDC	8	1.0225	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	9	9	6/26/2007						
		1	71.7	C	2	63.8	C	3	62	C
		4	57.3	C	5	95.33	mVDC	6	0.8959	VDC
		7	94.3	mVDC	8	1.0223	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	9	14	6/26/2007						
		1	72	C	2	64.1	C	3	62.2	C
		4	57.4	C	5	97.18	mVDC	6	0.896	VDC
		7	93.86	mVDC	8	1.0222	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	9	19	6/26/2007						
		1	72.4	C	2	64.3	C	3	62.5	C
		4	57.6	C	5	98.53	mVDC	6	0.895	VDC
		7	93.45	mVDC	8	1.022	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	9	24	6/26/2007						

		1	72.8 C		2	64.6 C		3	62.8 C
		4	57.8 C		5	99.57 mVDC		6	0.8941 VDC
		7	92.99 mVDC		8	1.0223 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	9	29 6/26/2007						
		1	73.1 C		2	64.9 C		3	63 C
		4	58 C		5	100.38 mVDC		6	0.894 VDC
		7	92.46 mVDC		8	1.0218 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	9	34 6/26/2007						
		1	73.4 C		2	65.1 C		3	63.2 C
		4	58.2 C		5	100.74 mVDC		6	0.894 VDC
		7	91.97 mVDC		8	1.0219 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	9	39 6/26/2007						
		1	73.7 C		2	65.4 C		3	63.4 C
		4	58.4 C		5	99.94 mVDC		6	0.8935 VDC
		7	92.2 mVDC		8	1.0218 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	9	44 6/26/2007						
		1	74.1 C		2	65.6 C		3	63.7 C
		4	58.6 C		5	98.46 mVDC		6	0.8929 VDC
		7	92.58 mVDC		8	1.0217 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	9	49 6/26/2007						
		1	74.4 C		2	65.9 C		3	63.9 C
		4	58.7 C		5	97.1 mVDC		6	0.8931 VDC
		7	92.6 mVDC		8	1.0214 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	9	54 6/26/2007						
		1	74.7 C		2	66.2 C		3	64.1 C
		4	58.9 C		5	96.09 mVDC		6	0.8937 VDC
		7	93.79 mVDC		8	1.0216 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	9	59 6/26/2007						
		1	75 C		2	66.4 C		3	64.3 C
		4	59.1 C		5	95.07 mVDC		6	0.8927 VDC
		7	92.72 mVDC		8	1.0217 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	10	4 6/26/2007						
		1 OTC	C		2	66.7 C		3	64.5 C
		4	59.3 C		5	94.21 mVDC		6	0.8932 VDC
		7	91.57 mVDC		8	1.0214 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	10	9 6/26/2007						
		1 OTC	C		2	66.9 C		3	64.7 C
		4	59.4 C		5	93.16 mVDC		6	0.8921 VDC
		7	90.57 mVDC		8	1.0218 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	10	14 6/26/2007						
		1	75.8 C		2	67.1 C		3	64.9 C
		4	59.6 C		5	92.08 mVDC		6	0.8931 VDC
		7	89.4 mVDC		8	1.0214 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	10	19 6/26/2007						
		1	76.1 C		2	67.3 C		3	65.1 C
		4	59.7 C		5	91.33 mVDC		6	0.8929 VDC
		7	88.5 mVDC		8	1.0215 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	10	24 6/26/2007						
		1	76.3 C		2	67.6 C		3	65.3 C

		4	59.9 C	5	90.5 mVDC	6	0.8932 VDC
		7	87.78 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	10	29 6/26/2007				
		1 OTC	C	2	67.8 C	3	65.5 C
		4	60.1 C	5	89.95 mVDC	6	0.8934 VDC
		7	87.25 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	10	34 6/26/2007				
		1	76.7 C	2	68 C	3	65.7 C
		4	60.2 C	5	89.58 mVDC	6	0.8926 VDC
		7	86.81 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	10	39 6/26/2007				
		1	77 C	2	68.2 C	3	65.8 C
		4	60.4 C	5	89.18 mVDC	6	0.892 VDC
		7	86.15 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	10	44 6/26/2007				
		1	77.2 C	2	68.4 C	3	66 C
		4	60.5 C	5	88.99 mVDC	6	0.8933 VDC
		7	85.49 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	10	49 6/26/2007				
		1	77.4 C	2	68.6 C	3	66.2 C
		4	60.7 C	5	88.79 mVDC	6	0.8929 VDC
		7	84.95 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	10	54 6/26/2007				
		1	77.6 C	2	68.8 C	3	66.3 C
		4	60.8 C	5	88.74 mVDC	6	0.8924 VDC
		7	83.86 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	10	59 6/26/2007				
		1	77.8 C	2	68.9 C	3	66.5 C
		4	60.9 C	5	88.83 mVDC	6	0.8919 VDC
		7	82.97 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	11	4 6/26/2007				
		1	77.9 C	2	69.1 C	3	66.6 C
		4	61.1 C	5	88.83 mVDC	6	0.8917 VDC
		7	82.09 mVDC	8	1.0191 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	11	9 6/26/2007				
		1	78.1 C	2	69.3 C	3	66.8 C
		4	61.2 C	5	89.01 mVDC	6	0.8919 VDC
		7	81.61 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	11	14 6/26/2007				
		1	78.3 C	2	69.4 C	3	66.9 C
		4	61.3 C	5	89.03 mVDC	6	0.8918 VDC
		7	81.15 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	11	19 6/26/2007				
		1	78.5 C	2	69.6 C	3	67.1 C
		4	61.5 C	5	88.85 mVDC	6	0.8921 VDC
		7	80.9 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	11	24 6/26/2007				
		1	78.7 C	2	69.8 C	3	67.2 C
		4	61.6 C	5	88.89 mVDC	6	0.8924 VDC

		7	80.59 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	11	29 6/26/2007				
		1	78.8 C	2	69.9 C	3	67.3 C
		4	61.7 C	5	88.86 mVDC	6	0.8926 VDC
		7	80.14 mVDC	8	1.0185 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	11	34 6/26/2007				
		1	79 C	2	70.1 C	3	67.4 C
		4	61.8 C	5	89.06 mVDC	6	0.8922 VDC
		7	79.85 mVDC	8	1.0188 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	11	39 6/26/2007				
		1	79.2 C	2	70.2 C	3	67.6 C
		4	61.9 C	5	89.05 mVDC	6	0.8919 VDC
		7	79.43 mVDC	8	1.0164 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	11	44 6/26/2007				
		1	79.3 C	2	70.4 C	3	67.7 C
		4	62.1 C	5	88.88 mVDC	6	0.8912 VDC
		7	79.08 mVDC	8	1.0171 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	11	49 6/26/2007				
		1	79.5 C	2	70.5 C	3	67.8 C
		4	62.2 C	5	88.95 mVDC	6	0.8912 VDC
		7	78.77 mVDC	8	1.0174 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	11	54 6/26/2007				
		1	79.6 C	2	70.7 C	3	68 C
		4	62.3 C	5	89.01 mVDC	6	0.8906 VDC
		7	78.51 mVDC	8	1.0174 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	11	59 6/26/2007				
		1	79.8 C	2	70.8 C	3	68.1 C
		4	62.4 C	5	89.38 mVDC	6	0.8925 VDC
		7	78.48 mVDC	8	1.0191 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	12	4 6/26/2007				
		1	79.9 C	2	71 C	3	68.2 C
		4	62.5 C	5	89.43 mVDC	6	0.8912 VDC
		7	78.28 mVDC	8	1.0169 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	12	9 6/26/2007				
		1	80.1 C	2	71.1 C	3	68.3 C
		4	62.6 C	5	89.42 mVDC	6	0.89 VDC
		7	78.46 mVDC	8	1.0188 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	12	14 6/26/2007				
		1	80.2 C	2	71.3 C	3	68.4 C
		4	62.7 C	5	89.67 mVDC	6	0.891 VDC
		7	78.29 mVDC	8	1.0191 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	12	19 6/26/2007				
		1	80.4 C	2	71.4 C	3	68.5 C
		4	62.8 C	5	89.77 mVDC	6	0.8899 VDC
		7	77.87 mVDC	8	1.0175 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	12	24 6/26/2007				
		1	80.5 C	2	71.5 C	3	68.6 C
		4	62.9 C	5	90.06 mVDC	6	0.8919 VDC
		7	77.68 mVDC	8	1.0174 VDC		

ALM		15 DIO	255 TOTAL	0		
	16	12	29 6/26/2007			
		1	80.7 C	2	71.6 C	3 68.8 C
		4	63 C	5	90.16 mVDC	6 0.8908 VDC
		7	77.5 mVDC	8	1.0183 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	12	34 6/26/2007			
		1	80.8 C	2	71.8 C	3 68.8 C
		4	63.1 C	5	90.46 mVDC	6 0.8904 VDC
		7	77.33 mVDC	8	1.0182 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	12	39 6/26/2007			
		1	80.9 C	2	71.9 C	3 68.9 C
		4	63.2 C	5	90.65 mVDC	6 0.8912 VDC
		7	77.18 mVDC	8	1.0188 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	12	44 6/26/2007			
		1	81.1 C	2	72 C	3 69.1 C
		4	63.3 C	5	90.68 mVDC	6 0.8906 VDC
		7	77.07 mVDC	8	1.0194 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	12	49 6/26/2007			
		1 OTC	C	2	72.2 C	3 69.2 C
		4	63.4 C	5	90.72 mVDC	6 0.8887 VDC
		7	76.87 mVDC	8	1.0194 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	12	54 6/26/2007			
		1	81.4 C	2	72.3 C	3 69.3 C
		4	63.5 C	5	91.06 mVDC	6 0.8892 VDC
		7	76.61 mVDC	8	1.0177 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	12	59 6/26/2007			
		1	81.5 C	2	72.4 C	3 69.4 C
		4	63.5 C	5	91.39 mVDC	6 0.889 VDC
		7	76.51 mVDC	8	1.0193 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	13	4 6/26/2007			
		1	81.6 C	2	72.5 C	3 69.5 C
		4	63.6 C	5	91.87 mVDC	6 0.89 VDC
		7	76.2 mVDC	8	1.0179 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	13	9 6/26/2007			
		1	81.7 C	2	72.6 C	3 69.6 C
		4	63.8 C	5	92.31 mVDC	6 0.8907 VDC
		7	76.08 mVDC	8	1.019 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	13	14 6/26/2007			
		1	81.8 C	2	72.7 C	3 69.7 C
		4	63.8 C	5	92.4 mVDC	6 0.8908 VDC
		7	75.95 mVDC	8	1.0196 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	13	19 6/26/2007			
		1	82 C	2	72.9 C	3 69.8 C
		4	63.9 C	5	92.48 mVDC	6 0.8901 VDC
		7	75.73 mVDC	8	1.0188 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	13	24 6/26/2007			
		1	82.1 C	2	73 C	3 69.9 C
		4	64 C	5	92.79 mVDC	6 0.8911 VDC
		7	75.54 mVDC	8	1.0178 VDC	
ALM		15 DIO	255 TOTAL	0		

	16	13	29	6/26/2007						
		1	82.2	C	2	73.1	C	3	70	C
		4	64.1	C	5	92.94	mVDC	6	0.8914	VDC
		7	75.38	mVDC	8	1.018	VDC			
ALM		15 DIO		255 TOTAL		0				
	16	13	34	6/26/2007						
		1	82.4	C	2	73.2	C	3	70	C
		4	64.2	C	5	93.09	mVDC	6	0.8912	VDC
		7	75.04	mVDC	8	1.0164	VDC			
ALM		15 DIO		255 TOTAL		0				
	16	13	39	6/26/2007						
		1	82.5	C	2	73.3	C	3	70.1	C
		4	64.2	C	5	93.33	mVDC	6	0.8916	VDC
		7	74.88	mVDC	8	1.0187	VDC			
ALM		15 DIO		255 TOTAL		0				
	16	13	44	6/26/2007						
		1	81	C	2	73.4	C	3	69.9	C
		4	64.2	C	5	15.83	VDC	6	0.03	mVDC
		7	15.825	VDC	8	0.05	mVDC			
ALM		15 DIO		255 TOTAL		0				
	16	13	49	6/26/2007						
		1	80.2	C	2	73.3	C	3	69.4	C
		4	64.1	C	5	15.831	VDC	6	0.01	mVDC
		7	15.827	VDC	8	0.04	mVDC			
ALM		15 DIO		255 TOTAL		0				
	16	13	54	6/26/2007						
		1	79.5	C	2	73.1	C	3	69	C
		4	64	C	5	15.831	VDC	6	0.01	mVDC
		7	15.827	VDC	8	0.04	mVDC			
ALM		15 DIO		255 TOTAL		0				
	16	13	59	6/26/2007						
		1	78.7	C	2	72.8	C	3	68.5	C
		4	63.8	C	5	15.832	VDC	6	0.01	mVDC
		7	15.828	VDC	8	0.04	mVDC			
ALM		15 DIO		255 TOTAL		0				
	16	14	4	6/26/2007						
		1	78	C	2	72.5	C	3	68	C
		4	63.7	C	5	15.832	VDC	6	0	mVDC
		7	15.828	VDC	8	0.04	mVDC			
ALM		15 DIO		255 TOTAL		0				
	16	14	9	6/26/2007						
		1	77.3	C	2	72	C	3	67.6	C
		4	63.5	C	5	15.832	VDC	6	0	mVDC
		7	15.828	VDC	8	0.03	mVDC			
ALM		15 DIO		255 TOTAL		0				
	16	14	14	6/26/2007						
		1	76.5	C	2	71.6	C	3	67.1	C
		4	63.3	C	5	15.833	VDC	6	0	mVDC
		7	15.829	VDC	8	0.03	mVDC			
ALM		15 DIO		255 TOTAL		0				
	16	14	19	6/26/2007						
		1	75.8	C	2	71.1	C	3	66.8	C
		4	63.1	C	5	15.833	VDC	6	0	mVDC
		7	15.829	VDC	8	0.03	mVDC			
ALM		15 DIO		255 TOTAL		0				
	16	14	24	6/26/2007						
		1	75	C	2	70.6	C	3	66.3	C
		4	62.8	C	5	15.833	VDC	6	0	mVDC
		7	15.829	VDC	8	0.03	mVDC			
ALM		15 DIO		255 TOTAL		0				

	16	14	29	6/26/2007						
		1	74.3	C	2	70.1	C	3	66	C
		4	62.6	C	5	15.834	VDC	6	0	mVDC
		7	15.829	VDC	8	0.03	mVDC			
ALM		15	DIO	255	TOTAL	0				
	16	14	34	6/26/2007						
		1	73.6	C	2	69.6	C	3	65.6	C
		4	62.4	C	5	15.834	VDC	6	0	mVDC
		7	15.829	VDC	8	0.03	mVDC			
ALM		15	DIO	255	TOTAL	0				
	16	14	39	6/26/2007						
		1	72.9	C	2	69.2	C	3	65.2	C
		4	62.2	C	5	15.834	VDC	6	-0.01	mVDC
		7	15.83	VDC	8	0.03	mVDC			
ALM		15	DIO	255	TOTAL	0				
	16	14	44	6/26/2007						
		1	72.2	C	2	68.7	C	3	64.9	C
		4	61.9	C	5	15.835	VDC	6	-0.01	mVDC
		7	15.83	VDC	8	0.03	mVDC			
ALM		15	DIO	255	TOTAL	0				
	16	14	49	6/26/2007						
		1	71.6	C	2	68.2	C	3	64.5	C
		4	61.7	C	5	85.46	mVDC	6	0.9175	VDC
		7	128.29	mVDC	8	1.0337	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	14	54	6/26/2007						
		1	72.9	C	2	67.7	C	3	64.7	C
		4	61.6	C	5	81.3	mVDC	6	0.9015	VDC
		7	126.3	mVDC	8	1.0249	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	14	59	6/26/2007						
		1	73.1	C	2	67.5	C	3	64.9	C
		4	61.6	C	5	80.31	mVDC	6	0.8969	VDC
		7	142.57	mVDC	8	1.0217	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	15	4	6/26/2007						
		1	73.4	C	2	67.4	C	3	65.3	C
		4	61.7	C	5	78.6	mVDC	6	0.8984	VDC
		7	144.56	mVDC	8	1.0212	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	15	9	6/26/2007						
		1	73.6	C	2	67.4	C	3	65.6	C
		4	61.8	C	5	77.96	mVDC	6	0.8977	VDC
		7	136.25	mVDC	8	1.0205	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	15	14	6/26/2007						
		1	73.8	C	2	67.4	C	3	66	C
		4	61.9	C	5	77.47	mVDC	6	0.8963	VDC
		7	128.92	mVDC	8	1.0209	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	15	19	6/26/2007						
		1	74.1	C	2	67.6	C	3	66.4	C
		4	62	C	5	76.73	mVDC	6	0.895	VDC
		7	122.54	mVDC	8	1.021	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	15	24	6/26/2007						
		1	74.3	C	2	67.7	C	3	66.7	C
		4	62.2	C	5	76.51	mVDC	6	0.8963	VDC
		7	115.61	mVDC	8	1.021	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	15	29	6/26/2007						

		1	74.6 C	2	67.8 C	3	67 C
		4	62.3 C	5	76.19 mVDC	6	0.8964 VDC
		7	111.16 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	15	34 6/26/2007				
		1	74.9 C	2	68 C	3	67.3 C
		4	62.5 C	5	76 mVDC	6	0.8957 VDC
		7	108.52 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	15	39 6/26/2007				
		1	75.2 C	2	68.2 C	3	67.6 C
		4	62.7 C	5	75.85 mVDC	6	0.8953 VDC
		7	106.23 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	15	44 6/26/2007				
		1	75.5 C	2	68.4 C	3	67.8 C
		4	62.9 C	5	75.65 mVDC	6	0.8939 VDC
		7	104.94 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	15	49 6/26/2007				
		1	75.7 C	2	68.6 C	3	68 C
		4	63 C	5	75.31 mVDC	6	0.8931 VDC
		7	103.58 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	15	54 6/26/2007				
		1	76 C	2	68.8 C	3	68.3 C
		4	63.2 C	5	75.22 mVDC	6	0.8932 VDC
		7	101.96 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	15	59 6/26/2007				
		1	76.3 C	2	69 C	3	68.5 C
		4	63.4 C	5	74.84 mVDC	6	0.8911 VDC
		7	100.88 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	16	4 6/26/2007				
		1	76.5 C	2	69.2 C	3	68.7 C
		4	63.5 C	5	74.76 mVDC	6	0.8922 VDC
		7	99.69 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	16	9 6/26/2007				
		1	76.8 C	2	69.3 C	3	68.9 C
		4	63.7 C	5	74.71 mVDC	6	0.8939 VDC
		7	98.65 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	16	14 6/26/2007				
		1	77 C	2	69.6 C	3	69 C
		4	63.8 C	5	74.61 mVDC	6	0.8942 VDC
		7	97.59 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	16	19 6/26/2007				
		1	77.3 C	2	69.7 C	3	69.2 C
		4	64 C	5	74.73 mVDC	6	0.8948 VDC
		7	96.28 mVDC	8	1.0186 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	16	24 6/26/2007				
		1	77.5 C	2	69.9 C	3	69.4 C
		4	64.1 C	5	74.71 mVDC	6	0.8943 VDC
		7	94.74 mVDC	8	1.0188 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	16	29 6/26/2007				
		1	77.8 C	2	70.1 C	3	69.6 C

		4	64.3 C	5	74.98 mVDC	6	0.8943 VDC
		7	93.55 mVDC	8	1.0183 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	16	34 6/26/2007				
		1	78 C	2	70.3 C	3	69.7 C
		4	64.4 C	5	75.03 mVDC	6	0.8942 VDC
		7	91.77 mVDC	8	1.0156 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	16	39 6/26/2007				
		1	78.2 C	2	70.5 C	3	69.9 C
		4	64.5 C	5	75.04 mVDC	6	0.894 VDC
		7	90.54 mVDC	8	1.0184 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	16	44 6/26/2007				
		1	78.4 C	2	70.7 C	3	70 C
		4	64.6 C	5	75.08 mVDC	6	0.894 VDC
		7	89.27 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	16	49 6/26/2007				
		1	78.6 C	2	70.8 C	3	70.2 C
		4	64.8 C	5	75.01 mVDC	6	0.8939 VDC
		7	88.13 mVDC	8	1.0163 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	16	54 6/26/2007				
		1	78.9 C	2	71 C	3	70.2 C
		4	64.9 C	5	74.9 mVDC	6	0.8938 VDC
		7	87.43 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	16	59 6/26/2007				
		1	79.1 C	2	71.1 C	3	70.4 C
		4	65 C	5	74.74 mVDC	6	0.8933 VDC
		7	86.59 mVDC	8	1.0185 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	17	4 6/26/2007				
		1	79.3 C	2	71.3 C	3	70.5 C
		4	65.1 C	5	74.62 mVDC	6	0.893 VDC
		7	85.96 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	17	9 6/26/2007				
		1	79.5 C	2	71.5 C	3	70.7 C
		4	65.2 C	5	74.41 mVDC	6	0.893 VDC
		7	85.15 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	17	14 6/26/2007				
		1	79.6 C	2	71.6 C	3	70.8 C
		4	65.3 C	5	74.21 mVDC	6	0.8925 VDC
		7	84.18 mVDC	8	1.0189 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	17	19 6/26/2007				
		1	79.8 C	2	71.8 C	3	70.9 C
		4	65.5 C	5	73.95 mVDC	6	0.8919 VDC
		7	83.12 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	17	24 6/26/2007				
		1	80 C	2	71.9 C	3	71.1 C
		4	65.5 C	5	73.81 mVDC	6	0.8918 VDC
		7	82.32 mVDC	8	1.0188 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	17	29 6/26/2007				
		1	80.1 C	2	72.1 C	3	71.2 C
		4	65.6 C	5	73.72 mVDC	6	0.8921 VDC

ALM	7	81.61 mVDC	8	1.018 VDC		
	15 DIO	255 TOTAL		0		
	16	17 34 6/26/2007				
		1 80.3 C	2	72.3 C	3	71.3 C
		4 65.7 C	5	73.69 mVDC	6	0.892 VDC
ALM	7	80.63 mVDC	8	1.0188 VDC		
	15 DIO	255 TOTAL		0		
	16	17 39 6/26/2007				
		1 80.5 C	2	72.4 C	3	71.4 C
		4 65.8 C	5	73.63 mVDC	6	0.8919 VDC
ALM	7	80.21 mVDC	8	1.0192 VDC		
	15 DIO	255 TOTAL		0		
	16	17 44 6/26/2007				
		1 80.6 C	2	72.5 C	3	71.5 C
		4 65.9 C	5	73.71 mVDC	6	0.8917 VDC
ALM	7	79.85 mVDC	8	1.0188 VDC		
	15 DIO	255 TOTAL		0		
	16	17 49 6/26/2007				
		1 80.8 C	2	72.7 C	3	71.6 C
		4 66 C	5	73.7 mVDC	6	0.8922 VDC
ALM	7	79.49 mVDC	8	1.0189 VDC		
	15 DIO	255 TOTAL		0		
	16	17 54 6/26/2007				
		1 80.9 C	2	72.7 C	3	71.7 C
		4 66.1 C	5	73.7 mVDC	6	0.8917 VDC
ALM	7	79.26 mVDC	8	1.0188 VDC		
	15 DIO	255 TOTAL		0		
	16	17 59 6/26/2007				
		1 81.1 C	2	72.9 C	3	71.8 C
		4 66.1 C	5	73.67 mVDC	6	0.8912 VDC
ALM	7	78.99 mVDC	8	1.0184 VDC		
	15 DIO	255 TOTAL		0		
	16	18 4 6/26/2007				
		1 81.2 C	2	73.1 C	3	71.9 C
		4 66.3 C	5	73.6 mVDC	6	0.8912 VDC
ALM	7	78.67 mVDC	8	1.0175 VDC		
	15 DIO	255 TOTAL		0		
	16	18 9 6/26/2007				
		1 81.4 C	2	73.1 C	3	72 C
		4 66.3 C	5	73.58 mVDC	6	0.8906 VDC
ALM	7	78.41 mVDC	8	1.0183 VDC		
	15 DIO	255 TOTAL		0		
	16	18 14 6/26/2007				
		1 81.5 C	2	73.3 C	3	72.1 C
		4 66.4 C	5	73.47 mVDC	6	0.8902 VDC
ALM	7	78.15 mVDC	8	1.0182 VDC		
	15 DIO	255 TOTAL		0		
	16	18 19 6/26/2007				
		1 81.5 C	2	73.4 C	3	72.1 C
		4 66.5 C	5	73.33 mVDC	6	0.8896 VDC
ALM	7	77.87 mVDC	8	1.0187 VDC		
	15 DIO	255 TOTAL		0		
	16	18 24 6/26/2007				
		1 81.8 C	2	73.5 C	3	72.2 C
		4 66.5 C	5	73.3 mVDC	6	0.8892 VDC
ALM	7	77.7 mVDC	8	1.0189 VDC		
	15 DIO	255 TOTAL		0		
	16	18 29 6/26/2007				
		1 81.8 C	2	73.6 C	3	72.3 C
		4 66.7 C	5	73.32 mVDC	6	0.8894 VDC
ALM	7	77.61 mVDC	8	1.0195 VDC		

ALM		15 DIO	255 TOTAL	0		
	16	18	34 6/26/2007			
		1	82 C	2	73.7 C	3
		4	66.7 C	5	73.36 mVDC	6
		7	77.44 mVDC	8	1.0195 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	18	39 6/26/2007			
		1	82.1 C	2	73.8 C	3
		4	66.8 C	5	73.36 mVDC	6
		7	77.23 mVDC	8	1.0194 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	18	44 6/26/2007			
		1	82.2 C	2	74 C	3
		4	66.8 C	5	73.42 mVDC	6
		7	76.99 mVDC	8	1.0195 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	18	49 6/26/2007			
		1	82.3 C	2	74 C	3
		4	66.9 C	5	73.5 mVDC	6
		7	76.76 mVDC	8	1.0198 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	18	54 6/26/2007			
		1	82.4 C	2	74.1 C	3
		4	67 C	5	73.57 mVDC	6
		7	76.58 mVDC	8	1.0197 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	18	59 6/26/2007			
		1	81.1 C	2	74.3 C	3
		4	67 C	5	15.834 VDC	6
		7	15.827 VDC	8	0.05 mVDC	
ALM		15 DIO	255 TOTAL	0		
	16	19	4 6/26/2007			
		1	80.3 C	2	74.2 C	3
		4	66.9 C	5	15.834 VDC	6
		7	15.829 VDC	8	0.04 mVDC	
ALM		15 DIO	255 TOTAL	0		
	16	19	9 6/26/2007			
		1	79.6 C	2	74 C	3
		4	66.7 C	5	15.835 VDC	6
		7	15.829 VDC	8	0.04 mVDC	
ALM		15 DIO	255 TOTAL	0		
	16	19	14 6/26/2007			
		1	78.9 C	2	73.7 C	3
		4	66.5 C	5	15.835 VDC	6
		7	15.829 VDC	8	0.04 mVDC	
ALM		15 DIO	255 TOTAL	0		
	16	19	19 6/26/2007			
		1	78.2 C	2	73.3 C	3
		4	66.4 C	5	15.836 VDC	6
		7	15.829 VDC	8	0.04 mVDC	
ALM		15 DIO	255 TOTAL	0		
	16	19	24 6/26/2007			
		1	77.5 C	2	72.9 C	3
		4	66.2 C	5	15.836 VDC	6
		7	15.83 VDC	8	0.03 mVDC	
ALM		15 DIO	255 TOTAL	0		
	16	19	29 6/26/2007			
		1	76.8 C	2	72.5 C	3
		4	66 C	5	15.836 VDC	6
		7	15.83 VDC	8	0.03 mVDC	
ALM		15 DIO	255 TOTAL	0		

	16	19	34	6/26/2007						
		1	76.1	C	2	72.1	C	3	69.3	C
		4	65.8	C	5	15.836	VDC	6	0.01	mVDC
		7	15.83	VDC	8	0.03	mVDC			
ALM		15 DIO		255 TOTAL		0				
	16	19	39	6/26/2007						
		1	75.5	C	2	71.6	C	3	68.9	C
		4	65.6	C	5	15.837	VDC	6	0.01	mVDC
		7	15.83	VDC	8	0.03	mVDC			
ALM		15 DIO		255 TOTAL		0				
	16	19	44	6/26/2007						
		1	74.7	C	2	71.2	C	3	68.5	C
		4	65.3	C	5	15.837	VDC	6	0	mVDC
		7	15.831	VDC	8	0.03	mVDC			
ALM		15 DIO		255 TOTAL		0				
	16	19	49	6/26/2007						
		1	74.1	C	2	70.8	C	3	68.1	C
		4	65.1	C	5	15.837	VDC	6	0	mVDC
		7	15.831	VDC	8	0.03	mVDC			
ALM		15 DIO		255 TOTAL		0				
	16	19	54	6/26/2007						
		1	73.5	C	2 OTC	C	3	67.7	C	
		4	64.9	C	5	15.837	VDC	6	0.01	mVDC
		7	15.832	VDC	8	0.03	mVDC			
ALM		15 DIO		255 TOTAL		0				
	16	19	59	6/26/2007						
		1	74.3	C	2	69.7	C	3	67.6	C
		4	64.6	C	5	73.14	mVDC	6	0.9075	VDC
		7	118.62	mVDC	8	1.0295	VDC			
ALM		15 DIO		255 TOTAL		0				
	16	20	4	6/26/2007						
		1	74.6	C	2	69.5	C	3	67.8	C
		4	64.6	C	5	72.32	mVDC	6	0.9037	VDC
		7	114.34	mVDC	8	1.0252	VDC			
ALM		15 DIO		255 TOTAL		0				
	16	20	9	6/26/2007						
		1	74.8	C	2	69.3	C	3	68.1	C
		4	64.5	C	5	71.17	mVDC	6	0.9022	VDC
		7	110.9	mVDC	8	1.0243	VDC			
ALM		15 DIO		255 TOTAL		0				
	16	20	14	6/26/2007						
		1	75	C	2	69.2	C	3	68.3	C
		4	64.5	C	5	70.34	mVDC	6	0.9015	VDC
		7	106.91	mVDC	8	1.0234	VDC			
ALM		15 DIO		255 TOTAL		0				
	16	20	19	6/26/2007						
		1	75.3	C	2	69.3	C	3	68.6	C
		4	64.6	C	5	70.12	mVDC	6	0.9007	VDC
		7	104.12	mVDC	8	1.023	VDC			
ALM		15 DIO		255 TOTAL		0				
	16	20	24	6/26/2007						
		1	75.5	C	2	69.3	C	3	68.9	C
		4	64.7	C	5	69.82	mVDC	6	0.9002	VDC
		7	102.18	mVDC	8	1.023	VDC			
ALM		15 DIO		255 TOTAL		0				
	16	20	29	6/26/2007						
		1	75.8	C	2	69.4	C	3	69.1	C
		4	64.8	C	5	69.43	mVDC	6	0.8999	VDC
		7	100.55	mVDC	8	1.023	VDC			
ALM		15 DIO		255 TOTAL		0				

	16	20	34	6/26/2007						
		1	76	C	2	69.6	C	3	69.4	C
		4	64.8	C	5	69.25	mVDC	6	0.8996	VDC
		7	100.4	mVDC	8	1.0226	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	20	39	6/26/2007						
		1	76.3	C	2	69.8	C	3	OTC	C
		4	OTC	C	5	69.17	mVDC	6	0.8994	VDC
		7	98.1	mVDC	8	1.0226	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	20	44	6/26/2007						
		1	76.6	C	2	69.9	C	3	69.8	C
		4	65.2	C	5	69.07	mVDC	6	0.8989	VDC
		7	96.13	mVDC	8	1.0225	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	20	49	6/26/2007						
		1	76.9	C	2	69.9	C	3	70.2	C
		4	65.3	C	5	68.96	mVDC	6	0.8987	VDC
		7	94.66	mVDC	8	1.0221	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	20	54	6/26/2007						
		1	77.1	C	2	70.2	C	3	70.2	C
		4	65.4	C	5	68.74	mVDC	6	0.899	VDC
		7	93.71	mVDC	8	1.0212	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	20	59	6/26/2007						
		1	OTC	C	2	OTC	C	3	70.4	C
		4	65.6	C	5	68.6	mVDC	6	0.8987	VDC
		7	92.7	mVDC	8	1.0193	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	21	4	6/26/2007						
		1	77.7	C	2	70.6	C	3	70.6	C
		4	65.7	C	5	68.73	mVDC	6	0.8984	VDC
		7	91.62	mVDC	8	1.0168	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	21	9	6/26/2007						
		1	77.9	C	2	70.8	C	3	70.8	C
		4	65.8	C	5	69.23	mVDC	6	0.898	VDC
		7	91.02	mVDC	8	1.0186	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	21	14	6/26/2007						
		1	78.2	C	2	71	C	3	71	C
		4	65.9	C	5	70.26	mVDC	6	0.8978	VDC
		7	90.72	mVDC	8	1.0191	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	21	19	6/26/2007						
		1	78.4	C	2	71.1	C	3	71.3	C
		4	66	C	5	71.56	mVDC	6	0.8976	VDC
		7	90.12	mVDC	8	1.019	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	21	24	6/26/2007						
		1	78.6	C	2	71.3	C	3	71.3	C
		4	66.3	C	5	72.88	mVDC	6	0.8973	VDC
		7	89.59	mVDC	8	1.0189	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	21	29	6/26/2007						
		1	78.8	C	2	71.5	C	3	71.5	C
		4	66.3	C	5	73.87	mVDC	6	0.8971	VDC
		7	89.24	mVDC	8	1.0196	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	21	34	6/26/2007						

		1	79.1 C		2	71.7 C		3	71.6 C
		4	66.4 C		5	75.05 mVDC		6	0.8969 VDC
		7	88.89 mVDC		8	1.0164 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	21	39 6/26/2007						
		1	79.3 C		2	71.9 C		3	71.8 C
		4	66.5 C		5	76.4 mVDC		6	0.8966 VDC
		7	88.45 mVDC		8	1.0193 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	21	44 6/26/2007						
		1	79.6 C		2	72.1 C		3	71.9 C
		4	66.6 C		5	77.48 mVDC		6	0.8966 VDC
		7	87.68 mVDC		8	1.0184 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	21	49 6/26/2007						
		1	79.8 C		2	72.2 C		3	72 C
		4	66.7 C		5	78.25 mVDC		6	0.8964 VDC
		7	87.17 mVDC		8	1.0197 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	21	54 6/26/2007						
		1	80.1 C		2	72.4 C		3	72.1 C
		4	66.9 C		5	78.95 mVDC		6	0.8962 VDC
		7	86.24 mVDC		8	1.0193 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	21	59 6/26/2007						
		1	80.3 C		2	72.6 C		3	72.3 C
		4	66.9 C		5	79.47 mVDC		6	0.896 VDC
		7	86.44 mVDC		8	1.0198 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	22	4 6/26/2007						
		1	80.6 C		2	72.7 C		3	72.4 C
		4	67.1 C		5	79.9 mVDC		6	0.8959 VDC
		7	85.31 mVDC		8	1.0195 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	22	9 6/26/2007						
		1	80.8 C		2	72.9 C		3	72.5 C
		4	67.2 C		5	80.2 mVDC		6	0.8957 VDC
		7	84.17 mVDC		8	1.019 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	22	14 6/26/2007						
		1	81 C		2	73.1 C		3	72.7 C
		4	67.3 C		5	80.25 mVDC		6	0.8953 VDC
		7	83.22 mVDC		8	1.0194 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	22	19 6/26/2007						
		1	81.3 C		2 OTC	C		3	72.8 C
		4	67.4 C		5	80.1 mVDC		6	0.8936 VDC
		7	81.96 mVDC		8	1.0192 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	22	24 6/26/2007						
		1	81.5 C		2	73.5 C		3	72.9 C
		4	67.5 C		5	79.59 mVDC		6	0.8935 VDC
		7	80.99 mVDC		8	1.019 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	22	29 6/26/2007						
		1	81.7 C		2	73.6 C		3	73 C
		4	67.6 C		5	78.96 mVDC		6	0.8923 VDC
		7	79.93 mVDC		8	1.0197 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	22	34 6/26/2007						
		1	81.9 C		2	73.8 C		3	73.1 C

		4	67.6 C		5	78.52 mVDC		6	0.8928 VDC
		7	79.21 mVDC		8	1.0195 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	22	39 6/26/2007						
		1	82.1 C		2	74 C		3	73.2 C
		4	67.8 C		5	78.35 mVDC		6	0.8933 VDC
		7	78.42 mVDC		8	1.0196 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	22	44 6/26/2007						
		1	82.2 C		2	74.1 C		3 OTC	C
		4	67.8 C		5	78.04 mVDC		6	0.8897 VDC
		7	77.7 mVDC		8	1.0192 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	22	49 6/26/2007						
		1	82.5 C		2	74.3 C		3	73.4 C
		4	67.9 C		5	78.22 mVDC		6	0.891 VDC
		7	77.03 mVDC		8	1.019 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	22	54 6/26/2007						
		1	82.5 C		2 OTC	C		3	73.5 C
		4 OTC	C		5	78.31 mVDC		6	0.8901 VDC
		7	76.5 mVDC		8	1.0189 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	22	59 6/26/2007						
		1	82.9 C		2	74.6 C		3	73.6 C
		4 OTC	C		5	78.56 mVDC		6	0.8906 VDC
		7	76.32 mVDC		8	1.0191 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	23	4 6/26/2007						
		1	83 C		2	74.6 C		3	73.7 C
		4	68.1 C		5	78.94 mVDC		6	0.89 VDC
		7	75.54 mVDC		8	1.0193 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	23	9 6/26/2007						
		1 OTC	C		2 OTC	C		3 OTC	C
		4 OTC	C		5	79.28 mVDC		6	0.89 VDC
		7	74.84 mVDC		8	1.0194 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	23	14 6/26/2007						
		1 OTC	C		2	75 C		3	73.8 C
		4	68.2 C		5	79.48 mVDC		6	0.8882 VDC
		7	74.28 mVDC		8	1.0189 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	23	19 6/26/2007						
		1	83.5 C		2 OTC	C		3	73.9 C
		4 OTC	C		5	79.78 mVDC		6	0.8847 VDC
		7	73.92 mVDC		8	1.019 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	23	24 6/26/2007						
		1	83.5 C		2	75.3 C		3 OTC	C
		4	68.3 C		5	80.19 mVDC		6	0.8848 VDC
		7	73.52 mVDC		8	1.0197 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	23	29 6/26/2007						
		1	83.7 C		2 OTC	C		3	74.1 C
		4	68.4 C		5	81.09 mVDC		6	0.885 VDC
		7	72.91 mVDC		8	1.0199 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	23	34 6/26/2007						
		1	83.7 C		2 OTC	C		3	74.1 C
		4 OTC	C		5	81.71 mVDC		6	0.8839 VDC

		7	72.31 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	23	39 6/26/2007				
		1	83.9 C	2	75.7 C	3	74.3 C
		4	68.6 C	5	82.1 mVDC	6	0.8837 VDC
		7	71.71 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	23	44 6/26/2007				
		1	84.1 C	2 OTC	C	3 OTC	C
		4	68.7 C	5	82.4 mVDC	6	0.8835 VDC
		7	71.21 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	23	49 6/26/2007				
		1	84.2 C	2	76 C	3	74.4 C
		4	68.8 C	5	82.34 mVDC	6	0.8839 VDC
		7	70.69 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	23	54 6/26/2007				
		1	84.2 C	2	76.1 C	3	74.5 C
		4	68.9 C	5	82.12 mVDC	6	0.8836 VDC
		7	70.16 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	23	59 6/26/2007				
		1	84.4 C	2	76.2 C	3	74.6 C
		4	68.9 C	5	81.59 mVDC	6	0.8839 VDC
		7	69.67 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	24	4 6/26/2007				
		1	83.2 C	2	76.4 C	3	74.5 C
		4	69 C	5	15.834 VDC	6	0.04 mVDC
		7	15.828 VDC	8	0.05 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	24	9 6/26/2007				
		1	82.3 C	2	76.4 C	3	74 C
		4	68.9 C	5	15.835 VDC	6	0.02 mVDC
		7	15.829 VDC	8	0.04 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	24	14 6/26/2007				
		1	81.6 C	2	76.2 C	3	73.5 C
		4	68.8 C	5	15.835 VDC	6	0.01 mVDC
		7	15.829 VDC	8	0.04 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	24	19 6/26/2007				
		1	80.8 C	2	75.9 C	3	73 C
		4	68.6 C	5	15.836 VDC	6	0.01 mVDC
		7	15.83 VDC	8	0.04 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	24	24 6/26/2007				
		1	80.2 C	2	75.6 C	3 OTC	C
		4	68.4 C	5	15.836 VDC	6	0.01 mVDC
		7	15.83 VDC	8	0.04 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	24	29 6/26/2007				
		1	79.4 C	2	75 C	3	72.1 C
		4	68.2 C	5	15.837 VDC	6	0.01 mVDC
		7	15.831 VDC	8	0.04 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	24	34 6/26/2007				
		1	78.7 C	2	74.7 C	3	71.7 C
		4	68 C	5	15.837 VDC	6	0 mVDC
		7	15.831 VDC	8	0.04 mVDC		

ALM		15 DIO	255 TOTAL	0		
	16	24	39 6/26/2007			
		1	78 C	2	74.3 C	3 71.3 C
		4	67.8 C	5	15.837 VDC	6 0 mVDC
		7	15.832 VDC	8	0.03 mVDC	
ALM		15 DIO	255 TOTAL	0		
	16	24	44 6/26/2007			
		1	77.3 C	2	73.9 C	3 70.8 C
		4	67.6 C	5	15.837 VDC	6 0 mVDC
		7	15.832 VDC	8	0.03 mVDC	
ALM		15 DIO	255 TOTAL	0		
	16	24	49 6/26/2007			
		1	76.6 C	2	73.3 C	3 70.5 C
		4	OTC C	5	15.837 VDC	6 0 mVDC
		7	15.832 VDC	8	0.04 mVDC	
ALM		15 DIO	255 TOTAL	0		
	16	24	54 6/26/2007			
		1	76 C	2 OTC C		3 OTC C
		4	67.1 C	5	15.838 VDC	6 0.01 mVDC
		7	15.832 VDC	8	0.04 mVDC	
ALM		15 DIO	255 TOTAL	0		
	16	24	59 6/26/2007			
		1	75.3 C	2	72.4 C	3 69.7 C
		4	66.9 C	5	15.838 VDC	6 0 mVDC
		7	15.832 VDC	8	0.03 mVDC	
ALM		15 DIO	255 TOTAL	0		
	16	25	4 6/26/2007			
		1	74.7 C	2	71.9 C	3 69.3 C
		4	66.7 C	5	15.838 VDC	6 0 mVDC
		7	15.833 VDC	8	0.03 mVDC	
ALM		15 DIO	255 TOTAL	0		
	16	25	9 6/26/2007			
		1	74.1 C	2	71.4 C	3 69 C
		4	66.4 C	5	15.838 VDC	6 -0.01 mVDC
		7	15.833 VDC	8	0.03 mVDC	
ALM		15 DIO	255 TOTAL	0		
	16	25	14 6/26/2007			
		1	73.4 C	2	70.9 C	3 68.6 C
		4	66.2 C	5	15.838 VDC	6 -0.01 mVDC
		7	15.833 VDC	8	0.03 mVDC	
ALM		15 DIO	255 TOTAL	0		
	16	25	19 6/26/2007			
		1	72.8 C	2	70.5 C	3 68.3 C
		4	65.9 C	5	15.838 VDC	6 0 mVDC
		7	15.833 VDC	8	0.03 mVDC	
ALM		15 DIO	255 TOTAL	0		
	16	25	24 6/26/2007			
		1	72.3 C	2	70 C	3 67.9 C
		4	65.7 C	5	15.838 VDC	6 0 mVDC
		7	15.833 VDC	8	0.03 mVDC	
ALM		15 DIO	255 TOTAL	0		
	16	25	29 6/26/2007			
		1	71.7 C	2	69.6 C	3 67.6 C
		4	65.5 C	5	15.838 VDC	6 0 mVDC
		7	15.833 VDC	8	0.03 mVDC	
ALM		15 DIO	255 TOTAL	0		
	16	25	34 6/26/2007			
		1	72.6 C	2	69.1 C	3 67.4 C
		4	65.2 C	5	86.18 mVDC	6 0.9085 VDC
		7	123.27 mVDC	8	1.0299 VDC	
ALM		15 DIO	255 TOTAL	0		

	16	25	39	6/26/2007					
		1	72.9	C	2	68.8	C	3	67.7
		4	65.2	C	5	86.25	mVDC	6	0.905
		7	122.85	mVDC	8	1.0259	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	25	44	6/26/2007					
		1	73.3	C	2	68.7	C	3	68
		4	65.2	C	5	84.84	mVDC	6	0.9042
		7	113.11	mVDC	8	1.026	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	25	49	6/26/2007					
		1	73.5	C	2	68.7	C	3	68.3
		4	65.3	C	5	83.27	mVDC	6	0.9033
		7	107.97	mVDC	8	1.0247	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	25	54	6/26/2007					
		1	73.9	C	2	68.7	C	3	68.7
		4	65.4	C	5	84.04	mVDC	6	0.902
		7	105.31	mVDC	8	1.0239	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	25	59	6/26/2007					
		1	74.2	C	2	68.9	C	3	68.9
		4	65.4	C	5	84.22	mVDC	6	0.901
		7	103.22	mVDC	8	1.0243	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	26	4	6/26/2007					
		1	74.6	C	2	69	C	3	69.3
		4	65.6	C	5	84.63	mVDC	6	0.9005
		7	101.92	mVDC	8	1.0239	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	26	9	6/26/2007					
		1	75	C	2	69.2	C	3	69.6
		4	65.7	C	5	83.54	mVDC	6	0.9001
		7	100.64	mVDC	8	1.0233	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	26	14	6/26/2007					
		1	75.4	C	2	69.4	C	3	69.8
		4	65.8	C	5	82.44	mVDC	6	0.9
		7	98.88	mVDC	8	1.0232	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	26	19	6/26/2007					
		1	75.7	C	2	69.7	C	3	70.1
		4	66	C	5	81.71	mVDC	6	0.8996
		7	97.77	mVDC	8	1.0234	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	26	24	6/26/2007					
		1	76.1	C	2	69.9	C	3	70.3
		4	66.2	C	5	81.11	mVDC	6	0.8991
		7	97.27	mVDC	8	1.0224	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	26	29	6/26/2007					
		1	76.5	C	2	70.2	C	3	70.6
		4	66.3	C	5	80.57	mVDC	6	0.8986
		7	96.97	mVDC	8	1.023	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	26	34	6/26/2007					
		1	76.9	C	2	70.4	C	3	70.8
		4	66.5	C	5	79.74	mVDC	6	0.8985
		7	96.41	mVDC	8	1.0227	VDC		
ALM		15	DIO	255	TOTAL	0			

	16	26	39	6/26/2007						
		1	77.2	C	2	70.7	C	3	71	C
		4	66.6	C	5	79.02	mVDC	6	0.8984	VDC
		7	95.58	mVDC	8	1.023	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	26	44	6/26/2007						
		1	77.5	C	2	70.9	C	3	71.3	C
		4	66.8	C	5	78.33	mVDC	6	0.8984	VDC
		7	94.51	mVDC	8	1.0228	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	26	49	6/26/2007						
		1	77.9	C	2	71.2	C	3	71.5	C
		4	66.9	C	5	77.47	mVDC	6	0.898	VDC
		7	93.81	mVDC	8	1.0219	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	26	54	6/26/2007						
		1	78.2	C	2	71.4	C	3	71.7	C
		4	67.1	C	5	76.45	mVDC	6	0.8978	VDC
		7	92.79	mVDC	8	1.0218	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	26	59	6/26/2007						
		1	78.5	C	2	71.6	C	3	71.9	C
		4	67.2	C	5	75.71	mVDC	6	0.8974	VDC
		7	91.86	mVDC	8	1.0213	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	27	4	6/26/2007						
		1	78.8	C	2	71.9	C	3	72.1	C
		4	67.3	C	5	75.37	mVDC	6	0.8973	VDC
		7	90.36	mVDC	8	1.0192	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	27	9	6/26/2007						
		1	79.1	C	2	72.1	C	3	72.2	C
		4	67.5	C	5	74.54	mVDC	6	0.897	VDC
		7	89.12	mVDC	8	1.0183	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	27	14	6/26/2007						
		1	79.5	C	2	OTC	C	3	72.5	C
		4	OTC	C	5	73.84	mVDC	6	0.8968	VDC
		7	87.87	mVDC	8	1.021	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	27	19	6/26/2007						
		1	79.6	C	2	OTC	C	3	OTC	C
		4	67.8	C	5	73.01	mVDC	6	0.8969	VDC
		7	85.74	mVDC	8	1.0221	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	27	24	6/26/2007						
		1	79.7	C	2	72.8	C	3	OTC	C
		4	67.7	C	5	72.71	mVDC	6	0.8966	VDC
		7	84.26	mVDC	8	1.0228	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	27	29	6/26/2007						
		1	80.2	C	2	72.8	C	3	72.9	C
		4	68	C	5	72.57	mVDC	6	0.8964	VDC
		7	83.87	mVDC	8	1.0226	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	27	34	6/26/2007						
		1	80.3	C	2	73.4	C	3	73	C
		4	OTC	C	5	72.19	mVDC	6	0.8962	VDC
		7	83.19	mVDC	8	1.0225	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	27	39	6/26/2007						

		1	80.6 C		2	73.4 C		3	73.2 C
		4	68.2 C		5	71.42 mVDC		6	0.8959 VDC
		7	82.54 mVDC		8	1.0221 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	27	44 6/26/2007						
		1	80.8 C		2	73.5 C		3	73.3 C
		4	68.4 C		5	70.9 mVDC		6	0.8958 VDC
		7	81.65 mVDC		8	1.0226 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	27	49 6/26/2007						
		1	81 C		2	73.7 C		3	73.4 C
		4	68.5 C		5	70.71 mVDC		6	0.8958 VDC
		7	81.02 mVDC		8	1.0215 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	27	54 6/26/2007						
		1	81.2 C		2	73.9 C		3	73.6 C
		4	68.5 C		5	70.53 mVDC		6	0.8956 VDC
		7	80.15 mVDC		8	1.0197 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	27	59 6/26/2007						
		1	81.4 C		2	74 C		3	73.8 C
		4	68.6 C		5	70.28 mVDC		6	0.8955 VDC
		7	80.39 mVDC		8	1.0213 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	28	4 6/26/2007						
		1	81.7 C		2	74.2 C		3 OTC C	
		4	68.7 C		5	69.93 mVDC		6	0.8955 VDC
		7	80.38 mVDC		8	1.0213 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	28	9 6/26/2007						
		1	81.8 C		2	74.4 C		3	74 C
		4	68.8 C		5	69.73 mVDC		6	0.8956 VDC
		7	79.88 mVDC		8	1.0208 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	28	14 6/26/2007						
		1	82 C		2	74.5 C		3	74.1 C
		4	69 C		5	69.53 mVDC		6	0.8957 VDC
		7	79.4 mVDC		8	1.0211 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	28	19 6/26/2007						
		1	82.1 C		2	74.7 C		3	74.2 C
		4	69 C		5	69.22 mVDC		6	0.8956 VDC
		7	79.19 mVDC		8	1.0202 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	28	24 6/26/2007						
		1	82.3 C		2	74.9 C		3	74.3 C
		4	69.1 C		5	68.93 mVDC		6	0.8954 VDC
		7	79.29 mVDC		8	1.02 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	28	29 6/26/2007						
		1	82.4 C		2	75 C		3	74.4 C
		4	69.2 C		5	68.74 mVDC		6	0.8953 VDC
		7	79.19 mVDC		8	1.0201 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	28	34 6/26/2007						
		1	82.6 C		2	75.1 C		3	74.5 C
		4	69.3 C		5	68.51 mVDC		6	0.8952 VDC
		7	79.05 mVDC		8	1.0204 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	28	39 6/26/2007						
		1	82.7 C		2	75.3 C		3	74.6 C

		4	69.4 C	5	68.23 mVDC	6	0.8953 VDC
		7	78.66 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	28	44 6/26/2007				
		1	82.9 C	2	75.4 C	3	74.8 C
		4	69.5 C	5	15.84 VDC	6	0.08 mVDC
		7	15.83 VDC	8	0.07 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	28	49 6/26/2007				
		1	81.2 C	2	75.5 C	3	74.4 C
		4	69.4 C	5	15.839 VDC	6	0.01 mVDC
		7	15.832 VDC	8	0.04 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	28	54 6/26/2007				
		1	80.4 C	2	75.4 C	3	73.9 C
		4	69.3 C	5	15.839 VDC	6	0 mVDC
		7	15.833 VDC	8	0.04 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	28	59 6/26/2007				
		1	79.7 C	2	75.2 C	3	73.4 C
		4	69.2 C	5	15.84 VDC	6	0 mVDC
		7	15.833 VDC	8	0.04 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	29	4 6/26/2007				
		1	79.1 C	2	74.9 C	3	72.9 C
		4	69.1 C	5	15.84 VDC	6	0 mVDC
		7	15.833 VDC	8	0.03 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	29	9 6/26/2007				
		1	78.4 C	2	74.5 C	3	72.5 C
		4	68.9 C	5	15.84 VDC	6	0 mVDC
		7	15.833 VDC	8	0.03 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	29	14 6/26/2007				
		1	77.8 C	2	74.1 C	3	72.1 C
		4	68.7 C	5	15.84 VDC	6	0 mVDC
		7	15.834 VDC	8	0.03 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	29	19 6/26/2007				
		1	77.1 C	2	73.7 C	3	71.7 C
		4	68.5 C	5	15.84 VDC	6	0 mVDC
		7	15.834 VDC	8	0.03 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	29	24 6/26/2007				
		1	76.5 C	2	73.3 C	3	71.3 C
		4	68.2 C	5	15.841 VDC	6	0 mVDC
		7	15.834 VDC	8	0.03 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	29	29 6/26/2007				
		1	75.8 C	2	72.8 C	3	70.9 C
		4	68 C	5	15.841 VDC	6	0 mVDC
		7	15.834 VDC	8	0.03 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	29	34 6/26/2007				
		1	75.3 C	2	72.4 C	3	70.5 C
		4	67.8 C	5	15.841 VDC	6	0 mVDC
		7	15.834 VDC	8	0.03 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	29	39 6/26/2007				
		1 OTC	C	2	71.9 C	3	70.1 C
		4	67.5 C	5	15.841 VDC	6	0 mVDC

ALM	7	15.835 VDC	8	0.03 mVDC		
	15 DIO		255 TOTAL	0		
	16	29	44	6/26/2007		
		1	73.9 C	2	71.5 C	3
		4	67.3 C	5	15.841 VDC	6
		7	15.835 VDC	8	0.03 mVDC	
ALM	15 DIO		255 TOTAL	0		
	16	29	49	6/26/2007		
		1	73.4 C	2 OTC	C	3
		4	67.1 C	5	15.841 VDC	6
		7	15.835 VDC	8	0.03 mVDC	
ALM	15 DIO		255 TOTAL	0		
	16	29	54	6/26/2007		
		1	72.8 C	2	70.6 C	3
		4	66.8 C	5	15.842 VDC	6
		7	15.835 VDC	8	0.03 mVDC	
ALM	15 DIO		255 TOTAL	0		
	16	29	59	6/26/2007		
		1	72.2 C	2	70.1 C	3
		4	66.6 C	5	15.842 VDC	6
		7	15.835 VDC	8	0.03 mVDC	
ALM	15 DIO		255 TOTAL	0		
	16	30	4	6/26/2007		
		1	71.7 C	2	69.6 C	3
		4	66.4 C	5	15.842 VDC	6
		7	15.835 VDC	8	1.1667 VDC	
ALM	15 DIO		255 TOTAL	0		
	16	30	9	6/26/2007		
		1	72.9 C	2	69.3 C	3
		4	66.2 C	5	76.22 mVDC	6
		7	106.08 mVDC	8	1.0275 VDC	
ALM	15 DIO		255 TOTAL	0		
	16	30	14	6/26/2007		
		1	73.2 C	2	69 C	3
		4	66.2 C	5	75.4 mVDC	6
		7	110.18 mVDC	8	1.0246 VDC	
ALM	15 DIO		255 TOTAL	0		
	16	30	19	6/26/2007		
		1	73.5 C	2	69 C	3
		4	66.2 C	5	74.7 mVDC	6
		7	111.04 mVDC	8	1.0228 VDC	
ALM	15 DIO		255 TOTAL	0		
	16	30	24	6/26/2007		
		1	73.8 C	2	69 C	3
		4	66.3 C	5	76.21 mVDC	6
		7	110.08 mVDC	8	1.0218 VDC	
ALM	15 DIO		255 TOTAL	0		
	16	30	29	6/26/2007		
		1	74.1 C	2	69.1 C	3
		4	66.3 C	5	77.63 mVDC	6
		7	109.96 mVDC	8	1.0223 VDC	
ALM	15 DIO		255 TOTAL	0		
	16	30	34	6/26/2007		
		1	74.4 C	2	69.1 C	3
		4	66.3 C	5	78.64 mVDC	6
		7	109.7 mVDC	8	1.0221 VDC	
ALM	15 DIO		255 TOTAL	0		
	16	30	39	6/26/2007		
		1	74.9 C	2 OTC	C	3 OTC
		4	66.5 C	5	79.19 mVDC	6
		7	109.46 mVDC	8	1.0218 VDC	

ALM		15 DIO	255 TOTAL	0		
	16	30	44 6/26/2007			
		1	75.2 C	2	69.5 C	3 70.4 C
		4	66.6 C	5	79.01 mVDC	6 0.8983 VDC
		7	108.93 mVDC	8	1.0217 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	30	49 6/26/2007			
		1	75.5 C	2	69.7 C	3 70.7 C
		4	66.8 C	5	79.56 mVDC	6 0.8978 VDC
		7	108.98 mVDC	8	1.0209 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	30	54 6/26/2007			
		1	75.9 C	2	70 C	3 71 C
		4	66.9 C	5	80.15 mVDC	6 0.8975 VDC
		7	109.55 mVDC	8	1.0214 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	30	59 6/26/2007			
		1	76.3 C	2	70.2 C	3 71.2 C
		4	67.1 C	5	80.93 mVDC	6 0.8972 VDC
		7	110.84 mVDC	8	1.021 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	31	4 6/26/2007			
		1	76.6 C	2	70.4 C	3 71.5 C
		4	67.2 C	5	81.97 mVDC	6 0.8971 VDC
		7	112.43 mVDC	8	1.0205 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	31	9 6/26/2007			
		1	77 C	2	70.7 C	3 71.7 C
		4	67.4 C	5	82.76 mVDC	6 0.8969 VDC
		7	113.65 mVDC	8	1.0202 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	31	14 6/26/2007			
		1	77.3 C	2 OTC C		3 71.9 C
		4	67.6 C	5	83.59 mVDC	6 0.8966 VDC
		7	115.12 mVDC	8	1.0198 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	31	19 6/26/2007			
		1	77.7 C	2	71.2 C	3 OTC C
		4	67.7 C	5	84.89 mVDC	6 0.8964 VDC
		7	116.71 mVDC	8	1.02 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	31	24 6/26/2007			
		1	78 C	2	71.5 C	3 72.5 C
		4	67.9 C	5	85.77 mVDC	6 0.8963 VDC
		7	117.28 mVDC	8	1.0169 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	31	29 6/26/2007			
		1	78.4 C	2	71.7 C	3 72.7 C
		4	68.1 C	5	85.99 mVDC	6 0.8961 VDC
		7	118.19 mVDC	8	1.0152 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	31	34 6/26/2007			
		1	78.7 C	2	72 C	3 72.9 C
		4	68.2 C	5	86.11 mVDC	6 0.8959 VDC
		7	120.89 mVDC	8	1.0179 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	31	39 6/26/2007			
		1	79 C	2	72.2 C	3 73.2 C
		4	68.4 C	5	86.15 mVDC	6 0.8956 VDC
		7	122.4 mVDC	8	1.0178 VDC	
ALM		15 DIO	255 TOTAL	0		

	16	31	44	6/26/2007					
		1	79.4	C	2	72.4	C	3	73.4
		4	68.5	C	5	85.33	mVDC	6	0.8954
		7	120.91	mVDC	8	1.0178	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	31	49	6/26/2007					
		1	79.7	C	2	72.8	C	3	73.6
		4	68.7	C	5	84.58	mVDC	6	0.8953
		7	118.13	mVDC	8	1.0156	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	31	54	6/26/2007					
		1	80	C	2	73	C	3	73.8
		4	68.9	C	5	84.22	mVDC	6	0.8951
		7	116.83	mVDC	8	1.0183	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	31	59	6/26/2007					
		1	80.3	C	2	73.1	C	3	74.1
		4	68.9	C	5	83.7	mVDC	6	0.8949
		7	114.37	mVDC	8	1.0172	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	32	4	6/26/2007					
		1	80.5	C	2	73.5	C	3	74.3
		4	OTC	C	5	83.34	mVDC	6	0.8947
		7	112.39	mVDC	8	1.0186	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	32	9	6/26/2007					
		1	80.8	C	2	73.7	C	3	OTC
		4	69.3	C	5	82.77	mVDC	6	0.8942
		7	110.85	mVDC	8	1.018	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	32	14	6/26/2007					
		1	81.1	C	2	OTC	C	3	OTC
		4	OTC	C	5	82.1	mVDC	6	0.8942
		7	109.92	mVDC	8	1.0196	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	32	19	6/26/2007					
		1	81.3	C	2	OTC	C	3	OTC
		4	69.6	C	5	81.6	mVDC	6	0.8939
		7	108.47	mVDC	8	1.0185	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	32	24	6/26/2007					
		1	81.5	C	2	74.4	C	3	75
		4	69.7	C	5	81.19	mVDC	6	0.8936
		7	107.47	mVDC	8	1.0192	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	32	29	6/26/2007					
		1	81.9	C	2	74.5	C	3	75.2
		4	69.9	C	5	80.78	mVDC	6	0.8936
		7	106.19	mVDC	8	1.0186	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	32	34	6/26/2007					
		1	82.1	C	2	74.8	C	3	75.3
		4	70	C	5	80.3	mVDC	6	0.8936
		7	105.8	mVDC	8	1.0178	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	32	39	6/26/2007					
		1	82.3	C	2	75	C	3	75.4
		4	70.1	C	5	79.86	mVDC	6	0.8935
		7	105.48	mVDC	8	1.0178	VDC		
ALM		15	DIO	255	TOTAL	0			

	16	32	44	6/26/2007						
		1	82.5	C	2	75.2	C	3	75.5	C
		4	70.2	C	5	79.37	mVDC	6	0.8934	VDC
		7	105.08	mVDC	8	1.0178	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	32	49	6/26/2007						
		1	82.7	C	2	75.4	C	3	75.8	C
		4	OTC	C	5	79.05	mVDC	6	0.8932	VDC
		7	104.57	mVDC	8	1.018	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	32	54	6/26/2007						
		1	83	C	2	OTC	C	3	76	C
		4	70.4	C	5	78.69	mVDC	6	0.8928	VDC
		7	103.86	mVDC	8	1.0177	VDC			
ALM		15	DIO		255	TOTAL	0			
	16	32	59	6/26/2007						
		1	81.7	C	2	75.7	C	3	75.8	C
		4	OTC	C	5	15.84	VDC	6	0.04	mVDC
		7	15.832	VDC	8	0.04	mVDC			
ALM		15	DIO		255	TOTAL	0			
	16	33	4	6/26/2007						
		1	81	C	2	75.8	C	3	75.3	C
		4	70.4	C	5	15.84	VDC	6	0.02	mVDC
		7	15.833	VDC	8	0.03	mVDC			
ALM		15	DIO		255	TOTAL	0			
	16	33	9	6/26/2007						
		1	OTC	C	2	75.6	C	3	74.8	C
		4	OTC	C	5	15.841	VDC	6	0.01	mVDC
		7	15.834	VDC	8	0.03	mVDC			
ALM		15	DIO		255	TOTAL	0			
	16	33	14	6/26/2007						
		1	79.6	C	2	75.4	C	3	74.4	C
		4	70.1	C	5	15.841	VDC	6	0.01	mVDC
		7	15.834	VDC	8	0.04	mVDC			
ALM		15	DIO		255	TOTAL	0			
	16	33	19	6/26/2007						
		1	79	C	2	75.1	C	3	73.9	C
		4	70	C	5	15.841	VDC	6	0.01	mVDC
		7	15.834	VDC	8	0.03	mVDC			
ALM		15	DIO		255	TOTAL	0			
	16	33	24	6/26/2007						
		1	78.3	C	2	74.7	C	3	73.4	C
		4	OTC	C	5	15.841	VDC	6	0.01	mVDC
		7	15.834	VDC	8	0.03	mVDC			
ALM		15	DIO		255	TOTAL	0			
	16	33	29	6/26/2007						
		1	77.7	C	2	74.3	C	3	72.9	C
		4	69.6	C	5	15.841	VDC	6	0.01	mVDC
		7	15.835	VDC	8	0.02	mVDC			
ALM		15	DIO		255	TOTAL	0			
	16	33	34	6/26/2007						
		1	77	C	2	73.9	C	3	72.6	C
		4	OTC	C	5	15.842	VDC	6	0.01	mVDC
		7	15.835	VDC	8	0.03	mVDC			
ALM		15	DIO		255	TOTAL	0			
	16	33	39	6/26/2007						
		1	OTC	C	2	73.5	C	3	72.1	C
		4	OTC	C	5	15.842	VDC	6	0	mVDC
		7	15.835	VDC	8	0.02	mVDC			
ALM		15	DIO		255	TOTAL	0			
	16	33	44	6/26/2007						

		1	75.7 C		2	OTC	C		3	71.6 C
		4	68.8 C		5	15.842	VDC		6	0.01 mVDC
		7	15.835	VDC	8	0.02	mVDC			
ALM		15	DIO	255	TOTAL	0				
	16	33	49	6/26/2007						
		1	75.2 C		2	72.7 C		3	71.2 C	
		4	OTC	C	5	15.842	VDC	6	0	mVDC
		7	15.836	VDC	8	0.02	mVDC			
ALM		15	DIO	255	TOTAL	0				
	16	33	54	6/26/2007						
		1	74.5 C		2	72.1 C		3	70.8 C	
		4	68.4 C		5	15.843	VDC	6	0.01	mVDC
		7	15.836	VDC	8	0.03	mVDC			
ALM		15	DIO	255	TOTAL	0				
	16	33	59	6/26/2007						
		1	74 C		2	71.7 C		3	OTC	C
		4	68.1 C		5	80.31	mVDC	6	0.9138	VDC
		7	123.9	mVDC	8	1.0332	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	34	4	6/26/2007						
		1	75.3 C		2	OTC	C	3	OTC	C
		4	67.9 C		5	78.17	mVDC	6	0.9023	VDC
		7	122.7	mVDC	8	1.0263	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	34	9	6/26/2007						
		1	75.6 C		2	71 C		3	70.9 C	
		4	67.9 C		5	78.11	mVDC	6	0.9007	VDC
		7	126.5	mVDC	8	1.0234	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	34	14	6/26/2007						
		1	75.8 C		2	OTC	C	3	70.9 C	
		4	67.9 C		5	78.87	mVDC	6	0.8992	VDC
		7	122.81	mVDC	8	1.023	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	34	19	6/26/2007						
		1	76.1 C		2	OTC	C	3	71.3 C	
		4	OTC	C	5	79.1	mVDC	6	0.8991	VDC
		7	118.27	mVDC	8	1.0215	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	34	24	6/26/2007						
		1	76.4 C		2	OTC	C	3	71.8 C	
		4	67.9 C		5	79.41	mVDC	6	0.8979	VDC
		7	115.98	mVDC	8	1.0218	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	34	29	6/26/2007						
		1	76.7 C		2	71.1 C		3	72 C	
		4	68.1 C		5	80.06	mVDC	6	0.8975	VDC
		7	113.84	mVDC	8	1.0214	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	34	34	6/26/2007						
		1	76.9 C		2	71.3 C		3	72.3 C	
		4	68.2 C		5	82.22	mVDC	6	0.8971	VDC
		7	112.27	mVDC	8	1.0219	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	34	39	6/26/2007						
		1	77.3 C		2	71.4 C		3	72.5 C	
		4	68.3 C		5	84.36	mVDC	6	0.8967	VDC
		7	112.24	mVDC	8	1.0219	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	34	44	6/26/2007						
		1	77.6 C		2	71.7 C		3	72.8 C	

		4	68.5 C	5	85.35 mVDC	6	0.8964 VDC
		7	111.9 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	34	49 6/26/2007				
		1	77.9 C	2	71.8 C	3	73 C
		4	68.6 C	5	85.41 mVDC	6	0.896 VDC
		7	111.28 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	34	54 6/26/2007				
		1	78.3 C	2	72.1 C	3	73.2 C
		4	68.7 C	5	85.07 mVDC	6	0.8956 VDC
		7	111.73 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	34	59 6/26/2007				
		1	78.6 C	2	72.3 C	3	73.4 C
		4	68.9 C	5	84.74 mVDC	6	0.8955 VDC
		7	112.52 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	35	4 6/26/2007				
		1	79 C	2	72.5 C	3	73.7 C
		4	69 C	5	84.48 mVDC	6	0.8951 VDC
		7	112.14 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	35	9 6/26/2007				
		1	79.3 C	2	72.7 C	3	73.9 C
		4	69.1 C	5	86.04 mVDC	6	0.8949 VDC
		7	111.04 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	35	14 6/26/2007				
		1	79.6 C	2	73 C	3	74.1 C
		4	69.2 C	5	86.2 mVDC	6	0.8949 VDC
		7	110.55 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	35	19 6/26/2007				
		1	79.9 C	2	73.2 C	3	74.3 C
		4	69.4 C	5	86.25 mVDC	6	0.8949 VDC
		7	110.63 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	35	24 6/26/2007				
		1	80.3 C	2	73.5 C	3	74.5 C
		4	69.5 C	5	86.48 mVDC	6	0.8949 VDC
		7	108.83 mVDC	8	1.0172 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	35	29 6/26/2007				
		1	80.6 C	2	73.7 C	3	74.6 C
		4	69.7 C	5	86.75 mVDC	6	0.8948 VDC
		7	107.48 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	35	34 6/26/2007				
		1	80.8 C	2	74 C	3	74.9 C
		4	69.8 C	5	86.72 mVDC	6	0.8943 VDC
		7	105.87 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	35	39 6/26/2007				
		1	81.2 C	2	74.2 C	3	75 C
		4	69.9 C	5	86.39 mVDC	6	0.8944 VDC
		7	105.92 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	35	44 6/26/2007				
		1	81.4 C	2	74.4 C	3	75.2 C
		4	70 C	5	86.17 mVDC	6	0.8941 VDC

		7	105.13 mVDC	8	1.0207 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	35	49 6/26/2007				
		1	81.7 C	2	74.6 C	3	75.4 C
		4	70.2 C	5	86.22 mVDC	6	0.8942 VDC
		7	103.35 mVDC	8	1.0202 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	35	54 6/26/2007				
		1	82 C	2	74.8 C	3	75.5 C
		4	OTC C	5	86.41 mVDC	6	0.8936 VDC
		7	101.7 mVDC	8	1.0204 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	35	59 6/26/2007				
		1	82.1 C	2	75.1 C	3	75.6 C
		4	70.4 C	5	86.63 mVDC	6	0.8938 VDC
		7	100.15 mVDC	8	1.0199 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	36	4 6/26/2007				
		1	82.5 C	2	75.1 C	3	75.8 C
		4	70.5 C	5	86.38 mVDC	6	0.8944 VDC
		7	98.23 mVDC	8	1.02 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	36	9 6/26/2007				
		1	82.6 C	2	75.5 C	3	76 C
		4	70.6 C	5	86.82 mVDC	6	0.8938 VDC
		7	96.23 mVDC	8	1.0194 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	36	14 6/26/2007				
		1	82.9 C	2	75.7 C	3	76 C
		4	70.7 C	5	87.28 mVDC	6	0.8935 VDC
		7	93.83 mVDC	8	1.0188 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	36	19 6/26/2007				
		1	83.2 C	2	75.8 C	3	76.2 C
		4	70.8 C	5	86.96 mVDC	6	0.894 VDC
		7	91.52 mVDC	8	1.0202 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	36	24 6/26/2007				
		1	83.4 C	2	76 C	3	76.3 C
		4	70.9 C	5	86.76 mVDC	6	0.8936 VDC
		7	89.99 mVDC	8	1.0201 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	36	29 6/26/2007				
		1	83.6 C	2	76.2 C	3	76.4 C
		4	71 C	5	86.25 mVDC	6	0.8939 VDC
		7	89.08 mVDC	8	1.0194 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	36	34 6/26/2007				
		1	83.8 C	2	76.4 C	3	76.5 C
		4	71.1 C	5	86.1 mVDC	6	0.8934 VDC
		7	88.23 mVDC	8	1.0188 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	36	39 6/26/2007				
		1	84 C	2	76.6 C	3	76.6 C
		4	71.2 C	5	86.05 mVDC	6	0.8935 VDC
		7	87.78 mVDC	8	1.0202 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	36	44 6/26/2007				
		1	84.3 C	2	76.7 C	3	76.7 C
		4	71.3 C	5	85.99 mVDC	6	0.8934 VDC
		7	87.18 mVDC	8	1.0199 VDC		

ALM		15 DIO	255 TOTAL	0		
	16	36	49 6/26/2007			
		1	84.4 C	2	76.9 C	3 76.7 C
		4	71.4 C	5	85.86 mVDC	6 0.8937 VDC
		7	86.76 mVDC	8	1.0194 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	36	54 6/26/2007			
		1 OTC	C	2	77 C	3 76.8 C
		4	71.4 C	5	85.36 mVDC	6 0.8933 VDC
		7	86.37 mVDC	8	1.0197 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	36	59 6/26/2007			
		1	84.7 C	2	77.3 C	3 76.9 C
		4	71.5 C	5	85.42 mVDC	6 0.8935 VDC
		7	86.2 mVDC	8	1.0196 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	37	4 6/26/2007			
		1	85 C	2	77.3 C	3 77 C
		4	71.6 C	5	85.4 mVDC	6 0.8934 VDC
		7	86 mVDC	8	1.0199 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	37	9 6/26/2007			
		1	85.2 C	2	77.5 C	3 77.1 C
		4	71.6 C	5	85.52 mVDC	6 0.8933 VDC
		7	85.69 mVDC	8	1.0196 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	37	14 6/26/2007			
		1	85.3 C	2	77.7 C	3 77.2 C
		4	71.7 C	5	85.77 mVDC	6 0.8933 VDC
		7	85.5 mVDC	8	1.0196 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	37	19 6/26/2007			
		1	85.5 C	2	77.8 C	3 77.3 C
		4	71.8 C	5	86.02 mVDC	6 0.8929 VDC
		7	85.16 mVDC	8	1.0194 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	37	24 6/26/2007			
		1	85.7 C	2	77.9 C	3 77.4 C
		4	71.8 C	5	86.44 mVDC	6 0.8929 VDC
		7	85 mVDC	8	1.0194 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	37	29 6/26/2007			
		1	85.8 C	2	78.1 C	3 77.4 C
		4	71.9 C	5	86.57 mVDC	6 0.8929 VDC
		7	84.81 mVDC	8	1.0194 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	37	34 6/26/2007			
		1	86 C	2	78.2 C	3 77.5 C
		4	71.9 C	5	86.57 mVDC	6 0.8927 VDC
		7	84.49 mVDC	8	1.0195 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	37	39 6/26/2007			
		1	86.2 C	2	78.4 C	3 77.5 C
		4	72.2 C	5	86.4 mVDC	6 0.8927 VDC
		7	83.97 mVDC	8	1.02 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	37	44 6/26/2007			
		1	86.4 C	2	78.3 C	3 77.7 C
		4	72.1 C	5	86.16 mVDC	6 0.8925 VDC
		7	83.51 mVDC	8	1.0213 VDC	
ALM		15 DIO	255 TOTAL	0		

	16	37	49	6/26/2007					
		1	86.4	C	2	78.6	C	3	77.7
		4	72.1	C	5	86.16	mVDC	6	0.8925
		7	83.17	mVDC	8	1.0212	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	37	54	6/26/2007					
		1	86.6	C	2	78.7	C	3	77.7
		4	72.2	C	5	86.33	mVDC	6	0.8927
		7	82.86	mVDC	8	1.0212	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	37	59	6/26/2007					
		1	86.7	C	2	78.8	C	3	77.8
		4	72.2	C	5	86.06	mVDC	6	0.8929
		7	82.66	mVDC	8	1.0212	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	38	4	6/26/2007					
		1	86.9	C	2	78.8	C	3	78.1
		4	72.2	C	5	85.79	mVDC	6	0.893
		7	82.42	mVDC	8	1.0208	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	38	9	6/26/2007					
		1	87	C	2	78.9	C	3	78.1
		4	72.2	C	5	85.59	mVDC	6	0.8929
		7	82.17	mVDC	8	1.0194	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	38	14	6/26/2007					
		1	87.1	C	2	79.1	C	3	78.1
		4	72.4	C	5	85.28	mVDC	6	0.8928
		7	81.98	mVDC	8	1.0189	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	38	19	6/26/2007					
		1	87.2	C	2	79.3	C	3	78
		4	72.4	C	5	85.02	mVDC	6	0.893
		7	81.87	mVDC	8	1.0186	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	38	24	6/26/2007					
		1	87.4	C	2	79.4	C	3	78.2
		4	72.4	C	5	84.74	mVDC	6	0.893
		7	81.73	mVDC	8	1.0194	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	38	29	6/26/2007					
		1	87.6	C	2	79.5	C	3	78.3
		4	72.5	C	5	84.46	mVDC	6	0.8928
		7	81.26	mVDC	8	1.0189	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	38	34	6/26/2007					
		1	87.6	C	2	79.6	C	3	78.3
		4	72.6	C	5	84.28	mVDC	6	0.8928
		7	80.95	mVDC	8	1.0193	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	38	39	6/26/2007					
		1	87.7	C	2	79.7	C	3	78.3
		4	72.6	C	5	84.08	mVDC	6	0.8928
		7	80.65	mVDC	8	1.0196	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	38	44	6/26/2007					
		1	87.8	C	2	79.8	C	3	78.3
		4	72.7	C	5	83.59	mVDC	6	0.8928
		7	80.28	mVDC	8	1.0195	VDC		
ALM		15	DIO	255	TOTAL	0			

	16	38	49	6/26/2007						
		1	87.9	C	2	79.9	C	3	78.4	C
		4	72.7	C	5	83.4	mVDC	6	0.8928	VDC
		7	80	mVDC	8	1.019	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	38	54	6/26/2007						
		1	88	C	2	80	C	3	78.5	C
		4	72.7	C	5	83.19	mVDC	6	0.893	VDC
		7	79.78	mVDC	8	1.0197	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	38	59	6/26/2007						
		1	88.2	C	2	80.1	C	3	78.5	C
		4	72.8	C	5	82.83	mVDC	6	0.893	VDC
		7	79.56	mVDC	8	1.0194	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	39	4	6/26/2007						
		1	88.2	C	2	80.2	C	3	78.6	C
		4	72.8	C	5	82.51	mVDC	6	0.893	VDC
		7	79.4	mVDC	8	1.0189	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	39	9	6/26/2007						
		1	88.3	C	2	80.2	C	3	78.7	C
		4	72.9	C	5	82.3	mVDC	6	0.8928	VDC
		7	79.18	mVDC	8	1.019	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	39	14	6/26/2007						
		1	88.4	C	2	80.3	C	3	78.7	C
		4	72.9	C	5	82.22	mVDC	6	0.8929	VDC
		7	79.02	mVDC	8	1.0195	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	39	19	6/26/2007						
		1	88.5	C	2	80.4	C	3	78.8	C
		4	73	C	5	82.11	mVDC	6	0.8928	VDC
		7	78.8	mVDC	8	1.0187	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	39	24	6/26/2007						
		1	88.6	C	2	80.5	C	3	78.8	C
		4	73.1	C	5	81.98	mVDC	6	0.8928	VDC
		7	78.53	mVDC	8	1.0186	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	39	29	6/26/2007						
		1	88.6	C	2	80.7	C	3	78.8	C
		4	73.1	C	5	81.8	mVDC	6	0.8925	VDC
		7	78.33	mVDC	8	1.0187	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	39	34	6/26/2007						
		1	88.8	C	2	80.7	C	3	OTC	C
		4	73.1	C	5	81.61	mVDC	6	0.8925	VDC
		7	78.28	mVDC	8	1.0205	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	39	39	6/26/2007						
		1	88.8	C	2	80.6	C	3	79	C
		4	73.1	C	5	81.54	mVDC	6	0.8922	VDC
		7	77.97	mVDC	8	1.0197	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	39	44	6/26/2007						
		1	88.9	C	2	80.8	C	3	79	C
		4	73.1	C	5	81.31	mVDC	6	0.8922	VDC
		7	77.7	mVDC	8	1.0195	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	39	49	6/26/2007						

		1	89 C	2	80.8 C	3	79 C
		4	73.1 C	5	81.2 mVDC	6	0.8923 VDC
		7	77.58 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	39	54 6/26/2007				
		1	89.1 C	2	80.9 C	3	79 C
		4	73.3 C	5	81 mVDC	6	0.8926 VDC
		7	77.48 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	39	59 6/26/2007				
		1	89.1 C	2	81 C	3	79.1 C
		4	73.3 C	5	80.85 mVDC	6	0.8923 VDC
		7	77.39 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	40	4 6/26/2007				
		1	89.1 C	2	81 C	3	79.1 C
		4	73.3 C	5	80.7 mVDC	6	0.8923 VDC
		7	77.26 mVDC	8	1.0185 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	40	9 6/26/2007				
		1	89.2 C	2	81.1 C	3	79.2 C
		4	73.3 C	5	80.44 mVDC	6	0.8918 VDC
		7	77.27 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	40	14 6/26/2007				
		1	89.3 C	2	81.2 C	3	79.2 C
		4	73.3 C	5	80.43 mVDC	6	0.8927 VDC
		7	77.11 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	40	19 6/26/2007				
		1	89.3 C	2	81.3 C	3	79.2 C
		4	73.4 C	5	80.26 mVDC	6	0.892 VDC
		7	77.01 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	40	24 6/26/2007				
		1	89.4 C	2	81.2 C	3	79.2 C
		4	73.4 C	5	80.04 mVDC	6	0.8917 VDC
		7	76.92 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	40	29 6/26/2007				
		1	89.5 C	2	81.4 C	3	79.3 C
		4	73.4 C	5	79.92 mVDC	6	0.8919 VDC
		7	76.82 mVDC	8	1.0189 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	40	34 6/26/2007				
		1	89.6 C	2	81.4 C	3	79.3 C
		4	73.5 C	5	79.82 mVDC	6	0.8916 VDC
		7	76.85 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	40	39 6/26/2007				
		1	89.6 C	2	81.5 C	3	79.4 C
		4	73.5 C	5	79.83 mVDC	6	0.8924 VDC
		7	76.83 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	40	44 6/26/2007				
		1	89.7 C	2	81.5 C	3	79.4 C
		4	73.5 C	5	79.72 mVDC	6	0.8915 VDC
		7	76.78 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	40	49 6/26/2007				
		1	89.7 C	2	81.6 C	3	79.4 C

		4	73.6 C		5	79.67 mVDC		6	0.8914 VDC
		7	76.63 mVDC		8	1.0192 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	40	54 6/26/2007						
		1	89.8 C		2	81.6 C		3	79.5 C
		4	73.6 C		5	79.61 mVDC		6	0.8911 VDC
		7	76.53 mVDC		8	1.0194 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	40	59 6/26/2007						
		1	89.8 C		2	81.6 C		3	79.5 C
		4	73.6 C		5	79.6 mVDC		6	0.8914 VDC
		7	76.43 mVDC		8	1.0193 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	41	4 6/26/2007						
		1	89.9 C		2	81.8 C		3	79.5 C
		4	73.7 C		5	79.58 mVDC		6	0.8915 VDC
		7	76.35 mVDC		8	1.0195 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	41	9 6/26/2007						
		1	90 C		2	81.8 C		3	79.5 C
		4	73.7 C		5	79.49 mVDC		6	0.8912 VDC
		7	76.32 mVDC		8	1.0194 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	41	14 6/26/2007						
		1	90 C		2	81.8 C		3	79.6 C
		4	73.7 C		5	79.37 mVDC		6	0.8909 VDC
		7	76.29 mVDC		8	1.0199 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	41	19 6/26/2007						
		1	90.1 C		2	81.9 C		3	79.6 C
		4	73.7 C		5	79.35 mVDC		6	0.8914 VDC
		7	76.14 mVDC		8	1.0192 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	41	24 6/26/2007						
		1	90.1 C		2	81.9 C		3	79.6 C
		4	73.8 C		5	79.35 mVDC		6	0.8914 VDC
		7	76.06 mVDC		8	1.019 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	41	29 6/26/2007						
		1	90.1 C		2	82 C		3	79.7 C
		4	73.8 C		5	79.28 mVDC		6	0.8912 VDC
		7	75.93 mVDC		8	1.0185 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	41	34 6/26/2007						
		1	90.2 C		2	82 C		3	79.7 C
		4	73.8 C		5	79.23 mVDC		6	0.8909 VDC
		7	75.92 mVDC		8	1.0187 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	41	39 6/26/2007						
		1	90.2 C		2	82.1 C		3	79.7 C
		4	73.9 C		5	79.28 mVDC		6	0.8927 VDC
		7	75.87 mVDC		8	1.018 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	41	44 6/26/2007						
		1	90.3 C		2	82.1 C		3	79.8 C
		4	73.9 C		5	79.12 mVDC		6	0.8917 VDC
		7	75.87 mVDC		8	1.0191 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	41	49 6/26/2007						
		1	90.3 C		2	82.1 C		3	79.8 C
		4	73.9 C		5	79.11 mVDC		6	0.8917 VDC

ALM		7	75.81 mVDC	8	1.019 VDC		
		15 DIO	255 TOTAL		0		
	16	41	54 6/26/2007				
		1	90.4 C	2	82.2 C	3	79.8 C
		4	73.9 C	5	79.04 mVDC	6	0.8917 VDC
ALM		7	75.73 mVDC	8	1.0194 VDC		
		15 DIO	255 TOTAL		0		
	16	41	59 6/26/2007				
		1	90.4 C	2	82.2 C	3	79.8 C
		4	73.9 C	5	78.96 mVDC	6	0.8916 VDC
ALM		7	75.66 mVDC	8	1.0195 VDC		
		15 DIO	255 TOTAL		0		
	16	42	4 6/26/2007				
		1	90.4 C	2	82.2 C	3	79.8 C
		4	74 C	5	78.87 mVDC	6	0.8914 VDC
ALM		7	75.56 mVDC	8	1.019 VDC		
		15 DIO	255 TOTAL		0		
	16	42	9 6/26/2007				
		1	90.5 C	2	82.3 C	3	79.9 C
		4	74 C	5	78.86 mVDC	6	0.8917 VDC
ALM		7	75.53 mVDC	8	1.0193 VDC		
		15 DIO	255 TOTAL		0		
	16	42	14 6/26/2007				
		1	90.5 C	2	82.3 C	3	79.9 C
		4	74 C	5	78.82 mVDC	6	0.8918 VDC
ALM		7	75.49 mVDC	8	1.0193 VDC		
		15 DIO	255 TOTAL		0		
	16	42	19 6/26/2007				
		1	90.6 C	2	82.3 C	3	79.9 C
		4	74 C	5	78.71 mVDC	6	0.8912 VDC
ALM		7	75.44 mVDC	8	1.0193 VDC		
		15 DIO	255 TOTAL		0		
	16	42	24 6/26/2007				
		1	90.6 C	2	82.4 C	3	79.9 C
		4	74 C	5	78.63 mVDC	6	0.8913 VDC
ALM		7	75.49 mVDC	8	1.02 VDC		
		15 DIO	255 TOTAL		0		
	16	42	29 6/26/2007				
		1	90.6 C	2	82.4 C	3	80 C
		4	74 C	5	78.56 mVDC	6	0.8912 VDC
ALM		7	75.42 mVDC	8	1.0194 VDC		
		15 DIO	255 TOTAL		0		
	16	42	34 6/26/2007				
		1	90.7 C	2	82.4 C	3	80 C
		4 OTC	C	5	78.59 mVDC	6	0.8914 VDC
ALM		7	75.41 mVDC	8	1.019 VDC		
		15 DIO	255 TOTAL		0		
	16	42	39 6/26/2007				
		1	90.7 C	2	82.5 C	3	80 C
		4	74.1 C	5	78.53 mVDC	6	0.891 VDC
ALM		7	75.39 mVDC	8	1.0189 VDC		
		15 DIO	255 TOTAL		0		
	16	42	44 6/26/2007				
		1	90.7 C	2	82.5 C	3	80.1 C
		4	74.1 C	5	78.48 mVDC	6	0.8909 VDC
ALM		7	75.37 mVDC	8	1.019 VDC		
		15 DIO	255 TOTAL		0		
	16	42	49 6/26/2007				
		1	90.8 C	2	82.6 C	3	80.1 C
		4	74.2 C	5	78.46 mVDC	6	0.891 VDC
		7	75.38 mVDC	8	1.0197 VDC		

ALM	15 DIO	255 TOTAL	0		
16	42	54 6/26/2007			
	1	90.8 C	2	82.6 C	3 80.1 C
	4	74.2 C	5	78.44 mVDC	6 0.8914 VDC
	7	75.39 mVDC	8	1.0198 VDC	
ALM	15 DIO	255 TOTAL	0		
16	42	59 6/26/2007			
	1	90.8 C	2	82.6 C	3 80.1 C
	4	74.2 C	5	78.37 mVDC	6 0.8912 VDC
	7	75.37 mVDC	8	1.0195 VDC	
ALM	15 DIO	255 TOTAL	0		
16	43	4 6/26/2007			
	1	90.9 C	2	82.7 C	3 80.2 C
	4	74.2 C	5	78.28 mVDC	6 0.8912 VDC
	7	75.34 mVDC	8	1.0195 VDC	
ALM	15 DIO	255 TOTAL	0		
16	43	9 6/26/2007			
	1	90.9 C	2	82.7 C	3 80.2 C
	4	74.3 C	5	78.22 mVDC	6 0.891 VDC
	7	75.39 mVDC	8	1.0202 VDC	
ALM	15 DIO	255 TOTAL	0		
16	43	14 6/26/2007			
	1	90.9 C	2	82.7 C	3 80.2 C
	4	74.3 C	5	78.19 mVDC	6 0.891 VDC
	7	75.38 mVDC	8	1.0204 VDC	
ALM	15 DIO	255 TOTAL	0		
16	43	19 6/26/2007			
	1	90.9 C	2	82.7 C	3 80.2 C
	4	74.3 C	5	78.14 mVDC	6 0.8908 VDC
	7	75.32 mVDC	8	1.0202 VDC	
ALM	15 DIO	255 TOTAL	0		
16	43	24 6/26/2007			
	1	91 C	2	82.8 C	3 80.3 C
	4 OTC	C	5	78.13 mVDC	6 0.891 VDC
	7	75.29 mVDC	8	1.0199 VDC	
ALM	15 DIO	255 TOTAL	0		
16	43	29 6/26/2007			
	1	91 C	2	82.8 C	3 80.3 C
	4	74.4 C	5	78.16 mVDC	6 0.891 VDC
	7	75.23 mVDC	8	1.0201 VDC	
ALM	15 DIO	255 TOTAL	0		
16	43	34 6/26/2007			
	1	91 C	2	82.8 C	3 80.4 C
	4	74.4 C	5	78.12 mVDC	6 0.891 VDC
	7	75.03 mVDC	8	1.0195 VDC	
ALM	15 DIO	255 TOTAL	0		
16	43	39 6/26/2007			
	1	91 C	2 OTC	C	3 80.3 C
	4	74.4 C	5	78.07 mVDC	6 0.8907 VDC
	7	75 mVDC	8	1.0199 VDC	
ALM	15 DIO	255 TOTAL	0		
16	43	44 6/26/2007			
	1	91.1 C	2	82.9 C	3 80.4 C
	4	74.4 C	5	78.08 mVDC	6 0.8909 VDC
	7	74.89 mVDC	8	1.0195 VDC	
ALM	15 DIO	255 TOTAL	0		
16	43	49 6/26/2007			
	1	91.1 C	2 OTC	C	3 80.4 C
	4	74.4 C	5	78.05 mVDC	6 0.8908 VDC
	7	74.79 mVDC	8	1.0195 VDC	
ALM	15 DIO	255 TOTAL	0		

	16	43	54	6/26/2007					
		1	91.1	C	2	83	C	3	80.4
		4	74.4	C	5	78.03	mVDC	6	0.891
		7	74.59	mVDC	8	1.0188	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	43	59	6/26/2007					
		1	91.2	C	2	83	C	3	80.5
		4	74.5	C	5	77.98	mVDC	6	0.8907
		7	74.53	mVDC	8	1.0199	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	44	4	6/26/2007					
		1	91.2	C	2	OTC	C	3	80.5
		4	74.5	C	5	77.94	mVDC	6	0.8907
		7	74.33	mVDC	8	1.0181	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	44	9	6/26/2007					
		1	91.2	C	2	83	C	3	80.5
		4	74.5	C	5	77.95	mVDC	6	0.8909
		7	74.22	mVDC	8	1.019	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	44	14	6/26/2007					
		1	91.2	C	2	83.1	C	3	80.5
		4	74.5	C	5	77.97	mVDC	6	0.891
		7	74.11	mVDC	8	1.0192	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	44	19	6/26/2007					
		1	91.3	C	2	83.1	C	3	80.5
		4	74.5	C	5	77.95	mVDC	6	0.8908
		7	74.03	mVDC	8	1.0192	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	44	24	6/26/2007					
		1	91.3	C	2	83.1	C	3	80.6
		4	74.6	C	5	77.96	mVDC	6	0.8909
		7	73.93	mVDC	8	1.0176	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	44	29	6/26/2007					
		1	91.3	C	2	83.2	C	3	80.6
		4	74.6	C	5	77.97	mVDC	6	0.8909
		7	73.96	mVDC	8	1.0194	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	44	34	6/26/2007					
		1	91.4	C	2	83.2	C	3	80.6
		4	74.6	C	5	77.96	mVDC	6	0.891
		7	73.79	mVDC	8	1.0178	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	44	39	6/26/2007					
		1	91.4	C	2	83.2	C	3	80.6
		4	74.6	C	5	77.98	mVDC	6	0.891
		7	73.87	mVDC	8	1.02	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	44	44	6/26/2007					
		1	91.4	C	2	83.2	C	3	80.6
		4	74.7	C	5	77.98	mVDC	6	0.8911
		7	73.74	mVDC	8	1.0188	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	44	49	6/26/2007					
		1	91.5	C	2	OTC	C	3	80.6
		4	74.7	C	5	77.97	mVDC	6	0.891
		7	73.7	mVDC	8	1.0193	VDC		
ALM		15	DIO	255	TOTAL	0			

	16	44	54	6/26/2007						
		1	91.5	C	2	83.3	C	3	80.7	C
		4	OTC	C	5	77.94	mVDC	6	0.8903	VDC
		7	73.6	mVDC	8	0.13	mVDC			
ALM		15	DIO	255	TOTAL	0				
	16	44	59	6/26/2007						
		1	89.8	C	2	83.3	C	3	80.3	C
		4	74.6	C	5	15.838	VDC	6	0.04	mVDC
		7	15.829	VDC	8	0.05	mVDC			
ALM		15	DIO	255	TOTAL	0				
	16	45	4	6/26/2007						
		1	88.9	C	2	83.1	C	3	79.7	C
		4	74.5	C	5	15.838	VDC	6	0.02	mVDC
		7	15.831	VDC	8	0.04	mVDC			
ALM		15	DIO	255	TOTAL	0				
	16	45	9	6/26/2007						
		1	88.1	C	2	82.8	C	3	79.2	C
		4	74.3	C	5	15.839	VDC	6	0.02	mVDC
		7	15.832	VDC	8	0.04	mVDC			
ALM		15	DIO	255	TOTAL	0				
	16	45	14	6/26/2007						
		1	87.4	C	2	82.4	C	3	78.7	C
		4	74	C	5	15.839	VDC	6	0.01	mVDC
		7	15.832	VDC	8	0.03	mVDC			
ALM		15	DIO	255	TOTAL	0				
	16	45	19	6/26/2007						
		1	86.6	C	2	82	C	3	78.2	C
		4	73.8	C	5	15.839	VDC	6	0.01	mVDC
		7	15.832	VDC	8	0.04	mVDC			
ALM		15	DIO	255	TOTAL	0				
	16	45	24	6/26/2007						
		1	85.8	C	2	81.5	C	3	77.7	C
		4	73.5	C	5	15.84	VDC	6	0	mVDC
		7	15.833	VDC	8	0.04	mVDC			
ALM		15	DIO	255	TOTAL	0				
	16	45	29	6/26/2007						
		1	85.1	C	2	81	C	3	77.2	C
		4	73.3	C	5	15.84	VDC	6	0	mVDC
		7	15.833	VDC	8	0.04	mVDC			
ALM		15	DIO	255	TOTAL	0				
	16	45	34	6/26/2007						
		1	84.3	C	2	80.5	C	3	76.7	C
		4	73	C	5	15.84	VDC	6	-0.01	mVDC
		7	15.833	VDC	8	0.04	mVDC			
ALM		15	DIO	255	TOTAL	0				
	16	45	39	6/26/2007						
		1	83.5	C	2	80	C	3	76.3	C
		4	OTC	C	5	15.84	VDC	6	-0.01	mVDC
		7	15.833	VDC	8	0.04	mVDC			
ALM		15	DIO	255	TOTAL	0				
	16	45	44	6/26/2007						
		1	82.8	C	2	OTC	C	3	75.8	C
		4	OTC	C	5	15.841	VDC	6	-0.01	mVDC
		7	15.834	VDC	8	0.04	mVDC			
ALM		15	DIO	255	TOTAL	0				
	16	45	49	6/26/2007						
		1	82.1	C	2	78.9	C	3	OTC	C
		4	72.2	C	5	15.841	VDC	6	-0.01	mVDC
		7	15.834	VDC	8	0.04	mVDC			
ALM		15	DIO	255	TOTAL	0				
	16	45	54	6/26/2007						

		1	81.3 C		2	78.3 C		3	75 C
		4	71.9 C		5	15.841 VDC		6	-0.01 mVDC
		7	15.834 VDC		8	0.04 mVDC			
ALM		15 DIO		255 TOTAL		0			
	16	45	59 6/26/2007						
		1	80.7 C		2 OTC	C		3 OTC	C
		4	71.6 C		5	15.841 VDC		6	-0.01 mVDC
		7	15.834 VDC		8	0.04 mVDC			
ALM		15 DIO		255 TOTAL		0			
	16	46	4 6/26/2007						
		1	80 C		2	77.2 C		3	74.2 C
		4	71.3 C		5	15.841 VDC		6	-0.01 mVDC
		7	15.834 VDC		8	0.03 mVDC			
ALM		15 DIO		255 TOTAL		0			
	16	46	9 6/26/2007						
		1	79.3 C		2	76.7 C		3	73.8 C
		4	71.1 C		5	15.841 VDC		6	-0.01 mVDC
		7	15.834 VDC		8	0.03 mVDC			
ALM		15 DIO		255 TOTAL		0			
	16	46	14 6/26/2007						
		1	78.7 C		2 OTC	C		3	73.4 C
		4	70.8 C		5	15.842 VDC		6	-0.01 mVDC
		7	15.835 VDC		8	0.03 mVDC			
ALM		15 DIO		255 TOTAL		0			
	16	46	19 6/26/2007						
		1	78 C		2	75.7 C		3	73 C
		4	70.5 C		5	15.842 VDC		6	0 mVDC
		7	15.835 VDC		8	0.03 mVDC			
ALM		15 DIO		255 TOTAL		0			
	16	46	24 6/26/2007						
		1	77.4 C		2	75.2 C		3	72.6 C
		4	70.3 C		5	15.842 VDC		6	0 mVDC
		7	15.835 VDC		8	0.03 mVDC			
ALM		15 DIO		255 TOTAL		0			
	16	46	29 6/26/2007						
		1	76.8 C		2	74.7 C		3	72.3 C
		4	70 C		5	15.842 VDC		6	0 mVDC
		7	15.835 VDC		8	0.03 mVDC			
ALM		15 DIO		255 TOTAL		0			
	16	46	34 6/26/2007						
		1	76.2 C		2	74.2 C		3 OTC	C
		4	69.7 C		5	15.842 VDC		6	0 mVDC
		7	15.835 VDC		8	0.03 mVDC			
ALM		15 DIO		255 TOTAL		0			
	16	46	39 6/26/2007						
		1	77.1 C		2	73.7 C		3	71.7 C
		4	69.5 C		5	82.51 mVDC		6	0.907 VDC
		7	144.12 mVDC		8	1.0305 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	46	44 6/26/2007						
		1	77.4 C		2 OTC	C		3 OTC	C
		4 OTC	C		5	82.07 mVDC		6	0.9025 VDC
		7	148.34 mVDC		8	1.0259 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	46	49 6/26/2007						
		1	77.7 C		2	73.2 C		3	72.3 C
		4 OTC	C		5	80.08 mVDC		6	0.9012 VDC
		7	145.42 mVDC		8	1.0222 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	46	54 6/26/2007						
		1	77.9 C		2	73.1 C		3	72.7 C

		4	69.5 C		5	79.75 mVDC		6	0.8999 VDC
		7	135.94 mVDC		8	1.0211 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	46	59 6/26/2007						
		1	78.2 C		2 OTC	C		3 OTC	C
		4 OTC	C		5	80.14 mVDC		6	0.8993 VDC
		7	126.77 mVDC		8	1.0215 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	47	4 6/26/2007						
		1	78.5 C		2	73.2 C		3	73.4 C
		4	69.6 C		5	80.67 mVDC		6	0.8984 VDC
		7	121.16 mVDC		8	1.0211 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	47	9 6/26/2007						
		1	78.8 C		2	73.4 C		3 OTC	C
		4	69.7 C		5	81.09 mVDC		6	0.8979 VDC
		7	117.52 mVDC		8	1.0208 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	47	14 6/26/2007						
		1	79.2 C		2 OTC	C		3	74 C
		4	69.9 C		5	81.52 mVDC		6	0.8975 VDC
		7	115.28 mVDC		8	1.0208 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	47	19 6/26/2007						
		1	79.5 C		2	73.7 C		3	74.3 C
		4	70 C		5	82.45 mVDC		6	0.8971 VDC
		7	113.12 mVDC		8	1.0209 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	47	24 6/26/2007						
		1	79.8 C		2 OTC	C		3 OTC	C
		4	70.1 C		5	83.15 mVDC		6	0.8968 VDC
		7	111.49 mVDC		8	1.0206 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	47	29 6/26/2007						
		1	80.1 C		2	74.1 C		3 OTC	C
		4	70.3 C		5	83.92 mVDC		6	0.8965 VDC
		7	110.14 mVDC		8	1.0208 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	47	34 6/26/2007						
		1	80.4 C		2	74.3 C		3	75 C
		4	70.4 C		5	84.49 mVDC		6	0.8962 VDC
		7	109.54 mVDC		8	1.0198 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	47	39 6/26/2007						
		1	80.8 C		2	74.5 C		3	75.2 C
		4	70.6 C		5	84.9 mVDC		6	0.8956 VDC
		7	108.08 mVDC		8	1.0204 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	47	44 6/26/2007						
		1	81 C		2	74.7 C		3 OTC	C
		4	70.7 C		5	85.5 mVDC		6	0.8953 VDC
		7	106.94 mVDC		8	1.0204 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	47	49 6/26/2007						
		1	81.4 C		2	74.9 C		3	75.6 C
		4 OTC	C		5	85.09 mVDC		6	0.895 VDC
		7	105.93 mVDC		8	1.0213 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	47	54 6/26/2007						
		1	81.7 C		2	75.2 C		3	75.8 C
		4	71 C		5	84.99 mVDC		6	0.8946 VDC

		7	104.42 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	47	59 6/26/2007				
		1	82 C	2	75.4 C	3	OTC C
		4	71.1 C	5	85.03 mVDC	6	0.8945 VDC
		7	102.25 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	48	4 6/26/2007				
		1	82.3 C	2	75.6 C	3	76.2 C
		4	71.3 C	5	84.68 mVDC	6	0.8939 VDC
		7	99.74 mVDC	8	1.0177 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	48	9 6/26/2007				
		1	82.6 C	2	OTC C	3	76.3 C
		4	71.4 C	5	84.33 mVDC	6	0.8945 VDC
		7	96.73 mVDC	8	1.0147 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	48	14 6/26/2007				
		1	OTC C	2	76 C	3	76.5 C
		4	71.5 C	5	84.23 mVDC	6	0.8946 VDC
		7	95.57 mVDC	8	1.018 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	48	19 6/26/2007				
		1	83.1 C	2	OTC C	3	OTC C
		4	71.6 C	5	84.1 mVDC	6	0.8945 VDC
		7	94.07 mVDC	8	1.0158 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	48	24 6/26/2007				
		1	83.5 C	2	OTC C	3	76.7 C
		4	OTC C	5	84 mVDC	6	0.8945 VDC
		7	92.54 mVDC	8	1.0153 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	48	29 6/26/2007				
		1	83.7 C	2	76.6 C	3	76.9 C
		4	71.8 C	5	83.47 mVDC	6	0.8937 VDC
		7	91.51 mVDC	8	1.0157 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	48	34 6/26/2007				
		1	84 C	2	76.8 C	3	77 C
		4	71.9 C	5	82.55 mVDC	6	0.8926 VDC
		7	90.49 mVDC	8	1.0164 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	48	39 6/26/2007				
		1	84.1 C	2	77 C	3	77.1 C
		4	72 C	5	81.21 mVDC	6	0.8919 VDC
		7	89.57 mVDC	8	1.0185 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	48	44 6/26/2007				
		1	84.4 C	2	77.2 C	3	77.3 C
		4	72.1 C	5	80.31 mVDC	6	0.8915 VDC
		7	88.79 mVDC	8	1.0183 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	48	49 6/26/2007				
		1	84.6 C	2	77.4 C	3	77.4 C
		4	72.2 C	5	79.66 mVDC	6	0.891 VDC
		7	88.04 mVDC	8	1.0173 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	48	54 6/26/2007				
		1	84.8 C	2	77.5 C	3	77.5 C
		4	OTC C	5	78.98 mVDC	6	0.8907 VDC
		7	87.47 mVDC	8	1.0161 VDC		

ALM		15 DIO	255 TOTAL	0		
	16	48	59 6/26/2007			
		1	85 C	2	77.7 C	3 77.6 C
		4	72.4 C	5	78.48 mVDC	6 0.8903 VDC
		7	86.72 mVDC	8	1.0161 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	49	4 6/26/2007			
		1	85.2 C	2 OTC	C	3 77.7 C
		4 OTC	C	5	78.13 mVDC	6 0.8901 VDC
		7	86.08 mVDC	8	1.0157 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	49	9 6/26/2007			
		1	85.3 C	2	78 C	3 77.8 C
		4	72.5 C	5	77.74 mVDC	6 0.8894 VDC
		7	86.16 mVDC	8	1.0184 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	49	14 6/26/2007			
		1	85.5 C	2	78.2 C	3 77.9 C
		4	72.6 C	5	77.38 mVDC	6 0.889 VDC
		7	86.05 mVDC	8	1.0183 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	49	19 6/26/2007			
		1	85.7 C	2 OTC	C	3 OTC C
		4	72.7 C	5	77.1 mVDC	6 0.8887 VDC
		7	85.56 mVDC	8	1.0179 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	49	24 6/26/2007			
		1	85.8 C	2	78.5 C	3 78 C
		4	72.7 C	5	76.88 mVDC	6 0.8885 VDC
		7	85.34 mVDC	8	1.0189 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	49	29 6/26/2007			
		1	86 C	2	78.6 C	3 78.1 C
		4	72.8 C	5	76.64 mVDC	6 0.8884 VDC
		7	84.93 mVDC	8	1.0183 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	49	34 6/26/2007			
		1	86.2 C	2	78.7 C	3 78.2 C
		4	72.9 C	5	76.34 mVDC	6 0.8879 VDC
		7	85.36 mVDC	8	1.019 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	49	39 6/26/2007			
		1	86.3 C	2	78.8 C	3 78.3 C
		4	72.9 C	5	76.08 mVDC	6 0.8876 VDC
		7	85.3 mVDC	8	1.0192 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	49	44 6/26/2007			
		1	86.4 C	2	78.9 C	3 78.4 C
		4	73 C	5	75.87 mVDC	6 0.8872 VDC
		7	84.72 mVDC	8	1.0178 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	49	49 6/26/2007			
		1	86.6 C	2	79.1 C	3 78.5 C
		4	73 C	5	75.77 mVDC	6 0.8873 VDC
		7	84.49 mVDC	8	1.0188 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	49	54 6/26/2007			
		1	86.7 C	2	79.2 C	3 78.5 C
		4	73.1 C	5	75.59 mVDC	6 0.8869 VDC
		7	84.22 mVDC	8	1.0187 VDC	
ALM		15 DIO	255 TOTAL	0		

	16	49	59	6/26/2007						
		1	86.8	C	2	79.3	C	3	78.6	C
		4	73.2	C	5	75.35	mVDC	6	0.887	VDC
		7	83.6	mVDC	8	1.0179	VDC			
ALM		15 DIO		255 TOTAL		0				
	16	50	4	6/26/2007						
		1	87	C	2	79.4	C	3	78.7	C
		4	73.2	C	5	75.27	mVDC	6	0.8868	VDC
		7	83.02	mVDC	8	1.0178	VDC			
ALM		15 DIO		255 TOTAL		0				
	16	50	9	6/26/2007						
		1	87.1	C	2	79.5	C	3	78.8	C
		4	73.2	C	5	75.32	mVDC	6	0.8872	VDC
		7	82.49	mVDC	8	1.018	VDC			
ALM		15 DIO		255 TOTAL		0				
	16	50	14	6/26/2007						
		1	87.2	C	2	79.6	C	3	OTC	C
		4	OTC	C	5	75.25	mVDC	6	0.8869	VDC
		7	82.33	mVDC	8	1.0187	VDC			
ALM		15 DIO		255 TOTAL		0				
	16	50	19	6/26/2007						
		1	87.3	C	2	79.8	C	3	78.9	C
		4	73.4	C	5	75.04	mVDC	6	0.8865	VDC
		7	81.79	mVDC	8	1.0182	VDC			
ALM		15 DIO		255 TOTAL		0				
	16	50	24	6/26/2007						
		1	87.5	C	2	79.9	C	3	OTC	C
		4	73.4	C	5	75.12	mVDC	6	0.887	VDC
		7	81.51	mVDC	8	1.0175	VDC			
ALM		15 DIO		255 TOTAL		0				
	16	50	29	6/26/2007						
		1	OTC	C	2	OTC	C	3	OTC	C
		4	OTC	C	5	75.13	mVDC	6	0.8862	VDC
		7	81.22	mVDC	8	1.0169	VDC			
ALM		15 DIO		255 TOTAL		0				
	16	50	34	6/26/2007						
		1	87.7	C	2	OTC	C	3	79.1	C
		4	73.5	C	5	75.23	mVDC	6	0.8864	VDC
		7	81.08	mVDC	8	1.0182	VDC			
ALM		15 DIO		255 TOTAL		0				
	16	50	39	6/26/2007						
		1	87.8	C	2	80.1	C	3	OTC	C
		4	OTC	C	5	75.3	mVDC	6	0.8865	VDC
		7	80.71	mVDC	8	1.0182	VDC			
ALM		15 DIO		255 TOTAL		0				
	16	50	44	6/26/2007						
		1	87.9	C	2	80.2	C	3	79.2	C
		4	73.6	C	5	75.35	mVDC	6	0.8863	VDC
		7	81.3	mVDC	8	1.0182	VDC			
ALM		15 DIO		255 TOTAL		0				
	16	50	49	6/26/2007						
		1	OTC	C	2	OTC	C	3	OTC	C
		4	73.6	C	5	75.38	mVDC	6	0.8859	VDC
		7	81.17	mVDC	8	1.0182	VDC			
ALM		15 DIO		255 TOTAL		0				
	16	50	54	6/26/2007						
		1	OTC	C	2	80.4	C	3	OTC	C
		4	73.7	C	5	75.47	mVDC	6	0.8861	VDC
		7	80.91	mVDC	8	1.0177	VDC			
ALM		15 DIO		255 TOTAL		0				

	16	50	59	6/26/2007						
		1	88.2	C	2	80.5	C	3	79.4	C
		4	73.7	C	5	75.43	mVDC	6	0.8862	VDC
		7	80.8	mVDC	8	1.0183	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	51	4	6/26/2007						
		1	88.3	C	2	80.6	C	3	79.5	C
		4	73.8	C	5	75.3	mVDC	6	0.8863	VDC
		7	80.61	mVDC	8	1.0178	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	51	9	6/26/2007						
		1	88.4	C	2	80.7	C	3	79.5	C
		4	73.8	C	5	75.07	mVDC	6	0.8863	VDC
		7	80.15	mVDC	8	1.0183	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	51	14	6/26/2007						
		1	88.5	C	2	80.7	C	3	79.6	C
		4	73.9	C	5	75.06	mVDC	6	0.8861	VDC
		7	79.73	mVDC	8	1.0173	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	51	19	6/26/2007						
		1	88.6	C	2	80.9	C	3	OTC	C
		4	73.9	C	5	75.05	mVDC	6	0.8862	VDC
		7	79.41	mVDC	8	1.0169	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	51	24	6/26/2007						
		1	OTC	C	2	OTC	C	3	79.7	C
		4	73.9	C	5	74.91	mVDC	6	0.8859	VDC
		7	79.08	mVDC	8	1.0175	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	51	29	6/26/2007						
		1	88.8	C	2	81	C	3	79.7	C
		4	OTC	C	5	74.82	mVDC	6	0.8863	VDC
		7	78.7	mVDC	8	1.0179	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	51	34	6/26/2007						
		1	88.8	C	2	81.1	C	3	79.8	C
		4	74	C	5	74.67	mVDC	6	0.8864	VDC
		7	78.22	mVDC	8	1.0172	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	51	39	6/26/2007						
		1	89	C	2	81.1	C	3	79.8	C
		4	74.1	C	5	74.62	mVDC	6	0.8864	VDC
		7	78.1	mVDC	8	1.0193	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	51	44	6/26/2007						
		1	89	C	2	81.2	C	3	79.8	C
		4	74.1	C	5	74.44	mVDC	6	0.8865	VDC
		7	77.68	mVDC	8	1.0189	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	51	49	6/26/2007						
		1	89.1	C	2	81.3	C	3	79.9	C
		4	74.2	C	5	74.34	mVDC	6	0.8865	VDC
		7	77.54	mVDC	8	1.0191	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	51	54	6/26/2007						
		1	89.1	C	2	81.3	C	3	79.9	C
		4	74.2	C	5	74.42	mVDC	6	0.8873	VDC
		7	77.37	mVDC	8	1.0183	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	51	59	6/26/2007						

		1	89.2 C		2	81.4 C		3	79.9 C
		4	OTC C		5	74.39 mVDC		6	0.8876 VDC
		7	77.15 mVDC		8	1.0174 VDC			
ALM		15	DIO	255	TOTAL	0			
	16	52	4	6/26/2007					
		1	89.3 C		2	OTC C		3	OTC C
		4	74.2 C		5	74.43 mVDC		6	0.8883 VDC
		7	76.91 mVDC		8	1.0175 VDC			
ALM		15	DIO	255	TOTAL	0			
	16	52	9	6/26/2007					
		1	89.4 C		2	OTC C		3	80 C
		4	74.3 C		5	74.27 mVDC		6	0.888 VDC
		7	76.79 mVDC		8	1.0174 VDC			
ALM		15	DIO	255	TOTAL	0			
	16	52	14	6/26/2007					
		1	89.4 C		2	81.6 C		3	80.1 C
		4	OTC C		5	74.27 mVDC		6	0.8885 VDC
		7	76.74 mVDC		8	1.0186 VDC			
ALM		15	DIO	255	TOTAL	0			
	16	52	19	6/26/2007					
		1	88.1 C		2	81.7 C		3	OTC C
		4	74.3 C		5	15.839 VDC		6	0.04 mVDC
		7	15.83 VDC		8	0.05 mVDC			
ALM		15	DIO	255	TOTAL	0			
	16	52	24	6/26/2007					
		1	87.3 C		2	81.6 C		3	OTC C
		4	OTC C		5	15.839 VDC		6	0.02 mVDC
		7	15.832 VDC		8	0.04 mVDC			
ALM		15	DIO	255	TOTAL	0			
	16	52	29	6/26/2007					
		1	86.5 C		2	OTC C		3	78.8 C
		4	74 C		5	15.84 VDC		6	0.01 mVDC
		7	15.833 VDC		8	0.04 mVDC			
ALM		15	DIO	255	TOTAL	0			
	16	52	34	6/26/2007					
		1	85.7 C		2	81 C		3	78.3 C
		4	OTC C		5	15.84 VDC		6	0.01 mVDC
		7	15.833 VDC		8	0.04 mVDC			
ALM		15	DIO	255	TOTAL	0			
	16	52	39	6/26/2007					
		1	85.1 C		2	80.6 C		3	OTC C
		4	73.5 C		5	15.84 VDC		6	0.01 mVDC
		7	15.833 VDC		8	0.04 mVDC			
ALM		15	DIO	255	TOTAL	0			
	16	52	44	6/26/2007					
		1	84.3 C		2	80.2 C		3	OTC C
		4	73.3 C		5	15.84 VDC		6	0.01 mVDC
		7	15.833 VDC		8	0.04 mVDC			
ALM		15	DIO	255	TOTAL	0			
	16	52	49	6/26/2007					
		1	83.5 C		2	79.7 C		3	76.8 C
		4	73 C		5	15.841 VDC		6	0.01 mVDC
		7	15.834 VDC		8	0.04 mVDC			
ALM		15	DIO	255	TOTAL	0			
	16	52	54	6/26/2007					
		1	82.8 C		2	79.3 C		3	76.4 C
		4	72.8 C		5	15.841 VDC		6	0.01 mVDC
		7	15.834 VDC		8	0.03 mVDC			
ALM		15	DIO	255	TOTAL	0			
	16	52	59	6/26/2007					
		1	82.1 C		2	78.8 C		3	76 C

		4	72.6 C	5	15.841 VDC	6	0.01 mVDC
		7	15.834 VDC	8	0.03 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	53	4 6/26/2007				
		1	81.4 C	2	78.3 C	3	75.5 C
		4	72.3 C	5	15.841 VDC	6	0.01 mVDC
		7	15.834 VDC	8	0.03 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	53	9 6/26/2007				
		1	80.7 C	2	77.8 C	3	75.1 C
		4	72 C	5	15.842 VDC	6	0 mVDC
		7	15.834 VDC	8	0.03 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	53	14 6/26/2007				
		1	80 C	2	77.2 C	3	74.7 C
		4	71.7 C	5	15.842 VDC	6	0 mVDC
		7	15.835 VDC	8	0.03 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	53	19 6/26/2007				
		1	79.4 C	2	76.7 C	3	74.3 C
		4	71.5 C	5	15.842 VDC	6	0 mVDC
		7	15.835 VDC	8	0.03 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	53	24 6/26/2007				
		1	78.7 C	2	76.2 C	3	73.9 C
		4	71.2 C	5	15.842 VDC	6	0 mVDC
		7	15.835 VDC	8	0.03 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	53	29 6/26/2007				
		1	78.1 C	2	75.7 C	3	73.5 C
		4	70.9 C	5	15.842 VDC	6	0 mVDC
		7	15.835 VDC	8	0.03 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	53	34 6/26/2007				
		1	77.4 C	2	75.2 C	3	73.1 C
		4	70.7 C	5	15.842 VDC	6	0 mVDC
		7	15.836 VDC	8	0.03 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	53	39 6/26/2007				
		1	76.8 C	2	74.7 C	3 OTC	C
		4 OTC	C	5	15.842 VDC	6	0 mVDC
		7	15.836 VDC	8	0.03 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	53	44 6/26/2007				
		1	76.1 C	2 OTC	C	3	72.3 C
		4 OTC	C	5	15.842 VDC	6	0 mVDC
		7	15.836 VDC	8	0.03 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	53	49 6/26/2007				
		1	75.6 C	2	73.8 C	3	72 C
		4	69.9 C	5	15.843 VDC	6	0.01 mVDC
		7	15.836 VDC	8	0.03 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	53	54 6/26/2007				
		1	75.1 C	2	73.3 C	3	71.6 C
		4	69.6 C	5	15.843 VDC	6	0.01 mVDC
		7	15.836 VDC	8	0.03 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	53	59 6/26/2007				
		1	74.5 C	2	72.8 C	3	71.3 C
		4	69.3 C	5	15.843 VDC	6	0.01 mVDC

ALM		7	15.836 VDC	8	0.03 mVDC		
		15	DIO	255	TOTAL	0	
	16	54	4 6/26/2007				
		1	74 C	2	OTC C	3	71 C
		4	69.1 C	5	15.843 VDC	6	0 mVDC
ALM		7	15.836 VDC	8	0.03 mVDC		
		15	DIO	255	TOTAL	0	
	16	54	9 6/26/2007				
		1	73.5 C	2	OTC C	3	70.6 C
		4	68.9 C	5	15.843 VDC	6	0 mVDC
ALM		7	15.836 VDC	8	0.03 mVDC		
		15	DIO	255	TOTAL	0	
	16	54	14 6/26/2007				
		1	72.9 C	2	71.4 C	3	70.4 C
		4	68.6 C	5	15.843 VDC	6	0 mVDC
ALM		7	15.836 VDC	8	0.03 mVDC		
		15	DIO	255	TOTAL	0	
	16	54	19 6/26/2007				
		1	74 C	2	71 C	3	70.3 C
		4	68.4 C	5	83.85 mVDC	6	0.9043 VDC
ALM		7	164.03 mVDC	8	1.0319 VDC		
		15	DIO	255	TOTAL	0	
	16	54	24 6/26/2007				
		1	74.4 C	2	70.8 C	3	70.6 C
		4	68.4 C	5	82.94 mVDC	6	0.9012 VDC
ALM		7	174.07 mVDC	8	1.0274 VDC		
		15	DIO	255	TOTAL	0	
	16	54	29 6/26/2007				
		1	74.8 C	2	70.7 C	3	71 C
		4	68.4 C	5	79.77 mVDC	6	0.9008 VDC
ALM		7	172.25 mVDC	8	1.026 VDC		
		15	DIO	255	TOTAL	0	
	16	54	34 6/26/2007				
		1	75.1 C	2	70.7 C	3	71.4 C
		4	68.5 C	5	78.62 mVDC	6	0.8997 VDC
ALM		7	165.71 mVDC	8	1.0253 VDC		
		15	DIO	255	TOTAL	0	
	16	54	39 6/26/2007				
		1	75.5 C	2	70.8 C	3	71.9 C
		4	68.6 C	5	77.7 mVDC	6	0.8969 VDC
ALM		7	158.77 mVDC	8	1.0251 VDC		
		15	DIO	255	TOTAL	0	
	16	54	44 6/26/2007				
		1	75.8 C	2	71 C	3	72.3 C
		4	68.8 C	5	77.78 mVDC	6	0.8988 VDC
ALM		7	158.52 mVDC	8	1.0251 VDC		
		15	DIO	255	TOTAL	0	
	16	54	49 6/26/2007				
		1	76.2 C	2	71.1 C	3	72.7 C
		4	69 C	5	79.59 mVDC	6	0.8982 VDC
ALM		7	162.63 mVDC	8	1.0248 VDC		
		15	DIO	255	TOTAL	0	
	16	54	54 6/26/2007				
		1	76.6 C	2	71.4 C	3	73.1 C
		4	69.1 C	5	81.42 mVDC	6	0.8978 VDC
ALM		7	164.16 mVDC	8	1.0247 VDC		
		15	DIO	255	TOTAL	0	
	16	54	59 6/26/2007				
		1	77 C	2	71.6 C	3	73.5 C
		4	69.3 C	5	83.28 mVDC	6	0.8973 VDC
		7	174.26 mVDC	8	1.0241 VDC		

ALM		15 DIO	255 TOTAL	0		
	16	55	4 6/26/2007			
		1	77.4 C	2	71.8 C	3 73.9 C
		4	OTC C	5	85.32 mVDC	6 0.8969 VDC
		7	179.21 mVDC	8	1.0239 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	55	9 6/26/2007			
		1	77.8 C	2	OTC C	3 74.3 C
		4	69.8 C	5	86.54 mVDC	6 0.8967 VDC
		7	181.33 mVDC	8	1.0235 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	55	14 6/26/2007			
		1	78.2 C	2	72.4 C	3 74.7 C
		4	OTC C	5	86.35 mVDC	6 0.8961 VDC
		7	179.78 mVDC	8	1.0236 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	55	19 6/26/2007			
		1	78.6 C	2	72.7 C	3 OTC C
		4	70.2 C	5	85.43 mVDC	6 0.8957 VDC
		7	174.09 mVDC	8	1.0238 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	55	24 6/26/2007			
		1	79 C	2	73 C	3 75.5 C
		4	70.5 C	5	84.24 mVDC	6 0.8955 VDC
		7	166.4 mVDC	8	1.024 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	55	29 6/26/2007			
		1	79.3 C	2	OTC C	3 75.8 C
		4	OTC C	5	82.86 mVDC	6 0.8955 VDC
		7	156.24 mVDC	8	1.0244 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	55	34 6/26/2007			
		1	79.7 C	2	OTC C	3 76.2 C
		4	OTC C	5	81.75 mVDC	6 0.895 VDC
		7	150.73 mVDC	8	1.0245 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	55	39 6/26/2007			
		1	80.1 C	2	73.9 C	3 OTC C
		4	OTC C	5	80.6 mVDC	6 0.8946 VDC
		7	146.09 mVDC	8	1.0247 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	55	44 6/26/2007			
		1	80.5 C	2	74.2 C	3 76.8 C
		4	71.4 C	5	79.58 mVDC	6 0.8939 VDC
		7	140.97 mVDC	8	1.0249 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	55	49 6/26/2007			
		1	80.8 C	2	74.5 C	3 OTC C
		4	OTC C	5	78.92 mVDC	6 0.8933 VDC
		7	138.63 mVDC	8	1.025 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	55	54 6/26/2007			
		1	81.1 C	2	74.7 C	3 77.2 C
		4	71.8 C	5	78.11 mVDC	6 0.8935 VDC
		7	137.4 mVDC	8	1.0249 VDC	
ALM		15 DIO	255 TOTAL	0		
	16	55	59 6/26/2007			
		1	81.5 C	2	75 C	3 77.4 C
		4	72 C	5	77.43 mVDC	6 0.8937 VDC
		7	138.55 mVDC	8	1.0248 VDC	
ALM		15 DIO	255 TOTAL	0		

	16	56	4	6/26/2007					
		1	81.7	C	2	75.3	C	3	77.7
		4	72.1	C	5	76.22	mVDC	6	0.8928
		7	135.53	mVDC	8	1.025	VDC		
ALM		15 DIO		255 TOTAL		0			
	16	56	9	6/26/2007					
		1	82	C	2	75.5	C	3	77.8
		4	72.3	C	5	75.24	mVDC	6	0.893
		7	130.48	mVDC	8	1.0251	VDC		
ALM		15 DIO		255 TOTAL		0			
	16	56	14	6/26/2007					
		1	82.3	C	2	75.7	C	3	78
		4	72.4	C	5	74.53	mVDC	6	0.8934
		7	125.92	mVDC	8	1.0251	VDC		
ALM		15 DIO		255 TOTAL		0			
	16	56	19	6/26/2007					
		1	82.6	C	2	75.9	C	3	78.2
		4	72.6	C	5	73.91	mVDC	6	0.893
		7	124.59	mVDC	8	1.0251	VDC		
ALM		15 DIO		255 TOTAL		0			
	16	56	24	6/26/2007					
		1	82.8	C	2	76.2	C	3	78.4
		4	72.7	C	5	73.52	mVDC	6	0.8926
		7	122.96	mVDC	8	1.0251	VDC		
ALM		15 DIO		255 TOTAL		0			
	16	56	29	6/26/2007					
		1	83.1	C	2	76.4	C	3	78.5
		4	72.9	C	5	73.28	mVDC	6	0.8927
		7	121.78	mVDC	8	1.025	VDC		
ALM		15 DIO		255 TOTAL		0			
	16	56	34	6/26/2007					
		1	83.3	C	2	76.6	C	3	78.7
		4	73	C	5	73.1	mVDC	6	0.8922
		7	120.8	mVDC	8	1.0248	VDC		
ALM		15 DIO		255 TOTAL		0			
	16	56	39	6/26/2007					
		1	83.6	C	2	76.8	C	3	78.8
		4	73.2	C	5	72.81	mVDC	6	0.8924
		7	120.28	mVDC	8	1.0245	VDC		
ALM		15 DIO		255 TOTAL		0			
	16	56	44	6/26/2007					
		1	83.8	C	2	77	C	3	78.9
		4	73.3	C	5	72.57	mVDC	6	0.8918
		7	118.7	mVDC	8	1.0224	VDC		
ALM		15 DIO		255 TOTAL		0			
	16	56	49	6/26/2007					
		1	84	C	2	77.2	C	3	79.1
		4	73.3	C	5	72.6	mVDC	6	0.892
		7	116.69	mVDC	8	1.0216	VDC		
ALM		15 DIO		255 TOTAL		0			
	16	56	54	6/26/2007					
		1	84.1	C	2	77.4	C	3	79.2
		4	73.4	C	5	72.68	mVDC	6	0.8917
		7	115.33	mVDC	8	1.0213	VDC		
ALM		15 DIO		255 TOTAL		0			
	16	56	59	6/26/2007					
		1	84.3	C	2	77.6	C	3	79.3
		4	73.6	C	5	72.55	mVDC	6	0.8917
		7	114.16	mVDC	8	1.0218	VDC		
ALM		15 DIO		255 TOTAL		0			

	16	57	4	6/26/2007						
		1	OTC	C	2	77.7	C	3	OTC	C
		4		73.6	C	5	72.47	mVDC	6	0.8914
		7		112.98	mVDC	8	1.0218	VDC		
ALM		15	DIO		255	TOTAL	0			
	16	57	9	6/26/2007						
		1		84.7	C	2	OTC	C	3	79.6
		4	OTC	C	5	72.45	mVDC	6	0.8917	VDC
		7		111.36	mVDC	8	1.021	VDC		
ALM		15	DIO		255	TOTAL	0			
	16	57	14	6/26/2007						
		1		84.9	C	2	78	C	3	79.6
		4		73.8	C	5	72.32	mVDC	6	0.8913
		7		110.28	mVDC	8	1.0212	VDC		
ALM		15	DIO		255	TOTAL	0			
	16	57	19	6/26/2007						
		1		85.1	C	2	78.2	C	3	79.7
		4		73.9	C	5	72.12	mVDC	6	0.8912
		7		109.28	mVDC	8	1.0205	VDC		
ALM		15	DIO		255	TOTAL	0			
	16	57	24	6/26/2007						
		1		85.3	C	2	OTC	C	3	79.8
		4		74	C	5	71.86	mVDC	6	0.8909
		7		108.69	mVDC	8	1.0203	VDC		
ALM		15	DIO		255	TOTAL	0			
	16	57	29	6/26/2007						
		1		85.4	C	2	78.4	C	3	79.9
		4		74	C	5	71.77	mVDC	6	0.8909
		7		107.89	mVDC	8	1.0203	VDC		
ALM		15	DIO		255	TOTAL	0			
	16	57	34	6/26/2007						
		1		85.6	C	2	78.6	C	3	80
		4		74.1	C	5	71.83	mVDC	6	0.8919
		7		106.35	mVDC	8	1.0208	VDC		
ALM		15	DIO		255	TOTAL	0			
	16	57	39	6/26/2007						
		1		85.8	C	2	78.7	C	3	80.1
		4		74.2	C	5	71.66	mVDC	6	0.8906
		7		105.33	mVDC	8	1.0205	VDC		
ALM		15	DIO		255	TOTAL	0			
	16	57	44	6/26/2007						
		1		85.9	C	2	78.9	C	3	80.1
		4		74.2	C	5	71.5	mVDC	6	0.8904
		7		104.79	mVDC	8	1.0204	VDC		
ALM		15	DIO		255	TOTAL	0			
	16	57	49	6/26/2007						
		1		86	C	2	79	C	3	80.2
		4		74.3	C	5	71.56	mVDC	6	0.8904
		7		103.74	mVDC	8	1.0206	VDC		
ALM		15	DIO		255	TOTAL	0			
	16	57	54	6/26/2007						
		1		86.2	C	2	79.1	C	3	80.3
		4		74.4	C	5	71.63	mVDC	6	0.8902
		7		102.8	mVDC	8	1.0205	VDC		
ALM		15	DIO		255	TOTAL	0			
	16	57	59	6/26/2007						
		1		86.3	C	2	79.3	C	3	80.3
		4		74.4	C	5	71.76	mVDC	6	0.8921
		7		101.9	mVDC	8	1.0208	VDC		
ALM		15	DIO		255	TOTAL	0			
	16	58	4	6/26/2007						

		1	86.5 C		2 OTC	C		3	80.4 C
		4	74.5 C		5	71.67 mVDC		6	0.8911 VDC
		7	100.77 mVDC		8	1.0222 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	58	9 6/26/2007						
		1	86.6 C		2	79.5 C		3	80.5 C
		4	74.5 C		5	71.72 mVDC		6	0.8902 VDC
		7	99.84 mVDC		8	1.0222 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	58	14 6/26/2007						
		1	86.7 C		2	79.6 C		3	80.5 C
		4 OTC	C		5	71.86 mVDC		6	0.8909 VDC
		7	99.22 mVDC		8	1.0219 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	58	19 6/26/2007						
		1	86.9 C		2	79.7 C		3	80.6 C
		4	74.6 C		5	71.82 mVDC		6	0.8906 VDC
		7	98.76 mVDC		8	1.0217 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	58	24 6/26/2007						
		1	87 C		2	79.8 C		3	80.6 C
		4	74.7 C		5	71.69 mVDC		6	0.8905 VDC
		7	98.4 mVDC		8	1.0209 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	58	29 6/26/2007						
		1	87.1 C		2	79.9 C		3	80.7 C
		4	74.7 C		5	71.46 mVDC		6	0.8905 VDC
		7	98.1 mVDC		8	1.0202 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	58	34 6/26/2007						
		1	87.2 C		2 OTC	C		3	80.7 C
		4 OTC	C		5	71.55 mVDC		6	0.8925 VDC
		7	97.83 mVDC		8	1.0195 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	58	39 6/26/2007						
		1	87.3 C		2	80.1 C		3	80.8 C
		4	74.8 C		5	71.53 mVDC		6	0.8926 VDC
		7	97.42 mVDC		8	1.0159 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	58	44 6/26/2007						
		1	87.5 C		2	80.2 C		3	80.8 C
		4	74.9 C		5	71.51 mVDC		6	0.893 VDC
		7	97.38 mVDC		8	1.0172 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	58	49 6/26/2007						
		1	87.6 C		2	80.3 C		3	80.9 C
		4	74.9 C		5	71.46 mVDC		6	0.8927 VDC
		7	97.22 mVDC		8	1.0175 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	58	54 6/26/2007						
		1	87.7 C		2	80.4 C		3	80.9 C
		4 OTC	C		5	71.3 mVDC		6	0.8913 VDC
		7	97.11 mVDC		8	1.0184 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	58	59 6/26/2007						
		1	87.8 C		2	80.4 C		3	81 C
		4 OTC	C		5	71.18 mVDC		6	0.8902 VDC
		7	97.04 mVDC		8	1.0176 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	59	4 6/26/2007						
		1	87.9 C		2	80.5 C		3	81 C

		4	75 C	5	71.14 mVDC	6	0.8899 VDC
		7	97.13 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	59	9 6/26/2007				
		1	88 C	2	80.6 C	3	81.1 C
		4	75 C	5	71.08 mVDC	6	0.8902 VDC
		7	96.87 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	59	14 6/26/2007				
		1	88.1 C	2	80.7 C	3	81.1 C
		4	75.1 C	5	70.86 mVDC	6	0.8899 VDC
		7	96.72 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	59	19 6/26/2007				
		1	88.2 C	2	80.8 C	3	81.2 C
		4	75.1 C	5	70.68 mVDC	6	0.8898 VDC
		7	96.58 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	59	24 6/26/2007				
		1	88.3 C	2	80.9 C	3	81.2 C
		4	75.1 C	5	70.52 mVDC	6	0.8895 VDC
		7	96.54 mVDC	8	1.0191 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	59	29 6/26/2007				
		1	88.4 C	2	80.9 C	3	81.2 C
		4	75.1 C	5	70.43 mVDC	6	0.8895 VDC
		7	96.34 mVDC	8	1.0185 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	59	34 6/26/2007				
		1	88.5 C	2	81.1 C	3	81.3 C
		4	75.2 C	5	70.33 mVDC	6	0.8909 VDC
		7	96.21 mVDC	8	1.0191 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	59	39 6/26/2007				
		1	88.6 C	2	81.1 C	3	81.3 C
		4	75.2 C	5	70.22 mVDC	6	0.8908 VDC
		7	95.98 mVDC	8	1.0174 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	59	44 6/26/2007				
		1	88.7 C	2	81.2 C	3	81.3 C
		4	75.2 C	5	70.03 mVDC	6	0.8904 VDC
		7	95.9 mVDC	8	1.0162 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	59	49 6/26/2007				
		1	88.8 C	2	81.3 C	3	81.4 C
		4	75.3 C	5	69.96 mVDC	6	0.891 VDC
		7	96.01 mVDC	8	1.0191 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	59	54 6/26/2007				
		1	88.9 C	2	81.4 C	3	81.5 C
		4	75.3 C	5	69.92 mVDC	6	0.8908 VDC
		7	95.76 mVDC	8	1.0178 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	59	59 6/26/2007				
		1	89 C	2	81.4 C	3	81.4 C
		4	75.3 C	5	69.9 mVDC	6	0.8912 VDC
		7	95.76 mVDC	8	1.0188 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	0	4 6/26/2007				
		1	89.1 C	2	81.5 C	3	81.5 C
		4	75.3 C	5	69.87 mVDC	6	0.8912 VDC

		7	95.38 mVDC	8	1.0164 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	0	9 6/26/2007				
		1	89.1 C	2	OTC C	3	OTC C
		4	OTC C	5	69.89 mVDC	6	0.8916 VDC
ALM		7	95.42 mVDC	8	1.0187 VDC		
		15 DIO	255 TOTAL		0		
	17	0	14 6/26/2007				
		1	89.2 C	2	OTC C	3	81.5 C
		4	75.4 C	5	69.92 mVDC	6	0.8916 VDC
ALM		7	95.01 mVDC	8	1.0156 VDC		
		15 DIO	255 TOTAL		0		
	17	0	19 6/26/2007				
		1	89.3 C	2	81.7 C	3	81.6 C
		4	75.4 C	5	69.86 mVDC	6	0.8915 VDC
ALM		7	95.13 mVDC	8	1.0176 VDC		
		15 DIO	255 TOTAL		0		
	17	0	24 6/26/2007				
		1	89.3 C	2	81.8 C	3	81.6 C
		4	75.4 C	5	69.76 mVDC	6	0.8913 VDC
ALM		7	95.15 mVDC	8	1.0185 VDC		
		15 DIO	255 TOTAL		0		
	17	0	29 6/26/2007				
		1	89.4 C	2	81.8 C	3	81.6 C
		4	75.5 C	5	69.73 mVDC	6	0.8915 VDC
ALM		7	95.04 mVDC	8	1.0186 VDC		
		15 DIO	255 TOTAL		0		
	17	0	34 6/26/2007				
		1	89.5 C	2	81.9 C	3	81.6 C
		4	75.5 C	5	69.67 mVDC	6	0.8913 VDC
ALM		7	95 mVDC	8	1.0184 VDC		
		15 DIO	255 TOTAL		0		
	17	0	39 6/26/2007				
		1	89.5 C	2	81.9 C	3	81.7 C
		4	75.5 C	5	69.53 mVDC	6	0.8911 VDC
ALM		7	94.59 mVDC	8	1.0156 VDC		
		15 DIO	255 TOTAL		0		
	17	0	44 6/26/2007				
		1	89.6 C	2	82 C	3	81.7 C
		4	75.5 C	5	69.5 mVDC	6	0.8912 VDC
ALM		7	94.69 mVDC	8	1.0181 VDC		
		15 DIO	255 TOTAL		0		
	17	0	49 6/26/2007				
		1	89.7 C	2	82 C	3	81.8 C
		4	75.6 C	5	69.42 mVDC	6	0.8912 VDC
ALM		7	94.61 mVDC	8	1.0183 VDC		
		15 DIO	255 TOTAL		0		
	17	0	54 6/26/2007				
		1	89.7 C	2	82.1 C	3	81.8 C
		4	75.6 C	5	69.32 mVDC	6	0.8909 VDC
ALM		7	94.44 mVDC	8	1.0167 VDC		
		15 DIO	255 TOTAL		0		
	17	0	59 6/26/2007				
		1	89.7 C	2	82.2 C	3	81.8 C
		4	75.6 C	5	69.17 mVDC	6	0.8911 VDC
ALM		7	94.52 mVDC	8	1.0183 VDC		
		15 DIO	255 TOTAL		0		
	17	1	4 6/26/2007				
		1	89.8 C	2	82.2 C	3	81.8 C
		4	75.7 C	5	68.94 mVDC	6	0.891 VDC
		7	94.37 mVDC	8	1.0172 VDC		

ALM		15 DIO	255 TOTAL	0		
	17	1	9 6/26/2007			
		1	89.8 C	2	82.2 C	3 81.9 C
		4	75.7 C	5	68.79 mVDC	6 0.8909 VDC
		7	94.29 mVDC	8	1.0158 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	1	14 6/26/2007			
		1	89.9 C	2	82.3 C	3 81.9 C
		4	75.7 C	5	68.6 mVDC	6 0.8908 VDC
		7	94.13 mVDC	8	1.0153 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	1	19 6/26/2007			
		1	89.9 C	2	82.4 C	3 82 C
		4	75.7 C	5	68.42 mVDC	6 0.8912 VDC
		7	94.41 mVDC	8	1.0183 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	1	24 6/26/2007			
		1	90 C	2	82.4 C	3 82 C
		4	75.7 C	5	68.27 mVDC	6 0.891 VDC
		7	94.39 mVDC	8	1.0186 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	1	29 6/26/2007			
		1	90 C	2	82.4 C	3 82 C
		4	75.7 C	5	68.14 mVDC	6 0.8907 VDC
		7	94.28 mVDC	8	1.0177 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	1	34 6/26/2007			
		1	90.1 C	2	82.5 C	3 82 C
		4	75.7 C	5	68.02 mVDC	6 0.8908 VDC
		7	94.33 mVDC	8	1.0186 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	1	39 6/26/2007			
		1	90.1 C	2	82.5 C	3 82.1 C
		4	75.8 C	5	67.87 mVDC	6 0.8905 VDC
		7	94.2 mVDC	8	1.018 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	1	44 6/26/2007			
		1	90.2 C	2	82.6 C	3 82.1 C
		4	75.8 C	5	67.83 mVDC	6 0.8912 VDC
		7	94.16 mVDC	8	1.017 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	1	49 6/26/2007			
		1	90.2 C	2	82.6 C	3 82.1 C
		4	75.8 C	5	67.7 mVDC	6 0.8909 VDC
		7	94.1 mVDC	8	1.0166 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	1	54 6/26/2007			
		1	90.3 C	2	82.6 C	3 82.1 C
		4	75.8 C	5	67.62 mVDC	6 0.8911 VDC
		7	94.32 mVDC	8	1.0194 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	1	59 6/26/2007			
		1	90.3 C	2	82.7 C	3 82.2 C
		4	75.9 C	5	67.54 mVDC	6 0.8913 VDC
		7	94.18 mVDC	8	1.0181 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	2	4 6/26/2007			
		1	90.4 C	2	82.7 C	3 82.2 C
		4	75.9 C	5	67.46 mVDC	6 0.8912 VDC
		7	94.11 mVDC	8	1.018 VDC	
ALM		15 DIO	255 TOTAL	0		

	17	2	9	6/26/2007					
		1	90.4	C	2	82.8	C	3	82.2
		4	75.9	C	5	67.39	mVDC	6	0.8912
		7	94.15	mVDC	8	1.0178	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	2	14	6/26/2007					
		1	90.5	C	2	82.8	C	3	82.2
		4	75.9	C	5	67.3	mVDC	6	0.8915
		7	94.08	mVDC	8	1.0173	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	2	19	6/26/2007					
		1	90.5	C	2	82.9	C	3	82.2
		4	75.9	C	5	67.18	mVDC	6	0.8913
		7	94.25	mVDC	8	1.0191	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	2	24	6/26/2007					
		1	90.5	C	2	82.9	C	3	82.2
		4	76	C	5	67.14	mVDC	6	0.8912
		7	93.97	mVDC	8	1.0165	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	2	29	6/26/2007					
		1	90.6	C	2	82.9	C	3	82.3
		4	76	C	5	67.08	mVDC	6	0.8912
		7	94.18	mVDC	8	1.0187	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	2	34	6/26/2007					
		1	90.6	C	2	83	C	3	82.3
		4	76	C	5	67.03	mVDC	6	0.8911
		7	94.02	mVDC	8	1.0175	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	2	39	6/26/2007					
		1	90.6	C	2	83	C	3	82.3
		4	76	C	5	66.94	mVDC	6	0.8909
		7	94.22	mVDC	8	1.0179	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	2	44	6/26/2007					
		1	90.7	C	2	83	C	3	82.4
		4	76	C	5	66.88	mVDC	6	0.8905
		7	94.34	mVDC	8	1.0178	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	2	49	6/26/2007					
		1	90.7	C	2	83.1	C	3	82.3
		4	76.1	C	5	66.84	mVDC	6	0.8907
		7	94.27	mVDC	8	1.0174	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	2	54	6/26/2007					
		1	90.7	C	2	83.1	C	3	82.4
		4	76.1	C	5	66.79	mVDC	6	0.8907
		7	94.46	mVDC	8	1.0184	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	2	59	6/26/2007					
		1	90.8	C	2	83.1	C	3	82.4
		4	76.1	C	5	66.75	mVDC	6	0.8902
		7	94.26	mVDC	8	1.0165	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	3	4	6/26/2007					
		1	90.8	C	2	83.2	C	3	82.4
		4	76.1	C	5	66.82	mVDC	6	0.8918
		7	94.43	mVDC	8	1.0185	VDC		
ALM		15	DIO	255	TOTAL	0			

	17	3	9	6/26/2007						
		1	90.8	C	2	83.2	C	3	82.5	C
		4	76.1	C	5	66.73	mVDC	6	0.8909	VDC
		7	94.47	mVDC	8	1.0189	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	3	14	6/26/2007						
		1	90.9	C	2	83.2	C	3	OTC	C
		4	76.1	C	5	66.68	mVDC	6	0.8903	VDC
		7	94.38	mVDC	8	1.0179	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	3	19	6/26/2007						
		1	90.9	C	2	83.2	C	3	82.5	C
		4	76.1	C	5	66.6	mVDC	6	0.8905	VDC
		7	94.38	mVDC	8	1.0184	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	3	24	6/26/2007						
		1	90.9	C	2	83.3	C	3	82.5	C
		4	76.2	C	5	66.59	mVDC	6	0.8902	VDC
		7	94.44	mVDC	8	1.0187	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	3	29	6/26/2007						
		1	90.9	C	2	83.3	C	3	82.6	C
		4	76.2	C	5	66.54	mVDC	6	0.89	VDC
		7	94.35	mVDC	8	1.0178	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	3	34	6/26/2007						
		1	91	C	2	83.3	C	3	82.5	C
		4	76.2	C	5	66.53	mVDC	6	0.8904	VDC
		7	94.32	mVDC	8	1.0179	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	3	39	6/26/2007						
		1	91	C	2	83.3	C	3	82.6	C
		4	76.2	C	5	66.49	mVDC	6	0.8898	VDC
		7	94.2	mVDC	8	1.0168	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	3	44	6/26/2007						
		1	91	C	2	83.4	C	3	82.6	C
		4	76.2	C	5	66.52	mVDC	6	0.8907	VDC
		7	94.3	mVDC	8	1.0187	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	3	49	6/26/2007						
		1	91.1	C	2	83.4	C	3	82.6	C
		4	76.2	C	5	66.58	mVDC	6	0.8916	VDC
		7	94.04	mVDC	8	1.0177	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	3	54	6/26/2007						
		1	91.1	C	2	83.4	C	3	82.6	C
		4	76.3	C	5	66.41	mVDC	6	0.8899	VDC
		7	94.23	mVDC	8	1.0185	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	3	59	6/26/2007						
		1	91.1	C	2	83.4	C	3	82.7	C
		4	76.3	C	5	66.37	mVDC	6	0.89	VDC
		7	93.98	mVDC	8	1.0146	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	4	4	6/26/2007						
		1	91.1	C	2	83.5	C	3	82.7	C
		4	76.3	C	5	66.37	mVDC	6	0.8907	VDC
		7	94.16	mVDC	8	1.0179	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	4	9	6/26/2007						

		1	91.1 C		2 OTC	C		3 OTC	C
		4	76.3 C		5	66.28 mVDC		6	0.89 VDC
		7	94.21 mVDC		8	1.0183 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	4	14 6/26/2007						
		1	91.2 C		2	83.5 C		3	82.7 C
		4	76.3 C		5	66.3 mVDC		6	0.8909 VDC
		7	94.14 mVDC		8	1.0179 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	4	19 6/26/2007						
		1	91.2 C		2	83.6 C		3	82.7 C
		4	76.3 C		5	66.22 mVDC		6	0.8902 VDC
		7	93.99 mVDC		8	1.0166 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	4	24 6/26/2007						
		1	91.2 C		2	83.6 C		3	82.7 C
		4	76.4 C		5	66.14 mVDC		6	0.8905 VDC
		7	94.17 mVDC		8	1.019 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	4	29 6/26/2007						
		1	91.3 C		2	83.6 C		3	82.7 C
		4	76.4 C		5	66.12 mVDC		6	0.8905 VDC
		7	93.96 mVDC		8	1.0169 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	4	34 6/26/2007						
		1	91.3 C		2	83.6 C		3	82.8 C
		4	76.4 C		5	66.03 mVDC		6	0.8896 VDC
		7	93.99 mVDC		8	1.0174 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	4	39 6/26/2007						
		1	91.3 C		2	83.7 C		3	82.8 C
		4	76.4 C		5	65.97 mVDC		6	0.8896 VDC
		7	94.06 mVDC		8	1.0184 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	4	44 6/26/2007						
		1	91.3 C		2	83.7 C		3	82.8 C
		4	76.4 C		5	66 mVDC		6	0.8898 VDC
		7	93.97 mVDC		8	1.0179 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	4	49 6/26/2007						
		1	91.4 C		2	83.7 C		3 OTC	C
		4 OTC	C		5	65.98 mVDC		6	0.8917 VDC
		7	93.98 mVDC		8	1.0184 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	4	54 6/26/2007						
		1	91.4 C		2	83.7 C		3	82.9 C
		4	76.5 C		5	65.93 mVDC		6	0.8896 VDC
		7	93.84 mVDC		8	1.0181 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	4	59 6/26/2007						
		1	91.4 C		2	83.7 C		3	82.9 C
		4	76.5 C		5	65.91 mVDC		6	0.8895 VDC
		7	93.86 mVDC		8	1.0181 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	5	4 6/26/2007						
		1	91.4 C		2	83.8 C		3	82.9 C
		4	76.5 C		5	65.92 mVDC		6	0.8898 VDC
		7	93.93 mVDC		8	1.0185 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	5	9 6/26/2007						
		1	91.5 C		2	83.8 C		3	82.9 C

		4	76.5 C	5	65.94 mVDC	6	0.8904 VDC
		7	93.73 mVDC	8	1.0164 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	5	14 6/26/2007				
		1	91.5 C	2	83.8 C	3	82.9 C
		4	76.5 C	5	65.89 mVDC	6	0.8907 VDC
		7	93.65 mVDC	8	1.0166 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	5	19 6/26/2007				
		1	91.5 C	2	83.8 C	3	82.9 C
		4	76.5 C	5	65.86 mVDC	6	0.8895 VDC
		7	93.79 mVDC	8	1.018 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	5	24 6/26/2007				
		1	91.5 C	2	83.8 C	3	82.9 C
		4	76.5 C	5	65.93 mVDC	6	0.8907 VDC
		7	93.62 mVDC	8	1.0176 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	5	29 6/26/2007				
		1	91.6 C	2	83.9 C	3	83 C
		4	76.5 C	5	65.82 mVDC	6	0.8905 VDC
		7	93.59 mVDC	8	1.017 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	5	34 6/26/2007				
		1	91.6 C	2	83.9 C	3	83 C
		4	76.5 C	5	65.8 mVDC	6	0.8896 VDC
		7	93.45 mVDC	8	1.0167 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	5	39 6/26/2007				
		1	91.6 C	2	83.9 C	3	83 C
		4	76.6 C	5	65.78 mVDC	6	0.8898 VDC
		7	93.56 mVDC	8	1.0186 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	5	44 6/26/2007				
		1	91.6 C	2	83.9 C	3	83 C
		4 OTC	C	5	65.79 mVDC	6	0.89 VDC
		7	93.54 mVDC	8	1.0184 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	5	49 6/26/2007				
		1	91.6 C	2	83.9 C	3	83 C
		4	76.6 C	5	65.79 mVDC	6	0.8901 VDC
		7	93.39 mVDC	8	1.0175 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	5	54 6/26/2007				
		1	91.6 C	2	83.9 C	3	83 C
		4	76.6 C	5	65.77 mVDC	6	0.8904 VDC
		7	93.36 mVDC	8	1.0169 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	5	59 6/26/2007				
		1	91.6 C	2	83.9 C	3	83 C
		4	76.6 C	5	65.71 mVDC	6	0.8899 VDC
		7	93.28 mVDC	8	1.0174 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	6	4 6/26/2007				
		1	91.7 C	2 OTC	C	3 OTC	C
		4	76.6 C	5	65.69 mVDC	6	0.8897 VDC
		7	93.34 mVDC	8	1.018 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	6	9 6/26/2007				
		1	91.7 C	2	84 C	3	83 C
		4	76.6 C	5	65.67 mVDC	6	0.8895 VDC

		7	93.42 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	6	14 6/26/2007				
		1	91.7 C	2	84 C	3	OTC C
		4	76.6 C	5	65.66 mVDC	6	0.8904 VDC
		7	93.35 mVDC	8	1.0192 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	6	19 6/26/2007				
		1	91.7 C	2	84 C	3	83.1 C
		4	76.6 C	5	65.64 mVDC	6	0.8895 VDC
		7	93.17 mVDC	8	1.0184 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	6	24 6/26/2007				
		1	91.7 C	2	84 C	3	83.1 C
		4	76.6 C	5	65.62 mVDC	6	0.8896 VDC
		7	93.27 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	6	29 6/26/2007				
		1	91.8 C	2	84.1 C	3	83.1 C
		4	76.7 C	5	65.61 mVDC	6	0.8899 VDC
		7	93.16 mVDC	8	1.0188 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	6	34 6/26/2007				
		1	91.8 C	2	84.1 C	3	83.1 C
		4	76.7 C	5	65.61 mVDC	6	0.8899 VDC
		7	93.02 mVDC	8	1.0166 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	6	39 6/26/2007				
		1	91.8 C	2	84.1 C	3	83.1 C
		4	76.7 C	5	65.58 mVDC	6	0.8898 VDC
		7	93.17 mVDC	8	1.0192 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	6	44 6/26/2007				
		1	91.8 C	2	84.1 C	3	83.2 C
		4	76.7 C	5	65.5 mVDC	6	0.8895 VDC
		7	93.12 mVDC	8	1.0185 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	6	49 6/26/2007				
		1	91.9 C	2	84.1 C	3	83.2 C
		4	76.7 C	5	65.51 mVDC	6	0.8903 VDC
		7	93.12 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	6	54 6/26/2007				
		1	91.9 C	2	84.1 C	3	83.2 C
		4	76.7 C	5	65.43 mVDC	6	0.8894 VDC
		7	93.12 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	6	59 6/26/2007				
		1	91.9 C	2	84.2 C	3	83.2 C
		4	76.7 C	5	65.56 mVDC	6	0.8913 VDC
		7	93.01 mVDC	8	1.0186 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	7	4 6/26/2007				
		1	91.9 C	2	OTC C	3	83.2 C
		4	76.7 C	5	65.52 mVDC	6	0.891 VDC
		7	92.91 mVDC	8	1.0172 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	7	9 6/26/2007				
		1	91.9 C	2	84.2 C	3	83.2 C
		4	76.7 C	5	65.51 mVDC	6	0.8911 VDC
		7	93.04 mVDC	8	1.0191 VDC		

ALM		15 DIO	255 TOTAL	0		
	17	7	14 6/26/2007			
		1	91.9 C	2	84.2 C	3 83.2 C
		4	76.8 C	5	65.48 mVDC	6 0.8906 VDC
		7	92.93 mVDC	8	1.0184 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	7	19 6/26/2007			
		1	91.9 C	2	84.2 C	3 83.3 C
		4	76.8 C	5	65.55 mVDC	6 0.8909 VDC
		7	92.69 mVDC	8	1.0163 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	7	24 6/26/2007			
		1	91.9 C	2	84.2 C	3 83.2 C
		4	76.8 C	5	65.49 mVDC	6 0.8908 VDC
		7	92.75 mVDC	8	1.018 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	7	29 6/26/2007			
		1	92 C	2	84.3 C	3 83.2 C
		4	76.8 C	5	65.55 mVDC	6 0.8913 VDC
		7	92.7 mVDC	8	1.0175 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	7	34 6/26/2007			
		1	92 C	2	84.3 C	3 83.2 C
		4	76.8 C	5	65.47 mVDC	6 0.8905 VDC
		7	92.76 mVDC	8	1.0182 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	7	39 6/26/2007			
		1	92 C	2	84.3 C	3 83.3 C
		4	76.8 C	5	65.43 mVDC	6 0.8903 VDC
		7	92.66 mVDC	8	1.0168 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	7	44 6/26/2007			
		1	92 C	2	84.3 C	3 83.3 C
		4	76.8 C	5	65.41 mVDC	6 0.8903 VDC
		7	92.8 mVDC	8	1.0184 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	7	49 6/26/2007			
		1	92.1 C	2	84.3 C	3 83.3 C
		4	76.8 C	5	65.39 mVDC	6 0.8902 VDC
		7	92.71 mVDC	8	1.0187 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	7	54 6/26/2007			
		1	92.1 C	2	84.3 C	3 83.3 C
		4	76.8 C	5	65.35 mVDC	6 0.8902 VDC
		7	92.79 mVDC	8	1.0191 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	7	59 6/26/2007			
		1	92.1 C	2	84.3 C	3 83.3 C
		4	76.8 C	5	65.36 mVDC	6 0.8903 VDC
		7	92.68 mVDC	8	1.0177 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	8	4 6/26/2007			
		1	92.1 C	2	84.4 C	3 83.3 C
		4	76.8 C	5	65.32 mVDC	6 0.8901 VDC
		7	92.7 mVDC	8	1.0182 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	8	9 6/26/2007			
		1	92.1 C	2	84.4 C	3 83.3 C
		4	76.9 C	5	65.28 mVDC	6 0.8897 VDC
		7	92.7 mVDC	8	1.0186 VDC	
ALM		15 DIO	255 TOTAL	0		

	17	8	14	6/26/2007					
		1	92.1	C	2	84.4	C	3	83.3
		4	76.9	C	5	65.3	mVDC	6	0.8901
		7	92.55	mVDC	8	1.0168	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	8	19	6/26/2007					
		1	92.1	C	2	84.4	C	3	83.3
		4	76.9	C	5	65.29	mVDC	6	0.8902
		7	92.54	mVDC	8	1.0171	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	8	24	6/26/2007					
		1	92.1	C	2	84.4	C	3	83.4
		4	76.9	C	5	65.24	mVDC	6	0.8903
		7	92.53	mVDC	8	1.0171	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	8	29	6/26/2007					
		1	92.2	C	2	84.4	C	3	83.4
		4	76.9	C	5	65.21	mVDC	6	0.89
		7	92.59	mVDC	8	1.0185	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	8	34	6/26/2007					
		1	92.1	C	2	OTC	C	3	83.3
		4	76.9	C	5	65.18	mVDC	6	0.8905
		7	92.6	mVDC	8	1.0178	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	8	39	6/26/2007					
		1	92.1	C	2	84.4	C	3	83.4
		4	76.9	C	5	65.2	mVDC	6	0.8903
		7	92.6	mVDC	8	1.0181	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	8	44	6/26/2007					
		1	92.2	C	2	84.4	C	3	83.4
		4	76.9	C	5	65.16	mVDC	6	0.89
		7	92.57	mVDC	8	1.018	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	8	49	6/26/2007					
		1	92.2	C	2	84.4	C	3	83.4
		4	77	C	5	65.11	mVDC	6	0.89
		7	92.52	mVDC	8	1.0175	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	8	54	6/26/2007					
		1	92.2	C	2	84.4	C	3	83.4
		4	77	C	5	65.12	mVDC	6	0.8903
		7	92.32	mVDC	8	1.0159	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	8	59	6/26/2007					
		1	92.2	C	2	84.5	C	3	83.4
		4	77	C	5	65.07	mVDC	6	0.8899
		7	92.59	mVDC	8	1.019	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	9	4	6/26/2007					
		1	92.2	C	2	OTC	C	3	83.4
		4	77	C	5	65.09	mVDC	6	0.8903
		7	92.5	mVDC	8	1.0177	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	9	9	6/26/2007					
		1	92.2	C	2	84.5	C	3	83.4
		4	77	C	5	65.06	mVDC	6	0.8903
		7	92.32	mVDC	8	1.0183	VDC		
ALM		15	DIO	255	TOTAL	0			

	17	9	14	6/26/2007						
		1	92.2	C	2	84.5	C	3	83.4	C
		4	77	C	5	65.04	mVDC	6	0.8902	VDC
		7	92.56	mVDC	8	1.019	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	9	19	6/26/2007						
		1	92.2	C	2	84.5	C	3	83.5	C
		4	77	C	5	64.97	mVDC	6	0.89	VDC
		7	92.48	mVDC	8	1.0182	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	9	24	6/26/2007						
		1	92.2	C	2	84.5	C	3	83.5	C
		4	77	C	5	64.95	mVDC	6	0.8899	VDC
		7	92.52	mVDC	8	1.0187	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	9	29	6/26/2007						
		1	92.2	C	2	84.5	C	3	83.5	C
		4	77	C	5	64.91	mVDC	6	0.8899	VDC
		7	92.45	mVDC	8	1.0179	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	9	34	6/26/2007						
		1	92.2	C	2	84.5	C	3	83.5	C
		4	77	C	5	64.9	mVDC	6	0.8899	VDC
		7	92.24	mVDC	8	1.0168	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	9	39	6/26/2007						
		1	92.2	C	2	84.5	C	3	83.5	C
		4	77	C	5	64.87	mVDC	6	0.89	VDC
		7	92.6	mVDC	8	1.0198	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	9	44	6/26/2007						
		1	92.2	C	2	84.6	C	3	83.5	C
		4	77.1	C	5	64.88	mVDC	6	0.8903	VDC
		7	92.39	mVDC	8	1.0179	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	9	49	6/26/2007						
		1	92.3	C	2	84.6	C	3	83.5	C
		4	77.1	C	5	64.87	mVDC	6	0.8903	VDC
		7	92.14	mVDC	8	1.0151	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	9	54	6/26/2007						
		1	92.2	C	2	84.6	C	3	83.5	C
		4	77.1	C	5	64.82	mVDC	6	0.8897	VDC
		7	92.49	mVDC	8	1.0194	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	9	59	6/26/2007						
		1	92.3	C	2	84.6	C	3	83.5	C
		4	77.1	C	5	64.8	mVDC	6	0.8897	VDC
		7	92.49	mVDC	8	1.0193	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	10	4	6/26/2007						
		1	92.3	C	2	84.6	C	3	83.6	C
		4	77.1	C	5	64.79	mVDC	6	0.8895	VDC
		7	92.45	mVDC	8	1.0192	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	10	9	6/26/2007						
		1	92.3	C	2	84.6	C	3	83.6	C
		4	77.1	C	5	64.75	mVDC	6	0.8888	VDC
		7	92.46	mVDC	8	1.019	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	10	14	6/26/2007						

		1	92.3 C	2	84.6 C	3	83.6 C
		4	77.1 C	5	64.56 mVDC	6	0.887 VDC
		7	92.35 mVDC	8	1.0179 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	10	19 6/26/2007				
		1	92.3 C	2	84.6 C	3	83.6 C
		4	77.1 C	5	64.56 mVDC	6	0.8868 VDC
		7	92.48 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	10	24 6/26/2007				
		1	92.3 C	2	84.6 C	3	83.6 C
		4	77.1 C	5	64.72 mVDC	6	0.8889 VDC
		7	92.44 mVDC	8	1.0192 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	10	29 6/26/2007				
		1	92.3 C	2	84.6 C	3	83.6 C
		4	77.1 C	5	64.47 mVDC	6	0.8872 VDC
		7	92.39 mVDC	8	1.0184 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	10	34 6/26/2007				
		1	92.3 C	2	84.6 C	3	83.6 C
		4	77.2 C	5	64.72 mVDC	6	0.8894 VDC
		7	92.27 mVDC	8	1.0172 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	10	39 6/26/2007				
		1	92.3 C	2	84.6 C	3	83.6 C
		4	77.2 C	5	64.73 mVDC	6	0.89 VDC
		7	92.24 mVDC	8	1.0169 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	10	44 6/26/2007				
		1	92.3 C	2	84.6 C	3	83.6 C
		4	77.2 C	5	64.66 mVDC	6	0.8888 VDC
		7	92.34 mVDC	8	1.0178 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	10	49 6/26/2007				
		1	92.3 C	2	84.6 C	3	83.6 C
		4	77.2 C	5	64.5 mVDC	6	0.8883 VDC
		7	92.39 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	10	54 6/26/2007				
		1	92.3 C	2	84.6 C	3	83.7 C
		4	77.2 C	5	64.49 mVDC	6	0.8875 VDC
		7	92.21 mVDC	8	1.0168 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	10	59 6/26/2007				
		1	92.3 C	2	84.6 C	3	83.7 C
		4	77.2 C	5	64.47 mVDC	6	0.8875 VDC
		7	92.22 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	11	4 6/26/2007				
		1	92.3 C	2	84.7 C	3	83.7 C
		4	77.2 C	5	64.46 mVDC	6	0.8863 VDC
		7	92.14 mVDC	8	1.0174 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	11	9 6/26/2007				
		1	92.3 C	2	84.7 C	3	83.7 C
		4	77.2 C	5	64.47 mVDC	6	0.8867 VDC
		7	92.29 mVDC	8	1.0192 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	11	14 6/26/2007				
		1	92.3 C	2	84.7 C	3	83.7 C

		4	77.2 C	5	64.39 mVDC	6	0.8869 VDC
		7	92.19 mVDC	8	1.0185 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	11	19 6/26/2007				
		1	92.3 C	2	84.7 C	3	83.7 C
		4	77.2 C	5	64.41 mVDC	6	0.8867 VDC
		7	92.02 mVDC	8	1.0184 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	11	24 6/26/2007				
		1	92.3 C	2	84.7 C	3	83.7 C
		4	77.2 C	5	64.4 mVDC	6	0.887 VDC
		7	92.23 mVDC	8	1.0191 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	11	29 6/26/2007				
		1	92.3 C	2	84.7 C	3	83.7 C
		4	77.2 C	5	64.38 mVDC	6	0.887 VDC
		7	91.98 mVDC	8	1.0171 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	11	34 6/26/2007				
		1	92.3 C	2	84.7 C	3	83.7 C
		4	77.3 C	5	64.31 mVDC	6	0.886 VDC
		7	92.02 mVDC	8	1.0177 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	11	39 6/26/2007				
		1	92.3 C	2	84.7 C	3	83.7 C
		4	77.2 C	5	64.45 mVDC	6	0.8866 VDC
		7	92.12 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	11	44 6/26/2007				
		1	92.3 C	2	84.7 C	3	83.7 C
		4	77.3 C	5	64.34 mVDC	6	0.8863 VDC
		7	92.06 mVDC	8	1.0179 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	11	49 6/26/2007				
		1	92.3 C	2	84.7 C	3	83.7 C
		4	77.3 C	5	64.34 mVDC	6	0.887 VDC
		7	92.08 mVDC	8	1.0185 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	11	54 6/26/2007				
		1	92.3 C	2 OTC	C	3	83.7 C
		4	77.3 C	5	64.39 mVDC	6	0.8875 VDC
		7	91.97 mVDC	8	1.0179 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	11	59 6/26/2007				
		1	92.4 C	2	84.7 C	3	83.7 C
		4	77.3 C	5	64.28 mVDC	6	0.8877 VDC
		7	92.01 mVDC	8	1.0174 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	12	4 6/26/2007				
		1	92.4 C	2	84.7 C	3	83.7 C
		4 OTC	C	5	64.19 mVDC	6	0.8872 VDC
		7	92.06 mVDC	8	1.0184 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	12	9 6/26/2007				
		1	92.4 C	2	84.7 C	3	83.8 C
		4	77.3 C	5	64.36 mVDC	6	0.8874 VDC
		7	92.12 mVDC	8	1.0192 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	12	14 6/26/2007				
		1	92.4 C	2	84.7 C	3 OTC	C
		4	77.3 C	5	64.22 mVDC	6	0.8858 VDC

		7	92.01 mVDC	8	1.018 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	12	19 6/26/2007				
		1	92.4 C	2	84.7 C	3	83.8 C
		4	77.3 C	5	64.28 mVDC	6	0.8871 VDC
		7	91.89 mVDC	8	1.0156 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	12	24 6/26/2007				
		1	92.4 C	2	84.7 C	3	83.8 C
		4	77.3 C	5	64.26 mVDC	6	0.8859 VDC
		7	92.03 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	12	29 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.8 C
		4	77.3 C	5	64.25 mVDC	6	0.8858 VDC
		7	91.97 mVDC	8	1.0176 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	12	34 6/26/2007				
		1	92.4 C	2	84.7 C	3	83.8 C
		4	77.3 C	5	64.23 mVDC	6	0.8863 VDC
		7	91.95 mVDC	8	1.0176 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	12	39 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.8 C
		4	77.3 C	5	64.22 mVDC	6	0.8862 VDC
		7	91.91 mVDC	8	1.0176 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	12	44 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.8 C
		4	77.3 C	5	64.31 mVDC	6	0.8873 VDC
		7	91.97 mVDC	8	1.0185 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	12	49 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.8 C
		4	77.3 C	5	64.22 mVDC	6	0.8863 VDC
		7	91.83 mVDC	8	1.0171 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	12	54 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.8 C
		4	77.3 C	5	64.11 mVDC	6	0.8857 VDC
		7	91.78 mVDC	8	1.0166 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	12	59 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.8 C
		4	77.3 C	5	64.12 mVDC	6	0.8864 VDC
		7	91.91 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	13	4 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.8 C
		4	77.3 C	5	64.14 mVDC	6	0.886 VDC
		7	91.79 mVDC	8	1.0169 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	13	9 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.8 C
		4	77.4 C	5	64.12 mVDC	6	0.8873 VDC
		7	91.92 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	13	14 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.8 C
		4	77.4 C	5	64.08 mVDC	6	0.8853 VDC
		7	91.63 mVDC	8	1.0174 VDC		

ALM		15 DIO	255 TOTAL	0		
	17	13	19 6/26/2007			
		1	92.4 C	2	84.8 C	3 83.8 C
		4	77.4 C	5	64.16 mVDC	6 0.8857 VDC
		7	91.67 mVDC	8	1.0169 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	13	24 6/26/2007			
		1	92.4 C	2	84.8 C	3 83.8 C
		4	77.4 C	5	64.17 mVDC	6 0.8883 VDC
		7	91.71 mVDC	8	1.0175 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	13	29 6/26/2007			
		1	92.4 C	2	84.8 C	3 83.8 C
		4	77.4 C	5	64.19 mVDC	6 0.8863 VDC
		7	91.58 mVDC	8	1.0164 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	13	34 6/26/2007			
		1	92.4 C	2	84.8 C	3 83.8 C
		4	77.4 C	5	64.01 mVDC	6 0.8849 VDC
		7	91.59 mVDC	8	1.0167 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	13	39 6/26/2007			
		1	92.5 C	2	84.8 C	3 83.8 C
		4	77.4 C	5	64.06 mVDC	6 0.8858 VDC
		7	91.59 mVDC	8	1.018 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	13	44 6/26/2007			
		1	92.4 C	2	84.8 C	3 83.8 C
		4	77.4 C	5	64.01 mVDC	6 0.885 VDC
		7	91.48 mVDC	8	1.0171 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	13	49 6/26/2007			
		1	92.4 C	2	84.8 C	3 83.8 C
		4	77.4 C	5	63.91 mVDC	6 0.8838 VDC
		7	91.56 mVDC	8	1.0169 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	13	54 6/26/2007			
		1	92.4 C	2	84.8 C	3 83.9 C
		4	77.4 C	5	63.98 mVDC	6 0.8865 VDC
		7	91.61 mVDC	8	1.0177 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	13	59 6/26/2007			
		1	92.4 C	2	84.8 C	3 83.9 C
		4	77.4 C	5	64.02 mVDC	6 0.8861 VDC
		7	91.52 mVDC	8	1.0182 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	14	4 6/26/2007			
		1	92.5 C	2	84.8 C	3 83.9 C
		4	77.4 C	5	63.94 mVDC	6 0.8849 VDC
		7	91.57 mVDC	8	1.0173 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	14	9 6/26/2007			
		1	92.5 C	2	84.8 C	3 83.9 C
		4	77.4 C	5	63.92 mVDC	6 0.8849 VDC
		7	91.61 mVDC	8	1.0176 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	14	14 6/26/2007			
		1	92.5 C	2	84.8 C	3 83.9 C
		4	77.4 C	5	63.94 mVDC	6 0.8849 VDC
		7	91.56 mVDC	8	1.018 VDC	
ALM		15 DIO	255 TOTAL	0		

	17	14	19	6/26/2007					
		1	92.5	C	2	84.9	C	3	83.9
		4	77.4	C	5	63.92	mVDC	6	0.8848
		7	91.55	mVDC	8	1.017	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	14	24	6/26/2007					
		1	92.5	C	2	84.9	C	3	83.9
		4	77.4	C	5	63.82	mVDC	6	0.8844
		7	91.57	mVDC	8	1.0177	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	14	29	6/26/2007					
		1	92.5	C	2	84.9	C	3	83.9
		4	77.4	C	5	63.88	mVDC	6	0.8853
		7	91.57	mVDC	8	1.0176	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	14	34	6/26/2007					
		1	92.4	C	2	84.9	C	3	83.9
		4	77.4	C	5	63.85	mVDC	6	0.8843
		7	91.48	mVDC	8	1.0171	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	14	39	6/26/2007					
		1	92.4	C	2	84.8	C	3	83.9
		4	77.4	C	5	64.08	mVDC	6	0.8878
		7	91.47	mVDC	8	1.0169	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	14	44	6/26/2007					
		1	92.4	C	2	84.9	C	3	83.9
		4	77.4	C	5	63.99	mVDC	6	0.8871
		7	91.4	mVDC	8	1.0169	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	14	49	6/26/2007					
		1	92.5	C	2	84.9	C	3	83.9
		4	77.4	C	5	63.87	mVDC	6	0.8852
		7	91.46	mVDC	8	1.017	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	14	54	6/26/2007					
		1	92.5	C	2	84.9	C	3	83.9
		4	77.4	C	5	63.82	mVDC	6	0.8847
		7	91.54	mVDC	8	1.0179	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	14	59	6/26/2007					
		1	92.5	C	2	84.9	C	3	84
		4	77.5	C	5	63.82	mVDC	6	0.8839
		7	91.48	mVDC	8	1.0172	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	15	4	6/26/2007					
		1	92.5	C	2	84.9	C	3	83.9
		4	77.5	C	5	63.8	mVDC	6	0.8843
		7	91.35	mVDC	8	1.0165	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	15	9	6/26/2007					
		1	92.4	C	2	84.9	C	3	83.9
		4	77.5	C	5	63.67	mVDC	6	0.8829
		7	91.4	mVDC	8	1.0166	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	15	14	6/26/2007					
		1	92.5	C	2	84.9	C	3	83.9
		4	77.5	C	5	63.78	mVDC	6	0.8848
		7	91.48	mVDC	8	1.0181	VDC		
ALM		15	DIO	255	TOTAL	0			

	17	15	19	6/26/2007					
		1	92.5	C	2	84.9	C	3	83.9
		4	77.5	C	5	63.75	mVDC	6	0.8849
		7	91.32	mVDC	8	1.017	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	15	24	6/26/2007					
		1	92.5	C	2	84.8	C	3	83.9
		4	77.5	C	5	63.67	mVDC	6	0.8851
		7	91.49	mVDC	8	1.0179	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	15	29	6/26/2007					
		1	92.5	C	2	84.8	C	3	83.9
		4	77.5	C	5	63.73	mVDC	6	0.8849
		7	91.35	mVDC	8	1.0193	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	15	34	6/26/2007					
		1	92.4	C	2	84.8	C	3	83.9
		4	77.5	C	5	63.68	mVDC	6	0.8845
		7	91.44	mVDC	8	1.0186	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	15	39	6/26/2007					
		1	92.5	C	2	84.9	C	3	83.9
		4	77.5	C	5	63.72	mVDC	6	0.8846
		7	91.33	mVDC	8	1.0174	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	15	44	6/26/2007					
		1	92.4	C	2	84.8	C	3	83.9
		4	77.5	C	5	63.71	mVDC	6	0.8851
		7	91.36	mVDC	8	1.0174	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	15	49	6/26/2007					
		1	92.4	C	2	84.8	C	3	84
		4	77.5	C	5	63.7	mVDC	6	0.8847
		7	91.43	mVDC	8	1.0189	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	15	54	6/26/2007					
		1	92.4	C	2	84.8	C	3	83.9
		4	77.5	C	5	63.69	mVDC	6	0.8844
		7	91.41	mVDC	8	1.0187	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	15	59	6/26/2007					
		1	92.4	C	2	84.8	C	3	83.9
		4	77.5	C	5	63.64	mVDC	6	0.8849
		7	91.32	mVDC	8	1.019	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	16	4	6/26/2007					
		1	92.4	C	2	84.8	C	3	83.9
		4	77.5	C	5	63.76	mVDC	6	0.8861
		7	91.26	mVDC	8	1.018	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	16	9	6/26/2007					
		1	92.4	C	2	84.8	C	3	83.9
		4	77.5	C	5	63.83	mVDC	6	0.8872
		7	91.19	mVDC	8	1.0173	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	16	14	6/26/2007					
		1	92.5	C	2	84.8	C	3	83.9
		4	77.5	C	5	63.81	mVDC	6	0.887
		7	91.17	mVDC	8	1.0178	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	16	19	6/26/2007					

		1	92.4 C	2	84.8 C	3	83.9 C
		4	77.5 C	5	63.81 mVDC	6	0.8872 VDC
		7	91.32 mVDC	8	1.0192 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	16	24 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.9 C
		4	77.5 C	5	63.83 mVDC	6	0.8877 VDC
		7	91.32 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	16	29 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.9 C
		4	77.5 C	5	63.81 mVDC	6	0.8876 VDC
		7	91.26 mVDC	8	1.0188 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	16	34 6/26/2007				
		1	92.4 C	2	84.8 C	3	84 C
		4	77.5 C	5	63.84 mVDC	6	0.8879 VDC
		7	91.13 mVDC	8	1.0177 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	16	39 6/26/2007				
		1	92.4 C	2	84.8 C	3	84 C
		4	77.6 C	5	63.84 mVDC	6	0.8883 VDC
		7	91.22 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	16	44 6/26/2007				
		1	92.4 C	2	84.8 C	3	84 C
		4	77.5 C	5	63.72 mVDC	6	0.8861 VDC
		7	90.97 mVDC	8	1.0169 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	16	49 6/26/2007				
		1	92.4 C	2	84.8 C	3	84 C
		4	77.5 C	5	63.64 mVDC	6	0.8853 VDC
		7	90.97 mVDC	8	1.017 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	16	54 6/26/2007				
		1	92.4 C	2	84.8 C	3	84 C
		4	77.5 C	5	63.61 mVDC	6	0.8852 VDC
		7	90.96 mVDC	8	1.0169 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	16	59 6/26/2007				
		1	92.4 C	2	84.9 C	3	84 C
		4	77.6 C	5	63.81 mVDC	6	0.888 VDC
		7	91.03 mVDC	8	1.0185 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	17	4 6/26/2007				
		1	92.4 C	2	84.9 C	3	84 C
		4	77.6 C	5	63.74 mVDC	6	0.889 VDC
		7	90.98 mVDC	8	1.0181 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	17	9 6/26/2007				
		1	92.4 C	2	84.9 C	3	84 C
		4	77.6 C	5	63.78 mVDC	6	0.888 VDC
		7	90.91 mVDC	8	1.0173 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	17	14 6/26/2007				
		1	92.4 C	2	84.8 C	3	84 C
		4	77.6 C	5	63.74 mVDC	6	0.8875 VDC
		7	91 mVDC	8	1.0191 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	17	19 6/26/2007				
		1	92.4 C	2	84.9 C	3	84 C

		4	77.6 C	5	63.72 mVDC	6	0.8875 VDC
		7	90.8 mVDC	8	1.0182 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	17	24 6/26/2007				
		1	92.4 C	2	84.9 C	3	84 C
		4	77.6 C	5	63.76 mVDC	6	0.8878 VDC
		7	90.76 mVDC	8	1.0167 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	17	29 6/26/2007				
		1	92.4 C	2	84.9 C	3	84 C
		4	77.6 C	5	63.71 mVDC	6	0.8873 VDC
		7	91 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	17	34 6/26/2007				
		1	92.4 C	2	84.9 C	3	84 C
		4	77.6 C	5	63.73 mVDC	6	0.8874 VDC
		7	90.93 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	17	39 6/26/2007				
		1	92.4 C	2	84.9 C	3	84.1 C
		4	77.6 C	5	63.68 mVDC	6	0.8873 VDC
		7	90.9 mVDC	8	1.0178 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	17	44 6/26/2007				
		1	92.4 C	2	84.9 C	3	84 C
		4	77.6 C	5	63.67 mVDC	6	0.8869 VDC
		7	90.96 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	17	49 6/26/2007				
		1	92.4 C	2	84.9 C	3	84 C
		4	77.7 C	5	63.69 mVDC	6	0.8867 VDC
		7	90.76 mVDC	8	1.0183 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	17	54 6/26/2007				
		1	92.4 C	2	84.9 C	3	84 C
		4	77.7 C	5	63.64 mVDC	6	0.8869 VDC
		7	90.55 mVDC	8	1.0172 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	17	59 6/26/2007				
		1	92.3 C	2	84.9 C	3	84 C
		4	77.7 C	5	63.6 mVDC	6	0.8867 VDC
		7	90.79 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	18	4 6/26/2007				
		1	92.4 C	2	84.9 C	3	84.1 C
		4	77.7 C	5	63.63 mVDC	6	0.8872 VDC
		7	90.67 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	18	9 6/26/2007				
		1	92.4 C	2	84.8 C	3	84.1 C
		4	77.7 C	5	63.62 mVDC	6	0.8869 VDC
		7	90.52 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	18	14 6/26/2007				
		1	92.3 C	2	84.8 C	3	84.1 C
		4	77.8 C	5	63.61 mVDC	6	0.8871 VDC
		7	90.5 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	18	19 6/26/2007				
		1	92.3 C	2	84.8 C	3	84.1 C
		4	77.8 C	5	63.71 mVDC	6	0.888 VDC

		7	90.54 mVDC	8	1.0192 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	18	24 6/26/2007				
		1	92.3 C	2	84.8 C	3	84 C
		4	77.8 C	5	63.58 mVDC	6	0.8868 VDC
		7	90.47 mVDC	8	1.0184 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	18	29 6/26/2007				
		1	92.2 C	2	84.8 C	3	84.1 C
		4	77.8 C	5	63.73 mVDC	6	0.8885 VDC
		7	90.65 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	18	34 6/26/2007				
		1	92.2 C	2	84.8 C	3	84 C
		4	77.8 C	5	63.61 mVDC	6	0.8875 VDC
		7	90.59 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	18	39 6/26/2007				
		1	92.2 C	2	84.7 C	3	84.1 C
		4	77.8 C	5	63.63 mVDC	6	0.8876 VDC
		7	90.56 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	18	44 6/26/2007				
		1	92.2 C	2	84.7 C	3	84.1 C
		4	77.8 C	5	63.55 mVDC	6	0.8868 VDC
		7	90.4 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	18	49 6/26/2007				
		1	92.2 C	2	84.7 C	3	84.1 C
		4	77.8 C	5	63.63 mVDC	6	0.8878 VDC
		7	90.53 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	18	54 6/26/2007				
		1	92.1 C	2	84.7 C	3	84.1 C
		4	77.8 C	5	63.6 mVDC	6	0.8875 VDC
		7	90.46 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	18	59 6/26/2007				
		1	92.1 C	2	84.7 C	3	84 C
		4	77.9 C	5	63.55 mVDC	6	0.8872 VDC
		7	90.53 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	19	4 6/26/2007				
		1	92 C	2	84.6 C	3	84.1 C
		4	77.8 C	5	63.57 mVDC	6	0.8877 VDC
		7	90.57 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	19	9 6/26/2007				
		1	92 C	2	84.6 C	3	84 C
		4	77.8 C	5	63.54 mVDC	6	0.8876 VDC
		7	90.51 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	19	14 6/26/2007				
		1	92 C	2	84.6 C	3	84 C
		4	77.8 C	5	63.52 mVDC	6	0.8871 VDC
		7	90.42 mVDC	8	1.0189 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	19	19 6/26/2007				
		1	92 C	2	84.6 C	3	84.1 C
		4	77.8 C	5	63.51 mVDC	6	0.8872 VDC
		7	90.52 mVDC	8	1.0208 VDC		

ALM		15 DIO	255 TOTAL	0		
	17	19	24 6/26/2007			
		1	92 C	2	84.6 C	3 84.1 C
		4	77.8 C	5	63.48 mVDC	6 0.8872 VDC
		7	90.5 mVDC	8	1.0205 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	19	29 6/26/2007			
		1	92 C	2	84.6 C	3 84.1 C
		4	77.8 C	5	63.54 mVDC	6 0.8876 VDC
		7	90.47 mVDC	8	1.0203 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	19	34 6/26/2007			
		1	92 C	2	84.6 C	3 84.1 C
		4	77.9 C	5	63.51 mVDC	6 0.8873 VDC
		7	90.57 mVDC	8	1.0212 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	19	39 6/26/2007			
		1	92 C	2	84.6 C	3 84.1 C
		4	77.9 C	5	63.57 mVDC	6 0.8881 VDC
		7	90.31 mVDC	8	1.019 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	19	44 6/26/2007			
		1	92 C	2	84.6 C	3 84 C
		4	77.9 C	5	63.53 mVDC	6 0.8874 VDC
		7	90.48 mVDC	8	1.0205 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	19	49 6/26/2007			
		1	92 C	2	84.5 C	3 84.1 C
		4	77.9 C	5	63.56 mVDC	6 0.888 VDC
		7	90.55 mVDC	8	1.021 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	19	54 6/26/2007			
		1	92 C	2	84.5 C	3 84.1 C
		4	77.9 C	5	63.54 mVDC	6 0.8878 VDC
		7	90.35 mVDC	8	1.0194 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	19	59 6/26/2007			
		1	92 C	2	84.6 C	3 84.1 C
		4	77.9 C	5	63.5 mVDC	6 0.8873 VDC
		7	90.57 mVDC	8	1.0214 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	20	4 6/26/2007			
		1	91.9 C	2	84.5 C	3 84.1 C
		4	77.9 C	5	63.49 mVDC	6 0.8874 VDC
		7	90.54 mVDC	8	1.0212 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	20	9 6/26/2007			
		1	92 C	2	84.5 C	3 84.1 C
		4	77.9 C	5	63.5 mVDC	6 0.8873 VDC
		7	90.48 mVDC	8	1.0206 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	20	14 6/26/2007			
		1	91.9 C	2	84.5 C	3 84.1 C
		4	77.9 C	5	63.53 mVDC	6 0.8881 VDC
		7	90.33 mVDC	8	1.019 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	20	19 6/26/2007			
		1	92 C	2	84.5 C	3 84.1 C
		4	77.9 C	5	63.51 mVDC	6 0.8877 VDC
		7	90.46 mVDC	8	1.0209 VDC	
ALM		15 DIO	255 TOTAL	0		

	17	20	24 6/26/2007					
		1	91.9 C	2	84.5 C	3	84.1 C	
		4	77.9 C	5	63.58 mVDC	6	0.8889 VDC	
		7	90.53 mVDC	8	1.0218 VDC			
ALM		15 DIO	255 TOTAL		0			
	17	20	29 6/26/2007					
		1	91.9 C	2	84.5 C	3	84.1 C	
		4	77.9 C	5	63.56 mVDC	6	0.8893 VDC	
		7	90.53 mVDC	8	1.0216 VDC			
ALM		15 DIO	255 TOTAL		0			
	17	20	34 6/26/2007					
		1	91.9 C	2	84.5 C	3	OTC C	
		4	77.9 C	5	63.56 mVDC	6	0.889 VDC	
		7	90.48 mVDC	8	1.0209 VDC			
ALM		15 DIO	255 TOTAL		0			
	17	20	39 6/26/2007					
		1	91.9 C	2	84.5 C	3	84.1 C	
		4	77.9 C	5	63.58 mVDC	6	0.8893 VDC	
		7	90.33 mVDC	8	1.0193 VDC			
ALM		15 DIO	255 TOTAL		0			
	17	20	44 6/26/2007					
		1	91.9 C	2	84.5 C	3	84.1 C	
		4	77.9 C	5	63.59 mVDC	6	0.8893 VDC	
		7	90.39 mVDC	8	1.0204 VDC			
ALM		15 DIO	255 TOTAL		0			
	17	20	49 6/26/2007					
		1	91.9 C	2	84.4 C	3	84.1 C	
		4	77.9 C	5	63.59 mVDC	6	0.8895 VDC	
		7	90.18 mVDC	8	1.0192 VDC			
ALM		15 DIO	255 TOTAL		0			
	17	20	54 6/26/2007					
		1	91.9 C	2	84.4 C	3	84 C	
		4	77.9 C	5	63.61 mVDC	6	0.8895 VDC	
		7	90.2 mVDC	8	1.0193 VDC			
ALM		15 DIO	255 TOTAL		0			
	17	20	59 6/26/2007					
		1	91.9 C	2	84.4 C	3	84 C	
		4	77.9 C	5	63.62 mVDC	6	0.8897 VDC	
		7	90.25 mVDC	8	1.0209 VDC			
ALM		15 DIO	255 TOTAL		0			
	17	21	4 6/26/2007					
		1	91.9 C	2	84.4 C	3	84 C	
		4	78 C	5	63.59 mVDC	6	0.8897 VDC	
		7	90.13 mVDC	8	1.0206 VDC			
ALM		15 DIO	255 TOTAL		0			
	17	21	9 6/26/2007					
		1	91.9 C	2	84.4 C	3	84.1 C	
		4	77.9 C	5	63.56 mVDC	6	0.8894 VDC	
		7	90.01 mVDC	8	1.0205 VDC			
ALM		15 DIO	255 TOTAL		0			
	17	21	14 6/26/2007					
		1	91.8 C	2	84.4 C	3	84.1 C	
		4	78 C	5	63.54 mVDC	6	0.8894 VDC	
		7	89.91 mVDC	8	1.0196 VDC			
ALM		15 DIO	255 TOTAL		0			
	17	21	19 6/26/2007					
		1	91.8 C	2	84.4 C	3	84 C	
		4	77.9 C	5	63.6 mVDC	6	0.8902 VDC	
		7	89.92 mVDC	8	1.0201 VDC			
ALM		15 DIO	255 TOTAL		0			

	17	21	24	6/26/2007						
		1	91.8	C	2	84.4	C	3	84	C
		4	77.9	C	5	63.6	mVDC	6	0.8906	VDC
		7	89.96	mVDC	8	1.0197	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	21	29	6/26/2007						
		1	91.8	C	2	84.4	C	3	84.1	C
		4	77.9	C	5	63.59	mVDC	6	0.8904	VDC
		7	90.15	mVDC	8	1.0216	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	21	34	6/26/2007						
		1	91.8	C	2	84.4	C	3	84.1	C
		4	77.9	C	5	63.58	mVDC	6	0.8903	VDC
		7	90.06	mVDC	8	1.0205	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	21	39	6/26/2007						
		1	91.8	C	2	84.4	C	3	84.1	C
		4	77.9	C	5	63.61	mVDC	6	0.8907	VDC
		7	89.99	mVDC	8	1.0199	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	21	44	6/26/2007						
		1	91.8	C	2	84.4	C	3	84.1	C
		4	77.9	C	5	63.59	mVDC	6	0.8905	VDC
		7	89.92	mVDC	8	1.0193	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	21	49	6/26/2007						
		1	91.8	C	2	84.4	C	3	84.1	C
		4	77.9	C	5	63.59	mVDC	6	0.8904	VDC
		7	89.97	mVDC	8	1.0198	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	21	54	6/26/2007						
		1	91.8	C	2	84.4	C	3	84	C
		4	77.9	C	5	63.59	mVDC	6	0.8905	VDC
		7	89.96	mVDC	8	1.0195	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	21	59	6/26/2007						
		1	91.8	C	2	OTC	C	3	84	C
		4	78	C	5	63.59	mVDC	6	0.8905	VDC
		7	89.97	mVDC	8	1.0201	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	22	4	6/26/2007						
		1	91.8	C	2	84.4	C	3	84	C
		4	78	C	5	63.61	mVDC	6	0.8909	VDC
		7	89.92	mVDC	8	1.0194	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	22	9	6/26/2007						
		1	91.8	C	2	84.4	C	3	84	C
		4	78	C	5	63.58	mVDC	6	0.8904	VDC
		7	89.93	mVDC	8	1.0193	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	22	14	6/26/2007						
		1	91.7	C	2	OTC	C	3	OTC	C
		4	77.9	C	5	63.57	mVDC	6	0.8903	VDC
		7	89.95	mVDC	8	1.0196	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	22	19	6/26/2007						
		1	91.7	C	2	84.3	C	3	84	C
		4	78	C	5	63.55	mVDC	6	0.8902	VDC
		7	89.89	mVDC	8	1.0191	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	22	24	6/26/2007						

		1	91.7 C	2	84.3 C	3	84 C
		4	78 C	5	63.54 mVDC	6	0.8899 VDC
		7	89.92 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	22	29 6/26/2007				
		1	91.7 C	2	84.3 C	3	84 C
		4	78 C	5	63.54 mVDC	6	0.8899 VDC
		7	89.89 mVDC	8	1.0191 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	22	34 6/26/2007				
		1	91.7 C	2	84.3 C	3	84 C
		4	78 C	5	63.59 mVDC	6	0.8901 VDC
		7	89.67 mVDC	8	1.0192 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	22	39 6/26/2007				
		1	91.7 C	2	84.3 C	3	84 C
		4	78 C	5	63.55 mVDC	6	0.8895 VDC
		7	89.69 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	22	44 6/26/2007				
		1	91.7 C	2	84.3 C	3	84 C
		4	78 C	5	63.54 mVDC	6	0.8895 VDC
		7	89.7 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	22	49 6/26/2007				
		1	91.6 C	2	84.3 C	3	84 C
		4	78 C	5	63.52 mVDC	6	0.8893 VDC
		7	89.58 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	22	54 6/26/2007				
		1	91.6 C	2	84.2 C	3	84 C
		4	77.9 C	5	63.54 mVDC	6	0.8895 VDC
		7	89.49 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	22	59 6/26/2007				
		1	91.6 C	2	84.2 C	3	84 C
		4	78 C	5	63.55 mVDC	6	0.8896 VDC
		7	89.57 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	23	4 6/26/2007				
		1	91.6 C	2	84.2 C	3	84 C
		4	77.9 C	5	63.5 mVDC	6	0.889 VDC
		7	89.54 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	23	9 6/26/2007				
		1	91.6 C	2	84.2 C	3	84 C
		4	78 C	5	63.5 mVDC	6	0.8891 VDC
		7	89.56 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	23	14 6/26/2007				
		1	91.6 C	2	84.2 C	3	84 C
		4	77.9 C	5	63.48 mVDC	6	0.889 VDC
		7	89.67 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	23	19 6/26/2007				
		1	91.6 C	2	84.2 C	3	84 C
		4	77.9 C	5	63.47 mVDC	6	0.8891 VDC
		7	89.7 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	23	24 6/26/2007				
		1	91.6 C	2	84.2 C	3	84 C

		4	77.9 C	5	63.5 mVDC	6	0.8894 VDC
		7	89.61 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	23	29 6/26/2007				
		1	91.6 C	2	84.2 C	3	84 C
		4	77.9 C	5	63.5 mVDC	6	0.8894 VDC
		7	89.67 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	23	34 6/26/2007				
		1	91.6 C	2	84.2 C	3	84 C
		4	77.9 C	5	63.49 mVDC	6	0.8893 VDC
		7	89.61 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	23	39 6/26/2007				
		1	91.6 C	2	84.2 C	3	84 C
		4	77.9 C	5	63.49 mVDC	6	0.8893 VDC
		7	89.61 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	23	44 6/26/2007				
		1	91.6 C	2	84.2 C	3	84 C
		4	78 C	5	63.54 mVDC	6	0.8895 VDC
		7	89.51 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	23	49 6/26/2007				
		1	91.6 C	2	84.2 C	3	84 C
		4	78 C	5	63.56 mVDC	6	0.8896 VDC
		7	89.35 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	23	54 6/26/2007				
		1	91.6 C	2	84.2 C	3	84 C
		4	78 C	5	63.53 mVDC	6	0.8892 VDC
		7	89.35 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	23	59 6/26/2007				
		1	91.6 C	2	84.2 C	3	84 C
		4	78 C	5	63.59 mVDC	6	0.8897 VDC
		7	89.31 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	24	4 6/26/2007				
		1	91.5 C	2	84.2 C	3	84 C
		4	78 C	5	63.6 mVDC	6	0.8895 VDC
		7	89.33 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	24	9 6/26/2007				
		1	91.5 C	2	84.1 C	3	84 C
		4	78 C	5	63.57 mVDC	6	0.8893 VDC
		7	89.21 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	24	14 6/26/2007				
		1	91.5 C	2	84.1 C	3 OTC	C
		4 OTC	C	5	63.56 mVDC	6	0.8895 VDC
		7	89.35 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	24	19 6/26/2007				
		1	91.4 C	2	84.1 C	3	84 C
		4	77.9 C	5	63.55 mVDC	6	0.8896 VDC
		7	89.34 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	24	24 6/26/2007				
		1	91.5 C	2	84.1 C	3	84 C
		4	77.9 C	5	63.55 mVDC	6	0.8895 VDC

		7	89.25 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	24	29 6/26/2007				
		1	91.4 C	2	84.1 C	3	83.9 C
		4	77.9 C	5	63.57 mVDC	6	0.8897 VDC
		7	89.18 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	24	34 6/26/2007				
		1	91.4 C	2	84.1 C	3	83.9 C
		4	78 C	5	63.54 mVDC	6	0.8893 VDC
		7	89.32 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	24	39 6/26/2007				
		1	91.4 C	2	84.1 C	3	84 C
		4	78 C	5	63.52 mVDC	6	0.8892 VDC
		7	89.31 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	24	44 6/26/2007				
		1	91.4 C	2 OTC	C	3 OTC	C
		4	77.9 C	5	63.54 mVDC	6	0.8893 VDC
		7	89.24 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	24	49 6/26/2007				
		1	91.4 C	2	84.1 C	3	83.9 C
		4	77.9 C	5	63.52 mVDC	6	0.8893 VDC
		7	89.26 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	24	54 6/26/2007				
		1	91.4 C	2	84.1 C	3	83.9 C
		4	78 C	5	63.55 mVDC	6	0.8898 VDC
		7	89.14 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	24	59 6/26/2007				
		1	91.3 C	2	84.1 C	3 OTC	C
		4	78 C	5	63.54 mVDC	6	0.8897 VDC
		7	89.23 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	25	4 6/26/2007				
		1	91.3 C	2	84 C	3	83.9 C
		4	78 C	5	63.52 mVDC	6	0.8895 VDC
		7	89.16 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	25	9 6/26/2007				
		1	91.3 C	2	84 C	3	83.9 C
		4	78 C	5	63.54 mVDC	6	0.8898 VDC
		7	89.08 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	25	14 6/26/2007				
		1	91.3 C	2	84 C	3	83.9 C
		4	77.9 C	5	63.5 mVDC	6	0.8896 VDC
		7	89.18 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	25	19 6/26/2007				
		1	91.3 C	2	84 C	3	83.9 C
		4	77.9 C	5	63.55 mVDC	6	0.8898 VDC
		7	89.12 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	25	24 6/26/2007				
		1	91.3 C	2	84 C	3	83.9 C
		4	77.9 C	5	63.5 mVDC	6	0.8893 VDC
		7	89.08 mVDC	8	1.0204 VDC		

ALM		15 DIO	255 TOTAL	0		
	17	25	29 6/26/2007			
		1	91.3 C	2	84 C	3 83.9 C
		4	77.9 C	5	63.52 mVDC	6 0.8896 VDC
		7	89.1 mVDC	8	1.021 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	25	34 6/26/2007			
		1	91.3 C	2	84 C	3 83.9 C
		4	77.9 C	5	63.54 mVDC	6 0.8898 VDC
		7	89.12 mVDC	8	1.0211 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	25	39 6/26/2007			
		1	91.3 C	2	84 C	3 83.9 C
		4	77.9 C	5	63.54 mVDC	6 0.8898 VDC
		7	89.07 mVDC	8	1.0206 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	25	44 6/26/2007			
		1	91.2 C	2	83.9 C	3 83.9 C
		4	77.9 C	5	63.51 mVDC	6 0.8893 VDC
		7	89.1 mVDC	8	1.0212 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	25	49 6/26/2007			
		1	91.3 C	2	84 C	3 83.9 C
		4	77.9 C	5	63.58 mVDC	6 0.8895 VDC
		7	89.15 mVDC	8	1.0216 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	25	54 6/26/2007			
		1	91.2 C	2 OTC	C	3 83.8 C
		4	77.9 C	5	63.59 mVDC	6 0.8898 VDC
		7	88.95 mVDC	8	1.0191 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	25	59 6/26/2007			
		1	91.2 C	2	84 C	3 83.8 C
		4	77.9 C	5	63.6 mVDC	6 0.8899 VDC
		7	89.08 mVDC	8	1.0207 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	26	4 6/26/2007			
		1	91.3 C	2 OTC	C	3 83.9 C
		4	77.9 C	5	63.59 mVDC	6 0.8899 VDC
		7	89.14 mVDC	8	1.0215 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	26	9 6/26/2007			
		1	91.2 C	2	83.9 C	3 83.9 C
		4	77.9 C	5	63.59 mVDC	6 0.8901 VDC
		7	89.15 mVDC	8	1.0215 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	26	14 6/26/2007			
		1	91.2 C	2	83.9 C	3 83.9 C
		4	77.9 C	5	63.58 mVDC	6 0.8899 VDC
		7	89.06 mVDC	8	1.0204 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	26	19 6/26/2007			
		1	91.2 C	2	83.9 C	3 83.9 C
		4	77.9 C	5	63.57 mVDC	6 0.8898 VDC
		7	89.1 mVDC	8	1.0211 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	26	24 6/26/2007			
		1	91.2 C	2	83.9 C	3 83.8 C
		4	77.9 C	5	63.57 mVDC	6 0.8899 VDC
		7	89.07 mVDC	8	1.0208 VDC	
ALM		15 DIO	255 TOTAL	0		

	17	26	29	6/26/2007					
		1	91.2	C	2	83.9	C	3	83.8
		4	77.9	C	5	63.59	mVDC	6	0.8903
		7	89.12	mVDC	8	1.0213	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	26	34	6/26/2007					
		1	91.1	C	2	83.9	C	3	83.8
		4	77.9	C	5	63.61	mVDC	6	0.8903
		7	88.96	mVDC	8	1.02	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	26	39	6/26/2007					
		1	91.1	C	2	83.9	C	3	83.9
		4	77.9	C	5	63.64	mVDC	6	0.8903
		7	89.12	mVDC	8	1.0215	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	26	44	6/26/2007					
		1	91.1	C	2	83.9	C	3	83.9
		4	77.9	C	5	63.61	mVDC	6	0.8902
		7	89.14	mVDC	8	1.0217	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	26	49	6/26/2007					
		1	91.1	C	2	83.9	C	3	83.9
		4	77.9	C	5	63.61	mVDC	6	0.8901
		7	89.11	mVDC	8	1.0212	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	26	54	6/26/2007					
		1	91.1	C	2	83.9	C	3	83.9
		4	77.9	C	5	63.58	mVDC	6	0.8899
		7	89.04	mVDC	8	1.0204	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	26	59	6/26/2007					
		1	91.1	C	2	83.8	C	3	83.8
		4	77.9	C	5	63.55	mVDC	6	0.8898
		7	89.08	mVDC	8	1.0206	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	27	4	6/26/2007					
		1	91.1	C	2	83.8	C	3	83.8
		4	77.9	C	5	63.6	mVDC	6	0.89
		7	89.05	mVDC	8	1.0204	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	27	9	6/26/2007					
		1	91.1	C	2	83.9	C	3	83.8
		4	77.9	C	5	63.61	mVDC	6	0.89
		7	89.21	mVDC	8	1.0223	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	27	14	6/26/2007					
		1	91.1	C	2	83.8	C	3	83.8
		4	77.9	C	5	63.59	mVDC	6	0.8898
		7	89.15	mVDC	8	1.0214	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	27	19	6/26/2007					
		1	91.1	C	2	83.8	C	3	83.8
		4	77.9	C	5	63.57	mVDC	6	0.8896
		7	89.09	mVDC	8	1.0205	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	27	24	6/26/2007					
		1	91.1	C	2	83.8	C	3	83.8
		4	77.9	C	5	63.58	mVDC	6	0.8897
		7	88.98	mVDC	8	1.02	VDC		
ALM		15	DIO	255	TOTAL	0			

	17	27	29	6/26/2007						
		1	91.1	C	2	83.8	C	3	83.8	C
		4	OTC	C	5	63.56	mVDC	6	0.8895	VDC
		7	89.14	mVDC	8	1.0216	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	27	34	6/26/2007						
		1	91.1	C	2	OTC	C	3	83.9	C
		4	OTC	C	5	63.63	mVDC	6	0.8904	VDC
		7	89.1	mVDC	8	1.0209	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	27	39	6/26/2007						
		1	91.1	C	2	83.8	C	3	83.9	C
		4	77.9	C	5	63.59	mVDC	6	0.8904	VDC
		7	89.05	mVDC	8	1.0206	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	27	44	6/26/2007						
		1	91.1	C	2	83.8	C	3	OTC	C
		4	77.9	C	5	63.54	mVDC	6	0.8896	VDC
		7	88.95	mVDC	8	1.0205	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	27	49	6/26/2007						
		1	91.1	C	2	83.8	C	3	83.8	C
		4	77.9	C	5	63.54	mVDC	6	0.8897	VDC
		7	89.2	mVDC	8	1.0226	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	27	54	6/26/2007						
		1	91.1	C	2	83.8	C	3	83.8	C
		4	77.9	C	5	63.53	mVDC	6	0.89	VDC
		7	89.24	mVDC	8	1.023	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	27	59	6/26/2007						
		1	91.1	C	2	83.8	C	3	83.8	C
		4	77.9	C	5	63.62	mVDC	6	0.8906	VDC
		7	89.28	mVDC	8	1.0235	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	28	4	6/26/2007						
		1	91.1	C	2	83.8	C	3	83.8	C
		4	77.9	C	5	63.6	mVDC	6	0.8904	VDC
		7	89.18	mVDC	8	1.0229	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	28	9	6/26/2007						
		1	91.1	C	2	83.8	C	3	83.8	C
		4	77.9	C	5	63.55	mVDC	6	0.8896	VDC
		7	89.01	mVDC	8	1.0209	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	28	14	6/26/2007						
		1	91.1	C	2	83.8	C	3	83.8	C
		4	77.9	C	5	63.55	mVDC	6	0.8895	VDC
		7	88.92	mVDC	8	1.0182	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	28	19	6/26/2007						
		1	91.1	C	2	83.8	C	3	83.8	C
		4	77.9	C	5	63.58	mVDC	6	0.89	VDC
		7	89.07	mVDC	8	1.0223	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	28	24	6/26/2007						
		1	91.1	C	2	83.7	C	3	83.8	C
		4	77.9	C	5	63.56	mVDC	6	0.8897	VDC
		7	89.01	mVDC	8	1.0217	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	28	29	6/26/2007						

		1	91.1 C	2	83.8 C	3	83.8 C
		4	77.9 C	5	63.62 mVDC	6	0.89 VDC
		7	88.89 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	28	34 6/26/2007				
		1	91.1 C	2	83.8 C	3	83.8 C
		4	77.9 C	5	63.59 mVDC	6	0.8893 VDC
		7	88.96 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	28	39 6/26/2007				
		1	91 C	2	83.7 C	3	83.8 C
		4	77.9 C	5	63.55 mVDC	6	0.8891 VDC
		7	88.98 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	28	44 6/26/2007				
		1	91 C	2	83.7 C	3	83.8 C
		4 OTC	C	5	63.62 mVDC	6	0.8895 VDC
		7	88.86 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	28	49 6/26/2007				
		1	91 C	2	83.7 C	3	83.8 C
		4	77.9 C	5	63.61 mVDC	6	0.8894 VDC
		7	88.99 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	28	54 6/26/2007				
		1	91 C	2	83.7 C	3	83.8 C
		4	77.9 C	5	63.61 mVDC	6	0.8893 VDC
		7	88.94 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	28	59 6/26/2007				
		1	91 C	2	83.7 C	3	83.8 C
		4	77.9 C	5	63.61 mVDC	6	0.8897 VDC
		7	88.89 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	29	4 6/26/2007				
		1	91 C	2	83.7 C	3	83.8 C
		4	77.9 C	5	63.7 mVDC	6	0.8899 VDC
		7	88.9 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	29	9 6/26/2007				
		1	91 C	2	83.7 C	3	83.8 C
		4	77.9 C	5	63.72 mVDC	6	0.8898 VDC
		7	88.87 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	29	14 6/26/2007				
		1	91 C	2	83.7 C	3 OTC	C
		4	77.9 C	5	63.73 mVDC	6	0.8899 VDC
		7	88.97 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	29	19 6/26/2007				
		1	91 C	2	83.7 C	3	83.8 C
		4	77.8 C	5	63.63 mVDC	6	0.8888 VDC
		7	88.94 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	29	24 6/26/2007				
		1	91 C	2	83.7 C	3	83.8 C
		4	77.9 C	5	63.7 mVDC	6	0.8903 VDC
		7	88.93 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	29	29 6/26/2007				
		1	91 C	2	83.7 C	3	83.8 C

		4	77.9 C	5	63.69 mVDC	6	0.8901 VDC
		7	88.88 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	29	34 6/26/2007				
		1	91 C	2	83.7 C	3	83.8 C
		4	77.8 C	5	63.71 mVDC	6	0.8902 VDC
		7	89.02 mVDC	8	1.022 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	29	39 6/26/2007				
		1	90.9 C	2	83.7 C	3	83.8 C
		4	77.8 C	5	63.73 mVDC	6	0.8898 VDC
		7	88.96 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	29	44 6/26/2007				
		1	90.9 C	2	83.6 C	3	83.7 C
		4	77.8 C	5	63.69 mVDC	6	0.8898 VDC
		7	88.85 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	29	49 6/26/2007				
		1	90.9 C	2	83.6 C	3	83.7 C
		4	77.8 C	5	63.66 mVDC	6	0.8894 VDC
		7	88.99 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	29	54 6/26/2007				
		1	90.9 C	2 OTC	C	3	83.7 C
		4	77.8 C	5	63.69 mVDC	6	0.8899 VDC
		7	88.96 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	29	59 6/26/2007				
		1	91 C	2	83.6 C	3	83.7 C
		4	77.8 C	5	63.64 mVDC	6	0.8894 VDC
		7	88.95 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	30	4 6/26/2007				
		1	90.9 C	2	83.6 C	3	83.7 C
		4	77.8 C	5	63.65 mVDC	6	0.8899 VDC
		7	88.88 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	30	9 6/26/2007				
		1	90.9 C	2	83.6 C	3	83.8 C
		4	77.8 C	5	63.64 mVDC	6	0.89 VDC
		7	89.02 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	30	14 6/26/2007				
		1	90.9 C	2	83.7 C	3	83.8 C
		4	77.8 C	5	63.63 mVDC	6	0.8899 VDC
		7	88.94 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	30	19 6/26/2007				
		1	90.9 C	2	83.7 C	3	83.8 C
		4	77.8 C	5	63.65 mVDC	6	0.8897 VDC
		7	88.97 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	30	24 6/26/2007				
		1	90.9 C	2	83.7 C	3	83.8 C
		4	77.8 C	5	63.67 mVDC	6	0.8896 VDC
		7	89.03 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	30	29 6/26/2007				
		1	90.9 C	2	83.7 C	3	83.8 C
		4	77.8 C	5	63.7 mVDC	6	0.8897 VDC

ALM		7	88.94 mVDC	8	1.0211 VDC		
		15 DIO	255 TOTAL		0		
	17	30	34 6/26/2007				
		1	90.9 C	2	83.7 C	3	83.8 C
		4	77.8 C	5	63.63 mVDC	6	0.8894 VDC
ALM		7	88.91 mVDC	8	1.0212 VDC		
		15 DIO	255 TOTAL		0		
	17	30	39 6/26/2007				
		1	90.9 C	2	83.6 C	3	OTC C
		4	77.8 C	5	63.64 mVDC	6	0.8893 VDC
ALM		7	89.09 mVDC	8	1.0228 VDC		
		15 DIO	255 TOTAL		0		
	17	30	44 6/26/2007				
		1	90.9 C	2	83.6 C	3	83.8 C
		4	77.8 C	5	63.55 mVDC	6	0.888 VDC
ALM		7	89.01 mVDC	8	1.0215 VDC		
		15 DIO	255 TOTAL		0		
	17	30	49 6/26/2007				
		1	90.9 C	2	83.7 C	3	83.8 C
		4	77.8 C	5	63.47 mVDC	6	0.8871 VDC
ALM		7	89.06 mVDC	8	1.0224 VDC		
		15 DIO	255 TOTAL		0		
	17	30	54 6/26/2007				
		1	90.9 C	2	83.6 C	3	83.7 C
		4	77.8 C	5	63.45 mVDC	6	0.8868 VDC
ALM		7	88.99 mVDC	8	1.0217 VDC		
		15 DIO	255 TOTAL		0		
	17	30	59 6/26/2007				
		1	90.9 C	2	83.6 C	3	83.8 C
		4	77.8 C	5	63.42 mVDC	6	0.8866 VDC
ALM		7	88.93 mVDC	8	1.0199 VDC		
		15 DIO	255 TOTAL		0		
	17	31	4 6/26/2007				
		1	90.9 C	2	83.7 C	3	83.8 C
		4	77.8 C	5	63.43 mVDC	6	0.8868 VDC
ALM		7	89.04 mVDC	8	1.0218 VDC		
		15 DIO	255 TOTAL		0		
	17	31	9 6/26/2007				
		1	90.9 C	2	83.6 C	3	83.8 C
		4	77.8 C	5	63.47 mVDC	6	0.8872 VDC
ALM		7	88.76 mVDC	8	1.0192 VDC		
		15 DIO	255 TOTAL		0		
	17	31	14 6/26/2007				
		1	90.8 C	2	83.6 C	3	83.8 C
		4	77.8 C	5	63.49 mVDC	6	0.887 VDC
ALM		7	89.04 mVDC	8	1.0219 VDC		
		15 DIO	255 TOTAL		0		
	17	31	19 6/26/2007				
		1	90.9 C	2	83.6 C	3	83.7 C
		4	77.8 C	5	63.47 mVDC	6	0.8868 VDC
ALM		7	89.06 mVDC	8	1.0221 VDC		
		15 DIO	255 TOTAL		0		
	17	31	24 6/26/2007				
		1	90.8 C	2	83.6 C	3	83.8 C
		4	77.8 C	5	63.47 mVDC	6	0.8868 VDC
ALM		7	89.02 mVDC	8	1.0216 VDC		
		15 DIO	255 TOTAL		0		
	17	31	29 6/26/2007				
		1	90.9 C	2	83.6 C	3	83.7 C
		4	77.8 C	5	63.46 mVDC	6	0.8868 VDC
		7	88.83 mVDC	8	1.0212 VDC		

ALM		15 DIO	255 TOTAL	0		
	17	31	34 6/26/2007			
		1	90.8 C	2 OTC	C	3 83.7 C
		4	77.8 C	5	63.5 mVDC	6 0.8873 VDC
		7	89.04 mVDC	8	1.0218 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	31	39 6/26/2007			
		1	90.8 C	2	83.6 C	3 83.7 C
		4	77.8 C	5	63.5 mVDC	6 0.8867 VDC
		7	88.87 mVDC	8	1.0193 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	31	44 6/26/2007			
		1	90.8 C	2	83.5 C	3 83.7 C
		4	77.8 C	5	63.46 mVDC	6 0.8867 VDC
		7	89.04 mVDC	8	1.0218 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	31	49 6/26/2007			
		1	90.8 C	2	83.5 C	3 83.7 C
		4	77.8 C	5	63.49 mVDC	6 0.8869 VDC
		7	89.02 mVDC	8	1.0216 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	31	54 6/26/2007			
		1	90.8 C	2	83.6 C	3 83.7 C
		4 OTC	C	5	63.5 mVDC	6 0.8877 VDC
		7	88.83 mVDC	8	1.0204 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	31	59 6/26/2007			
		1	90.8 C	2	83.5 C	3 83.7 C
		4	77.8 C	5	63.5 mVDC	6 0.8871 VDC
		7	88.95 mVDC	8	1.0215 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	32	4 6/26/2007			
		1	90.8 C	2	83.6 C	3 83.7 C
		4	77.8 C	5	63.49 mVDC	6 0.8869 VDC
		7	88.88 mVDC	8	1.0207 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	32	9 6/26/2007			
		1	90.8 C	2	83.5 C	3 83.7 C
		4	77.8 C	5	63.46 mVDC	6 0.8865 VDC
		7	88.78 mVDC	8	1.021 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	32	14 6/26/2007			
		1	90.8 C	2	83.5 C	3 83.7 C
		4	77.8 C	5	63.47 mVDC	6 0.8866 VDC
		7	88.91 mVDC	8	1.0214 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	32	19 6/26/2007			
		1	90.8 C	2	83.5 C	3 83.7 C
		4	77.8 C	5	63.56 mVDC	6 0.8868 VDC
		7	88.88 mVDC	8	1.0212 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	32	24 6/26/2007			
		1	90.8 C	2	83.5 C	3 83.7 C
		4	77.8 C	5	63.57 mVDC	6 0.8867 VDC
		7	88.98 mVDC	8	1.0224 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	32	29 6/26/2007			
		1	90.8 C	2	83.5 C	3 83.7 C
		4	77.8 C	5	63.57 mVDC	6 0.8864 VDC
		7	88.98 mVDC	8	1.0221 VDC	
ALM		15 DIO	255 TOTAL	0		

	17	32	34	6/26/2007					
		1	90.7	C	2	83.5	C	3	83.7
		4	77.8	C	5	63.65	mVDC	6	0.887
		7	88.93	mVDC	8	1.0213	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	32	39	6/26/2007					
		1	90.7	C	2	83.5	C	3	83.7
		4	77.8	C	5	63.6	mVDC	6	0.8872
		7	88.98	mVDC	8	1.022	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	32	44	6/26/2007					
		1	90.7	C	2	83.5	C	3	83.7
		4	77.8	C	5	63.54	mVDC	6	0.8867
		7	89	mVDC	8	1.0219	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	32	49	6/26/2007					
		1	90.7	C	2	83.5	C	3	83.7
		4	77.8	C	5	63.57	mVDC	6	0.8869
		7	88.88	mVDC	8	1.0197	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	32	54	6/26/2007					
		1	90.7	C	2	83.5	C	3	83.7
		4	77.8	C	5	63.57	mVDC	6	0.8868
		7	89.07	mVDC	8	1.0226	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	32	59	6/26/2007					
		1	90.7	C	2	83.5	C	3	83.7
		4	77.8	C	5	63.59	mVDC	6	0.8867
		7	89.08	mVDC	8	1.0226	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	33	4	6/26/2007					
		1	90.7	C	2	83.5	C	3	83.7
		4	77.8	C	5	63.65	mVDC	6	0.8868
		7	89.02	mVDC	8	1.0219	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	33	9	6/26/2007					
		1	90.7	C	2	83.5	C	3	83.7
		4	77.8	C	5	63.6	mVDC	6	0.8865
		7	89.06	mVDC	8	1.0223	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	33	14	6/26/2007					
		1	90.7	C	2	83.5	C	3	83.7
		4	77.8	C	5	63.72	mVDC	6	0.8875
		7	88.95	mVDC	8	1.0207	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	33	19	6/26/2007					
		1	90.7	C	2	83.4	C	3	83.6
		4	77.8	C	5	63.82	mVDC	6	0.8868
		7	89.09	mVDC	8	1.0226	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	33	24	6/26/2007					
		1	90.7	C	2	83.4	C	3	83.6
		4	77.8	C	5	63.85	mVDC	6	0.8876
		7	89.08	mVDC	8	1.0222	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	33	29	6/26/2007					
		1	90.7	C	2	83.4	C	3	83.6
		4	77.8	C	5	63.84	mVDC	6	0.8864
		7	88.94	mVDC	8	1.0209	VDC		
ALM		15	DIO	255	TOTAL	0			

	17	33	34	6/26/2007						
		1	90.6	C	2	83.4	C	3	83.6	C
		4	77.8	C	5	63.91	mVDC	6	0.8868	VDC
		7	89	mVDC	8	1.0213	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	33	39	6/26/2007						
		1	90.6	C	2	83.4	C	3	83.6	C
		4	77.8	C	5	63.89	mVDC	6	0.8864	VDC
		7	89.02	mVDC	8	1.0216	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	33	44	6/26/2007						
		1	90.6	C	2	83.4	C	3	83.6	C
		4	77.8	C	5	63.94	mVDC	6	0.8866	VDC
		7	89.11	mVDC	8	1.0225	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	33	49	6/26/2007						
		1	90.6	C	2	83.4	C	3	83.6	C
		4	77.8	C	5	63.89	mVDC	6	0.886	VDC
		7	88.96	mVDC	8	1.0208	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	33	54	6/26/2007						
		1	90.6	C	2	83.4	C	3	83.6	C
		4	77.8	C	5	63.88	mVDC	6	0.8861	VDC
		7	89.07	mVDC	8	1.0222	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	33	59	6/26/2007				3	OTC	C
		1	90.6	C	2	83.4	C	6	0.8861	VDC
		4	77.8	C	5	63.86	mVDC			
		7	88.97	mVDC	8	1.021	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	34	4	6/26/2007						
		1	90.5	C	2	83.4	C	3	83.6	C
		4	77.8	C	5	63.84	mVDC	6	0.886	VDC
		7	89.07	mVDC	8	1.0222	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	34	9	6/26/2007						
		1	90.5	C	2	83.4	C	3	83.6	C
		4	77.8	C	5	63.84	mVDC	6	0.886	VDC
		7	88.96	mVDC	8	1.0208	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	34	14	6/26/2007						
		1	90.6	C	2	83.4	C	3	83.6	C
		4	77.7	C	5	63.93	mVDC	6	0.8858	VDC
		7	89.08	mVDC	8	1.0222	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	34	19	6/26/2007						
		1	90.5	C	2	83.4	C	3	83.6	C
		4	77.7	C	5	63.89	mVDC	6	0.8858	VDC
		7	88.98	mVDC	8	1.0209	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	34	24	6/26/2007						
		1	90.5	C	2	83.3	C	3	83.6	C
		4	77.7	C	5	63.93	mVDC	6	0.8857	VDC
		7	89.06	mVDC	8	1.0218	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	34	29	6/26/2007						
		1	90.5	C	2	83.3	C	3	83.6	C
		4	77.7	C	5	63.9	mVDC	6	0.8859	VDC
		7	88.93	mVDC	8	1.02	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	34	34	6/26/2007						

		1	90.5 C	2	83.3 C	3	83.6 C
		4	77.7 C	5	63.95 mVDC	6	0.8858 VDC
		7	89.13 mVDC	8	1.0227 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	34	39 6/26/2007				
		1	90.5 C	2	83.3 C	3	83.6 C
		4	77.7 C	5	63.91 mVDC	6	0.886 VDC
		7	89.15 mVDC	8	1.0228 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	34	44 6/26/2007				
		1	90.5 C	2	83.3 C	3	83.6 C
		4	77.7 C	5	63.93 mVDC	6	0.8853 VDC
		7	89.15 mVDC	8	1.0228 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	34	49 6/26/2007				
		1	90.5 C	2	83.3 C	3	83.6 C
		4	77.7 C	5	63.91 mVDC	6	0.8861 VDC
		7	89.13 mVDC	8	1.0225 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	34	54 6/26/2007				
		1	90.5 C	2	83.3 C	3	83.6 C
		4	77.7 C	5	63.97 mVDC	6	0.8857 VDC
		7	88.99 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	34	59 6/26/2007				
		1	90.5 C	2	83.3 C	3	83.6 C
		4	77.7 C	5	64.03 mVDC	6	0.886 VDC
		7	89 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	35	4 6/26/2007				
		1	90.5 C	2	83.3 C	3	83.6 C
		4	77.7 C	5	64.05 mVDC	6	0.8857 VDC
		7	89.15 mVDC	8	1.0228 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	35	9 6/26/2007				
		1	90.4 C	2	83.3 C	3	83.5 C
		4	77.7 C	5	64.05 mVDC	6	0.886 VDC
		7	89.09 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	35	14 6/26/2007				
		1	90.5 C	2	83.3 C	3	83.6 C
		4	77.8 C	5	63.95 mVDC	6	0.8854 VDC
		7	89.06 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	35	19 6/26/2007				
		1	90.5 C	2	83.3 C	3	83.5 C
		4	77.7 C	5	64.05 mVDC	6	0.887 VDC
		7	88.9 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	35	24 6/26/2007				
		1	90.5 C	2	83.3 C	3	83.6 C
		4	77.7 C	5	63.98 mVDC	6	0.8866 VDC
		7	89.15 mVDC	8	1.0228 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	35	29 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.6 C
		4	77.7 C	5	63.99 mVDC	6	0.8865 VDC
		7	89.03 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	35	34 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.6 C

		4	77.7 C	5	63.99 mVDC	6	0.8862 VDC
		7	88.89 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	35	39 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.5 C
		4	77.7 C	5	64 mVDC	6	0.886 VDC
		7	89.17 mVDC	8	1.0234 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	35	44 6/26/2007				
		1	90.3 C	2	83.2 C	3	83.5 C
		4	77.7 C	5	64.04 mVDC	6	0.8854 VDC
		7	89.11 mVDC	8	1.0229 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	35	49 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.5 C
		4	77.7 C	5	64 mVDC	6	0.8855 VDC
		7	89.05 mVDC	8	1.022 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	35	54 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.6 C
		4	77.7 C	5	64.06 mVDC	6	0.8862 VDC
		7	89.02 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	35	59 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.6 C
		4	77.7 C	5	64.04 mVDC	6	0.8857 VDC
		7	89.16 mVDC	8	1.0232 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	36	4 6/26/2007				
		1	90.3 C	2	83.2 C	3	83.5 C
		4	77.7 C	5	64.08 mVDC	6	0.886 VDC
		7	89.21 mVDC	8	1.0236 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	36	9 6/26/2007				
		1	90.3 C	2	83.2 C	3	83.6 C
		4	77.7 C	5	64.17 mVDC	6	0.8864 VDC
		7	89.16 mVDC	8	1.0231 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	36	14 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.6 C
		4 OTC	C	5	64.23 mVDC	6	0.8863 VDC
		7	89.08 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	36	19 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.5 C
		4	77.7 C	5	64.06 mVDC	6	0.885 VDC
		7	89.01 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	36	24 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.6 C
		4	77.7 C	5	64.13 mVDC	6	0.8863 VDC
		7	89.03 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	36	29 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.6 C
		4	77.7 C	5	64.17 mVDC	6	0.8874 VDC
		7	89.13 mVDC	8	1.0224 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	36	34 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.6 C
		4	77.7 C	5	64 mVDC	6	0.8847 VDC

		7	89.01 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	36	39 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.6 C
		4	77.7 C	5	63.99 mVDC	6	0.8852 VDC
		7	89.01 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	36	44 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.6 C
		4	77.7 C	5	64.03 mVDC	6	0.8856 VDC
		7	88.87 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	36	49 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.6 C
		4	77.7 C	5	64.09 mVDC	6	0.8861 VDC
		7	89.1 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	36	54 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.6 C
		4 OTC	C	5	64.02 mVDC	6	0.8853 VDC
		7	89.03 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	36	59 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.5 C
		4	77.7 C	5	63.99 mVDC	6	0.8852 VDC
		7	89.02 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	37	4 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.5 C
		4	77.7 C	5	64 mVDC	6	0.8853 VDC
		7	89.09 mVDC	8	1.0221 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	37	9 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.5 C
		4	77.6 C	5	64.01 mVDC	6	0.885 VDC
		7	89.1 mVDC	8	1.022 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	37	14 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.5 C
		4	77.6 C	5	63.97 mVDC	6	0.8848 VDC
		7	88.99 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	37	19 6/26/2007				
		1	90.4 C	2 OTC	C	3	83.5 C
		4	77.6 C	5	63.98 mVDC	6	0.8848 VDC
		7	89.05 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	37	24 6/26/2007				
		1	90.3 C	2	83.2 C	3	83.5 C
		4	77.6 C	5	64.09 mVDC	6	0.8852 VDC
		7	89.02 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	37	29 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.5 C
		4	77.6 C	5	64.05 mVDC	6	0.8851 VDC
		7	89.03 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	37	34 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.5 C
		4	77.7 C	5	64.02 mVDC	6	0.8847 VDC
		7	89.16 mVDC	8	1.0227 VDC		

ALM		15 DIO	255 TOTAL	0		
	17	37	39 6/26/2007			
		1	90.3 C	2	83.2 C	3 83.5 C
		4	77.6 C	5	64.01 mVDC	6 0.8843 VDC
		7	89.16 mVDC	8	1.0225 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	37	44 6/26/2007			
		1	90.3 C	2	83.2 C	3 83.5 C
		4	77.6 C	5	64.05 mVDC	6 0.8849 VDC
		7	89.05 mVDC	8	1.0213 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	37	49 6/26/2007			
		1	90.3 C	2	83.2 C	3 OTC C
		4	77.6 C	5	63.98 mVDC	6 0.8844 VDC
		7	89.14 mVDC	8	1.0225 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	37	54 6/26/2007			
		1	90.3 C	2	83.2 C	3 83.5 C
		4	77.6 C	5	64.07 mVDC	6 0.8856 VDC
		7	89.16 mVDC	8	1.0226 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	37	59 6/26/2007			
		1	90.3 C	2	83.2 C	3 83.5 C
		4	77.6 C	5	64.02 mVDC	6 0.8853 VDC
		7	89.06 mVDC	8	1.0214 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	38	4 6/26/2007			
		1	90.3 C	2	83.2 C	3 83.5 C
		4	77.6 C	5	64.07 mVDC	6 0.8858 VDC
		7	89.05 mVDC	8	1.021 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	38	9 6/26/2007			
		1	90.3 C	2	83.1 C	3 83.5 C
		4	77.6 C	5	63.99 mVDC	6 0.8853 VDC
		7	89.04 mVDC	8	1.0212 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	38	14 6/26/2007			
		1	90.3 C	2	83.2 C	3 83.5 C
		4	77.6 C	5	63.97 mVDC	6 0.8845 VDC
		7	89.05 mVDC	8	1.021 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	38	19 6/26/2007			
		1	90.3 C	2	83.2 C	3 83.5 C
		4	77.6 C	5	64.04 mVDC	6 0.8844 VDC
		7	89.16 mVDC	8	1.0221 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	38	24 6/26/2007			
		1	90.3 C	2	83.1 C	3 83.5 C
		4	77.6 C	5	64.07 mVDC	6 0.8845 VDC
		7	89.1 mVDC	8	1.0215 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	38	29 6/26/2007			
		1	90.3 C	2	83.1 C	3 83.5 C
		4	77.6 C	5	64.03 mVDC	6 0.8843 VDC
		7	89.07 mVDC	8	1.0213 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	38	34 6/26/2007			
		1	90.3 C	2	83.2 C	3 83.5 C
		4	77.6 C	5	64.04 mVDC	6 0.8848 VDC
		7	88.99 mVDC	8	1.0211 VDC	
ALM		15 DIO	255 TOTAL	0		

	17	38	39	6/26/2007					
		1	90.3	C	2	83.2	C	3	83.5
		4	77.6	C	5	64.07	mVDC	6	0.8848
		7	88.89	mVDC	8	1.0191	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	38	44	6/26/2007					
		1	90.3	C	2	83.1	C	3	83.5
		4	77.6	C	5	64.22	mVDC	6	0.8852
		7	89.07	mVDC	8	1.0219	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	38	49	6/26/2007					
		1	90.3	C	2	83.1	C	3	83.5
		4	77.6	C	5	64.16	mVDC	6	0.8847
		7	88.93	mVDC	8	1.0211	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	38	54	6/26/2007					
		1	90.3	C	2	83.1	C	3	83.5
		4	77.6	C	5	64.16	mVDC	6	0.8846
		7	88.97	mVDC	8	1.0207	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	38	59	6/26/2007					
		1	90.3	C	2	83.1	C	3	83.5
		4	77.6	C	5	64.12	mVDC	6	0.8855
		7	89.09	mVDC	8	1.0222	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	39	4	6/26/2007					
		1	90.3	C	2	83.1	C	3	83.5
		4	77.6	C	5	64.2	mVDC	6	0.8862
		7	89.08	mVDC	8	1.022	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	39	9	6/26/2007					
		1	90.3	C	2	83.1	C	3	83.5
		4	77.6	C	5	64.21	mVDC	6	0.8868
		7	88.99	mVDC	8	1.021	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	39	14	6/26/2007					
		1	90.2	C	2	83.1	C	3	83.4
		4	77.6	C	5	64.2	mVDC	6	0.8867
		7	89.02	mVDC	8	1.0215	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	39	19	6/26/2007					
		1	90.3	C	2	83.1	C	3	83.4
		4	77.6	C	5	64.16	mVDC	6	0.8867
		7	88.95	mVDC	8	1.0208	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	39	24	6/26/2007					
		1	90.3	C	2	83.1	C	3	83.4
		4	77.5	C	5	64.18	mVDC	6	0.8869
		7	89.02	mVDC	8	1.0213	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	39	29	6/26/2007					
		1	90.3	C	2	83.1	C	3	83.5
		4	77.6	C	5	64.17	mVDC	6	0.8871
		7	89.09	mVDC	8	1.0224	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	39	34	6/26/2007					
		1	90.3	C	2	83.1	C	3	83.4
		4	77.6	C	5	64.21	mVDC	6	0.8873
		7	88.98	mVDC	8	1.0213	VDC		
ALM		15	DIO	255	TOTAL	0			

	17	39	39	6/26/2007						
		1	90.3	C	2	83.1	C	3	83.4	C
		4	77.6	C	5	64.21	mVDC	6	0.8874	VDC
		7	88.97	mVDC	8	1.0212	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	39	44	6/26/2007						
		1	90.2	C	2	83.1	C	3	83.4	C
		4	77.6	C	5	64.21	mVDC	6	0.8879	VDC
		7	88.94	mVDC	8	1.0208	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	39	49	6/26/2007						
		1	90.2	C	2	83.1	C	3	83.4	C
		4	77.6	C	5	64.19	mVDC	6	0.8875	VDC
		7	88.89	mVDC	8	1.0205	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	39	54	6/26/2007						
		1	90.2	C	2	83.1	C	3	83.4	C
		4	77.6	C	5	64.22	mVDC	6	0.8879	VDC
		7	88.86	mVDC	8	1.0203	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	39	59	6/26/2007						
		1	90.2	C	2	83.1	C	3	83.4	C
		4	77.6	C	5	64.18	mVDC	6	0.8877	VDC
		7	89.04	mVDC	8	1.0221	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	40	4	6/26/2007						
		1	90.2	C	2	83.1	C	3	83.4	C
		4	77.6	C	5	64.17	mVDC	6	0.8876	VDC
		7	88.87	mVDC	8	1.0199	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	40	9	6/26/2007						
		1	90.2	C	2	83.1	C	3	83.4	C
		4	77.6	C	5	64.19	mVDC	6	0.8878	VDC
		7	88.91	mVDC	8	1.0205	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	40	14	6/26/2007						
		1	90.2	C	2	83.1	C	3	83.4	C
		4	77.6	C	5	64.2	mVDC	6	0.888	VDC
		7	89	mVDC	8	1.0215	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	40	19	6/26/2007						
		1	90.2	C	2	83.1	C	3	83.4	C
		4	77.6	C	5	64.17	mVDC	6	0.8878	VDC
		7	89	mVDC	8	1.0216	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	40	24	6/26/2007						
		1	90.2	C	2	83.1	C	3	83.4	C
		4	77.6	C	5	64.2	mVDC	6	0.8876	VDC
		7	88.94	mVDC	8	1.0208	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	40	29	6/26/2007						
		1	90.2	C	2	83.1	C	3	83.3	C
		4	77.6	C	5	64.23	mVDC	6	0.8878	VDC
		7	88.96	mVDC	8	1.0212	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	40	34	6/26/2007						
		1	90.2	C	2	83	C	3	83.3	C
		4	77.6	C	5	64.22	mVDC	6	0.8875	VDC
		7	88.95	mVDC	8	1.0205	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	40	39	6/26/2007						

		1	90.2 C		2	83 C		3	83.3 C
		4	77.6 C		5	64.25 mVDC		6	0.888 VDC
		7	88.98 mVDC		8	1.0213 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	40	44 6/26/2007						
		1	90.2 C		2	83 C		3	83.3 C
		4	77.6 C		5	64.23 mVDC		6	0.8881 VDC
		7	89.08 mVDC		8	1.0224 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	40	49 6/26/2007						
		1	90.2 C		2	83 C		3	83.3 C
		4	77.6 C		5	64.21 mVDC		6	0.888 VDC
		7	88.94 mVDC		8	1.0208 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	40	54 6/26/2007						
		1	90.2 C		2	83 C		3	83.3 C
		4	77.6 C		5	64.31 mVDC		6	0.8878 VDC
		7	88.93 mVDC		8	1.0199 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	40	59 6/26/2007						
		1	90.2 C		2	83 C		3	83.3 C
		4	77.5 C		5	64.25 mVDC		6	0.8875 VDC
		7	89.03 mVDC		8	1.0217 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	41	4 6/26/2007						
		1	90.3 C		2	83 C		3	83.4 C
		4	77.5 C		5	64.19 mVDC		6	0.8876 VDC
		7	89.01 mVDC		8	1.0219 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	41	9 6/26/2007						
		1	90.2 C		2	83 C		3	83.4 C
		4	77.6 C		5	64.19 mVDC		6	0.888 VDC
		7	89.02 mVDC		8	1.0216 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	41	14 6/26/2007						
		1	90.2 C		2	83.1 C		3	83.4 C
		4	77.6 C		5	64.16 mVDC		6	0.888 VDC
		7	88.89 mVDC		8	1.0197 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	41	19 6/26/2007						
		1	90.2 C		2	83.1 C		3	83.4 C
		4	77.5 C		5	64.18 mVDC		6	0.8879 VDC
		7	88.94 mVDC		8	1.0206 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	41	24 6/26/2007						
		1	90.3 C		2 OTC	C		3	83.3 C
		4	77.6 C		5	64.14 mVDC		6	0.8876 VDC
		7	88.91 mVDC		8	1.0202 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	41	29 6/26/2007						
		1	90.3 C		2	83 C		3 OTC	C
		4	77.5 C		5	64.12 mVDC		6	0.8874 VDC
		7	88.93 mVDC		8	1.0207 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	41	34 6/26/2007						
		1	90.3 C		2	83.1 C		3	83.4 C
		4	77.5 C		5	64.22 mVDC		6	0.8882 VDC
		7	89 mVDC		8	1.0214 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	41	39 6/26/2007						
		1	90.3 C		2	83.1 C		3	83.4 C

		4	77.5 C		5	64.1 mVDC		6	0.8866 VDC
		7	89.04 mVDC		8	1.0219 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	41	44 6/26/2007						
		1	90.4 C		2	83.1 C		3	OTC C
		4	77.5 C		5	64.14 mVDC		6	0.8874 VDC
		7	89.01 mVDC		8	1.0212 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	41	49 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.4 C
		4	77.5 C		5	64.14 mVDC		6	0.888 VDC
		7	88.83 mVDC		8	1.0217 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	41	54 6/26/2007						
		1	90.4 C		2	OTC C		3	83.4 C
		4	77.5 C		5	64.11 mVDC		6	0.8878 VDC
		7	89.13 mVDC		8	1.0227 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	41	59 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.4 C
		4	77.5 C		5	64.13 mVDC		6	0.888 VDC
		7	88.98 mVDC		8	1.0209 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	42	4 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.4 C
		4	77.5 C		5	64.1 mVDC		6	0.8878 VDC
		7	88.96 mVDC		8	1.0204 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	42	9 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.4 C
		4	77.5 C		5	64.12 mVDC		6	0.8883 VDC
		7	89.04 mVDC		8	1.0214 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	42	14 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.4 C
		4	77.5 C		5	64.12 mVDC		6	0.8883 VDC
		7	88.94 mVDC		8	1.0206 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	42	19 6/26/2007						
		1	90.4 C		2	83.2 C		3	83.4 C
		4	77.5 C		5	64.12 mVDC		6	0.8883 VDC
		7	89 mVDC		8	1.0212 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	42	24 6/26/2007						
		1	90.4 C		2	83.2 C		3	83.4 C
		4	77.5 C		5	64.14 mVDC		6	0.8886 VDC
		7	89.02 mVDC		8	1.0215 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	42	29 6/26/2007						
		1	90.4 C		2	83.2 C		3	83.4 C
		4	77.5 C		5	64.11 mVDC		6	0.8882 VDC
		7	88.96 mVDC		8	1.0206 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	42	34 6/26/2007						
		1	90.3 C		2	83.1 C		3	83.4 C
		4	77.5 C		5	64.1 mVDC		6	0.888 VDC
		7	89.02 mVDC		8	1.0217 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	42	39 6/26/2007						
		1	90.4 C		2	83.2 C		3	83.3 C
		4	77.5 C		5	64.14 mVDC		6	0.8879 VDC

ALM	7	88.93 mVDC	8	1.0203 VDC		
	15 DIO	255 TOTAL		0		
	17	42 44 6/26/2007				
	1	90.3 C	2	83.2 C	3	83.4 C
	4	77.5 C	5	64.12 mVDC	6	0.8878 VDC
ALM	7	88.93 mVDC	8	1.0204 VDC		
	15 DIO	255 TOTAL		0		
	17	42 49 6/26/2007				
	1	90.4 C	2	83.1 C	3	83.4 C
	4	77.5 C	5	64.11 mVDC	6	0.8879 VDC
ALM	7	88.99 mVDC	8	1.0215 VDC		
	15 DIO	255 TOTAL		0		
	17	42 54 6/26/2007				
	1	90.3 C	2	83.2 C	3	83.4 C
	4	77.5 C	5	64.1 mVDC	6	0.8876 VDC
ALM	7	88.96 mVDC	8	1.0212 VDC		
	15 DIO	255 TOTAL		0		
	17	42 59 6/26/2007				
	1	90.4 C	2	83.1 C	3	83.4 C
	4	77.5 C	5	64.09 mVDC	6	0.8877 VDC
ALM	7	88.89 mVDC	8	1.0209 VDC		
	15 DIO	255 TOTAL		0		
	17	43 4 6/26/2007				
	1	90.4 C	2	83.1 C	3	83.3 C
	4	77.5 C	5	64.08 mVDC	6	0.8876 VDC
ALM	7	88.85 mVDC	8	1.0209 VDC		
	15 DIO	255 TOTAL		0		
	17	43 9 6/26/2007				
	1	90.4 C	2	83.1 C	3	83.4 C
	4	77.5 C	5	64.1 mVDC	6	0.888 VDC
ALM	7	88.91 mVDC	8	1.0218 VDC		
	15 DIO	255 TOTAL		0		
	17	43 14 6/26/2007				
	1	90.4 C	2	83.1 C	3	83.4 C
	4	77.5 C	5	64.02 mVDC	6	0.8871 VDC
ALM	7	88.87 mVDC	8	1.0212 VDC		
	15 DIO	255 TOTAL		0		
	17	43 19 6/26/2007				
	1	90.4 C	2	83.1 C	3	83.4 C
	4	77.5 C	5	63.99 mVDC	6	0.8869 VDC
ALM	7	88.9 mVDC	8	1.0216 VDC		
	15 DIO	255 TOTAL		0		
	17	43 24 6/26/2007				
	1	90.4 C	2	83.1 C	3	83.4 C
	4	77.5 C	5	63.95 mVDC	6	0.8865 VDC
ALM	7	88.79 mVDC	8	1.0205 VDC		
	15 DIO	255 TOTAL		0		
	17	43 29 6/26/2007				
	1	90.4 C	2 OTC	C	3	83.4 C
	4	77.5 C	5	63.99 mVDC	6	0.8877 VDC
ALM	7	88.88 mVDC	8	1.0213 VDC		
	15 DIO	255 TOTAL		0		
	17	43 34 6/26/2007				
	1	90.4 C	2	83.2 C	3	83.4 C
	4	77.5 C	5	63.93 mVDC	6	0.8872 VDC
ALM	7	88.93 mVDC	8	1.022 VDC		
	15 DIO	255 TOTAL		0		
	17	43 39 6/26/2007				
	1	90.4 C	2	83.1 C	3	83.4 C
	4	77.5 C	5	63.94 mVDC	6	0.8874 VDC
	7	88.87 mVDC	8	1.0211 VDC		

ALM		15 DIO	255 TOTAL	0		
	17	43	44 6/26/2007			
		1	90.4 C	2	83.1 C	3 83.4 C
		4	77.4 C	5	63.91 mVDC	6 0.8874 VDC
		7	88.9 mVDC	8	1.0221 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	43	49 6/26/2007			
		1	90.4 C	2	83.1 C	3 83.4 C
		4	77.4 C	5	63.85 mVDC	6 0.8865 VDC
		7	88.93 mVDC	8	1.0222 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	43	54 6/26/2007			
		1	90.4 C	2	83.2 C	3 83.4 C
		4	77.4 C	5	63.88 mVDC	6 0.8869 VDC
		7	88.78 mVDC	8	1.0206 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	43	59 6/26/2007			
		1	90.4 C	2	83.2 C	3 83.4 C
		4	77.4 C	5	63.88 mVDC	6 0.8866 VDC
		7	88.9 mVDC	8	1.0219 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	44	4 6/26/2007			
		1	90.4 C	2	83.2 C	3 83.3 C
		4	77.5 C	5	63.91 mVDC	6 0.8861 VDC
		7	88.85 mVDC	8	1.0216 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	44	9 6/26/2007			
		1	90.4 C	2	83.2 C	3 83.3 C
		4	77.5 C	5	63.98 mVDC	6 0.8865 VDC
		7	88.66 mVDC	8	1.0196 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	44	14 6/26/2007			
		1	90.4 C	2	83.1 C	3 83.3 C
		4	77.4 C	5	64.01 mVDC	6 0.8868 VDC
		7	88.94 mVDC	8	1.0222 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	44	19 6/26/2007			
		1	90.4 C	2	83.1 C	3 83.3 C
		4	77.5 C	5	63.98 mVDC	6 0.8863 VDC
		7	88.75 mVDC	8	1.0204 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	44	24 6/26/2007			
		1	90.4 C	2	83.1 C	3 83.3 C
		4	77.5 C	5	63.93 mVDC	6 0.886 VDC
		7	88.91 mVDC	8	1.0221 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	44	29 6/26/2007			
		1	90.4 C	2	83.1 C	3 83.3 C
		4	77.5 C	5	63.91 mVDC	6 0.8864 VDC
		7	88.96 mVDC	8	1.0224 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	44	34 6/26/2007			
		1	90.3 C	2	83.1 C	3 OTC C
		4	77.4 C	5	63.92 mVDC	6 0.8864 VDC
		7	88.79 mVDC	8	1.0204 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	44	39 6/26/2007			
		1	90.4 C	2	83.1 C	3 83.3 C
		4	77.4 C	5	63.96 mVDC	6 0.8868 VDC
		7	88.94 mVDC	8	1.0221 VDC	
ALM		15 DIO	255 TOTAL	0		

	17	44	44	6/26/2007					
		1	90.3	C	2	83.2	C	3	83.3
		4	77.4	C	5	63.95	mVDC	6	0.8867
		7	88.83	mVDC	8	1.021	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	44	49	6/26/2007					
		1	90.3	C	2	OTC	C	3	83.3
		4	77.4	C	5	63.97	mVDC	6	0.8872
		7	88.96	mVDC	8	1.0224	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	44	54	6/26/2007					
		1	90.3	C	2	83.1	C	3	83.3
		4	77.4	C	5	63.91	mVDC	6	0.8864
		7	88.84	mVDC	8	1.0207	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	44	59	6/26/2007					
		1	90.3	C	2	83.1	C	3	83.3
		4	77.4	C	5	63.89	mVDC	6	0.8863
		7	88.97	mVDC	8	1.0225	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	45	4	6/26/2007					
		1	90.3	C	2	83.1	C	3	83.3
		4	77.4	C	5	63.84	mVDC	6	0.8858
		7	88.92	mVDC	8	1.0218	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	45	9	6/26/2007					
		1	90.3	C	2	83.1	C	3	83.3
		4	77.4	C	5	63.87	mVDC	6	0.8858
		7	88.75	mVDC	8	1.0202	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	45	14	6/26/2007					
		1	90.3	C	2	83.1	C	3	83.3
		4	77.4	C	5	63.82	mVDC	6	0.8857
		7	88.91	mVDC	8	1.0222	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	45	19	6/26/2007					
		1	90.3	C	2	83.1	C	3	83.3
		4	77.4	C	5	63.85	mVDC	6	0.8859
		7	88.95	mVDC	8	1.0223	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	45	24	6/26/2007					
		1	90.3	C	2	83.1	C	3	83.3
		4	77.5	C	5	63.87	mVDC	6	0.8862
		7	88.92	mVDC	8	1.022	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	45	29	6/26/2007					
		1	90.4	C	2	83.1	C	3	83.3
		4	77.4	C	5	63.8	mVDC	6	0.8859
		7	88.95	mVDC	8	1.0224	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	45	34	6/26/2007					
		1	90.4	C	2	OTC	C	3	83.3
		4	77.4	C	5	63.83	mVDC	6	0.8866
		7	88.95	mVDC	8	1.0226	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	45	39	6/26/2007					
		1	90.4	C	2	83.1	C	3	83.3
		4	77.4	C	5	63.85	mVDC	6	0.8869
		7	88.9	mVDC	8	1.0222	VDC		
ALM		15	DIO	255	TOTAL	0			

	17	45	44	6/26/2007						
		1	90.4	C	2	83.1	C	3	83.3	C
		4	77.4	C	5	63.84	mVDC	6	0.8868	VDC
		7	88.78	mVDC	8	1.0207	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	45	49	6/26/2007						
		1	90.4	C	2	83.2	C	3	83.4	C
		4	77.4	C	5	63.86	mVDC	6	0.887	VDC
		7	88.9	mVDC	8	1.0222	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	45	54	6/26/2007						
		1	90.4	C	2	83.2	C	3	83.3	C
		4	77.4	C	5	63.85	mVDC	6	0.887	VDC
		7	88.89	mVDC	8	1.0219	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	45	59	6/26/2007						
		1	90.4	C	2	83.1	C	3	83.3	C
		4	77.5	C	5	63.91	mVDC	6	0.8872	VDC
		7	88.75	mVDC	8	1.0209	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	46	4	6/26/2007						
		1	90.4	C	2	83.1	C	3	83.3	C
		4	77.5	C	5	63.97	mVDC	6	0.8874	VDC
		7	88.8	mVDC	8	1.0222	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	46	9	6/26/2007						
		1	90.3	C	2	83.1	C	3	83.3	C
		4	77.5	C	5	63.94	mVDC	6	0.8868	VDC
		7	88.77	mVDC	8	1.0222	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	46	14	6/26/2007						
		1	90.3	C	2	83.1	C	3	83.3	C
		4	77.4	C	5	63.97	mVDC	6	0.8871	VDC
		7	88.63	mVDC	8	1.0211	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	46	19	6/26/2007						
		1	90.3	C	2	83.1	C	3	83.3	C
		4	77.5	C	5	63.95	mVDC	6	0.887	VDC
		7	88.74	mVDC	8	1.0222	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	46	24	6/26/2007						
		1	90.3	C	2	83.1	C	3	83.3	C
		4	77.4	C	5	63.92	mVDC	6	0.8868	VDC
		7	88.78	mVDC	8	1.0226	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	46	29	6/26/2007						
		1	90.3	C	2	83.1	C	3	83.3	C
		4	77.4	C	5	63.89	mVDC	6	0.887	VDC
		7	88.67	mVDC	8	1.0215	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	46	34	6/26/2007						
		1	90.3	C	2	83.1	C	3	83.3	C
		4	77.4	C	5	63.86	mVDC	6	0.8865	VDC
		7	88.61	mVDC	8	1.0205	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	46	39	6/26/2007						
		1	90.4	C	2	83.1	C	3	83.3	C
		4	77.4	C	5	63.88	mVDC	6	0.8868	VDC
		7	88.64	mVDC	8	1.0218	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	46	44	6/26/2007						

		1	90.4 C		2	83.1 C		3	83.3 C
		4	77.4 C		5	63.84 mVDC		6	0.8864 VDC
		7	88.5 mVDC		8	1.0206 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	46	49 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.3 C
		4	77.4 C		5	63.81 mVDC		6	0.886 VDC
		7	88.58 mVDC		8	1.0218 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	46	54 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.3 C
		4	77.4 C		5	63.8 mVDC		6	0.8859 VDC
		7	88.55 mVDC		8	1.0212 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	46	59 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.3 C
		4	77.5 C		5	63.8 mVDC		6	0.886 VDC
		7	88.47 mVDC		8	1.0205 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	47	4 6/26/2007						
		1	90.3 C		2	83.1 C		3	83.3 C
		4	77.5 C		5	63.83 mVDC		6	0.8861 VDC
		7	88.6 mVDC		8	1.0218 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	47	9 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.3 C
		4	77.4 C		5	63.82 mVDC		6	0.8861 VDC
		7	88.52 mVDC		8	1.0207 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	47	14 6/26/2007						
		1	90.3 C		2	83.1 C		3	83.3 C
		4	77.4 C		5	63.93 mVDC		6	0.8873 VDC
		7	88.59 mVDC		8	1.0216 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	47	19 6/26/2007						
		1	90.3 C		2	83.1 C		3	83.3 C
		4	77.4 C		5	63.89 mVDC		6	0.8869 VDC
		7	88.55 mVDC		8	1.0216 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	47	24 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.3 C
		4	77.4 C		5	63.88 mVDC		6	0.8871 VDC
		7	88.45 mVDC		8	1.0205 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	47	29 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.3 C
		4	77.4 C		5	63.85 mVDC		6	0.8868 VDC
		7	88.39 mVDC		8	1.0201 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	47	34 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.3 C
		4	77.4 C		5	63.89 mVDC		6	0.8872 VDC
		7	88.53 mVDC		8	1.0218 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	47	39 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.3 C
		4	77.4 C		5	63.85 mVDC		6	0.8866 VDC
		7	88.58 mVDC		8	1.022 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	47	44 6/26/2007						
		1	90.3 C		2	83.1 C		3	83.3 C

		4	77.4 C	5	63.84 mVDC	6	0.8866 VDC
		7	88.46 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	47	49 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.86 mVDC	6	0.8869 VDC
		7	88.5 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	47	54 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.82 mVDC	6	0.8865 VDC
		7	88.44 mVDC	8	1.0224 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	47	59 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.84 mVDC	6	0.8865 VDC
		7	88.37 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	48	4 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.83 mVDC	6	0.8867 VDC
		7	88.32 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	48	9 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.86 mVDC	6	0.887 VDC
		7	88.36 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	48	14 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.85 mVDC	6	0.8868 VDC
		7	88.27 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	48	19 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.85 mVDC	6	0.8868 VDC
		7	88.17 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	48	24 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.84 mVDC	6	0.8864 VDC
		7	88.32 mVDC	8	1.0223 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	48	29 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.2 C
		4	77.4 C	5	63.81 mVDC	6	0.8863 VDC
		7	88.24 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	48	34 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.2 C
		4	77.4 C	5	63.86 mVDC	6	0.8869 VDC
		7	88.26 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	48	39 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.2 C
		4	77.4 C	5	63.88 mVDC	6	0.8872 VDC
		7	88.26 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	48	44 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.2 C
		4	77.4 C	5	63.84 mVDC	6	0.8866 VDC

		7	88.1 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	48	49 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.2 C
		4	77.4 C	5	63.84 mVDC	6	0.8867 VDC
		7	88.26 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	48	54 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.2 C
		4	77.3 C	5	63.83 mVDC	6	0.8865 VDC
		7	88.22 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	48	59 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.86 mVDC	6	0.8871 VDC
		7	88.25 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	49	4 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.89 mVDC	6	0.8874 VDC
		7	88.19 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	49	9 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.97 mVDC	6	0.8882 VDC
		7	88.15 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	49	14 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.89 mVDC	6	0.8872 VDC
		7	88.19 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	49	19 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.87 mVDC	6	0.8872 VDC
		7	88.16 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	49	24 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.2 C
		4	77.4 C	5	63.86 mVDC	6	0.8871 VDC
		7	88.1 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	49	29 6/26/2007				
		1	90.4 C	2 OTC	C	3	83.2 C
		4	77.4 C	5	63.86 mVDC	6	0.8869 VDC
		7	88.24 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	49	34 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.3 C
		4	77.4 C	5	63.84 mVDC	6	0.8866 VDC
		7	88.14 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	49	39 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.2 C
		4	77.4 C	5	63.83 mVDC	6	0.8864 VDC
		7	88.28 mVDC	8	1.022 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	49	44 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.2 C
		4	77.4 C	5	63.84 mVDC	6	0.8864 VDC
		7	88.24 mVDC	8	1.0214 VDC		

ALM		15 DIO		255 TOTAL		0		
	17	49	49	6/26/2007				
		1	90.4	C	2	83.1	C	3 83.3 C
		4	77.4	C	5	63.87	mVDC	6 0.8865 VDC
		7	88.14	mVDC	8	1.0204	VDC	
ALM		15 DIO		255 TOTAL		0		
	17	49	54	6/26/2007				
		1	90.4	C	2	83.1	C	3 83.3 C
		4	OTC	C	5	63.84	mVDC	6 0.8862 VDC
		7	88.2	mVDC	8	1.0209	VDC	
ALM		15 DIO		255 TOTAL		0		
	17	49	59	6/26/2007				
		1	90.4	C	2	83.2	C	3 83.3 C
		4	77.4	C	5	63.9	mVDC	6 0.887 VDC
		7	88.02	mVDC	8	1.0201	VDC	
ALM		15 DIO		255 TOTAL		0		
	17	50	4	6/26/2007				
		1	90.4	C	2	83.1	C	3 83.3 C
		4	77.4	C	5	63.8	mVDC	6 0.886 VDC
		7	88.2	mVDC	8	1.0209	VDC	
ALM		15 DIO		255 TOTAL		0		
	17	50	9	6/26/2007				
		1	90.4	C	2	83.1	C	3 83.2 C
		4	77.4	C	5	63.85	mVDC	6 0.8862 VDC
		7	88.22	mVDC	8	1.0212	VDC	
ALM		15 DIO		255 TOTAL		0		
	17	50	14	6/26/2007				
		1	90.4	C	2	83.1	C	3 83.2 C
		4	77.4	C	5	63.85	mVDC	6 0.8861 VDC
		7	88.24	mVDC	8	1.0213	VDC	
ALM		15 DIO		255 TOTAL		0		
	17	50	19	6/26/2007				
		1	90.4	C	2	83.1	C	3 83.2 C
		4	77.4	C	5	63.83	mVDC	6 0.8854 VDC
		7	88.29	mVDC	8	1.0222	VDC	
ALM		15 DIO		255 TOTAL		0		
	17	50	24	6/26/2007				
		1	90.4	C	2	83.1	C	3 83.2 C
		4	77.4	C	5	63.91	mVDC	6 0.8859 VDC
		7	88.27	mVDC	8	1.0219	VDC	
ALM		15 DIO		255 TOTAL		0		
	17	50	29	6/26/2007				
		1	90.3	C	2	83.1	C	3 83.2 C
		4	77.4	C	5	63.86	mVDC	6 0.8856 VDC
		7	88.1	mVDC	8	1.0204	VDC	
ALM		15 DIO		255 TOTAL		0		
	17	50	34	6/26/2007				
		1	90.3	C	2	83.1	C	3 83.2 C
		4	77.4	C	5	63.84	mVDC	6 0.8854 VDC
		7	88.06	mVDC	8	1.02	VDC	
ALM		15 DIO		255 TOTAL		0		
	17	50	39	6/26/2007				
		1	90.3	C	2	83	C	3 83.2 C
		4	77.3	C	5	63.84	mVDC	6 0.8854 VDC
		7	88.25	mVDC	8	1.0219	VDC	
ALM		15 DIO		255 TOTAL		0		
	17	50	44	6/26/2007				
		1	90.4	C	2	83.1	C	3 83.2 C
		4	77.3	C	5	63.84	mVDC	6 0.8856 VDC
		7	88.23	mVDC	8	1.0215	VDC	
ALM		15 DIO		255 TOTAL		0		

	17	50	49	6/26/2007						
		1	90.4	C	2	83.1	C	3	83.2	C
		4	77.4	C	5	63.8	mVDC	6	0.8856	VDC
		7	88.25	mVDC	8	1.0221	VDC			
ALM		15 DIO		255 TOTAL		0				
	17	50	54	6/26/2007						
		1	90.4	C	2	83.1	C	3	83.2	C
		4	77.3	C	5	63.76	mVDC	6	0.8857	VDC
		7	88.31	mVDC	8	1.0228	VDC			
ALM		15 DIO		255 TOTAL		0				
	17	50	59	6/26/2007						
		1	90.3	C	2	83.1	C	3	83.2	C
		4	77.4	C	5	63.75	mVDC	6	0.8856	VDC
		7	88.35	mVDC	8	1.0231	VDC			
ALM		15 DIO		255 TOTAL		0				
	17	51	4	6/26/2007						
		1	90.3	C	2	83.1	C	3	83.2	C
		4	77.4	C	5	63.76	mVDC	6	0.8856	VDC
		7	88.12	mVDC	8	1.0215	VDC			
ALM		15 DIO		255 TOTAL		0				
	17	51	9	6/26/2007						
		1	90.4	C	2	83.1	C	3	83.2	C
		4	77.3	C	5	63.71	mVDC	6	0.8849	VDC
		7	88.27	mVDC	8	1.0225	VDC			
ALM		15 DIO		255 TOTAL		0				
	17	51	14	6/26/2007						
		1	90.4	C	2	83.1	C	3	83.2	C
		4	77.3	C	5	63.73	mVDC	6	0.8854	VDC
		7	88.21	mVDC	8	1.0218	VDC			
ALM		15 DIO		255 TOTAL		0				
	17	51	19	6/26/2007						
		1	90.4	C	2	83.1	C	3	83.2	C
		4	77.3	C	5	63.72	mVDC	6	0.885	VDC
		7	88.2	mVDC	8	1.0222	VDC			
ALM		15 DIO		255 TOTAL		0				
	17	51	24	6/26/2007						
		1	90.3	C	2	83.1	C	3	83.2	C
		4	77.3	C	5	63.75	mVDC	6	0.8855	VDC
		7	88.22	mVDC	8	1.0223	VDC			
ALM		15 DIO		255 TOTAL		0				
	17	51	29	6/26/2007						
		1	90.4	C	2	83.1	C	3	83.2	C
		4	77.3	C	5	63.83	mVDC	6	0.8865	VDC
		7	88.09	mVDC	8	1.0209	VDC			
ALM		15 DIO		255 TOTAL		0				
	17	51	34	6/26/2007						
		1	90.3	C	2	83.1	C	3	83.2	C
		4	77.3	C	5	63.78	mVDC	6	0.886	VDC
		7	88.04	mVDC	8	1.0206	VDC			
ALM		15 DIO		255 TOTAL		0				
	17	51	39	6/26/2007						
		1	90.4	C	2	83.1	C	3	83.2	C
		4	77.3	C	5	63.74	mVDC	6	0.8854	VDC
		7	88.1	mVDC	8	1.0209	VDC			
ALM		15 DIO		255 TOTAL		0				
	17	51	44	6/26/2007						
		1	90.3	C	2	83.1	C	3	83.2	C
		4	77.3	C	5	63.71	mVDC	6	0.8851	VDC
		7	87.99	mVDC	8	1.0198	VDC			
ALM		15 DIO		255 TOTAL		0				

	17	51	49	6/26/2007						
		1	90.3	C	2	83.1	C	3	83.2	C
		4	77.3	C	5	63.74	mVDC	6	0.8851	VDC
		7	88.13	mVDC	8	1.0214	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	51	54	6/26/2007						
		1	90.3	C	2	83.1	C	3	83.2	C
		4	77.3	C	5	63.76	mVDC	6	0.8851	VDC
		7	88.06	mVDC	8	1.0203	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	51	59	6/26/2007						
		1	90.3	C	2	83	C	3	83.2	C
		4	77.3	C	5	63.76	mVDC	6	0.8854	VDC
		7	87.94	mVDC	8	1.0197	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	52	4	6/26/2007						
		1	90.3	C	2	83.1	C	3	83.1	C
		4	OTC	C	5	63.73	mVDC	6	0.8851	VDC
		7	88.02	mVDC	8	1.0197	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	52	9	6/26/2007						
		1	90.3	C	2	83.1	C	3	83.1	C
		4	77.3	C	5	63.84	mVDC	6	0.8867	VDC
		7	88.14	mVDC	8	1.0215	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	52	14	6/26/2007						
		1	90.3	C	2	83.1	C	3	83.1	C
		4	77.3	C	5	63.8	mVDC	6	0.8862	VDC
		7	88.14	mVDC	8	1.0214	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	52	19	6/26/2007						
		1	90.3	C	2	83	C	3	83.2	C
		4	77.3	C	5	63.77	mVDC	6	0.8857	VDC
		7	88.01	mVDC	8	1.0202	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	52	24	6/26/2007						
		1	90.3	C	2	83	C	3	83.2	C
		4	77.3	C	5	63.75	mVDC	6	0.8855	VDC
		7	88.15	mVDC	8	1.0215	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	52	29	6/26/2007						
		1	90.3	C	2	83	C	3	83.1	C
		4	77.3	C	5	63.74	mVDC	6	0.8855	VDC
		7	88.09	mVDC	8	1.0211	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	52	34	6/26/2007						
		1	90.3	C	2	83	C	3	83.1	C
		4	77.3	C	5	63.72	mVDC	6	0.8849	VDC
		7	88.16	mVDC	8	1.0216	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	52	39	6/26/2007						
		1	90.3	C	2	83	C	3	83.1	C
		4	77.3	C	5	63.73	mVDC	6	0.8854	VDC
		7	88.14	mVDC	8	1.0214	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	52	44	6/26/2007						
		1	90.3	C	2	83	C	3	83.2	C
		4	77.3	C	5	63.69	mVDC	6	0.8849	VDC
		7	88.12	mVDC	8	1.0214	VDC			
ALM		15	DIO		255	TOTAL	0			
	17	52	49	6/26/2007						

		1	90.3 C		2	83 C		3	83.1 C
		4	77.3 C		5	63.69 mVDC		6	0.8845 VDC
		7	88.14 mVDC		8	1.0212 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	52	54 6/26/2007						
		1	90.3 C		2	83 C		3	83.1 C
		4	77.3 C		5	63.72 mVDC		6	0.8852 VDC
		7	88.07 mVDC		8	1.0203 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	52	59 6/26/2007						
		1	90.3 C		2	83 C		3	83.2 C
		4	77.3 C		5	63.7 mVDC		6	0.8849 VDC
		7	88.13 mVDC		8	1.0212 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	53	4 6/26/2007						
		1	90.3 C		2	83 C		3	83.2 C
		4	77.3 C		5	63.7 mVDC		6	0.8856 VDC
		7	88.04 mVDC		8	1.0199 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	53	9 6/26/2007						
		1	90.3 C		2	83.1 C		3	83.1 C
		4	77.3 C		5	63.67 mVDC		6	0.8846 VDC
		7	88.11 mVDC		8	1.0215 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	53	14 6/26/2007						
		1	90.3 C		2	83.1 C		3	83.1 C
		4	77.3 C		5	63.72 mVDC		6	0.8854 VDC
		7	87.96 mVDC		8	1.0201 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	53	19 6/26/2007						
		1	90.3 C		2	83 C		3	83.1 C
		4	77.3 C		5	63.72 mVDC		6	0.8853 VDC
		7	88.1 mVDC		8	1.0218 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	53	24 6/26/2007						
		1	90.3 C		2	83 C		3	83.1 C
		4	77.3 C		5	63.68 mVDC		6	0.8851 VDC
		7	87.98 mVDC		8	1.0204 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	53	29 6/26/2007						
		1	90.3 C		2	83 C		3	83.1 C
		4	77.3 C		5	63.68 mVDC		6	0.8844 VDC
		7	88.04 mVDC		8	1.0209 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	53	34 6/26/2007						
		1	90.3 C		2	83 C		3	83.1 C
		4	77.3 C		5	63.69 mVDC		6	0.8849 VDC
		7	88.07 mVDC		8	1.0214 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	53	39 6/26/2007						
		1	90.3 C		2	83 C		3	83.1 C
		4	77.2 C		5	63.65 mVDC		6	0.8847 VDC
		7	87.92 mVDC		8	1.0208 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	53	44 6/26/2007						
		1	90.3 C		2	83 C		3	83.1 C
		4	77.2 C		5	63.63 mVDC		6	0.8848 VDC
		7	87.97 mVDC		8	1.0205 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	53	49 6/26/2007						
		1	90.3 C		2	83 C		3	83.1 C

		4	77.2 C	5	63.61 mVDC	6	0.8836 VDC
		7	88.06 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	53	54 6/26/2007				
		1	90.3 C	2	83 C	3	83.1 C
		4	77.3 C	5	63.72 mVDC	6	0.885 VDC
		7	88.07 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	53	59 6/26/2007				
		1	90.3 C	2	83 C	3	83.1 C
		4	77.3 C	5	63.79 mVDC	6	0.8861 VDC
		7	88.01 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	54	4 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.1 C
		4	77.3 C	5	63.77 mVDC	6	0.8852 VDC
		7	88.03 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	54	9 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.2 C
		4	77.2 C	5	63.74 mVDC	6	0.885 VDC
		7	88.01 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	54	14 6/26/2007				
		1	90.3 C	2	83 C	3	83.1 C
		4	77.3 C	5	63.73 mVDC	6	0.8846 VDC
		7	88.02 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	54	19 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.1 C
		4	77.2 C	5	63.74 mVDC	6	0.885 VDC
		7	87.95 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	54	24 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.1 C
		4	77.2 C	5	63.72 mVDC	6	0.8849 VDC
		7	88.09 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	54	29 6/26/2007				
		1	90.3 C	2	83 C	3	83.1 C
		4	77.2 C	5	63.7 mVDC	6	0.8846 VDC
		7	87.99 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	54	34 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.1 C
		4	77.2 C	5	63.75 mVDC	6	0.8847 VDC
		7	88 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	54	39 6/26/2007				
		1	90.3 C	2	83 C	3	83.1 C
		4	77.2 C	5	63.79 mVDC	6	0.8847 VDC
		7	87.91 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	54	44 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.1 C
		4	77.3 C	5	63.82 mVDC	6	0.8846 VDC
		7	88.06 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	54	49 6/26/2007				
		1	90.2 C	2	83 C	3	83.1 C
		4	77.2 C	5	63.8 mVDC	6	0.8847 VDC

		7	87.93 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	54	54 6/26/2007				
		1	90.2 C	2	83 C	3	83.1 C
		4	77.3 C	5	63.76 mVDC	6	0.885 VDC
		7	88.06 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	54	59 6/26/2007				
		1	90.2 C	2	83 C	3	83.1 C
		4	77.2 C	5	63.74 mVDC	6	0.8851 VDC
		7	87.87 mVDC	8	1.0183 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	55	4 6/26/2007				
		1	90.2 C	2	83 C	3	83.1 C
		4	77.2 C	5	63.74 mVDC	6	0.8849 VDC
		7	88.04 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	55	9 6/26/2007				
		1	90.2 C	2	83 C	3	83.1 C
		4	77.3 C	5	63.72 mVDC	6	0.8847 VDC
		7	87.73 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	55	14 6/26/2007				
		1	90.2 C	2	83 C	3	83.1 C
		4	77.3 C	5	63.76 mVDC	6	0.8846 VDC
		7	88.01 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	55	19 6/26/2007				
		1	90.1 C	2	83 C	3	83.1 C
		4	77.3 C	5	63.87 mVDC	6	0.885 VDC
		7	87.93 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	55	24 6/26/2007				
		1	90.2 C	2	83 C	3	83.1 C
		4	77.3 C	5	63.84 mVDC	6	0.8854 VDC
		7	87.69 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	55	29 6/26/2007				
		1	90.2 C	2	82.9 C	3	83.1 C
		4	77.3 C	5	63.91 mVDC	6	0.8848 VDC
		7	87.89 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	55	34 6/26/2007				
		1	90.2 C	2	83 C	3	83.1 C
		4	77.3 C	5	63.97 mVDC	6	0.8848 VDC
		7	88.04 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	55	39 6/26/2007				
		1	90.2 C	2	82.9 C	3	83.1 C
		4	77.3 C	5	64.05 mVDC	6	0.8851 VDC
		7	87.79 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	55	44 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.3 C	5	64.04 mVDC	6	0.8847 VDC
		7	87.89 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	55	49 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.3 C	5	64.1 mVDC	6	0.8844 VDC
		7	88.01 mVDC	8	1.0219 VDC		

ALM		15 DIO	255 TOTAL	0		
	17	55	54 6/26/2007			
		1	90.1 C	2	82.9 C	3 83 C
		4	77.3 C	5	64.14 mVDC	6 0.885 VDC
		7	87.83 mVDC	8	1.0204 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	55	59 6/26/2007			
		1	90.2 C	2	82.9 C	3 83 C
		4	77.3 C	5	64.17 mVDC	6 0.8848 VDC
		7	87.83 mVDC	8	1.0209 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	56	4 6/26/2007			
		1	90.1 C	2	82.9 C	3 83 C
		4	77.3 C	5	64.22 mVDC	6 0.885 VDC
		7	87.81 mVDC	8	1.0209 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	56	9 6/26/2007			
		1	90.1 C	2	82.9 C	3 83 C
		4	77.3 C	5	64.3 mVDC	6 0.885 VDC
		7	87.82 mVDC	8	1.0209 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	56	14 6/26/2007			
		1	90.1 C	2	82.9 C	3 83.1 C
		4	77.3 C	5	64.24 mVDC	6 0.8845 VDC
		7	87.87 mVDC	8	1.0219 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	56	19 6/26/2007			
		1	90.1 C	2	82.9 C	3 83 C
		4	77.3 C	5	64.19 mVDC	6 0.8847 VDC
		7	87.81 mVDC	8	1.0216 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	56	24 6/26/2007			
		1	90.1 C	2 OTC C		3 83 C
		4	77.3 C	5	64.16 mVDC	6 0.8849 VDC
		7	87.77 mVDC	8	1.0209 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	56	29 6/26/2007			
		1	90.1 C	2	82.9 C	3 83 C
		4	77.3 C	5	64.12 mVDC	6 0.8845 VDC
		7	87.68 mVDC	8	1.0202 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	56	34 6/26/2007			
		1	90.2 C	2	82.9 C	3 83 C
		4	77.2 C	5	64.09 mVDC	6 0.8847 VDC
		7	87.69 mVDC	8	1.0207 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	56	39 6/26/2007			
		1	90.1 C	2	82.9 C	3 83 C
		4	77.2 C	5	64.05 mVDC	6 0.8843 VDC
		7	87.77 mVDC	8	1.0214 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	56	44 6/26/2007			
		1	90.2 C	2	82.9 C	3 83.1 C
		4	77.2 C	5	64.05 mVDC	6 0.8844 VDC
		7	87.66 mVDC	8	1.0203 VDC	
ALM		15 DIO	255 TOTAL	0		
	17	56	49 6/26/2007			
		1	90.1 C	2	82.9 C	3 83.1 C
		4	77.3 C	5	64.02 mVDC	6 0.884 VDC
		7	87.64 mVDC	8	1.0208 VDC	
ALM		15 DIO	255 TOTAL	0		

	17	56	54	6/26/2007					
		1	90.1	C	2	82.9	C	3	83.1
		4	77.2	C	5	64	mVDC	6	0.8841
		7	87.61	mVDC	8	1.0213	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	56	59	6/26/2007					
		1	90.1	C	2	82.9	C	3	83
		4	77.2	C	5	63.96	mVDC	6	0.8839
		7	87.64	mVDC	8	1.0215	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	57	4	6/26/2007					
		1	90.1	C	2	82.9	C	3	83.1
		4	77.2	C	5	63.96	mVDC	6	0.8839
		7	87.58	mVDC	8	1.0214	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	57	9	6/26/2007					
		1	90.1	C	2	82.9	C	3	83
		4	77.2	C	5	63.96	mVDC	6	0.8841
		7	87.55	mVDC	8	1.0215	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	57	14	6/26/2007					
		1	90.1	C	2	82.9	C	3	83.1
		4	77.2	C	5	63.96	mVDC	6	0.8839
		7	87.44	mVDC	8	1.0196	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	57	19	6/26/2007					
		1	90.1	C	2	82.9	C	3	83.1
		4	77.3	C	5	63.97	mVDC	6	0.8836
		7	87.44	mVDC	8	1.0199	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	57	24	6/26/2007					
		1	90.1	C	2	82.9	C	3	83
		4	77.2	C	5	63.92	mVDC	6	0.8833
		7	87.51	mVDC	8	1.0203	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	57	29	6/26/2007					
		1	90.1	C	2	OTC	C	3	83.1
		4	77.2	C	5	63.91	mVDC	6	0.8835
		7	87.51	mVDC	8	1.0213	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	57	34	6/26/2007					
		1	90.1	C	2	82.9	C	3	83.1
		4	77.2	C	5	63.9	mVDC	6	0.8836
		7	87.34	mVDC	8	1.0184	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	57	39	6/26/2007					
		1	90.1	C	2	82.9	C	3	83.1
		4	77.2	C	5	63.9	mVDC	6	0.8836
		7	87.31	mVDC	8	1.0194	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	57	44	6/26/2007					
		1	90.1	C	2	82.9	C	3	83.1
		4	77.2	C	5	63.96	mVDC	6	0.8838
		7	87.37	mVDC	8	1.0199	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	57	49	6/26/2007					
		1	90.1	C	2	82.9	C	3	83.1
		4	77.2	C	5	63.95	mVDC	6	0.8838
		7	87.49	mVDC	8	1.0215	VDC		
ALM		15	DIO	255	TOTAL	0			

	17	57	54	6/26/2007						
		1	90.1	C	2	82.9	C	3	83	C
		4	77.2	C	5	64	mVDC	6	0.8839	VDC
		7	87.45	mVDC	8	1.0213	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	57	59	6/26/2007						
		1	90.1	C	2	82.9	C	3	83.1	C
		4	77.2	C	5	63.94	mVDC	6	0.8837	VDC
		7	87.32	mVDC	8	1.0215	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	58	4	6/26/2007						
		1	90.2	C	2	82.9	C	3	83.1	C
		4	77.2	C	5	63.93	mVDC	6	0.8835	VDC
		7	87.33	mVDC	8	1.0194	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	58	9	6/26/2007						
		1	90.1	C	2	82.9	C	3	83	C
		4	77.2	C	5	63.93	mVDC	6	0.8833	VDC
		7	87.42	mVDC	8	1.0208	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	58	14	6/26/2007						
		1	90.1	C	2	82.9	C	3	83	C
		4	77.3	C	5	63.9	mVDC	6	0.8834	VDC
		7	87.28	mVDC	8	1.0184	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	58	19	6/26/2007						
		1	90.1	C	2	82.9	C	3	83	C
		4	77.2	C	5	63.89	mVDC	6	0.8834	VDC
		7	87.29	mVDC	8	1.0193	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	58	24	6/26/2007						
		1	90.1	C	2	82.9	C	3	83	C
		4	77.2	C	5	63.96	mVDC	6	0.8836	VDC
		7	87.3	mVDC	8	1.0199	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	58	29	6/26/2007						
		1	90.1	C	2	82.9	C	3	83.1	C
		4	77.2	C	5	63.88	mVDC	6	0.8831	VDC
		7	87.47	mVDC	8	1.0217	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	58	34	6/26/2007						
		1	90.1	C	2	82.9	C	3	83.1	C
		4	77.2	C	5	63.85	mVDC	6	0.8829	VDC
		7	87.3	mVDC	8	1.0197	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	58	39	6/26/2007						
		1	90.1	C	2	82.9	C	3	83.1	C
		4	77.2	C	5	63.89	mVDC	6	0.8833	VDC
		7	87.43	mVDC	8	1.0212	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	58	44	6/26/2007						
		1	90.1	C	2	82.9	C	3	83.1	C
		4	77.2	C	5	63.89	mVDC	6	0.8831	VDC
		7	87.44	mVDC	8	1.021	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	58	49	6/26/2007						
		1	90.1	C	2	82.9	C	3	83	C
		4	77.2	C	5	63.94	mVDC	6	0.8834	VDC
		7	87.46	mVDC	8	1.021	VDC			
ALM		15	DIO	255	TOTAL	0				
	17	58	54	6/26/2007						

		1	90.1 C	2	82.9 C	3	83 C
		4	OTC C	5	64.05 mVDC	6	0.8841 VDC
		7	87.49 mVDC	8	1.0219 VDC		
ALM		15	DIO	255	TOTAL		0
	17	58	59 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	64.04 mVDC	6	0.8832 VDC
		7	87.4 mVDC	8	1.0215 VDC		
ALM		15	DIO	255	TOTAL		0
	17	59	4 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	64.08 mVDC	6	0.8831 VDC
		7	87.28 mVDC	8	1.0206 VDC		
ALM		15	DIO	255	TOTAL		0
	17	59	9 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	64.09 mVDC	6	0.8834 VDC
		7	87.41 mVDC	8	1.0216 VDC		
ALM		15	DIO	255	TOTAL		0
	17	59	14 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	64.07 mVDC	6	0.883 VDC
		7	87.36 mVDC	8	1.0206 VDC		
ALM		15	DIO	255	TOTAL		0
	17	59	19 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	64.05 mVDC	6	0.8834 VDC
		7	87.35 mVDC	8	1.0214 VDC		
ALM		15	DIO	255	TOTAL		0
	17	59	24 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	64.04 mVDC	6	0.8832 VDC
		7	87.12 mVDC	8	1.0197 VDC		
ALM		15	DIO	255	TOTAL		0
	17	59	29 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.99 mVDC	6	0.8828 VDC
		7	87.15 mVDC	8	1.0187 VDC		
ALM		15	DIO	255	TOTAL		0
	17	59	34 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	64 mVDC	6	0.883 VDC
		7	87.16 mVDC	8	1.0197 VDC		
ALM		15	DIO	255	TOTAL		0
	17	59	39 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.97 mVDC	6	0.8829 VDC
		7	87.24 mVDC	8	1.0202 VDC		
ALM		15	DIO	255	TOTAL		0
	17	59	44 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	64.04 mVDC	6	0.8835 VDC
		7	87.29 mVDC	8	1.021 VDC		
ALM		15	DIO	255	TOTAL		0
	17	59	49 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.99 mVDC	6	0.8835 VDC
		7	87.24 mVDC	8	1.0205 VDC		
ALM		15	DIO	255	TOTAL		0
	17	59	54 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C

		4	77.2 C	5	63.96 mVDC	6	0.8831 VDC
		7	87.25 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	59	59 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.95 mVDC	6	0.8829 VDC
		7	87.21 mVDC	8	1.0184 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	0	4 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	64.01 mVDC	6	0.8839 VDC
		7	87.33 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	0	9 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.97 mVDC	6	0.8838 VDC
		7	87.3 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	0	14 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.98 mVDC	6	0.8839 VDC
		7	87.22 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	0	19 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.95 mVDC	6	0.8838 VDC
		7	87.27 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	0	24 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.97 mVDC	6	0.8841 VDC
		7	87.2 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	0	29 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.9 mVDC	6	0.8836 VDC
		7	87.17 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	0	34 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.91 mVDC	6	0.8843 VDC
		7	87.23 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	0	39 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.91 mVDC	6	0.8838 VDC
		7	87.34 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	0	44 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.87 mVDC	6	0.8836 VDC
		7	87.33 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	0	49 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.85 mVDC	6	0.883 VDC
		7	87.25 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	0	54 6/26/2007				
		1	90 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.85 mVDC	6	0.8833 VDC

		7	87.17 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	0	59 6/26/2007				
		1	90 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.83 mVDC	6	0.8828 VDC
		7	87.34 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	1	4 6/26/2007				
		1	90 C	2	82.8 C	3	83 C
		4	77.2 C	5	63.83 mVDC	6	0.8828 VDC
		7	87.33 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	1	9 6/26/2007				
		1	90 C	2	82.8 C	3	83 C
		4	77.2 C	5	63.8 mVDC	6	0.8824 VDC
		7	87.29 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	1	14 6/26/2007				
		1	90 C	2	82.8 C	3	83 C
		4	77.2 C	5	63.79 mVDC	6	0.8821 VDC
		7	87.08 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	1	19 6/26/2007				
		1	90 C	2	82.8 C	3	83 C
		4	77.2 C	5	63.8 mVDC	6	0.8826 VDC
		7	87.14 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	1	24 6/26/2007				
		1	90 C	2	82.8 C	3	83 C
		4	77.2 C	5	63.77 mVDC	6	0.8822 VDC
		7	87.08 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	1	29 6/26/2007				
		1	90 C	2	82.8 C	3	83 C
		4	77.2 C	5	63.76 mVDC	6	0.8819 VDC
		7	87.23 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	1	34 6/26/2007				
		1	90 C	2	82.8 C	3	83 C
		4	77.2 C	5	63.72 mVDC	6	0.8816 VDC
		7	87.04 mVDC	8	1.018 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	1	39 6/26/2007				
		1	90 C	2	82.8 C	3	83 C
		4 OTC	C	5	63.68 mVDC	6	0.8804 VDC
		7	87.15 mVDC	8	1.0184 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	1	44 6/26/2007				
		1	90 C	2	82.8 C	3	83 C
		4	77.2 C	5	63.79 mVDC	6	0.8812 VDC
		7	87.16 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	1	49 6/26/2007				
		1	90 C	2	82.8 C	3	83 C
		4	77.2 C	5	63.79 mVDC	6	0.8823 VDC
		7	87.32 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	1	54 6/26/2007				
		1	90 C	2	82.8 C	3	83 C
		4	77.2 C	5	63.7 mVDC	6	0.8811 VDC
		7	87.21 mVDC	8	1.0203 VDC		

ALM		15 DIO	255 TOTAL	0		
	18	1	59 6/26/2007			
		1	90 C	2	82.8 C	3 82.9 C
		4	77.2 C	5	63.75 mVDC	6 0.8816 VDC
		7	87.23 mVDC	8	1.0207 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	2	4 6/26/2007			
		1	90 C	2	82.8 C	3 82.9 C
		4	77.2 C	5	63.73 mVDC	6 0.8811 VDC
		7	87.13 mVDC	8	1.0202 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	2	9 6/26/2007			
		1	90 C	2	82.8 C	3 83 C
		4	77.1 C	5	63.68 mVDC	6 0.881 VDC
		7	87.12 mVDC	8	1.0204 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	2	14 6/26/2007			
		1	90 C	2	82.8 C	3 83 C
		4	77.2 C	5	63.62 mVDC	6 0.8808 VDC
		7	87.06 mVDC	8	1.0198 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	2	19 6/26/2007			
		1	90 C	2	82.8 C	3 83 C
		4	77.1 C	5	63.63 mVDC	6 0.8807 VDC
		7	87.02 mVDC	8	1.0191 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	2	24 6/26/2007			
		1	90 C	2	82.8 C	3 82.9 C
		4	77.1 C	5	63.66 mVDC	6 0.8803 VDC
		7	87.15 mVDC	8	1.0209 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	2	29 6/26/2007			
		1	90 C	2	82.8 C	3 82.9 C
		4	77.1 C	5	63.69 mVDC	6 0.8803 VDC
		7	87.03 mVDC	8	1.0191 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	2	34 6/26/2007			
		1	90 C	2	82.8 C	3 82.9 C
		4	77.1 C	5	63.67 mVDC	6 0.8801 VDC
		7	87.05 mVDC	8	1.0195 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	2	39 6/26/2007			
		1	89.9 C	2	82.8 C	3 82.9 C
		4	77.1 C	5	63.71 mVDC	6 0.8804 VDC
		7	87.13 mVDC	8	1.0203 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	2	44 6/26/2007			
		1	89.9 C	2	82.8 C	3 82.9 C
		4	77.1 C	5	63.74 mVDC	6 0.8813 VDC
		7	87.02 mVDC	8	1.0194 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	2	49 6/26/2007			
		1	89.9 C	2	82.8 C	3 82.9 C
		4	77.1 C	5	63.84 mVDC	6 0.8825 VDC
		7	86.94 mVDC	8	1.0185 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	2	54 6/26/2007			
		1	89.9 C	2	82.8 C	3 82.9 C
		4	77.1 C	5	63.82 mVDC	6 0.8818 VDC
		7	86.95 mVDC	8	1.0189 VDC	
ALM		15 DIO	255 TOTAL	0		

	18	2	59	6/26/2007					
		1	89.9	C	2	82.8	C	3	82.9
		4	77.1	C	5	63.81	mVDC	6	0.8821
		7	86.95	mVDC	8	1.0188	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	3	4	6/26/2007					
		1	89.9	C	2	82.8	C	3	82.9
		4	77.1	C	5	63.82	mVDC	6	0.8814
		7	87.07	mVDC	8	1.02	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	3	9	6/26/2007					
		1	89.9	C	2	82.8	C	3	82.9
		4	77.1	C	5	63.78	mVDC	6	0.882
		7	87.11	mVDC	8	1.0206	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	3	14	6/26/2007					
		1	90	C	2	82.8	C	3	82.9
		4	77.1	C	5	63.76	mVDC	6	0.8823
		7	87.12	mVDC	8	1.0207	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	3	19	6/26/2007					
		1	90	C	2	82.8	C	3	82.9
		4	77.1	C	5	63.68	mVDC	6	0.8812
		7	87.03	mVDC	8	1.0195	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	3	24	6/26/2007					
		1	89.9	C	2	82.8	C	3	82.9
		4	77.1	C	5	63.62	mVDC	6	0.8804
		7	86.95	mVDC	8	1.0193	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	3	29	6/26/2007					
		1	90	C	2	82.8	C	3	82.9
		4	77.1	C	5	63.64	mVDC	6	0.8813
		7	86.99	mVDC	8	1.0204	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	3	34	6/26/2007					
		1	90	C	2	82.8	C	3	82.9
		4	77.1	C	5	63.82	mVDC	6	0.8836
		7	87.03	mVDC	8	1.0201	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	3	39	6/26/2007					
		1	90	C	2	82.8	C	3	82.9
		4	77.1	C	5	63.91	mVDC	6	0.8845
		7	86.99	mVDC	8	1.0204	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	3	44	6/26/2007					
		1	90	C	2	82.8	C	3	82.9
		4	77.1	C	5	63.82	mVDC	6	0.8835
		7	86.92	mVDC	8	1.0207	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	3	49	6/26/2007					
		1	90	C	2	82.8	C	3	82.9
		4	77.1	C	5	63.77	mVDC	6	0.8829
		7	86.97	mVDC	8	1.0203	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	3	54	6/26/2007					
		1	90	C	2	82.8	C	3	82.9
		4	77	C	5	63.78	mVDC	6	0.8832
		7	86.93	mVDC	8	1.0196	VDC		
ALM		15	DIO	255	TOTAL	0			

	18	3	59	6/26/2007						
		1	90	C	2	82.8	C	3	82.9	C
		4	77.1	C	5	63.79	mVDC	6	0.8829	VDC
		7	86.87	mVDC	8	1.0195	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	4	4	6/26/2007						
		1	90	C	2	82.8	C	3	82.9	C
		4	77.1	C	5	63.97	mVDC	6	0.8844	VDC
		7	86.81	mVDC	8	1.019	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	4	9	6/26/2007						
		1	90	C	2	82.8	C	3	82.9	C
		4	77.1	C	5	64.02	mVDC	6	0.884	VDC
		7	86.82	mVDC	8	1.0187	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	4	14	6/26/2007						
		1	90.1	C	2	82.8	C	3	82.9	C
		4	77.1	C	5	64.02	mVDC	6	0.8843	VDC
		7	86.71	mVDC	8	1.0191	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	4	19	6/26/2007						
		1	90.1	C	2	82.8	C	3	82.9	C
		4	77.1	C	5	64.05	mVDC	6	0.8838	VDC
		7	86.86	mVDC	8	1.0205	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	4	24	6/26/2007						
		1	90	C	2	82.8	C	3	82.9	C
		4	77.1	C	5	64.07	mVDC	6	0.884	VDC
		7	86.86	mVDC	8	1.0207	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	4	29	6/26/2007						
		1	90	C	2	82.8	C	3	82.9	C
		4	77.1	C	5	64	mVDC	6	0.8839	VDC
		7	86.94	mVDC	8	1.0214	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	4	34	6/26/2007						
		1	90	C	2	82.8	C	3	82.9	C
		4	77.1	C	5	64.02	mVDC	6	0.8846	VDC
		7	86.7	mVDC	8	1.0185	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	4	39	6/26/2007						
		1	90.1	C	2	82.8	C	3	82.9	C
		4	77.1	C	5	64.06	mVDC	6	0.8844	VDC
		7	86.89	mVDC	8	1.021	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	4	44	6/26/2007						
		1	90	C	2	82.8	C	3	82.9	C
		4	77.1	C	5	64.03	mVDC	6	0.8835	VDC
		7	86.86	mVDC	8	1.0211	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	4	49	6/26/2007						
		1	90	C	2	82.8	C	3	82.9	C
		4	77.1	C	5	64.09	mVDC	6	0.8837	VDC
		7	86.64	mVDC	8	1.0188	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	4	54	6/26/2007						
		1	90.1	C	2	82.8	C	3	82.9	C
		4	77.1	C	5	64.07	mVDC	6	0.8833	VDC
		7	86.71	mVDC	8	1.0196	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	4	59	6/26/2007						

		1	90.1 C	2	82.8 C	3	82.9 C
		4	77.1 C	5	64.09 mVDC	6	0.8842 VDC
		7	86.67 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	5	4 6/26/2007				
		1	90 C	2	82.8 C	3	82.9 C
		4	77.1 C	5	64.09 mVDC	6	0.884 VDC
		7	86.72 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	5	9 6/26/2007				
		1	90 C	2	82.8 C	3	82.9 C
		4	77 C	5	64.02 mVDC	6	0.8836 VDC
		7	86.52 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	5	14 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.9 C
		4	77.1 C	5	64.01 mVDC	6	0.8841 VDC
		7	86.53 mVDC	8	1.0191 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	5	19 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.9 C
		4	77 C	5	63.96 mVDC	6	0.8835 VDC
		7	86.75 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	5	24 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.9 C
		4	77 C	5	63.98 mVDC	6	0.8843 VDC
		7	86.76 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	5	29 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.9 C
		4	77 C	5	63.97 mVDC	6	0.8838 VDC
		7	86.68 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	5	34 6/26/2007				
		1	90 C	2	82.8 C	3	82.8 C
		4	77.1 C	5	64.01 mVDC	6	0.8834 VDC
		7	86.71 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	5	39 6/26/2007				
		1	90 C	2	82.8 C	3	82.8 C
		4	77 C	5	63.99 mVDC	6	0.8834 VDC
		7	86.51 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	5	44 6/26/2007				
		1	90 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.04 mVDC	6	0.8839 VDC
		7	86.7 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	5	49 6/26/2007				
		1	90 C	2	82.8 C	3	82.8 C
		4	77 C	5	63.99 mVDC	6	0.8835 VDC
		7	86.65 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	5	54 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.05 mVDC	6	0.8839 VDC
		7	86.58 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	5	59 6/26/2007				
		1	90 C	2	82.8 C	3	82.8 C

		4	77 C	5	64.11 mVDC	6	0.8838 VDC
		7	86.67 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	6	4 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.12 mVDC	6	0.8833 VDC
		7	86.59 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	6	9 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.26 mVDC	6	0.8857 VDC
		7	86.53 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	6	14 6/26/2007				
		1	90 C	2	82.8 C	3	82.9 C
		4	77 C	5	64.23 mVDC	6	0.8843 VDC
		7	86.4 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	6	19 6/26/2007				
		1	90.1 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.25 mVDC	6	0.8846 VDC
		7	86.57 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	6	24 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77.1 C	5	64.21 mVDC	6	0.8838 VDC
		7	86.53 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	6	29 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.2 mVDC	6	0.8839 VDC
		7	86.51 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	6	34 6/26/2007				
		1	90.1 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.2 mVDC	6	0.8846 VDC
		7	86.46 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	6	39 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.15 mVDC	6	0.8836 VDC
		7	86.54 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	6	44 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.14 mVDC	6	0.8839 VDC
		7	86.55 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	6	49 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.14 mVDC	6	0.884 VDC
		7	86.42 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	6	54 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.17 mVDC	6	0.8838 VDC
		7	86.55 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	6	59 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.12 mVDC	6	0.8834 VDC

ALM	7	86.48 mVDC	8	1.02 VDC		
	15 DIO	255 TOTAL		0		
	18	7 4 6/26/2007				
		1 90 C	2	82.7 C	3	82.8 C
		4 77 C	5	64.15 mVDC	6	0.8834 VDC
ALM	7	86.36 mVDC	8	1.0187 VDC		
	15 DIO	255 TOTAL		0		
	18	7 9 6/26/2007				
		1 90 C	2	82.7 C	3	82.8 C
		4 77 C	5	64.18 mVDC	6	0.8832 VDC
ALM	7	86.31 mVDC	8	1.0202 VDC		
	15 DIO	255 TOTAL		0		
	18	7 14 6/26/2007				
		1 90 C	2	82.7 C	3	82.8 C
		4 77 C	5	64.16 mVDC	6	0.8834 VDC
ALM	7	86.47 mVDC	8	1.0202 VDC		
	15 DIO	255 TOTAL		0		
	18	7 19 6/26/2007				
		1 90 C	2	82.7 C	3	82.8 C
		4 77 C	5	64.11 mVDC	6	0.8831 VDC
ALM	7	86.44 mVDC	8	1.02 VDC		
	15 DIO	255 TOTAL		0		
	18	7 24 6/26/2007				
		1 90 C	2	82.7 C	3	82.8 C
		4 77 C	5	64 mVDC	6	0.8823 VDC
ALM	7	86.5 mVDC	8	1.0204 VDC		
	15 DIO	255 TOTAL		0		
	18	7 29 6/26/2007				
		1 90 C	2	82.8 C	3	82.8 C
		4 77 C	5	64.02 mVDC	6	0.8827 VDC
ALM	7	86.52 mVDC	8	1.0207 VDC		
	15 DIO	255 TOTAL		0		
	18	7 34 6/26/2007				
		1 90 C	2	82.7 C	3	82.8 C
		4 77 C	5	64.04 mVDC	6	0.8826 VDC
ALM	7	86.38 mVDC	8	1.0196 VDC		
	15 DIO	255 TOTAL		0		
	18	7 39 6/26/2007				
		1 90 C	2	82.7 C	3	82.8 C
		4 77 C	5	64.11 mVDC	6	0.8827 VDC
ALM	7	86.53 mVDC	8	1.0209 VDC		
	15 DIO	255 TOTAL		0		
	18	7 44 6/26/2007				
		1 90 C	2	82.7 C	3	82.8 C
		4 77 C	5	64.08 mVDC	6	0.8829 VDC
ALM	7	86.52 mVDC	8	1.0207 VDC		
	15 DIO	255 TOTAL		0		
	18	7 49 6/26/2007				
		1 90 C	2	82.7 C	3	82.8 C
		4 77 C	5	64.03 mVDC	6	0.8828 VDC
ALM	7	86.4 mVDC	8	1.0195 VDC		
	15 DIO	255 TOTAL		0		
	18	7 54 6/26/2007				
		1 89.9 C	2	82.7 C	3	82.7 C
		4 77 C	5	64.13 mVDC	6	0.8836 VDC
ALM	7	86.57 mVDC	8	1.0209 VDC		
	15 DIO	255 TOTAL		0		
	18	7 59 6/26/2007				
		1 89.9 C	2	82.7 C	3	82.7 C
		4 77 C	5	64.06 mVDC	6	0.8829 VDC
		7 86.58 mVDC	8	1.0215 VDC		

ALM		15 DIO	255 TOTAL	0		
	18	8	4 6/26/2007			
		1	89.9 C	2	82.7 C	3 82.7 C
		4	77 C	5	64.13 mVDC	6 0.8832 VDC
		7	86.65 mVDC	8	1.0224 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	8	9 6/26/2007			
		1	89.9 C	2	82.7 C	3 82.8 C
		4	77 C	5	64.13 mVDC	6 0.8831 VDC
		7	86.46 mVDC	8	1.0204 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	8	14 6/26/2007			
		1	90 C	2	82.7 C	3 82.8 C
		4	77 C	5	64.09 mVDC	6 0.8835 VDC
		7	86.36 mVDC	8	1.0194 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	8	19 6/26/2007			
		1	89.9 C	2	82.7 C	3 82.8 C
		4	77 C	5	64.15 mVDC	6 0.8836 VDC
		7	86.55 mVDC	8	1.0216 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	8	24 6/26/2007			
		1	90 C	2	82.7 C	3 82.8 C
		4	77 C	5	64.11 mVDC	6 0.8837 VDC
		7	86.48 mVDC	8	1.0205 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	8	29 6/26/2007			
		1	90 C	2	82.7 C	3 82.8 C
		4	77 C	5	64.08 mVDC	6 0.8839 VDC
		7	86.45 mVDC	8	1.0209 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	8	34 6/26/2007			
		1	90 C	2	82.7 C	3 82.8 C
		4	77 C	5	64.02 mVDC	6 0.8827 VDC
		7	86.54 mVDC	8	1.0213 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	8	39 6/26/2007			
		1	90 C	2	82.7 C	3 82.8 C
		4	77 C	5	64.03 mVDC	6 0.8833 VDC
		7	86.46 mVDC	8	1.0205 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	8	44 6/26/2007			
		1	89.9 C	2	82.7 C	3 82.8 C
		4	77 C	5	64.01 mVDC	6 0.883 VDC
		7	86.42 mVDC	8	1.0203 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	8	49 6/26/2007			
		1	89.9 C	2	82.7 C	3 82.8 C
		4	77 C	5	64.04 mVDC	6 0.8837 VDC
		7	86.62 mVDC	8	1.0222 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	8	54 6/26/2007			
		1	89.9 C	2	82.7 C	3 82.8 C
		4	77 C	5	64.06 mVDC	6 0.8831 VDC
		7	86.57 mVDC	8	1.0221 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	8	59 6/26/2007			
		1	89.9 C	2	82.7 C	3 82.7 C
		4	77 C	5	64.2 mVDC	6 0.8836 VDC
		7	86.57 mVDC	8	1.0214 VDC	
ALM		15 DIO	255 TOTAL	0		

	18	9	4	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.7
		4	77	C	5	64.21	mVDC	6	0.8842
		7	86.61	mVDC	8	1.0224	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	9	9	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.7
		4	77	C	5	64.23	mVDC	6	0.884
		7	86.59	mVDC	8	1.0216	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	9	14	6/26/2007					
		1	89.9	C	2	82.6	C	3	82.7
		4	77	C	5	64.21	mVDC	6	0.8843
		7	86.46	mVDC	8	1.0204	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	9	19	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.8
		4	77	C	5	64.17	mVDC	6	0.8841
		7	86.51	mVDC	8	1.0208	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	9	24	6/26/2007					
		1	90	C	2	82.7	C	3	82.8
		4	77	C	5	64.08	mVDC	6	0.884
		7	86.64	mVDC	8	1.0222	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	9	29	6/26/2007					
		1	90	C	2	82.7	C	3	82.8
		4	77	C	5	64.21	mVDC	6	0.8852
		7	86.51	mVDC	8	1.0206	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	9	34	6/26/2007					
		1	90	C	2	82.7	C	3	82.8
		4	77	C	5	64.18	mVDC	6	0.8843
		7	86.48	mVDC	8	1.0209	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	9	39	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	77	C	5	64.16	mVDC	6	0.8843
		7	86.62	mVDC	8	1.0219	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	9	44	6/26/2007					
		1	90	C	2	82.7	C	3	82.8
		4	77	C	5	64.23	mVDC	6	0.8846
		7	86.65	mVDC	8	1.0221	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	9	49	6/26/2007					
		1	90	C	2	82.7	C	3	82.8
		4	77	C	5	64.15	mVDC	6	0.8838
		7	86.52	mVDC	8	1.0208	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	9	54	6/26/2007					
		1	90	C	2	82.7	C	3	82.8
		4	77	C	5	64.19	mVDC	6	0.8841
		7	86.52	mVDC	8	1.0207	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	9	59	6/26/2007					
		1	90	C	2	82.7	C	3	82.8
		4	77	C	5	64.2	mVDC	6	0.8839
		7	86.5	mVDC	8	1.0202	VDC		
ALM		15	DIO	255	TOTAL	0			

	18	10	4	6/26/2007						
		1	90.1	C	2	82.7	C	3	82.8	C
		4	77	C	5	64.12	mVDC	6	0.8844	VDC
		7	86.67	mVDC	8	1.0225	VDC			
ALM		15	DIO	255	TOTAL	0				
	18	10	9	6/26/2007						
		1	90.1	C	2	82.7	C	3	82.8	C
		4	77	C	5	64.16	mVDC	6	0.8844	VDC
		7	86.71	mVDC	8	1.0228	VDC			
ALM		15	DIO	255	TOTAL	0				
	18	10	14	6/26/2007						
		1	90.1	C	2	82.7	C	3	82.8	C
		4	77	C	5	64.24	mVDC	6	0.8849	VDC
		7	86.71	mVDC	8	1.0227	VDC			
ALM		15	DIO	255	TOTAL	0				
	18	10	19	6/26/2007						
		1	90	C	2	82.8	C	3	82.8	C
		4	77	C	5	64.19	mVDC	6	0.8845	VDC
		7	86.76	mVDC	8	1.0233	VDC			
ALM		15	DIO	255	TOTAL	0				
	18	10	24	6/26/2007						
		1	90	C	2	82.7	C	3	82.8	C
		4	77	C	5	64.22	mVDC	6	0.884	VDC
		7	86.73	mVDC	8	1.0229	VDC			
ALM		15	DIO	255	TOTAL	0				
	18	10	29	6/26/2007						
		1	90	C	2	82.8	C	3	82.8	C
		4	77	C	5	64.21	mVDC	6	0.8842	VDC
		7	86.66	mVDC	8	1.022	VDC			
ALM		15	DIO	255	TOTAL	0				
	18	10	34	6/26/2007						
		1	90	C	2	82.7	C	3	82.8	C
		4	77	C	5	64.27	mVDC	6	0.8846	VDC
		7	86.52	mVDC	8	1.0208	VDC			
ALM		15	DIO	255	TOTAL	0				
	18	10	39	6/26/2007						
		1	90	C	2	82.7	C	3	82.8	C
		4	77	C	5	64.25	mVDC	6	0.8844	VDC
		7	86.45	mVDC	8	1.0196	VDC			
ALM		15	DIO	255	TOTAL	0				
	18	10	44	6/26/2007						
		1	90	C	2	82.8	C	3	82.8	C
		4	77	C	5	64.26	mVDC	6	0.885	VDC
		7	86.37	mVDC	8	1.0205	VDC			
ALM		15	DIO	255	TOTAL	0				
	18	10	49	6/26/2007						
		1	90	C	2	82.7	C	3	82.8	C
		4	77	C	5	64.23	mVDC	6	0.8845	VDC
		7	86.67	mVDC	8	1.0225	VDC			
ALM		15	DIO	255	TOTAL	0				
	18	10	54	6/26/2007						
		1	90.1	C	2	82.7	C	3	82.8	C
		4	77	C	5	64.18	mVDC	6	0.884	VDC
		7	86.63	mVDC	8	1.0219	VDC			
ALM		15	DIO	255	TOTAL	0				
	18	10	59	6/26/2007						
		1	90.1	C	2	82.7	C	3	82.8	C
		4	77	C	5	64.2	mVDC	6	0.8841	VDC
		7	86.53	mVDC	8	1.0207	VDC			
ALM		15	DIO	255	TOTAL	0				
	18	11	4	6/26/2007						

		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.26 mVDC	6	0.8844 VDC
		7	86.48 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	11	9 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.23 mVDC	6	0.885 VDC
		7	86.39 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	11	14 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.28 mVDC	6	0.8845 VDC
		7	86.54 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	11	19 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.19 mVDC	6	0.8841 VDC
		7	86.44 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	11	24 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.11 mVDC	6	0.8835 VDC
		7	86.68 mVDC	8	1.0226 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	11	29 6/26/2007				
		1	90 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.11 mVDC	6	0.8837 VDC
		7	86.67 mVDC	8	1.0221 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	11	34 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.13 mVDC	6	0.8842 VDC
		7	86.6 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	11	39 6/26/2007				
		1	90 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.16 mVDC	6	0.8842 VDC
		7	86.77 mVDC	8	1.0232 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	11	44 6/26/2007				
		1	90 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.2 mVDC	6	0.884 VDC
		7	86.65 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	11	49 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.5 mVDC	6	0.8874 VDC
		7	86.62 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	11	54 6/26/2007				
		1	90 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.44 mVDC	6	0.8852 VDC
		7	86.54 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	11	59 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.3 mVDC	6	0.884 VDC
		7	86.75 mVDC	8	1.0229 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	12	4 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C

		4	77 C	5	64.38 mVDC	6	0.8844 VDC
		7	86.71 mVDC	8	1.0223 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	12	9 6/26/2007				
		1	90 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.4 mVDC	6	0.8853 VDC
		7	86.54 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	12	14 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.21 mVDC	6	0.8842 VDC
		7	86.51 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	12	19 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.2 mVDC	6	0.8846 VDC
		7	86.67 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	12	24 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.19 mVDC	6	0.884 VDC
		7	86.71 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	12	29 6/26/2007				
		1	90.1 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.27 mVDC	6	0.8844 VDC
		7	86.75 mVDC	8	1.0225 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	12	34 6/26/2007				
		1	90.1 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.24 mVDC	6	0.8846 VDC
		7	86.66 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	12	39 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.26 mVDC	6	0.8853 VDC
		7	86.56 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	12	44 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.19 mVDC	6	0.8844 VDC
		7	86.46 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	12	49 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.2 mVDC	6	0.8849 VDC
		7	86.75 mVDC	8	1.0224 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	12	54 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.15 mVDC	6	0.8842 VDC
		7	86.73 mVDC	8	1.022 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	12	59 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.12 mVDC	6	0.8842 VDC
		7	86.53 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	13	4 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.21 mVDC	6	0.8843 VDC

		7	86.53 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	13	9 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.19 mVDC	6	0.8845 VDC
		7	86.47 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	13	14 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.24 mVDC	6	0.8844 VDC
		7	86.6 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	13	19 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.29 mVDC	6	0.8844 VDC
		7	86.71 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	13	24 6/26/2007				
		1	90.1 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.25 mVDC	6	0.8842 VDC
		7	86.53 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	13	29 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.27 mVDC	6	0.8847 VDC
		7	86.76 mVDC	8	1.0226 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	13	34 6/26/2007				
		1	90 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.47 mVDC	6	0.885 VDC
		7	86.81 mVDC	8	1.0229 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	13	39 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.51 mVDC	6	0.8853 VDC
		7	86.73 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	13	44 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.41 mVDC	6	0.8845 VDC
		7	86.63 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	13	49 6/26/2007				
		1	90 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.43 mVDC	6	0.8851 VDC
		7	86.52 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	13	54 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	77 C	5	64.32 mVDC	6	0.8847 VDC
		7	86.6 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	13	59 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.36 mVDC	6	0.8849 VDC
		7	86.54 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	14	4 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.26 mVDC	6	0.8847 VDC
		7	86.7 mVDC	8	1.0215 VDC		

ALM		15 DIO	255 TOTAL	0		
	18	14	9 6/26/2007			
		1	90 C	2	82.7 C	3 82.8 C
		4	77 C	5	64.28 mVDC	6 0.8853 VDC
		7	86.56 mVDC	8	1.0193 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	14	14 6/26/2007			
		1	90.1 C	2	82.7 C	3 82.8 C
		4	77 C	5	64.23 mVDC	6 0.8849 VDC
		7	86.77 mVDC	8	1.0223 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	14	19 6/26/2007			
		1	90 C	2	82.7 C	3 82.8 C
		4	77 C	5	64.19 mVDC	6 0.8846 VDC
		7	86.71 mVDC	8	1.0216 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	14	24 6/26/2007			
		1	90.1 C	2	82.8 C	3 82.8 C
		4	76.9 C	5	64.2 mVDC	6 0.8853 VDC
		7	86.59 mVDC	8	1.0205 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	14	29 6/26/2007			
		1	90 C	2	82.8 C	3 82.8 C
		4	77 C	5	64.16 mVDC	6 0.885 VDC
		7	86.61 mVDC	8	1.021 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	14	34 6/26/2007			
		1	90 C	2	82.7 C	3 82.8 C
		4	77 C	5	64.16 mVDC	6 0.8848 VDC
		7	86.74 mVDC	8	1.022 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	14	39 6/26/2007			
		1	90 C	2	82.7 C	3 82.8 C
		4	77 C	5	64.19 mVDC	6 0.8851 VDC
		7	86.56 mVDC	8	1.0202 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	14	44 6/26/2007			
		1	90 C	2	82.7 C	3 82.8 C
		4	77 C	5	64.21 mVDC	6 0.8844 VDC
		7	86.47 mVDC	8	1.019 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	14	49 6/26/2007			
		1	90 C	2	82.7 C	3 82.8 C
		4	77 C	5	64.17 mVDC	6 0.8846 VDC
		7	86.64 mVDC	8	1.0208 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	14	54 6/26/2007			
		1	89.9 C	2	82.7 C	3 82.8 C
		4	77 C	5	64.18 mVDC	6 0.8842 VDC
		7	86.6 mVDC	8	1.0206 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	14	59 6/26/2007			
		1	90 C	2	82.7 C	3 82.8 C
		4	77 C	5	64.15 mVDC	6 0.8847 VDC
		7	86.79 mVDC	8	1.0223 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	15	4 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.16 mVDC	6 0.8851 VDC
		7	86.53 mVDC	8	1.0196 VDC	
ALM		15 DIO	255 TOTAL	0		

	18	15	9	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.12	mVDC	6	0.8851
		7	86.5	mVDC	8	1.0192	VDC		
ALM		15 DIO		255 TOTAL		0			
	18	15	14	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.14	mVDC	6	0.8846
		7	86.67	mVDC	8	1.0209	VDC		
ALM		15 DIO		255 TOTAL		0			
	18	15	19	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.22	mVDC	6	0.8851
		7	86.6	mVDC	8	1.0205	VDC		
ALM		15 DIO		255 TOTAL		0			
	18	15	24	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.17	mVDC	6	0.8846
		7	86.59	mVDC	8	1.0197	VDC		
ALM		15 DIO		255 TOTAL		0			
	18	15	29	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	77	C	5	64.22	mVDC	6	0.8852
		7	86.74	mVDC	8	1.0218	VDC		
ALM		15 DIO		255 TOTAL		0			
	18	15	34	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.2	mVDC	6	0.8844
		7	86.63	mVDC	8	1.0202	VDC		
ALM		15 DIO		255 TOTAL		0			
	18	15	39	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.16	mVDC	6	0.8844
		7	86.68	mVDC	8	1.0212	VDC		
ALM		15 DIO		255 TOTAL		0			
	18	15	44	6/26/2007					
		1	90	C	2	82.7	C	3	82.8
		4	76.9	C	5	64.12	mVDC	6	0.8845
		7	86.65	mVDC	8	1.0204	VDC		
ALM		15 DIO		255 TOTAL		0			
	18	15	49	6/26/2007					
		1	90	C	2	82.7	C	3	82.8
		4	76.9	C	5	64.11	mVDC	6	0.8844
		7	86.53	mVDC	8	1.0193	VDC		
ALM		15 DIO		255 TOTAL		0			
	18	15	54	6/26/2007					
		1	90	C	2	82.7	C	3	82.8
		4	76.9	C	5	64.07	mVDC	6	0.8844
		7	86.7	mVDC	8	1.0208	VDC		
ALM		15 DIO		255 TOTAL		0			
	18	15	59	6/26/2007					
		1	90	C	2	82.7	C	3	82.8
		4	76.9	C	5	64.05	mVDC	6	0.8842
		7	86.59	mVDC	8	1.0197	VDC		
ALM		15 DIO		255 TOTAL		0			
	18	16	4	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.8
		4	76.9	C	5	64.04	mVDC	6	0.8841
		7	86.61	mVDC	8	1.02	VDC		
ALM		15 DIO		255 TOTAL		0			

	18	16	9	6/26/2007					
		1	89.9	C	2	82.8	C	3	82.8
		4	76.9	C	5	64.07	mVDC	6	0.8848
		7	86.63	mVDC	8	1.019	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	16	14	6/26/2007					
		1	89.9	C	2	82.8	C	3	82.8
		4	76.9	C	5	64.09	mVDC	6	0.8848
		7	86.75	mVDC	8	1.0212	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	16	19	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.8
		4	76.9	C	5	64.11	mVDC	6	0.8851
		7	86.76	mVDC	8	1.0216	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	16	24	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.8
		4	76.9	C	5	64.06	mVDC	6	0.8848
		7	86.83	mVDC	8	1.0222	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	16	29	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.8
		4	76.9	C	5	64.03	mVDC	6	0.8844
		7	86.7	mVDC	8	1.0208	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	16	34	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.8
		4	76.9	C	5	64.03	mVDC	6	0.8849
		7	86.6	mVDC	8	1.0196	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	16	39	6/26/2007					
		1	90	C	2	82.7	C	3	82.8
		4	77	C	5	64.09	mVDC	6	0.885
		7	86.66	mVDC	8	1.0207	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	16	44	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.8
		4	77	C	5	64.16	mVDC	6	0.8847
		7	86.71	mVDC	8	1.0209	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	16	49	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.8
		4	77	C	5	64.13	mVDC	6	0.8846
		7	86.69	mVDC	8	1.0211	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	16	54	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.8
		4	76.9	C	5	64.14	mVDC	6	0.8844
		7	86.63	mVDC	8	1.0206	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	16	59	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.8
		4	77	C	5	64.11	mVDC	6	0.8843
		7	86.61	mVDC	8	1.0205	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	17	4	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.8
		4	77	C	5	64.12	mVDC	6	0.8842
		7	86.53	mVDC	8	1.0194	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	17	9	6/26/2007					

		1	89.9 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.12 mVDC	6	0.8839 VDC
		7	86.43 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	17	14 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.11 mVDC	6	0.8843 VDC
		7	86.44 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	17	19 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.06 mVDC	6	0.8841 VDC
		7	86.45 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	17	24 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64 mVDC	6	0.8838 VDC
		7	86.56 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	17	29 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	63.96 mVDC	6	0.8836 VDC
		7	86.44 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	17	34 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64 mVDC	6	0.8838 VDC
		7	86.58 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	17	39 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.03 mVDC	6	0.8845 VDC
		7	86.46 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	17	44 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.13 mVDC	6	0.8846 VDC
		7	86.41 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	17	49 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.05 mVDC	6	0.8843 VDC
		7	86.41 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	17	54 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.04 mVDC	6	0.8841 VDC
		7	86.47 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	17	59 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.04 mVDC	6	0.8839 VDC
		7	86.43 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	18	4 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.15 mVDC	6	0.8843 VDC
		7	86.41 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	18	9 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C

		4	76.9 C	5	64.14 mVDC	6	0.8838 VDC
		7	86.41 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	18	14 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.14 mVDC	6	0.8842 VDC
		7	86.42 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	18	19 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.1 mVDC	6	0.8839 VDC
		7	86.46 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	18	24 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	77 C	5	64.09 mVDC	6	0.8842 VDC
		7	86.48 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	18	29 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.05 mVDC	6	0.8838 VDC
		7	86.41 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	18	34 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.08 mVDC	6	0.8844 VDC
		7	86.52 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	18	39 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.05 mVDC	6	0.8838 VDC
		7	86.51 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	18	44 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.03 mVDC	6	0.8836 VDC
		7	86.35 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	18	49 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.04 mVDC	6	0.8838 VDC
		7	86.44 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	18	54 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.05 mVDC	6	0.8837 VDC
		7	86.49 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	18	59 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.24 mVDC	6	0.8846 VDC
		7	86.61 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	19	4 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.37 mVDC	6	0.8844 VDC
		7	86.53 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	19	9 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.37 mVDC	6	0.8847 VDC

ALM	7	86.45 mVDC	8	1.02 VDC		
	15 DIO	255 TOTAL		0		
	18	19 14 6/26/2007				
		1 90 C	2	82.7 C	3	82.7 C
		4 76.9 C	5	64.37 mVDC	6	0.885 VDC
ALM	7	86.41 mVDC	8	1.0194 VDC		
	15 DIO	255 TOTAL		0		
	18	19 19 6/26/2007				
		1 90 C	2	82.7 C	3	82.7 C
		4 76.9 C	5	64.32 mVDC	6	0.8844 VDC
ALM	7	86.4 mVDC	8	1.02 VDC		
	15 DIO	255 TOTAL		0		
	18	19 24 6/26/2007				
		1 90 C	2	82.7 C	3	82.7 C
		4 76.9 C	5	64.32 mVDC	6	0.8844 VDC
ALM	7	86.37 mVDC	8	1.0195 VDC		
	15 DIO	255 TOTAL		0		
	18	19 29 6/26/2007				
		1 89.9 C	2	82.7 C	3	82.7 C
		4 76.9 C	5	64.38 mVDC	6	0.8847 VDC
ALM	7	86.45 mVDC	8	1.0203 VDC		
	15 DIO	255 TOTAL		0		
	18	19 34 6/26/2007				
		1 89.9 C	2	82.7 C	3	82.7 C
		4 77 C	5	64.36 mVDC	6	0.8841 VDC
ALM	7	86.54 mVDC	8	1.021 VDC		
	15 DIO	255 TOTAL		0		
	18	19 39 6/26/2007				
		1 89.9 C	2	82.7 C	3	82.7 C
		4 77 C	5	64.32 mVDC	6	0.8847 VDC
ALM	7	86.47 mVDC	8	1.02 VDC		
	15 DIO	255 TOTAL		0		
	18	19 44 6/26/2007				
		1 89.9 C	2	82.7 C	3	82.7 C
		4 77 C	5	64.3 mVDC	6	0.8848 VDC
ALM	7	86.57 mVDC	8	1.0216 VDC		
	15 DIO	255 TOTAL		0		
	18	19 49 6/26/2007				
		1 89.9 C	2	82.7 C	3	82.8 C
		4 77 C	5	64.31 mVDC	6	0.8846 VDC
ALM	7	86.52 mVDC	8	1.0208 VDC		
	15 DIO	255 TOTAL		0		
	18	19 54 6/26/2007				
		1 90 C	2	82.7 C	3	82.7 C
		4 76.9 C	5	64.35 mVDC	6	0.8846 VDC
ALM	7	86.52 mVDC	8	1.0207 VDC		
	15 DIO	255 TOTAL		0		
	18	19 59 6/26/2007				
		1 90 C	2	82.7 C	3	82.7 C
		4 76.9 C	5	64.35 mVDC	6	0.8849 VDC
ALM	7	86.41 mVDC	8	1.0199 VDC		
	15 DIO	255 TOTAL		0		
	18	20 4 6/26/2007				
		1 90 C	2	82.7 C	3	82.8 C
		4 76.9 C	5	64.27 mVDC	6	0.8846 VDC
ALM	7	86.43 mVDC	8	1.0191 VDC		
	15 DIO	255 TOTAL		0		
	18	20 9 6/26/2007				
		1 90 C	2	82.7 C	3	82.7 C
		4 76.9 C	5	64.38 mVDC	6	0.8854 VDC
		7 86.48 mVDC	8	1.0207 VDC		

ALM		15 DIO	255 TOTAL	0		
	18	20	14 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	77 C	5	64.33 mVDC	6 0.8848 VDC
		7	86.55 mVDC	8	1.0206 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	20	19 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.25 mVDC	6 0.8845 VDC
		7	86.57 mVDC	8	1.0215 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	20	24 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.28 mVDC	6 0.8845 VDC
		7	86.43 mVDC	8	1.0199 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	20	29 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.29 mVDC	6 0.884 VDC
		7	86.58 mVDC	8	1.0215 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	20	34 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.34 mVDC	6 0.8843 VDC
		7	86.5 mVDC	8	1.0199 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	20	39 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	77 C	5	64.4 mVDC	6 0.8847 VDC
		7	86.53 mVDC	8	1.0204 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	20	44 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.5 mVDC	6 0.8852 VDC
		7	86.55 mVDC	8	1.021 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	20	49 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.49 mVDC	6 0.8848 VDC
		7	86.69 mVDC	8	1.0225 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	20	54 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.41 mVDC	6 0.8847 VDC
		7	86.44 mVDC	8	1.0194 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	20	59 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.37 mVDC	6 0.8844 VDC
		7	86.56 mVDC	8	1.0205 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	21	4 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.39 mVDC	6 0.8848 VDC
		7	86.68 mVDC	8	1.0223 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	21	9 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.39 mVDC	6 0.8854 VDC
		7	86.6 mVDC	8	1.0214 VDC	
ALM		15 DIO	255 TOTAL	0		

	18	21	14	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.32	mVDC	6	0.8855
		7	86.49	mVDC	8	1.02	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	21	19	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.28	mVDC	6	0.8849
		7	86.51	mVDC	8	1.0207	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	21	24	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.3	mVDC	6	0.8849
		7	86.63	mVDC	8	1.0214	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	21	29	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.37	mVDC	6	0.8854
		7	86.59	mVDC	8	1.0208	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	21	34	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.32	mVDC	6	0.8851
		7	86.43	mVDC	8	1.0192	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	21	39	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.36	mVDC	6	0.885
		7	86.52	mVDC	8	1.0207	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	21	44	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.32	mVDC	6	0.8845
		7	86.51	mVDC	8	1.0203	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	21	49	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.3	mVDC	6	0.8851
		7	86.65	mVDC	8	1.0215	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	21	54	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.7
		4	OTC	C	5	64.29	mVDC	6	0.8854
		7	86.58	mVDC	8	1.0205	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	21	59	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.34	mVDC	6	0.8854
		7	86.61	mVDC	8	1.0213	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	22	4	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.33	mVDC	6	0.8852
		7	86.56	mVDC	8	1.0205	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	22	9	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.32	mVDC	6	0.8857
		7	86.66	mVDC	8	1.0215	VDC		
ALM		15	DIO		255	TOTAL	0		

	18	22	14	6/26/2007						
		1	89.9	C	2	82.7	C	3	82.7	C
		4	76.9	C	5	64.25	mVDC	6	0.8846	VDC
		7	86.55	mVDC	8	1.0198	VDC			
ALM		15	DIO	255	TOTAL	0				
	18	22	19	6/26/2007						
		1	89.9	C	2	82.7	C	3	82.7	C
		4	76.9	C	5	64.28	mVDC	6	0.8845	VDC
		7	86.57	mVDC	8	1.0202	VDC			
ALM		15	DIO	255	TOTAL	0				
	18	22	24	6/26/2007						
		1	89.9	C	2	82.7	C	3	82.7	C
		4	76.9	C	5	64.33	mVDC	6	0.8849	VDC
		7	86.69	mVDC	8	1.0217	VDC			
ALM		15	DIO	255	TOTAL	0				
	18	22	29	6/26/2007						
		1	89.9	C	2	82.6	C	3	82.7	C
		4	76.9	C	5	64.29	mVDC	6	0.8846	VDC
		7	86.45	mVDC	8	1.0196	VDC			
ALM		15	DIO	255	TOTAL	0				
	18	22	34	6/26/2007						
		1	89.9	C	2	82.7	C	3	82.7	C
		4	76.9	C	5	64.26	mVDC	6	0.8846	VDC
		7	86.6	mVDC	8	1.0203	VDC			
ALM		15	DIO	255	TOTAL	0				
	18	22	39	6/26/2007						
		1	89.9	C	2	82.7	C	3	82.7	C
		4	76.9	C	5	64.26	mVDC	6	0.8847	VDC
		7	86.54	mVDC	8	1.0191	VDC			
ALM		15	DIO	255	TOTAL	0				
	18	22	44	6/26/2007						
		1	89.9	C	2	82.7	C	3	82.7	C
		4	76.9	C	5	64.34	mVDC	6	0.8852	VDC
		7	86.72	mVDC	8	1.0222	VDC			
ALM		15	DIO	255	TOTAL	0				
	18	22	49	6/26/2007						
		1	89.9	C	2	82.7	C	3	82.7	C
		4	76.9	C	5	64.32	mVDC	6	0.8851	VDC
		7	86.7	mVDC	8	1.0217	VDC			
ALM		15	DIO	255	TOTAL	0				
	18	22	54	6/26/2007						
		1	89.9	C	2	82.6	C	3	82.7	C
		4	76.9	C	5	64.35	mVDC	6	0.8856	VDC
		7	86.6	mVDC	8	1.0207	VDC			
ALM		15	DIO	255	TOTAL	0				
	18	22	59	6/26/2007						
		1	89.9	C	2	82.6	C	3	82.7	C
		4	76.9	C	5	64.29	mVDC	6	0.8849	VDC
		7	86.43	mVDC	8	1.0187	VDC			
ALM		15	DIO	255	TOTAL	0				
	18	23	4	6/26/2007						
		1	89.9	C	2	82.6	C	3	82.7	C
		4	76.9	C	5	64.25	mVDC	6	0.8848	VDC
		7	86.63	mVDC	8	1.0205	VDC			
ALM		15	DIO	255	TOTAL	0				
	18	23	9	6/26/2007						
		1	89.9	C	2	82.6	C	3	82.7	C
		4	76.9	C	5	64.28	mVDC	6	0.8852	VDC
		7	86.49	mVDC	8	1.0187	VDC			
ALM		15	DIO	255	TOTAL	0				
	18	23	14	6/26/2007						

		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.26 mVDC		6	0.8845 VDC
		7	86.53 mVDC		8	1.0195 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	23	19 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.32 mVDC		6	0.8851 VDC
		7	86.73 mVDC		8	1.022 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	23	24 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.28 mVDC		6	0.8849 VDC
		7	86.53 mVDC		8	1.0195 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	23	29 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.37 mVDC		6	0.8848 VDC
		7	86.57 mVDC		8	1.0199 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	23	34 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.5 mVDC		6	0.8856 VDC
		7	86.65 mVDC		8	1.0209 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	23	39 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.43 mVDC		6	0.8851 VDC
		7	86.54 mVDC		8	1.0199 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	23	44 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.41 mVDC		6	0.885 VDC
		7	86.71 mVDC		8	1.0217 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	23	49 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.46 mVDC		6	0.8852 VDC
		7	86.53 mVDC		8	1.0195 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	23	54 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.52 mVDC		6	0.8859 VDC
		7	86.73 mVDC		8	1.0219 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	23	59 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.46 mVDC		6	0.8856 VDC
		7	86.73 mVDC		8	1.0216 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	24	4 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.45 mVDC		6	0.8851 VDC
		7	86.63 mVDC		8	1.0202 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	24	9 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.51 mVDC		6	0.8854 VDC
		7	86.71 mVDC		8	1.0213 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	24	14 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C

		4	76.9 C	5	64.55 mVDC	6	0.8852 VDC
		7	86.74 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	24	19 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.52 mVDC	6	0.8853 VDC
		7	86.64 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	24	24 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.63 mVDC	6	0.8858 VDC
		7	86.75 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	24	29 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.58 mVDC	6	0.8856 VDC
		7	86.55 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	24	34 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.59 mVDC	6	0.886 VDC
		7	86.61 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	24	39 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.63 mVDC	6	0.8858 VDC
		7	86.82 mVDC	8	1.0223 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	24	44 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.68 mVDC	6	0.8861 VDC
		7	86.67 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	24	49 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.65 mVDC	6	0.8857 VDC
		7	86.53 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	24	54 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.75 mVDC	6	0.8854 VDC
		7	86.82 mVDC	8	1.0221 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	24	59 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.76 mVDC	6	0.8859 VDC
		7	86.77 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	25	4 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.72 mVDC	6	0.8856 VDC
		7	86.6 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	25	9 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.71 mVDC	6	0.886 VDC
		7	86.81 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	25	14 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.68 mVDC	6	0.886 VDC

		7	86.68 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	25	19 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.64 mVDC	6	0.8862 VDC
		7	86.6 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	25	24 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.67 mVDC	6	0.8865 VDC
		7	86.73 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	25	29 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.66 mVDC	6	0.8859 VDC
		7	86.78 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	25	34 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.68 mVDC	6	0.8859 VDC
		7	86.65 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	25	39 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.62 mVDC	6	0.8858 VDC
		7	86.73 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	25	44 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.68 mVDC	6	0.8864 VDC
		7	86.59 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	25	49 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.71 mVDC	6	0.8864 VDC
		7	86.67 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	25	54 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.73 mVDC	6	0.8866 VDC
		7	86.63 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	25	59 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.71 mVDC	6	0.8864 VDC
		7	86.76 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	26	4 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.76 mVDC	6	0.8875 VDC
		7	86.56 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	26	9 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.75 mVDC	6	0.8874 VDC
		7	86.65 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	26	14 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.71 mVDC	6	0.8869 VDC
		7	86.62 mVDC	8	1.0205 VDC		

ALM		15 DIO	255 TOTAL	0		
	18	26	19 6/26/2007			
		1	89.9 C	2	82.6 C	3 82.7 C
		4	76.9 C	5	64.72 mVDC	6 0.887 VDC
		7	86.65 mVDC	8	1.0212 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	26	24 6/26/2007			
		1	89.9 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.69 mVDC	6 0.887 VDC
		7	86.53 mVDC	8	1.0197 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	26	29 6/26/2007			
		1	89.9 C	2	82.6 C	3 82.7 C
		4	76.9 C	5	64.66 mVDC	6 0.8864 VDC
		7	86.56 mVDC	8	1.0199 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	26	34 6/26/2007			
		1	89.9 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.72 mVDC	6 0.887 VDC
		7	86.42 mVDC	8	1.0212 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	26	39 6/26/2007			
		1	89.9 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.71 mVDC	6 0.8865 VDC
		7	86.56 mVDC	8	1.02 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	26	44 6/26/2007			
		1	89.9 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.74 mVDC	6 0.8868 VDC
		7	86.51 mVDC	8	1.0188 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	26	49 6/26/2007			
		1	89.9 C	2	82.6 C	3 82.7 C
		4	76.9 C	5	64.75 mVDC	6 0.8875 VDC
		7	86.6 mVDC	8	1.0202 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	26	54 6/26/2007			
		1	89.9 C	2	82.6 C	3 82.6 C
		4	76.9 C	5	64.79 mVDC	6 0.8877 VDC
		7	86.59 mVDC	8	1.0199 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	26	59 6/26/2007			
		1	89.9 C	2	82.6 C	3 82.7 C
		4	76.9 C	5	64.69 mVDC	6 0.887 VDC
		7	86.72 mVDC	8	1.0214 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	27	4 6/26/2007			
		1	89.9 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.67 mVDC	6 0.8868 VDC
		7	86.55 mVDC	8	1.0197 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	27	9 6/26/2007			
		1	89.9 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.66 mVDC	6 0.8871 VDC
		7	86.72 mVDC	8	1.0211 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	27	14 6/26/2007			
		1	89.9 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.63 mVDC	6 0.887 VDC
		7	86.62 mVDC	8	1.0203 VDC	
ALM		15 DIO	255 TOTAL	0		

	18	27	19	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.57	mVDC	6	0.8873
		7	86.56	mVDC	8	1.0214	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	27	24	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.51	mVDC	6	0.8872
		7	86.72	mVDC	8	1.0212	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	27	29	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.55	mVDC	6	0.8875
		7	86.68	mVDC	8	1.0206	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	27	34	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.57	mVDC	6	0.8874
		7	86.76	mVDC	8	1.0214	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	27	39	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.57	mVDC	6	0.8877
		7	86.62	mVDC	8	1.0199	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	27	44	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.54	mVDC	6	0.8875
		7	86.6	mVDC	8	1.019	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	27	49	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.54	mVDC	6	0.8872
		7	86.68	mVDC	8	1.0204	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	27	54	6/26/2007					
		1	90	C	2	82.7	C	3	82.6
		4	76.9	C	5	64.58	mVDC	6	0.887
		7	86.6	mVDC	8	1.0201	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	27	59	6/26/2007					
		1	90	C	2	82.7	C	3	82.6
		4	76.9	C	5	64.57	mVDC	6	0.8872
		7	86.63	mVDC	8	1.0196	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	28	4	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.56	mVDC	6	0.8873
		7	86.78	mVDC	8	1.0219	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	28	9	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.57	mVDC	6	0.8871
		7	86.63	mVDC	8	1.0203	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	28	14	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.63	mVDC	6	0.888
		7	86.66	mVDC	8	1.0201	VDC		
ALM		15	DIO	255	TOTAL	0			

	18	28	19	6/26/2007						
		1	90	C	2	82.7	C	3	82.7	C
		4	76.9	C	5	64.69	mVDC	6	0.8873	VDC
		7	86.8	mVDC	8	1.0219	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	28	24	6/26/2007						
		1	90	C	2	82.7	C	3	82.6	C
		4	76.9	C	5	64.83	mVDC	6	0.8878	VDC
		7	86.65	mVDC	8	1.02	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	28	29	6/26/2007						
		1	90	C	2	82.6	C	3	82.6	C
		4	76.9	C	5	64.84	mVDC	6	0.8872	VDC
		7	86.65	mVDC	8	1.0203	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	28	34	6/26/2007						
		1	90	C	2	82.6	C	3	82.6	C
		4	76.9	C	5	64.89	mVDC	6	0.8879	VDC
		7	86.69	mVDC	8	1.0209	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	28	39	6/26/2007						
		1	90	C	2	82.6	C	3	82.6	C
		4	76.9	C	5	64.8	mVDC	6	0.8871	VDC
		7	86.64	mVDC	8	1.02	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	28	44	6/26/2007						
		1	90	C	2	82.6	C	3	82.6	C
		4	76.9	C	5	64.78	mVDC	6	0.887	VDC
		7	86.72	mVDC	8	1.0215	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	28	49	6/26/2007						
		1	90	C	2	82.6	C	3	82.6	C
		4	76.9	C	5	64.78	mVDC	6	0.8873	VDC
		7	86.53	mVDC	8	1.0197	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	28	54	6/26/2007						
		1	90	C	2	82.6	C	3	82.6	C
		4	76.9	C	5	64.76	mVDC	6	0.8875	VDC
		7	86.71	mVDC	8	1.0215	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	28	59	6/26/2007						
		1	89.9	C	2	82.6	C	3	82.6	C
		4	76.9	C	5	64.76	mVDC	6	0.8882	VDC
		7	86.47	mVDC	8	1.0189	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	29	4	6/26/2007						
		1	89.9	C	2	82.6	C	3	82.6	C
		4	76.9	C	5	64.74	mVDC	6	0.8873	VDC
		7	86.6	mVDC	8	1.0206	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	29	9	6/26/2007						
		1	89.9	C	2	82.6	C	3	82.6	C
		4	76.9	C	5	64.73	mVDC	6	0.8876	VDC
		7	86.61	mVDC	8	1.0206	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	29	14	6/26/2007						
		1	89.9	C	2	82.7	C	3	82.6	C
		4	76.9	C	5	64.68	mVDC	6	0.8879	VDC
		7	86.5	mVDC	8	1.0207	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	29	19	6/26/2007						

		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.63 mVDC	6	0.8874 VDC
		7	86.68 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	29	24 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.6 C
		4	76.9 C	5	64.57 mVDC	6	0.8871 VDC
		7	86.8 mVDC	8	1.0224 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	29	29 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.49 mVDC	6	0.8872 VDC
		7	86.69 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	29	34 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.56 mVDC	6	0.8878 VDC
		7	86.72 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	29	39 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.58 mVDC	6	0.8885 VDC
		7	86.72 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	29	44 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.55 mVDC	6	0.888 VDC
		7	86.7 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	29	49 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.58 mVDC	6	0.8881 VDC
		7	86.75 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	29	54 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.64 mVDC	6	0.8878 VDC
		7	86.68 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	29	59 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.66 mVDC	6	0.8883 VDC
		7	86.54 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	30	4 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.6 mVDC	6	0.8878 VDC
		7	86.76 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	30	9 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.63 mVDC	6	0.8882 VDC
		7	86.68 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	30	14 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.57 mVDC	6	0.8881 VDC
		7	86.8 mVDC	8	1.022 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	30	19 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C

		4	76.9 C	5	64.53 mVDC	6	0.8878 VDC
		7	86.82 mVDC	8	1.0223 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	30	24 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.58 mVDC	6	0.8876 VDC
		7	86.7 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	30	29 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.61 mVDC	6	0.8881 VDC
		7	86.6 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	30	34 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.61 mVDC	6	0.8881 VDC
		7	86.67 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	30	39 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.59 mVDC	6	0.8877 VDC
		7	86.57 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	30	44 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.59 mVDC	6	0.8873 VDC
		7	86.74 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	30	49 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.67 mVDC	6	0.8876 VDC
		7	86.67 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	30	54 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.66 mVDC	6	0.8875 VDC
		7	86.73 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	30	59 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.63 mVDC	6	0.8877 VDC
		7	86.83 mVDC	8	1.022 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	31	4 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.62 mVDC	6	0.8875 VDC
		7	86.73 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	31	9 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.62 mVDC	6	0.8878 VDC
		7	86.66 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	31	14 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.7 mVDC	6	0.8883 VDC
		7	86.69 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	31	19 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.62 mVDC	6	0.8876 VDC

ALM		7	86.76 mVDC	8	1.0214 VDC		
		15 DIO	255 TOTAL		0		
	18	31	24 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.61 mVDC	6	0.8876 VDC
ALM		7	86.7 mVDC	8	1.0203 VDC		
		15 DIO	255 TOTAL		0		
	18	31	29 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.63 mVDC	6	0.888 VDC
ALM		7	86.64 mVDC	8	1.0196 VDC		
		15 DIO	255 TOTAL		0		
	18	31	34 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.63 mVDC	6	0.8884 VDC
ALM		7	86.91 mVDC	8	1.0229 VDC		
		15 DIO	255 TOTAL		0		
	18	31	39 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.61 mVDC	6	0.8882 VDC
ALM		7	86.81 mVDC	8	1.0219 VDC		
		15 DIO	255 TOTAL		0		
	18	31	44 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.64 mVDC	6	0.8881 VDC
ALM		7	86.68 mVDC	8	1.0209 VDC		
		15 DIO	255 TOTAL		0		
	18	31	49 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.72 mVDC	6	0.8884 VDC
ALM		7	86.63 mVDC	8	1.0202 VDC		
		15 DIO	255 TOTAL		0		
	18	31	54 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.81 mVDC	6	0.8889 VDC
ALM		7	86.84 mVDC	8	1.0225 VDC		
		15 DIO	255 TOTAL		0		
	18	31	59 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.82 mVDC	6	0.8894 VDC
ALM		7	86.8 mVDC	8	1.0221 VDC		
		15 DIO	255 TOTAL		0		
	18	32	4 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.82 mVDC	6	0.8886 VDC
ALM		7	86.72 mVDC	8	1.021 VDC		
		15 DIO	255 TOTAL		0		
	18	32	9 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.82 mVDC	6	0.8889 VDC
ALM		7	86.82 mVDC	8	1.0224 VDC		
		15 DIO	255 TOTAL		0		
	18	32	14 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.7 mVDC	6	0.8882 VDC
ALM		7	86.87 mVDC	8	1.0227 VDC		
		15 DIO	255 TOTAL		0		
	18	32	19 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.71 mVDC	6	0.8883 VDC
		7	86.74 mVDC	8	1.021 VDC		

ALM		15 DIO	255 TOTAL	0		
	18	32	24 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.76 mVDC	6 0.8881 VDC
		7	86.73 mVDC	8	1.021 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	32	29 6/26/2007			
		1	89.9 C	2	82.7 C	3 82.6 C
		4	76.9 C	5	64.83 mVDC	6 0.8886 VDC
		7	86.73 mVDC	8	1.0211 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	32	34 6/26/2007			
		1	89.9 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.78 mVDC	6 0.8885 VDC
		7	86.72 mVDC	8	1.0215 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	32	39 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.77 mVDC	6 0.8881 VDC
		7	86.87 mVDC	8	1.0224 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	32	44 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.74 mVDC	6 0.888 VDC
		7	86.8 mVDC	8	1.0216 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	32	49 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.73 mVDC	6 0.888 VDC
		7	86.76 mVDC	8	1.021 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	32	54 6/26/2007			
		1	90 C	2	82.6 C	3 82.7 C
		4	76.9 C	5	64.71 mVDC	6 0.8879 VDC
		7	86.82 mVDC	8	1.0219 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	32	59 6/26/2007			
		1	90 C	2	82.6 C	3 82.7 C
		4	76.9 C	5	64.67 mVDC	6 0.8877 VDC
		7	86.76 mVDC	8	1.0209 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	33	4 6/26/2007			
		1	90 C	2	82.6 C	3 82.7 C
		4	76.9 C	5	64.69 mVDC	6 0.888 VDC
		7	86.72 mVDC	8	1.0196 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	33	9 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.73 mVDC	6 0.8883 VDC
		7	86.94 mVDC	8	1.023 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	33	14 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.77 mVDC	6 0.888 VDC
		7	86.97 mVDC	8	1.0234 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	33	19 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.74 mVDC	6 0.8882 VDC
		7	86.97 mVDC	8	1.023 VDC	
ALM		15 DIO	255 TOTAL	0		

	18	33	24	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.86	mVDC	6	0.8887
		7	86.92	mVDC	8	1.0225	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	33	29	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.85	mVDC	6	0.8885
		7	86.85	mVDC	8	1.0219	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	33	34	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.9	mVDC	6	0.8889
		7	86.79	mVDC	8	1.021	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	33	39	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.87	mVDC	6	0.8883
		7	86.76	mVDC	8	1.0207	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	33	44	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.87	mVDC	6	0.8882
		7	86.78	mVDC	8	1.021	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	33	49	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.92	mVDC	6	0.8888
		7	86.76	mVDC	8	1.0209	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	33	54	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.85	mVDC	6	0.888
		7	86.89	mVDC	8	1.0222	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	33	59	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.83	mVDC	6	0.8884
		7	86.85	mVDC	8	1.0217	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	34	4	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.8	mVDC	6	0.8878
		7	86.82	mVDC	8	1.0212	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	34	9	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.78	mVDC	6	0.8879
		7	86.81	mVDC	8	1.0212	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	34	14	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.85	mVDC	6	0.8886
		7	86.88	mVDC	8	1.0222	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	34	19	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.8	mVDC	6	0.8884
		7	86.99	mVDC	8	1.0229	VDC		
ALM		15	DIO		255	TOTAL	0		

	18	34	24	6/26/2007						
		1	90	C	2	82.7	C	3	82.7	C
		4	76.9	C	5	64.73	mVDC	6	0.888	VDC
		7	86.96	mVDC	8	1.0224	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	34	29	6/26/2007						
		1	90	C	2	82.7	C	3	82.7	C
		4	76.9	C	5	64.73	mVDC	6	0.8879	VDC
		7	86.82	mVDC	8	1.021	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	34	34	6/26/2007						
		1	90	C	2	82.7	C	3	82.7	C
		4	76.9	C	5	64.73	mVDC	6	0.8879	VDC
		7	86.82	mVDC	8	1.0207	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	34	39	6/26/2007						
		1	90	C	2	82.7	C	3	82.7	C
		4	76.9	C	5	64.81	mVDC	6	0.8887	VDC
		7	86.8	mVDC	8	1.0207	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	34	44	6/26/2007						
		1	90	C	2	82.7	C	3	82.7	C
		4	76.9	C	5	64.85	mVDC	6	0.8888	VDC
		7	86.85	mVDC	8	1.0212	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	34	49	6/26/2007						
		1	90	C	2	82.7	C	3	82.7	C
		4	76.9	C	5	64.77	mVDC	6	0.8882	VDC
		7	86.8	mVDC	8	1.0215	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	34	54	6/26/2007						
		1	90	C	2	82.7	C	3	82.7	C
		4	76.9	C	5	64.79	mVDC	6	0.8884	VDC
		7	86.85	mVDC	8	1.0217	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	34	59	6/26/2007						
		1	90	C	2	82.7	C	3	82.7	C
		4	76.9	C	5	64.78	mVDC	6	0.8879	VDC
		7	86.98	mVDC	8	1.0225	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	35	4	6/26/2007						
		1	90	C	2	82.7	C	3	82.7	C
		4	76.9	C	5	64.77	mVDC	6	0.888	VDC
		7	86.83	mVDC	8	1.0206	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	35	9	6/26/2007						
		1	89.9	C	2	82.7	C	3	82.7	C
		4	76.9	C	5	64.81	mVDC	6	0.8882	VDC
		7	86.74	mVDC	8	1.0195	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	35	14	6/26/2007						
		1	89.9	C	2	82.7	C	3	82.7	C
		4	76.9	C	5	64.83	mVDC	6	0.8877	VDC
		7	86.74	mVDC	8	1.0202	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	35	19	6/26/2007						
		1	89.9	C	2	82.7	C	3	82.7	C
		4	76.9	C	5	64.81	mVDC	6	0.8878	VDC
		7	86.9	mVDC	8	1.0214	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	35	24	6/26/2007						

		1	89.9 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.86 mVDC		6	0.8887 VDC
		7	86.77 mVDC		8	1.0204 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	35	29 6/26/2007						
		1	89.9 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.86 mVDC		6	0.8882 VDC
		7	86.95 mVDC		8	1.0221 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	35	34 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.82 mVDC		6	0.8882 VDC
		7	86.83 mVDC		8	1.0207 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	35	39 6/26/2007						
		1	90 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.83 mVDC		6	0.8882 VDC
		7	86.84 mVDC		8	1.0207 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	35	44 6/26/2007						
		1	89.9 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.83 mVDC		6	0.8881 VDC
		7	86.87 mVDC		8	1.0207 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	35	49 6/26/2007						
		1	89.9 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.85 mVDC		6	0.888 VDC
		7	87.03 mVDC		8	1.0227 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	35	54 6/26/2007						
		1	90 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.82 mVDC		6	0.8879 VDC
		7	86.96 mVDC		8	1.0219 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	35	59 6/26/2007						
		1	90 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.8 mVDC		6	0.8877 VDC
		7	86.82 mVDC		8	1.0203 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	36	4 6/26/2007						
		1	89.9 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.87 mVDC		6	0.888 VDC
		7	86.8 mVDC		8	1.0214 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	36	9 6/26/2007						
		1	89.9 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.85 mVDC		6	0.8878 VDC
		7	86.99 mVDC		8	1.0224 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	36	14 6/26/2007						
		1	89.9 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.84 mVDC		6	0.8882 VDC
		7	86.95 mVDC		8	1.0216 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	36	19 6/26/2007						
		1	89.9 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.84 mVDC		6	0.888 VDC
		7	86.82 mVDC		8	1.0203 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	36	24 6/26/2007						
		1	90 C		2	82.7 C		3	82.7 C

		4	76.9 C	5	64.87 mVDC	6	0.8887 VDC
		7	86.9 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	36	29 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.85 mVDC	6	0.8885 VDC
		7	86.9 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	36	34 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.83 mVDC	6	0.8884 VDC
		7	86.91 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	36	39 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.81 mVDC	6	0.8879 VDC
		7	86.87 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	36	44 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.79 mVDC	6	0.8877 VDC
		7	86.83 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	36	49 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.78 mVDC	6	0.8874 VDC
		7	86.79 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	36	54 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.82 mVDC	6	0.8876 VDC
		7	86.91 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	36	59 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.8 mVDC	6	0.8874 VDC
		7	86.78 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	37	4 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.8 mVDC	6	0.8874 VDC
		7	87.01 mVDC	8	1.0223 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	37	9 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.8 mVDC	6	0.8874 VDC
		7	86.93 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	37	14 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.8 mVDC	6	0.8874 VDC
		7	86.87 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	37	19 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.83 mVDC	6	0.8879 VDC
		7	87.05 mVDC	8	1.0229 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	37	24 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.83 mVDC	6	0.8877 VDC

		7	87.05 mVDC	8	1.0226 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	37	29 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.84 mVDC	6	0.8873 VDC
		7	86.95 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	37	34 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.82 mVDC	6	0.8878 VDC
		7	86.95 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	37	39 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.77 mVDC	6	0.8873 VDC
		7	87.05 mVDC	8	1.0226 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	37	44 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.74 mVDC	6	0.887 VDC
		7	87.05 mVDC	8	1.0225 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	37	49 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.75 mVDC	6	0.8873 VDC
		7	86.98 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	37	54 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.82 mVDC	6	0.8882 VDC
		7	86.9 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	37	59 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.81 mVDC	6	0.8882 VDC
		7	86.9 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	38	4 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.76 mVDC	6	0.8875 VDC
		7	87 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	38	9 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.72 mVDC	6	0.8876 VDC
		7	87.01 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	38	14 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.67 mVDC	6	0.8871 VDC
		7	86.94 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	38	19 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.66 mVDC	6	0.8873 VDC
		7	87.01 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	38	24 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.61 mVDC	6	0.8872 VDC
		7	86.97 mVDC	8	1.0211 VDC		

ALM		15 DIO	255 TOTAL	0		
	18	38	29 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.66 mVDC	6 0.8872 VDC
		7	86.96 mVDC	8	1.0208 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	38	34 6/26/2007			
		1	90 C	2	82.7 C	3 82.8 C
		4	76.9 C	5	64.73 mVDC	6 0.8873 VDC
		7	86.81 mVDC	8	1.0194 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	38	39 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.76 mVDC	6 0.8875 VDC
		7	86.99 mVDC	8	1.0223 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	38	44 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.78 mVDC	6 0.8871 VDC
		7	86.88 mVDC	8	1.0212 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	38	49 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.76 mVDC	6 0.8871 VDC
		7	86.86 mVDC	8	1.0207 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	38	54 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.79 mVDC	6 0.8875 VDC
		7	86.86 mVDC	8	1.0209 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	38	59 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.83 mVDC	6 0.888 VDC
		7	86.8 mVDC	8	1.0201 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	39	4 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.83 mVDC	6 0.8883 VDC
		7	86.74 mVDC	8	1.0197 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	39	9 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.78 mVDC	6 0.8874 VDC
		7	86.87 mVDC	8	1.021 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	39	14 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.85 mVDC	6 0.8875 VDC
		7	86.82 mVDC	8	1.0204 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	39	19 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.81 mVDC	6 0.8871 VDC
		7	86.87 mVDC	8	1.021 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	39	24 6/26/2007			
		1	90 C	2	82.7 C	3 82.7 C
		4	76.9 C	5	64.77 mVDC	6 0.8868 VDC
		7	86.92 mVDC	8	1.0212 VDC	
ALM		15 DIO	255 TOTAL	0		

	18	39	29	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.74	mVDC	6	0.8865
		7	86.81	mVDC	8	1.0202	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	39	34	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.71	mVDC	6	0.8866
		7	86.82	mVDC	8	1.02	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	39	39	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.72	mVDC	6	0.8866
		7	86.92	mVDC	8	1.0213	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	39	44	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.73	mVDC	6	0.8866
		7	86.88	mVDC	8	1.0206	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	39	49	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.68	mVDC	6	0.8864
		7	86.86	mVDC	8	1.0203	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	39	54	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.7	mVDC	6	0.8869
		7	86.83	mVDC	8	1.0198	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	39	59	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.71	mVDC	6	0.8866
		7	86.81	mVDC	8	1.0199	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	40	4	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.77	mVDC	6	0.8871
		7	86.95	mVDC	8	1.0215	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	40	9	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.73	mVDC	6	0.8868
		7	86.91	mVDC	8	1.0208	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	40	14	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.72	mVDC	6	0.8869
		7	86.84	mVDC	8	1.0201	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	40	19	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.75	mVDC	6	0.8874
		7	86.86	mVDC	8	1.0203	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	40	24	6/26/2007					
		1	89.9	C	2	82.6	C	3	82.7
		4	76.9	C	5	64.7	mVDC	6	0.8869
		7	86.9	mVDC	8	1.0204	VDC		
ALM		15	DIO		255	TOTAL	0		

	18	40	29	6/26/2007						
		1	89.9	C	2	82.6	C	3	82.7	C
		4	76.9	C	5	64.65	mVDC	6	0.8865	VDC
		7	86.82	mVDC	8	1.0192	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	40	34	6/26/2007						
		1	89.9	C	2	82.6	C	3	82.6	C
		4	76.9	C	5	64.65	mVDC	6	0.8865	VDC
		7	87.03	mVDC	8	1.022	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	40	39	6/26/2007						
		1	89.8	C	2	82.6	C	3	82.7	C
		4	76.9	C	5	64.67	mVDC	6	0.8865	VDC
		7	86.85	mVDC	8	1.0199	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	40	44	6/26/2007						
		1	89.8	C	2	82.6	C	3	82.7	C
		4	76.9	C	5	64.65	mVDC	6	0.8864	VDC
		7	86.89	mVDC	8	1.0204	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	40	49	6/26/2007						
		1	89.9	C	2	82.6	C	3	82.7	C
		4	76.9	C	5	64.62	mVDC	6	0.8863	VDC
		7	86.85	mVDC	8	1.0202	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	40	54	6/26/2007						
		1	89.8	C	2	82.6	C	3	82.7	C
		4	76.9	C	5	64.63	mVDC	6	0.8865	VDC
		7	86.8	mVDC	8	1.0196	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	40	59	6/26/2007						
		1	89.8	C	2	82.6	C	3	82.7	C
		4	76.9	C	5	64.64	mVDC	6	0.8864	VDC
		7	86.89	mVDC	8	1.0208	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	41	4	6/26/2007						
		1	89.8	C	2	82.6	C	3	82.7	C
		4	76.9	C	5	64.65	mVDC	6	0.8867	VDC
		7	86.81	mVDC	8	1.0198	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	41	9	6/26/2007						
		1	89.9	C	2	82.6	C	3	82.7	C
		4	76.8	C	5	64.62	mVDC	6	0.8865	VDC
		7	86.9	mVDC	8	1.0208	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	41	14	6/26/2007						
		1	89.9	C	2	82.6	C	3	82.7	C
		4	76.8	C	5	64.64	mVDC	6	0.8867	VDC
		7	86.77	mVDC	8	1.0191	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	41	19	6/26/2007						
		1	89.9	C	2	82.6	C	3	82.7	C
		4	76.8	C	5	64.62	mVDC	6	0.8862	VDC
		7	86.99	mVDC	8	1.0217	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	41	24	6/26/2007						
		1	90	C	2	82.6	C	3	82.7	C
		4	76.8	C	5	64.6	mVDC	6	0.8861	VDC
		7	86.91	mVDC	8	1.0207	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	41	29	6/26/2007						

		1	90 C	2	82.6 C	3	82.7 C
		4	76.8 C	5	64.65 mVDC	6	0.8867 VDC
		7	86.85 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	41	34 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.8 C	5	64.62 mVDC	6	0.8862 VDC
		7	86.8 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	41	39 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.8 C	5	64.66 mVDC	6	0.8869 VDC
		7	86.98 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	41	44 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.8 C	5	64.68 mVDC	6	0.8872 VDC
		7	86.89 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	41	49 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.8 C	5	64.63 mVDC	6	0.8866 VDC
		7	86.99 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	41	54 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.8 C	5	64.63 mVDC	6	0.8871 VDC
		7	86.86 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	41	59 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.8 C	5	64.62 mVDC	6	0.8868 VDC
		7	86.9 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	42	4 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.8 C	5	64.67 mVDC	6	0.8875 VDC
		7	86.93 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	42	9 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.8 C	5	64.62 mVDC	6	0.8867 VDC
		7	86.78 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	42	14 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.62 mVDC	6	0.8866 VDC
		7	86.87 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	42	19 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.71 mVDC	6	0.8875 VDC
		7	86.88 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	42	24 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.8 C	5	64.7 mVDC	6	0.8874 VDC
		7	86.86 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	42	29 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C

		4	76.8 C	5	64.75 mVDC	6	0.8875 VDC
		7	86.85 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	42	34 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.75 mVDC	6	0.8872 VDC
		7	86.85 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	42	39 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.76 mVDC	6	0.8872 VDC
		7	86.82 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	42	44 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.72 mVDC	6	0.8868 VDC
		7	86.87 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	42	49 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.71 mVDC	6	0.8866 VDC
		7	86.83 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	42	54 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.8 mVDC	6	0.8877 VDC
		7	86.77 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	42	59 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.77 mVDC	6	0.8872 VDC
		7	86.81 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	43	4 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.78 mVDC	6	0.8875 VDC
		7	86.77 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	43	9 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.75 mVDC	6	0.8875 VDC
		7	86.78 mVDC	8	1.0192 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	43	14 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.75 mVDC	6	0.8879 VDC
		7	86.73 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	43	19 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.8 C	5	64.7 mVDC	6	0.8869 VDC
		7	86.93 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	43	24 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.8 C	5	64.65 mVDC	6	0.8862 VDC
		7	86.77 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	43	29 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.63 mVDC	6	0.886 VDC

		7	86.73 mVDC	8	1.0189 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	43	34 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.8 C	5	64.65 mVDC	6	0.8863 VDC
		7	86.81 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	43	39 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.6 C
		4	76.9 C	5	64.68 mVDC	6	0.8867 VDC
		7	86.9 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	43	44 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.68 mVDC	6	0.8866 VDC
		7	86.81 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	43	49 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.71 mVDC	6	0.8872 VDC
		7	86.91 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	43	54 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.71 mVDC	6	0.8872 VDC
		7	86.81 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	43	59 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.65 mVDC	6	0.8867 VDC
		7	86.89 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	44	4 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.8 C	5	64.6 mVDC	6	0.8864 VDC
		7	86.81 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	44	9 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.6 C
		4	76.8 C	5	64.56 mVDC	6	0.8858 VDC
		7	86.9 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	44	14 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.6 C
		4	76.8 C	5	64.6 mVDC	6	0.8865 VDC
		7	86.83 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	44	19 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.62 mVDC	6	0.8864 VDC
		7	86.85 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	44	24 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.61 mVDC	6	0.886 VDC
		7	86.88 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	44	29 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.62 mVDC	6	0.8864 VDC
		7	86.9 mVDC	8	1.0199 VDC		

ALM		15 DIO	255 TOTAL	0		
	18	44	34 6/26/2007			
		1	89.9 C	2	82.6 C	3 82.6 C
		4	76.9 C	5	64.71 mVDC	6 0.8872 VDC
		7	86.94 mVDC	8	1.0203 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	44	39 6/26/2007			
		1	89.9 C	2	82.6 C	3 82.6 C
		4	76.8 C	5	64.7 mVDC	6 0.8872 VDC
		7	86.86 mVDC	8	1.0199 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	44	44 6/26/2007			
		1	89.9 C	2	82.6 C	3 82.6 C
		4	76.9 C	5	64.66 mVDC	6 0.8863 VDC
		7	86.81 mVDC	8	1.0203 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	44	49 6/26/2007			
		1	89.9 C	2	82.6 C	3 82.6 C
		4	76.9 C	5	64.63 mVDC	6 0.886 VDC
		7	86.71 mVDC	8	1.0193 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	44	54 6/26/2007			
		1	89.9 C	2	82.6 C	3 82.6 C
		4	76.9 C	5	64.6 mVDC	6 0.8862 VDC
		7	86.72 mVDC	8	1.0192 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	44	59 6/26/2007			
		1	89.9 C	2	82.6 C	3 82.6 C
		4	76.9 C	5	64.62 mVDC	6 0.8862 VDC
		7	86.78 mVDC	8	1.0199 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	45	4 6/26/2007			
		1	89.9 C	2	82.6 C	3 82.6 C
		4	76.8 C	5	64.63 mVDC	6 0.8865 VDC
		7	86.76 mVDC	8	1.0194 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	45	9 6/26/2007			
		1	89.9 C	2	82.6 C	3 82.6 C
		4	76.8 C	5	64.57 mVDC	6 0.886 VDC
		7	86.69 mVDC	8	1.0193 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	45	14 6/26/2007			
		1	89.9 C	2	82.6 C	3 82.6 C
		4	76.8 C	5	64.54 mVDC	6 0.8858 VDC
		7	86.72 mVDC	8	1.0191 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	45	19 6/26/2007			
		1	89.9 C	2	82.6 C	3 82.6 C
		4	76.8 C	5	64.56 mVDC	6 0.886 VDC
		7	86.67 mVDC	8	1.0185 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	45	24 6/26/2007			
		1	89.9 C	2	82.6 C	3 82.6 C
		4	76.8 C	5	64.55 mVDC	6 0.8859 VDC
		7	86.82 mVDC	8	1.0202 VDC	
ALM		15 DIO	255 TOTAL	0		
	18	45	29 6/26/2007			
		1	89.9 C	2	82.6 C	3 82.6 C
		4	76.8 C	5	64.55 mVDC	6 0.8859 VDC
		7	86.71 mVDC	8	1.0196 VDC	
ALM		15 DIO	255 TOTAL	0		

	18	45	34	6/26/2007					
		1	89.9	C	2	82.6	C	3	82.6
		4	76.8	C	5	64.56	mVDC	6	0.886
		7	86.76	mVDC	8	1.0194	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	45	39	6/26/2007					
		1	89.9	C	2	82.6	C	3	82.6
		4	76.8	C	5	64.55	mVDC	6	0.8859
		7	86.72	mVDC	8	1.0194	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	45	44	6/26/2007					
		1	89.9	C	2	82.6	C	3	82.6
		4	76.8	C	5	64.55	mVDC	6	0.8861
		7	86.73	mVDC	8	1.0197	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	45	49	6/26/2007					
		1	89.9	C	2	82.6	C	3	82.6
		4	76.8	C	5	64.54	mVDC	6	0.8858
		7	86.68	mVDC	8	1.0194	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	45	54	6/26/2007					
		1	89.9	C	2	82.6	C	3	82.6
		4	76.8	C	5	64.53	mVDC	6	0.886
		7	86.65	mVDC	8	1.0189	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	45	59	6/26/2007					
		1	89.9	C	2	82.6	C	3	82.6
		4	76.8	C	5	64.55	mVDC	6	0.8857
		7	86.64	mVDC	8	1.0186	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	46	4	6/26/2007					
		1	89.9	C	2	82.6	C	3	82.6
		4	76.8	C	5	64.57	mVDC	6	0.8862
		7	86.69	mVDC	8	1.019	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	46	9	6/26/2007					
		1	89.9	C	2	82.6	C	3	82.6
		4	76.8	C	5	64.52	mVDC	6	0.8856
		7	86.73	mVDC	8	1.02	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	46	14	6/26/2007					
		1	89.9	C	2	82.6	C	3	82.6
		4	76.8	C	5	64.55	mVDC	6	0.8858
		7	86.66	mVDC	8	1.0193	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	46	19	6/26/2007					
		1	89.9	C	2	82.6	C	3	82.6
		4	76.8	C	5	64.6	mVDC	6	0.886
		7	86.7	mVDC	8	1.0194	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	46	24	6/26/2007					
		1	89.9	C	2	82.6	C	3	82.6
		4	76.8	C	5	64.67	mVDC	6	0.8863
		7	86.66	mVDC	8	1.0189	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	46	29	6/26/2007					
		1	89.9	C	2	82.6	C	3	82.6
		4	76.8	C	5	64.66	mVDC	6	0.8865
		7	86.74	mVDC	8	1.0198	VDC		
ALM		15	DIO	255	TOTAL	0			

	18	46	34	6/26/2007						
		1	89.9	C	2	82.6	C	3	82.6	C
		4	76.8	C	5	64.63	mVDC	6	0.8859	VDC
		7	86.71	mVDC	8	1.0197	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	46	39	6/26/2007						
		1	89.9	C	2	82.6	C	3	82.6	C
		4	76.8	C	5	64.62	mVDC	6	0.8863	VDC
		7	86.68	mVDC	8	1.0196	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	46	44	6/26/2007						
		1	89.9	C	2	82.6	C	3	82.6	C
		4	76.8	C	5	64.62	mVDC	6	0.8862	VDC
		7	86.7	mVDC	8	1.0196	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	46	49	6/26/2007						
		1	89.9	C	2	82.6	C	3	82.6	C
		4	76.8	C	5	64.63	mVDC	6	0.8865	VDC
		7	86.7	mVDC	8	1.0196	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	46	54	6/26/2007						
		1	89.9	C	2	82.6	C	3	82.6	C
		4	76.8	C	5	64.59	mVDC	6	0.886	VDC
		7	86.67	mVDC	8	1.0193	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	46	59	6/26/2007						
		1	89.9	C	2	82.6	C	3	82.6	C
		4	76.8	C	5	64.6	mVDC	6	0.8859	VDC
		7	86.73	mVDC	8	1.0204	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	47	4	6/26/2007						
		1	89.9	C	2	82.6	C	3	82.6	C
		4	76.8	C	5	64.58	mVDC	6	0.8858	VDC
		7	86.83	mVDC	8	1.0208	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	47	9	6/26/2007						
		1	89.8	C	2	82.6	C	3	82.6	C
		4	76.8	C	5	64.57	mVDC	6	0.8861	VDC
		7	86.76	mVDC	8	1.0204	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	47	14	6/26/2007						
		1	89.8	C	2	82.6	C	3	82.6	C
		4	76.8	C	5	64.6	mVDC	6	0.8861	VDC
		7	86.7	mVDC	8	1.0199	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	47	19	6/26/2007						
		1	89.8	C	2	82.6	C	3	82.6	C
		4	76.8	C	5	64.6	mVDC	6	0.8863	VDC
		7	86.71	mVDC	8	1.0199	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	47	24	6/26/2007						
		1	89.8	C	2	82.6	C	3	82.6	C
		4	76.8	C	5	64.6	mVDC	6	0.8864	VDC
		7	86.65	mVDC	8	1.0193	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	47	29	6/26/2007						
		1	89.9	C	2	82.6	C	3	82.6	C
		4	76.8	C	5	64.58	mVDC	6	0.8859	VDC
		7	86.7	mVDC	8	1.0196	VDC			
ALM		15	DIO		255	TOTAL	0			
	18	47	34	6/26/2007						

		1	89.8 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.56 mVDC		6	0.8857 VDC
		7	86.68 mVDC		8	1.0195 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	47	39 6/26/2007						
		1	89.8 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.55 mVDC		6	0.8856 VDC
		7	86.68 mVDC		8	1.0195 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	47	44 6/26/2007						
		1	89.8 C		2	82.6 C		3	82.5 C
		4	76.8 C		5	64.57 mVDC		6	0.8854 VDC
		7	86.75 mVDC		8	1.0202 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	47	49 6/26/2007						
		1	89.8 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.58 mVDC		6	0.8854 VDC
		7	86.7 mVDC		8	1.0197 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	47	54 6/26/2007						
		1	89.8 C		2	82.6 C		3	82.5 C
		4	76.8 C		5	64.55 mVDC		6	0.8853 VDC
		7	86.74 mVDC		8	1.02 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	47	59 6/26/2007						
		1	89.8 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.62 mVDC		6	0.8858 VDC
		7	86.7 mVDC		8	1.0195 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	48	4 6/26/2007						
		1	89.8 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.61 mVDC		6	0.8859 VDC
		7	86.72 mVDC		8	1.0198 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	48	9 6/26/2007						
		1	89.8 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.59 mVDC		6	0.8857 VDC
		7	86.81 mVDC		8	1.0207 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	48	14 6/26/2007						
		1	89.8 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.56 mVDC		6	0.8854 VDC
		7	86.79 mVDC		8	1.0207 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	48	19 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.63 mVDC		6	0.8858 VDC
		7	86.64 mVDC		8	1.0192 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	48	24 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.56 mVDC		6	0.8854 VDC
		7	86.6 mVDC		8	1.019 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	48	29 6/26/2007						
		1	89.8 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.55 mVDC		6	0.8852 VDC
		7	86.62 mVDC		8	1.0192 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	48	34 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.6 C

		4	76.8 C		5	64.57 mVDC		6	0.8854 VDC
		7	86.68 mVDC		8	1.0199 VDC			
ALM		15	DIO	255	TOTAL	0			
	18	48	39	6/26/2007					
		1	89.9 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.57 mVDC		6	0.8855 VDC
		7	86.66 mVDC		8	1.0197 VDC			
ALM		15	DIO	255	TOTAL	0			

**1 hr. arcing test**

Elapsed Time	1 hr.	17:00
Vbat	16.0V	
CH1-K220-2 (°C)	89.1	
CH2-K220-3 (°C)	81.5	
CH3-K221-2 (°C)	81.5	
CH4-K221-3 (°C)	75.3	
CH5-K220 Vdrop	0.06987	
CH6-K220 Contact I	8.91 A	
K220 contact resistance	0.0078	
K220 contact power (W)	0.6227	
CH7-K221 Vdrop	0.09538	
CH8-K221 Contact I	6.78 A	
K220 contact resistance	0.0141	
K220 contact power (W)	0.6463	

**Long term test**

Elapsed Time	2 hrs, 47 min	18:48:39
Vbat	16.0V	
CH1-K220-2 (°C)	89.9	
CH2-K220-3 (°C)	82.6	
CH3-K221-2 (°C)	82.6	
CH4-K221-3 (°C)	76.8	
CH5-K220 Vdrop	0.06457	
CH6-K220 Contact I	8.86 A	
K220 contact resistance	0.0073	
K220 contact power (W)	0.5718	
CH7-K221 Vdrop	0.08666	
CH8-K221 Contact I	6.80 A	
K220 contact resistance	0.0127	
K220 contact power (W)	0.5891	

---

**From:** Joseph.Kosirowski@us.contiautomotive.com  
**Sent:** Monday, July 09, 2007 3:28 PM  
**To:** Dan Chambers  
**Cc:** Brent.Ludwig@us.contiautomotive.com; Liu, Ron (D.R.); Holt, Jon (J.); Alles, Sheran (S.A.); Steve.Knapp@us.contiautomotive.com  
**Subject:** Question on EQ1 relay.  
**Attachments:** Relay coil thermal test.xls



Relay coil thermal  
test.xls (1...

Dan,

We had a follow up meeting on 6/28 to review the test data we had taken here to see the temperature rise on the EQ1-11111S relay coil on the EN114 lighting control module. I've attached the data I took showing at room temp, the coil lead temperature is ~ 60C with no load at 16V battery. With about 9 Amps load current, the coil temp increases to 90C. The data sheet lists the coil temperature rise at 70C/W with no contact load. Can you please request data from NEC showing the coil temp rise with different contact load currents?  
Thanks.

Joe Kosirowski  
Technical Project Lead  
Continental Automotive Systems Division  
21440 West Lake Cook Rd., Deer Park IL 60010  
Office:847-862-2742  
Fax:847-862-8241  
Cell:847-553-8575  
email: Joseph.Kosirowski@us.contiautomotive.com  
www.contiautomotive.com  
(See attached file: Relay coil thermal test.xls)

MY05 EN114 LCM Relay coil thermal testing

Performed 5/18/07 and 5/21/07 by Joe Kosirowski

The temperature of the K220 relay coil leads (headlamps) and the K221 relay coil leads (Parklamps) was measured both without the lamp loads on and with. The test was performed at room temperature (23C). The temperature was stabilized for 30 mins.

Note: the thermocouples were on the leads in the solder fillet.

Vbat = 16.0V

	w/o loads (deg C)	with loads (deg C)	K220 rewired seperately to coil and contact with loads (deg C)	K220 pin 1 connected in common with pin 2 on top & bottom copper of VBAT 2 trace
K220-2	57.4	95.7	78.8	98
K220-3	55.5	85.7	79.1	87.4
K221-2	59	81.2	79.9	81.4
K221-3	59.3	75.5	74.4	75.3

Test performed 6/26/07 by Joe Kosirowski  
 The channel functions are listed below.

- CH1-K220-2 (°C)
- CH2-K220-3 (°C)
- CH3-K221-2 (°C)
- CH4-K221-3 (°C)
- CH5-K220 Vdrop
- CH6-K220 Contact I (across 0.1 ohm resistor)
- CH7-K221 Vdrop
- CH8-K221 Contact I (across 0.15 ohm resistor)

The test was performed by cycling headlamps and parklamps on for the first hour approximately 5 mins on, 1 min off.  
 After the first hour, the module sat with the headlamps and parklamps on for another 1 hr, 45 min when it was stable.

	15	59	29	6/26/2007					
		1	26.9	C	2	26.5	C	3	26.6
		4	26.2	C	5	15.832	VDC	6	0
		7	15.825	VDC	8	0	mVDC		
ALM		15	DIO	255	TOTAL	0			
	15	59	34	6/26/2007					
		1	26.9	C	2	26.6	C	3	26.7
		4	26.4	C	5	15.833	VDC	6	0
		7	15.825	VDC	8	0	mVDC		
ALM		15	DIO	255	TOTAL	0			
	15	59	39	6/26/2007					
		1	27	C	2	26.7	C	3	26.7
		4	26.6	C	5	15.833	VDC	6	0
		7	15.825	VDC	8	0	mVDC		
ALM		15	DIO	255	TOTAL	0			
	15	59	45	6/26/2007					
		1	28.3	C	2	26.7	C	3	26.9
		4	26.8	C	5	63	mVDC	6	0.9117
		7	121.23	mVDC	8	1.0342	VDC		
ALM		15	DIO	255	TOTAL	0			
	15	59	49	6/26/2007					
		1	29.1	C	2	26.9	C	3	27.5
		4	27.1	C	5	61.72	mVDC	6	0.9059
		7	118.5	mVDC	8	1.0283	VDC		
ALM		15	DIO	255	TOTAL	0			
	15	59	54	6/26/2007					
		1	30	C	2	27.3	C	3	28.2
		4	27.6	C	5	67.19	mVDC	6	0.903
		7	113.36	mVDC	8	1.0262	VDC		
ALM		15	DIO	255	TOTAL	0			
	15	59	59	6/26/2007					
		1	30.7	C	2	27.8	C	3	28.9
		4	28	C	5	74.14	mVDC	6	0.9016
		7	106.85	mVDC	8	1.0241	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	0	4	6/26/2007					
		1	31.6	C	2	28.3	C	3	29.6
		4	28.5	C	5	81.19	mVDC	6	0.9008
		7	103.88	mVDC	8	1.0234	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	0	9	6/26/2007					
		1	32.4	C	2	28.9	C	3	30.3
		4	29	C	5	85.01	mVDC	6	0.8994
		7	103.51	mVDC	8	1.0227	VDC		
ALM		15	DIO	255	TOTAL	0			

	16	0	14 6/26/2007				
		1	33.3 C	2	29.5 C	3	31.1 C
		4	29.6 C	5	91.07 mVDC	6	0.8978 VDC
		7	103.66 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	0	19 6/26/2007				
		1	34.2 C	2	30.2 C	3	31.8 C
		4	30.1 C	5	92.02 mVDC	6	0.898 VDC
		7	103.71 mVDC	8	1.0226 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	0	24 6/26/2007				
		1	35.2 C	2	30.8 C	3	32.5 C
		4	30.6 C	5	93.37 mVDC	6	0.8972 VDC
		7	104.17 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	0	29 6/26/2007				
		1	36.1 C	2	31.5 C	3	33.1 C
		4	31.2 C	5	96.19 mVDC	6	0.8972 VDC
		7	107.42 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	0	34 6/26/2007				
		1	37.1 C	2	32.3 C	3	33.8 C
		4	31.7 C	5	98.28 mVDC	6	0.8968 VDC
		7	111.26 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	0	39 6/26/2007				
		1	38.1 C	2	33 C	3	34.5 C
		4	32.3 C	5	100.8 mVDC	6	0.8971 VDC
		7	114.81 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	0	44 6/26/2007				
		1	39 C	2	33.8 C	3	35.2 C
		4	32.9 C	5	102.72 mVDC	6	0.8966 VDC
		7	114.68 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	0	49 6/26/2007				
		1	40 C	2	34.5 C	3	35.9 C
		4	33.4 C	5	105.75 mVDC	6	0.8959 VDC
		7	114.79 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	0	54 6/26/2007				
		1	40.9 C	2	35.3 C	3	36.5 C
		4	34 C	5	111.82 mVDC	6	0.8952 VDC
		7	115.53 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	0	59 6/26/2007				
		1	41.8 C	2	36 C	3	37.2 C
		4	34.5 C	5	118.12 mVDC	6	0.8952 VDC
		7	117.57 mVDC	8	1.0188 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	1	4 6/26/2007				
		1	42.8 C	2	36.8 C	3	37.9 C
		4	35.1 C	5	118.49 mVDC	6	0.8948 VDC
		7	120.89 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	1	9 6/26/2007				

		1	43.7 C		2	37.5 C		3	38.5 C
		4	35.6 C		5	114.06 mVDC		6	0.8949 VDC
		7	121.44 mVDC		8	1.0201 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	1	14 6/26/2007						
		1	44.6 C		2	38.2 C		3	39.2 C
		4	36.1 C		5	108.66 mVDC		6	0.8951 VDC
		7	119.02 mVDC		8	1.0202 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	1	19 6/26/2007						
		1	45.5 C		2	39 C		3	39.8 C
		4	36.7 C		5	105.1 mVDC		6	0.8947 VDC
		7	115.06 mVDC		8	1.0204 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	1	24 6/26/2007						
		1	46.4 C		2	39.7 C		3	40.4 C
		4	37.2 C		5	103.23 mVDC		6	0.895 VDC
		7	109.23 mVDC		8	1.0204 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	1	29 6/26/2007						
		1	47.2 C		2	40.4 C		3	41 C
		4	37.7 C		5	107.25 mVDC		6	0.8949 VDC
		7	102.15 mVDC		8	1.0206 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	1	34 6/26/2007						
		1	48 C		2	41.1 C		3	41.6 C
		4	38.2 C		5	110.84 mVDC		6	0.8946 VDC
		7	99.57 mVDC		8	1.0205 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	1	39 6/26/2007						
		1	48.7 C		2	41.8 C		3	42.2 C
		4	38.7 C		5	109.51 mVDC		6	0.8943 VDC
		7	95.53 mVDC		8	1.0207 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	1	44 6/26/2007						
		1	49.6 C		2	42.5 C		3	42.7 C
		4	39.2 C		5	107.45 mVDC		6	0.8951 VDC
		7	94.35 mVDC		8	1.0208 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	1	49 6/26/2007						
		1	50.3 C		2	43.1 C		3	43.2 C
		4	39.7 C		5	105.82 mVDC		6	0.8952 VDC
		7	92.28 mVDC		8	1.021 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	1	54 6/26/2007						
		1	51 C		2	43.8 C		3	43.7 C
		4	40.1 C		5	104.01 mVDC		6	0.8944 VDC
		7	89.97 mVDC		8	1.0211 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	1	59 6/26/2007						
		1	51.7 C		2	44.4 C		3	44.2 C
		4	40.6 C		5	102.85 mVDC		6	0.8949 VDC
		7	87.99 mVDC		8	1.0214 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	2	4 6/26/2007						
		1	52.4 C		2	45 C		3	44.7 C
		4	41 C		5	102.23 mVDC		6	0.8949 VDC

		7	85.77 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	2	9 6/26/2007				
		1	53.1 C	2	45.6 C	3	45.2 C
		4	41.4 C	5	101.77 mVDC	6	0.8947 VDC
		7	83.26 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	2	14 6/26/2007				
		1	53.7 C	2	46.2 C	3	45.6 C
		4	41.8 C	5	101.65 mVDC	6	0.8946 VDC
		7	81.38 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	2	19 6/26/2007				
		1	54.3 C	2	46.7 C	3	46.1 C
		4	42.2 C	5	101.47 mVDC	6	0.8947 VDC
		7	80.23 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	2	24 6/26/2007				
		1	54.9 C	2	47.3 C	3	46.5 C
		4	42.6 C	5	102.34 mVDC	6	0.8946 VDC
		7	80.72 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	2	29 6/26/2007				
		1	55.5 C	2	47.8 C	3	46.9 C
		4	43 C	5	102.97 mVDC	6	0.8939 VDC
		7	80.67 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	2	34 6/26/2007				
		1	56.2 C	2	48.3 C	3	47.3 C
		4	43.4 C	5	103.66 mVDC	6	0.8943 VDC
		7	81.8 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	2	39 6/26/2007				
		1	56.7 C	2	48.9 C	3	47.7 C
		4	43.7 C	5	104 mVDC	6	0.8943 VDC
		7	82.61 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	2	44 6/26/2007				
		1	57.3 C	2	49.4 C	3	48.1 C
		4	44.1 C	5	101.84 mVDC	6	0.8935 VDC
		7	83.16 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	2	49 6/26/2007				
		1	57.9 C	2	49.9 C	3	48.5 C
		4	44.5 C	5	101.39 mVDC	6	0.8935 VDC
		7	83.8 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	2	54 6/26/2007				
		1	58.4 C	2	50.4 C	3	48.9 C
		4	44.8 C	5	100.67 mVDC	6	0.8935 VDC
		7	83.7 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	2	59 6/26/2007				
		1	58.9 C	2	50.8 C	3	49.3 C
		4	45.1 C	5	99.98 mVDC	6	0.8934 VDC
		7	83.96 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		

	16	3	4	6/26/2007					
		1	59.4	C	2	51.3	C	3	49.7
		4	45.5	C	5	100.52	mVDC	6	0.8935
		7	84.61	mVDC	8	1.0213	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	3	9	6/26/2007					
		1	59.9	C	2	51.7	C	3	50.1
		4	45.8	C	5	100.97	mVDC	6	0.8938
		7	86.42	mVDC	8	1.0209	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	3	14	6/26/2007					
		1	60.4	C	2	52.2	C	3	50.4
		4	46.1	C	5	102.2	mVDC	6	0.8933
		7	87.13	mVDC	8	1.0205	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	3	19	6/26/2007					
		1	60.9	C	2	52.7	C	3	OTC
		4	46.5	C	5	103.34	mVDC	6	0.8927
		7	88.33	mVDC	8	1.0214	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	3	24	6/26/2007					
		1	61.4	C	2	OTC	C	3	51.2
		4	46.8	C	5	104.94	mVDC	6	0.8921
		7	89.45	mVDC	8	1.0209	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	3	29	6/26/2007					
		1	61.8	C	2	53.5	C	3	51.6
		4	47.1	C	5	105.82	mVDC	6	0.8916
		7	89.33	mVDC	8	1.0211	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	3	34	6/26/2007					
		1	62.2	C	2	53.9	C	3	51.9
		4	47.4	C	5	105.92	mVDC	6	0.8913
		7	87.99	mVDC	8	1.0208	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	3	39	6/26/2007					
		1	62.7	C	2	54.3	C	3	52.3
		4	47.7	C	5	106.64	mVDC	6	0.8901
		7	87.27	mVDC	8	1.0203	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	3	44	6/26/2007					
		1	63.2	C	2	54.7	C	3	52.6
		4	48.1	C	5	108.26	mVDC	6	0.889
		7	86.51	mVDC	8	1.0214	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	3	49	6/26/2007					
		1	63.6	C	2	55.2	C	3	53
		4	48.4	C	5	108.36	mVDC	6	0.8892
		7	87.76	mVDC	8	1.021	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	3	54	6/26/2007					
		1	64.1	C	2	OTC	C	3	53.3
		4	48.7	C	5	108.71	mVDC	6	0.8891
		7	88.49	mVDC	8	1.0205	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	3	59	6/26/2007					

		1	64.5 C		2	55.9 C		3	53.7 C
		4	48.9 C		5	110.05 mVDC		6	0.8896 VDC
		7	90.04 mVDC		8	1.0212 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	4	4 6/26/2007						
		1	64.9 C		2	56.3 C		3	54 C
		4	49.2 C		5	111.71 mVDC		6	0.8889 VDC
		7	90.29 mVDC		8	1.0206 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	4	9 6/26/2007						
		1	65.3 C		2	56.7 C		3	54.3 C
		4	49.5 C		5	113.07 mVDC		6	0.8895 VDC
		7	90.05 mVDC		8	1.0207 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	4	14 6/26/2007						
		1	65.8 C		2	57.1 C		3	54.6 C
		4	49.8 C		5	113.61 mVDC		6	0.8878 VDC
		7	90.47 mVDC		8	1.0206 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	4	19 6/26/2007						
		1	66.2 C		2	57.5 C		3	55 C
		4	50.1 C		5	112.47 mVDC		6	0.888 VDC
		7	92.08 mVDC		8	1.0204 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	4	24 6/26/2007						
		1	66.6 C		2	57.9 C		3	55.3 C
		4	50.4 C		5	112.76 mVDC		6	0.8872 VDC
		7	90.69 mVDC		8	1.0204 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	4	29 6/26/2007						
		1	67 C		2	58.2 C		3	55.6 C
		4 OTC	C		5	113.08 mVDC		6	0.8875 VDC
		7	90.2 mVDC		8	1.0202 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	4	34 6/26/2007						
		1	67.4 C		2	58.5 C		3	55.9 C
		4	50.9 C		5	114.06 mVDC		6	0.8886 VDC
		7	89.12 mVDC		8	1.02 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	4	39 6/26/2007						
		1	67.8 C		2	59 C		3	56.2 C
		4	51.2 C		5	115.01 mVDC		6	0.8887 VDC
		7	88.61 mVDC		8	1.0198 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	4	44 6/26/2007						
		1	68.2 C		2	59.3 C		3	56.4 C
		4	51.4 C		5	115.12 mVDC		6	0.889 VDC
		7	88.41 mVDC		8	1.0204 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	4	49 6/26/2007						
		1	68.6 C		2	59.7 C		3	56.8 C
		4	51.7 C		5	114.86 mVDC		6	0.8881 VDC
		7	88.17 mVDC		8	1.0199 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	4	54 6/26/2007						
		1	69 C		2	60 C		3	57 C
		4	52 C		5	115.93 mVDC		6	0.8877 VDC

		7	87.82 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	4	59 6/26/2007				
		1	69.3 C	2	60.4 C	3	57.3 C
		4	52.2 C	5	115.8 mVDC	6	0.8881 VDC
		7	88.24 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	5	4 6/26/2007				
		1	69.7 C	2	60.7 C	3	57.6 C
		4	52.5 C	5	114.68 mVDC	6	0.8887 VDC
		7	88.74 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	5	9 6/26/2007				
		1	70 C	2	61 C	3	57.9 C
		4	52.7 C	5	114.35 mVDC	6	0.8883 VDC
		7	89.3 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	5	14 6/26/2007				
		1	70.4 C	2	61.3 C	3	58.1 C
		4	52.9 C	5	113.56 mVDC	6	0.888 VDC
		7	90.26 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	5	19 6/26/2007				
		1	70.7 C	2	61.6 C	3	58.4 C
		4	53.2 C	5	112.67 mVDC	6	0.8882 VDC
		7	90.56 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	5	24 6/26/2007				
		1 OTC	C	2	62 C	3	58.7 C
		4	53.4 C	5	112.1 mVDC	6	0.8878 VDC
		7	90.78 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	5	29 6/26/2007				
		1	71.4 C	2	62.3 C	3	58.9 C
		4	53.6 C	5	112.32 mVDC	6	0.8883 VDC
		7	91.14 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	5	34 6/26/2007				
		1	71.7 C	2	62.6 C	3	59.1 C
		4	53.8 C	5	112.12 mVDC	6	0.8879 VDC
		7	91.68 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	5	39 6/26/2007				
		1	72 C	2	62.9 C	3	59.4 C
		4	54.1 C	5	112.42 mVDC	6	0.8884 VDC
		7	92.29 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	5	44 6/26/2007				
		1	72.3 C	2	63.2 C	3	59.6 C
		4	54.3 C	5	112.06 mVDC	6	0.8884 VDC
		7	92.33 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	5	49 6/26/2007				
		1	72.6 C	2	63.4 C	3	59.9 C
		4	54.5 C	5	111.93 mVDC	6	0.8847 VDC
		7	92.7 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		

	16	5	54	6/26/2007					
		1	73	C	2	63.7	C	3	60.1
		4	54.7	C	5	114.71	mVDC	6	0.8795
		7	100.52	mVDC	8	1.0186	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	5	59	6/26/2007					
		1	73.2	C	2	64	C	3	60.4
		4	54.9	C	5	114.44	mVDC	6	0.8838
		7	98.81	mVDC	8	1.0181	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	6	4	6/26/2007					
		1	73.5	C	2	64.2	C	3	60.6
		4	55.1	C	5	114.89	mVDC	6	0.8869
		7	97.81	mVDC	8	1.0184	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	6	9	6/26/2007					
		1	73.8	C	2	64.5	C	3	60.8
		4	55.3	C	5	114.52	mVDC	6	0.8816
		7	96.6	mVDC	8	1.0168	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	6	14	6/26/2007					
		1	74.1	C	2	64.7	C	3	61.1
		4	55.5	C	5	114.78	mVDC	6	0.8818
		7	95.63	mVDC	8	1.0149	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	6	19	6/26/2007					
		1	74.4	C	2	65	C	3	61.3
		4	55.7	C	5	115.15	mVDC	6	0.8841
		7	95.46	mVDC	8	1.016	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	6	24	6/26/2007					
		1	74.6	C	2	65.2	C	3	61.5
		4	55.9	C	5	115.2	mVDC	6	0.8822
		7	95.38	mVDC	8	1.0159	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	6	29	6/26/2007					
		1	74.8	C	2	65.5	C	3	61.7
		4	56.1	C	5	114.67	mVDC	6	0.8846
		7	95.17	mVDC	8	1.0163	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	6	34	6/26/2007					
		1	75.1	C	2	65.8	C	3	61.9
		4	56.4	C	5	114.59	mVDC	6	0.8847
		7	95.37	mVDC	8	1.0164	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	6	39	6/26/2007					
		1	75.3	C	2	66	C	3	62.2
		4	56.5	C	5	114.75	mVDC	6	0.8853
		7	95.99	mVDC	8	1.0174	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	6	44	6/26/2007					
		1	75.6	C	2	66.3	C	3	62.4
		4	56.7	C	5	115.04	mVDC	6	0.8853
		7	96.4	mVDC	8	1.0178	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	6	49	6/26/2007					

		1	75.8 C		2	66.5 C		3	62.6 C
		4	56.9 C		5	115.62 mVDC		6	0.8853 VDC
		7	95.81 mVDC		8	1.0161 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	6	54 6/26/2007						
		1	75.1 C		2	66.7 C		3	62.8 C
		4	57.1 C		5	15.807 VDC		6	0.04 mVDC
		7	15.799 VDC		8	0.04 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	6	59 6/26/2007						
		1	74.3 C		2	66.9 C		3	62.4 C
		4	57.1 C		5	15.809 VDC		6	0.01 mVDC
		7	15.802 VDC		8	0.03 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	7	4 6/26/2007						
		1	73.6 C		2	66.8 C		3	62 C
		4	57 C		5	15.809 VDC		6	0 mVDC
		7	15.802 VDC		8	0.03 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	7	9 6/26/2007						
		1	73 C		2	66.6 C		3	61.6 C
		4	56.9 C		5	15.809 VDC		6	0 mVDC
		7	15.802 VDC		8	0.03 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	7	14 6/26/2007						
		1	72.3 C		2	66.3 C		3	61.2 C
		4	56.8 C		5	15.81 VDC		6	0 mVDC
		7	15.802 VDC		8	0.03 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	7	19 6/26/2007						
		1	71.6 C		2	65.9 C		3	60.8 C
		4	56.7 C		5	15.81 VDC		6	0 mVDC
		7	15.803 VDC		8	0.03 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	7	24 6/26/2007						
		1	70.9 C		2	65.6 C		3	60.4 C
		4	56.6 C		5	15.81 VDC		6	-0.01 mVDC
		7	15.803 VDC		8	0.03 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	7	29 6/26/2007						
		1	70.2 C		2	65.2 C		3	60 C
		4	56.4 C		5	15.81 VDC		6	0 mVDC
		7	15.803 VDC		8	0.03 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	7	34 6/26/2007						
		1	69.5 C		2	64.7 C		3	59.7 C
		4	56.2 C		5	15.81 VDC		6	-0.01 mVDC
		7	15.803 VDC		8	0.03 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	7	39 6/26/2007						
		1	68.8 C		2	64.3 C		3	59.3 C
		4	56.1 C		5	15.81 VDC		6	-0.01 mVDC
		7	15.803 VDC		8	0.03 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	7	44 6/26/2007						
		1	68.1 C		2	63.8 C		3	59 C
		4	55.9 C		5	15.811 VDC		6	0 mVDC

ALM	7	15.804 VDC	8	0.02 mVDC		
	15 DIO	255 TOTAL		0		
	16	7 49 6/26/2007				
	1	67.4 C	2	63.4 C	3	58.7 C
	4	55.7 C	5	15.811 VDC	6	0 mVDC
ALM	7	15.804 VDC	8	0.02 mVDC		
	15 DIO	255 TOTAL		0		
	16	7 54 6/26/2007				
	1	66.8 C	2	62.9 C	3	58.4 C
	4	55.6 C	5	15.811 VDC	6	0 mVDC
ALM	7	15.804 VDC	8	0.02 mVDC		
	15 DIO	255 TOTAL		0		
	16	7 59 6/26/2007				
	1	66.2 C	2	62.5 C	3	58.1 C
	4	55.4 C	5	93.17 mVDC	6	0.917 VDC
ALM	7	110.43 mVDC	8	1.0368 VDC		
	15 DIO	255 TOTAL		0		
	16	8 4 6/26/2007				
	1	67.4 C	2	62 C	3	58.2 C
	4	55.3 C	5	91.9 mVDC	6	0.9016 VDC
ALM	7	106.62 mVDC	8	1.0288 VDC		
	15 DIO	255 TOTAL		0		
	16	8 9 6/26/2007				
	1	67.7 C	2	61.8 C	3	58.5 C
	4	55.4 C	5	88.49 mVDC	6	0.9004 VDC
ALM	7	102.16 mVDC	8	1.0255 VDC		
	15 DIO	255 TOTAL		0		
	16	8 14 6/26/2007				
	1	68 C	2	61.8 C	3	58.9 C
	4	55.4 C	5	87.03 mVDC	6	0.9001 VDC
ALM	7	98.39 mVDC	8	1.0256 VDC		
	15 DIO	255 TOTAL		0		
	16	8 19 6/26/2007				
	1	68.2 C	2	61.8 C	3	59.2 C
	4	55.5 C	5	88.68 mVDC	6	0.899 VDC
ALM	7	95.88 mVDC	8	1.0246 VDC		
	15 DIO	255 TOTAL		0		
	16	8 24 6/26/2007				
	1	68.5 C	2	61.9 C	3	59.5 C
	4	55.7 C	5	89.38 mVDC	6	0.8993 VDC
ALM	7	94.97 mVDC	8	1.0242 VDC		
	15 DIO	255 TOTAL		0		
	16	8 29 6/26/2007				
	1	68.8 C	2	62 C	3	59.8 C
	4	55.8 C	5	89.05 mVDC	6	0.8977 VDC
ALM	7	94.48 mVDC	8	1.0237 VDC		
	15 DIO	255 TOTAL		0		
	16	8 34 6/26/2007				
	1	69.2 C	2	62.2 C	3	60.1 C
	4	56 C	5	89.4 mVDC	6	0.8979 VDC
ALM	7	93.9 mVDC	8	1.0234 VDC		
	15 DIO	255 TOTAL		0		
	16	8 39 6/26/2007				
	1	69.6 C	2	62.4 C	3	60.4 C
	4	56.1 C	5	89.68 mVDC	6	0.8966 VDC
ALM	7	94.12 mVDC	8	1.0234 VDC		
	15 DIO	255 TOTAL		0		

	16	8	44	6/26/2007					
		1	69.9	C	2	62.6	C	3	60.7
		4	56.3	C	5	90.19	mVDC	6	0.8971
		7	93.69	mVDC	8	1.0233	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	8	49	6/26/2007					
		1	70.3	C	2	62.8	C	3	60.9
		4	56.5	C	5	90.77	mVDC	6	0.8961
		7	93.55	mVDC	8	1.0232	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	8	54	6/26/2007					
		1	70.6	C	2	63.1	C	3	61.2
		4	56.7	C	5	91.25	mVDC	6	0.8969
		7	93.7	mVDC	8	1.0229	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	8	59	6/26/2007					
		1	71	C	2	63.3	C	3	61.5
		4	56.9	C	5	91.96	mVDC	6	0.8967
		7	93.56	mVDC	8	1.0226	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	9	4	6/26/2007					
		1	71.4	C	2	63.5	C	3	61.7
		4	57.1	C	5	93.52	mVDC	6	0.8964
		7	94.62	mVDC	8	1.0225	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	9	9	6/26/2007					
		1	71.7	C	2	63.8	C	3	62
		4	57.3	C	5	95.33	mVDC	6	0.8959
		7	94.3	mVDC	8	1.0223	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	9	14	6/26/2007					
		1	72	C	2	64.1	C	3	62.2
		4	57.4	C	5	97.18	mVDC	6	0.896
		7	93.86	mVDC	8	1.0222	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	9	19	6/26/2007					
		1	72.4	C	2	64.3	C	3	62.5
		4	57.6	C	5	98.53	mVDC	6	0.895
		7	93.45	mVDC	8	1.022	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	9	24	6/26/2007					
		1	72.8	C	2	64.6	C	3	62.8
		4	57.8	C	5	99.57	mVDC	6	0.8941
		7	92.99	mVDC	8	1.0223	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	9	29	6/26/2007					
		1	73.1	C	2	64.9	C	3	63
		4	58	C	5	100.38	mVDC	6	0.894
		7	92.46	mVDC	8	1.0218	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	9	34	6/26/2007					
		1	73.4	C	2	65.1	C	3	63.2
		4	58.2	C	5	100.74	mVDC	6	0.894
		7	91.97	mVDC	8	1.0219	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	9	39	6/26/2007					

		1	73.7 C		2	65.4 C		3	63.4 C
		4	58.4 C		5	99.94 mVDC		6	0.8935 VDC
		7	92.2 mVDC		8	1.0218 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	9	44 6/26/2007						
		1	74.1 C		2	65.6 C		3	63.7 C
		4	58.6 C		5	98.46 mVDC		6	0.8929 VDC
		7	92.58 mVDC		8	1.0217 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	9	49 6/26/2007						
		1	74.4 C		2	65.9 C		3	63.9 C
		4	58.7 C		5	97.1 mVDC		6	0.8931 VDC
		7	92.6 mVDC		8	1.0214 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	9	54 6/26/2007						
		1	74.7 C		2	66.2 C		3	64.1 C
		4	58.9 C		5	96.09 mVDC		6	0.8937 VDC
		7	93.79 mVDC		8	1.0216 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	9	59 6/26/2007						
		1	75 C		2	66.4 C		3	64.3 C
		4	59.1 C		5	95.07 mVDC		6	0.8927 VDC
		7	92.72 mVDC		8	1.0217 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	10	4 6/26/2007						
		1 OTC	C		2	66.7 C		3	64.5 C
		4	59.3 C		5	94.21 mVDC		6	0.8932 VDC
		7	91.57 mVDC		8	1.0214 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	10	9 6/26/2007						
		1 OTC	C		2	66.9 C		3	64.7 C
		4	59.4 C		5	93.16 mVDC		6	0.8921 VDC
		7	90.57 mVDC		8	1.0218 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	10	14 6/26/2007						
		1	75.8 C		2	67.1 C		3	64.9 C
		4	59.6 C		5	92.08 mVDC		6	0.8931 VDC
		7	89.4 mVDC		8	1.0214 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	10	19 6/26/2007						
		1	76.1 C		2	67.3 C		3	65.1 C
		4	59.7 C		5	91.33 mVDC		6	0.8929 VDC
		7	88.5 mVDC		8	1.0215 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	10	24 6/26/2007						
		1	76.3 C		2	67.6 C		3	65.3 C
		4	59.9 C		5	90.5 mVDC		6	0.8932 VDC
		7	87.78 mVDC		8	1.0218 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	10	29 6/26/2007						
		1 OTC	C		2	67.8 C		3	65.5 C
		4	60.1 C		5	89.95 mVDC		6	0.8934 VDC
		7	87.25 mVDC		8	1.0213 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	10	34 6/26/2007						
		1	76.7 C		2	68 C		3	65.7 C
		4	60.2 C		5	89.58 mVDC		6	0.8926 VDC

		7	86.81 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	10	39 6/26/2007				
		1	77 C	2	68.2 C	3	65.8 C
		4	60.4 C	5	89.18 mVDC	6	0.892 VDC
		7	86.15 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	10	44 6/26/2007				
		1	77.2 C	2	68.4 C	3	66 C
		4	60.5 C	5	88.99 mVDC	6	0.8933 VDC
		7	85.49 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	10	49 6/26/2007				
		1	77.4 C	2	68.6 C	3	66.2 C
		4	60.7 C	5	88.79 mVDC	6	0.8929 VDC
		7	84.95 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	10	54 6/26/2007				
		1	77.6 C	2	68.8 C	3	66.3 C
		4	60.8 C	5	88.74 mVDC	6	0.8924 VDC
		7	83.86 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	10	59 6/26/2007				
		1	77.8 C	2	68.9 C	3	66.5 C
		4	60.9 C	5	88.83 mVDC	6	0.8919 VDC
		7	82.97 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	11	4 6/26/2007				
		1	77.9 C	2	69.1 C	3	66.6 C
		4	61.1 C	5	88.83 mVDC	6	0.8917 VDC
		7	82.09 mVDC	8	1.0191 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	11	9 6/26/2007				
		1	78.1 C	2	69.3 C	3	66.8 C
		4	61.2 C	5	89.01 mVDC	6	0.8919 VDC
		7	81.61 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	11	14 6/26/2007				
		1	78.3 C	2	69.4 C	3	66.9 C
		4	61.3 C	5	89.03 mVDC	6	0.8918 VDC
		7	81.15 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	11	19 6/26/2007				
		1	78.5 C	2	69.6 C	3	67.1 C
		4	61.5 C	5	88.85 mVDC	6	0.8921 VDC
		7	80.9 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	11	24 6/26/2007				
		1	78.7 C	2	69.8 C	3	67.2 C
		4	61.6 C	5	88.89 mVDC	6	0.8924 VDC
		7	80.59 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	11	29 6/26/2007				
		1	78.8 C	2	69.9 C	3	67.3 C
		4	61.7 C	5	88.86 mVDC	6	0.8926 VDC
		7	80.14 mVDC	8	1.0185 VDC		
ALM		15 DIO	255 TOTAL		0		

	16	11	34 6/26/2007					
		1	79 C	2	70.1 C	3	67.4 C	
		4	61.8 C	5	89.06 mVDC	6	0.8922 VDC	
		7	79.85 mVDC	8	1.0188 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	11	39 6/26/2007					
		1	79.2 C	2	70.2 C	3	67.6 C	
		4	61.9 C	5	89.05 mVDC	6	0.8919 VDC	
		7	79.43 mVDC	8	1.0164 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	11	44 6/26/2007					
		1	79.3 C	2	70.4 C	3	67.7 C	
		4	62.1 C	5	88.88 mVDC	6	0.8912 VDC	
		7	79.08 mVDC	8	1.0171 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	11	49 6/26/2007					
		1	79.5 C	2	70.5 C	3	67.8 C	
		4	62.2 C	5	88.95 mVDC	6	0.8912 VDC	
		7	78.77 mVDC	8	1.0174 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	11	54 6/26/2007					
		1	79.6 C	2	70.7 C	3	68 C	
		4	62.3 C	5	89.01 mVDC	6	0.8906 VDC	
		7	78.51 mVDC	8	1.0174 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	11	59 6/26/2007					
		1	79.8 C	2	70.8 C	3	68.1 C	
		4	62.4 C	5	89.38 mVDC	6	0.8925 VDC	
		7	78.48 mVDC	8	1.0191 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	12	4 6/26/2007					
		1	79.9 C	2	71 C	3	68.2 C	
		4	62.5 C	5	89.43 mVDC	6	0.8912 VDC	
		7	78.28 mVDC	8	1.0169 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	12	9 6/26/2007					
		1	80.1 C	2	71.1 C	3	68.3 C	
		4	62.6 C	5	89.42 mVDC	6	0.89 VDC	
		7	78.46 mVDC	8	1.0188 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	12	14 6/26/2007					
		1	80.2 C	2	71.3 C	3	68.4 C	
		4	62.7 C	5	89.67 mVDC	6	0.891 VDC	
		7	78.29 mVDC	8	1.0191 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	12	19 6/26/2007					
		1	80.4 C	2	71.4 C	3	68.5 C	
		4	62.8 C	5	89.77 mVDC	6	0.8899 VDC	
		7	77.87 mVDC	8	1.0175 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	12	24 6/26/2007					
		1	80.5 C	2	71.5 C	3	68.6 C	
		4	62.9 C	5	90.06 mVDC	6	0.8919 VDC	
		7	77.68 mVDC	8	1.0174 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	12	29 6/26/2007					

		1	80.7 C		2	71.6 C		3	68.8 C
		4	63 C		5	90.16 mVDC		6	0.8908 VDC
		7	77.5 mVDC		8	1.0183 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	12	34 6/26/2007						
		1	80.8 C		2	71.8 C		3	68.8 C
		4	63.1 C		5	90.46 mVDC		6	0.8904 VDC
		7	77.33 mVDC		8	1.0182 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	12	39 6/26/2007						
		1	80.9 C		2	71.9 C		3	68.9 C
		4	63.2 C		5	90.65 mVDC		6	0.8912 VDC
		7	77.18 mVDC		8	1.0188 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	12	44 6/26/2007						
		1	81.1 C		2	72 C		3	69.1 C
		4	63.3 C		5	90.68 mVDC		6	0.8906 VDC
		7	77.07 mVDC		8	1.0194 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	12	49 6/26/2007						
		1 OTC	C		2	72.2 C		3	69.2 C
		4	63.4 C		5	90.72 mVDC		6	0.8887 VDC
		7	76.87 mVDC		8	1.0194 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	12	54 6/26/2007						
		1	81.4 C		2	72.3 C		3	69.3 C
		4	63.5 C		5	91.06 mVDC		6	0.8892 VDC
		7	76.61 mVDC		8	1.0177 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	12	59 6/26/2007						
		1	81.5 C		2	72.4 C		3	69.4 C
		4	63.5 C		5	91.39 mVDC		6	0.889 VDC
		7	76.51 mVDC		8	1.0193 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	13	4 6/26/2007						
		1	81.6 C		2	72.5 C		3	69.5 C
		4	63.6 C		5	91.87 mVDC		6	0.89 VDC
		7	76.2 mVDC		8	1.0179 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	13	9 6/26/2007						
		1	81.7 C		2	72.6 C		3	69.6 C
		4	63.8 C		5	92.31 mVDC		6	0.8907 VDC
		7	76.08 mVDC		8	1.019 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	13	14 6/26/2007						
		1	81.8 C		2	72.7 C		3	69.7 C
		4	63.8 C		5	92.4 mVDC		6	0.8908 VDC
		7	75.95 mVDC		8	1.0196 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	13	19 6/26/2007						
		1	82 C		2	72.9 C		3	69.8 C
		4	63.9 C		5	92.48 mVDC		6	0.8901 VDC
		7	75.73 mVDC		8	1.0188 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	13	24 6/26/2007						
		1	82.1 C		2	73 C		3	69.9 C
		4	64 C		5	92.79 mVDC		6	0.8911 VDC

		7	75.54 mVDC	8	1.0178 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	13	29 6/26/2007				
		1	82.2 C	2	73.1 C	3	70 C
		4	64.1 C	5	92.94 mVDC	6	0.8914 VDC
		7	75.38 mVDC	8	1.018 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	13	34 6/26/2007				
		1	82.4 C	2	73.2 C	3	70 C
		4	64.2 C	5	93.09 mVDC	6	0.8912 VDC
		7	75.04 mVDC	8	1.0164 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	13	39 6/26/2007				
		1	82.5 C	2	73.3 C	3	70.1 C
		4	64.2 C	5	93.33 mVDC	6	0.8916 VDC
		7	74.88 mVDC	8	1.0187 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	13	44 6/26/2007				
		1	81 C	2	73.4 C	3	69.9 C
		4	64.2 C	5	15.83 VDC	6	0.03 mVDC
		7	15.825 VDC	8	0.05 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	13	49 6/26/2007				
		1	80.2 C	2	73.3 C	3	69.4 C
		4	64.1 C	5	15.831 VDC	6	0.01 mVDC
		7	15.827 VDC	8	0.04 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	13	54 6/26/2007				
		1	79.5 C	2	73.1 C	3	69 C
		4	64 C	5	15.831 VDC	6	0.01 mVDC
		7	15.827 VDC	8	0.04 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	13	59 6/26/2007				
		1	78.7 C	2	72.8 C	3	68.5 C
		4	63.8 C	5	15.832 VDC	6	0.01 mVDC
		7	15.828 VDC	8	0.04 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	14	4 6/26/2007				
		1	78 C	2	72.5 C	3	68 C
		4	63.7 C	5	15.832 VDC	6	0 mVDC
		7	15.828 VDC	8	0.04 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	14	9 6/26/2007				
		1	77.3 C	2	72 C	3	67.6 C
		4	63.5 C	5	15.832 VDC	6	0 mVDC
		7	15.828 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	14	14 6/26/2007				
		1	76.5 C	2	71.6 C	3	67.1 C
		4	63.3 C	5	15.833 VDC	6	0 mVDC
		7	15.829 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	14	19 6/26/2007				
		1	75.8 C	2	71.1 C	3	66.8 C
		4	63.1 C	5	15.833 VDC	6	0 mVDC
		7	15.829 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	

	16	14	24 6/26/2007					
		1	75 C	2	70.6 C	3	66.3 C	
		4	62.8 C	5	15.833 VDC	6	0 mVDC	
		7	15.829 VDC	8	0.03 mVDC			
ALM		15 DIO	255 TOTAL		0			
	16	14	29 6/26/2007					
		1	74.3 C	2	70.1 C	3	66 C	
		4	62.6 C	5	15.834 VDC	6	0 mVDC	
		7	15.829 VDC	8	0.03 mVDC			
ALM		15 DIO	255 TOTAL		0			
	16	14	34 6/26/2007					
		1	73.6 C	2	69.6 C	3	65.6 C	
		4	62.4 C	5	15.834 VDC	6	0 mVDC	
		7	15.829 VDC	8	0.03 mVDC			
ALM		15 DIO	255 TOTAL		0			
	16	14	39 6/26/2007					
		1	72.9 C	2	69.2 C	3	65.2 C	
		4	62.2 C	5	15.834 VDC	6	-0.01 mVDC	
		7	15.83 VDC	8	0.03 mVDC			
ALM		15 DIO	255 TOTAL		0			
	16	14	44 6/26/2007					
		1	72.2 C	2	68.7 C	3	64.9 C	
		4	61.9 C	5	15.835 VDC	6	-0.01 mVDC	
		7	15.83 VDC	8	0.03 mVDC			
ALM		15 DIO	255 TOTAL		0			
	16	14	49 6/26/2007					
		1	71.6 C	2	68.2 C	3	64.5 C	
		4	61.7 C	5	85.46 mVDC	6	0.9175 VDC	
		7	128.29 mVDC	8	1.0337 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	14	54 6/26/2007					
		1	72.9 C	2	67.7 C	3	64.7 C	
		4	61.6 C	5	81.3 mVDC	6	0.9015 VDC	
		7	126.3 mVDC	8	1.0249 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	14	59 6/26/2007					
		1	73.1 C	2	67.5 C	3	64.9 C	
		4	61.6 C	5	80.31 mVDC	6	0.8969 VDC	
		7	142.57 mVDC	8	1.0217 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	15	4 6/26/2007					
		1	73.4 C	2	67.4 C	3	65.3 C	
		4	61.7 C	5	78.6 mVDC	6	0.8984 VDC	
		7	144.56 mVDC	8	1.0212 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	15	9 6/26/2007					
		1	73.6 C	2	67.4 C	3	65.6 C	
		4	61.8 C	5	77.96 mVDC	6	0.8977 VDC	
		7	136.25 mVDC	8	1.0205 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	15	14 6/26/2007					
		1	73.8 C	2	67.4 C	3	66 C	
		4	61.9 C	5	77.47 mVDC	6	0.8963 VDC	
		7	128.92 mVDC	8	1.0209 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	15	19 6/26/2007					

		1	74.1 C		2	67.6 C		3	66.4 C
		4	62 C		5	76.73 mVDC		6	0.895 VDC
		7	122.54 mVDC		8	1.021 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	15	24 6/26/2007						
		1	74.3 C		2	67.7 C		3	66.7 C
		4	62.2 C		5	76.51 mVDC		6	0.8963 VDC
		7	115.61 mVDC		8	1.021 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	15	29 6/26/2007						
		1	74.6 C		2	67.8 C		3	67 C
		4	62.3 C		5	76.19 mVDC		6	0.8964 VDC
		7	111.16 mVDC		8	1.0206 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	15	34 6/26/2007						
		1	74.9 C		2	68 C		3	67.3 C
		4	62.5 C		5	76 mVDC		6	0.8957 VDC
		7	108.52 mVDC		8	1.0208 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	15	39 6/26/2007						
		1	75.2 C		2	68.2 C		3	67.6 C
		4	62.7 C		5	75.85 mVDC		6	0.8953 VDC
		7	106.23 mVDC		8	1.0206 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	15	44 6/26/2007						
		1	75.5 C		2	68.4 C		3	67.8 C
		4	62.9 C		5	75.65 mVDC		6	0.8939 VDC
		7	104.94 mVDC		8	1.0206 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	15	49 6/26/2007						
		1	75.7 C		2	68.6 C		3	68 C
		4	63 C		5	75.31 mVDC		6	0.8931 VDC
		7	103.58 mVDC		8	1.0205 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	15	54 6/26/2007						
		1	76 C		2	68.8 C		3	68.3 C
		4	63.2 C		5	75.22 mVDC		6	0.8932 VDC
		7	101.96 mVDC		8	1.0204 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	15	59 6/26/2007						
		1	76.3 C		2	69 C		3	68.5 C
		4	63.4 C		5	74.84 mVDC		6	0.8911 VDC
		7	100.88 mVDC		8	1.0205 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	16	4 6/26/2007						
		1	76.5 C		2	69.2 C		3	68.7 C
		4	63.5 C		5	74.76 mVDC		6	0.8922 VDC
		7	99.69 mVDC		8	1.0203 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	16	9 6/26/2007						
		1	76.8 C		2	69.3 C		3	68.9 C
		4	63.7 C		5	74.71 mVDC		6	0.8939 VDC
		7	98.65 mVDC		8	1.0202 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	16	14 6/26/2007						
		1	77 C		2	69.6 C		3	69 C
		4	63.8 C		5	74.61 mVDC		6	0.8942 VDC

		7	97.59 mVDC	8	1.0194 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	16	19 6/26/2007				
		1	77.3 C	2	69.7 C	3	69.2 C
		4	64 C	5	74.73 mVDC	6	0.8948 VDC
		7	96.28 mVDC	8	1.0186 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	16	24 6/26/2007				
		1	77.5 C	2	69.9 C	3	69.4 C
		4	64.1 C	5	74.71 mVDC	6	0.8943 VDC
		7	94.74 mVDC	8	1.0188 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	16	29 6/26/2007				
		1	77.8 C	2	70.1 C	3	69.6 C
		4	64.3 C	5	74.98 mVDC	6	0.8943 VDC
		7	93.55 mVDC	8	1.0183 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	16	34 6/26/2007				
		1	78 C	2	70.3 C	3	69.7 C
		4	64.4 C	5	75.03 mVDC	6	0.8942 VDC
		7	91.77 mVDC	8	1.0156 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	16	39 6/26/2007				
		1	78.2 C	2	70.5 C	3	69.9 C
		4	64.5 C	5	75.04 mVDC	6	0.894 VDC
		7	90.54 mVDC	8	1.0184 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	16	44 6/26/2007				
		1	78.4 C	2	70.7 C	3	70 C
		4	64.6 C	5	75.08 mVDC	6	0.894 VDC
		7	89.27 mVDC	8	1.019 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	16	49 6/26/2007				
		1	78.6 C	2	70.8 C	3	70.2 C
		4	64.8 C	5	75.01 mVDC	6	0.8939 VDC
		7	88.13 mVDC	8	1.0163 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	16	54 6/26/2007				
		1	78.9 C	2	71 C	3	70.2 C
		4	64.9 C	5	74.9 mVDC	6	0.8938 VDC
		7	87.43 mVDC	8	1.0193 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	16	59 6/26/2007				
		1	79.1 C	2	71.1 C	3	70.4 C
		4	65 C	5	74.74 mVDC	6	0.8933 VDC
		7	86.59 mVDC	8	1.0185 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	17	4 6/26/2007				
		1	79.3 C	2	71.3 C	3	70.5 C
		4	65.1 C	5	74.62 mVDC	6	0.893 VDC
		7	85.96 mVDC	8	1.0187 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	17	9 6/26/2007				
		1	79.5 C	2	71.5 C	3	70.7 C
		4	65.2 C	5	74.41 mVDC	6	0.893 VDC
		7	85.15 mVDC	8	1.0198 VDC		
ALM		15	DIO	255	TOTAL	0	

	16	17	14 6/26/2007				
		1	79.6 C	2	71.6 C	3	70.8 C
		4	65.3 C	5	74.21 mVDC	6	0.8925 VDC
		7	84.18 mVDC	8	1.0189 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	17	19 6/26/2007				
		1	79.8 C	2	71.8 C	3	70.9 C
		4	65.5 C	5	73.95 mVDC	6	0.8919 VDC
		7	83.12 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	17	24 6/26/2007				
		1	80 C	2	71.9 C	3	71.1 C
		4	65.5 C	5	73.81 mVDC	6	0.8918 VDC
		7	82.32 mVDC	8	1.0188 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	17	29 6/26/2007				
		1	80.1 C	2	72.1 C	3	71.2 C
		4	65.6 C	5	73.72 mVDC	6	0.8921 VDC
		7	81.61 mVDC	8	1.018 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	17	34 6/26/2007				
		1	80.3 C	2	72.3 C	3	71.3 C
		4	65.7 C	5	73.69 mVDC	6	0.892 VDC
		7	80.63 mVDC	8	1.0188 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	17	39 6/26/2007				
		1	80.5 C	2	72.4 C	3	71.4 C
		4	65.8 C	5	73.63 mVDC	6	0.8919 VDC
		7	80.21 mVDC	8	1.0192 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	17	44 6/26/2007				
		1	80.6 C	2	72.5 C	3	71.5 C
		4	65.9 C	5	73.71 mVDC	6	0.8917 VDC
		7	79.85 mVDC	8	1.0188 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	17	49 6/26/2007				
		1	80.8 C	2	72.7 C	3	71.6 C
		4	66 C	5	73.7 mVDC	6	0.8922 VDC
		7	79.49 mVDC	8	1.0189 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	17	54 6/26/2007				
		1	80.9 C	2	72.7 C	3	71.7 C
		4	66.1 C	5	73.7 mVDC	6	0.8917 VDC
		7	79.26 mVDC	8	1.0188 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	17	59 6/26/2007				
		1	81.1 C	2	72.9 C	3	71.8 C
		4	66.1 C	5	73.67 mVDC	6	0.8912 VDC
		7	78.99 mVDC	8	1.0184 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	18	4 6/26/2007				
		1	81.2 C	2	73.1 C	3	71.9 C
		4	66.3 C	5	73.6 mVDC	6	0.8912 VDC
		7	78.67 mVDC	8	1.0175 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	18	9 6/26/2007				

		1	81.4 C		2	73.1 C		3	72 C
		4	66.3 C		5	73.58 mVDC		6	0.8906 VDC
		7	78.41 mVDC		8	1.0183 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	18	14 6/26/2007						
		1	81.5 C		2	73.3 C		3	72.1 C
		4	66.4 C		5	73.47 mVDC		6	0.8902 VDC
		7	78.15 mVDC		8	1.0182 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	18	19 6/26/2007						
		1	81.5 C		2	73.4 C		3	72.1 C
		4	66.5 C		5	73.33 mVDC		6	0.8896 VDC
		7	77.87 mVDC		8	1.0187 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	18	24 6/26/2007						
		1	81.8 C		2	73.5 C		3	72.2 C
		4	66.5 C		5	73.3 mVDC		6	0.8892 VDC
		7	77.7 mVDC		8	1.0189 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	18	29 6/26/2007						
		1	81.8 C		2	73.6 C		3	72.3 C
		4	66.7 C		5	73.32 mVDC		6	0.8894 VDC
		7	77.61 mVDC		8	1.0195 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	18	34 6/26/2007						
		1	82 C		2	73.7 C		3	72.4 C
		4	66.7 C		5	73.36 mVDC		6	0.8892 VDC
		7	77.44 mVDC		8	1.0195 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	18	39 6/26/2007						
		1	82.1 C		2	73.8 C		3	72.5 C
		4	66.8 C		5	73.36 mVDC		6	0.8891 VDC
		7	77.23 mVDC		8	1.0194 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	18	44 6/26/2007						
		1	82.2 C		2	74 C		3	72.5 C
		4	66.8 C		5	73.42 mVDC		6	0.8893 VDC
		7	76.99 mVDC		8	1.0195 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	18	49 6/26/2007						
		1	82.3 C		2	74 C		3	72.7 C
		4	66.9 C		5	73.5 mVDC		6	0.8893 VDC
		7	76.76 mVDC		8	1.0198 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	18	54 6/26/2007						
		1	82.4 C		2	74.1 C		3	72.7 C
		4	67 C		5	73.57 mVDC		6	0.8884 VDC
		7	76.58 mVDC		8	1.0197 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	18	59 6/26/2007						
		1	81.1 C		2	74.3 C		3	72.6 C
		4	67 C		5	15.834 VDC		6	0.04 mVDC
		7	15.827 VDC		8	0.05 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	19	4 6/26/2007						
		1	80.3 C		2	74.2 C		3	72.1 C
		4	66.9 C		5	15.834 VDC		6	0.02 mVDC

		7	15.829 VDC	8	0.04 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	19	9 6/26/2007				
		1	79.6 C	2	74 C	3	71.6 C
		4	66.7 C	5	15.835 VDC	6	0.01 mVDC
ALM		7	15.829 VDC	8	0.04 mVDC		
		15	DIO	255	TOTAL	0	
	16	19	14 6/26/2007				
		1	78.9 C	2	73.7 C	3	71.1 C
		4	66.5 C	5	15.835 VDC	6	0.01 mVDC
ALM		7	15.829 VDC	8	0.04 mVDC		
		15	DIO	255	TOTAL	0	
	16	19	19 6/26/2007				
		1	78.2 C	2	73.3 C	3	70.6 C
		4	66.4 C	5	15.836 VDC	6	0.01 mVDC
ALM		7	15.829 VDC	8	0.04 mVDC		
		15	DIO	255	TOTAL	0	
	16	19	24 6/26/2007				
		1	77.5 C	2	72.9 C	3	70.1 C
		4	66.2 C	5	15.836 VDC	6	0 mVDC
ALM		7	15.83 VDC	8	0.03 mVDC		
		15	DIO	255	TOTAL	0	
	16	19	29 6/26/2007				
		1	76.8 C	2	72.5 C	3	69.7 C
		4	66 C	5	15.836 VDC	6	0.01 mVDC
ALM		7	15.83 VDC	8	0.03 mVDC		
		15	DIO	255	TOTAL	0	
	16	19	34 6/26/2007				
		1	76.1 C	2	72.1 C	3	69.3 C
		4	65.8 C	5	15.836 VDC	6	0.01 mVDC
ALM		7	15.83 VDC	8	0.03 mVDC		
		15	DIO	255	TOTAL	0	
	16	19	39 6/26/2007				
		1	75.5 C	2	71.6 C	3	68.9 C
		4	65.6 C	5	15.837 VDC	6	0.01 mVDC
ALM		7	15.83 VDC	8	0.03 mVDC		
		15	DIO	255	TOTAL	0	
	16	19	44 6/26/2007				
		1	74.7 C	2	71.2 C	3	68.5 C
		4	65.3 C	5	15.837 VDC	6	0 mVDC
ALM		7	15.831 VDC	8	0.03 mVDC		
		15	DIO	255	TOTAL	0	
	16	19	49 6/26/2007				
		1	74.1 C	2	70.8 C	3	68.1 C
		4	65.1 C	5	15.837 VDC	6	0 mVDC
ALM		7	15.831 VDC	8	0.03 mVDC		
		15	DIO	255	TOTAL	0	
	16	19	54 6/26/2007				
		1	73.5 C	2	OTC C	3	67.7 C
		4	64.9 C	5	15.837 VDC	6	0.01 mVDC
ALM		7	15.832 VDC	8	0.03 mVDC		
		15	DIO	255	TOTAL	0	
	16	19	59 6/26/2007				
		1	74.3 C	2	69.7 C	3	67.6 C
		4	64.6 C	5	73.14 mVDC	6	0.9075 VDC
ALM		7	118.62 mVDC	8	1.0295 VDC		
		15	DIO	255	TOTAL	0	

	16	20	4	6/26/2007						
		1	74.6	C	2	69.5	C	3	67.8	C
		4	64.6	C	5	72.32	mVDC	6	0.9037	VDC
		7	114.34	mVDC	8	1.0252	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	20	9	6/26/2007						
		1	74.8	C	2	69.3	C	3	68.1	C
		4	64.5	C	5	71.17	mVDC	6	0.9022	VDC
		7	110.9	mVDC	8	1.0243	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	20	14	6/26/2007						
		1	75	C	2	69.2	C	3	68.3	C
		4	64.5	C	5	70.34	mVDC	6	0.9015	VDC
		7	106.91	mVDC	8	1.0234	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	20	19	6/26/2007						
		1	75.3	C	2	69.3	C	3	68.6	C
		4	64.6	C	5	70.12	mVDC	6	0.9007	VDC
		7	104.12	mVDC	8	1.023	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	20	24	6/26/2007						
		1	75.5	C	2	69.3	C	3	68.9	C
		4	64.7	C	5	69.82	mVDC	6	0.9002	VDC
		7	102.18	mVDC	8	1.023	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	20	29	6/26/2007						
		1	75.8	C	2	69.4	C	3	69.1	C
		4	64.8	C	5	69.43	mVDC	6	0.8999	VDC
		7	100.55	mVDC	8	1.023	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	20	34	6/26/2007						
		1	76	C	2	69.6	C	3	69.4	C
		4	64.8	C	5	69.25	mVDC	6	0.8996	VDC
		7	100.4	mVDC	8	1.0226	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	20	39	6/26/2007						
		1	76.3	C	2	69.8	C	3	OTC	C
		4	OTC	C	5	69.17	mVDC	6	0.8994	VDC
		7	98.1	mVDC	8	1.0226	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	20	44	6/26/2007						
		1	76.6	C	2	69.9	C	3	69.8	C
		4	65.2	C	5	69.07	mVDC	6	0.8989	VDC
		7	96.13	mVDC	8	1.0225	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	20	49	6/26/2007						
		1	76.9	C	2	69.9	C	3	70.2	C
		4	65.3	C	5	68.96	mVDC	6	0.8987	VDC
		7	94.66	mVDC	8	1.0221	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	20	54	6/26/2007						
		1	77.1	C	2	70.2	C	3	70.2	C
		4	65.4	C	5	68.74	mVDC	6	0.899	VDC
		7	93.71	mVDC	8	1.0212	VDC			
ALM		15	DIO	255	TOTAL	0				
	16	20	59	6/26/2007						

		1 OTC	C	2 OTC	C	3	70.4 C
		4	65.6 C	5	68.6 mVDC	6	0.8987 VDC
		7	92.7 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	21	4 6/26/2007				
		1	77.7 C	2	70.6 C	3	70.6 C
		4	65.7 C	5	68.73 mVDC	6	0.8984 VDC
		7	91.62 mVDC	8	1.0168 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	21	9 6/26/2007				
		1	77.9 C	2	70.8 C	3	70.8 C
		4	65.8 C	5	69.23 mVDC	6	0.898 VDC
		7	91.02 mVDC	8	1.0186 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	21	14 6/26/2007				
		1	78.2 C	2	71 C	3	71 C
		4	65.9 C	5	70.26 mVDC	6	0.8978 VDC
		7	90.72 mVDC	8	1.0191 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	21	19 6/26/2007				
		1	78.4 C	2	71.1 C	3	71.3 C
		4	66 C	5	71.56 mVDC	6	0.8976 VDC
		7	90.12 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	21	24 6/26/2007				
		1	78.6 C	2	71.3 C	3	71.3 C
		4	66.3 C	5	72.88 mVDC	6	0.8973 VDC
		7	89.59 mVDC	8	1.0189 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	21	29 6/26/2007				
		1	78.8 C	2	71.5 C	3	71.5 C
		4	66.3 C	5	73.87 mVDC	6	0.8971 VDC
		7	89.24 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	21	34 6/26/2007				
		1	79.1 C	2	71.7 C	3	71.6 C
		4	66.4 C	5	75.05 mVDC	6	0.8969 VDC
		7	88.89 mVDC	8	1.0164 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	21	39 6/26/2007				
		1	79.3 C	2	71.9 C	3	71.8 C
		4	66.5 C	5	76.4 mVDC	6	0.8966 VDC
		7	88.45 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	21	44 6/26/2007				
		1	79.6 C	2	72.1 C	3	71.9 C
		4	66.6 C	5	77.48 mVDC	6	0.8966 VDC
		7	87.68 mVDC	8	1.0184 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	21	49 6/26/2007				
		1	79.8 C	2	72.2 C	3	72 C
		4	66.7 C	5	78.25 mVDC	6	0.8964 VDC
		7	87.17 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	21	54 6/26/2007				
		1	80.1 C	2	72.4 C	3	72.1 C
		4	66.9 C	5	78.95 mVDC	6	0.8962 VDC

		7	86.24 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	21	59 6/26/2007				
		1	80.3 C	2	72.6 C	3	72.3 C
		4	66.9 C	5	79.47 mVDC	6	0.896 VDC
		7	86.44 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	22	4 6/26/2007				
		1	80.6 C	2	72.7 C	3	72.4 C
		4	67.1 C	5	79.9 mVDC	6	0.8959 VDC
		7	85.31 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	22	9 6/26/2007				
		1	80.8 C	2	72.9 C	3	72.5 C
		4	67.2 C	5	80.2 mVDC	6	0.8957 VDC
		7	84.17 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	22	14 6/26/2007				
		1	81 C	2	73.1 C	3	72.7 C
		4	67.3 C	5	80.25 mVDC	6	0.8953 VDC
		7	83.22 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	22	19 6/26/2007				
		1	81.3 C	2 OTC	C	3	72.8 C
		4	67.4 C	5	80.1 mVDC	6	0.8936 VDC
		7	81.96 mVDC	8	1.0192 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	22	24 6/26/2007				
		1	81.5 C	2	73.5 C	3	72.9 C
		4	67.5 C	5	79.59 mVDC	6	0.8935 VDC
		7	80.99 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	22	29 6/26/2007				
		1	81.7 C	2	73.6 C	3	73 C
		4	67.6 C	5	78.96 mVDC	6	0.8923 VDC
		7	79.93 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	22	34 6/26/2007				
		1	81.9 C	2	73.8 C	3	73.1 C
		4	67.6 C	5	78.52 mVDC	6	0.8928 VDC
		7	79.21 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	22	39 6/26/2007				
		1	82.1 C	2	74 C	3	73.2 C
		4	67.8 C	5	78.35 mVDC	6	0.8933 VDC
		7	78.42 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	22	44 6/26/2007				
		1	82.2 C	2	74.1 C	3 OTC	C
		4	67.8 C	5	78.04 mVDC	6	0.8897 VDC
		7	77.7 mVDC	8	1.0192 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	22	49 6/26/2007				
		1	82.5 C	2	74.3 C	3	73.4 C
		4	67.9 C	5	78.22 mVDC	6	0.891 VDC
		7	77.03 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		

	16	22	54	6/26/2007					
		1	82.5	C	2	OTC	C	3	73.5 C
		4	OTC	C	5	78.31	mVDC	6	0.8901 VDC
		7	76.5	mVDC	8	1.0189	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	22	59	6/26/2007					
		1	82.9	C	2	74.6	C	3	73.6 C
		4	OTC	C	5	78.56	mVDC	6	0.8906 VDC
		7	76.32	mVDC	8	1.0191	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	23	4	6/26/2007					
		1	83	C	2	74.6	C	3	73.7 C
		4	68.1	C	5	78.94	mVDC	6	0.89 VDC
		7	75.54	mVDC	8	1.0193	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	23	9	6/26/2007					
		1	OTC	C	2	OTC	C	3	OTC C
		4	OTC	C	5	79.28	mVDC	6	0.89 VDC
		7	74.84	mVDC	8	1.0194	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	23	14	6/26/2007					
		1	OTC	C	2	75	C	3	73.8 C
		4	68.2	C	5	79.48	mVDC	6	0.8882 VDC
		7	74.28	mVDC	8	1.0189	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	23	19	6/26/2007					
		1	83.5	C	2	OTC	C	3	73.9 C
		4	OTC	C	5	79.78	mVDC	6	0.8847 VDC
		7	73.92	mVDC	8	1.019	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	23	24	6/26/2007					
		1	83.5	C	2	75.3	C	3	OTC C
		4	68.3	C	5	80.19	mVDC	6	0.8848 VDC
		7	73.52	mVDC	8	1.0197	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	23	29	6/26/2007					
		1	83.7	C	2	OTC	C	3	74.1 C
		4	68.4	C	5	81.09	mVDC	6	0.885 VDC
		7	72.91	mVDC	8	1.0199	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	23	34	6/26/2007					
		1	83.7	C	2	OTC	C	3	74.1 C
		4	OTC	C	5	81.71	mVDC	6	0.8839 VDC
		7	72.31	mVDC	8	1.0198	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	23	39	6/26/2007					
		1	83.9	C	2	75.7	C	3	74.3 C
		4	68.6	C	5	82.1	mVDC	6	0.8837 VDC
		7	71.71	mVDC	8	1.02	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	23	44	6/26/2007					
		1	84.1	C	2	OTC	C	3	OTC C
		4	68.7	C	5	82.4	mVDC	6	0.8835 VDC
		7	71.21	mVDC	8	1.0199	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	23	49	6/26/2007					

		1	84.2 C		2	76 C		3	74.4 C
		4	68.8 C		5	82.34 mVDC		6	0.8839 VDC
		7	70.69 mVDC		8	1.0199 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	23	54 6/26/2007						
		1	84.2 C		2	76.1 C		3	74.5 C
		4	68.9 C		5	82.12 mVDC		6	0.8836 VDC
		7	70.16 mVDC		8	1.0198 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	23	59 6/26/2007						
		1	84.4 C		2	76.2 C		3	74.6 C
		4	68.9 C		5	81.59 mVDC		6	0.8839 VDC
		7	69.67 mVDC		8	1.0194 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	24	4 6/26/2007						
		1	83.2 C		2	76.4 C		3	74.5 C
		4	69 C		5	15.834 VDC		6	0.04 mVDC
		7	15.828 VDC		8	0.05 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	24	9 6/26/2007						
		1	82.3 C		2	76.4 C		3	74 C
		4	68.9 C		5	15.835 VDC		6	0.02 mVDC
		7	15.829 VDC		8	0.04 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	24	14 6/26/2007						
		1	81.6 C		2	76.2 C		3	73.5 C
		4	68.8 C		5	15.835 VDC		6	0.01 mVDC
		7	15.829 VDC		8	0.04 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	24	19 6/26/2007						
		1	80.8 C		2	75.9 C		3	73 C
		4	68.6 C		5	15.836 VDC		6	0.01 mVDC
		7	15.83 VDC		8	0.04 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	24	24 6/26/2007						
		1	80.2 C		2	75.6 C		3 OTC	C
		4	68.4 C		5	15.836 VDC		6	0.01 mVDC
		7	15.83 VDC		8	0.04 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	24	29 6/26/2007						
		1	79.4 C		2	75 C		3	72.1 C
		4	68.2 C		5	15.837 VDC		6	0.01 mVDC
		7	15.831 VDC		8	0.04 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	24	34 6/26/2007						
		1	78.7 C		2	74.7 C		3	71.7 C
		4	68 C		5	15.837 VDC		6	0 mVDC
		7	15.831 VDC		8	0.04 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	24	39 6/26/2007						
		1	78 C		2	74.3 C		3	71.3 C
		4	67.8 C		5	15.837 VDC		6	0 mVDC
		7	15.832 VDC		8	0.03 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	24	44 6/26/2007						
		1	77.3 C		2	73.9 C		3	70.8 C
		4	67.6 C		5	15.837 VDC		6	0 mVDC

		7	15.832 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	24	49 6/26/2007				
		1	76.6 C	2	73.3 C	3	70.5 C
		4	OTC C	5	15.837 VDC	6	0 mVDC
		7	15.832 VDC	8	0.04 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	24	54 6/26/2007				
		1	76 C	2	OTC C	3	OTC C
		4	67.1 C	5	15.838 VDC	6	0.01 mVDC
		7	15.832 VDC	8	0.04 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	24	59 6/26/2007				
		1	75.3 C	2	72.4 C	3	69.7 C
		4	66.9 C	5	15.838 VDC	6	0 mVDC
		7	15.832 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	25	4 6/26/2007				
		1	74.7 C	2	71.9 C	3	69.3 C
		4	66.7 C	5	15.838 VDC	6	0 mVDC
		7	15.833 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	25	9 6/26/2007				
		1	74.1 C	2	71.4 C	3	69 C
		4	66.4 C	5	15.838 VDC	6	-0.01 mVDC
		7	15.833 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	25	14 6/26/2007				
		1	73.4 C	2	70.9 C	3	68.6 C
		4	66.2 C	5	15.838 VDC	6	-0.01 mVDC
		7	15.833 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	25	19 6/26/2007				
		1	72.8 C	2	70.5 C	3	68.3 C
		4	65.9 C	5	15.838 VDC	6	0 mVDC
		7	15.833 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	25	24 6/26/2007				
		1	72.3 C	2	70 C	3	67.9 C
		4	65.7 C	5	15.838 VDC	6	0 mVDC
		7	15.833 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	25	29 6/26/2007				
		1	71.7 C	2	69.6 C	3	67.6 C
		4	65.5 C	5	15.838 VDC	6	0 mVDC
		7	15.833 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	25	34 6/26/2007				
		1	72.6 C	2	69.1 C	3	67.4 C
		4	65.2 C	5	86.18 mVDC	6	0.9085 VDC
		7	123.27 mVDC	8	1.0299 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	25	39 6/26/2007				
		1	72.9 C	2	68.8 C	3	67.7 C
		4	65.2 C	5	86.25 mVDC	6	0.905 VDC
		7	122.85 mVDC	8	1.0259 VDC		
ALM		15	DIO	255	TOTAL	0	

	16	25	44	6/26/2007					
		1	73.3	C	2	68.7	C	3	68
		4	65.2	C	5	84.84	mVDC	6	0.9042
		7	113.11	mVDC	8	1.026	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	25	49	6/26/2007					
		1	73.5	C	2	68.7	C	3	68.3
		4	65.3	C	5	83.27	mVDC	6	0.9033
		7	107.97	mVDC	8	1.0247	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	25	54	6/26/2007					
		1	73.9	C	2	68.7	C	3	68.7
		4	65.4	C	5	84.04	mVDC	6	0.902
		7	105.31	mVDC	8	1.0239	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	25	59	6/26/2007					
		1	74.2	C	2	68.9	C	3	68.9
		4	65.4	C	5	84.22	mVDC	6	0.901
		7	103.22	mVDC	8	1.0243	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	26	4	6/26/2007					
		1	74.6	C	2	69	C	3	69.3
		4	65.6	C	5	84.63	mVDC	6	0.9005
		7	101.92	mVDC	8	1.0239	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	26	9	6/26/2007					
		1	75	C	2	69.2	C	3	69.6
		4	65.7	C	5	83.54	mVDC	6	0.9001
		7	100.64	mVDC	8	1.0233	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	26	14	6/26/2007					
		1	75.4	C	2	69.4	C	3	69.8
		4	65.8	C	5	82.44	mVDC	6	0.9
		7	98.88	mVDC	8	1.0232	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	26	19	6/26/2007					
		1	75.7	C	2	69.7	C	3	70.1
		4	66	C	5	81.71	mVDC	6	0.8996
		7	97.77	mVDC	8	1.0234	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	26	24	6/26/2007					
		1	76.1	C	2	69.9	C	3	70.3
		4	66.2	C	5	81.11	mVDC	6	0.8991
		7	97.27	mVDC	8	1.0224	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	26	29	6/26/2007					
		1	76.5	C	2	70.2	C	3	70.6
		4	66.3	C	5	80.57	mVDC	6	0.8986
		7	96.97	mVDC	8	1.023	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	26	34	6/26/2007					
		1	76.9	C	2	70.4	C	3	70.8
		4	66.5	C	5	79.74	mVDC	6	0.8985
		7	96.41	mVDC	8	1.0227	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	26	39	6/26/2007					

		1	77.2 C		2	70.7 C		3	71 C
		4	66.6 C		5	79.02 mVDC		6	0.8984 VDC
		7	95.58 mVDC		8	1.023 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	26	44 6/26/2007						
		1	77.5 C		2	70.9 C		3	71.3 C
		4	66.8 C		5	78.33 mVDC		6	0.8984 VDC
		7	94.51 mVDC		8	1.0228 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	26	49 6/26/2007						
		1	77.9 C		2	71.2 C		3	71.5 C
		4	66.9 C		5	77.47 mVDC		6	0.898 VDC
		7	93.81 mVDC		8	1.0219 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	26	54 6/26/2007						
		1	78.2 C		2	71.4 C		3	71.7 C
		4	67.1 C		5	76.45 mVDC		6	0.8978 VDC
		7	92.79 mVDC		8	1.0218 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	26	59 6/26/2007						
		1	78.5 C		2	71.6 C		3	71.9 C
		4	67.2 C		5	75.71 mVDC		6	0.8974 VDC
		7	91.86 mVDC		8	1.0213 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	27	4 6/26/2007						
		1	78.8 C		2	71.9 C		3	72.1 C
		4	67.3 C		5	75.37 mVDC		6	0.8973 VDC
		7	90.36 mVDC		8	1.0192 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	27	9 6/26/2007						
		1	79.1 C		2	72.1 C		3	72.2 C
		4	67.5 C		5	74.54 mVDC		6	0.897 VDC
		7	89.12 mVDC		8	1.0183 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	27	14 6/26/2007						
		1	79.5 C		2 OTC	C		3	72.5 C
		4 OTC	C		5	73.84 mVDC		6	0.8968 VDC
		7	87.87 mVDC		8	1.021 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	27	19 6/26/2007						
		1	79.6 C		2 OTC	C		3 OTC	C
		4	67.8 C		5	73.01 mVDC		6	0.8969 VDC
		7	85.74 mVDC		8	1.0221 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	27	24 6/26/2007						
		1	79.7 C		2	72.8 C		3 OTC	C
		4	67.7 C		5	72.71 mVDC		6	0.8966 VDC
		7	84.26 mVDC		8	1.0228 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	27	29 6/26/2007						
		1	80.2 C		2	72.8 C		3	72.9 C
		4	68 C		5	72.57 mVDC		6	0.8964 VDC
		7	83.87 mVDC		8	1.0226 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	27	34 6/26/2007						
		1	80.3 C		2	73.4 C		3	73 C
		4 OTC	C		5	72.19 mVDC		6	0.8962 VDC

		7	83.19 mVDC	8	1.0225 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	27	39 6/26/2007				
		1	80.6 C	2	73.4 C	3	73.2 C
		4	68.2 C	5	71.42 mVDC	6	0.8959 VDC
		7	82.54 mVDC	8	1.0221 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	27	44 6/26/2007				
		1	80.8 C	2	73.5 C	3	73.3 C
		4	68.4 C	5	70.9 mVDC	6	0.8958 VDC
		7	81.65 mVDC	8	1.0226 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	27	49 6/26/2007				
		1	81 C	2	73.7 C	3	73.4 C
		4	68.5 C	5	70.71 mVDC	6	0.8958 VDC
		7	81.02 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	27	54 6/26/2007				
		1	81.2 C	2	73.9 C	3	73.6 C
		4	68.5 C	5	70.53 mVDC	6	0.8956 VDC
		7	80.15 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	27	59 6/26/2007				
		1	81.4 C	2	74 C	3	73.8 C
		4	68.6 C	5	70.28 mVDC	6	0.8955 VDC
		7	80.39 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	28	4 6/26/2007				
		1	81.7 C	2	74.2 C	3	OTC C
		4	68.7 C	5	69.93 mVDC	6	0.8955 VDC
		7	80.38 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	28	9 6/26/2007				
		1	81.8 C	2	74.4 C	3	74 C
		4	68.8 C	5	69.73 mVDC	6	0.8956 VDC
		7	79.88 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	28	14 6/26/2007				
		1	82 C	2	74.5 C	3	74.1 C
		4	69 C	5	69.53 mVDC	6	0.8957 VDC
		7	79.4 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	28	19 6/26/2007				
		1	82.1 C	2	74.7 C	3	74.2 C
		4	69 C	5	69.22 mVDC	6	0.8956 VDC
		7	79.19 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	28	24 6/26/2007				
		1	82.3 C	2	74.9 C	3	74.3 C
		4	69.1 C	5	68.93 mVDC	6	0.8954 VDC
		7	79.29 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	28	29 6/26/2007				
		1	82.4 C	2	75 C	3	74.4 C
		4	69.2 C	5	68.74 mVDC	6	0.8953 VDC
		7	79.19 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		

	16	28	34	6/26/2007					
		1	82.6	C	2	75.1	C	3	74.5
		4	69.3	C	5	68.51	mVDC	6	0.8952
		7	79.05	mVDC	8	1.0204	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	28	39	6/26/2007					
		1	82.7	C	2	75.3	C	3	74.6
		4	69.4	C	5	68.23	mVDC	6	0.8953
		7	78.66	mVDC	8	1.0199	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	28	44	6/26/2007					
		1	82.9	C	2	75.4	C	3	74.8
		4	69.5	C	5	15.84	VDC	6	0.08
		7	15.83	VDC	8	0.07	mVDC		
ALM		15	DIO	255	TOTAL	0			
	16	28	49	6/26/2007					
		1	81.2	C	2	75.5	C	3	74.4
		4	69.4	C	5	15.839	VDC	6	0.01
		7	15.832	VDC	8	0.04	mVDC		
ALM		15	DIO	255	TOTAL	0			
	16	28	54	6/26/2007					
		1	80.4	C	2	75.4	C	3	73.9
		4	69.3	C	5	15.839	VDC	6	0
		7	15.833	VDC	8	0.04	mVDC		
ALM		15	DIO	255	TOTAL	0			
	16	28	59	6/26/2007					
		1	79.7	C	2	75.2	C	3	73.4
		4	69.2	C	5	15.84	VDC	6	0
		7	15.833	VDC	8	0.04	mVDC		
ALM		15	DIO	255	TOTAL	0			
	16	29	4	6/26/2007					
		1	79.1	C	2	74.9	C	3	72.9
		4	69.1	C	5	15.84	VDC	6	0
		7	15.833	VDC	8	0.03	mVDC		
ALM		15	DIO	255	TOTAL	0			
	16	29	9	6/26/2007					
		1	78.4	C	2	74.5	C	3	72.5
		4	68.9	C	5	15.84	VDC	6	0
		7	15.833	VDC	8	0.03	mVDC		
ALM		15	DIO	255	TOTAL	0			
	16	29	14	6/26/2007					
		1	77.8	C	2	74.1	C	3	72.1
		4	68.7	C	5	15.84	VDC	6	0
		7	15.834	VDC	8	0.03	mVDC		
ALM		15	DIO	255	TOTAL	0			
	16	29	19	6/26/2007					
		1	77.1	C	2	73.7	C	3	71.7
		4	68.5	C	5	15.84	VDC	6	0
		7	15.834	VDC	8	0.03	mVDC		
ALM		15	DIO	255	TOTAL	0			
	16	29	24	6/26/2007					
		1	76.5	C	2	73.3	C	3	71.3
		4	68.2	C	5	15.841	VDC	6	0
		7	15.834	VDC	8	0.03	mVDC		
ALM		15	DIO	255	TOTAL	0			
	16	29	29	6/26/2007					

		1	75.8 C		2	72.8 C		3	70.9 C
		4	68 C		5	15.841 VDC		6	0 mVDC
		7	15.834 VDC		8	0.03 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	29	34 6/26/2007						
		1	75.3 C		2	72.4 C		3	70.5 C
		4	67.8 C		5	15.841 VDC		6	0 mVDC
		7	15.834 VDC		8	0.03 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	29	39 6/26/2007						
		1 OTC	C		2	71.9 C		3	70.1 C
		4	67.5 C		5	15.841 VDC		6	0 mVDC
		7	15.835 VDC		8	0.03 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	29	44 6/26/2007						
		1	73.9 C		2	71.5 C		3	69.7 C
		4	67.3 C		5	15.841 VDC		6	0 mVDC
		7	15.835 VDC		8	0.03 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	29	49 6/26/2007						
		1	73.4 C		2 OTC	C		3	69.3 C
		4	67.1 C		5	15.841 VDC		6	0 mVDC
		7	15.835 VDC		8	0.03 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	29	54 6/26/2007						
		1	72.8 C		2	70.6 C		3	69 C
		4	66.8 C		5	15.842 VDC		6	0 mVDC
		7	15.835 VDC		8	0.03 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	29	59 6/26/2007						
		1	72.2 C		2	70.1 C		3	68.7 C
		4	66.6 C		5	15.842 VDC		6	0.01 mVDC
		7	15.835 VDC		8	0.03 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	30	4 6/26/2007						
		1	71.7 C		2	69.6 C		3	68.4 C
		4	66.4 C		5	15.842 VDC		6	0.01 mVDC
		7	15.835 VDC		8	1.1667 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	30	9 6/26/2007						
		1	72.9 C		2	69.3 C		3	68.4 C
		4	66.2 C		5	76.22 mVDC		6	0.9037 VDC
		7	106.08 mVDC		8	1.0275 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	30	14 6/26/2007						
		1	73.2 C		2	69 C		3	68.6 C
		4	66.2 C		5	75.4 mVDC		6	0.9017 VDC
		7	110.18 mVDC		8	1.0246 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	30	19 6/26/2007						
		1	73.5 C		2	69 C		3	69 C
		4	66.2 C		5	74.7 mVDC		6	0.9011 VDC
		7	111.04 mVDC		8	1.0228 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	30	24 6/26/2007						
		1	73.8 C		2	69 C		3	69.2 C
		4	66.3 C		5	76.21 mVDC		6	0.9002 VDC

		7	110.08 mVDC	8	1.0218 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	30	29 6/26/2007				
		1	74.1 C	2	69.1 C	3	69.6 C
		4	66.3 C	5	77.63 mVDC	6	0.8996 VDC
		7	109.96 mVDC	8	1.0223 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	30	34 6/26/2007				
		1	74.4 C	2	69.1 C	3	69.8 C
		4	66.3 C	5	78.64 mVDC	6	0.8992 VDC
		7	109.7 mVDC	8	1.0221 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	30	39 6/26/2007				
		1	74.9 C	2	OTC C	3	OTC C
		4	66.5 C	5	79.19 mVDC	6	0.8985 VDC
		7	109.46 mVDC	8	1.0218 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	30	44 6/26/2007				
		1	75.2 C	2	69.5 C	3	70.4 C
		4	66.6 C	5	79.01 mVDC	6	0.8983 VDC
		7	108.93 mVDC	8	1.0217 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	30	49 6/26/2007				
		1	75.5 C	2	69.7 C	3	70.7 C
		4	66.8 C	5	79.56 mVDC	6	0.8978 VDC
		7	108.98 mVDC	8	1.0209 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	30	54 6/26/2007				
		1	75.9 C	2	70 C	3	71 C
		4	66.9 C	5	80.15 mVDC	6	0.8975 VDC
		7	109.55 mVDC	8	1.0214 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	30	59 6/26/2007				
		1	76.3 C	2	70.2 C	3	71.2 C
		4	67.1 C	5	80.93 mVDC	6	0.8972 VDC
		7	110.84 mVDC	8	1.021 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	31	4 6/26/2007				
		1	76.6 C	2	70.4 C	3	71.5 C
		4	67.2 C	5	81.97 mVDC	6	0.8971 VDC
		7	112.43 mVDC	8	1.0205 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	31	9 6/26/2007				
		1	77 C	2	70.7 C	3	71.7 C
		4	67.4 C	5	82.76 mVDC	6	0.8969 VDC
		7	113.65 mVDC	8	1.0202 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	31	14 6/26/2007				
		1	77.3 C	2	OTC C	3	71.9 C
		4	67.6 C	5	83.59 mVDC	6	0.8966 VDC
		7	115.12 mVDC	8	1.0198 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	31	19 6/26/2007				
		1	77.7 C	2	71.2 C	3	OTC C
		4	67.7 C	5	84.89 mVDC	6	0.8964 VDC
		7	116.71 mVDC	8	1.02 VDC		
ALM		15	DIO	255	TOTAL	0	

	16	31	24 6/26/2007					
		1	78 C	2	71.5 C	3	72.5 C	
		4	67.9 C	5	85.77 mVDC	6	0.8963 VDC	
		7	117.28 mVDC	8	1.0169 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	31	29 6/26/2007					
		1	78.4 C	2	71.7 C	3	72.7 C	
		4	68.1 C	5	85.99 mVDC	6	0.8961 VDC	
		7	118.19 mVDC	8	1.0152 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	31	34 6/26/2007					
		1	78.7 C	2	72 C	3	72.9 C	
		4	68.2 C	5	86.11 mVDC	6	0.8959 VDC	
		7	120.89 mVDC	8	1.0179 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	31	39 6/26/2007					
		1	79 C	2	72.2 C	3	73.2 C	
		4	68.4 C	5	86.15 mVDC	6	0.8956 VDC	
		7	122.4 mVDC	8	1.0178 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	31	44 6/26/2007					
		1	79.4 C	2	72.4 C	3	73.4 C	
		4	68.5 C	5	85.33 mVDC	6	0.8954 VDC	
		7	120.91 mVDC	8	1.0178 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	31	49 6/26/2007					
		1	79.7 C	2	72.8 C	3	73.6 C	
		4	68.7 C	5	84.58 mVDC	6	0.8953 VDC	
		7	118.13 mVDC	8	1.0156 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	31	54 6/26/2007					
		1	80 C	2	73 C	3	73.8 C	
		4	68.9 C	5	84.22 mVDC	6	0.8951 VDC	
		7	116.83 mVDC	8	1.0183 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	31	59 6/26/2007					
		1	80.3 C	2	73.1 C	3	74.1 C	
		4	68.9 C	5	83.7 mVDC	6	0.8949 VDC	
		7	114.37 mVDC	8	1.0172 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	32	4 6/26/2007					
		1	80.5 C	2	73.5 C	3	74.3 C	
		4 OTC	C	5	83.34 mVDC	6	0.8947 VDC	
		7	112.39 mVDC	8	1.0186 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	32	9 6/26/2007					
		1	80.8 C	2	73.7 C	3 OTC	C	
		4	69.3 C	5	82.77 mVDC	6	0.8942 VDC	
		7	110.85 mVDC	8	1.018 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	32	14 6/26/2007					
		1	81.1 C	2 OTC	C	3 OTC	C	
		4 OTC	C	5	82.1 mVDC	6	0.8942 VDC	
		7	109.92 mVDC	8	1.0196 VDC			
ALM		15 DIO	255 TOTAL		0			
	16	32	19 6/26/2007					

		1	81.3 C		2 OTC	C		3 OTC	C
		4	69.6 C		5	81.6 mVDC		6	0.8939 VDC
		7	108.47 mVDC		8	1.0185 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	32	24 6/26/2007						
		1	81.5 C		2	74.4 C		3	75 C
		4	69.7 C		5	81.19 mVDC		6	0.8936 VDC
		7	107.47 mVDC		8	1.0192 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	32	29 6/26/2007						
		1	81.9 C		2	74.5 C		3	75.2 C
		4	69.9 C		5	80.78 mVDC		6	0.8936 VDC
		7	106.19 mVDC		8	1.0186 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	32	34 6/26/2007						
		1	82.1 C		2	74.8 C		3	75.3 C
		4	70 C		5	80.3 mVDC		6	0.8936 VDC
		7	105.8 mVDC		8	1.0178 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	32	39 6/26/2007						
		1	82.3 C		2	75 C		3	75.4 C
		4	70.1 C		5	79.86 mVDC		6	0.8935 VDC
		7	105.48 mVDC		8	1.0178 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	32	44 6/26/2007						
		1	82.5 C		2	75.2 C		3	75.5 C
		4	70.2 C		5	79.37 mVDC		6	0.8934 VDC
		7	105.08 mVDC		8	1.0178 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	32	49 6/26/2007						
		1	82.7 C		2	75.4 C		3	75.8 C
		4 OTC	C		5	79.05 mVDC		6	0.8932 VDC
		7	104.57 mVDC		8	1.018 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	32	54 6/26/2007						
		1	83 C		2 OTC	C		3	76 C
		4	70.4 C		5	78.69 mVDC		6	0.8928 VDC
		7	103.86 mVDC		8	1.0177 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	32	59 6/26/2007						
		1	81.7 C		2	75.7 C		3	75.8 C
		4 OTC	C		5	15.84 VDC		6	0.04 mVDC
		7	15.832 VDC		8	0.04 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	33	4 6/26/2007						
		1	81 C		2	75.8 C		3	75.3 C
		4	70.4 C		5	15.84 VDC		6	0.02 mVDC
		7	15.833 VDC		8	0.03 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	33	9 6/26/2007						
		1 OTC	C		2	75.6 C		3	74.8 C
		4 OTC	C		5	15.841 VDC		6	0.01 mVDC
		7	15.834 VDC		8	0.03 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	33	14 6/26/2007						
		1	79.6 C		2	75.4 C		3	74.4 C
		4	70.1 C		5	15.841 VDC		6	0.01 mVDC

		7	15.834 VDC	8	0.04 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	33	19 6/26/2007				
		1	79 C	2	75.1 C	3	73.9 C
		4	70 C	5	15.841 VDC	6	0.01 mVDC
		7	15.834 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	33	24 6/26/2007				
		1	78.3 C	2	74.7 C	3	73.4 C
		4	OTC C	5	15.841 VDC	6	0.01 mVDC
		7	15.834 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	33	29 6/26/2007				
		1	77.7 C	2	74.3 C	3	72.9 C
		4	69.6 C	5	15.841 VDC	6	0.01 mVDC
		7	15.835 VDC	8	0.02 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	33	34 6/26/2007				
		1	77 C	2	73.9 C	3	72.6 C
		4	OTC C	5	15.842 VDC	6	0.01 mVDC
		7	15.835 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	33	39 6/26/2007				
		1	OTC C	2	73.5 C	3	72.1 C
		4	OTC C	5	15.842 VDC	6	0 mVDC
		7	15.835 VDC	8	0.02 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	33	44 6/26/2007				
		1	75.7 C	2	OTC C	3	71.6 C
		4	68.8 C	5	15.842 VDC	6	0.01 mVDC
		7	15.835 VDC	8	0.02 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	33	49 6/26/2007				
		1	75.2 C	2	72.7 C	3	71.2 C
		4	OTC C	5	15.842 VDC	6	0 mVDC
		7	15.836 VDC	8	0.02 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	33	54 6/26/2007				
		1	74.5 C	2	72.1 C	3	70.8 C
		4	68.4 C	5	15.843 VDC	6	0.01 mVDC
		7	15.836 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	33	59 6/26/2007				
		1	74 C	2	71.7 C	3	OTC C
		4	68.1 C	5	80.31 mVDC	6	0.9138 VDC
		7	123.9 mVDC	8	1.0332 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	34	4 6/26/2007				
		1	75.3 C	2	OTC C	3	OTC C
		4	67.9 C	5	78.17 mVDC	6	0.9023 VDC
		7	122.7 mVDC	8	1.0263 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	34	9 6/26/2007				
		1	75.6 C	2	71 C	3	70.9 C
		4	67.9 C	5	78.11 mVDC	6	0.9007 VDC
		7	126.5 mVDC	8	1.0234 VDC		
ALM		15	DIO	255	TOTAL	0	

	16	34	14	6/26/2007					
		1	75.8	C	2	OTC	C	3	70.9 C
		4	67.9	C	5	78.87	mVDC	6	0.8992 VDC
		7	122.81	mVDC	8	1.023	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	34	19	6/26/2007					
		1	76.1	C	2	OTC	C	3	71.3 C
		4	OTC	C	5	79.1	mVDC	6	0.8991 VDC
		7	118.27	mVDC	8	1.0215	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	34	24	6/26/2007					
		1	76.4	C	2	OTC	C	3	71.8 C
		4	67.9	C	5	79.41	mVDC	6	0.8979 VDC
		7	115.98	mVDC	8	1.0218	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	34	29	6/26/2007					
		1	76.7	C	2	71.1	C	3	72 C
		4	68.1	C	5	80.06	mVDC	6	0.8975 VDC
		7	113.84	mVDC	8	1.0214	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	34	34	6/26/2007					
		1	76.9	C	2	71.3	C	3	72.3 C
		4	68.2	C	5	82.22	mVDC	6	0.8971 VDC
		7	112.27	mVDC	8	1.0219	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	34	39	6/26/2007					
		1	77.3	C	2	71.4	C	3	72.5 C
		4	68.3	C	5	84.36	mVDC	6	0.8967 VDC
		7	112.24	mVDC	8	1.0219	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	34	44	6/26/2007					
		1	77.6	C	2	71.7	C	3	72.8 C
		4	68.5	C	5	85.35	mVDC	6	0.8964 VDC
		7	111.9	mVDC	8	1.0213	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	34	49	6/26/2007					
		1	77.9	C	2	71.8	C	3	73 C
		4	68.6	C	5	85.41	mVDC	6	0.896 VDC
		7	111.28	mVDC	8	1.0217	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	34	54	6/26/2007					
		1	78.3	C	2	72.1	C	3	73.2 C
		4	68.7	C	5	85.07	mVDC	6	0.8956 VDC
		7	111.73	mVDC	8	1.0217	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	34	59	6/26/2007					
		1	78.6	C	2	72.3	C	3	73.4 C
		4	68.9	C	5	84.74	mVDC	6	0.8955 VDC
		7	112.52	mVDC	8	1.0215	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	35	4	6/26/2007					
		1	79	C	2	72.5	C	3	73.7 C
		4	69	C	5	84.48	mVDC	6	0.8951 VDC
		7	112.14	mVDC	8	1.0211	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	35	9	6/26/2007					

		1	79.3 C		2	72.7 C		3	73.9 C
		4	69.1 C		5	86.04 mVDC		6	0.8949 VDC
		7	111.04 mVDC		8	1.0203 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	35	14 6/26/2007						
		1	79.6 C		2	73 C		3	74.1 C
		4	69.2 C		5	86.2 mVDC		6	0.8949 VDC
		7	110.55 mVDC		8	1.0203 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	35	19 6/26/2007						
		1	79.9 C		2	73.2 C		3	74.3 C
		4	69.4 C		5	86.25 mVDC		6	0.8949 VDC
		7	110.63 mVDC		8	1.0205 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	35	24 6/26/2007						
		1	80.3 C		2	73.5 C		3	74.5 C
		4	69.5 C		5	86.48 mVDC		6	0.8949 VDC
		7	108.83 mVDC		8	1.0172 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	35	29 6/26/2007						
		1	80.6 C		2	73.7 C		3	74.6 C
		4	69.7 C		5	86.75 mVDC		6	0.8948 VDC
		7	107.48 mVDC		8	1.0197 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	35	34 6/26/2007						
		1	80.8 C		2	74 C		3	74.9 C
		4	69.8 C		5	86.72 mVDC		6	0.8943 VDC
		7	105.87 mVDC		8	1.0199 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	35	39 6/26/2007						
		1	81.2 C		2	74.2 C		3	75 C
		4	69.9 C		5	86.39 mVDC		6	0.8944 VDC
		7	105.92 mVDC		8	1.0203 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	35	44 6/26/2007						
		1	81.4 C		2	74.4 C		3	75.2 C
		4	70 C		5	86.17 mVDC		6	0.8941 VDC
		7	105.13 mVDC		8	1.0207 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	35	49 6/26/2007						
		1	81.7 C		2	74.6 C		3	75.4 C
		4	70.2 C		5	86.22 mVDC		6	0.8942 VDC
		7	103.35 mVDC		8	1.0202 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	35	54 6/26/2007						
		1	82 C		2	74.8 C		3	75.5 C
		4 OTC	C		5	86.41 mVDC		6	0.8936 VDC
		7	101.7 mVDC		8	1.0204 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	35	59 6/26/2007						
		1	82.1 C		2	75.1 C		3	75.6 C
		4	70.4 C		5	86.63 mVDC		6	0.8938 VDC
		7	100.15 mVDC		8	1.0199 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	36	4 6/26/2007						
		1	82.5 C		2	75.1 C		3	75.8 C
		4	70.5 C		5	86.38 mVDC		6	0.8944 VDC

		7	98.23 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	36	9 6/26/2007				
		1	82.6 C	2	75.5 C	3	76 C
		4	70.6 C	5	86.82 mVDC	6	0.8938 VDC
		7	96.23 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	36	14 6/26/2007				
		1	82.9 C	2	75.7 C	3	76 C
		4	70.7 C	5	87.28 mVDC	6	0.8935 VDC
		7	93.83 mVDC	8	1.0188 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	36	19 6/26/2007				
		1	83.2 C	2	75.8 C	3	76.2 C
		4	70.8 C	5	86.96 mVDC	6	0.894 VDC
		7	91.52 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	36	24 6/26/2007				
		1	83.4 C	2	76 C	3	76.3 C
		4	70.9 C	5	86.76 mVDC	6	0.8936 VDC
		7	89.99 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	36	29 6/26/2007				
		1	83.6 C	2	76.2 C	3	76.4 C
		4	71 C	5	86.25 mVDC	6	0.8939 VDC
		7	89.08 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	36	34 6/26/2007				
		1	83.8 C	2	76.4 C	3	76.5 C
		4	71.1 C	5	86.1 mVDC	6	0.8934 VDC
		7	88.23 mVDC	8	1.0188 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	36	39 6/26/2007				
		1	84 C	2	76.6 C	3	76.6 C
		4	71.2 C	5	86.05 mVDC	6	0.8935 VDC
		7	87.78 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	36	44 6/26/2007				
		1	84.3 C	2	76.7 C	3	76.7 C
		4	71.3 C	5	85.99 mVDC	6	0.8934 VDC
		7	87.18 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	36	49 6/26/2007				
		1	84.4 C	2	76.9 C	3	76.7 C
		4	71.4 C	5	85.86 mVDC	6	0.8937 VDC
		7	86.76 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	36	54 6/26/2007				
		1 OTC	C	2	77 C	3	76.8 C
		4	71.4 C	5	85.36 mVDC	6	0.8933 VDC
		7	86.37 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	36	59 6/26/2007				
		1	84.7 C	2	77.3 C	3	76.9 C
		4	71.5 C	5	85.42 mVDC	6	0.8935 VDC
		7	86.2 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		

	16	37	4	6/26/2007					
		1	85	C	2	77.3	C	3	77
		4	71.6	C	5	85.4	mVDC	6	0.8934
		7	86	mVDC	8	1.0199	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	37	9	6/26/2007					
		1	85.2	C	2	77.5	C	3	77.1
		4	71.6	C	5	85.52	mVDC	6	0.8933
		7	85.69	mVDC	8	1.0196	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	37	14	6/26/2007					
		1	85.3	C	2	77.7	C	3	77.2
		4	71.7	C	5	85.77	mVDC	6	0.8933
		7	85.5	mVDC	8	1.0196	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	37	19	6/26/2007					
		1	85.5	C	2	77.8	C	3	77.3
		4	71.8	C	5	86.02	mVDC	6	0.8929
		7	85.16	mVDC	8	1.0194	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	37	24	6/26/2007					
		1	85.7	C	2	77.9	C	3	77.4
		4	71.8	C	5	86.44	mVDC	6	0.8929
		7	85	mVDC	8	1.0194	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	37	29	6/26/2007					
		1	85.8	C	2	78.1	C	3	77.4
		4	71.9	C	5	86.57	mVDC	6	0.8929
		7	84.81	mVDC	8	1.0194	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	37	34	6/26/2007					
		1	86	C	2	78.2	C	3	77.5
		4	71.9	C	5	86.57	mVDC	6	0.8927
		7	84.49	mVDC	8	1.0195	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	37	39	6/26/2007					
		1	86.2	C	2	78.4	C	3	77.5
		4	72.2	C	5	86.4	mVDC	6	0.8927
		7	83.97	mVDC	8	1.02	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	37	44	6/26/2007					
		1	86.4	C	2	78.3	C	3	77.7
		4	72.1	C	5	86.16	mVDC	6	0.8925
		7	83.51	mVDC	8	1.0213	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	37	49	6/26/2007					
		1	86.4	C	2	78.6	C	3	77.7
		4	72.1	C	5	86.16	mVDC	6	0.8925
		7	83.17	mVDC	8	1.0212	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	37	54	6/26/2007					
		1	86.6	C	2	78.7	C	3	77.7
		4	72.2	C	5	86.33	mVDC	6	0.8927
		7	82.86	mVDC	8	1.0212	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	37	59	6/26/2007					

		1	86.7 C		2	78.8 C		3	77.8 C
		4	72.2 C		5	86.06 mVDC		6	0.8929 VDC
		7	82.66 mVDC		8	1.0212 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	38	4 6/26/2007						
		1	86.9 C		2	78.8 C		3	78.1 C
		4	72.2 C		5	85.79 mVDC		6	0.893 VDC
		7	82.42 mVDC		8	1.0208 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	38	9 6/26/2007						
		1	87 C		2	78.9 C		3	78.1 C
		4	72.2 C		5	85.59 mVDC		6	0.8929 VDC
		7	82.17 mVDC		8	1.0194 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	38	14 6/26/2007						
		1	87.1 C		2	79.1 C		3	78.1 C
		4	72.4 C		5	85.28 mVDC		6	0.8928 VDC
		7	81.98 mVDC		8	1.0189 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	38	19 6/26/2007						
		1	87.2 C		2	79.3 C		3	78 C
		4	72.4 C		5	85.02 mVDC		6	0.893 VDC
		7	81.87 mVDC		8	1.0186 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	38	24 6/26/2007						
		1	87.4 C		2	79.4 C		3	78.2 C
		4	72.4 C		5	84.74 mVDC		6	0.893 VDC
		7	81.73 mVDC		8	1.0194 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	38	29 6/26/2007						
		1	87.6 C		2	79.5 C		3	78.3 C
		4	72.5 C		5	84.46 mVDC		6	0.8928 VDC
		7	81.26 mVDC		8	1.0189 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	38	34 6/26/2007						
		1	87.6 C		2	79.6 C		3	78.3 C
		4	72.6 C		5	84.28 mVDC		6	0.8928 VDC
		7	80.95 mVDC		8	1.0193 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	38	39 6/26/2007						
		1	87.7 C		2	79.7 C		3	78.3 C
		4	72.6 C		5	84.08 mVDC		6	0.8928 VDC
		7	80.65 mVDC		8	1.0196 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	38	44 6/26/2007						
		1	87.8 C		2	79.8 C		3	78.3 C
		4	72.7 C		5	83.59 mVDC		6	0.8928 VDC
		7	80.28 mVDC		8	1.0195 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	38	49 6/26/2007						
		1	87.9 C		2	79.9 C		3	78.4 C
		4	72.7 C		5	83.4 mVDC		6	0.8928 VDC
		7	80 mVDC		8	1.019 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	38	54 6/26/2007						
		1	88 C		2	80 C		3	78.5 C
		4	72.7 C		5	83.19 mVDC		6	0.893 VDC

		7	79.78 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	38	59 6/26/2007				
		1	88.2 C	2	80.1 C	3	78.5 C
		4	72.8 C	5	82.83 mVDC	6	0.893 VDC
		7	79.56 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	39	4 6/26/2007				
		1	88.2 C	2	80.2 C	3	78.6 C
		4	72.8 C	5	82.51 mVDC	6	0.893 VDC
		7	79.4 mVDC	8	1.0189 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	39	9 6/26/2007				
		1	88.3 C	2	80.2 C	3	78.7 C
		4	72.9 C	5	82.3 mVDC	6	0.8928 VDC
		7	79.18 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	39	14 6/26/2007				
		1	88.4 C	2	80.3 C	3	78.7 C
		4	72.9 C	5	82.22 mVDC	6	0.8929 VDC
		7	79.02 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	39	19 6/26/2007				
		1	88.5 C	2	80.4 C	3	78.8 C
		4	73 C	5	82.11 mVDC	6	0.8928 VDC
		7	78.8 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	39	24 6/26/2007				
		1	88.6 C	2	80.5 C	3	78.8 C
		4	73.1 C	5	81.98 mVDC	6	0.8928 VDC
		7	78.53 mVDC	8	1.0186 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	39	29 6/26/2007				
		1	88.6 C	2	80.7 C	3	78.8 C
		4	73.1 C	5	81.8 mVDC	6	0.8925 VDC
		7	78.33 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	39	34 6/26/2007				
		1	88.8 C	2	80.7 C	3	78.8 C
		4	73.1 C	5	81.61 mVDC	6	0.8925 VDC
		7	78.28 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	39	39 6/26/2007				
		1	88.8 C	2	80.6 C	3	79 C
		4	73.1 C	5	81.54 mVDC	6	0.8922 VDC
		7	77.97 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	39	44 6/26/2007				
		1	88.9 C	2	80.8 C	3	79 C
		4	73.1 C	5	81.31 mVDC	6	0.8922 VDC
		7	77.7 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	39	49 6/26/2007				
		1	89 C	2	80.8 C	3	79 C
		4	73.1 C	5	81.2 mVDC	6	0.8923 VDC
		7	77.58 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		

	16	39	54 6/26/2007				
		1	89.1 C	2	80.9 C	3	79 C
		4	73.3 C	5	81 mVDC	6	0.8926 VDC
		7	77.48 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	39	59 6/26/2007				
		1	89.1 C	2	81 C	3	79.1 C
		4	73.3 C	5	80.85 mVDC	6	0.8923 VDC
		7	77.39 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	40	4 6/26/2007				
		1	89.1 C	2	81 C	3	79.1 C
		4	73.3 C	5	80.7 mVDC	6	0.8923 VDC
		7	77.26 mVDC	8	1.0185 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	40	9 6/26/2007				
		1	89.2 C	2	81.1 C	3	79.2 C
		4	73.3 C	5	80.44 mVDC	6	0.8918 VDC
		7	77.27 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	40	14 6/26/2007				
		1	89.3 C	2	81.2 C	3	79.2 C
		4	73.3 C	5	80.43 mVDC	6	0.8927 VDC
		7	77.11 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	40	19 6/26/2007				
		1	89.3 C	2	81.3 C	3	79.2 C
		4	73.4 C	5	80.26 mVDC	6	0.892 VDC
		7	77.01 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	40	24 6/26/2007				
		1	89.4 C	2	81.2 C	3	79.2 C
		4	73.4 C	5	80.04 mVDC	6	0.8917 VDC
		7	76.92 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	40	29 6/26/2007				
		1	89.5 C	2	81.4 C	3	79.3 C
		4	73.4 C	5	79.92 mVDC	6	0.8919 VDC
		7	76.82 mVDC	8	1.0189 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	40	34 6/26/2007				
		1	89.6 C	2	81.4 C	3	79.3 C
		4	73.5 C	5	79.82 mVDC	6	0.8916 VDC
		7	76.85 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	40	39 6/26/2007				
		1	89.6 C	2	81.5 C	3	79.4 C
		4	73.5 C	5	79.83 mVDC	6	0.8924 VDC
		7	76.83 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	40	44 6/26/2007				
		1	89.7 C	2	81.5 C	3	79.4 C
		4	73.5 C	5	79.72 mVDC	6	0.8915 VDC
		7	76.78 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	40	49 6/26/2007				

		1	89.7 C		2	81.6 C		3	79.4 C
		4	73.6 C		5	79.67 mVDC		6	0.8914 VDC
		7	76.63 mVDC		8	1.0192 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	40	54 6/26/2007						
		1	89.8 C		2	81.6 C		3	79.5 C
		4	73.6 C		5	79.61 mVDC		6	0.8911 VDC
		7	76.53 mVDC		8	1.0194 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	40	59 6/26/2007						
		1	89.8 C		2	81.6 C		3	79.5 C
		4	73.6 C		5	79.6 mVDC		6	0.8914 VDC
		7	76.43 mVDC		8	1.0193 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	41	4 6/26/2007						
		1	89.9 C		2	81.8 C		3	79.5 C
		4	73.7 C		5	79.58 mVDC		6	0.8915 VDC
		7	76.35 mVDC		8	1.0195 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	41	9 6/26/2007						
		1	90 C		2	81.8 C		3	79.5 C
		4	73.7 C		5	79.49 mVDC		6	0.8912 VDC
		7	76.32 mVDC		8	1.0194 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	41	14 6/26/2007						
		1	90 C		2	81.8 C		3	79.6 C
		4	73.7 C		5	79.37 mVDC		6	0.8909 VDC
		7	76.29 mVDC		8	1.0199 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	41	19 6/26/2007						
		1	90.1 C		2	81.9 C		3	79.6 C
		4	73.7 C		5	79.35 mVDC		6	0.8914 VDC
		7	76.14 mVDC		8	1.0192 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	41	24 6/26/2007						
		1	90.1 C		2	81.9 C		3	79.6 C
		4	73.8 C		5	79.35 mVDC		6	0.8914 VDC
		7	76.06 mVDC		8	1.019 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	41	29 6/26/2007						
		1	90.1 C		2	82 C		3	79.7 C
		4	73.8 C		5	79.28 mVDC		6	0.8912 VDC
		7	75.93 mVDC		8	1.0185 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	41	34 6/26/2007						
		1	90.2 C		2	82 C		3	79.7 C
		4	73.8 C		5	79.23 mVDC		6	0.8909 VDC
		7	75.92 mVDC		8	1.0187 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	41	39 6/26/2007						
		1	90.2 C		2	82.1 C		3	79.7 C
		4	73.9 C		5	79.28 mVDC		6	0.8927 VDC
		7	75.87 mVDC		8	1.018 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	41	44 6/26/2007						
		1	90.3 C		2	82.1 C		3	79.8 C
		4	73.9 C		5	79.12 mVDC		6	0.8917 VDC

		7	75.87 mVDC	8	1.0191 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	41	49 6/26/2007				
		1	90.3 C	2	82.1 C	3	79.8 C
		4	73.9 C	5	79.11 mVDC	6	0.8917 VDC
		7	75.81 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	41	54 6/26/2007				
		1	90.4 C	2	82.2 C	3	79.8 C
		4	73.9 C	5	79.04 mVDC	6	0.8917 VDC
		7	75.73 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	41	59 6/26/2007				
		1	90.4 C	2	82.2 C	3	79.8 C
		4	73.9 C	5	78.96 mVDC	6	0.8916 VDC
		7	75.66 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	42	4 6/26/2007				
		1	90.4 C	2	82.2 C	3	79.8 C
		4	74 C	5	78.87 mVDC	6	0.8914 VDC
		7	75.56 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	42	9 6/26/2007				
		1	90.5 C	2	82.3 C	3	79.9 C
		4	74 C	5	78.86 mVDC	6	0.8917 VDC
		7	75.53 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	42	14 6/26/2007				
		1	90.5 C	2	82.3 C	3	79.9 C
		4	74 C	5	78.82 mVDC	6	0.8918 VDC
		7	75.49 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	42	19 6/26/2007				
		1	90.6 C	2	82.3 C	3	79.9 C
		4	74 C	5	78.71 mVDC	6	0.8912 VDC
		7	75.44 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	42	24 6/26/2007				
		1	90.6 C	2	82.4 C	3	79.9 C
		4	74 C	5	78.63 mVDC	6	0.8913 VDC
		7	75.49 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	42	29 6/26/2007				
		1	90.6 C	2	82.4 C	3	80 C
		4	74 C	5	78.56 mVDC	6	0.8912 VDC
		7	75.42 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	42	34 6/26/2007				
		1	90.7 C	2	82.4 C	3	80 C
		4 OTC	C	5	78.59 mVDC	6	0.8914 VDC
		7	75.41 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	42	39 6/26/2007				
		1	90.7 C	2	82.5 C	3	80 C
		4	74.1 C	5	78.53 mVDC	6	0.891 VDC
		7	75.39 mVDC	8	1.0189 VDC		
ALM		15 DIO	255 TOTAL		0		

	16	42	44 6/26/2007				
		1	90.7 C	2	82.5 C	3	80.1 C
		4	74.1 C	5	78.48 mVDC	6	0.8909 VDC
		7	75.37 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	42	49 6/26/2007				
		1	90.8 C	2	82.6 C	3	80.1 C
		4	74.2 C	5	78.46 mVDC	6	0.891 VDC
		7	75.38 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	42	54 6/26/2007				
		1	90.8 C	2	82.6 C	3	80.1 C
		4	74.2 C	5	78.44 mVDC	6	0.8914 VDC
		7	75.39 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	42	59 6/26/2007				
		1	90.8 C	2	82.6 C	3	80.1 C
		4	74.2 C	5	78.37 mVDC	6	0.8912 VDC
		7	75.37 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	43	4 6/26/2007				
		1	90.9 C	2	82.7 C	3	80.2 C
		4	74.2 C	5	78.28 mVDC	6	0.8912 VDC
		7	75.34 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	43	9 6/26/2007				
		1	90.9 C	2	82.7 C	3	80.2 C
		4	74.3 C	5	78.22 mVDC	6	0.891 VDC
		7	75.39 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	43	14 6/26/2007				
		1	90.9 C	2	82.7 C	3	80.2 C
		4	74.3 C	5	78.19 mVDC	6	0.891 VDC
		7	75.38 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	43	19 6/26/2007				
		1	90.9 C	2	82.7 C	3	80.2 C
		4	74.3 C	5	78.14 mVDC	6	0.8908 VDC
		7	75.32 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	43	24 6/26/2007				
		1	91 C	2	82.8 C	3	80.3 C
		4 OTC	C	5	78.13 mVDC	6	0.891 VDC
		7	75.29 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	43	29 6/26/2007				
		1	91 C	2	82.8 C	3	80.3 C
		4	74.4 C	5	78.16 mVDC	6	0.891 VDC
		7	75.23 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	43	34 6/26/2007				
		1	91 C	2	82.8 C	3	80.4 C
		4	74.4 C	5	78.12 mVDC	6	0.891 VDC
		7	75.03 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	43	39 6/26/2007				

		1	91 C	2	OTC C	3	80.3 C
		4	74.4 C	5	78.07 mVDC	6	0.8907 VDC
		7	75 mVDC	8	1.0199 VDC		
ALM		15	DIO 255 TOTAL		0		
	16	43	44 6/26/2007				
		1	91.1 C	2	82.9 C	3	80.4 C
		4	74.4 C	5	78.08 mVDC	6	0.8909 VDC
		7	74.89 mVDC	8	1.0195 VDC		
ALM		15	DIO 255 TOTAL		0		
	16	43	49 6/26/2007				
		1	91.1 C	2	OTC C	3	80.4 C
		4	74.4 C	5	78.05 mVDC	6	0.8908 VDC
		7	74.79 mVDC	8	1.0195 VDC		
ALM		15	DIO 255 TOTAL		0		
	16	43	54 6/26/2007				
		1	91.1 C	2	83 C	3	80.4 C
		4	74.4 C	5	78.03 mVDC	6	0.891 VDC
		7	74.59 mVDC	8	1.0188 VDC		
ALM		15	DIO 255 TOTAL		0		
	16	43	59 6/26/2007				
		1	91.2 C	2	83 C	3	80.5 C
		4	74.5 C	5	77.98 mVDC	6	0.8907 VDC
		7	74.53 mVDC	8	1.0199 VDC		
ALM		15	DIO 255 TOTAL		0		
	16	44	4 6/26/2007				
		1	91.2 C	2	OTC C	3	80.5 C
		4	74.5 C	5	77.94 mVDC	6	0.8907 VDC
		7	74.33 mVDC	8	1.0181 VDC		
ALM		15	DIO 255 TOTAL		0		
	16	44	9 6/26/2007				
		1	91.2 C	2	83 C	3	80.5 C
		4	74.5 C	5	77.95 mVDC	6	0.8909 VDC
		7	74.22 mVDC	8	1.019 VDC		
ALM		15	DIO 255 TOTAL		0		
	16	44	14 6/26/2007				
		1	91.2 C	2	83.1 C	3	80.5 C
		4	74.5 C	5	77.97 mVDC	6	0.891 VDC
		7	74.11 mVDC	8	1.0192 VDC		
ALM		15	DIO 255 TOTAL		0		
	16	44	19 6/26/2007				
		1	91.3 C	2	83.1 C	3	80.5 C
		4	74.5 C	5	77.95 mVDC	6	0.8908 VDC
		7	74.03 mVDC	8	1.0192 VDC		
ALM		15	DIO 255 TOTAL		0		
	16	44	24 6/26/2007				
		1	91.3 C	2	83.1 C	3	80.6 C
		4	74.6 C	5	77.96 mVDC	6	0.8909 VDC
		7	73.93 mVDC	8	1.0176 VDC		
ALM		15	DIO 255 TOTAL		0		
	16	44	29 6/26/2007				
		1	91.3 C	2	83.2 C	3	80.6 C
		4	74.6 C	5	77.97 mVDC	6	0.8909 VDC
		7	73.96 mVDC	8	1.0194 VDC		
ALM		15	DIO 255 TOTAL		0		
	16	44	34 6/26/2007				
		1	91.4 C	2	83.2 C	3	80.6 C
		4	74.6 C	5	77.96 mVDC	6	0.891 VDC

		7	73.79 mVDC	8	1.0178 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	44	39 6/26/2007				
		1	91.4 C	2	83.2 C	3	80.6 C
		4	74.6 C	5	77.98 mVDC	6	0.891 VDC
		7	73.87 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	44	44 6/26/2007				
		1	91.4 C	2	83.2 C	3	80.6 C
		4	74.7 C	5	77.98 mVDC	6	0.8911 VDC
		7	73.74 mVDC	8	1.0188 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	44	49 6/26/2007				
		1	91.5 C	2 OTC	C	3	80.6 C
		4	74.7 C	5	77.97 mVDC	6	0.891 VDC
		7	73.7 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	44	54 6/26/2007				
		1	91.5 C	2	83.3 C	3	80.7 C
		4 OTC	C	5	77.94 mVDC	6	0.8903 VDC
		7	73.6 mVDC	8	0.13 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	44	59 6/26/2007				
		1	89.8 C	2	83.3 C	3	80.3 C
		4	74.6 C	5	15.838 VDC	6	0.04 mVDC
		7	15.829 VDC	8	0.05 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	45	4 6/26/2007				
		1	88.9 C	2	83.1 C	3	79.7 C
		4	74.5 C	5	15.838 VDC	6	0.02 mVDC
		7	15.831 VDC	8	0.04 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	45	9 6/26/2007				
		1	88.1 C	2	82.8 C	3	79.2 C
		4	74.3 C	5	15.839 VDC	6	0.02 mVDC
		7	15.832 VDC	8	0.04 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	45	14 6/26/2007				
		1	87.4 C	2	82.4 C	3	78.7 C
		4	74 C	5	15.839 VDC	6	0.01 mVDC
		7	15.832 VDC	8	0.03 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	45	19 6/26/2007				
		1	86.6 C	2	82 C	3	78.2 C
		4	73.8 C	5	15.839 VDC	6	0.01 mVDC
		7	15.832 VDC	8	0.04 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	45	24 6/26/2007				
		1	85.8 C	2	81.5 C	3	77.7 C
		4	73.5 C	5	15.84 VDC	6	0 mVDC
		7	15.833 VDC	8	0.04 mVDC		
ALM		15 DIO	255 TOTAL		0		
	16	45	29 6/26/2007				
		1	85.1 C	2	81 C	3	77.2 C
		4	73.3 C	5	15.84 VDC	6	0 mVDC
		7	15.833 VDC	8	0.04 mVDC		
ALM		15 DIO	255 TOTAL		0		

	16	45	34 6/26/2007					
		1	84.3 C	2	80.5 C	3	76.7 C	
		4	73 C	5	15.84 VDC	6	-0.01 mVDC	
		7	15.833 VDC	8	0.04 mVDC			
ALM		15 DIO	255 TOTAL		0			
	16	45	39 6/26/2007					
		1	83.5 C	2	80 C	3	76.3 C	
		4 OTC	C	5	15.84 VDC	6	-0.01 mVDC	
		7	15.833 VDC	8	0.04 mVDC			
ALM		15 DIO	255 TOTAL		0			
	16	45	44 6/26/2007					
		1	82.8 C	2 OTC	C	3	75.8 C	
		4 OTC	C	5	15.841 VDC	6	-0.01 mVDC	
		7	15.834 VDC	8	0.04 mVDC			
ALM		15 DIO	255 TOTAL		0			
	16	45	49 6/26/2007					
		1	82.1 C	2	78.9 C	3 OTC	C	
		4	72.2 C	5	15.841 VDC	6	-0.01 mVDC	
		7	15.834 VDC	8	0.04 mVDC			
ALM		15 DIO	255 TOTAL		0			
	16	45	54 6/26/2007					
		1	81.3 C	2	78.3 C	3	75 C	
		4	71.9 C	5	15.841 VDC	6	-0.01 mVDC	
		7	15.834 VDC	8	0.04 mVDC			
ALM		15 DIO	255 TOTAL		0			
	16	45	59 6/26/2007					
		1	80.7 C	2 OTC	C	3 OTC	C	
		4	71.6 C	5	15.841 VDC	6	-0.01 mVDC	
		7	15.834 VDC	8	0.04 mVDC			
ALM		15 DIO	255 TOTAL		0			
	16	46	4 6/26/2007					
		1	80 C	2	77.2 C	3	74.2 C	
		4	71.3 C	5	15.841 VDC	6	-0.01 mVDC	
		7	15.834 VDC	8	0.03 mVDC			
ALM		15 DIO	255 TOTAL		0			
	16	46	9 6/26/2007					
		1	79.3 C	2	76.7 C	3	73.8 C	
		4	71.1 C	5	15.841 VDC	6	-0.01 mVDC	
		7	15.834 VDC	8	0.03 mVDC			
ALM		15 DIO	255 TOTAL		0			
	16	46	14 6/26/2007					
		1	78.7 C	2 OTC	C	3	73.4 C	
		4	70.8 C	5	15.842 VDC	6	-0.01 mVDC	
		7	15.835 VDC	8	0.03 mVDC			
ALM		15 DIO	255 TOTAL		0			
	16	46	19 6/26/2007					
		1	78 C	2	75.7 C	3	73 C	
		4	70.5 C	5	15.842 VDC	6	0 mVDC	
		7	15.835 VDC	8	0.03 mVDC			
ALM		15 DIO	255 TOTAL		0			
	16	46	24 6/26/2007					
		1	77.4 C	2	75.2 C	3	72.6 C	
		4	70.3 C	5	15.842 VDC	6	0 mVDC	
		7	15.835 VDC	8	0.03 mVDC			
ALM		15 DIO	255 TOTAL		0			
	16	46	29 6/26/2007					

		1	76.8 C		2	74.7 C		3	72.3 C
		4	70 C		5	15.842 VDC		6	0 mVDC
		7	15.835 VDC		8	0.03 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	46	34 6/26/2007						
		1	76.2 C		2	74.2 C		3 OTC	C
		4	69.7 C		5	15.842 VDC		6	0 mVDC
		7	15.835 VDC		8	0.03 mVDC			
ALM		15 DIO	255 TOTAL			0			
	16	46	39 6/26/2007						
		1	77.1 C		2	73.7 C		3	71.7 C
		4	69.5 C		5	82.51 mVDC		6	0.907 VDC
		7	144.12 mVDC		8	1.0305 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	46	44 6/26/2007						
		1	77.4 C		2 OTC	C		3 OTC	C
		4 OTC	C		5	82.07 mVDC		6	0.9025 VDC
		7	148.34 mVDC		8	1.0259 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	46	49 6/26/2007						
		1	77.7 C		2	73.2 C		3	72.3 C
		4 OTC	C		5	80.08 mVDC		6	0.9012 VDC
		7	145.42 mVDC		8	1.0222 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	46	54 6/26/2007						
		1	77.9 C		2	73.1 C		3	72.7 C
		4	69.5 C		5	79.75 mVDC		6	0.8999 VDC
		7	135.94 mVDC		8	1.0211 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	46	59 6/26/2007						
		1	78.2 C		2 OTC	C		3 OTC	C
		4 OTC	C		5	80.14 mVDC		6	0.8993 VDC
		7	126.77 mVDC		8	1.0215 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	47	4 6/26/2007						
		1	78.5 C		2	73.2 C		3	73.4 C
		4	69.6 C		5	80.67 mVDC		6	0.8984 VDC
		7	121.16 mVDC		8	1.0211 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	47	9 6/26/2007						
		1	78.8 C		2	73.4 C		3 OTC	C
		4	69.7 C		5	81.09 mVDC		6	0.8979 VDC
		7	117.52 mVDC		8	1.0208 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	47	14 6/26/2007						
		1	79.2 C		2 OTC	C		3	74 C
		4	69.9 C		5	81.52 mVDC		6	0.8975 VDC
		7	115.28 mVDC		8	1.0208 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	47	19 6/26/2007						
		1	79.5 C		2	73.7 C		3	74.3 C
		4	70 C		5	82.45 mVDC		6	0.8971 VDC
		7	113.12 mVDC		8	1.0209 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	47	24 6/26/2007						
		1	79.8 C		2 OTC	C		3 OTC	C
		4	70.1 C		5	83.15 mVDC		6	0.8968 VDC

		7	111.49 mVDC	8	1.0206 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	47	29 6/26/2007				
		1	80.1 C	2	74.1 C	3	OTC C
		4	70.3 C	5	83.92 mVDC	6	0.8965 VDC
		7	110.14 mVDC	8	1.0208 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	47	34 6/26/2007				
		1	80.4 C	2	74.3 C	3	75 C
		4	70.4 C	5	84.49 mVDC	6	0.8962 VDC
		7	109.54 mVDC	8	1.0198 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	47	39 6/26/2007				
		1	80.8 C	2	74.5 C	3	75.2 C
		4	70.6 C	5	84.9 mVDC	6	0.8956 VDC
		7	108.08 mVDC	8	1.0204 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	47	44 6/26/2007				
		1	81 C	2	74.7 C	3	OTC C
		4	70.7 C	5	85.5 mVDC	6	0.8953 VDC
		7	106.94 mVDC	8	1.0204 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	47	49 6/26/2007				
		1	81.4 C	2	74.9 C	3	75.6 C
		4	OTC C	5	85.09 mVDC	6	0.895 VDC
		7	105.93 mVDC	8	1.0213 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	47	54 6/26/2007				
		1	81.7 C	2	75.2 C	3	75.8 C
		4	71 C	5	84.99 mVDC	6	0.8946 VDC
		7	104.42 mVDC	8	1.021 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	47	59 6/26/2007				
		1	82 C	2	75.4 C	3	OTC C
		4	71.1 C	5	85.03 mVDC	6	0.8945 VDC
		7	102.25 mVDC	8	1.02 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	48	4 6/26/2007				
		1	82.3 C	2	75.6 C	3	76.2 C
		4	71.3 C	5	84.68 mVDC	6	0.8939 VDC
		7	99.74 mVDC	8	1.0177 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	48	9 6/26/2007				
		1	82.6 C	2	OTC C	3	76.3 C
		4	71.4 C	5	84.33 mVDC	6	0.8945 VDC
		7	96.73 mVDC	8	1.0147 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	48	14 6/26/2007				
		1	OTC C	2	76 C	3	76.5 C
		4	71.5 C	5	84.23 mVDC	6	0.8946 VDC
		7	95.57 mVDC	8	1.018 VDC		
ALM		15	DIO	255	TOTAL	0	
	16	48	19 6/26/2007				
		1	83.1 C	2	OTC C	3	OTC C
		4	71.6 C	5	84.1 mVDC	6	0.8945 VDC
		7	94.07 mVDC	8	1.0158 VDC		
ALM		15	DIO	255	TOTAL	0	

	16	48	24	6/26/2007					
		1		83.5 C	2	OTC	C	3	76.7 C
		4	OTC	C	5		84 mVDC	6	0.8945 VDC
		7		92.54 mVDC	8		1.0153 VDC		
ALM		15	DIO	255 TOTAL			0		
	16	48	29	6/26/2007					
		1		83.7 C	2		76.6 C	3	76.9 C
		4		71.8 C	5		83.47 mVDC	6	0.8937 VDC
		7		91.51 mVDC	8		1.0157 VDC		
ALM		15	DIO	255 TOTAL			0		
	16	48	34	6/26/2007					
		1		84 C	2		76.8 C	3	77 C
		4		71.9 C	5		82.55 mVDC	6	0.8926 VDC
		7		90.49 mVDC	8		1.0164 VDC		
ALM		15	DIO	255 TOTAL			0		
	16	48	39	6/26/2007					
		1		84.1 C	2		77 C	3	77.1 C
		4		72 C	5		81.21 mVDC	6	0.8919 VDC
		7		89.57 mVDC	8		1.0185 VDC		
ALM		15	DIO	255 TOTAL			0		
	16	48	44	6/26/2007					
		1		84.4 C	2		77.2 C	3	77.3 C
		4		72.1 C	5		80.31 mVDC	6	0.8915 VDC
		7		88.79 mVDC	8		1.0183 VDC		
ALM		15	DIO	255 TOTAL			0		
	16	48	49	6/26/2007					
		1		84.6 C	2		77.4 C	3	77.4 C
		4		72.2 C	5		79.66 mVDC	6	0.891 VDC
		7		88.04 mVDC	8		1.0173 VDC		
ALM		15	DIO	255 TOTAL			0		
	16	48	54	6/26/2007					
		1		84.8 C	2		77.5 C	3	77.5 C
		4	OTC	C	5		78.98 mVDC	6	0.8907 VDC
		7		87.47 mVDC	8		1.0161 VDC		
ALM		15	DIO	255 TOTAL			0		
	16	48	59	6/26/2007					
		1		85 C	2		77.7 C	3	77.6 C
		4		72.4 C	5		78.48 mVDC	6	0.8903 VDC
		7		86.72 mVDC	8		1.0161 VDC		
ALM		15	DIO	255 TOTAL			0		
	16	49	4	6/26/2007					
		1		85.2 C	2	OTC	C	3	77.7 C
		4	OTC	C	5		78.13 mVDC	6	0.8901 VDC
		7		86.08 mVDC	8		1.0157 VDC		
ALM		15	DIO	255 TOTAL			0		
	16	49	9	6/26/2007					
		1		85.3 C	2		78 C	3	77.8 C
		4		72.5 C	5		77.74 mVDC	6	0.8894 VDC
		7		86.16 mVDC	8		1.0184 VDC		
ALM		15	DIO	255 TOTAL			0		
	16	49	14	6/26/2007					
		1		85.5 C	2		78.2 C	3	77.9 C
		4		72.6 C	5		77.38 mVDC	6	0.889 VDC
		7		86.05 mVDC	8		1.0183 VDC		
ALM		15	DIO	255 TOTAL			0		
	16	49	19	6/26/2007					

		1	85.7 C		2 OTC	C		3 OTC	C
		4	72.7 C		5	77.1 mVDC		6	0.8887 VDC
		7	85.56 mVDC		8	1.0179 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	49	24 6/26/2007						
		1	85.8 C		2	78.5 C		3	78 C
		4	72.7 C		5	76.88 mVDC		6	0.8885 VDC
		7	85.34 mVDC		8	1.0189 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	49	29 6/26/2007						
		1	86 C		2	78.6 C		3	78.1 C
		4	72.8 C		5	76.64 mVDC		6	0.8884 VDC
		7	84.93 mVDC		8	1.0183 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	49	34 6/26/2007						
		1	86.2 C		2	78.7 C		3	78.2 C
		4	72.9 C		5	76.34 mVDC		6	0.8879 VDC
		7	85.36 mVDC		8	1.019 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	49	39 6/26/2007						
		1	86.3 C		2	78.8 C		3	78.3 C
		4	72.9 C		5	76.08 mVDC		6	0.8876 VDC
		7	85.3 mVDC		8	1.0192 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	49	44 6/26/2007						
		1	86.4 C		2	78.9 C		3	78.4 C
		4	73 C		5	75.87 mVDC		6	0.8872 VDC
		7	84.72 mVDC		8	1.0178 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	49	49 6/26/2007						
		1	86.6 C		2	79.1 C		3	78.5 C
		4	73 C		5	75.77 mVDC		6	0.8873 VDC
		7	84.49 mVDC		8	1.0188 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	49	54 6/26/2007						
		1	86.7 C		2	79.2 C		3	78.5 C
		4	73.1 C		5	75.59 mVDC		6	0.8869 VDC
		7	84.22 mVDC		8	1.0187 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	49	59 6/26/2007						
		1	86.8 C		2	79.3 C		3	78.6 C
		4	73.2 C		5	75.35 mVDC		6	0.887 VDC
		7	83.6 mVDC		8	1.0179 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	50	4 6/26/2007						
		1	87 C		2	79.4 C		3	78.7 C
		4	73.2 C		5	75.27 mVDC		6	0.8868 VDC
		7	83.02 mVDC		8	1.0178 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	50	9 6/26/2007						
		1	87.1 C		2	79.5 C		3	78.8 C
		4	73.2 C		5	75.32 mVDC		6	0.8872 VDC
		7	82.49 mVDC		8	1.018 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	50	14 6/26/2007						
		1	87.2 C		2	79.6 C		3 OTC	C
		4 OTC	C		5	75.25 mVDC		6	0.8869 VDC

		7	82.33 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	50	19 6/26/2007				
		1	87.3 C	2	79.8 C	3	78.9 C
		4	73.4 C	5	75.04 mVDC	6	0.8865 VDC
		7	81.79 mVDC	8	1.0182 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	50	24 6/26/2007				
		1	87.5 C	2	79.9 C	3	OTC C
		4	73.4 C	5	75.12 mVDC	6	0.887 VDC
		7	81.51 mVDC	8	1.0175 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	50	29 6/26/2007				
		1	OTC C	2	OTC C	3	OTC C
		4	OTC C	5	75.13 mVDC	6	0.8862 VDC
		7	81.22 mVDC	8	1.0169 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	50	34 6/26/2007				
		1	87.7 C	2	OTC C	3	79.1 C
		4	73.5 C	5	75.23 mVDC	6	0.8864 VDC
		7	81.08 mVDC	8	1.0182 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	50	39 6/26/2007				
		1	87.8 C	2	80.1 C	3	OTC C
		4	OTC C	5	75.3 mVDC	6	0.8865 VDC
		7	80.71 mVDC	8	1.0182 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	50	44 6/26/2007				
		1	87.9 C	2	80.2 C	3	79.2 C
		4	73.6 C	5	75.35 mVDC	6	0.8863 VDC
		7	81.3 mVDC	8	1.0182 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	50	49 6/26/2007				
		1	OTC C	2	OTC C	3	OTC C
		4	73.6 C	5	75.38 mVDC	6	0.8859 VDC
		7	81.17 mVDC	8	1.0182 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	50	54 6/26/2007				
		1	OTC C	2	80.4 C	3	OTC C
		4	73.7 C	5	75.47 mVDC	6	0.8861 VDC
		7	80.91 mVDC	8	1.0177 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	50	59 6/26/2007				
		1	88.2 C	2	80.5 C	3	79.4 C
		4	73.7 C	5	75.43 mVDC	6	0.8862 VDC
		7	80.8 mVDC	8	1.0183 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	51	4 6/26/2007				
		1	88.3 C	2	80.6 C	3	79.5 C
		4	73.8 C	5	75.3 mVDC	6	0.8863 VDC
		7	80.61 mVDC	8	1.0178 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	51	9 6/26/2007				
		1	88.4 C	2	80.7 C	3	79.5 C
		4	73.8 C	5	75.07 mVDC	6	0.8863 VDC
		7	80.15 mVDC	8	1.0183 VDC		
ALM		15 DIO	255 TOTAL		0		

	16	51	14	6/26/2007					
		1	88.5	C	2	80.7	C	3	79.6
		4	73.9	C	5	75.06	mVDC	6	0.8861
		7	79.73	mVDC	8	1.0173	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	51	19	6/26/2007					
		1	88.6	C	2	80.9	C	3	OTC C
		4	73.9	C	5	75.05	mVDC	6	0.8862
		7	79.41	mVDC	8	1.0169	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	51	24	6/26/2007					
		1	OTC	C	2	OTC	C	3	79.7
		4	73.9	C	5	74.91	mVDC	6	0.8859
		7	79.08	mVDC	8	1.0175	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	51	29	6/26/2007					
		1	88.8	C	2	81	C	3	79.7
		4	OTC	C	5	74.82	mVDC	6	0.8863
		7	78.7	mVDC	8	1.0179	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	51	34	6/26/2007					
		1	88.8	C	2	81.1	C	3	79.8
		4	74	C	5	74.67	mVDC	6	0.8864
		7	78.22	mVDC	8	1.0172	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	51	39	6/26/2007					
		1	89	C	2	81.1	C	3	79.8
		4	74.1	C	5	74.62	mVDC	6	0.8864
		7	78.1	mVDC	8	1.0193	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	51	44	6/26/2007					
		1	89	C	2	81.2	C	3	79.8
		4	74.1	C	5	74.44	mVDC	6	0.8865
		7	77.68	mVDC	8	1.0189	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	51	49	6/26/2007					
		1	89.1	C	2	81.3	C	3	79.9
		4	74.2	C	5	74.34	mVDC	6	0.8865
		7	77.54	mVDC	8	1.0191	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	51	54	6/26/2007					
		1	89.1	C	2	81.3	C	3	79.9
		4	74.2	C	5	74.42	mVDC	6	0.8873
		7	77.37	mVDC	8	1.0183	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	51	59	6/26/2007					
		1	89.2	C	2	81.4	C	3	79.9
		4	OTC	C	5	74.39	mVDC	6	0.8876
		7	77.15	mVDC	8	1.0174	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	52	4	6/26/2007					
		1	89.3	C	2	OTC	C	3	OTC C
		4	74.2	C	5	74.43	mVDC	6	0.8883
		7	76.91	mVDC	8	1.0175	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	52	9	6/26/2007					

		1	89.4 C		2 OTC	C		3	80 C
		4	74.3 C		5	74.27 mVDC		6	0.888 VDC
		7	76.79 mVDC		8	1.0174 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	52	14 6/26/2007						
		1	89.4 C		2	81.6 C		3	80.1 C
		4 OTC	C		5	74.27 mVDC		6	0.8885 VDC
		7	76.74 mVDC		8	1.0186 VDC			
ALM		15 DIO		255 TOTAL		0			
	16	52	19 6/26/2007						
		1	88.1 C		2	81.7 C		3 OTC	C
		4	74.3 C		5	15.839 VDC		6	0.04 mVDC
		7	15.83 VDC		8	0.05 mVDC			
ALM		15 DIO		255 TOTAL		0			
	16	52	24 6/26/2007						
		1	87.3 C		2	81.6 C		3 OTC	C
		4 OTC	C		5	15.839 VDC		6	0.02 mVDC
		7	15.832 VDC		8	0.04 mVDC			
ALM		15 DIO		255 TOTAL		0			
	16	52	29 6/26/2007						
		1	86.5 C		2 OTC	C		3	78.8 C
		4	74 C		5	15.84 VDC		6	0.01 mVDC
		7	15.833 VDC		8	0.04 mVDC			
ALM		15 DIO		255 TOTAL		0			
	16	52	34 6/26/2007						
		1	85.7 C		2	81 C		3	78.3 C
		4 OTC	C		5	15.84 VDC		6	0.01 mVDC
		7	15.833 VDC		8	0.04 mVDC			
ALM		15 DIO		255 TOTAL		0			
	16	52	39 6/26/2007						
		1	85.1 C		2	80.6 C		3 OTC	C
		4	73.5 C		5	15.84 VDC		6	0.01 mVDC
		7	15.833 VDC		8	0.04 mVDC			
ALM		15 DIO		255 TOTAL		0			
	16	52	44 6/26/2007						
		1	84.3 C		2	80.2 C		3 OTC	C
		4	73.3 C		5	15.84 VDC		6	0.01 mVDC
		7	15.833 VDC		8	0.04 mVDC			
ALM		15 DIO		255 TOTAL		0			
	16	52	49 6/26/2007						
		1	83.5 C		2	79.7 C		3	76.8 C
		4	73 C		5	15.841 VDC		6	0.01 mVDC
		7	15.834 VDC		8	0.04 mVDC			
ALM		15 DIO		255 TOTAL		0			
	16	52	54 6/26/2007						
		1	82.8 C		2	79.3 C		3	76.4 C
		4	72.8 C		5	15.841 VDC		6	0.01 mVDC
		7	15.834 VDC		8	0.03 mVDC			
ALM		15 DIO		255 TOTAL		0			
	16	52	59 6/26/2007						
		1	82.1 C		2	78.8 C		3	76 C
		4	72.6 C		5	15.841 VDC		6	0.01 mVDC
		7	15.834 VDC		8	0.03 mVDC			
ALM		15 DIO		255 TOTAL		0			
	16	53	4 6/26/2007						
		1	81.4 C		2	78.3 C		3	75.5 C
		4	72.3 C		5	15.841 VDC		6	0.01 mVDC

		7	15.834 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	53	9 6/26/2007				
		1	80.7 C	2	77.8 C	3	75.1 C
		4	72 C	5	15.842 VDC	6	0 mVDC
		7	15.834 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	53	14 6/26/2007				
		1	80 C	2	77.2 C	3	74.7 C
		4	71.7 C	5	15.842 VDC	6	0 mVDC
		7	15.835 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	53	19 6/26/2007				
		1	79.4 C	2	76.7 C	3	74.3 C
		4	71.5 C	5	15.842 VDC	6	0 mVDC
		7	15.835 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	53	24 6/26/2007				
		1	78.7 C	2	76.2 C	3	73.9 C
		4	71.2 C	5	15.842 VDC	6	0 mVDC
		7	15.835 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	53	29 6/26/2007				
		1	78.1 C	2	75.7 C	3	73.5 C
		4	70.9 C	5	15.842 VDC	6	0 mVDC
		7	15.835 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	53	34 6/26/2007				
		1	77.4 C	2	75.2 C	3	73.1 C
		4	70.7 C	5	15.842 VDC	6	0 mVDC
		7	15.836 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	53	39 6/26/2007				
		1	76.8 C	2	74.7 C	3	OTC C
		4	OTC C	5	15.842 VDC	6	0 mVDC
		7	15.836 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	53	44 6/26/2007				
		1	76.1 C	2	OTC C	3	72.3 C
		4	OTC C	5	15.842 VDC	6	0 mVDC
		7	15.836 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	53	49 6/26/2007				
		1	75.6 C	2	73.8 C	3	72 C
		4	69.9 C	5	15.843 VDC	6	0.01 mVDC
		7	15.836 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	53	54 6/26/2007				
		1	75.1 C	2	73.3 C	3	71.6 C
		4	69.6 C	5	15.843 VDC	6	0.01 mVDC
		7	15.836 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	
	16	53	59 6/26/2007				
		1	74.5 C	2	72.8 C	3	71.3 C
		4	69.3 C	5	15.843 VDC	6	0.01 mVDC
		7	15.836 VDC	8	0.03 mVDC		
ALM		15	DIO	255	TOTAL	0	

	16	54	4	6/26/2007					
		1	74	C	2	OTC	C	3	71 C
		4	69.1	C	5	15.843	VDC	6	0 mVDC
		7	15.836	VDC	8	0.03	mVDC		
ALM		15	DIO	255	TOTAL	0			
	16	54	9	6/26/2007					
		1	73.5	C	2	OTC	C	3	70.6 C
		4	68.9	C	5	15.843	VDC	6	0 mVDC
		7	15.836	VDC	8	0.03	mVDC		
ALM		15	DIO	255	TOTAL	0			
	16	54	14	6/26/2007					
		1	72.9	C	2	71.4	C	3	70.4 C
		4	68.6	C	5	15.843	VDC	6	0 mVDC
		7	15.836	VDC	8	0.03	mVDC		
ALM		15	DIO	255	TOTAL	0			
	16	54	19	6/26/2007					
		1	74	C	2	71	C	3	70.3 C
		4	68.4	C	5	83.85	mVDC	6	0.9043 VDC
		7	164.03	mVDC	8	1.0319	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	54	24	6/26/2007					
		1	74.4	C	2	70.8	C	3	70.6 C
		4	68.4	C	5	82.94	mVDC	6	0.9012 VDC
		7	174.07	mVDC	8	1.0274	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	54	29	6/26/2007					
		1	74.8	C	2	70.7	C	3	71 C
		4	68.4	C	5	79.77	mVDC	6	0.9008 VDC
		7	172.25	mVDC	8	1.026	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	54	34	6/26/2007					
		1	75.1	C	2	70.7	C	3	71.4 C
		4	68.5	C	5	78.62	mVDC	6	0.8997 VDC
		7	165.71	mVDC	8	1.0253	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	54	39	6/26/2007					
		1	75.5	C	2	70.8	C	3	71.9 C
		4	68.6	C	5	77.7	mVDC	6	0.8969 VDC
		7	158.77	mVDC	8	1.0251	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	54	44	6/26/2007					
		1	75.8	C	2	71	C	3	72.3 C
		4	68.8	C	5	77.78	mVDC	6	0.8988 VDC
		7	158.52	mVDC	8	1.0251	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	54	49	6/26/2007					
		1	76.2	C	2	71.1	C	3	72.7 C
		4	69	C	5	79.59	mVDC	6	0.8982 VDC
		7	162.63	mVDC	8	1.0248	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	54	54	6/26/2007					
		1	76.6	C	2	71.4	C	3	73.1 C
		4	69.1	C	5	81.42	mVDC	6	0.8978 VDC
		7	164.16	mVDC	8	1.0247	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	54	59	6/26/2007					

		1	77 C		2	71.6 C		3	73.5 C
		4	69.3 C		5	83.28 mVDC		6	0.8973 VDC
		7	174.26 mVDC		8	1.0241 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	55	4 6/26/2007						
		1	77.4 C		2	71.8 C		3	73.9 C
		4 OTC	C		5	85.32 mVDC		6	0.8969 VDC
		7	179.21 mVDC		8	1.0239 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	55	9 6/26/2007						
		1	77.8 C		2 OTC	C		3	74.3 C
		4	69.8 C		5	86.54 mVDC		6	0.8967 VDC
		7	181.33 mVDC		8	1.0235 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	55	14 6/26/2007						
		1	78.2 C		2	72.4 C		3	74.7 C
		4 OTC	C		5	86.35 mVDC		6	0.8961 VDC
		7	179.78 mVDC		8	1.0236 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	55	19 6/26/2007						
		1	78.6 C		2	72.7 C		3 OTC	C
		4	70.2 C		5	85.43 mVDC		6	0.8957 VDC
		7	174.09 mVDC		8	1.0238 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	55	24 6/26/2007						
		1	79 C		2	73 C		3	75.5 C
		4	70.5 C		5	84.24 mVDC		6	0.8955 VDC
		7	166.4 mVDC		8	1.024 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	55	29 6/26/2007						
		1	79.3 C		2 OTC	C		3	75.8 C
		4 OTC	C		5	82.86 mVDC		6	0.8955 VDC
		7	156.24 mVDC		8	1.0244 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	55	34 6/26/2007						
		1	79.7 C		2 OTC	C		3	76.2 C
		4 OTC	C		5	81.75 mVDC		6	0.895 VDC
		7	150.73 mVDC		8	1.0245 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	55	39 6/26/2007						
		1	80.1 C		2	73.9 C		3 OTC	C
		4 OTC	C		5	80.6 mVDC		6	0.8946 VDC
		7	146.09 mVDC		8	1.0247 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	55	44 6/26/2007						
		1	80.5 C		2	74.2 C		3	76.8 C
		4	71.4 C		5	79.58 mVDC		6	0.8939 VDC
		7	140.97 mVDC		8	1.0249 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	55	49 6/26/2007						
		1	80.8 C		2	74.5 C		3 OTC	C
		4 OTC	C		5	78.92 mVDC		6	0.8933 VDC
		7	138.63 mVDC		8	1.025 VDC			
ALM		15 DIO	255 TOTAL			0			
	16	55	54 6/26/2007						
		1	81.1 C		2	74.7 C		3	77.2 C
		4	71.8 C		5	78.11 mVDC		6	0.8935 VDC

		7	137.4 mVDC	8	1.0249 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	55	59 6/26/2007				
		1	81.5 C	2	75 C	3	77.4 C
		4	72 C	5	77.43 mVDC	6	0.8937 VDC
		7	138.55 mVDC	8	1.0248 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	56	4 6/26/2007				
		1	81.7 C	2	75.3 C	3	77.7 C
		4	72.1 C	5	76.22 mVDC	6	0.8928 VDC
		7	135.53 mVDC	8	1.025 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	56	9 6/26/2007				
		1	82 C	2	75.5 C	3	77.8 C
		4	72.3 C	5	75.24 mVDC	6	0.893 VDC
		7	130.48 mVDC	8	1.0251 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	56	14 6/26/2007				
		1	82.3 C	2	75.7 C	3	78 C
		4	72.4 C	5	74.53 mVDC	6	0.8934 VDC
		7	125.92 mVDC	8	1.0251 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	56	19 6/26/2007				
		1	82.6 C	2	75.9 C	3	78.2 C
		4	72.6 C	5	73.91 mVDC	6	0.893 VDC
		7	124.59 mVDC	8	1.0251 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	56	24 6/26/2007				
		1	82.8 C	2	76.2 C	3	78.4 C
		4	72.7 C	5	73.52 mVDC	6	0.8926 VDC
		7	122.96 mVDC	8	1.0251 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	56	29 6/26/2007				
		1	83.1 C	2	76.4 C	3	78.5 C
		4	72.9 C	5	73.28 mVDC	6	0.8927 VDC
		7	121.78 mVDC	8	1.025 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	56	34 6/26/2007				
		1	83.3 C	2	76.6 C	3	78.7 C
		4	73 C	5	73.1 mVDC	6	0.8922 VDC
		7	120.8 mVDC	8	1.0248 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	56	39 6/26/2007				
		1	83.6 C	2	76.8 C	3	78.8 C
		4	73.2 C	5	72.81 mVDC	6	0.8924 VDC
		7	120.28 mVDC	8	1.0245 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	56	44 6/26/2007				
		1	83.8 C	2	77 C	3	78.9 C
		4	73.3 C	5	72.57 mVDC	6	0.8918 VDC
		7	118.7 mVDC	8	1.0224 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	56	49 6/26/2007				
		1	84 C	2	77.2 C	3	79.1 C
		4	73.3 C	5	72.6 mVDC	6	0.892 VDC
		7	116.69 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		

	16	56	54	6/26/2007					
		1	84.1	C	2	77.4	C	3	79.2
		4	73.4	C	5	72.68	mVDC	6	0.8917
		7	115.33	mVDC	8	1.0213	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	56	59	6/26/2007					
		1	84.3	C	2	77.6	C	3	79.3
		4	73.6	C	5	72.55	mVDC	6	0.8917
		7	114.16	mVDC	8	1.0218	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	57	4	6/26/2007					
		1	OTC	C	2	77.7	C	3	OTC
		4	73.6	C	5	72.47	mVDC	6	0.8914
		7	112.98	mVDC	8	1.0218	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	57	9	6/26/2007					
		1	84.7	C	2	OTC	C	3	79.6
		4	OTC	C	5	72.45	mVDC	6	0.8917
		7	111.36	mVDC	8	1.021	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	57	14	6/26/2007					
		1	84.9	C	2	78	C	3	79.6
		4	73.8	C	5	72.32	mVDC	6	0.8913
		7	110.28	mVDC	8	1.0212	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	57	19	6/26/2007					
		1	85.1	C	2	78.2	C	3	79.7
		4	73.9	C	5	72.12	mVDC	6	0.8912
		7	109.28	mVDC	8	1.0205	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	57	24	6/26/2007					
		1	85.3	C	2	OTC	C	3	79.8
		4	74	C	5	71.86	mVDC	6	0.8909
		7	108.69	mVDC	8	1.0203	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	57	29	6/26/2007					
		1	85.4	C	2	78.4	C	3	79.9
		4	74	C	5	71.77	mVDC	6	0.8909
		7	107.89	mVDC	8	1.0203	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	57	34	6/26/2007					
		1	85.6	C	2	78.6	C	3	80
		4	74.1	C	5	71.83	mVDC	6	0.8919
		7	106.35	mVDC	8	1.0208	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	57	39	6/26/2007					
		1	85.8	C	2	78.7	C	3	80.1
		4	74.2	C	5	71.66	mVDC	6	0.8906
		7	105.33	mVDC	8	1.0205	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	57	44	6/26/2007					
		1	85.9	C	2	78.9	C	3	80.1
		4	74.2	C	5	71.5	mVDC	6	0.8904
		7	104.79	mVDC	8	1.0204	VDC		
ALM		15	DIO	255	TOTAL	0			
	16	57	49	6/26/2007					

		1	86 C	2	79 C	3	80.2 C
		4	74.3 C	5	71.56 mVDC	6	0.8904 VDC
		7	103.74 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	57	54 6/26/2007				
		1	86.2 C	2	79.1 C	3	80.3 C
		4	74.4 C	5	71.63 mVDC	6	0.8902 VDC
		7	102.8 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	57	59 6/26/2007				
		1	86.3 C	2	79.3 C	3	80.3 C
		4	74.4 C	5	71.76 mVDC	6	0.8921 VDC
		7	101.9 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	58	4 6/26/2007				
		1	86.5 C	2 OTC	C	3	80.4 C
		4	74.5 C	5	71.67 mVDC	6	0.8911 VDC
		7	100.77 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	58	9 6/26/2007				
		1	86.6 C	2	79.5 C	3	80.5 C
		4	74.5 C	5	71.72 mVDC	6	0.8902 VDC
		7	99.84 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	58	14 6/26/2007				
		1	86.7 C	2	79.6 C	3	80.5 C
		4 OTC	C	5	71.86 mVDC	6	0.8909 VDC
		7	99.22 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	58	19 6/26/2007				
		1	86.9 C	2	79.7 C	3	80.6 C
		4	74.6 C	5	71.82 mVDC	6	0.8906 VDC
		7	98.76 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	58	24 6/26/2007				
		1	87 C	2	79.8 C	3	80.6 C
		4	74.7 C	5	71.69 mVDC	6	0.8905 VDC
		7	98.4 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	58	29 6/26/2007				
		1	87.1 C	2	79.9 C	3	80.7 C
		4	74.7 C	5	71.46 mVDC	6	0.8905 VDC
		7	98.1 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	58	34 6/26/2007				
		1	87.2 C	2 OTC	C	3	80.7 C
		4 OTC	C	5	71.55 mVDC	6	0.8925 VDC
		7	97.83 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	58	39 6/26/2007				
		1	87.3 C	2	80.1 C	3	80.8 C
		4	74.8 C	5	71.53 mVDC	6	0.8926 VDC
		7	97.42 mVDC	8	1.0159 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	58	44 6/26/2007				
		1	87.5 C	2	80.2 C	3	80.8 C
		4	74.9 C	5	71.51 mVDC	6	0.893 VDC

		7	97.38 mVDC	8	1.0172 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	58	49 6/26/2007				
		1	87.6 C	2	80.3 C	3	80.9 C
		4	74.9 C	5	71.46 mVDC	6	0.8927 VDC
		7	97.22 mVDC	8	1.0175 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	58	54 6/26/2007				
		1	87.7 C	2	80.4 C	3	80.9 C
		4 OTC	C	5	71.3 mVDC	6	0.8913 VDC
		7	97.11 mVDC	8	1.0184 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	58	59 6/26/2007				
		1	87.8 C	2	80.4 C	3	81 C
		4 OTC	C	5	71.18 mVDC	6	0.8902 VDC
		7	97.04 mVDC	8	1.0176 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	59	4 6/26/2007				
		1	87.9 C	2	80.5 C	3	81 C
		4	75 C	5	71.14 mVDC	6	0.8899 VDC
		7	97.13 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	59	9 6/26/2007				
		1	88 C	2	80.6 C	3	81.1 C
		4	75 C	5	71.08 mVDC	6	0.8902 VDC
		7	96.87 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	59	14 6/26/2007				
		1	88.1 C	2	80.7 C	3	81.1 C
		4	75.1 C	5	70.86 mVDC	6	0.8899 VDC
		7	96.72 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	59	19 6/26/2007				
		1	88.2 C	2	80.8 C	3	81.2 C
		4	75.1 C	5	70.68 mVDC	6	0.8898 VDC
		7	96.58 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	59	24 6/26/2007				
		1	88.3 C	2	80.9 C	3	81.2 C
		4	75.1 C	5	70.52 mVDC	6	0.8895 VDC
		7	96.54 mVDC	8	1.0191 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	59	29 6/26/2007				
		1	88.4 C	2	80.9 C	3	81.2 C
		4	75.1 C	5	70.43 mVDC	6	0.8895 VDC
		7	96.34 mVDC	8	1.0185 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	59	34 6/26/2007				
		1	88.5 C	2	81.1 C	3	81.3 C
		4	75.2 C	5	70.33 mVDC	6	0.8909 VDC
		7	96.21 mVDC	8	1.0191 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	59	39 6/26/2007				
		1	88.6 C	2	81.1 C	3	81.3 C
		4	75.2 C	5	70.22 mVDC	6	0.8908 VDC
		7	95.98 mVDC	8	1.0174 VDC		
ALM		15 DIO	255 TOTAL		0		

	16	59	44 6/26/2007				
		1	88.7 C	2	81.2 C	3	81.3 C
		4	75.2 C	5	70.03 mVDC	6	0.8904 VDC
		7	95.9 mVDC	8	1.0162 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	59	49 6/26/2007				
		1	88.8 C	2	81.3 C	3	81.4 C
		4	75.3 C	5	69.96 mVDC	6	0.891 VDC
		7	96.01 mVDC	8	1.0191 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	59	54 6/26/2007				
		1	88.9 C	2	81.4 C	3	81.5 C
		4	75.3 C	5	69.92 mVDC	6	0.8908 VDC
		7	95.76 mVDC	8	1.0178 VDC		
ALM		15 DIO	255 TOTAL		0		
	16	59	59 6/26/2007				
		1	89 C	2	81.4 C	3	81.4 C
		4	75.3 C	5	69.9 mVDC	6	0.8912 VDC
		7	95.76 mVDC	8	1.0188 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	0	4 6/26/2007				
		1	89.1 C	2	81.5 C	3	81.5 C
		4	75.3 C	5	69.87 mVDC	6	0.8912 VDC
		7	95.38 mVDC	8	1.0164 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	0	9 6/26/2007				
		1	89.1 C	2 OTC	C	3 OTC	C
		4 OTC	C	5	69.89 mVDC	6	0.8916 VDC
		7	95.42 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	0	14 6/26/2007				
		1	89.2 C	2 OTC	C	3	81.5 C
		4	75.4 C	5	69.92 mVDC	6	0.8916 VDC
		7	95.01 mVDC	8	1.0156 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	0	19 6/26/2007				
		1	89.3 C	2	81.7 C	3	81.6 C
		4	75.4 C	5	69.86 mVDC	6	0.8915 VDC
		7	95.13 mVDC	8	1.0176 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	0	24 6/26/2007				
		1	89.3 C	2	81.8 C	3	81.6 C
		4	75.4 C	5	69.76 mVDC	6	0.8913 VDC
		7	95.15 mVDC	8	1.0185 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	0	29 6/26/2007				
		1	89.4 C	2	81.8 C	3	81.6 C
		4	75.5 C	5	69.73 mVDC	6	0.8915 VDC
		7	95.04 mVDC	8	1.0186 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	0	34 6/26/2007				
		1	89.5 C	2	81.9 C	3	81.6 C
		4	75.5 C	5	69.67 mVDC	6	0.8913 VDC
		7	95 mVDC	8	1.0184 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	0	39 6/26/2007				

		1	89.5 C	2	81.9 C	3	81.7 C
		4	75.5 C	5	69.53 mVDC	6	0.8911 VDC
		7	94.59 mVDC	8	1.0156 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	0	44 6/26/2007				
		1	89.6 C	2	82 C	3	81.7 C
		4	75.5 C	5	69.5 mVDC	6	0.8912 VDC
		7	94.69 mVDC	8	1.0181 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	0	49 6/26/2007				
		1	89.7 C	2	82 C	3	81.8 C
		4	75.6 C	5	69.42 mVDC	6	0.8912 VDC
		7	94.61 mVDC	8	1.0183 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	0	54 6/26/2007				
		1	89.7 C	2	82.1 C	3	81.8 C
		4	75.6 C	5	69.32 mVDC	6	0.8909 VDC
		7	94.44 mVDC	8	1.0167 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	0	59 6/26/2007				
		1	89.7 C	2	82.2 C	3	81.8 C
		4	75.6 C	5	69.17 mVDC	6	0.8911 VDC
		7	94.52 mVDC	8	1.0183 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	1	4 6/26/2007				
		1	89.8 C	2	82.2 C	3	81.8 C
		4	75.7 C	5	68.94 mVDC	6	0.891 VDC
		7	94.37 mVDC	8	1.0172 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	1	9 6/26/2007				
		1	89.8 C	2	82.2 C	3	81.9 C
		4	75.7 C	5	68.79 mVDC	6	0.8909 VDC
		7	94.29 mVDC	8	1.0158 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	1	14 6/26/2007				
		1	89.9 C	2	82.3 C	3	81.9 C
		4	75.7 C	5	68.6 mVDC	6	0.8908 VDC
		7	94.13 mVDC	8	1.0153 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	1	19 6/26/2007				
		1	89.9 C	2	82.4 C	3	82 C
		4	75.7 C	5	68.42 mVDC	6	0.8912 VDC
		7	94.41 mVDC	8	1.0183 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	1	24 6/26/2007				
		1	90 C	2	82.4 C	3	82 C
		4	75.7 C	5	68.27 mVDC	6	0.891 VDC
		7	94.39 mVDC	8	1.0186 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	1	29 6/26/2007				
		1	90 C	2	82.4 C	3	82 C
		4	75.7 C	5	68.14 mVDC	6	0.8907 VDC
		7	94.28 mVDC	8	1.0177 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	1	34 6/26/2007				
		1	90.1 C	2	82.5 C	3	82 C
		4	75.7 C	5	68.02 mVDC	6	0.8908 VDC

		7	94.33 mVDC	8	1.0186 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	1	39 6/26/2007				
		1	90.1 C	2	82.5 C	3	82.1 C
		4	75.8 C	5	67.87 mVDC	6	0.8905 VDC
		7	94.2 mVDC	8	1.018 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	1	44 6/26/2007				
		1	90.2 C	2	82.6 C	3	82.1 C
		4	75.8 C	5	67.83 mVDC	6	0.8912 VDC
		7	94.16 mVDC	8	1.017 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	1	49 6/26/2007				
		1	90.2 C	2	82.6 C	3	82.1 C
		4	75.8 C	5	67.7 mVDC	6	0.8909 VDC
		7	94.1 mVDC	8	1.0166 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	1	54 6/26/2007				
		1	90.3 C	2	82.6 C	3	82.1 C
		4	75.8 C	5	67.62 mVDC	6	0.8911 VDC
		7	94.32 mVDC	8	1.0194 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	1	59 6/26/2007				
		1	90.3 C	2	82.7 C	3	82.2 C
		4	75.9 C	5	67.54 mVDC	6	0.8913 VDC
		7	94.18 mVDC	8	1.0181 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	2	4 6/26/2007				
		1	90.4 C	2	82.7 C	3	82.2 C
		4	75.9 C	5	67.46 mVDC	6	0.8912 VDC
		7	94.11 mVDC	8	1.018 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	2	9 6/26/2007				
		1	90.4 C	2	82.8 C	3	82.2 C
		4	75.9 C	5	67.39 mVDC	6	0.8912 VDC
		7	94.15 mVDC	8	1.0178 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	2	14 6/26/2007				
		1	90.5 C	2	82.8 C	3	82.2 C
		4	75.9 C	5	67.3 mVDC	6	0.8915 VDC
		7	94.08 mVDC	8	1.0173 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	2	19 6/26/2007				
		1	90.5 C	2	82.9 C	3	82.2 C
		4	75.9 C	5	67.18 mVDC	6	0.8913 VDC
		7	94.25 mVDC	8	1.0191 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	2	24 6/26/2007				
		1	90.5 C	2	82.9 C	3	82.2 C
		4	76 C	5	67.14 mVDC	6	0.8912 VDC
		7	93.97 mVDC	8	1.0165 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	2	29 6/26/2007				
		1	90.6 C	2	82.9 C	3	82.3 C
		4	76 C	5	67.08 mVDC	6	0.8912 VDC
		7	94.18 mVDC	8	1.0187 VDC		
ALM		15	DIO	255	TOTAL	0	

	17	2	34	6/26/2007					
		1	90.6	C	2	83	C	3	82.3
		4	76	C	5	67.03	mVDC	6	0.8911
		7	94.02	mVDC	8	1.0175	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	2	39	6/26/2007					
		1	90.6	C	2	83	C	3	82.3
		4	76	C	5	66.94	mVDC	6	0.8909
		7	94.22	mVDC	8	1.0179	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	2	44	6/26/2007					
		1	90.7	C	2	83	C	3	82.4
		4	76	C	5	66.88	mVDC	6	0.8905
		7	94.34	mVDC	8	1.0178	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	2	49	6/26/2007					
		1	90.7	C	2	83.1	C	3	82.3
		4	76.1	C	5	66.84	mVDC	6	0.8907
		7	94.27	mVDC	8	1.0174	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	2	54	6/26/2007					
		1	90.7	C	2	83.1	C	3	82.4
		4	76.1	C	5	66.79	mVDC	6	0.8907
		7	94.46	mVDC	8	1.0184	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	2	59	6/26/2007					
		1	90.8	C	2	83.1	C	3	82.4
		4	76.1	C	5	66.75	mVDC	6	0.8902
		7	94.26	mVDC	8	1.0165	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	3	4	6/26/2007					
		1	90.8	C	2	83.2	C	3	82.4
		4	76.1	C	5	66.82	mVDC	6	0.8918
		7	94.43	mVDC	8	1.0185	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	3	9	6/26/2007					
		1	90.8	C	2	83.2	C	3	82.5
		4	76.1	C	5	66.73	mVDC	6	0.8909
		7	94.47	mVDC	8	1.0189	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	3	14	6/26/2007					
		1	90.9	C	2	83.2	C	3	OTC C
		4	76.1	C	5	66.68	mVDC	6	0.8903
		7	94.38	mVDC	8	1.0179	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	3	19	6/26/2007					
		1	90.9	C	2	83.2	C	3	82.5
		4	76.1	C	5	66.6	mVDC	6	0.8905
		7	94.38	mVDC	8	1.0184	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	3	24	6/26/2007					
		1	90.9	C	2	83.3	C	3	82.5
		4	76.2	C	5	66.59	mVDC	6	0.8902
		7	94.44	mVDC	8	1.0187	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	3	29	6/26/2007					

		1	90.9 C	2	83.3 C	3	82.6 C
		4	76.2 C	5	66.54 mVDC	6	0.89 VDC
		7	94.35 mVDC	8	1.0178 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	3	34 6/26/2007				
		1	91 C	2	83.3 C	3	82.5 C
		4	76.2 C	5	66.53 mVDC	6	0.8904 VDC
		7	94.32 mVDC	8	1.0179 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	3	39 6/26/2007				
		1	91 C	2	83.3 C	3	82.6 C
		4	76.2 C	5	66.49 mVDC	6	0.8898 VDC
		7	94.2 mVDC	8	1.0168 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	3	44 6/26/2007				
		1	91 C	2	83.4 C	3	82.6 C
		4	76.2 C	5	66.52 mVDC	6	0.8907 VDC
		7	94.3 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	3	49 6/26/2007				
		1	91.1 C	2	83.4 C	3	82.6 C
		4	76.2 C	5	66.58 mVDC	6	0.8916 VDC
		7	94.04 mVDC	8	1.0177 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	3	54 6/26/2007				
		1	91.1 C	2	83.4 C	3	82.6 C
		4	76.3 C	5	66.41 mVDC	6	0.8899 VDC
		7	94.23 mVDC	8	1.0185 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	3	59 6/26/2007				
		1	91.1 C	2	83.4 C	3	82.7 C
		4	76.3 C	5	66.37 mVDC	6	0.89 VDC
		7	93.98 mVDC	8	1.0146 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	4	4 6/26/2007				
		1	91.1 C	2	83.5 C	3	82.7 C
		4	76.3 C	5	66.37 mVDC	6	0.8907 VDC
		7	94.16 mVDC	8	1.0179 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	4	9 6/26/2007				
		1	91.1 C	2 OTC	C	3 OTC	C
		4	76.3 C	5	66.28 mVDC	6	0.89 VDC
		7	94.21 mVDC	8	1.0183 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	4	14 6/26/2007				
		1	91.2 C	2	83.5 C	3	82.7 C
		4	76.3 C	5	66.3 mVDC	6	0.8909 VDC
		7	94.14 mVDC	8	1.0179 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	4	19 6/26/2007				
		1	91.2 C	2	83.6 C	3	82.7 C
		4	76.3 C	5	66.22 mVDC	6	0.8902 VDC
		7	93.99 mVDC	8	1.0166 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	4	24 6/26/2007				
		1	91.2 C	2	83.6 C	3	82.7 C
		4	76.4 C	5	66.14 mVDC	6	0.8905 VDC

		7	94.17 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	4	29 6/26/2007				
		1	91.3 C	2	83.6 C	3	82.7 C
		4	76.4 C	5	66.12 mVDC	6	0.8905 VDC
		7	93.96 mVDC	8	1.0169 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	4	34 6/26/2007				
		1	91.3 C	2	83.6 C	3	82.8 C
		4	76.4 C	5	66.03 mVDC	6	0.8896 VDC
		7	93.99 mVDC	8	1.0174 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	4	39 6/26/2007				
		1	91.3 C	2	83.7 C	3	82.8 C
		4	76.4 C	5	65.97 mVDC	6	0.8896 VDC
		7	94.06 mVDC	8	1.0184 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	4	44 6/26/2007				
		1	91.3 C	2	83.7 C	3	82.8 C
		4	76.4 C	5	66 mVDC	6	0.8898 VDC
		7	93.97 mVDC	8	1.0179 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	4	49 6/26/2007				
		1	91.4 C	2	83.7 C	3	OTC C
		4	OTC C	5	65.98 mVDC	6	0.8917 VDC
		7	93.98 mVDC	8	1.0184 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	4	54 6/26/2007				
		1	91.4 C	2	83.7 C	3	82.9 C
		4	76.5 C	5	65.93 mVDC	6	0.8896 VDC
		7	93.84 mVDC	8	1.0181 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	4	59 6/26/2007				
		1	91.4 C	2	83.7 C	3	82.9 C
		4	76.5 C	5	65.91 mVDC	6	0.8895 VDC
		7	93.86 mVDC	8	1.0181 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	5	4 6/26/2007				
		1	91.4 C	2	83.8 C	3	82.9 C
		4	76.5 C	5	65.92 mVDC	6	0.8898 VDC
		7	93.93 mVDC	8	1.0185 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	5	9 6/26/2007				
		1	91.5 C	2	83.8 C	3	82.9 C
		4	76.5 C	5	65.94 mVDC	6	0.8904 VDC
		7	93.73 mVDC	8	1.0164 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	5	14 6/26/2007				
		1	91.5 C	2	83.8 C	3	82.9 C
		4	76.5 C	5	65.89 mVDC	6	0.8907 VDC
		7	93.65 mVDC	8	1.0166 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	5	19 6/26/2007				
		1	91.5 C	2	83.8 C	3	82.9 C
		4	76.5 C	5	65.86 mVDC	6	0.8895 VDC
		7	93.79 mVDC	8	1.018 VDC		
ALM		15 DIO	255 TOTAL		0		

	17	5	24	6/26/2007					
		1	91.5	C	2	83.8	C	3	82.9
		4	76.5	C	5	65.93	mVDC	6	0.8907
		7	93.62	mVDC	8	1.0176	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	5	29	6/26/2007					
		1	91.6	C	2	83.9	C	3	83
		4	76.5	C	5	65.82	mVDC	6	0.8905
		7	93.59	mVDC	8	1.017	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	5	34	6/26/2007					
		1	91.6	C	2	83.9	C	3	83
		4	76.5	C	5	65.8	mVDC	6	0.8896
		7	93.45	mVDC	8	1.0167	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	5	39	6/26/2007					
		1	91.6	C	2	83.9	C	3	83
		4	76.6	C	5	65.78	mVDC	6	0.8898
		7	93.56	mVDC	8	1.0186	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	5	44	6/26/2007					
		1	91.6	C	2	83.9	C	3	83
		4	OTC	C	5	65.79	mVDC	6	0.89
		7	93.54	mVDC	8	1.0184	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	5	49	6/26/2007					
		1	91.6	C	2	83.9	C	3	83
		4	76.6	C	5	65.79	mVDC	6	0.8901
		7	93.39	mVDC	8	1.0175	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	5	54	6/26/2007					
		1	91.6	C	2	83.9	C	3	83
		4	76.6	C	5	65.77	mVDC	6	0.8904
		7	93.36	mVDC	8	1.0169	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	5	59	6/26/2007					
		1	91.6	C	2	83.9	C	3	83
		4	76.6	C	5	65.71	mVDC	6	0.8899
		7	93.28	mVDC	8	1.0174	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	6	4	6/26/2007					
		1	91.7	C	2	OTC	C	3	OTC
		4	76.6	C	5	65.69	mVDC	6	0.8897
		7	93.34	mVDC	8	1.018	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	6	9	6/26/2007					
		1	91.7	C	2	84	C	3	83
		4	76.6	C	5	65.67	mVDC	6	0.8895
		7	93.42	mVDC	8	1.0193	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	6	14	6/26/2007					
		1	91.7	C	2	84	C	3	OTC
		4	76.6	C	5	65.66	mVDC	6	0.8904
		7	93.35	mVDC	8	1.0192	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	6	19	6/26/2007					

		1	91.7 C	2	84 C	3	83.1 C
		4	76.6 C	5	65.64 mVDC	6	0.8895 VDC
		7	93.17 mVDC	8	1.0184 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	6	24 6/26/2007				
		1	91.7 C	2	84 C	3	83.1 C
		4	76.6 C	5	65.62 mVDC	6	0.8896 VDC
		7	93.27 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	6	29 6/26/2007				
		1	91.8 C	2	84.1 C	3	83.1 C
		4	76.7 C	5	65.61 mVDC	6	0.8899 VDC
		7	93.16 mVDC	8	1.0188 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	6	34 6/26/2007				
		1	91.8 C	2	84.1 C	3	83.1 C
		4	76.7 C	5	65.61 mVDC	6	0.8899 VDC
		7	93.02 mVDC	8	1.0166 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	6	39 6/26/2007				
		1	91.8 C	2	84.1 C	3	83.1 C
		4	76.7 C	5	65.58 mVDC	6	0.8898 VDC
		7	93.17 mVDC	8	1.0192 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	6	44 6/26/2007				
		1	91.8 C	2	84.1 C	3	83.2 C
		4	76.7 C	5	65.5 mVDC	6	0.8895 VDC
		7	93.12 mVDC	8	1.0185 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	6	49 6/26/2007				
		1	91.9 C	2	84.1 C	3	83.2 C
		4	76.7 C	5	65.51 mVDC	6	0.8903 VDC
		7	93.12 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	6	54 6/26/2007				
		1	91.9 C	2	84.1 C	3	83.2 C
		4	76.7 C	5	65.43 mVDC	6	0.8894 VDC
		7	93.12 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	6	59 6/26/2007				
		1	91.9 C	2	84.2 C	3	83.2 C
		4	76.7 C	5	65.56 mVDC	6	0.8913 VDC
		7	93.01 mVDC	8	1.0186 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	7	4 6/26/2007				
		1	91.9 C	2 OTC	C	3	83.2 C
		4	76.7 C	5	65.52 mVDC	6	0.891 VDC
		7	92.91 mVDC	8	1.0172 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	7	9 6/26/2007				
		1	91.9 C	2	84.2 C	3	83.2 C
		4	76.7 C	5	65.51 mVDC	6	0.8911 VDC
		7	93.04 mVDC	8	1.0191 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	7	14 6/26/2007				
		1	91.9 C	2	84.2 C	3	83.2 C
		4	76.8 C	5	65.48 mVDC	6	0.8906 VDC

		7	92.93 mVDC	8	1.0184 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	7	19 6/26/2007				
		1	91.9 C	2	84.2 C	3	83.3 C
		4	76.8 C	5	65.55 mVDC	6	0.8909 VDC
		7	92.69 mVDC	8	1.0163 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	7	24 6/26/2007				
		1	91.9 C	2	84.2 C	3	83.2 C
		4	76.8 C	5	65.49 mVDC	6	0.8908 VDC
		7	92.75 mVDC	8	1.018 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	7	29 6/26/2007				
		1	92 C	2	84.3 C	3	83.2 C
		4	76.8 C	5	65.55 mVDC	6	0.8913 VDC
		7	92.7 mVDC	8	1.0175 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	7	34 6/26/2007				
		1	92 C	2	84.3 C	3	83.2 C
		4	76.8 C	5	65.47 mVDC	6	0.8905 VDC
		7	92.76 mVDC	8	1.0182 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	7	39 6/26/2007				
		1	92 C	2	84.3 C	3	83.3 C
		4	76.8 C	5	65.43 mVDC	6	0.8903 VDC
		7	92.66 mVDC	8	1.0168 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	7	44 6/26/2007				
		1	92 C	2	84.3 C	3	83.3 C
		4	76.8 C	5	65.41 mVDC	6	0.8903 VDC
		7	92.8 mVDC	8	1.0184 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	7	49 6/26/2007				
		1	92.1 C	2	84.3 C	3	83.3 C
		4	76.8 C	5	65.39 mVDC	6	0.8902 VDC
		7	92.71 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	7	54 6/26/2007				
		1	92.1 C	2	84.3 C	3	83.3 C
		4	76.8 C	5	65.35 mVDC	6	0.8902 VDC
		7	92.79 mVDC	8	1.0191 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	7	59 6/26/2007				
		1	92.1 C	2	84.3 C	3	83.3 C
		4	76.8 C	5	65.36 mVDC	6	0.8903 VDC
		7	92.68 mVDC	8	1.0177 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	8	4 6/26/2007				
		1	92.1 C	2	84.4 C	3	83.3 C
		4	76.8 C	5	65.32 mVDC	6	0.8901 VDC
		7	92.7 mVDC	8	1.0182 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	8	9 6/26/2007				
		1	92.1 C	2	84.4 C	3	83.3 C
		4	76.9 C	5	65.28 mVDC	6	0.8897 VDC
		7	92.7 mVDC	8	1.0186 VDC		
ALM		15 DIO	255 TOTAL		0		

	17	8	14	6/26/2007					
		1	92.1	C	2	84.4	C	3	83.3
		4	76.9	C	5	65.3	mVDC	6	0.8901
		7	92.55	mVDC	8	1.0168	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	8	19	6/26/2007					
		1	92.1	C	2	84.4	C	3	83.3
		4	76.9	C	5	65.29	mVDC	6	0.8902
		7	92.54	mVDC	8	1.0171	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	8	24	6/26/2007					
		1	92.1	C	2	84.4	C	3	83.4
		4	76.9	C	5	65.24	mVDC	6	0.8903
		7	92.53	mVDC	8	1.0171	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	8	29	6/26/2007					
		1	92.2	C	2	84.4	C	3	83.4
		4	76.9	C	5	65.21	mVDC	6	0.89
		7	92.59	mVDC	8	1.0185	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	8	34	6/26/2007					
		1	92.1	C	2	OTC	C	3	83.3
		4	76.9	C	5	65.18	mVDC	6	0.8905
		7	92.6	mVDC	8	1.0178	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	8	39	6/26/2007					
		1	92.1	C	2	84.4	C	3	83.4
		4	76.9	C	5	65.2	mVDC	6	0.8903
		7	92.6	mVDC	8	1.0181	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	8	44	6/26/2007					
		1	92.2	C	2	84.4	C	3	83.4
		4	76.9	C	5	65.16	mVDC	6	0.89
		7	92.57	mVDC	8	1.018	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	8	49	6/26/2007					
		1	92.2	C	2	84.4	C	3	83.4
		4	77	C	5	65.11	mVDC	6	0.89
		7	92.52	mVDC	8	1.0175	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	8	54	6/26/2007					
		1	92.2	C	2	84.4	C	3	83.4
		4	77	C	5	65.12	mVDC	6	0.8903
		7	92.32	mVDC	8	1.0159	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	8	59	6/26/2007					
		1	92.2	C	2	84.5	C	3	83.4
		4	77	C	5	65.07	mVDC	6	0.8899
		7	92.59	mVDC	8	1.019	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	9	4	6/26/2007					
		1	92.2	C	2	OTC	C	3	83.4
		4	77	C	5	65.09	mVDC	6	0.8903
		7	92.5	mVDC	8	1.0177	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	9	9	6/26/2007					

		1	92.2 C	2	84.5 C	3	83.4 C
		4	77 C	5	65.06 mVDC	6	0.8903 VDC
		7	92.32 mVDC	8	1.0183 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	9	14 6/26/2007				
		1	92.2 C	2	84.5 C	3	83.4 C
		4	77 C	5	65.04 mVDC	6	0.8902 VDC
		7	92.56 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	9	19 6/26/2007				
		1	92.2 C	2	84.5 C	3	83.5 C
		4	77 C	5	64.97 mVDC	6	0.89 VDC
		7	92.48 mVDC	8	1.0182 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	9	24 6/26/2007				
		1	92.2 C	2	84.5 C	3	83.5 C
		4	77 C	5	64.95 mVDC	6	0.8899 VDC
		7	92.52 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	9	29 6/26/2007				
		1	92.2 C	2	84.5 C	3	83.5 C
		4	77 C	5	64.91 mVDC	6	0.8899 VDC
		7	92.45 mVDC	8	1.0179 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	9	34 6/26/2007				
		1	92.2 C	2	84.5 C	3	83.5 C
		4	77 C	5	64.9 mVDC	6	0.8899 VDC
		7	92.24 mVDC	8	1.0168 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	9	39 6/26/2007				
		1	92.2 C	2	84.5 C	3	83.5 C
		4	77 C	5	64.87 mVDC	6	0.89 VDC
		7	92.6 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	9	44 6/26/2007				
		1	92.2 C	2	84.6 C	3	83.5 C
		4	77.1 C	5	64.88 mVDC	6	0.8903 VDC
		7	92.39 mVDC	8	1.0179 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	9	49 6/26/2007				
		1	92.3 C	2	84.6 C	3	83.5 C
		4	77.1 C	5	64.87 mVDC	6	0.8903 VDC
		7	92.14 mVDC	8	1.0151 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	9	54 6/26/2007				
		1	92.2 C	2	84.6 C	3	83.5 C
		4	77.1 C	5	64.82 mVDC	6	0.8897 VDC
		7	92.49 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	9	59 6/26/2007				
		1	92.3 C	2	84.6 C	3	83.5 C
		4	77.1 C	5	64.8 mVDC	6	0.8897 VDC
		7	92.49 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	10	4 6/26/2007				
		1	92.3 C	2	84.6 C	3	83.6 C
		4	77.1 C	5	64.79 mVDC	6	0.8895 VDC

		7	92.45 mVDC	8	1.0192 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	10	9 6/26/2007				
		1	92.3 C	2	84.6 C	3	83.6 C
		4	77.1 C	5	64.75 mVDC	6	0.8888 VDC
		7	92.46 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	10	14 6/26/2007				
		1	92.3 C	2	84.6 C	3	83.6 C
		4	77.1 C	5	64.56 mVDC	6	0.887 VDC
		7	92.35 mVDC	8	1.0179 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	10	19 6/26/2007				
		1	92.3 C	2	84.6 C	3	83.6 C
		4	77.1 C	5	64.56 mVDC	6	0.8868 VDC
		7	92.48 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	10	24 6/26/2007				
		1	92.3 C	2	84.6 C	3	83.6 C
		4	77.1 C	5	64.72 mVDC	6	0.8889 VDC
		7	92.44 mVDC	8	1.0192 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	10	29 6/26/2007				
		1	92.3 C	2	84.6 C	3	83.6 C
		4	77.1 C	5	64.47 mVDC	6	0.8872 VDC
		7	92.39 mVDC	8	1.0184 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	10	34 6/26/2007				
		1	92.3 C	2	84.6 C	3	83.6 C
		4	77.2 C	5	64.72 mVDC	6	0.8894 VDC
		7	92.27 mVDC	8	1.0172 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	10	39 6/26/2007				
		1	92.3 C	2	84.6 C	3	83.6 C
		4	77.2 C	5	64.73 mVDC	6	0.89 VDC
		7	92.24 mVDC	8	1.0169 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	10	44 6/26/2007				
		1	92.3 C	2	84.6 C	3	83.6 C
		4	77.2 C	5	64.66 mVDC	6	0.8888 VDC
		7	92.34 mVDC	8	1.0178 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	10	49 6/26/2007				
		1	92.3 C	2	84.6 C	3	83.6 C
		4	77.2 C	5	64.5 mVDC	6	0.8883 VDC
		7	92.39 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	10	54 6/26/2007				
		1	92.3 C	2	84.6 C	3	83.7 C
		4	77.2 C	5	64.49 mVDC	6	0.8875 VDC
		7	92.21 mVDC	8	1.0168 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	10	59 6/26/2007				
		1	92.3 C	2	84.6 C	3	83.7 C
		4	77.2 C	5	64.47 mVDC	6	0.8875 VDC
		7	92.22 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		

	17	11	4	6/26/2007				
		1	92.3	C	2	84.7	C	3
		4	77.2	C	5	64.46	mVDC	6
		7	92.14	mVDC	8	1.0174	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	11	9	6/26/2007				
		1	92.3	C	2	84.7	C	3
		4	77.2	C	5	64.47	mVDC	6
		7	92.29	mVDC	8	1.0192	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	11	14	6/26/2007				
		1	92.3	C	2	84.7	C	3
		4	77.2	C	5	64.39	mVDC	6
		7	92.19	mVDC	8	1.0185	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	11	19	6/26/2007				
		1	92.3	C	2	84.7	C	3
		4	77.2	C	5	64.41	mVDC	6
		7	92.02	mVDC	8	1.0184	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	11	24	6/26/2007				
		1	92.3	C	2	84.7	C	3
		4	77.2	C	5	64.4	mVDC	6
		7	92.23	mVDC	8	1.0191	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	11	29	6/26/2007				
		1	92.3	C	2	84.7	C	3
		4	77.2	C	5	64.38	mVDC	6
		7	91.98	mVDC	8	1.0171	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	11	34	6/26/2007				
		1	92.3	C	2	84.7	C	3
		4	77.3	C	5	64.31	mVDC	6
		7	92.02	mVDC	8	1.0177	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	11	39	6/26/2007				
		1	92.3	C	2	84.7	C	3
		4	77.2	C	5	64.45	mVDC	6
		7	92.12	mVDC	8	1.019	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	11	44	6/26/2007				
		1	92.3	C	2	84.7	C	3
		4	77.3	C	5	64.34	mVDC	6
		7	92.06	mVDC	8	1.0179	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	11	49	6/26/2007				
		1	92.3	C	2	84.7	C	3
		4	77.3	C	5	64.34	mVDC	6
		7	92.08	mVDC	8	1.0185	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	11	54	6/26/2007				
		1	92.3	C	2	OTC	C	3
		4	77.3	C	5	64.39	mVDC	6
		7	91.97	mVDC	8	1.0179	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	11	59	6/26/2007				

		1	92.4 C	2	84.7 C	3	83.7 C
		4	77.3 C	5	64.28 mVDC	6	0.8877 VDC
		7	92.01 mVDC	8	1.0174 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	12	4 6/26/2007				
		1	92.4 C	2	84.7 C	3	83.7 C
		4 OTC	C	5	64.19 mVDC	6	0.8872 VDC
		7	92.06 mVDC	8	1.0184 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	12	9 6/26/2007				
		1	92.4 C	2	84.7 C	3	83.8 C
		4	77.3 C	5	64.36 mVDC	6	0.8874 VDC
		7	92.12 mVDC	8	1.0192 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	12	14 6/26/2007				
		1	92.4 C	2	84.7 C	3 OTC	C
		4	77.3 C	5	64.22 mVDC	6	0.8858 VDC
		7	92.01 mVDC	8	1.018 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	12	19 6/26/2007				
		1	92.4 C	2	84.7 C	3	83.8 C
		4	77.3 C	5	64.28 mVDC	6	0.8871 VDC
		7	91.89 mVDC	8	1.0156 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	12	24 6/26/2007				
		1	92.4 C	2	84.7 C	3	83.8 C
		4	77.3 C	5	64.26 mVDC	6	0.8859 VDC
		7	92.03 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	12	29 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.8 C
		4	77.3 C	5	64.25 mVDC	6	0.8858 VDC
		7	91.97 mVDC	8	1.0176 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	12	34 6/26/2007				
		1	92.4 C	2	84.7 C	3	83.8 C
		4	77.3 C	5	64.23 mVDC	6	0.8863 VDC
		7	91.95 mVDC	8	1.0176 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	12	39 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.8 C
		4	77.3 C	5	64.22 mVDC	6	0.8862 VDC
		7	91.91 mVDC	8	1.0176 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	12	44 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.8 C
		4	77.3 C	5	64.31 mVDC	6	0.8873 VDC
		7	91.97 mVDC	8	1.0185 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	12	49 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.8 C
		4	77.3 C	5	64.22 mVDC	6	0.8863 VDC
		7	91.83 mVDC	8	1.0171 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	12	54 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.8 C
		4	77.3 C	5	64.11 mVDC	6	0.8857 VDC

		7	91.78 mVDC	8	1.0166 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	12	59 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.8 C
		4	77.3 C	5	64.12 mVDC	6	0.8864 VDC
		7	91.91 mVDC	8	1.019 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	13	4 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.8 C
		4	77.3 C	5	64.14 mVDC	6	0.886 VDC
		7	91.79 mVDC	8	1.0169 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	13	9 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.8 C
		4	77.4 C	5	64.12 mVDC	6	0.8873 VDC
		7	91.92 mVDC	8	1.019 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	13	14 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.8 C
		4	77.4 C	5	64.08 mVDC	6	0.8853 VDC
		7	91.63 mVDC	8	1.0174 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	13	19 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.8 C
		4	77.4 C	5	64.16 mVDC	6	0.8857 VDC
		7	91.67 mVDC	8	1.0169 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	13	24 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.8 C
		4	77.4 C	5	64.17 mVDC	6	0.8883 VDC
		7	91.71 mVDC	8	1.0175 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	13	29 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.8 C
		4	77.4 C	5	64.19 mVDC	6	0.8863 VDC
		7	91.58 mVDC	8	1.0164 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	13	34 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.8 C
		4	77.4 C	5	64.01 mVDC	6	0.8849 VDC
		7	91.59 mVDC	8	1.0167 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	13	39 6/26/2007				
		1	92.5 C	2	84.8 C	3	83.8 C
		4	77.4 C	5	64.06 mVDC	6	0.8858 VDC
		7	91.59 mVDC	8	1.018 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	13	44 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.8 C
		4	77.4 C	5	64.01 mVDC	6	0.885 VDC
		7	91.48 mVDC	8	1.0171 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	13	49 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.8 C
		4	77.4 C	5	63.91 mVDC	6	0.8838 VDC
		7	91.56 mVDC	8	1.0169 VDC		
ALM		15	DIO	255	TOTAL	0	

	17	13	54	6/26/2007					
		1	92.4	C	2	84.8	C	3	83.9
		4	77.4	C	5	63.98	mVDC	6	0.8865
		7	91.61	mVDC	8	1.0177	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	13	59	6/26/2007					
		1	92.4	C	2	84.8	C	3	83.9
		4	77.4	C	5	64.02	mVDC	6	0.8861
		7	91.52	mVDC	8	1.0182	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	14	4	6/26/2007					
		1	92.5	C	2	84.8	C	3	83.9
		4	77.4	C	5	63.94	mVDC	6	0.8849
		7	91.57	mVDC	8	1.0173	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	14	9	6/26/2007					
		1	92.5	C	2	84.8	C	3	83.9
		4	77.4	C	5	63.92	mVDC	6	0.8849
		7	91.61	mVDC	8	1.0176	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	14	14	6/26/2007					
		1	92.5	C	2	84.8	C	3	83.9
		4	77.4	C	5	63.94	mVDC	6	0.8849
		7	91.56	mVDC	8	1.018	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	14	19	6/26/2007					
		1	92.5	C	2	84.9	C	3	83.9
		4	77.4	C	5	63.92	mVDC	6	0.8848
		7	91.55	mVDC	8	1.017	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	14	24	6/26/2007					
		1	92.5	C	2	84.9	C	3	83.9
		4	77.4	C	5	63.82	mVDC	6	0.8844
		7	91.57	mVDC	8	1.0177	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	14	29	6/26/2007					
		1	92.5	C	2	84.9	C	3	83.9
		4	77.4	C	5	63.88	mVDC	6	0.8853
		7	91.57	mVDC	8	1.0176	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	14	34	6/26/2007					
		1	92.4	C	2	84.9	C	3	83.9
		4	77.4	C	5	63.85	mVDC	6	0.8843
		7	91.48	mVDC	8	1.0171	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	14	39	6/26/2007					
		1	92.4	C	2	84.8	C	3	83.9
		4	77.4	C	5	64.08	mVDC	6	0.8878
		7	91.47	mVDC	8	1.0169	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	14	44	6/26/2007					
		1	92.4	C	2	84.9	C	3	83.9
		4	77.4	C	5	63.99	mVDC	6	0.8871
		7	91.4	mVDC	8	1.0169	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	14	49	6/26/2007					

		1	92.5 C	2	84.9 C	3	83.9 C
		4	77.4 C	5	63.87 mVDC	6	0.8852 VDC
		7	91.46 mVDC	8	1.017 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	14	54 6/26/2007				
		1	92.5 C	2	84.9 C	3	83.9 C
		4	77.4 C	5	63.82 mVDC	6	0.8847 VDC
		7	91.54 mVDC	8	1.0179 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	14	59 6/26/2007				
		1	92.5 C	2	84.9 C	3	84 C
		4	77.5 C	5	63.82 mVDC	6	0.8839 VDC
		7	91.48 mVDC	8	1.0172 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	15	4 6/26/2007				
		1	92.5 C	2	84.9 C	3	83.9 C
		4	77.5 C	5	63.8 mVDC	6	0.8843 VDC
		7	91.35 mVDC	8	1.0165 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	15	9 6/26/2007				
		1	92.4 C	2	84.9 C	3	83.9 C
		4	77.5 C	5	63.67 mVDC	6	0.8829 VDC
		7	91.4 mVDC	8	1.0166 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	15	14 6/26/2007				
		1	92.5 C	2	84.9 C	3	83.9 C
		4	77.5 C	5	63.78 mVDC	6	0.8848 VDC
		7	91.48 mVDC	8	1.0181 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	15	19 6/26/2007				
		1	92.5 C	2	84.9 C	3	83.9 C
		4	77.5 C	5	63.75 mVDC	6	0.8849 VDC
		7	91.32 mVDC	8	1.017 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	15	24 6/26/2007				
		1	92.5 C	2	84.8 C	3	83.9 C
		4	77.5 C	5	63.67 mVDC	6	0.8851 VDC
		7	91.49 mVDC	8	1.0179 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	15	29 6/26/2007				
		1	92.5 C	2	84.8 C	3	83.9 C
		4	77.5 C	5	63.73 mVDC	6	0.8849 VDC
		7	91.35 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	15	34 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.9 C
		4	77.5 C	5	63.68 mVDC	6	0.8845 VDC
		7	91.44 mVDC	8	1.0186 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	15	39 6/26/2007				
		1	92.5 C	2	84.9 C	3	83.9 C
		4	77.5 C	5	63.72 mVDC	6	0.8846 VDC
		7	91.33 mVDC	8	1.0174 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	15	44 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.9 C
		4	77.5 C	5	63.71 mVDC	6	0.8851 VDC

		7	91.36 mVDC	8	1.0174 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	15	49 6/26/2007				
		1	92.4 C	2	84.8 C	3	84 C
		4	77.5 C	5	63.7 mVDC	6	0.8847 VDC
		7	91.43 mVDC	8	1.0189 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	15	54 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.9 C
		4	77.5 C	5	63.69 mVDC	6	0.8844 VDC
		7	91.41 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	15	59 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.9 C
		4	77.5 C	5	63.64 mVDC	6	0.8849 VDC
		7	91.32 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	16	4 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.9 C
		4	77.5 C	5	63.76 mVDC	6	0.8861 VDC
		7	91.26 mVDC	8	1.018 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	16	9 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.9 C
		4	77.5 C	5	63.83 mVDC	6	0.8872 VDC
		7	91.19 mVDC	8	1.0173 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	16	14 6/26/2007				
		1	92.5 C	2	84.8 C	3	83.9 C
		4	77.5 C	5	63.81 mVDC	6	0.887 VDC
		7	91.17 mVDC	8	1.0178 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	16	19 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.9 C
		4	77.5 C	5	63.81 mVDC	6	0.8872 VDC
		7	91.32 mVDC	8	1.0192 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	16	24 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.9 C
		4	77.5 C	5	63.83 mVDC	6	0.8877 VDC
		7	91.32 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	16	29 6/26/2007				
		1	92.4 C	2	84.8 C	3	83.9 C
		4	77.5 C	5	63.81 mVDC	6	0.8876 VDC
		7	91.26 mVDC	8	1.0188 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	16	34 6/26/2007				
		1	92.4 C	2	84.8 C	3	84 C
		4	77.5 C	5	63.84 mVDC	6	0.8879 VDC
		7	91.13 mVDC	8	1.0177 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	16	39 6/26/2007				
		1	92.4 C	2	84.8 C	3	84 C
		4	77.6 C	5	63.84 mVDC	6	0.8883 VDC
		7	91.22 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		

	17	16	44 6/26/2007				
		1	92.4 C	2	84.8 C	3	84 C
		4	77.5 C	5	63.72 mVDC	6	0.8861 VDC
		7	90.97 mVDC	8	1.0169 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	16	49 6/26/2007				
		1	92.4 C	2	84.8 C	3	84 C
		4	77.5 C	5	63.64 mVDC	6	0.8853 VDC
		7	90.97 mVDC	8	1.017 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	16	54 6/26/2007				
		1	92.4 C	2	84.8 C	3	84 C
		4	77.5 C	5	63.61 mVDC	6	0.8852 VDC
		7	90.96 mVDC	8	1.0169 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	16	59 6/26/2007				
		1	92.4 C	2	84.9 C	3	84 C
		4	77.6 C	5	63.81 mVDC	6	0.888 VDC
		7	91.03 mVDC	8	1.0185 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	17	4 6/26/2007				
		1	92.4 C	2	84.9 C	3	84 C
		4	77.6 C	5	63.74 mVDC	6	0.889 VDC
		7	90.98 mVDC	8	1.0181 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	17	9 6/26/2007				
		1	92.4 C	2	84.9 C	3	84 C
		4	77.6 C	5	63.78 mVDC	6	0.888 VDC
		7	90.91 mVDC	8	1.0173 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	17	14 6/26/2007				
		1	92.4 C	2	84.8 C	3	84 C
		4	77.6 C	5	63.74 mVDC	6	0.8875 VDC
		7	91 mVDC	8	1.0191 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	17	19 6/26/2007				
		1	92.4 C	2	84.9 C	3	84 C
		4	77.6 C	5	63.72 mVDC	6	0.8875 VDC
		7	90.8 mVDC	8	1.0182 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	17	24 6/26/2007				
		1	92.4 C	2	84.9 C	3	84 C
		4	77.6 C	5	63.76 mVDC	6	0.8878 VDC
		7	90.76 mVDC	8	1.0167 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	17	29 6/26/2007				
		1	92.4 C	2	84.9 C	3	84 C
		4	77.6 C	5	63.71 mVDC	6	0.8873 VDC
		7	91 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	17	34 6/26/2007				
		1	92.4 C	2	84.9 C	3	84 C
		4	77.6 C	5	63.73 mVDC	6	0.8874 VDC
		7	90.93 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	17	39 6/26/2007				

		1	92.4 C	2	84.9 C	3	84.1 C
		4	77.6 C	5	63.68 mVDC	6	0.8873 VDC
		7	90.9 mVDC	8	1.0178 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	17	44 6/26/2007				
		1	92.4 C	2	84.9 C	3	84 C
		4	77.6 C	5	63.67 mVDC	6	0.8869 VDC
		7	90.96 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	17	49 6/26/2007				
		1	92.4 C	2	84.9 C	3	84 C
		4	77.7 C	5	63.69 mVDC	6	0.8867 VDC
		7	90.76 mVDC	8	1.0183 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	17	54 6/26/2007				
		1	92.4 C	2	84.9 C	3	84 C
		4	77.7 C	5	63.64 mVDC	6	0.8869 VDC
		7	90.55 mVDC	8	1.0172 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	17	59 6/26/2007				
		1	92.3 C	2	84.9 C	3	84 C
		4	77.7 C	5	63.6 mVDC	6	0.8867 VDC
		7	90.79 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	18	4 6/26/2007				
		1	92.4 C	2	84.9 C	3	84.1 C
		4	77.7 C	5	63.63 mVDC	6	0.8872 VDC
		7	90.67 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	18	9 6/26/2007				
		1	92.4 C	2	84.8 C	3	84.1 C
		4	77.7 C	5	63.62 mVDC	6	0.8869 VDC
		7	90.52 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	18	14 6/26/2007				
		1	92.3 C	2	84.8 C	3	84.1 C
		4	77.8 C	5	63.61 mVDC	6	0.8871 VDC
		7	90.5 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	18	19 6/26/2007				
		1	92.3 C	2	84.8 C	3	84.1 C
		4	77.8 C	5	63.71 mVDC	6	0.888 VDC
		7	90.54 mVDC	8	1.0192 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	18	24 6/26/2007				
		1	92.3 C	2	84.8 C	3	84 C
		4	77.8 C	5	63.58 mVDC	6	0.8868 VDC
		7	90.47 mVDC	8	1.0184 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	18	29 6/26/2007				
		1	92.2 C	2	84.8 C	3	84.1 C
		4	77.8 C	5	63.73 mVDC	6	0.8885 VDC
		7	90.65 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	18	34 6/26/2007				
		1	92.2 C	2	84.8 C	3	84 C
		4	77.8 C	5	63.61 mVDC	6	0.8875 VDC

		7	90.59 mVDC	8	1.0198 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	18	39 6/26/2007				
		1	92.2 C	2	84.7 C	3	84.1 C
		4	77.8 C	5	63.63 mVDC	6	0.8876 VDC
		7	90.56 mVDC	8	1.0197 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	18	44 6/26/2007				
		1	92.2 C	2	84.7 C	3	84.1 C
		4	77.8 C	5	63.55 mVDC	6	0.8868 VDC
		7	90.4 mVDC	8	1.0193 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	18	49 6/26/2007				
		1	92.2 C	2	84.7 C	3	84.1 C
		4	77.8 C	5	63.63 mVDC	6	0.8878 VDC
		7	90.53 mVDC	8	1.0203 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	18	54 6/26/2007				
		1	92.1 C	2	84.7 C	3	84.1 C
		4	77.8 C	5	63.6 mVDC	6	0.8875 VDC
		7	90.46 mVDC	8	1.0197 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	18	59 6/26/2007				
		1	92.1 C	2	84.7 C	3	84 C
		4	77.9 C	5	63.55 mVDC	6	0.8872 VDC
		7	90.53 mVDC	8	1.0208 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	19	4 6/26/2007				
		1	92 C	2	84.6 C	3	84.1 C
		4	77.8 C	5	63.57 mVDC	6	0.8877 VDC
		7	90.57 mVDC	8	1.021 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	19	9 6/26/2007				
		1	92 C	2	84.6 C	3	84 C
		4	77.8 C	5	63.54 mVDC	6	0.8876 VDC
		7	90.51 mVDC	8	1.0204 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	19	14 6/26/2007				
		1	92 C	2	84.6 C	3	84 C
		4	77.8 C	5	63.52 mVDC	6	0.8871 VDC
		7	90.42 mVDC	8	1.0189 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	19	19 6/26/2007				
		1	92 C	2	84.6 C	3	84.1 C
		4	77.8 C	5	63.51 mVDC	6	0.8872 VDC
		7	90.52 mVDC	8	1.0208 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	19	24 6/26/2007				
		1	92 C	2	84.6 C	3	84.1 C
		4	77.8 C	5	63.48 mVDC	6	0.8872 VDC
		7	90.5 mVDC	8	1.0205 VDC		
ALM		15	DIO	255	TOTAL	0	
	17	19	29 6/26/2007				
		1	92 C	2	84.6 C	3	84.1 C
		4	77.8 C	5	63.54 mVDC	6	0.8876 VDC
		7	90.47 mVDC	8	1.0203 VDC		
ALM		15	DIO	255	TOTAL	0	

	17	19	34 6/26/2007				
		1	92 C	2	84.6 C	3	84.1 C
		4	77.9 C	5	63.51 mVDC	6	0.8873 VDC
		7	90.57 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	19	39 6/26/2007				
		1	92 C	2	84.6 C	3	84.1 C
		4	77.9 C	5	63.57 mVDC	6	0.8881 VDC
		7	90.31 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	19	44 6/26/2007				
		1	92 C	2	84.6 C	3	84 C
		4	77.9 C	5	63.53 mVDC	6	0.8874 VDC
		7	90.48 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	19	49 6/26/2007				
		1	92 C	2	84.5 C	3	84.1 C
		4	77.9 C	5	63.56 mVDC	6	0.888 VDC
		7	90.55 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	19	54 6/26/2007				
		1	92 C	2	84.5 C	3	84.1 C
		4	77.9 C	5	63.54 mVDC	6	0.8878 VDC
		7	90.35 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	19	59 6/26/2007				
		1	92 C	2	84.6 C	3	84.1 C
		4	77.9 C	5	63.5 mVDC	6	0.8873 VDC
		7	90.57 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	20	4 6/26/2007				
		1	91.9 C	2	84.5 C	3	84.1 C
		4	77.9 C	5	63.49 mVDC	6	0.8874 VDC
		7	90.54 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	20	9 6/26/2007				
		1	92 C	2	84.5 C	3	84.1 C
		4	77.9 C	5	63.5 mVDC	6	0.8873 VDC
		7	90.48 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	20	14 6/26/2007				
		1	91.9 C	2	84.5 C	3	84.1 C
		4	77.9 C	5	63.53 mVDC	6	0.8881 VDC
		7	90.33 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	20	19 6/26/2007				
		1	92 C	2	84.5 C	3	84.1 C
		4	77.9 C	5	63.51 mVDC	6	0.8877 VDC
		7	90.46 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	20	24 6/26/2007				
		1	91.9 C	2	84.5 C	3	84.1 C
		4	77.9 C	5	63.58 mVDC	6	0.8889 VDC
		7	90.53 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	20	29 6/26/2007				

		1	91.9 C		2	84.5 C		3	84.1 C
		4	77.9 C		5	63.56 mVDC		6	0.8893 VDC
		7	90.53 mVDC		8	1.0216 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	20	34 6/26/2007						
		1	91.9 C		2	84.5 C		3 OTC	C
		4	77.9 C		5	63.56 mVDC		6	0.889 VDC
		7	90.48 mVDC		8	1.0209 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	20	39 6/26/2007						
		1	91.9 C		2	84.5 C		3	84.1 C
		4	77.9 C		5	63.58 mVDC		6	0.8893 VDC
		7	90.33 mVDC		8	1.0193 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	20	44 6/26/2007						
		1	91.9 C		2	84.5 C		3	84.1 C
		4	77.9 C		5	63.59 mVDC		6	0.8893 VDC
		7	90.39 mVDC		8	1.0204 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	20	49 6/26/2007						
		1	91.9 C		2	84.4 C		3	84.1 C
		4	77.9 C		5	63.59 mVDC		6	0.8895 VDC
		7	90.18 mVDC		8	1.0192 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	20	54 6/26/2007						
		1	91.9 C		2	84.4 C		3	84 C
		4	77.9 C		5	63.61 mVDC		6	0.8895 VDC
		7	90.2 mVDC		8	1.0193 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	20	59 6/26/2007						
		1	91.9 C		2	84.4 C		3	84 C
		4	77.9 C		5	63.62 mVDC		6	0.8897 VDC
		7	90.25 mVDC		8	1.0209 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	21	4 6/26/2007						
		1	91.9 C		2	84.4 C		3	84 C
		4	78 C		5	63.59 mVDC		6	0.8897 VDC
		7	90.13 mVDC		8	1.0206 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	21	9 6/26/2007						
		1	91.9 C		2	84.4 C		3	84.1 C
		4	77.9 C		5	63.56 mVDC		6	0.8894 VDC
		7	90.01 mVDC		8	1.0205 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	21	14 6/26/2007						
		1	91.8 C		2	84.4 C		3	84.1 C
		4	78 C		5	63.54 mVDC		6	0.8894 VDC
		7	89.91 mVDC		8	1.0196 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	21	19 6/26/2007						
		1	91.8 C		2	84.4 C		3	84 C
		4	77.9 C		5	63.6 mVDC		6	0.8902 VDC
		7	89.92 mVDC		8	1.0201 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	21	24 6/26/2007						
		1	91.8 C		2	84.4 C		3	84 C
		4	77.9 C		5	63.6 mVDC		6	0.8906 VDC

		7	89.96 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	21	29 6/26/2007				
		1	91.8 C	2	84.4 C	3	84.1 C
		4	77.9 C	5	63.59 mVDC	6	0.8904 VDC
		7	90.15 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	21	34 6/26/2007				
		1	91.8 C	2	84.4 C	3	84.1 C
		4	77.9 C	5	63.58 mVDC	6	0.8903 VDC
		7	90.06 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	21	39 6/26/2007				
		1	91.8 C	2	84.4 C	3	84.1 C
		4	77.9 C	5	63.61 mVDC	6	0.8907 VDC
		7	89.99 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	21	44 6/26/2007				
		1	91.8 C	2	84.4 C	3	84.1 C
		4	77.9 C	5	63.59 mVDC	6	0.8905 VDC
		7	89.92 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	21	49 6/26/2007				
		1	91.8 C	2	84.4 C	3	84.1 C
		4	77.9 C	5	63.59 mVDC	6	0.8904 VDC
		7	89.97 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	21	54 6/26/2007				
		1	91.8 C	2	84.4 C	3	84 C
		4	77.9 C	5	63.59 mVDC	6	0.8905 VDC
		7	89.96 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	21	59 6/26/2007				
		1	91.8 C	2 OTC	C	3	84 C
		4	78 C	5	63.59 mVDC	6	0.8905 VDC
		7	89.97 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	22	4 6/26/2007				
		1	91.8 C	2	84.4 C	3	84 C
		4	78 C	5	63.61 mVDC	6	0.8909 VDC
		7	89.92 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	22	9 6/26/2007				
		1	91.8 C	2	84.4 C	3	84 C
		4	78 C	5	63.58 mVDC	6	0.8904 VDC
		7	89.93 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	22	14 6/26/2007				
		1	91.7 C	2 OTC	C	3 OTC	C
		4	77.9 C	5	63.57 mVDC	6	0.8903 VDC
		7	89.95 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	22	19 6/26/2007				
		1	91.7 C	2	84.3 C	3	84 C
		4	78 C	5	63.55 mVDC	6	0.8902 VDC
		7	89.89 mVDC	8	1.0191 VDC		
ALM		15 DIO	255 TOTAL		0		

	17	22	24	6/26/2007				
		1	91.7	C	2	84.3	C	3
		4	78	C	5	63.54	mVDC	6
		7	89.92	mVDC	8	1.0196	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	22	29	6/26/2007				
		1	91.7	C	2	84.3	C	3
		4	78	C	5	63.54	mVDC	6
		7	89.89	mVDC	8	1.0191	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	22	34	6/26/2007				
		1	91.7	C	2	84.3	C	3
		4	78	C	5	63.59	mVDC	6
		7	89.67	mVDC	8	1.0192	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	22	39	6/26/2007				
		1	91.7	C	2	84.3	C	3
		4	78	C	5	63.55	mVDC	6
		7	89.69	mVDC	8	1.0201	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	22	44	6/26/2007				
		1	91.7	C	2	84.3	C	3
		4	78	C	5	63.54	mVDC	6
		7	89.7	mVDC	8	1.0205	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	22	49	6/26/2007				
		1	91.6	C	2	84.3	C	3
		4	78	C	5	63.52	mVDC	6
		7	89.58	mVDC	8	1.0199	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	22	54	6/26/2007				
		1	91.6	C	2	84.2	C	3
		4	77.9	C	5	63.54	mVDC	6
		7	89.49	mVDC	8	1.0195	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	22	59	6/26/2007				
		1	91.6	C	2	84.2	C	3
		4	78	C	5	63.55	mVDC	6
		7	89.57	mVDC	8	1.0202	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	23	4	6/26/2007				
		1	91.6	C	2	84.2	C	3
		4	77.9	C	5	63.5	mVDC	6
		7	89.54	mVDC	8	1.0195	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	23	9	6/26/2007				
		1	91.6	C	2	84.2	C	3
		4	78	C	5	63.5	mVDC	6
		7	89.56	mVDC	8	1.0198	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	23	14	6/26/2007				
		1	91.6	C	2	84.2	C	3
		4	77.9	C	5	63.48	mVDC	6
		7	89.67	mVDC	8	1.0212	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	23	19	6/26/2007				

		1	91.6 C		2	84.2 C		3	84 C
		4	77.9 C		5	63.47 mVDC		6	0.8891 VDC
		7	89.7 mVDC		8	1.0215 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	23	24 6/26/2007						
		1	91.6 C		2	84.2 C		3	84 C
		4	77.9 C		5	63.5 mVDC		6	0.8894 VDC
		7	89.61 mVDC		8	1.0207 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	23	29 6/26/2007						
		1	91.6 C		2	84.2 C		3	84 C
		4	77.9 C		5	63.5 mVDC		6	0.8894 VDC
		7	89.67 mVDC		8	1.0215 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	23	34 6/26/2007						
		1	91.6 C		2	84.2 C		3	84 C
		4	77.9 C		5	63.49 mVDC		6	0.8893 VDC
		7	89.61 mVDC		8	1.0208 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	23	39 6/26/2007						
		1	91.6 C		2	84.2 C		3	84 C
		4	77.9 C		5	63.49 mVDC		6	0.8893 VDC
		7	89.61 mVDC		8	1.0213 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	23	44 6/26/2007						
		1	91.6 C		2	84.2 C		3	84 C
		4	78 C		5	63.54 mVDC		6	0.8895 VDC
		7	89.51 mVDC		8	1.0208 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	23	49 6/26/2007						
		1	91.6 C		2	84.2 C		3	84 C
		4	78 C		5	63.56 mVDC		6	0.8896 VDC
		7	89.35 mVDC		8	1.0199 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	23	54 6/26/2007						
		1	91.6 C		2	84.2 C		3	84 C
		4	78 C		5	63.53 mVDC		6	0.8892 VDC
		7	89.35 mVDC		8	1.0205 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	23	59 6/26/2007						
		1	91.6 C		2	84.2 C		3	84 C
		4	78 C		5	63.59 mVDC		6	0.8897 VDC
		7	89.31 mVDC		8	1.0206 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	24	4 6/26/2007						
		1	91.5 C		2	84.2 C		3	84 C
		4	78 C		5	63.6 mVDC		6	0.8895 VDC
		7	89.33 mVDC		8	1.0212 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	24	9 6/26/2007						
		1	91.5 C		2	84.1 C		3	84 C
		4	78 C		5	63.57 mVDC		6	0.8893 VDC
		7	89.21 mVDC		8	1.0202 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	24	14 6/26/2007						
		1	91.5 C		2	84.1 C		3	OTC C
		4	OTC C		5	63.56 mVDC		6	0.8895 VDC

		7	89.35 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	24	19 6/26/2007				
		1	91.4 C	2	84.1 C	3	84 C
		4	77.9 C	5	63.55 mVDC	6	0.8896 VDC
		7	89.34 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	24	24 6/26/2007				
		1	91.5 C	2	84.1 C	3	84 C
		4	77.9 C	5	63.55 mVDC	6	0.8895 VDC
		7	89.25 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	24	29 6/26/2007				
		1	91.4 C	2	84.1 C	3	83.9 C
		4	77.9 C	5	63.57 mVDC	6	0.8897 VDC
		7	89.18 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	24	34 6/26/2007				
		1	91.4 C	2	84.1 C	3	83.9 C
		4	78 C	5	63.54 mVDC	6	0.8893 VDC
		7	89.32 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	24	39 6/26/2007				
		1	91.4 C	2	84.1 C	3	84 C
		4	78 C	5	63.52 mVDC	6	0.8892 VDC
		7	89.31 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	24	44 6/26/2007				
		1	91.4 C	2 OTC	C	3 OTC	C
		4	77.9 C	5	63.54 mVDC	6	0.8893 VDC
		7	89.24 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	24	49 6/26/2007				
		1	91.4 C	2	84.1 C	3	83.9 C
		4	77.9 C	5	63.52 mVDC	6	0.8893 VDC
		7	89.26 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	24	54 6/26/2007				
		1	91.4 C	2	84.1 C	3	83.9 C
		4	78 C	5	63.55 mVDC	6	0.8898 VDC
		7	89.14 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	24	59 6/26/2007				
		1	91.3 C	2	84.1 C	3 OTC	C
		4	78 C	5	63.54 mVDC	6	0.8897 VDC
		7	89.23 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	25	4 6/26/2007				
		1	91.3 C	2	84 C	3	83.9 C
		4	78 C	5	63.52 mVDC	6	0.8895 VDC
		7	89.16 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	25	9 6/26/2007				
		1	91.3 C	2	84 C	3	83.9 C
		4	78 C	5	63.54 mVDC	6	0.8898 VDC
		7	89.08 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		

	17	25	14	6/26/2007					
		1	91.3	C	2	84	C	3	83.9
		4	77.9	C	5	63.5	mVDC	6	0.8896
		7	89.18	mVDC	8	1.0213	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	25	19	6/26/2007					
		1	91.3	C	2	84	C	3	83.9
		4	77.9	C	5	63.55	mVDC	6	0.8898
		7	89.12	mVDC	8	1.0208	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	25	24	6/26/2007					
		1	91.3	C	2	84	C	3	83.9
		4	77.9	C	5	63.5	mVDC	6	0.8893
		7	89.08	mVDC	8	1.0204	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	25	29	6/26/2007					
		1	91.3	C	2	84	C	3	83.9
		4	77.9	C	5	63.52	mVDC	6	0.8896
		7	89.1	mVDC	8	1.021	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	25	34	6/26/2007					
		1	91.3	C	2	84	C	3	83.9
		4	77.9	C	5	63.54	mVDC	6	0.8898
		7	89.12	mVDC	8	1.0211	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	25	39	6/26/2007					
		1	91.3	C	2	84	C	3	83.9
		4	77.9	C	5	63.54	mVDC	6	0.8898
		7	89.07	mVDC	8	1.0206	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	25	44	6/26/2007					
		1	91.2	C	2	83.9	C	3	83.9
		4	77.9	C	5	63.51	mVDC	6	0.8893
		7	89.1	mVDC	8	1.0212	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	25	49	6/26/2007					
		1	91.3	C	2	84	C	3	83.9
		4	77.9	C	5	63.58	mVDC	6	0.8895
		7	89.15	mVDC	8	1.0216	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	25	54	6/26/2007					
		1	91.2	C	2	OTC	C	3	83.8
		4	77.9	C	5	63.59	mVDC	6	0.8898
		7	88.95	mVDC	8	1.0191	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	25	59	6/26/2007					
		1	91.2	C	2	84	C	3	83.8
		4	77.9	C	5	63.6	mVDC	6	0.8899
		7	89.08	mVDC	8	1.0207	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	26	4	6/26/2007					
		1	91.3	C	2	OTC	C	3	83.9
		4	77.9	C	5	63.59	mVDC	6	0.8899
		7	89.14	mVDC	8	1.0215	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	26	9	6/26/2007					

		1	91.2 C	2	83.9 C	3	83.9 C
		4	77.9 C	5	63.59 mVDC	6	0.8901 VDC
		7	89.15 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	26	14 6/26/2007				
		1	91.2 C	2	83.9 C	3	83.9 C
		4	77.9 C	5	63.58 mVDC	6	0.8899 VDC
		7	89.06 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	26	19 6/26/2007				
		1	91.2 C	2	83.9 C	3	83.9 C
		4	77.9 C	5	63.57 mVDC	6	0.8898 VDC
		7	89.1 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	26	24 6/26/2007				
		1	91.2 C	2	83.9 C	3	83.8 C
		4	77.9 C	5	63.57 mVDC	6	0.8899 VDC
		7	89.07 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	26	29 6/26/2007				
		1	91.2 C	2	83.9 C	3	83.8 C
		4	77.9 C	5	63.59 mVDC	6	0.8903 VDC
		7	89.12 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	26	34 6/26/2007				
		1	91.1 C	2	83.9 C	3	83.8 C
		4	77.9 C	5	63.61 mVDC	6	0.8903 VDC
		7	88.96 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	26	39 6/26/2007				
		1	91.1 C	2	83.9 C	3	83.9 C
		4	77.9 C	5	63.64 mVDC	6	0.8903 VDC
		7	89.12 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	26	44 6/26/2007				
		1	91.1 C	2	83.9 C	3	83.9 C
		4	77.9 C	5	63.61 mVDC	6	0.8902 VDC
		7	89.14 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	26	49 6/26/2007				
		1	91.1 C	2	83.9 C	3	83.9 C
		4	77.9 C	5	63.61 mVDC	6	0.8901 VDC
		7	89.11 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	26	54 6/26/2007				
		1	91.1 C	2	83.9 C	3	83.9 C
		4	77.9 C	5	63.58 mVDC	6	0.8899 VDC
		7	89.04 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	26	59 6/26/2007				
		1	91.1 C	2	83.8 C	3	83.8 C
		4	77.9 C	5	63.55 mVDC	6	0.8898 VDC
		7	89.08 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	27	4 6/26/2007				
		1	91.1 C	2	83.8 C	3	83.8 C
		4	77.9 C	5	63.6 mVDC	6	0.89 VDC

		7	89.05 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	27	9 6/26/2007				
		1	91.1 C	2	83.9 C	3	83.8 C
		4	77.9 C	5	63.61 mVDC	6	0.89 VDC
		7	89.21 mVDC	8	1.0223 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	27	14 6/26/2007				
		1	91.1 C	2	83.8 C	3	83.8 C
		4	77.9 C	5	63.59 mVDC	6	0.8898 VDC
		7	89.15 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	27	19 6/26/2007				
		1	91.1 C	2	83.8 C	3	83.8 C
		4	77.9 C	5	63.57 mVDC	6	0.8896 VDC
		7	89.09 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	27	24 6/26/2007				
		1	91.1 C	2	83.8 C	3	83.8 C
		4	77.9 C	5	63.58 mVDC	6	0.8897 VDC
		7	88.98 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	27	29 6/26/2007				
		1	91.1 C	2	83.8 C	3	83.8 C
		4 OTC	C	5	63.56 mVDC	6	0.8895 VDC
		7	89.14 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	27	34 6/26/2007				
		1	91.1 C	2 OTC	C	3	83.9 C
		4 OTC	C	5	63.63 mVDC	6	0.8904 VDC
		7	89.1 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	27	39 6/26/2007				
		1	91.1 C	2	83.8 C	3	83.9 C
		4	77.9 C	5	63.59 mVDC	6	0.8904 VDC
		7	89.05 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	27	44 6/26/2007				
		1	91.1 C	2	83.8 C	3 OTC	C
		4	77.9 C	5	63.54 mVDC	6	0.8896 VDC
		7	88.95 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	27	49 6/26/2007				
		1	91.1 C	2	83.8 C	3	83.8 C
		4	77.9 C	5	63.54 mVDC	6	0.8897 VDC
		7	89.2 mVDC	8	1.0226 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	27	54 6/26/2007				
		1	91.1 C	2	83.8 C	3	83.8 C
		4	77.9 C	5	63.53 mVDC	6	0.89 VDC
		7	89.24 mVDC	8	1.023 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	27	59 6/26/2007				
		1	91.1 C	2	83.8 C	3	83.8 C
		4	77.9 C	5	63.62 mVDC	6	0.8906 VDC
		7	89.28 mVDC	8	1.0235 VDC		
ALM		15 DIO	255 TOTAL		0		

	17	28	4	6/26/2007					
		1	91.1	C	2	83.8	C	3	83.8
		4	77.9	C	5	63.6	mVDC	6	0.8904
		7	89.18	mVDC	8	1.0229	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	28	9	6/26/2007					
		1	91.1	C	2	83.8	C	3	83.8
		4	77.9	C	5	63.55	mVDC	6	0.8896
		7	89.01	mVDC	8	1.0209	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	28	14	6/26/2007					
		1	91.1	C	2	83.8	C	3	83.8
		4	77.9	C	5	63.55	mVDC	6	0.8895
		7	88.92	mVDC	8	1.0182	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	28	19	6/26/2007					
		1	91.1	C	2	83.8	C	3	83.8
		4	77.9	C	5	63.58	mVDC	6	0.89
		7	89.07	mVDC	8	1.0223	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	28	24	6/26/2007					
		1	91.1	C	2	83.7	C	3	83.8
		4	77.9	C	5	63.56	mVDC	6	0.8897
		7	89.01	mVDC	8	1.0217	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	28	29	6/26/2007					
		1	91.1	C	2	83.8	C	3	83.8
		4	77.9	C	5	63.62	mVDC	6	0.89
		7	88.89	mVDC	8	1.0203	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	28	34	6/26/2007					
		1	91.1	C	2	83.8	C	3	83.8
		4	77.9	C	5	63.59	mVDC	6	0.8893
		7	88.96	mVDC	8	1.0214	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	28	39	6/26/2007					
		1	91	C	2	83.7	C	3	83.8
		4	77.9	C	5	63.55	mVDC	6	0.8891
		7	88.98	mVDC	8	1.0216	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	28	44	6/26/2007					
		1	91	C	2	83.7	C	3	83.8
		4	OTC	C	5	63.62	mVDC	6	0.8895
		7	88.86	mVDC	8	1.0203	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	28	49	6/26/2007					
		1	91	C	2	83.7	C	3	83.8
		4	77.9	C	5	63.61	mVDC	6	0.8894
		7	88.99	mVDC	8	1.0219	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	28	54	6/26/2007					
		1	91	C	2	83.7	C	3	83.8
		4	77.9	C	5	63.61	mVDC	6	0.8893
		7	88.94	mVDC	8	1.0213	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	28	59	6/26/2007					

		1	91 C	2	83.7 C	3	83.8 C
		4	77.9 C	5	63.61 mVDC	6	0.8897 VDC
		7	88.89 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	29	4 6/26/2007				
		1	91 C	2	83.7 C	3	83.8 C
		4	77.9 C	5	63.7 mVDC	6	0.8899 VDC
		7	88.9 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	29	9 6/26/2007				
		1	91 C	2	83.7 C	3	83.8 C
		4	77.9 C	5	63.72 mVDC	6	0.8898 VDC
		7	88.87 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	29	14 6/26/2007				
		1	91 C	2	83.7 C	3	OTC C
		4	77.9 C	5	63.73 mVDC	6	0.8899 VDC
		7	88.97 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	29	19 6/26/2007				
		1	91 C	2	83.7 C	3	83.8 C
		4	77.8 C	5	63.63 mVDC	6	0.8888 VDC
		7	88.94 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	29	24 6/26/2007				
		1	91 C	2	83.7 C	3	83.8 C
		4	77.9 C	5	63.7 mVDC	6	0.8903 VDC
		7	88.93 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	29	29 6/26/2007				
		1	91 C	2	83.7 C	3	83.8 C
		4	77.9 C	5	63.69 mVDC	6	0.8901 VDC
		7	88.88 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	29	34 6/26/2007				
		1	91 C	2	83.7 C	3	83.8 C
		4	77.8 C	5	63.71 mVDC	6	0.8902 VDC
		7	89.02 mVDC	8	1.022 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	29	39 6/26/2007				
		1	90.9 C	2	83.7 C	3	83.8 C
		4	77.8 C	5	63.73 mVDC	6	0.8898 VDC
		7	88.96 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	29	44 6/26/2007				
		1	90.9 C	2	83.6 C	3	83.7 C
		4	77.8 C	5	63.69 mVDC	6	0.8898 VDC
		7	88.85 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	29	49 6/26/2007				
		1	90.9 C	2	83.6 C	3	83.7 C
		4	77.8 C	5	63.66 mVDC	6	0.8894 VDC
		7	88.99 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	29	54 6/26/2007				
		1	90.9 C	2	OTC C	3	83.7 C
		4	77.8 C	5	63.69 mVDC	6	0.8899 VDC

		7	88.96 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	29	59 6/26/2007				
		1	91 C	2	83.6 C	3	83.7 C
		4	77.8 C	5	63.64 mVDC	6	0.8894 VDC
		7	88.95 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	30	4 6/26/2007				
		1	90.9 C	2	83.6 C	3	83.7 C
		4	77.8 C	5	63.65 mVDC	6	0.8899 VDC
		7	88.88 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	30	9 6/26/2007				
		1	90.9 C	2	83.6 C	3	83.8 C
		4	77.8 C	5	63.64 mVDC	6	0.89 VDC
		7	89.02 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	30	14 6/26/2007				
		1	90.9 C	2	83.7 C	3	83.8 C
		4	77.8 C	5	63.63 mVDC	6	0.8899 VDC
		7	88.94 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	30	19 6/26/2007				
		1	90.9 C	2	83.7 C	3	83.8 C
		4	77.8 C	5	63.65 mVDC	6	0.8897 VDC
		7	88.97 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	30	24 6/26/2007				
		1	90.9 C	2	83.7 C	3	83.8 C
		4	77.8 C	5	63.67 mVDC	6	0.8896 VDC
		7	89.03 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	30	29 6/26/2007				
		1	90.9 C	2	83.7 C	3	83.8 C
		4	77.8 C	5	63.7 mVDC	6	0.8897 VDC
		7	88.94 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	30	34 6/26/2007				
		1	90.9 C	2	83.7 C	3	83.8 C
		4	77.8 C	5	63.63 mVDC	6	0.8894 VDC
		7	88.91 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	30	39 6/26/2007				
		1	90.9 C	2	83.6 C	3	OTC C
		4	77.8 C	5	63.64 mVDC	6	0.8893 VDC
		7	89.09 mVDC	8	1.0228 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	30	44 6/26/2007				
		1	90.9 C	2	83.6 C	3	83.8 C
		4	77.8 C	5	63.55 mVDC	6	0.888 VDC
		7	89.01 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	30	49 6/26/2007				
		1	90.9 C	2	83.7 C	3	83.8 C
		4	77.8 C	5	63.47 mVDC	6	0.8871 VDC
		7	89.06 mVDC	8	1.0224 VDC		
ALM		15 DIO	255 TOTAL		0		

	17	30	54 6/26/2007				
		1	90.9 C	2	83.6 C	3	83.7 C
		4	77.8 C	5	63.45 mVDC	6	0.8868 VDC
		7	88.99 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	30	59 6/26/2007				
		1	90.9 C	2	83.6 C	3	83.8 C
		4	77.8 C	5	63.42 mVDC	6	0.8866 VDC
		7	88.93 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	31	4 6/26/2007				
		1	90.9 C	2	83.7 C	3	83.8 C
		4	77.8 C	5	63.43 mVDC	6	0.8868 VDC
		7	89.04 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	31	9 6/26/2007				
		1	90.9 C	2	83.6 C	3	83.8 C
		4	77.8 C	5	63.47 mVDC	6	0.8872 VDC
		7	88.76 mVDC	8	1.0192 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	31	14 6/26/2007				
		1	90.8 C	2	83.6 C	3	83.8 C
		4	77.8 C	5	63.49 mVDC	6	0.887 VDC
		7	89.04 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	31	19 6/26/2007				
		1	90.9 C	2	83.6 C	3	83.7 C
		4	77.8 C	5	63.47 mVDC	6	0.8868 VDC
		7	89.06 mVDC	8	1.0221 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	31	24 6/26/2007				
		1	90.8 C	2	83.6 C	3	83.8 C
		4	77.8 C	5	63.47 mVDC	6	0.8868 VDC
		7	89.02 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	31	29 6/26/2007				
		1	90.9 C	2	83.6 C	3	83.7 C
		4	77.8 C	5	63.46 mVDC	6	0.8868 VDC
		7	88.83 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	31	34 6/26/2007				
		1	90.8 C	2 OTC	C	3	83.7 C
		4	77.8 C	5	63.5 mVDC	6	0.8873 VDC
		7	89.04 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	31	39 6/26/2007				
		1	90.8 C	2	83.6 C	3	83.7 C
		4	77.8 C	5	63.5 mVDC	6	0.8867 VDC
		7	88.87 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	31	44 6/26/2007				
		1	90.8 C	2	83.5 C	3	83.7 C
		4	77.8 C	5	63.46 mVDC	6	0.8867 VDC
		7	89.04 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	31	49 6/26/2007				

		1	90.8 C	2	83.5 C	3	83.7 C
		4	77.8 C	5	63.49 mVDC	6	0.8869 VDC
		7	89.02 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	31	54 6/26/2007				
		1	90.8 C	2	83.6 C	3	83.7 C
		4 OTC	C	5	63.5 mVDC	6	0.8877 VDC
		7	88.83 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	31	59 6/26/2007				
		1	90.8 C	2	83.5 C	3	83.7 C
		4	77.8 C	5	63.5 mVDC	6	0.8871 VDC
		7	88.95 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	32	4 6/26/2007				
		1	90.8 C	2	83.6 C	3	83.7 C
		4	77.8 C	5	63.49 mVDC	6	0.8869 VDC
		7	88.88 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	32	9 6/26/2007				
		1	90.8 C	2	83.5 C	3	83.7 C
		4	77.8 C	5	63.46 mVDC	6	0.8865 VDC
		7	88.78 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	32	14 6/26/2007				
		1	90.8 C	2	83.5 C	3	83.7 C
		4	77.8 C	5	63.47 mVDC	6	0.8866 VDC
		7	88.91 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	32	19 6/26/2007				
		1	90.8 C	2	83.5 C	3	83.7 C
		4	77.8 C	5	63.56 mVDC	6	0.8868 VDC
		7	88.88 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	32	24 6/26/2007				
		1	90.8 C	2	83.5 C	3	83.7 C
		4	77.8 C	5	63.57 mVDC	6	0.8867 VDC
		7	88.98 mVDC	8	1.0224 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	32	29 6/26/2007				
		1	90.8 C	2	83.5 C	3	83.7 C
		4	77.8 C	5	63.57 mVDC	6	0.8864 VDC
		7	88.98 mVDC	8	1.0221 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	32	34 6/26/2007				
		1	90.7 C	2	83.5 C	3	83.7 C
		4	77.8 C	5	63.65 mVDC	6	0.887 VDC
		7	88.93 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	32	39 6/26/2007				
		1	90.7 C	2	83.5 C	3	83.7 C
		4	77.8 C	5	63.6 mVDC	6	0.8872 VDC
		7	88.98 mVDC	8	1.022 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	32	44 6/26/2007				
		1	90.7 C	2	83.5 C	3	83.7 C
		4	77.8 C	5	63.54 mVDC	6	0.8867 VDC

		7	89 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	32	49 6/26/2007				
		1	90.7 C	2	83.5 C	3	83.7 C
		4	77.8 C	5	63.57 mVDC	6	0.8869 VDC
		7	88.88 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	32	54 6/26/2007				
		1	90.7 C	2	83.5 C	3	83.7 C
		4	77.8 C	5	63.57 mVDC	6	0.8868 VDC
		7	89.07 mVDC	8	1.0226 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	32	59 6/26/2007				
		1	90.7 C	2	83.5 C	3	83.7 C
		4	77.8 C	5	63.59 mVDC	6	0.8867 VDC
		7	89.08 mVDC	8	1.0226 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	33	4 6/26/2007				
		1	90.7 C	2	83.5 C	3	83.7 C
		4	77.8 C	5	63.65 mVDC	6	0.8868 VDC
		7	89.02 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	33	9 6/26/2007				
		1	90.7 C	2	83.5 C	3	83.7 C
		4	77.8 C	5	63.6 mVDC	6	0.8865 VDC
		7	89.06 mVDC	8	1.0223 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	33	14 6/26/2007				
		1	90.7 C	2	83.5 C	3	83.7 C
		4	77.8 C	5	63.72 mVDC	6	0.8875 VDC
		7	88.95 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	33	19 6/26/2007				
		1	90.7 C	2	83.4 C	3	83.6 C
		4	77.8 C	5	63.82 mVDC	6	0.8868 VDC
		7	89.09 mVDC	8	1.0226 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	33	24 6/26/2007				
		1	90.7 C	2	83.4 C	3	83.6 C
		4	77.8 C	5	63.85 mVDC	6	0.8876 VDC
		7	89.08 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	33	29 6/26/2007				
		1	90.7 C	2	83.4 C	3	83.6 C
		4	77.8 C	5	63.84 mVDC	6	0.8864 VDC
		7	88.94 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	33	34 6/26/2007				
		1	90.6 C	2	83.4 C	3	83.6 C
		4	77.8 C	5	63.91 mVDC	6	0.8868 VDC
		7	89 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	33	39 6/26/2007				
		1	90.6 C	2	83.4 C	3	83.6 C
		4	77.8 C	5	63.89 mVDC	6	0.8864 VDC
		7	89.02 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		

	17	33	44	6/26/2007					
		1	90.6	C	2	83.4	C	3	83.6
		4	77.8	C	5	63.94	mVDC	6	0.8866
		7	89.11	mVDC	8	1.0225	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	33	49	6/26/2007					
		1	90.6	C	2	83.4	C	3	83.6
		4	77.8	C	5	63.89	mVDC	6	0.886
		7	88.96	mVDC	8	1.0208	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	33	54	6/26/2007					
		1	90.6	C	2	83.4	C	3	83.6
		4	77.8	C	5	63.88	mVDC	6	0.8861
		7	89.07	mVDC	8	1.0222	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	33	59	6/26/2007					
		1	90.6	C	2	83.4	C	3	OTC C
		4	77.8	C	5	63.86	mVDC	6	0.8861
		7	88.97	mVDC	8	1.021	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	34	4	6/26/2007					
		1	90.5	C	2	83.4	C	3	83.6
		4	77.8	C	5	63.84	mVDC	6	0.886
		7	89.07	mVDC	8	1.0222	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	34	9	6/26/2007					
		1	90.5	C	2	83.4	C	3	83.6
		4	77.8	C	5	63.84	mVDC	6	0.886
		7	88.96	mVDC	8	1.0208	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	34	14	6/26/2007					
		1	90.6	C	2	83.4	C	3	83.6
		4	77.7	C	5	63.93	mVDC	6	0.8858
		7	89.08	mVDC	8	1.0222	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	34	19	6/26/2007					
		1	90.5	C	2	83.4	C	3	83.6
		4	77.7	C	5	63.89	mVDC	6	0.8858
		7	88.98	mVDC	8	1.0209	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	34	24	6/26/2007					
		1	90.5	C	2	83.3	C	3	83.6
		4	77.7	C	5	63.93	mVDC	6	0.8857
		7	89.06	mVDC	8	1.0218	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	34	29	6/26/2007					
		1	90.5	C	2	83.3	C	3	83.6
		4	77.7	C	5	63.9	mVDC	6	0.8859
		7	88.93	mVDC	8	1.02	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	34	34	6/26/2007					
		1	90.5	C	2	83.3	C	3	83.6
		4	77.7	C	5	63.95	mVDC	6	0.8858
		7	89.13	mVDC	8	1.0227	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	34	39	6/26/2007					

		1	90.5 C	2	83.3 C	3	83.6 C
		4	77.7 C	5	63.91 mVDC	6	0.886 VDC
		7	89.15 mVDC	8	1.0228 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	34	44 6/26/2007				
		1	90.5 C	2	83.3 C	3	83.6 C
		4	77.7 C	5	63.93 mVDC	6	0.8853 VDC
		7	89.15 mVDC	8	1.0228 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	34	49 6/26/2007				
		1	90.5 C	2	83.3 C	3	83.6 C
		4	77.7 C	5	63.91 mVDC	6	0.8861 VDC
		7	89.13 mVDC	8	1.0225 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	34	54 6/26/2007				
		1	90.5 C	2	83.3 C	3	83.6 C
		4	77.7 C	5	63.97 mVDC	6	0.8857 VDC
		7	88.99 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	34	59 6/26/2007				
		1	90.5 C	2	83.3 C	3	83.6 C
		4	77.7 C	5	64.03 mVDC	6	0.886 VDC
		7	89 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	35	4 6/26/2007				
		1	90.5 C	2	83.3 C	3	83.6 C
		4	77.7 C	5	64.05 mVDC	6	0.8857 VDC
		7	89.15 mVDC	8	1.0228 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	35	9 6/26/2007				
		1	90.4 C	2	83.3 C	3	83.5 C
		4	77.7 C	5	64.05 mVDC	6	0.886 VDC
		7	89.09 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	35	14 6/26/2007				
		1	90.5 C	2	83.3 C	3	83.6 C
		4	77.8 C	5	63.95 mVDC	6	0.8854 VDC
		7	89.06 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	35	19 6/26/2007				
		1	90.5 C	2	83.3 C	3	83.5 C
		4	77.7 C	5	64.05 mVDC	6	0.887 VDC
		7	88.9 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	35	24 6/26/2007				
		1	90.5 C	2	83.3 C	3	83.6 C
		4	77.7 C	5	63.98 mVDC	6	0.8866 VDC
		7	89.15 mVDC	8	1.0228 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	35	29 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.6 C
		4	77.7 C	5	63.99 mVDC	6	0.8865 VDC
		7	89.03 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	35	34 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.6 C
		4	77.7 C	5	63.99 mVDC	6	0.8862 VDC

		7	88.89 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	35	39 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.5 C
		4	77.7 C	5	64 mVDC	6	0.886 VDC
		7	89.17 mVDC	8	1.0234 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	35	44 6/26/2007				
		1	90.3 C	2	83.2 C	3	83.5 C
		4	77.7 C	5	64.04 mVDC	6	0.8854 VDC
		7	89.11 mVDC	8	1.0229 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	35	49 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.5 C
		4	77.7 C	5	64 mVDC	6	0.8855 VDC
		7	89.05 mVDC	8	1.022 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	35	54 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.6 C
		4	77.7 C	5	64.06 mVDC	6	0.8862 VDC
		7	89.02 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	35	59 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.6 C
		4	77.7 C	5	64.04 mVDC	6	0.8857 VDC
		7	89.16 mVDC	8	1.0232 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	36	4 6/26/2007				
		1	90.3 C	2	83.2 C	3	83.5 C
		4	77.7 C	5	64.08 mVDC	6	0.886 VDC
		7	89.21 mVDC	8	1.0236 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	36	9 6/26/2007				
		1	90.3 C	2	83.2 C	3	83.6 C
		4	77.7 C	5	64.17 mVDC	6	0.8864 VDC
		7	89.16 mVDC	8	1.0231 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	36	14 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.6 C
		4 OTC	C	5	64.23 mVDC	6	0.8863 VDC
		7	89.08 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	36	19 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.5 C
		4	77.7 C	5	64.06 mVDC	6	0.885 VDC
		7	89.01 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	36	24 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.6 C
		4	77.7 C	5	64.13 mVDC	6	0.8863 VDC
		7	89.03 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	36	29 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.6 C
		4	77.7 C	5	64.17 mVDC	6	0.8874 VDC
		7	89.13 mVDC	8	1.0224 VDC		
ALM		15 DIO	255 TOTAL		0		

	17	36	34 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.6 C
		4	77.7 C	5	64 mVDC	6	0.8847 VDC
		7	89.01 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	36	39 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.6 C
		4	77.7 C	5	63.99 mVDC	6	0.8852 VDC
		7	89.01 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	36	44 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.6 C
		4	77.7 C	5	64.03 mVDC	6	0.8856 VDC
		7	88.87 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	36	49 6/26/2007				
		1	90.4 C	2	83.2 C	3 OTC	C
		4	77.7 C	5	64.09 mVDC	6	0.8861 VDC
		7	89.1 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	36	54 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.6 C
		4 OTC	C	5	64.02 mVDC	6	0.8853 VDC
		7	89.03 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	36	59 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.5 C
		4	77.7 C	5	63.99 mVDC	6	0.8852 VDC
		7	89.02 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	37	4 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.5 C
		4	77.7 C	5	64 mVDC	6	0.8853 VDC
		7	89.09 mVDC	8	1.0221 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	37	9 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.5 C
		4	77.6 C	5	64.01 mVDC	6	0.885 VDC
		7	89.1 mVDC	8	1.022 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	37	14 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.5 C
		4	77.6 C	5	63.97 mVDC	6	0.8848 VDC
		7	88.99 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	37	19 6/26/2007				
		1	90.4 C	2 OTC	C	3	83.5 C
		4	77.6 C	5	63.98 mVDC	6	0.8848 VDC
		7	89.05 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	37	24 6/26/2007				
		1	90.3 C	2	83.2 C	3	83.5 C
		4	77.6 C	5	64.09 mVDC	6	0.8852 VDC
		7	89.02 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	37	29 6/26/2007				

		1	90.4 C		2	83.2 C		3	83.5 C
		4	77.6 C		5	64.05 mVDC		6	0.8851 VDC
		7	89.03 mVDC		8	1.0212 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	37	34 6/26/2007						
		1	90.4 C		2	83.2 C		3	83.5 C
		4	77.6 C		5	64.02 mVDC		6	0.8847 VDC
		7	89.16 mVDC		8	1.0227 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	37	39 6/26/2007						
		1	90.3 C		2	83.2 C		3	83.5 C
		4	77.6 C		5	64.01 mVDC		6	0.8843 VDC
		7	89.16 mVDC		8	1.0225 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	37	44 6/26/2007						
		1	90.3 C		2	83.2 C		3	83.5 C
		4	77.6 C		5	64.05 mVDC		6	0.8849 VDC
		7	89.05 mVDC		8	1.0213 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	37	49 6/26/2007						
		1	90.3 C		2	83.2 C		3	OTC C
		4	77.6 C		5	63.98 mVDC		6	0.8844 VDC
		7	89.14 mVDC		8	1.0225 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	37	54 6/26/2007						
		1	90.3 C		2	83.2 C		3	83.5 C
		4	77.6 C		5	64.07 mVDC		6	0.8856 VDC
		7	89.16 mVDC		8	1.0226 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	37	59 6/26/2007						
		1	90.3 C		2	83.2 C		3	83.5 C
		4	77.6 C		5	64.02 mVDC		6	0.8853 VDC
		7	89.06 mVDC		8	1.0214 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	38	4 6/26/2007						
		1	90.3 C		2	83.2 C		3	83.5 C
		4	77.6 C		5	64.07 mVDC		6	0.8858 VDC
		7	89.05 mVDC		8	1.021 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	38	9 6/26/2007						
		1	90.3 C		2	83.1 C		3	83.5 C
		4	77.6 C		5	63.99 mVDC		6	0.8853 VDC
		7	89.04 mVDC		8	1.0212 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	38	14 6/26/2007						
		1	90.3 C		2	83.2 C		3	83.5 C
		4	77.6 C		5	63.97 mVDC		6	0.8845 VDC
		7	89.05 mVDC		8	1.021 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	38	19 6/26/2007						
		1	90.3 C		2	83.2 C		3	83.5 C
		4	77.6 C		5	64.04 mVDC		6	0.8844 VDC
		7	89.16 mVDC		8	1.0221 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	38	24 6/26/2007						
		1	90.3 C		2	83.1 C		3	83.5 C
		4	77.6 C		5	64.07 mVDC		6	0.8845 VDC

		7	89.1 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	38	29 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.5 C
		4	77.6 C	5	64.03 mVDC	6	0.8843 VDC
		7	89.07 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	38	34 6/26/2007				
		1	90.3 C	2	83.2 C	3	83.5 C
		4	77.6 C	5	64.04 mVDC	6	0.8848 VDC
		7	88.99 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	38	39 6/26/2007				
		1	90.3 C	2	83.2 C	3	83.5 C
		4	77.6 C	5	64.07 mVDC	6	0.8848 VDC
		7	88.89 mVDC	8	1.0191 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	38	44 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.5 C
		4	77.6 C	5	64.22 mVDC	6	0.8852 VDC
		7	89.07 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	38	49 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.5 C
		4	77.6 C	5	64.16 mVDC	6	0.8847 VDC
		7	88.93 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	38	54 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.5 C
		4	77.6 C	5	64.16 mVDC	6	0.8846 VDC
		7	88.97 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	38	59 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.5 C
		4	77.6 C	5	64.12 mVDC	6	0.8855 VDC
		7	89.09 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	39	4 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.5 C
		4	77.6 C	5	64.2 mVDC	6	0.8862 VDC
		7	89.08 mVDC	8	1.022 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	39	9 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.5 C
		4	77.6 C	5	64.21 mVDC	6	0.8868 VDC
		7	88.99 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	39	14 6/26/2007				
		1	90.2 C	2	83.1 C	3	83.4 C
		4	77.6 C	5	64.2 mVDC	6	0.8867 VDC
		7	89.02 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	39	19 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.4 C
		4	77.6 C	5	64.16 mVDC	6	0.8867 VDC
		7	88.95 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		

	17	39	24	6/26/2007					
		1	90.3	C	2	83.1	C	3	83.4
		4	77.5	C	5	64.18	mVDC	6	0.8869
		7	89.02	mVDC	8	1.0213	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	39	29	6/26/2007					
		1	90.3	C	2	83.1	C	3	83.5
		4	77.6	C	5	64.17	mVDC	6	0.8871
		7	89.09	mVDC	8	1.0224	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	39	34	6/26/2007					
		1	90.3	C	2	83.1	C	3	83.4
		4	77.6	C	5	64.21	mVDC	6	0.8873
		7	88.98	mVDC	8	1.0213	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	39	39	6/26/2007					
		1	90.3	C	2	83.1	C	3	83.4
		4	77.6	C	5	64.21	mVDC	6	0.8874
		7	88.97	mVDC	8	1.0212	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	39	44	6/26/2007					
		1	90.2	C	2	83.1	C	3	83.4
		4	77.6	C	5	64.21	mVDC	6	0.8879
		7	88.94	mVDC	8	1.0208	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	39	49	6/26/2007					
		1	90.2	C	2	83.1	C	3	83.4
		4	77.6	C	5	64.19	mVDC	6	0.8875
		7	88.89	mVDC	8	1.0205	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	39	54	6/26/2007					
		1	90.2	C	2	83.1	C	3	83.4
		4	77.6	C	5	64.22	mVDC	6	0.8879
		7	88.86	mVDC	8	1.0203	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	39	59	6/26/2007					
		1	90.2	C	2	83.1	C	3	83.4
		4	77.6	C	5	64.18	mVDC	6	0.8877
		7	89.04	mVDC	8	1.0221	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	40	4	6/26/2007					
		1	90.2	C	2	83.1	C	3	83.4
		4	77.6	C	5	64.17	mVDC	6	0.8876
		7	88.87	mVDC	8	1.0199	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	40	9	6/26/2007					
		1	90.2	C	2	83.1	C	3	83.4
		4	77.6	C	5	64.19	mVDC	6	0.8878
		7	88.91	mVDC	8	1.0205	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	40	14	6/26/2007					
		1	90.2	C	2	83.1	C	3	83.4
		4	77.6	C	5	64.2	mVDC	6	0.888
		7	89	mVDC	8	1.0215	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	40	19	6/26/2007					

		1	90.2 C		2	83.1 C		3	83.4 C
		4	77.6 C		5	64.17 mVDC		6	0.8878 VDC
		7	89 mVDC		8	1.0216 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	40	24 6/26/2007						
		1	90.2 C		2	83.1 C		3	83.4 C
		4	77.6 C		5	64.2 mVDC		6	0.8876 VDC
		7	88.94 mVDC		8	1.0208 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	40	29 6/26/2007						
		1	90.2 C		2	83.1 C		3	83.3 C
		4	77.6 C		5	64.23 mVDC		6	0.8878 VDC
		7	88.96 mVDC		8	1.0212 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	40	34 6/26/2007						
		1	90.2 C		2	83 C		3	83.3 C
		4	77.6 C		5	64.22 mVDC		6	0.8875 VDC
		7	88.95 mVDC		8	1.0205 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	40	39 6/26/2007						
		1	90.2 C		2	83 C		3	83.3 C
		4	77.6 C		5	64.25 mVDC		6	0.888 VDC
		7	88.98 mVDC		8	1.0213 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	40	44 6/26/2007						
		1	90.2 C		2	83 C		3	83.3 C
		4	77.6 C		5	64.23 mVDC		6	0.8881 VDC
		7	89.08 mVDC		8	1.0224 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	40	49 6/26/2007						
		1	90.2 C		2	83 C		3	83.3 C
		4	77.6 C		5	64.21 mVDC		6	0.888 VDC
		7	88.94 mVDC		8	1.0208 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	40	54 6/26/2007						
		1	90.2 C		2	83 C		3	83.3 C
		4	77.6 C		5	64.31 mVDC		6	0.8878 VDC
		7	88.93 mVDC		8	1.0199 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	40	59 6/26/2007						
		1	90.2 C		2	83 C		3	83.3 C
		4	77.5 C		5	64.25 mVDC		6	0.8875 VDC
		7	89.03 mVDC		8	1.0217 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	41	4 6/26/2007						
		1	90.3 C		2	83 C		3	83.4 C
		4	77.5 C		5	64.19 mVDC		6	0.8876 VDC
		7	89.01 mVDC		8	1.0219 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	41	9 6/26/2007						
		1	90.2 C		2	83 C		3	83.4 C
		4	77.6 C		5	64.19 mVDC		6	0.888 VDC
		7	89.02 mVDC		8	1.0216 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	41	14 6/26/2007						
		1	90.2 C		2	83.1 C		3	83.4 C
		4	77.6 C		5	64.16 mVDC		6	0.888 VDC

		7	88.89 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	41	19 6/26/2007				
		1	90.2 C	2	83.1 C	3	83.4 C
		4	77.5 C	5	64.18 mVDC	6	0.8879 VDC
		7	88.94 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	41	24 6/26/2007				
		1	90.3 C	2 OTC	C	3	83.3 C
		4	77.6 C	5	64.14 mVDC	6	0.8876 VDC
		7	88.91 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	41	29 6/26/2007				
		1	90.3 C	2	83 C	3 OTC	C
		4	77.5 C	5	64.12 mVDC	6	0.8874 VDC
		7	88.93 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	41	34 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.4 C
		4	77.5 C	5	64.22 mVDC	6	0.8882 VDC
		7	89 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	41	39 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.4 C
		4	77.5 C	5	64.1 mVDC	6	0.8866 VDC
		7	89.04 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	41	44 6/26/2007				
		1	90.4 C	2	83.1 C	3 OTC	C
		4	77.5 C	5	64.14 mVDC	6	0.8874 VDC
		7	89.01 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	41	49 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.4 C
		4	77.5 C	5	64.14 mVDC	6	0.888 VDC
		7	88.83 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	41	54 6/26/2007				
		1	90.4 C	2 OTC	C	3	83.4 C
		4	77.5 C	5	64.11 mVDC	6	0.8878 VDC
		7	89.13 mVDC	8	1.0227 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	41	59 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.4 C
		4	77.5 C	5	64.13 mVDC	6	0.888 VDC
		7	88.98 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	42	4 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.4 C
		4	77.5 C	5	64.1 mVDC	6	0.8878 VDC
		7	88.96 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	42	9 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.4 C
		4	77.5 C	5	64.12 mVDC	6	0.8883 VDC
		7	89.04 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		

	17	42	14 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.4 C
		4	77.5 C	5	64.12 mVDC	6	0.8883 VDC
		7	88.94 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	42	19 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.4 C
		4	77.5 C	5	64.12 mVDC	6	0.8883 VDC
		7	89 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	42	24 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.4 C
		4	77.5 C	5	64.14 mVDC	6	0.8886 VDC
		7	89.02 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	42	29 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.4 C
		4	77.5 C	5	64.11 mVDC	6	0.8882 VDC
		7	88.96 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	42	34 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.4 C
		4	77.5 C	5	64.1 mVDC	6	0.888 VDC
		7	89.02 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	42	39 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.3 C
		4	77.5 C	5	64.14 mVDC	6	0.8879 VDC
		7	88.93 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	42	44 6/26/2007				
		1	90.3 C	2	83.2 C	3	83.4 C
		4	77.5 C	5	64.12 mVDC	6	0.8878 VDC
		7	88.93 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	42	49 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.4 C
		4	77.5 C	5	64.11 mVDC	6	0.8879 VDC
		7	88.99 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	42	54 6/26/2007				
		1	90.3 C	2	83.2 C	3	83.4 C
		4	77.5 C	5	64.1 mVDC	6	0.8876 VDC
		7	88.96 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	42	59 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.4 C
		4	77.5 C	5	64.09 mVDC	6	0.8877 VDC
		7	88.89 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	43	4 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.5 C	5	64.08 mVDC	6	0.8876 VDC
		7	88.85 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	43	9 6/26/2007				

		1	90.4 C		2	83.1 C		3	83.4 C
		4	77.5 C		5	64.1 mVDC		6	0.888 VDC
		7	88.91 mVDC		8	1.0218 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	43	14 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.4 C
		4	77.5 C		5	64.02 mVDC		6	0.8871 VDC
		7	88.87 mVDC		8	1.0212 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	43	19 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.4 C
		4	77.5 C		5	63.99 mVDC		6	0.8869 VDC
		7	88.9 mVDC		8	1.0216 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	43	24 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.4 C
		4	77.5 C		5	63.95 mVDC		6	0.8865 VDC
		7	88.79 mVDC		8	1.0205 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	43	29 6/26/2007						
		1	90.4 C		2 OTC	C		3	83.4 C
		4	77.5 C		5	63.99 mVDC		6	0.8877 VDC
		7	88.88 mVDC		8	1.0213 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	43	34 6/26/2007						
		1	90.4 C		2	83.2 C		3	83.4 C
		4	77.5 C		5	63.93 mVDC		6	0.8872 VDC
		7	88.93 mVDC		8	1.022 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	43	39 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.4 C
		4	77.5 C		5	63.94 mVDC		6	0.8874 VDC
		7	88.87 mVDC		8	1.0211 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	43	44 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.4 C
		4	77.4 C		5	63.91 mVDC		6	0.8874 VDC
		7	88.9 mVDC		8	1.0221 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	43	49 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.4 C
		4	77.4 C		5	63.85 mVDC		6	0.8865 VDC
		7	88.93 mVDC		8	1.0222 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	43	54 6/26/2007						
		1	90.4 C		2	83.2 C		3	83.4 C
		4	77.4 C		5	63.88 mVDC		6	0.8869 VDC
		7	88.78 mVDC		8	1.0206 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	43	59 6/26/2007						
		1	90.4 C		2	83.2 C		3	83.4 C
		4	77.4 C		5	63.88 mVDC		6	0.8866 VDC
		7	88.9 mVDC		8	1.0219 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	44	4 6/26/2007						
		1	90.4 C		2	83.2 C		3	83.3 C
		4	77.5 C		5	63.91 mVDC		6	0.8861 VDC

		7	88.85 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	44	9 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.3 C
		4	77.5 C	5	63.98 mVDC	6	0.8865 VDC
		7	88.66 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	44	14 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	64.01 mVDC	6	0.8868 VDC
		7	88.94 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	44	19 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.5 C	5	63.98 mVDC	6	0.8863 VDC
		7	88.75 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	44	24 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.5 C	5	63.93 mVDC	6	0.886 VDC
		7	88.91 mVDC	8	1.0221 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	44	29 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.5 C	5	63.91 mVDC	6	0.8864 VDC
		7	88.96 mVDC	8	1.0224 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	44	34 6/26/2007				
		1	90.3 C	2	83.1 C	3	OTC C
		4	77.4 C	5	63.92 mVDC	6	0.8864 VDC
		7	88.79 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	44	39 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.96 mVDC	6	0.8868 VDC
		7	88.94 mVDC	8	1.0221 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	44	44 6/26/2007				
		1	90.3 C	2	83.2 C	3	83.3 C
		4	77.4 C	5	63.95 mVDC	6	0.8867 VDC
		7	88.83 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	44	49 6/26/2007				
		1	90.3 C	2	OTC C	3	83.3 C
		4	77.4 C	5	63.97 mVDC	6	0.8872 VDC
		7	88.96 mVDC	8	1.0224 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	44	54 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.91 mVDC	6	0.8864 VDC
		7	88.84 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	44	59 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.89 mVDC	6	0.8863 VDC
		7	88.97 mVDC	8	1.0225 VDC		
ALM		15 DIO	255 TOTAL		0		

	17	45	4	6/26/2007				
		1	90.3	C	2	83.1	C	3
		4	77.4	C	5	63.84	mVDC	6
		7	88.92	mVDC	8	1.0218	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	45	9	6/26/2007				
		1	90.3	C	2	83.1	C	3
		4	77.4	C	5	63.87	mVDC	6
		7	88.75	mVDC	8	1.0202	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	45	14	6/26/2007				
		1	90.3	C	2	83.1	C	3
		4	77.4	C	5	63.82	mVDC	6
		7	88.91	mVDC	8	1.0222	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	45	19	6/26/2007				
		1	90.3	C	2	83.1	C	3
		4	77.4	C	5	63.85	mVDC	6
		7	88.95	mVDC	8	1.0223	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	45	24	6/26/2007				
		1	90.3	C	2	83.1	C	3
		4	77.5	C	5	63.87	mVDC	6
		7	88.92	mVDC	8	1.022	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	45	29	6/26/2007				
		1	90.4	C	2	83.1	C	3
		4	77.4	C	5	63.8	mVDC	6
		7	88.95	mVDC	8	1.0224	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	45	34	6/26/2007				
		1	90.4	C	2	OTC	C	3
		4	77.4	C	5	63.83	mVDC	6
		7	88.95	mVDC	8	1.0226	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	45	39	6/26/2007				
		1	90.4	C	2	83.1	C	3
		4	77.4	C	5	63.85	mVDC	6
		7	88.9	mVDC	8	1.0222	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	45	44	6/26/2007				
		1	90.4	C	2	83.1	C	3
		4	77.4	C	5	63.84	mVDC	6
		7	88.78	mVDC	8	1.0207	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	45	49	6/26/2007				
		1	90.4	C	2	83.2	C	3
		4	77.4	C	5	63.86	mVDC	6
		7	88.9	mVDC	8	1.0222	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	45	54	6/26/2007				
		1	90.4	C	2	83.2	C	3
		4	77.4	C	5	63.85	mVDC	6
		7	88.89	mVDC	8	1.0219	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	45	59	6/26/2007				

		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.5 C	5	63.91 mVDC	6	0.8872 VDC
		7	88.75 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	46	4 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.5 C	5	63.97 mVDC	6	0.8874 VDC
		7	88.8 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	46	9 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.3 C
		4	77.5 C	5	63.94 mVDC	6	0.8868 VDC
		7	88.77 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	46	14 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.97 mVDC	6	0.8871 VDC
		7	88.63 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	46	19 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.3 C
		4	77.5 C	5	63.95 mVDC	6	0.887 VDC
		7	88.74 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	46	24 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.92 mVDC	6	0.8868 VDC
		7	88.78 mVDC	8	1.0226 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	46	29 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.89 mVDC	6	0.887 VDC
		7	88.67 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	46	34 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.86 mVDC	6	0.8865 VDC
		7	88.61 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	46	39 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.88 mVDC	6	0.8868 VDC
		7	88.64 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	46	44 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.84 mVDC	6	0.8864 VDC
		7	88.5 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	46	49 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.81 mVDC	6	0.886 VDC
		7	88.58 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	46	54 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.8 mVDC	6	0.8859 VDC

		7	88.55 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	46	59 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.5 C	5	63.8 mVDC	6	0.886 VDC
		7	88.47 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	47	4 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.3 C
		4	77.5 C	5	63.83 mVDC	6	0.8861 VDC
		7	88.6 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	47	9 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.82 mVDC	6	0.8861 VDC
		7	88.52 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	47	14 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.93 mVDC	6	0.8873 VDC
		7	88.59 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	47	19 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.89 mVDC	6	0.8869 VDC
		7	88.55 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	47	24 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.88 mVDC	6	0.8871 VDC
		7	88.45 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	47	29 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.85 mVDC	6	0.8868 VDC
		7	88.39 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	47	34 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.89 mVDC	6	0.8872 VDC
		7	88.53 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	47	39 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.85 mVDC	6	0.8866 VDC
		7	88.58 mVDC	8	1.022 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	47	44 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.84 mVDC	6	0.8866 VDC
		7	88.46 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	47	49 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.86 mVDC	6	0.8869 VDC
		7	88.5 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		

	17	47	54 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.82 mVDC	6	0.8865 VDC
		7	88.44 mVDC	8	1.0224 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	47	59 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.84 mVDC	6	0.8865 VDC
		7	88.37 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	48	4 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.83 mVDC	6	0.8867 VDC
		7	88.32 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	48	9 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.86 mVDC	6	0.887 VDC
		7	88.36 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	48	14 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.85 mVDC	6	0.8868 VDC
		7	88.27 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	48	19 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.85 mVDC	6	0.8868 VDC
		7	88.17 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	48	24 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.84 mVDC	6	0.8864 VDC
		7	88.32 mVDC	8	1.0223 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	48	29 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.2 C
		4	77.4 C	5	63.81 mVDC	6	0.8863 VDC
		7	88.24 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	48	34 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.2 C
		4	77.4 C	5	63.86 mVDC	6	0.8869 VDC
		7	88.26 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	48	39 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.2 C
		4	77.4 C	5	63.88 mVDC	6	0.8872 VDC
		7	88.26 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	48	44 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.2 C
		4	77.4 C	5	63.84 mVDC	6	0.8866 VDC
		7	88.1 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	48	49 6/26/2007				

		1	90.4 C		2	83.1 C		3	83.2 C
		4	77.4 C		5	63.84 mVDC		6	0.8867 VDC
		7	88.26 mVDC		8	1.0214 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	48	54 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.2 C
		4	77.3 C		5	63.83 mVDC		6	0.8865 VDC
		7	88.22 mVDC		8	1.0209 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	48	59 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.3 C
		4	77.4 C		5	63.86 mVDC		6	0.8871 VDC
		7	88.25 mVDC		8	1.0216 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	49	4 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.3 C
		4	77.4 C		5	63.89 mVDC		6	0.8874 VDC
		7	88.19 mVDC		8	1.0207 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	49	9 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.3 C
		4	77.4 C		5	63.97 mVDC		6	0.8882 VDC
		7	88.15 mVDC		8	1.0197 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	49	14 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.3 C
		4	77.4 C		5	63.89 mVDC		6	0.8872 VDC
		7	88.19 mVDC		8	1.0209 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	49	19 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.3 C
		4	77.4 C		5	63.87 mVDC		6	0.8872 VDC
		7	88.16 mVDC		8	1.0205 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	49	24 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.2 C
		4	77.4 C		5	63.86 mVDC		6	0.8871 VDC
		7	88.1 mVDC		8	1.0212 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	49	29 6/26/2007						
		1	90.4 C		2 OTC	C		3	83.2 C
		4	77.4 C		5	63.86 mVDC		6	0.8869 VDC
		7	88.24 mVDC		8	1.0211 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	49	34 6/26/2007						
		1	90.4 C		2	83.2 C		3	83.3 C
		4	77.4 C		5	63.84 mVDC		6	0.8866 VDC
		7	88.14 mVDC		8	1.0199 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	49	39 6/26/2007						
		1	90.4 C		2	83.1 C		3	83.2 C
		4	77.4 C		5	63.83 mVDC		6	0.8864 VDC
		7	88.28 mVDC		8	1.022 VDC			
ALM		15 DIO	255 TOTAL			0			
	17	49	44 6/26/2007						
		1	90.4 C		2	83.2 C		3	83.2 C
		4	77.4 C		5	63.84 mVDC		6	0.8864 VDC

		7	88.24 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	49	49 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.87 mVDC	6	0.8865 VDC
		7	88.14 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	49	54 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4 OTC	C	5	63.84 mVDC	6	0.8862 VDC
		7	88.2 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	49	59 6/26/2007				
		1	90.4 C	2	83.2 C	3	83.3 C
		4	77.4 C	5	63.9 mVDC	6	0.887 VDC
		7	88.02 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	50	4 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.3 C
		4	77.4 C	5	63.8 mVDC	6	0.886 VDC
		7	88.2 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	50	9 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.2 C
		4	77.4 C	5	63.85 mVDC	6	0.8862 VDC
		7	88.22 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	50	14 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.2 C
		4	77.4 C	5	63.85 mVDC	6	0.8861 VDC
		7	88.24 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	50	19 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.2 C
		4	77.4 C	5	63.83 mVDC	6	0.8854 VDC
		7	88.29 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	50	24 6/26/2007				
		1	90.4 C	2	83.1 C	3	83.2 C
		4	77.4 C	5	63.91 mVDC	6	0.8859 VDC
		7	88.27 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	50	29 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.2 C
		4	77.4 C	5	63.86 mVDC	6	0.8856 VDC
		7	88.1 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	50	34 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.2 C
		4	77.4 C	5	63.84 mVDC	6	0.8854 VDC
		7	88.06 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	50	39 6/26/2007				
		1	90.3 C	2	83 C	3	83.2 C
		4	77.3 C	5	63.84 mVDC	6	0.8854 VDC
		7	88.25 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		

	17	50	44	6/26/2007				
		1	90.4	C	2	83.1	C	3
		4	77.3	C	5	63.84	mVDC	6
		7	88.23	mVDC	8	1.0215	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	50	49	6/26/2007				
		1	90.4	C	2	83.1	C	3
		4	77.4	C	5	63.8	mVDC	6
		7	88.25	mVDC	8	1.0221	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	50	54	6/26/2007				
		1	90.4	C	2	83.1	C	3
		4	77.3	C	5	63.76	mVDC	6
		7	88.31	mVDC	8	1.0228	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	50	59	6/26/2007				
		1	90.3	C	2	83.1	C	3
		4	77.4	C	5	63.75	mVDC	6
		7	88.35	mVDC	8	1.0231	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	51	4	6/26/2007				
		1	90.3	C	2	83.1	C	3
		4	77.4	C	5	63.76	mVDC	6
		7	88.12	mVDC	8	1.0215	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	51	9	6/26/2007				
		1	90.4	C	2	83.1	C	3
		4	77.3	C	5	63.71	mVDC	6
		7	88.27	mVDC	8	1.0225	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	51	14	6/26/2007				
		1	90.4	C	2	83.1	C	3
		4	77.3	C	5	63.73	mVDC	6
		7	88.21	mVDC	8	1.0218	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	51	19	6/26/2007				
		1	90.4	C	2	83.1	C	3
		4	77.3	C	5	63.72	mVDC	6
		7	88.2	mVDC	8	1.0222	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	51	24	6/26/2007				
		1	90.3	C	2	83.1	C	3
		4	77.3	C	5	63.75	mVDC	6
		7	88.22	mVDC	8	1.0223	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	51	29	6/26/2007				
		1	90.4	C	2	83.1	C	3
		4	77.3	C	5	63.83	mVDC	6
		7	88.09	mVDC	8	1.0209	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	51	34	6/26/2007				
		1	90.3	C	2	83.1	C	3
		4	77.3	C	5	63.78	mVDC	6
		7	88.04	mVDC	8	1.0206	VDC	
ALM		15	DIO	255	TOTAL	0		
	17	51	39	6/26/2007				

		1	90.4 C		2	83.1 C		3	83.2 C
		4	77.3 C		5	63.74 mVDC		6	0.8854 VDC
		7	88.1 mVDC		8	1.0209 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	51	44 6/26/2007						
		1	90.3 C		2	83.1 C		3	83.2 C
		4	77.3 C		5	63.71 mVDC		6	0.8851 VDC
		7	87.99 mVDC		8	1.0198 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	51	49 6/26/2007						
		1	90.3 C		2	83.1 C		3	83.2 C
		4	77.3 C		5	63.74 mVDC		6	0.8851 VDC
		7	88.13 mVDC		8	1.0214 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	51	54 6/26/2007						
		1	90.3 C		2	83.1 C		3	83.2 C
		4	77.3 C		5	63.76 mVDC		6	0.8851 VDC
		7	88.06 mVDC		8	1.0203 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	51	59 6/26/2007						
		1	90.3 C		2	83 C		3	83.2 C
		4	77.3 C		5	63.76 mVDC		6	0.8854 VDC
		7	87.94 mVDC		8	1.0197 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	52	4 6/26/2007						
		1	90.3 C		2	83.1 C		3	83.1 C
		4 OTC	C		5	63.73 mVDC		6	0.8851 VDC
		7	88.02 mVDC		8	1.0197 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	52	9 6/26/2007						
		1	90.3 C		2	83.1 C		3	83.1 C
		4	77.3 C		5	63.84 mVDC		6	0.8867 VDC
		7	88.14 mVDC		8	1.0215 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	52	14 6/26/2007						
		1	90.3 C		2	83.1 C		3	83.1 C
		4	77.3 C		5	63.8 mVDC		6	0.8862 VDC
		7	88.14 mVDC		8	1.0214 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	52	19 6/26/2007						
		1	90.3 C		2	83 C		3	83.2 C
		4	77.3 C		5	63.77 mVDC		6	0.8857 VDC
		7	88.01 mVDC		8	1.0202 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	52	24 6/26/2007						
		1	90.3 C		2	83 C		3	83.2 C
		4	77.3 C		5	63.75 mVDC		6	0.8855 VDC
		7	88.15 mVDC		8	1.0215 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	52	29 6/26/2007						
		1	90.3 C		2	83 C		3	83.1 C
		4	77.3 C		5	63.74 mVDC		6	0.8855 VDC
		7	88.09 mVDC		8	1.0211 VDC			
ALM		15 DIO		255 TOTAL		0			
	17	52	34 6/26/2007						
		1	90.3 C		2	83 C		3	83.1 C
		4	77.3 C		5	63.72 mVDC		6	0.8849 VDC

		7	88.16 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	52	39 6/26/2007				
		1	90.3 C	2	83 C	3	83.1 C
		4	77.3 C	5	63.73 mVDC	6	0.8854 VDC
		7	88.14 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	52	44 6/26/2007				
		1	90.3 C	2	83 C	3	83.2 C
		4	77.3 C	5	63.69 mVDC	6	0.8849 VDC
		7	88.12 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	52	49 6/26/2007				
		1	90.3 C	2	83 C	3	83.1 C
		4	77.3 C	5	63.69 mVDC	6	0.8845 VDC
		7	88.14 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	52	54 6/26/2007				
		1	90.3 C	2	83 C	3	83.1 C
		4	77.3 C	5	63.72 mVDC	6	0.8852 VDC
		7	88.07 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	52	59 6/26/2007				
		1	90.3 C	2	83 C	3	83.2 C
		4	77.3 C	5	63.7 mVDC	6	0.8849 VDC
		7	88.13 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	53	4 6/26/2007				
		1	90.3 C	2	83 C	3	83.2 C
		4	77.3 C	5	63.7 mVDC	6	0.8856 VDC
		7	88.04 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	53	9 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.1 C
		4	77.3 C	5	63.67 mVDC	6	0.8846 VDC
		7	88.11 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	53	14 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.1 C
		4	77.3 C	5	63.72 mVDC	6	0.8854 VDC
		7	87.96 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	53	19 6/26/2007				
		1	90.3 C	2	83 C	3	83.1 C
		4	77.3 C	5	63.72 mVDC	6	0.8853 VDC
		7	88.1 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	53	24 6/26/2007				
		1	90.3 C	2	83 C	3	83.1 C
		4	77.3 C	5	63.68 mVDC	6	0.8851 VDC
		7	87.98 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	53	29 6/26/2007				
		1	90.3 C	2	83 C	3	83.1 C
		4	77.3 C	5	63.68 mVDC	6	0.8844 VDC
		7	88.04 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		

	17	53	34	6/26/2007					
		1	90.3	C	2	83	C	3	83.1
		4	77.3	C	5	63.69	mVDC	6	0.8849
		7	88.07	mVDC	8	1.0214	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	53	39	6/26/2007					
		1	90.3	C	2	83	C	3	83.1
		4	77.2	C	5	63.65	mVDC	6	0.8847
		7	87.92	mVDC	8	1.0208	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	53	44	6/26/2007					
		1	90.3	C	2	83	C	3	83.1
		4	77.2	C	5	63.63	mVDC	6	0.8848
		7	87.97	mVDC	8	1.0205	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	53	49	6/26/2007					
		1	90.3	C	2	83	C	3	83.1
		4	77.2	C	5	63.61	mVDC	6	0.8836
		7	88.06	mVDC	8	1.0214	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	53	54	6/26/2007					
		1	90.3	C	2	83	C	3	83.1
		4	77.3	C	5	63.72	mVDC	6	0.885
		7	88.07	mVDC	8	1.0215	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	53	59	6/26/2007					
		1	90.3	C	2	83	C	3	83.1
		4	77.3	C	5	63.79	mVDC	6	0.8861
		7	88.01	mVDC	8	1.0209	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	54	4	6/26/2007					
		1	90.3	C	2	83.1	C	3	83.1
		4	77.3	C	5	63.77	mVDC	6	0.8852
		7	88.03	mVDC	8	1.0209	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	54	9	6/26/2007					
		1	90.3	C	2	83.1	C	3	83.2
		4	77.2	C	5	63.74	mVDC	6	0.885
		7	88.01	mVDC	8	1.0213	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	54	14	6/26/2007					
		1	90.3	C	2	83	C	3	83.1
		4	77.3	C	5	63.73	mVDC	6	0.8846
		7	88.02	mVDC	8	1.0211	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	54	19	6/26/2007					
		1	90.3	C	2	83.1	C	3	83.1
		4	77.2	C	5	63.74	mVDC	6	0.885
		7	87.95	mVDC	8	1.0206	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	54	24	6/26/2007					
		1	90.3	C	2	83.1	C	3	83.1
		4	77.2	C	5	63.72	mVDC	6	0.8849
		7	88.09	mVDC	8	1.0222	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	54	29	6/26/2007					

		1	90.3 C	2	83 C	3	83.1 C
		4	77.2 C	5	63.7 mVDC	6	0.8846 VDC
		7	87.99 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	54	34 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.1 C
		4	77.2 C	5	63.75 mVDC	6	0.8847 VDC
		7	88 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	54	39 6/26/2007				
		1	90.3 C	2	83 C	3	83.1 C
		4	77.2 C	5	63.79 mVDC	6	0.8847 VDC
		7	87.91 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	54	44 6/26/2007				
		1	90.3 C	2	83.1 C	3	83.1 C
		4	77.3 C	5	63.82 mVDC	6	0.8846 VDC
		7	88.06 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	54	49 6/26/2007				
		1	90.2 C	2	83 C	3	83.1 C
		4	77.2 C	5	63.8 mVDC	6	0.8847 VDC
		7	87.93 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	54	54 6/26/2007				
		1	90.2 C	2	83 C	3	83.1 C
		4	77.3 C	5	63.76 mVDC	6	0.885 VDC
		7	88.06 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	54	59 6/26/2007				
		1	90.2 C	2	83 C	3	83.1 C
		4	77.2 C	5	63.74 mVDC	6	0.8851 VDC
		7	87.87 mVDC	8	1.0183 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	55	4 6/26/2007				
		1	90.2 C	2	83 C	3	83.1 C
		4	77.2 C	5	63.74 mVDC	6	0.8849 VDC
		7	88.04 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	55	9 6/26/2007				
		1	90.2 C	2	83 C	3	83.1 C
		4	77.3 C	5	63.72 mVDC	6	0.8847 VDC
		7	87.73 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	55	14 6/26/2007				
		1	90.2 C	2	83 C	3	83.1 C
		4	77.3 C	5	63.76 mVDC	6	0.8846 VDC
		7	88.01 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	55	19 6/26/2007				
		1	90.1 C	2	83 C	3	83.1 C
		4	77.3 C	5	63.87 mVDC	6	0.885 VDC
		7	87.93 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	55	24 6/26/2007				
		1	90.2 C	2	83 C	3	83.1 C
		4	77.3 C	5	63.84 mVDC	6	0.8854 VDC

		7	87.69 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	55	29 6/26/2007				
		1	90.2 C	2	82.9 C	3	83.1 C
		4	77.3 C	5	63.91 mVDC	6	0.8848 VDC
		7	87.89 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	55	34 6/26/2007				
		1	90.2 C	2	83 C	3	83.1 C
		4	77.3 C	5	63.97 mVDC	6	0.8848 VDC
		7	88.04 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	55	39 6/26/2007				
		1	90.2 C	2	82.9 C	3	83.1 C
		4	77.3 C	5	64.05 mVDC	6	0.8851 VDC
		7	87.79 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	55	44 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.3 C	5	64.04 mVDC	6	0.8847 VDC
		7	87.89 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	55	49 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.3 C	5	64.1 mVDC	6	0.8844 VDC
		7	88.01 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	55	54 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.3 C	5	64.14 mVDC	6	0.885 VDC
		7	87.83 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	55	59 6/26/2007				
		1	90.2 C	2	82.9 C	3	83 C
		4	77.3 C	5	64.17 mVDC	6	0.8848 VDC
		7	87.83 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	56	4 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.3 C	5	64.22 mVDC	6	0.885 VDC
		7	87.81 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	56	9 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.3 C	5	64.3 mVDC	6	0.885 VDC
		7	87.82 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	56	14 6/26/2007				
		1	90.1 C	2	82.9 C	3	83.1 C
		4	77.3 C	5	64.24 mVDC	6	0.8845 VDC
		7	87.87 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	56	19 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.3 C	5	64.19 mVDC	6	0.8847 VDC
		7	87.81 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		

	17	56	24	6/26/2007					
		1	90.1	C	2	OTC	C	3	83 C
		4	77.3	C	5	64.16	mVDC	6	0.8849 VDC
		7	87.77	mVDC	8	1.0209	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	56	29	6/26/2007					
		1	90.1	C	2	82.9	C	3	83 C
		4	77.3	C	5	64.12	mVDC	6	0.8845 VDC
		7	87.68	mVDC	8	1.0202	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	56	34	6/26/2007					
		1	90.2	C	2	82.9	C	3	83 C
		4	77.2	C	5	64.09	mVDC	6	0.8847 VDC
		7	87.69	mVDC	8	1.0207	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	56	39	6/26/2007					
		1	90.1	C	2	82.9	C	3	83 C
		4	77.2	C	5	64.05	mVDC	6	0.8843 VDC
		7	87.77	mVDC	8	1.0214	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	56	44	6/26/2007					
		1	90.2	C	2	82.9	C	3	83.1 C
		4	77.2	C	5	64.05	mVDC	6	0.8844 VDC
		7	87.66	mVDC	8	1.0203	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	56	49	6/26/2007					
		1	90.1	C	2	82.9	C	3	83.1 C
		4	77.3	C	5	64.02	mVDC	6	0.884 VDC
		7	87.64	mVDC	8	1.0208	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	56	54	6/26/2007					
		1	90.1	C	2	82.9	C	3	83.1 C
		4	77.2	C	5	64	mVDC	6	0.8841 VDC
		7	87.61	mVDC	8	1.0213	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	56	59	6/26/2007					
		1	90.1	C	2	82.9	C	3	83 C
		4	77.2	C	5	63.96	mVDC	6	0.8839 VDC
		7	87.64	mVDC	8	1.0215	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	57	4	6/26/2007					
		1	90.1	C	2	82.9	C	3	83.1 C
		4	77.2	C	5	63.96	mVDC	6	0.8839 VDC
		7	87.58	mVDC	8	1.0214	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	57	9	6/26/2007					
		1	90.1	C	2	82.9	C	3	83 C
		4	77.2	C	5	63.96	mVDC	6	0.8841 VDC
		7	87.55	mVDC	8	1.0215	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	57	14	6/26/2007					
		1	90.1	C	2	82.9	C	3	83.1 C
		4	77.2	C	5	63.96	mVDC	6	0.8839 VDC
		7	87.44	mVDC	8	1.0196	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	57	19	6/26/2007					

		1	90.1 C	2	82.9 C	3	83.1 C
		4	77.3 C	5	63.97 mVDC	6	0.8836 VDC
		7	87.44 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	57	24 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.92 mVDC	6	0.8833 VDC
		7	87.51 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	57	29 6/26/2007				
		1	90.1 C	2 OTC	C	3	83.1 C
		4	77.2 C	5	63.91 mVDC	6	0.8835 VDC
		7	87.51 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	57	34 6/26/2007				
		1	90.1 C	2	82.9 C	3	83.1 C
		4	77.2 C	5	63.9 mVDC	6	0.8836 VDC
		7	87.34 mVDC	8	1.0184 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	57	39 6/26/2007				
		1	90.1 C	2	82.9 C	3	83.1 C
		4	77.2 C	5	63.9 mVDC	6	0.8836 VDC
		7	87.31 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	57	44 6/26/2007				
		1	90.1 C	2	82.9 C	3	83.1 C
		4	77.2 C	5	63.96 mVDC	6	0.8838 VDC
		7	87.37 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	57	49 6/26/2007				
		1	90.1 C	2	82.9 C	3	83.1 C
		4	77.2 C	5	63.95 mVDC	6	0.8838 VDC
		7	87.49 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	57	54 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	64 mVDC	6	0.8839 VDC
		7	87.45 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	57	59 6/26/2007				
		1	90.1 C	2	82.9 C	3	83.1 C
		4	77.2 C	5	63.94 mVDC	6	0.8837 VDC
		7	87.32 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	58	4 6/26/2007				
		1	90.2 C	2	82.9 C	3	83.1 C
		4	77.2 C	5	63.93 mVDC	6	0.8835 VDC
		7	87.33 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	58	9 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.93 mVDC	6	0.8833 VDC
		7	87.42 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	58	14 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.3 C	5	63.9 mVDC	6	0.8834 VDC

		7	87.28 mVDC	8	1.0184 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	58	19 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.89 mVDC	6	0.8834 VDC
		7	87.29 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	58	24 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.96 mVDC	6	0.8836 VDC
		7	87.3 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	58	29 6/26/2007				
		1	90.1 C	2	82.9 C	3	83.1 C
		4	77.2 C	5	63.88 mVDC	6	0.8831 VDC
		7	87.47 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	58	34 6/26/2007				
		1	90.1 C	2	82.9 C	3	83.1 C
		4	77.2 C	5	63.85 mVDC	6	0.8829 VDC
		7	87.3 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	58	39 6/26/2007				
		1	90.1 C	2	82.9 C	3	83.1 C
		4	77.2 C	5	63.89 mVDC	6	0.8833 VDC
		7	87.43 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	58	44 6/26/2007				
		1	90.1 C	2	82.9 C	3	83.1 C
		4	77.2 C	5	63.89 mVDC	6	0.8831 VDC
		7	87.44 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	58	49 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.94 mVDC	6	0.8834 VDC
		7	87.46 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	58	54 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4 OTC	C	5	64.05 mVDC	6	0.8841 VDC
		7	87.49 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	58	59 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	64.04 mVDC	6	0.8832 VDC
		7	87.4 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	59	4 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	64.08 mVDC	6	0.8831 VDC
		7	87.28 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	17	59	9 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	64.09 mVDC	6	0.8834 VDC
		7	87.41 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		

	17	59	14	6/26/2007					
		1	90.1	C	2	82.9	C	3	83
		4	77.2	C	5	64.07	mVDC	6	0.883
		7	87.36	mVDC	8	1.0206	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	59	19	6/26/2007					
		1	90.1	C	2	82.9	C	3	83
		4	77.2	C	5	64.05	mVDC	6	0.8834
		7	87.35	mVDC	8	1.0214	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	59	24	6/26/2007					
		1	90.1	C	2	82.9	C	3	83
		4	77.2	C	5	64.04	mVDC	6	0.8832
		7	87.12	mVDC	8	1.0197	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	59	29	6/26/2007					
		1	90.1	C	2	82.9	C	3	83
		4	77.2	C	5	63.99	mVDC	6	0.8828
		7	87.15	mVDC	8	1.0187	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	59	34	6/26/2007					
		1	90.1	C	2	82.9	C	3	83
		4	77.2	C	5	64	mVDC	6	0.883
		7	87.16	mVDC	8	1.0197	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	59	39	6/26/2007					
		1	90.1	C	2	82.9	C	3	83
		4	77.2	C	5	63.97	mVDC	6	0.8829
		7	87.24	mVDC	8	1.0202	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	59	44	6/26/2007					
		1	90.1	C	2	82.9	C	3	83
		4	77.2	C	5	64.04	mVDC	6	0.8835
		7	87.29	mVDC	8	1.021	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	59	49	6/26/2007					
		1	90.1	C	2	82.9	C	3	83
		4	77.2	C	5	63.99	mVDC	6	0.8835
		7	87.24	mVDC	8	1.0205	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	59	54	6/26/2007					
		1	90.1	C	2	82.9	C	3	83
		4	77.2	C	5	63.96	mVDC	6	0.8831
		7	87.25	mVDC	8	1.0204	VDC		
ALM		15	DIO	255	TOTAL	0			
	17	59	59	6/26/2007					
		1	90.1	C	2	82.9	C	3	83
		4	77.2	C	5	63.95	mVDC	6	0.8829
		7	87.21	mVDC	8	1.0184	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	0	4	6/26/2007					
		1	90.1	C	2	82.9	C	3	83
		4	77.2	C	5	64.01	mVDC	6	0.8839
		7	87.33	mVDC	8	1.0215	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	0	9	6/26/2007					

		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.97 mVDC	6	0.8838 VDC
		7	87.3 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	0	14 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.98 mVDC	6	0.8839 VDC
		7	87.22 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	0	19 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.95 mVDC	6	0.8838 VDC
		7	87.27 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	0	24 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.97 mVDC	6	0.8841 VDC
		7	87.2 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	0	29 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.9 mVDC	6	0.8836 VDC
		7	87.17 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	0	34 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.91 mVDC	6	0.8843 VDC
		7	87.23 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	0	39 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.91 mVDC	6	0.8838 VDC
		7	87.34 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	0	44 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.87 mVDC	6	0.8836 VDC
		7	87.33 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	0	49 6/26/2007				
		1	90.1 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.85 mVDC	6	0.883 VDC
		7	87.25 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	0	54 6/26/2007				
		1	90 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.85 mVDC	6	0.8833 VDC
		7	87.17 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	0	59 6/26/2007				
		1	90 C	2	82.9 C	3	83 C
		4	77.2 C	5	63.83 mVDC	6	0.8828 VDC
		7	87.34 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	1	4 6/26/2007				
		1	90 C	2	82.8 C	3	83 C
		4	77.2 C	5	63.83 mVDC	6	0.8828 VDC

		7	87.33 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	1	9 6/26/2007				
		1	90 C	2	82.8 C	3	83 C
		4	77.2 C	5	63.8 mVDC	6	0.8824 VDC
		7	87.29 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	1	14 6/26/2007				
		1	90 C	2	82.8 C	3	83 C
		4	77.2 C	5	63.79 mVDC	6	0.8821 VDC
		7	87.08 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	1	19 6/26/2007				
		1	90 C	2	82.8 C	3	83 C
		4	77.2 C	5	63.8 mVDC	6	0.8826 VDC
		7	87.14 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	1	24 6/26/2007				
		1	90 C	2	82.8 C	3	83 C
		4	77.2 C	5	63.77 mVDC	6	0.8822 VDC
		7	87.08 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	1	29 6/26/2007				
		1	90 C	2	82.8 C	3	83 C
		4	77.2 C	5	63.76 mVDC	6	0.8819 VDC
		7	87.23 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	1	34 6/26/2007				
		1	90 C	2	82.8 C	3	83 C
		4	77.2 C	5	63.72 mVDC	6	0.8816 VDC
		7	87.04 mVDC	8	1.018 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	1	39 6/26/2007				
		1	90 C	2	82.8 C	3	83 C
		4 OTC	C	5	63.68 mVDC	6	0.8804 VDC
		7	87.15 mVDC	8	1.0184 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	1	44 6/26/2007				
		1	90 C	2	82.8 C	3	83 C
		4	77.2 C	5	63.79 mVDC	6	0.8812 VDC
		7	87.16 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	1	49 6/26/2007				
		1	90 C	2	82.8 C	3	83 C
		4	77.2 C	5	63.79 mVDC	6	0.8823 VDC
		7	87.32 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	1	54 6/26/2007				
		1	90 C	2	82.8 C	3	83 C
		4	77.2 C	5	63.7 mVDC	6	0.8811 VDC
		7	87.21 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	1	59 6/26/2007				
		1	90 C	2	82.8 C	3	82.9 C
		4	77.2 C	5	63.75 mVDC	6	0.8816 VDC
		7	87.23 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		

	18	2	4	6/26/2007					
		1	90	C	2	82.8	C	3	82.9
		4	77.2	C	5	63.73	mVDC	6	0.8811
		7	87.13	mVDC	8	1.0202	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	2	9	6/26/2007					
		1	90	C	2	82.8	C	3	83
		4	77.1	C	5	63.68	mVDC	6	0.881
		7	87.12	mVDC	8	1.0204	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	2	14	6/26/2007					
		1	90	C	2	82.8	C	3	83
		4	77.2	C	5	63.62	mVDC	6	0.8808
		7	87.06	mVDC	8	1.0198	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	2	19	6/26/2007					
		1	90	C	2	82.8	C	3	83
		4	77.1	C	5	63.63	mVDC	6	0.8807
		7	87.02	mVDC	8	1.0191	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	2	24	6/26/2007					
		1	90	C	2	82.8	C	3	82.9
		4	77.1	C	5	63.66	mVDC	6	0.8803
		7	87.15	mVDC	8	1.0209	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	2	29	6/26/2007					
		1	90	C	2	82.8	C	3	82.9
		4	77.1	C	5	63.69	mVDC	6	0.8803
		7	87.03	mVDC	8	1.0191	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	2	34	6/26/2007					
		1	90	C	2	82.8	C	3	82.9
		4	77.1	C	5	63.67	mVDC	6	0.8801
		7	87.05	mVDC	8	1.0195	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	2	39	6/26/2007					
		1	89.9	C	2	82.8	C	3	82.9
		4	77.1	C	5	63.71	mVDC	6	0.8804
		7	87.13	mVDC	8	1.0203	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	2	44	6/26/2007					
		1	89.9	C	2	82.8	C	3	82.9
		4	77.1	C	5	63.74	mVDC	6	0.8813
		7	87.02	mVDC	8	1.0194	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	2	49	6/26/2007					
		1	89.9	C	2	82.8	C	3	82.9
		4	77.1	C	5	63.84	mVDC	6	0.8825
		7	86.94	mVDC	8	1.0185	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	2	54	6/26/2007					
		1	89.9	C	2	82.8	C	3	82.9
		4	77.1	C	5	63.82	mVDC	6	0.8818
		7	86.95	mVDC	8	1.0189	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	2	59	6/26/2007					

		1	89.9 C	2	82.8 C	3	82.9 C
		4	77.1 C	5	63.81 mVDC	6	0.8821 VDC
		7	86.95 mVDC	8	1.0188 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	3	4 6/26/2007				
		1	89.9 C	2	82.8 C	3	82.9 C
		4	77.1 C	5	63.82 mVDC	6	0.8814 VDC
		7	87.07 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	3	9 6/26/2007				
		1	89.9 C	2	82.8 C	3	82.9 C
		4	77.1 C	5	63.78 mVDC	6	0.882 VDC
		7	87.11 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	3	14 6/26/2007				
		1	90 C	2	82.8 C	3	82.9 C
		4	77.1 C	5	63.76 mVDC	6	0.8823 VDC
		7	87.12 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	3	19 6/26/2007				
		1	90 C	2	82.8 C	3	82.9 C
		4	77.1 C	5	63.68 mVDC	6	0.8812 VDC
		7	87.03 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	3	24 6/26/2007				
		1	89.9 C	2	82.8 C	3	82.9 C
		4	77.1 C	5	63.62 mVDC	6	0.8804 VDC
		7	86.95 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	3	29 6/26/2007				
		1	90 C	2	82.8 C	3	82.9 C
		4	77.1 C	5	63.64 mVDC	6	0.8813 VDC
		7	86.99 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	3	34 6/26/2007				
		1	90 C	2	82.8 C	3	82.9 C
		4	77.1 C	5	63.82 mVDC	6	0.8836 VDC
		7	87.03 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	3	39 6/26/2007				
		1	90 C	2	82.8 C	3	82.9 C
		4	77.1 C	5	63.91 mVDC	6	0.8845 VDC
		7	86.99 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	3	44 6/26/2007				
		1	90 C	2	82.8 C	3	82.9 C
		4	77.1 C	5	63.82 mVDC	6	0.8835 VDC
		7	86.92 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	3	49 6/26/2007				
		1	90 C	2	82.8 C	3	82.9 C
		4	77.1 C	5	63.77 mVDC	6	0.8829 VDC
		7	86.97 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	3	54 6/26/2007				
		1	90 C	2	82.8 C	3	82.9 C
		4	77 C	5	63.78 mVDC	6	0.8832 VDC

		7	86.93 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	3	59 6/26/2007				
		1	90 C	2	82.8 C	3	82.9 C
		4	77.1 C	5	63.79 mVDC	6	0.8829 VDC
		7	86.87 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	4	4 6/26/2007				
		1	90 C	2	82.8 C	3	82.9 C
		4	77.1 C	5	63.97 mVDC	6	0.8844 VDC
		7	86.81 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	4	9 6/26/2007				
		1	90 C	2	82.8 C	3	82.9 C
		4	77.1 C	5	64.02 mVDC	6	0.884 VDC
		7	86.82 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	4	14 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.9 C
		4	77.1 C	5	64.02 mVDC	6	0.8843 VDC
		7	86.71 mVDC	8	1.0191 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	4	19 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.9 C
		4	77.1 C	5	64.05 mVDC	6	0.8838 VDC
		7	86.86 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	4	24 6/26/2007				
		1	90 C	2	82.8 C	3	82.9 C
		4	77.1 C	5	64.07 mVDC	6	0.884 VDC
		7	86.86 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	4	29 6/26/2007				
		1	90 C	2	82.8 C	3	82.9 C
		4	77.1 C	5	64 mVDC	6	0.8839 VDC
		7	86.94 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	4	34 6/26/2007				
		1	90 C	2	82.8 C	3	82.9 C
		4	77.1 C	5	64.02 mVDC	6	0.8846 VDC
		7	86.7 mVDC	8	1.0185 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	4	39 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.9 C
		4	77.1 C	5	64.06 mVDC	6	0.8844 VDC
		7	86.89 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	4	44 6/26/2007				
		1	90 C	2	82.8 C	3	82.9 C
		4	77.1 C	5	64.03 mVDC	6	0.8835 VDC
		7	86.86 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	4	49 6/26/2007				
		1	90 C	2	82.8 C	3	82.9 C
		4	77.1 C	5	64.09 mVDC	6	0.8837 VDC
		7	86.64 mVDC	8	1.0188 VDC		
ALM		15 DIO	255 TOTAL		0		

	18	4	54	6/26/2007					
		1	90.1	C	2	82.8	C	3	82.9
		4	77.1	C	5	64.07	mVDC	6	0.8833
		7	86.71	mVDC	8	1.0196	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	4	59	6/26/2007					
		1	90.1	C	2	82.8	C	3	82.9
		4	77.1	C	5	64.09	mVDC	6	0.8842
		7	86.67	mVDC	8	1.0201	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	5	4	6/26/2007					
		1	90	C	2	82.8	C	3	82.9
		4	77.1	C	5	64.09	mVDC	6	0.884
		7	86.72	mVDC	8	1.0202	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	5	9	6/26/2007					
		1	90	C	2	82.8	C	3	82.9
		4	77	C	5	64.02	mVDC	6	0.8836
		7	86.52	mVDC	8	1.0187	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	5	14	6/26/2007					
		1	90.1	C	2	82.8	C	3	82.9
		4	77.1	C	5	64.01	mVDC	6	0.8841
		7	86.53	mVDC	8	1.0191	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	5	19	6/26/2007					
		1	90.1	C	2	82.8	C	3	82.9
		4	77	C	5	63.96	mVDC	6	0.8835
		7	86.75	mVDC	8	1.0208	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	5	24	6/26/2007					
		1	90.1	C	2	82.8	C	3	82.9
		4	77	C	5	63.98	mVDC	6	0.8843
		7	86.76	mVDC	8	1.0215	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	5	29	6/26/2007					
		1	90.1	C	2	82.8	C	3	82.9
		4	77	C	5	63.97	mVDC	6	0.8838
		7	86.68	mVDC	8	1.0203	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	5	34	6/26/2007					
		1	90	C	2	82.8	C	3	82.8
		4	77.1	C	5	64.01	mVDC	6	0.8834
		7	86.71	mVDC	8	1.021	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	5	39	6/26/2007					
		1	90	C	2	82.8	C	3	82.8
		4	77	C	5	63.99	mVDC	6	0.8834
		7	86.51	mVDC	8	1.0187	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	5	44	6/26/2007					
		1	90	C	2	82.8	C	3	82.8
		4	77	C	5	64.04	mVDC	6	0.8839
		7	86.7	mVDC	8	1.021	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	5	49	6/26/2007					

		1	90 C	2	82.8 C	3	82.8 C
		4	77 C	5	63.99 mVDC	6	0.8835 VDC
		7	86.65 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	5	54 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.05 mVDC	6	0.8839 VDC
		7	86.58 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	5	59 6/26/2007				
		1	90 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.11 mVDC	6	0.8838 VDC
		7	86.67 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	6	4 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.12 mVDC	6	0.8833 VDC
		7	86.59 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	6	9 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.26 mVDC	6	0.8857 VDC
		7	86.53 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	6	14 6/26/2007				
		1	90 C	2	82.8 C	3	82.9 C
		4	77 C	5	64.23 mVDC	6	0.8843 VDC
		7	86.4 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	6	19 6/26/2007				
		1	90.1 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.25 mVDC	6	0.8846 VDC
		7	86.57 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	6	24 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77.1 C	5	64.21 mVDC	6	0.8838 VDC
		7	86.53 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	6	29 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.2 mVDC	6	0.8839 VDC
		7	86.51 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	6	34 6/26/2007				
		1	90.1 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.2 mVDC	6	0.8846 VDC
		7	86.46 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	6	39 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.15 mVDC	6	0.8836 VDC
		7	86.54 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	6	44 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.14 mVDC	6	0.8839 VDC

		7	86.55 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	6	49 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.14 mVDC	6	0.884 VDC
		7	86.42 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	6	54 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.17 mVDC	6	0.8838 VDC
		7	86.55 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	6	59 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.12 mVDC	6	0.8834 VDC
		7	86.48 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	7	4 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.15 mVDC	6	0.8834 VDC
		7	86.36 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	7	9 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.18 mVDC	6	0.8832 VDC
		7	86.31 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	7	14 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.16 mVDC	6	0.8834 VDC
		7	86.47 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	7	19 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.11 mVDC	6	0.8831 VDC
		7	86.44 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	7	24 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64 mVDC	6	0.8823 VDC
		7	86.5 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	7	29 6/26/2007				
		1	90 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.02 mVDC	6	0.8827 VDC
		7	86.52 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	7	34 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.04 mVDC	6	0.8826 VDC
		7	86.38 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	7	39 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.11 mVDC	6	0.8827 VDC
		7	86.53 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		

	18	7	44	6/26/2007					
		1	90	C	2	82.7	C	3	82.8
		4	77	C	5	64.08	mVDC	6	0.8829
		7	86.52	mVDC	8	1.0207	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	7	49	6/26/2007					
		1	90	C	2	82.7	C	3	82.8
		4	77	C	5	64.03	mVDC	6	0.8828
		7	86.4	mVDC	8	1.0195	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	7	54	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.7
		4	77	C	5	64.13	mVDC	6	0.8836
		7	86.57	mVDC	8	1.0209	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	7	59	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.7
		4	77	C	5	64.06	mVDC	6	0.8829
		7	86.58	mVDC	8	1.0215	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	8	4	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.7
		4	77	C	5	64.13	mVDC	6	0.8832
		7	86.65	mVDC	8	1.0224	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	8	9	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.8
		4	77	C	5	64.13	mVDC	6	0.8831
		7	86.46	mVDC	8	1.0204	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	8	14	6/26/2007					
		1	90	C	2	82.7	C	3	82.8
		4	77	C	5	64.09	mVDC	6	0.8835
		7	86.36	mVDC	8	1.0194	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	8	19	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.8
		4	77	C	5	64.15	mVDC	6	0.8836
		7	86.55	mVDC	8	1.0216	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	8	24	6/26/2007					
		1	90	C	2	82.7	C	3	82.8
		4	77	C	5	64.11	mVDC	6	0.8837
		7	86.48	mVDC	8	1.0205	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	8	29	6/26/2007					
		1	90	C	2	82.7	C	3	82.8
		4	77	C	5	64.08	mVDC	6	0.8839
		7	86.45	mVDC	8	1.0209	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	8	34	6/26/2007					
		1	90	C	2	82.7	C	3	82.8
		4	77	C	5	64.02	mVDC	6	0.8827
		7	86.54	mVDC	8	1.0213	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	8	39	6/26/2007					

		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.03 mVDC	6	0.8833 VDC
		7	86.46 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	8	44 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.01 mVDC	6	0.883 VDC
		7	86.42 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	8	49 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.04 mVDC	6	0.8837 VDC
		7	86.62 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	8	54 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.06 mVDC	6	0.8831 VDC
		7	86.57 mVDC	8	1.0221 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	8	59 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	77 C	5	64.2 mVDC	6	0.8836 VDC
		7	86.57 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	9	4 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	77 C	5	64.21 mVDC	6	0.8842 VDC
		7	86.61 mVDC	8	1.0224 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	9	9 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	77 C	5	64.23 mVDC	6	0.884 VDC
		7	86.59 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	9	14 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	77 C	5	64.21 mVDC	6	0.8843 VDC
		7	86.46 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	9	19 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.17 mVDC	6	0.8841 VDC
		7	86.51 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	9	24 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.08 mVDC	6	0.884 VDC
		7	86.64 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	9	29 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.21 mVDC	6	0.8852 VDC
		7	86.51 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	9	34 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.18 mVDC	6	0.8843 VDC

		7	86.48 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	9	39 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	77 C	5	64.16 mVDC	6	0.8843 VDC
		7	86.62 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	9	44 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.23 mVDC	6	0.8846 VDC
		7	86.65 mVDC	8	1.0221 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	9	49 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.15 mVDC	6	0.8838 VDC
		7	86.52 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	9	54 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.19 mVDC	6	0.8841 VDC
		7	86.52 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	9	59 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.2 mVDC	6	0.8839 VDC
		7	86.5 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	10	4 6/26/2007				
		1	90.1 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.12 mVDC	6	0.8844 VDC
		7	86.67 mVDC	8	1.0225 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	10	9 6/26/2007				
		1	90.1 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.16 mVDC	6	0.8844 VDC
		7	86.71 mVDC	8	1.0228 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	10	14 6/26/2007				
		1	90.1 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.24 mVDC	6	0.8849 VDC
		7	86.71 mVDC	8	1.0227 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	10	19 6/26/2007				
		1	90 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.19 mVDC	6	0.8845 VDC
		7	86.76 mVDC	8	1.0233 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	10	24 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.22 mVDC	6	0.884 VDC
		7	86.73 mVDC	8	1.0229 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	10	29 6/26/2007				
		1	90 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.21 mVDC	6	0.8842 VDC
		7	86.66 mVDC	8	1.022 VDC		
ALM		15 DIO	255 TOTAL		0		

	18	10	34 6/26/2007					
		1	90 C	2	82.7 C	3	82.8 C	
		4	77 C	5	64.27 mVDC	6	0.8846 VDC	
		7	86.52 mVDC	8	1.0208 VDC			
ALM		15 DIO	255 TOTAL		0			
	18	10	39 6/26/2007					
		1	90 C	2	82.7 C	3	82.8 C	
		4	77 C	5	64.25 mVDC	6	0.8844 VDC	
		7	86.45 mVDC	8	1.0196 VDC			
ALM		15 DIO	255 TOTAL		0			
	18	10	44 6/26/2007					
		1	90 C	2	82.8 C	3	82.8 C	
		4	77 C	5	64.26 mVDC	6	0.885 VDC	
		7	86.37 mVDC	8	1.0205 VDC			
ALM		15 DIO	255 TOTAL		0			
	18	10	49 6/26/2007					
		1	90 C	2	82.7 C	3	82.8 C	
		4	77 C	5	64.23 mVDC	6	0.8845 VDC	
		7	86.67 mVDC	8	1.0225 VDC			
ALM		15 DIO	255 TOTAL		0			
	18	10	54 6/26/2007					
		1	90.1 C	2	82.7 C	3	82.8 C	
		4	77 C	5	64.18 mVDC	6	0.884 VDC	
		7	86.63 mVDC	8	1.0219 VDC			
ALM		15 DIO	255 TOTAL		0			
	18	10	59 6/26/2007					
		1	90.1 C	2	82.7 C	3	82.8 C	
		4	77 C	5	64.2 mVDC	6	0.8841 VDC	
		7	86.53 mVDC	8	1.0207 VDC			
ALM		15 DIO	255 TOTAL		0			
	18	11	4 6/26/2007					
		1	90 C	2	82.7 C	3	82.8 C	
		4	77 C	5	64.26 mVDC	6	0.8844 VDC	
		7	86.48 mVDC	8	1.0205 VDC			
ALM		15 DIO	255 TOTAL		0			
	18	11	9 6/26/2007					
		1	90 C	2	82.7 C	3	82.8 C	
		4	77 C	5	64.23 mVDC	6	0.885 VDC	
		7	86.39 mVDC	8	1.0197 VDC			
ALM		15 DIO	255 TOTAL		0			
	18	11	14 6/26/2007					
		1	90 C	2	82.7 C	3	82.8 C	
		4	77 C	5	64.28 mVDC	6	0.8845 VDC	
		7	86.54 mVDC	8	1.0208 VDC			
ALM		15 DIO	255 TOTAL		0			
	18	11	19 6/26/2007					
		1	90 C	2	82.7 C	3	82.8 C	
		4	77 C	5	64.19 mVDC	6	0.8841 VDC	
		7	86.44 mVDC	8	1.0198 VDC			
ALM		15 DIO	255 TOTAL		0			
	18	11	24 6/26/2007					
		1	90 C	2	82.7 C	3	82.8 C	
		4	77 C	5	64.11 mVDC	6	0.8835 VDC	
		7	86.68 mVDC	8	1.0226 VDC			
ALM		15 DIO	255 TOTAL		0			
	18	11	29 6/26/2007					

		1	90 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.11 mVDC	6	0.8837 VDC
		7	86.67 mVDC	8	1.0221 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	11	34 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.13 mVDC	6	0.8842 VDC
		7	86.6 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	11	39 6/26/2007				
		1	90 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.16 mVDC	6	0.8842 VDC
		7	86.77 mVDC	8	1.0232 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	11	44 6/26/2007				
		1	90 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.2 mVDC	6	0.884 VDC
		7	86.65 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	11	49 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.5 mVDC	6	0.8874 VDC
		7	86.62 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	11	54 6/26/2007				
		1	90 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.44 mVDC	6	0.8852 VDC
		7	86.54 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	11	59 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.3 mVDC	6	0.884 VDC
		7	86.75 mVDC	8	1.0229 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	12	4 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.38 mVDC	6	0.8844 VDC
		7	86.71 mVDC	8	1.0223 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	12	9 6/26/2007				
		1	90 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.4 mVDC	6	0.8853 VDC
		7	86.54 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	12	14 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.21 mVDC	6	0.8842 VDC
		7	86.51 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	12	19 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.2 mVDC	6	0.8846 VDC
		7	86.67 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	12	24 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.19 mVDC	6	0.884 VDC

		7	86.71 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	12	29 6/26/2007				
		1	90.1 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.27 mVDC	6	0.8844 VDC
		7	86.75 mVDC	8	1.0225 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	12	34 6/26/2007				
		1	90.1 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.24 mVDC	6	0.8846 VDC
		7	86.66 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	12	39 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.26 mVDC	6	0.8853 VDC
		7	86.56 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	12	44 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.19 mVDC	6	0.8844 VDC
		7	86.46 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	12	49 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.2 mVDC	6	0.8849 VDC
		7	86.75 mVDC	8	1.0224 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	12	54 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.15 mVDC	6	0.8842 VDC
		7	86.73 mVDC	8	1.022 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	12	59 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.12 mVDC	6	0.8842 VDC
		7	86.53 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	13	4 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.21 mVDC	6	0.8843 VDC
		7	86.53 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	13	9 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.19 mVDC	6	0.8845 VDC
		7	86.47 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	13	14 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.24 mVDC	6	0.8844 VDC
		7	86.6 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	13	19 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.29 mVDC	6	0.8844 VDC
		7	86.71 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		

	18	13	24 6/26/2007				
		1	90.1 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.25 mVDC	6	0.8842 VDC
		7	86.53 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	13	29 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.27 mVDC	6	0.8847 VDC
		7	86.76 mVDC	8	1.0226 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	13	34 6/26/2007				
		1	90 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.47 mVDC	6	0.885 VDC
		7	86.81 mVDC	8	1.0229 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	13	39 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.51 mVDC	6	0.8853 VDC
		7	86.73 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	13	44 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.41 mVDC	6	0.8845 VDC
		7	86.63 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	13	49 6/26/2007				
		1	90 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.43 mVDC	6	0.8851 VDC
		7	86.52 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	13	54 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	77 C	5	64.32 mVDC	6	0.8847 VDC
		7	86.6 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	13	59 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.36 mVDC	6	0.8849 VDC
		7	86.54 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	14	4 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.26 mVDC	6	0.8847 VDC
		7	86.7 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	14	9 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.28 mVDC	6	0.8853 VDC
		7	86.56 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	14	14 6/26/2007				
		1	90.1 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.23 mVDC	6	0.8849 VDC
		7	86.77 mVDC	8	1.0223 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	14	19 6/26/2007				

		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.19 mVDC	6	0.8846 VDC
		7	86.71 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	14	24 6/26/2007				
		1	90.1 C	2	82.8 C	3	82.8 C
		4	76.9 C	5	64.2 mVDC	6	0.8853 VDC
		7	86.59 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	14	29 6/26/2007				
		1	90 C	2	82.8 C	3	82.8 C
		4	77 C	5	64.16 mVDC	6	0.885 VDC
		7	86.61 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	14	34 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.16 mVDC	6	0.8848 VDC
		7	86.74 mVDC	8	1.022 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	14	39 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.19 mVDC	6	0.8851 VDC
		7	86.56 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	14	44 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.21 mVDC	6	0.8844 VDC
		7	86.47 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	14	49 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.17 mVDC	6	0.8846 VDC
		7	86.64 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	14	54 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.18 mVDC	6	0.8842 VDC
		7	86.6 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	14	59 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.15 mVDC	6	0.8847 VDC
		7	86.79 mVDC	8	1.0223 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	15	4 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.16 mVDC	6	0.8851 VDC
		7	86.53 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	15	9 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.12 mVDC	6	0.8851 VDC
		7	86.5 mVDC	8	1.0192 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	15	14 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.14 mVDC	6	0.8846 VDC

		7	86.67 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	15	19 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.22 mVDC	6	0.8851 VDC
		7	86.6 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	15	24 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.17 mVDC	6	0.8846 VDC
		7	86.59 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	15	29 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	77 C	5	64.22 mVDC	6	0.8852 VDC
		7	86.74 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	15	34 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.2 mVDC	6	0.8844 VDC
		7	86.63 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	15	39 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.16 mVDC	6	0.8844 VDC
		7	86.68 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	15	44 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.12 mVDC	6	0.8845 VDC
		7	86.65 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	15	49 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.11 mVDC	6	0.8844 VDC
		7	86.53 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	15	54 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.07 mVDC	6	0.8844 VDC
		7	86.7 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	15	59 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.05 mVDC	6	0.8842 VDC
		7	86.59 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	16	4 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.04 mVDC	6	0.8841 VDC
		7	86.61 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	16	9 6/26/2007				
		1	89.9 C	2	82.8 C	3	82.8 C
		4	76.9 C	5	64.07 mVDC	6	0.8848 VDC
		7	86.63 mVDC	8	1.019 VDC		
ALM		15 DIO	255 TOTAL		0		

	18	16	14 6/26/2007				
		1	89.9 C	2	82.8 C	3	82.8 C
		4	76.9 C	5	64.09 mVDC	6	0.8848 VDC
		7	86.75 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	16	19 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.11 mVDC	6	0.8851 VDC
		7	86.76 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	16	24 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.06 mVDC	6	0.8848 VDC
		7	86.83 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	16	29 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.03 mVDC	6	0.8844 VDC
		7	86.7 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	16	34 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.03 mVDC	6	0.8849 VDC
		7	86.6 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	16	39 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.09 mVDC	6	0.885 VDC
		7	86.66 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	16	44 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.16 mVDC	6	0.8847 VDC
		7	86.71 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	16	49 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.13 mVDC	6	0.8846 VDC
		7	86.69 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	16	54 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.14 mVDC	6	0.8844 VDC
		7	86.63 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	16	59 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.11 mVDC	6	0.8843 VDC
		7	86.61 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	17	4 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.12 mVDC	6	0.8842 VDC
		7	86.53 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	17	9 6/26/2007				

		1	89.9 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.12 mVDC	6	0.8839 VDC
		7	86.43 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	17	14 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.11 mVDC	6	0.8843 VDC
		7	86.44 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	17	19 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.06 mVDC	6	0.8841 VDC
		7	86.45 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	17	24 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64 mVDC	6	0.8838 VDC
		7	86.56 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	17	29 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	63.96 mVDC	6	0.8836 VDC
		7	86.44 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	17	34 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64 mVDC	6	0.8838 VDC
		7	86.58 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	17	39 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.03 mVDC	6	0.8845 VDC
		7	86.46 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	17	44 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.13 mVDC	6	0.8846 VDC
		7	86.41 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	17	49 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.05 mVDC	6	0.8843 VDC
		7	86.41 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	17	54 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.04 mVDC	6	0.8841 VDC
		7	86.47 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	17	59 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.04 mVDC	6	0.8839 VDC
		7	86.43 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	18	4 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.15 mVDC	6	0.8843 VDC

		7	86.41 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	18	9 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.14 mVDC	6	0.8838 VDC
		7	86.41 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	18	14 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.14 mVDC	6	0.8842 VDC
		7	86.42 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	18	19 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.1 mVDC	6	0.8839 VDC
		7	86.46 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	18	24 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	77 C	5	64.09 mVDC	6	0.8842 VDC
		7	86.48 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	18	29 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.05 mVDC	6	0.8838 VDC
		7	86.41 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	18	34 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.08 mVDC	6	0.8844 VDC
		7	86.52 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	18	39 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.05 mVDC	6	0.8838 VDC
		7	86.51 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	18	44 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.03 mVDC	6	0.8836 VDC
		7	86.35 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	18	49 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.04 mVDC	6	0.8838 VDC
		7	86.44 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	18	54 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.05 mVDC	6	0.8837 VDC
		7	86.49 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	18	59 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.24 mVDC	6	0.8846 VDC
		7	86.61 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		

	18	19	4 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.37 mVDC	6	0.8844 VDC
		7	86.53 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	19	9 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.37 mVDC	6	0.8847 VDC
		7	86.45 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	19	14 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.37 mVDC	6	0.885 VDC
		7	86.41 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	19	19 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.32 mVDC	6	0.8844 VDC
		7	86.4 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	19	24 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.32 mVDC	6	0.8844 VDC
		7	86.37 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	19	29 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.38 mVDC	6	0.8847 VDC
		7	86.45 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	19	34 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	77 C	5	64.36 mVDC	6	0.8841 VDC
		7	86.54 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	19	39 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	77 C	5	64.32 mVDC	6	0.8847 VDC
		7	86.47 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	19	44 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	77 C	5	64.3 mVDC	6	0.8848 VDC
		7	86.57 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	19	49 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.8 C
		4	77 C	5	64.31 mVDC	6	0.8846 VDC
		7	86.52 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	19	54 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.35 mVDC	6	0.8846 VDC
		7	86.52 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	19	59 6/26/2007				

		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.35 mVDC	6	0.8849 VDC
		7	86.41 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	20	4 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.27 mVDC	6	0.8846 VDC
		7	86.43 mVDC	8	1.0191 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	20	9 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.38 mVDC	6	0.8854 VDC
		7	86.48 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	20	14 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	77 C	5	64.33 mVDC	6	0.8848 VDC
		7	86.55 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	20	19 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.25 mVDC	6	0.8845 VDC
		7	86.57 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	20	24 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.28 mVDC	6	0.8845 VDC
		7	86.43 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	20	29 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.29 mVDC	6	0.884 VDC
		7	86.58 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	20	34 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.34 mVDC	6	0.8843 VDC
		7	86.5 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	20	39 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	77 C	5	64.4 mVDC	6	0.8847 VDC
		7	86.53 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	20	44 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.5 mVDC	6	0.8852 VDC
		7	86.55 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	20	49 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.49 mVDC	6	0.8848 VDC
		7	86.69 mVDC	8	1.0225 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	20	54 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.41 mVDC	6	0.8847 VDC

		7	86.44 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	20	59 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.37 mVDC	6	0.8844 VDC
		7	86.56 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	21	4 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.39 mVDC	6	0.8848 VDC
		7	86.68 mVDC	8	1.0223 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	21	9 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.39 mVDC	6	0.8854 VDC
		7	86.6 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	21	14 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.32 mVDC	6	0.8855 VDC
		7	86.49 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	21	19 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.28 mVDC	6	0.8849 VDC
		7	86.51 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	21	24 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.3 mVDC	6	0.8849 VDC
		7	86.63 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	21	29 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.37 mVDC	6	0.8854 VDC
		7	86.59 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	21	34 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.32 mVDC	6	0.8851 VDC
		7	86.43 mVDC	8	1.0192 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	21	39 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.36 mVDC	6	0.885 VDC
		7	86.52 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	21	44 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.32 mVDC	6	0.8845 VDC
		7	86.51 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	21	49 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.3 mVDC	6	0.8851 VDC
		7	86.65 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		

	18	21	54 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	OTC C	5	64.29 mVDC	6	0.8854 VDC
		7	86.58 mVDC	8	1.0205 VDC		
ALM		15	DIO 255 TOTAL		0		
	18	21	59 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.34 mVDC	6	0.8854 VDC
		7	86.61 mVDC	8	1.0213 VDC		
ALM		15	DIO 255 TOTAL		0		
	18	22	4 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.33 mVDC	6	0.8852 VDC
		7	86.56 mVDC	8	1.0205 VDC		
ALM		15	DIO 255 TOTAL		0		
	18	22	9 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.32 mVDC	6	0.8857 VDC
		7	86.66 mVDC	8	1.0215 VDC		
ALM		15	DIO 255 TOTAL		0		
	18	22	14 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.25 mVDC	6	0.8846 VDC
		7	86.55 mVDC	8	1.0198 VDC		
ALM		15	DIO 255 TOTAL		0		
	18	22	19 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.28 mVDC	6	0.8845 VDC
		7	86.57 mVDC	8	1.0202 VDC		
ALM		15	DIO 255 TOTAL		0		
	18	22	24 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.33 mVDC	6	0.8849 VDC
		7	86.69 mVDC	8	1.0217 VDC		
ALM		15	DIO 255 TOTAL		0		
	18	22	29 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.29 mVDC	6	0.8846 VDC
		7	86.45 mVDC	8	1.0196 VDC		
ALM		15	DIO 255 TOTAL		0		
	18	22	34 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.26 mVDC	6	0.8846 VDC
		7	86.6 mVDC	8	1.0203 VDC		
ALM		15	DIO 255 TOTAL		0		
	18	22	39 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.26 mVDC	6	0.8847 VDC
		7	86.54 mVDC	8	1.0191 VDC		
ALM		15	DIO 255 TOTAL		0		
	18	22	44 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.34 mVDC	6	0.8852 VDC
		7	86.72 mVDC	8	1.0222 VDC		
ALM		15	DIO 255 TOTAL		0		
	18	22	49 6/26/2007				

		1	89.9 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.32 mVDC		6	0.8851 VDC
		7	86.7 mVDC		8	1.0217 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	22	54 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.35 mVDC		6	0.8856 VDC
		7	86.6 mVDC		8	1.0207 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	22	59 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.29 mVDC		6	0.8849 VDC
		7	86.43 mVDC		8	1.0187 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	23	4 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.25 mVDC		6	0.8848 VDC
		7	86.63 mVDC		8	1.0205 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	23	9 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.28 mVDC		6	0.8852 VDC
		7	86.49 mVDC		8	1.0187 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	23	14 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.26 mVDC		6	0.8845 VDC
		7	86.53 mVDC		8	1.0195 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	23	19 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.32 mVDC		6	0.8851 VDC
		7	86.73 mVDC		8	1.022 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	23	24 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.28 mVDC		6	0.8849 VDC
		7	86.53 mVDC		8	1.0195 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	23	29 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.37 mVDC		6	0.8848 VDC
		7	86.57 mVDC		8	1.0199 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	23	34 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.5 mVDC		6	0.8856 VDC
		7	86.65 mVDC		8	1.0209 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	23	39 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.43 mVDC		6	0.8851 VDC
		7	86.54 mVDC		8	1.0199 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	23	44 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.41 mVDC		6	0.885 VDC

		7	86.71 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	23	49 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.46 mVDC	6	0.8852 VDC
		7	86.53 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	23	54 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.52 mVDC	6	0.8859 VDC
		7	86.73 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	23	59 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.46 mVDC	6	0.8856 VDC
		7	86.73 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	24	4 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.45 mVDC	6	0.8851 VDC
		7	86.63 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	24	9 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.51 mVDC	6	0.8854 VDC
		7	86.71 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	24	14 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.55 mVDC	6	0.8852 VDC
		7	86.74 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	24	19 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.52 mVDC	6	0.8853 VDC
		7	86.64 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	24	24 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.63 mVDC	6	0.8858 VDC
		7	86.75 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	24	29 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.58 mVDC	6	0.8856 VDC
		7	86.55 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	24	34 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.59 mVDC	6	0.886 VDC
		7	86.61 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	24	39 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.63 mVDC	6	0.8858 VDC
		7	86.82 mVDC	8	1.0223 VDC		
ALM		15 DIO	255 TOTAL		0		

	18	24	44 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.68 mVDC	6	0.8861 VDC
		7	86.67 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	24	49 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.65 mVDC	6	0.8857 VDC
		7	86.53 mVDC	8	1.0187 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	24	54 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.75 mVDC	6	0.8854 VDC
		7	86.82 mVDC	8	1.0221 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	24	59 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.76 mVDC	6	0.8859 VDC
		7	86.77 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	25	4 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.72 mVDC	6	0.8856 VDC
		7	86.6 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	25	9 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.71 mVDC	6	0.886 VDC
		7	86.81 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	25	14 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.68 mVDC	6	0.886 VDC
		7	86.68 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	25	19 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.64 mVDC	6	0.8862 VDC
		7	86.6 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	25	24 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.67 mVDC	6	0.8865 VDC
		7	86.73 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	25	29 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.66 mVDC	6	0.8859 VDC
		7	86.78 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	25	34 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.68 mVDC	6	0.8859 VDC
		7	86.65 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	25	39 6/26/2007				

		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.62 mVDC		6	0.8858 VDC
		7	86.73 mVDC		8	1.0218 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	25	44 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.68 mVDC		6	0.8864 VDC
		7	86.59 mVDC		8	1.0202 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	25	49 6/26/2007						
		1	90 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.71 mVDC		6	0.8864 VDC
		7	86.67 mVDC		8	1.0211 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	25	54 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.73 mVDC		6	0.8866 VDC
		7	86.63 mVDC		8	1.0203 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	25	59 6/26/2007						
		1	89.9 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.71 mVDC		6	0.8864 VDC
		7	86.76 mVDC		8	1.0219 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	26	4 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.76 mVDC		6	0.8875 VDC
		7	86.56 mVDC		8	1.0198 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	26	9 6/26/2007						
		1	89.9 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.75 mVDC		6	0.8874 VDC
		7	86.65 mVDC		8	1.0211 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	26	14 6/26/2007						
		1	89.9 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.71 mVDC		6	0.8869 VDC
		7	86.62 mVDC		8	1.0205 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	26	19 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.72 mVDC		6	0.887 VDC
		7	86.65 mVDC		8	1.0212 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	26	24 6/26/2007						
		1	89.9 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.69 mVDC		6	0.887 VDC
		7	86.53 mVDC		8	1.0197 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	26	29 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.66 mVDC		6	0.8864 VDC
		7	86.56 mVDC		8	1.0199 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	26	34 6/26/2007						
		1	89.9 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.72 mVDC		6	0.887 VDC

		7	86.42 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	26	39 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.71 mVDC	6	0.8865 VDC
		7	86.56 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	26	44 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.74 mVDC	6	0.8868 VDC
		7	86.51 mVDC	8	1.0188 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	26	49 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.75 mVDC	6	0.8875 VDC
		7	86.6 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	26	54 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.79 mVDC	6	0.8877 VDC
		7	86.59 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	26	59 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.69 mVDC	6	0.887 VDC
		7	86.72 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	27	4 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.67 mVDC	6	0.8868 VDC
		7	86.55 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	27	9 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.66 mVDC	6	0.8871 VDC
		7	86.72 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	27	14 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.63 mVDC	6	0.887 VDC
		7	86.62 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	27	19 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.57 mVDC	6	0.8873 VDC
		7	86.56 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	27	24 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.51 mVDC	6	0.8872 VDC
		7	86.72 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	27	29 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.55 mVDC	6	0.8875 VDC
		7	86.68 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		

	18	27	34 6/26/2007					
		1	89.9 C	2	82.7 C	3	82.7 C	
		4	76.9 C	5	64.57 mVDC	6	0.8874 VDC	
		7	86.76 mVDC	8	1.0214 VDC			
ALM		15 DIO	255 TOTAL		0			
	18	27	39 6/26/2007					
		1	90 C	2	82.7 C	3	82.7 C	
		4	76.9 C	5	64.57 mVDC	6	0.8877 VDC	
		7	86.62 mVDC	8	1.0199 VDC			
ALM		15 DIO	255 TOTAL		0			
	18	27	44 6/26/2007					
		1	90 C	2	82.7 C	3	82.7 C	
		4	76.9 C	5	64.54 mVDC	6	0.8875 VDC	
		7	86.6 mVDC	8	1.019 VDC			
ALM		15 DIO	255 TOTAL		0			
	18	27	49 6/26/2007					
		1	90 C	2	82.7 C	3	82.7 C	
		4	76.9 C	5	64.54 mVDC	6	0.8872 VDC	
		7	86.68 mVDC	8	1.0204 VDC			
ALM		15 DIO	255 TOTAL		0			
	18	27	54 6/26/2007					
		1	90 C	2	82.7 C	3	82.6 C	
		4	76.9 C	5	64.58 mVDC	6	0.887 VDC	
		7	86.6 mVDC	8	1.0201 VDC			
ALM		15 DIO	255 TOTAL		0			
	18	27	59 6/26/2007					
		1	90 C	2	82.7 C	3	82.6 C	
		4	76.9 C	5	64.57 mVDC	6	0.8872 VDC	
		7	86.63 mVDC	8	1.0196 VDC			
ALM		15 DIO	255 TOTAL		0			
	18	28	4 6/26/2007					
		1	90 C	2	82.7 C	3	82.7 C	
		4	76.9 C	5	64.56 mVDC	6	0.8873 VDC	
		7	86.78 mVDC	8	1.0219 VDC			
ALM		15 DIO	255 TOTAL		0			
	18	28	9 6/26/2007					
		1	90 C	2	82.7 C	3	82.7 C	
		4	76.9 C	5	64.57 mVDC	6	0.8871 VDC	
		7	86.63 mVDC	8	1.0203 VDC			
ALM		15 DIO	255 TOTAL		0			
	18	28	14 6/26/2007					
		1	90 C	2	82.7 C	3	82.7 C	
		4	76.9 C	5	64.63 mVDC	6	0.888 VDC	
		7	86.66 mVDC	8	1.0201 VDC			
ALM		15 DIO	255 TOTAL		0			
	18	28	19 6/26/2007					
		1	90 C	2	82.7 C	3	82.7 C	
		4	76.9 C	5	64.69 mVDC	6	0.8873 VDC	
		7	86.8 mVDC	8	1.0219 VDC			
ALM		15 DIO	255 TOTAL		0			
	18	28	24 6/26/2007					
		1	90 C	2	82.7 C	3	82.6 C	
		4	76.9 C	5	64.83 mVDC	6	0.8878 VDC	
		7	86.65 mVDC	8	1.02 VDC			
ALM		15 DIO	255 TOTAL		0			
	18	28	29 6/26/2007					

		1	90 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.84 mVDC	6	0.8872 VDC
		7	86.65 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	28	34 6/26/2007				
		1	90 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.89 mVDC	6	0.8879 VDC
		7	86.69 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	28	39 6/26/2007				
		1	90 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.8 mVDC	6	0.8871 VDC
		7	86.64 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	28	44 6/26/2007				
		1	90 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.78 mVDC	6	0.887 VDC
		7	86.72 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	28	49 6/26/2007				
		1	90 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.78 mVDC	6	0.8873 VDC
		7	86.53 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	28	54 6/26/2007				
		1	90 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.76 mVDC	6	0.8875 VDC
		7	86.71 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	28	59 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.76 mVDC	6	0.8882 VDC
		7	86.47 mVDC	8	1.0189 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	29	4 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.74 mVDC	6	0.8873 VDC
		7	86.6 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	29	9 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.73 mVDC	6	0.8876 VDC
		7	86.61 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	29	14 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.6 C
		4	76.9 C	5	64.68 mVDC	6	0.8879 VDC
		7	86.5 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	29	19 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.63 mVDC	6	0.8874 VDC
		7	86.68 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	29	24 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.6 C
		4	76.9 C	5	64.57 mVDC	6	0.8871 VDC

		7	86.8 mVDC	8	1.0224 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	29	29 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.49 mVDC	6	0.8872 VDC
		7	86.69 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	29	34 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.56 mVDC	6	0.8878 VDC
		7	86.72 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	29	39 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.58 mVDC	6	0.8885 VDC
		7	86.72 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	29	44 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.55 mVDC	6	0.888 VDC
		7	86.7 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	29	49 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.58 mVDC	6	0.8881 VDC
		7	86.75 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	29	54 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.64 mVDC	6	0.8878 VDC
		7	86.68 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	29	59 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.66 mVDC	6	0.8883 VDC
		7	86.54 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	30	4 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.6 mVDC	6	0.8878 VDC
		7	86.76 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	30	9 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.63 mVDC	6	0.8882 VDC
		7	86.68 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	30	14 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.57 mVDC	6	0.8881 VDC
		7	86.8 mVDC	8	1.022 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	30	19 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.53 mVDC	6	0.8878 VDC
		7	86.82 mVDC	8	1.0223 VDC		
ALM		15 DIO	255 TOTAL		0		

	18	30	24 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.58 mVDC	6	0.8876 VDC
		7	86.7 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	30	29 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.61 mVDC	6	0.8881 VDC
		7	86.6 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	30	34 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.61 mVDC	6	0.8881 VDC
		7	86.67 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	30	39 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.59 mVDC	6	0.8877 VDC
		7	86.57 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	30	44 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.59 mVDC	6	0.8873 VDC
		7	86.74 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	30	49 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.67 mVDC	6	0.8876 VDC
		7	86.67 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	30	54 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.66 mVDC	6	0.8875 VDC
		7	86.73 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	30	59 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.63 mVDC	6	0.8877 VDC
		7	86.83 mVDC	8	1.022 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	31	4 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.62 mVDC	6	0.8875 VDC
		7	86.73 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	31	9 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.62 mVDC	6	0.8878 VDC
		7	86.66 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	31	14 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.7 mVDC	6	0.8883 VDC
		7	86.69 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	31	19 6/26/2007				

		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.62 mVDC		6	0.8876 VDC
		7	86.76 mVDC		8	1.0214 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	31	24 6/26/2007						
		1	89.9 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.61 mVDC		6	0.8876 VDC
		7	86.7 mVDC		8	1.0203 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	31	29 6/26/2007						
		1	90 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.63 mVDC		6	0.888 VDC
		7	86.64 mVDC		8	1.0196 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	31	34 6/26/2007						
		1	90 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.63 mVDC		6	0.8884 VDC
		7	86.91 mVDC		8	1.0229 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	31	39 6/26/2007						
		1	90 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.61 mVDC		6	0.8882 VDC
		7	86.81 mVDC		8	1.0219 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	31	44 6/26/2007						
		1	90 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.64 mVDC		6	0.8881 VDC
		7	86.68 mVDC		8	1.0209 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	31	49 6/26/2007						
		1	90 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.72 mVDC		6	0.8884 VDC
		7	86.63 mVDC		8	1.0202 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	31	54 6/26/2007						
		1	90 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.81 mVDC		6	0.8889 VDC
		7	86.84 mVDC		8	1.0225 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	31	59 6/26/2007						
		1	90 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.82 mVDC		6	0.8894 VDC
		7	86.8 mVDC		8	1.0221 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	32	4 6/26/2007						
		1	90 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.82 mVDC		6	0.8886 VDC
		7	86.72 mVDC		8	1.021 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	32	9 6/26/2007						
		1	90 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.82 mVDC		6	0.8889 VDC
		7	86.82 mVDC		8	1.0224 VDC			
ALM		15 DIO	255 TOTAL			0			
	18	32	14 6/26/2007						
		1	90 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.7 mVDC		6	0.8882 VDC

		7	86.87 mVDC	8	1.0227 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	32	19 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.71 mVDC	6	0.8883 VDC
		7	86.74 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	32	24 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.76 mVDC	6	0.8881 VDC
		7	86.73 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	32	29 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.6 C
		4	76.9 C	5	64.83 mVDC	6	0.8886 VDC
		7	86.73 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	32	34 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.78 mVDC	6	0.8885 VDC
		7	86.72 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	32	39 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.77 mVDC	6	0.8881 VDC
		7	86.87 mVDC	8	1.0224 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	32	44 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.74 mVDC	6	0.888 VDC
		7	86.8 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	32	49 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.73 mVDC	6	0.888 VDC
		7	86.76 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	32	54 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.71 mVDC	6	0.8879 VDC
		7	86.82 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	32	59 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.67 mVDC	6	0.8877 VDC
		7	86.76 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	33	4 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.69 mVDC	6	0.888 VDC
		7	86.72 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	33	9 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.73 mVDC	6	0.8883 VDC
		7	86.94 mVDC	8	1.023 VDC		
ALM		15 DIO	255 TOTAL		0		

	18	33	14	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.77	mVDC	6	0.888
		7	86.97	mVDC	8	1.0234	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	33	19	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.74	mVDC	6	0.8882
		7	86.97	mVDC	8	1.023	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	33	24	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.86	mVDC	6	0.8887
		7	86.92	mVDC	8	1.0225	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	33	29	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.85	mVDC	6	0.8885
		7	86.85	mVDC	8	1.0219	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	33	34	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.9	mVDC	6	0.8889
		7	86.79	mVDC	8	1.021	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	33	39	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.87	mVDC	6	0.8883
		7	86.76	mVDC	8	1.0207	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	33	44	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.87	mVDC	6	0.8882
		7	86.78	mVDC	8	1.021	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	33	49	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.92	mVDC	6	0.8888
		7	86.76	mVDC	8	1.0209	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	33	54	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.85	mVDC	6	0.888
		7	86.89	mVDC	8	1.0222	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	33	59	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.83	mVDC	6	0.8884
		7	86.85	mVDC	8	1.0217	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	34	4	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.8	mVDC	6	0.8878
		7	86.82	mVDC	8	1.0212	VDC		
ALM		15	DIO	255	TOTAL	0			
	18	34	9	6/26/2007					

		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.78 mVDC	6	0.8879 VDC
		7	86.81 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	34	14 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.85 mVDC	6	0.8886 VDC
		7	86.88 mVDC	8	1.0222 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	34	19 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.8 mVDC	6	0.8884 VDC
		7	86.99 mVDC	8	1.0229 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	34	24 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.73 mVDC	6	0.888 VDC
		7	86.96 mVDC	8	1.0224 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	34	29 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.73 mVDC	6	0.8879 VDC
		7	86.82 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	34	34 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.73 mVDC	6	0.8879 VDC
		7	86.82 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	34	39 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.81 mVDC	6	0.8887 VDC
		7	86.8 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	34	44 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.85 mVDC	6	0.8888 VDC
		7	86.85 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	34	49 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.77 mVDC	6	0.8882 VDC
		7	86.8 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	34	54 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.79 mVDC	6	0.8884 VDC
		7	86.85 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	34	59 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.78 mVDC	6	0.8879 VDC
		7	86.98 mVDC	8	1.0225 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	35	4 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.77 mVDC	6	0.888 VDC

		7	86.83 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	35	9 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.81 mVDC	6	0.8882 VDC
		7	86.74 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	35	14 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.83 mVDC	6	0.8877 VDC
		7	86.74 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	35	19 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.81 mVDC	6	0.8878 VDC
		7	86.9 mVDC	8	1.0214 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	35	24 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.86 mVDC	6	0.8887 VDC
		7	86.77 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	35	29 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.86 mVDC	6	0.8882 VDC
		7	86.95 mVDC	8	1.0221 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	35	34 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.82 mVDC	6	0.8882 VDC
		7	86.83 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	35	39 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.83 mVDC	6	0.8882 VDC
		7	86.84 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	35	44 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.83 mVDC	6	0.8881 VDC
		7	86.87 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	35	49 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.85 mVDC	6	0.888 VDC
		7	87.03 mVDC	8	1.0227 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	35	54 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.82 mVDC	6	0.8879 VDC
		7	86.96 mVDC	8	1.0219 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	35	59 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.8 mVDC	6	0.8877 VDC
		7	86.82 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		

	18	36	4	6/26/2007				
		1	89.9	C	2	82.7	C	3
		4	76.9	C	5	64.87	mVDC	6
		7	86.8	mVDC	8	1.0214	VDC	
ALM		15 DIO		255 TOTAL		0		
	18	36	9	6/26/2007				
		1	89.9	C	2	82.7	C	3
		4	76.9	C	5	64.85	mVDC	6
		7	86.99	mVDC	8	1.0224	VDC	
ALM		15 DIO		255 TOTAL		0		
	18	36	14	6/26/2007				
		1	89.9	C	2	82.7	C	3
		4	76.9	C	5	64.84	mVDC	6
		7	86.95	mVDC	8	1.0216	VDC	
ALM		15 DIO		255 TOTAL		0		
	18	36	19	6/26/2007				
		1	89.9	C	2	82.7	C	3
		4	76.9	C	5	64.84	mVDC	6
		7	86.82	mVDC	8	1.0203	VDC	
ALM		15 DIO		255 TOTAL		0		
	18	36	24	6/26/2007				
		1	90	C	2	82.7	C	3
		4	76.9	C	5	64.87	mVDC	6
		7	86.9	mVDC	8	1.0214	VDC	
ALM		15 DIO		255 TOTAL		0		
	18	36	29	6/26/2007				
		1	90	C	2	82.7	C	3
		4	76.9	C	5	64.85	mVDC	6
		7	86.9	mVDC	8	1.0212	VDC	
ALM		15 DIO		255 TOTAL		0		
	18	36	34	6/26/2007				
		1	90	C	2	82.7	C	3
		4	76.9	C	5	64.83	mVDC	6
		7	86.91	mVDC	8	1.0215	VDC	
ALM		15 DIO		255 TOTAL		0		
	18	36	39	6/26/2007				
		1	90	C	2	82.7	C	3
		4	76.9	C	5	64.81	mVDC	6
		7	86.87	mVDC	8	1.0211	VDC	
ALM		15 DIO		255 TOTAL		0		
	18	36	44	6/26/2007				
		1	90	C	2	82.7	C	3
		4	76.9	C	5	64.79	mVDC	6
		7	86.83	mVDC	8	1.0203	VDC	
ALM		15 DIO		255 TOTAL		0		
	18	36	49	6/26/2007				
		1	90	C	2	82.7	C	3
		4	76.9	C	5	64.78	mVDC	6
		7	86.79	mVDC	8	1.0202	VDC	
ALM		15 DIO		255 TOTAL		0		
	18	36	54	6/26/2007				
		1	90	C	2	82.7	C	3
		4	76.9	C	5	64.82	mVDC	6
		7	86.91	mVDC	8	1.0213	VDC	
ALM		15 DIO		255 TOTAL		0		
	18	36	59	6/26/2007				

		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.8 mVDC	6	0.8874 VDC
		7	86.78 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	37	4 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.8 mVDC	6	0.8874 VDC
		7	87.01 mVDC	8	1.0223 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	37	9 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.8 mVDC	6	0.8874 VDC
		7	86.93 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	37	14 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.8 mVDC	6	0.8874 VDC
		7	86.87 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	37	19 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.83 mVDC	6	0.8879 VDC
		7	87.05 mVDC	8	1.0229 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	37	24 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.83 mVDC	6	0.8877 VDC
		7	87.05 mVDC	8	1.0226 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	37	29 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.84 mVDC	6	0.8873 VDC
		7	86.95 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	37	34 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.82 mVDC	6	0.8878 VDC
		7	86.95 mVDC	8	1.0213 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	37	39 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.77 mVDC	6	0.8873 VDC
		7	87.05 mVDC	8	1.0226 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	37	44 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.74 mVDC	6	0.887 VDC
		7	87.05 mVDC	8	1.0225 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	37	49 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.75 mVDC	6	0.8873 VDC
		7	86.98 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	37	54 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.82 mVDC	6	0.8882 VDC

		7	86.9 mVDC	8	1.0209 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	37	59 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.81 mVDC	6	0.8882 VDC
		7	86.9 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	38	4 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.76 mVDC	6	0.8875 VDC
		7	87 mVDC	8	1.0218 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	38	9 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.72 mVDC	6	0.8876 VDC
		7	87.01 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	38	14 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.67 mVDC	6	0.8871 VDC
		7	86.94 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	38	19 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.66 mVDC	6	0.8873 VDC
		7	87.01 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	38	24 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.61 mVDC	6	0.8872 VDC
		7	86.97 mVDC	8	1.0211 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	38	29 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.66 mVDC	6	0.8872 VDC
		7	86.96 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	38	34 6/26/2007				
		1	90 C	2	82.7 C	3	82.8 C
		4	76.9 C	5	64.73 mVDC	6	0.8873 VDC
		7	86.81 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	38	39 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.76 mVDC	6	0.8875 VDC
		7	86.99 mVDC	8	1.0223 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	38	44 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.78 mVDC	6	0.8871 VDC
		7	86.88 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	38	49 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.76 mVDC	6	0.8871 VDC
		7	86.86 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		

	18	38	54	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.79	mVDC	6	0.8875
		7	86.86	mVDC	8	1.0209	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	38	59	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.83	mVDC	6	0.888
		7	86.8	mVDC	8	1.0201	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	39	4	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.83	mVDC	6	0.8883
		7	86.74	mVDC	8	1.0197	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	39	9	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.78	mVDC	6	0.8874
		7	86.87	mVDC	8	1.021	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	39	14	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.85	mVDC	6	0.8875
		7	86.82	mVDC	8	1.0204	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	39	19	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.81	mVDC	6	0.8871
		7	86.87	mVDC	8	1.021	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	39	24	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.77	mVDC	6	0.8868
		7	86.92	mVDC	8	1.0212	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	39	29	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.74	mVDC	6	0.8865
		7	86.81	mVDC	8	1.0202	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	39	34	6/26/2007					
		1	90	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.71	mVDC	6	0.8866
		7	86.82	mVDC	8	1.02	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	39	39	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.72	mVDC	6	0.8866
		7	86.92	mVDC	8	1.0213	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	39	44	6/26/2007					
		1	89.9	C	2	82.7	C	3	82.7
		4	76.9	C	5	64.73	mVDC	6	0.8866
		7	86.88	mVDC	8	1.0206	VDC		
ALM		15	DIO		255	TOTAL	0		
	18	39	49	6/26/2007					

		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.68 mVDC	6	0.8864 VDC
		7	86.86 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	39	54 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.7 mVDC	6	0.8869 VDC
		7	86.83 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	39	59 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.71 mVDC	6	0.8866 VDC
		7	86.81 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	40	4 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.77 mVDC	6	0.8871 VDC
		7	86.95 mVDC	8	1.0215 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	40	9 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.73 mVDC	6	0.8868 VDC
		7	86.91 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	40	14 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.72 mVDC	6	0.8869 VDC
		7	86.84 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	40	19 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.9 C	5	64.75 mVDC	6	0.8874 VDC
		7	86.86 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	40	24 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.7 mVDC	6	0.8869 VDC
		7	86.9 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	40	29 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.65 mVDC	6	0.8865 VDC
		7	86.82 mVDC	8	1.0192 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	40	34 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.65 mVDC	6	0.8865 VDC
		7	87.03 mVDC	8	1.022 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	40	39 6/26/2007				
		1	89.8 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.67 mVDC	6	0.8865 VDC
		7	86.85 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	40	44 6/26/2007				
		1	89.8 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.65 mVDC	6	0.8864 VDC

		7	86.89 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	40	49 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.62 mVDC	6	0.8863 VDC
		7	86.85 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	40	54 6/26/2007				
		1	89.8 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.63 mVDC	6	0.8865 VDC
		7	86.8 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	40	59 6/26/2007				
		1	89.8 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.64 mVDC	6	0.8864 VDC
		7	86.89 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	41	4 6/26/2007				
		1	89.8 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.65 mVDC	6	0.8867 VDC
		7	86.81 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	41	9 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.8 C	5	64.62 mVDC	6	0.8865 VDC
		7	86.9 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	41	14 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.8 C	5	64.64 mVDC	6	0.8867 VDC
		7	86.77 mVDC	8	1.0191 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	41	19 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.8 C	5	64.62 mVDC	6	0.8862 VDC
		7	86.99 mVDC	8	1.0217 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	41	24 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.8 C	5	64.6 mVDC	6	0.8861 VDC
		7	86.91 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	41	29 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.8 C	5	64.65 mVDC	6	0.8867 VDC
		7	86.85 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	41	34 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.8 C	5	64.62 mVDC	6	0.8862 VDC
		7	86.8 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	41	39 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.8 C	5	64.66 mVDC	6	0.8869 VDC
		7	86.98 mVDC	8	1.0212 VDC		
ALM		15 DIO	255 TOTAL		0		

	18	41	44 6/26/2007				
		1	90 C	2	82.7 C	3	82.7 C
		4	76.8 C	5	64.68 mVDC	6	0.8872 VDC
		7	86.89 mVDC	8	1.0201 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	41	49 6/26/2007				
		1	90 C	2	82.6 C	3	82.7 C
		4	76.8 C	5	64.63 mVDC	6	0.8866 VDC
		7	86.99 mVDC	8	1.0216 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	41	54 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.8 C	5	64.63 mVDC	6	0.8871 VDC
		7	86.86 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	41	59 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.8 C	5	64.62 mVDC	6	0.8868 VDC
		7	86.9 mVDC	8	1.0205 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	42	4 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.8 C	5	64.67 mVDC	6	0.8875 VDC
		7	86.93 mVDC	8	1.021 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	42	9 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.8 C	5	64.62 mVDC	6	0.8867 VDC
		7	86.78 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	42	14 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.62 mVDC	6	0.8866 VDC
		7	86.87 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	42	19 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.71 mVDC	6	0.8875 VDC
		7	86.88 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	42	24 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.8 C	5	64.7 mVDC	6	0.8874 VDC
		7	86.86 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	42	29 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.8 C	5	64.75 mVDC	6	0.8875 VDC
		7	86.85 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	42	34 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.75 mVDC	6	0.8872 VDC
		7	86.85 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	42	39 6/26/2007				

		1	89.9 C		2	82.6 C		3	82.6 C
		4	76.9 C		5	64.76 mVDC		6	0.8872 VDC
		7	86.82 mVDC		8	1.0197 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	42	44 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.72 mVDC		6	0.8868 VDC
		7	86.87 mVDC		8	1.0202 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	42	49 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.71 mVDC		6	0.8866 VDC
		7	86.83 mVDC		8	1.0198 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	42	54 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.8 mVDC		6	0.8877 VDC
		7	86.77 mVDC		8	1.0194 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	42	59 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.77 mVDC		6	0.8872 VDC
		7	86.81 mVDC		8	1.0197 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	43	4 6/26/2007						
		1	89.9 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.78 mVDC		6	0.8875 VDC
		7	86.77 mVDC		8	1.0194 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	43	9 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.9 C		5	64.75 mVDC		6	0.8875 VDC
		7	86.78 mVDC		8	1.0192 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	43	14 6/26/2007						
		1	89.9 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.75 mVDC		6	0.8879 VDC
		7	86.73 mVDC		8	1.019 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	43	19 6/26/2007						
		1	90 C		2	82.6 C		3	82.7 C
		4	76.8 C		5	64.7 mVDC		6	0.8869 VDC
		7	86.93 mVDC		8	1.0211 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	43	24 6/26/2007						
		1	89.9 C		2	82.7 C		3	82.7 C
		4	76.8 C		5	64.65 mVDC		6	0.8862 VDC
		7	86.77 mVDC		8	1.0193 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	43	29 6/26/2007						
		1	89.9 C		2	82.7 C		3	82.7 C
		4	76.9 C		5	64.63 mVDC		6	0.886 VDC
		7	86.73 mVDC		8	1.0189 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	43	34 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.7 C
		4	76.8 C		5	64.65 mVDC		6	0.8863 VDC

		7	86.81 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	43	39 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.6 C
		4	76.9 C	5	64.68 mVDC	6	0.8867 VDC
		7	86.9 mVDC	8	1.0206 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	43	44 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.7 C
		4	76.9 C	5	64.68 mVDC	6	0.8866 VDC
		7	86.81 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	43	49 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.71 mVDC	6	0.8872 VDC
		7	86.91 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	43	54 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.71 mVDC	6	0.8872 VDC
		7	86.81 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	43	59 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.65 mVDC	6	0.8867 VDC
		7	86.89 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	44	4 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.7 C
		4	76.8 C	5	64.6 mVDC	6	0.8864 VDC
		7	86.81 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	44	9 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.6 C
		4	76.8 C	5	64.56 mVDC	6	0.8858 VDC
		7	86.9 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	44	14 6/26/2007				
		1	89.9 C	2	82.7 C	3	82.6 C
		4	76.8 C	5	64.6 mVDC	6	0.8865 VDC
		7	86.83 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	44	19 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.62 mVDC	6	0.8864 VDC
		7	86.85 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	44	24 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.61 mVDC	6	0.886 VDC
		7	86.88 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	44	29 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.62 mVDC	6	0.8864 VDC
		7	86.9 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		

	18	44	34 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.71 mVDC	6	0.8872 VDC
		7	86.94 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	44	39 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.7 mVDC	6	0.8872 VDC
		7	86.86 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	44	44 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.66 mVDC	6	0.8863 VDC
		7	86.81 mVDC	8	1.0203 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	44	49 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.63 mVDC	6	0.886 VDC
		7	86.71 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	44	54 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.6 mVDC	6	0.8862 VDC
		7	86.72 mVDC	8	1.0192 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	44	59 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.9 C	5	64.62 mVDC	6	0.8862 VDC
		7	86.78 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	45	4 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.63 mVDC	6	0.8865 VDC
		7	86.76 mVDC	8	1.0194 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	45	9 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.57 mVDC	6	0.886 VDC
		7	86.69 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	45	14 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.54 mVDC	6	0.8858 VDC
		7	86.72 mVDC	8	1.0191 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	45	19 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.56 mVDC	6	0.886 VDC
		7	86.67 mVDC	8	1.0185 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	45	24 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.55 mVDC	6	0.8859 VDC
		7	86.82 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	45	29 6/26/2007				

		1	89.9 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.55 mVDC		6	0.8859 VDC
		7	86.71 mVDC		8	1.0196 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	45	34 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.56 mVDC		6	0.886 VDC
		7	86.76 mVDC		8	1.0194 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	45	39 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.55 mVDC		6	0.8859 VDC
		7	86.72 mVDC		8	1.0194 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	45	44 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.55 mVDC		6	0.8861 VDC
		7	86.73 mVDC		8	1.0197 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	45	49 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.54 mVDC		6	0.8858 VDC
		7	86.68 mVDC		8	1.0194 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	45	54 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.53 mVDC		6	0.886 VDC
		7	86.65 mVDC		8	1.0189 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	45	59 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.55 mVDC		6	0.8857 VDC
		7	86.64 mVDC		8	1.0186 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	46	4 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.57 mVDC		6	0.8862 VDC
		7	86.69 mVDC		8	1.019 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	46	9 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.52 mVDC		6	0.8856 VDC
		7	86.73 mVDC		8	1.02 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	46	14 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.55 mVDC		6	0.8858 VDC
		7	86.66 mVDC		8	1.0193 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	46	19 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.6 mVDC		6	0.886 VDC
		7	86.7 mVDC		8	1.0194 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	46	24 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.67 mVDC		6	0.8863 VDC

		7	86.66 mVDC	8	1.0189 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	46	29 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.66 mVDC	6	0.8865 VDC
		7	86.74 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	46	34 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.63 mVDC	6	0.8859 VDC
		7	86.71 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	46	39 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.62 mVDC	6	0.8863 VDC
		7	86.68 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	46	44 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.62 mVDC	6	0.8862 VDC
		7	86.7 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	46	49 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.63 mVDC	6	0.8865 VDC
		7	86.7 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	46	54 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.59 mVDC	6	0.886 VDC
		7	86.67 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	46	59 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.6 mVDC	6	0.8859 VDC
		7	86.73 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	47	4 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.58 mVDC	6	0.8858 VDC
		7	86.83 mVDC	8	1.0208 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	47	9 6/26/2007				
		1	89.8 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.57 mVDC	6	0.8861 VDC
		7	86.76 mVDC	8	1.0204 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	47	14 6/26/2007				
		1	89.8 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.6 mVDC	6	0.8861 VDC
		7	86.7 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	47	19 6/26/2007				
		1	89.8 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.6 mVDC	6	0.8863 VDC
		7	86.71 mVDC	8	1.0199 VDC		
ALM		15 DIO	255 TOTAL		0		

	18	47	24 6/26/2007				
		1	89.8 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.6 mVDC	6	0.8864 VDC
		7	86.65 mVDC	8	1.0193 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	47	29 6/26/2007				
		1	89.9 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.58 mVDC	6	0.8859 VDC
		7	86.7 mVDC	8	1.0196 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	47	34 6/26/2007				
		1	89.8 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.56 mVDC	6	0.8857 VDC
		7	86.68 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	47	39 6/26/2007				
		1	89.8 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.55 mVDC	6	0.8856 VDC
		7	86.68 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	47	44 6/26/2007				
		1	89.8 C	2	82.6 C	3	82.5 C
		4	76.8 C	5	64.57 mVDC	6	0.8854 VDC
		7	86.75 mVDC	8	1.0202 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	47	49 6/26/2007				
		1	89.8 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.58 mVDC	6	0.8854 VDC
		7	86.7 mVDC	8	1.0197 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	47	54 6/26/2007				
		1	89.8 C	2	82.6 C	3	82.5 C
		4	76.8 C	5	64.55 mVDC	6	0.8853 VDC
		7	86.74 mVDC	8	1.02 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	47	59 6/26/2007				
		1	89.8 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.62 mVDC	6	0.8858 VDC
		7	86.7 mVDC	8	1.0195 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	48	4 6/26/2007				
		1	89.8 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.61 mVDC	6	0.8859 VDC
		7	86.72 mVDC	8	1.0198 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	48	9 6/26/2007				
		1	89.8 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.59 mVDC	6	0.8857 VDC
		7	86.81 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	48	14 6/26/2007				
		1	89.8 C	2	82.6 C	3	82.6 C
		4	76.8 C	5	64.56 mVDC	6	0.8854 VDC
		7	86.79 mVDC	8	1.0207 VDC		
ALM		15 DIO	255 TOTAL		0		
	18	48	19 6/26/2007				

		1	89.9 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.63 mVDC		6	0.8858 VDC
		7	86.64 mVDC		8	1.0192 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	48	24 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.56 mVDC		6	0.8854 VDC
		7	86.6 mVDC		8	1.019 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	48	29 6/26/2007						
		1	89.8 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.55 mVDC		6	0.8852 VDC
		7	86.62 mVDC		8	1.0192 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	48	34 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.57 mVDC		6	0.8854 VDC
		7	86.68 mVDC		8	1.0199 VDC			
ALM		15 DIO		255 TOTAL		0			
	18	48	39 6/26/2007						
		1	89.9 C		2	82.6 C		3	82.6 C
		4	76.8 C		5	64.57 mVDC		6	0.8855 VDC
		7	86.66 mVDC		8	1.0197 VDC			
ALM		15 DIO		255 TOTAL		0			

**1 hr. arcing test**

Elapsed Time	1 hr.	17:00
Vbat	16.0V	
CH1-K220-2 (°C)	89.1	
CH2-K220-3 (°C)	81.5	
CH3-K221-2 (°C)	81.5	
CH4-K221-3 (°C)	75.3	
CH5-K220 Vdrop	0.06987	
CH6-K220 Contact I	8.91 A	
K220 contact resistance	0.0078	
K220 contact power (W)	0.6227	
CH7-K221 Vdrop	0.09538	
CH8-K221 Contact I	6.78 A	
K220 contact resistance	0.0141	
K220 contact power (W)	0.6463	

**Long term test**

Elapsed Time	2 hrs, 47 min	18:48:39
Vbat	16.0V	
CH1-K220-2 (°C)	89.9	
CH2-K220-3 (°C)	82.6	
CH3-K221-2 (°C)	82.6	
CH4-K221-3 (°C)	76.8	
CH5-K220 Vdrop	0.06457	
CH6-K220 Contact I	8.86 A	
K220 contact resistance	0.0073	
K220 contact power (W)	0.5718	
CH7-K221 Vdrop	0.08666	
CH8-K221 Contact I	6.80 A	
K220 contact resistance	0.0127	
K220 contact power (W)	0.5891	

---

**From:** Steve.Knapp@us.contiautomotive.com  
**Sent:** Tuesday, December 18, 2007 1:56 PM  
**To:** KIMBERLY HOLT; Swis, Matt (M.J.)  
**Cc:** Holt, Jon (J.); Adrian.Corrales@us.contiautomotive.com;  
William.Virgin@us.contiautomotive.com  
**Subject:** Re: Sectioning of the relay pins  
**Attachments:** LCM\_off\_center\_pin .pdf



LCM\_off\_center\_pi  
n.pdf (306 K...

Matt, Here's the update.

see Keith's comments below.

Currently we are working thru a relay pin offset concern. The pcb P.O.s have not been released.

The relay(s) are placed on the pcb but there is no alignment mechanism to center the relay pins in the pcb holes (the force of the solder surface tension isn't enough center the leads of the relay to the pcb hole.

This is seen on the cross section page 1 of the attachment , this is a rectangular lead that is off-center (seen on xray page 2 of the attachment)

(See attached file: LCM\_off\_center\_pin .pdf)

Because the cross section is along the widest part of the lead, the cut is along a chord of the pcb hole (cut does not pass thru the center of the pcb hole) so the pcb hole width "appears" too small for the lead and the side fillets too steep. The rectangular pin in a round hole does not produce a symmetrical fillet (the x axis cross section will be different from a y axis cross section)

We are performing a cross section of a offset pin with the cut perpendicular to the widest part of the lead to show how the fillet has formed and from that the team can determine is the resulting fillet is sufficient. These data will be available 12/19. I will send an email with the results.

regards,  
Steve Knapp  
Continental Automotive Systems  
21440 Lake Cook Rd, Deer Park, IL 60010  
Office (847)862-2792 Mobile (312)342-8153  
Email: Steve.Knapp@us.contiautomotive.com

"Holt, Jon  
\  
(J.)\  
>  
<jholt@ford.com> To  
<Steve.Knapp@us.contiautomotive.com  
>, "Hodgson, Keith \  
(K.M.)\  
>"  
12/17/2007 11:34 AM <khodgson@ford.com>, "Christensen,  
Kris \  
(K.S.)\  
>" <kchrist1@ford.com>  
cc  
"KIMBERLY HOLT"  
<theholtfamily4@sbcglobal.net>  
Subject  
Sectioning of the relay pins

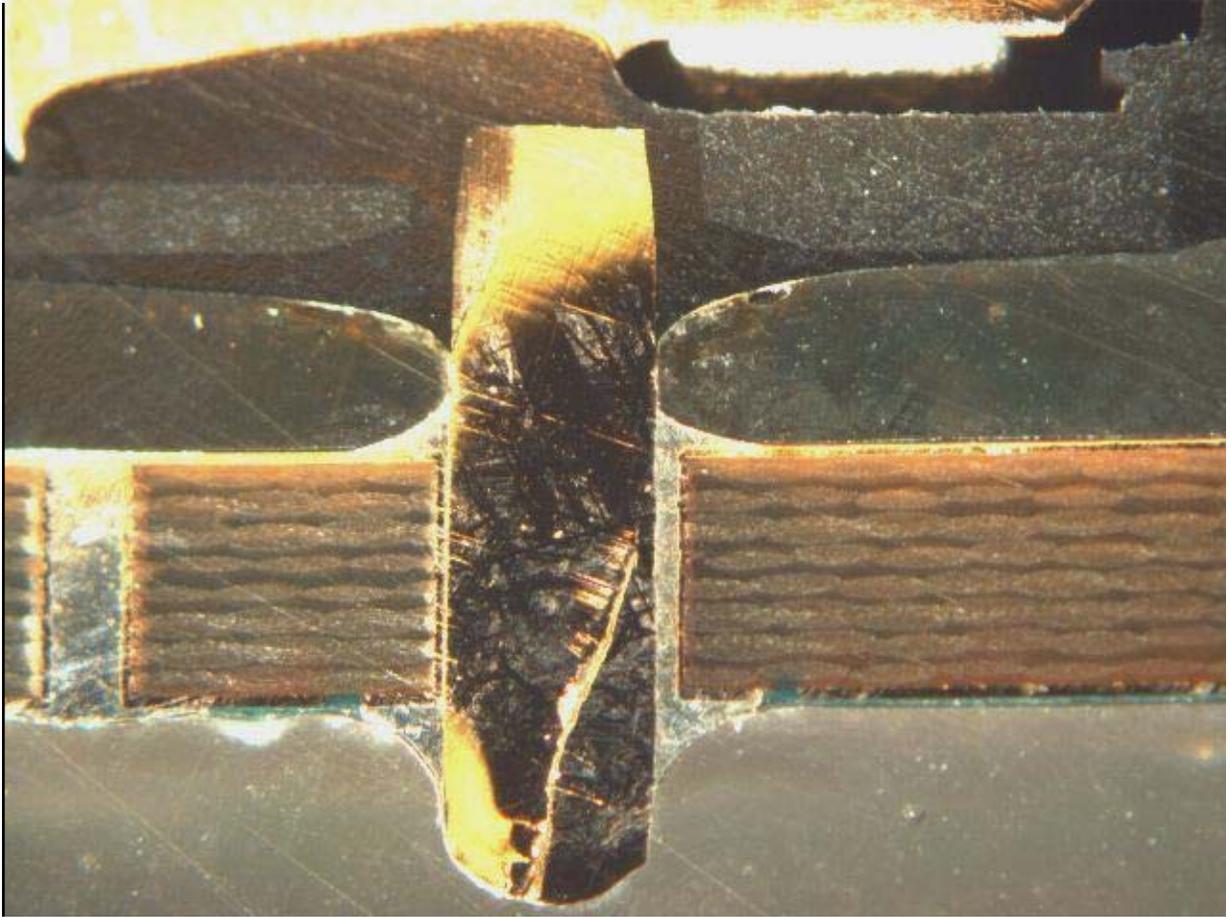
Steve, in reviewing the sections from last week of the relay pins, we have a concern with samples 30 and 56 for pins 1 and 4. The cross section view shows almost a line to line condition on one side. This has us concerned and unwilling to accept the sample as they are with the sections that we have right now.

In our discussion this morning you indicated that there is no way to automatically locate or center these pins. You also mentioned that these particular pins could be the rectangular pins on the relay and that since the barrel is round and the pins are rectangular that there is a possibility of seeing a close condition on the longer side.

Keith and I would like to see sections of a rectangular pin that show the long and short sides of the pin to ensure that there is sufficient solder in the joint.

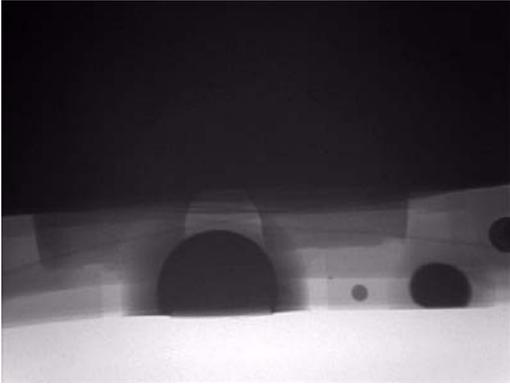
Please reply to all as my home email is in the CC list and I will be out the rest of the year..

Jon



View of sample 30, K220, pin1

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.



Sample 30 K220 pin 1  
is the largest half circle.  
The lighter shaded pin is  
on the flat edge

---

**From:** Steve.Knapp@us.contiautomotive.com  
**Sent:** Friday, February 22, 2008 3:47 PM  
**To:** Hodgson, Keith (K.M.)  
**Cc:** Holt, Jon (J.); Swis, Matt (M.J.)  
**Subject:** LCM Group V Test summary

**Attachments:** Group V v1.2 LCM Test Results.xls



Group V v1.2 LCM  
Test Results....

Please review attachment

(See attached file: Group V v1.2 LCM Test Results.xls)

regards,

Steve Knapp  
Continental Automotive Systems  
21440 Lake Cook Rd, Deer Park, IL 60010  
Office (847)862-2792 Mobile (312)342-8153  
Email: Steve.Knapp@us.contiautomotive.com

## EN114 LCM MY05 Mini-PV Group V v1.2 MPV08002 TEST STATUS

Date last updated: 21-Feb-08  
 Updated by: Steve Knapp

TEST LEG	TEST TYPE (Description)	TEST	PROJECTED	PROJECTED	ACTUAL	ACTUAL	STATUS	RESULTS
		LOCATION	START	FINISH	START	FINISH		
			(Date)	(Date)	(Date)	(Date)		
EN114LCM	<b>FUNCTIONAL TEST @ 3-TEMPERATURES</b>	DP/NB	1/31/2008	1/31/2008	1/31/2008	1/31/2008	Completed	All Passed
	Deliver Test Units to Elma Reliability	DP/NB	2/1/2008	2/1/2008	2/1/2008	2/1/2008	Completed	No-Issues
	Sort, analyze, file and label all test units	Elma	2/1/2008	2/1/2008	2/1/2008	2/1/2008	Completed	No-Issues
	<b>Thermal Shock Resistance</b>	Elma	2/6/2008	#NAME?	2/1/2008	2/2/2008	Completed	No issues
	Load Cell Verification Only @ +25°C	Elma	#NAME?	#NAME?	2/8/2008	2/8/2008	Completed	All Passed
	<b>Vibration / Operation (18 sweeps/axis) Class I, Method A</b>	Elma	#NAME?	#NAME?	2/8/2008	2/13/2008	Completed	No issues
	Load Cell Verification Only @ +25°C	Elma	#NAME?	#NAME?	2/13/2008	2/13/2008	Completed	All Passed
	<b>Low Mech. Shock Test</b>	Elma	#NAME?	#NAME?	2/14/2008	2/14/2008	Completed	No issues
	Load Cell Verification Only @ +25°C	Elma	#NAME?	#NAME?	2/14/2008	2/14/2008	Completed	All Passed
	<b>Ship units to Nogales</b>	Elma	#NAME?	#NAME?	2/14/2008	2/18/2008	Completed	Shipped to Angelica at Nogales
	EOLTest @ 3-Temp.	Nogales	#NAME?	#NAME?	2/20/2008	2/20/2008	Completed	All Passed

---

**From:** Holt, Jon (J.)  
**Sent:** Wednesday, January 23, 2008 9:50 AM  
**To:** Haggerty, Terry (T.J.); Zielinski, Mark (M.A.)  
**Cc:** Hodgson, Keith (K.M.)  
**Subject:** FW: Police LCM 500hrs Thermal Shock

**Attachments:** Thermal Shock at 500hrs .pdf



Thermal Shock at  
500hrs .pdf (...)

Mark, Terry,

Included in this email are the 500 hr thermal shock results from the new and improved modules as well as the control modules.

The new and improved modules are showing cracks as well as the control modules.

Up until this point Conti has been accelerating as much of the material acquisition as possible to compress the timing. Seeing cracks at 500hrs is not what we expected and I will let Keith chime in on what our position is for this design..

I just wanted to let you all that there is a potential that we might be looking at another redesign..

Jon

-----Original Message-----

From: Steve.Knapp@us.contiautomotive.com [mailto:Steve.Knapp@us.contiautomotive.com]  
Sent: Wednesday, January 23, 2008 9:36 AM  
To: Holt, Jon (J.); Hodgson, Keith (K.M.); Swis, Matt (M.J.)  
Cc: Adrian.Corrales@us.contiautomotive.com  
Subject: Police LCM 500hrs Thermal Shock

Jon,

Here's the images of the relay joint at 500 hrs of thermal shock that we discussed.

(See attached file: Thermal Shock at 500hrs .pdf)

Let me know when we can talk  
regards,

Steve Knapp

Continental Automotive Systems  
21440 Lake Cook Rd, Deer Park, IL 60010  
Office (847)862-2792 Mobile (312)342-8153  
Email: Steve.Knapp@us.contiautomotive.com

# ANALYSIS REQUEST

**REPORT NO.**  
IL0840181

**Date last revised:** 17 Jan 2008  
**Implementation Date:**  
01/17/2008 17 Jan 2008

**Approved and Released**

**Revision:**1

## Author's Section

### Requester Information

<b>Requester:</b> Knapp Steve CSK004	<b>Product Name:</b> BCM MOL
<b>Phone No:</b> 8478622792	<b>Project/Line:</b> DD200016
<b>Requester's Facility:</b> Deer Park	<b>Source/Point of Detection:</b> Not Defective
<b>Department Number:</b> MF519	<b>Facility where module was manufactured:</b> Nogales
<b>Date Submitted:</b> 11 Jan 2008	<b>Customer/Product Part Number:</b>
<b>Date Required:</b> 18 Jan 2008	<b>Lot Code:</b>
<b>Urgent Req. Explanation:</b>	<b>Reference or Customer Return C.A.R. Number:</b>
<b>Type of Analysis:</b> Non Component Analysis	<b>Package Style/Type:</b>
<b>Analysis Facility:</b> Deer Park Component Engineering	<b>Description:</b> Units have completed 500 hrs Thermal Shock
<b>Function Requested:</b> Cross Section; Photo	Take photos of the bottomside fillet (looking for cracks) on Pins 1 thru 5 on K220, K221, K222, K230.
<b>Copy Report To:</b>	Then cross section Unit331 K230 pin3; cross section Unit037 K220 pin1; cross section Unit011 K222 pin4; cross section Unit093 K221 pin5; Units 093 and 331 are the control units e.g. relays not raised.

### Supplier Information

<b>Name :</b>	<b>Assembly Facility:</b>
<b>Part Number:</b>	<b>Fab Location:</b>
<b>Qty. Submitted:</b> 4	<b>Date Code:</b>

### Background Information

#### Failure Symptoms:

Text: Units have completed 500 hrs Thermal Shock  
Take photos of the bottomside fillet (looking for cracks) on Pins 1 thru 5 on K220, K221, K222, K230.  
Then cross section Unit331 K230 pin3; cross section Unit037 K220 pin1; cross section Unit011 K222 pin4; cross section Unit093 K221 pin5; Units 093 and 331 are the control units e.g. relays not raised.



Attachments: board overlay.pdf Lead numbering.DOC

**Comments:**Units have completed 500 hrs Thermal Shock  
Take photos of the bottomside fillet (looking for cracks) on Pins 1 thru 5 on K220, K221, K222, K230.  
Then cross section Unit331 K230 pin3; cross section Unit037 K220 pin1; cross section Unit011 K222 pin4; cross section Unit093 K221 pin5; Units 093 and 331 are the control units e.g. relays not raised.

## Analysis Section

<b>Analyst:</b> Pace Robert G19510	<b>Reassigned Analyst:</b>
<b>Date Assigned:</b> 14 Jan 2008	<b>Date Reassigned :</b>

<b>Date Samples Received:</b> 14 Jan 2008	<b>Reason for Resubmittal:</b>
<b>Type of Analysis Requested:</b>	<b>Date Resubmitted to Requestor:</b>
<b>Commitment Date:</b> 18 Jan 2008	<b>Date Returned by Requester:</b>
<b>Date Preliminary Analysis Complete:</b>	

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.

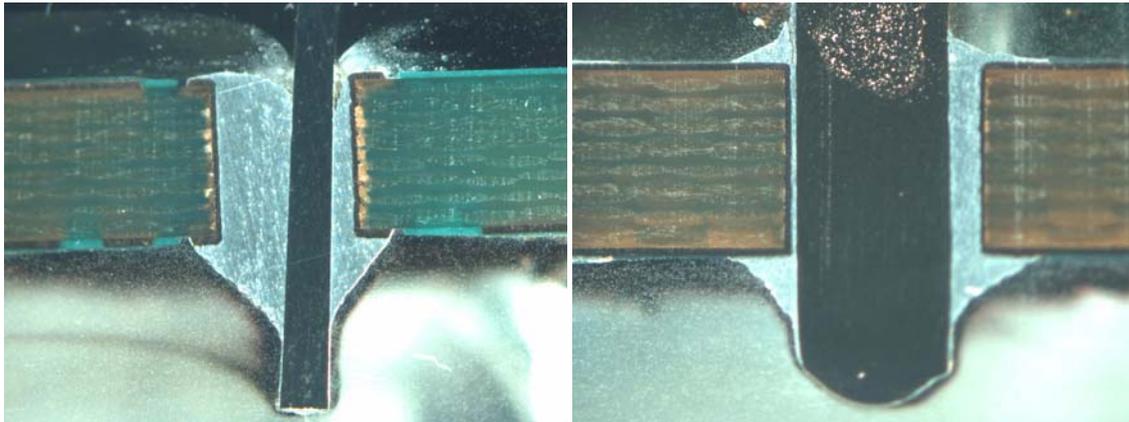
<b>Mode Code:</b> 0	<b>Mechanism Code:</b> NK
<b>Mode:</b> No Trouble Found	<b>Mechanism:</b> Pictures only

**Techniques/Procedures Used:** Cross Section, SEM, Visual Examination

**Observation/Analysis Sequence:**

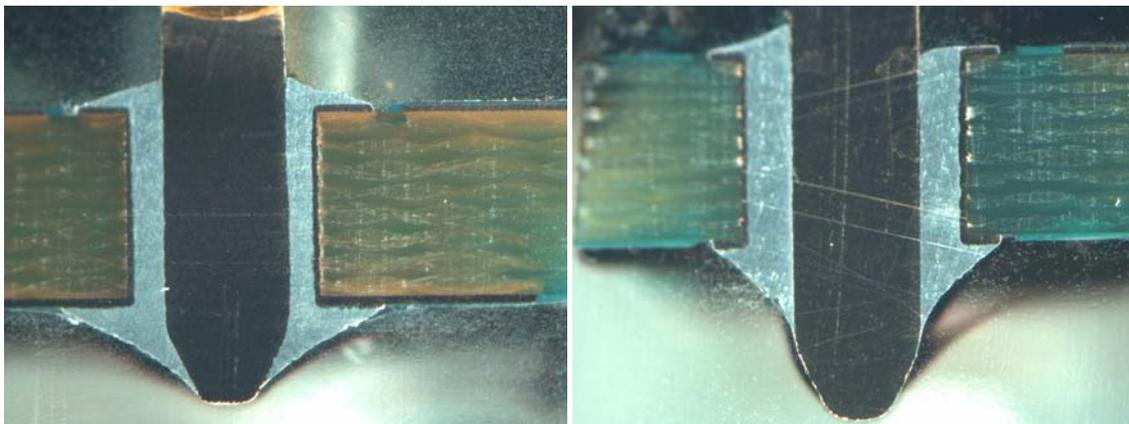
Photos were taken of the solder fillets as viewed from the bottom of the PCB on pins 1 thru 5 on K220, K221, K222, K230. Some grain coarsening was observed but no cracks were observed. All the photos are included in the images section.

The units were then cross sectioned at the requested pin locations. Optical photos were taken of each pin location.



Unit 331 K230 Pin 3

Unit 037 K220 Pin 1



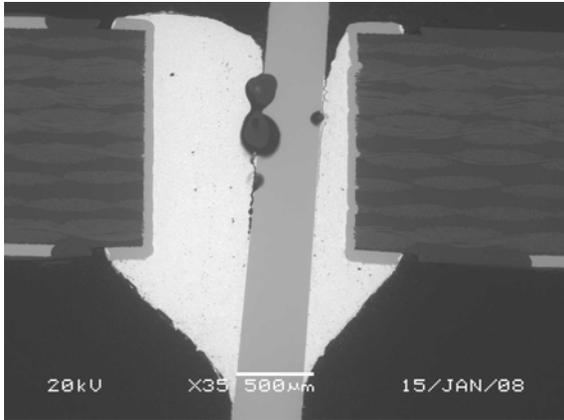
Unit 011 K222 Pin 4

Unit 093 K221 Pin 5

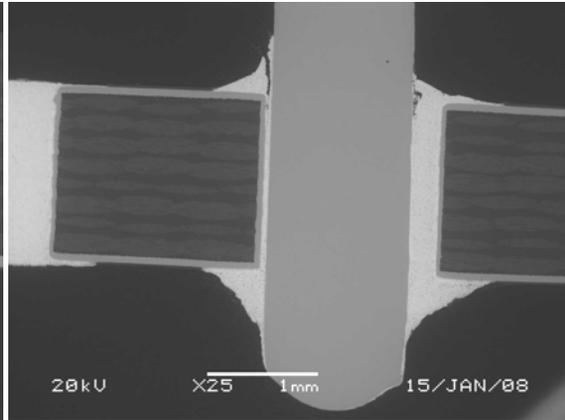
Unit 331 K230 Pin 3 and Unit 037 K220 Pin 1 when viewed optically, show evidence of solder fillet cracking.

All of the units were then submitted for SEM inspection and photographed. As a "bonus" of the cross sectioning process several additional pins were sectioned and have been included in the SEM photos.

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager. All numerical data is for reference only.

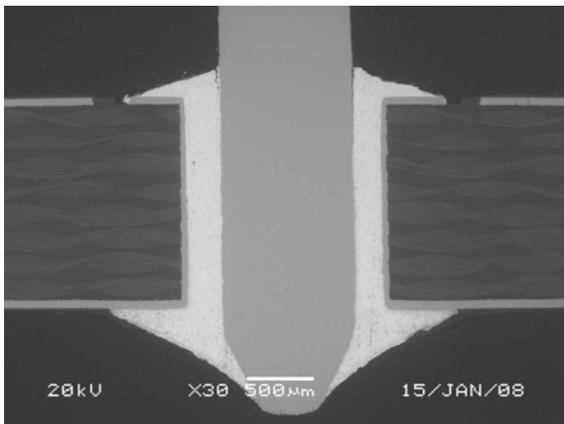


Unit 331 K230 Pin 3

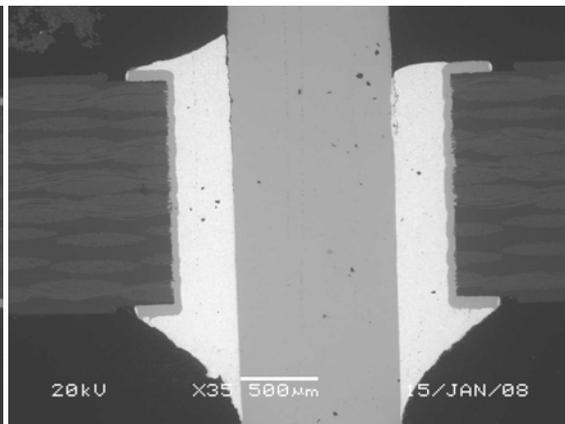


Unit 037 K220 Pin 1

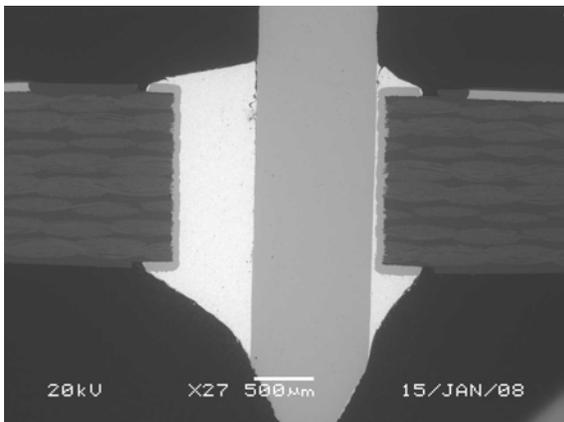
Note: Unit 331 had residue from the cross sectioning process "weeping" from the solder joint crack and causing the dark spherical areas in the photo.



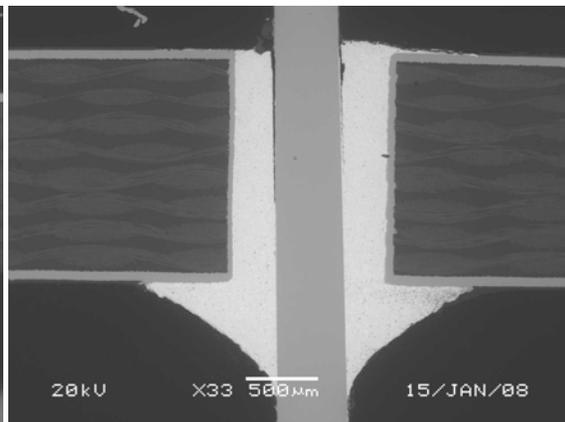
Unit 011 K222 Pin 4



Unit 093 K221 Pin 5

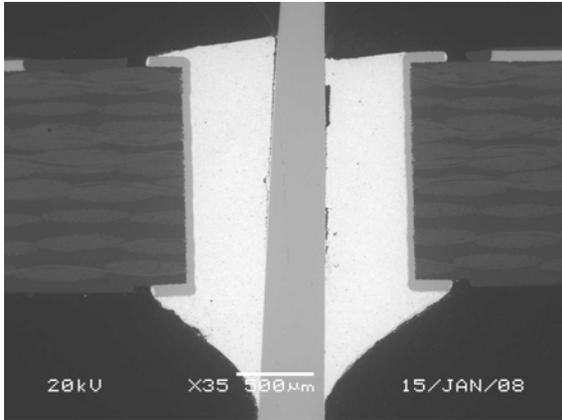


Unit 331 K230 Pin 5



Unit 011 K222 Pin 2

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager. All numerical data is for reference only.



Unit 093 K221 Pin 3

With SEM inspection, all of the solder fillets were observed to have cracks present at the relay pin interface area of the solder fillet. The crack initiation location in each case was on the relay side heading toward the bottom / back side of the PCB. Pins #2 and #3 were noted to have the most significant cracking based on total length of the cracks which were approximately 3/4 of the total PCB thickness.

**Conclusion (Exec Summary)**

After 500 Thermal Shock cycles, all of the solder fillets show evidence of solder cracking.

**Action Items Recommended:**

Review customer requirements for solder crack propagation after thermal shock testing.

**Recommended Containment:**

**Recommended Corrective Action:**

**Images:**



Module 331 photos.zi Module 037 photos.zi Module 011 photos.zi Module 093 photos.zi

**Supplier Cycle**

<p><b>Date Sent to Supplier:</b></p> <p><b>Date Sent to Supplier:</b></p> <p><b>Need Date:</b></p> <p><b>Escalation ON/OFF:</b> <input type="radio"/> ON <input type="radio"/> OFF</p>	<p><b>Splr Contact:</b></p> <p><b>Email:</b></p> <p><b>Address:</b></p> <p><b>Phone Number:</b></p>
--	---

<p><b><u>Supplier CAR/Corrective Action (Text/Attachment)</u></b></p> <p><b>Supplier CAR(Text/Attachments):</b></p> <p><b>Supplier CAR Date:</b></p> <p><b>CAR Format:</b></p>
--

<p><b>Supplier Containment:</b></p>
-------------------------------------

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager. All numerical data is for reference only.

**Supplier Root Cause Definition:**

**Supplier Corrective Action:**

**Supplier Report Disposition:**

**Date Closed:**

**Approver Name:** Bloomer Carl G10909

**Date Analysis Complete:** 17 Jan 2008

**Date Final Analysis Complete:** 17 Jan 2008

## CAR Section

1. Select appropriate CAR database:

2. Select Applicable CAR:

## Approver's Signature

**Name:** Bloomer Carl G10909

**Title:**

Approved - 17 Jan 2008 by Bloomer Carl G10909

**Document History Section:**

---

**From:** Holt, Jon (J.)  
**Sent:** Friday, April 11, 2008 1:54 PM  
**To:** Hodgson, Keith (K.M.); 'Adrian.Corrales@us.contiautomotive.com';  
'Steve.Knapp@us.contiautomotive.com'  
**Subject:** FW: LCM Door Slam Results  
**Importance:** High  
**Attachments:** LCM\_Door\_Slam\_report.pdf; DOOR SLAM SUMMARY.xls



LCM\_Door\_Slam\_re... DOOR SLAM  
port.pdf (33 K... UMMMARY.xls (26 KB)

Guys, sorry for the last minute meeting notice.

Here is the call in numbers.

Participant Code: 16169951  
FordNet Access  
Southeastern Michigan: 62.13673 (1FORD)

U.K. and Germany: 8.621.3673

Other FordNet Locations:  
(Local FordNet Access Code) + 621.3673  
Non FordNet Access  
Toll (International): +1.313.621.3673  
Toll-free: 1.888.621.3673

I was not able to get the person who did the actual testing to join us.

Jon

-----Original Message-----

From: Steve.Knapp@us.contiautomotive.com [mailto:Steve.Knapp@us.contiautomotive.com]  
Sent: Friday, April 11, 2008 1:49 PM  
To: Holt, Jon (J.)  
Cc: Adrian.Corrales@us.contiautomotive.com  
Subject: Fw: LCM Door Slam Results

Jon,

Have you sent the call in number?

Here's the data we'll be discussing

regards,

Steve Knapp

----- Forwarded by Steve Knapp/dp/na/au/cag on 04/11/2008 12:47 PM -----

Wayne  
Wright/dp/na/au/c  
ag  
04/11/2008 12:42  
PM  
To  
Steve Knapp/dp/na/au/cag@CONTI02  
cc  
Subject  
LCM Door Slam Results

Steve,

Door slam results are attached Please forward the meeting notice.

(See attached file: LCM\_Door\_Slam\_report.pdf)

(See attached file: DOOR SLAM SUMMARY.xls)

Regards,

Wayne



Automotive Systems

Date: April 11, 2006

To: Steve Knapp

From: Wayne J. Wright

Subject: EN114 LCM Door Slam Test Data Analysis

**Objective:** Review LCM door slam test data and determine if shock results exceed validation test specifications.

**Test and Analysis Procedure:** Measured acceleration on the LCM housing during door slam velocities ranging from 4.5 to 8 ft/s. Compare door slam peak acceleration and duration to the Ford WDS low mechanical shock specification, 50g, 0.010 s.

**Maximum Door Slam Analysis Results:**

MAXIMUM ACCELERATION LCM DOOR SLAM SUMMARY					
Velocity	peak shock duration	Max accel	Min accel	File	FREQUENCY
ft/s	sec	G	G		Hz
4.5	0.019	27.5	-7.3	4.5 ft/s File 1 #2	26.3
4.5	0.02	24.2	-6.9	4.5 ft/s File 2 #2	25.6
4.5	0.02	30.4	-6.6	4.5 ft/s File 3 #2	25.6
6	0.018	43.2	-6.7	6.0 ft/s File 1 #2	28.4
6	0.018	34.8	-4	6.0 ft/s File 2 #2	28.4
6	0.016	42.6	-7.2	6.0 ft/s File 3 #2	31.8
8	0.014	58	-9.2	8.0 ft/s File 1 #2	36.6
8	0.014	60.3	-12	8.0 ft/s File 2 #2	36.6
8	0.01	54.1	-6.2	8.0 ft/s File 3 #2	50
	0.011	50	0	FORD WDS	45

**Conclusions:**

Measured acceleration resulting from door slams have lower maximum peak acceleration and/or frequencies which result in lower relay solder stress when compared to WDS shock testing. The natural frequency of the relay PCB assembly is much higher than the door slam response shock pulse which will result in limited relative movement between the relay and PCB. Random vibration testing based on would need to be performed to evaluate relay lead damage. Since the WDS vibration requirement specifies sine sweep 0- 200 Hz it is difficult to compare to random vibration test data. All door slam test results can be found in the attachment.



DOOR SLAM SUMMARY

Velocity [ft/sec]	peak duration [sec]	Maximum accel [G]	Minimum accel [G]	
4.5		3.2	-2.5	4.5
	0.019	27.5	-7.3	4.5
		3.71	-2.7	4.5
		0.84	-0.7	4.5
		1.05	-1.58	4.5
		1	-1.1	4.5
		1.2	-1.8	4.5
		2.7	-1.6	4.5
		2.9	-2.2	4.5
		1.1	-0.7	4.5
		1.2	-1.1	4.5
		1.7	-1.5	4.5
		2.7	-2.3	4.5
	0.02	24.2	-6.9	4.5
		3.1	-2.6	4.5
		0.7	0.7	4.5
		0.9	-1.4	4.5
		0.9	-0.9	4.5
		1.1	-1.5	4.5
		2.4	-1.5	4.5
		2.5	-1.9	4.5
		1	-0.6	4.5
		1.1	-0.9	4.5
		1.5	-1.3	4.5
	3.2	-2.2	4.5	
0.02	30.4	-6.6	4.5	
	3.2	-2.5	4.5	
	0.7	-0.6	4.5	
	0.9	-1.4	4.5	
	1	-0.9	4.5	
	1.2	-1.6	4.5	
	2.4	-1.5	4.5	
	2.7	-2.2	4.5	
	1	-0.7	4.5	
	1.2	-1	4.5	
	1.6	-1.3	4.5	
6		3.8	-2.7	6.0
	0.018	43.2	-6.7	6.0
		5	-4	6.0
		1.2	-1	6.0
		1	-1.9	6.0
		1.6	-1.2	6.0
		2	-2.6	6.0
		3.1	-2.2	6.0
		4.7	-3.5	6.0
		1.3	-1.3	6.0
		1.8	-1.6	6.0
		2.4	-2	6.0
		4.1	-2.6	6.0
	0.018	34.8	-4	6.0
		4.9	-3.3	6.0
	1.2	-1	6.0	
	1.2	-2.1	6.0	
	1.5	-1.4	6.0	
	1.9	-2.4	6.0	



DOOR SLAM SUMMARY						
Velocity [ft/sec]	peak duration [sec]	Maximum accel [G]	Minimum accel [G]	File	FREQUENCY [Hz]	
4.5		3.2	-2.5	4.5 ft/s File 1 #1		
	0.019	27.5	-7.3	4.5 ft/s File 1 #2	26.3	
		3.71	-2.7	4.5 ft/s File 1 #3		
		0.84	-0.7	4.5 ft/s File 1 #4		
		1.05	-1.58	4.5 ft/s File 1 #5		
		1	-1.1	4.5 ft/s File 1 #6		
		1.2	-1.8	4.5 ft/s File 1 #7		
		2.7	-1.6	4.5 ft/s File 1 #8		
		2.9	-2.2	4.5 ft/s File 1 #9		
		1.1	-0.7	4.5 ft/s File 1 #10		
		1.2	-1.1	4.5 ft/s File 1 #11		
		1.7	-1.5	4.5 ft/s File 1 #12		
		2.7	-2.3	4.5 ft/s File 2 #1		
		0.02	24.2	-6.9	4.5 ft/s File 2 #2	25.6
			3.1	-2.6	4.5 ft/s File 2 #3	
			0.7	0.7	4.5 ft/s File 2 #4	
			0.9	-1.4	4.5 ft/s File 2 #5	
			0.9	-0.9	4.5 ft/s File 2 #6	
			1.1	-1.5	4.5 ft/s File 2 #7	
			2.4	-1.5	4.5 ft/s File 2 #8	
			2.5	-1.9	4.5 ft/s File 2 #9	
			1	-0.6	4.5 ft/s File 2 #10	
			1.1	-0.9	4.5 ft/s File 2 #11	
			1.5	-1.3	4.5 ft/s File 2 #12	
			3.2	-2.2	4.5 ft/s File 3 #1	
		0.02	30.4	-6.6	4.5 ft/s File 3 #2	25.6
			3.2	-2.5	4.5 ft/s File 3 #3	
			0.7	-0.6	4.5 ft/s File 3 #4	
			0.9	-1.4	4.5 ft/s File 3 #5	
			1	-0.9	4.5 ft/s File 3 #6	
			1.2	-1.6	4.5 ft/s File 3 #7	
			2.4	-1.5	4.5 ft/s File 3 #8	
			2.7	-2.2	4.5 ft/s File 3 #9	
			1	-0.7	4.5 ft/s File 3 #10	
			1.2	-1	4.5 ft/s File 3 #11	
			1.6	-1.3	4.5 ft/s File 3 #12	
6		3.8	-2.7	6.0 ft/s File 1 #1		
	0.018	43.2	-6.7	6.0 ft/s File 1 #2	28.4	
		5	-4	6.0 ft/s File 1 #3		
		1.2	-1	6.0 ft/s File 1 #4		
		1	-1.9	6.0 ft/s File 1 #5		
		1.6	-1.2	6.0 ft/s File 1 #6		
		2	-2.6	6.0 ft/s File 1 #7		
		3.1	-2.2	6.0 ft/s File 1 #8		
		4.7	-3.5	6.0 ft/s File 1 #9		
		1.3	-1.3	6.0 ft/s File 1 #10		
		1.8	-1.6	6.0 ft/s File 1 #11		
		2.4	-2	6.0 ft/s File 1 #12		
			4.1	-2.6	6.0 ft/s File 2 #1	
		0.018	34.8	-4	6.0 ft/s File 2 #2	28.4
			4.9	-3.3	6.0 ft/s File 2 #3	
			1.2	-1	6.0 ft/s File 2 #4	
			1.2	-2.1	6.0 ft/s File 2 #5	
			1.5	-1.4	6.0 ft/s File 2 #6	
			1.9	-2.4	6.0 ft/s File 2 #7	
			3.1	-2.3	6.0 ft/s File 2 #8	
			4.5	-3.4	6.0 ft/s File 2 #9	
			1.3	-1.2	6.0 ft/s File 2 #10	
			1.7	-1.5	6.0 ft/s File 2 #11	
			2.2	-1.9	6.0 ft/s File 2 #12	
			3	-2.9	6.0 ft/s File 3 #1	
		0.016	42.6	-7.2	6.0 ft/s File 3 #2	31.8
			4	-3.7	6.0 ft/s File 3 #3	
			1.3	-0.9	6.0 ft/s File 3 #4	
			1.2	-2	6.0 ft/s File 3 #5	
			1.6	-1.4	6.0 ft/s File 3 #6	
			1.9	-2.6	6.0 ft/s File 3 #7	
			3.2	-2.3	6.0 ft/s File 3 #8	
			4.9	-3.2	6.0 ft/s File 3 #9	
			1.3	-1.3	6.0 ft/s File 3 #10	
			1.7	-1.4	6.0 ft/s File 3 #11	
			2.4	-1.9	6.0 ft/s File 3 #12	
8		4.6	-3.2	8.0 ft/s File 1 #1		
	0.014	58	-9.2	8.0 ft/s File 1 #2	36.6	
		5.7	-4.7	8.0 ft/s File 1 #3		
		1.7	-1.4	8.0 ft/s File 1 #4		
		1.3	-2.6	8.0 ft/s File 1 #5		
		2.4	-1.6	8.0 ft/s File 1 #6		
		2.8	-3.4	8.0 ft/s File 1 #7		
		3.5	-3.3	8.0 ft/s File 1 #8		
		6.5	-4.4	8.0 ft/s File 1 #9		
		1.7	-1.8	8.0 ft/s File 1 #10		
		2.5	-2	8.0 ft/s File 1 #11		
		3.2	-2.8	8.0 ft/s File 1 #12		
			4.9	-3.4	8.0 ft/s File 2 #1	
		0.014	60.3	-12	8.0 ft/s File 2 #2	36.6
			5.8	-4.8	8.0 ft/s File 2 #3	
			1.8	-1.2	8.0 ft/s File 2 #4	
			1.2	-2.4	8.0 ft/s File 2 #5	
			2.4	-1.6	8.0 ft/s File 2 #6	
			2.8	-3.4	8.0 ft/s File 2 #7	
			3.5	-3.5	8.0 ft/s File 2 #8	
			6.5	-4.2	8.0 ft/s File 2 #9	
			1.6	-1.9	8.0 ft/s File 2 #10	
			2.5	-1.9	8.0 ft/s File 2 #11	
			3.2	-2.9	8.0 ft/s File 2 #12	
			4.8	-3.1	8.0 ft/s File 3 #1	
		0.01	54.1	-6.2	8.0 ft/s File 3 #2	50
			4.8	-4.2	8.0 ft/s File 3 #3	
			1.6	-1.4	8.0 ft/s File 3 #4	
			1.4	-2.7	8.0 ft/s File 3 #5	
			2.5	-1.6	8.0 ft/s File 3 #6	
			3.1	-3.4	8.0 ft/s File 3 #7	
			3.3	-3.6	8.0 ft/s File 3 #8	
			6.5	-4.4	8.0 ft/s File 3 #9	
			1.7	-1.8	8.0 ft/s File 3 #10	
			2.6	-2.1	8.0 ft/s File 3 #11	
			3.1	-2.7	8.0 ft/s File 3 #12	

---

**From:** Hiranthini Alles [hiranthini@sbcglobal.net]  
**Sent:** Friday, May 11, 2007 7:41 AM  
**To:** Liu, Ron (D.R.)  
**Cc:** Nicastri, Paul (P.R.); Rossi, Roberto (R.A.)  
**Subject:** From Sheran regarding NEC relays/Conti

Hello Ron,

Attached is the response from Conti regarding the relays. You may want to contact Joe to clarify any details. He could also would get you some virgin relays, if needed.

Many thanks  
Regards  
-Sheran

-----  
Sheran,

Just a quick update. I contacted NEC regarding the lead plating. They confirmed that there plating process has not changed since the part was used in the LCM designs. It is a 97% tin, 3% silver, 1% Copper plating. I'm not sure where the nickel seen in the analysis you mentioned is coming from. I will be contacting our factory to see if there has been any change to our solder process since launch.

I also performed a thermal scan (but am not able to save a print). The headlamp relay (K220) with just the coil activated showed approximately the same thermal footprint. As expected, when the loads are turned on, the headlamp has the highest current and I saw aprox. a 6~7 C rise ( to 62C) of the K220 thermal image, compared to maybe 1 C (to 56C) rise on Parklamp.

Joe Kosirowski  
Technical Project Lead  
Continental Automotive Systems Division  
21440 West Lake Cook Rd., Deer Park IL 60010  
Office:847-862-2742  
Fax:847-862-8241  
Cell:847-553-8575  
email: Joseph.Kosirowski@us.contiautomotive.com  
www.contiautomotive.com

---

**From:** Steve.Knapp@us.contiautomotive.com  
**Sent:** Monday, February 11, 2008 1:51 PM  
**To:** Hodgson, Keith (K.M.); Holt, Jon (J.)  
**Cc:** Adrian.Corrales@us.contiautomotive.com; John.Griffith@us.contiautomotive.com  
**Subject:** EN114LCM Safety Update

**Attachments:** Control vs Updated Design Comparision.doc



Control vs Updated  
Design Comp...

Attached are the results of the 1000 hr Thermal Shock results.

(See attached file: Control vs Updated Design Comparision.doc)

The Updated design shows better performance compare to the Control units (crack length comparison)

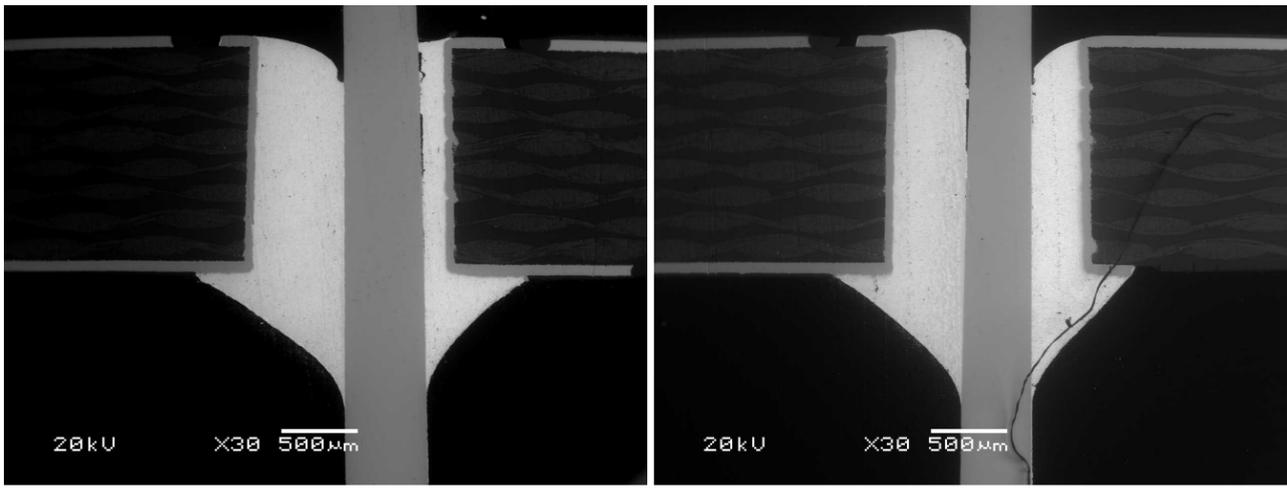
All units passed the functional test following the Thermal Shock.

3 Units have begun the Group V Testing. (Vibration results will be available 2/13)

regards,

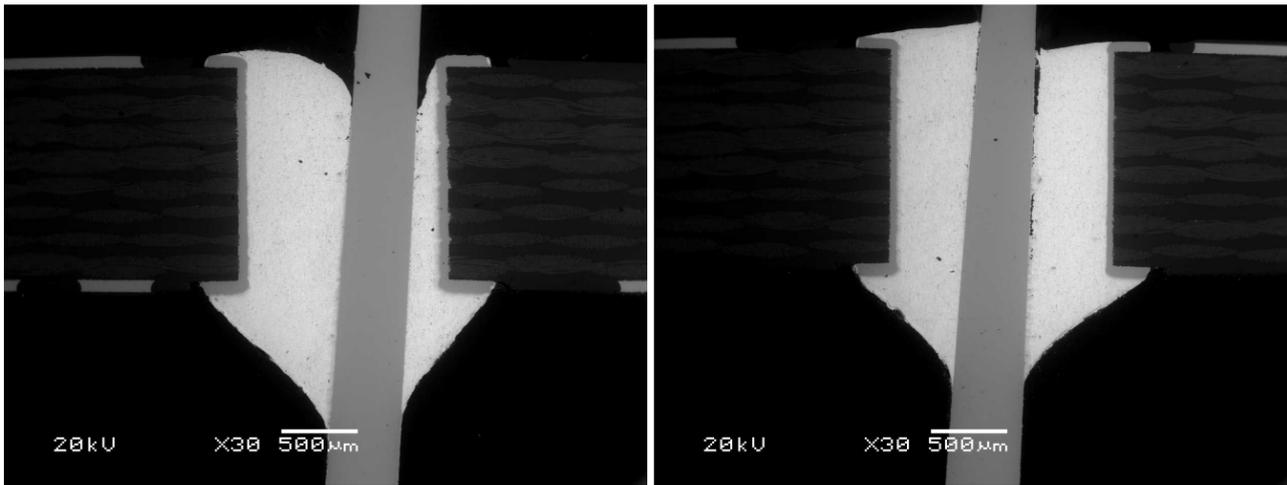
Steve Knapp  
Continental Automotive Systems  
21440 Lake Cook Rd, Deer Park, IL 60010  
Office (847)862-2792 Mobile (312)342-8153  
Email: Steve.Knapp@us.contiautomotive.com

Control Design



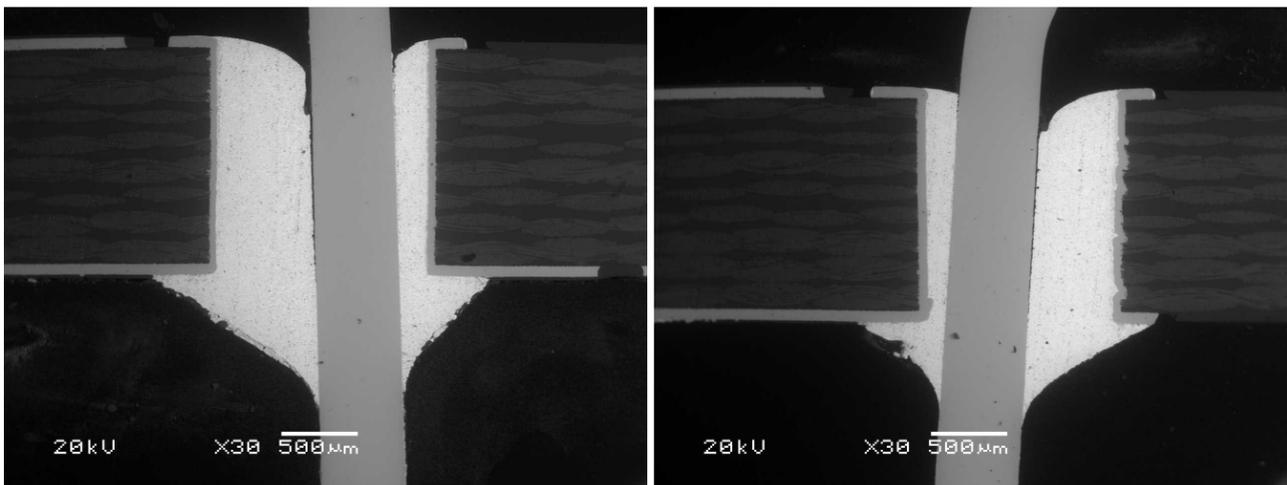
40167\_C1\_K221\_Pin 2

40167\_C1\_K222\_Pin 3



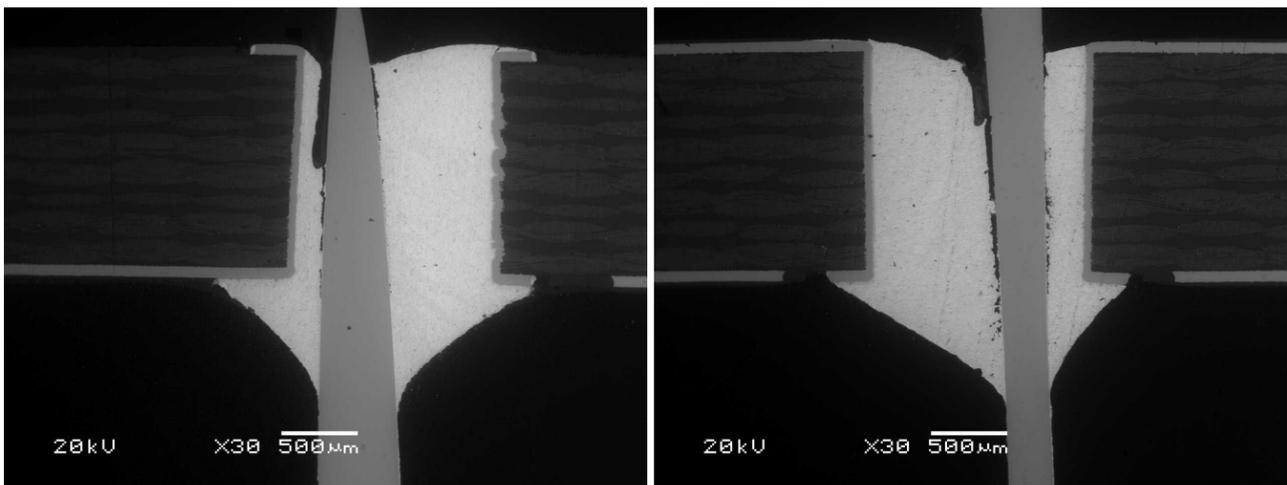
40181\_331\_K230\_Pin 3

40181\_093\_K221\_Pin 3



40198\_095\_K221\_Pin 2

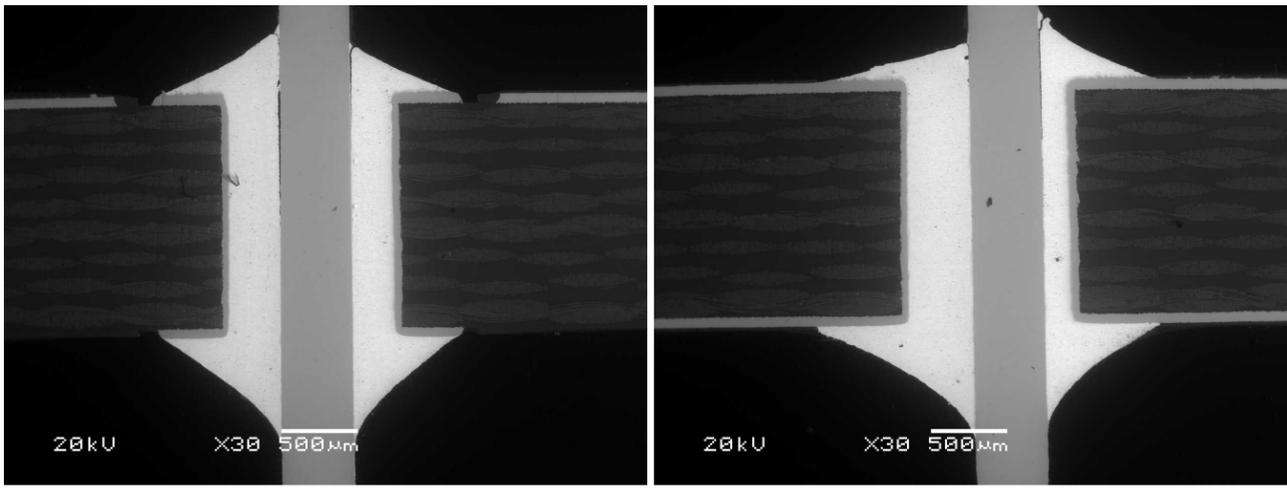
40198\_096\_K222\_Pin 3



40239\_315\_K230\_Pin 2

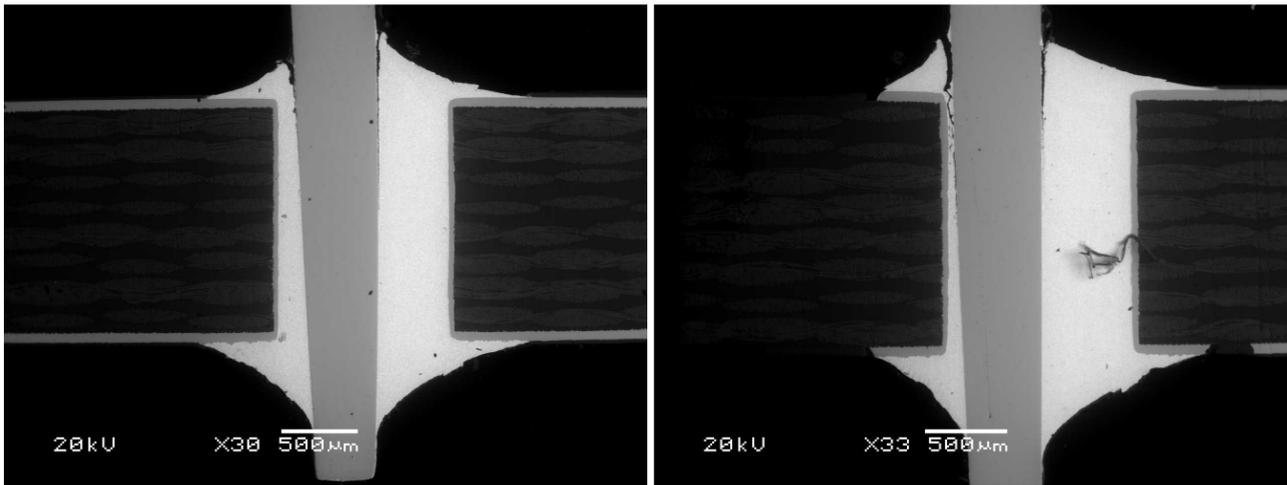
40239\_068\_K220\_Pin 2

Updated Design



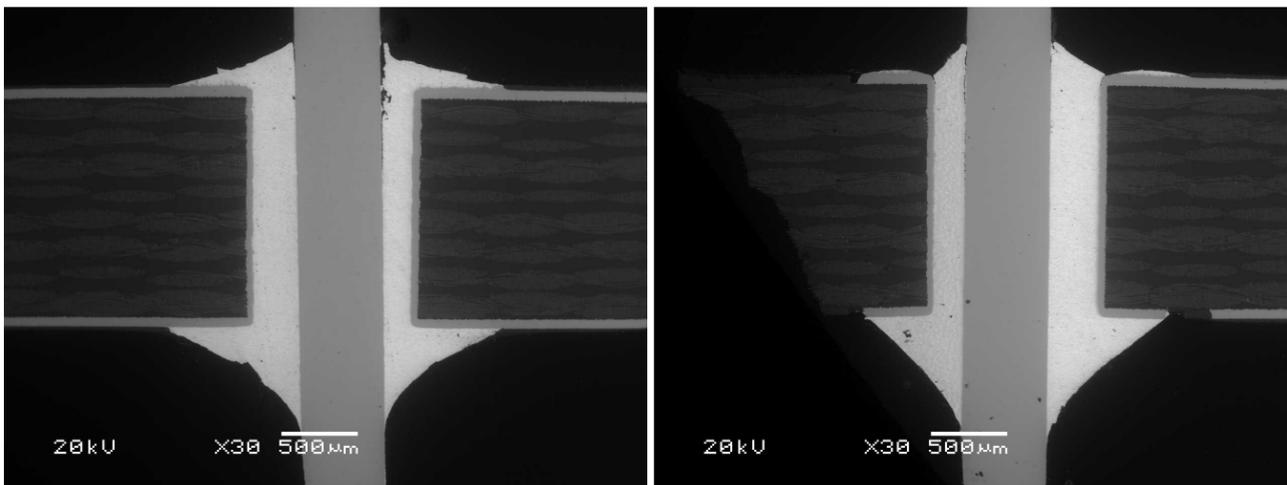
40167\_076\_K222\_Pin 2

40167\_076\_K222\_Pin 3



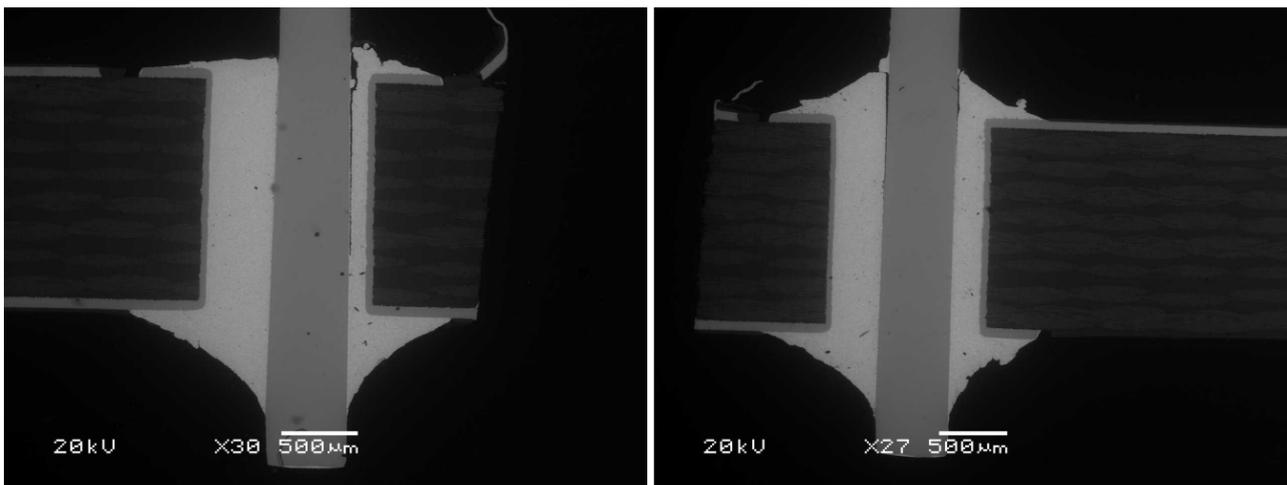
40181\_037\_K220\_Pin 2

40181\_037\_K220\_Pin 3



40198\_006\_K220\_Pin 2

40198\_006\_K220\_Pin 3



40239\_046\_K221\_Pin 2

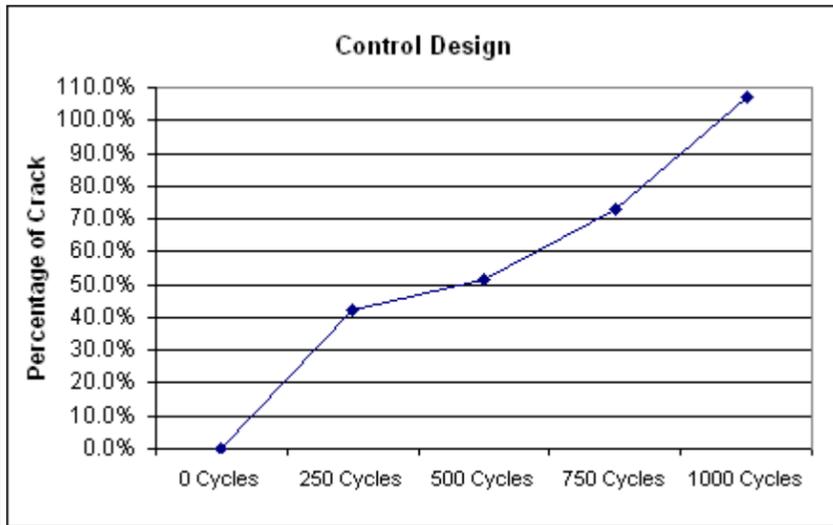
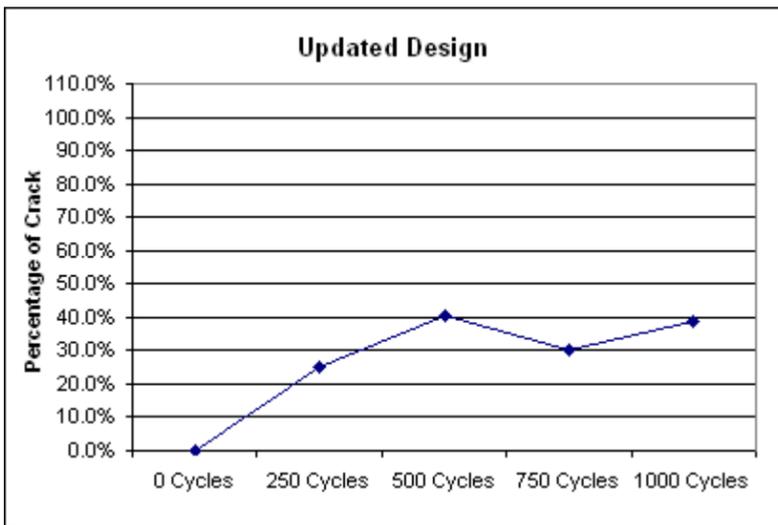
40239\_046\_K221\_Pin 3

This analysis is the final report for the 1000 thermal shock cycle comparison including comparisons to the intermediate data reports of (IL0840167) 250 Thermal Shock Cycles, (IL0840181) 500 Thermal Shock Cycles, and (IL0840198) 750 Thermal Shock Cycles. A comparison was made between the average crack lengths of the Control and Updated designs at each intermediate data point. Since the relay coil pins have been observed with the most significant solder interface cracks, these pins were used for comparison purposes. Several of the original cross-sections were re-processed to sectioned through pin #2 and Pin #3 for additional data points. A total of 16 pins were measured and since each pin has 2 interface exposures, a total of 32 data points were available for analysis.

Using the PCB thickness as a reference (100%), the Updated Design has an average crack length percentage of 38.5% after 1000 cycles. The Control Design has an average crack length percentage of 106.8%. Many of the control unit solder to pin interface cracks had progressed beyond the bottom of the PCB, hence the greater than 100% values, but did not cracked through the bottom side solder fillet (see Unit 068 K220 Pin 2 as example).

Percentage of Crack is referenced to the PCB thickness. All cracks measured from the top PCB surface. Cracks >100% have progressed beyond the bottom of the PCB.

	Updated Design						Control Design						
	Serial #	2a	2b	Serial #	3a	3b	Serial #	2a	2b	Serial #	3a	3b	
250 Cycle	76	18	4.5	76	1.5	10	C1	7	19.5	C1	16.5	12.5	
500 Cycle	37	10	16	37	19	11.5	331	17	11	93	10	30	
750 Cycle	6	5	13	6	17	6	95	33.5	19	96	12.5	31	
1000 Cycle	46	6	25.5	46	14	5	315	35	29.5	68	41	35.5	
Average		9.75	14.75		12.875	8.125		23.125	19.75		20	27.25	
0 Cycles		0	0		0	0		0	0		0	0	0.0%
250 Cycles		52.9%	13.2%		4.4%	29.4%		21.2%	59.1%		50.0%	37.9%	42.0%
500 Cycles		29.4%	47.1%		52.8%	31.9%		51.5%	33.3%		30.3%	90.9%	51.5%
750 Cycles		14.7%	38.2%		50.0%	17.6%		101.5%	57.6%		37.9%	93.9%	72.7%
1000 Cycles		17.6%	75.0%		45.2%	16.1%		106.1%	89.4%		124.2%	107.6%	106.8%



---

**From:** Steve.Knapp@us.contiautomotive.com  
**Sent:** Wednesday, December 12, 2007 6:03 PM  
**To:** Holt, Jon (J.)  
**Cc:** Hodgson, Keith (K.M.); William.Virgin@us.contiautomotive.com;  
Adrian.Corrales@us.contiautomotive.com  
**Subject:** EN114LCM Cross section  
**Attachments:** Analysis\_LCM\_raised\_relays\_0hrs .pdf



Analysis\_LCM\_raise  
d\_relays\_0hr...

This are the images/cross section across MY05, MY04 models, round relay leads (coils), flat relay leads (contacts) For units before Thermal Shock started.

Summary: good fillets, no cracks, good wetting

(See attached file: Analysis\_LCM\_raised\_relays\_0hrs .pdf)

regards,

Steve Knapp  
Continental Automotive Systems  
21440 Lake Cook Rd, Deer Park, IL 60010  
Office (847)862-2792 Mobile (312)342-8153  
Email: Steve.Knapp@us.contiautomotive.com

# ANALYSIS REQUEST

**REPORT NO.**  
IL0840122

**X** Indicates that the field is required before saving the document.

Indicates that the field is required before submitting the request.

Date last revised: 12 Dec 2007

Revision:0

Implementation Date: **Analysis Complete & Sent for Approval**

## Author's Section

### Requester Information

<p><b>X</b> Requester: Knapp Steve CSK004</p> <p>? <b>X</b> Phone No: 8478622792</p> <p><b>X</b> Requester's Facility: Deer Park</p> <p>Date Submitted: 30 Nov 2007</p> <p><input checked="" type="checkbox"/> Date Required: 4 Dec 2007</p> <p>? Urgent Req. Explanation: Customer (Ford) asking for data</p> <p><input checked="" type="checkbox"/> Type of Analysis: Non Component Analysis</p> <p><input checked="" type="checkbox"/> Analysis Facility (Lab): Deer Park Component Engineering</p> <p>? <input checked="" type="checkbox"/> Function Requested: Cross Section, Photo</p> <p>? Copy Report To:</p>	<p><input checked="" type="checkbox"/> Product Name: BCM MOL</p> <p>? Project/Line: DD200016</p> <p>? <input checked="" type="checkbox"/> Source/Point of Detection: Not Defective Facility where module was manufactured: Nogales</p> <p>Customer/Product Part Number:</p> <p>? Lot Code/Serial Number:</p> <p>? Reference or Customer Return C.A.R. Number:</p> <p>? Package Style/Type:</p> <p><input checked="" type="checkbox"/> Description: Cross section relay pin to demonstrate good solder fillet</p>
---	--

### Supplier Information

<p>? Name :</p> <p>Part Number:</p> <p>? Qty. Submitted: 4</p>	<p>Assembly Facility:</p> <p>Fab Location:</p> <p>? Date Code:</p>
--	--

### Background Information

#### ? Symptoms/Requested Analysis:

Text: Please cross section unit30 K220pin1; unit34 K221pin2; unit36 K222pin3; unit56 K230pin4; (unit label on white connector)



Attachments: board overlay.pdf      Lead numbering.DOC

? **Comments:** Please cross section unit30 K220pin1; unit34 K221pin2; unit36 K222pin3; unit56 K230pin4; (unit label on white connector)

### Analysis Section

<p><b>Analyst:</b> Scallan John G10810</p> <p><b>Date Assigned:</b> 6 Dec 2007</p>	<p><b>Reassigned Analyst:</b></p> <p><b>Date Reassigned :</b></p>
--	---

<p><b>Date Samples Received:</b> 4 Dec 2007</p> <p><b>Commitment Date:</b> 4 Dec 2007</p> <p><b>Date Preliminary Analysis Complete:</b></p>	<p><b>Reason for Resubmittal:</b></p> <p><b>Date Resubmitted to Requestor:</b></p> <p><b>Date Returned by Requester:</b></p>
---	--

#### Activity Log:

---

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager. All numerical data is for reference only.

**Mode Code:** 12

**Mechanism Code:**

**Mode:** Not Defective

**Mechanism:**

**Techniques/Procedures Used:** Cross Section, Visual Examination

**Observation/Analysis Sequence:**

K222 was removed from module sample 36. The relay was cross sectioned on an axis that contains pin 3.

The cross section of pin 3 shows a good solder joint. The plastic flash of the relay housing does not interfere with the formation of a good solder joint.

Sample 34 was cross sectioned at pin 2 of K221. The solder joint at pin 2 is good.

Sample 30 was cross sectioned at pin 1 of K220. The solder joint is good.

Sample 56 was cross sectioned at pin 4 of K230. The solder joint is good.

**Conclusion (Exec Summary) - Not required for preliminary reports**

All solder joints examined in this analysis are good. All of the relay pins have wetted well. There is no sign of plastic flash on the relays interfering with the formation of a good solder joint.

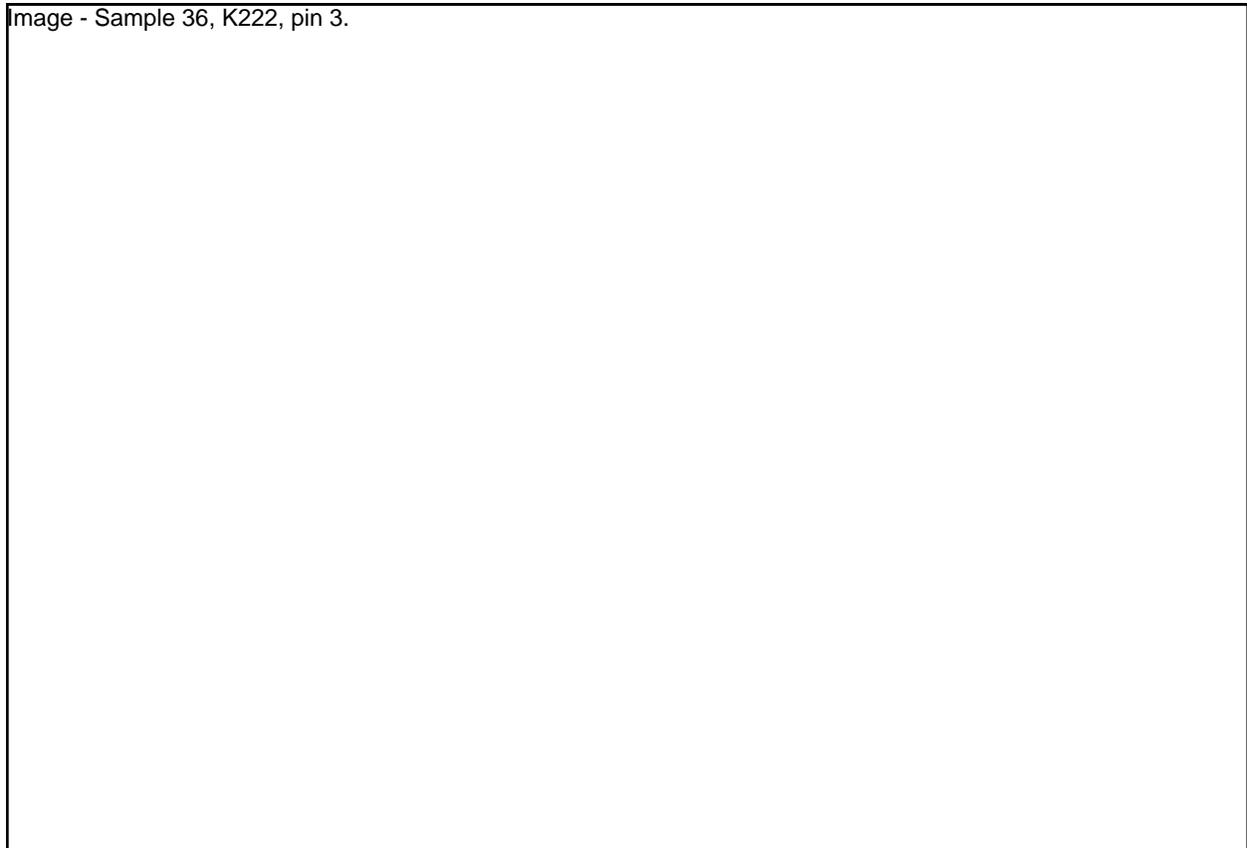
**Action Items Recommended:**

**Recommended Containment:**

**Recommended Corrective Action:**

? **Images:**

Image - Sample 36, K222, pin 3.



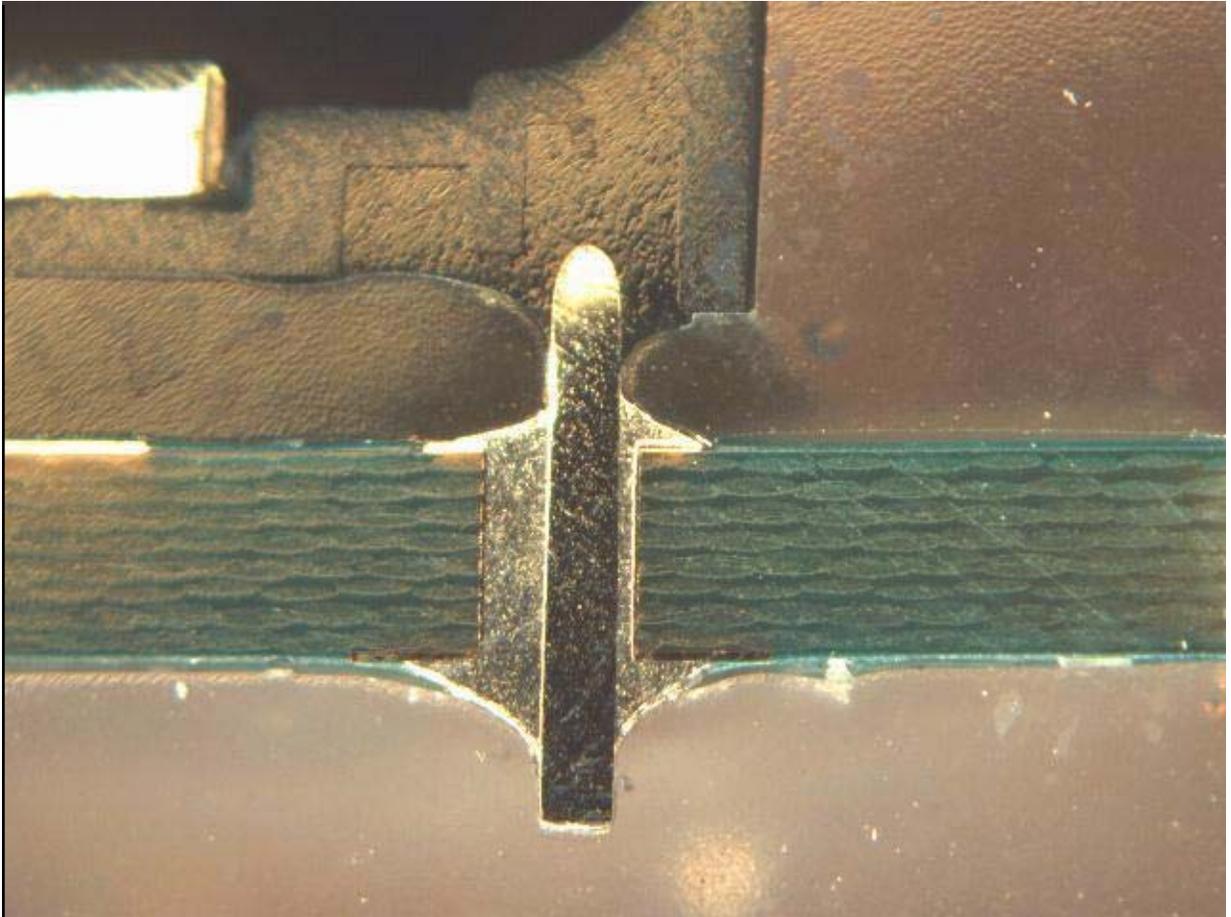


Image - Sample 36, K222, pin 3. The solder joint is good. Solder has wetted to the PCB barrel and the device pin. The plastic flash does not cover the portion of the pin to be soldered.

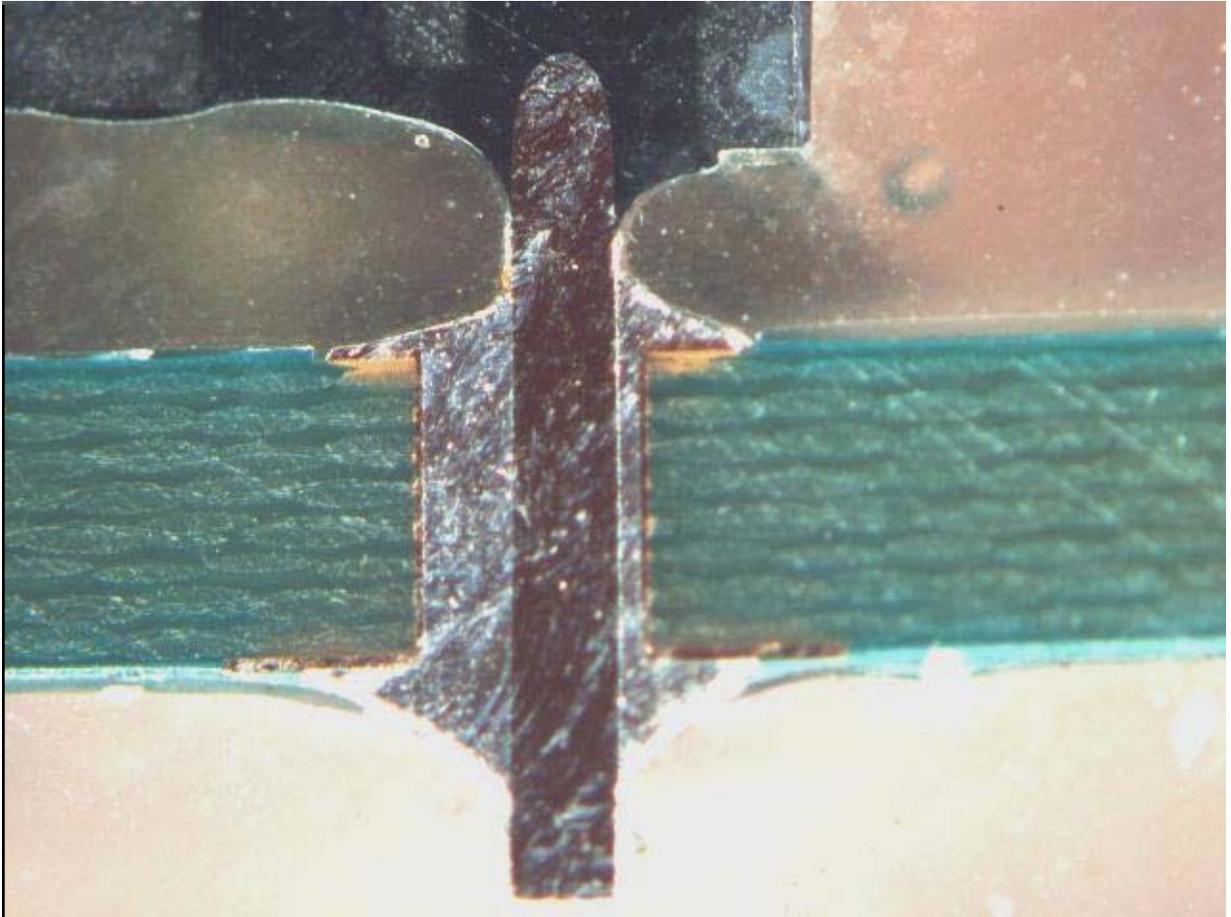


Image - Sample 36, K222, pin 3. The top of the solder joint shows good wetting to the pin. The plastic flash does not interfere with the formation of a good solder joint.

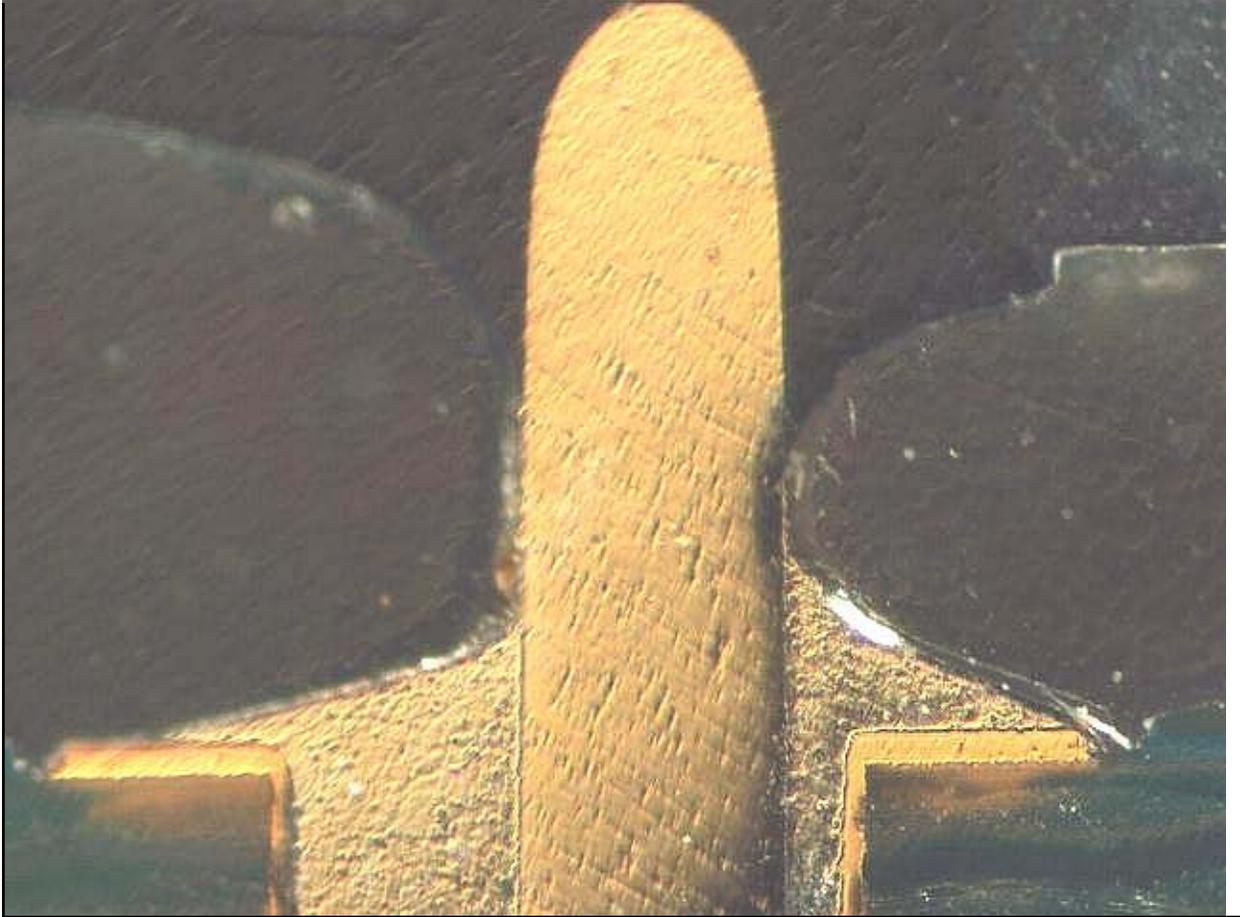


Image - Sample 34, K221, pin 2.

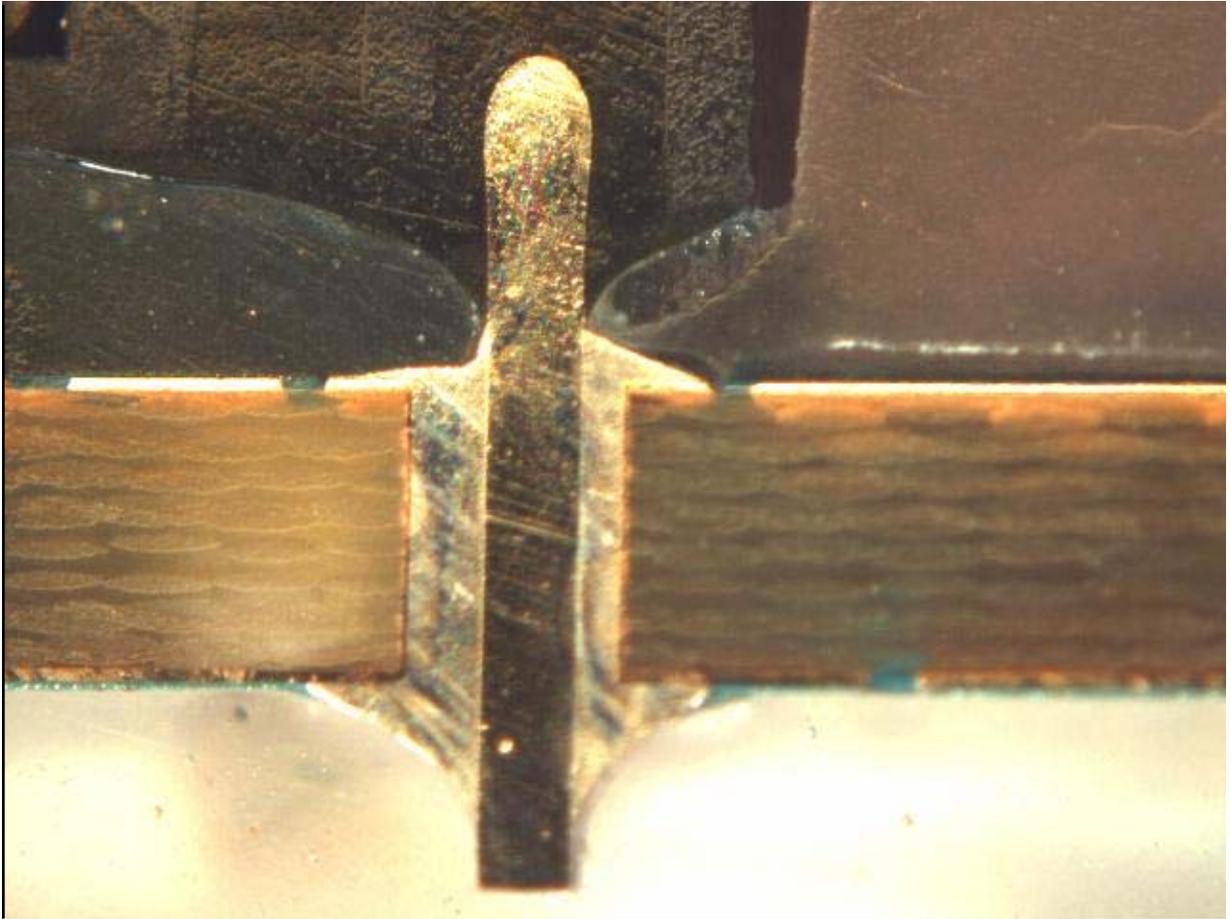


Image - Close up view of sample 34, K221, pin 2. The solder joint is good.

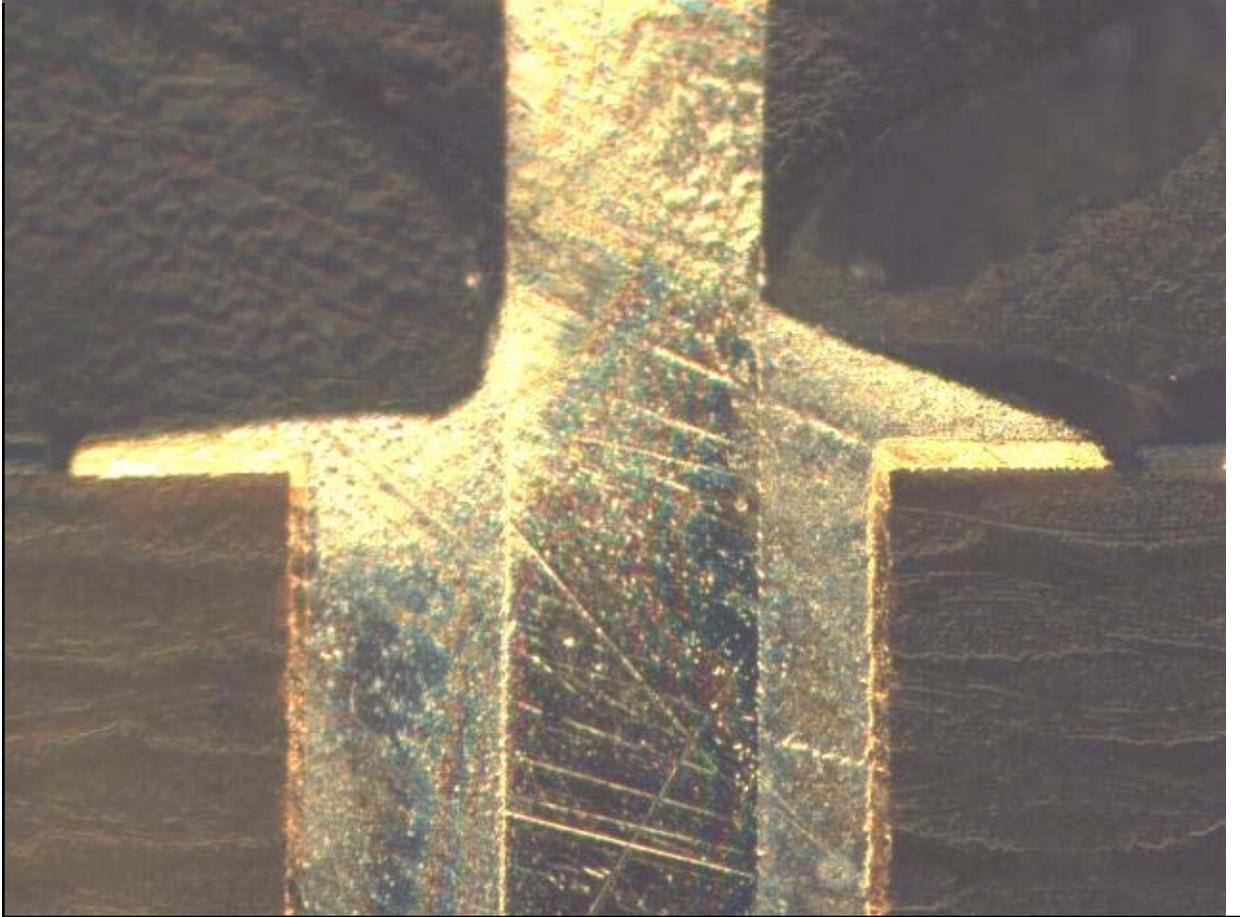


Image - Sample 30, K220, pin 1.

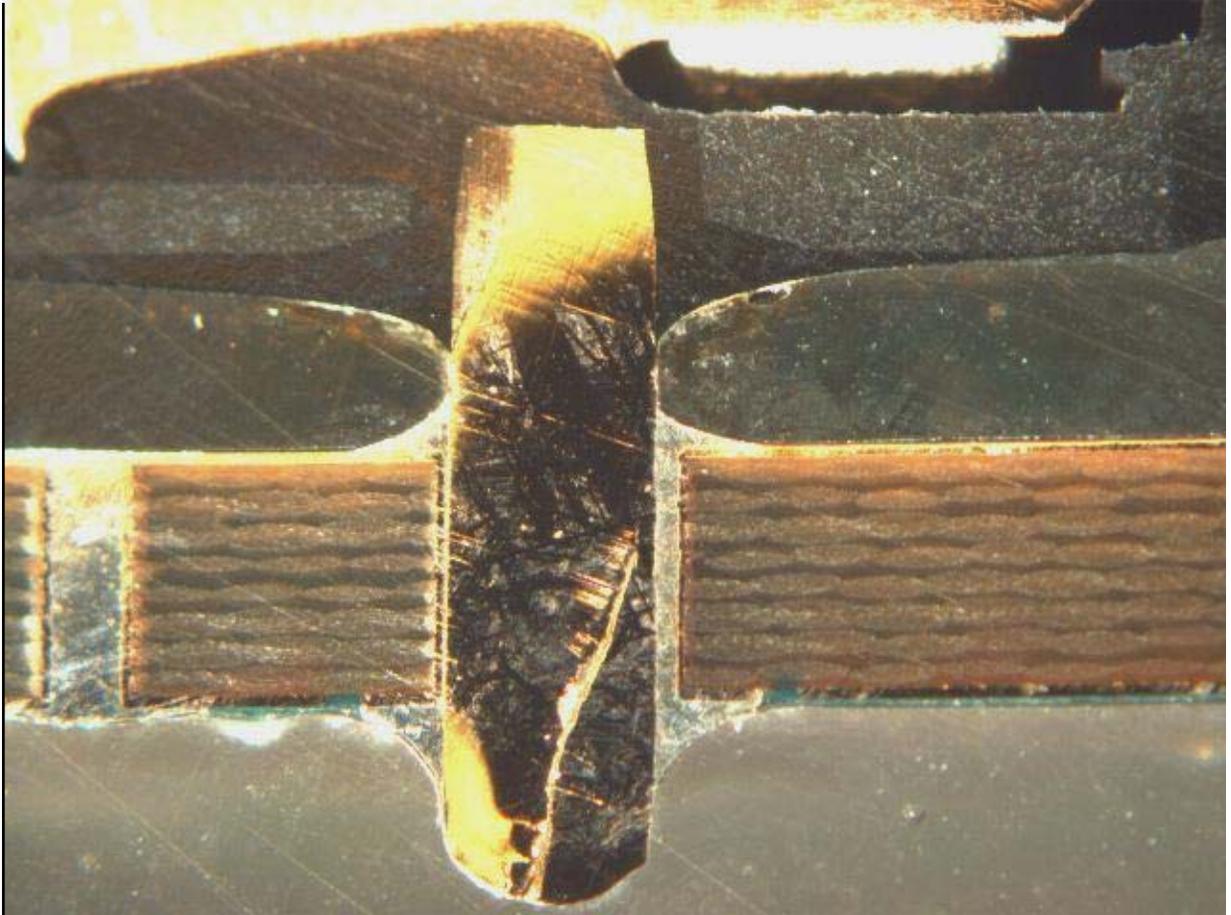


Image - Close up view of sample 30, K220, pin 1. The solder joint is good.

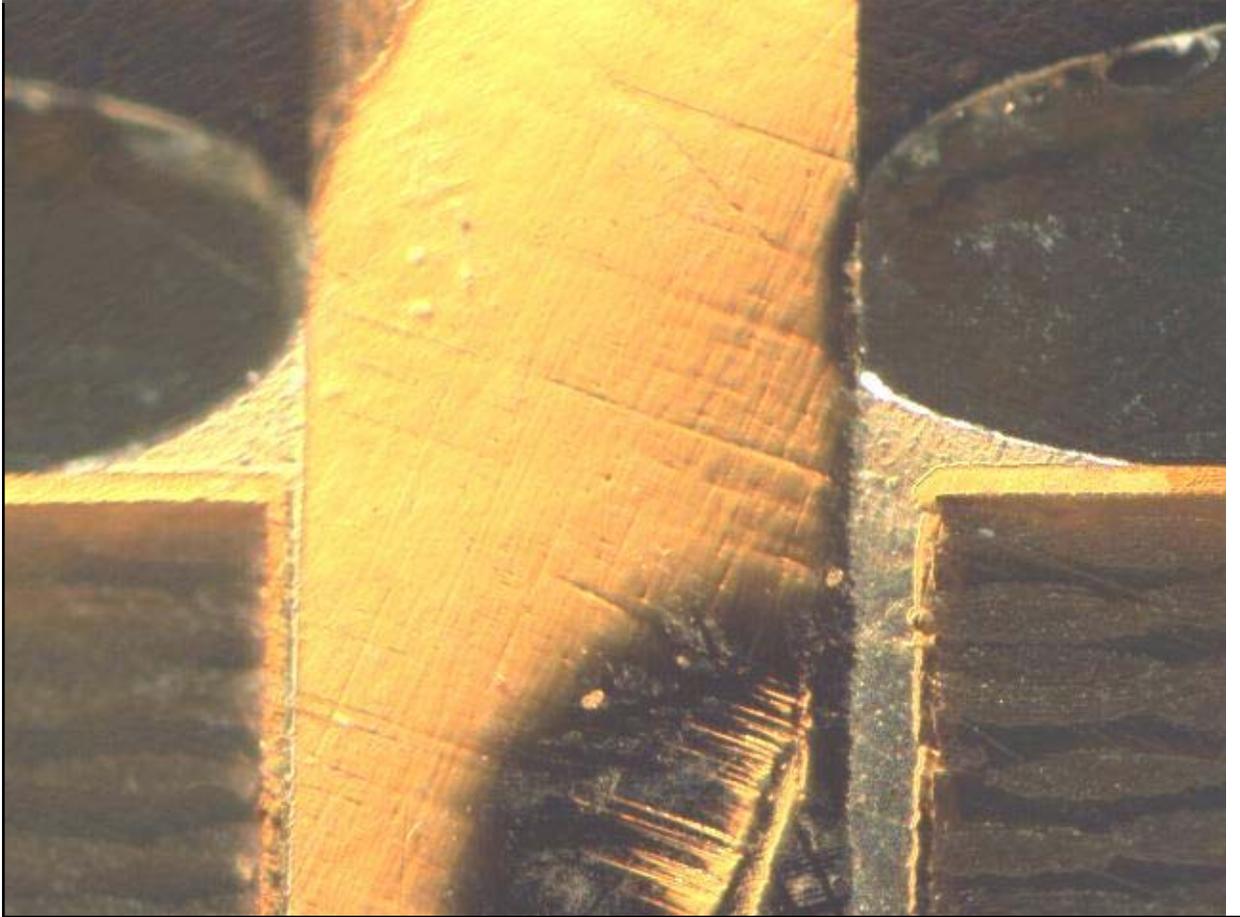


Image - Sample 56, K230, pin 4.

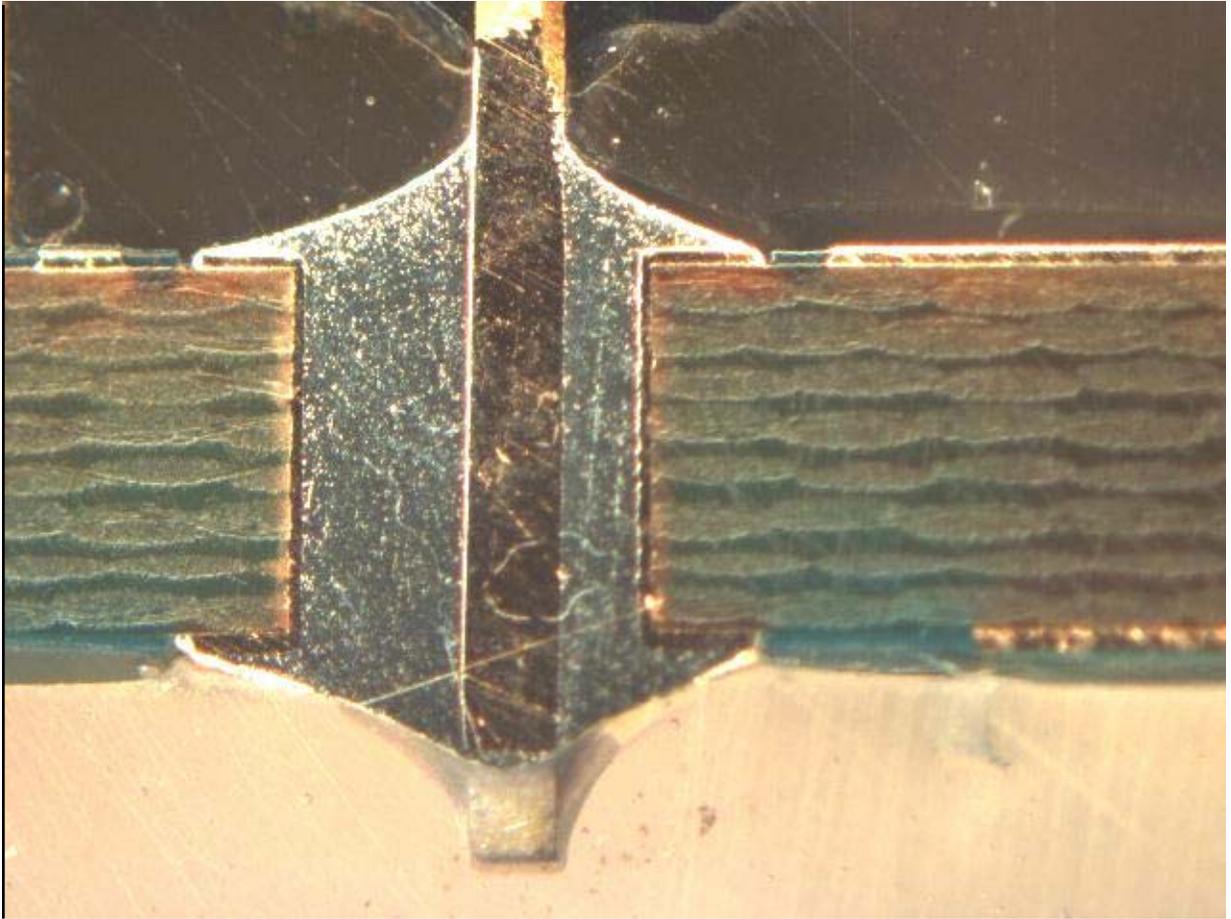
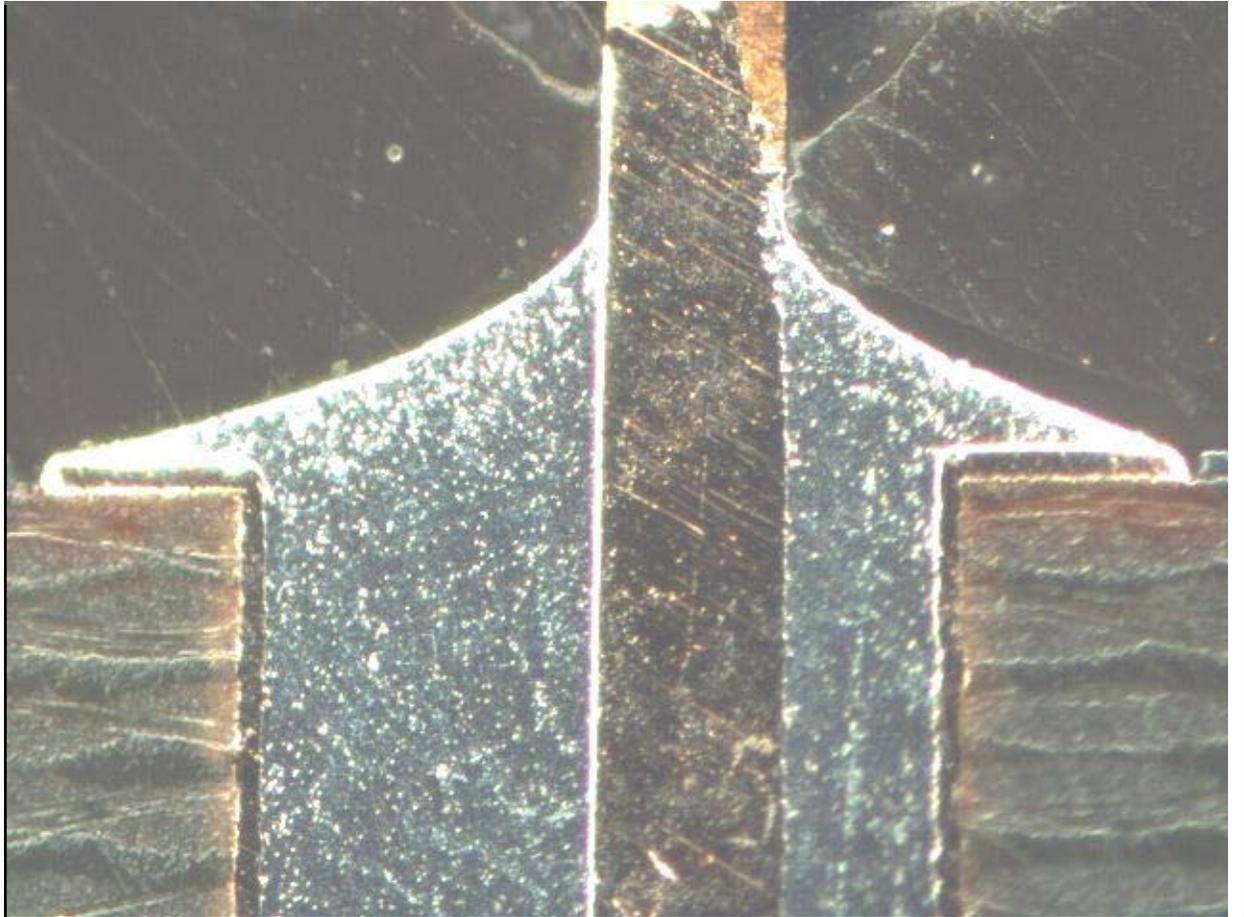


Image - Close up view of sample 56, K230, pin 4. The solder joint is good.



**Supplier Cycle**

<b>Approver Name:</b> Bloomer Carl G10909	<b>Date Analysis Complete:</b> 11 Dec 2007
	<b>Date Final Analysis Complete:</b>

**CAR Section**

1. Select appropriate CAR database:
2. Select Applicable CAR: |

**Approver's Signature**

**Name:** Bloomer Carl G10909

**Document History Section:**

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.

---

**From:** Joseph.Kosirowski@us.contiautomotive.com  
**Sent:** Tuesday, September 25, 2007 9:39 AM  
**To:** Holt, Jon (J.); Christensen, Kris (K.S.); Zielinski, Mark (M.A.); Alles, Sheran (S.A.)  
**Cc:** Steve.Knapp@us.contiautomotive.com; Joseph.Kosirowski@us.contiautomotive.com; John.Griffith@us.contiautomotive.com; Roseann.Mace@us.contiautomotive.com  
**Subject:** EN114 LCM evaluation update.

**Attachments:** Analysis\_Request\_IL0839923.pdf



Analysis\_Reque  
\_IL0839923.pdf

All,

The thermal shock units should be ready for the 250 hour inspection this week.

The PTC units are running per last weeks update. I am trying to follow up on the 2nd, 3 units status.

The cross sectioning is complete and attached. Out of the 3 groups, the 2nd 2 units, which were the new PCB and current production relays with 0.040" FR4 spacers under them, provide the best solder joints of the 3 groups. The top fillet is full and the solder flowed through the barrel. This should provide a more robust design over time and temperature. The next action item is to discuss the possibility of adding height to the relay standoffs to achieve the same results in a production environment. I will contact NEC's technical representative today. Let me know if you have questions on the cross sections.

Joe Kosirowski  
Technical Project Lead  
Continental Automotive Systems Division  
21440 West Lake Cook Rd., Deer Park IL 60010  
Office:847-862-2742  
Fax:847-862-8241  
Cell:847-553-8575  
email: Joseph.Kosirowski@us.contiautomotive.com  
www.contiautomotive.com  
(See attached file: Analysis\_Request\_IL0839923.pdf)



ANALYSIS REPORT

---

<b>Continental Part Number:</b>	<b>Quantity:</b>
<b>Supplier:</b>	<b>Date Code:</b>
<b>Description:</b> MY05 EN114 Lighting Control Module - Experimental modules requiring cross sectioning of Q220	
<b>Product :</b> BCM MOL	<b>Supplier P/N:</b>
<b>Requester:</b> Kosirovski Joseph G10852	<b>Point of Failure:</b> Not Defective
<b>Analyst:</b> Scallan John G10810	<b>Distribution:</b> Knapp Steve CSK004; Mace Roseann G10879

---

**Fail Mode:**  
Not Defective

**Fail Mechanism:**  
Cross Section only

**Conclusion/ Summary:**  
Twelve solder joints on 6 relays were cross sectioned and examined microscopically. The joints varied from good to bad.

**Recommendations:**  
Containment:  
Action Items:  
Corrective Action:

Modules labeled 1: New PCB with NEC suggested hole sizes and NEC hand epoxied relays.  
Modules labeled 2: New PCB with NEC suggested hole sizes and current production relays with a 0.04" FR4 spacer underneath the relay to elevate the relay above the epoxy meniscus on the coil leads.  
Modules labeled 3: New PCB with NEC suggested hole sizes and current production relays.

Six relay designated K220 were cross sectioned along the pins 2 and 3 plane. The solder joints were examined and photographed. The table below is a summary of the condition of the joints.

- Sample 1A pin 2 - marginal solder joint - epoxy in via
- Sample 1A pin 3 - marginal solder joint - epoxy in via
- Sample 1B pin 2 - marginal solder joint - epoxy in via.
- Sample 1B pin 3 - marginal solder joint - epoxy in via
- Sample 2A pin 2 - good solder joint
- Sample 2A pin 3 - good solder joint
- Sample 2B pin 2 - good solder joint
- Sample 2B pin 3 - good solder joint
- Sample 3A pin 2 - marginal solder joint - epoxy in via
- Sample 3A pin 3 - marginal solder joint - epoxy in via
- Sample 3B pin 2 - bad solder joint - epoxy in via
- Sample 3B pin 3 - bad solder joint - epoxy in via

**Observation/Analysis Sequence:**  
An experiment was run on the soldering of the NEC relay with 3 treatments. This is a description of the treatments.

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.

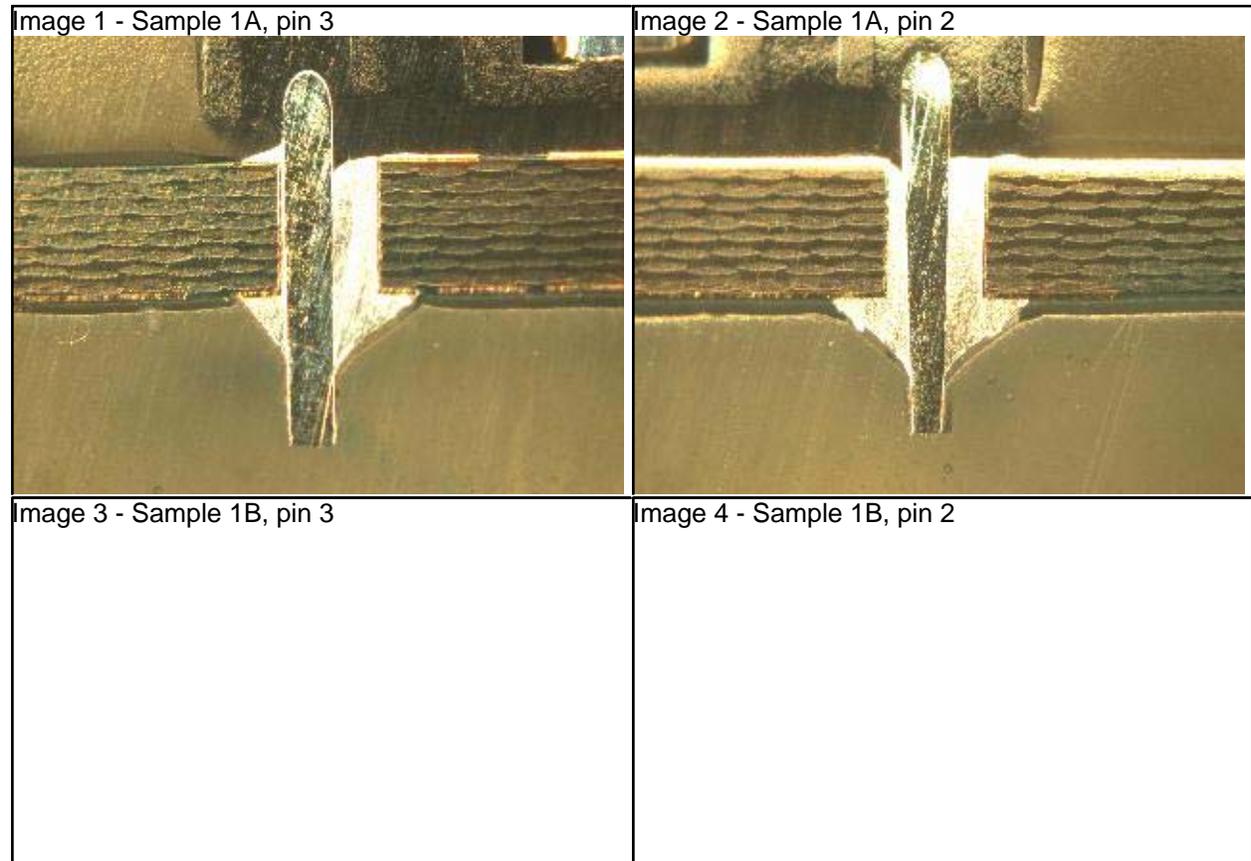
Modules labeled 1: New PCB with NEC suggested hole sizes and NEC hand epoxied relays.  
Modules labeled 2: New PCB with NEC suggested hole sizes and current production relays with a 0.04" FR4 spacer underneath the relay to elevate the relay above the epoxy meniscus on the coil leads.  
Modules labeled 3: New PCB with NEC suggested hole sizes and current production relays.

Six relay designated K220 were cross sectioned along the pins 2 and 3 plane. The solder joints were examined and photographed. The table below is a summary of the condition of the joints.

- Sample 1A pin 2 - marginal solder joint - epoxy in via
- Sample 1A pin 3 - marginal solder joint - epoxy in via
- Sample 1B pin 2 - marginal solder joint - epoxy in via.
- Sample 1B pin 3 - marginal solder joint - epoxy in via
- Sample 2A pin 2 - good solder joint
- Sample 2A pin 3 - good solder joint
- Sample 2B pin 2 - good solder joint
- Sample 2B pin 3 - good solder joint
- Sample 3A pin 2 - marginal solder joint - epoxy in via
- Sample 3A pin 3 - marginal solder joint - epoxy in via
- Sample 3B pin 2 - bad solder joint - epoxy in via
- Sample 3B pin 3 - bad solder joint - epoxy in via

---

**Images:**



This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.

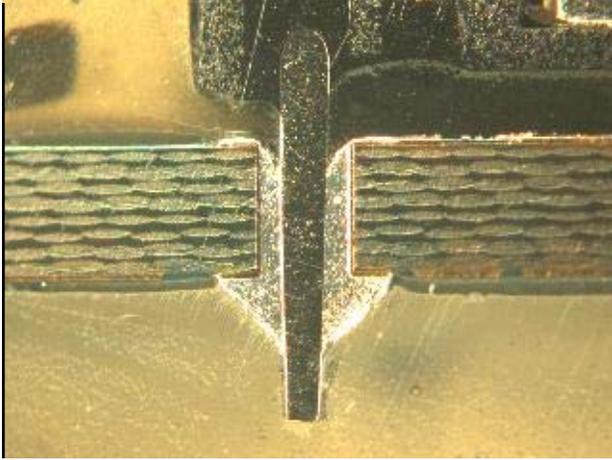


Image 5 - Sample 2A, pin 3

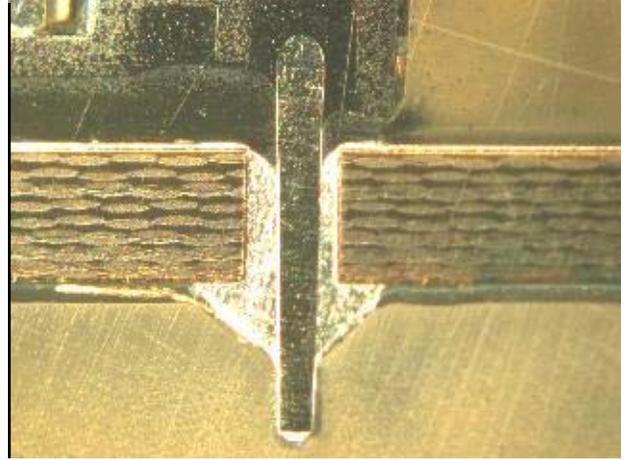


Image 6 - Sample 2A, pin 2

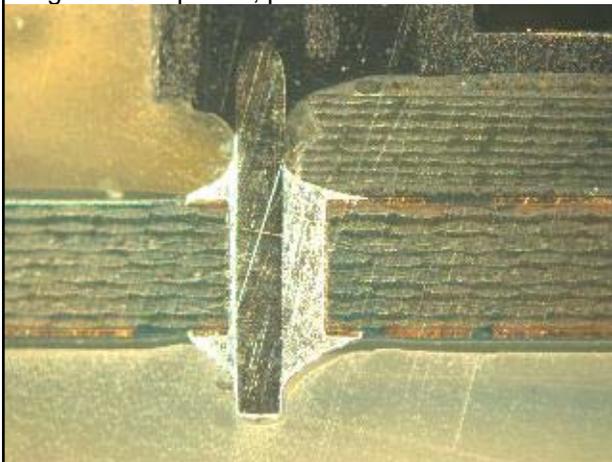


Image 7 - Sample 2B, pin 3

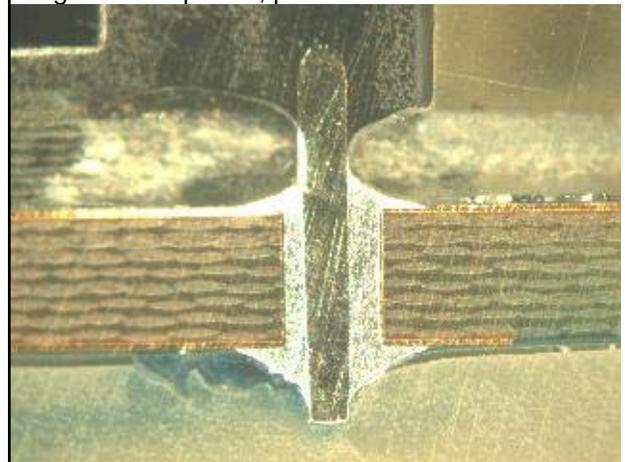


Image 8 - Sample 2B, pin 2

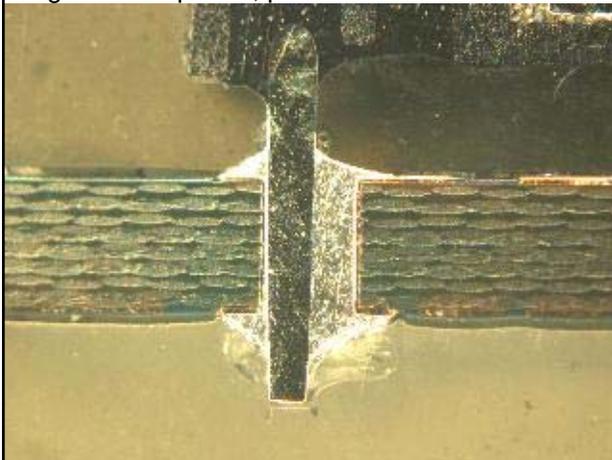


Image 9 - Sample 3A, pin 3

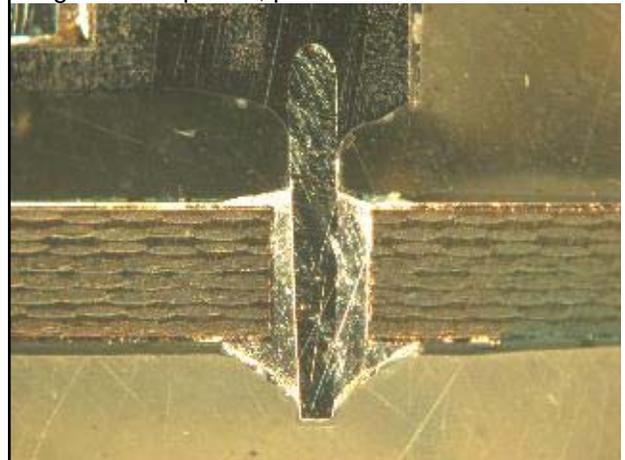


Image 10 - Sample 3A, pin 2

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.

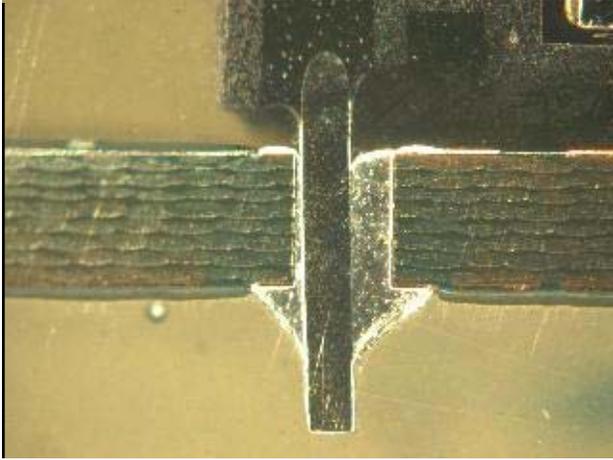


Image 11 - Sample 3B, pin 3

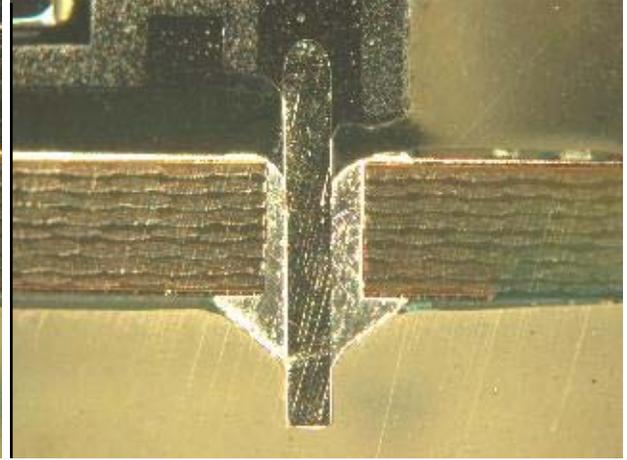
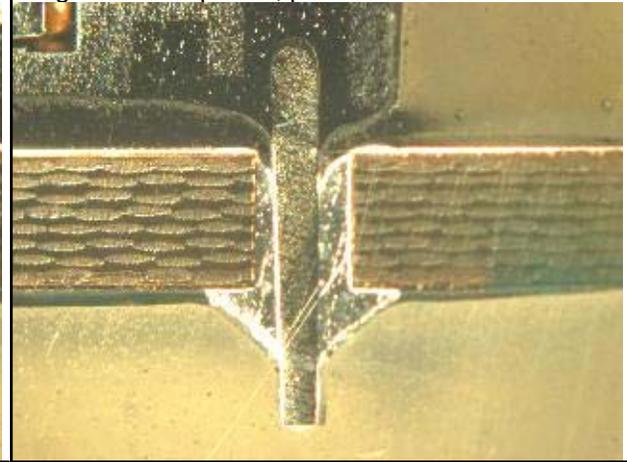
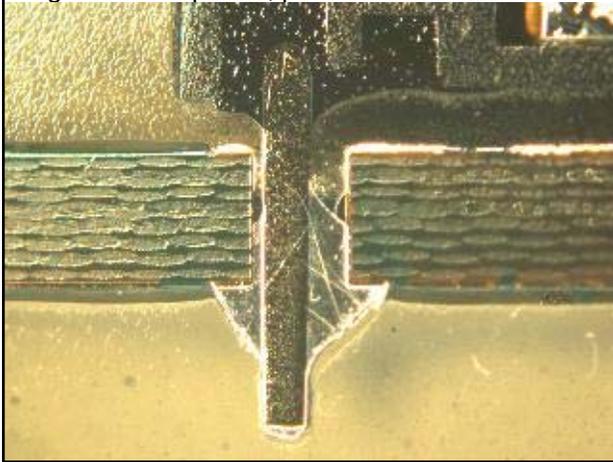


Image 12 - Sample 3B, pin 2



This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.

---

**From:** Holt, Jon (J.)  
**Sent:** Thursday, November 08, 2007 9:17 AM  
**To:** Haggerty, Terry (T.J.); Zielinski, Mark (M.A.)  
**Subject:** Cross sections from the hand built

**Attachments:** EN114LCM\_smaller hole\_shim\_1000PTC .pdf; EN114LCM\_smaller hole\_no shim\_1000TC .pdf

No shim under relay and shimmed relay.



EN114LCM\_smaller EN114LCM\_smaller  
hole\_shim\_100... hole\_no shim\_...

I still need to review with Keith Hodgson and get his approval on the new design...

# ANALYSIS REQUEST

**REPORT NO.**  
IL0840065

**X** Indicates that the field is required before saving the document.

Indicates that the field is required before submitting the request.

**Date last revised:** 5 Nov 2007

**Revision:**0

**Implementation Date:**

**Acknowledged**

## Author's Section

### Requester Information

<p><b>X</b> <b>Requester:</b> Knapp Steve CSK004</p> <p><b>? X</b> <b>Phone No:</b> 847 862 2792</p> <p><b>X</b> <b>Requester's Facility:</b> Deer Park</p> <p><b>Date Submitted:</b> 30 Oct 2007</p> <p><input checked="" type="checkbox"/> <b>Date Required:</b> 1 Nov 2007</p> <p><b>? Urgent Req. Explanation:</b> customer request</p> <p><input checked="" type="checkbox"/> <b>Type of Analysis:</b> Non Component Analysis</p> <p><input checked="" type="checkbox"/> <b>Analysis Facility (Lab):</b>Deer Park Component Engineering</p> <p><b>? <input checked="" type="checkbox"/> Function Requested:</b> Cross Section, Photo</p> <p><b>? Copy Report To:</b></p>	<p><input checked="" type="checkbox"/> <b>Product Name:</b> BCM MOL</p> <p><b>? Project/Line:</b> DD200016</p> <p><b>? <input checked="" type="checkbox"/> Source/Point of Detection:</b>Not Defective <b>Facility where module was manufactured:</b> Nogales</p> <p><b>Customer/Product Part Number:</b></p> <p><b>? Lot Code/Serial Number:</b></p> <p><b>? Reference or Customer Return C.A.R. Number:</b></p> <p><b>? Package Style/Type:</b></p> <p><input checked="" type="checkbox"/> <b>Description:</b>These are module from a DOE (shims) that underwent PTC</p>
---	--

### Supplier Information

<p><b>? Name :</b></p> <p><b>Part Number:</b> 3</p> <p><b>? Qty. Submitted:</b> 3</p>	<p><b>Assembly Facility:</b></p> <p><b>Fab Location:</b></p> <p><b>? Date Code:</b></p>
---	---

### Background Information

**? Symptoms/Requested Analysis:**

**Text:** Please cross section unit 1 K220 pin 1; unit 5 K220 pin 2; unit 7 K220 pin 3 (unit label on the connector, hand written)



Attachments: board overlay.pdf      Lead numbering.DOC

**? Comments:**Please cross section unit 1 K220 pin 1; unit 5 K220 pin 2; unit 7 K220 pin 3 (unit label on the connector, hand written)

### Analysis Section

<p><b>Analyst:</b> Scallan John G10810</p> <p><b>Date Assigned:</b> 5 Nov 2007</p>	<p><b>Reassigned Analyst:</b></p> <p><b>Date Reassigned :</b></p>
--	---

<p><b>Date Samples Received:</b> 5 Nov 2007</p> <p><b>Commitment Date:</b>1 Nov 2007</p> <p><b>Date Preliminary Analysis Complete:</b></p>	<p><b>Reason for Resubmittal:</b></p> <p><b>Date Resubmitted to Requestor:</b></p> <p><b>Date Returned by Requester:</b></p>
--	--

### Activity Log:

<b>Mode Code:</b> 12	<b>Mechanism Code:</b>
----------------------	------------------------

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.

**Mode:** Not Defective

**Mechanism:** No Trouble found

**Techniques/Procedures Used:** Cross Section, Visual Examination

**Observation/Analysis Sequence:**

Relay K220 was cut from boards, 1, 5, and 7.

The samples were cross sectioned through the designated pins.

All of the solder joints look good. There is a proper wetting angle on both the top and bottom surfaces. The solder has wetted well to the pins and the PCB barrel.

**Conclusion (Exec Summary) - Not required for preliminary reports**

Cross section completed. Three good solder joints were observed.

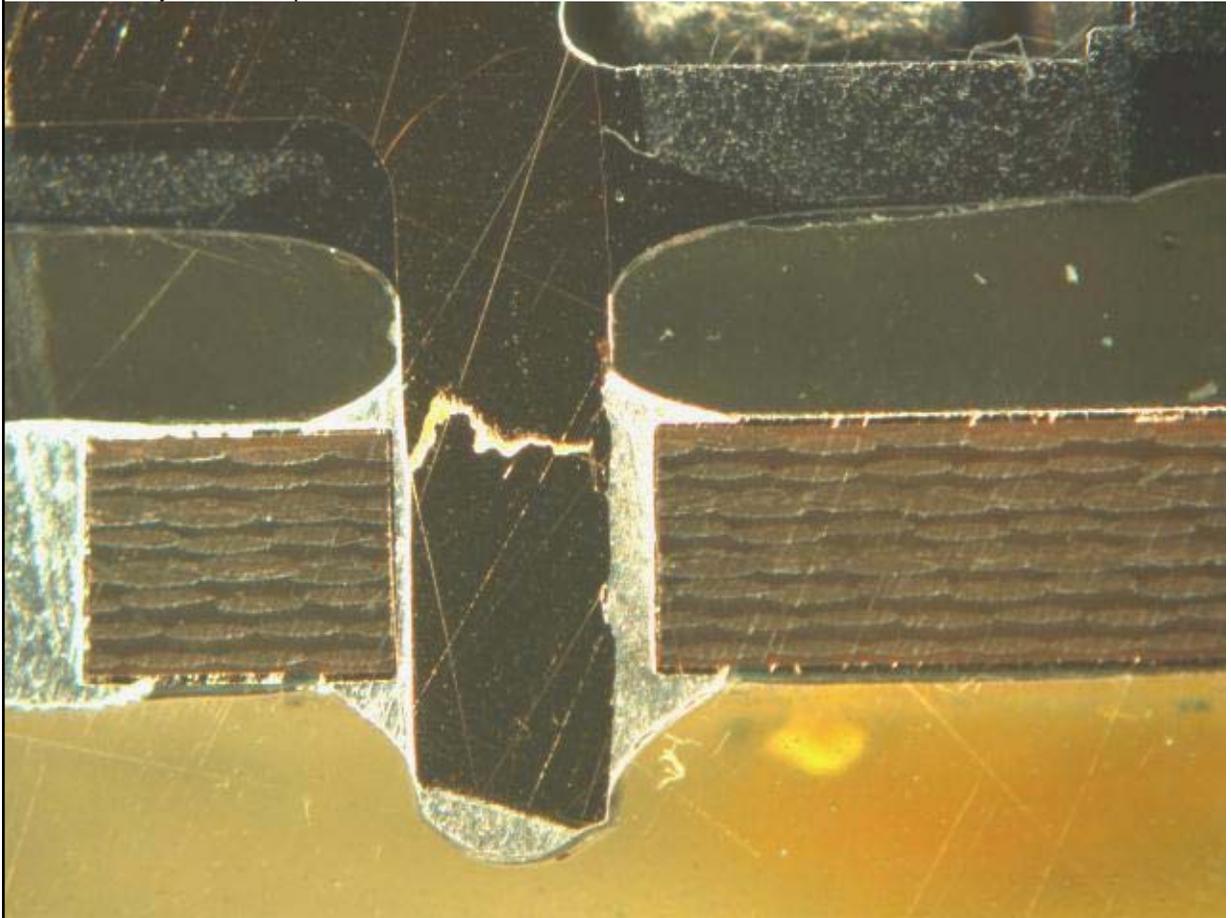
**Action Items Recommended:**

**Recommended Containment:**

**Recommended Corrective Action:**

? **Images:**

Image 1 - Cross section of sample 1. This is a good solder joint. The crack in the middle of the lead is an artifact of the cross sectioning.  
The lead is very thin at this point.



This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.

Image 2 - Cross section of sample 5. This is a good solder joint.

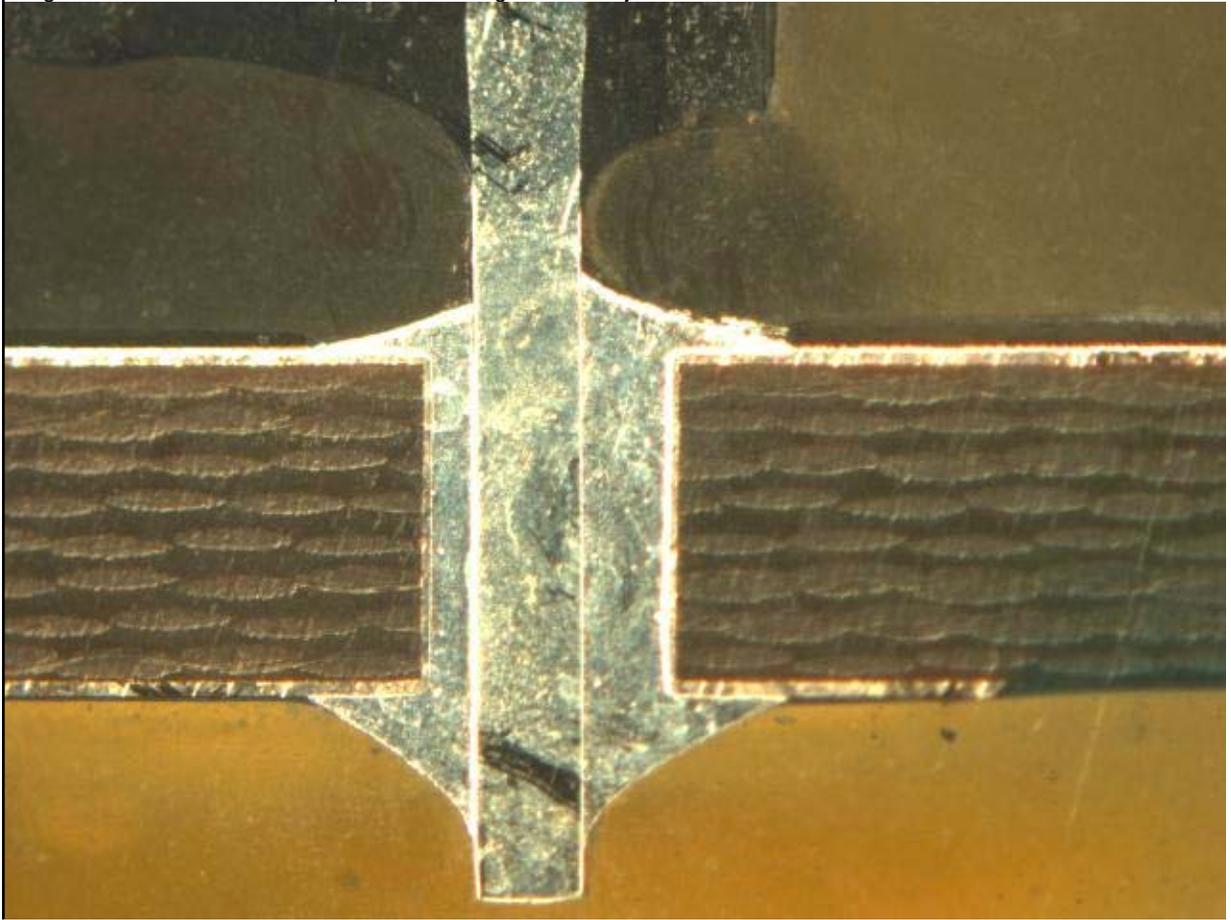
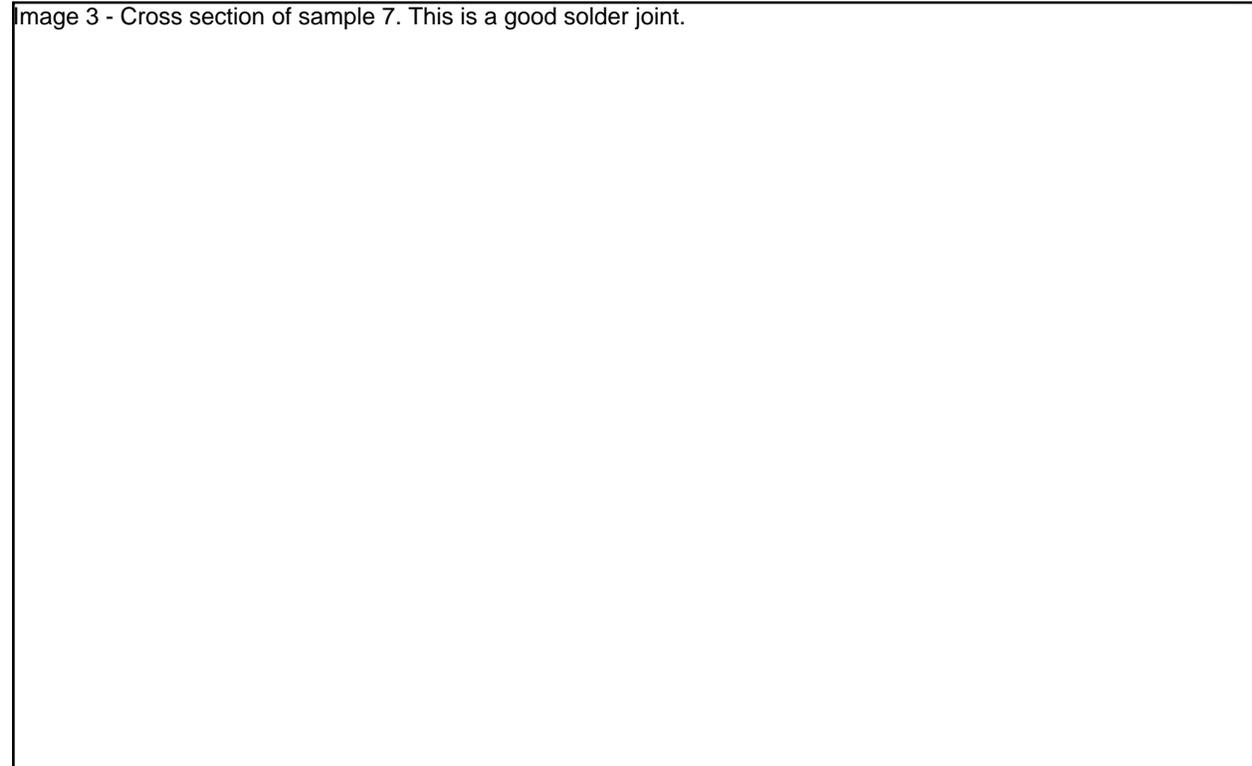
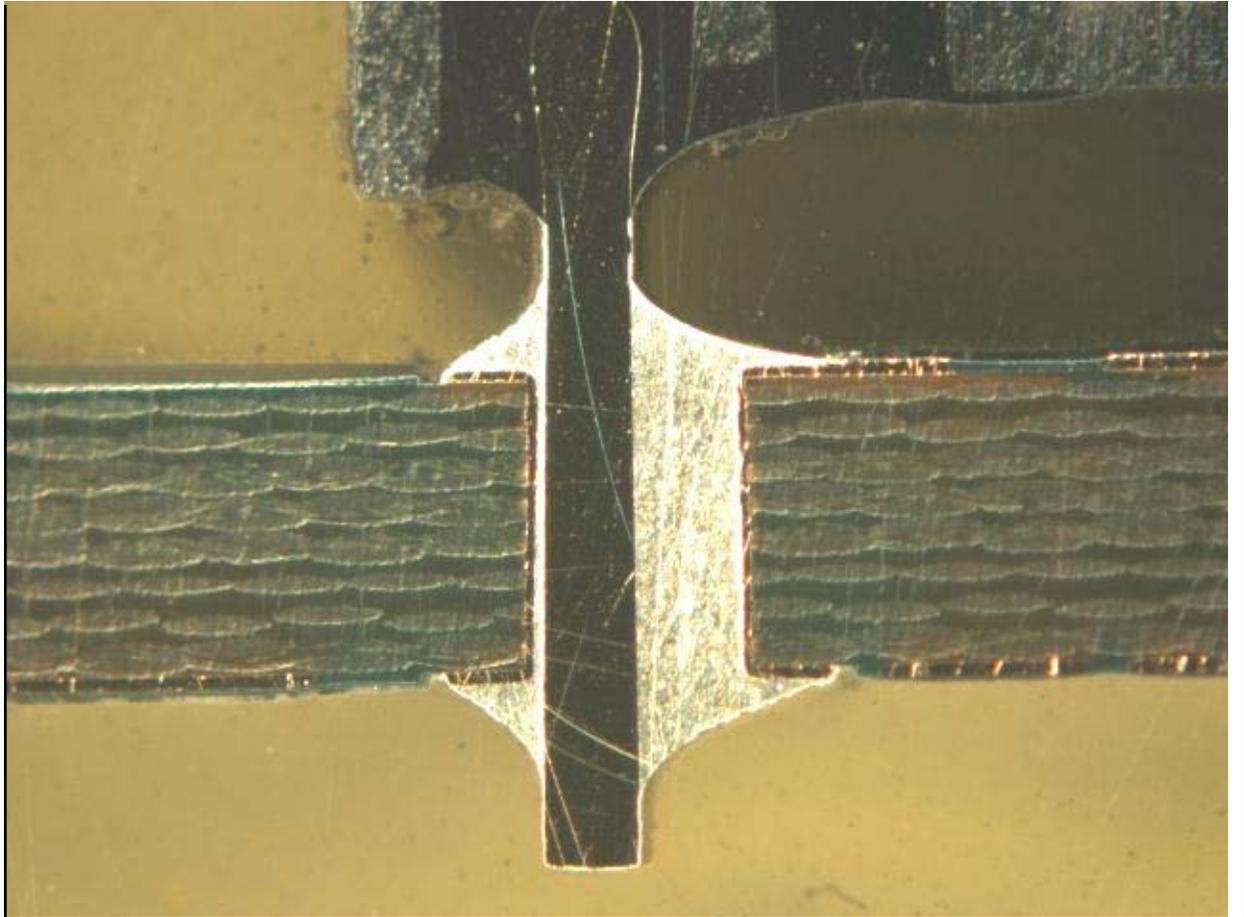


Image 3 - Cross section of sample 7. This is a good solder joint.



This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.



**Supplier Cycle**

<b>Date Sent to Supplier:</b>	<b>Splr Contact:</b>
<b>Need Date:</b>	<b>Email:</b>
<b>Escalation ON/OFF:</b> <input type="radio"/> ON <input type="radio"/> OFF	<b>Address:</b>
	<b>Phone Number:</b>

**Supplier Analysis/Corrective Action (Text/Attachments):**

**Supplier CAR Date:**

**Supplier Containment:**

**Supplier Root Cause Definition:**

**Supplier Corrective Action:**

**Supplier Report Disposition:**  Accepted  Rejected

**Date Closed:**

--	--

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.

<b>Approver Name:</b>	<b>Date Analysis Complete:</b>
	<b>Date Final Analysis Complete:</b>

**CAR Section**

1. Select appropriate CAR database:

2. Select Applicable CAR: |

**Approver's Signature**

Name:

**Document History Section:**



## ANALYSIS REPORT

---

<b>Continental Part Number:</b>	<b>Quantity:</b>
<b>Supplier:</b>	<b>Date Code:</b>
<b>Description:</b> These are evaluation units that have a smaller PCB hole for the relays to improve topside fillet formation	
<b>Product :</b> BCM MOL	<b>Supplier P/N:</b>
<b>Requester:</b> Knapp Steve CSK004	<b>Point of Failure:</b> Customer - Field
<b>Analyst:</b> Brandes Anita G10809	<b>Distribution:</b>

---

### Fail Mode:

Materials Analysis

### Fail Mechanism:

Questionable Design/Construction

### Conclusion/ Summary:

Cracks found in all of the suspect solder joints originate at the top of the joint. Epoxy from relay extends onto the top of the pins in the solder region, preventing solder from wetting to the pin and preventing good fillet formation. The effect of the smaller diameter hole cannot be determined because of the epoxy problem.

### Recommendations:

Containment:

**Action Items:** The program team should contact the supplier about the epoxy on the solderable area of the pins.

**Corrective Action:**

The cross-sectioned pins were examined with optical microscopy. Cracks were found in all 4 solder joints. The cracks originate at the top of each hole and extend as much as 1/2 the depth of the hole. Epoxy from the relay package appears to extend into the solder area of the pins on units #2, #29 and possibly #34. This prevents solder from wetting to the pin and prevents good fillet formation. Photos documenting the solder joints at the 4 pins are attached below. The effect of the smaller diameter hole cannot be determined because of the epoxy problem.

### Observation/Analysis Sequence:

Four substrates were submitted for cross-section examination of soldered pins on the K220 relay: 1 relay per substrate and 1 specific pin per relay. The samples were identified as unit 34 pin #1; unit 29 pin #2; unit 6 pin #3; unit 2 pin #4. These are evaluation units that have a smaller PCB hole for the relays. The program team wanted to know if the smaller hole helped to improve topside fillet formation. A dremel tool was used to cut the FR4 substrate around each relay. The relays were mounted in Epoxicure for cross-sectioning.

The cross-sectioned pins were examined with optical microscopy. Cracks were found in all 4 solder joints. The cracks originate at the top of each hole and extend as much as 1/2 the depth of the hole. Epoxy from the relay package appears to extend into the solder area of the pins on units #2, #29 and possibly #34. This prevents solder from wetting to the pin and prevents good fillet formation. Photos documenting the solder joints at the 4 pins are attached below. The effect of the smaller diameter hole cannot be determined because of the epoxy problem.

---

### Images:



This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.

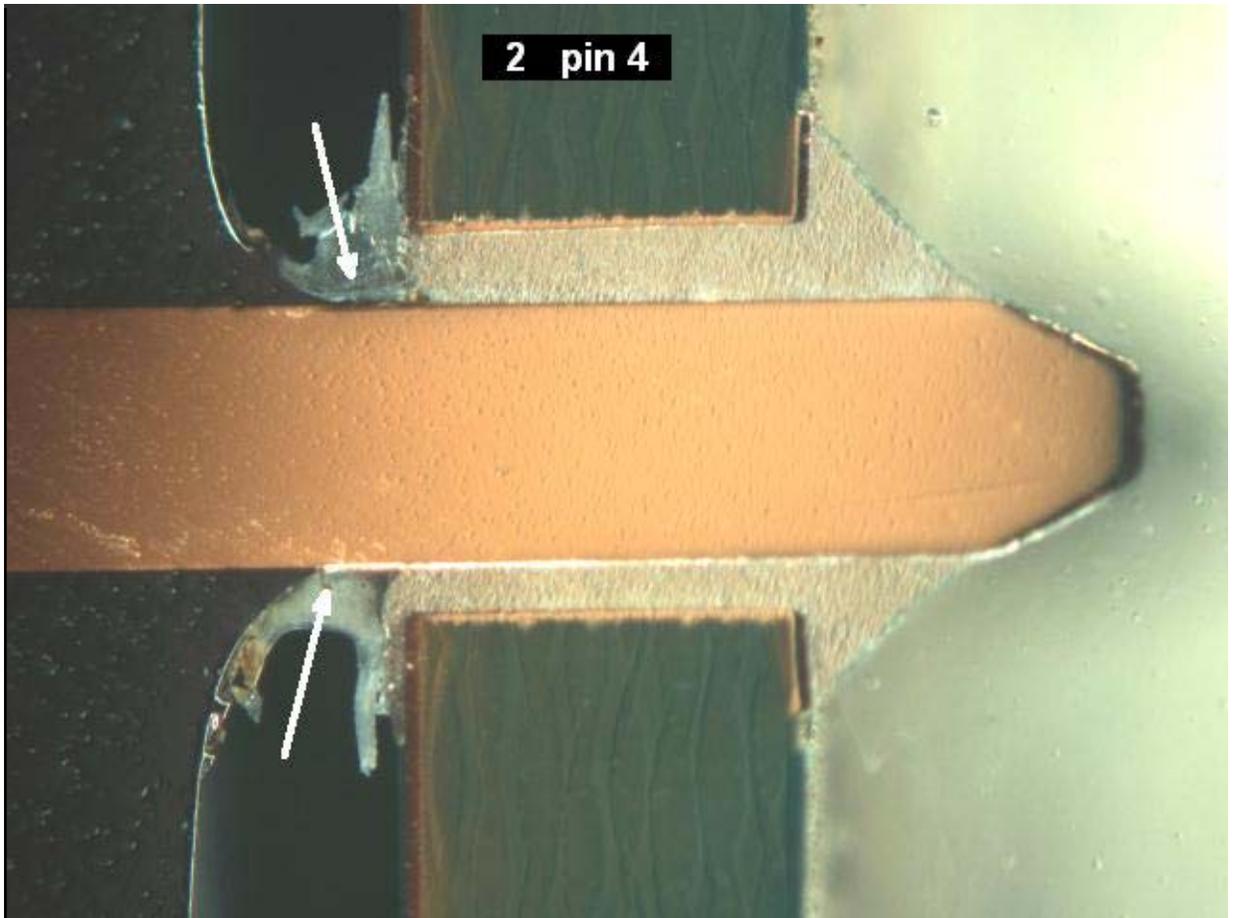


Image 1 through 5 Unit 2 pin 4

Image 1 White arrows point to the end of the bulk epoxy on the pin. Refer to image 3 which shows that the epoxy extend farther down the pin and affects solder wetting to the pin.

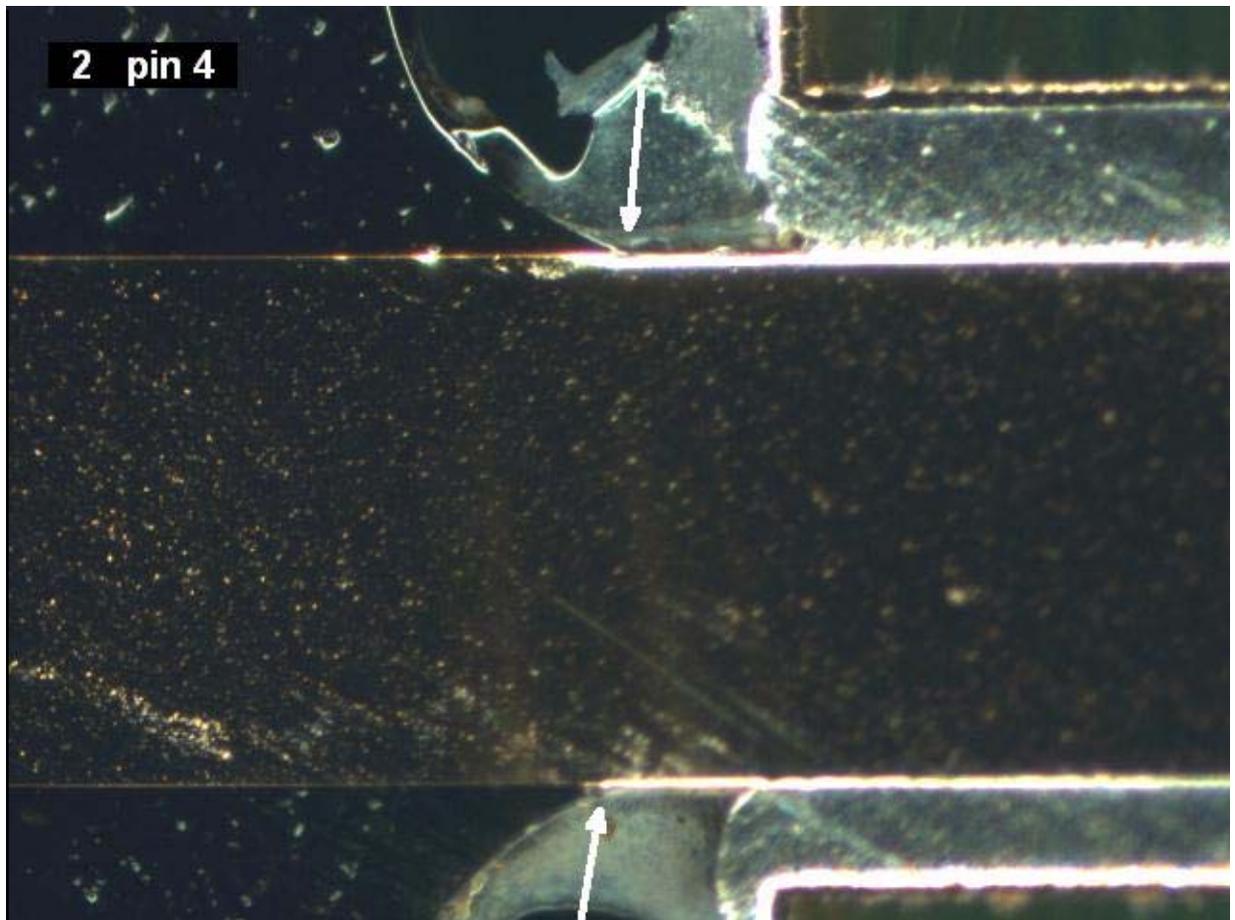


Image 2 Oblique angle lighting highlights the bulk of the epoxy.

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.

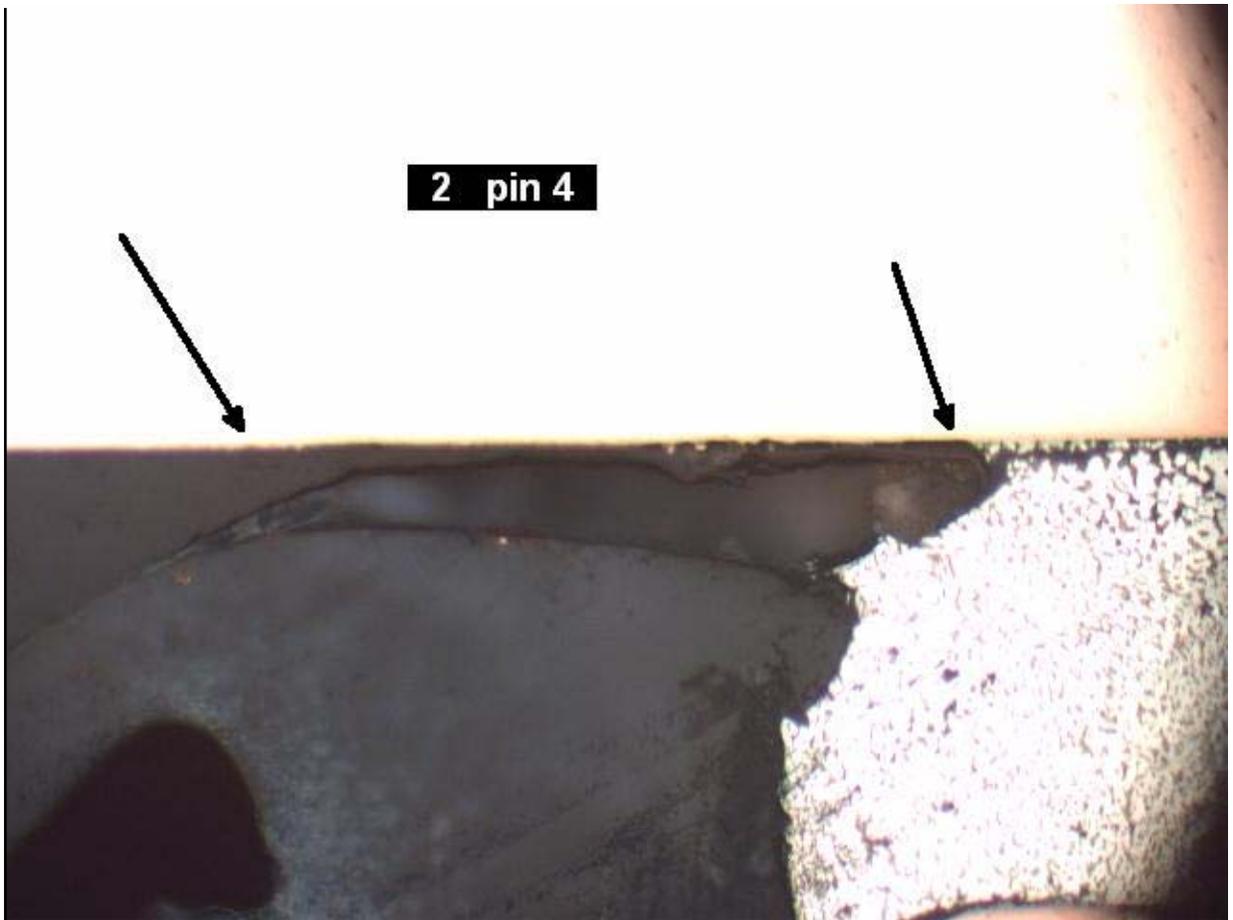


Image 3 Higher magnification image. The black arrows point to a thin coating of epoxy from the relay that coats the pin and prevents solder wetting to the pin.

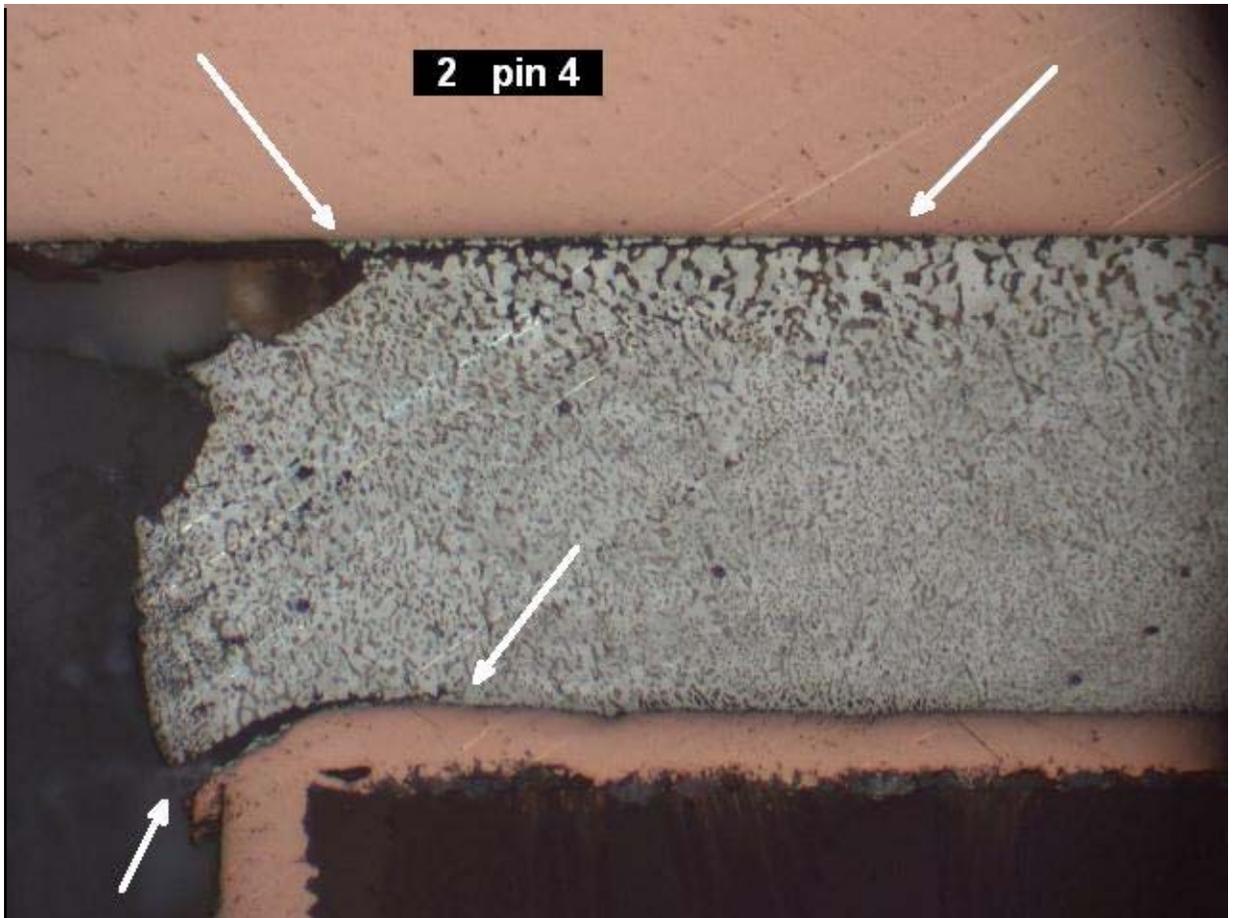


Image 4 White arrows point to cracks in the solder. The top 2 arrows point to a solder crack at the interface with the pin. Note that the solder is coarse and grainy along the pin. The bottom 2 arrows point to a crack in the solder at the top corner of the PCB barrel. This is a higher magnification image of the area shown in image 3.

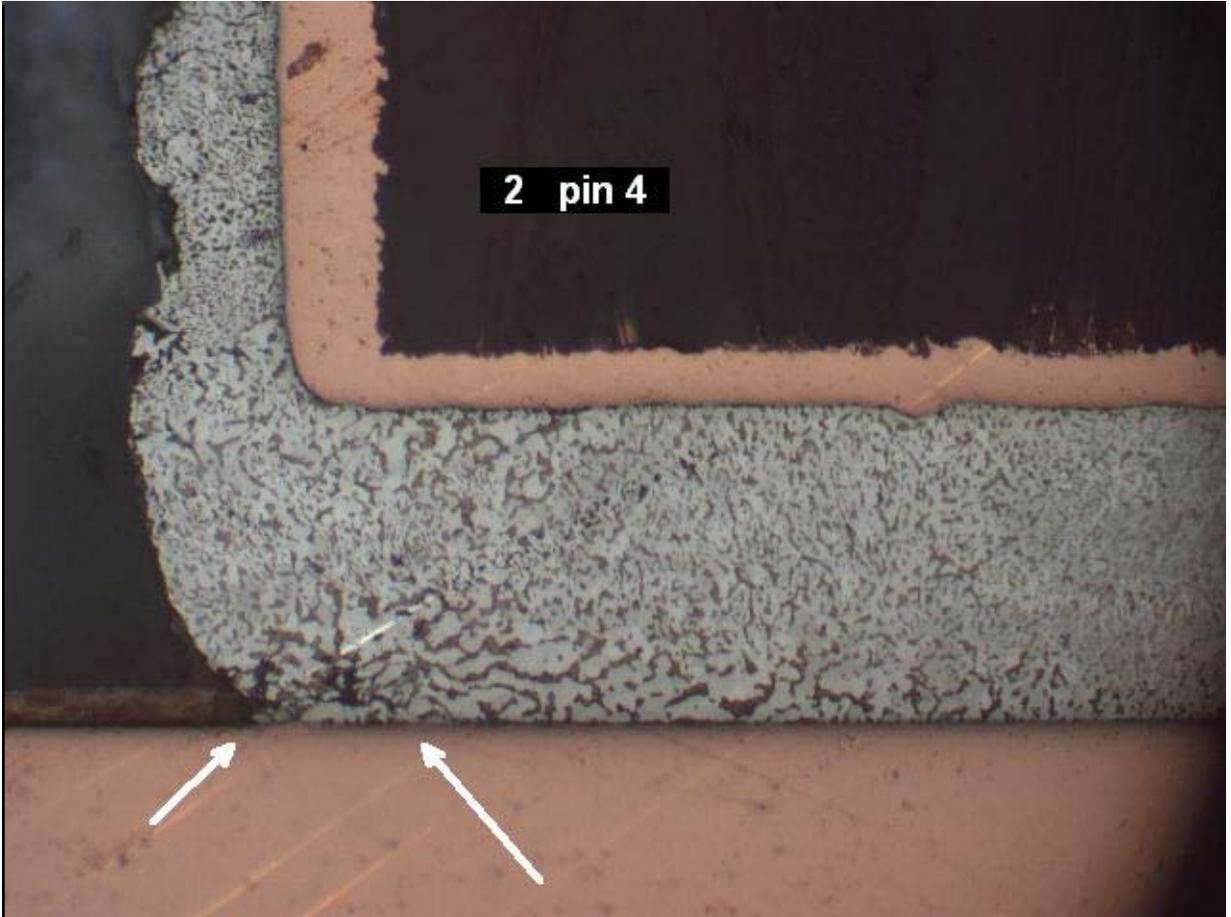


Image 5 The arrows point to a small solder crack in the other side of the cross-sectioned pin.

\*\*\*\*\*

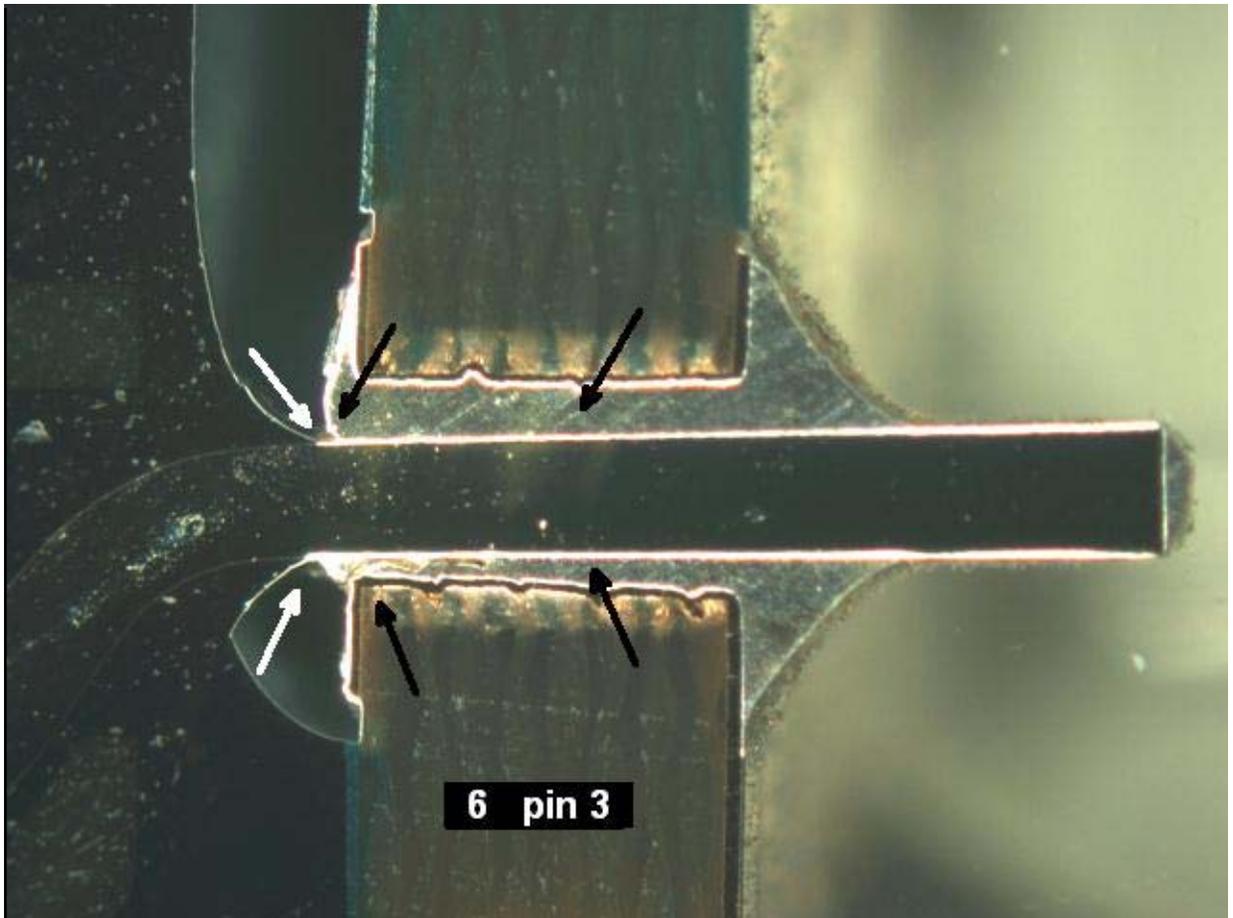


Image 6 through 11 Unit 6 pin 3

Image 6 White arrows point to the edge of the bulk epoxy and white arrows point the crack in the solder joint.

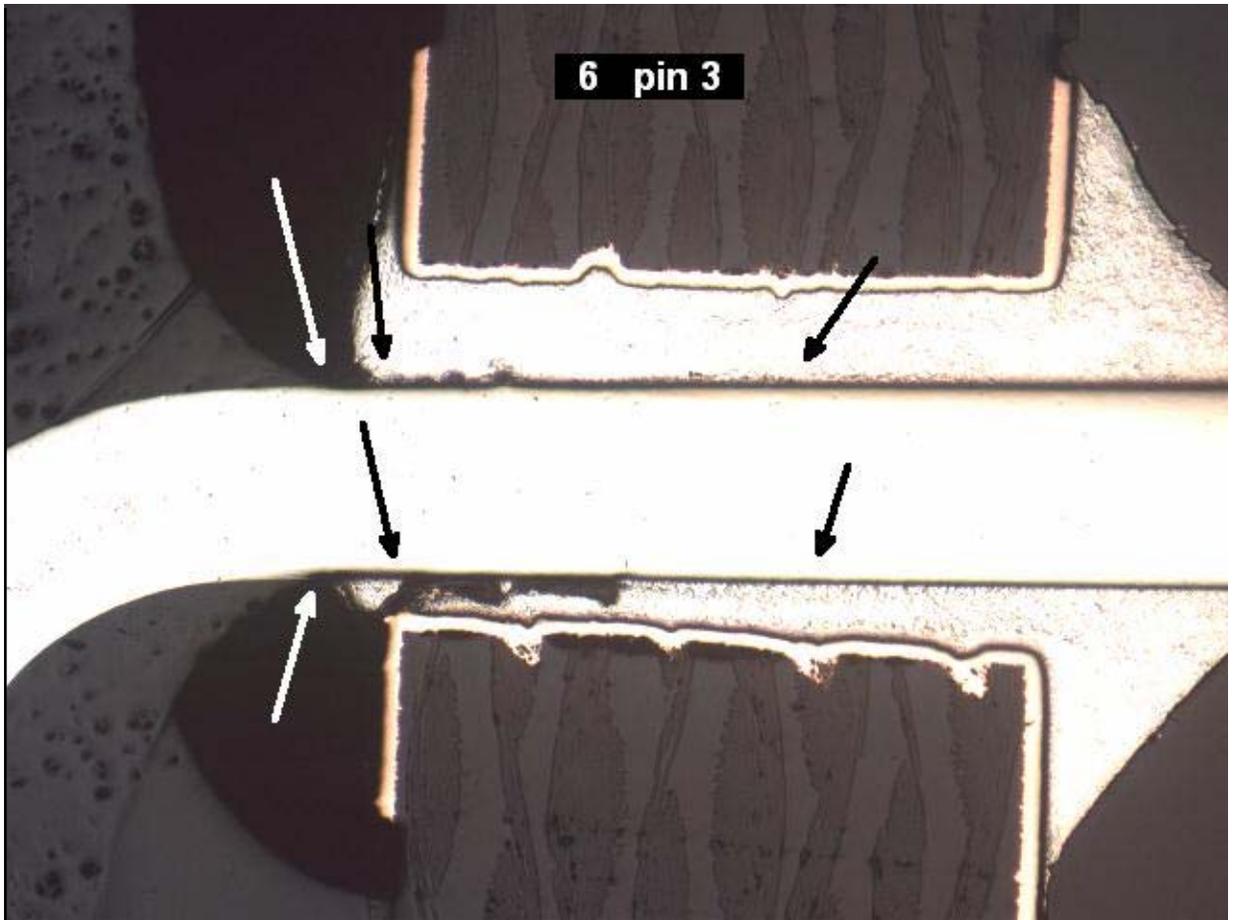


Image 7 Oblique angle lighting highlights the bulk of the epoxy (white arrows). Black arrows point to the solder crack.

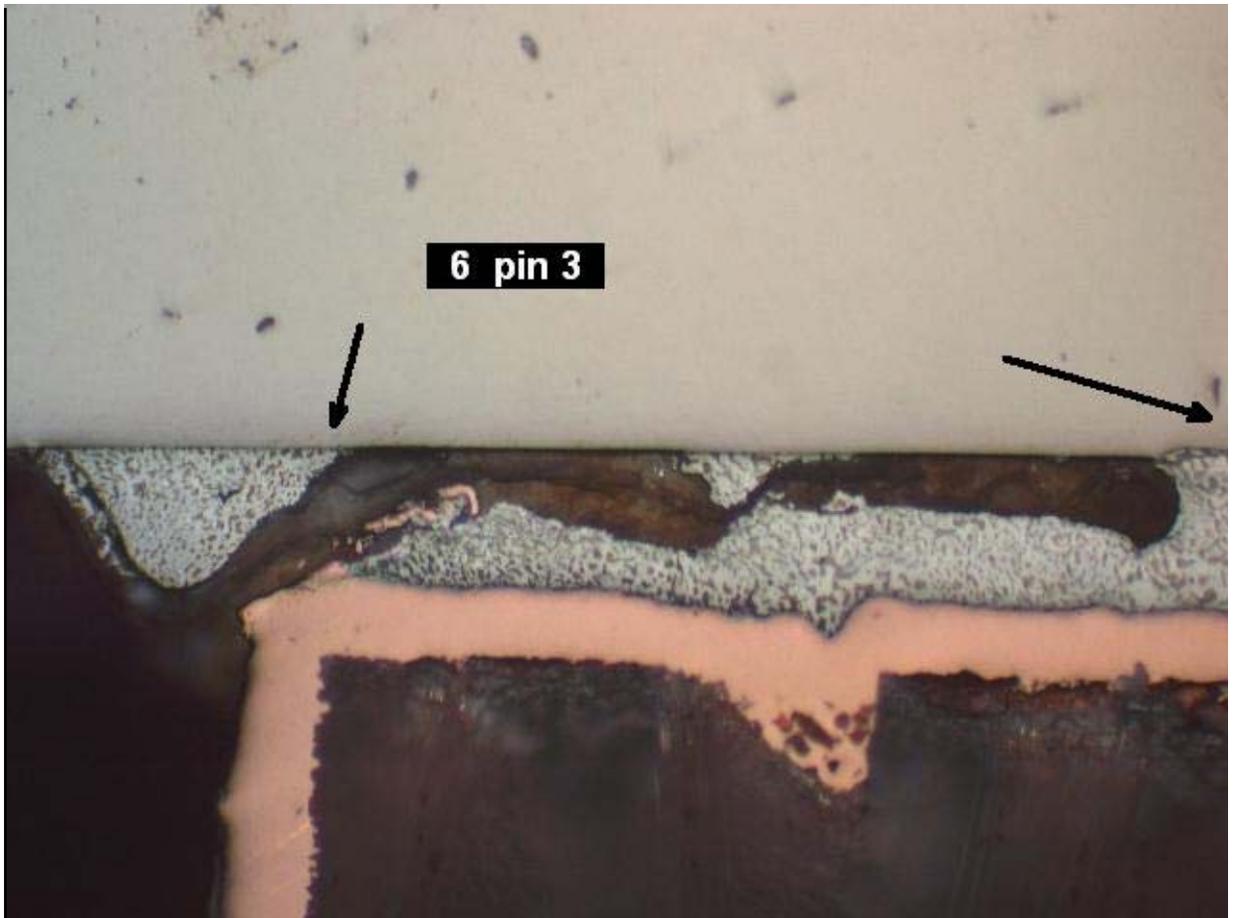


Image 8 Higher magnification image showing gap and solder crack at the top of the hole. This crack extends over 1/2 the depth of the PCB hole. Image 9 shows a fine crack extending beyond the large gap. While some solder is cracked around the top of the hole the gaps may also include solder voids.

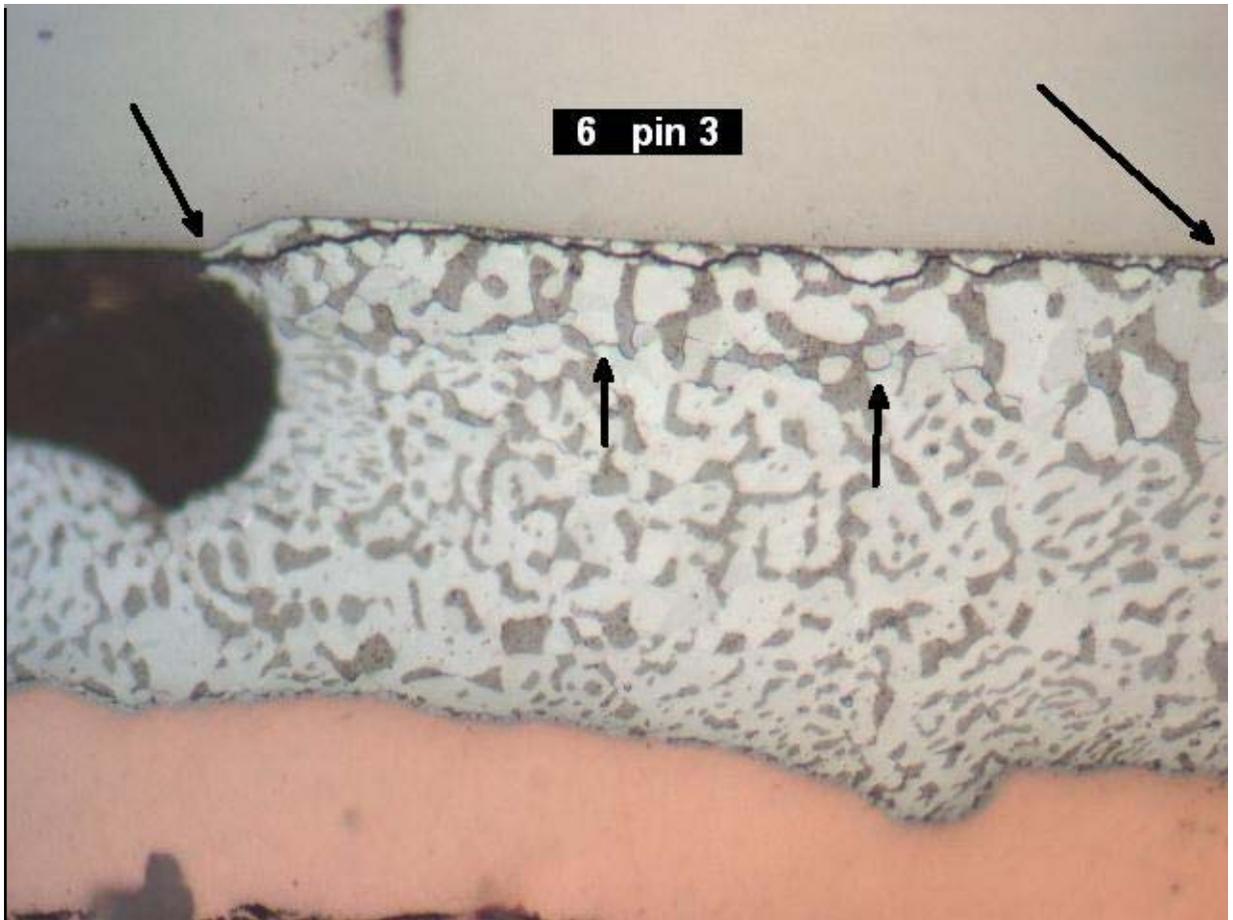


Image 9 Higher magnification image of the crack extending from the bottom of the gap shown in image 8.

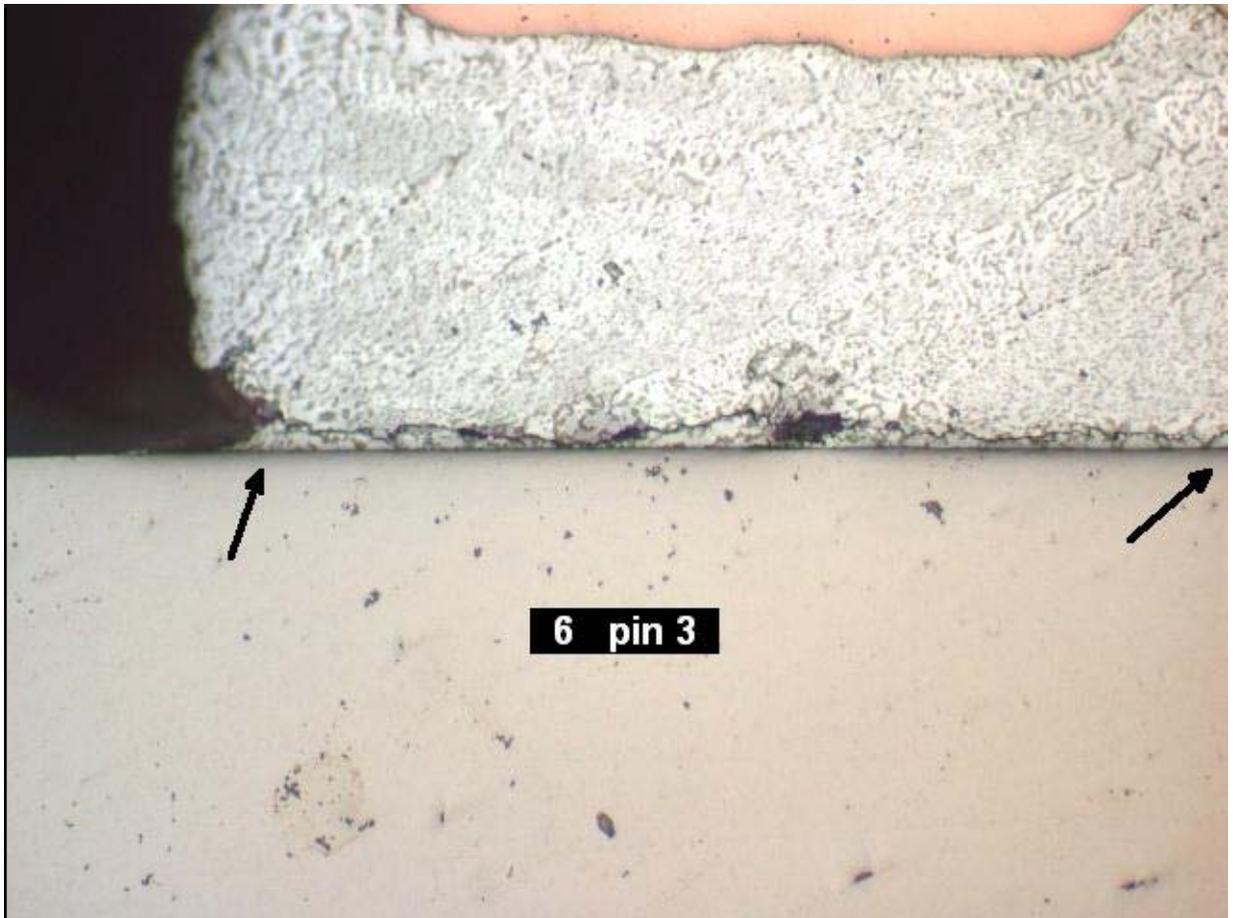


Image 10 The arrows point to a small solder crack in the other side of the cross-sectioned pin.

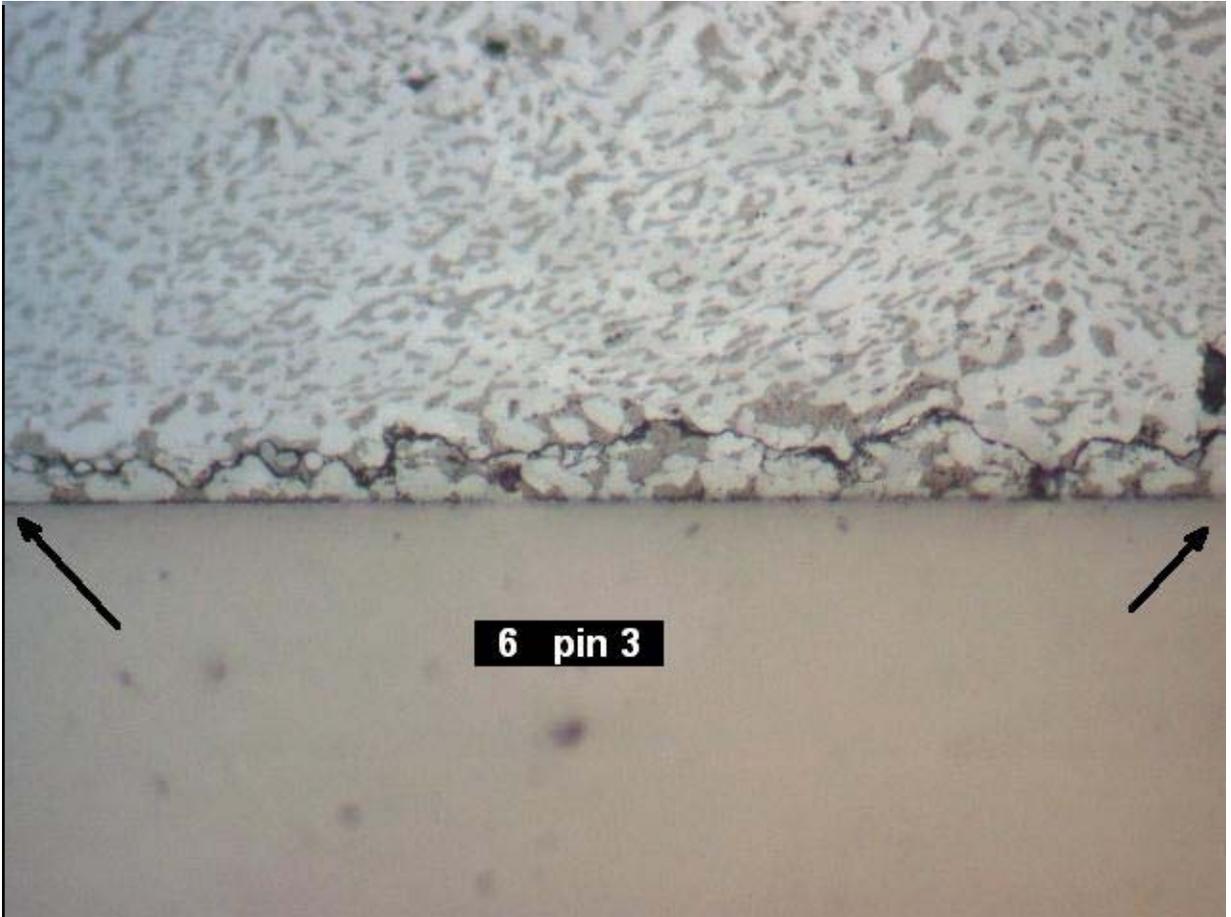


Image 11 Higher magnification image of the crack shown in image 11.

\*\*\*\*\*

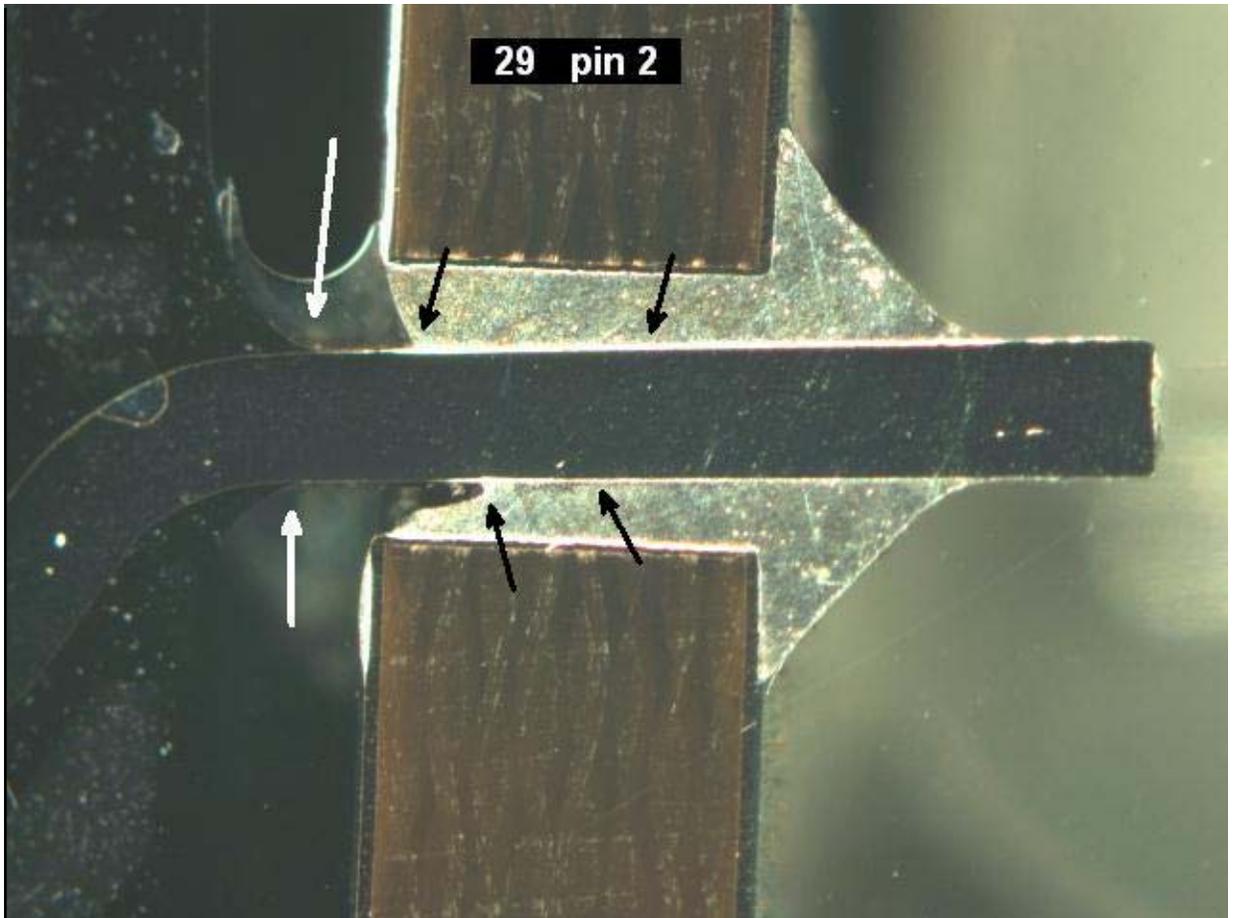


Image 12 through 18 Unit 29 pin 2

Image 12 White arrows point to the edge of the bulk epoxy and black arrows point the crack in the solder joint.

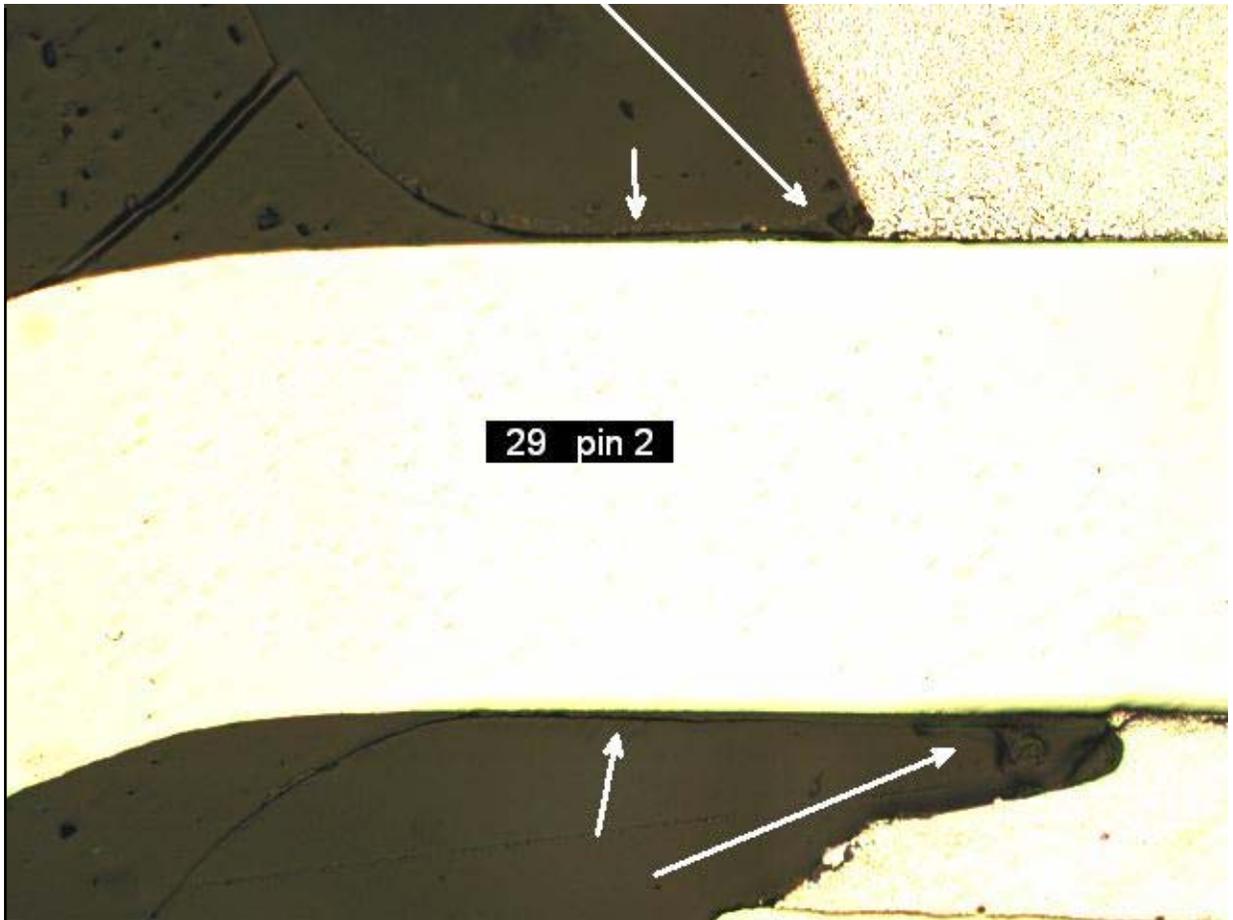


Image 13 Higher magnification image at the top of the hole. The white arrows point to a thin coating of epoxy from the relay that coats the pin and prevents solder wetting to the pin. Refer to images 14 and 15 for other views of this area.

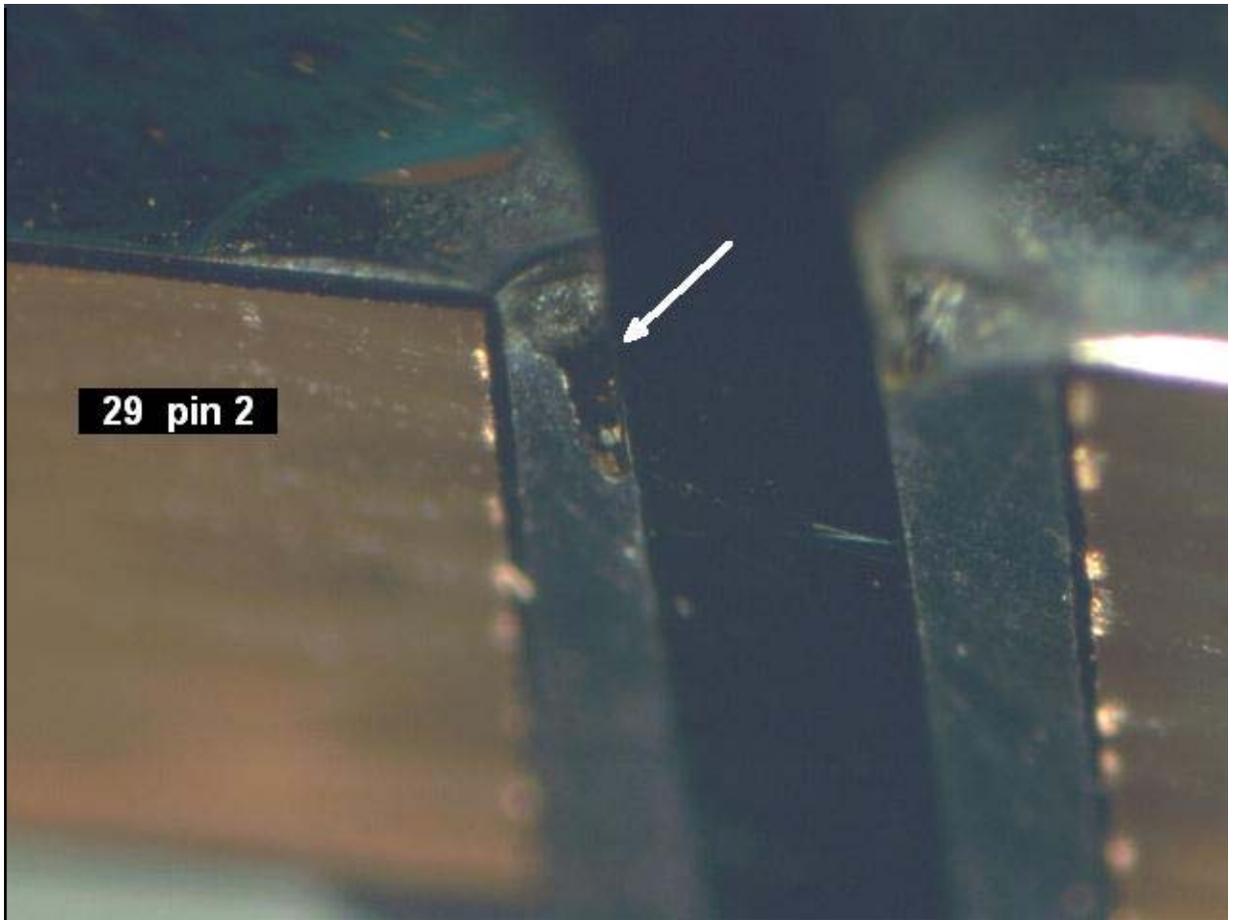


Image 14 Angled view showing the gap at the top of the hole where solder did not wet to the pin.

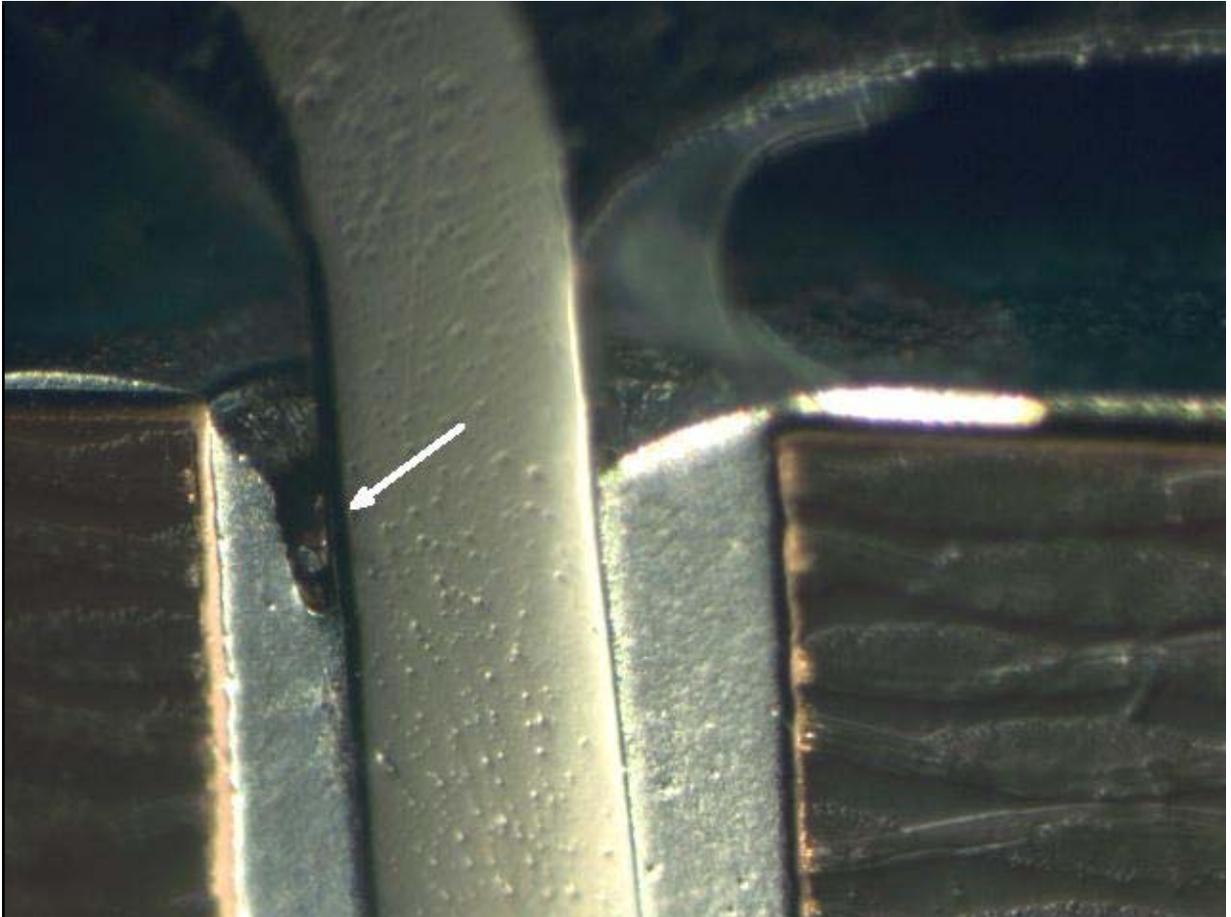


Image 15 Cross-sectioned view showing the gap at the top of the hole where solder did not wet to the pin.

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.

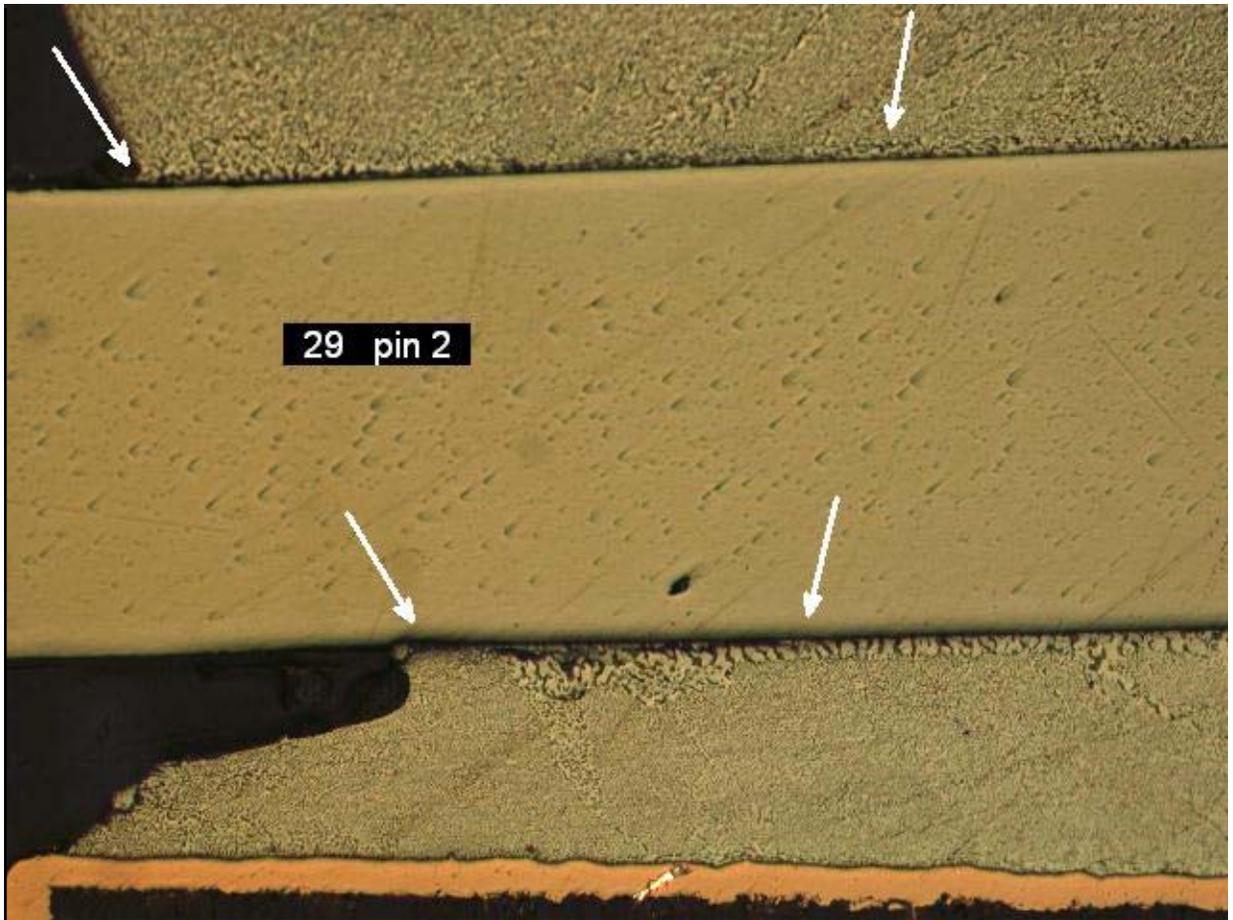


Image 16 Cross-section image showing the location of the solder crack (white arrows). Note how coarse grained the solder is next to the bottom side of the pin in this view..

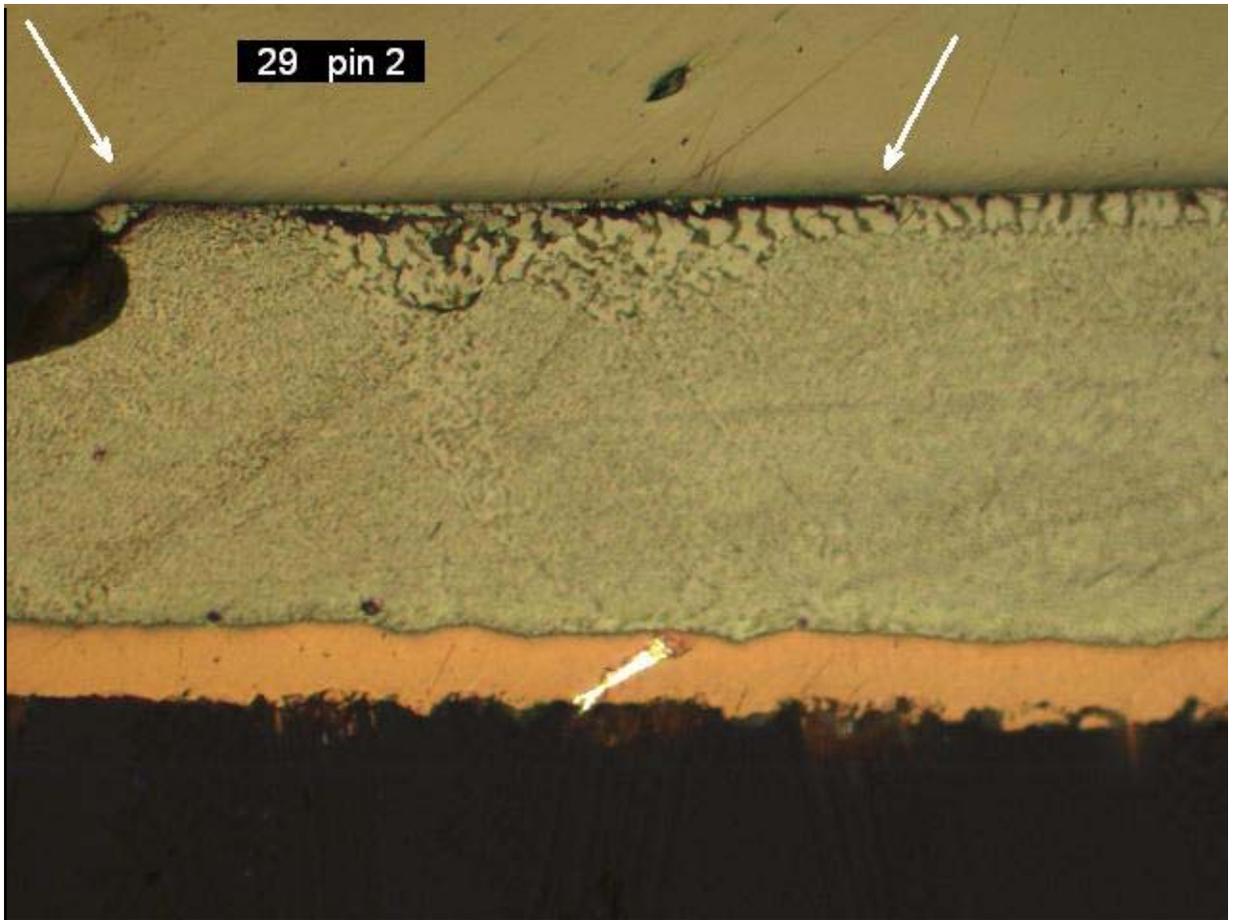


Image 17 Higher magnification image showing the crack on one side of the cross-sectioned pin.

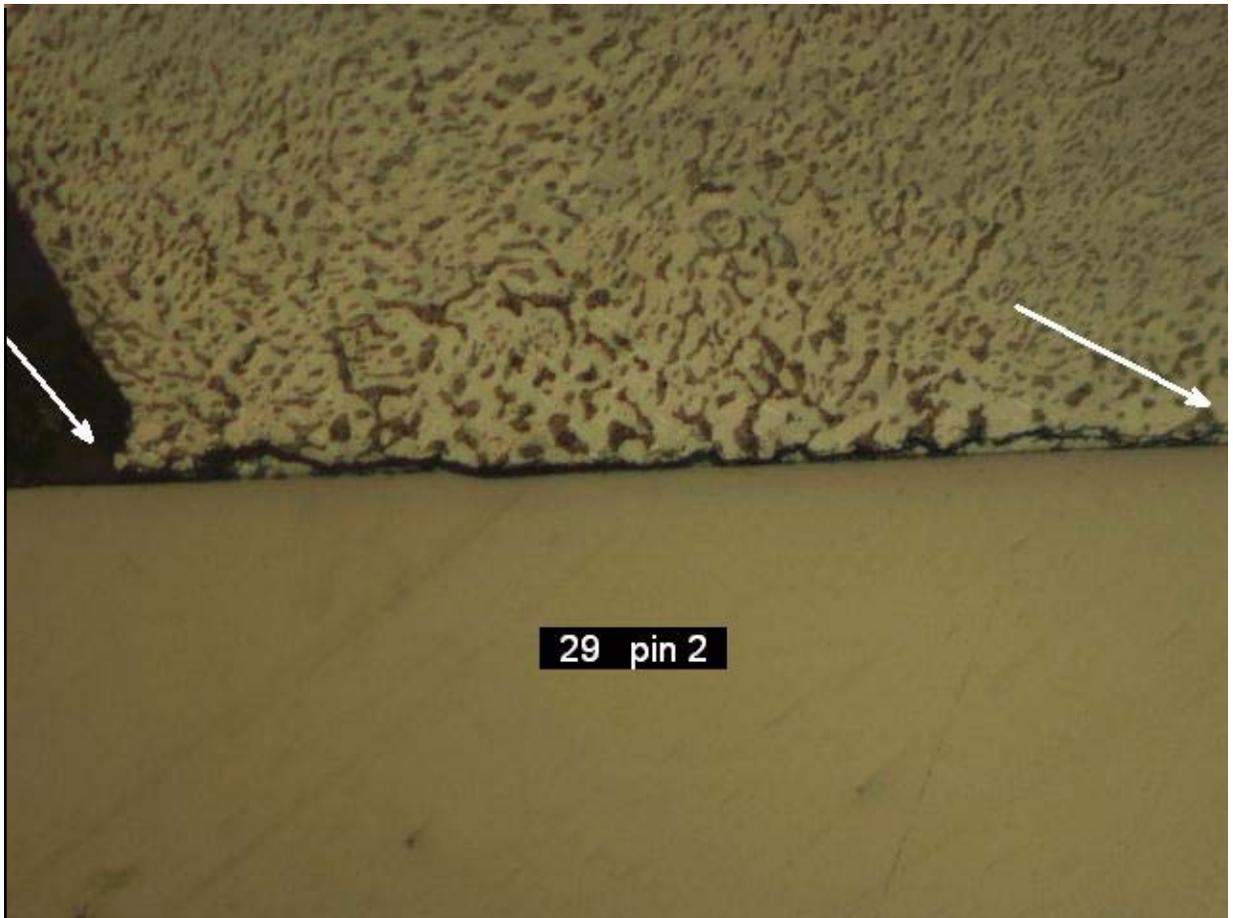


Image 18 Higher magnification image showing the crack on the other side of the cross-sectioned pin.

\*\*\*\*\*

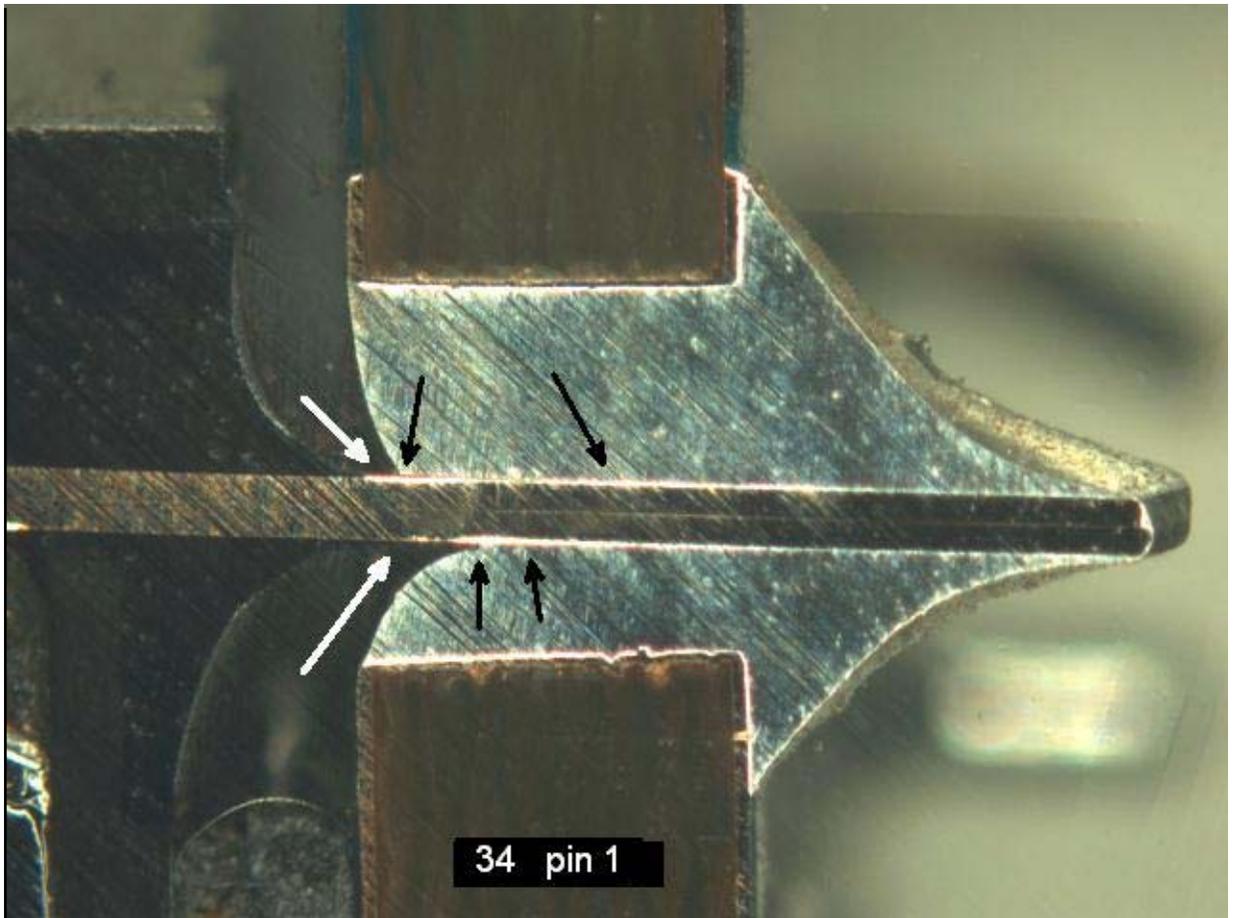


Image 19 through 21 Unit 34 pin 1

Image 19 White arrows point to the edge of the bulk epoxy and black arrows point the crack in the solder joint

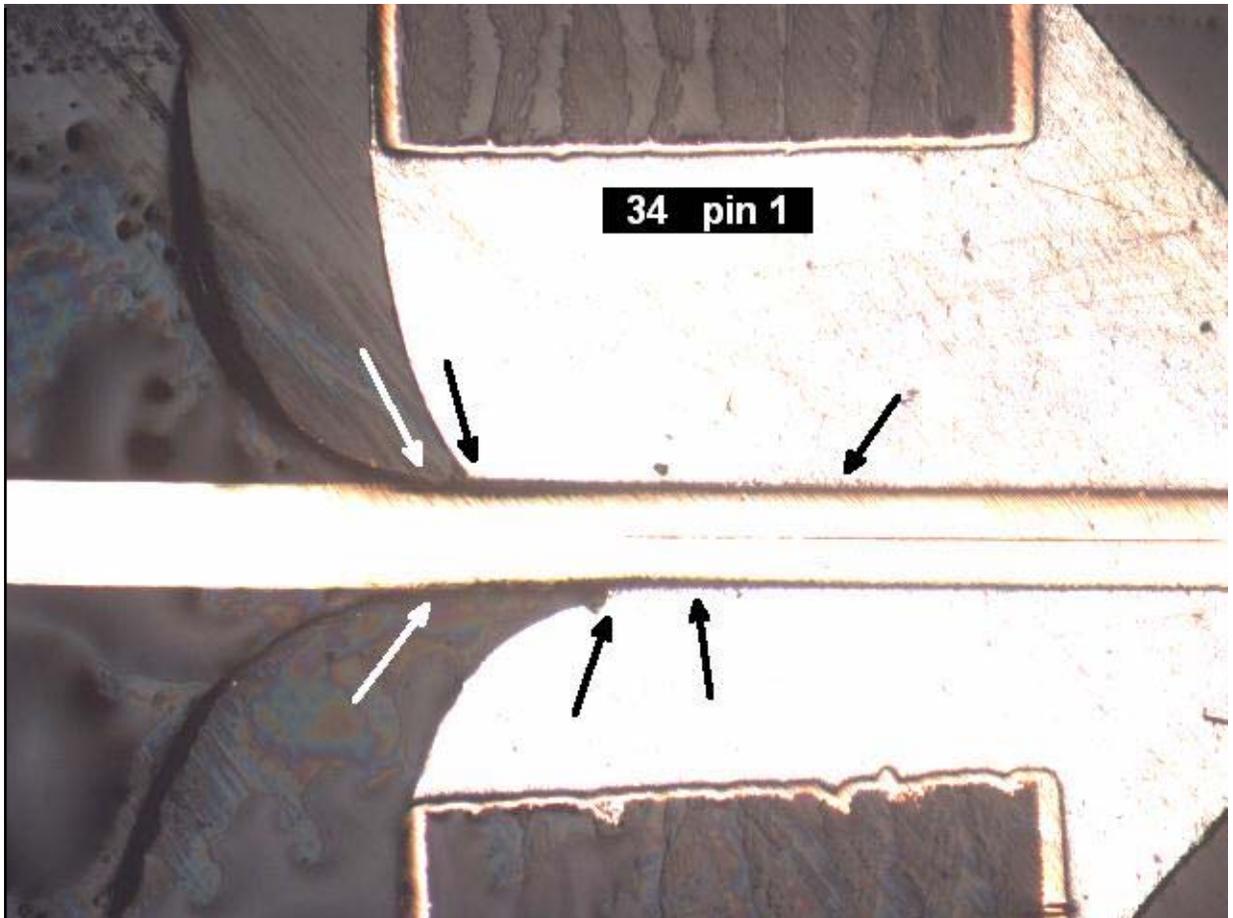


Image 20 Oblique angle lighting highlights the edge of the bulk epoxy ( white arrows) and black arrows point the crack in the solder joint. Epoxy from the relay may extend along the pin to an area below the top of the hole but it could not be verified during visual examination.



This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.

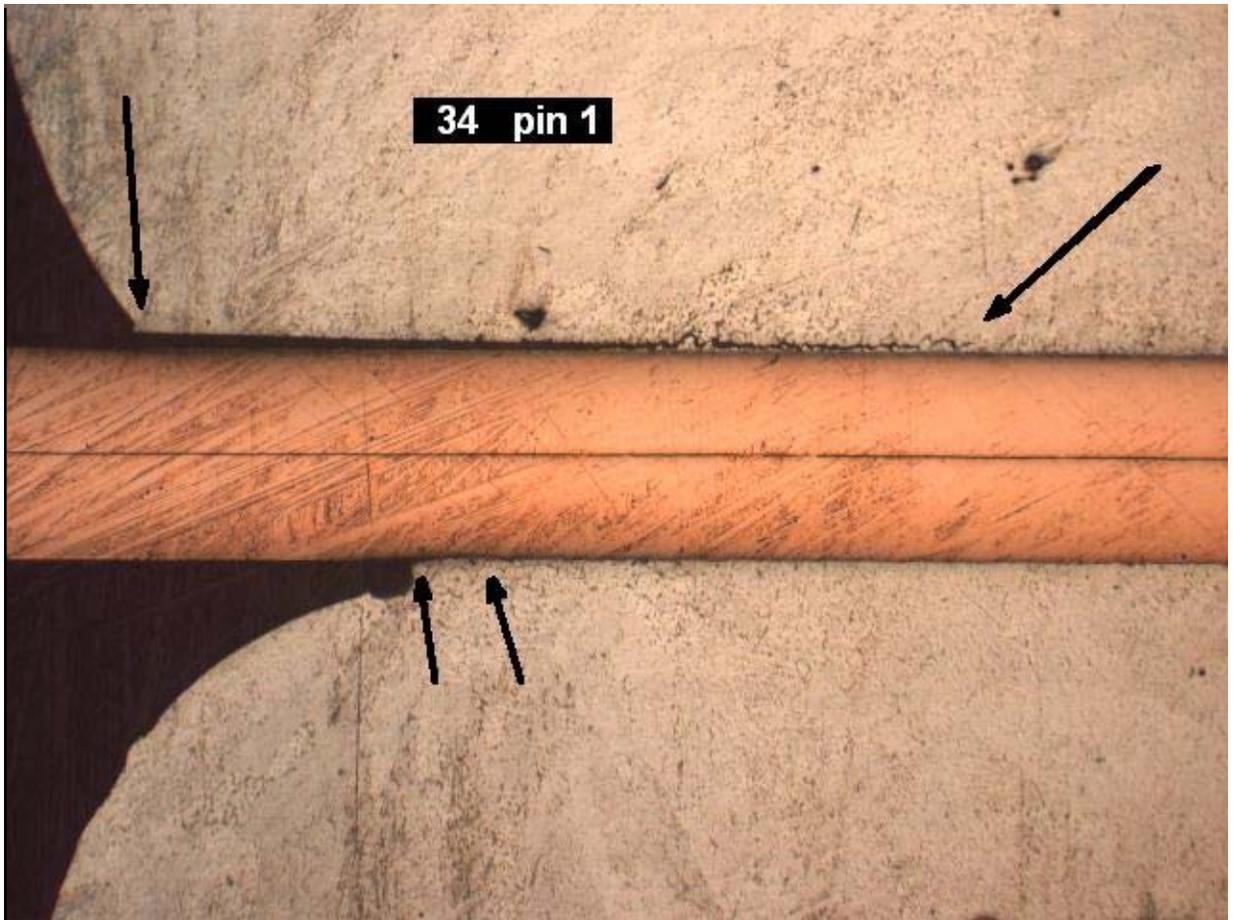


Image 21 Higher magnification image showing the location of the solder cracks ( black arrows).

---

**From:** Holt, Jon (J.)  
**Sent:** Thursday, October 18, 2007 12:06 PM  
**To:** Kerrigan, John (T.); Hodgson, Keith (K.M.)  
**Subject:** Continental's analysis and today's discussion

**Attachments:** Analysis\_Request\_IL0839765.pdf; 2003-5 CQIS 1.xls



Analysis\_Request\_I  
L0839765.pdf...

Guys, here is the analysis from Continental on one of the original DV units.

From yesterday we discussed a slew of items.

The first item is what type of testing can be done on the new designs to show an improvement over the current design. 2000 hrs of Thermal Shock with functional testing of a module every 250 hrs. Sectioning discussed but I'm not sure it was required.

We then talked about why police units are showing a higher incident rate than retail. It was mentioned that since the fillet where not totally filled and/or cavities existed in the solder joint that once a crack started it becomes a mechanical issue being secured to the cross car beam. Also, the location of the module exposed it to greater thermal cycles.

Next we talked about what additional testing on the current modules in testing would be needed to PSW them. Humidity testing and extended thermal shock testing would be needed to PSW the design.

We talked about having Nogales review the STA Checklist and see the results. Need checklist just incase they ask for it. I will request this from them today.

Open items to Continental are:

Has their solder expert gotten involved in this yet?

Have they sectioned any modules from the last service build and have they been signed off from their expert

How often does the line run, how often does it run for these parts, and what other products are produced on this line.

How many are in a panel?? 2,4,6,8, etc...

Finally, before any of the additional testing can be done on the new parts, Continental needs to show that their solder joints meet our acceptance criteria (no voids, 100% fill, anything else)...

Please let me know if I missed anything.

Thanks for the support.

I also included the data from ECI and why we are going after the police units..



2003-5 CQIS 1.xls  
(2 MB)

Please let me know what you think of the data.

# ANALYSIS REQUEST

**REPORT NO.**  
IL0839765

**Date last revised:** 27 Jun 2007  
**Implementation Date:**  
06/27/2007 27 Jun 2007

**Approved and Released**

**Revision:**1

## Author's Section

### Requester Information

<b>Requester:</b> Lee Scott G16563	<b>Product Name:</b> Panther LCM
<b>Phone No:</b> 847-862-2789	<b>Project/Line:</b> 10476
<b>Requester's Facility:</b> Deer Park	<b>Source/Point of Detection:</b> Customer - Field
<b>Department Number:</b> MF519	<b>Facility where module was manufactured:</b> Nogales
<b>Date Submitted:</b> 26 Jun 2007	<b>Customer/Product Part Number:</b> 5W7T-13C788-AB
<b>Date Required:</b> 26 Jun 2007	<b>Lot Code:</b>
<b>Urgent Req. Explanation:</b> Customer request for finding root cause of field retrun failure	<b>Reference or Customer Return C.A.R. Number:</b>
<b>Type of Analysis:</b> Component Analysis	<b>Motorola P/N</b> 80R42096M23
<b>Analysis Facility:</b> Deer Park Component Engineering	<b>Package Style/Type:</b>
<b>Function Requested:</b> Cross Section; Degel; Visual Inspection; X-Ray (Nbk CE/Elma/Seguin Only)	<b>Description:</b> The customer, FORD have asked that we cross section the pins from all 4 relays on the DV unit and inspect for cracking. This request is related with IL0839638.
<b>Copy Report To:</b> Kanpp Steve CSK004, Kosirovski Joseph G10852	

### Supplier Information

<b>Name :</b> NEC	<b>Assembly Facility:</b>
<b>Part Number:</b>	<b>Fab Location:</b>
<b>Qty. Submitted:</b>	<b>Date Code:</b>

### Background Information

#### Failure Symptoms:

Text: The original issue is a field retrun where the customer complaint is that the headlamps either don't turn on or that they flicker when on. see IL0839638. However, the customer request to verify DV unit.

Attachments:

#### Comments:

## Analysis Section

<b>Analyst:</b> Wood Patrick C18789	<b>Reassigned Analyst:</b>
<b>Date Assigned:</b> 26 Jun 2007	<b>Date Reassigned :</b>

<b>Date Samples Received:</b> 26 Jun 2007	<b>Reason for Resubmittal:</b>
<b>Type of Analysis Requested:</b>	<b>Date Resubmitted to Requestor:</b>
<b>Commitment Date:</b> 26 Jun 2007	<b>Date Returned by Requester:</b>
<b>Date Preliminary Analysis Complete:</b>	

<b>Mode Code:</b> 12	<b>Mechanism Code:</b> NF
<b>Mode:</b> Not Defective	<b>Mechanism:</b> Cross Section only

**Techniques/Procedures Used:** Cross Section, Image, Visual Examination

#### Observation/Analysis Sequence:

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager. All numerical data is for reference only.

This issue was originally observed in a field return that was documented in IL0839639. The root cause of the previous issue was cracking at the solder joint relay pins. The customer requested that all pins on all four relays of a DV unit also be cross sectioned to inspect for cracking.

The unit was received covered with conformal coating. In order to inspect the pins, the conformal coating was chemically removed by soaking the unit in Dynasolve 210. Each of the 20 relay pins was visually inspected for external signs of cracking. No visible signs of cracking could be seen at the pins. Please see photos below for more detail. Each pin was cross sectioned and inspected for cracking or other issues. Many solder joints exhibited signs of solder cracking. None of these cracks appeared to extend all the way vertically through the via. Many of the vias also appeared to have copper folds, indicating that there had probably been damage during drilling. This could potentially cause a problem during thermal cycling. Please see photos below for more detail.

**Conclusion (Exec Summary)**

There was cracking in the solder joints visible at many of the relay pins. These cracks were far less severe than the cracks found in IL0839639 and none of them extended all the way through the via. Folds in the via walls were visible in some of the cross sectioned vias.

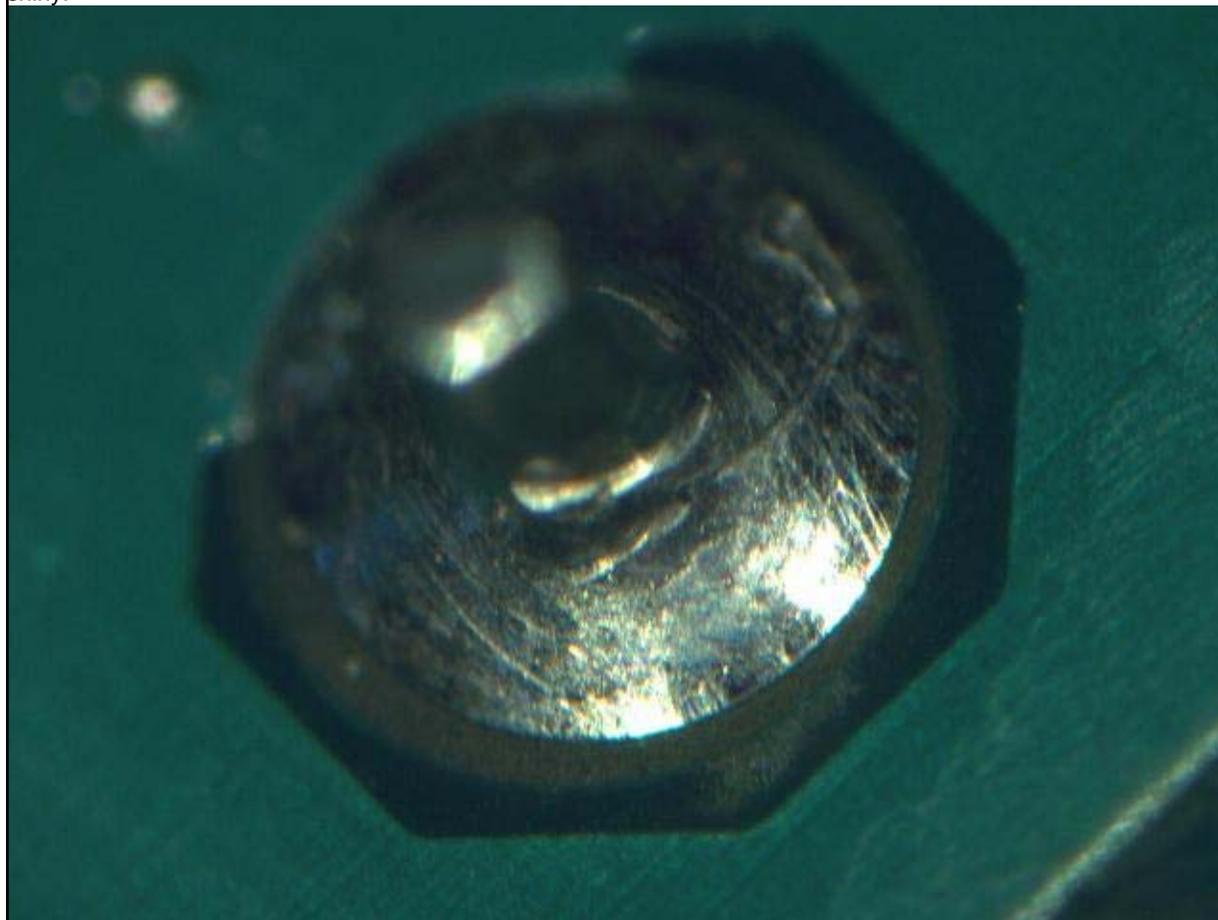
**Action Items Recommended:**

**Recommended Containment:**

**Recommended Corrective Action:**

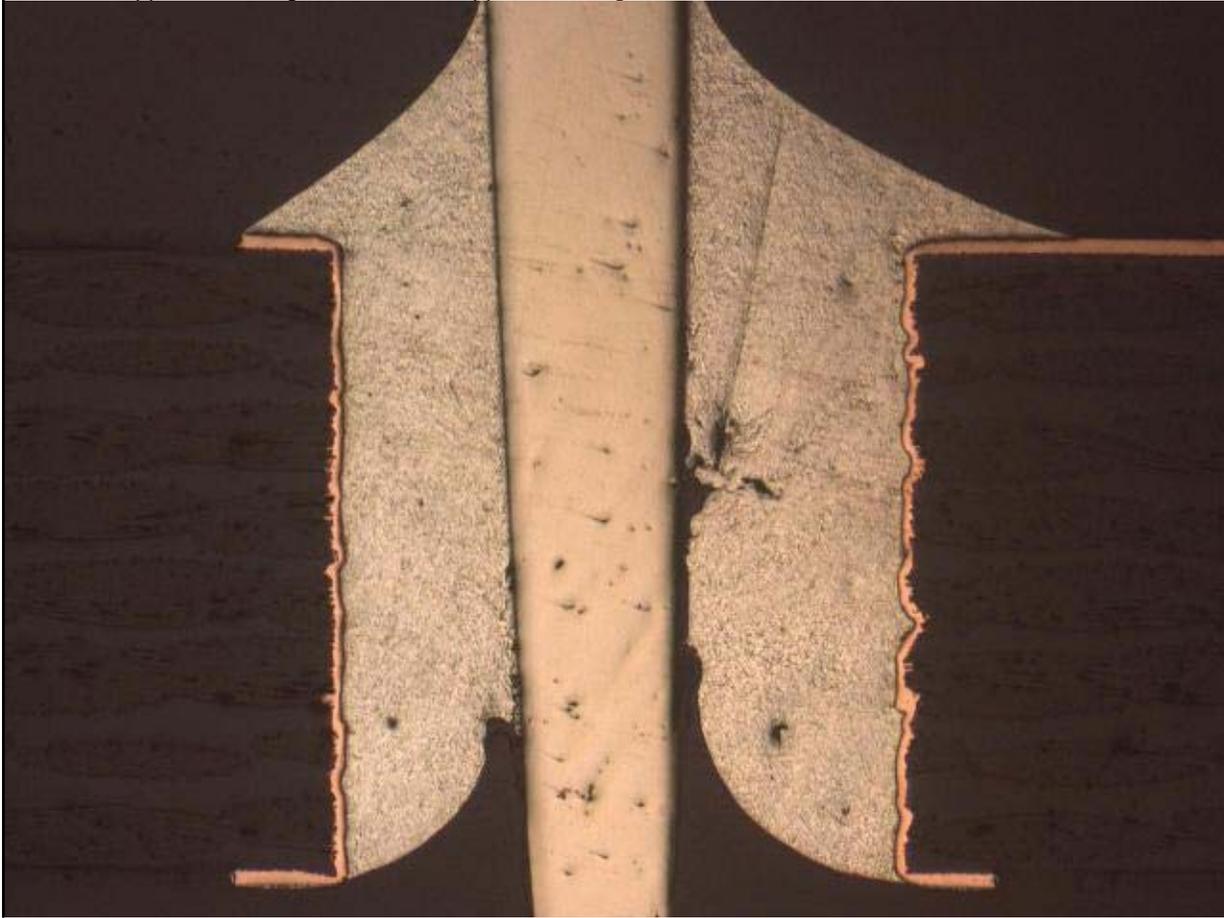
**Images:**

1 - Optical photo of pin 1 from K220. There appear to be probe marks on the pin, but no signs of cracking. The solder appears shiny.



This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager. All numerical data is for reference only.

2 - Cross section photo of pin 1 of K220. There appears to be cracking at both sides of the pin on the bottom of the solder joint. There also appear to be slight folds in the copper on the right side.



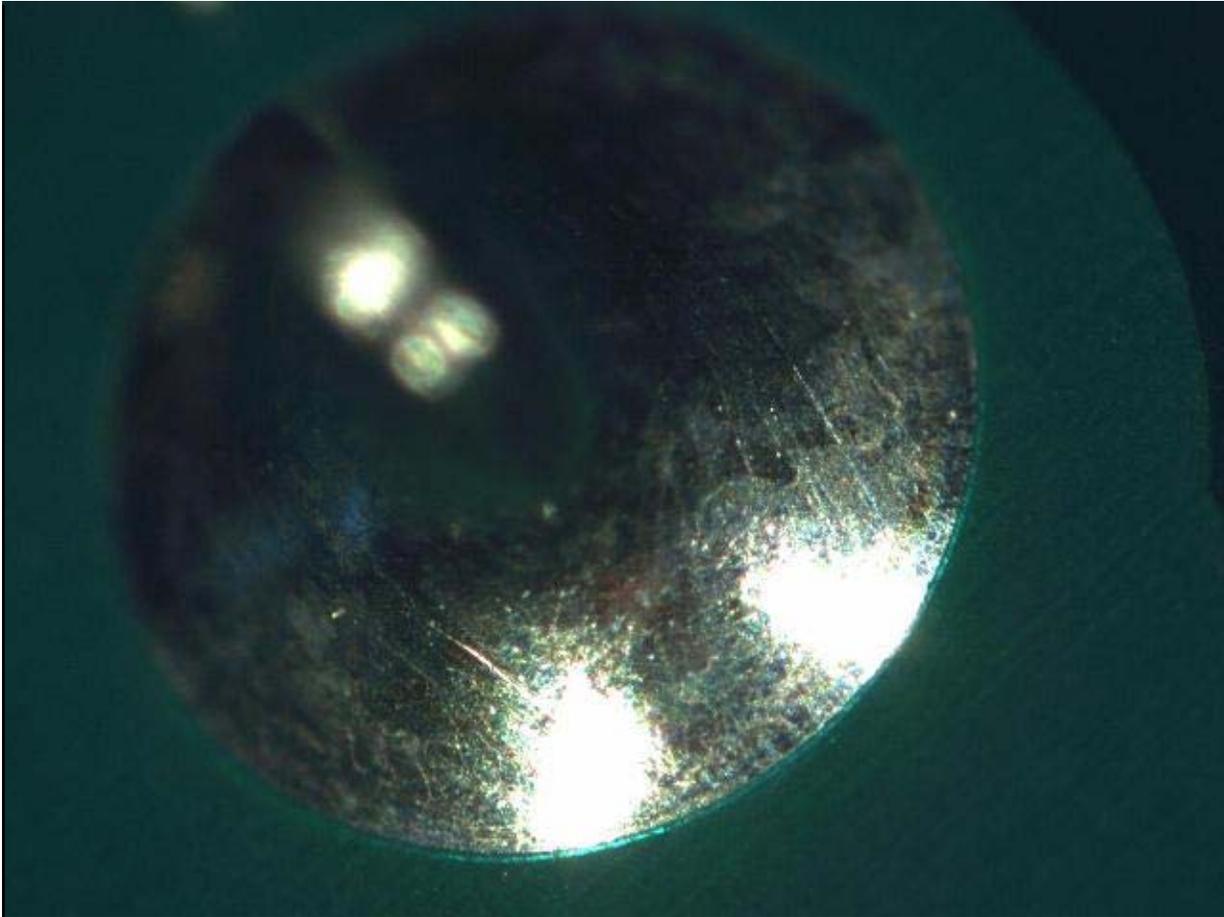
3 - Higher magnification image of the cracking on the left side of the pin.



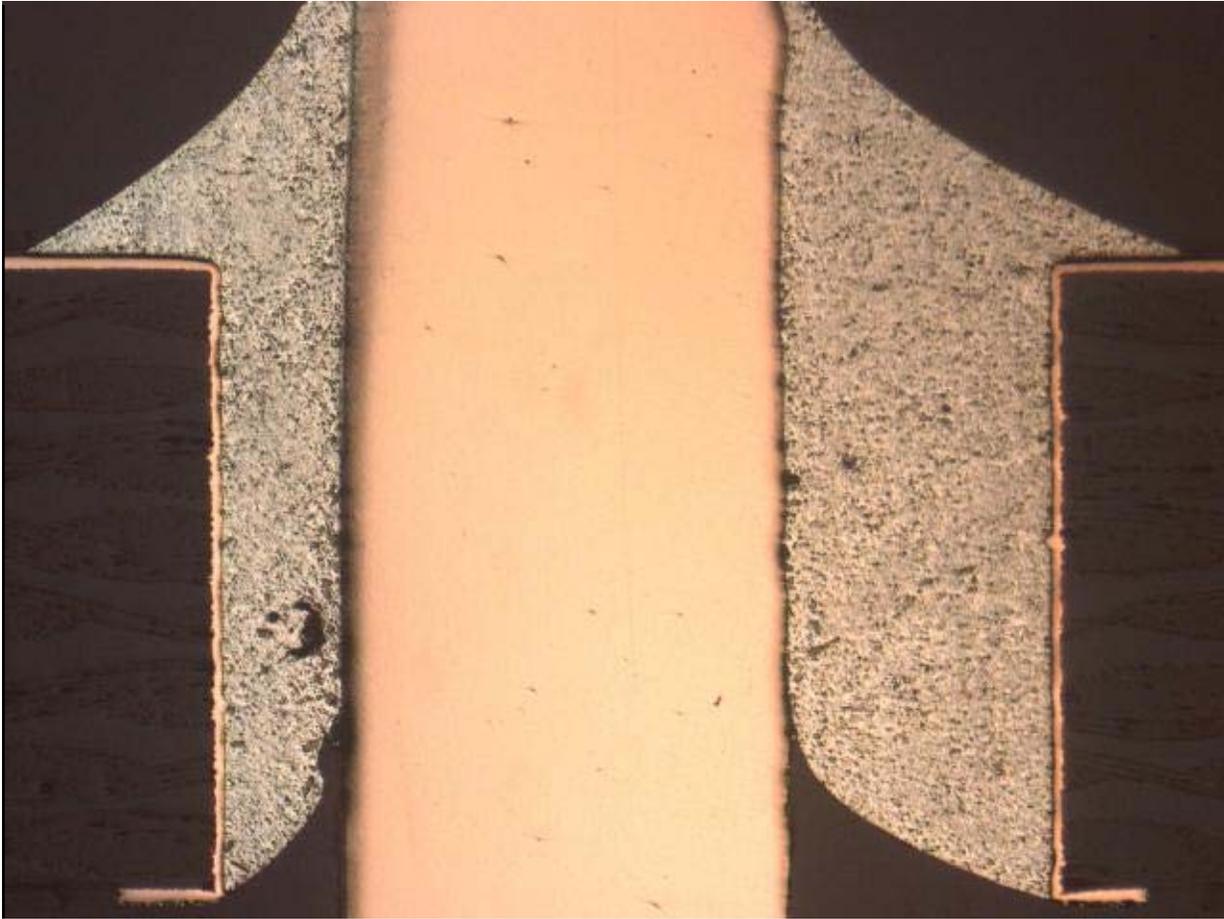
4 - Higher magnification image of the cracking on the right side of the pin.



5 - Optical photo of pin 2 from K220. There did not appear to be any signs of cracking. The solder is shiny.



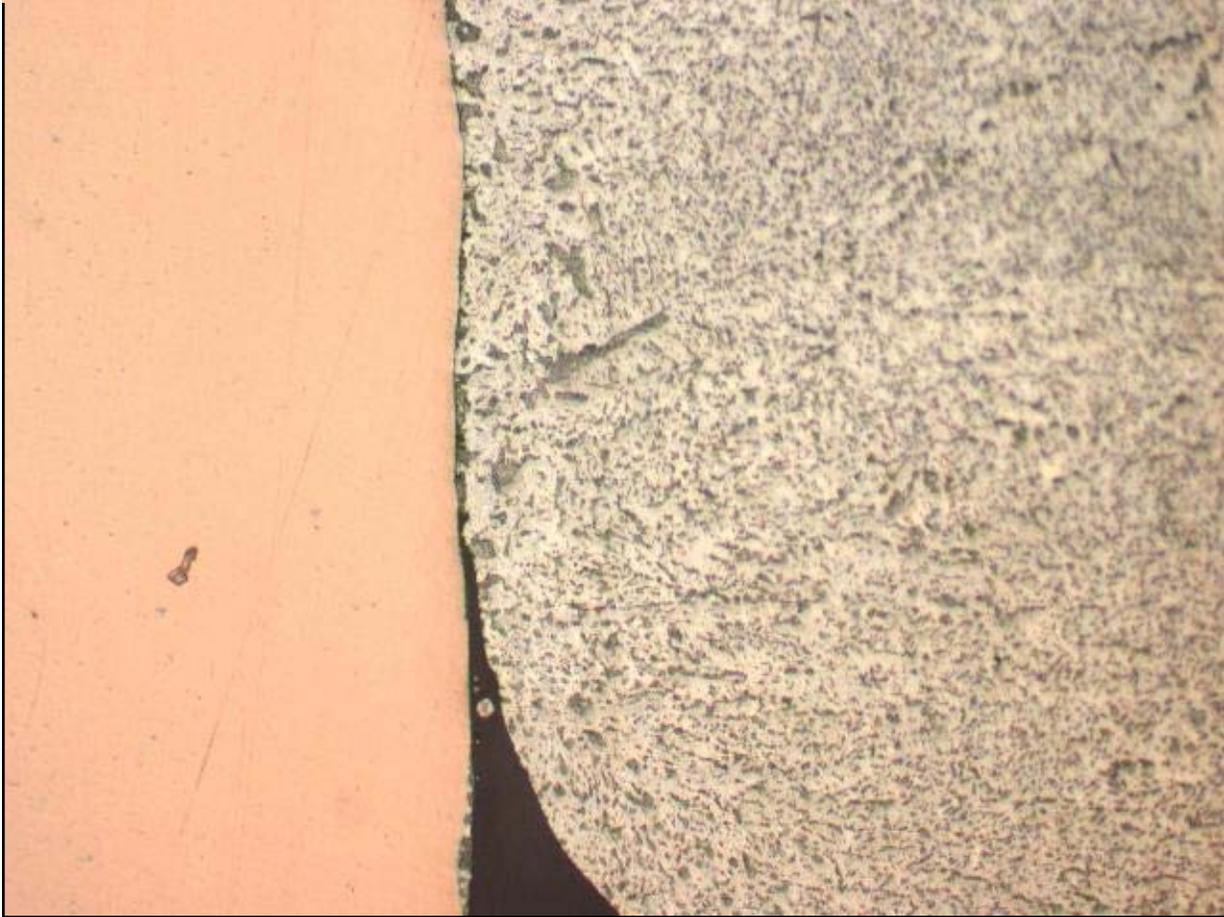
6 - Cross section image of pin 2 from K220. There did not appear to be any cracking at the solder joint.



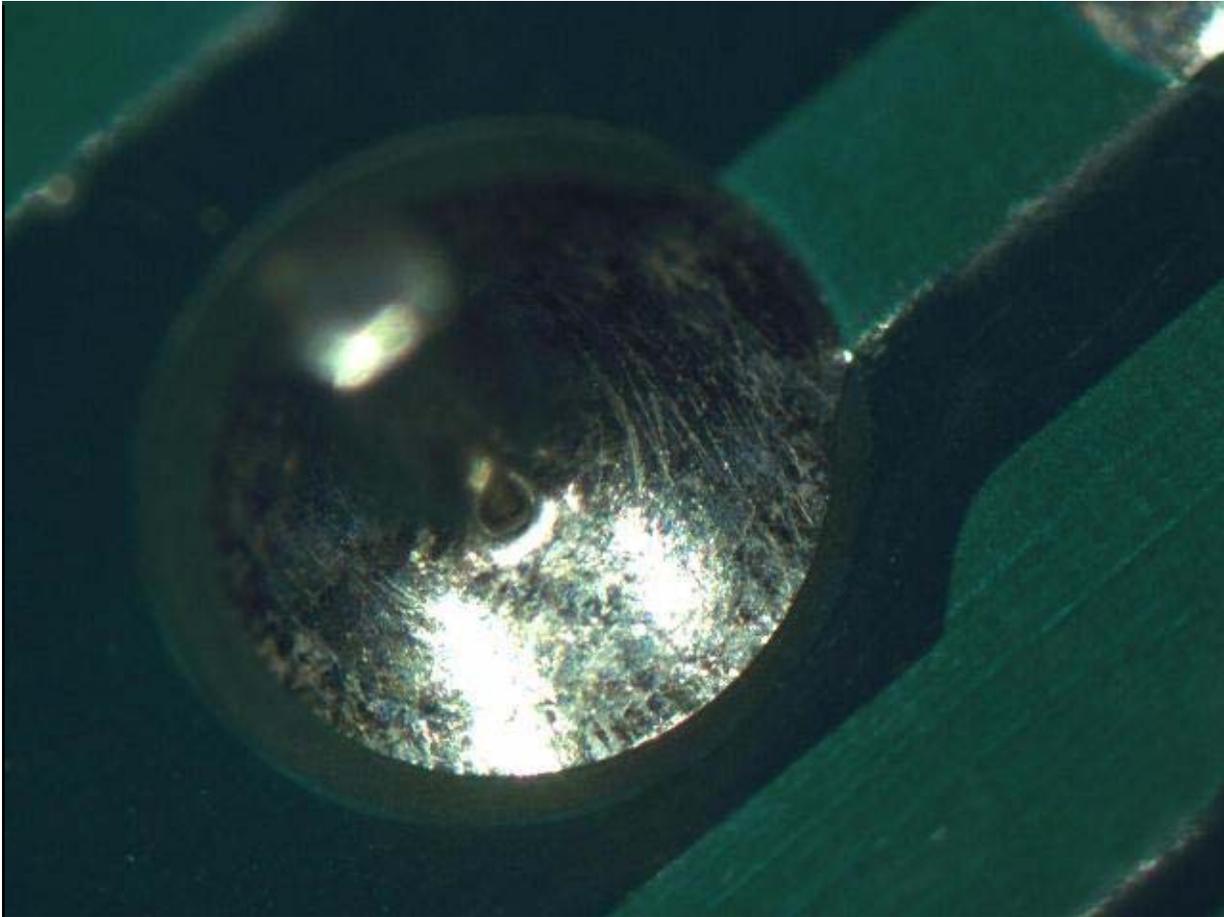
7 - Higher magnification image of the left side of the pin.



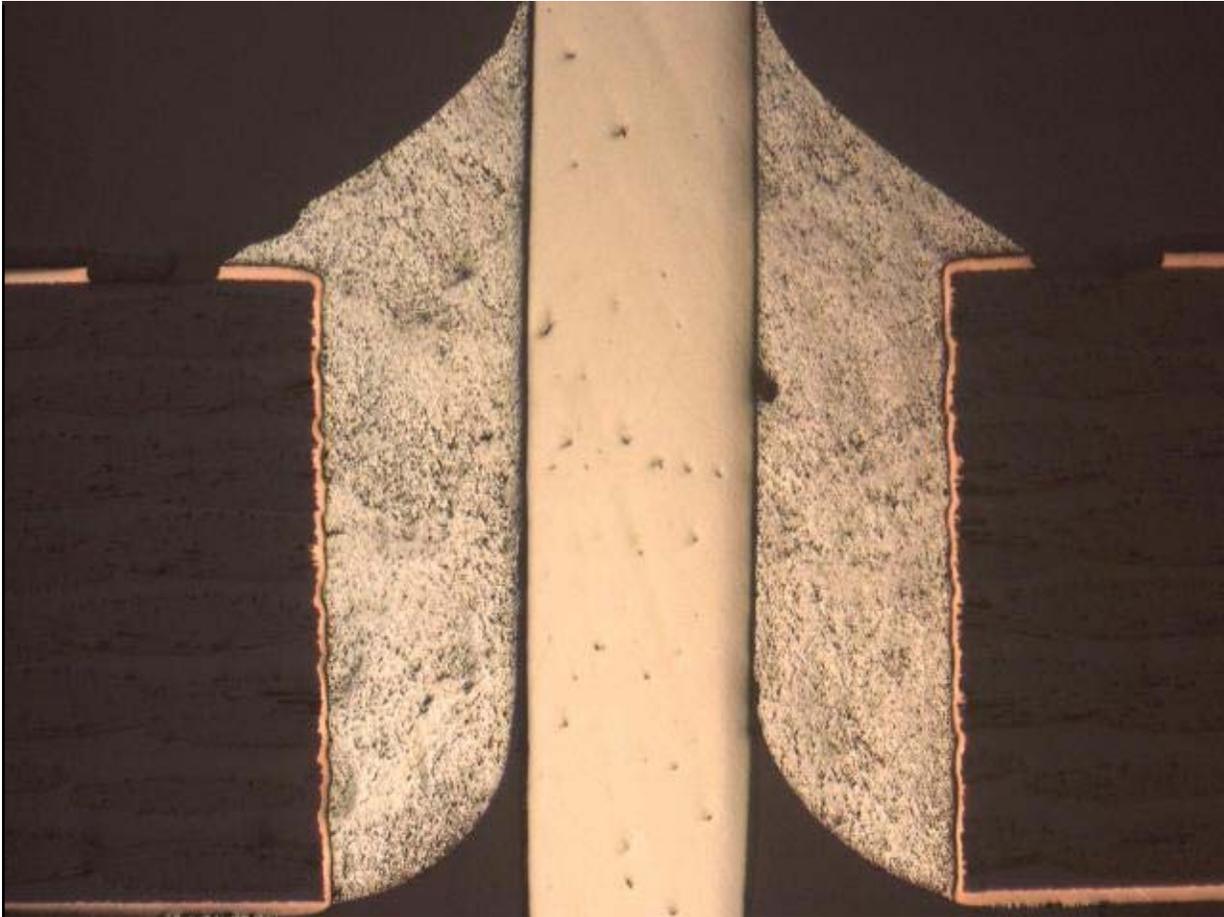
8 - Higher magnification image of the right side of the pin.



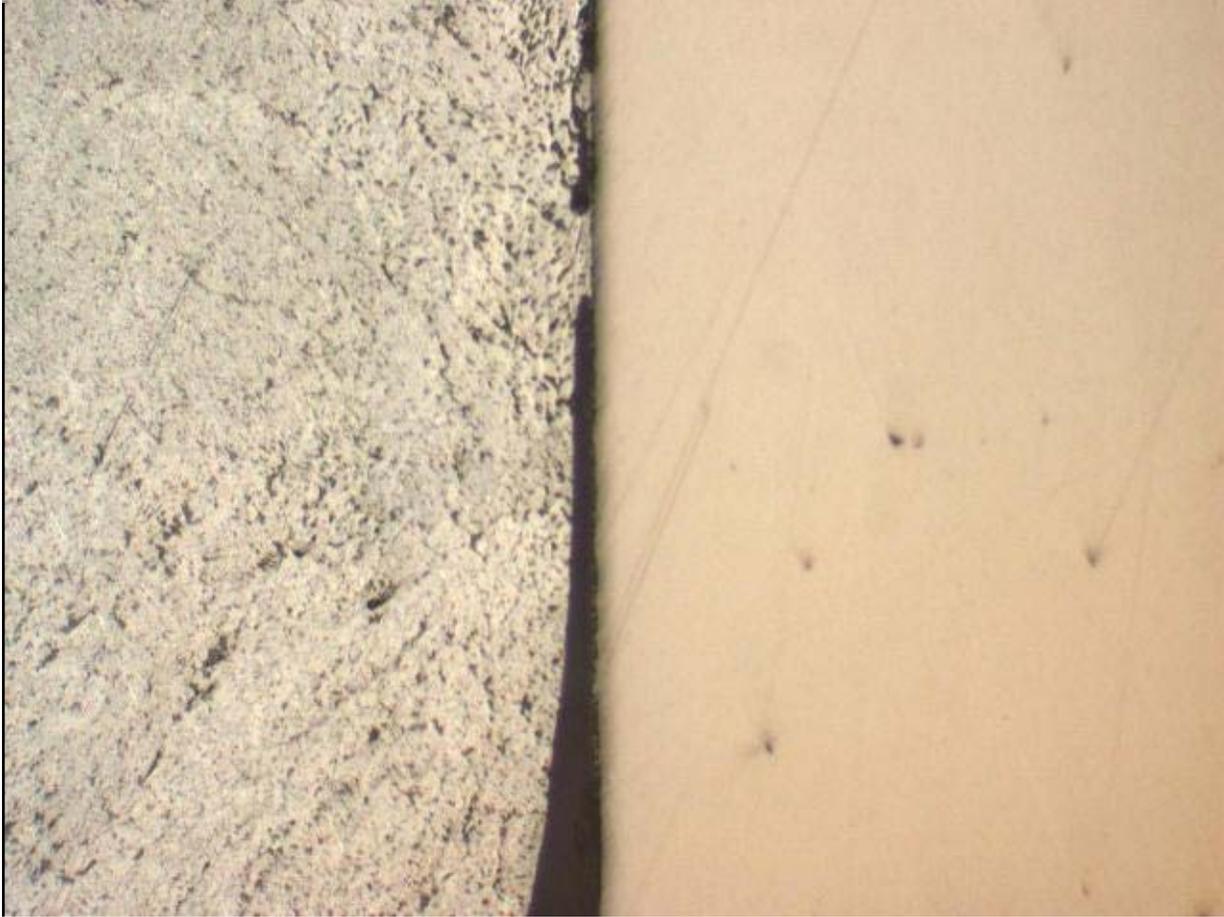
9 - Optical photo of pin 3 from K220. There did not appear to be any visible signs of cracking.



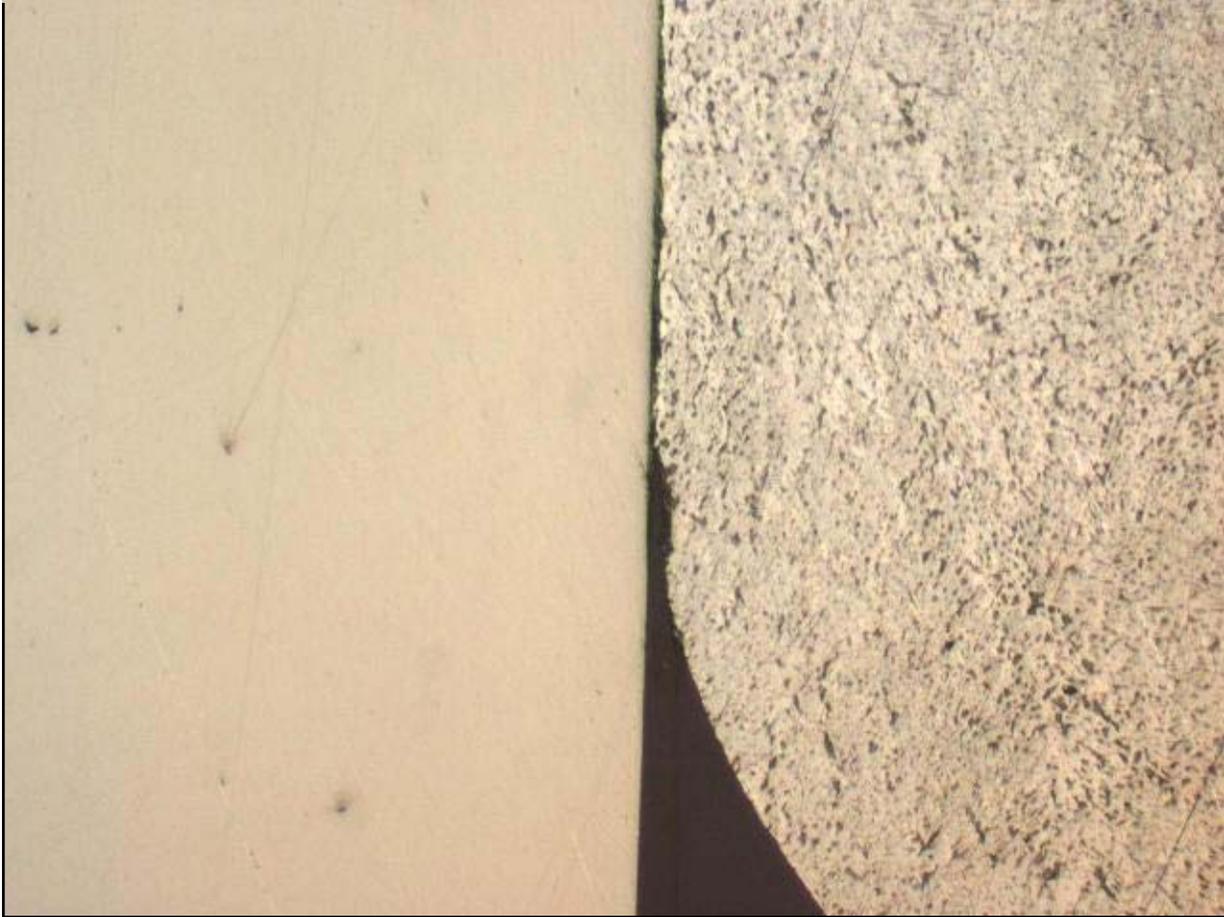
10 - Cross section image of pin 3 from K220. There appeared to be minor cracking on the left side of the pin.



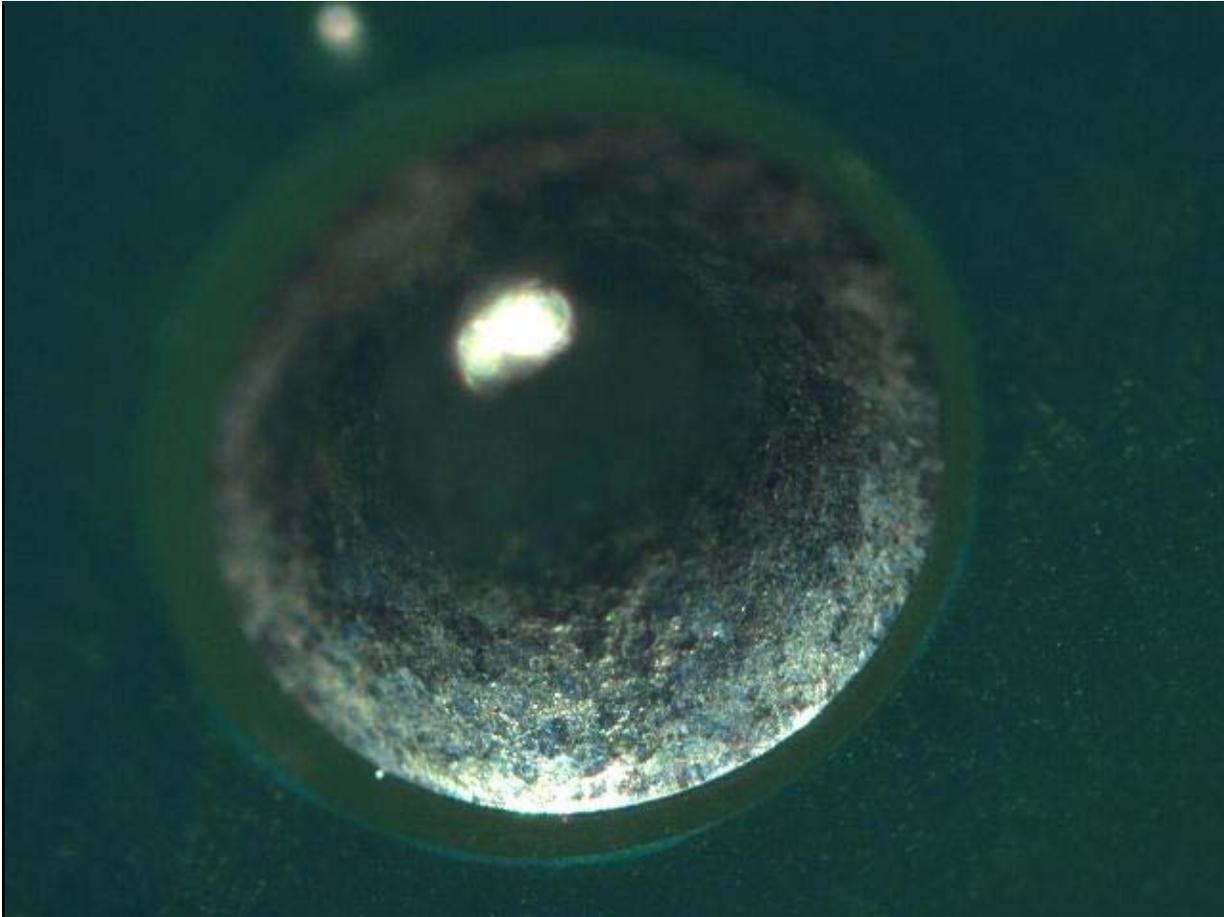
11 - Higher magnification image of the left side of the pin. Note the small cracks at the top of the image.



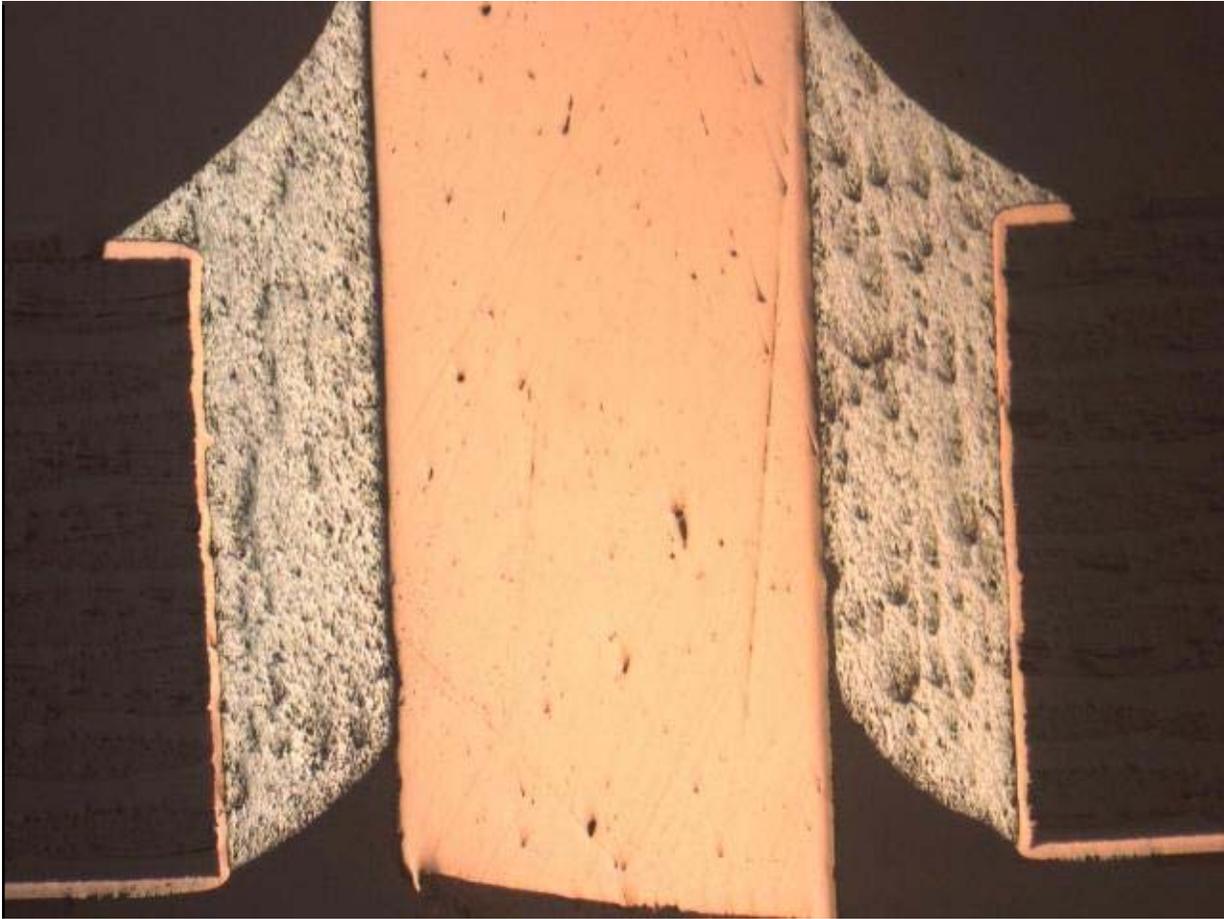
12 - Higher magnification image of the right side of the pin.



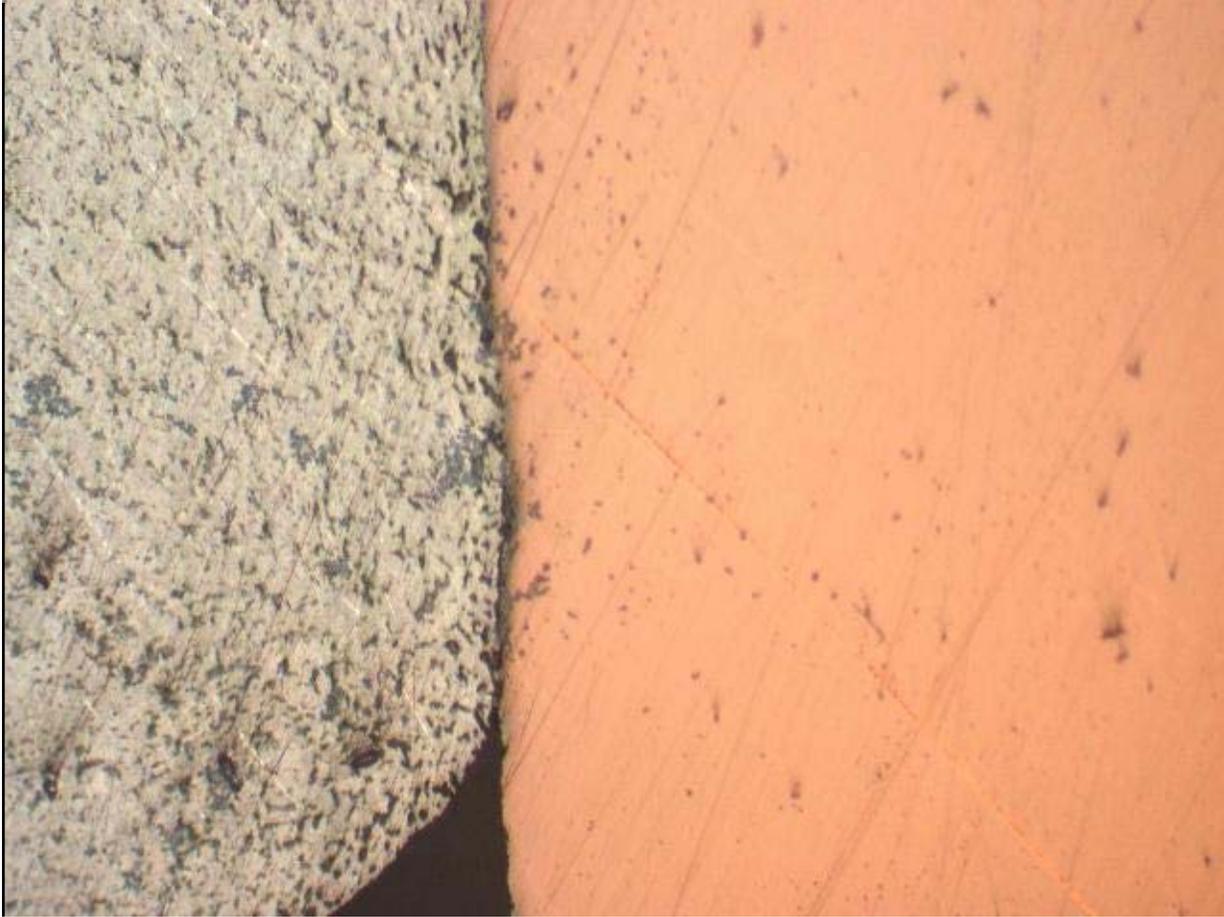
13 - Optical image of pin 4 from K220. No visible signs of cracking were seen. The solder appeared to be slightly grainy.



14 - Cross section image of pin 4 from K220. Cracking was visible on the right side of the pin.



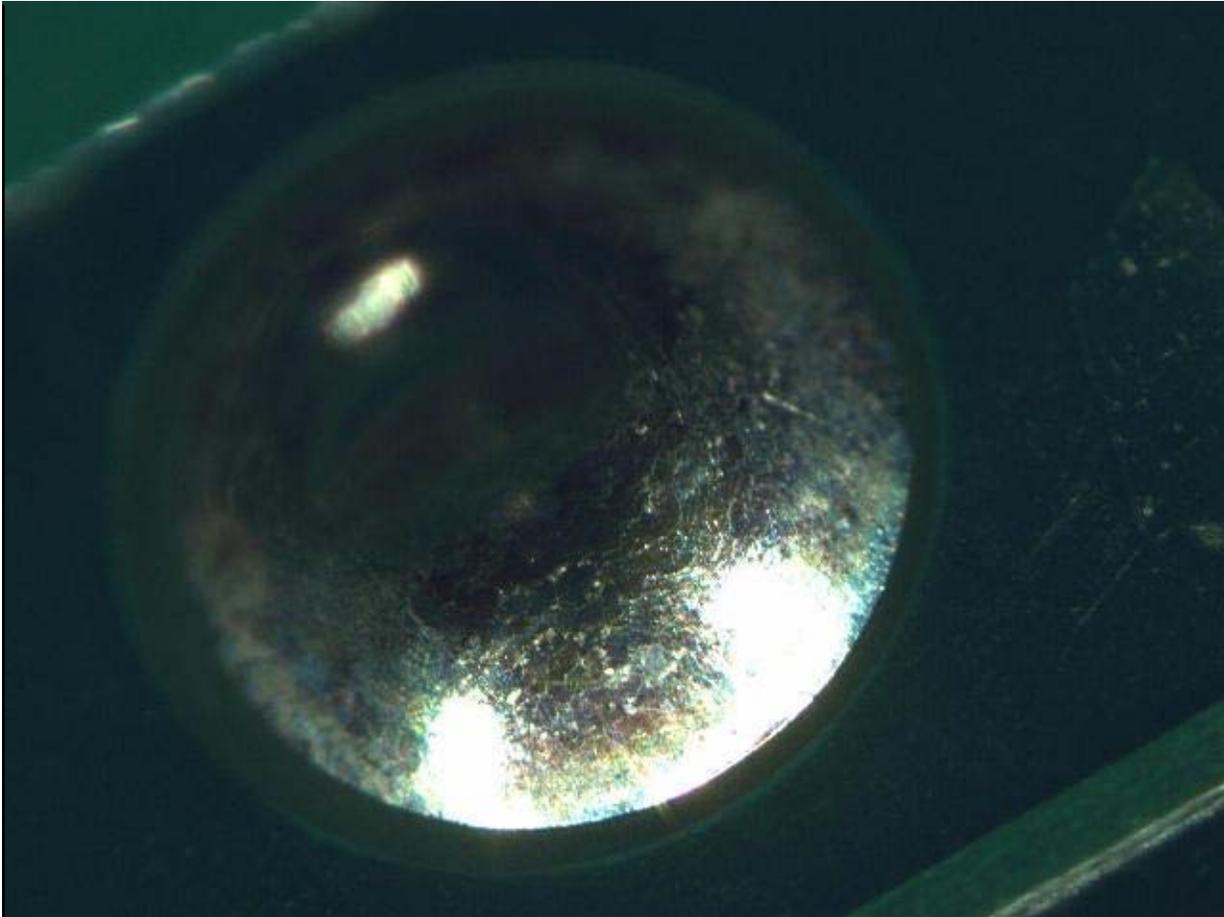
15 - Higher magnification image of the left side of the pin.



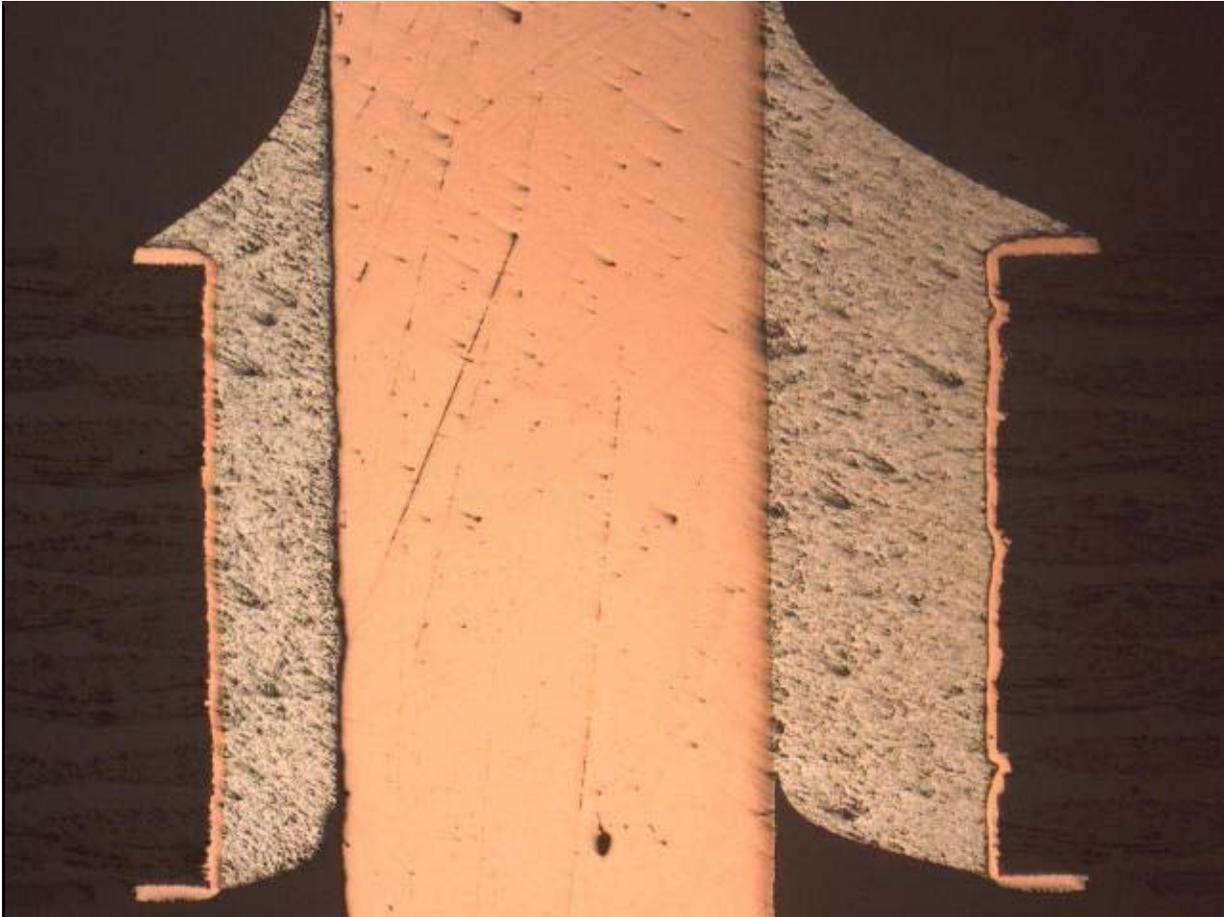
16 - Higher magnification image of the cracking on the right side of the pin.



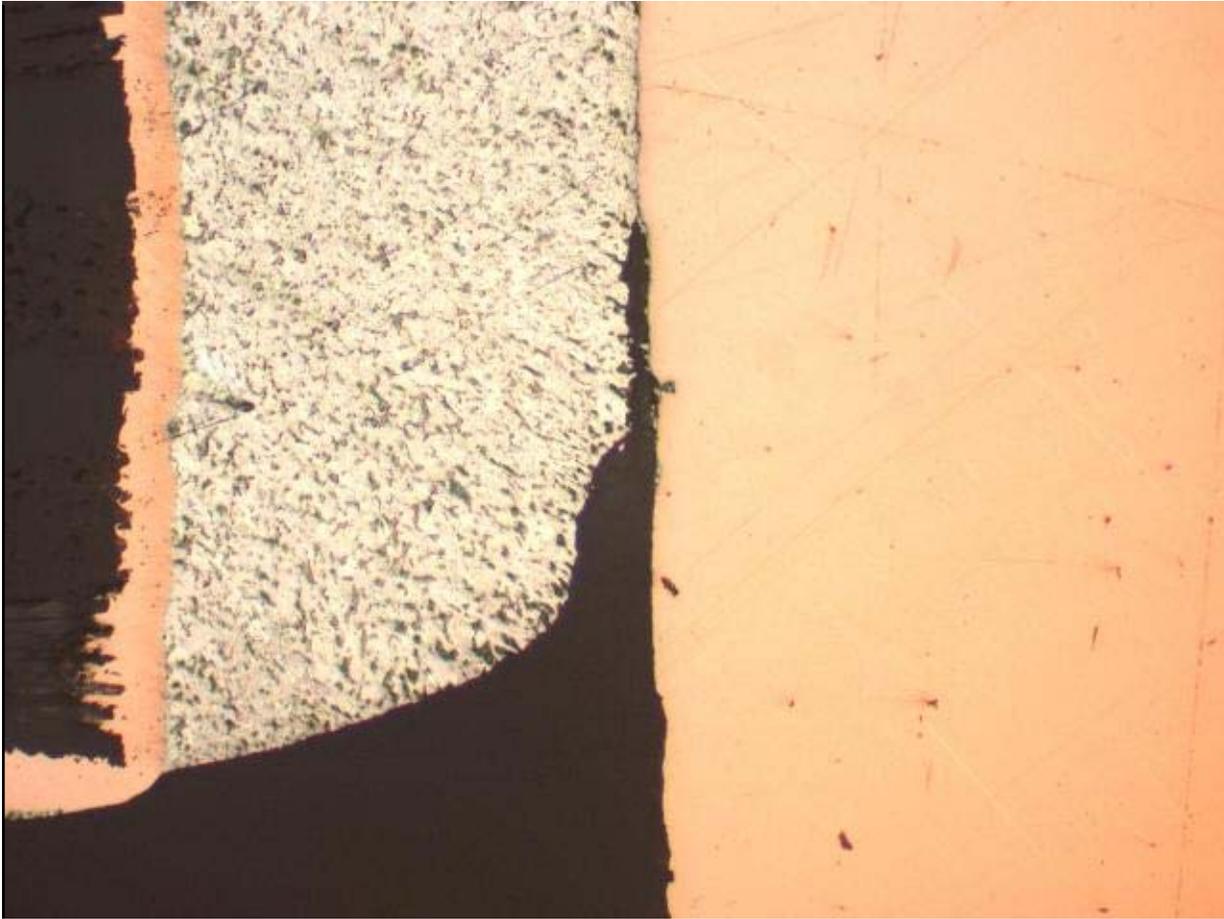
17 - Optical image of pin 5 from K220. No visible signs of cracking were seen. The solder appeared to be shiny.



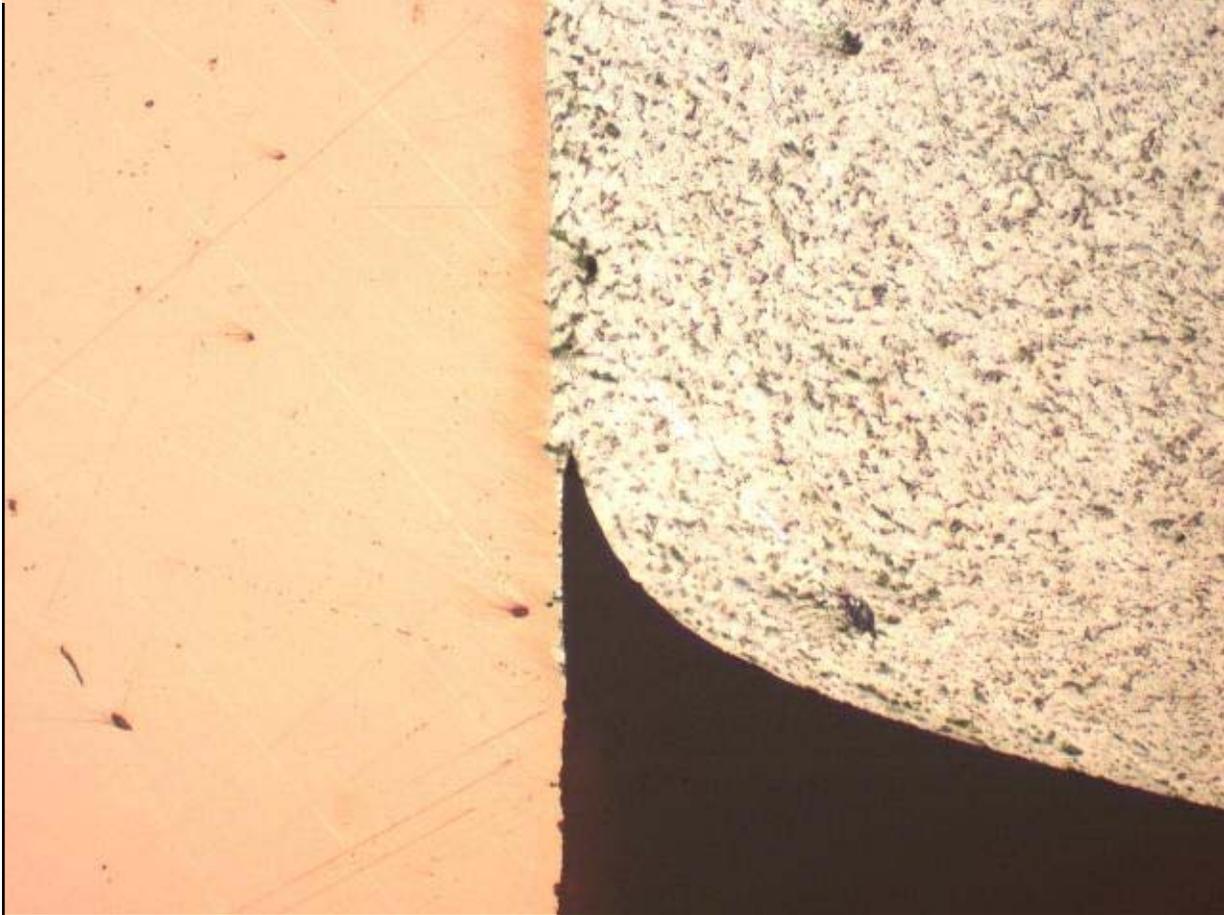
18 - Cross section image of pin 5 from K220. Some cracking was seen on the right side of the pin. Note that there are some folds in the via wall on the right side of the image.



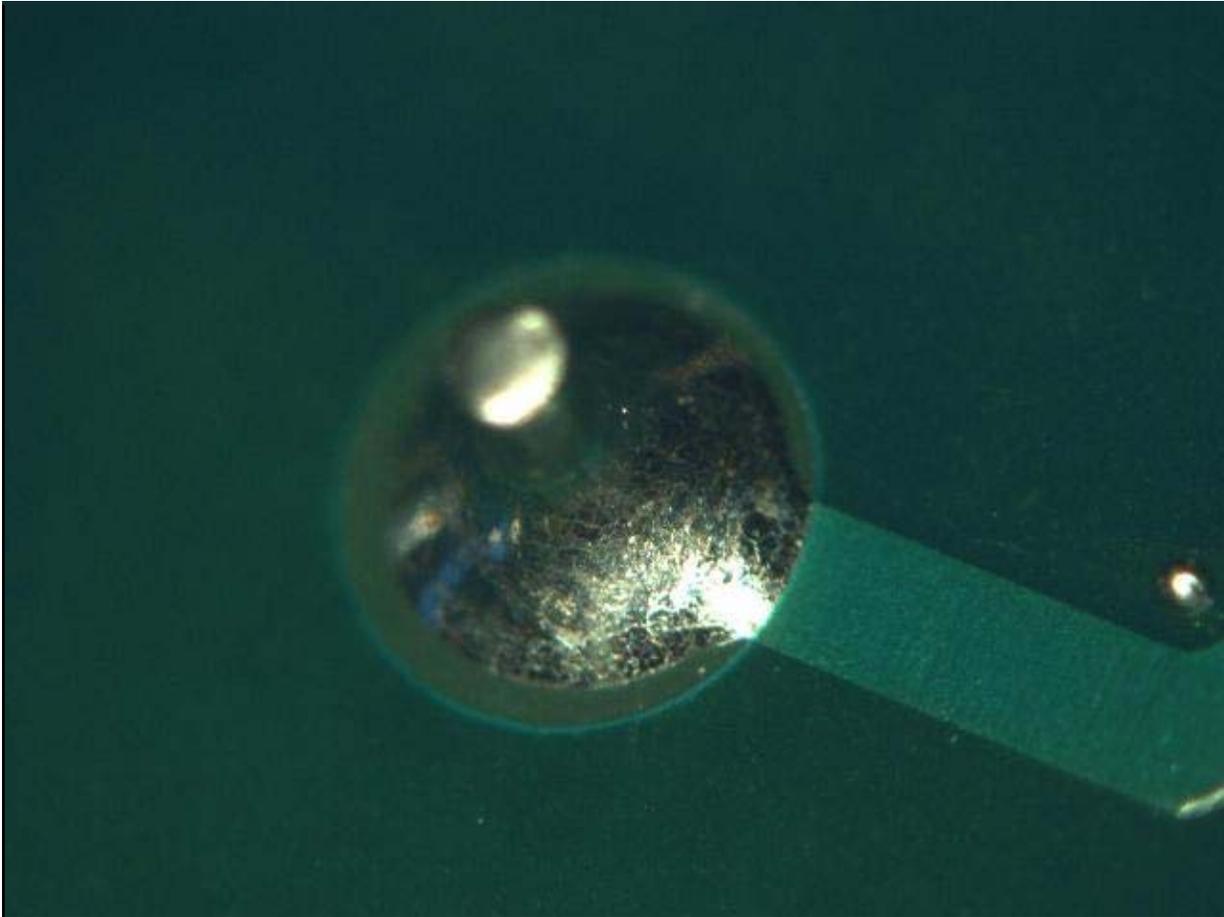
19 - Higher magnification image of the left side of the pin. Some cracking was visible.



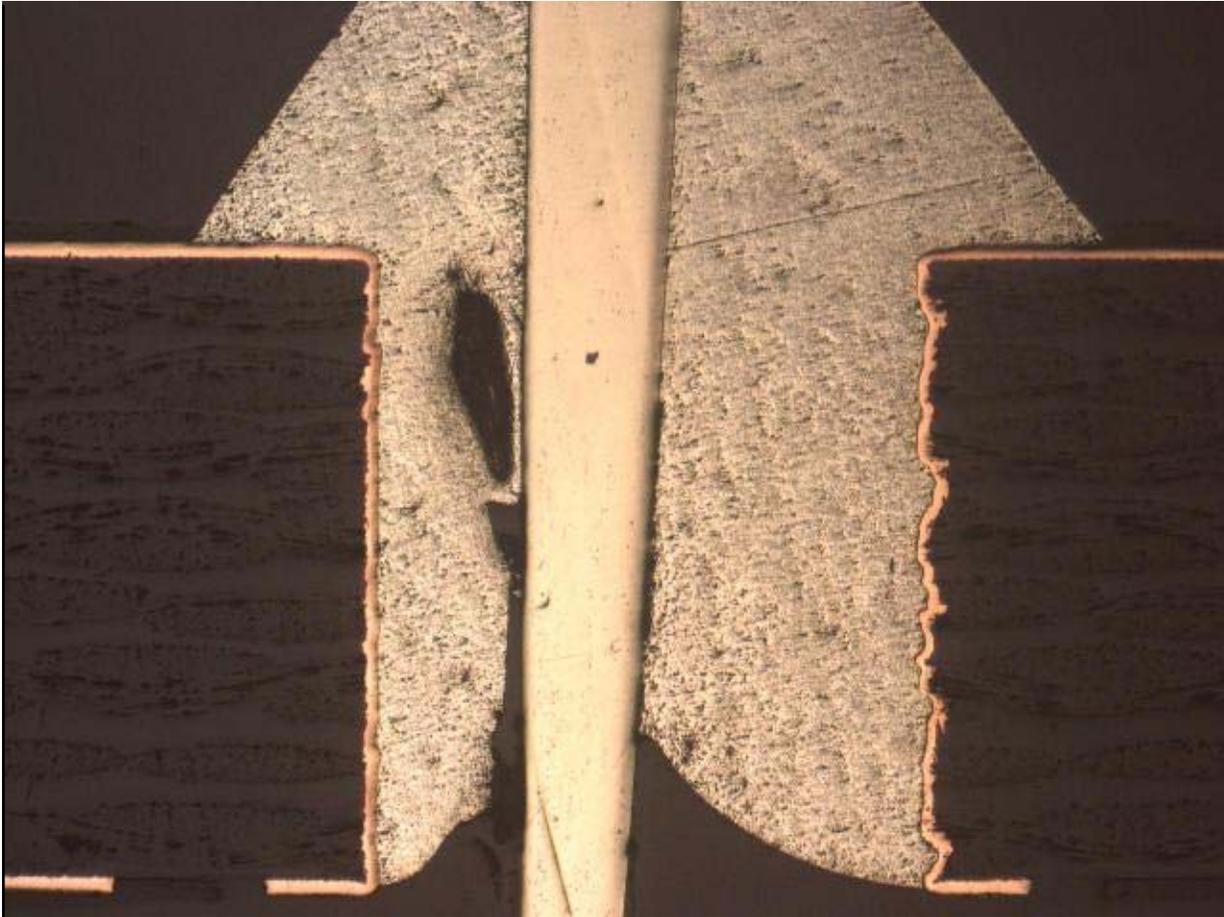
20 - Higher magnification image of the right side of the pin.



21 - Optical photo of pin 1 from K221. No visible cracking was seen. The solder appears to be slightly grainy.



22 - Cross section image of pin 1 from K221. A large void was visible on the left side of the pin and cracking was visible on the right side. There also appeared to be many folds on the right side of the image.



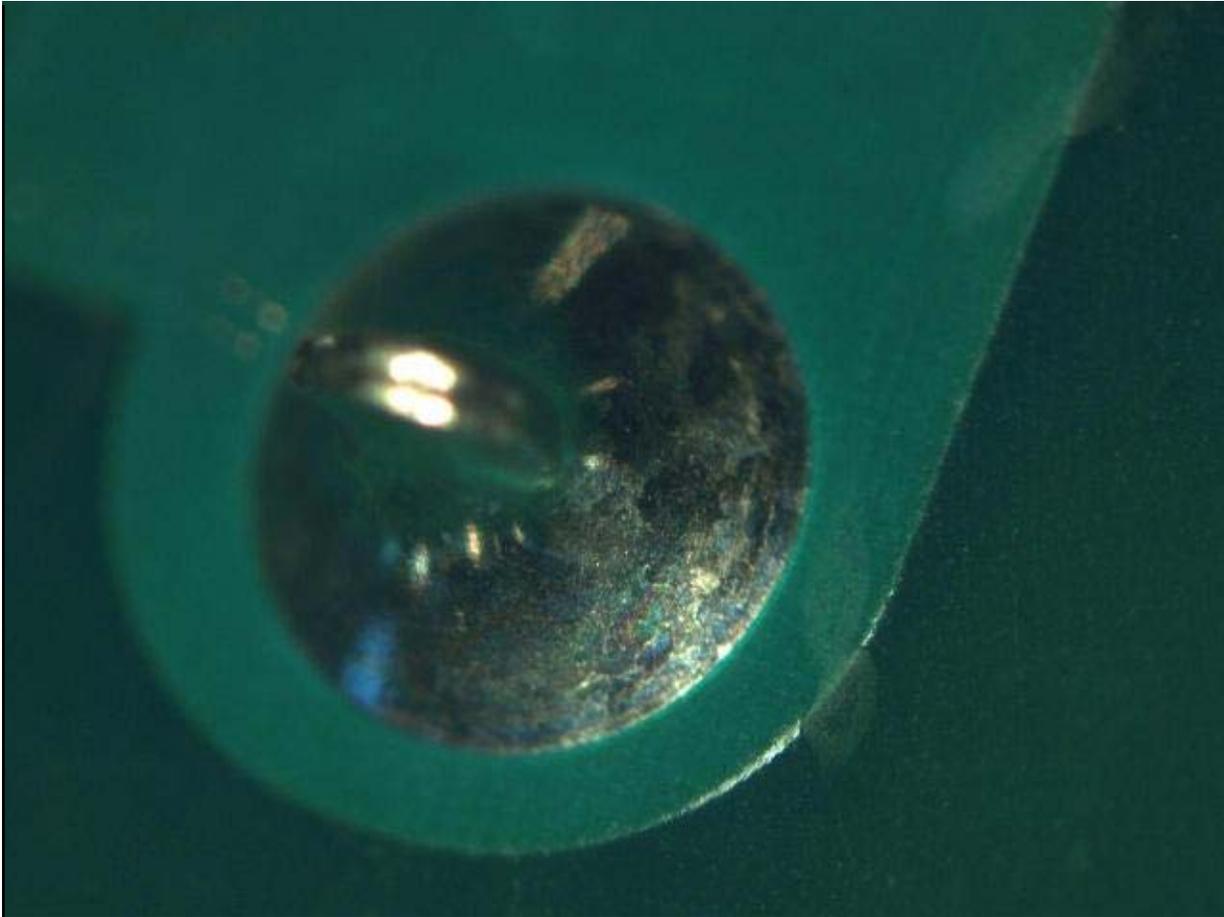
23 - Higher magnification image of the left side of the pin.



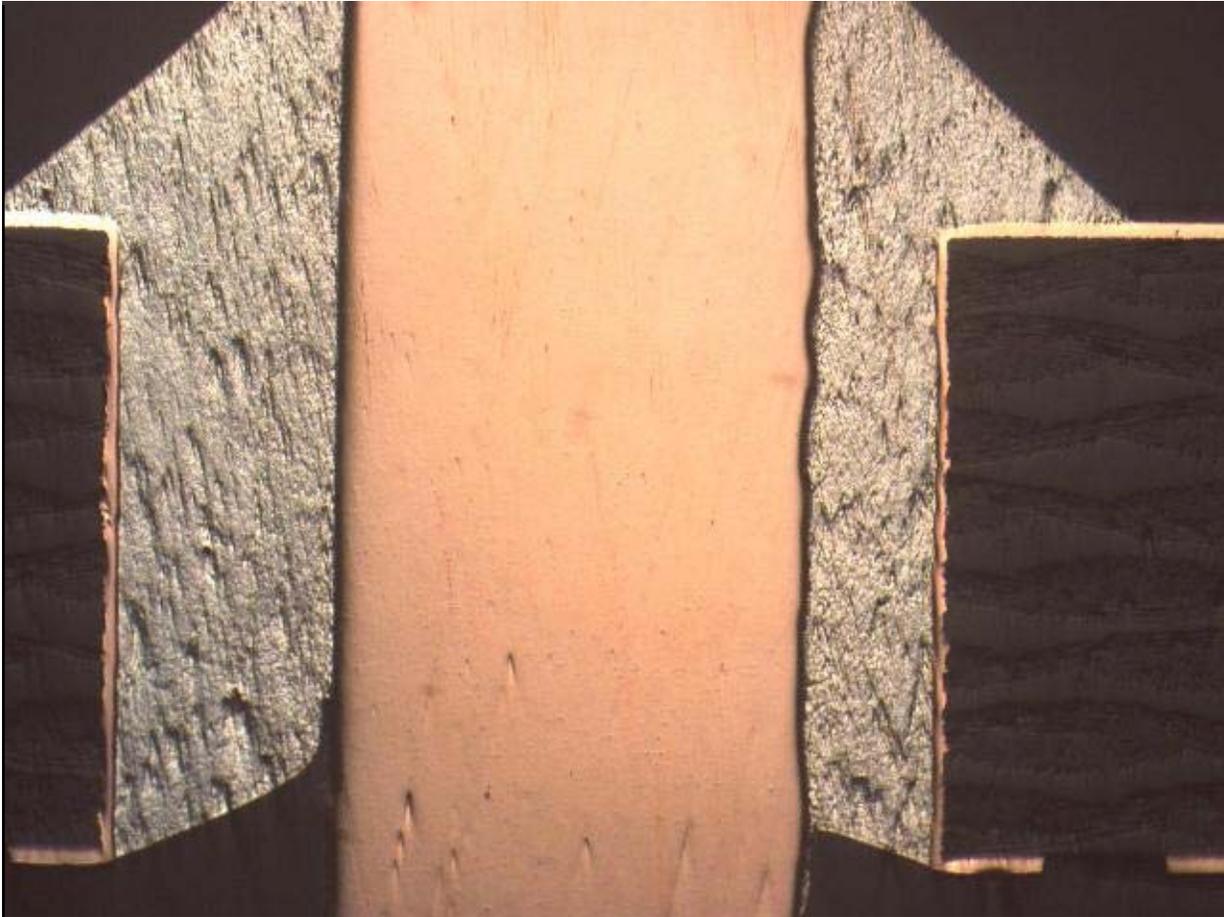
24 - Higher magnification image of the cracking on the right side of the pin.



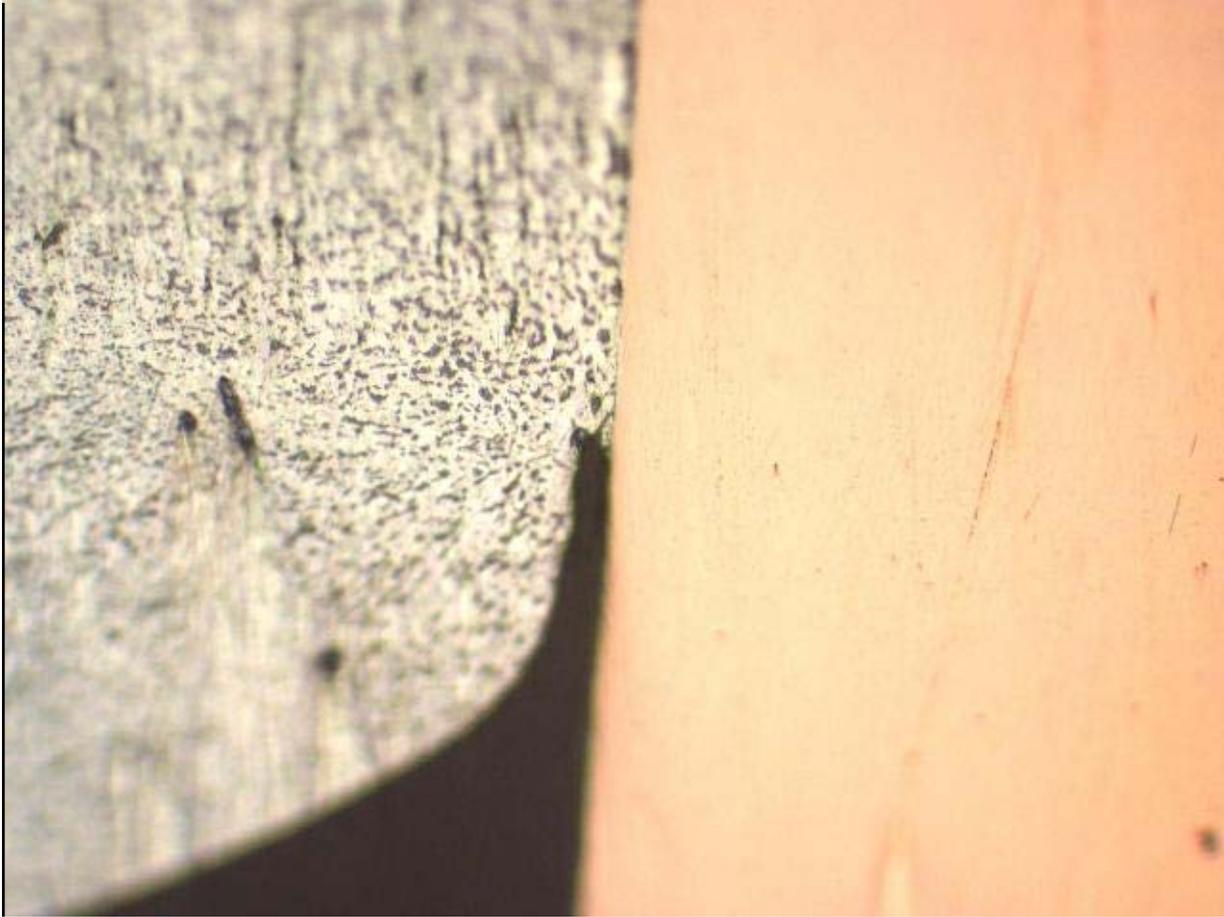
25 - Optical image of pin 2 from K221. No signs of cracking were visible. The solder appeared to be grainy toward the edges of the via.



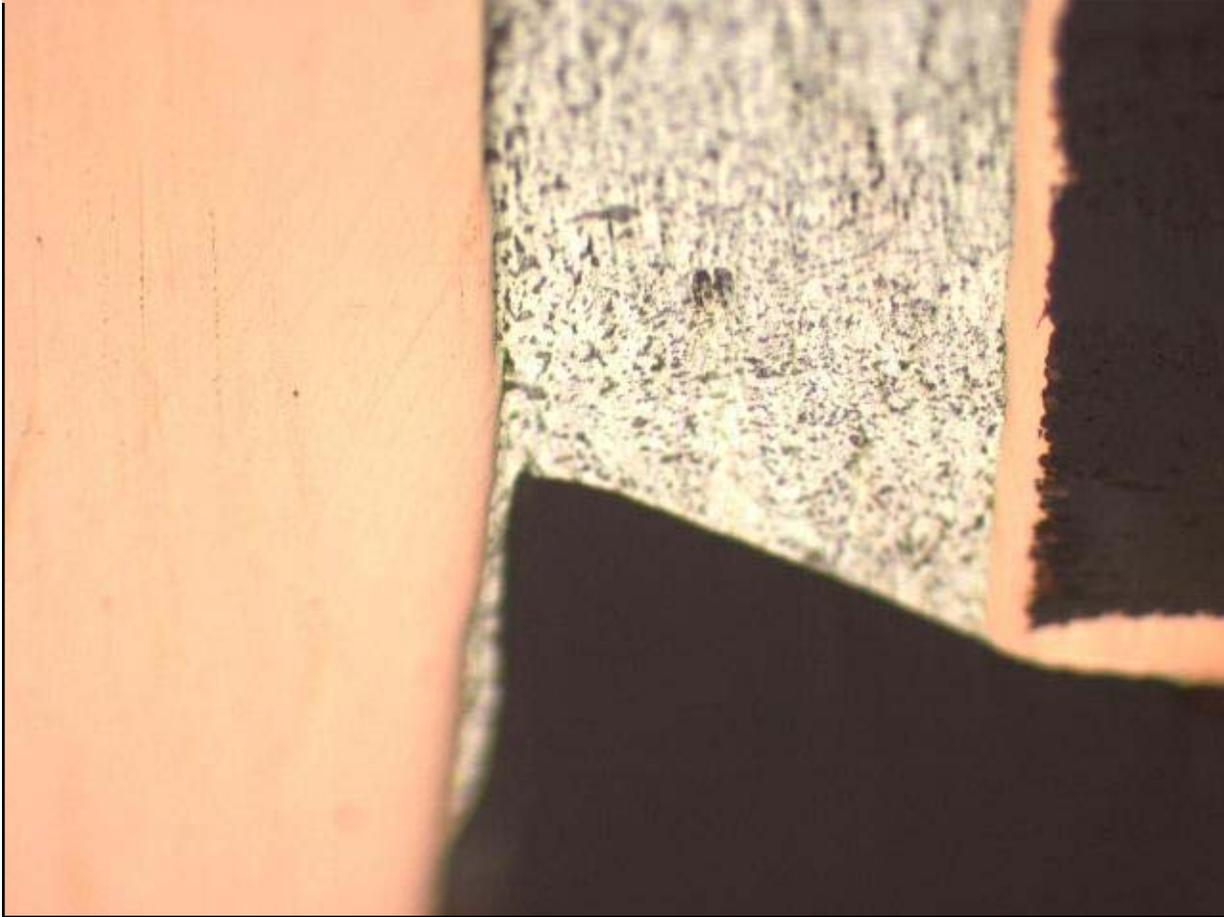
26 - Cross section image of pin 2 from K221. No signs of cracking were visible.



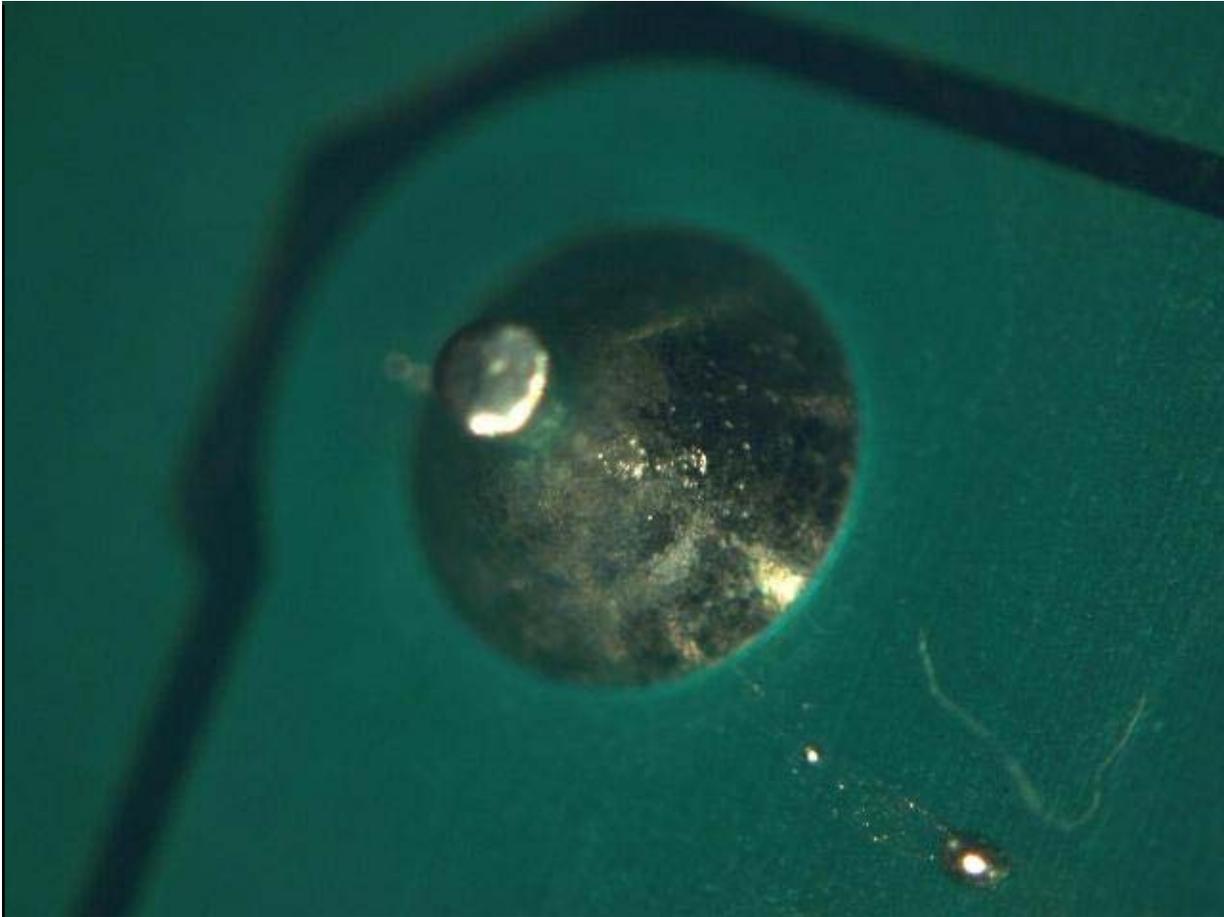
27 - Higher magnification image of the left side of the pin.



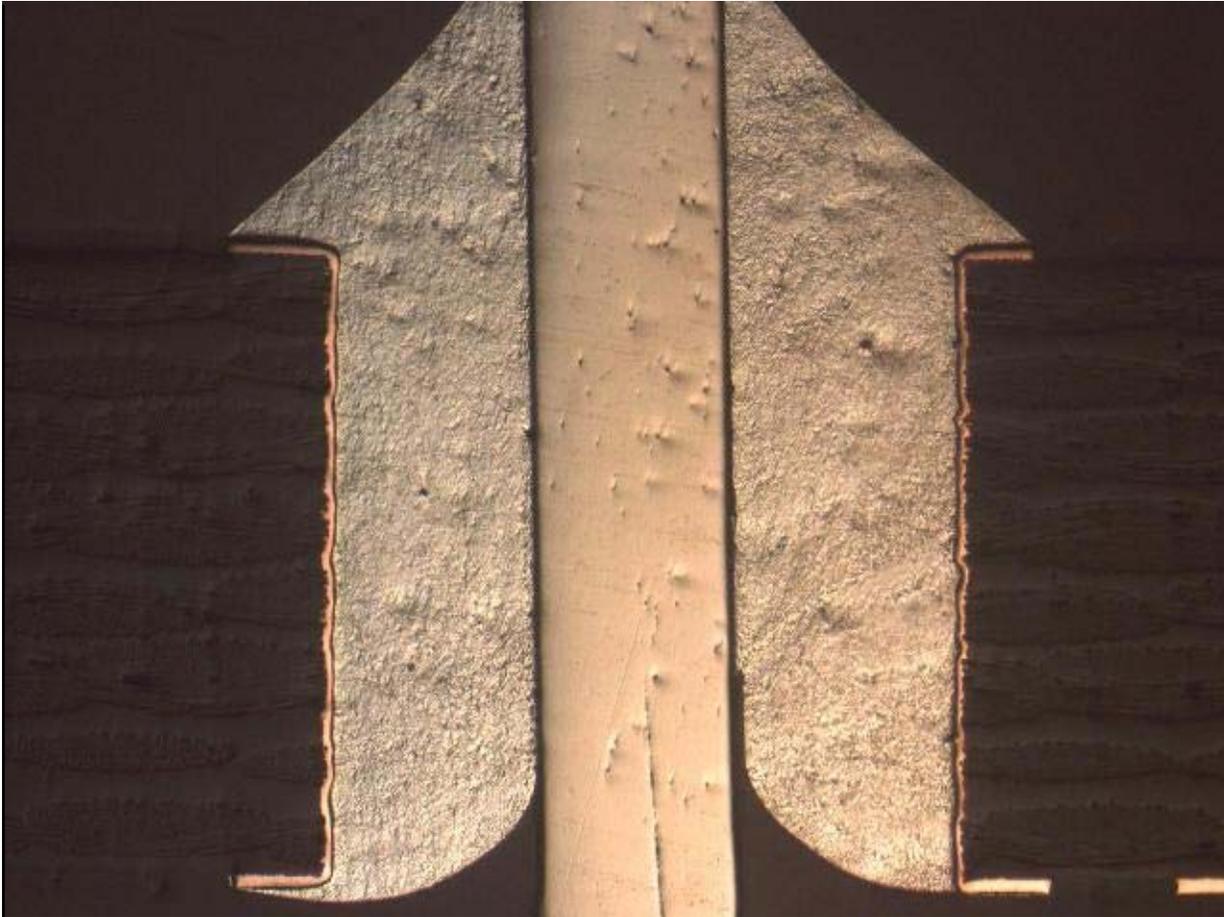
28 - Higher magnification image of the right side of the pin.



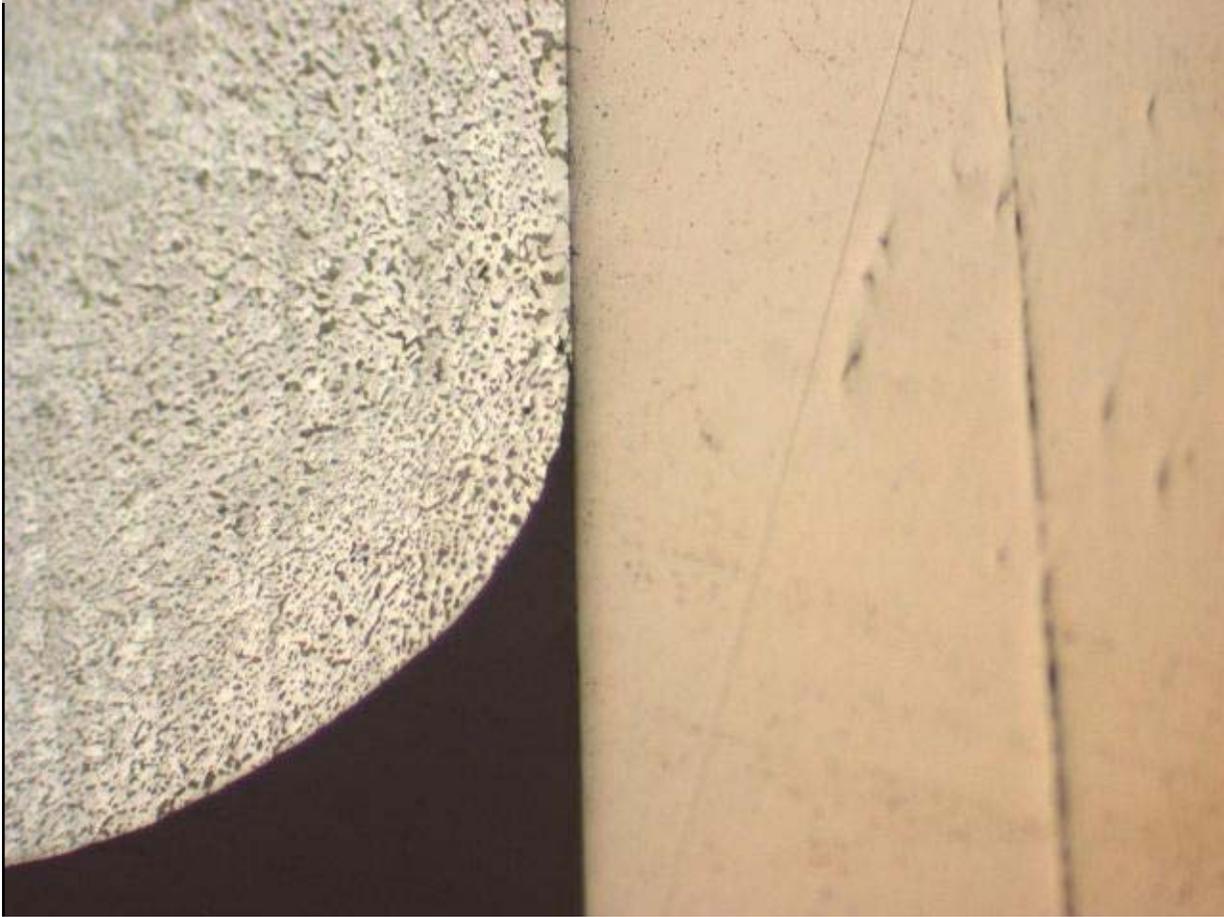
29 - Optical image of the pin 3 from K221. No signs of cracking were visible. The solder appeared to be slightly grainy.



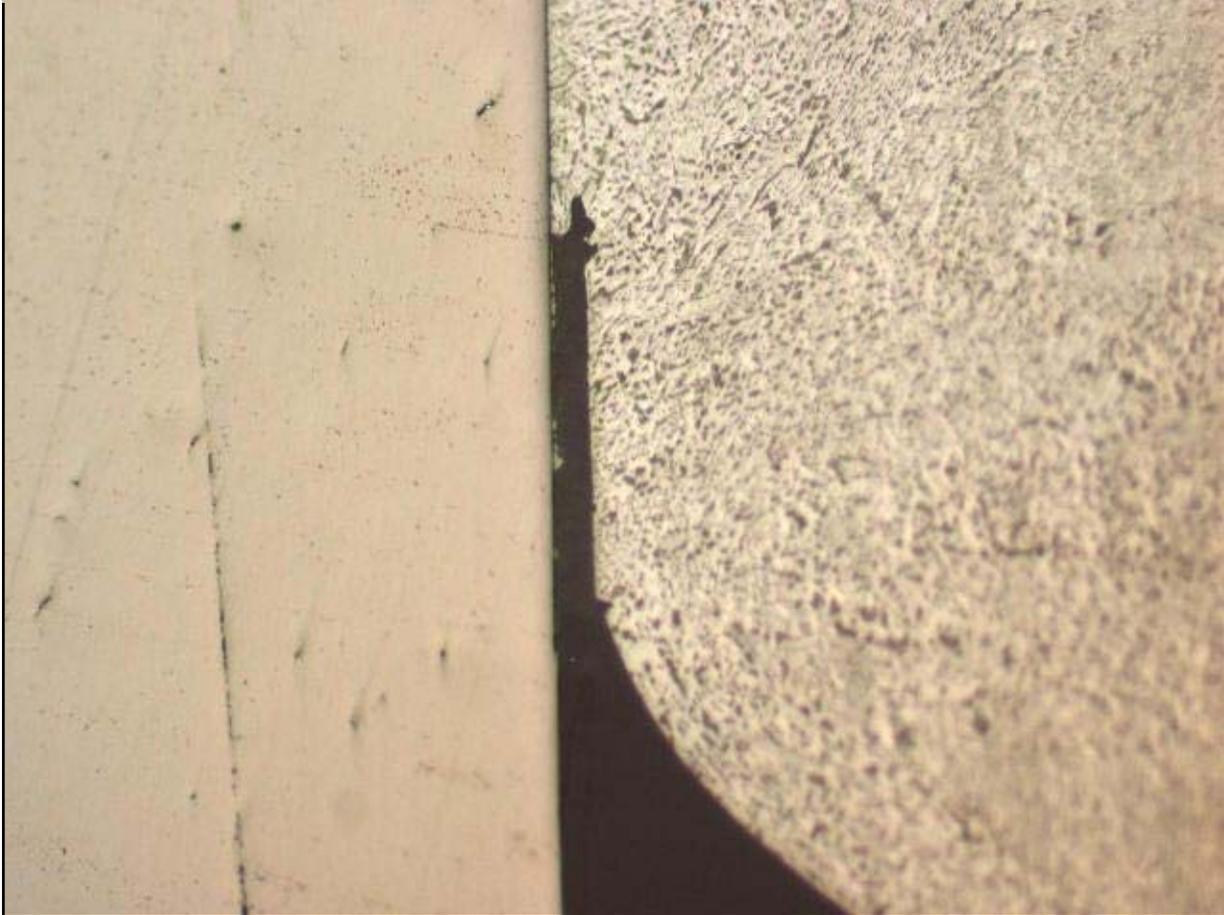
30 - Cross section image of pin 3 from K221. A small crack was found on the right side of the pin.



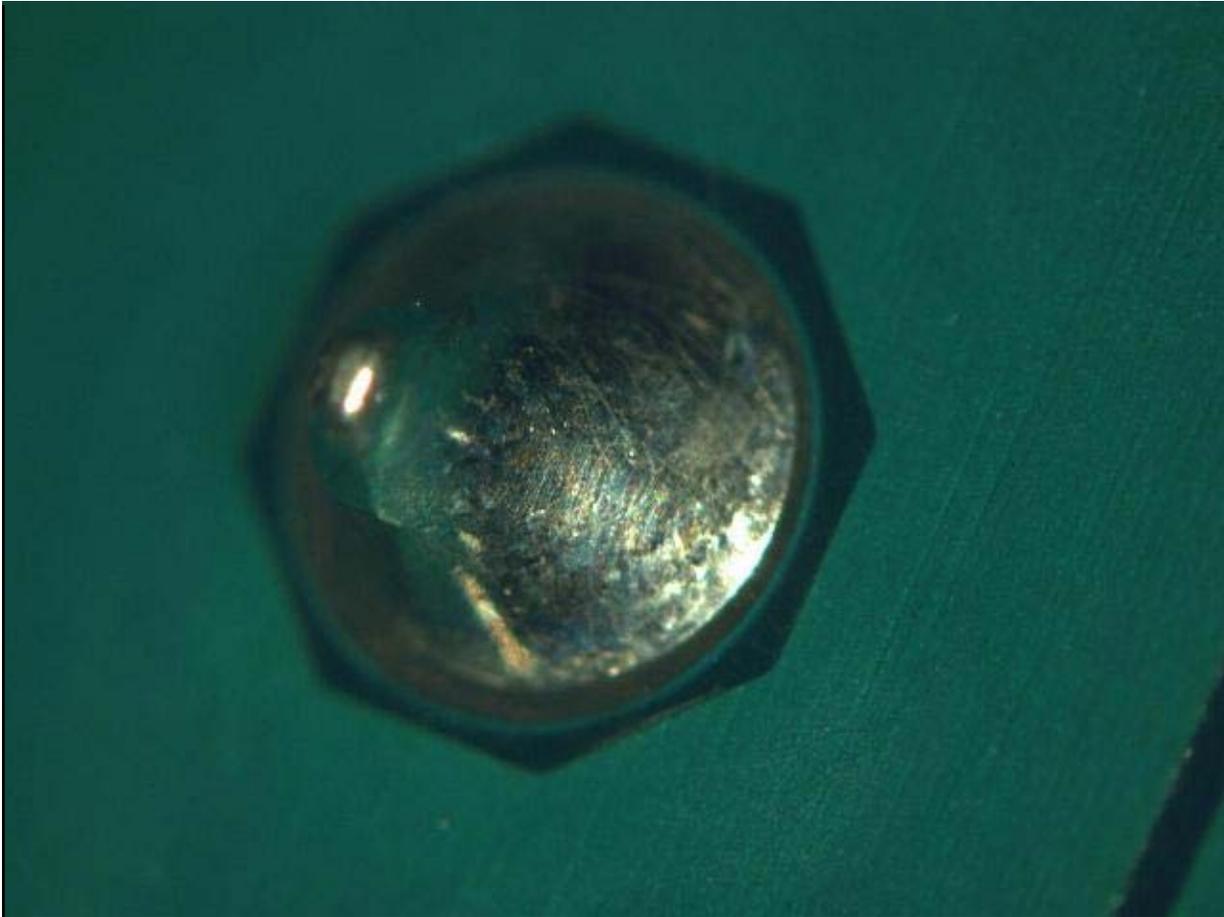
31 - Higher magnification image of the left side of the pin.



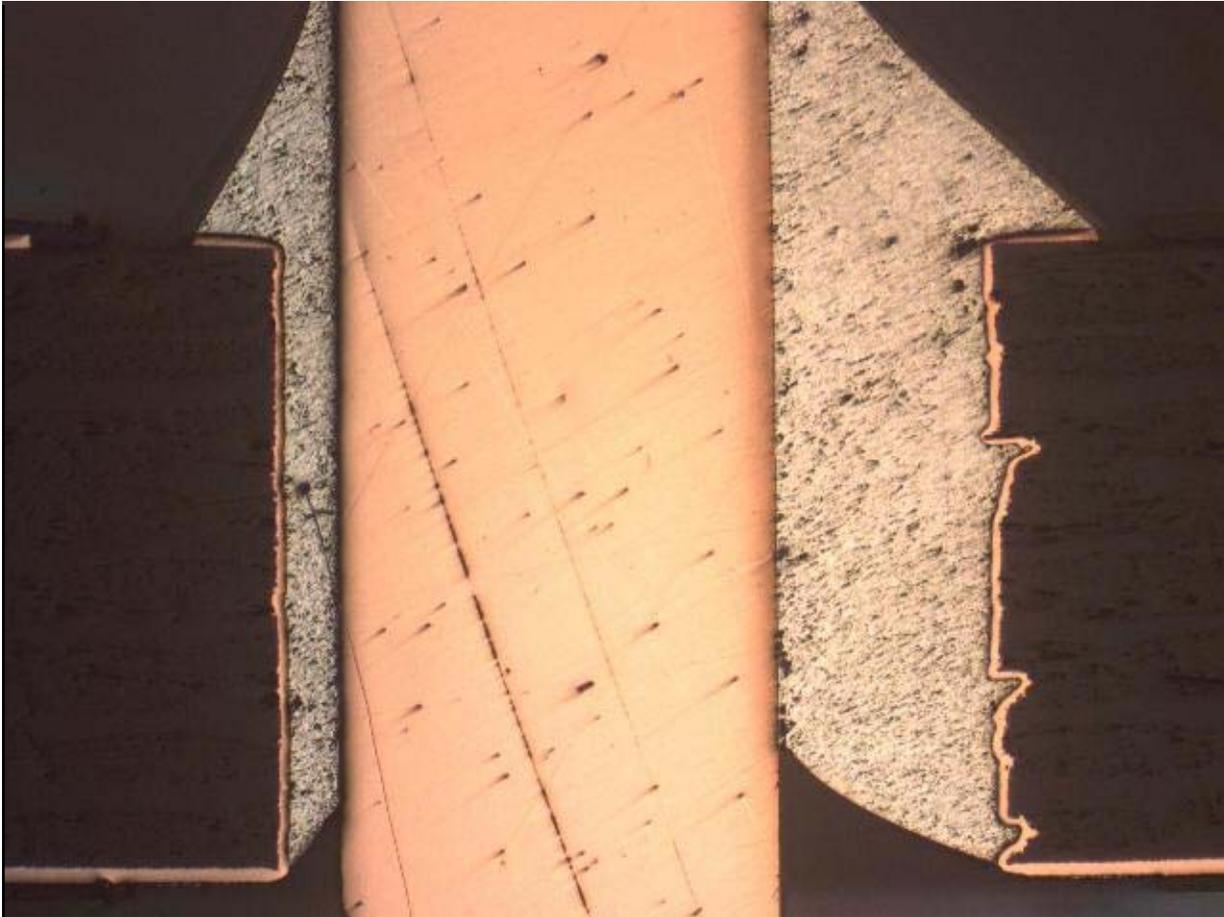
32 - Higher magnification image of the right side of the pin. Note the small crack.



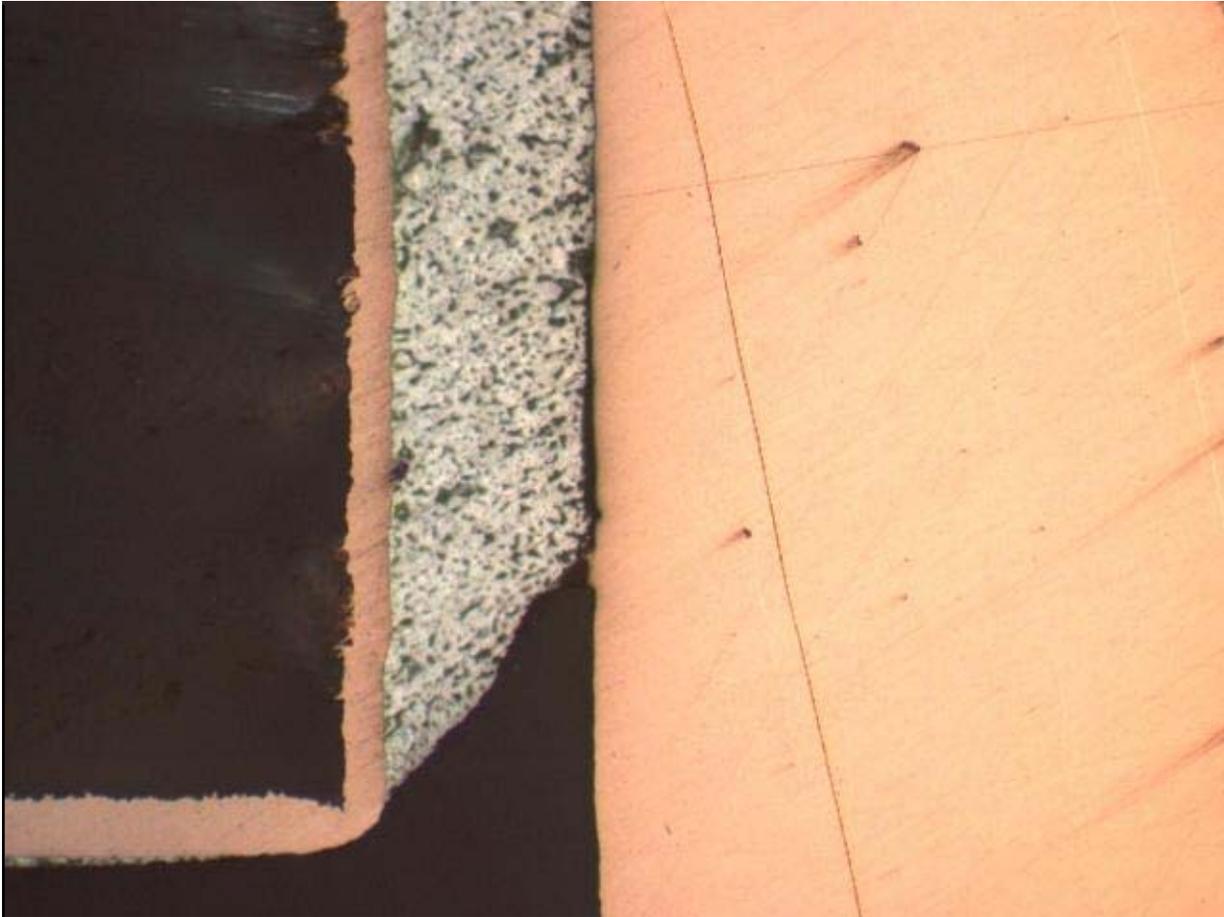
33 - Optical image of pin 4 from K221. No signs of cracking were visible. The solder appeared grainy toward the edge of the via.



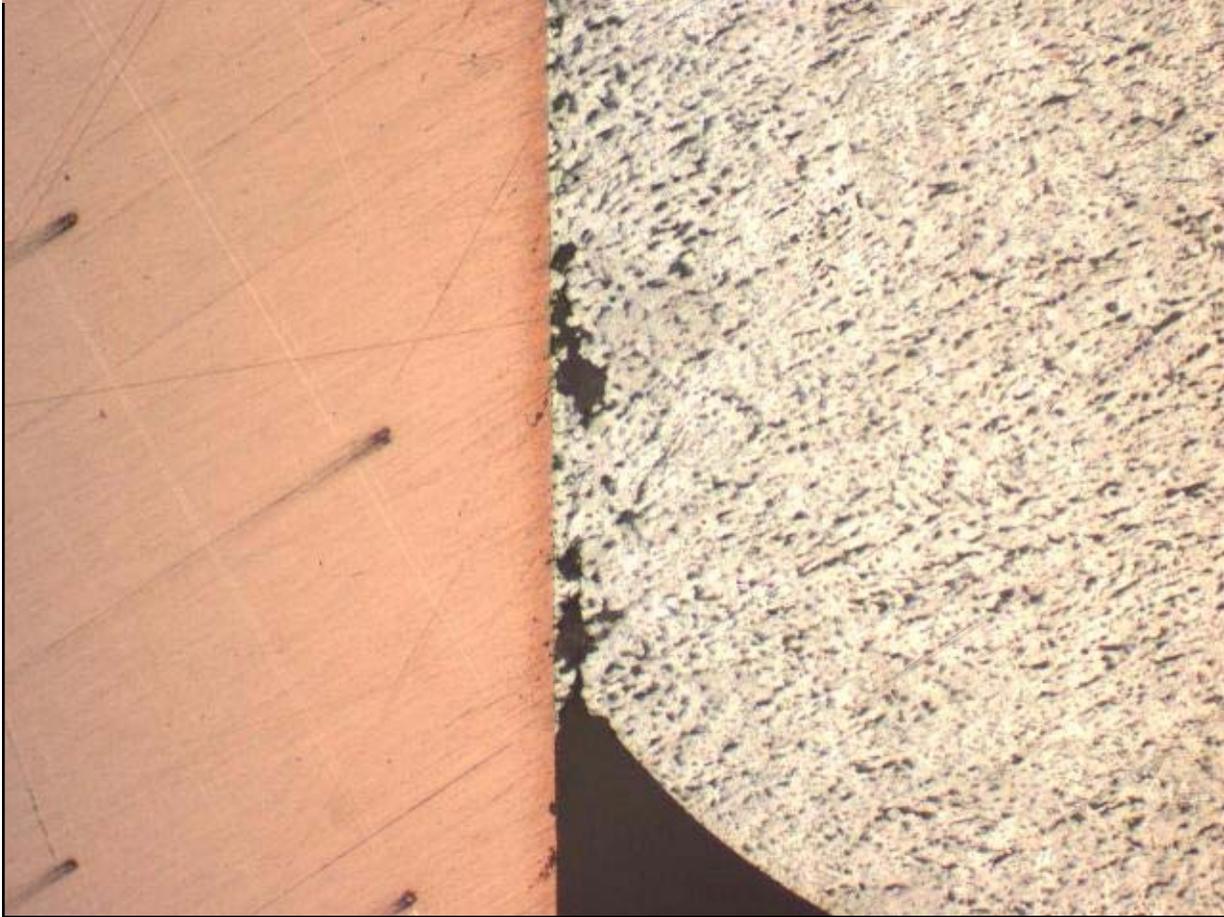
34 - Cross section image of pin 4 from K221. Cracking was visible on the right side of the pin. Sever copper folds are visible on the right side of the via.



35 - Higher magnification image of the left side of the pin.



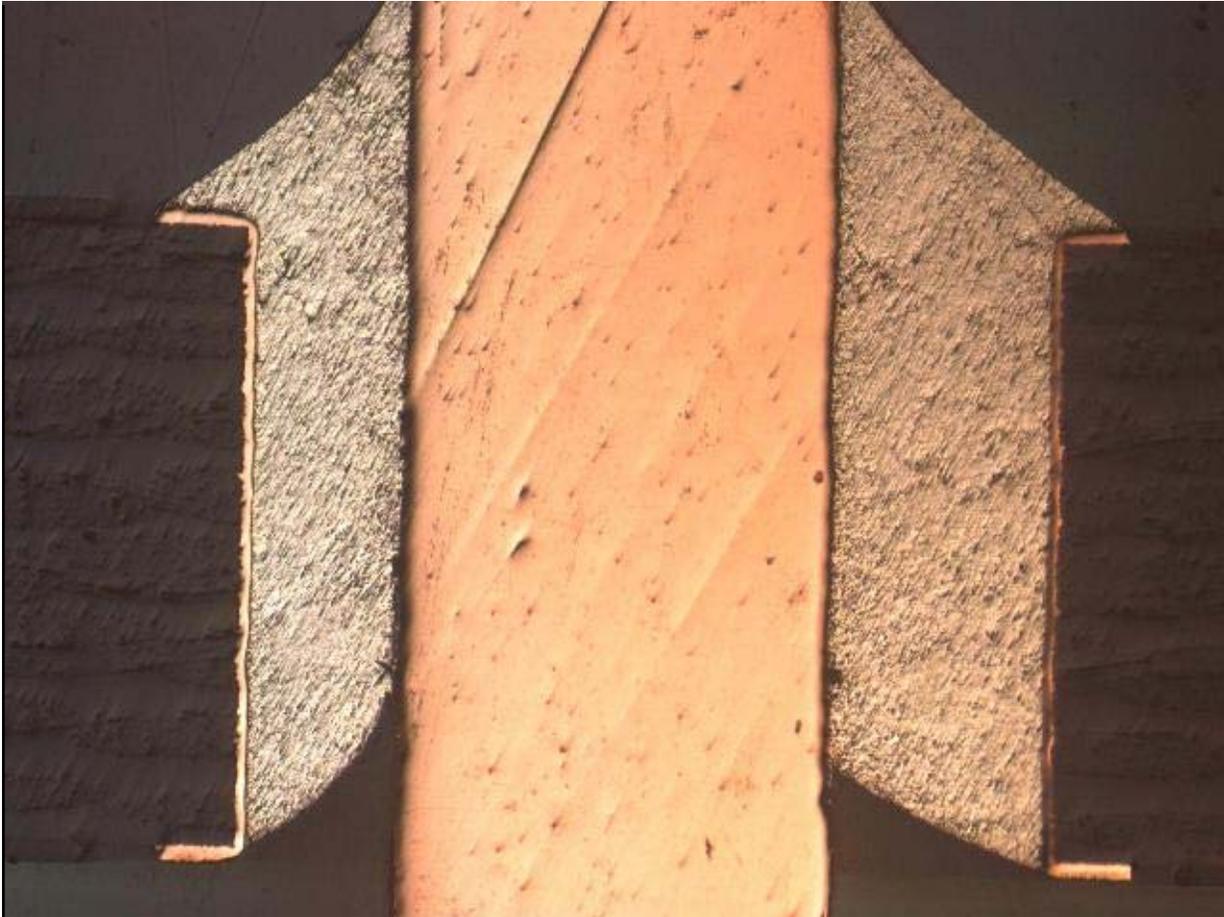
36 - Higher magnification image of the right side of the pin. Note the cracks in the solder near the pin.



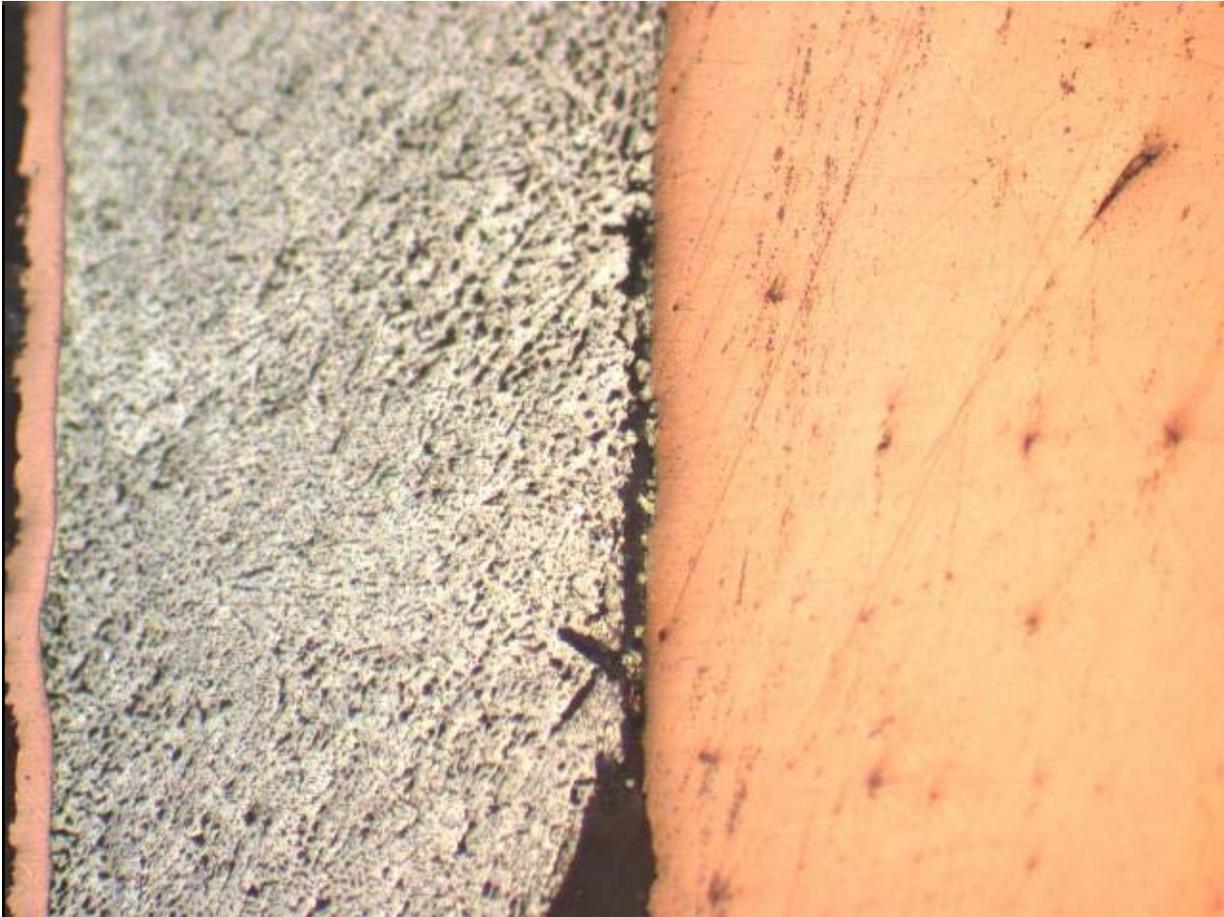
37 - Optical photo of pin 5 from K221. No cracks were visible. The solder appeared very shiny.



38 - Cross section image of pin 5 from K221. Cracking was visible on the left side of the pin.



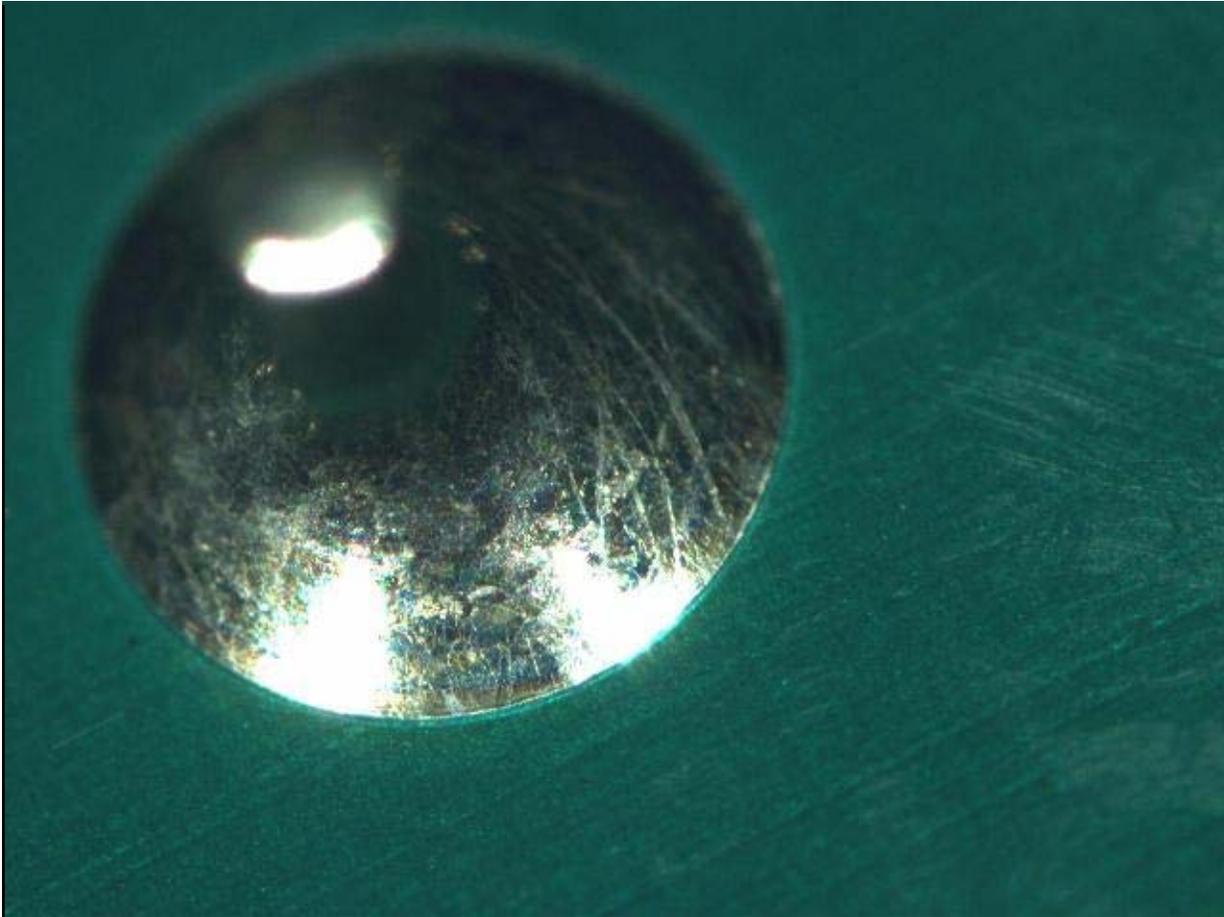
39 - Higher magnification image of the left side of the pin. Note the cracks in the solder near the pin.



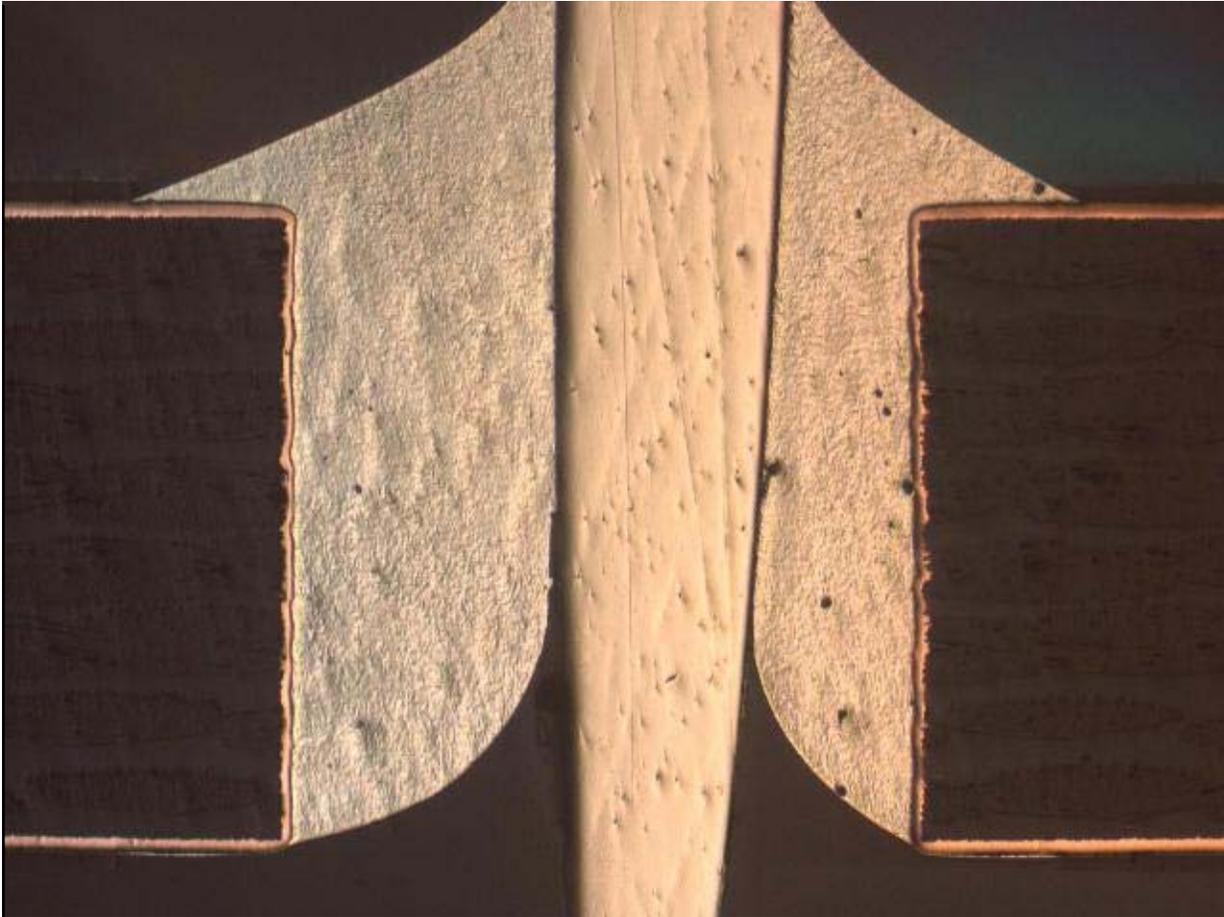
40 - Higher magnification image of the right side of the pin.



41 - Optical photo of pin 1 from K222. No signs of cracking were visible. The solder appeared shiny.



42 - Cross section image of pin 1 from K222. No cracking was visible.



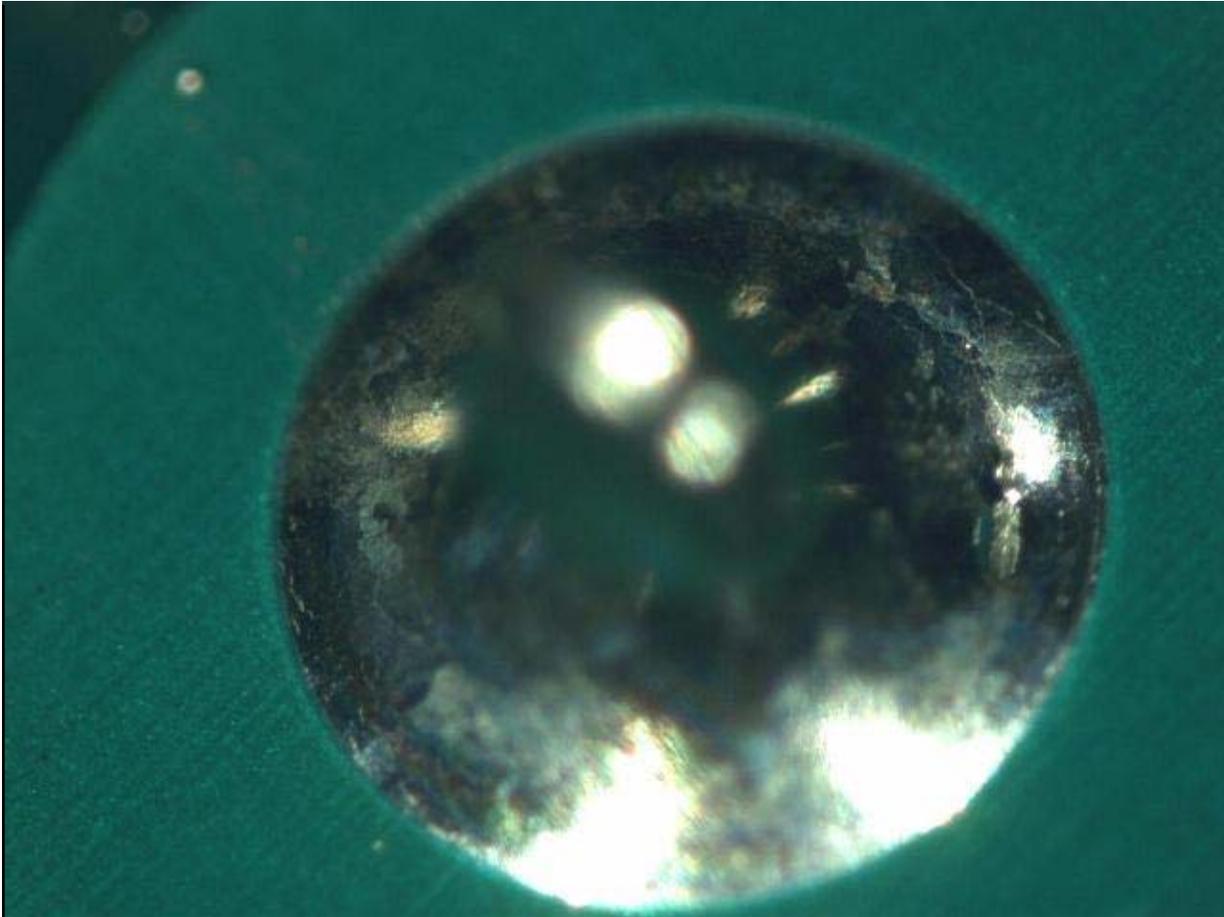
43 - Higher magnification image of the left side of the pin.



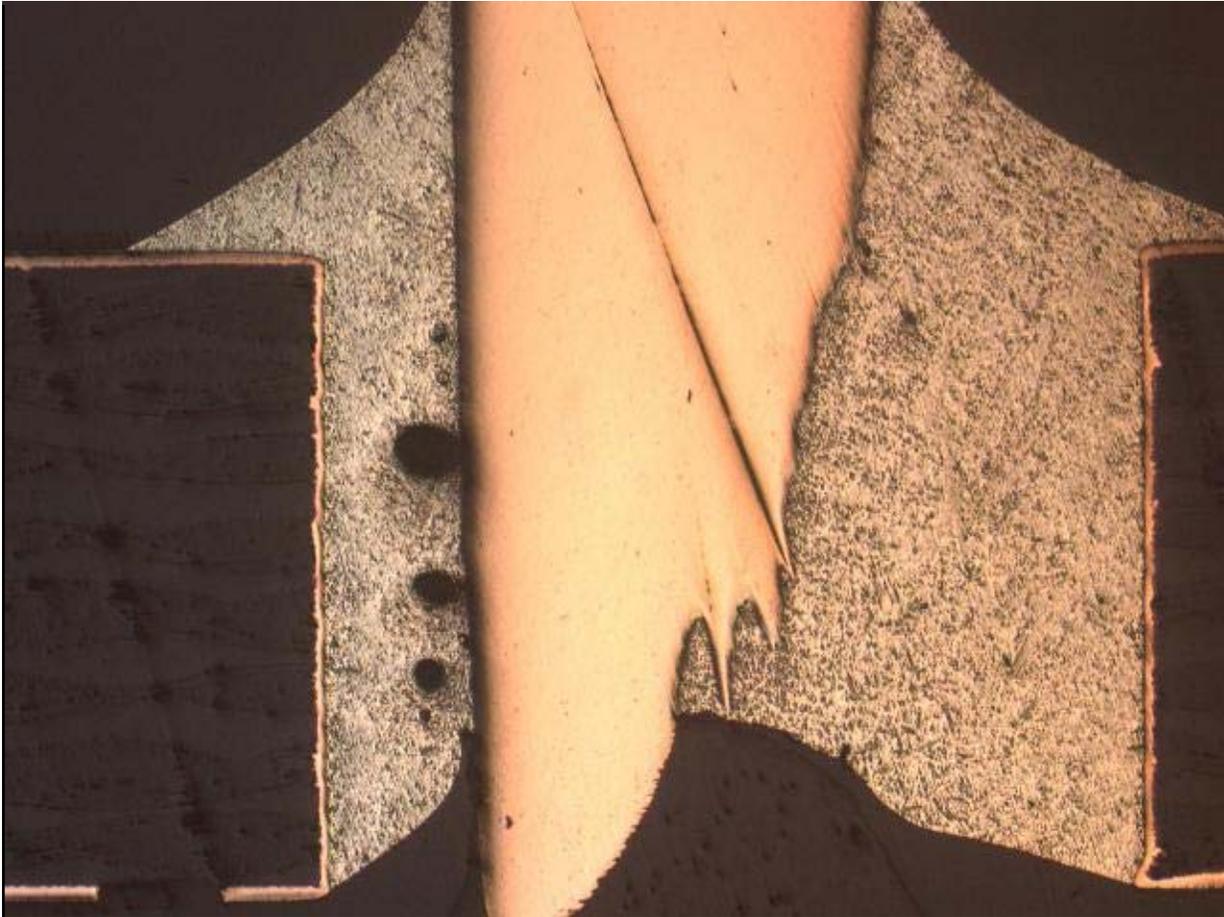
44 - Higher magnification image of the right side of the pin.



45 - Optical image of pin 2 from K222. No signs of cracking were visible. The solder appears shiny.



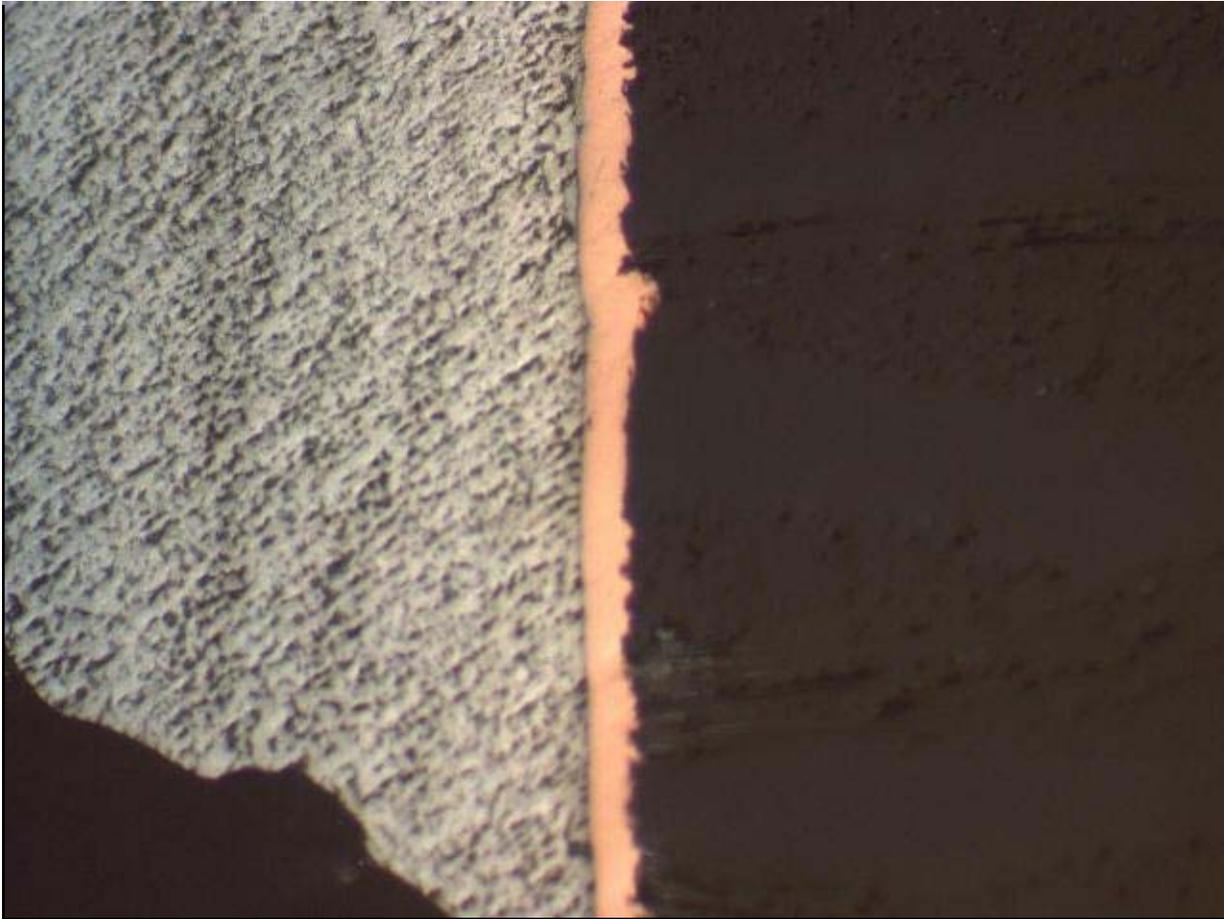
46 - Cross section image of pin 2 from K222. No cracking was visible. Some voids were found on the left side of the pin. The cross section was not taken at the center of the pin.



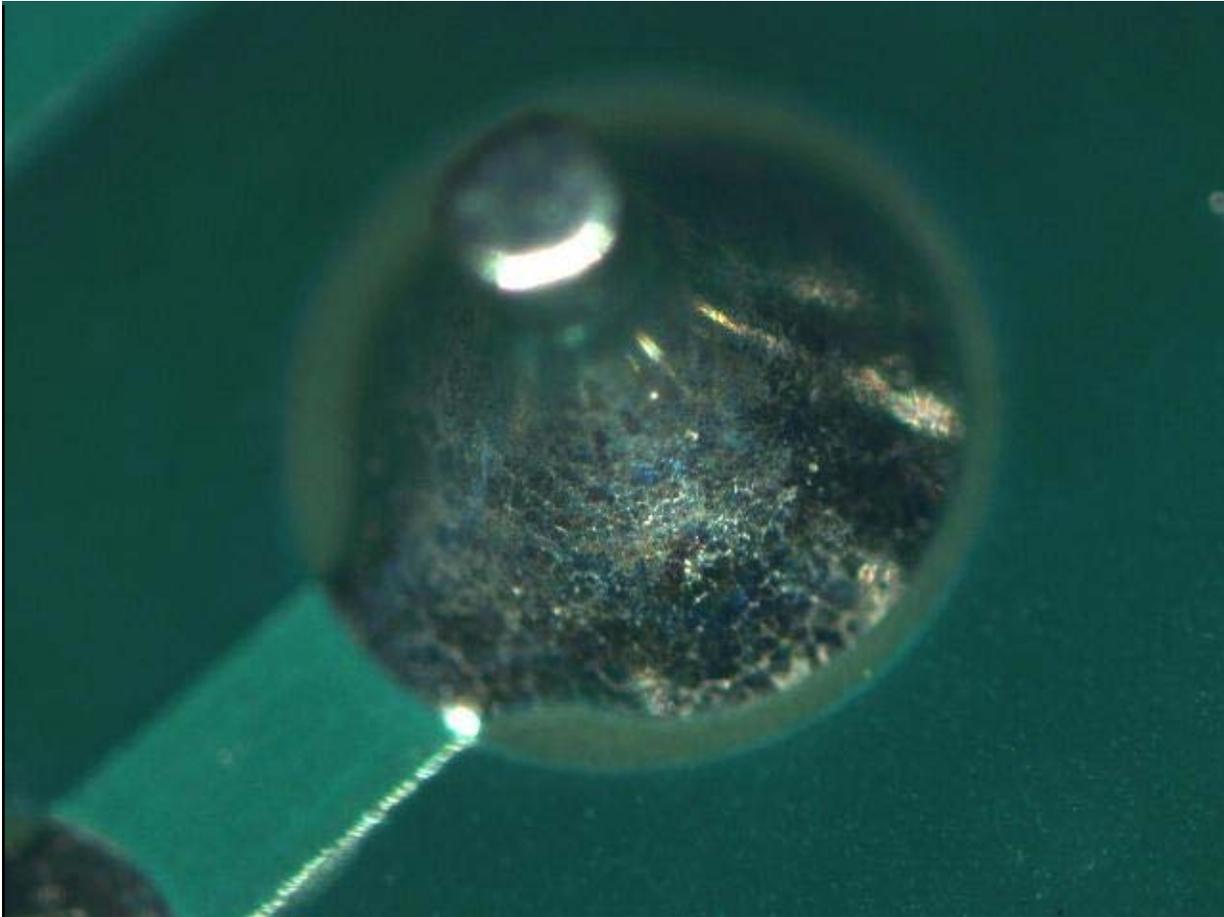
47 - Higher magnification image of the left side of the pin. Some voids are visible, but no cracks.



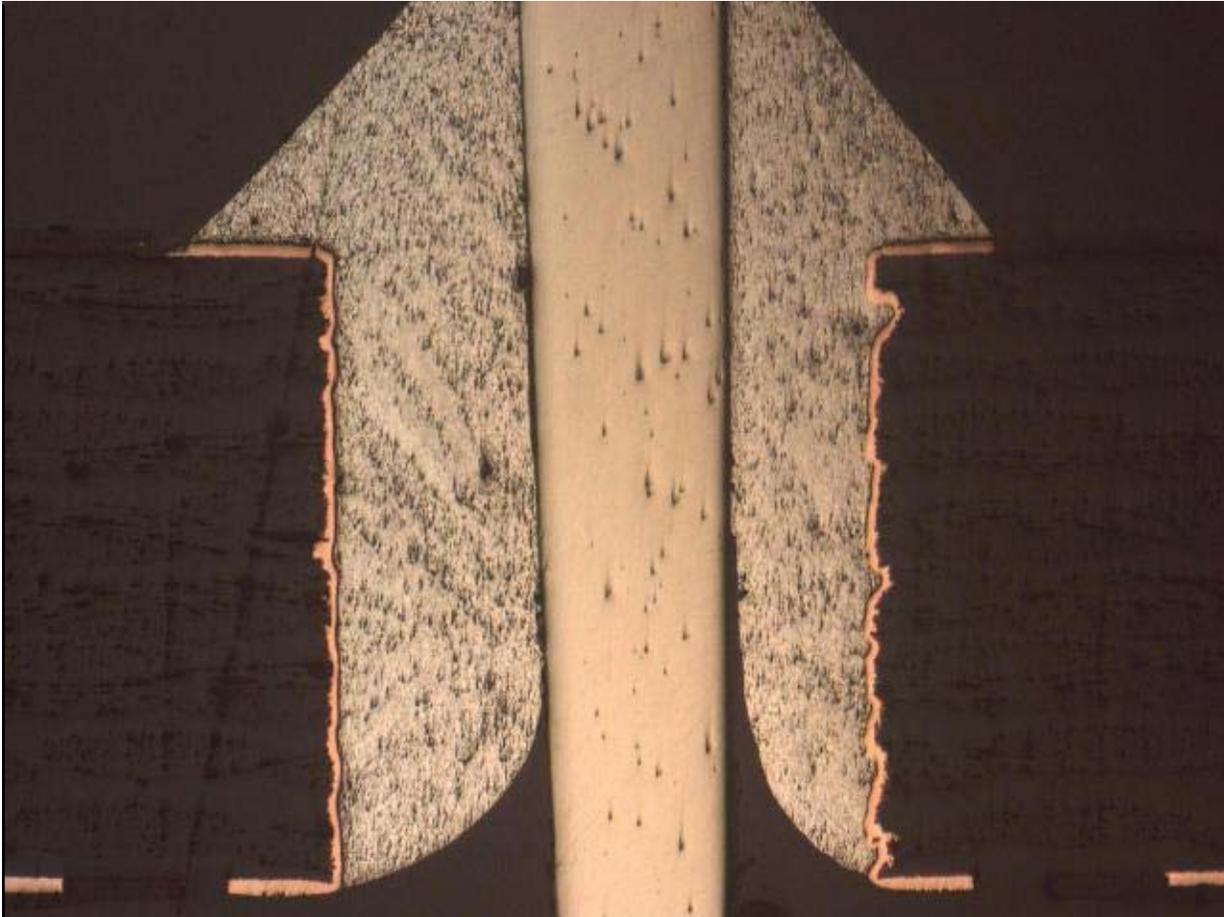
48 - Higher magnification image of the via wall on the right side of the pin.



49 - Optical image of pin 3 from K222. No signs of cracking were visible. The solder appeared grainy.



50 - Cross section image of pin 3 from K222. A severe fold is visible in the right via wall. Cracking was visible on both sides of the pin.



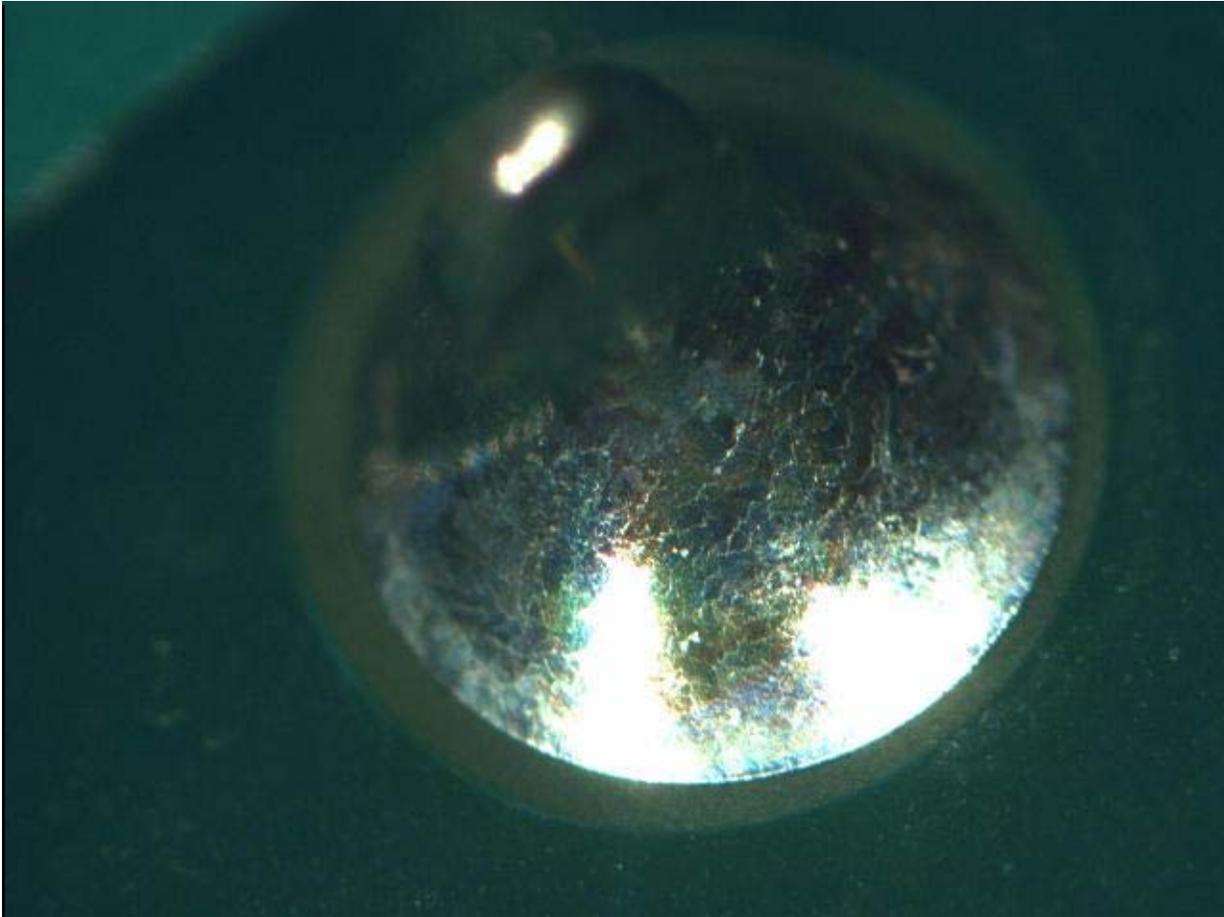
51 - Higher magnification image of the left side of the pin.



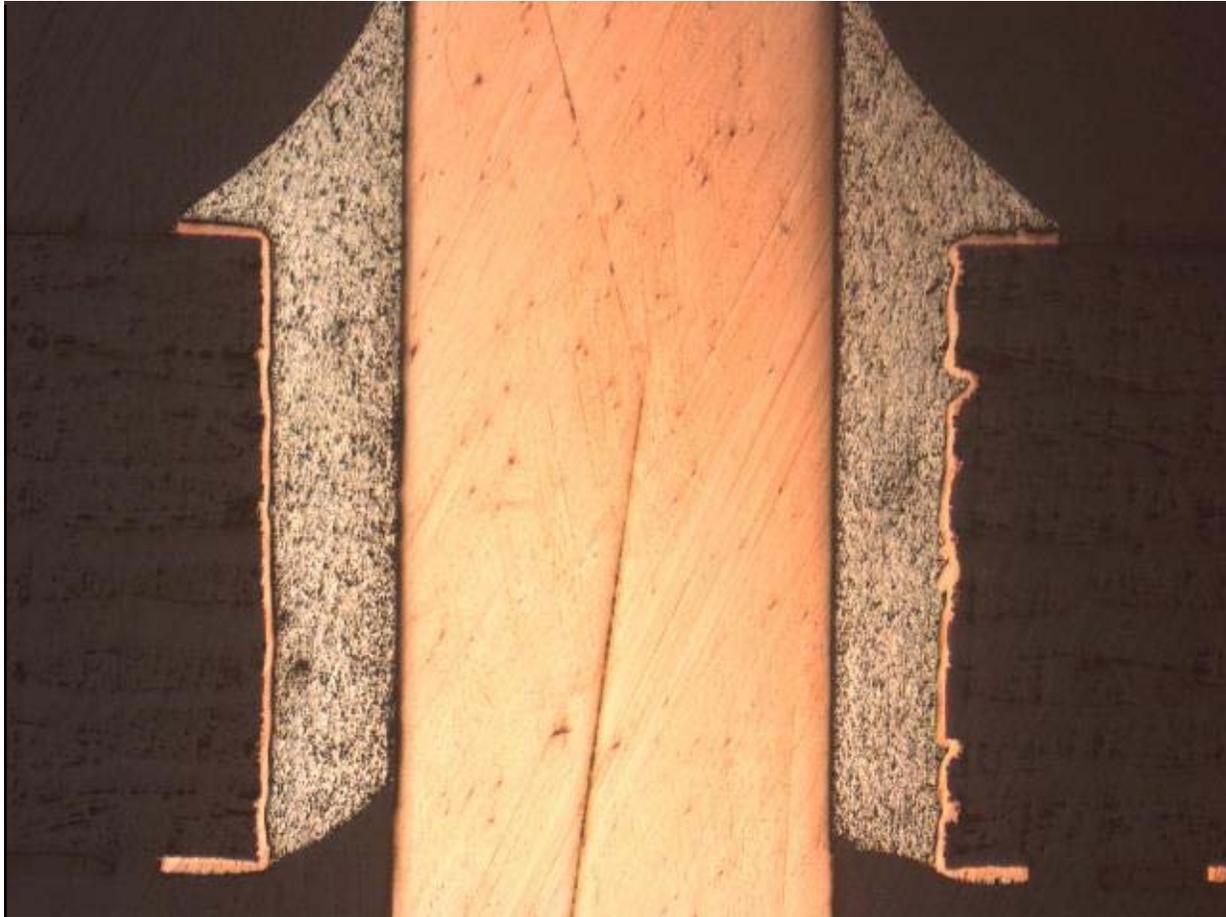
52- Higher magnification image of the right side of the pin.



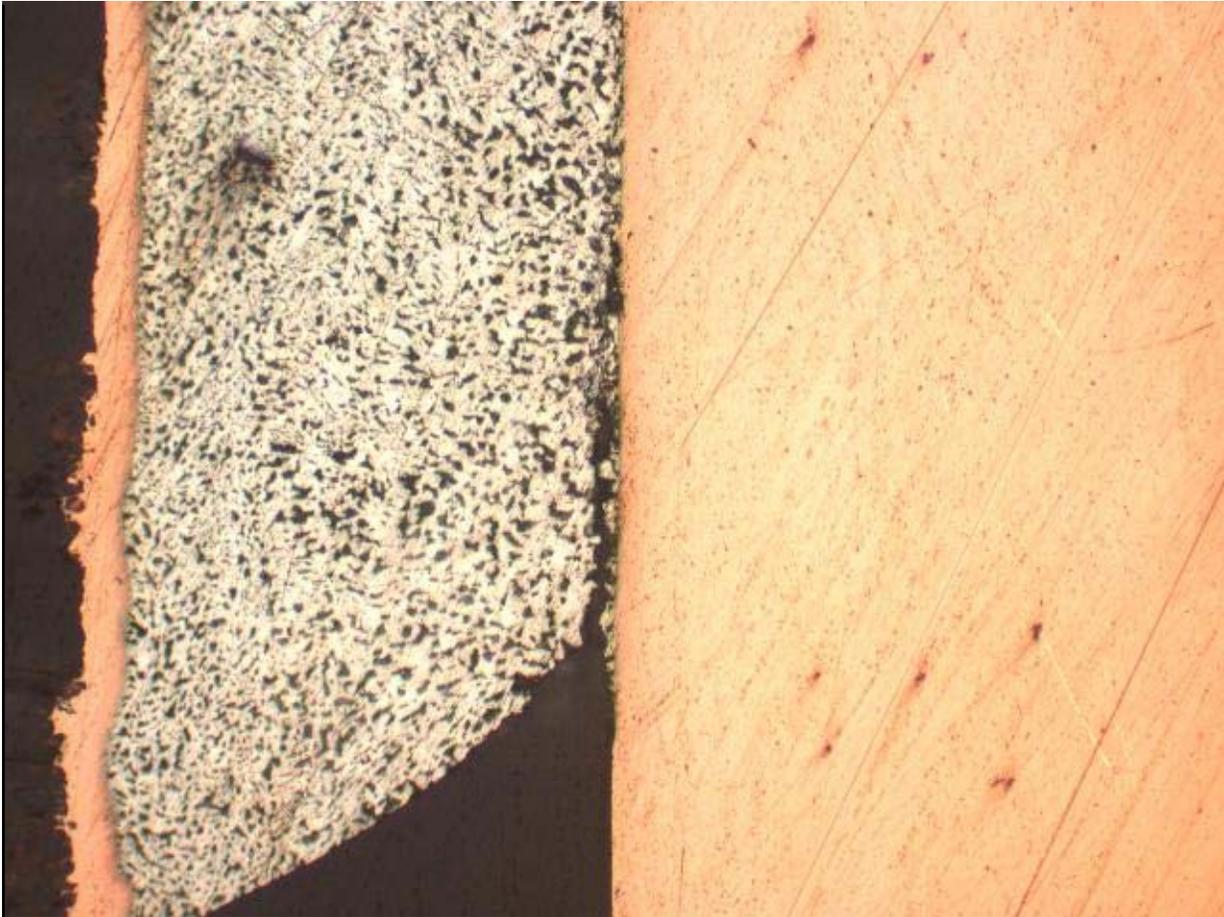
53 - Optical image of pin 4 from K222. No signs of cracking were visible. The solder appeared grainy.



54 - Cross section image of pin 4 from K222. Severe folds are visible in the via wall on the right side. Cracking is visible on the left side of the pin.



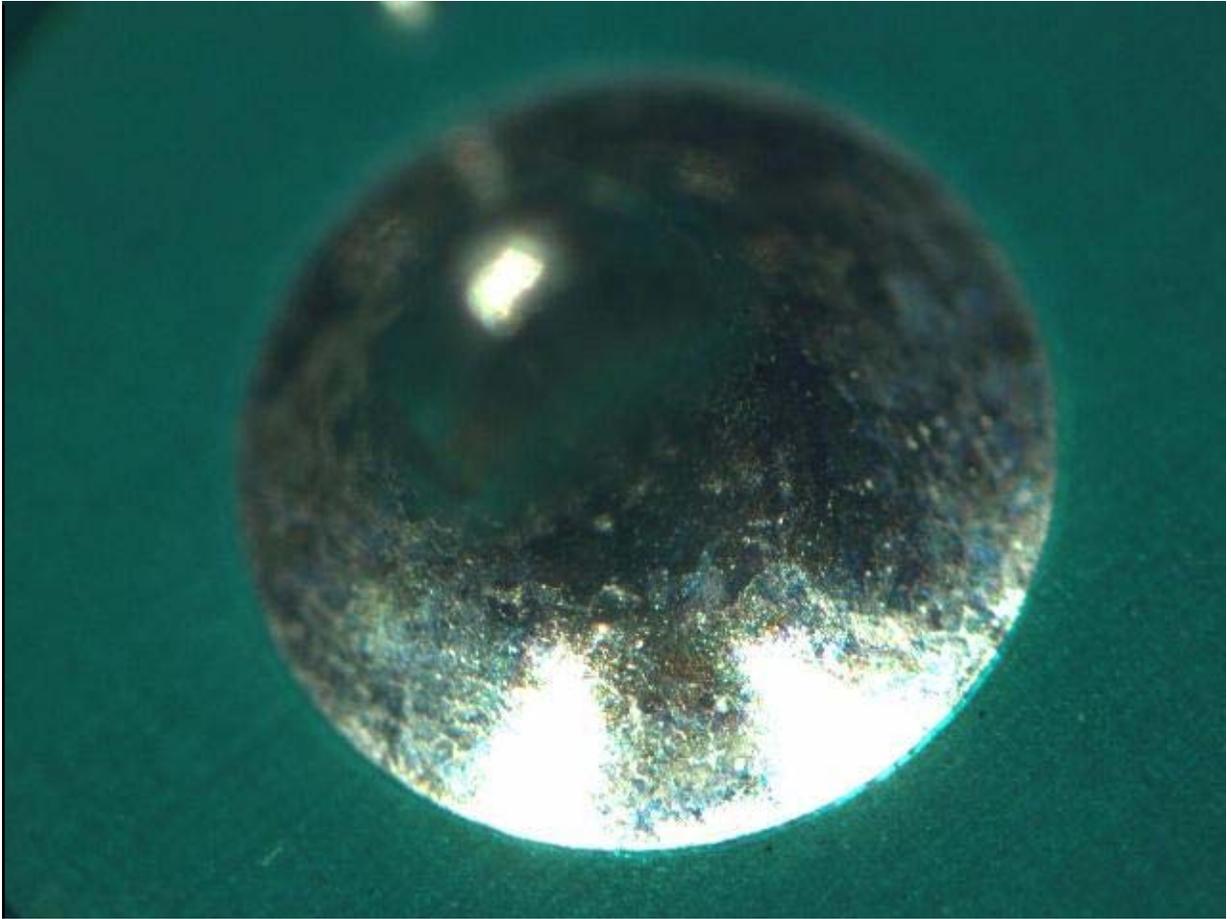
55 - Higher magnification image of the left side of the pin. Cracking is visible in the solder near the pin.



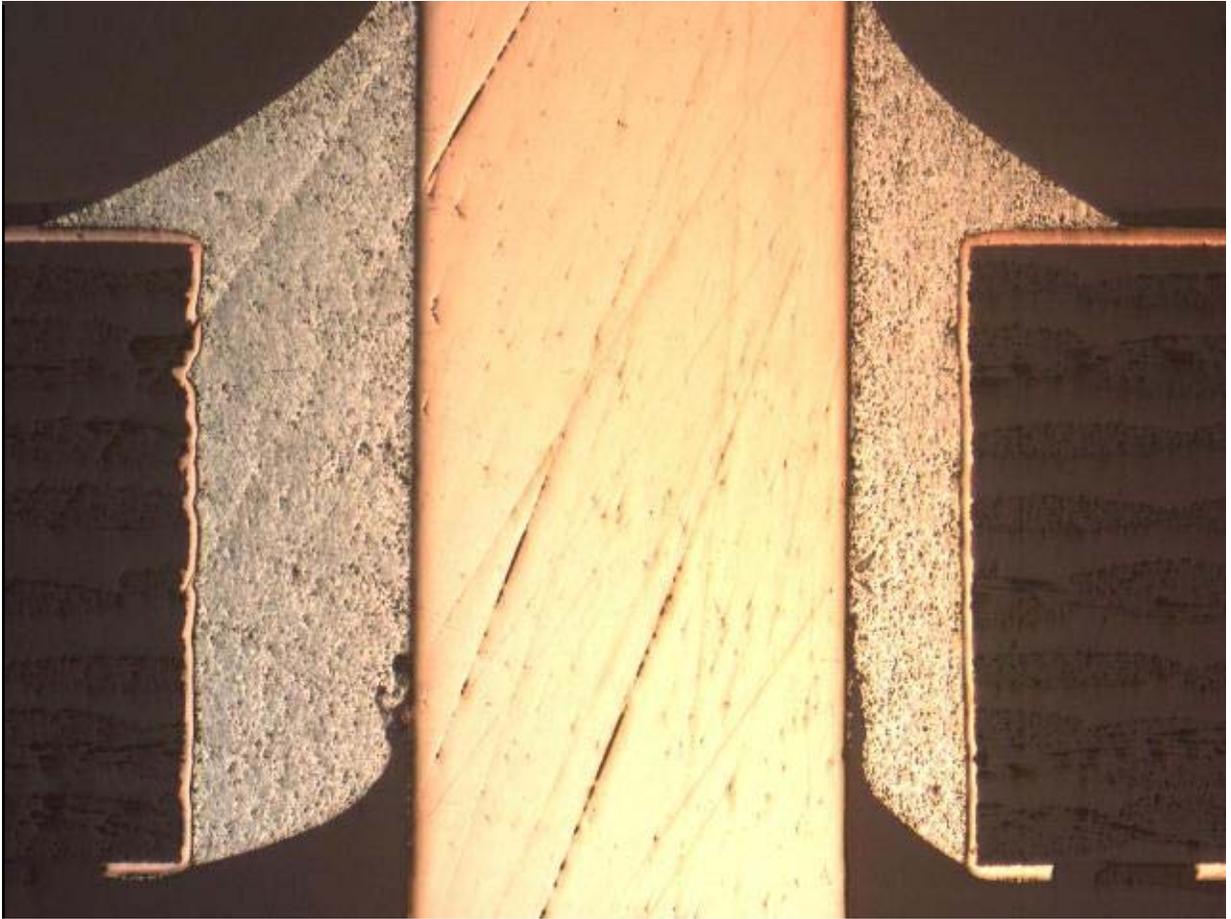
56 - Higher magnification image of the right side of the pin.



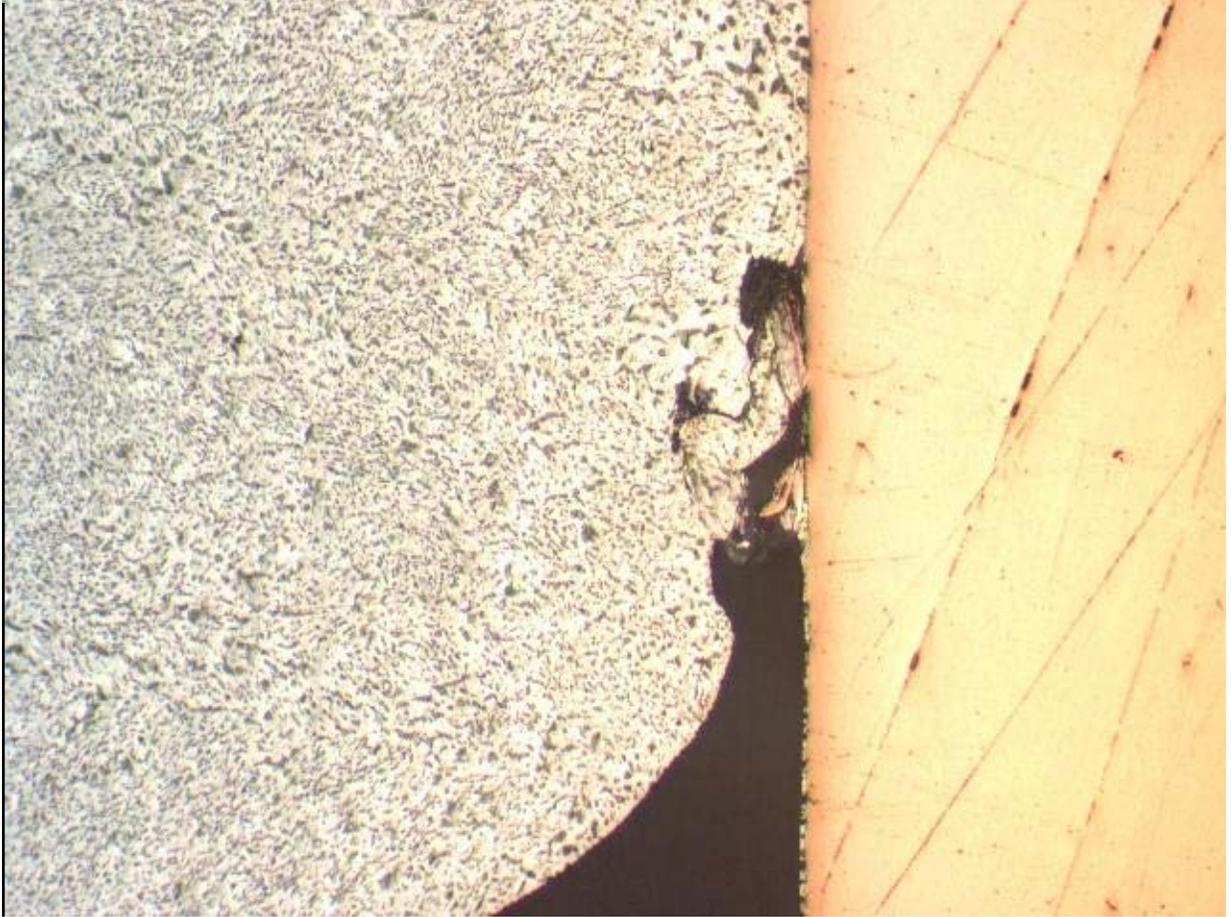
57 - Optical image of pin 5 from K222. No signs of cracking were visible.



58 - Cross section image of pin 5 from K222. Cracking was visible on both sides of the pin.



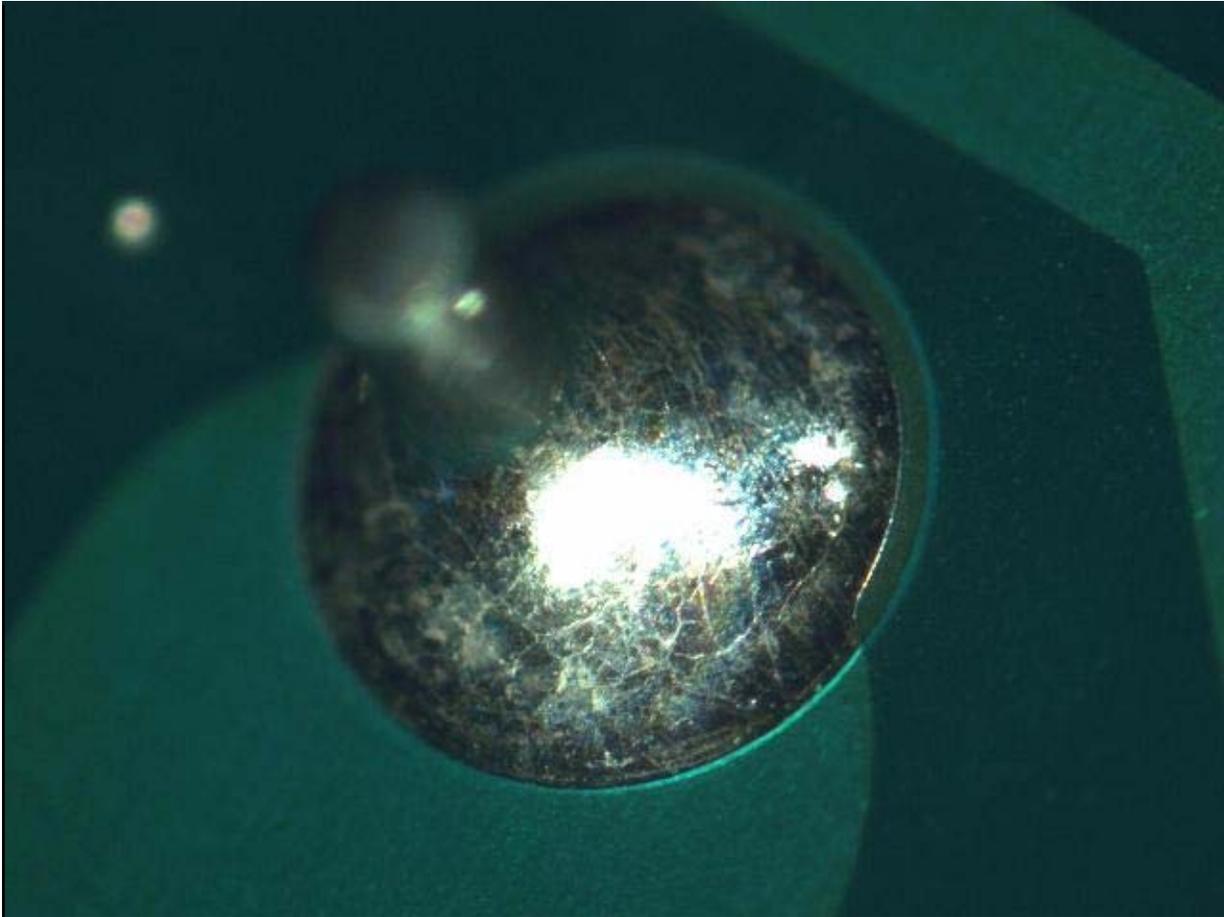
59 - Higher magnification image of the left side of the pin.



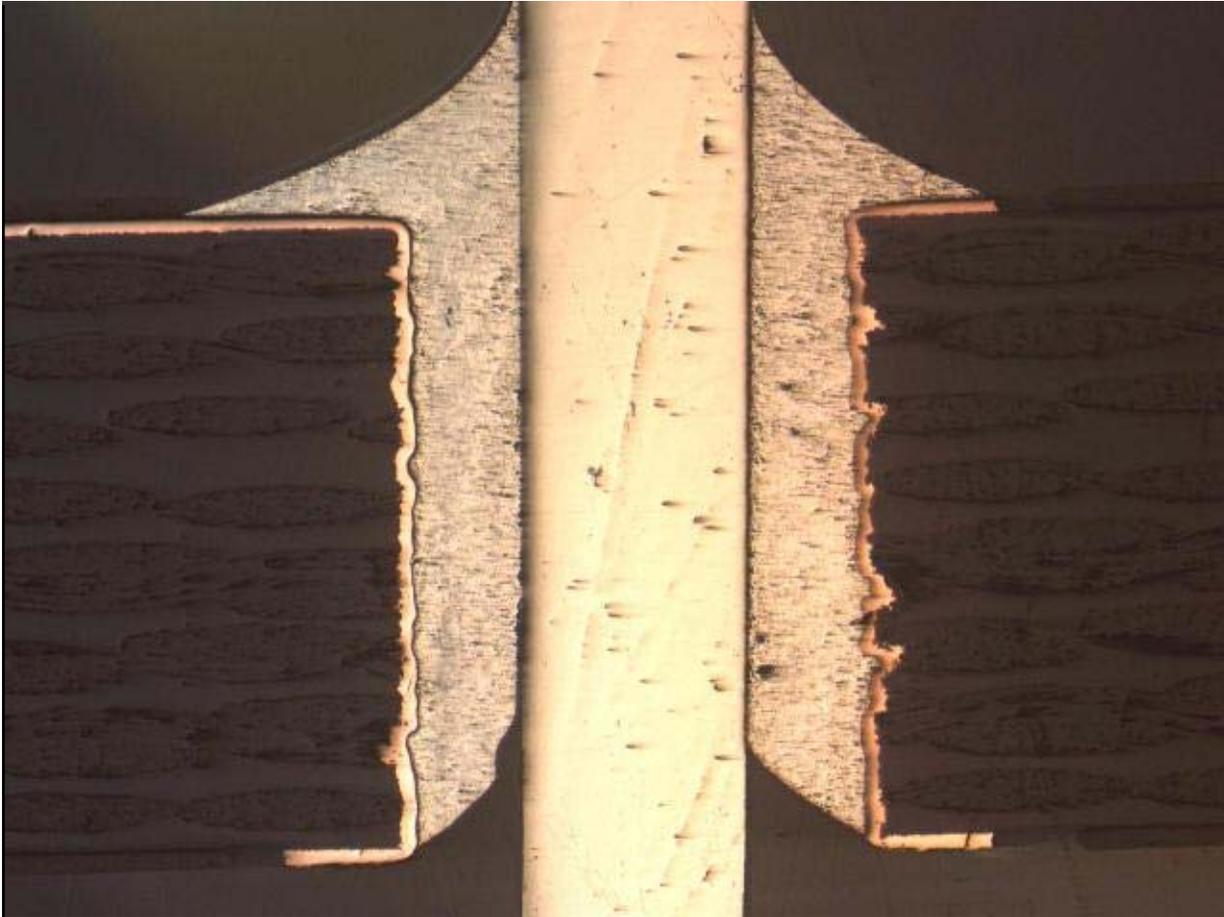
60 - Higher magnification image of the right side of the pin.



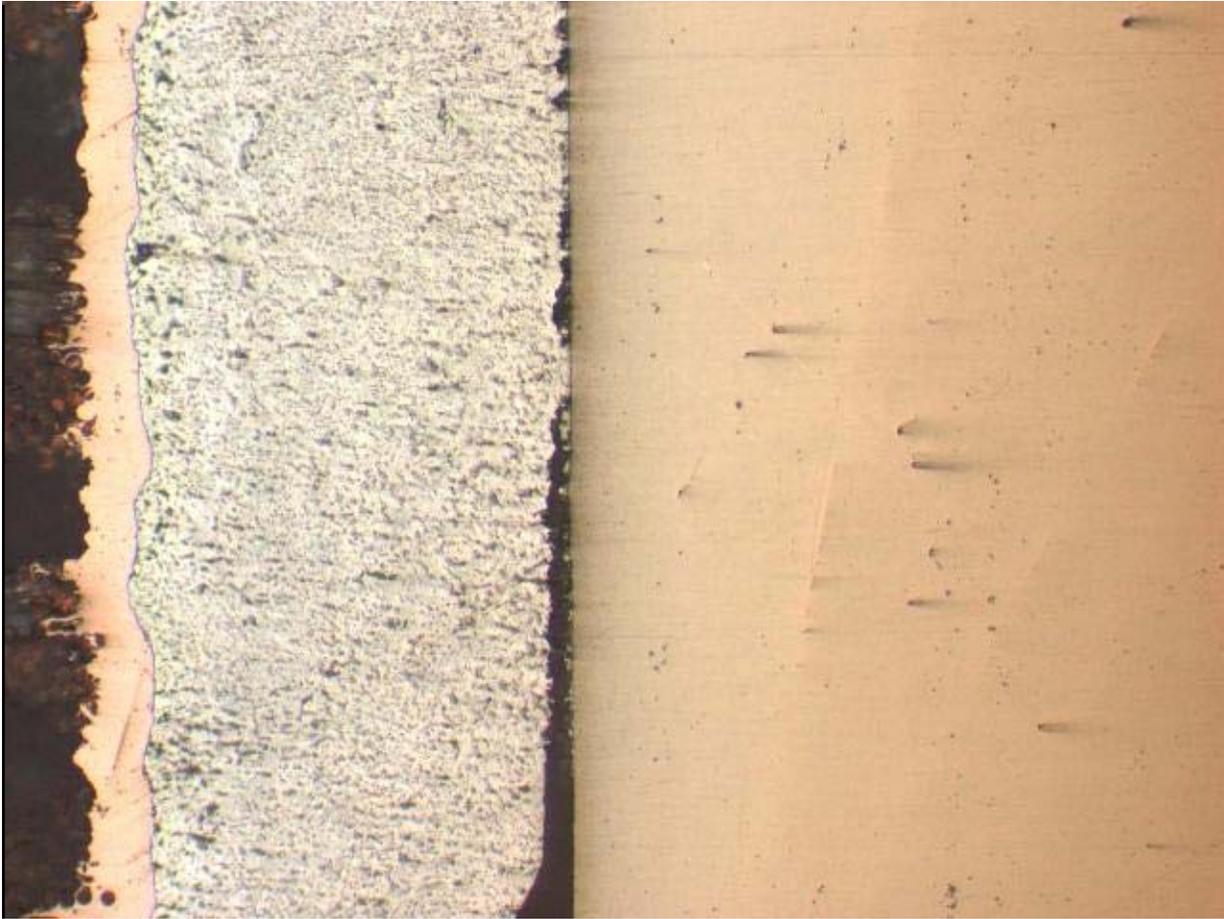
61 - Optical image of pin 1 from K230. No signs of cracking were visible. The solder appeared to be grainy.



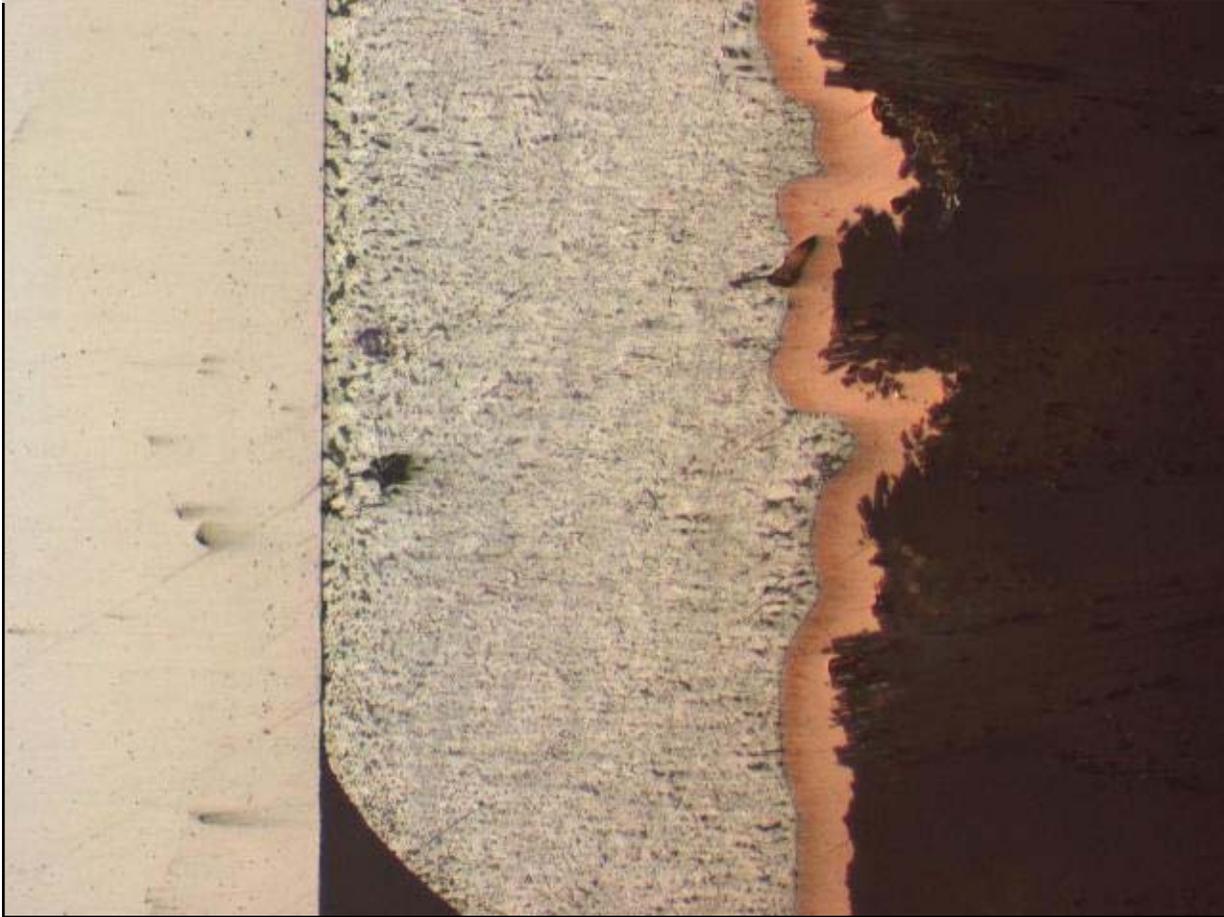
62 - Cross section image of pin from K230. Cracking was visible on the left side of the pin. Severe folds in the via wall are visible on the right side of the pin.



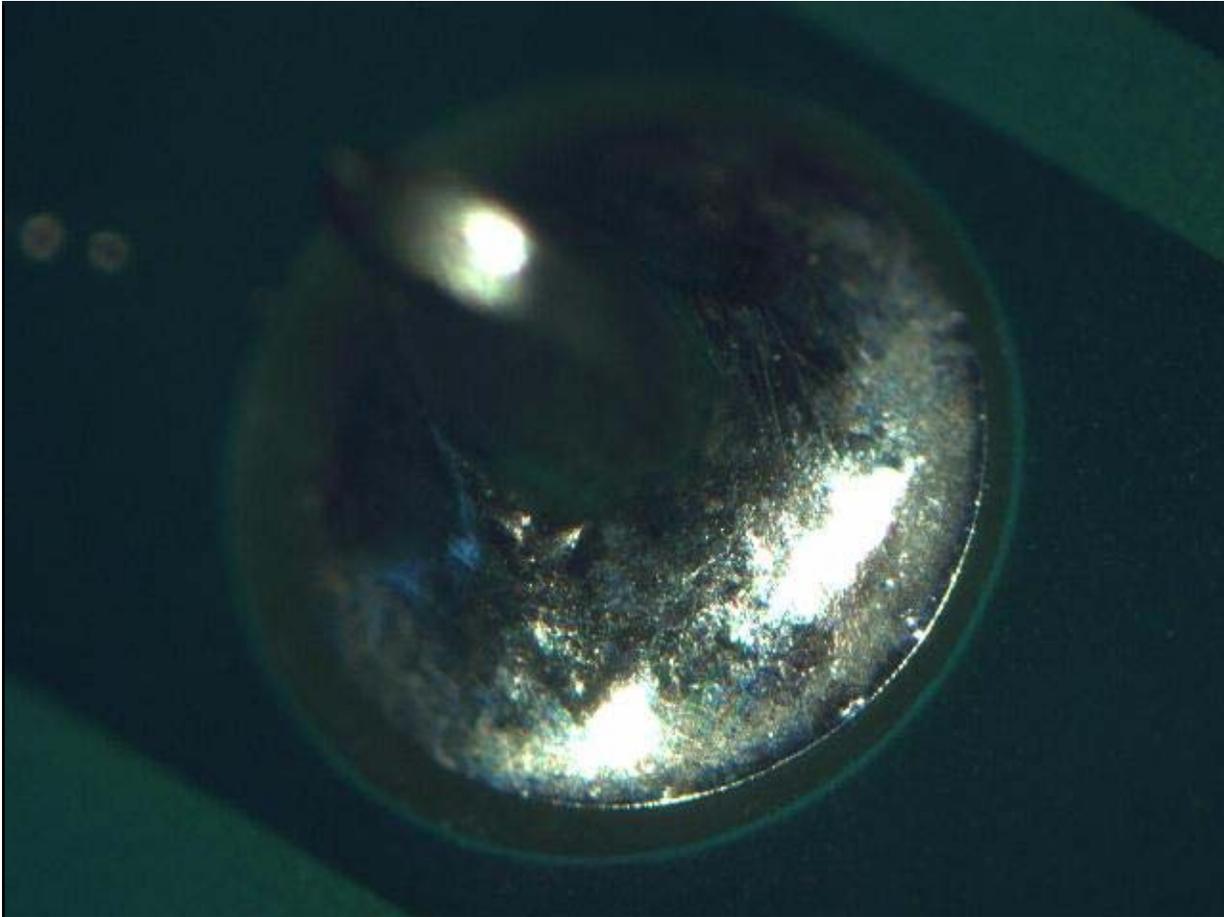
63 - Higher magnification image of the left side of the pin. Cracking is visible in the solder near the pin.



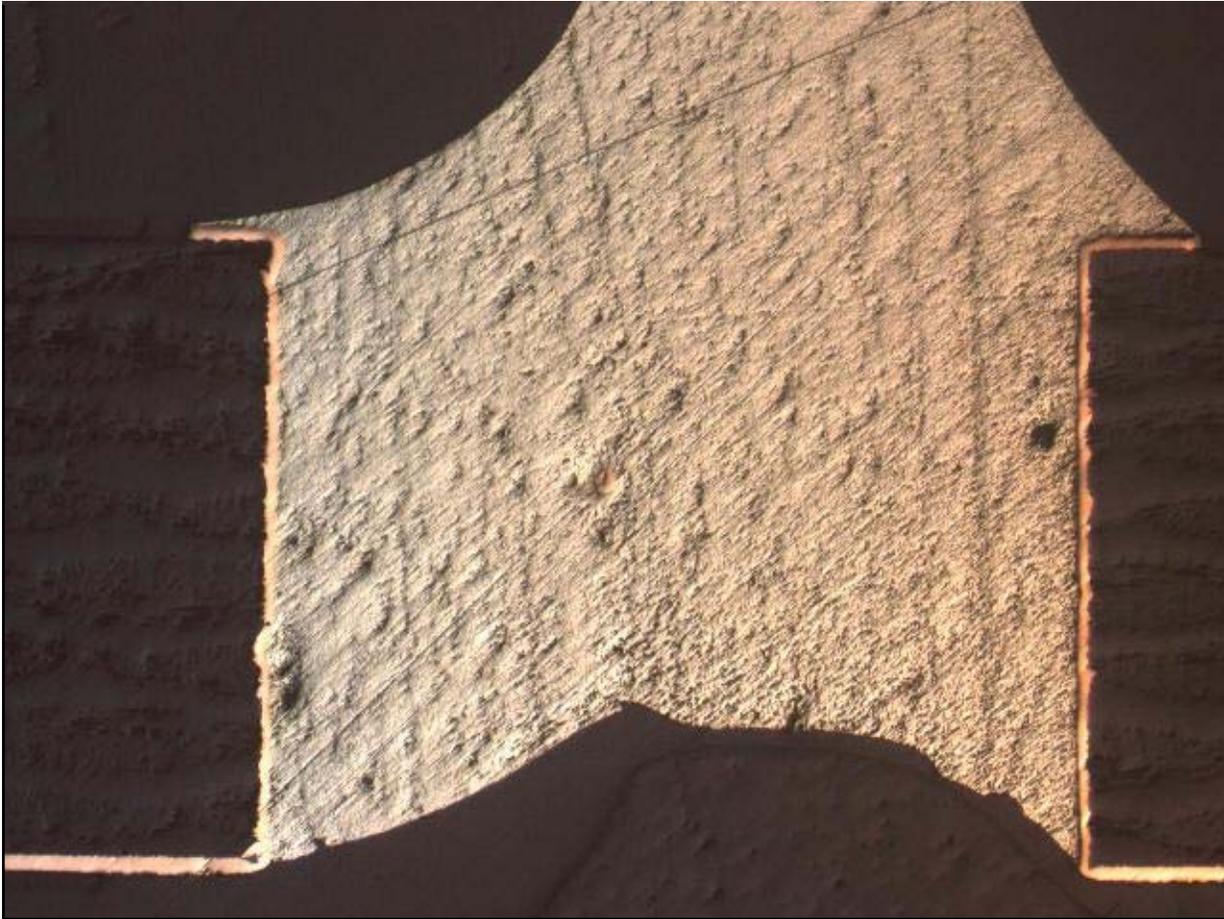
64 - Higher magnification image of the right side of the pin.



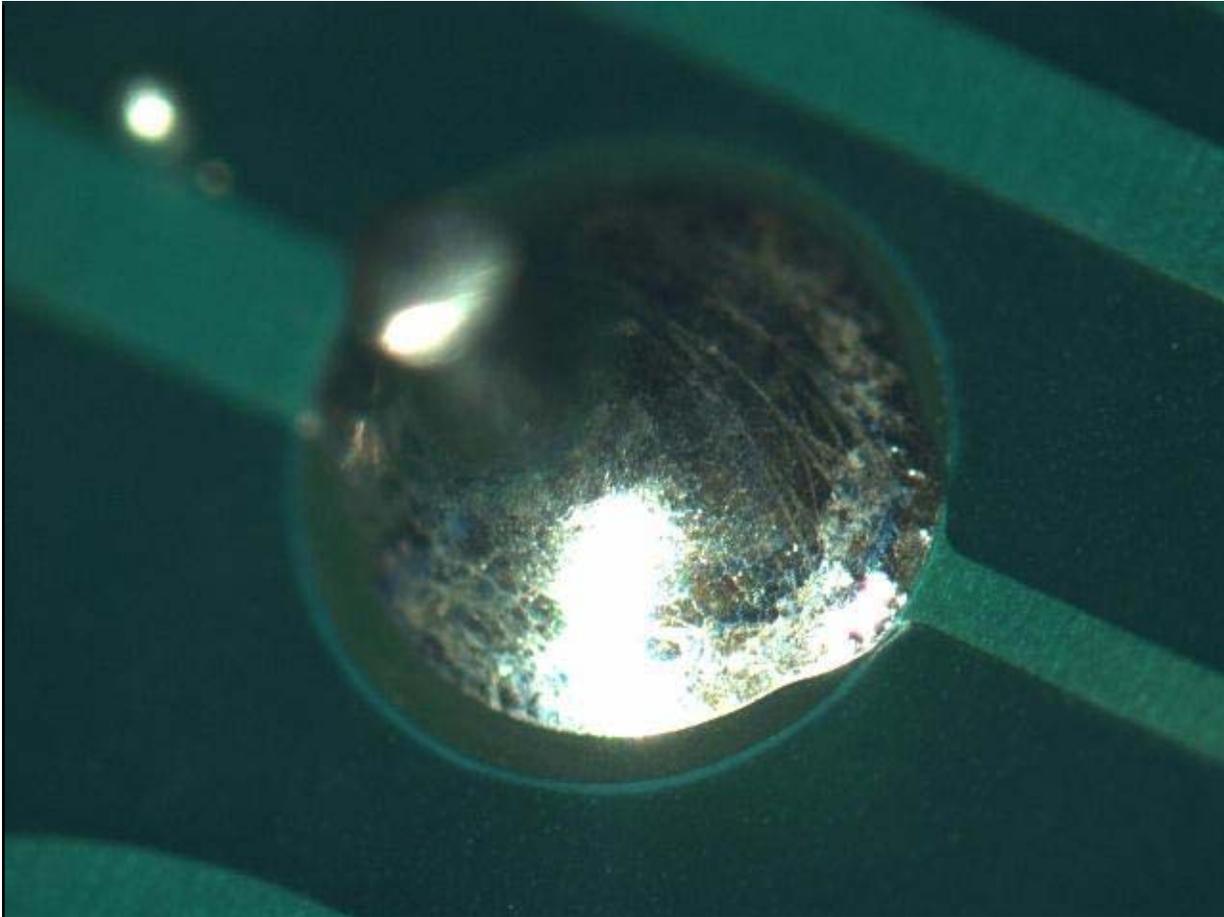
65 - Optical image of pin 2 from K230. No signs of cracking were visible.



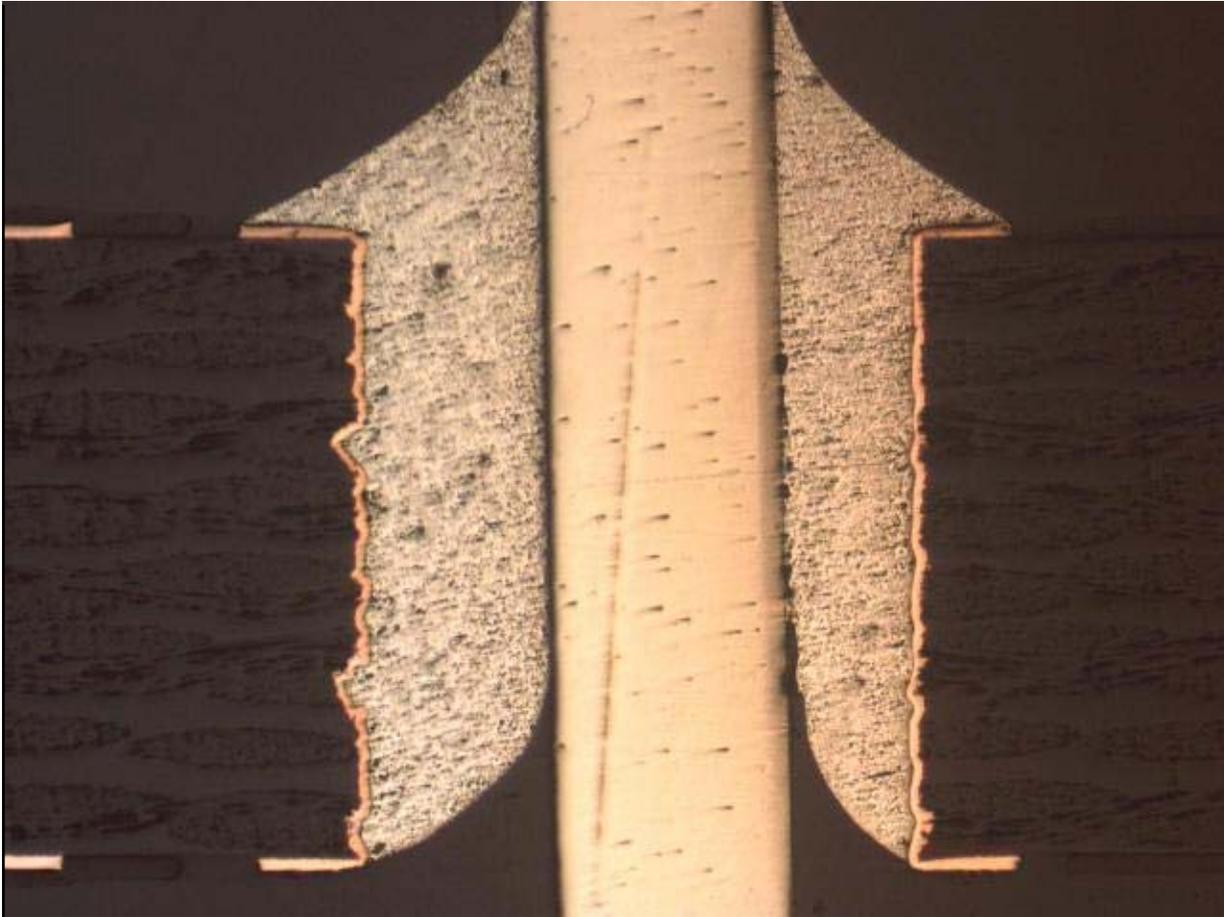
66 - Cross section image of the via from pin 2 of K230. This cross section is taken past the actual pin. No signs of cracking are visible.



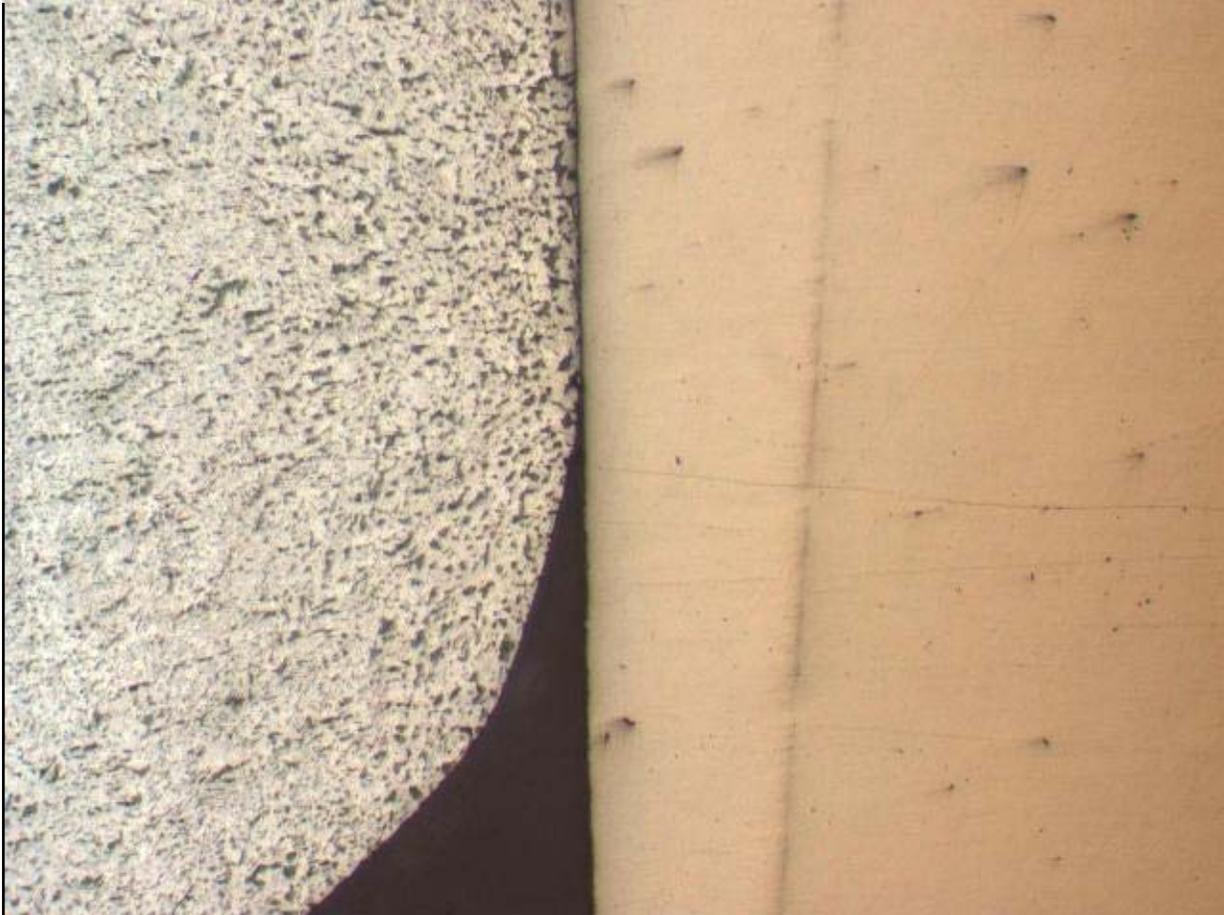
67 - Optical image of pin 3 from K230. No signs of cracking are visible. The solder appears grainy near the edges of the via.



68 - Cross section image of pin 3 from K230. Cracks are visible on the right side of the pin. Folds in the via wall are visible on the right side of the image.



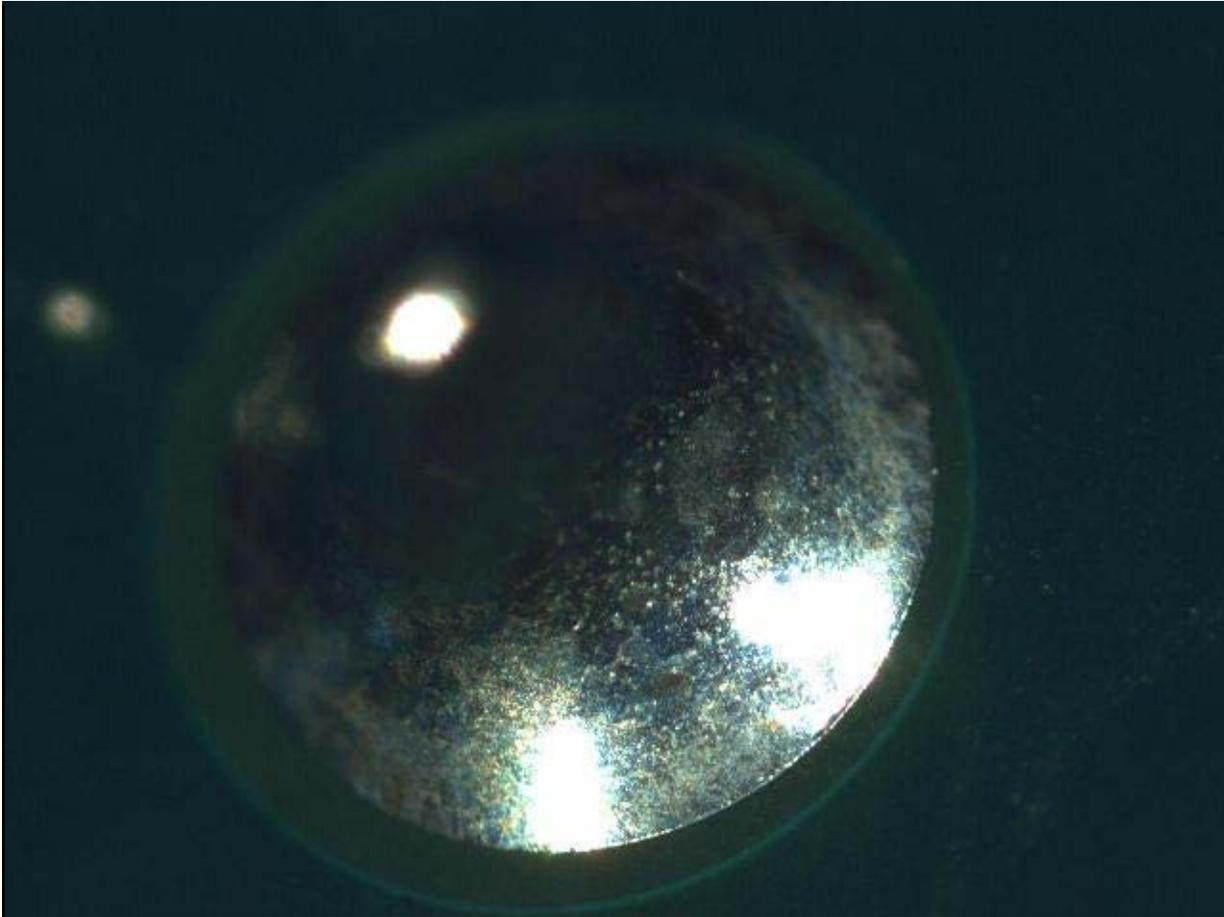
69 - Higher magnification image of the left side of pin 3.



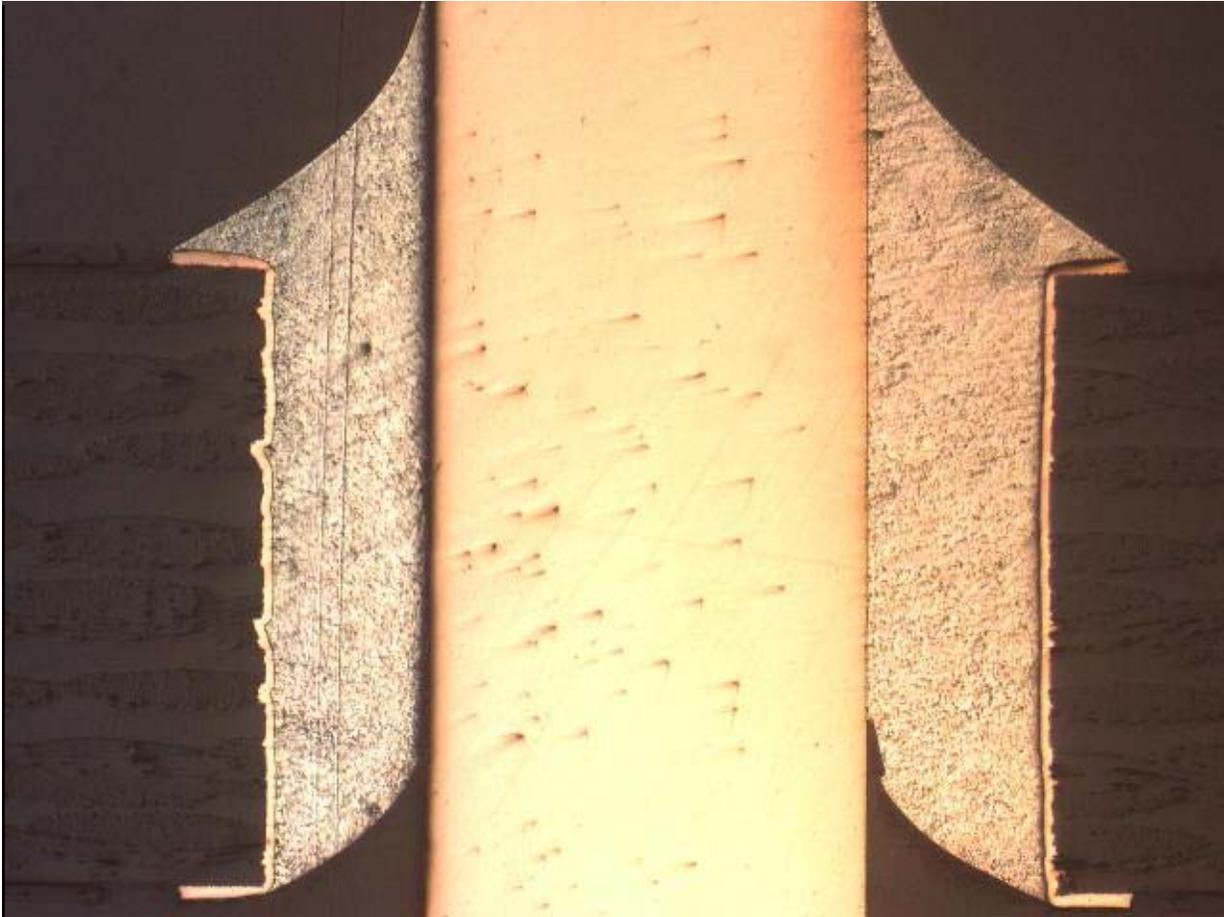
70 - Higher magnification image of the right side of pin 3. Note the cracking in the solder near the pin.



71 - Optical image of pin 4 from K230. No signs of cracking were visible. the solder appeared shiny.



72 - Cross section image of pin 4 from K230. Cracking is visible on the left side of the pin. Folds in the via wall are visible on the left side of the image.



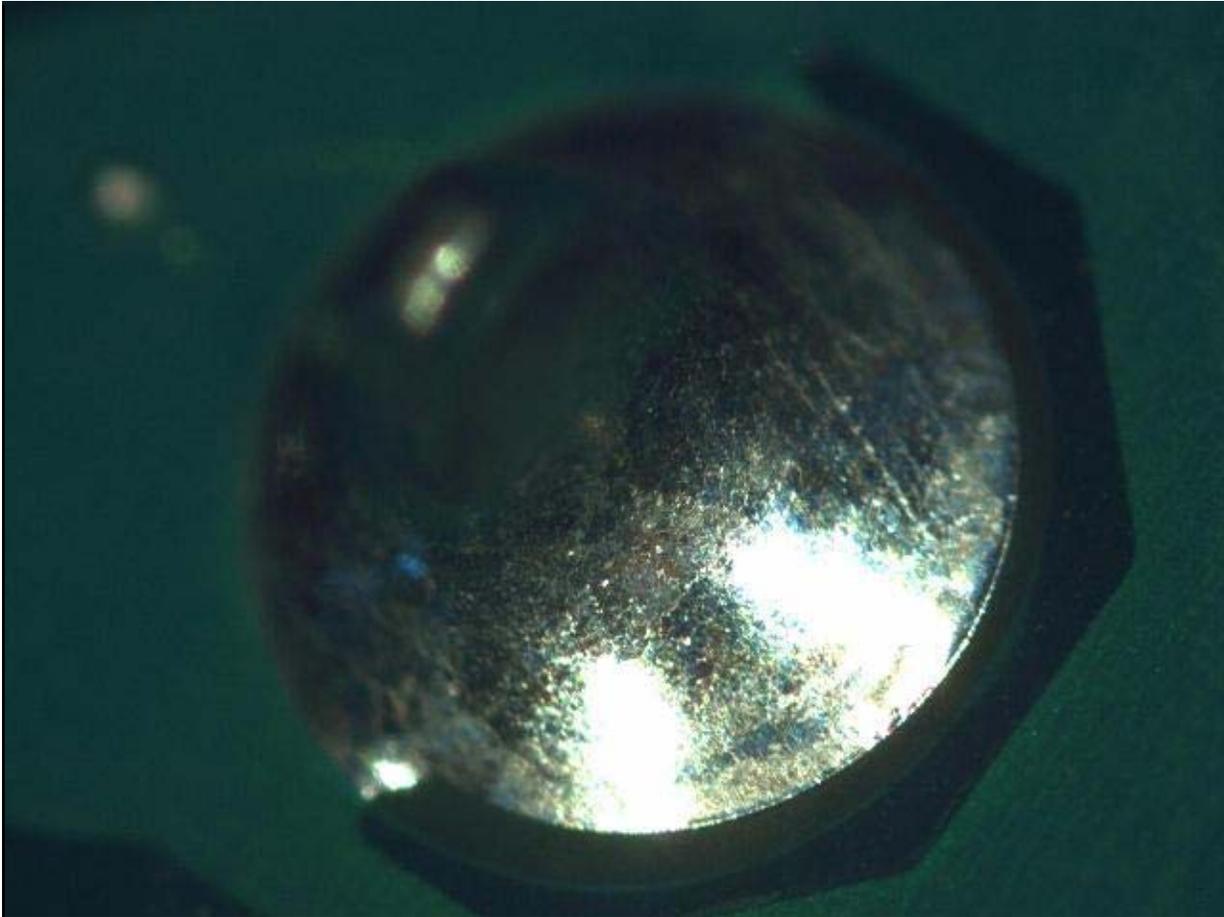
73 - Higher magnification image of the left side of the pin.



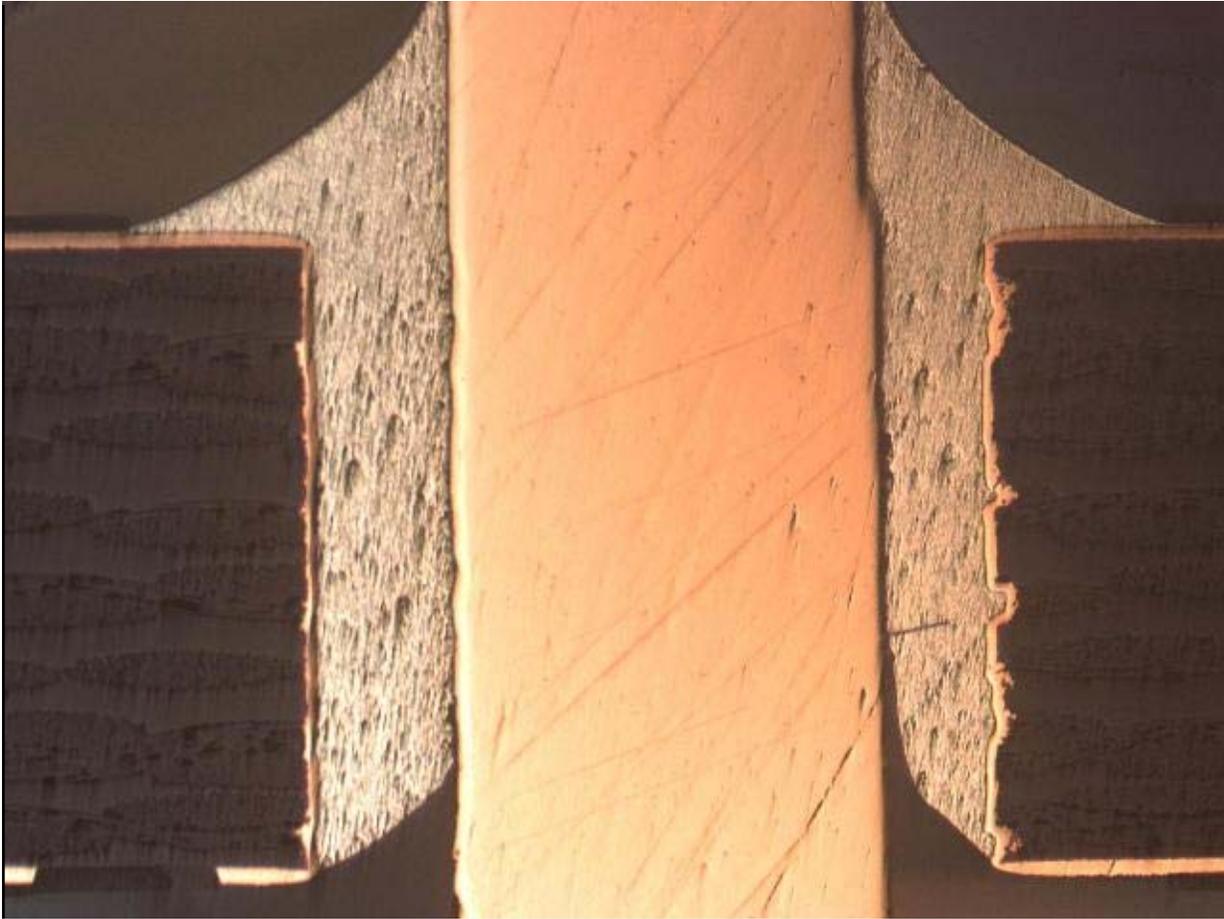
74 - Higher magnification image of the right side of the pin.



75 - Optical image of pin 5 from K230. There are no visible signs of cracking. The solder appears to be shiny.



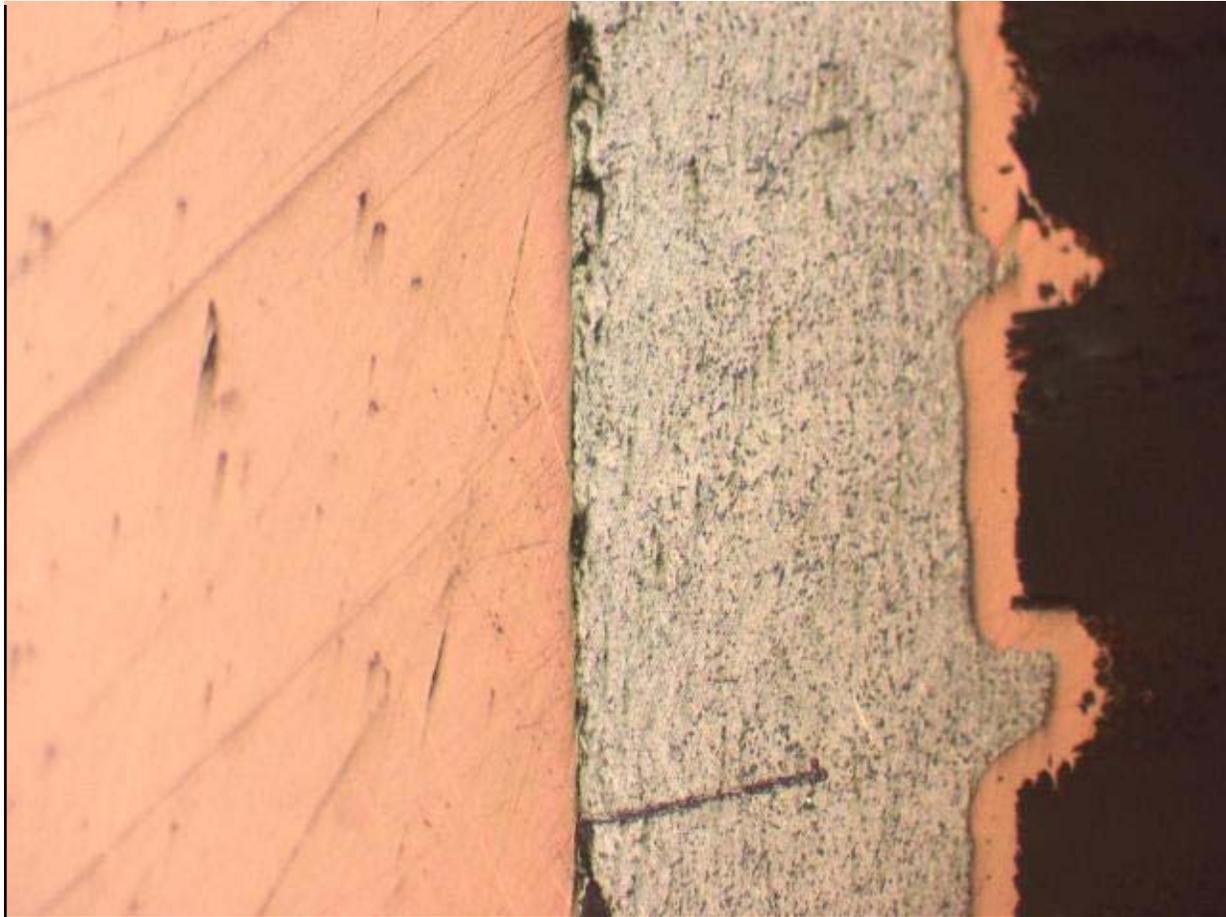
76 - Cross section image of pin 5 from K230. Cracking is visible on both sides of the pin. Folds in the via wall are visible on the right side of the image.



77 - Higher magnification image of the left side of the pin.



78 - Higher magnification image of the right side of the pin.



### Supplier Cycle

<b>Date Sent to Supplier:</b>	<b>Splr Contact:</b>
<b>Date Sent to Supplier:</b>	<b>Email:</b>
<b>Need Date:</b>	<b>Address:</b>
<b>Escalation ON/OFF:</b> <input type="radio"/> ON <input type="radio"/> OFF	<b>Phone Number:</b>

<b><u>Supplier CAR/Corrective Action (Text/Attachment)</u></b>
<b>Supplier CAR(Text/Attachments):</b>
<b>Supplier CAR Date:</b>
<b>CAR Format:</b>

<b>Supplier Containment:</b>
<b>Supplier Root Cause Definition:</b>
<b>Supplier Corrective Action:</b>
<b>Supplier Report Disposition:</b>

This report should not be released outside CAS without the approval of the Analyst/Analysis Facility Manager.  
All numerical data is for reference only.

**Date Closed:**

<b>Approver Name:</b> Bloomer Carl G10909	<b>Date Analysis Complete:</b> 26 Jun 2007 <b>Date Final Analysis Complete:</b> 26 Jun 2007
---	--

**CAR Section**

**Approver's Signature**

**Name:** Bloomer Carl G10909  
**Title:**

Approved - 27 Jun 2007 by Bloomer Carl G10909

**Document History Section:**

Selection Summary

source sys GCQIS Ford;

make Ford LM;

model year 2003; 2004; 2005

vehicle line CROWN VICTORIA;

commodity electrical;

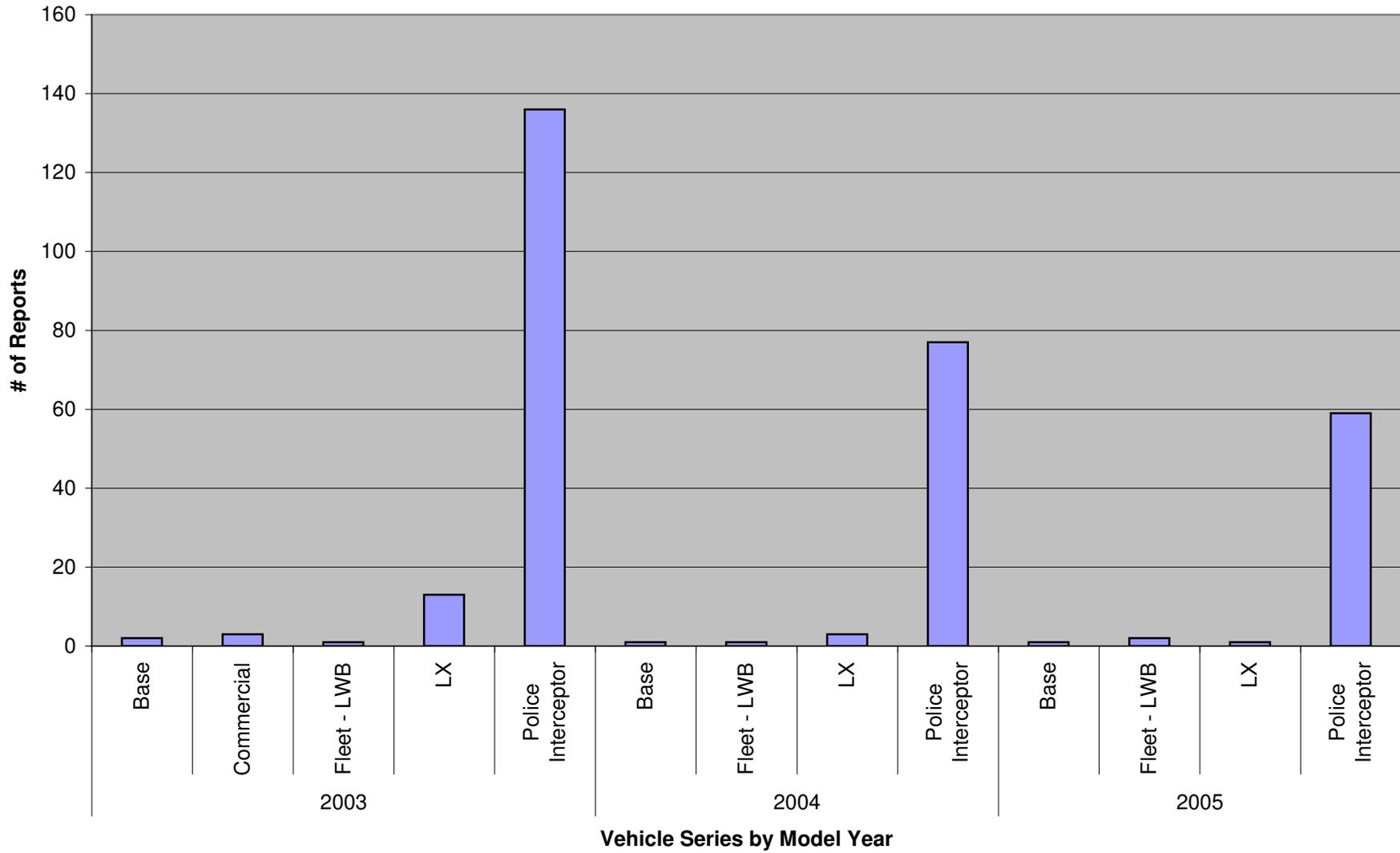
commodity lamps/bulbs;

commodity headlamps/daytime running lights;

symptoms mod-driving condition-while driving; mod-intermittent/random; mod-no indication (sudden);

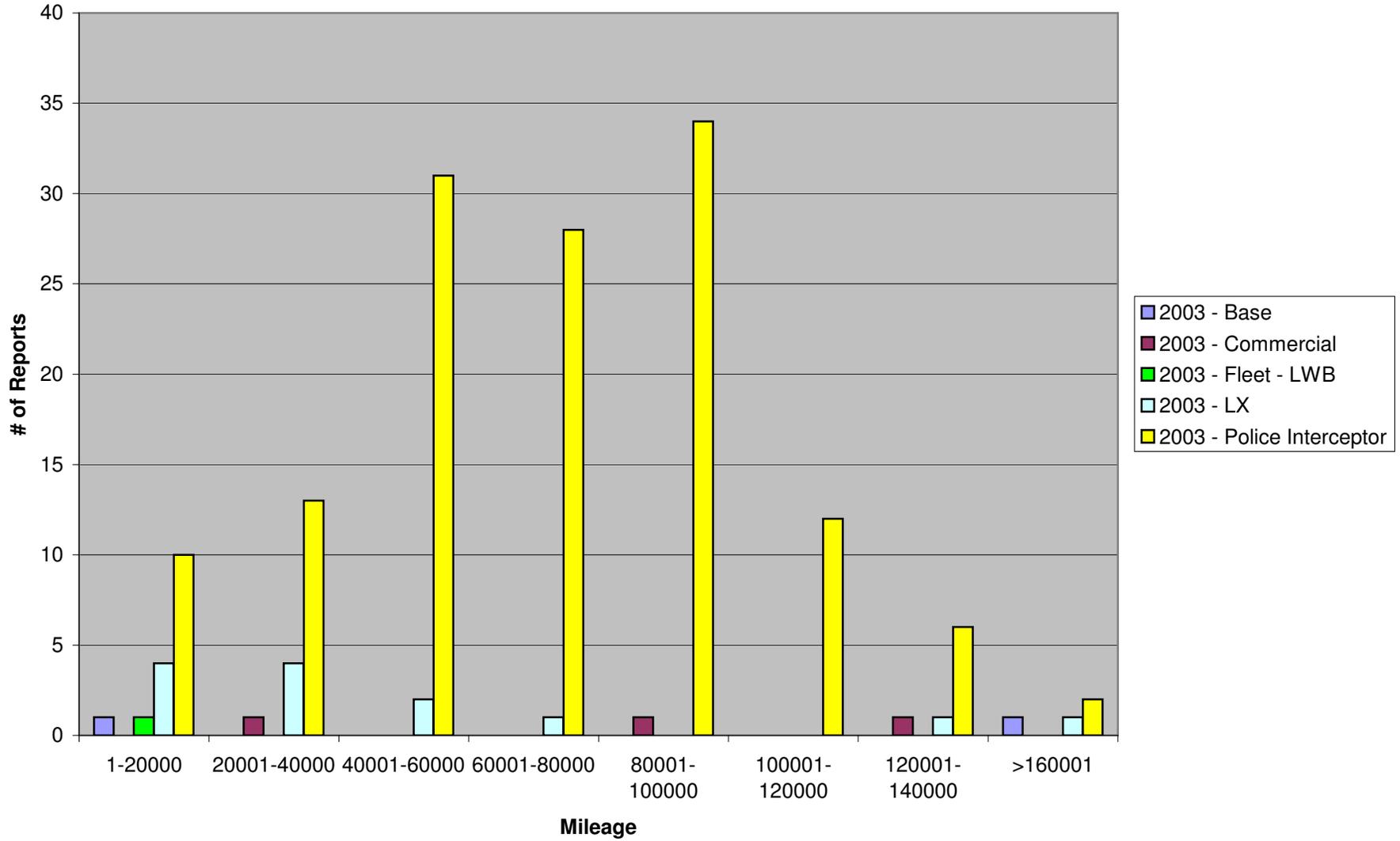
Selections electrical - lamps/bulbs -> Total

### 2003-2005 Crown Victoria Headlamps Concern - Overall Number of CQIS Reports



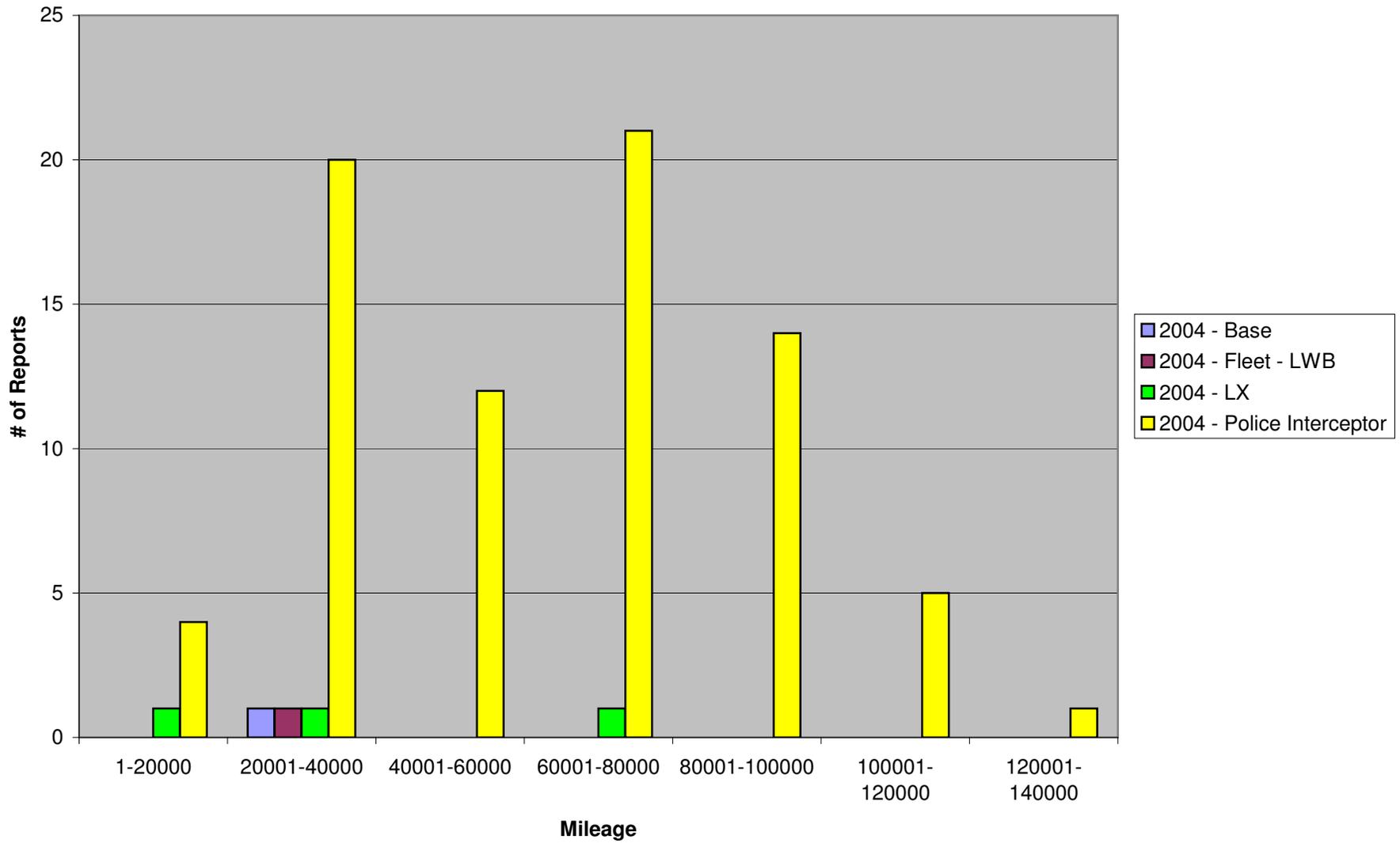
Count of VIN		
Model Year	Vehicle Series	Total
2003	Base	2
	Commercial	3
	Fleet - LWB	1
	LX	13
	Police Interceptor	136
2003 Total		155
2004	Base	1
	Fleet - LWB	1
	LX	3
	Police Interceptor	77
2004 Total		82
2005	Base	1
	Fleet - LWB	2
	LX	1
	Police Interceptor	59
2005 Total		63
Grand Total		300

### 2003 Crown Victoria Headlamps Concern - Mileage



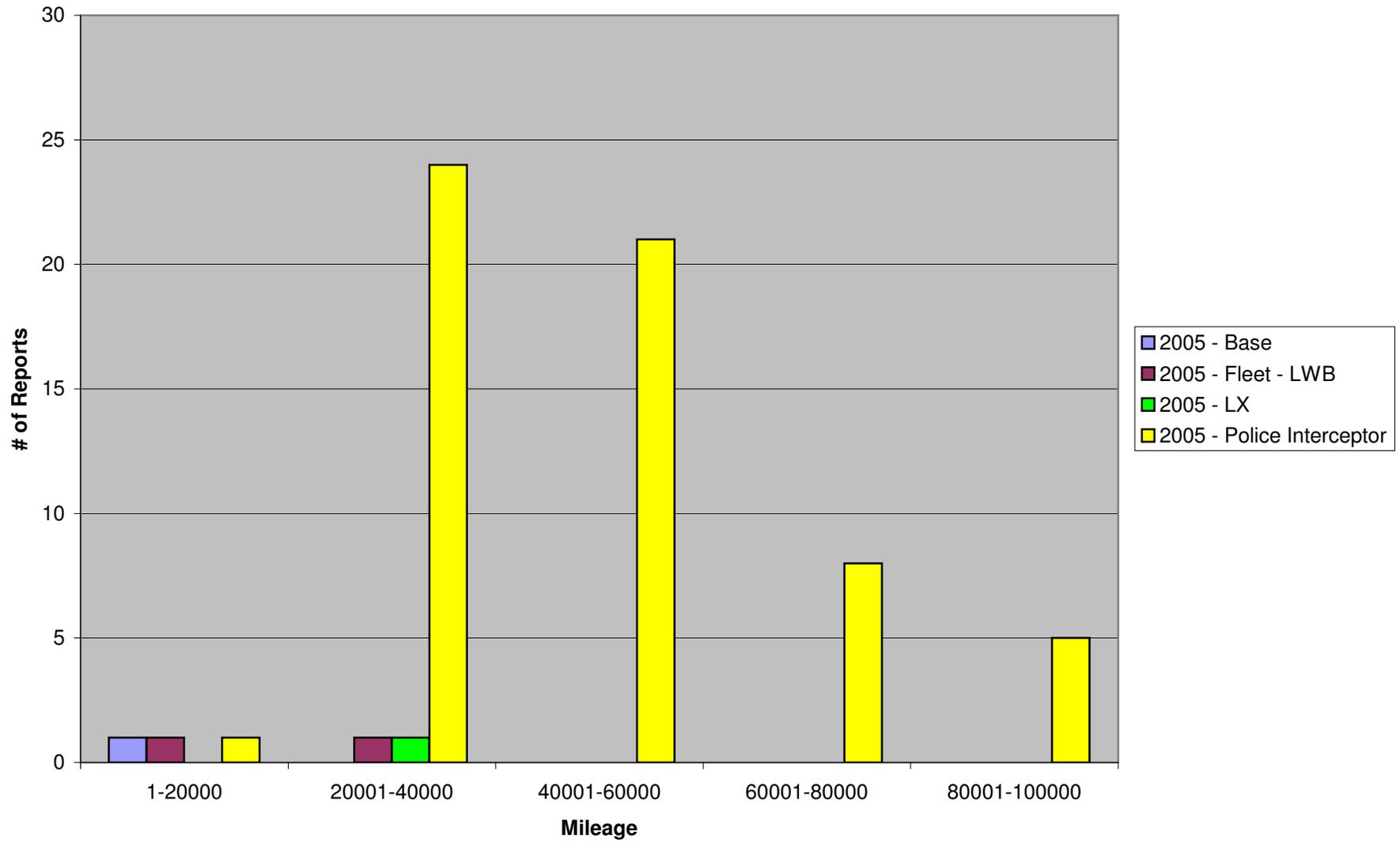
Count of VIN	Model Year		Vehicle Series				2003 Total	Grand Total
	2003							
Mileage	Base	Commercial	Fleet - LWB	LX	Police Interceptor			
1-20000	1			1	4	10	16	16
20001-40000			1		4	13	18	18
40001-60000					2	31	33	33
60001-80000					1	28	29	29
80001-100000		1				34	35	35
100001-120000						12	12	12
120001-140000			1		1	6	8	8
>160001	1				1	2	4	4
Grand Total	2	3		1	13	136	155	155

### 2004 Crown Victoria Headlamps Concern - Mileage



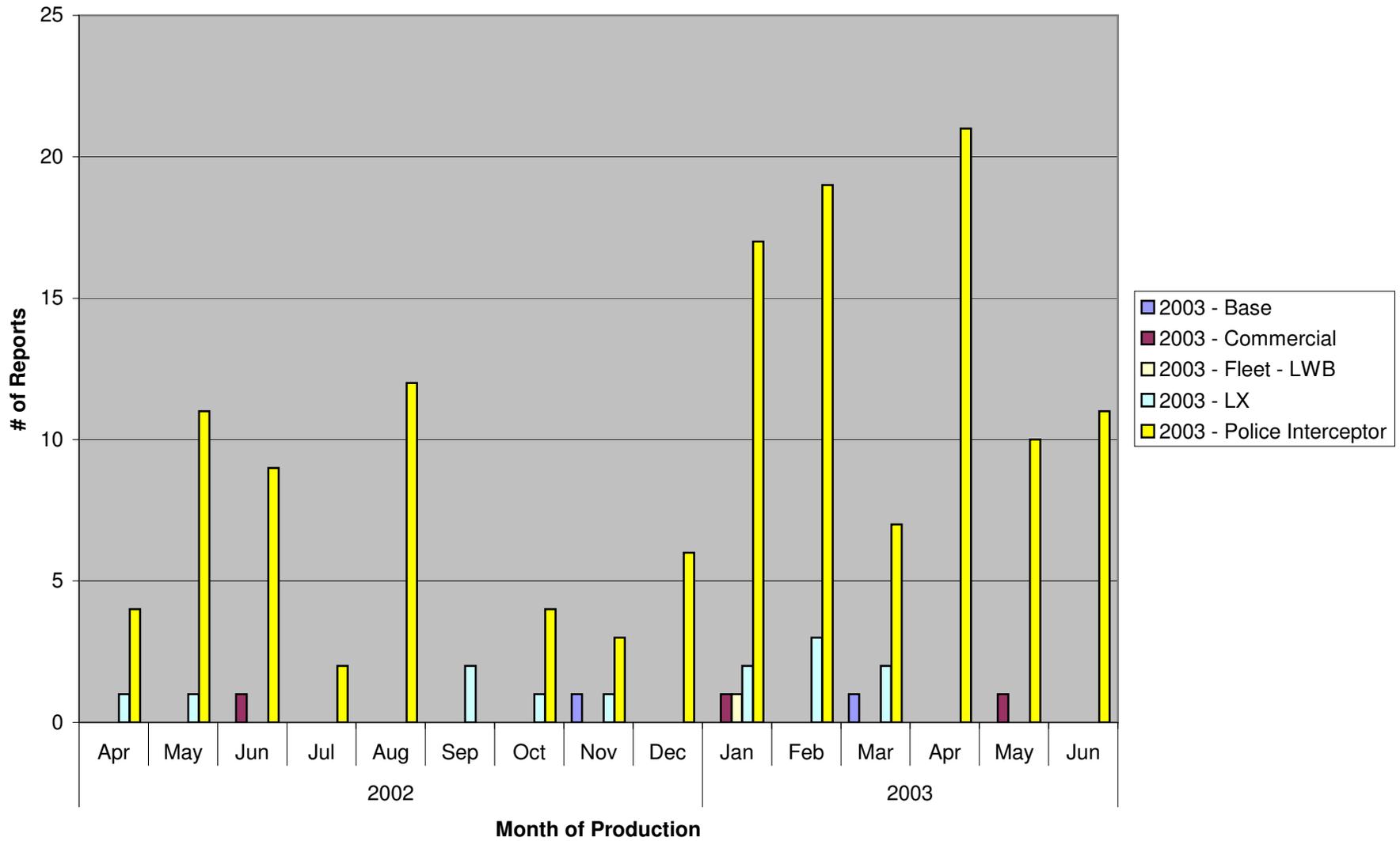
Count of VIN	Model Year				Vehicle Series		2004 Total	Grand Total
	2004							
Mileage	Base	Fleet - LWB	LX	Police Interceptor				
1-20000				1	4	5	5	
20001-40000		1	1	1	20	23	23	
40001-60000					12	12	12	
60001-80000				1	21	22	22	
80001-100000					14	14	14	
100001-120000					5	5	5	
120001-140000					1	1	1	
Grand Total		1	1	3	77	82	82	

### 2005 Crown Victoria Headlamps Concern - Mileage



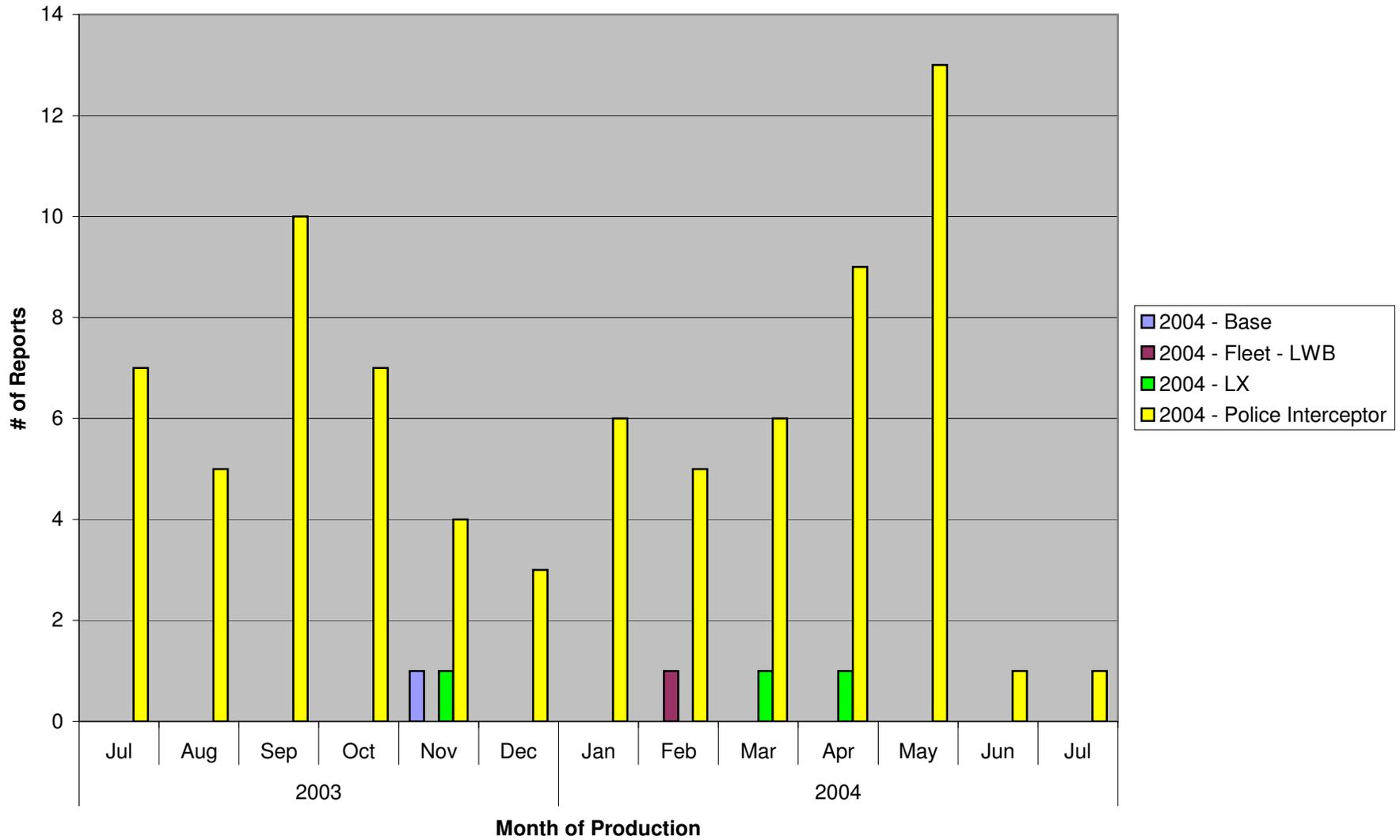
Count of VIN	Model Year	Vehicle Series				2005 Total	Grand Total
	2005						
Mileage	Base	Fleet - LWB	LX	Police Interceptor			
1-20000		1	1		1	3	3
20001-40000			1	1	24	26	26
40001-60000					21	21	21
60001-80000					8	8	8
80001-100000					5	5	5
Grand Total		1	2	1	59	63	63

### 2003 Crown Victoria Headlamp Concern - Production Date



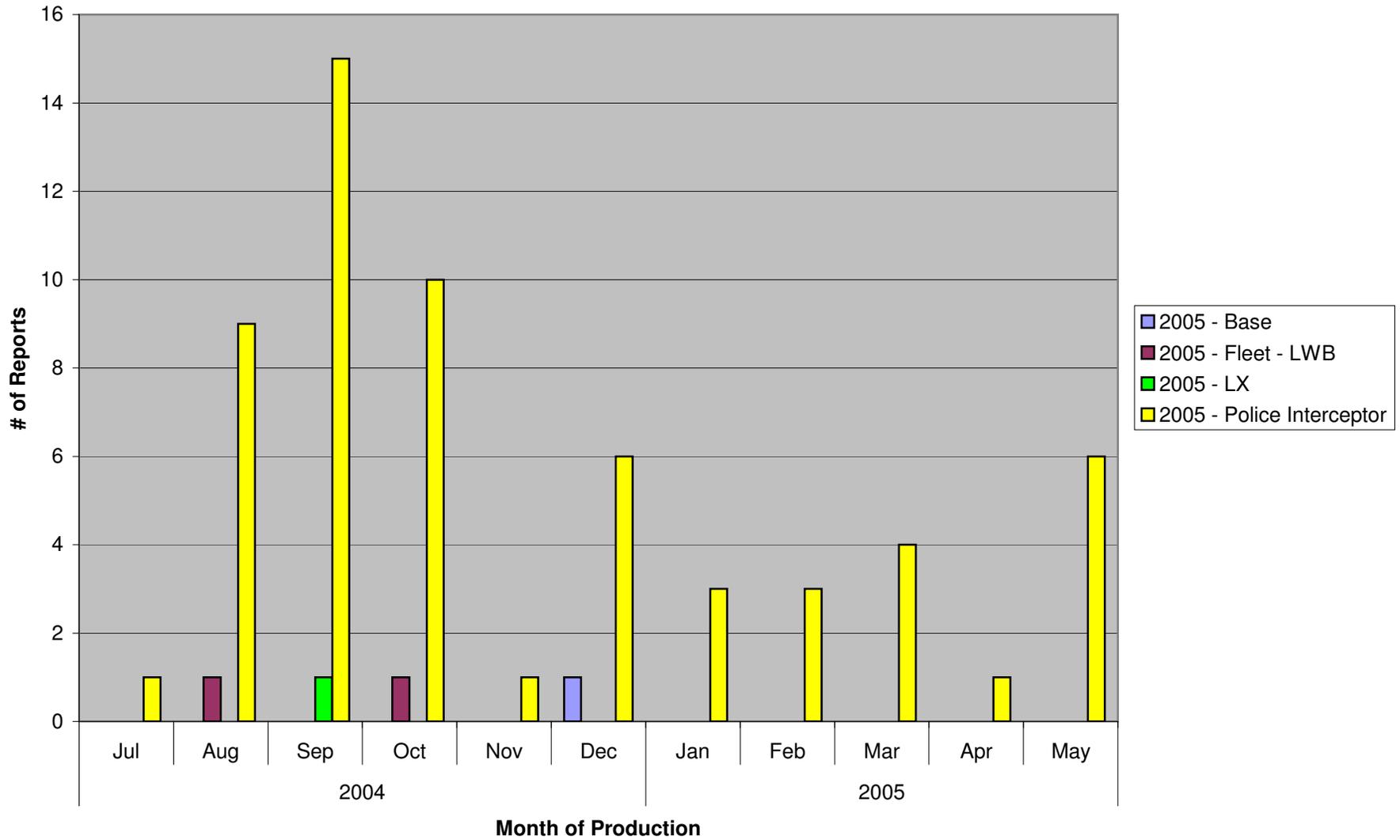
Count of VIN		Model Year	Vehicle Series				2003 Total	Grand Total
Years	Production Date	2003						
		Base	Commercial	Fleet - LWB	LX	Police Interceptor		
2002	Apr					1	4	5
	May					1	11	12
	Jun			1			9	10
	Jul						2	2
	Aug						12	12
	Sep					2		2
	Oct					1	4	5
	Nov		1				1	3
	Dec							6
	2003	Jan			1	1	2	17
Feb						3	19	22
Mar			1				7	10
Apr							21	21
May				1			10	11
Jun							11	11
Grand Total			2	3	1	13	136	155

### 2004 Crown Victoria Headlamp Concern - Production Date



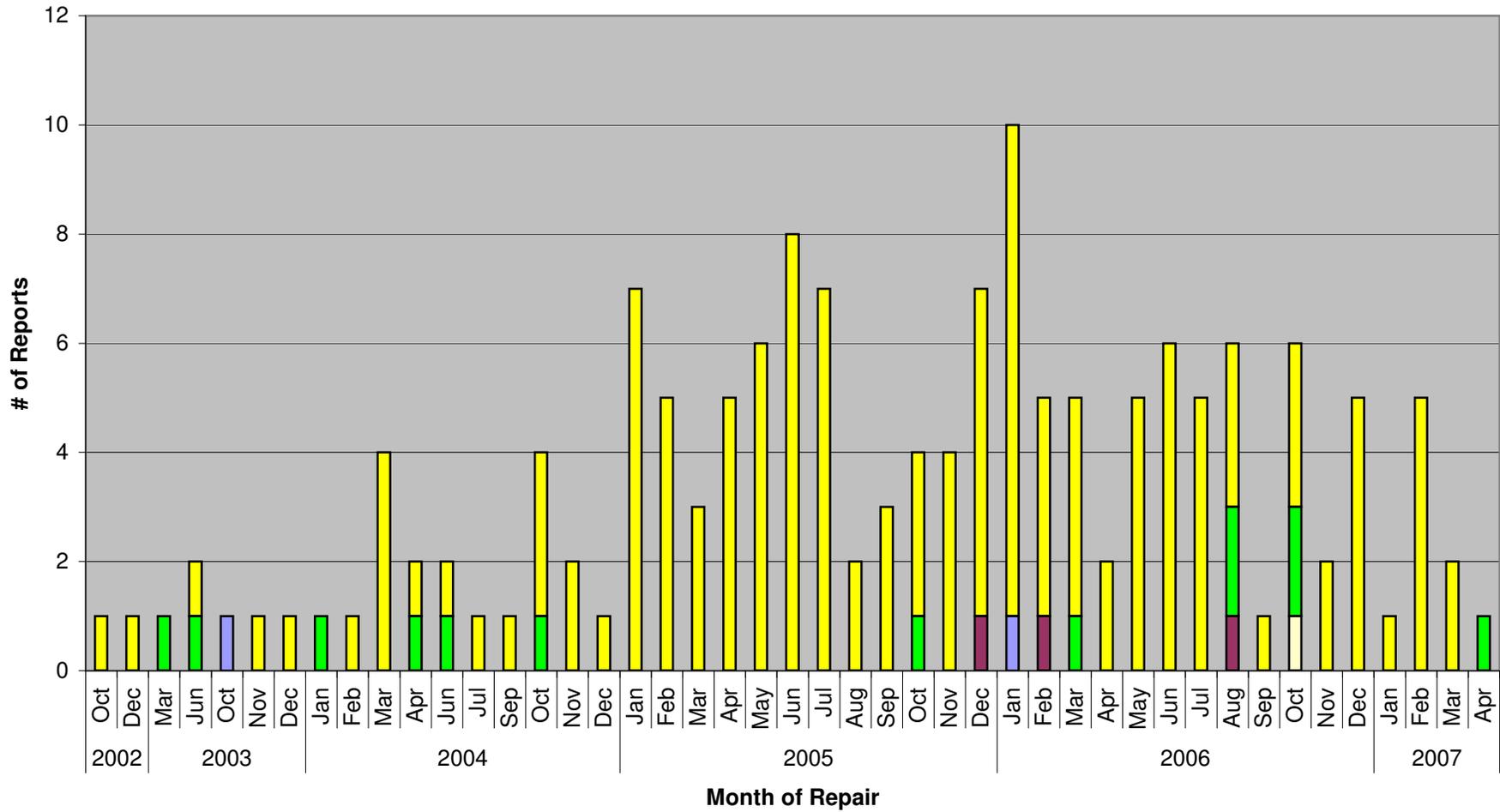
Count of VIN		Model Year				Vehicle Series	
Years	Production Date	2004				2004 Total	Grand Total
		Base	Fleet - LWB	LX	Police Interceptor		
2003	Jul					7	7
	Aug					5	5
	Sep					10	10
	Oct					7	7
	Nov	1			1	4	6
	Dec					3	3
2004	Jan					6	6
	Feb			1		5	6
	Mar				1	6	7
	Apr				1	9	10
	May					13	13
	Jun					1	1
	Jul					1	1
Grand Total		1		1	3	77	82

### 2005 Crown Victoria Headlamp Concern - Production Date



Count of VIN		Model Year				Vehicle Series	
		2005				2005 Total	Grand Total
Years	Production Date	Base	Fleet - LWB	LX	Police Interceptor		
2004	Jul					1	1
	Aug			1		9	10
	Sep				1	15	16
	Oct			1		10	11
	Nov					1	1
	Dec		1				6
2005	Jan					3	3
	Feb					3	3
	Mar					4	4
	Apr					1	1
	May					6	6
Grand Total			1	2	1	59	63

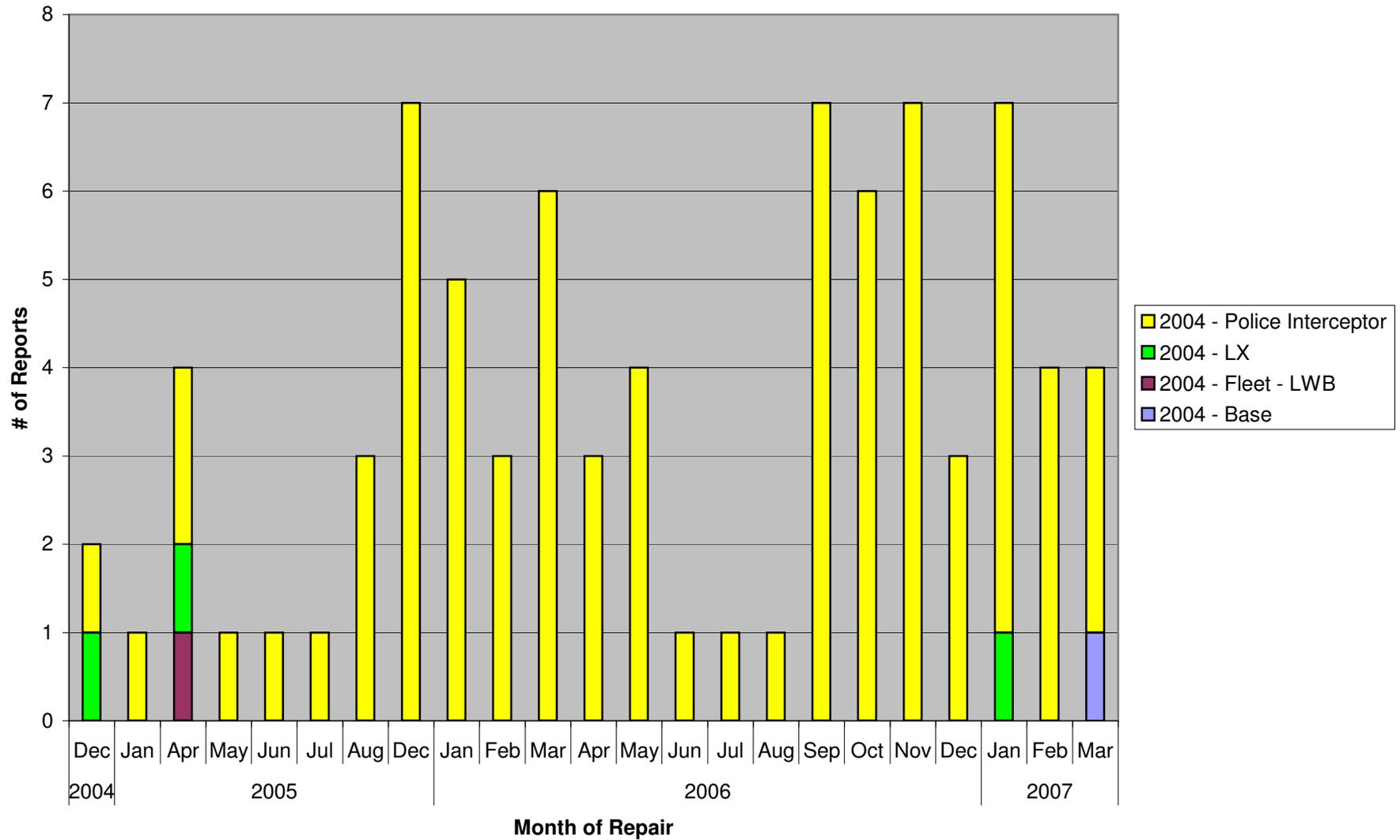
### 2003 Crown Victoria Headlamp Concern - Repair Date



■ 2003 - Base 
 ■ 2003 - Commercial 
 ■ 2003 - Fleet - LWB 
 ■ 2003 - LX 
 ■ 2003 - Police Interceptor

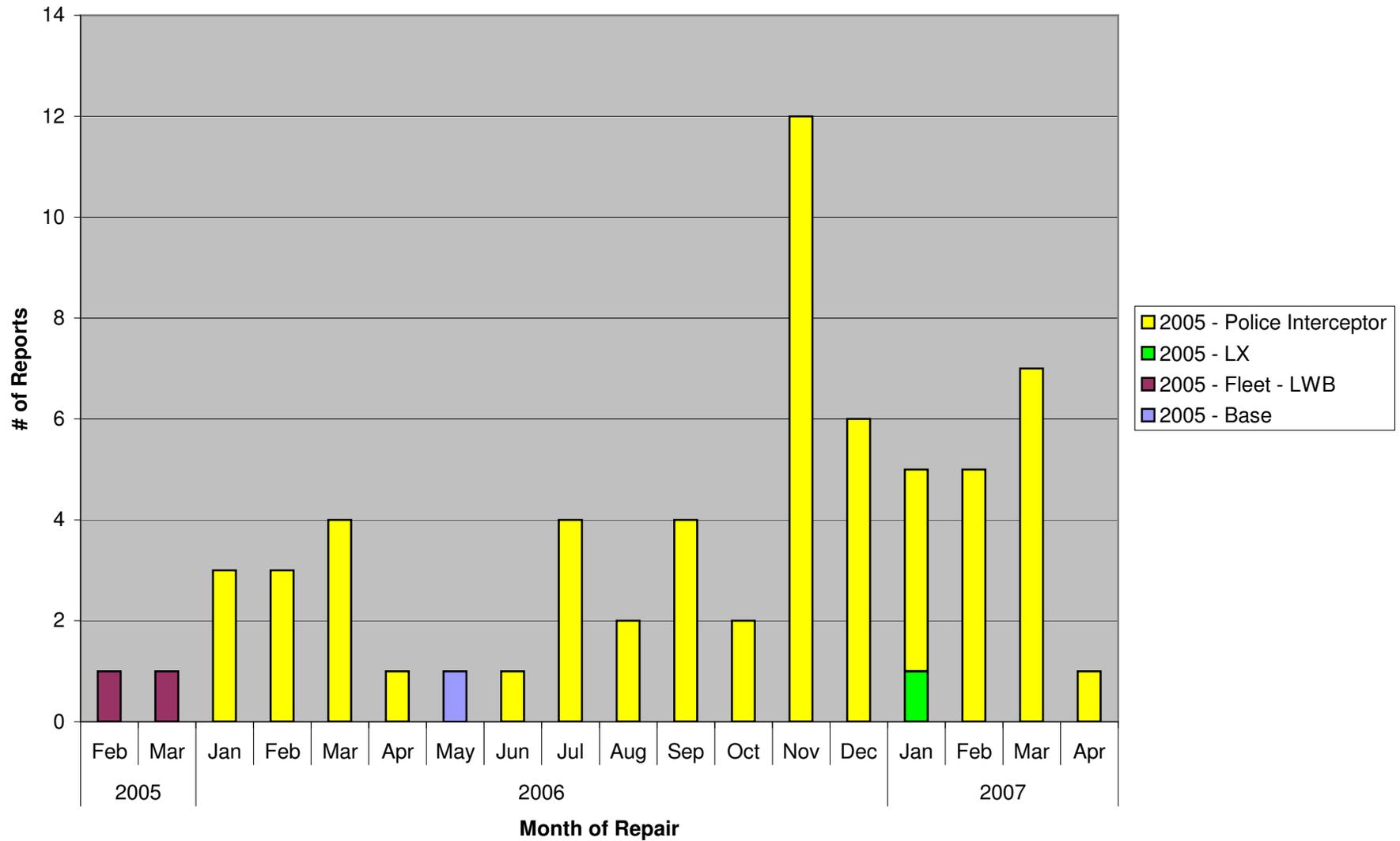
Count of VIN		Model Year	Vehicle Series				2003 Total	Grand Total
Years2	Repair/Report/Paid Date	2003						
		Base	Commercial	Fleet - LWB	LX	Police Interceptor		
2002	Oct					1	1	1
	Dec					1	1	1
2003	Mar					1	1	1
	Jun					1	1	2
	Oct	1					1	1
	Nov					1	1	1
2004	Dec					1	1	1
	Jan					1	1	1
	Feb					1	1	1
	Mar					4	4	4
	Apr					1	1	2
	Jun					1	1	2
	Jul					1	1	1
	Sep					1	1	1
	Oct					1	3	4
	Nov					2	2	2
2005	Dec					1	1	1
	Jan					7	7	7
	Feb					5	5	5
	Mar					3	3	3
	Apr					5	5	5
	May					6	6	6
	Jun					8	8	8
	Jul					7	7	7
	Aug					2	2	2
	Sep					3	3	3
	Oct					1	3	4
	Nov					4	4	4
2006	Dec			1		6	7	7
	Jan	1				9	10	10
	Feb			1		4	5	5
	Mar					1	4	5
	Apr					2	2	2
	May					5	5	5
	Jun					6	6	6
	Jul					5	5	5
	Aug			1		2	3	6
	Sep					1	1	1
	Oct				1	2	3	6
	Nov					2	2	2
	Dec					5	5	5
2007	Jan					1	1	1
	Feb					5	5	5
	Mar					2	2	2
	Apr					1	1	1
Grand Total		2	3	1	13	136	155	155

### 2004 Crown Victoria Headlamp Concern - Repair Date



Count of VIN		Model Year				Vehicle Series	
Years2	Repair/Report/Paid Date	2004				2004 Total	Grand Total
		Base	Fleet - LWB	LX	Police Interceptor		
2004	Dec				1	1	2
2005	Jan					1	1
	Apr			1	1	2	4
	May					1	1
	Jun					1	1
	Jul					1	1
	Aug					3	3
	Dec					7	7
2006	Jan					5	5
	Feb					3	3
	Mar					6	6
	Apr					3	3
	May					4	4
	Jun					1	1
	Jul					1	1
	Aug					1	1
	Sep					7	7
	Oct					6	6
	Nov					7	7
	Dec					3	3
2007	Jan				1	6	7
	Feb					4	4
	Mar		1			3	4
Grand Total			1	1	3	77	82

### 2005 Crown Victoria Headlamp Concern - Repair Date



Count of VIN		Model Year				2005 Total	Grand Total
		Vehicle Series					
Years2	Repair/Report/Paid Date	2005					
		Base	Fleet - LWB	LX	Police Interceptor		
2005	Feb			1		1	1
	Mar			1		1	1
2006	Jan				3	3	3
	Feb				3	3	3
	Mar				4	4	4
	Apr				1	1	1
	May		1			1	1
	Jun				1	1	1
	Jul				4	4	4
	Aug				2	2	2
	Sep				4	4	4
	Oct				2	2	2
	Nov				12	12	12
	Dec				6	6	6
2007	Jan				1	4	5
	Feb					5	5
	Mar					7	7
	Apr					1	1
Grand Total			1	2	1	59	63

---

**From:** Joseph.Kosirowski@us.contiautomotive.com  
**Sent:** Thursday, August 30, 2007 3:47 PM  
**To:** Liu, Ron (D.R.); Holt, Jon (J.); Alles, Sheran (S.A.); Christensen, Kris (K.S.)  
**Cc:** Maria.Villegas@mx.contiautomotive.com; Steve.Knapp@us.contiautomotive.com; Joseph.Kosirowski@us.contiautomotive.com; Scott.Lee@us.contiautomotive.com  
**Subject:** Status of EN114 LCM experiments

All,

Per the call this morning I wanted to send the updated timing for the experimental testing we are working on to resolve the open issue on the EN114 LCM. Kris, after we spoke, I got an email from our PCB group that there were file errors in the package we sent the supplier, so the PCBs will not be delivered until this coming Wednesday instead of tomorrow. With that, the updated schedule is:

9/6 or 9/7 - build and EOL test experimental EN114 LCMs. The plan is 5 units with the hand-epoxied relays, 5 units with the 0.040" spacers underneath the standard production relays and 10 units using the updated PCB with supplier recommended lead hole sizes.

9/10~9/14 - Submit 2 of each experimental group (6 total) to Component engineering in DP for cross sectioning. This will show if the epoxy-free leads or spacing the relays has a positive impact on the top-side solder fillet.

9/10~10/26 - Send 6 units built with the new PCB to Conti Elma, NY facility to begin 1000 Hr. Thermal Shock testing. Visual inspection will be performed at 250 Hr. intervals. At the end of the test, functionally test to verify operation then cross section the 6 units and compare to the original 2 cross sectioned units to determine if degradation occurred.

9/10~10/1 - Test 2 units built with the new PCB at 85C with headlamps, parklamps, demand and flasher outputs cycling for 500 hrs. At the end of the test, functionally test to verify operation then cross section both units and compare to the original 2 cross sectioned units to determine if degradation occurred.

If there are any questions on this process, please let me know. Otherwise, I will try to provide an update each week on the testing progress. Thanks.

Joe Kosirowski  
Technical Project Lead  
Continental Automotive Systems Division  
21440 West Lake Cook Rd., Deer Park IL 60010  
Office:847-862-2742  
Fax:847-862-8241  
Cell:847-553-8575  
email: Joseph.Kosirowski@us.contiautomotive.com  
www.contiautomotive.com

---

**From:** Ludwig, Brent (B.C.)  
**Sent:** Monday, August 09, 2004 10:08 AM  
**To:** Coopriider, Anthony (A.D.)  
**Cc:** Holt, Jon (J.)  
**Subject:** RE: EN Lighting Control Module  
**Attachments:** NOG21.xls

Tony,

Here is the report what was found on one of the modules at our plant.

Brent

-----Original Message-----

**From:** Coopriider, Anthony \ (A.D.\) [mailto:acooprid@ford.com]  
**Sent:** Thursday, August 05, 2004 9:31 AM  
**To:** Ludwig, Brent \ (B.C.\)  
**Cc:** Holt, Jon \ (J.\)  
**Subject:** RE: EN Lighting Control Module

Brent, have you figured out what is killing these modules? Do we have a problem that correlates with warranty?

Regards,

### **Tony Coopriider**

Anthony D. Coopriider  
Supervisor Truck E/E Body Subsystems  
Electrical / Electronic Systems Engineering  
Phone: 313-594-1891  
Mobile: 248-321-5497,  
Mobile Digital Text Page: <mailto:2483215497@msg.myvzw.com>  
Email: <mailto:acooprid@ford.com>

-----Original Message-----

**From:** Chaulk, Michael (M.G.)  
**Sent:** Thursday, August 05, 2004 7:30 AM  
**To:** Coopriider, Anthony (A.D.); Ludwig, Brent (B.C.)  
**Cc:** Armstrong, William (W.C.); Larimore, Jonathan (J.P.); Paquette, Robert (R.J.); Holt, Jon (J.); Chaulk, Michael (M.G.)

**Subject:** RE: EN Lighting Control Module  
**Importance:** High

All,

I am sending (MMR) two more failed lighting control modules to Jon Holt. They are from Yellow Cab in Las Vegas - here is the info:

Cab # 1495    7-25-2004    no mileage provided    2001 Crown Vic

Cab # 3679 7-13-2004 54,921 miles 2003 Crown Vic

Can we get a bunch of replacements to provide to Yellow Cab? These are expensive and are way premature to fail. Please let me know? Thanks.

**Jon,**

Can someone please come over and pick up these modules? Yellow Cab informed me they were contacted and will continue to send the failed units to me which is great. But, we need a better method of retrieving them from my desk. I could MMR them to you or the supplier. I just need to know. Help please?

**All,**

I have two more failed modules at my desk. They are:

Cab # 3301 5-30-04 37,633 miles 2003 MY Crown Vic taxi cab

Cab # 3355 6-8-04 1,982 miles 2004 MY Crown Vic taxi cab

Can someone come by and pick them up. Jon Holt retrieved the last processors.

**Jon Holt,**

You requested information to contact the fleet to discuss this problem which is becoming a big deal there. Please contact:

Yellow Checker Star Cab  
Sal Mosca (fleet manager)  
(702) 873-0510

I asked him yesterday if it was Ok to have an engineer call him and he agreed wholeheartedly. Can you please call him? These are rather expensive replacements and I'm hoping we might be able to provide a large number of replacements - they have approximately 150 2003's and 150 2004's - the problem didn't exist in 2002 from what I can gather. Thanks!

*Michael G. Chaulk* (mchaulk@ford.com)

V-Engine Fleet Program Engineer  
Car/Truck Fleet Durability  
North American Engineering  
Office (313) 845-2501  
Text Pager: (313) 795-4802

-----Original Message-----

**From:** Coopriider, Anthony (A.D.)

**Sent:** Thursday, June 24, 2004 11:42 AM

**To:** Ludwig, Brent (B.C.)

**Cc:** Chaulk, Michael (M.G.); Armstrong, William (W.C.); Larimore, Jonathan (J.P.); Paquette, Robert (R.J.); Holt, Jon (J.)

**Subject:** RE: EN Lighting Control Module - 2nd request

Brent,

Please pick up these parts for analysis. Thanks,

Regards,

*Tony Coopriden*

Anthony D. Coopriden  
Supervisor Truck E/E Body Subsystems  
Electrical / Electronic Systems Engineering  
Phone: 313-594-1891  
Mobile: 248-321-5497,  
Mobile Digital Text Page: <mailto:2483215497@msg.myvzw.com>  
Email: <mailto:acooprid@ford.com>

-----Original Message-----

**From:** Armstrong, William (W.C.)  
**Sent:** Thursday, June 24, 2004 10:56 AM  
**To:** Holt, Jon (J.); Coopriden, Anthony (A.D.); Larimore, Jonathan (J.P.); Paquette, Robert (R.J.)  
**Cc:** Chaulk, Michael (M.G.)  
**Subject:** RE: EN Lighting Control Module - 2nd request

Forwarding note from Mike Chaulk for your information / action.

-----Original Message-----

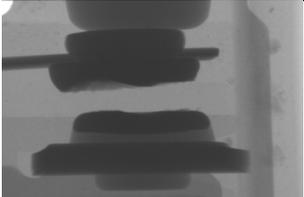
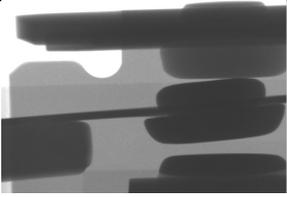
**From:** Chaulk, Michael (M.G.)  
**Sent:** Thursday, June 24, 2004 10:26 AM  
**To:** Armstrong, William (W.C.)  
**Cc:** Chaulk, Michael (M.G.)  
**Subject:** EN Lighting Control Module - 2nd request

Bill,

I left a phone message with you concerning low mileage failures of Crown Vic Light Control Modules on one of my fleets in Las Vegas. Please let me know if you have interest in this issue - I have 2 failed parts at my desk for analysis. If I don't hear back by Monday - I'll know this issue isn't important and scrap them. Thanks!!

*Michael G. Chaulk* (mchaulk@ford.com)

V-Engine Fleet Program Engineer  
Car/Truck Fleet Durability  
North American Engineering  
Office (313) 845-2501  
Text Pager: (313) 795-4802

MOTOROLA Integrated Electronic Systems Sector		Failure Analysis Report	
Type of Return (X):	Warranty		
GENERAL INFORMATION			
Analysis Facility:	Motorola IESS Nogales	Report Number:	NOG-LCW-0009
Department No:	20301	Date Submitted:	N/A
Product Engineer:	Isaac Villarreal	Time Submitted:	N/A
Technician Assigned:	Melchor Castro	Cycle Time (hours):	N/A
Quality Engineer:	Moises Gallardo	VIN	Not Provided
CUSTOMER INFORMATION			
Customer and Plant:	Ford Warranty Parts Return Center		
Contact Name:	N/A		
Problem Reported by the Customer:	No Turn Signal		
Threshold Temperature of the Failure Reported:	Ambient		
UNIT INFORMATION			
Product Description:	Lighting Control Module	Top Label Picture	
Part Number:	6MX2809A07		
Model Name:	114 LCM		
Customer Part Number:	3W7T-13C788-AH		
Module Type:	LCM		
ESN / Serial Number:	020912BAB100308		
Manuf. Location:	Elma,Ny.		
Manuf. Date:	12-Sep-02		
Received Date:	10-Jul-04		
Received Time:	1/8/1900 12:00		
ANALYSIS RESULTS			
Failure Mode:	2_13hd		
Failure Threshold Temperature:	EOL Ambient		
Test Techniques / Procedures Used:	1.- Collect unit history and test data.		
	2.- External Visual Inspection.		
	3.- Test the part with the respective simulator.		
	4.- Internal Visual Inspection.		
	5.- Test the part using Production Line Testers @ Ambient, Cold, Hot.		
	6.- Validate results / ABA verification.		
	7.- Conclusions.		
Analysis Steps:			
1.- Collect unit history and test data: No data available, this unit was manufactured at Elma, NY.			
2.- External Visual Inspection: Housing do not shows any kind of damage.			
3.- Test the part with the respective simulator:The unit failure in the simulator when using the directional ones			
4.- Internal Visual Inspection: After imicroscope inspection to the PCB no abnormalities were found.			
5.- Test the part using Production Line Testers @ Ambient: Fail test ID 2_13hd (flasher Output voltage high drop).			
6.- Validate results / ABA verification: Failure follows relay K230 by ABA test.			
7.- Conclusions: CCV. The relay K230 do not activate properly,the voltage drop when the load its activated is excecive. After Xrays to the relay K230 some abnormalities were found comparing the suspect relay with a good one.			
Pictures and Files:			
			
Suspect Relay		Good Relay	
Similar Reports Related to this same Failure Mode:			
NOG #	Component	Lot Number	Date Code
From the Sys 9000, CAR Number(s)			
ACTIONS			
Action Items Recommended:			
Send realy K230 to supplier for further analysis.			
Recommended Containment Actions:			
TBD, after supplier response.			
Recommended Corrective Actions:			
TBD, after supplier response.			
NON CONFORMANT COMPONENT (IF APPLIES)			
Component Designator & Description: K230			
Part Number: 8042096M23			
Lot Number: 2G5 330			
Supplier: NEC			
Failing Process: EOL			
Failing Temperature: Ambient			
Test Limits: 20mV-500mV			
Measured Value: 811.9mV			
ABA test Implemented: Yes, the failure follows the relay.			
Analysis: Relay do not activate properly.			
SUPPLIER CYCLE			
Reference: IESSMg/Quality/Component Issues Tracking/Component Issues Tracking Report2.xls			
Report completed by:		Approved by:	

PE08-066

FORD

1/30/2009

APPENDIX G

NON CONFIDENTIAL INFORMATION –

ILLUSTRATION

PAGE 1573

---

**From:** Joseph.Kosirowski@us.contiautomotive.com  
**Sent:** Wednesday, May 09, 2007 5:44 PM  
**To:** Alles, Sheran (S.A.); Holt, Jon (J.)  
**Cc:** Steve.Knapp@us.contiautomotive.com; Brent.Ludwig@us.contiautomotive.com  
**Subject:** MY05 EN114 LCM PCB traces.

**Attachments:** M1109 Headlamp Relay layout.doc



M1109 Headlamp  
Relay layout.do...

Sheran,

Attached is a document showing the PCB connections to the headlamp and parklamp relays. As discussed in the document, the contact terminal is fed by VBAT 2 through the coil terminal and a partial diameter of the coil terminal pad copper. Let me know your comments. Thanks.

I will also try to perform a thermal scan tomorrow.

Joe Kosirowski  
Technical Project Lead  
Continental Automotive Systems Division  
21440 West Lake Cook Rd., Deer Park IL 60010  
Office:847-862-2742  
Fax:847-862-8241  
Cell:847-553-8575  
email: Joseph.Kosirowski@us.contiautomotive.com  
www.contiautomotive.com  
(See attached file: M1109 Headlamp Relay layout.doc)

---

This email has been scanned by the MessageLabs Email Security System.  
For more information please visit <http://www.messagelabs.com/email>

---

Description of relay trace routing for the MY05 EN114 LCM headlamp and parklamp relays.

The figures below show the following connections:

Figure 1 shows the VBAT 2 trace routing from the connector to the coil terminal of K220. The contact on K220 that also connects to VBAT2 is isolated on the top side of the PCB.

Figure 2 shows the bottom side at coil terminal 2 and contact terminal 1. It shows that the only connection from VBAT 2 to terminal 1 is through the coil terminal through a 1/6 diameter section of copper.

Figures 3 & 4 show close ups of Figure 1 & 2.

Figures 5 & 6 show the same perspective of Figures 1 & 2 on the Parklamp relay (K222). In them, it can be seen that although the current to the relay contact from VBAT3 is also through the coil terminal, it is 100 percent of the pad diameter.

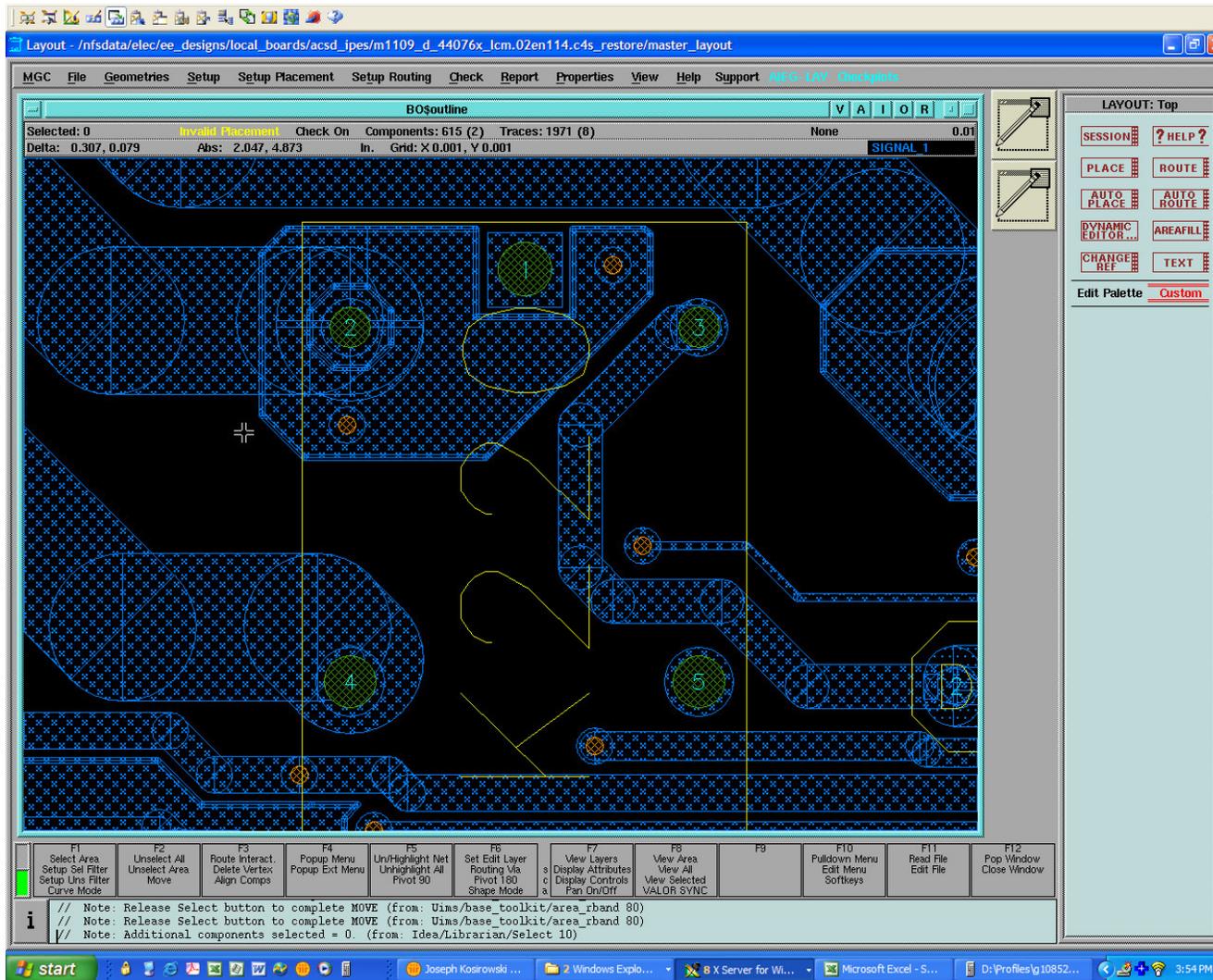


Figure 1 – EN114 LCM module: Top side layout, K220 (headlamps) pin 2 (coil) & pin 1 (contact) to VBAT2.

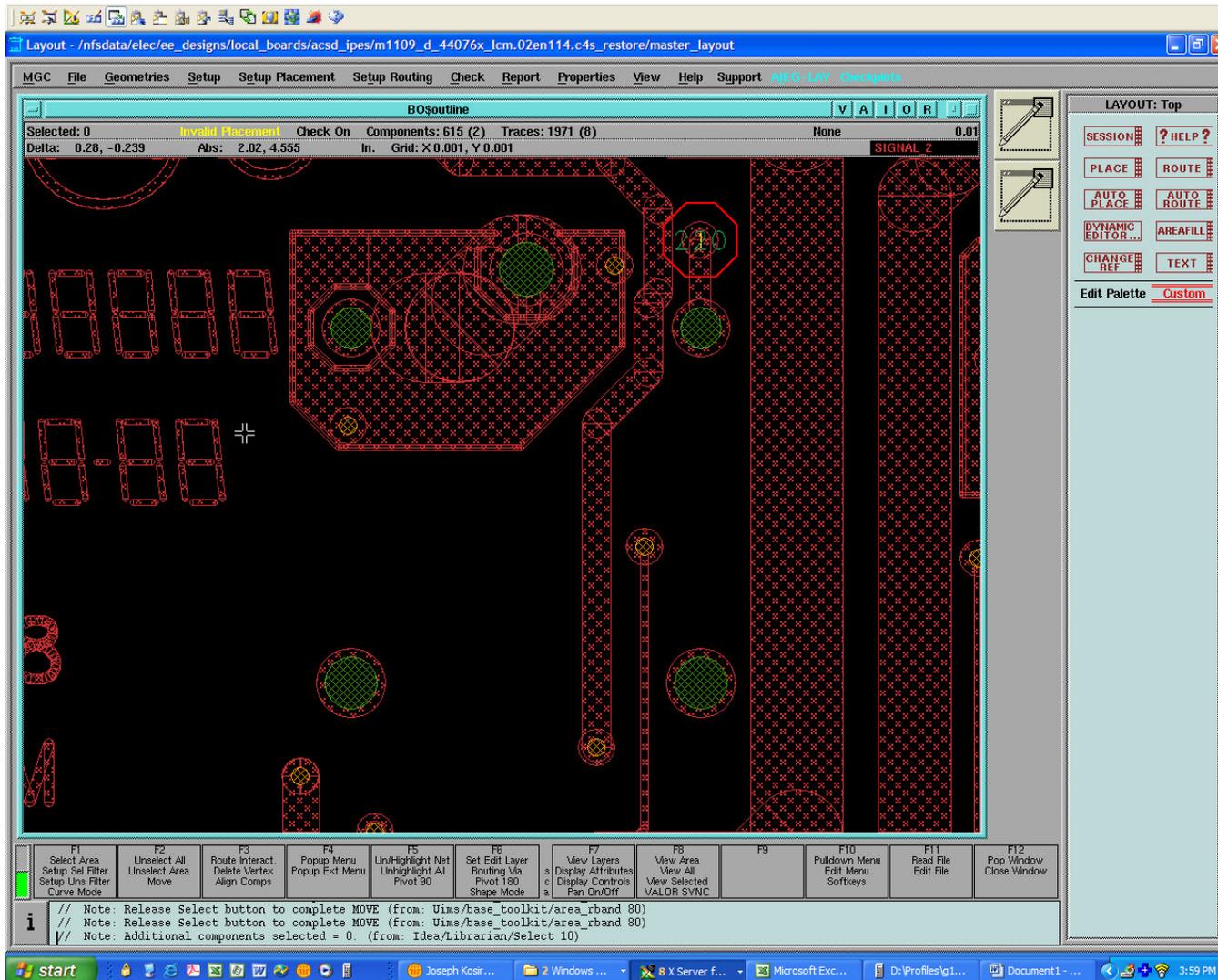


Figure 2 – EN114 LCM module: Bottom side layout, K220 (headlamps) pin 2 (coil) & pin 1 (contact) to VBAT2.

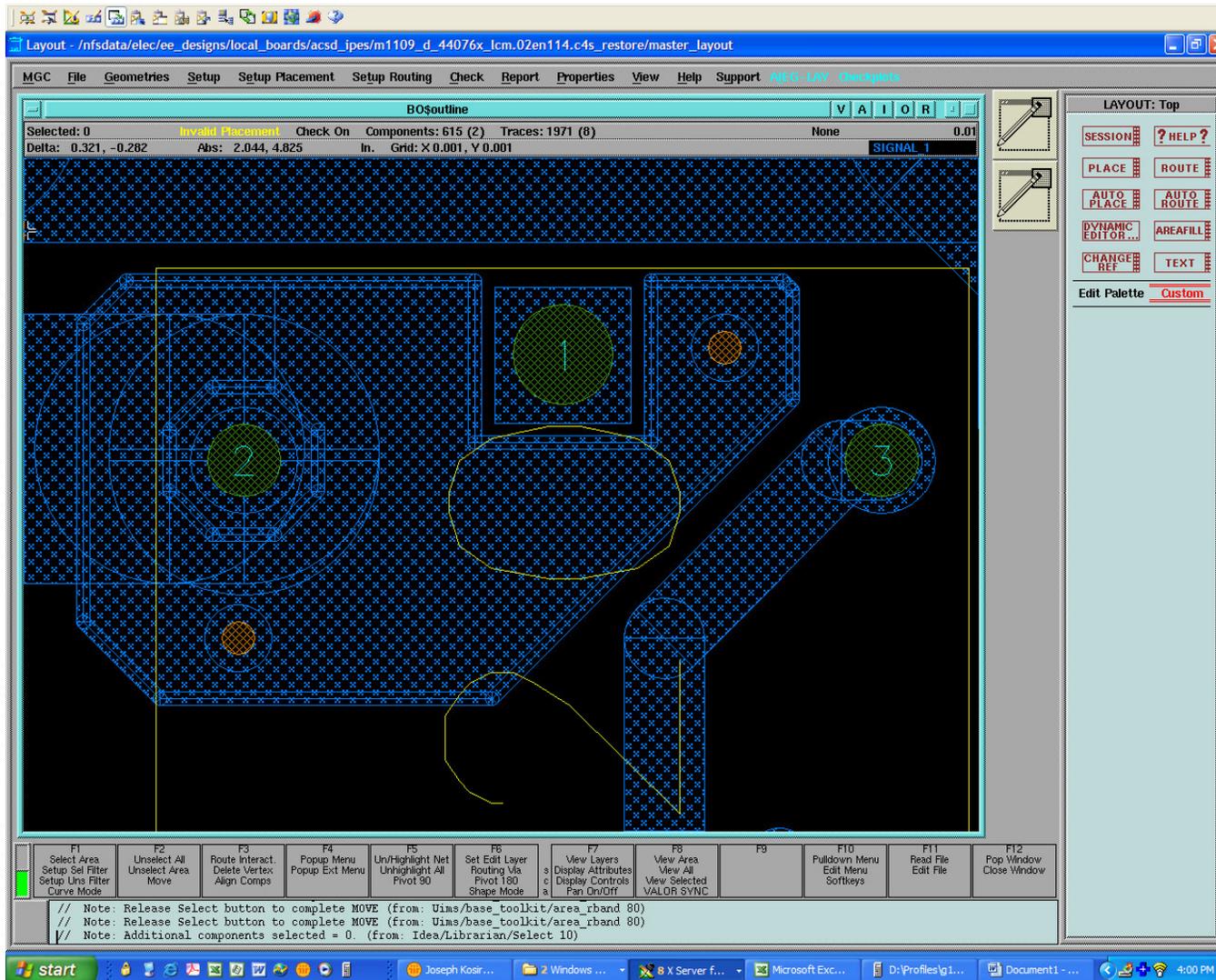


Figure 3 – EN114 LCM module: Top side layout, close-up showing VBAT feeding coil lead first with no connection top-side to the relay contact.

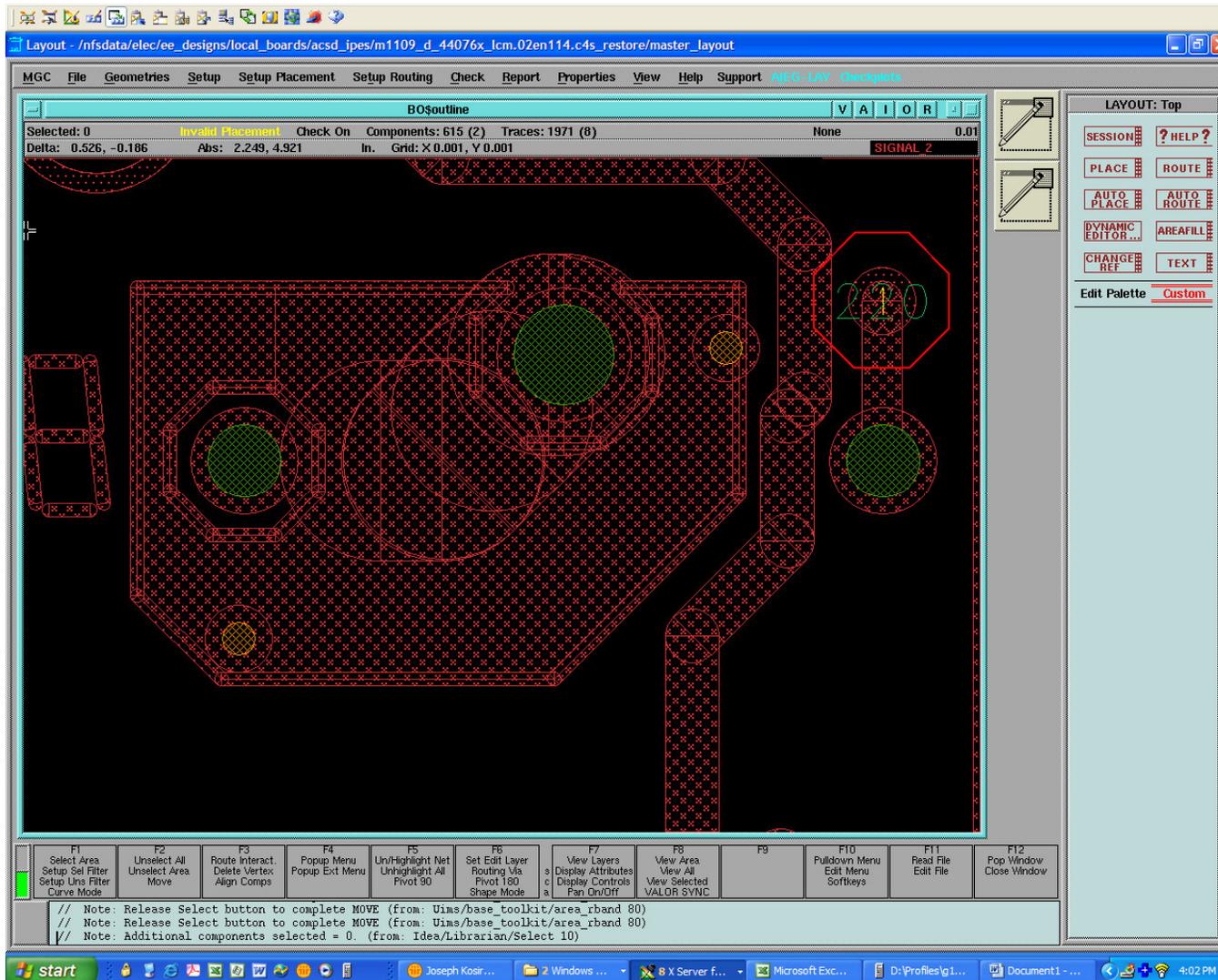


Figure 4 – EN114 LCM module: Bottom side layout, close-up showing VBAT feed to the relay contact is only through ~1/6 diameter of the coil lead pad.

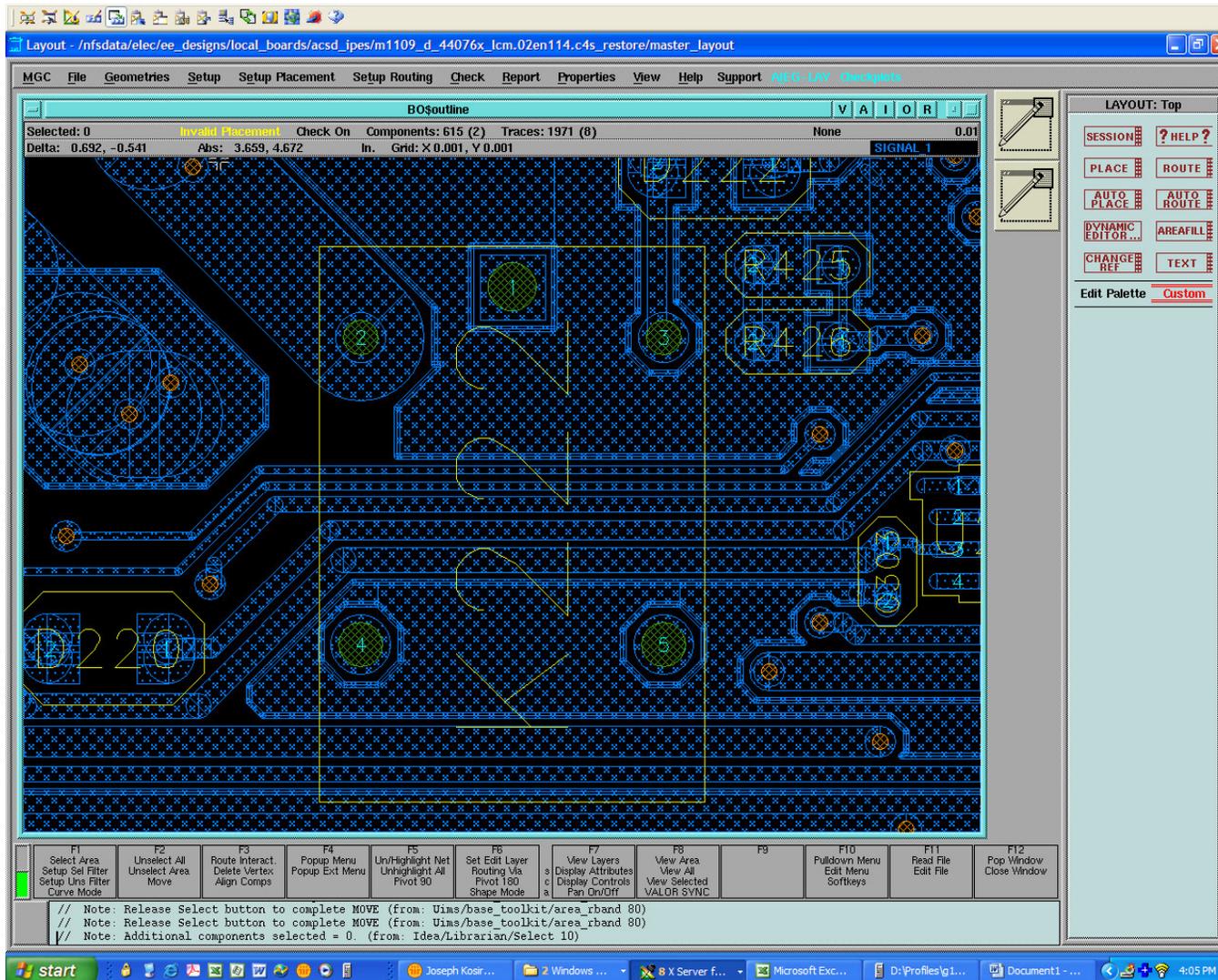


Figure 5 – EN114 LCM module: Top side layout, K222 (parklamps) pin 2 (coil) & pin 1 (contact) to VBAT3.

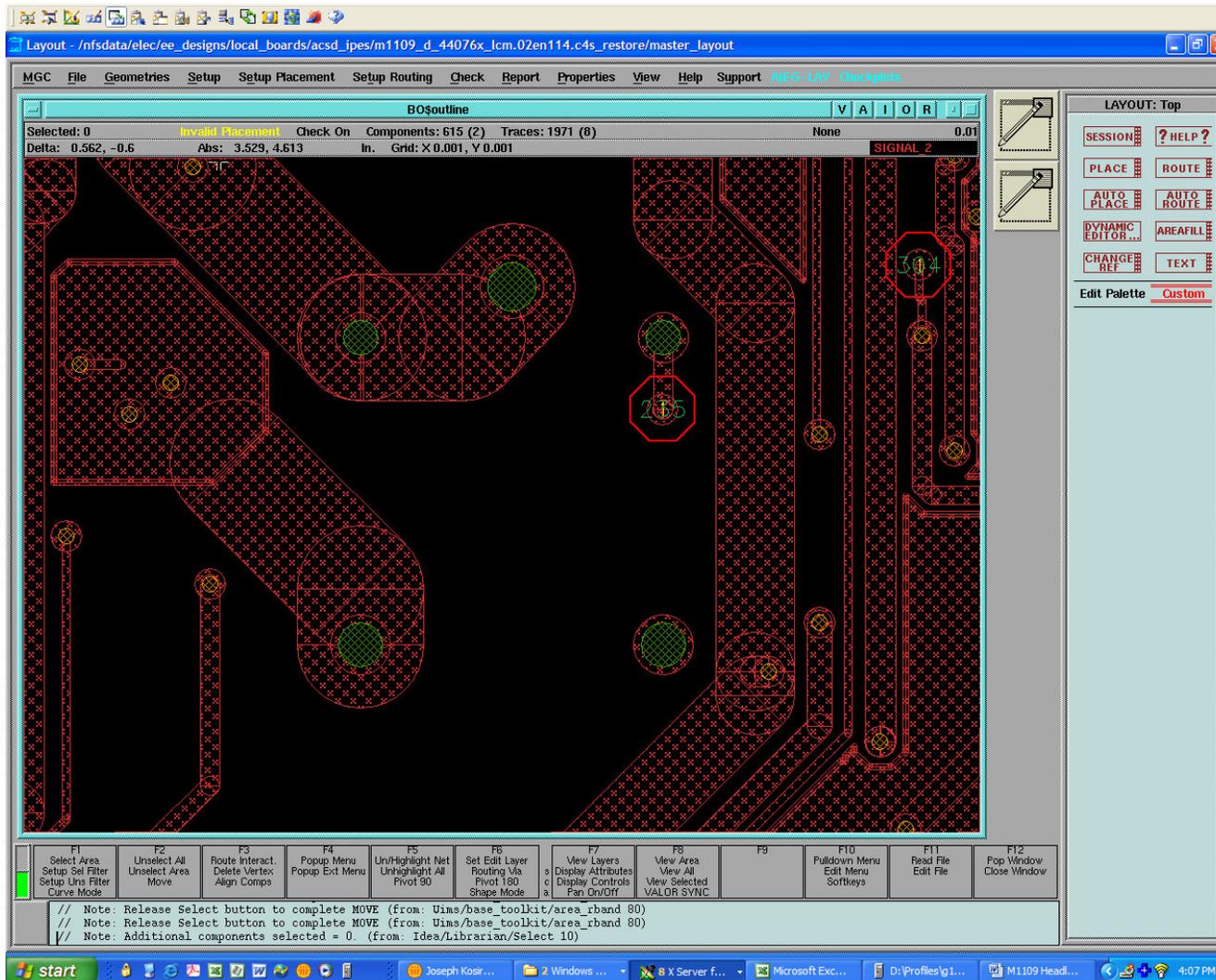


Figure 6 – EN114 LCM module: Bottom side layout, K222 (parklamps) pin 2 (coil) & pin 1 (contact) to VBAT3.

---

**From:** Knapp Steve-CSK004 [CSK004@motorola.com]  
**Sent:** Monday, May 03, 2004 12:13 PM  
**To:** Holt, Jon (J.); Wojcik, Karl (K.W.); Ludwig, Brent (B.C.)  
**Subject:** MY05 LCMDDM

**Attachments:** Nom01.pdf; Max00.pdf; Max01.pdf; Max10.pdf; Max11.pdf; Min00.pdf; Min01.pdf; Min10.pdf; Min11.pdf



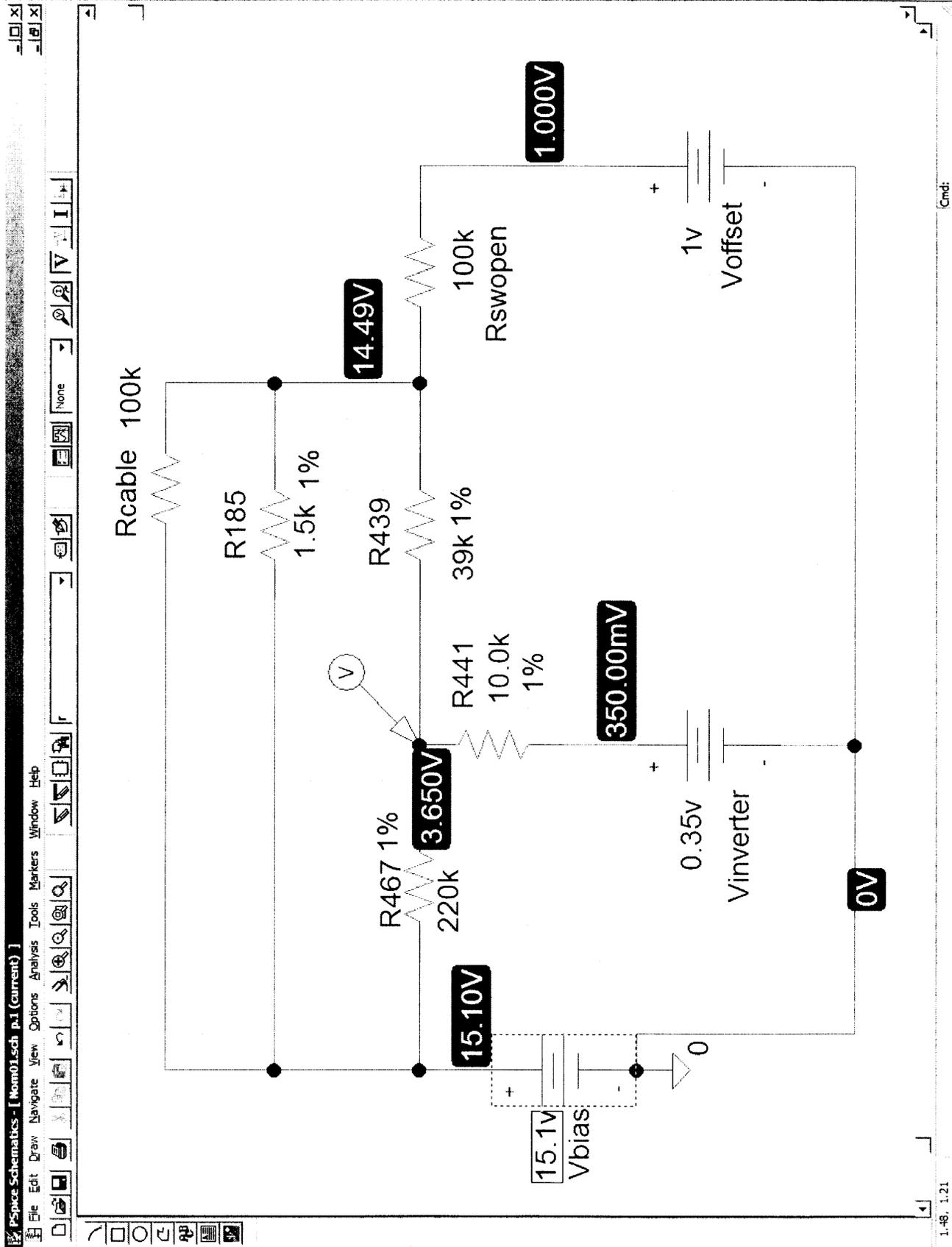
Nom01.pdf (140 KB) Max00.pdf (129 KB) Max01.pdf (132 KB) Max10.pdf (117 KB) Max11.pdf (131 KB) Min00.pdf (130 KB) Min01.pdf (131 KB)



Min10.pdf (121 KB) Min11.pdf (130 KB)

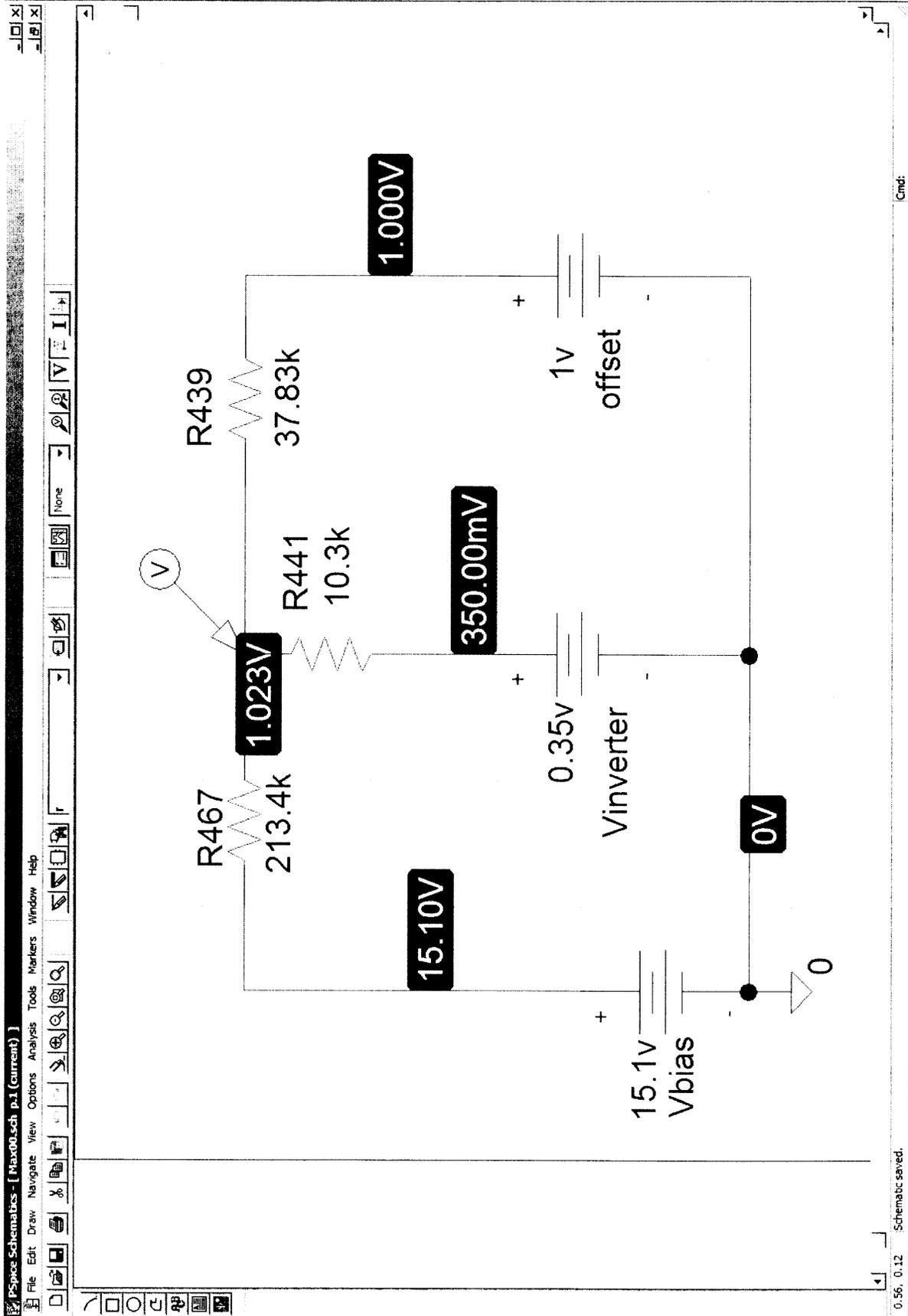
For today's meeting

S. Knapp

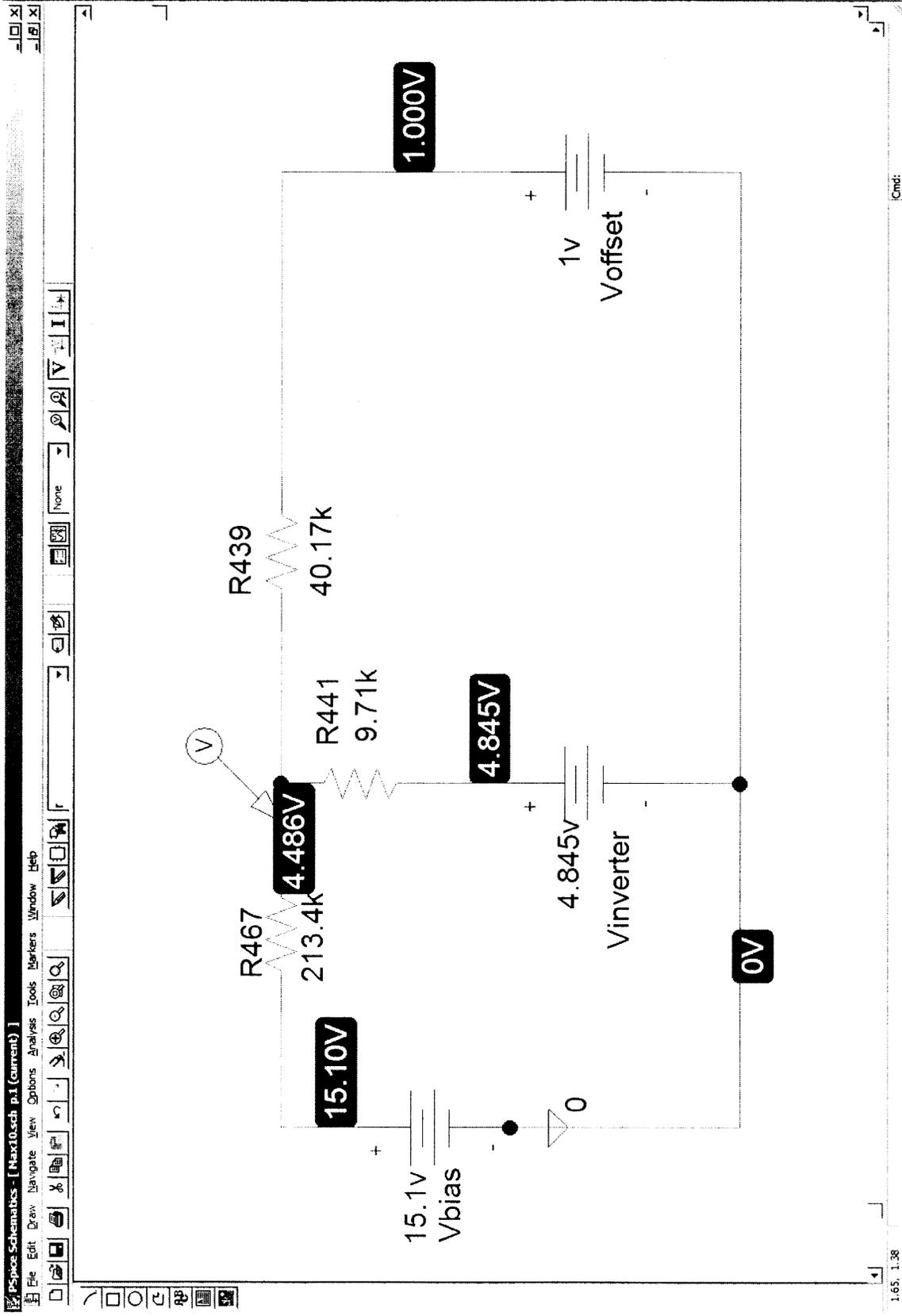


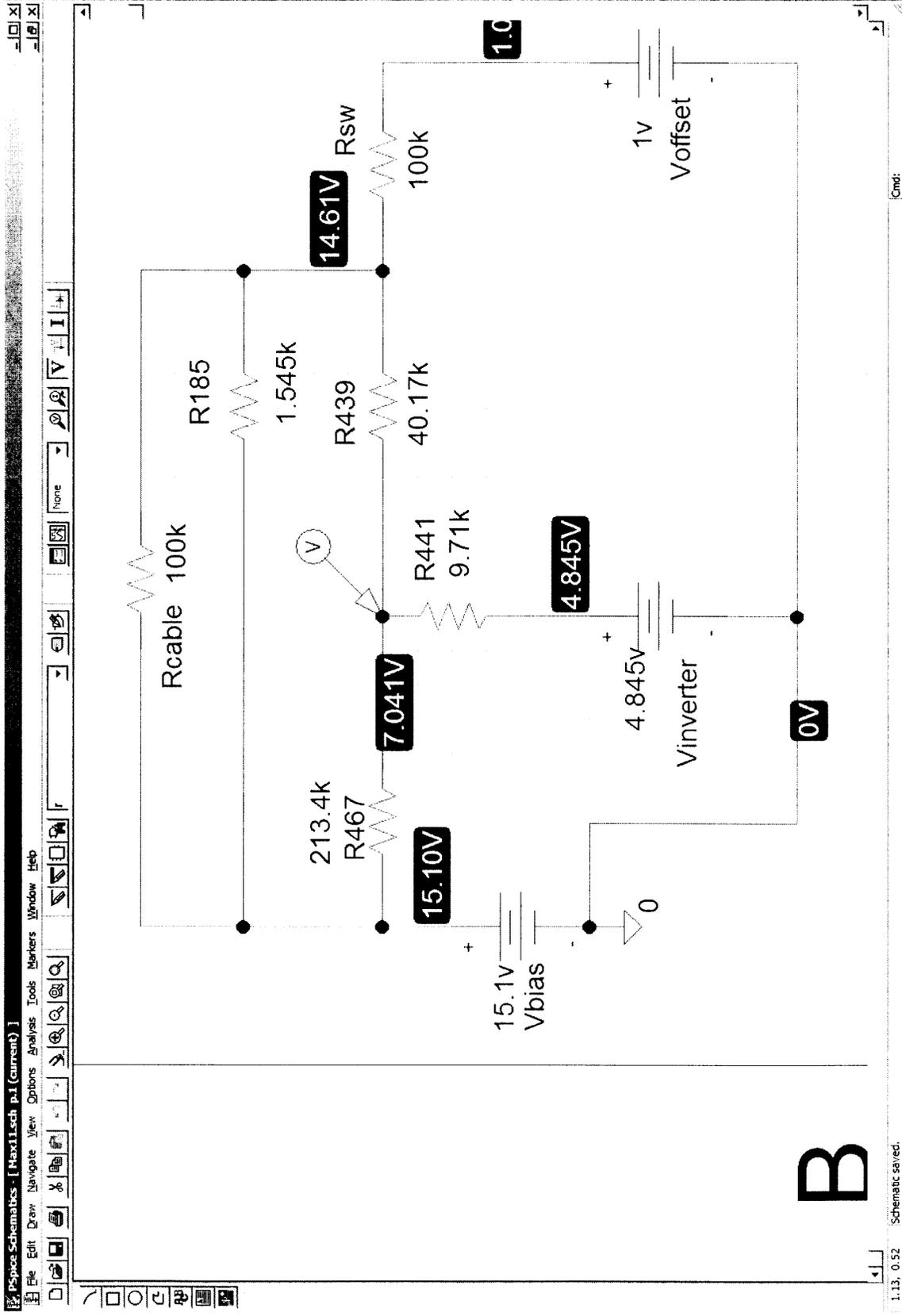
[End:

1-48, 1.21





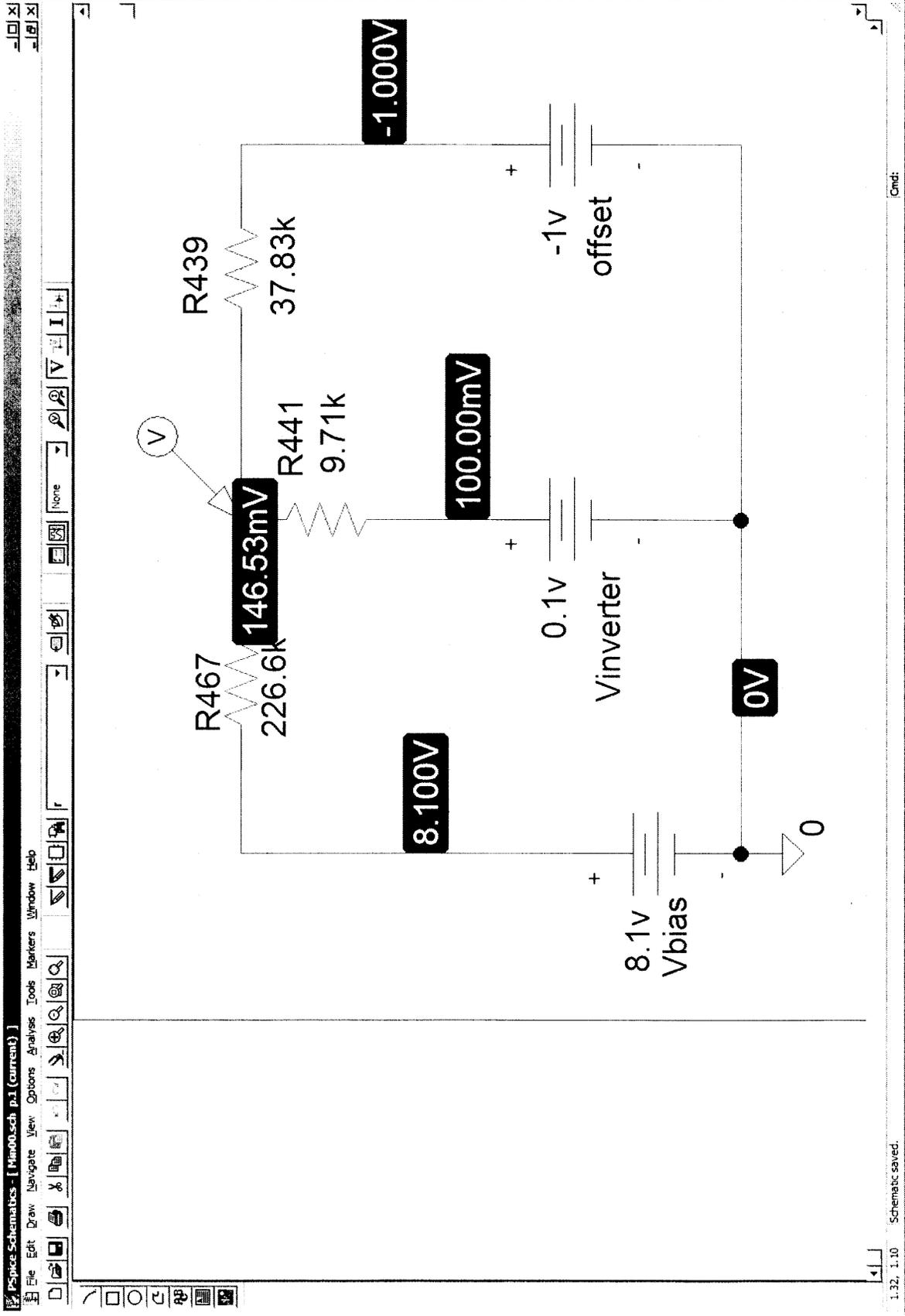




B

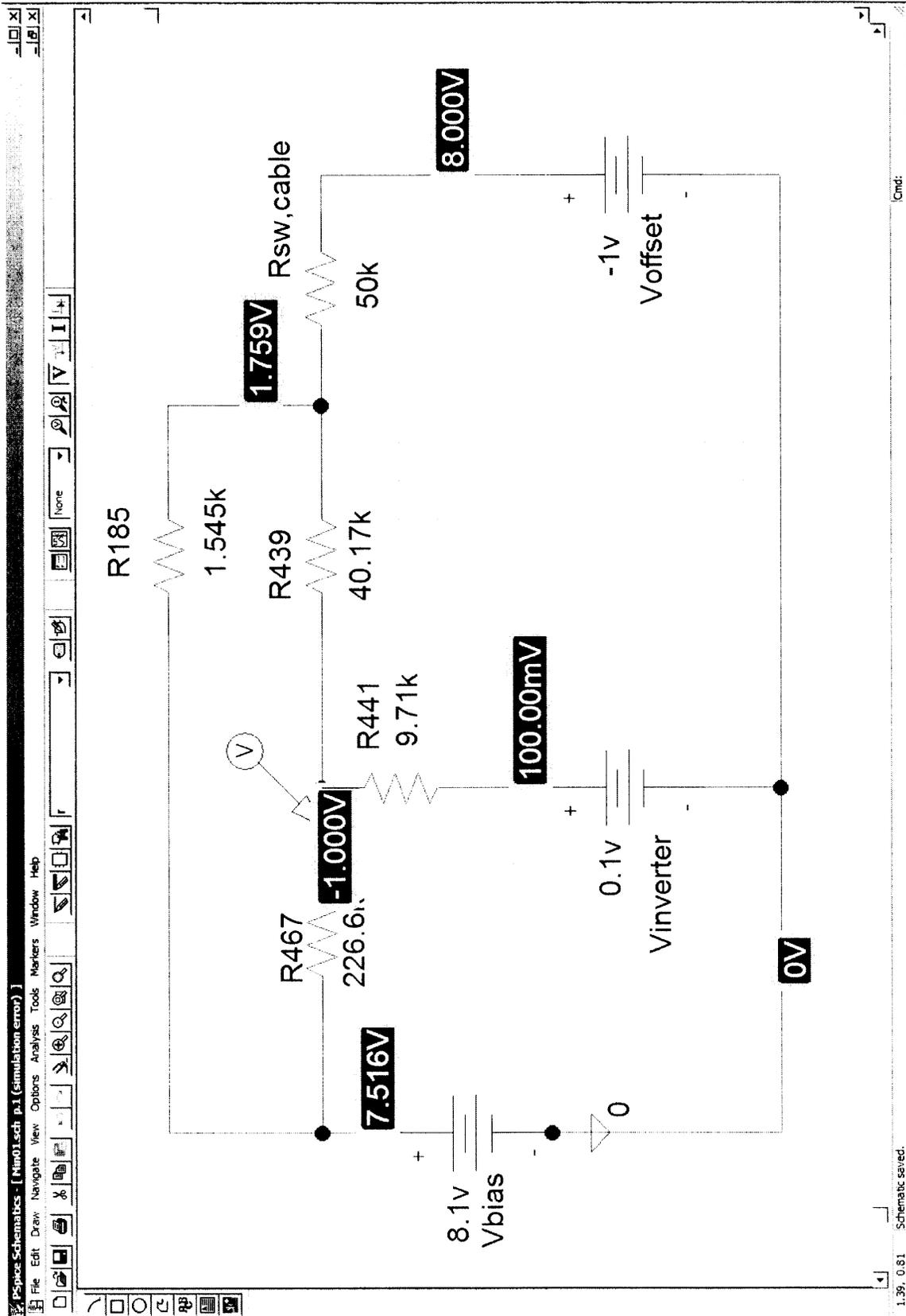
[Cmd:

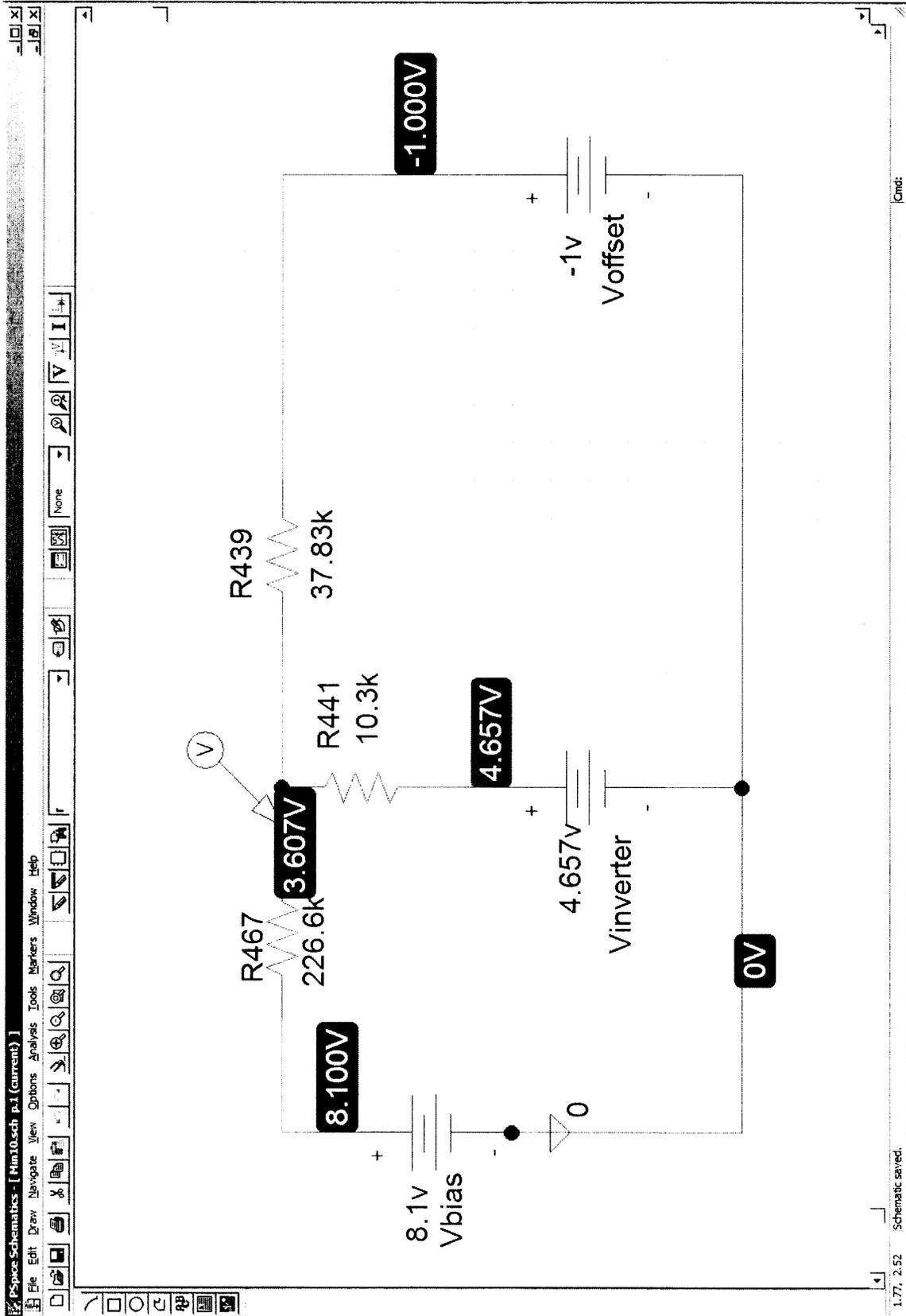
1.13, 0.52 Schematic saved.

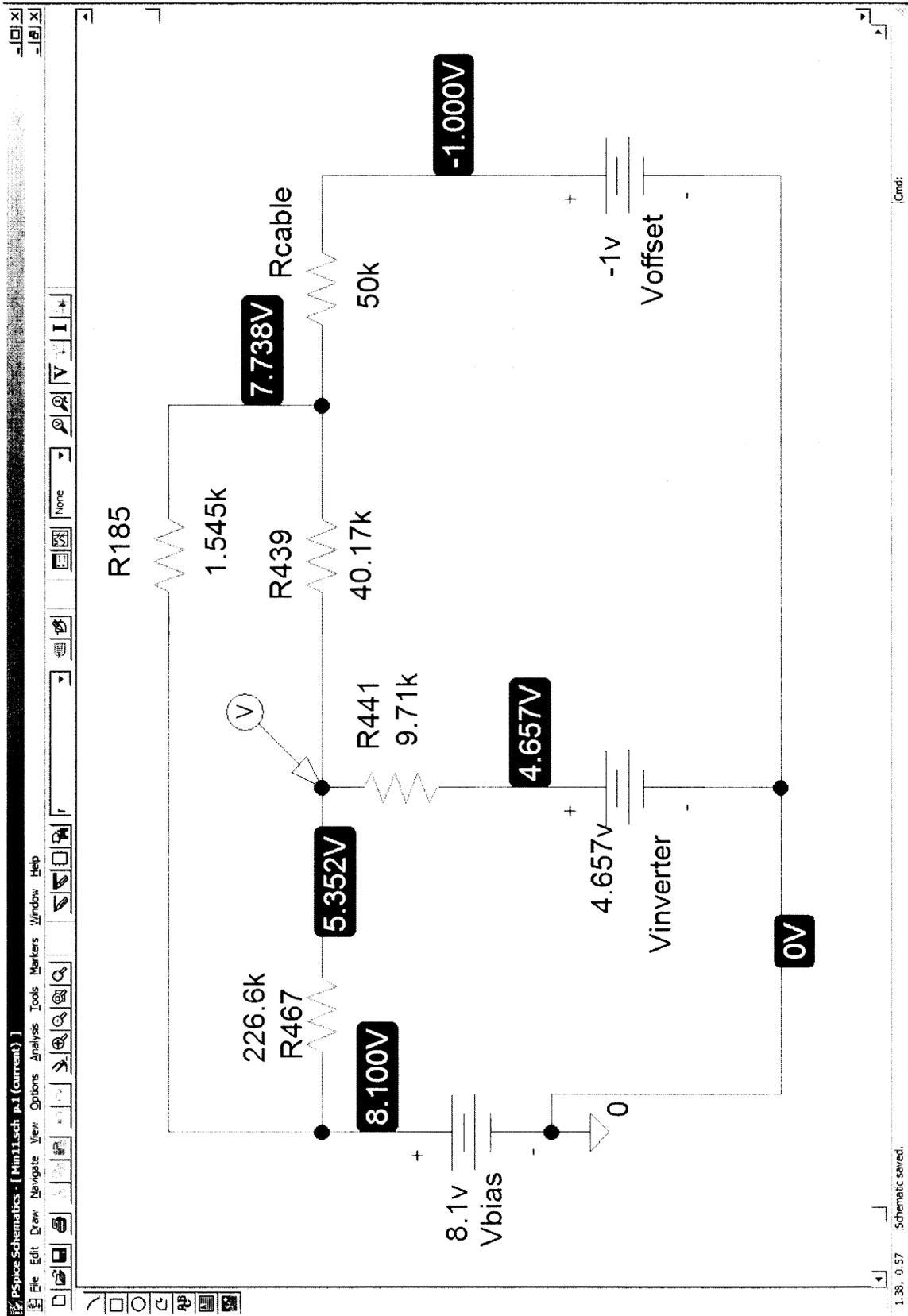


1.32, 1.10 Schematic saved.

Cmd:







PE08-066

FORD

1/30/2009

APPENDIX G

NON CONFIDENTIAL INFORMATION –

WARRANTY

PAGE 1592

---

**From:** Gurney, Chris (C.A.)  
**Sent:** Friday, April 11, 2008 4:57 PM  
**To:** Johnston, Dennis (D.T.)  
**Cc:** Kern, John (J.T.)  
**Subject:** 2003-2005 Crown Victoria LCM Concerns - Fleet Data

**Attachments:** 2003-2005 CV Fleet 1.xls

Dennis, per your request, I have created an Excel spreadsheet documenting the top 10 fleet servicers on 2003-2005 Crown Victoria vehicles. In this document, I have provided the following in 3 separate pages:

- Search criteria (search was for 2003-2005 Crown Victoria vehicles, causal base part number 13C788 - LCM)
- Two tables: one showing the top 10 fleet servicers by concern mode (i.e., headlamps go out while driving, turn signals inoperative, dome light inoperative, etc), and one showing the top 10 fleet servicers by vehicle series (2 of the 10 primarily serviced fleet-LWB vehicles, the rest primarily police interceptors)
- All verbatims

All 3 pages are formatted for printing.

If you have any questions, please do not hesitate to call. Thanks.



2003-2005 CV  
leet 1.xls (831 .

***Chris Gurney***  
**Ford Motor Company**  
**Fairlane Plaza South**  
**330 Town Center Drive, Suite 500**  
**Dearborn, Michigan 48126**  
**(313) 248-7439**

# Search Criteria

## Selection Summary

source system key	AWS;
make	Ford LM;
model year	2005; 2004; 2003;
vehicle line	CROWN VICTORIA;
pnbb code	13C788;
Selections	electrical - -> Total
Selections	electrical - accessories/entertainment -> Total
Selections	electrical - climate control -> Total
Selections	electrical - driving controls/multifunction switches -> Total
Selections	electrical - instrument/display -> Total
Selections	electrical - lamps/bulbs -> Total
Selections	electrical - start-charge -> Total
Selections	electrical - wiper/washer -> Total
Selections	electrical - wiring -> Total

---

**From:** Gurney, Chris (C.A.)  
**Sent:** Tuesday, August 19, 2008 3:30 PM  
**To:** Johnston, Dennis (D.T.); Lilly, Ken (K.A.)  
**Subject:** 2003-2005 Crown Victoria/Grand Marquis LCM - New Data

**Attachments:** Customer Condition Codes 1.xls

Dennis/Ken, per your request, I have updated the data to reflect the information you requested.

Request #1: provide a chart showing the relationship between the customer concern codes and the concern modes.

Enclosed is an Excel spreadsheet showing all of the customer concern codes listed for all of the concern modes for each model year. I highlighted the codes that came up most frequently. I also included a customer concern code translator (see the first tab). All tabs are formatted for printing.



Customer  
dition Codes 1.x

Request #2. Create a combination page for 2004-2005 (similar to the one for 2003) showing the number of reports by repair date as well as number of reports by mileage. Please include production volumes.

I have completed these charts. However, rather than send them to you electronically (they are stuck in large files because the database needed to create them is attached), I will hand deliver hard copies to you.

If you have any questions, please do not hesitate to call. Thanks.

***Chris Gurney***  
**Ford Motor Company**  
**Fairlane Plaza South**  
**330 Town Center Drive, Suite 500**  
**Dearborn, Michigan 48126**  
**(313) 248-7439**

# Customer Concern Codes

Customer Concern Code	Customer Concern Description
A02	STEREO/RADIO RECEPTION
A04	STEREO/RADIO SOUND QUALITY
A06	SPEAKERS
A07	OTHER AUDIO TROUBLES
A15	TAPE PLAYER/CD
A16	CD PLAYER
A17	CASSETTE PLAYER
A18	FAMILY ENTERTAINMENT SYSTEM TROUBLES
A25	SPEED CONTROL ENGAGEMENT TROUBLES
A26	SPEED CONTROL DISENGAGEMENT TROUBLES
A27	SPEED CONTROL DOESN'T MAINTAIN A CONSISTENT SPEED
A28	CRUISE - UNSPECIFIED ++
A30	SPEEDOMETER NOT WORKING AT ALL
A31	SPEEDOMETER NOISY
A32	SPEEDOMETER INACCURATE
A33	CLOCK TROUBLES
A34	HORN TROUBLES
A35	COMPASS/THERMOMETER TROUBLES
A37	SPEEDOMETER TROUBLES
A40	TIRE PRESSURE MONITORING TROUBLES
A59	TRIP COMP./NAVIGATION SYSTEMS TROUBLES
A60	SATELLITE DIGITAL AUDIO REC SYSTEM TROUBLES
A85	OTHER ELECTRICAL ACCESSORY TROUBLES
A86	CELLULAR PHONE TROUBLES
A87	CIGARETTE LIGHTER/POWERPOINT TROUBLES
A88	WIRING TROUBLES
A96	CCC RE-MAP - MAINTENANCE
A97	CCC RE-MAP - DAMAGE
A98	CCC RE-MAP - OTHER
A99	ADMINISTRATIVE (PARTS RETURN/ETC.)
B01	BODY PANEL DENTS, DINGS
B02	BODY PANEL FITS POORLY
B04	PICK-UP CAB-TO-BOX ALIGNMENT
B05	BODY PANEL HARD TO OPEN
B06	BUMPER DENTS/DINGS
B07	BUMPER FITS POORLY
B09	BODY PANEL/HINGE SQUEAK/RATTLE
B15	BODY PANEL HARD TO CLOSE
B19	OTHER BODY PANEL TROUBLES (NOT INCLUDING TRIM)
B43	LOOSE, POOR FIT, WARPED, WRINKLED
B44	TEARS, SNAGS, CRACKS - DOOR PANEL
B45	FADED, DISCOLORED - DOOR PANEL
B47	BLISTERED/BUBBLED/PEELED - DOOR PANEL
B50	SPLIT SEAMS - DOOR PANEL
B53	LOOSE, POOR FIT, WARPED, WRINKLED IP/DASHBOARD
B54	LOOSE, POOR FIT, WARPED, WRINKLED-CENTER FLR CONSOLE
B62	MOLDINGS, EXTERIOR TRIM CORRODED
B63	MLDGS/EXT. TRIM LOOSE/MISSING
B64	MLDGS/EXT. TRIM POORLY ALIGNED OR FIT
B65	WHEEL/HUBCAP TROUBLES
B66	OTHER EXTERIOR TRIM TROUBLES
B69	OTHER BUMPER TROUBLES
B73	LOOSE, POOR FIT, WARPED, WRINKLED
B74	LOOSE, POOR FIT, WARPED, WRINKLED-CARPET/FLOOR MAT
B75	LOOSE, POOR FIT, WARPED, WRINKLED-TRNK&CARGO INTERIOR
B78	INTERIOR ODOR
B81	TEARS, SNAGS, CRACKS - IP/DASHBOARD
B82	FADED, DISCOLORED - IP/DASHBOARD
B84	BLISTERED/BUBBLED/PEELED - IP/DASHBOARD
B85	GLOVEBOX DOOR GAPS, FIT POOR, DIFFICULT TO OPN/CLOSE
B91	TEARS, SNAGS, CRACKS - CENTER FLOOR CONSOLE
B92	FADED, DISCOLORED - CENTER FLOOR CONSOLE
B94	BLISTERED/BUBBLED/PEELED - CENTER FLOOR CONSOLE
B95	OTHER INSTRUMENT PANEL/CONSOLE TROUBLES
C01	A/C SLOW TO COOL
C02	A/C NOT COLD ENOUGH

Customer Concern Code	Customer Concern Description
L20	REMOTE/KEYLESS ENTRY TROUBLES
L22	HEADLAMP AIM/ALIGNMENT
L23	KEY TROUBLES
L25	LIGHTS NOT WORKING-INTERIOR
L26	LIGHTS NOT WORKING-EXTERIOR
L29	OTHER LIGHTING TROUBLES (INCL. LEAKS/CONDENSATION)
L30	TURN SIGNAL TROUBLES
L63	BRAKE FLUID LEAK
L65	ENGINE LEAKS OIL
L66	EXHAUST SYSTEM TROUBLE
L68	POWER STEERING FLUID LEAK
L69	FUEL GAUGE TROUBLES
L72	TRANSMISSION/CLUTCH FLUID LEAKS
L85	UNDETERMINED ENGINE LEAK
L86	OTHER AXLE/TRANSFER CASE TROUBLES
L87	COOLANT LEAK
L88	FRONT/REAR AXLE OR DRIVESHAFT LEAKS
M05	EXTERIOR MIRROR TROUBLES
M06	INTERIOR MIRROR TROUBLES
M10	OTHER MIRROR TROUBLES
N11	UNUSUAL ENGINE NOISE AT IDLE
N12	UNUSUAL ENGINE NOISE WHILE DRIVING
N17	BRAKES NOISY
N18	UNUSUAL TRANSMISSION NOISE
N19	UNUSUAL ENGINE NOISE - UNSPECIFIED ++
N22	VEHICLE VIBRATES WHEN DRIVING BELOW 45 MPH
N23	STEERING WHEEL VIBRATION/SHIMMY BELOW 45 MPH
N24	STEERING WHEEL VIBRATION/SHIMMY ABOVE 45 MPH
N25	VEHICLE VIBRATES WHEN DRIVING ABOVE 45 MPH
N27	VIBRATION OR SHUDDER WHILE BRAKING
N28	STEERING WHEEL VIB - UNSPECIFIED ++
N29	VEHICLE VIBRATES - UNSPECIFIED ++
N30	OVERHEAD CONSOLE SQUEAK/RATTLE
N31	CENTER FLOOR CONSOLE SQUEAK/RATTLE
N32	GLOVE BOX DOOR SQUEAK/RATTLE
N33	INSTRUMENT PANEL/DASHBOARD SQUEAK/RATTLE
N40	FRONT SIDE DOOR SQUEAK/RATTLE
N41	REAR SIDE DOOR SQUEAK/RATTLE
N42	TRUNK, H'BACK, T' GATE, REAR CARGO DOOR SQUEAK/RATTLE
N43	SUN/MOON, T-TOP, CONVERTIBLE ROOF SQUEAK/RATTLE
N44	DOOR SQUEAKS AND RATTLES - UNSPEC. **
N50	SQUEAK/RATTLE VEHICLE EXTERIOR-FRONT
N51	SQUEAK/RATTLE VEHICLE EXTERIOR-REAR
N52	OTHER VEHICLE EXT. SQK AND RTL - UNSPEC. **
N57	STEERING COLUMN/WHEEL SQUEAK/RATTLE
N58	STEERING NOISY
N59	OTHER SQUEAK/RATTLE (EXCLUDING WIND NOISE)
P01	DIFFICULT TO OPERATE SHIFT LEVER, CHANGE GEARS
P09	OTHER MANUAL TRANSMISSION TROUBLES
P22	CLUTCH CHATTERS/GRABS/SLIPS/JERKS
P23	CLUTCH REQUIRES TOO MUCH OR UNEVEN EFFORT
P24	OTHER CLUTCH TROUBLES
P31	MANUAL-4-WHEEL/ALL WHEEL DRIVE TROUBLES
P51	DIFFICULT TO OPERATE SHIFT LEVER
P59	OTHER AUTOMATIC TRANSMISSION TROUBLES
P66	SHIFTS ROUGH OR JERKY WHILE DRIVING
P67	SHIFTS OCCUR TOO EARLY, TOO LATE, TOO OFTEN
P68	TRANSMISSION SHIFTS ROUGH OR JERKY FROM PARK
P69	GEAR CHANGES TAKE TOO LONG TO COMPLETE
P82	AUTOMATIC - 4-WHEEL/ALL -WHEEL DRIVE TROUBLES
P83	NO FORWARD/REVERSE MOVEMENT IN GEAR
R01	WATER LEAK AROUND WINDSHIELD
R02	WATER LEAK AROUND FRONT SIDE DOOR/WINDOW
R03	WATER LEAK AROUND REAR SIDE DOOR/WINDOW
R04	WATER LEAK AROUND BACK WINDOW
R05	WATER LEAK AROUND SLIDING REAR WINDOW

# Customer Concern Codes

Customer Concern Code	Customer Concern Description
C03	HEATER-SLOW TO HEAT
C04	HEATER-NOT HOT ENOUGH
C05	A/C DOES NOT WORK
C06	W' SHIELD/DEFROST UNEVEN CLEARING
C07	HEATER-DOES NOT WORK
C08	A/C HEATER/DEFROSTER ODOR ONLY AT STARTUP
C09	HEATER, DEFROSTER OR A/C NOISE
C10	A/C HEATER/DEFROSTER ODOR CONTINUOUS
C11	W' SHIELD DEFROST/DEFOGGING SLOW TO CLEAR
C12	W' SHIELD DEFROST/DEFOGGING DOES NOT WORK
C13	SIDE WINDOW DEFROST/DEFOGGING UNEVEN CLEARING
C14	SIDE WINDOW DEFROST/DEFOGGING SLOW TO CLEAR
C15	SIDE WINDOW DEFROST/DEFOGGING DOES NOT WORK
C16	BACK WINDOW DEFROST/DEFOGGING UNEVEN CLEARING
C17	BACK WINDOW DEFROST/DEFOGGING SLOW TO CLEAR
C18	BACK WINDOW DEFROST/DEFOGGING DOES NOT WORK
C19	REGISTER/VENT ADJUSTMENT TROUBLES
C20	OTHER TEMPERATURE CONTROL TROUBLES
C21	WINDSHIELD DEF SLOW TO CLEAR/UNEVEN CLEARING
C22	SIDE WINDOW DEF SLOW TO CLEAR/UNEVEN CLEARING
C23	BACK WINDOW DEF SLOW TO CLEAR/UNEVEN CLEARING
C24	A/C WATER LEAK/CONDENSATION TROUBLES
C25	DEAD BATTERY
C26	WEAK OR LOW ELECTRICAL POWER
C27	POWER SUPPLY TROUBLES
C30	A/C HEATER/DEFROSTER ODOR
C50	OTHER STEERING/HANDLING AND RIDE TROUBLES
D02	ENGINE WOULD NOT START
D03	ENGINE DIFFICULT OR SLOW TO START
D10	ENGINE IDLES TOO SLOW
D11	ENGINE IDLES TOO FAST
D13	ENGINE IDLES ROUGH
D14	ENGINE IDLES - UNSPECIFIED ++
D21	ENGINE STALLS
D33	ENGINE RUNS WITH KEY OFF
D35	EXCESSIVE FUEL CONSUMPTION
D36	ENGINE HESITATES/SURGES WHEN ACCELERATING
D41	ENGINE HESITATES/SURGES AT STEADY SPEED
D42	POOR PERFORMANCE/LACKS POWER
D43	ENGINE HES/SRG - UNSPECIFIED ++
D50	OTHER ENGINE TROUBLES
D52	ACCELERATOR PEDAL TROUBLES
E19	ENGINE BELT SLIPPING/SQUEALING
E20	ENGINE BELT OFF/FRAYED/COMING APART/BROKEN
E23	ENGINE OVERHEATS/RADIATOR TROUBLES
E26	EXCESSIVE OIL CONSUMPTION
E29	CHECK ENGINE LIGHT TROUBLE
E35	OTHER CHASSIS TROUBLES
E36	OTHER ENGINE LIGHT TROUBLES
E40	ELECTRONIC MODULE TROUBLES
E41	UNUSUAL EXHAUST SYSTEM ODOR
E42	UNUSUAL EXHAUST SYSTEM NOISE
E43	EXHAUST SYSTEM RUST/CORROSION/APPEARANCE
E50	ENGINE BELT BREAKING/SLIPPING/SQUEALING
E65	SLOW FUEL TANK FILL/SPITBACK
E68	FUEL TANK LEAK/ODOR
E69	LOW OIL PRESSURE
E70	OTHER FUEL SYSTEM **
F04	THIN/NO PAINT (EXCLUDES TRIM/BUMPER)
F05	SAGS/RUNS IN PAINT (EXCLUDES TRIM/BUMPER)
F06	PEELED PAINT (EXCLUDES TRIM/BUMPER)
F07	BUBBLES/BLISTERS IN PAINT

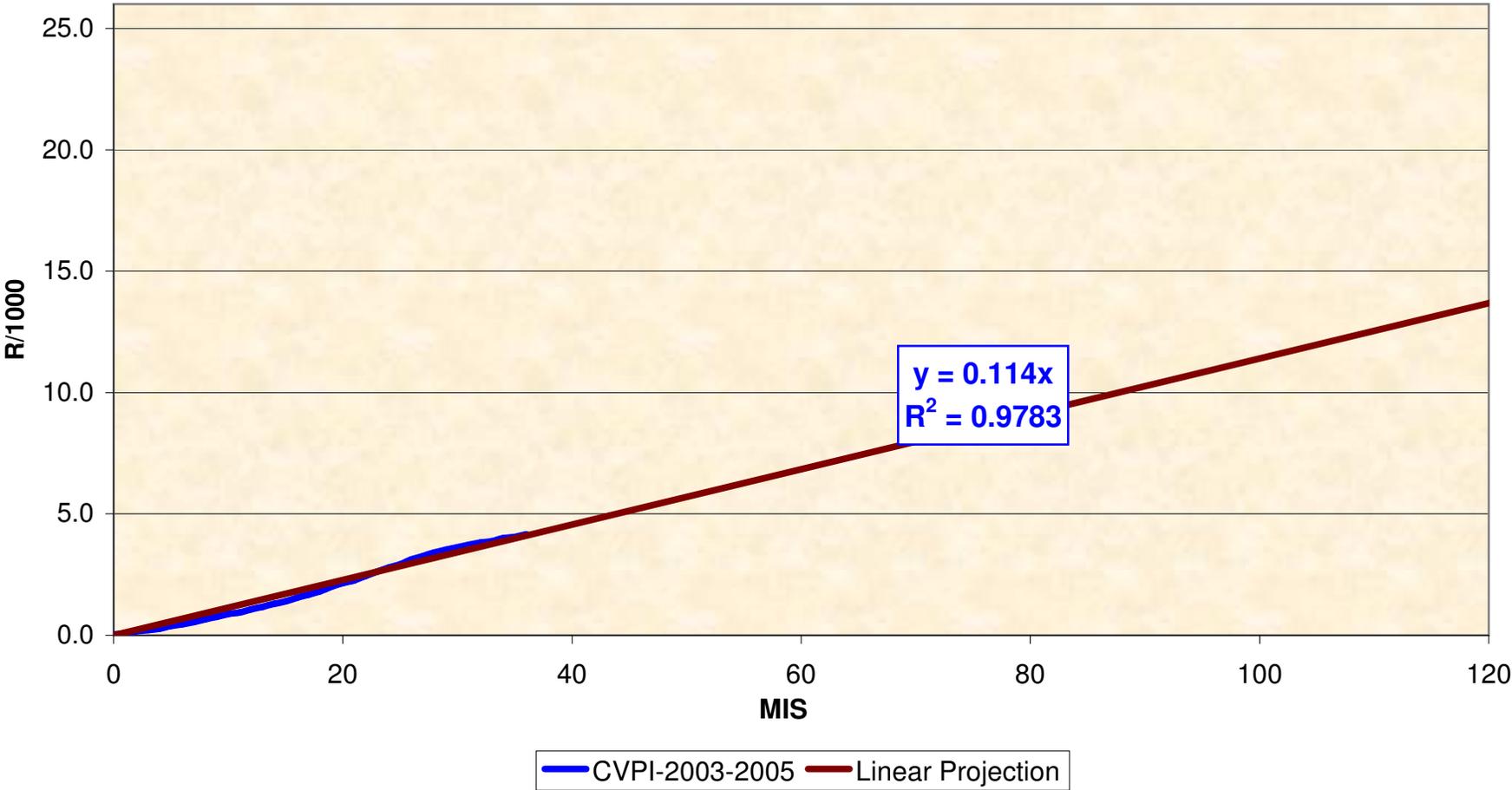
Customer Concern Code	Customer Concern Description
R06	WATER LEAK AROUND TRUNK/HATCHBK/LIFTGT/RR CARGO DR
R08	WATER LEAK AROUND NON-SLIDING REAR WINDOW
R09	WATER LEAK AROUND SUN/MOON/CONVERTIBLE/T-TOP ROOF
R10	OTHER WATER LEAKS (SEALING ISSUES ONLY)
R11	WL - AROUND SIDE DOOR/WINDOW - UNSPEC. **
R21	WIND NOISE AROUND WINDSHIELD
R22	WIND NOISE AROUND FRONT SIDE DOOR/WINDOW
R23	WIND NOISE AROUND REAR SIDE DOOR/WINDOW
R24	WIND NOISE AROUND BACK WINDOW
R25	WIND NOISE AROUND SLIDING REAR WINDOW
R26	WIND NOISE AROUND TRUNK/HATCHBK/LIFTGT/RR CARGO DR
R28	WIND NOISE AROUND NON-SLIDING REAR WINDOW
R29	WIND NOISE AROUND SUN/MOON/CONVERTIBLE/T-TOP ROOF
R30	OTHER WIND NOISE TROUBLES (TURBULENCE)
R31	OTHER GASKET/SEALING TROUBLES
R32	WN - AROUND SIDE DOOR/WINDOW - UNSPEC. **
R40	DUST INTRUSION
R50	UNDERBODY RUST/CORROSION
R51	ENGINE COMPARTMENT RUST/CORROSION
S03	FRONT SEAT LOOSE
S04	REAR SEAT LOOSE
S06	SEAT ADJUSTMENT OPERATION - FRONT MANUAL CNTRL
S07	SEAT ADJUSTMENT OPERATION - REAR SEAT
S08	SEAT LOOSE THIRD ROW
S09	FRONT SEAT SQUEAK/RATTLE
S10	OTHER SEATING TROUBLES
S12	INTEGRATED CHILD SAFETY SEAT TROUBLES
S15	SEAT ADJUSTMENT OPERATION TROUBLE-FRONT POWER CNTL
S16	THIRD ROW SEAT SQUEAK/RATTLE
S17	REAR SEAT SQUEAK/RATTLE
S18	SEAT ADJUSTMENT TROUBLES - UNSPEC. **
S19	SEAT SQUEAKS AND RATTLES - UNSPEC.**
S21	SEAT BELT SOILED/DIRTY
S25	SEAT BELT COIL/UNCOIL TROUBLES
S26	SEAT BLT BUC LATCHING TROUBLES
S27	STEERING WHEEL TRIM APPEARANCE
S38	AIR BAG (SRS) TROUBLES
S39	AIR BAG WARNING LIGHT TROUBLES
S40	OTHER RESTRAINT TROUBLES
S50	LOOSE, POOR FIT, WARPED, WRINKLED-SEAT UPHOLSTERY
S52	TEARS, SNAGS, CRACKS - SEAT UPHOLSTERY
S53	FADED, DISCOLORED - SEAT UPHOLSTERY
S55	SPLIT SEAMS - SEAT UPHOLSTERY
S56	HEATED/COOLED SEAT TROUBLES
T02	TEARS, SNAGS, CRACKS - ROOF LINING MATERIAL
T03	FADED, DISCOLORED - ROOF LINING MATERIAL
T04	ROOF-EXCESSIVE WEAR
T05	SPLITTING SEAMS - ROOF LINING MATERIAL
T12	TEARS, SNAGS, CRACKS - CARPET/FLOOR COVERING
T13	FADED DISCOLORED - CARPET/FLOOR COVERING
T15	SPLITTING SEAMS - CARPET/FLOOR COVERING
T21	TRNK-SCRATCHED /SCUFFED
T22	TEARS, SNAGS, CRACKS - TRUNK/CARGO INTERIOR
T23	TRNK-FADED/DISCOLORED/SOILED
T25	SPLITTING SEAMS - TRUNK/CARGO INTERIOR
T50	CUPHOLDER TROUBLES
T51	SUN VISOR TROUBLES
T52	ASHTRAY TROUBLES
T53	INTERIOR MOLDINGS FIT POORLY
T54	MISSING - INTERIOR MOLDINGS
T55	INT FASTENERS - LOOSE, MISSING, POOR FIT, WARPED
T90	OTHER INTERIOR TRIM TROUBLES

## Customer Concern Codes

Customer Concern Code	Customer Concern Description
F09	OTHER EXTERIOR PAINT TROUBLES (EXCL TRIM/BUMPER)
F10	PAINT SPRAY OVER BODY FINISH
F11	BODY RUST/CORROSION (NOT PERFORATION,EXCL BUMPER)
F12	STAINED/SPOTTED PAINT (EXCLUDES TRIM/BUMPER)
F13	FADED/DULL PAINT (EXCLUDES TRIM/BUMPER)
F15	DETAIL PAINT OR TAPE STRIPE COMING OFF (EXCL BMPR)
F19	CHIPPED/SCRATCHED PAINT
F20	DIRT IN PAINT (EXCLUDES TRIM/BUMPER)
F25	RUST PERFORATION
F26	RUST PERFORATION (CANADA ONLY)
F30	UNEVEN COLOR/COLOR DIFFERENT BETWEEN BODY PANELS
F31	PAINT CHIP
F32	PAINT SCRATCH
F33	BUMPER FADED/DULL PAINT
F34	BMPR-SAGS/RUNS
F35	BMPR-THIN/NO PAINT
F36	BMPR-STAINED/SPOTTED
F37	BMPR-DIRT IN PAINT
F38	BMPR-UNEVEN COLOR/COLOR DIFF.
F39	BUMPER RUST/CORROSION
F40	OVERSPRAY ON BUMPER FINISH
F41	BUMPER PEELD PAINT
F99	INSUFFICIENT FLUID
G02	GLASS BROKEN/CHIPPED/CRACKED/DISTORTED
G05	WINDOW OPENING, CLOSING TROUBLES-MANUAL
G07	WINDOW OPENING, CLOSING TROUBLES-POWER
G09	WINDOW SQUEAK/RATTLE/SCRAPE
G29	OTHER WARNING LIGHT/GAUGE TROUBLES (VOLT/AMP)
G30	ODOMETER TROUBLES
G31	ENGINE TEMP GAGE TROUBLES
G32	INST CLUST/MESSAGE CENTER TROUBLES
H02	BRAKES GRAB OR LOCK-UP
H04	PARKING BRAKE TROUBLES
H05	EXCESSIVE BRAKE PEDAL EFFORT REQUIRED
H06	VEHICLE PULLS LEFT WHILE BRAKING
H07	VEHICLE PULLS RIGHT WHILE BRAKING
H08	VEHICLE PULLS WHILE BRAKING - UNSPEC. **
H15	BRAKE PEDAL SPONGY
H16	BRAKES TOO SENSITIVE
H19	BRAKE-ABS WARNING LIGHT TROUBLES
H20	OTHER BRAKE TROUBLES (INCLUDING AIR BRAKES)
H21	STEERING HAS EXCESSIVE FREE PLAY/WANDER
H22	STEERING REQUIRES EXTRA OR UNEVEN EFFORT
H24	STRG WHL SPOKES NOT CORRECTLY POSITIONED WHEN FRNT
H25	CONSTANT PULL TO LEFT
H26	CONSTANT PULL TO RIGHT
H27	CONSTANT PULL/DRIFT - UNSPECIFIED ++
H39	TRACTION CONTROL/ADV TRAC WARNING LIGHT TROUBLES
H44	HARSH RIDE
H45	MUSHY RIDE
H50	STEERING GEAR/PUMP TROUBLES
H62	IMPROPER TIRE WEAR
J03	SUN/MOON/T-TOP/CONVERTIBLE ROOF FITS POORLY
J04	SUN/MOON/T-TOP/CONVERTIBLE DIFFICULT TO OPN/CLS
K01	TRANSFER CASE TROUBLES
K02	AXLE WHINE/HOWL/GROAN
K03	AXLE VIBRATION/SHAKE
K04	OTHER AXLE/DRIVELINE/WHEEL TROUBLES
L06	EXT. DOOR LOCK CONTROLS-MANUAL
L07	EXT. DOOR LOCK CONTROLS-POWER
L08	EXTERIOR DOOR HANDLE TROUBLES
L10	FUEL-FILLER DOOR TROUBLES
L13	IGNITION SWITCH TROUBLES
L14	ANTI-THEFT/ALARM SYSTEM TROUBLES
L15	OTHER LOCK/MECHANISM TROUBLES
L16	INT. DOOR LOCK CONTROLS - MANUAL
L17	INT. DOOR LOCK CONTROLS - POWER
L18	INTERIOR DOOR HANDLE TROUBLES
L19	DOOR AJAR WARNING LIGHT TROUBLES

Customer Concern Code	Customer Concern Description
TA1	ENTIRE OR PARTIAL TREAD SEPARATION FROM TIRE
TA2	TIRE SIDEWALL BLOWOUT OR SUDDEN AIR LOSS
TA3	BUBBLE/BULGE(S) IN SIDEWALL
TA4	SPLITS/CRACKS IN SIDEWALL/TREAD
TA5	TIRE TREAD CHUNKS MISSING
TA7	OTHER STRUCTURAL TIRE DAMAGE
TA8	TIRE BELT SLIPPING/SHIFTED
TB0	TIRE WILL NOT BALANCE
TB2	FLAT TIRE (SELF-SEALING TIRES ONLY)
TB3	VIBRATION
TB6	SLOW LEAKS / VALVE STEM TROUBLES
TB7	PREMATURE TREAD WEAR
TB8	PULLS/DRIFTS
TC1	TIRE APPEARANCE
TC8	OTHER TIRE COSMETIC
W03	FRONT WINDSHIELD WASHER TROUBLES
W04	REAR WINDOW WASHER TROUBLES
W05	FRONT WIPER TROUBLE
W06	REAR WINDOW WIPERS TROUBLES
W10	OTHER WIPER/WASHER TROUBLES (INCLUDING LEAKS)

**Headlamp Concerns  
R/1000 Projection  
Police Interceptor MY 2003-2005  
Regular Warranty Data**



TIS	CVPI-2003-2005				TIS	MY2003-2005			
	2003	2004	2005	2003-2005		2003	2004	2005	2003-2005
	CVPI-2003	CVPI-2004	CVPI-2005	CVPI-2003-2005		MY2003	MY2004	MY2005	Total-2003-2005
0	0.03	0.05	0.02	0.03	0	0.05	0.02	0.02	0.03
1	0.09	0.15	0.02	0.08	1	0.08	0.11	0.04	0.08
2	0.23	0.22	0.06	0.17	2	0.15	0.16	0.05	0.13
3	0.29	0.25	0.10	0.22	3	0.22	0.18	0.08	0.17
4	0.39	0.30	0.12	0.28	4	0.28	0.22	0.10	0.21
5	0.53	0.47	0.14	0.39	5	0.34	0.27	0.11	0.26
6	0.62	0.55	0.18	0.46	6	0.41	0.30	0.13	0.30
7	0.73	0.69	0.18	0.54	7	0.49	0.34	0.13	0.35
8	0.88	0.87	0.22	0.66	8	0.54	0.40	0.16	0.40
9	1.05	0.99	0.22	0.77	9	0.62	0.45	0.16	0.44
10	1.16	1.22	0.26	0.88	10	0.67	0.51	0.19	0.49
11	1.25	1.24	0.32	0.95	11	0.75	0.54	0.22	0.54
12	1.36	1.41	0.42	1.07	12	0.81	0.59	0.24	0.59
13	1.47	1.59	0.46	1.17	13	0.90	0.65	0.26	0.65
14	1.58	1.69	0.61	1.29	14	0.95	0.69	0.31	0.69
15	1.66	1.81	0.73	1.40	15	1.00	0.73	0.34	0.74
16	1.84	1.84	0.93	1.55	16	1.07	0.77	0.41	0.80
17	1.94	1.99	1.07	1.67	17	1.13	0.82	0.45	0.85
18	2.06	2.08	1.25	1.80	18	1.19	0.87	0.51	0.91
19	2.29	2.26	1.44	2.00	19	1.28	0.92	0.56	0.97
20	2.39	2.41	1.66	2.15	20	1.36	0.97	0.63	1.04
21	2.45	2.61	1.76	2.27	21	1.44	1.03	0.67	1.10
22	2.60	2.68	2.07	2.45	22	1.50	1.07	0.76	1.17
23	2.68	2.76	2.49	2.63	23	1.56	1.11	0.88	1.24
24	2.76	2.91	2.74	2.78	24	1.59	1.14	0.96	1.28
25	2.85	3.08	2.94	2.93	25	1.63	1.20	1.04	1.33
26	2.94	3.26	3.30	3.12	26	1.68	1.23	1.14	1.39
27	3.01	3.31	3.64	3.26	27	1.71	1.26	1.24	1.44
28	3.18	3.41	3.83	3.42	28	1.76	1.29	1.30	1.48
29	3.29	3.46	4.01	3.53	29	1.80	1.33	1.38	1.53
30	3.36	3.56	4.16	3.63	30	1.85	1.37	1.42	1.57
31	3.47	3.58	4.42	3.74	31	1.89	1.39	1.50	1.61
32	3.52	3.71	4.59	3.83	32	1.92	1.44	1.55	1.65
33	3.57	3.76	4.66	3.88	33	1.96	1.48	1.61	1.69
34	3.67	3.89	4.84	4.00	34	2.01	1.52	1.67	1.74
35	3.72	3.94	4.95	4.05	35	2.04	1.54	1.70	1.76
36	3.77	4.18	4.95	4.16	36	2.08	1.60	1.70	1.81

Model_Year	Model	TIS	Count
2003	CV	0	7
2003	CV	1	2
2003	CV	2	3
2003	CV	3	10
2003	CV	4	2
2003	CV	5	2
2003	CV	6	4
2003	CV	7	2
2003	CV	8	2
2003	CV	9	4
2003	CV	10	2
2003	CV	11	7
2003	CV	12	2
2003	CV	13	6
2003	CV	14	1
2003	CV	15	3
2003	CV	16	4
2003	CV	17	3
2003	CV	18	3
2003	CV	19	0
2003	CV	20	6
2003	CV	21	5
2003	CV	22	5
2003	CV	23	2
2003	CV	24	0
2003	CV	25	2
2003	CV	26	3
2003	CV	27	3
2003	CV	28	1
2003	CV	29	1
2003	CV	30	1
2003	CV	31	0
2003	CV	32	2
2003	CV	33	1
2003	CV	34	1
2003	CV	35	1
2003	CV	36	3
2003	CVPI	0	2
2003	CVPI	1	4
2003	CVPI	2	9
2003	CVPI	3	4
2003	CVPI	4	6
2003	CVPI	5	9
2003	CVPI	6	6
2003	CVPI	7	7
2003	CVPI	8	10
2003	CVPI	9	11
2003	CVPI	10	7
2003	CVPI	11	6
2003	CVPI	12	7
2003	CVPI	13	7
2003	CVPI	14	7
2003	CVPI	15	5

Sum	Model_Year			
TIS	2003	2004	2005	Grand Total
0	14	4	3	21
1	10	21	4	35
2	19	11	3	33
3	20	4	5	29
4	17	8	3	28
5	19	11	3	33
6	19	7	4	30
7	22	9	0	31
8	16	14	5	35
9	23	10	0	33
10	14	14	5	33
11	22	6	5	33
12	18	11	5	34
13	27	14	3	44
14	12	8	9	29
15	14	9	7	30
16	21	9	12	42
17	17	11	7	35
18	19	10	11	40
19	25	11	10	46
20	23	11	13	47
21	23	15	6	44
22	18	9	17	44
23	17	7	22	46
24	9	8	13	30
25	10	12	14	36
26	14	8	17	39
27	10	6	15	31
28	14	7	7	28
29	12	9	9	30
30	14	7	4	25
31	11	6	7	24
32	10	10	3	23
33	10	8	3	21
34	15	9	2	26
35	7	5	1	13
36	12	13	0	25
Grand	597	352	257	1206

Sum o	Model Year			
TIS	2003	2004	2005	Grand Total
0	287,325	220,619	186,086	694,030
1	287,325	220,619	186,086	694,030
2	287,325	220,619	186,086	694,030
3	287,325	220,619	186,083	694,027
4	287,325	220,619	186,069	694,013
5	287,325	220,619	186,066	694,010
6	287,325	220,619	186,050	693,994
7	287,325	220,618	186,028	693,971
8	287,325	220,613	185,988	693,926
9	287,325	220,613	185,953	693,891
10	287,325	220,611	185,907	693,843
11	287,325	220,606	185,843	693,774
12	287,325	220,603	185,754	693,682
13	287,325	220,597	185,648	693,570
14	287,325	220,588	185,518	693,431
15	287,325	220,581	185,317	693,223
16	287,325	220,573	185,037	692,935
17	287,325	220,556	184,589	692,470
18	287,325	220,535	184,093	691,953
19	287,324	220,510	183,455	691,289
20	287,311	220,475	182,186	689,972
21	287,309	220,421	181,217	688,947
22	287,303	220,357	179,912	687,572
23	287,301	220,281	177,868	685,450
24	287,289	220,177	174,889	682,355
25	287,268	220,017	170,524	677,809
26	287,238	219,878	162,825	669,941
27	287,187	219,641	150,533	657,361
28	287,150	219,415	132,661	639,226
29	287,116	219,120	114,982	621,218
30	287,057	218,685	97,251	602,993
31	287,033	218,002	83,392	588,427
32	286,957	216,929	63,224	567,110
33	286,904	215,573	47,470	549,947
34	286,866	213,863	36,175	536,904
35	286,818	211,229	27,473	525,520
36	286,755	207,801	18,306	512,862

2003	CVPI	16	12
2003	CVPI	17	6
2003	CVPI	18	8
2003	CVPI	19	15
2003	CVPI	20	6
2003	CVPI	21	4
2003	CVPI	22	10
2003	CVPI	23	5
2003	CVPI	24	5
2003	CVPI	25	6
2003	CVPI	26	6
2003	CVPI	27	4
2003	CVPI	28	11
2003	CVPI	29	7
2003	CVPI	30	5
2003	CVPI	31	7
2003	CVPI	32	3
2003	CVPI	33	3
2003	CVPI	34	7
2003	CVPI	35	3
2003	CVPI	36	3
2003	GM	0	5
2003	GM	1	4
2003	GM	2	7
2003	GM	3	6
2003	GM	4	9
2003	GM	5	8
2003	GM	6	9
2003	GM	7	13
2003	GM	8	4
2003	GM	9	8
2003	GM	10	5
2003	GM	11	9
2003	GM	12	9
2003	GM	13	14
2003	GM	14	4
2003	GM	15	6
2003	GM	16	5
2003	GM	17	8
2003	GM	18	8
2003	GM	19	10
2003	GM	20	11
2003	GM	21	14
2003	GM	22	3
2003	GM	23	10
2003	GM	24	4
2003	GM	25	2
2003	GM	26	5
2003	GM	27	3
2003	GM	28	2
2003	GM	29	4
2003	GM	30	8
2003	GM	31	4
2003	GM	32	5
2003	GM	33	6
2003	GM	34	7

2003	GM	35	3
2003	GM	36	6
2004	CV	0	1
2004	CV	1	2
2004	CV	2	3
2004	CV	3	2
2004	CV	4	3
2004	CV	5	2
2004	CV	6	2
2004	CV	7	1
2004	CV	8	2
2004	CV	9	1
2004	CV	10	3
2004	CV	11	1
2004	CV	12	1
2004	CV	13	4
2004	CV	14	2
2004	CV	15	1
2004	CV	16	1
2004	CV	17	1
2004	CV	18	1
2004	CV	19	0
2004	CV	20	0
2004	CV	21	1
2004	CV	22	0
2004	CV	23	0
2004	CV	24	0
2004	CV	25	0
2004	CV	26	0
2004	CV	27	1
2004	CV	28	0
2004	CV	29	4
2004	CV	30	1
2004	CV	31	2
2004	CV	32	1
2004	CV	33	2
2004	CV	34	1
2004	CV	35	1
2004	CV	36	0
2004	CVPI	0	2
2004	CVPI	1	4
2004	CVPI	2	3
2004	CVPI	3	1
2004	CVPI	4	2
2004	CVPI	5	7
2004	CVPI	6	3
2004	CVPI	7	6
2004	CVPI	8	7
2004	CVPI	9	5
2004	CVPI	10	9
2004	CVPI	11	1
2004	CVPI	12	7
2004	CVPI	13	7
2004	CVPI	14	4
2004	CVPI	15	5
2004	CVPI	16	1

2004	CVPI	17	6
2004	CVPI	18	4
2004	CVPI	19	7
2004	CVPI	20	6
2004	CVPI	21	8
2004	CVPI	22	3
2004	CVPI	23	3
2004	CVPI	24	6
2004	CVPI	25	7
2004	CVPI	26	7
2004	CVPI	27	2
2004	CVPI	28	4
2004	CVPI	29	2
2004	CVPI	30	4
2004	CVPI	31	1
2004	CVPI	32	5
2004	CVPI	33	2
2004	CVPI	34	5
2004	CVPI	35	2
2004	CVPI	36	9
2004	GM	0	1
2004	GM	1	15
2004	GM	2	5
2004	GM	3	1
2004	GM	4	3
2004	GM	5	2
2004	GM	6	2
2004	GM	7	2
2004	GM	8	5
2004	GM	9	4
2004	GM	10	2
2004	GM	11	4
2004	GM	12	3
2004	GM	13	3
2004	GM	14	2
2004	GM	15	3
2004	GM	16	7
2004	GM	17	4
2004	GM	18	5
2004	GM	19	4
2004	GM	20	5
2004	GM	21	6
2004	GM	22	6
2004	GM	23	4
2004	GM	24	2
2004	GM	25	5
2004	GM	26	1
2004	GM	27	3
2004	GM	28	3
2004	GM	29	3
2004	GM	30	2
2004	GM	31	3
2004	GM	32	4
2004	GM	33	4
2004	GM	34	3
2004	GM	35	2

2004	GM	36	4
2005	CV	0	0
2005	CV	1	4
2005	CV	2	1
2005	CV	3	2
2005	CV	4	2
2005	CV	5	2
2005	CV	6	2
2005	CV	7	0
2005	CV	8	2
2005	CV	9	0
2005	CV	10	2
2005	CV	11	0
2005	CV	12	0
2005	CV	13	1
2005	CV	14	0
2005	CV	15	0
2005	CV	16	1
2005	CV	17	0
2005	CV	18	1
2005	CV	19	0
2005	CV	20	0
2005	CV	21	0
2005	CV	22	1
2005	CV	23	1
2005	CV	24	0
2005	CV	25	1
2005	CV	26	1
2005	CV	27	0
2005	CV	28	0
2005	CV	29	0
2005	CV	30	0
2005	CV	31	1
2005	CV	32	0
2005	CV	33	0
2005	CV	34	0
2005	CV	35	0
2005	CV	36	0
2005	CVPI	0	1
2005	CVPI	1	0
2005	CVPI	2	2
2005	CVPI	3	2
2005	CVPI	4	1
2005	CVPI	5	1
2005	CVPI	6	2
2005	CVPI	7	0
2005	CVPI	8	2
2005	CVPI	9	0
2005	CVPI	10	2
2005	CVPI	11	3
2005	CVPI	12	5
2005	CVPI	13	2
2005	CVPI	14	8
2005	CVPI	15	6
2005	CVPI	16	10
2005	CVPI	17	7

2005	CVPI	18	9
2005	CVPI	19	9
2005	CVPI	20	11
2005	CVPI	21	5
2005	CVPI	22	15
2005	CVPI	23	20
2005	CVPI	24	12
2005	CVPI	25	9
2005	CVPI	26	16
2005	CVPI	27	14
2005	CVPI	28	7
2005	CVPI	29	6
2005	CVPI	30	4
2005	CVPI	31	6
2005	CVPI	32	3
2005	CVPI	33	1
2005	CVPI	34	2
2005	CVPI	35	1
2005	CVPI	36	0
2005	GM	0	2
2005	GM	1	0
2005	GM	2	0
2005	GM	3	1
2005	GM	4	0
2005	GM	5	0
2005	GM	6	0
2005	GM	7	0
2005	GM	8	1
2005	GM	9	0
2005	GM	10	1
2005	GM	11	2
2005	GM	12	0
2005	GM	13	0
2005	GM	14	1
2005	GM	15	1
2005	GM	16	1
2005	GM	17	0
2005	GM	18	1
2005	GM	19	1
2005	GM	20	2
2005	GM	21	1
2005	GM	22	1
2005	GM	23	1
2005	GM	24	1
2005	GM	25	4
2005	GM	26	0
2005	GM	27	1
2005	GM	28	0
2005	GM	29	3
2005	GM	30	0
2005	GM	31	0
2005	GM	32	0
2005	GM	33	2
2005	GM	34	0
2005	GM	35	0
2005	GM	36	0

Model Year	Model	TIS	Vehicles
2003	CV	0	41558
2003	CV	1	41558
2003	CV	2	41558
2003	CV	3	41558
2003	CV	4	41558
2003	CV	5	41558
2003	CV	6	41558
2003	CV	7	41558
2003	CV	8	41558
2003	CV	9	41558
2003	CV	10	41558
2003	CV	11	41558
2003	CV	12	41558
2003	CV	13	41558
2003	CV	14	41558
2003	CV	15	41558
2003	CV	16	41558
2003	CV	17	41558
2003	CV	18	41558
2003	CV	19	41557
2003	CV	20	41557
2003	CV	21	41557
2003	CV	22	41557
2003	CV	23	41557
2003	CV	24	41557
2003	CV	25	41556
2003	CV	26	41555
2003	CV	27	41553
2003	CV	28	41549
2003	CV	29	41548
2003	CV	30	41541
2003	CV	31	41538
2003	CV	32	41533
2003	CV	33	41526
2003	CV	34	41514
2003	CV	35	41499
2003	CV	36	41480
2003	CV	37	41449
2003	CV	38	41406
2003	CV	39	41278
2003	CV	40	41174

Sum	Model		Model Year		CV Total	CVPI			CVPI Total	GM			GM Total	TC			TC Total	
	CV		2003	2004		2005	2003	2004		2005	2003	2004		2005	2003	2004		2005
	TIS																	
0	41,558	32,880	18,739	93,177	64,554	40,297	50,620	155,471	105,540	92,205	69,801	267,546	75,673	55,237	46,926	177,836		
1	41,558	32,880	18,739	93,177	64,554	40,297	50,620	155,471	105,540	92,205	69,801	267,546	75,673	55,237	46,926	177,836		
2	41,558	32,880	18,739	93,177	64,554	40,297	50,620	155,471	105,540	92,205	69,801	267,546	75,673	55,237	46,926	177,836		
3	41,558	32,880	18,736	93,174	64,554	40,297	50,620	155,471	105,540	92,205	69,801	267,546	75,673	55,237	46,926	177,836		
4	41,558	32,880	18,733	93,171	64,554	40,297	50,609	155,460	105,540	92,205	69,801	267,546	75,673	55,237	46,926	177,836		
5	41,558	32,880	18,732	93,170	64,554	40,297	50,607	155,458	105,540	92,205	69,801	267,546	75,673	55,237	46,926	177,836		
6	41,558	32,880	18,728	93,166	64,554	40,297	50,596	155,447	105,540	92,205	69,801	267,546	75,673	55,237	46,925	177,835		
7	41,558	32,880	18,722	93,160	64,554	40,297	50,586	155,437	105,540	92,205	69,800	267,545	75,673	55,236	46,920	177,829		
8	41,558	32,879	18,711	93,148	64,554	40,296	50,564	155,414	105,540	92,205	69,799	267,544	75,673	55,233	46,914	177,820		
9	41,558	32,879	18,704	93,141	64,554	40,296	50,545	155,395	105,540	92,205	69,799	267,544	75,673	55,233	46,905	177,811		
10	41,558	32,877	18,692	93,127	64,554	40,296	50,518	155,368	105,540	92,205	69,797	267,542	75,673	55,233	46,900	177,806		
11	41,558	32,876	18,672	93,106	64,554	40,292	50,483	155,329	105,540	92,205	69,795	267,540	75,673	55,233	46,893	177,799		
12	41,558	32,875	18,644	93,077	64,554	40,292	50,439	155,285	105,540	92,203	69,790	267,533	75,673	55,233	46,881	177,787		
13	41,558	32,873	18,614	93,045	64,554	40,291	50,399	155,244	105,540	92,203	69,784	267,527	75,673	55,230	46,851	177,754		
14	41,558	32,871	18,562	92,991	64,554	40,288	50,371	155,213	105,540	92,202	69,767	267,509	75,673	55,227	46,818	177,718		
15	41,558	32,870	18,513	92,941	64,554	40,285	50,273	155,112	105,540	92,202	69,749	267,491	75,673	55,224	46,782	177,679		
16	41,558	32,868	18,430	92,856	64,554	40,281	50,149	154,984	105,540	92,202	69,720	267,462	75,673	55,222	46,738	177,633		
17	41,558	32,864	18,331	92,753	64,554	40,271	49,925	154,750	105,540	92,200	69,667	267,407	75,673	55,221	46,666	177,560		
18	41,558	32,860	18,221	92,639	64,554	40,264	49,678	154,496	105,540	92,196	69,621	267,357	75,673	55,215	46,573	177,461		
19	41,557	32,856	18,062	92,475	64,554	40,252	49,426	154,232	105,540	92,192	69,527	267,259	75,673	55,210	46,440	177,323		
20	41,557	32,846	17,665	92,068	64,541	40,238	49,087	153,866	105,540	92,190	69,319	267,049	75,673	55,201	46,115	176,989		
21	41,557	32,829	17,418	91,804	64,539	40,211	48,858	153,608	105,540	92,187	69,046	266,773	75,673	55,194	45,895	176,762		
22	41,557	32,810	17,106	91,473	64,533	40,185	48,530	153,248	105,540	92,180	68,666	266,386	75,673	55,182	45,610	176,465		
23	41,557	32,794	16,749	91,100	64,531	40,153	48,041	152,725	105,540	92,170	67,960	265,670	75,673	55,164	45,118	175,955		
24	41,557	32,766	16,365	90,688	64,519	40,106	47,252	151,877	105,540	92,161	66,792	264,493	75,673	55,144	44,480	175,297		
25	41,556	32,717	15,874	90,147	64,499	40,035	46,100	150,634	105,540	92,150	64,951	262,641	75,673	55,115	43,599	174,387		
26	41,555	32,667	15,120	89,342	64,471	39,982	44,326	148,779	105,539	92,136	61,525	259,200	75,673	55,093	41,854	172,620		
27	41,553	32,558	14,126	88,237	64,425	39,921	41,043	145,389	105,537	92,115	56,085	253,737	75,672	55,047	39,279	169,998		
28	41,549	32,460	12,609	86,618	64,392	39,874	37,159	141,425	105,537	92,077	47,669	245,283	75,672	55,004	35,224	165,900		
29	41,548	32,351	10,681	84,580	64,362	39,787	32,194	136,343	105,534	92,039	41,506	239,079	75,672	54,943	30,601	161,216		
30	41,541	32,149	8,906	82,596	64,314	39,669	27,556	131,539	105,530	91,991	34,562	232,083	75,672	54,876	26,227	156,775		
31	41,538	31,817	7,815	81,170	64,297	39,488	23,368	127,153	105,528	91,931	29,346	226,805	75,670	54,766	22,863	153,299		
32	41,533	31,484	6,533	79,550	64,229	39,283	17,679	121,191	105,527	91,834	21,163	218,524	75,668	54,328	17,849	147,845		
33	41,526	31,106	5,042	77,674	64,188	39,027	13,865	117,080	105,522	91,359	14,294	211,175	75,668	54,081	14,269	144,018		
34	41,514	30,674	3,605	75,793	64,167	38,715	11,272	114,154	105,517	90,742	9,691	205,950	75,668	53,732	11,607	141,007		
35	41,499	30,142	2,816	74,457	64,138	38,475	9,010	111,623	105,514	89,637	6,682	201,833	75,667	52,975	8,965	137,607		
36	41,480	29,559	1,710	72,749	64,101	38,129	6,416	108,646	105,508	88,123	3,911	197,542	75,666	51,990	6,269	133,925		

2003	CV	41	41045
2003	CV	42	40855
2003	CV	43	40591
2003	CV	44	40077
2003	CV	45	39485
2003	CV	46	38934
2003	CV	47	38361
2003	CV	48	37614
2003	CV	49	36286
2003	CV	50	34861
2003	CV	51	33163
2003	CV	52	29261
2003	CV	53	26306
2003	CV	54	23483
2003	CV	55	20041
2003	CV	56	16776
2003	CV	57	14822
2003	CV	58	12809
2003	CV	59	11090
2003	CV	60	9156
2003	CV	61	6697
2003	CV	62	5251
2003	CV	63	3681
2003	CV	64	1832
2003	CV	65	570
2003	CV	66	148
2003	CV	67	24
2003	CV	68	18
2003	CV	69	15
2003	CVPI	0	64554
2003	CVPI	1	64554
2003	CVPI	2	64554
2003	CVPI	3	64554
2003	CVPI	4	64554
2003	CVPI	5	64554
2003	CVPI	6	64554
2003	CVPI	7	64554
2003	CVPI	8	64554
2003	CVPI	9	64554
2003	CVPI	10	64554
2003	CVPI	11	64554
2003	CVPI	12	64554
2003	CVPI	13	64554
2003	CVPI	14	64554

2003	CVPI	15	64554
2003	CVPI	16	64554
2003	CVPI	17	64554
2003	CVPI	18	64554
2003	CVPI	19	64554
2003	CVPI	20	64541
2003	CVPI	21	64539
2003	CVPI	22	64533
2003	CVPI	23	64531
2003	CVPI	24	64519
2003	CVPI	25	64499
2003	CVPI	26	64471
2003	CVPI	27	64425
2003	CVPI	28	64392
2003	CVPI	29	64362
2003	CVPI	30	64314
2003	CVPI	31	64297
2003	CVPI	32	64229
2003	CVPI	33	64188
2003	CVPI	34	64167
2003	CVPI	35	64138
2003	CVPI	36	64101
2003	CVPI	37	64017
2003	CVPI	38	63904
2003	CVPI	39	63758
2003	CVPI	40	63622
2003	CVPI	41	63449
2003	CVPI	42	63278
2003	CVPI	43	62979
2003	CVPI	44	62649
2003	CVPI	45	62288
2003	CVPI	46	61880
2003	CVPI	47	61321
2003	CVPI	48	60699
2003	CVPI	49	59764
2003	CVPI	50	58766
2003	CVPI	51	57309
2003	CVPI	52	53951
2003	CVPI	53	49998
2003	CVPI	54	45330
2003	CVPI	55	40217
2003	CVPI	56	36359
2003	CVPI	57	32324
2003	CVPI	58	28659

2003	CVPI	59	25428
2003	CVPI	60	22933
2003	CVPI	61	19653
2003	CVPI	62	16565
2003	CVPI	63	13016
2003	CVPI	64	8824
2003	CVPI	65	4202
2003	CVPI	66	940
2003	CVPI	67	13
2003	CVPI	68	8
2003	CVPI	69	6
2003	GM	0	105540
2003	GM	1	105540
2003	GM	2	105540
2003	GM	3	105540
2003	GM	4	105540
2003	GM	5	105540
2003	GM	6	105540
2003	GM	7	105540
2003	GM	8	105540
2003	GM	9	105540
2003	GM	10	105540
2003	GM	11	105540
2003	GM	12	105540
2003	GM	13	105540
2003	GM	14	105540
2003	GM	15	105540
2003	GM	16	105540
2003	GM	17	105540
2003	GM	18	105540
2003	GM	19	105540
2003	GM	20	105540
2003	GM	21	105540
2003	GM	22	105540
2003	GM	23	105540
2003	GM	24	105540
2003	GM	25	105540
2003	GM	26	105539
2003	GM	27	105537
2003	GM	28	105537
2003	GM	29	105534
2003	GM	30	105530
2003	GM	31	105528
2003	GM	32	105527

2003	GM	33	105522
2003	GM	34	105517
2003	GM	35	105514
2003	GM	36	105508
2003	GM	37	105495
2003	GM	38	105483
2003	GM	39	105462
2003	GM	40	105430
2003	GM	41	105400
2003	GM	42	105353
2003	GM	43	105287
2003	GM	44	105160
2003	GM	45	104998
2003	GM	46	104763
2003	GM	47	104354
2003	GM	48	103858
2003	GM	49	102810
2003	GM	50	99679
2003	GM	51	94298
2003	GM	52	84974
2003	GM	53	75916
2003	GM	54	68264
2003	GM	55	61097
2003	GM	56	53290
2003	GM	57	46119
2003	GM	58	40298
2003	GM	59	34228
2003	GM	60	27947
2003	GM	61	20966
2003	GM	62	15499
2003	GM	63	9896
2003	GM	64	6000
2003	GM	65	2563
2003	GM	66	187
2003	GM	67	41
2003	GM	68	30
2003	GM	69	19
2003	TC	0	75673
2003	TC	1	75673
2003	TC	2	75673
2003	TC	3	75673
2003	TC	4	75673
2003	TC	5	75673
2003	TC	6	75673

2003	TC	7	75673
2003	TC	8	75673
2003	TC	9	75673
2003	TC	10	75673
2003	TC	11	75673
2003	TC	12	75673
2003	TC	13	75673
2003	TC	14	75673
2003	TC	15	75673
2003	TC	16	75673
2003	TC	17	75673
2003	TC	18	75673
2003	TC	19	75673
2003	TC	20	75673
2003	TC	21	75673
2003	TC	22	75673
2003	TC	23	75673
2003	TC	24	75673
2003	TC	25	75673
2003	TC	26	75673
2003	TC	27	75672
2003	TC	28	75672
2003	TC	29	75672
2003	TC	30	75672
2003	TC	31	75670
2003	TC	32	75668
2003	TC	33	75668
2003	TC	34	75668
2003	TC	35	75667
2003	TC	36	75666
2003	TC	37	75662
2003	TC	38	75656
2003	TC	39	75649
2003	TC	40	75640
2003	TC	41	75628
2003	TC	42	75610
2003	TC	43	75592
2003	TC	44	75539
2003	TC	45	75487
2003	TC	46	75400
2003	TC	47	75227
2003	TC	48	74937
2003	TC	49	74222
2003	TC	50	72011

2003	TC	51	68332
2003	TC	52	62606
2003	TC	53	56454
2003	TC	54	51385
2003	TC	55	47300
2003	TC	56	41901
2003	TC	57	37912
2003	TC	58	34062
2003	TC	59	29998
2003	TC	60	26531
2003	TC	61	21326
2003	TC	62	16762
2003	TC	63	11903
2003	TC	64	8446
2003	TC	65	3999
2003	TC	66	878
2003	TC	67	97
2003	TC	68	68
2003	TC	69	55
2004	CV	0	32880
2004	CV	1	32880
2004	CV	2	32880
2004	CV	3	32880
2004	CV	4	32880
2004	CV	5	32880
2004	CV	6	32880
2004	CV	7	32880
2004	CV	8	32879
2004	CV	9	32879
2004	CV	10	32877
2004	CV	11	32876
2004	CV	12	32875
2004	CV	13	32873
2004	CV	14	32871
2004	CV	15	32870
2004	CV	16	32868
2004	CV	17	32864
2004	CV	18	32860
2004	CV	19	32856
2004	CV	20	32846
2004	CV	21	32829
2004	CV	22	32810
2004	CV	23	32794
2004	CV	24	32766

2004	CV	25	32717
2004	CV	26	32667
2004	CV	27	32558
2004	CV	28	32460
2004	CV	29	32351
2004	CV	30	32149
2004	CV	31	31817
2004	CV	32	31484
2004	CV	33	31106
2004	CV	34	30674
2004	CV	35	30142
2004	CV	36	29559
2004	CV	37	28866
2004	CV	38	27709
2004	CV	39	26328
2004	CV	40	23429
2004	CV	41	20736
2004	CV	42	17772
2004	CV	43	15322
2004	CV	44	11884
2004	CV	45	10052
2004	CV	46	7455
2004	CV	47	4106
2004	CV	48	2300
2004	CV	49	767
2004	CV	50	100
2004	CV	51	6
2004	CV	52	5
2004	CV	53	4
2004	CVPI	0	40297
2004	CVPI	1	40297
2004	CVPI	2	40297
2004	CVPI	3	40297
2004	CVPI	4	40297
2004	CVPI	5	40297
2004	CVPI	6	40297
2004	CVPI	7	40297
2004	CVPI	8	40296
2004	CVPI	9	40296
2004	CVPI	10	40296
2004	CVPI	11	40292
2004	CVPI	12	40292
2004	CVPI	13	40291
2004	CVPI	14	40288

2004	CVPI	15	40285
2004	CVPI	16	40281
2004	CVPI	17	40271
2004	CVPI	18	40264
2004	CVPI	19	40252
2004	CVPI	20	40238
2004	CVPI	21	40211
2004	CVPI	22	40185
2004	CVPI	23	40153
2004	CVPI	24	40106
2004	CVPI	25	40035
2004	CVPI	26	39982
2004	CVPI	27	39921
2004	CVPI	28	39874
2004	CVPI	29	39787
2004	CVPI	30	39669
2004	CVPI	31	39488
2004	CVPI	32	39283
2004	CVPI	33	39027
2004	CVPI	34	38715
2004	CVPI	35	38475
2004	CVPI	36	38129
2004	CVPI	37	37712
2004	CVPI	38	37001
2004	CVPI	39	35708
2004	CVPI	40	33569
2004	CVPI	41	30397
2004	CVPI	42	26806
2004	CVPI	43	22013
2004	CVPI	44	16624
2004	CVPI	45	12106
2004	CVPI	46	9621
2004	CVPI	47	7701
2004	CVPI	48	5847
2004	CVPI	49	3669
2004	CVPI	50	1386
2004	CVPI	51	8
2004	CVPI	52	4
2004	CVPI	53	4
2004	GM	0	92205
2004	GM	1	92205
2004	GM	2	92205
2004	GM	3	92205
2004	GM	4	92205

2004	GM	5	92205
2004	GM	6	92205
2004	GM	7	92205
2004	GM	8	92205
2004	GM	9	92205
2004	GM	10	92205
2004	GM	11	92205
2004	GM	12	92203
2004	GM	13	92203
2004	GM	14	92202
2004	GM	15	92202
2004	GM	16	92202
2004	GM	17	92200
2004	GM	18	92196
2004	GM	19	92192
2004	GM	20	92190
2004	GM	21	92187
2004	GM	22	92180
2004	GM	23	92170
2004	GM	24	92161
2004	GM	25	92150
2004	GM	26	92136
2004	GM	27	92115
2004	GM	28	92077
2004	GM	29	92039
2004	GM	30	91991
2004	GM	31	91931
2004	GM	32	91834
2004	GM	33	91359
2004	GM	34	90742
2004	GM	35	89637
2004	GM	36	88123
2004	GM	37	85434
2004	GM	38	79754
2004	GM	39	72783
2004	GM	40	64060
2004	GM	41	55215
2004	GM	42	48256
2004	GM	43	42052
2004	GM	44	34558
2004	GM	45	27312
2004	GM	46	21758
2004	GM	47	15775
2004	GM	48	10545

2004	GM	49	4639
2004	GM	50	1345
2004	GM	51	10
2004	GM	52	8
2004	GM	53	7
2004	TC	0	55237
2004	TC	1	55237
2004	TC	2	55237
2004	TC	3	55237
2004	TC	4	55237
2004	TC	5	55237
2004	TC	6	55237
2004	TC	7	55236
2004	TC	8	55233
2004	TC	9	55233
2004	TC	10	55233
2004	TC	11	55233
2004	TC	12	55233
2004	TC	13	55230
2004	TC	14	55227
2004	TC	15	55224
2004	TC	16	55222
2004	TC	17	55221
2004	TC	18	55215
2004	TC	19	55210
2004	TC	20	55201
2004	TC	21	55194
2004	TC	22	55182
2004	TC	23	55164
2004	TC	24	55144
2004	TC	25	55115
2004	TC	26	55093
2004	TC	27	55047
2004	TC	28	55004
2004	TC	29	54943
2004	TC	30	54876
2004	TC	31	54766
2004	TC	32	54328
2004	TC	33	54081
2004	TC	34	53732
2004	TC	35	52975
2004	TC	36	51990
2004	TC	37	50461
2004	TC	38	47328

2004	TC	39	44132
2004	TC	40	40005
2004	TC	41	34897
2004	TC	42	30722
2004	TC	43	27703
2004	TC	44	21474
2004	TC	45	17408
2004	TC	46	14266
2004	TC	47	10301
2004	TC	48	7410
2004	TC	49	3948
2004	TC	50	1455
2004	TC	51	54
2004	TC	52	13
2005	CV	0	18739
2005	CV	1	18739
2005	CV	2	18739
2005	CV	3	18736
2005	CV	4	18733
2005	CV	5	18732
2005	CV	6	18728
2005	CV	7	18722
2005	CV	8	18711
2005	CV	9	18704
2005	CV	10	18692
2005	CV	11	18672
2005	CV	12	18644
2005	CV	13	18614
2005	CV	14	18562
2005	CV	15	18513
2005	CV	16	18430
2005	CV	17	18331
2005	CV	18	18221
2005	CV	19	18062
2005	CV	20	17665
2005	CV	21	17418
2005	CV	22	17106
2005	CV	23	16749
2005	CV	24	16365
2005	CV	25	15874
2005	CV	26	15120
2005	CV	27	14126
2005	CV	28	12609
2005	CV	29	10681

2005	CV	30	8906
2005	CV	31	7815
2005	CV	32	6533
2005	CV	33	5042
2005	CV	34	3605
2005	CV	35	2816
2005	CV	36	1710
2005	CV	37	968
2005	CV	38	49
2005	CVPI	0	50620
2005	CVPI	1	50620
2005	CVPI	2	50620
2005	CVPI	3	50620
2005	CVPI	4	50609
2005	CVPI	5	50607
2005	CVPI	6	50596
2005	CVPI	7	50586
2005	CVPI	8	50564
2005	CVPI	9	50545
2005	CVPI	10	50518
2005	CVPI	11	50483
2005	CVPI	12	50439
2005	CVPI	13	50399
2005	CVPI	14	50371
2005	CVPI	15	50273
2005	CVPI	16	50149
2005	CVPI	17	49925
2005	CVPI	18	49678
2005	CVPI	19	49426
2005	CVPI	20	49087
2005	CVPI	21	48858
2005	CVPI	22	48530
2005	CVPI	23	48041
2005	CVPI	24	47252
2005	CVPI	25	46100
2005	CVPI	26	44326
2005	CVPI	27	41043
2005	CVPI	28	37159
2005	CVPI	29	32194
2005	CVPI	30	27556
2005	CVPI	31	23368
2005	CVPI	32	17679
2005	CVPI	33	13865
2005	CVPI	34	11272

2005	CVPI	35	9010
2005	CVPI	36	6416
2005	CVPI	37	3423
2005	CVPI	38	275
2005	CVPI	39	1
2005	CVPI	40	1
2005	GM	0	69801
2005	GM	1	69801
2005	GM	2	69801
2005	GM	3	69801
2005	GM	4	69801
2005	GM	5	69801
2005	GM	6	69801
2005	GM	7	69800
2005	GM	8	69799
2005	GM	9	69799
2005	GM	10	69797
2005	GM	11	69795
2005	GM	12	69790
2005	GM	13	69784
2005	GM	14	69767
2005	GM	15	69749
2005	GM	16	69720
2005	GM	17	69667
2005	GM	18	69621
2005	GM	19	69527
2005	GM	20	69319
2005	GM	21	69046
2005	GM	22	68666
2005	GM	23	67960
2005	GM	24	66792
2005	GM	25	64951
2005	GM	26	61525
2005	GM	27	56085
2005	GM	28	47669
2005	GM	29	41506
2005	GM	30	34562
2005	GM	31	29346
2005	GM	32	21163
2005	GM	33	14294
2005	GM	34	9691
2005	GM	35	6682
2005	GM	36	3911
2005	GM	37	1356

2005	GM	38	190
2005	TC	0	46926
2005	TC	1	46926
2005	TC	2	46926
2005	TC	3	46926
2005	TC	4	46926
2005	TC	5	46926
2005	TC	6	46925
2005	TC	7	46920
2005	TC	8	46914
2005	TC	9	46905
2005	TC	10	46900
2005	TC	11	46893
2005	TC	12	46881
2005	TC	13	46851
2005	TC	14	46818
2005	TC	15	46782
2005	TC	16	46738
2005	TC	17	46666
2005	TC	18	46573
2005	TC	19	46440
2005	TC	20	46115
2005	TC	21	45895
2005	TC	22	45610
2005	TC	23	45118
2005	TC	24	44480
2005	TC	25	43599
2005	TC	26	41854
2005	TC	27	39279
2005	TC	28	35224
2005	TC	29	30601
2005	TC	30	26227
2005	TC	31	22863
2005	TC	32	17849
2005	TC	33	14269
2005	TC	34	11607
2005	TC	35	8965
2005	TC	36	6269
2005	TC	37	2723
2005	TC	38	895
2005	TC	39	35
2005	TC	40	35
2005	TC	41	14
2005	TC	42	14

Model_Year	Model	TIS	Count
2003	CV	0	7
2003	CV	1	2
2003	CV	2	3
2003	CV	3	10
2003	CV	4	2
2003	CV	5	2
2003	CV	6	4
2003	CV	7	2
2003	CV	8	2
2003	CV	9	4
2003	CV	10	2
2003	CV	11	7
2003	CV	12	2
2003	CV	13	6
2003	CV	14	1
2003	CV	15	3
2003	CV	16	4
2003	CV	17	3
2003	CV	18	3
2003	CV	19	0
2003	CV	20	6
2003	CV	21	5
2003	CV	22	5
2003	CV	23	2
2003	CV	24	0
2003	CV	25	2
2003	CV	26	3
2003	CV	27	3
2003	CV	28	1
2003	CV	29	1
2003	CV	30	1
2003	CV	31	0
2003	CV	32	2
2003	CV	33	1
2003	CV	34	1
2003	CV	35	1
2003	CV	36	3
2003	CVPI	0	2
2003	CVPI	1	4
2003	CVPI	2	9
2003	CVPI	3	4

Sum of Count	Model Model_Year												Grand Total
	CV			CV Total	CVPI			CVPI Total	GM			GM Total	
	TIS	2003	2004		2005	2003	2004		2005	2003	2004		
0	7	1	0	8	2	2	1	5	5	1	2	8	21
1	2	2	4	8	4	4	0	8	4	15	0	19	35
2	3	3	1	7	9	3	2	14	7	5	0	12	33
3	10	2	2	14	4	1	2	7	6	1	1	8	29
4	2	3	2	7	6	2	1	9	9	3	0	12	28
5	2	2	2	6	9	7	1	17	8	2	0	10	33
6	4	2	2	8	6	3	2	11	9	2	0	11	30
7	2	1	0	3	7	6	0	13	13	2	0	15	31
8	2	2	2	6	10	7	2	19	4	5	1	10	35
9	4	1	0	5	11	5	0	16	8	4	0	12	33
10	2	3	2	7	7	9	2	18	5	2	1	8	33
11	7	1	0	8	6	1	3	10	9	4	2	15	33
12	2	1	0	3	7	7	5	19	9	3	0	12	34
13	6	4	1	11	7	7	2	16	14	3	0	17	44
14	1	2	0	3	7	4	8	19	4	2	1	7	29
15	3	1	0	4	5	5	6	16	6	3	1	10	30
16	4	1	1	6	12	1	10	23	5	7	1	13	42
17	3	1	0	4	6	6	7	19	8	4	0	12	35
18	3	1	1	5	8	4	9	21	8	5	1	14	40
19	0	0	0	0	15	7	9	31	10	4	1	15	46
20	6	0	0	6	6	6	11	23	11	5	2	18	47
21	5	1	0	6	4	8	5	17	14	6	1	21	44
22	5	0	1	6	10	3	15	28	3	6	1	10	44
23	2	0	1	3	5	3	20	28	10	4	1	15	46
24	0	0	0	0	5	6	12	23	4	2	1	7	30
25	2	0	1	3	6	7	9	22	2	5	4	11	36
26	3	0	1	4	6	7	16	29	5	1	0	6	39
27	3	1	0	4	4	2	14	20	3	3	1	7	31
28	1	0	0	1	11	4	7	22	2	3	0	5	28
29	1	4	0	5	7	2	6	15	4	3	3	10	30
30	1	1	0	2	5	4	4	13	8	2	0	10	25
31	0	2	1	3	7	1	6	14	4	3	0	7	24
32	2	1	0	3	3	5	3	11	5	4	0	9	23
33	1	2	0	3	3	2	1	6	6	4	2	12	21
34	1	1	0	2	7	5	2	14	7	3	0	10	26
35	1	1	0	2	3	2	1	6	3	2	0	5	13
36	3	0	0	3	3	9	0	12	6	4	0	10	25
Grand Total	106	48	25	179	243	167	204	614	248	137	28	413	1206

2003	CVPI	4	6
2003	CVPI	5	9
2003	CVPI	6	6
2003	CVPI	7	7
2003	CVPI	8	10
2003	CVPI	9	11
2003	CVPI	10	7
2003	CVPI	11	6
2003	CVPI	12	7
2003	CVPI	13	7
2003	CVPI	14	7
2003	CVPI	15	5
2003	CVPI	16	12
2003	CVPI	17	6
2003	CVPI	18	8
2003	CVPI	19	15
2003	CVPI	20	6
2003	CVPI	21	4
2003	CVPI	22	10
2003	CVPI	23	5
2003	CVPI	24	5
2003	CVPI	25	6
2003	CVPI	26	6
2003	CVPI	27	4
2003	CVPI	28	11
2003	CVPI	29	7
2003	CVPI	30	5
2003	CVPI	31	7
2003	CVPI	32	3
2003	CVPI	33	3
2003	CVPI	34	7
2003	CVPI	35	3
2003	CVPI	36	3
2003	GM	0	5
2003	GM	1	4
2003	GM	2	7
2003	GM	3	6
2003	GM	4	9
2003	GM	5	8
2003	GM	6	9
2003	GM	7	13
2003	GM	8	4
2003	GM	9	8
2003	GM	10	5

2003	GM	11	9
2003	GM	12	9
2003	GM	13	14
2003	GM	14	4
2003	GM	15	6
2003	GM	16	5
2003	GM	17	8
2003	GM	18	8
2003	GM	19	10
2003	GM	20	11
2003	GM	21	14
2003	GM	22	3
2003	GM	23	10
2003	GM	24	4
2003	GM	25	2
2003	GM	26	5
2003	GM	27	3
2003	GM	28	2
2003	GM	29	4
2003	GM	30	8
2003	GM	31	4
2003	GM	32	5
2003	GM	33	6
2003	GM	34	7
2003	GM	35	3
2003	GM	36	6
2004	CV	0	1
2004	CV	1	2
2004	CV	2	3
2004	CV	3	2
2004	CV	4	3
2004	CV	5	2
2004	CV	6	2
2004	CV	7	1
2004	CV	8	2
2004	CV	9	1
2004	CV	10	3
2004	CV	11	1
2004	CV	12	1
2004	CV	13	4
2004	CV	14	2
2004	CV	15	1
2004	CV	16	1
2004	CV	17	1

2004	CV	18	1
2004	CV	19	0
2004	CV	20	0
2004	CV	21	1
2004	CV	22	0
2004	CV	23	0
2004	CV	24	0
2004	CV	25	0
2004	CV	26	0
2004	CV	27	1
2004	CV	28	0
2004	CV	29	4
2004	CV	30	1
2004	CV	31	2
2004	CV	32	1
2004	CV	33	2
2004	CV	34	1
2004	CV	35	1
2004	CV	36	0
2004	CVPI	0	2
2004	CVPI	1	4
2004	CVPI	2	3
2004	CVPI	3	1
2004	CVPI	4	2
2004	CVPI	5	7
2004	CVPI	6	3
2004	CVPI	7	6
2004	CVPI	8	7
2004	CVPI	9	5
2004	CVPI	10	9
2004	CVPI	11	1
2004	CVPI	12	7
2004	CVPI	13	7
2004	CVPI	14	4
2004	CVPI	15	5
2004	CVPI	16	1
2004	CVPI	17	6
2004	CVPI	18	4
2004	CVPI	19	7
2004	CVPI	20	6
2004	CVPI	21	8
2004	CVPI	22	3
2004	CVPI	23	3
2004	CVPI	24	6

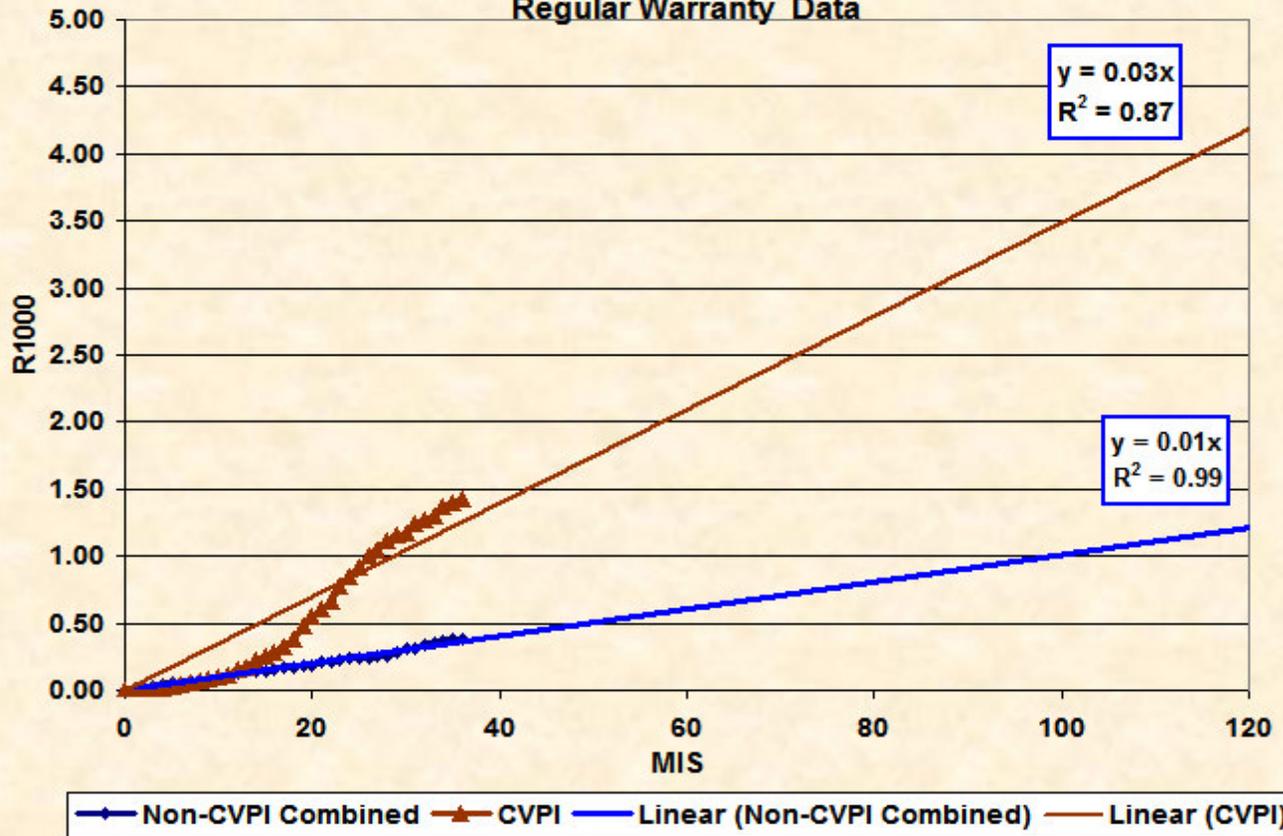
2004	CVPI	25	7
2004	CVPI	26	7
2004	CVPI	27	2
2004	CVPI	28	4
2004	CVPI	29	2
2004	CVPI	30	4
2004	CVPI	31	1
2004	CVPI	32	5
2004	CVPI	33	2
2004	CVPI	34	5
2004	CVPI	35	2
2004	CVPI	36	9
2004	GM	0	1
2004	GM	1	15
2004	GM	2	5
2004	GM	3	1
2004	GM	4	3
2004	GM	5	2
2004	GM	6	2
2004	GM	7	2
2004	GM	8	5
2004	GM	9	4
2004	GM	10	2
2004	GM	11	4
2004	GM	12	3
2004	GM	13	3
2004	GM	14	2
2004	GM	15	3
2004	GM	16	7
2004	GM	17	4
2004	GM	18	5
2004	GM	19	4
2004	GM	20	5
2004	GM	21	6
2004	GM	22	6
2004	GM	23	4
2004	GM	24	2
2004	GM	25	5
2004	GM	26	1
2004	GM	27	3
2004	GM	28	3
2004	GM	29	3
2004	GM	30	2
2004	GM	31	3

2004	GM	32	4
2004	GM	33	4
2004	GM	34	3
2004	GM	35	2
2004	GM	36	4
2005	CV	0	0
2005	CV	1	4
2005	CV	2	1
2005	CV	3	2
2005	CV	4	2
2005	CV	5	2
2005	CV	6	2
2005	CV	7	0
2005	CV	8	2
2005	CV	9	0
2005	CV	10	2
2005	CV	11	0
2005	CV	12	0
2005	CV	13	1
2005	CV	14	0
2005	CV	15	0
2005	CV	16	1
2005	CV	17	0
2005	CV	18	1
2005	CV	19	0
2005	CV	20	0
2005	CV	21	0
2005	CV	22	1
2005	CV	23	1
2005	CV	24	0
2005	CV	25	1
2005	CV	26	1
2005	CV	27	0
2005	CV	28	0
2005	CV	29	0
2005	CV	30	0
2005	CV	31	1
2005	CV	32	0
2005	CV	33	0
2005	CV	34	0
2005	CV	35	0
2005	CV	36	0
2005	CVPI	0	1
2005	CVPI	1	0

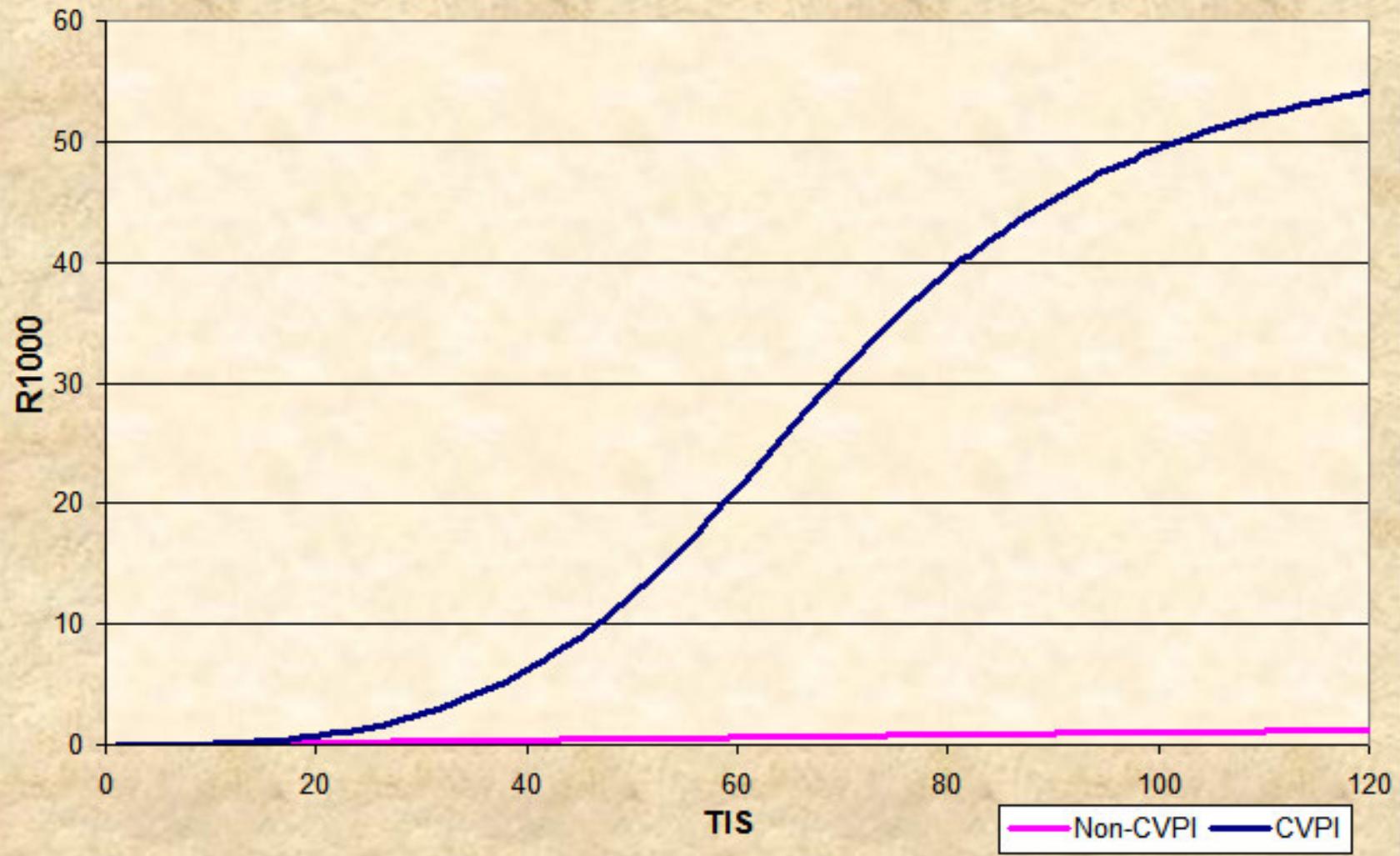
2005	CVPI	2	2
2005	CVPI	3	2
2005	CVPI	4	1
2005	CVPI	5	1
2005	CVPI	6	2
2005	CVPI	7	0
2005	CVPI	8	2
2005	CVPI	9	0
2005	CVPI	10	2
2005	CVPI	11	3
2005	CVPI	12	5
2005	CVPI	13	2
2005	CVPI	14	8
2005	CVPI	15	6
2005	CVPI	16	10
2005	CVPI	17	7
2005	CVPI	18	9
2005	CVPI	19	9
2005	CVPI	20	11
2005	CVPI	21	5
2005	CVPI	22	15
2005	CVPI	23	20
2005	CVPI	24	12
2005	CVPI	25	9
2005	CVPI	26	16
2005	CVPI	27	14
2005	CVPI	28	7
2005	CVPI	29	6
2005	CVPI	30	4
2005	CVPI	31	6
2005	CVPI	32	3
2005	CVPI	33	1
2005	CVPI	34	2
2005	CVPI	35	1
2005	CVPI	36	0
2005	GM	0	2
2005	GM	1	0
2005	GM	2	0
2005	GM	3	1
2005	GM	4	0
2005	GM	5	0
2005	GM	6	0
2005	GM	7	0
2005	GM	8	1

2005	GM	9	0
2005	GM	10	1
2005	GM	11	2
2005	GM	12	0
2005	GM	13	0
2005	GM	14	1
2005	GM	15	1
2005	GM	16	1
2005	GM	17	0
2005	GM	18	1
2005	GM	19	1
2005	GM	20	2
2005	GM	21	1
2005	GM	22	1
2005	GM	23	1
2005	GM	24	1
2005	GM	25	4
2005	GM	26	0
2005	GM	27	1
2005	GM	28	0
2005	GM	29	3
2005	GM	30	0
2005	GM	31	0
2005	GM	32	0
2005	GM	33	2
2005	GM	34	0
2005	GM	35	0
2005	GM	36	0

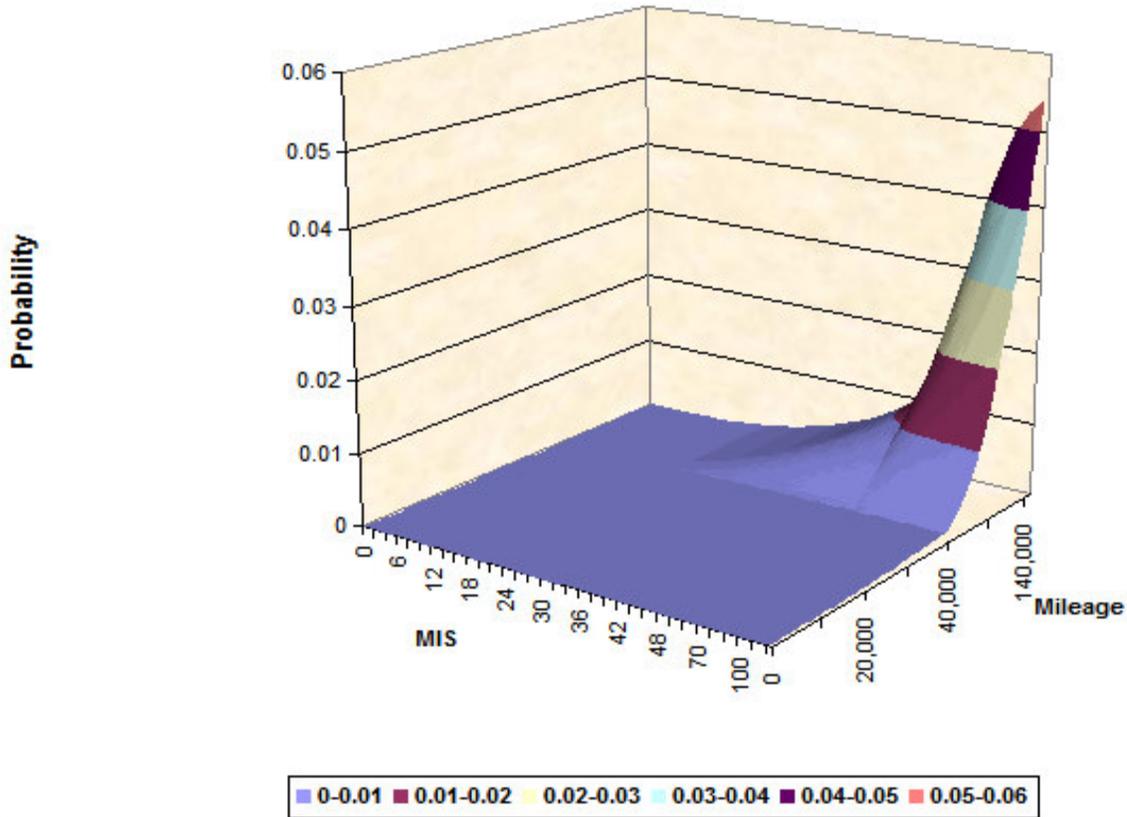
Crown Victoria/Grand Marquis/Town Car MY 2003-2005  
Lighting Control Module Concerns  
Regular Warranty Data



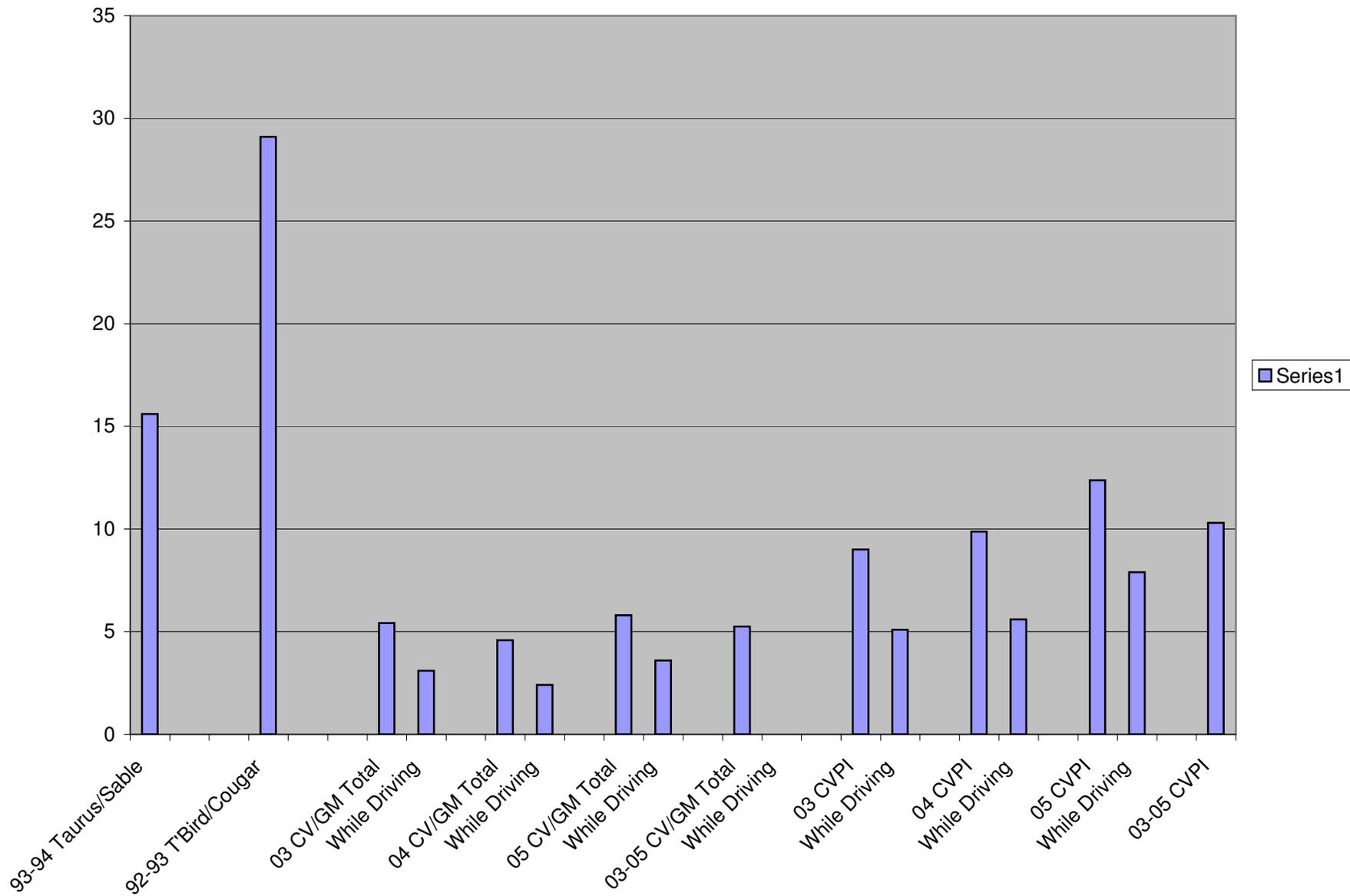
# Reliability Projections LCM Head Lamp Concerns CV, GM MY 2003-2005

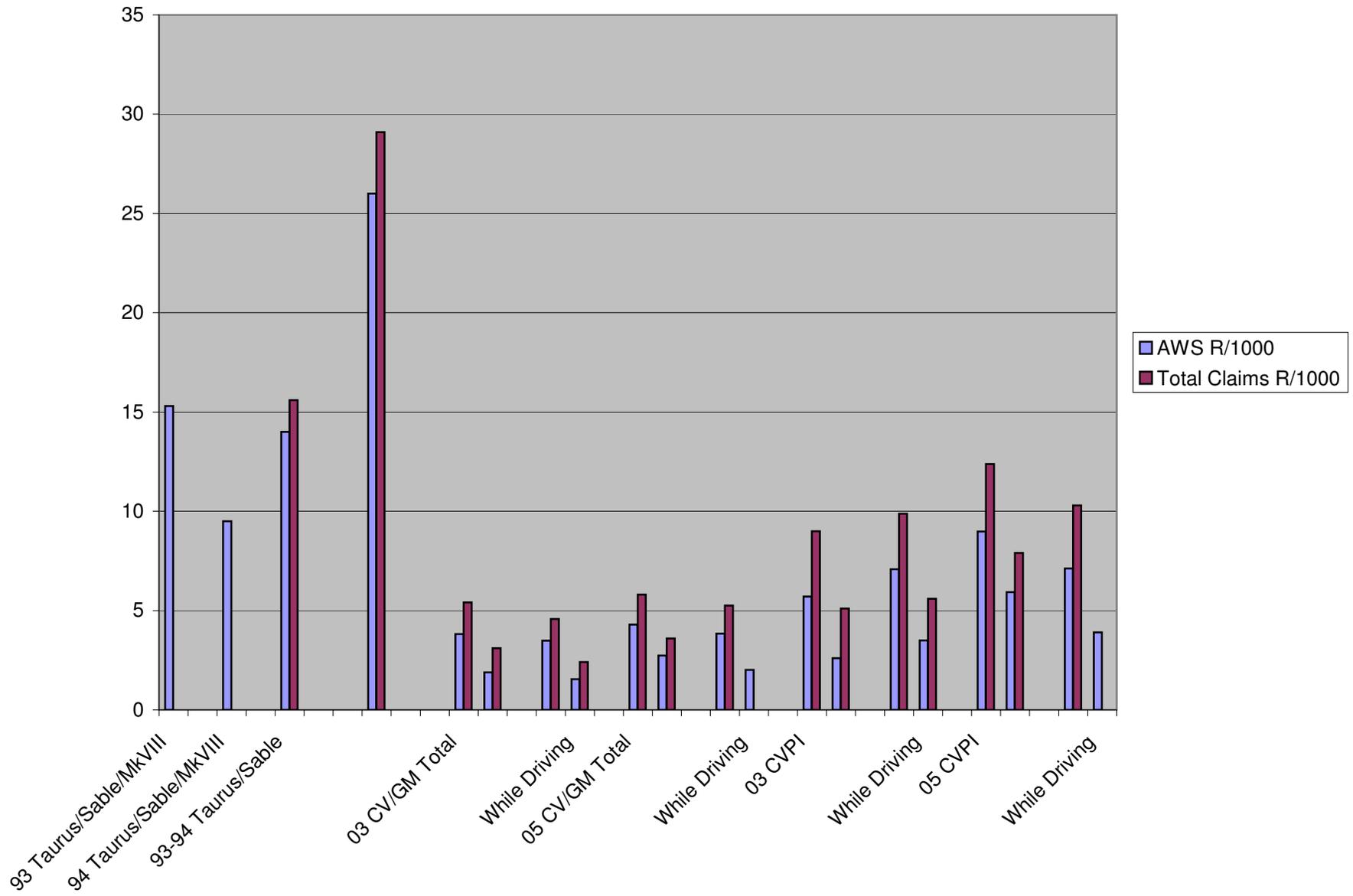


**CDF Projection  
Time and Mileage Domains**



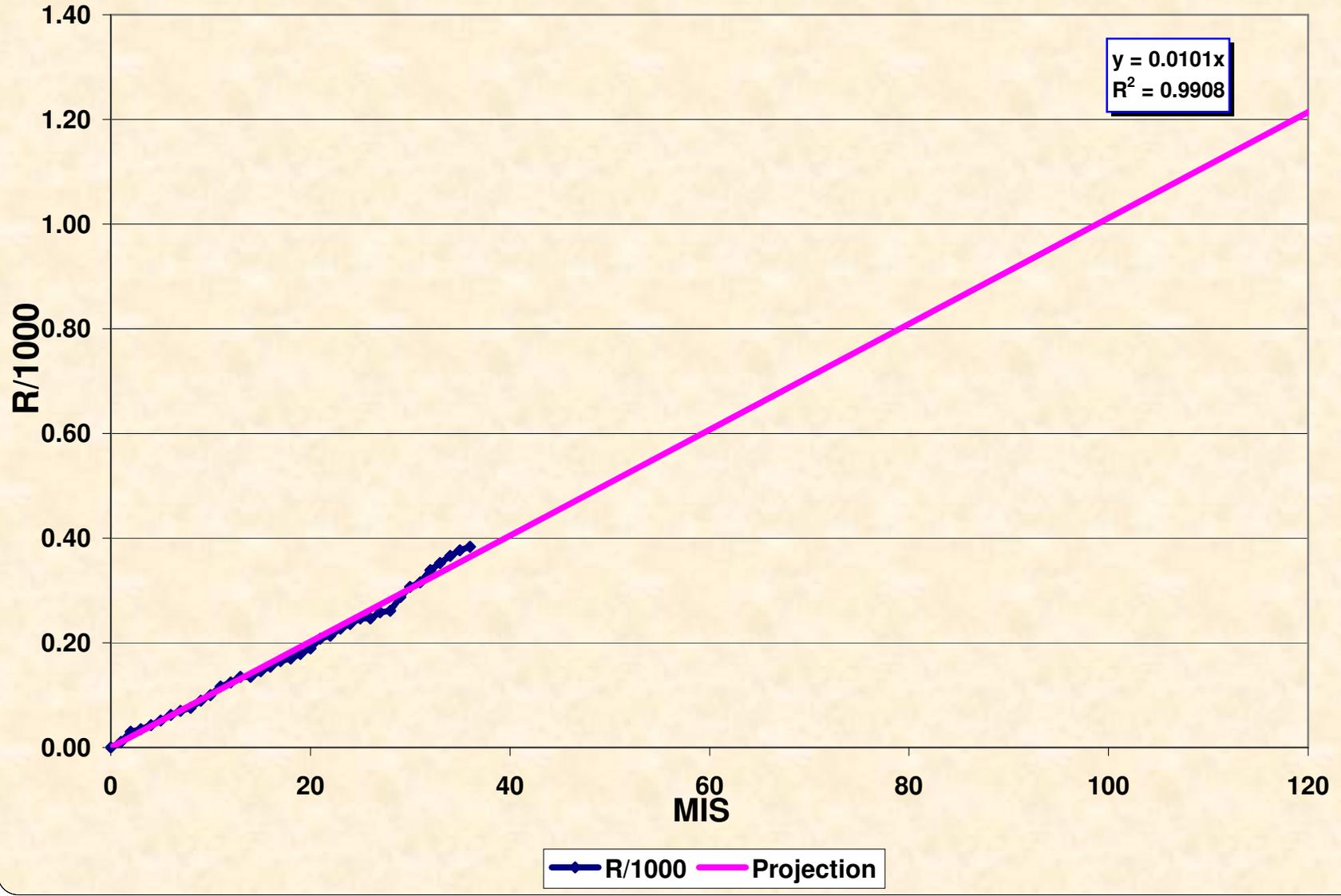
<b>R1000 Estimation Vehicle Useful Life Limited by 150,000 Miles</b>	
R1000	Years in Service
0	1
1	2
4	3
33	6
54	10





	AWS R/1000	Total Claims R/1000	VOQ at Inv. Launch R/100K*YIS	Field Reports Claims	Field Reports R/1000	AWS Claims	AWS R/1000	Total Claims R/1000	Avg MIS	Alleged Accidents/ Injuries
93 Taurus/Sable/MkVIII	15.3		1.2				15.3		35	
94 Taurus/Sable/MkVIII	9.5						9.5		23	
93-94 Taurus/Sable	14	15.6			1.6		14	15.6	35/23	Five/None
92-93 T'Bird/Cougar	26	29.1	2.4		3.1		26	29.1	83/71	None
03 CV/GM Total	3.817253635	5.417253635	0.62			904	3.8	5.4	64	
While Driving	1.896010776	3.1		375	1.6	449	1.9	3.1		
04 CV/GM Total	3.481757429	4.581757429	0.6			639	3.5	4.6	50	
While Driving	1.542705131	2.4		205	1.1	283	1.5	2.4		
05 CV/GM Total	4.299647541	5.799647541	0.2			664	4.3	5.8	37	
While Driving	2.734382593	3.6		231	1.5	422	2.7	3.6		
03-05 CV/GM Total	3.839710714	5.251156828	0.52			2206	3.8	5.3	64/50/37	None
While Driving	2.008395581			811	1.4	1154	2.0			
03 CVPI	5.700456874	9.000456874				399	5.7	9.0	64	
While Driving	2.597995832	5.1		231	3.3	182	2.6	5.1		
04 CVPI	7.076982158	9.876982158				318	7.1	9.9	51	
While Driving	3.492536649	5.6		126	2.8	157	3.5	5.6		
05 CVPI	8.977216444	12.37721644				483	9.0	12.4	38	
While Driving	5.924962853	7.9		181	3.4	319	5.9	7.9		
03-05 CVPI	7.111791848	10.29810845				1201	7.1	10.3	64/51/38	
While Driving	3.897019195			538	3.2	658	3.9			

# Non-CVPI Combined



Vehicles	MIS	Source Code	S (Corporat	Mileage
181		AWS	6	34484
3	2	AWS	3	10678
3	3	AWS	13	18273
1	4	AWS	1	17988
4	5	AWS	33	20332
7	6	AWS	4	22291
15	7	AWS	1	694
8	8	AWS	35	19771
17	9	AWS	4	4134
24	10	AWS	6	35983
37	11	AWS	9	34940
39	12	AWS	6	34218
73	13	AWS	3	22565
72	14	AWS	32	27037
121	15	AWS	8	5236
164	16	AWS	13	23886
173	17	AWS	5	4035
271	18	AWS	17	16624
630	19	AWS	20	16909
545	20	AWS	5	23400
723	21	AWS	35	26015
1103	22	AWS	29	34403
1604	23	AWS	23	27896
2417	24	AWS	11	3953
4288	25	AWS	2	1661
6616	26	AWS	9	12876
10189	27	AWS	22	32366
8516	28	AWS	31	28411
9263	29	AWS	16	12957
6844	30	AWS	2	497
10030	31	AWS	2	2964
9324	32	AWS	8	6021
7203	33	AWS	29	35991
5547	34	AWS	21	31871
6101	35	AWS	33	28477
6821	36	AWS	19	4724
9038	37	AWS	19	32013
8817	38	AWS	36	30355
11944	39	AWS	21	7581
12120	40	AWS	30	31538
10662	41	AWS	29	21645
9301	42	AWS	11	4815
11875	43	AWS	31	35335
9982	44	AWS	23	22811
9040	45	AWS	18	30487
10463	46	AWS	10	9381
8440	47	AWS	2	1190
9966	48	AWS	15	15210
8630	49	AWS	17	17848
8642	50	AWS	30	32924
13770	51	AWS	35	28256
12695	52	AWS	21	25077
11073	53	AWS	17	18320
10865	54	AWS	32	11832
11251	55	AWS	32	19336
9417	56	AWS	29	33716
7982	57	AWS	27	18967
7968	58	AWS	9	10459
8465	59	AWS	20	13545
9562	60	AWS	6	15576
7069	61	AWS	33	28495
7473	62	AWS	25	15710
6258	63	AWS	11	12434
5295	64	AWS	32	34980
3153	65	AWS	2	550
316	66	AWS	34	25900
17	67	AWS	15	16000
14	68	AWS	19	9336
34	69	AWS	30	34463
		AWS	16	33713
		AWS	1	427

Non-CVPI	2	2	2
MIS	Repairs	Divisors	R/1000
0	0	370393	0
1	4	370393	0.01
2	7	370393	0.03
3	2	370390	0.04
4	3	370387	0.04
5	3	370386	0.05
6	4	370382	0.06
7	3	370375	0.07
8	2	370360	0.08
9	5	370352	0.09
10	4	370335	0.10
11	6	370311	0.12
12	3	370274	0.12
13	4	370235	0.14
14	0	370162	0.14
15	4	370090	0.15
16	3	369969	0.15
17	4	369805	0.16
18	2	369632	0.17
19	3	369361	0.18
20	4	368731	0.19
21	7	368186	0.21
22	2	367463	0.21
23	5	366360	0.23
24	3	364756	0.24
25	4	362339	0.25
26	0	358051	0.25
27	4	351435	0.26
28	1	341246	0.26
29	9	332730	0.29
30	6	323467	0.31
31	3	316623	0.32
32	7	306593	0.34
33	4	297269	0.35
34	4	290066	0.37
35	3	284519	0.38
36	2	278418	0.38

AWS	12	10408
AWS	31	35798
AWS	11	10754
AWS	21	20965
AWS	29	27660
AWS	23	31315
AWS	12	7545
AWS	20	25926
AWS	7	4686
AWS	24	32886
AWS	13	11431
AWS	34	22850
AWS	36	23493
AWS	15	20728
AWS	22	28633
AWS	21	16787
AWS	27	35680
AWS	23	21800
AWS	10	6326
AWS	17	23894
AWS	21	15290
AWS	20	19267
AWS	32	35184
AWS	28	17865
AWS	2	885
AWS	25	32547
AWS	25	32510
AWS	27	26765
AWS	24	14294
AWS	11	18231
AWS	33	13565
AWS	9	7842
AWS	7	6423
AWS	10	12796
AWS	32	24310
AWS	1	1159
AWS	12	6379
AWS	30	16733
AWS	25	15450
AWS	27	34362
AWS	21	27036
AWS	29	21481
AWS	11	14636
AWS	15	25125
GCQIS Ford	4	22291
GCQIS Ford	9	34940
GCQIS Ford	5	4035
GCQIS Ford	23	27896
GCQIS Ford	29	35991
GCQIS Ford	34	34613
GCQIS Ford	30	31538
GCQIS Ford	18	30487
GCQIS Ford	16	14236
GCQIS Ford	34	25900
GCQIS Ford	7	7126
GCQIS Ford	30	34463
GCQIS Ford	24	32886
GCQIS Ford	13	11431
GCQIS Ford	29	22230
GCQIS Ford	2	885
GCQIS Ford	10	12796
GCQIS Ford	32	35867
GCQIS Ford	29	21481