SAC **Springfield Auto Care** EXAMPLE SHOP
service@springfield-auto-care.example

TECHNICIAN WORKSHEET · 4.0L SOHC V6
RA-FD40-123456-20261028

2006 Ford Explorer · Explorer XLT 4.0 SOHC V6 4WD · 4WD

1FMEU73E36U123456

ODOMETER IN: 118,000 | DOOR-JAMB BUILD (MM/YY): | RO #: | TECHNICIAN / DATE:

A · RECALLS AND CAMPAIGNS TO VERIFY (DEALER PRINTOUT OR NHTSA.GOV)

05V-520 · Wipers · windshield wiper motor — ☐ Open ☐ Done ☐ N/A

B · INSPECTION POINTS, IN PLAN ORDER

1. Timing chain guides and tensioners (rattle)

Check now · Past the range (60,000–92,000 mi, the middle half of 26 owner reports)

- Listen at the front and rear of the engine on a cold start — ☐ OK ☐ Watch ☐ Fix
- Scan for cam/crank correlation codes — ☐ OK ☐ Watch ☐ Fix
- Chain noise: none / brief / constant
- Scan for: P0016, P0017, P0018, P0019
- Parts (U152): Ask your parts supplier for the OE part number for this VIN.

2. 5R55E / 5R55W / 5R55S automatic (slipping, harsh reverse)

Check now · Past the range (46,000–88,000 mi, the middle half of 645 owner reports)

- Road test all gears and reverse engagement — ☐ OK ☐ Watch ☐ Fix
- Check fluid condition — ☐ OK ☐ Watch ☐ Fix
- Scan for P0732, P0733, P1762 — ☐ OK ☐ Watch ☐ Fix
- Fluid: clean / dark / burnt
- Scan for: P0732, P0733, P1762
- Parts (U152): Ask your parts supplier for the OE part number for this VIN.

3. Oil leaks (oil filter adapter, oil pan)

Watch · Past the range (49,000–60,000 mi, the middle half of 10 owner reports)

- Inspect the oil filter adapter and oil pan rail — ☐ OK ☐ Watch ☐ Fix
- Leak: dry / seep / wet
- Parts (U152): Ask your parts supplier for the OE part number for this VIN.

4. Misfire and rough running (P0300–P0306)

Watch · Any mileage (4.0L SOHC engines (Ford bulletins 2002–2004))

- Misfire counters by cylinder — ☐ OK ☐ Watch ☐ Fix
- Check for vacuum leaks — ☐ OK ☐ Watch ☐ Fix
- Scan for: P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0316
- Parts (U152): Ask your parts supplier for the OE part number for this VIN.

FACTORY MAINTENANCE DUE BY 148,000 MI (ASK FOR RECORDS)

Spark plugs · every 100,000 mi · was due at 100,000 mi (check records) · $249 — ☐ Done (records) ☐ Due ☐ Quoted

Engine coolant · first at 100,000 mi, then every 50,000 mi or 3 years · was due at 100,000 mi and by age (check records) · From $179 — ☐ Done (records) ☐ Due ☐ Quoted

C · ALSO REPORTED FOR THE 4.0L SOHC V6, QUICK CHECKS

- **Steering / suspension / brakes** (1552 complaints): Chassis complaints on the SUVs and trucks; not engine faults.
- **Liftgate glass / body** (1394 complaints): Body complaints on the Explorer; not engine faults.
- **Stall / loss of power** (648 complaints): Mixed causes (sensors, fuel, idle control); not one engine fault.

WHAT TO SAY AT THE COUNTER (ADVISOR)

1. Timing chain guides and tensioners (rattle)

Ford issued several bulletins for a rattle from the primary chain drive between 2000 and 3000 rpm, often on a cold engine, which can sound like spark knock. At 118,000 mi your car is past the usual range, so if the original part is still fitted it is worth checking.

Ask: have you noticed rattle at 2000–3000 rpm, worse when cold, or rattle at start-up?

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2. 5R55E / 5R55W / 5R55S automatic (slipping, harsh reverse)

The 5-speed automatic behind this engine draws the most complaints. At 118,000 mi your car is past the usual range, so if the original part is still fitted it is worth checking. Our price is $360, before tax and shop supplies. Left until it fails, published repair bills run $2,040–$3,550.

Ask: have you noticed slipping or flaring between gears, or no 2nd or 3rd gear?

Adjust after the inspection. The report is not a diagnosis or a guarantee, so say what the technician found, not what the report predicts.

NOTES FOR THE ADVISOR

Record findings here (OK / Watch / Fix and measurements); the advisor adjusts the quote before the handout is printed or sent.