Springfield Auto Care EXAMPLE SHOP
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TECHNICIAN WORKSHEET · 4.6L / 5.4L 2V MODULAR
RA-FD2V-123456-20261028

2003 Ford F-150 · F-150 XLT SuperCrew 5.4 V8 4x4 · 4WD

1FTRW08L63K123456

ODOMETER IN: 125,000 | DOOR-JAMB BUILD (MM/YY) | RO # | TECHNICIAN / DATE

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

07V-078 · Speed control deactivation switch can overheat (2003 F-150, Super Duty, Excursion, E-Series)	☐ Open ☐ Done ☐ N/A
07V-336 · Speed control deactivation switch can leak and overheat (2003–2004 F-150, E-Series)	☐ Open ☐ Done ☐ N/A
11V-385 · Fuel tank · strap corrosion (salt-belt states)	☐ Open ☐ Done ☐ N/A
03V-349 · Steering · pitman arm nut	☐ Open ☐ Done ☐ N/A

05V-388 (Speed control deactivation switch can overheat (2000–2002 F-150 and Expedition)): not listed by NHTSA for MY2003. Confirm on the dealer printout.

05V-017 (Speed control deactivation switch can overheat (2000 F-150 and Expedition)): not listed by NHTSA for MY2003. Confirm on the dealer printout.

06V-286 (Speed control deactivation switch can overheat (2000–2002 Super Duty, Excursion, E-Series)): not listed by NHTSA for MY2003. Confirm on the dealer printout.

09V-399 (Speed control deactivation switch can overheat (2000–2003 E-Series, Super Duty, Excursion; 2002 Explorer/Mountaineer)): not listed by NHTSA for MY2003. Confirm on the dealer printout.

B · INSPECTION POINTS, IN PLAN ORDER

1. Spark plug blow-out (stripped plug threads)

Check now · Past the range (51,000–101,000 mi, the middle half of 132 owner reports)

- Listen for a ticking or puffing noise at a plug well — ☐ OK ☐ Watch ☐ Fix
- Check coils for blow-out damage — ☐ OK ☐ Watch ☐ Fix
- Misfire counters by cylinder — ☐ OK ☐ Watch ☐ Fix
- Plug wells: dry and tight / loose / insert fitted
- Scan for: P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0307, P0308
- Parts (PN96): Ask your parts supplier for the OE part number for this VIN.

2. Speed control deactivation switch can overheat (fire risk)

Check now · Past the range (9,000–75,000 mi, the middle half of 17 owner reports)

- Look for the recall fused jumper harness at the switch — ☐ OK ☐ Watch ☐ Fix
- Check for brake fluid at the switch — ☐ OK ☐ Watch ☐ Fix
- Recall harness: fitted / not fitted
- Parts (PN96): Ask your parts supplier for the OE part number for this VIN.

3. Broken exhaust manifold studs (tick)

Watch · Any mileage (4.6L and 5.4L 2-valve trucks and vans; Ford released stainless studs for the 5.4L 2V)

- Look for soot tracks at the rear manifold studs — ☐ OK ☐ Watch ☐ Fix
- Studs: intact / broken
- Parts (PN96): Ask your parts supplier for the OE part number for this VIN.

4. Ignition coil misfire

Watch · Past the range (58,000–113,000 mi, the middle half of 77 owner reports)

- Misfire counters by cylinder — ☐ OK ☐ Watch ☐ Fix
- Swap the suspect coil to another cylinder — ☐ OK ☐ Watch ☐ Fix
- Scan for: P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0307, P0308
- Parts (PN96): Ask your parts supplier for the OE part number for this VIN.

FACTORY MAINTENANCE DUE BY 155,000 MI (ASK FOR RECORDS)

Spark plugs · every 100,000 mi · was due at 100,000 mi (check records) · $249	☐ Done (records) ☐ Due ☐ Quoted
Automatic transmission fluid · every 150,000 mi · at 150,000 mi · $259	☐ Done (records) ☐ Due ☐ Quoted

C · ALSO REPORTED FOR THE 4.6L / 5.4L 2V MODULAR, QUICK CHECKS

- **Lighting / electrical** (1243 complaints): Body and lighting complaints on the cars and trucks; not engine faults.
- **Transmission** (389 complaints): Counts every transmission complaint; not an engine fault.

WHAT TO SAY AT THE COUNTER (ADVISOR)

1. Spark plug blow-out (stripped plug threads)

On these 2-valve aluminum heads a spark plug can strip its threads and blow out of the cylinder head, often breaking the ignition coil above it. At 125,000 mi your car is past the usual range, so if the original part is still fitted it is worth checking. Our price is $380, before tax and shop supplies.

Ask: have you noticed sudden loud ticking or popping, like an exhaust leak, or misfire on one cylinder?

2. Speed control deactivation switch can overheat (fire risk)

The speed control deactivation switch can overheat, smoke or burn, which can start a fire under the hood, even when parked. At 125,000 mi your car is past the usual range, so if the original part is still fitted it is worth checking. A recall or warranty extension may pay for it: we check the VIN.

Ask: have you noticed cruise control stops working, or burning smell or smoke near the brake master cylinder?

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.