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

TECHNICIAN WORKSHEET · 4.6L / 5.4L 3V TRITON
RA-FD543V-123456-20261028

2008 Ford Expedition · Expedition XLT 5.4 V8 4x4 · 4WD

1FMFU16568L123456

ODOMETER IN: 124,000 | DOOR-JAMB BUILD (MM/YY): | RO #: | TECHNICIAN / DATE:

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

07V-541 · Air bags · driver frontal module — ☐ Open ☐ Done ☐ N/A

B · INSPECTION POINTS, IN PLAN ORDER

1. Spark plugs that break on removal (two-piece plugs)

Now · Past the range (72,000–100,000 mi, the middle half of 53 owner reports)

- Misfire counters — ☐ OK ☐ Watch ☐ Fix
- Check service records for plug changes near 100k — ☐ OK ☐ Watch ☐ Fix
- Plugs: changed / original
- Scan for: P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0307, P0308
- Parts (U324): Ask your parts supplier for the OE part number for this VIN.

2. Cam phasers and timing chain (rattle at idle)

Check now · Past the range (63,000–105,000 mi, the middle half of 31 owner reports)

- Listen at warm idle — ☐ OK ☐ Watch ☐ Fix
- Scan cam timing values and VCT solenoid duty cycle — ☐ OK ☐ Watch ☐ Fix
- Idle rattle: none / light / loud
- Scan for: P0011, P0021, P0022, P0340, P0341
- Parts (U324): Ask your parts supplier for the OE part number for this VIN.

3. Camshaft roller followers (upper-end noise, misfire)

Check now · Past the range (50,000–100,000 mi, the middle half of 20 owner reports)

- Stethoscope on the cam covers — ☐ OK ☐ Watch ☐ Fix
- Misfire counters by cylinder — ☐ OK ☐ Watch ☐ Fix
- Scan for: P0300
- Parts (U324): Ask your parts supplier for the OE part number for this VIN.

4. Exhaust manifold leak (tick or pop)

Watch · Any mileage (5.4L 3V built on or before Sept. 8, 2006)

- Look for soot at the manifold flanges — ☐ OK ☐ Watch ☐ Fix
- Manifold: sealed / leaking
- Parts (U324): Ask your parts supplier for the OE part number for this VIN.

5. Throttle body and idle control (hesitation, low idle)

Watch · Past the range (41,000–96,000 mi, the middle half of 51 owner reports)

- Scan for P0505/P0506 and throttle codes — ☐ OK ☐ Watch ☐ Fix
- Inspect the throttle plate — ☐ OK ☐ Watch ☐ Fix
- Scan for: P0505, P0506, P2111, P2112
- Parts (U324): Ask your parts supplier for the OE part number for this VIN.

FACTORY MAINTENANCE DUE BY 154,000 MI (ASK FOR RECORDS)

Engine coolant · first at 105,000 mi, then every 45,000 mi or 3 years · was due at 105,000 mi and by age (check records) · From $179 — ☐ 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 3V TRITON, QUICK CHECKS

- **Transmission** (362 complaints): Counts every transmission complaint; not an engine fault.

WHAT TO SAY AT THE COUNTER (ADVISOR)

1. Spark plugs that break on removal (two-piece plugs)

The original two-piece spark plugs can seize in the head from carbon build-up. At 124,000 mi it is due, unless the records show it done. Our price is $420, before tax and shop supplies. Left until it fails, published repair bills run $670–$2,000.

Ask: have you noticed misfire or rough running at high mileage, or plug change quoted much higher than normal?

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2. Cam phasers and timing chain (rattle at idle)

The variable cam timing (VCT) phasers can make a rattle or knock at warm idle, and cam timing can oscillate and set P0021/P0022/P0340/P0341. At 124,000 mi your car is past the usual range, so if the original part is still fitted it is worth checking. Our price is $3,400, before tax and shop supplies.

Ask: have you noticed rattle or knock at warm idle up to about 1,200 rpm, or rough idle when warm?

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3. Camshaft roller followers (upper-end noise, misfire)

A camshaft roller follower can fail and cause upper-end noise, rough running, misfire or engine damage. At 124,000 mi your car is past the usual range, so if the original part is still fitted it is worth checking.

Ask: have you noticed ticking or clatter from the top of the engine, or misfire on one 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.