

EA02-025

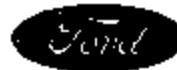
FORD

10/27/03

BOOK 30 OF 61

PART 1 OF 4

BOX 23 OF 28



Subject: Deactivation Switch Experiment With Brake Fluid Contamination

Test Items:

Five Deactivation Switches F2VC-9F924-AB date coded 8280
Supplier: Texas Instruments, Attleboro, Massachusetts
DOT3 Fluid

Purpose:

Show Brake Fluid (without salt water) contamination causes electrical short circuit of test item.

Conclusion:

Brake Fluid contamination does cause electrical short circuits and result in **FIRE** in the Texas Instrument switch test item.

Results:

ALL four switches contaminated with brake fluid developed short circuits between the moving terminal and the hexport.

The fifth switch was a control sample without brake fluid and did not develop a short circuit.

Fire resulted from a short circuit in switch #3.

Discussion:

Switch #3 developed a 0.6-ohm short circuit between the internal electrical components and the sensor assembly after 28 days. The switch was then moved to fire-safe fixture that included a power supply capable of providing current similar to the in-vehicle circuit. The hole was not plugged from this time onward. The switch current limit was then increased to 14.5 amps. The voltage between the moving terminal and the hexport was ranged from 1.18 to 2.22 volts dc. Therefore the switch was dissipating between 17 and 32 watts of power. Dense white smoke came out of the base for some time. When the smoke had significantly abated it was possible to see a glowing element inside the switch cavity. A hand mirror was positioned to allow video recording the glowing. It became quite bright just before the plastic body ignited. After approximately 37 minutes at 14.5 amps, a flame was observed. The current dropped from 14.5 amps to 200 milliamps within 10 seconds. In the following 7 minutes the fire consumed the plastic base and extinguished itself. A videotape recording was made of switch #3 igniting with the voltage and current monitors visible.

The switch without brake fluid had less than 1 micro amp of leakage current throughout the test and never caught fire.

The presence of brake fluid inside the four switches caused leakage current to flow from the moving terminal at 14 volts to the hexport at ground potential. It took approximately 30 days for a short circuit to develop that would conduct sufficient current to result in a flaming plastic switch body produced by Texas Instruments Attleboro, Massachusetts.

The videotape shows that a switch would emit dense white smoke when conducting excessive leakage current. When the base was sealed, as would occur in a vehicle, it was observed, on another switch, that the wire seal grommet was pushed out of the connector by internal pressure from the vaporized brake fluid heated by the switch short circuit. A displaced grommet permits the possibility of road contaminants getting inside the switch cavity.

Figures 1 through 5 show the plots of recorded values of leakage current from moving terminal through the hexport to ground.

Table 1 through 5 shows the recorded micro Amp values of leakage current from the moving terminal through the hexport to ground.

Table 6 through 10 shows the recorded ohms values of the resistance between the moving terminal and ground.

The power supplies were limited to 100 milliamps so that they may run unattended 24 hours a day with a low risk of fire.

Switch #2 was submitted for analysis of cause of short circuit. Results to be covered in a separate report.

Switch #4 developed a short circuit, melted and fell apart.

Switch #5 developed a short circuit between the moving terminal and the hexport.

Procedure:

1. Mount 5 switches at 45-degree angle similar to vehicle installation with connector positioned upward.
2. Rotate switches to place spring arm elbow at the following position viewed from connector end:
 - a. #1 at 6 o'clock
 - b. #2 at 8 o'clock
 - c. #3 at 6 o'clock
 - d. #4 at 6 o'clock
 - e. #5 at 4 o'clock
3. Put DOT 3 brake fluid in the switch cavity via a hole drilled in the plastic base and plug the hole. Put NO fluid in #1. Add fluid to #2, #4, and #5 until the insulation resistance drops to < 40 mega-ohms. Add fluid to #3 sufficient to observe it rising into the terminal cavity.
4. Apply +14 volts dc limited to 100 milliamps to the moving terminal continuously (24hr/7days).
5. Connect the hexport to ground (low side of 14 volt dc supply).
6. Connect a resistor (approx 5 mAmp load) between the stationary terminal and ground.
7. Monitor the leakage current from the moving terminal through the hexport to the ground and resistance from terminals to hexport.
8. Add brake fluid as needed to maintain a leakage current in #2 thru #5 and record volume added.
9. Select a switch that has reached the 100 milliamp current limit and increase the current limit to 14.5 Amps. Record results.

X-axis: Switch Leakage Current
Switch 01

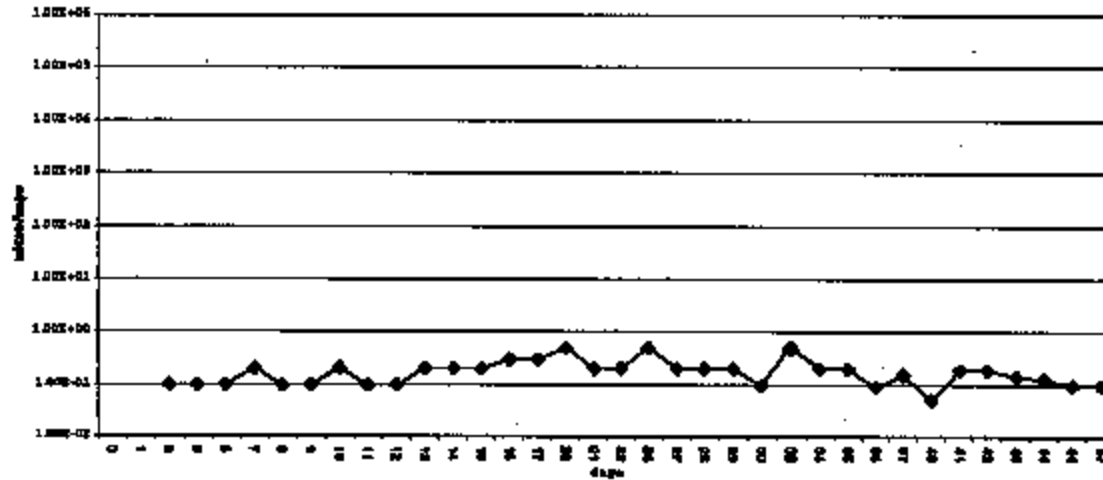


Figure 1 Switch #1 leakage current

Moving Terminal Leakage Current
Switch #2

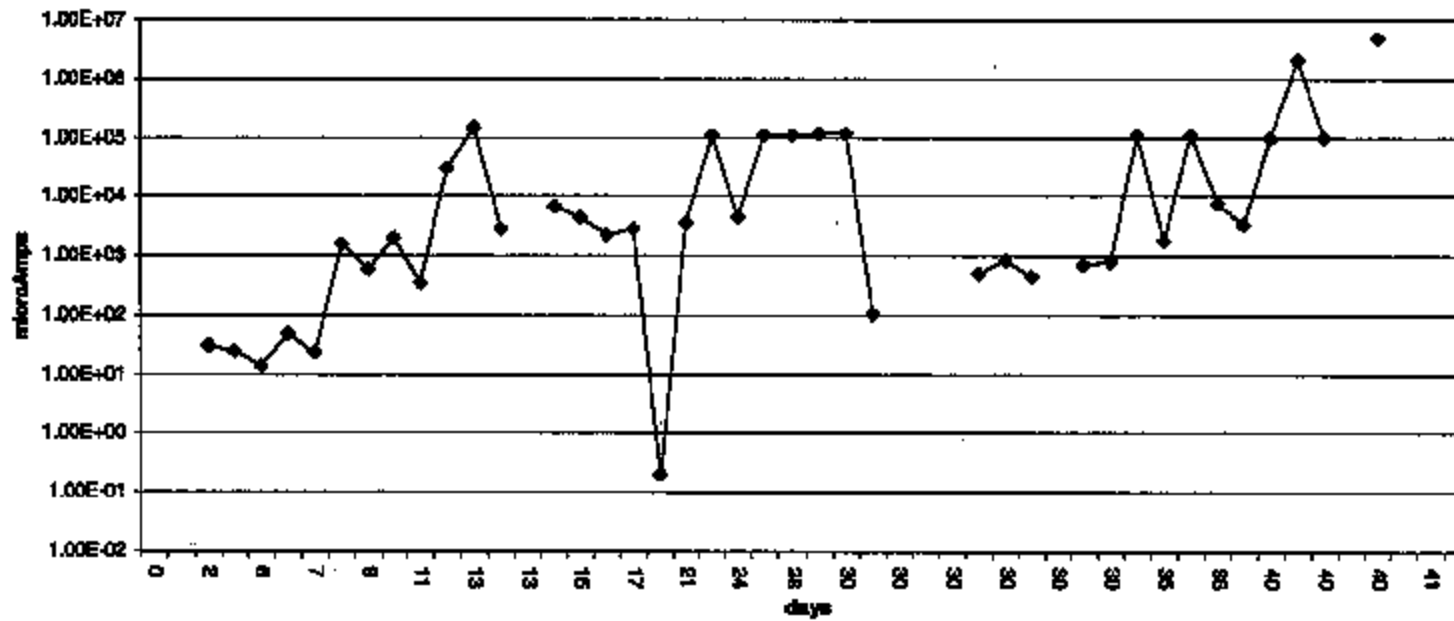


Figure 2 Switch #2 Leakage current

Moving Terminal Leakage Current
Switch #3

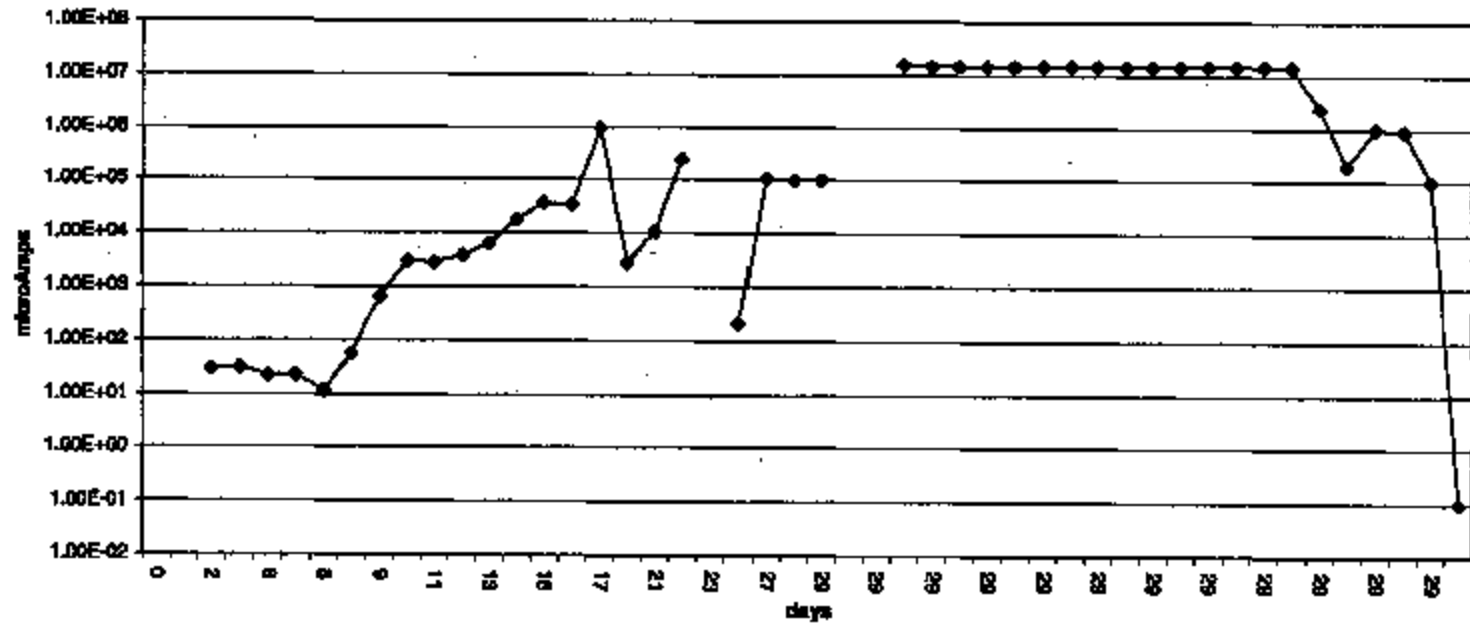


Figure 3 Switch #3 Leakage current

Moving Terminal Leakage Current
Switch #4

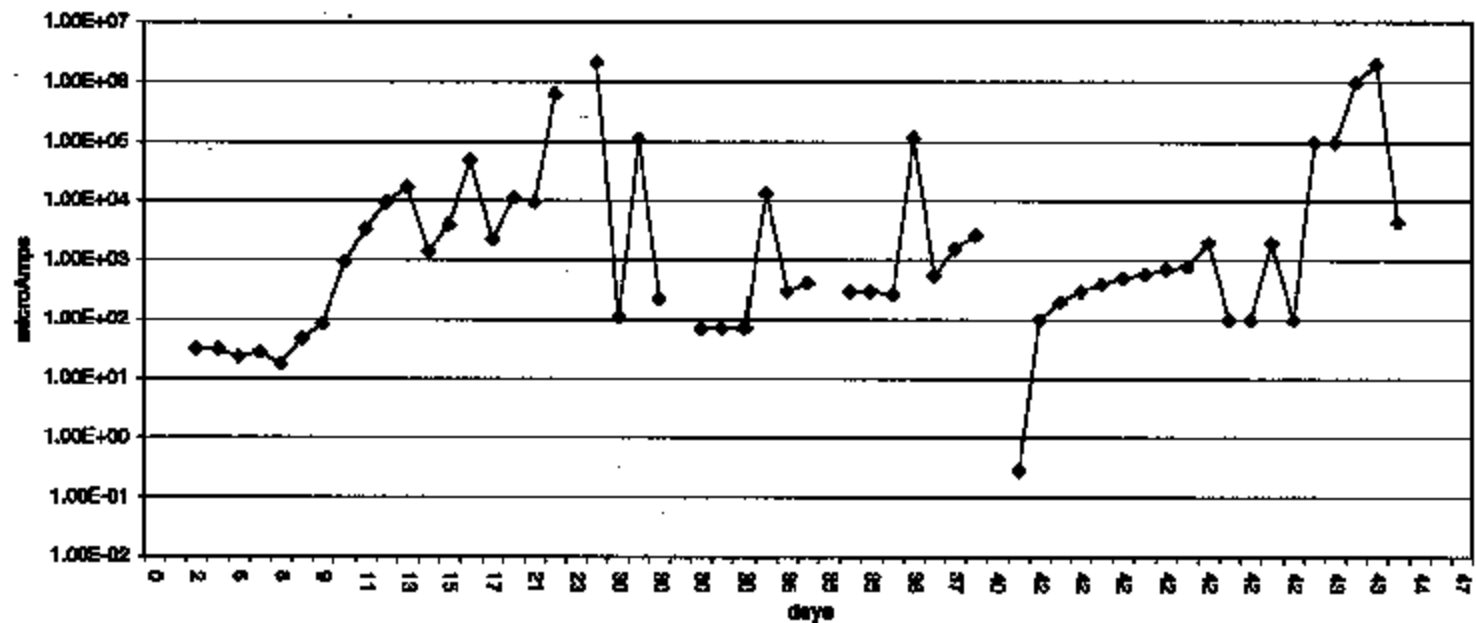


Figure 4 Switch #4 Leakage current

Moving Terminal Leakage Current
Switch #5

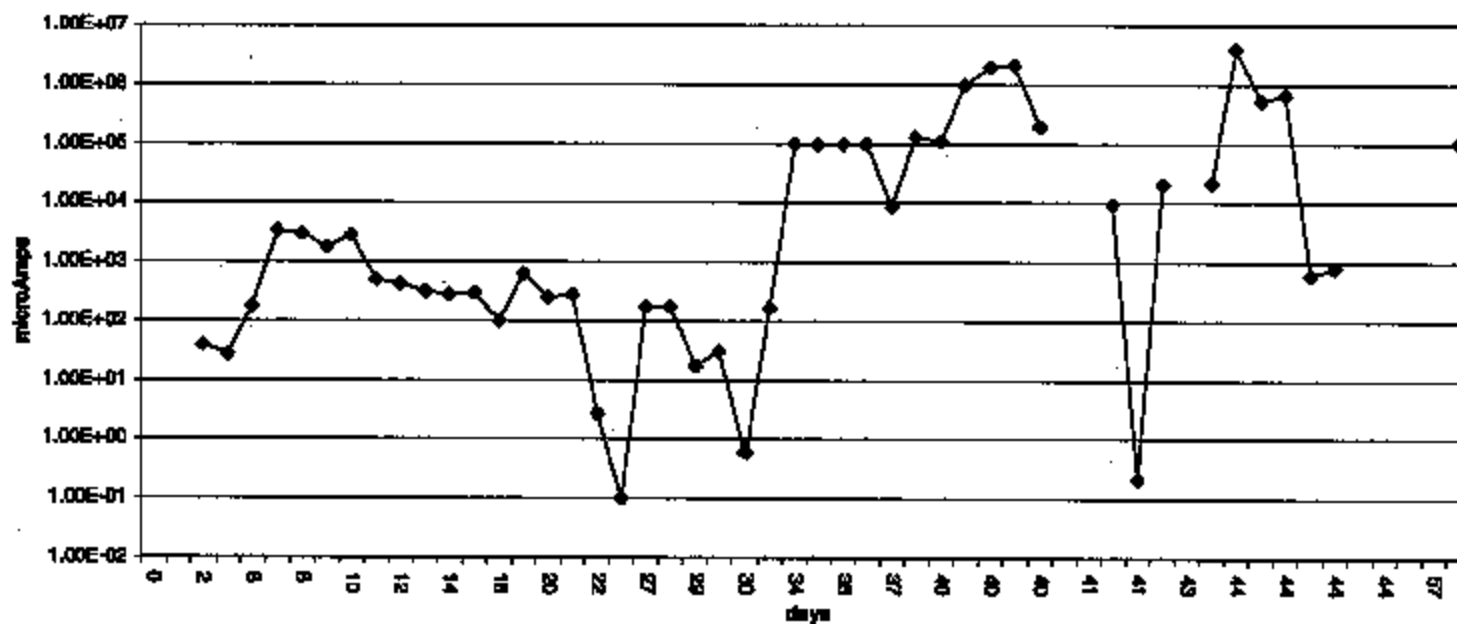


Figure 5 Switch #5 Leakage current

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Switch number	Days	Leak micro Amps Moving Terminal
1	0	
1	1	
1	2	0.1
1	3	0.1
1	6	0.1
1	7	0.2
1	8	0.1
1	9	0.1
1	10	0.2
1	11	0.1
1	12	0.1
1	13	0.2
1	14	0.2
1	15	0.2
1	16	0.3
1	17	0.3
1	20	0.5
1	21	0.2
1	22	0.2
1	24	0.5
1	27	0.2
1	28	0.2
1	29	0.2
1	30	0.1
1	30	0.5
1	34	0.2
1	35	0.2
1	36	0.09
1	37	0.16
1	40	0.05
1	41	0.19
1	42	0.19
1	43	0.14
1	44	0.13
1	44	0.1
1	57	0.1

Table 1 Switch #1 Leakage current data

Switch number	Days	Leak micro Amps Moving Terminal
2	0	
2	1	
2	2	32
2	3	25
2	6	14
2	6	50
2	7	23
2	8	1560
2	9	585
2	10	1990
2	11	360
2	12	30420
2	13	146000
2	13	2870
2	13	
2	14	6770
2	15	4590
2	16	2300
2	17	2820
2	20	0.2
2	21	3500
2	22	112200
2	24	4570
2	27	108100
2	28	112400
2	29	114600
2	30	114600
2	30	104
2	30	
2	30	
2	30	500
2	30	850
2	30	460
2	30	
2	30	700
2	30	800
2	34	106600
2	35	1760
2	35	109000

2	36	7430
2	37	3370
2	40	100000
2	40	2112000
2	40	100000
2	40	
2	40	5000000

Table 2. Switch #2 Leakage current data

Switch number	Days	Leak micro Amps Moving Terminal
3	0	
3	1	
3	2	30
3	3	31
3	6	22
3	7	22
3	8	11.7
3	8	57
3	9	640
3	10	3000
3	11	2840
3	12	3900
3	13	6320
3	14	17620
3	15	35700
3	16	35370
3	17	100000
3	20	2850
3	21	10470
3	22	255900
3	23	
3	24	208
3	27	108500
3	28	100900
3	29	100800
3	29	
3	29	
3	29	1510000
3	29	1450000
3	29	1450000
3	29	1450000
3	29	1450000
3	29	1450000
3	29	1450000
3	29	1450000
3	29	1450000
3	29	1450000
3	29	1450000
3	29	1450000
3	29	1450000
3	29	1450000
3	29	1450000
3	29	1450000
3	29	1450000
3	29	1450000
3	29	1450000
3	29	1450000
3	29	1450000

3	29	1450000
3	29	1450000
3	29	240000
3	29	20000
3	29	100000
3	29	90000
3	29	10000
3	29	0.1

Table 3 Switch #3 Leakage current data

Switch number	Days	Leak micro Amps Moving Terminal
4	0	
4	1	
4	2	31
4	3	32
4	6	24
4	7	28
4	8	17
4	8	48
4	9	85
4	10	966
4	11	3350
4	12	9760
4	13	16770
4	14	1410
4	15	4100
4	16	47800
4	17	2280
4	20	11670
4	21	9730
4	22	634000
4	23	
4	30	2108000
4	30	109
4	30	109100
4	30	220
4	30	
4	30	70
4	30	70
4	30	70
4	34	13530
4	35	300
4	35	415
4	35	
4	35	300
4	35	300
4	36	260
4	36	114800
4	37	560
4	37	1640
4	40	2730

4	40	
4	41	0.28
4	42	100
4	42	200
4	42	300
4	42	400
4	42	500
4	42	600
4	42	700
4	42	800
4	42	2000
4	42	100
4	42	100
4	42	2000
4	42	100
4	42	100000
4	43	100000
4	43	1000000
4	43	2000000
4	44	4600

Table 4 Switch #4 Leakage Data

Switch number	Days	Leak micro Amps Moving Terminal
5	0	
5	1	
5	2	40
5	3	28
5	6	176
5	7	3400
5	8	3083
5	9	1759
5	10	2790
5	11	610
5	12	420
5	13	314
5	14	286
5	15	300
5	16	100
5	17	624
5	20	260
5	21	280
5	22	2.7
5	24	0.1
5	27	180
5	28	180
5	29	17.8
5	30	31.5
5	30	0.6
5	30	168
5	34	98000
5	35	98000
5	36	99000
5	37	99250
5	37	8400
5	37	128000
5	40	106900
5	40	1000000
5	40	2000000
5	40	2144000
5	40	200000
5	41	
5	41	
5	41	9700
5	41	0.21

5	42	21000
5	43	
5	43	22000
5	44	4000000
5	44	520000
5	44	640000
5	44	600
5	44	800
5	44	
5	44	
5	47	
5	57	
5	57	104000

Table 5 Switch #5 Leakage current data

Switch number	Days	Resistance mov to hex
1	0	>40,000,000
1	1	>40,000,000
1	2	>40,000,000
1	3	>40,000,000
1	6	>40,000,000
1	7	>40,000,000
1	8	>40,000,000
1	9	>40,000,000
1	10	>40,000,000
1	11	>40,000,000
1	12	>12,000,000
1	13	>40,000,000
1	14	>40,000,000
1	15	>40,000,000
1	16	>40,000,000
1	17	>40,000,000
1	20	>40,000,000
1	21	>40,000,000
1	22	>40,000,000
1	24	>40,000,000
1	27	>40,000,000
1	28	>40,000,000
1	29	>40,000,000
1	30	>40,000,000
1	30	>21,000,000
1	34	>40,000,000
1	35	>40,000,000
1	36	>40,000,000
1	37	>40,000,000
1	40	>40,000,000
1	41	>40,000,000
1	42	
1	43	
1	44	
1	44	
1	44	
1	47	
1	57	
1	57	>40,000,000
1	57	
1	58	
1	58	>40,000,000

Table 6 Switch #1 Resistance

Switch number	Days	Resistance mov to hex
2	0	>40,000,000
2	0	30,000,000
2	1	>20,000,000
2	1	>40,000,000
2	2	>40,000,000
2	3	>40,000,000
2	6	
2	6	>24,000,000
2	7	>20,000,000
2	8	>2,000,000
2	9	>10,000,000
2	10	1642
2	11	1400
2	12	>2,500,000
2	13	>600,000
2	13	3030
2	13	
2	14	3780
2	15	3590
2	16	1580
2	17	10320
2	20	3.4
2	21	10530
2	22	4.8
2	24	173000
2	27	13.9
2	28	11.2
2	29	8.4
2	30	6.4
2	30	5
2	30	
2	30	5.7
2	30	
2	30	
2	30	
2	30	
2	30	
2	30	1975
2	34	50000
2	35	
2	35	15000

2	36	108700
2	37	128200
2	40	8.5
2	40	
2	40	
2	40	4.5
2	40	
2	40	
2	41	1
2	41	1

Table 7 Switch #2 Resistances

Switch number	Days	Resistance mov to hex
3	0	>40,000,000
3	0	10,000,000
3	1	>40,000,000
3	2	>40,000,000
3	3	>40,000,000
3	6	>40,000,000
3	7	>40,000,000
3	8	
3	8	>40,000,000
3	9	>40,000,000
3	10	>2,400,000
3	11	>1,000,000
3	12	2900
3	13	
3	14	1540
3	15	845
3	16	4670
3	17	1066
3	20	51600
3	21	1140
3	22	5.8
3	23	
3	24	3.7
3	27	4
3	28	3.2
3	29	.6
3	29	.7
3	29	0.6
3	29	
3	29	.6

Table 8 Switch #3 Resistance

Switch number	Days	Resistance mov to hex
4	0	>40,000,000
4	0	22,000,000
4	1	>20,000,000
4	1	>40,000,000
4	2	>40,000,000
4	3	>40,000,000
4	6	>40,000,000
4	7	>40,000,000
4	8	>40,000,000
4	8	
4	9	>40,000,000
4	10	>700,000
4	11	26000
4	12	5400
4	13	2230
4	14	41100
4	15	2523
4	16	19720
4	17	8770
4	20	3997
4	21	9010
4	22	3.3
4	23	
4	30	2.0
4	30	2.4
4	30	2
4	30	
4	30	
4	30	
4	30	
4	30	
4	30	
4	34	3,100,000
4	35	
4	35	1,400,000
4	35	
4	35	
4	35	
4	35	
4	35	1530000
4	37	990000
4	37	
4	40	23350
4	40	

4	41	13800
4	42	

Table 9 Switch #4 Resistance

Switch number	Days	Resistance mov to hex
5	0	>40,000,000
5	0	27,000,000
5	1	>20,000,000
5	1	>40,000,000
5	2	>40,000,000
5	3	>40,000,000
5	6	>10,000,000
5	7	9300
5	8	>7000
5	9	>10,000,000
5	10	5620
5	11	27000
5	12	52000
5	13	81100
5	14	92800
5	15	422000
5	16	23560
5	17	50900
5	20	476000
5	21	53700
5	22	2650000
5	24	179000
5	27	186800
5	28	193100
5	29	>6,000,000
5	30	>2,000,000
5	30	1,500,000
5	30	
5	34	87.5
5	35	236
5	36	4530
5	37	12.5
5	37	
5	37	
5	40	
5	40	
5	40	3.83
5	41	3.6
5	41	4
5	41	3048
5	41	2730
5	42	
5	43	

5	43	
5	44	
5	44	
5	44	
5	44	
5	44	
5	44	
5	47	
5	57	
5	57	0.4

Table 10 Switch #5 Resistance

Brake Pressure Switch Disassembly Protocol - Supplement

For each previously disassembled brake switch:

1. Remove the three plastic bags containing the three kapton diaphragms from the plastic bag that contains the disassembled switch components. Remove each bag and open the petri dish that contains the kapton diaphragm. Remove the kapton layer from the petri dish. Use a micrometer¹ to measure the thickness of the kapton diaphragm at the three unmarked diaphragm corners. Record the measured thickness and the measurement location relative to the marked corner with the mark facing outward and positioned at 12 o'clock. Return each kapton diaphragm to its respective petri dish, recover the dish and place in its plastic bag and return to the plastic bag for the respective switch.

¹ Mitutoyo 0-1" Micrometer, No 293-765-10, Serial Number 2392940, Calibration date 07/28/2000.

Exponent
Date of Inspection: 10/30/00

Inspected by: BEK

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0070814934

Layer	Measurement Position	Measurement (in)
1'	3:00 o'clock	<u>.00520</u>
	6:00 o'clock	<u>.00530</u>
	9:00 o'clock	<u>.00560</u>
2 ²	3:00 o'clock	<u>.00510</u>
	6:00 o'clock	<u>---</u> <i>Coarse Test</i>
	9:00 o'clock	<u>.00515</u>
3 ³	3:00 o'clock	<u>.00520</u>
	6:00 o'clock	<u>.00505</u>
	9:00 o'clock	<u>.00510</u>

1 Layer Unmarked. End Position At 5:00 + 8:00 O'clock.
2 Layer Unmarked. End Position At 3:00 O'clock.
3 Layer Unmarked. DELIMITATION AT 10:00 O'clock.

Exponent
Date of Inspection: 10/30/00

Inspected by: BEK

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 007558 9945

Layer	Measurement Position	Measurement (in)
1 ¹	3:00 o'clock	<u>.00515</u>
	6:00 o'clock	<u>.00500</u>
	9:00 o'clock	<u>.00510</u>
2 ²	3:00 o'clock	<u>.00505</u>
	6:00 o'clock	<u>.00500</u>
	9:00 o'clock	<u>.00505</u>
3 ³	3:00 o'clock	<u>.00510</u>
	6:00 o'clock	<u>.00505</u>
	9:00 o'clock	<u>.00505</u>

- ① Layer Unmarked. ERM Position At 2:30 o'clock.
- ② Layer Unmarked. ERM Position At 2:30 o'clock.
- ③ Layer Unmarked. ERM Position At 4:30 o'clock.

Exponent

Date of Inspection: 10/30/70

Inspected by: BEK

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0075575048

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00490</u>
	6:00 o'clock	<u>.00490</u>
	9:00 o'clock	<u>.00510</u>
2	3:00 o'clock	<u>.00505</u>
	6:00 o'clock	<u>.00510</u>
	9:00 o'clock	<u>.00505</u>
3	3:00 o'clock	<u>.00510</u>
	6:00 o'clock	<u>.00510</u>
	9:00 o'clock	<u>.00510</u>

1 Layer Unmeasured. Lip, 500 Length At 12:00
2 Layer Unmeasured. Ends Positioned At 2:00 & 6:00 O'clock
3 Layer Unmeasured. Ends Positioned At 1:30 & 4:30 O'clock

Exponent

Date of Inspection: 11/20/60

Inspected by: BSC

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0071234297

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00510</u>
	6:00 o'clock	<u>.00515</u>
	9:00 o'clock	<u>.00505</u>
2 ⁶	3:00 o'clock	<u>.00510</u>
	6:00 o'clock	<u>.00515</u>
	9:00 o'clock	<u>.00515</u>
3 ¹	3:00 o'clock	<u>.00500</u>
	6:00 o'clock	<u>.00505</u>
	9:00 o'clock	<u>.00510</u>

- 1 Layer Uniform Film Deposited At 2:00 & 5:00 O'clock
- 2 Layer Uniform Film Deposited At 3:00 & 6:00 O'clock
- 3 Layer Uniform Film Deposited At 1:00 & 4:00 O'clock

Exponent
Date of Inspection: 10/30/00

Inspected by: BSA

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 00707 56090

Layer	Measurement Position	Measurement (in)
1'	3:00 o'clock	<u>.00500</u>
	6:00 o'clock	<u>.00505</u>
	9:00 o'clock	<u>.00510</u>
2'	3:00 o'clock	<u>.00500</u>
	6:00 o'clock	<u>.00495</u>
	9:00 o'clock	<u>.00520</u>
3'	3:00 o'clock	<u>.00500</u>
	6:00 o'clock	<u>.00490</u>
	9:00 o'clock	<u>.00505</u>

1' Layer Unmeasured. From Position A at 4:30 o'clock.
2' Layer Unmeasured. From Position A at 5:30 o'clock.
3' Layer Unmeasured. From Position A at 4:30 o'clock.

Exponent

Date of Inspection: 10/30/80

Inspected by: DKC

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0070491707

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00520</u>
	6:00 o'clock	<u>.00510</u>
	9:00 o'clock	<u>.00520</u>
2	3:00 o'clock	<u>.00505</u>
	6:00 o'clock	<u>.00510</u>
	9:00 o'clock	<u>.00515</u>
3	3:00 o'clock	<u>.00495</u>
	6:00 o'clock	<u>.00515</u>
	9:00 o'clock	<u>.00515</u>

1 Layer Unfinished. End Position At 5:00 O'clock.
2 Layer Unfinished. End Position At 5:00 O'clock.
3 Layer Unfinished. End Position At 5:00 O'clock.

Exponent

Date of Inspection: 10/10/82

Inspected by: BSIC

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0069494964

Layer	Measurement Position	Measurement (in)
1 [ⓐ]	3:00 o'clock	<u>.00500</u>
	6:00 o'clock	<u>.00500</u>
	9:00 o'clock	<u>.00510</u>
2 [ⓑ]	3:00 o'clock	<u>.00500</u>
	6:00 o'clock	<u>.00490</u>
	9:00 o'clock	<u>.00490</u>
3 [ⓒ]	3:00 o'clock	<u>.00495</u>
	6:00 o'clock	<u>.00500</u>
	9:00 o'clock	<u>.00495</u>

- [ⓐ] Layer Unmarked. Edge Position At 6:30 O'clock.
[ⓑ] Layer Unmarked. Edge Position At 5:30 O'clock.
[ⓒ] Layer Unmarked. Edge Position At 4:30 O'clock.

Exponent
Date of Inspection: 10/30/69

Inspected by: BEIC

Data Form for Examination and Disassembly of Brakes Switch - Supplement

Long Tag Number: 0069526539

Layer	Measurement Position	Measurement (in)
1'	3:00 o'clock	<u>.00525</u>
	6:00 o'clock	<u>.00515</u>
	9:00 o'clock	<u>.00505</u>
2 ²	3:00 o'clock	<u>.00525</u>
	6:00 o'clock	<u>.00520</u>
	9:00 o'clock	<u>.00515</u>
3 ³	3:00 o'clock	<u>.00510</u>
	6:00 o'clock	<u>.00500</u>
	9:00 o'clock	<u>.00510</u>

- ① Layers Unmarked. For Reference At 5:30 O'clock.
- ② Layers Unmarked. For Reference At 4:00 O'clock.
- ③ Layers Unmarked. For Reference At 4:00 O'clock.

Exponent
Date of Inspection: 10/24/10

Inspected by: BEL

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0070231473

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00515</u>
	6:00 o'clock	<u>.00480</u>
	9:00 o'clock	<u>.00490</u>
2	3:00 o'clock	<u>.00495</u>
	6:00 o'clock	<u>.00490</u>
	9:00 o'clock	<u>.00505</u>
3	3:00 o'clock	<u>.00485</u>
	6:00 o'clock	<u>.00485</u>
	9:00 o'clock	<u>.00515</u>

Exponent

Date of Inspection: 10/20/20

Inspected by: BFL

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0069425747

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00520</u>
	6:00 o'clock	<u>.00515</u>
	9:00 o'clock	<u>.00505</u>
2	3:00 o'clock	<u>.00490</u>
	6:00 o'clock	<u>.00500</u>
	9:00 o'clock	<u>.00500</u>
3	3:00 o'clock	<u>.00495</u>
	6:00 o'clock	<u>.00505</u>
	9:00 o'clock	<u>.00490</u>

Exponent

Date of Inspection: 10/20/00

Inspected by: BSC

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 007111 9954

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00480</u>
	6:00 o'clock	<u>.00520</u>
	9:00 o'clock	<u>.00490</u>
2	3:00 o'clock	<u>.00480</u>
	6:00 o'clock	<u>.00470</u>
	9:00 o'clock	<u>.00495</u>
3	3:00 o'clock	<u>.00475</u>
	6:00 o'clock	<u>.00475</u>
	9:00 o'clock	<u>.00485</u>

Exponent

Date of Inspection: 10/30/80

Inspected by: BP

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0071103296

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00480</u>
	6:00 o'clock	<u>.00490</u>
	9:00 o'clock	<u>.00505</u>
2	3:00 o'clock	<u>.00475</u>
	6:00 o'clock	<u>.00485</u>
	9:00 o'clock	<u>.00485</u>
3	3:00 o'clock	<u>.00495</u>
	6:00 o'clock	<u>.00500</u>
	9:00 o'clock	<u>.00485</u>

Exponent

Date of Inspection: 10/20/60

Inspected by: BSK

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0071311 312

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00500</u>
	6:00 o'clock	<u>.00510</u>
	9:00 o'clock	<u>.00500</u>
2	3:00 o'clock	<u>.00500</u>
	6:00 o'clock	<u>.00495</u>
	9:00 o'clock	<u>.00500</u>
3	3:00 o'clock	<u>.00490</u>
	6:00 o'clock	<u>.00485</u>
	9:00 o'clock	<u>.00510</u>

Exponent
Date of Inspection: 10/24/00

Inspected by: SLK

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0071194617

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00500</u>
	6:00 o'clock	<u>.00495</u>
	9:00 o'clock	<u>.00500</u>
2	3:00 o'clock	<u>.00470</u>
	6:00 o'clock	<u>.00475</u>
	9:00 o'clock	<u>.00480</u>
3	3:00 o'clock	<u>.00490</u>
	6:00 o'clock	<u>.00485</u>
	9:00 o'clock	<u>.00505</u>

Exponent

Date of Inspection: 10/20/00

Inspected by: RSK

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0070693195

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00485</u>
	6:00 o'clock	<u>.00495</u>
	9:00 o'clock	<u>.00475</u>
2	3:00 o'clock	<u>.00485</u>
	6:00 o'clock	<u>.00480</u>
	9:00 o'clock	<u>.00495</u>
3	3:00 o'clock	<u>.00475</u>
	6:00 o'clock	<u>.00480</u>
	9:00 o'clock	<u>.00490</u>

Exponent
Date of Inspection: 10/30/06

Inspected by: BSC

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0070479057

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00475</u>
	6:00 o'clock	<u>.00495</u>
	9:00 o'clock	<u>.00480</u>
2	3:00 o'clock	<u>.00495</u>
	6:00 o'clock	<u>.00485</u>
	9:00 o'clock	<u>.00495</u>
3	3:00 o'clock	<u>.00480</u>
	6:00 o'clock	<u>.00475</u>
	9:00 o'clock	<u>.00490</u>

Exponent

Date of Inspection: 10/31/00

Inspected by: ZSM

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0071183280

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00495</u>
	6:00 o'clock	<u>.00490</u>
	9:00 o'clock	<u>.00490</u>
2	3:00 o'clock	<u>.00500</u>
	6:00 o'clock	<u>.00490</u>
	9:00 o'clock	<u>.00500</u>
3	3:00 o'clock	<u>.00485</u>
	6:00 o'clock	<u>.00485</u>
	9:00 o'clock	<u>.00485</u>

Exponent

Date of Inspection: 10/21/68

Inspected by: ESL

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0071226344

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00480</u>
	6:00 o'clock	<u>.00505</u>
	9:00 o'clock	<u>.00485</u>
2	3:00 o'clock	<u>.00480</u>
	6:00 o'clock	<u>.00475</u>
	9:00 o'clock	<u>.00485</u>
3	3:00 o'clock	<u>.00500</u>
	6:00 o'clock	<u>.00500</u>
	9:00 o'clock	<u>.00505</u>

Exponent
Date of Inspection: 10/30/20

Inspected by: BEK

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0070709221

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00530</u>
	6:00 o'clock	<u>.00530</u>
	9:00 o'clock	<u>.00535</u>
2	3:00 o'clock	<u>.00525</u>
	6:00 o'clock	<u>.00525</u>
	9:00 o'clock	<u>.00570</u>
3	3:00 o'clock	<u>.00520</u>
	6:00 o'clock	<u>.00530</u>
	9:00 o'clock	<u>.00530</u>

Exponent

Date of Inspection: 10/20/09

Inspected by: BK

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0070689200

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00530</u>
	6:00 o'clock	<u>.00485</u>
	9:00 o'clock	<u>.00465</u>
2	3:00 o'clock	<u>.00495</u>
	6:00 o'clock	<u>.00495</u>
	9:00 o'clock	<u>.00495</u>
3	3:00 o'clock	<u>.00490</u>
	6:00 o'clock	<u>.00485</u>
	9:00 o'clock	<u>.00500</u>

Exponent

Date of Inspection: 10/31/00

Inspected by: BLK

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0071699417

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00470</u>
	6:00 o'clock	<u>.00485</u>
	9:00 o'clock	<u>.00485</u>
2	3:00 o'clock	<u>.00485</u>
	6:00 o'clock	<u>.00500</u>
	9:00 o'clock	<u>.00490</u>
3	3:00 o'clock	<u>.00485</u>
	6:00 o'clock	<u>.00480</u>
	9:00 o'clock	<u>.00490</u>

Exponent

Date of Inspection: 10/31/0

Inspected by: BSK

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0071755573

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00495</u>
	6:00 o'clock	<u>.00505</u>
	9:00 o'clock	<u>.00500</u>
2	3:00 o'clock	<u>.00485</u>
	6:00 o'clock	<u>.00485</u>
	9:00 o'clock	<u>.00490</u>
3	3:00 o'clock	<u>.00495</u>
	6:00 o'clock	<u>.00505</u>
	9:00 o'clock	<u>.00490</u>

Exponent

Date of Inspection: 10/12/09

Inspected by: BGL

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0070790656

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00485</u>
	6:00 o'clock	<u>.00495</u>
	9:00 o'clock	<u>.00490</u>
2	3:00 o'clock	<u>.00510</u>
	6:00 o'clock	<u>.00505</u>
	9:00 o'clock	<u>.00505</u>
3	3:00 o'clock	<u>.00485</u>
	6:00 o'clock	<u>.00495</u>
	9:00 o'clock	<u>.00495</u>

Exponent

Date of Inspection: 10/20/70

Inspected by: BSIL

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0070 B54841

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00480</u>
	6:00 o'clock	<u>.00495</u>
	9:00 o'clock	<u>.00485</u>
2	3:00 o'clock	<u>.00490</u>
	6:00 o'clock	<u>.00495</u>
	9:00 o'clock	<u>.00495</u>
3	3:00 o'clock	<u>.00500</u>
	6:00 o'clock	<u>.00505</u>
	9:00 o'clock	<u>.00505</u>

Exponent

Date of Inspection: 10/31/08

Inspected by: TSC

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0071188290

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00490</u>
	6:00 o'clock	<u>.00490</u>
	9:00 o'clock	<u>.00480</u>
2	3:00 o'clock	<u>.00480</u>
	6:00 o'clock	<u>.00475</u>
	9:00 o'clock	<u>.00475</u>
3	3:00 o'clock	<u>.00475</u>
	6:00 o'clock	<u>.00470</u>
	9:00 o'clock	<u>.00485</u>

Exponent

Date of Inspection: 10/30/80

Inspected by: Bsic

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0070604976

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00500</u>
	6:00 o'clock	<u>.00495</u>
	9:00 o'clock	<u>.00470</u>
2	3:00 o'clock	<u>.00475</u>
	6:00 o'clock	<u>.00490</u>
	9:00 o'clock	<u>.00485</u>
3	3:00 o'clock	<u>.00480</u>
	6:00 o'clock	<u>.00480</u>
	9:00 o'clock	<u>.00485</u>

Exponent
Date of Inspection: 10/30/00

Inspected by: ESK

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 00703888.7

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00490</u>
	6:00 o'clock	<u>.00500</u>
	9:00 o'clock	<u>.00475</u>
2	3:00 o'clock	<u>.00485</u>
	6:00 o'clock	<u>.00485</u>
	9:00 o'clock	<u>.00490</u>
3	3:00 o'clock	<u>.00500</u>
	6:00 o'clock	<u>.00490</u>
	9:00 o'clock	<u>.00495</u>

Exponent

Date of Inspection: 10/21/00

Inspected by: BSC

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0571017078

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00500</u>
	6:00 o'clock	<u>.00500</u>
	9:00 o'clock	<u>.00500</u>
2	3:00 o'clock	<u>.00490</u>
	6:00 o'clock	<u>.00485</u>
	9:00 o'clock	<u>.00495</u>
3	3:00 o'clock	<u>.00480</u>
	6:00 o'clock	<u>.00485</u>
	9:00 o'clock	<u>.00480</u>

Exponent

Date of Inspection: 10/31/00

Inspected by: ESK

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0071050211

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00475</u>
	6:00 o'clock	<u>.00485</u>
	9:00 o'clock	<u>.00485</u>
2	3:00 o'clock	<u>.00475</u>
	6:00 o'clock	<u>.00475</u>
	9:00 o'clock	<u>.00475</u>
3	3:00 o'clock	<u>.00475</u>
	6:00 o'clock	<u>.00480</u>
	9:00 o'clock	<u>.00490</u>

Exponent

Date of Inspection: 10/31/20

Inspected by: B>K

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0071428537

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00505</u>
	6:00 o'clock	<u>.00500</u>
	9:00 o'clock	<u>.00505</u>
2	3:00 o'clock	<u>.00480</u>
	6:00 o'clock	<u>.00475</u>
	9:00 o'clock	<u>.00485</u>
3	3:00 o'clock	<u>.00485</u>
	6:00 o'clock	<u>.00490</u>
	9:00 o'clock	<u>.00490</u>

Exponent

Date of Inspection: 10/30/00

Inspected by: JTK

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0070495285

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00505</u>
	6:00 o'clock	<u>.00505</u>
	9:00 o'clock	<u>.00495</u>
2	3:00 o'clock	<u>.00475</u>
	6:00 o'clock	<u>.00470</u>
	9:00 o'clock	<u>.00470</u>
3	3:00 o'clock	<u>.00465</u>
	6:00 o'clock	<u>.00490</u>
	9:00 o'clock	<u>.00470</u>

Exponent
Date of Inspection: 10/24/00

Inspected by: BEK

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0670863490

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00470</u>
	6:00 o'clock	<u>.00480</u>
	9:00 o'clock	<u>.00480</u>
2	3:00 o'clock	<u>.00475</u>
	6:00 o'clock	<u>.00475</u>
	9:00 o'clock	<u>.00480</u>
3	3:00 o'clock	<u>.00475</u>
	6:00 o'clock	<u>.00470</u>
	9:00 o'clock	<u>.00500</u>

Exponent

Date of Inspection: 10/30/00

Inspected by: BSC

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0070371840

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00500</u>
	6:00 o'clock	<u>.00490</u>
	9:00 o'clock	<u>.00470</u>
2	3:00 o'clock	<u>.00485</u>
	6:00 o'clock	<u>.00500</u>
	9:00 o'clock	<u>.00485</u>
3	3:00 o'clock	<u>.00470</u>
	6:00 o'clock	<u>.00500</u>
	9:00 o'clock	<u>.00480</u>

Exponent

Date of Inspection: 10/31/02

Inspected by: REK

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0070907663

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00510</u>
	6:00 o'clock	<u>.00505</u>
	9:00 o'clock	<u>.00505</u>
2	3:00 o'clock	<u>.00485</u>
	6:00 o'clock	<u>.00490</u>
	9:00 o'clock	<u>.00485</u>
3	3:00 o'clock	<u>.00480</u>
	6:00 o'clock	<u>.00475</u>
	9:00 o'clock	<u>.00485</u>

Exponent

Date of Inspection: 1-31-70

Inspected by: RCW

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 007118461

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00420</u>
	6:00 o'clock	<u>.00510</u>
	9:00 o'clock	<u>.00505</u>
2	3:00 o'clock	<u>.00500</u>
	6:00 o'clock	<u>.00495</u>
	9:00 o'clock	<u>.00490</u>
3	3:00 o'clock	<u>.00505</u>
	6:00 o'clock	<u>.00505</u>
	9:00 o'clock	<u>.00500</u>

Exponent

Date of Inspection: 10/3/00

Inspected by: B SK

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0071389672

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00495</u>
	6:00 o'clock	<u>.00505</u>
	9:00 o'clock	<u>.00490</u>
2	3:00 o'clock	<u>.00490</u>
	6:00 o'clock	<u>.00490</u>
	9:00 o'clock	<u>.00490</u>
3	3:00 o'clock	<u>.00495</u>
	6:00 o'clock	<u>.00490</u>
	9:00 o'clock	<u>.00490</u>

Exponent

Date of Inspection: 10/31/70

Inspected by: FAC

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0071121973

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00305</u>
	6:00 o'clock	<u>.00500</u>
	9:00 o'clock	<u>.00505</u>
2	3:00 o'clock	<u>.00490</u>
	6:00 o'clock	<u>.00485</u>
	9:00 o'clock	<u>.00480</u>
3	3:00 o'clock	<u>.00475</u>
	6:00 o'clock	<u>.00470</u>
	9:00 o'clock	<u>.00465</u>

Exponent

Date of Inspection: 10/30/60

Inspected by: Zu

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0070725317

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00470</u>
	6:00 o'clock	<u>.00470</u>
	9:00 o'clock	<u>.00485</u>
2	3:00 o'clock	<u>.00480</u>
	6:00 o'clock	<u>.00470</u>
	9:00 o'clock	<u>.00485</u>
3	3:00 o'clock	<u>.00470</u>
	6:00 o'clock	<u>.00480</u>
	9:00 o'clock	<u>.00470</u>

Exponent

Date of Inspection: 10/31/00

Inspected by: BSC

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0071228706

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00495</u>
	6:00 o'clock	<u>.00510</u>
	9:00 o'clock	<u>.00500</u>
2	3:00 o'clock	<u>.00505</u>
	6:00 o'clock	<u>.00500</u>
	9:00 o'clock	<u>.00500</u>
3	3:00 o'clock	<u>.00500</u>
	6:00 o'clock	<u>.00495</u>
	9:00 o'clock	<u>.00505</u>

Exponent

Date of Inspection: 10/2/00

Inspected by: PK

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0071566478

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00500</u>
	6:00 o'clock	<u>.00490</u>
	9:00 o'clock	<u>.00500</u>
2	3:00 o'clock	<u>.00510</u>
	6:00 o'clock	<u>.00475</u>
	9:00 o'clock	<u>.00500</u>
3	3:00 o'clock	<u>.00505</u>
	6:00 o'clock	<u>.00495</u>
	9:00 o'clock	<u>.00495</u>

Exponent

Date of Inspection: 10/20/00

Inspected by: BSK

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 00 6962 4471

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00505</u>
	6:00 o'clock	<u>.00505</u>
	9:00 o'clock	<u>.00490</u>
2	3:00 o'clock	<u>.00490</u>
	6:00 o'clock	<u>.00490</u>
	9:00 o'clock	<u>.00500</u>
3	3:00 o'clock	<u>-</u> <i>Cumulative Saw</i>
	6:00 o'clock	<u>.00505</u>
	9:00 o'clock	<u>.00500</u>

Exponent
Date of Inspection: 10/31/02

Inspected by: RLK

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0071801852

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00480</u>
	6:00 o'clock	<u>.00495</u>
	9:00 o'clock	<u>.00495</u>
2	3:00 o'clock	<u>.00510</u>
	6:00 o'clock	<u>.00485</u>
	9:00 o'clock	<u>.00510</u>
3	3:00 o'clock	<u>.00485</u>
	6:00 o'clock	<u>.00500</u>
	9:00 o'clock	<u>.00490</u>

Exponent
Date of Inspection: 10/30/00

Inspected by: SLK

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0069094524

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00485</u>
	6:00 o'clock	<u>.00500</u>
	9:00 o'clock	<u>.00505</u>
2	3:00 o'clock	<u>.00480</u>
	6:00 o'clock	<u>.00505</u>
	9:00 o'clock	<u>.00505</u>
3	3:00 o'clock	<u>.00490</u>
	6:00 o'clock	<u>.00495</u>
	9:00 o'clock	<u>.00500</u>

Exponent
Date of Inspection: 10/21/92

Inspected by: BSK

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0071057870

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00495</u>
	6:00 o'clock	<u>.00490</u>
	9:00 o'clock	<u>.00495</u>
2	3:00 o'clock	<u>.00505</u>
	6:00 o'clock	<u>.00505</u>
	9:00 o'clock	<u>.00500</u>
3	3:00 o'clock	<u>.00485</u>
	6:00 o'clock	<u>.00490</u>
	9:00 o'clock	<u>.00490</u>

Exponent
Date of Inspection: 10/11/00

Inspected by: ZSK

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 0071139606

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00490</u>
	6:00 o'clock	<u>.00495</u>
	9:00 o'clock	<u>.00495</u>
2	3:00 o'clock	<u>.00495</u>
	6:00 o'clock	<u>.00505</u>
	9:00 o'clock	<u>.00495</u>
3	3:00 o'clock	<u>.00510</u>
	6:00 o'clock	<u>.00505</u>
	9:00 o'clock	<u>.00505</u>

Exponent

Date of Inspection: 10/31/00

Inspected by: BK

Data Form for Examination and Disassembly of Brake Switch - Supplement

Long Tag Number: 007028 1194

Layer	Measurement Position	Measurement (in)
1	3:00 o'clock	<u>.00495</u>
	6:00 o'clock	<u>.00500</u>
	9:00 o'clock	<u>.00490</u>
2	3:00 o'clock	<u>.00500</u>
	6:00 o'clock	<u>.00500</u>
	9:00 o'clock	<u>.00500</u>
3	3:00 o'clock	<u>.00485</u>
	6:00 o'clock	<u>.00500</u>
	9:00 o'clock	<u>.00510</u>

G.S. WPRC - Core Packing List Box# 9173480**RAC FED S4**

<u>Tag Num</u>	<u>Part Number</u>	<u>Part Description</u>	<u>Vehicle/Model Year</u>	<u>Qty</u>
0074172852	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1992 TOWN CAR	1
0074473657	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1993 TOWN CAR	1
0074710497	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1993 TOWN CAR	1
		Unidentified Parts:		0
		Total Parts		3

3713 9193

U.S. WPRC - Core Packing List Box# 9173478

RAC FED S6

Tag Num	Part Number	Part Description	Vehicle/Model Year	Qty	
0075901201	XW7Z	9G652 AA	KIT - BRAKE REPAIR	1992 TOWN CAR	1
0078236344	XW7Z	9G652 AA	KIT - BRAKE REPAIR	1992 TOWN CAR	1
0078346721	XW7Z	9G652 AA	KIT - BRAKE REPAIR	1992 TOWN CAR	1
0078706464	XW7Z	9G652 AA	KIT - BRAKE REPAIR	1992 TOWN CAR	1
0078728940	XW7Z	9G652 AA	KIT - BRAKE REPAIR	1992 TOWN CAR	1
		Unidentified Parts:			0
		Total Parts			5

3713 9194

U.S. WPRC
Box Packing List

Box: 9173477
Loc: 100000004

RAC:FED S7

30-JUN-00

AL LEESE	15090 COMMERCE DRIVE
FORD MOTOR COMPANY	DEARBORN MI 48120

Part Information

Vehicle Information

Repair Information

Concern Information

Tech Comments

Listed Parts: 0

Unidentified Parts: 0

Total Parts: 0

U.S. WPRC - Core Packing List Box# 9173481

RAC FED S1

Tag Num	Part Number	Part Description	Vehicle/Model Year	Qty
0069080203	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1993 TOWN CAR	1
0069570863	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1992 CROWN VICTORIA	1
0069654761	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1993 CROWN VICTORIA	1
0069755668	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1993 GRAND MARQUIS	1
0070434785	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1992 TOWN CAR	1
0070819270	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1992 TOWN CAR	1
0070835937	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1993 CROWN VICTORIA	1
0070870603	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1992 GRAND MARQUIS	1
0071308027	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1992 GRAND MARQUIS	1
0071610509	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1993 CROWN VICTORIA	1
0071807032	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1992 GRAND MARQUIS	1
0072110855	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1993 CROWN VICTORIA	1
0072219440	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1992 TOWN CAR	1
0072268487	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1992 GRAND MARQUIS	1
0072889482	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1992 TOWN CAR	1
0072900933	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1992 TOWN CAR	1
0072920026	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1992 TOWN CAR	1
0073026967	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1993 GRAND MARQUIS	1
0073109083	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1992 TOWN CAR	1
0073126196	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1993 TOWN CAR	1
0073252402	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1992 TOWN CAR	1
0073306629	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1993 TOWN CAR	1
0073346433	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1993 TOWN CAR	1
0073349938	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1993 GRAND MARQUIS	1
0073399607	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1992 TOWN CAR	1
0073426209	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1992 CROWN VICTORIA	1
0073756817	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1992 CROWN VICTORIA	1
0073757202	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1992 GRAND MARQUIS	1
0073929657	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1993 TOWN CAR	1
0073998461	XW7Z 9G652 AA	KIT - BRAKE REPAIR	1992 TOWN CAR	1
		Unidentified Parts:		1
		Total Parts		31

U.S. WPRC
Box Packing List

Box: 9173479
Loc: 100000004

RAC:FED S5

AL LEESE
FORD MOTOR COMPANY

15090 COMMERCE DRIVE
DEARBORN MI 48120

30-JUN-00

Part Information	Vehicle Information	Repair Information	Concern Information	Tech Comments
Srvcl: XW7Z 9G852AA Engr#: XW739G852AA Part KIT - BRAKE Name: REPAIR	VIN: 1LNLM02W00N 1992 TOWN CAR Assem WDKOM Odom 124134 Built: 20-NOV-91 WSD: 31-DEC-91	Tag #: 0076785580 R.O.#: 198385B Dealer #: Phone: Repaired: 08-MAR-00		124134 REPLACE SPEED CONTROL DEACTIVATION
Enter Global SD # Here: <input type="text"/>	Comments			
Enter Corrective Action Dat <input type="text"/>				
Srvcl: XW7Z 9G852AA Engr#: XW739G852AA Part KIT - BRAKE Name: REPAIR	VIN: 2MECM75W20N 1992 GRAND MARQUIS Assem STTHOM Odom 88793 Built: 25-FEB-92 WSD: 03-OCT-92	Tag #: 0077355209 R.O.#: 106703C Dealer #: Phone: Repaired: 22-MAR-00		88793 REPL SW AND CONNECTOR
Enter Global SD # Here: <input type="text"/>	Comments			
Enter Corrective Action Dat <input type="text"/>				
Srvcl: XW7Z 9G852AA Engr#: XW739G852AA Part KIT - BRAKE Name: REPAIR	VIN: 2MECM74W80N 1992 GRAND MARQUIS Assem STTHOM Odom 84448 Built: 28-FEB-92 WSD: 31-MAR-92	Tag #: 0078437891 R.O.#: 105167A Dealer #: Phone: Repaired: 13-APR-00		RPL SPEED CONTROL DEACTIVATION SWITCH PER 98S15
Enter Global SD # Here: <input type="text"/>	Comments			
Enter Corrective Action Dat <input type="text"/>				

U.S. WPRC
Box Packing List

Box: 9173479
Loc: 1000000004

RAC:FED S5

AL LEESE
FORD MOTOR COMPANY

15090 COMMERCE DRIVE
DEARBORN MI 48120

30-JUN-00

Part Information	Vehicle Information	Repair Information	Concern Information	Tech Comments
Srvcd: XW7Z 9G852AA Engr#: XW739G852AA Part KIT - BRAKE Name: REPAIR	VIN: 2MECM75W3ND 1992 GRAND MARQUIS Asm STTHOM Odom 11892 Built: 26-FEB-92 WSD: 10-JUL-92	Tag #: 0078741051 R.O.#: 4184101 Dealer #: Phone: Repaired: 24-APR-00		1 PERFORMED RECALL 99S15
Enter Global SD # Here: <input type="text"/>	Comments			
Enter Corrective Action Dat <input type="text"/>				
Srvcd: XW7Z 9G852AA Engr#: XW739G852AA Part KIT - BRAKE Name: REPAIR	VIN: 2MECM75W3ND 1992 GRAND MARQUIS Asm STTHOM Odom 88027 Built: 13-FEB-92 WSD: 26-FEB-92	Tag #: 0078841732 R.O.#: 5221401 Dealer #: Phone: Repaired: 24-APR-00		PERFORM RECALL 99S15- REPLACE CRUISE CONTROL SWITCH
Enter Global SD # Here: <input type="text"/>	Comments			
Enter Corrective Action Dat <input type="text"/>				
Srvcd: XW7Z 9G852AA Engr#: XW739G852AA Part KIT - BRAKE Name: REPAIR	VIN: 2FALP74W6ND 1992 CROWN VICTORIA Asm STTHOM Odom 102968 Built: 05-FEB-92 WSD: 14-FEB-92	Tag #: 0078858814 R.O.#: 6747502 Dealer #: Phone: Repaired: 25-APR-00		FACTORY RECALL COMPLETED RECALL
Enter Global SD # Here: <input type="text"/>	Comments			
Enter Corrective Action Dat <input type="text"/>				

U.S. WPRC
Box Packing List

Box: 9173479
Loc: 1000000004

RAC:FED S5

30-JUN-00

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FORD MOTOR COMPANY

15090 COMMERCE DRIVE
DEARBORN MI 48120

Part Information	Vehicle Information	Repair Information	Concern Information	Tech Comments
Srvcl: XW7Z 8G852AA Engr: XW739G852AA Part KIT - BRAKE Name: REPAIR	VIN: 2MECM74W3ND 1992 GRAND MARQUIS Asm STTHOM Odom 158802 Bult: 20-FEB-92 WSD: 07-AUG-92	Tag #: 0078821077 R.O.#: 18472801 Dealer #: Phone: Repaired: 21-APR-00		88515D Q.5

Enter Global ID # Here:

Comments

Enter Corrective Action Dat

Srvcl: XW7Z 8G852AA Engr: XW739G852AA Part KIT - BRAKE Name: REPAIR	VIN: 2FACP74W6ND 1992 CROWN VICTORIA Asm STTHOM Odom 129853 Bult: 14-FEB-92 WSD: 28-MAR-92	Tag #: 0078889408 R.O.#: 171179C Dealer #: Phone: Repaired: 28-APR-00		129853 INSTALL SWITCH PER 89S15
--	---	---	--	---------------------------------

Enter Global ID # Here:

Comments

Enter Corrective Action Dat

Srvcl: XW7Z 8G852AA Engr: XW739G852AA Part KIT - BRAKE Name: REPAIR	VIN: 2FACP74W3NX 1992 CROWN VICTORIA Asm STTHOM Odom 75771 Bult: 24-FEB-92 WSD: 30-DEC-92	Tag #: 0079034330 R.O.#: 8785451 Dealer #: Phone: Repaired: 28-APR-00		PERFORM PER INSTRUCTIONS
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Enter Global ID # Here:

Comments

Enter Corrective Action Dat

U.S. WPRC
Box Packing List

Box: 9173479
Loc: 1000000004

RAC:FED S5

30-JUN-00

AL LEESE
FORD MOTOR COMPANY

15090 COMMERCE DRIVE
DEARBORN MI 48120

Part Information	Vehicle Information	Repair Information	Concern Information	Tech Comments
Srvcl: XW7Z 9G852AA Engr#: XW738G852AA Part KIT - BRAKE Name: REPAIR	VIN: 2N1ELM75W5ND 1992 GRAND MARQUIS Assem STTHOM Order 85517 Built: 25-FEB-92 WSD: 18-MAY-92	Tag #: 0080585081 R.O.#: 5420552 Dealer #: Phone: Repaired: 31-MAY-00		RECALL 98S15
Enter Global ED # Here:	Comments			
Enter Corrective Action Det				

Listed Parts: 10
Undertified Parts: 1
Total Parts: 11